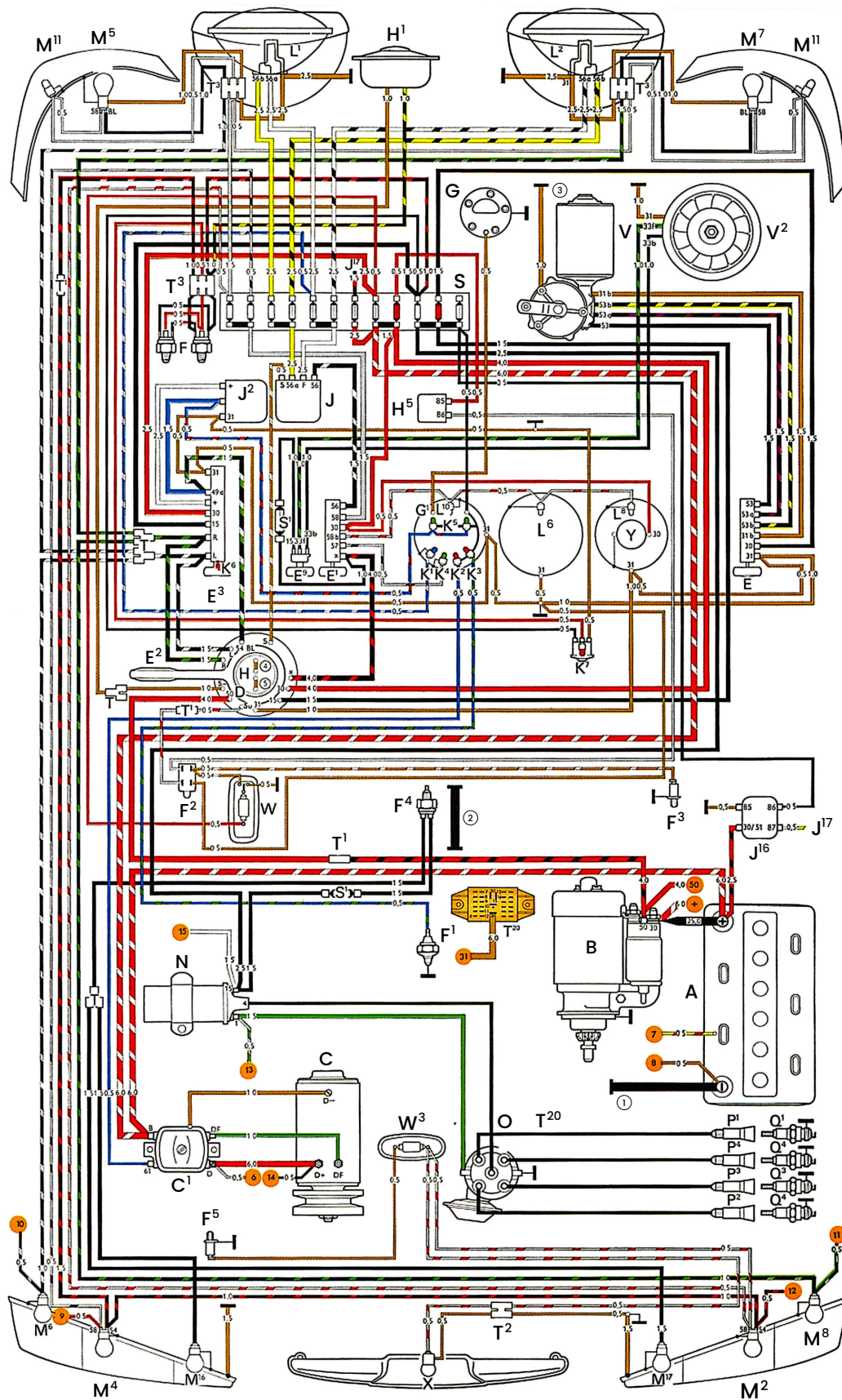


Wiring Diagram – Type 3

(1971 Models, from August 1970)



Wiring Diagram – Type 3

(1971 Models, from August 1970)

Key

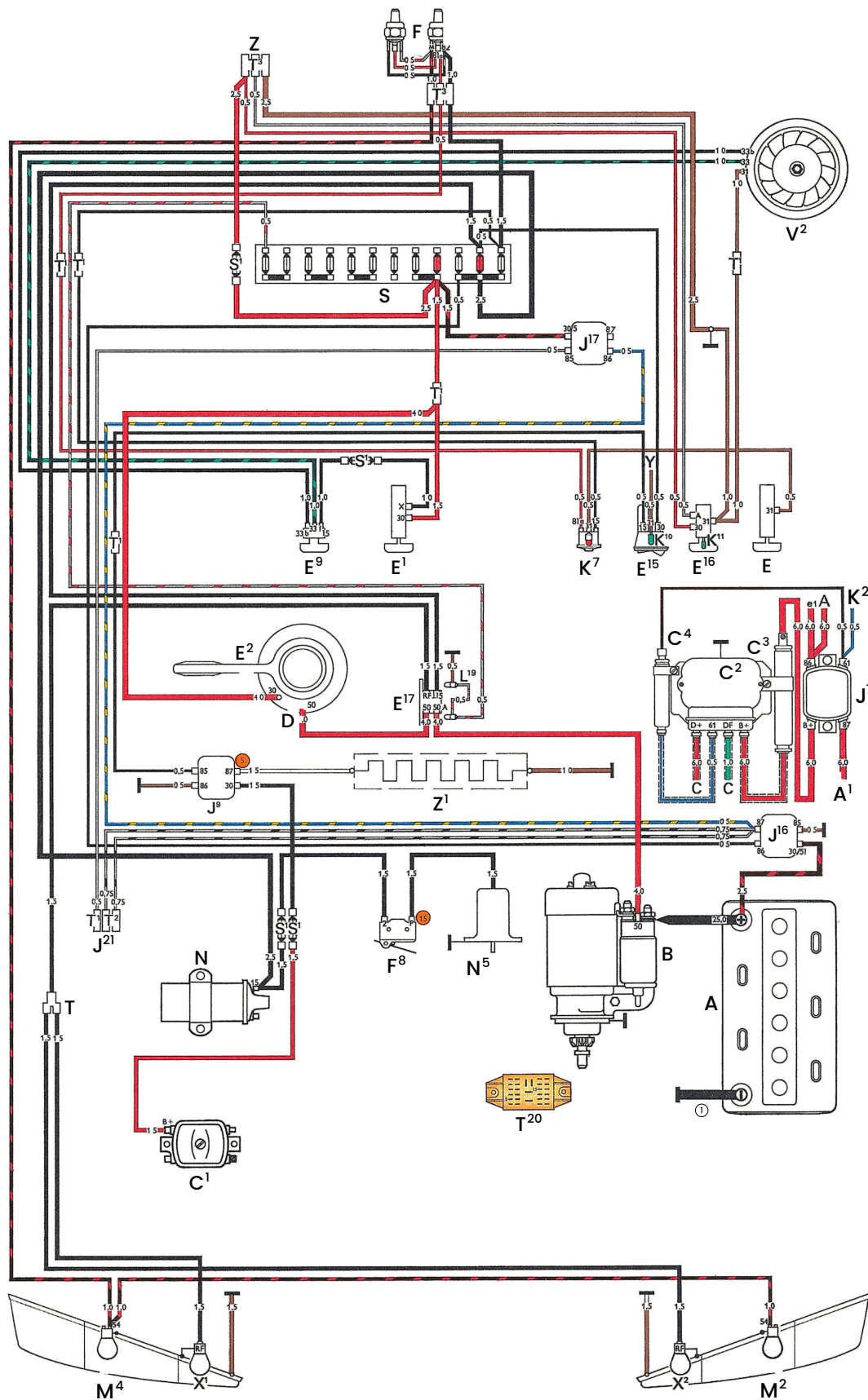
- | | |
|---|--|
| A – Battery | L ⁸ – Clock light |
| B – Starter | L ¹⁰ – Instrument panel light |
| C – Generator | M ² – Tail / brake light, right |
| C ¹ – Regulator | M ⁴ – Tail / brake light, left |
| D – Ignition / starter switch | M ⁵ – Turn signal and parking light, front, left |
| E – Windshield wiper switch | M ⁶ – Turn signal, rear, left |
| E ¹ – Light switch | M ⁷ – Turn signal and parking light, front, right |
| E ² – Turn signal and headlight dimmer switch | M ⁸ – Turn signal, rear, right |
| E ³ – Emergency flasher switch | M ¹¹ – Side marker light, front |
| E ⁹ – Fresh air fan motor switch | M ¹⁶ – Back-up light, left |
| F – Brake light switch | M ¹⁷ – Back-up light, right |
| F ¹ – Oil pressure switch | N – Ignition coil |
| F ² – Door contact and buzzer alarm switch, left | O – Distributor |
| F ³ – Door contact switch, right | P ¹ – Spark plug connector, No. 1 cylinder |
| F ⁴ – Back-up light switch | P ² – Spark plug connector, No. 2 cylinder |
| F ⁵ – Luggage compartment light switch | P ³ – Spark plug connector, No. 3 cylinder |
| G – Fuel gauge sending unit | P ⁴ – Spark plug connector, No. 4 cylinder |
| G ¹ – Fuel gauge | Q ¹ – Spark plug, No. 1 cylinder |
| H – Horn button | Q ² – Spark plug, No. 2 cylinder |
| H ¹ – Horn | Q ³ – Spark plug, No. 3 cylinder |
| H ⁵ – Ignition key warning buzzer | Q ⁴ – Spark plug, No. 4 cylinder |
| J – Dimmer relay | S – Fuse box |
| J ² – Emergency flasher relay | S ¹ – In-line fuse for back-up lights and fresh air fan motor |
| J ¹⁶ – Power supply relay for fuel injection | T – Cable adapter |
| J ¹⁷ – Connection to fuel pump relay | T ¹ – Cable connector, single |
| K ¹ – High beam warning light | T ² – Cable connector, double |
| K ² – Generator charging warning light | T ³ – Cable connector, triple |
| K ³ – Oil pressure warning light | T ²⁰ – Test network, central plug |
| K ⁴ – Parking light warning light | V – Windshield wiper motor |
| K ⁵ – Turn signal warning light | V ² – Fresh air motor, front |
| K ⁶ – Emergency flasher warning light | W – Interior light |
| K ⁷ – Dual brake circuit warning light | W ³ – Luggage compartment light |
| L ¹ – Sealed-beam unit, left headlight | X – License plate light |
| L ² – Sealed-beam unit, right headlight | Y – Clock |
| L ⁶ – Speedometer light | |
-
- | |
|---|
| ① – Ground strap from battery to frame |
| ② – Ground strap from transmission to frame |
| ④ – Ground cable from horn to steering coupling |
| ⑤ – Ground cable from front axle to frame |

Test network: the orange spots are the connections in the test network that are wired to the central plug (T20). The numbers in the spots correspond to the terminals in the central plug.

Note: on 1971 models built before May 1971, the main line from the battery post to terminal B+ on the regulator is a solid red wire. A solid red wire also joins regulator terminal B+ with the fuse box.

Supplemental Wiring Diagram – Type 3

(1971 Models, from August 1970)



Supplemental Wiring Diagram – Type 3

(1971 Models, from August 1970)

Key

A	– Battery	J ²¹	– To control unit for fuel injection
A ¹	– To second battery	K ⁷	– Dual brake circuit warning lamp
B	– Starter	K ¹⁰	– Heated rear window warning lamp
C	– To generator	K ¹¹	– Heater warning lamp
C ¹	– Regulator	L ¹⁹	– Selector lever console light
C ²	– Regulator (suppressed)	M ²	– Tail / brake light, right
C ³	– Suppressor, terminal B+	M ⁴	– Tail / brake light, left
C ⁴	– Suppressor, terminal 61	N	– Coil
D	– Ignition / starter switch	N ⁵	– Solenoid (automatic transmission)
E	– Windshield wiper switch	S	– Fuse box
E ¹	– Lighting switch	S ¹	– Fuses: 8 amp rear window, solenoid, fan; 16 amp heater
e ¹	– To lighting switch	T	– Cable connector
E ²	– Turn signal switch (headlight dimmer and flasher)	T ¹	– Cable connector, single
E ⁹	– Fan motor switch	T ²	– Cable connector, double
E ¹⁵	– Heated rear window switch	T ³	– Cable connector, 3 pin
E ¹⁶	– Heater switch	T ²⁰	– Test socket
E ¹⁷	– Starter cut-out and back-up light switch (automatic)	V ²	– Fan motor
F	– Brake light switch	X ¹	– Back-up light, left
F ⁸	– Kick-down switch	X ²	– Back-up light, right
J ⁷	– Battery cut-out relay	Y	– To ground on clock
J ⁹	– Heated rear window relay	Z	– To heater
J ¹⁶	– Fuel injection supply relay	Z ¹	– Heated rear window
J ¹⁷	– Fuel injection pump relay		
①	– Ground strap from battery to kickplate / body		

This diagram supplements the 1971 Type 3 wiring diagram (from August 1970), where most of the wiring is shown. It adds the heated rear window, automatic transmission, fan, suppression (radio preparation), dual brake warning lamp, heater connection and fuel injection connection circuits.

Test network and socket: the orange spots are the connections in the test network that are wired to the central socket (T20). The numbers in the spots correspond to the terminals in the central socket.