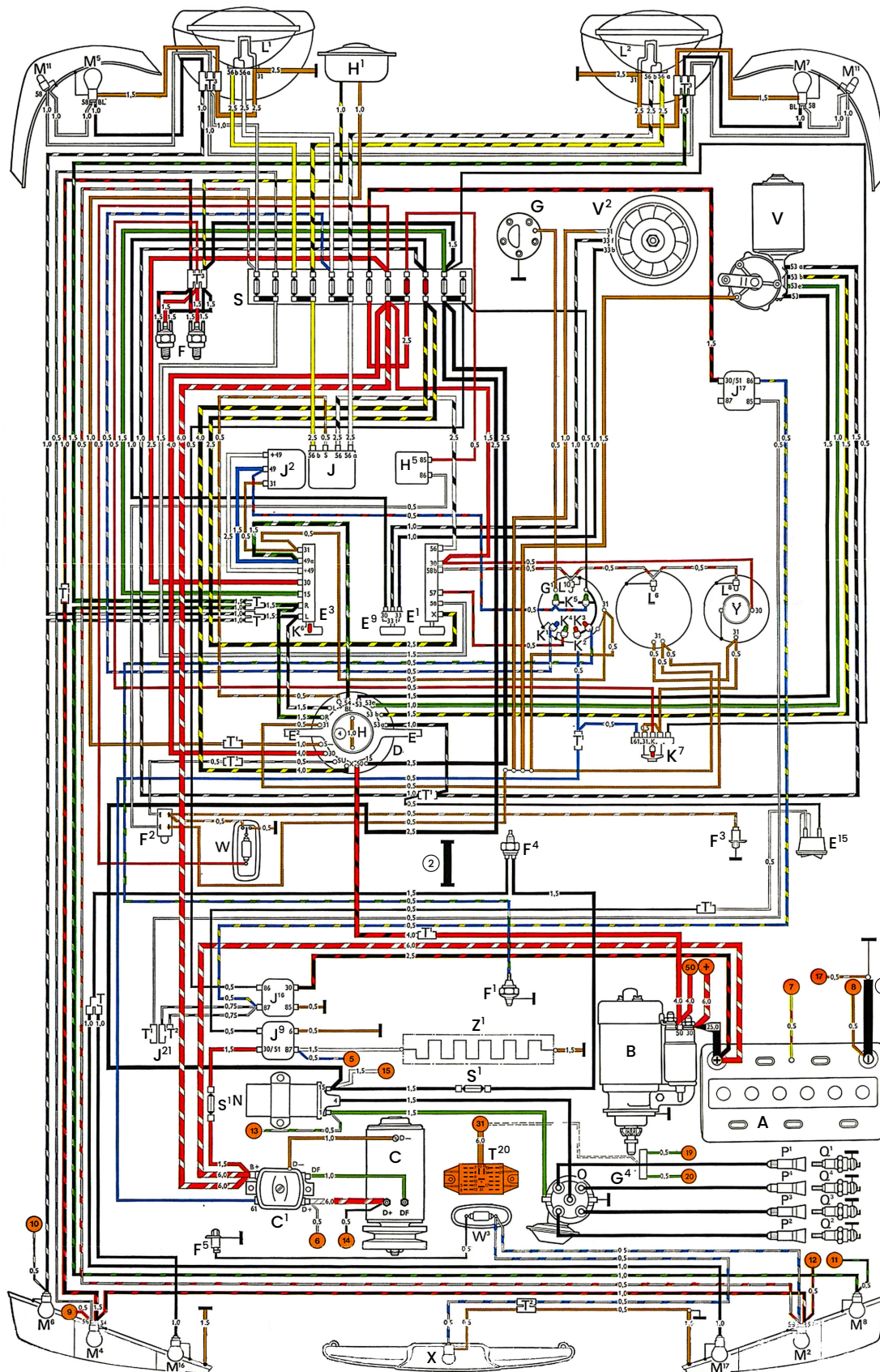


Wiring Diagram – Type 3

(1972 Models, from August 1971)



Wiring Diagram – Type 3

(1972 Models, from August 1971)

Key

- | | |
|---|--|
| A – Battery | L ² – Sealed-beam unit, right headlight |
| B – Starter | L ⁶ – Speedometer light |
| C – Generator | L ⁸ – Clock light |
| C ¹ – Regulator | L ¹⁰ – Instrument panel light |
| D – Ignition / starter switch | M ² – Tail / brake light, right |
| E – Windshield wiper switch | M ⁴ – Tail / brake light, left |
| E ¹ – Light switch | M ⁵ – Turn signal and parking light, front, left |
| E ² – Turn signal and headlight dimmer switch | M ⁶ – Turn signal, rear, left |
| E ³ – Emergency flasher switch | M ⁷ – Turn signal and parking light, front, right |
| E ⁹ – Fresh air fan motor switch | M ⁸ – Turn signal, rear, right |
| E ¹⁵ – Rear window defogger switch | M ¹¹ – Side marker light, front |
| F – Brake light and dual circuit warning light switch | M ¹⁶ – Back-up light, left |
| F ¹ – Oil pressure switch | M ¹⁷ – Back-up light, right |
| F ² – Door contact and buzzer alarm switch, left | N – Ignition coil |
| F ³ – Door contact switch, right | O – Distributor |
| F ⁴ – Back-up light switch | P ¹ – Spark plug connector, No. 1 cylinder |
| F ⁵ – Luggage compartment light switch | P ² – Spark plug connector, No. 2 cylinder |
| G – Fuel gauge sending unit | P ³ – Spark plug connector, No. 3 cylinder |
| G ¹ – Fuel gauge | P ⁴ – Spark plug connector, No. 4 cylinder |
| G ⁴ – Ignition timing sensor | 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 – Fuses for back-up lights and rear window defogger (8 amp) |
| J ⁹ – Rear window defogger relay | T – Cable adapter |
| J ¹⁶ – Power supply relay for fuel injection | T ¹ – Cable connector, single |
| J ¹⁷ – Fuel pump relay | T ² – Cable connector, double |
| J ²¹ – Connection to electronic control unit | T ³ – Cable connector, triple |
| K ¹ – High beam warning light | T ²⁰ – Test network, central plug |
| K ² – Generator charging warning light | V – Windshield wiper motor |
| K ³ – Oil pressure warning light | V ² – Fresh air motor, front |
| K ⁴ – Parking light warning light | W – Interior light |
| K ⁵ – Turn signal warning light | W ³ – Luggage compartment light |
| K ⁶ – Emergency flasher warning light | X – License plate light |
| K ⁷ – Dual brake circuit warning light | Y – Clock |
| L ¹ – Sealed-beam unit, left headlight | Z ¹ – Rear window defogger heating element |
-
- | |
|---|
| ① – Ground strap from battery to frame |
| ② – Ground strap from transmission to frame |
| ④ – Ground cable from horn to steering coupling |

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.

(1972 Models, from August 1971)



Supplemental Wiring Diagram – Type 3

(1972 Models, from August 1971)

Key

B	– Starter	N	– Ignition coil
D	– Ignition / starter switch	N ⁵	– Kick-down solenoid (automatic)
E ¹⁷	– Starter cut-out and back-up light switch (automatic)	S	– Fuse box
F ⁸	– Kick-down switch	S ¹	– In-line fuse
L ¹⁹	– Selector lever console illumination	T	– Cable adapter
M ¹⁶	– Back-up light, left	T ²⁰	– Test network, central plug
M ¹⁷	– Back-up light, right		

Back-up lights, starting control, kick-down and shift console illumination circuits. Most of the wiring is shown in the 1972 Type 3 wiring diagram.

Circled numbers (15, 31) are test network connections wired to the central plug (T20).

Wire color codes

sw	– Black	bl	– Blue	gr	– Grey
br	– Brown	ro	– Red		