

REMOVAL AND INSTALLATION (Continued)

3. To service any fuse link which has an eyelet terminal on one end such as the charging circuit, proceed as follows:
 - a. Cut off open fuse link behind weld. Strip approximately 12.7mm (1/2 inch) of insulation from cut end and attach appropriate new eyelet fuse link to cut stripped wire with an appropriate size connector.
 - b. Crimp and heat splice insulation until tubing shrinks and adhesive flows from each end of connector.



TYPICAL REPAIR USING THE EYELET TERMINAL FUSE LINK OF THE SPECIFIED GAUGE FOR ATTACHMENT TO A CIRCUIT WIRE END J2323-C

DO NOT MISTAKE A RESISTOR WIRE FOR A FUSE LINK. The resistor wire is generally longer and has print stating: "Resistor—do not cut or splice."

When attaching a No. 16-, 18- or 20-gauge fuse link to a heavy gauge wire, always double the stripped wire end of the fuse link before inserting and crimping it into the wire connector for positive wire retention.

NOTE: If the damaged fuse link is between two splices (weld points in a harness), cut out damaged portion as close to splices as possible.

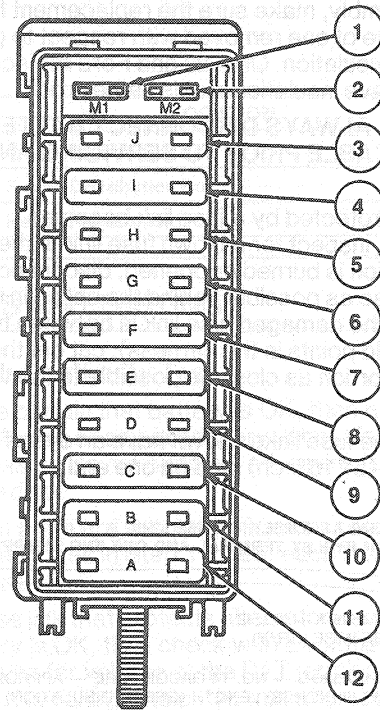
The following illustrations show typical electrical connectors and their disengagements.

Power Distribution Box

The power distribution box is located in the engine compartment on the LH fender apron.

WARNING: ALWAYS DISCONNECT THE BATTERY BEFORE SERVICING THE HIGH CURRENT FUSES IN THE POWER DISTRIBUTION BOX.

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K16736-A

Power Distribution Box

ITEM	RATING	COLOR	CIRCUIT
1	10A	R	Ignition Coil
2	10A	R	Accessory Feed
3	40A	GR	Power Lock / Window
4	40A	GR	Anti-Lock
5	40A	GR	Rear Defroster
6	30A	PK	Anti-Lock Module
7	60A	Y	Headlamps
8	40A	GR	Fuse Panel
9	60A	Y	Engine Cooling Fan
10	30A	PK	Electronic Engine Control
11	60A	Y	Ignition Switch / Blower Motor
12	60A	Y	Ignition Switch / Blower Motor