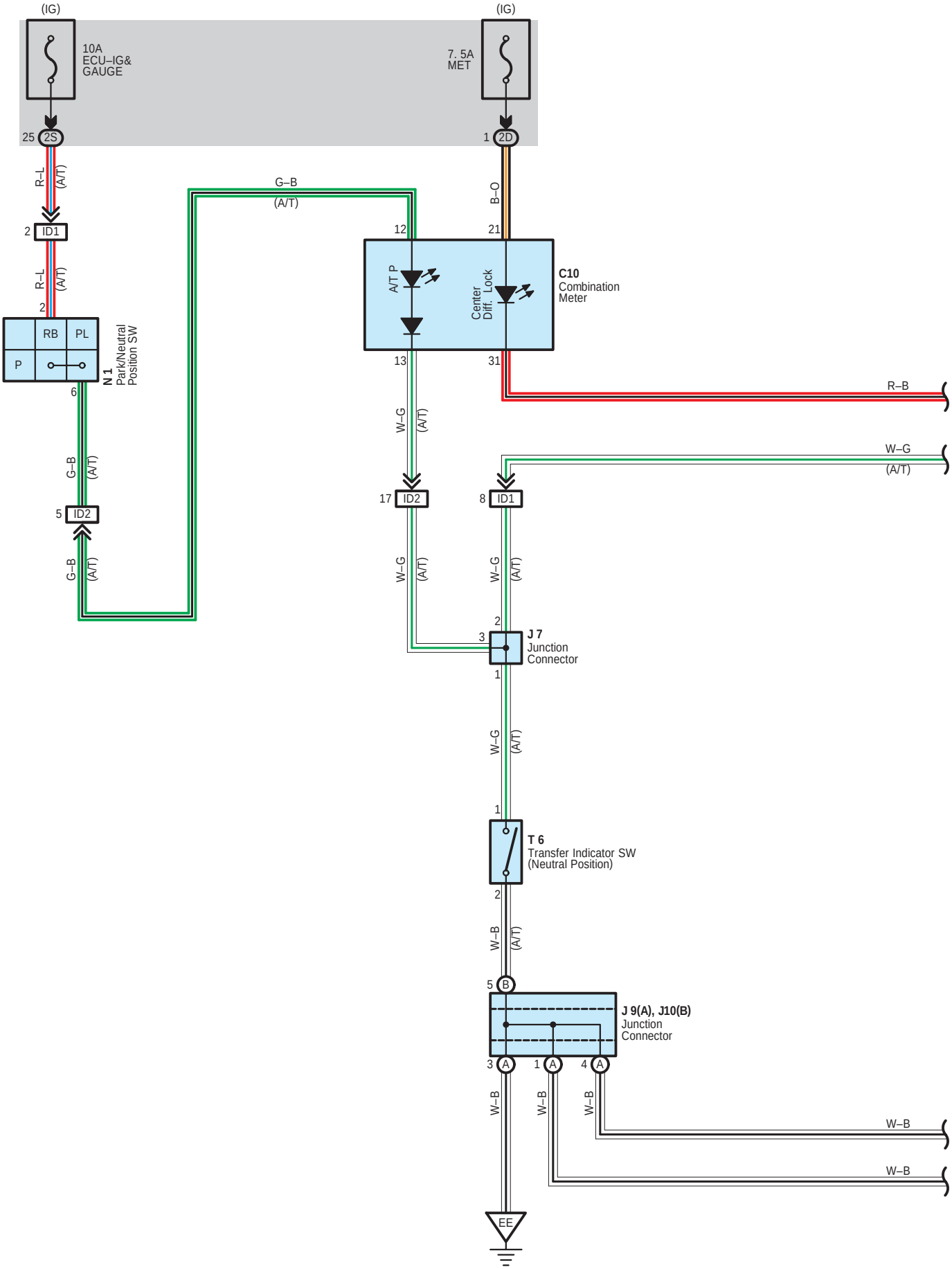
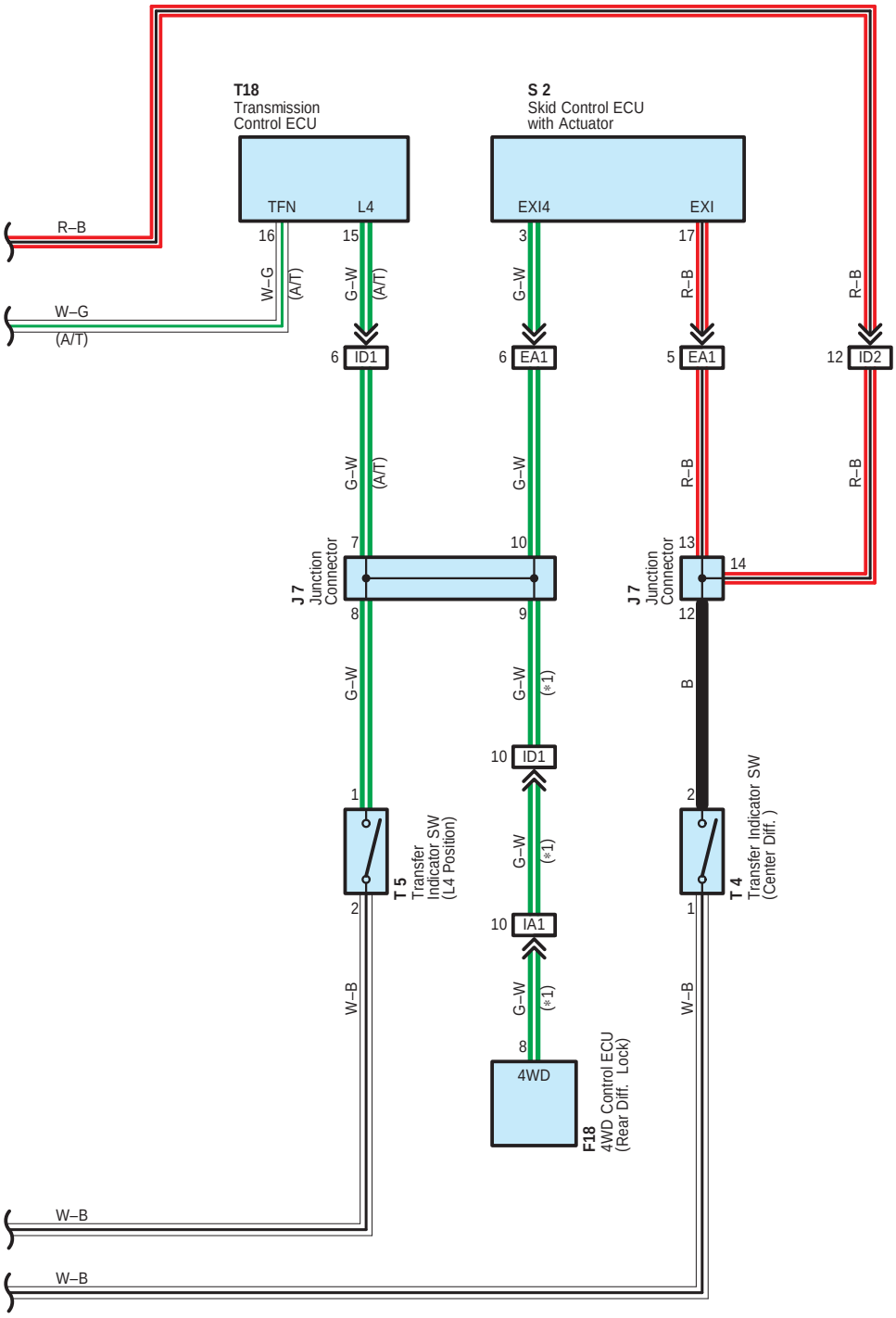
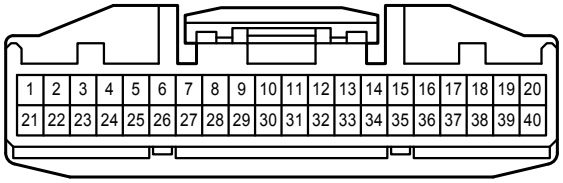

(IG)
10A
ECU–IG&
GAUGE
(IG)
7. 5A
MET
25 2S
1 2D
R–L
(A/T)
G–B
(A/T)
B–O
2 ID1
12
21
R–L
(A/T)
A/T P
Center
Diff. Lock
C10
Combination
Meter
2
RB
PL
P
N 1
Park/Neutral
Position SW
13
31
R–B
6
W–G
(A/T)
W–G
(A/T)
G–B
(A/T)
17 ID2
8 ID1
5 ID2
W–G
(A/T)
W–G
(A/T)
G–B
(A/T)
2
3
J 7
Junction
Connector
1
W–G
(A/T)
1
T 6
Transfer Indicator SW
(Neutral Position)
2
W–B
(A/T)
5 B
J 9(A), J10(B)
Junction
Connector
3 A
1 A
4 A
W–B
W–B
W–B
W–B
W–B
EE

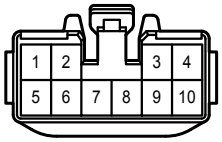
∗ 1 : w/ Rear Differential Lock



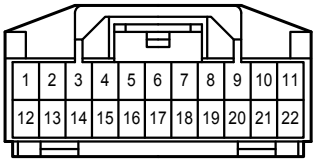
C 10
White



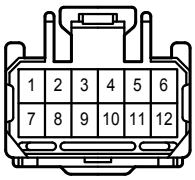
F 18
White



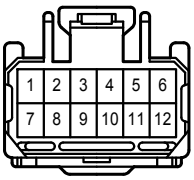
J 7
White



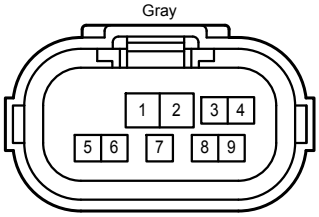
J 9
Blue



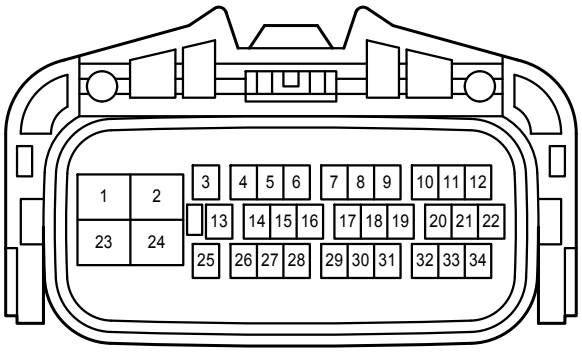
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Blue



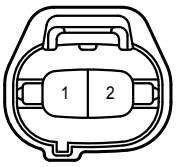
N 1
Gray



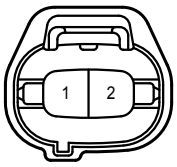
S 2
Black



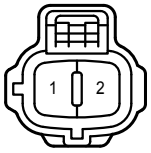
T 4
Blue



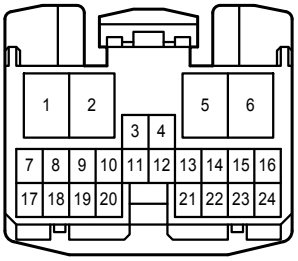
T 5
Blue



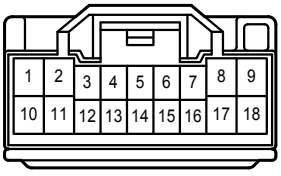
T 6
Gray



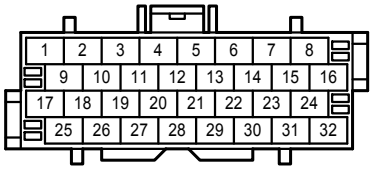
T 18
White



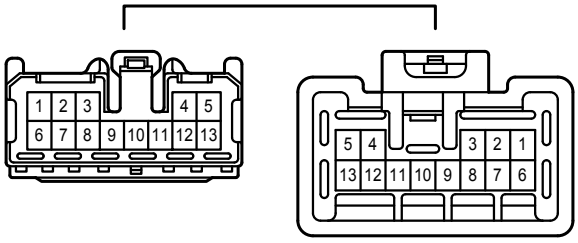
2D
White



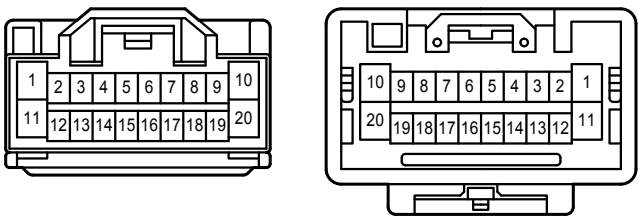
2S
White



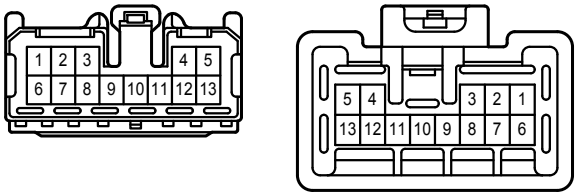
EA1
White



IA1
White



ID1
Gray



ID2
White

