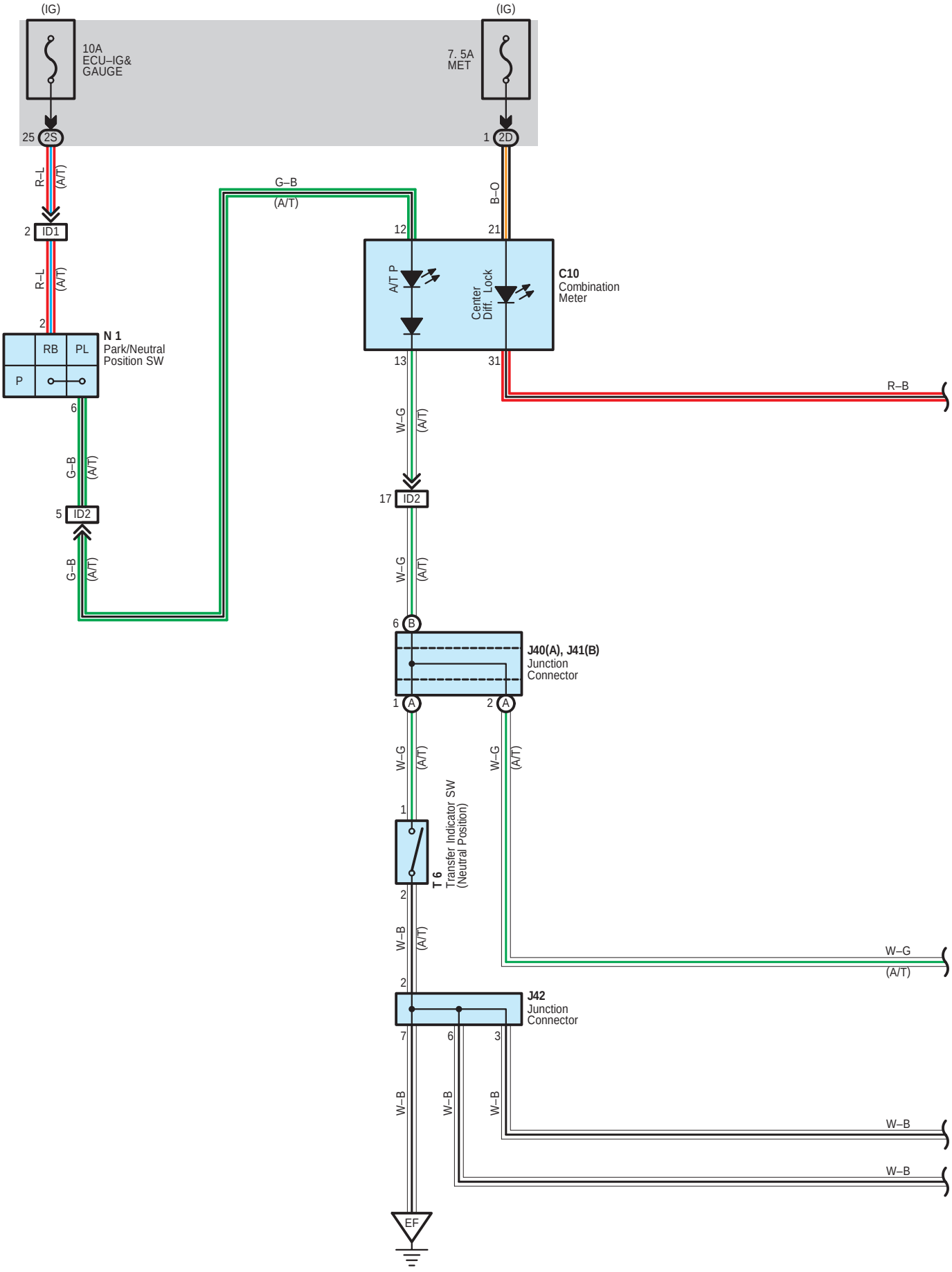
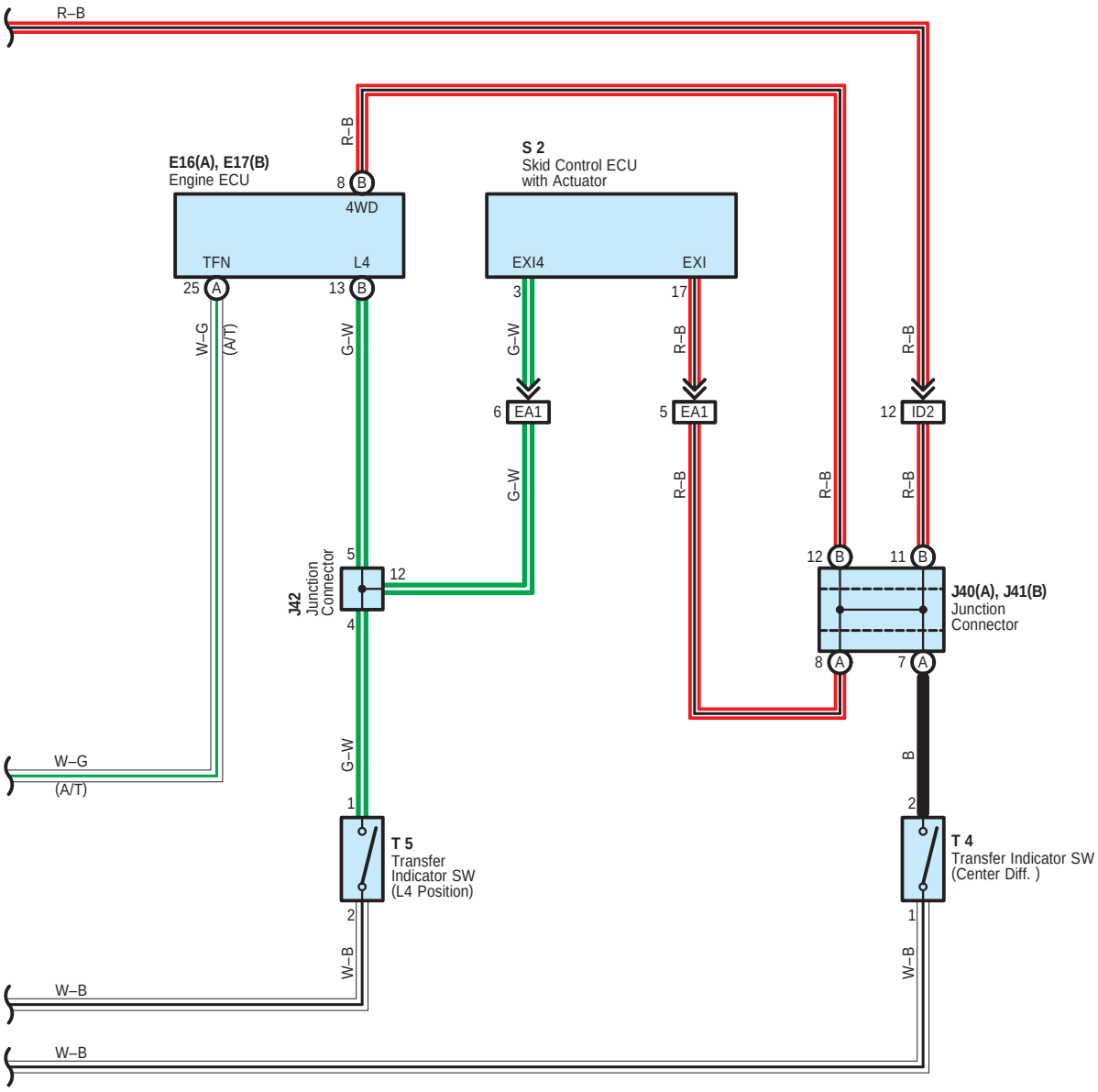
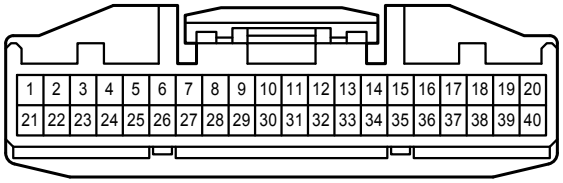
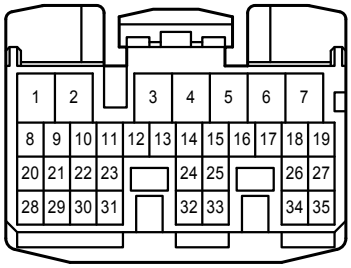

(IG)
10A
ECU–IG&
GAUGE
(IG)
7. 5A
MET
25 2S
1 2D
R–L
(A/T)
G–B
(A/T)
B–O
2 ID1
12
21
R–L
(A/T)
A/T P
Center
Diff. Lock
C10
Combination
Meter
2
N 1
Park/Neutral
Position SW
RB
PL
P
13
31
R–B
6
W–G
(A/T)
G–B
(A/T)
17 ID2
5 ID2
W–G
(A/T)
G–B
(A/T)
6 B
J40(A), J41(B)
Junction
Connector
1 A
2 A
W–G
(A/T)
W–G
(A/T)
1
T 6
Transfer Indicator SW
(Neutral Position)
2
W–B
(A/T)
W–G
(A/T)
2
J42
Junction
Connector
7
6
3
W–B
W–B
W–B
W–B
W–B
EF


R–B
E16(A), E17(B)
Engine ECU
8 B
4WD
TFN
L4
25 A
13 B
W–G
(A/T)
G–W
S 2
Skid Control ECU
with Actuator
EXI4
EXI
3
17
6 EA1
5 EA1
12 ID2
J42
Junction
Connector
5
12
4
12 B
11 B
J40(A), J41(B)
Junction
Connector
8 A
7 A
B
1
2
T 5
Transfer
Indicator SW
(L4 Position)
T 4
Transfer Indicator SW
(Center Diff.)
W–B

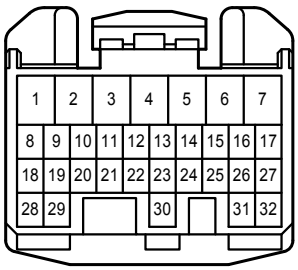
C 10
White



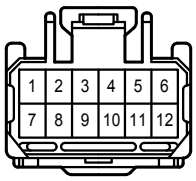
E 16
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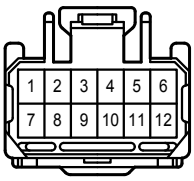
E 17
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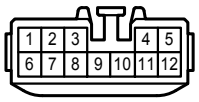
J 40
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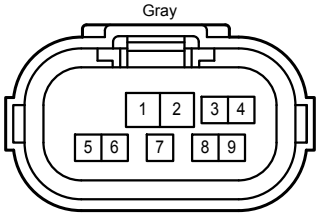
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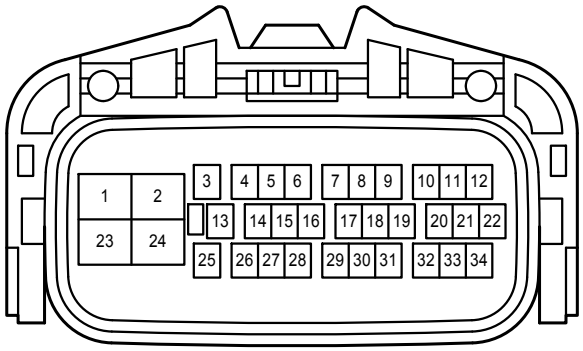
J 42
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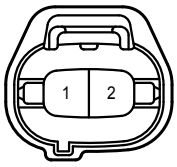
N 1
Gray



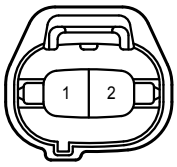
S 2
Black



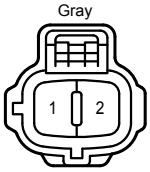
T 4
Blue



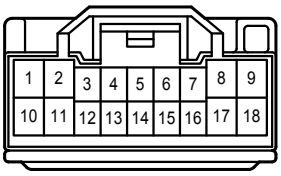
T 5
Blue



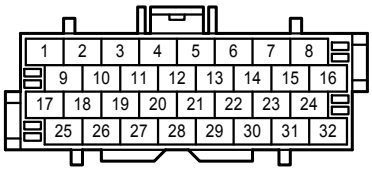
T 6
Gray



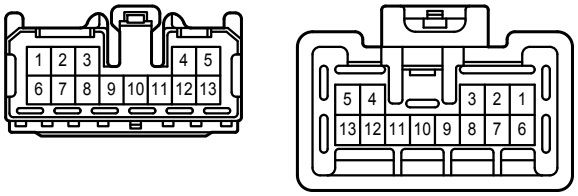
2D
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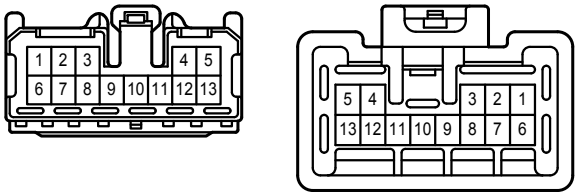
2S
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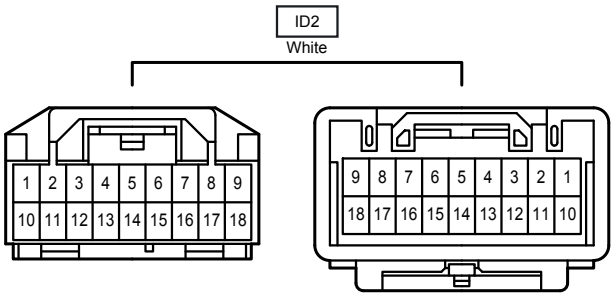


EA1
White



ID1
Gray




ID2
White
1 2 3 4 5 6 7 8 9
10 11 12 13 14 15 16 17 18
9 8 7 6 5 4 3 2 1
18 17 16 15 14 13 12 11 10