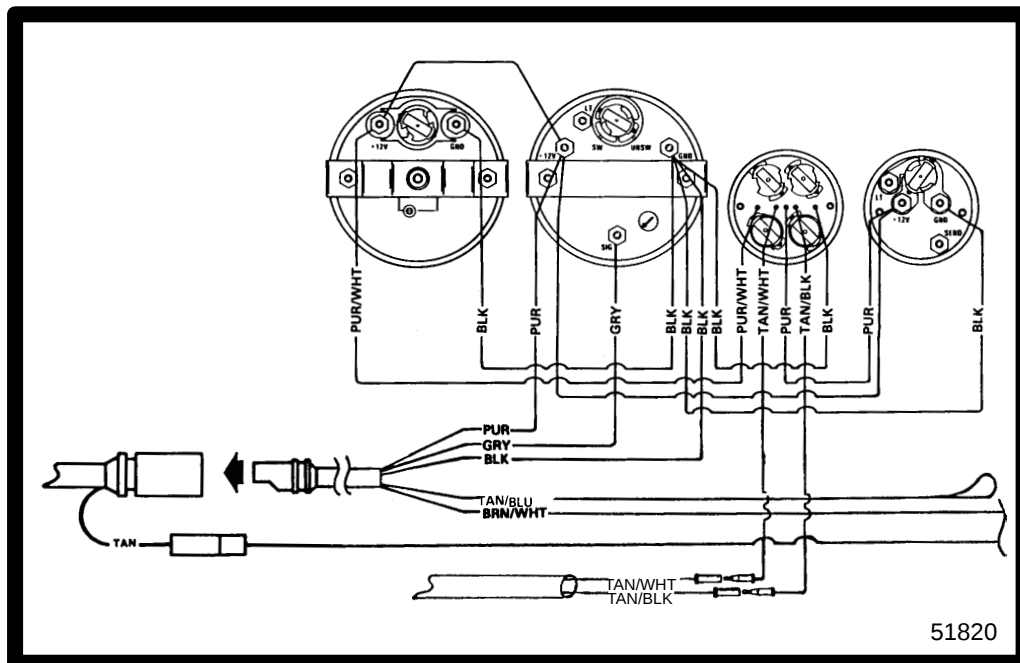




ELECTRICAL

2

D



WIRING



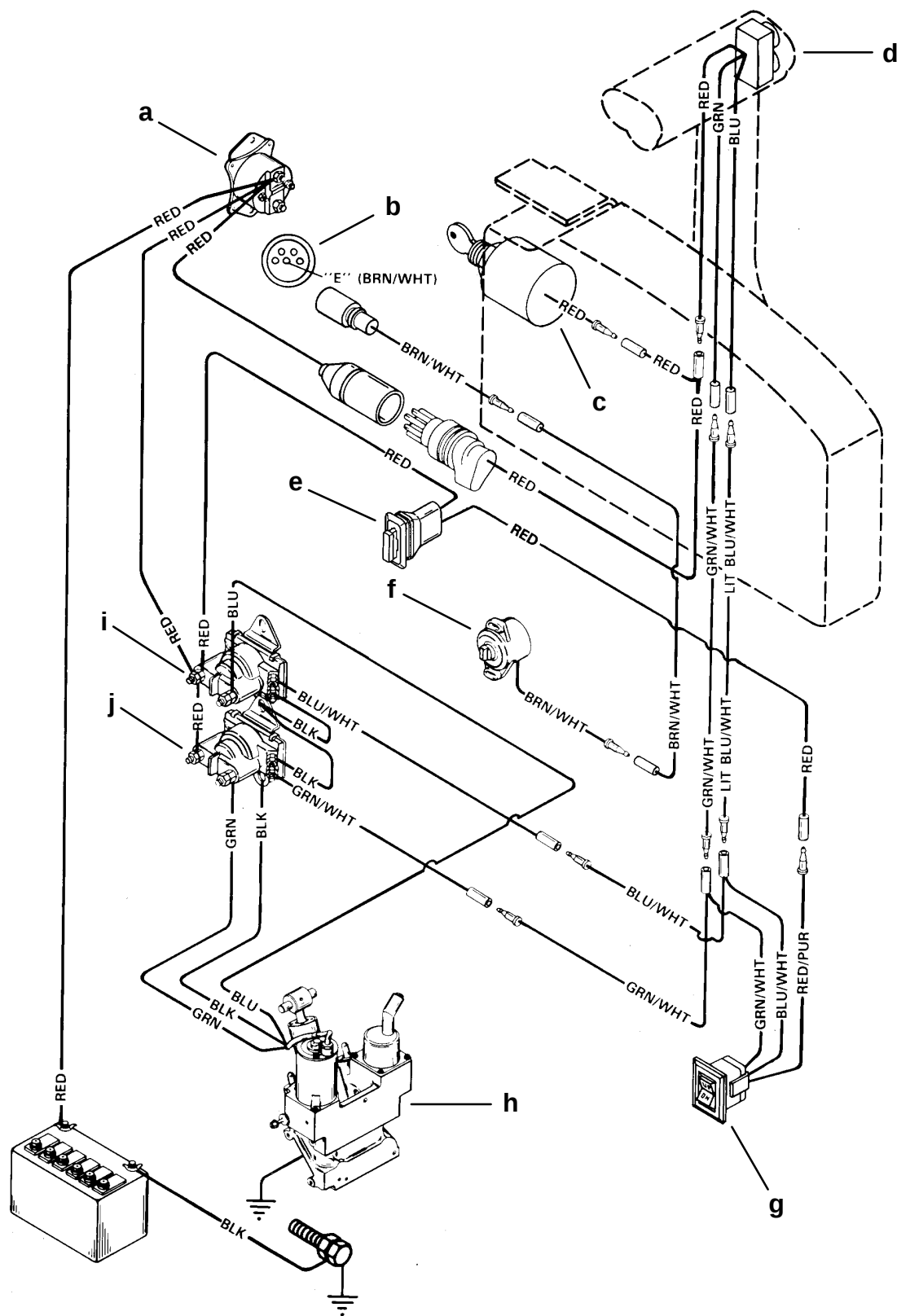
Table of Contents

Page

Power Trim Wiring Diagram 1994 Models	2D-1
Power Trim Wiring Diagram	
1995/1996/1997/1998 Models	2D-2
Commander 3000 Classic Panel Remote Control .	2D-4
Commander 3000 Panel Remote Control	2D-5
Commander Side Mount Remote Control	
(Power Trim/Tilt Electric Start with Warning Horn)	
Wiring Diagram	2D-8
Commander 2000 Side Mount Remote Control	
(Power Trim/Tilt Electric Start with Warning Horn)	
Wiring Diagram	2D-9
Instrument/Lanyard Stop Switch Wiring Diagram	2D-10
Oil Level Gauge Wiring Diagram	2D-11
Instrument/Lanyard Stop Switch Wiring Diagram	
(Dual Outboard)	2D-12
QSI Gauge Wiring Diagrams	2D-14
Tachometer Wiring Diagram	2D-14
Water Temperature Gauge	2D-14
Oil Level Gauge Wiring	2D-15
Engine Synchronizer Wiring Diagram	2D-16
Maintenance	2D-16
2 Function Gauge (Carburetor Models)	2D-17
Operation of Warning Panel	2D-17
Multi-Function Gauge	2D-19
225 EFI/250 EFI Warning Panel	
(3 Function Gauge)	2D-20
Operation of Warning Panel	2D-20
Maintenance	2D-21
Panel Mount Remote Control Wiring Installation .	2D-22
Side Mount Remote Control Wiring Installation .	2D-23
1994 225 Wiring Diagram	2D-24



Power Trim Wiring Diagram 1994 Models



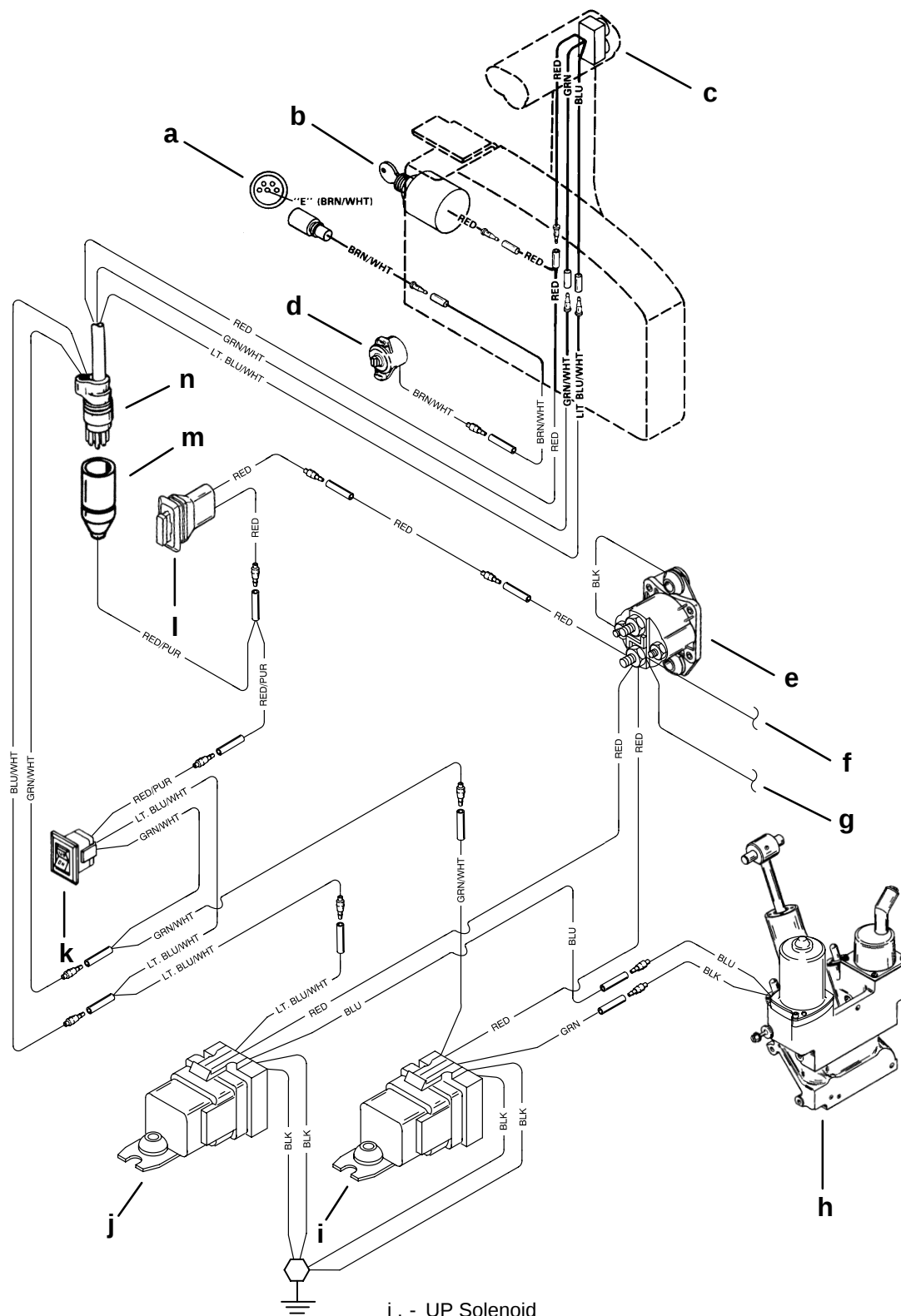
- a - Start Solenoid
- b - Tach. Connector
- c - Key Switch Assembly
- d - Trim Switch
- e - 20 Ampere Fuse
- f - Trim Sender
- g - Bottom Cowl Switch

- h - Pump and Motor
- i - UP Solenoid
- j - DOWN Solenoid

52203



Power Trim Wiring Diagram 1995/1996/1997/1998 Models



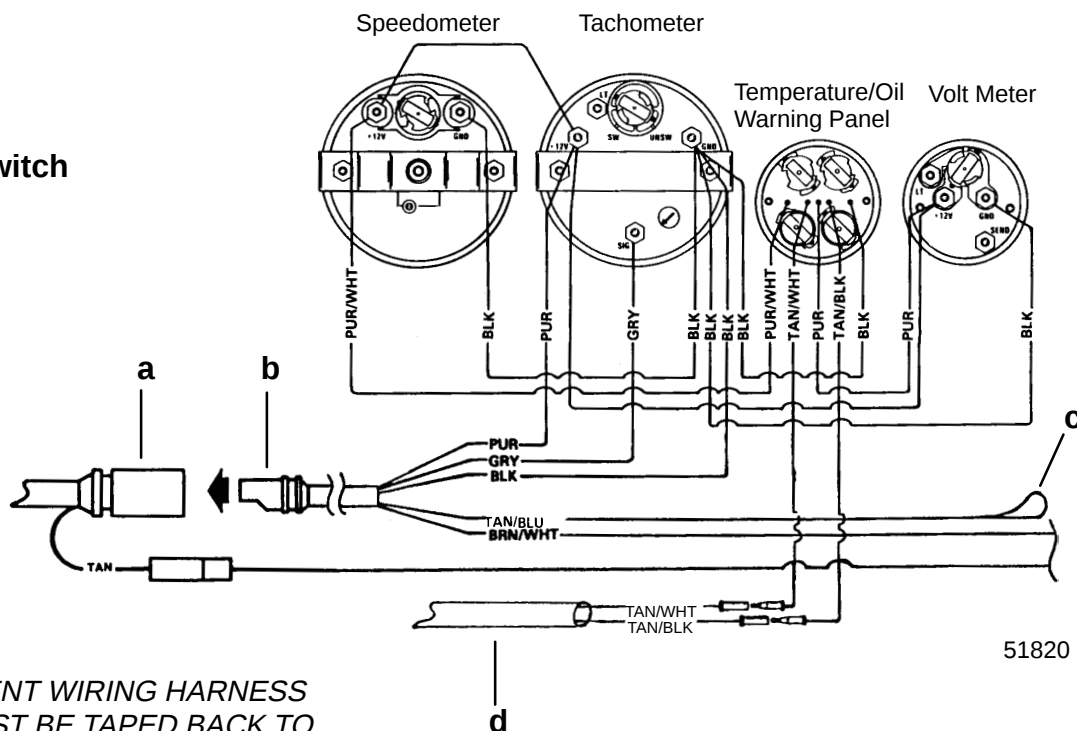
- a - Tach. Connector
- b - Key Switch Assembly
- c - Trim Switch
- d - Trim Sender
- e - Start Solenoid
- f - To Battery
- g - To Alternator
- h - Trim Pump and Motor
- i - DOWN Solenoid

- j - UP Solenoid
- k - Bottom Cowl Switch
- l - 20 Ampere Fuse
- m - Engine Harness
- n - Remote Control Harness



Instrument Wiring Connections

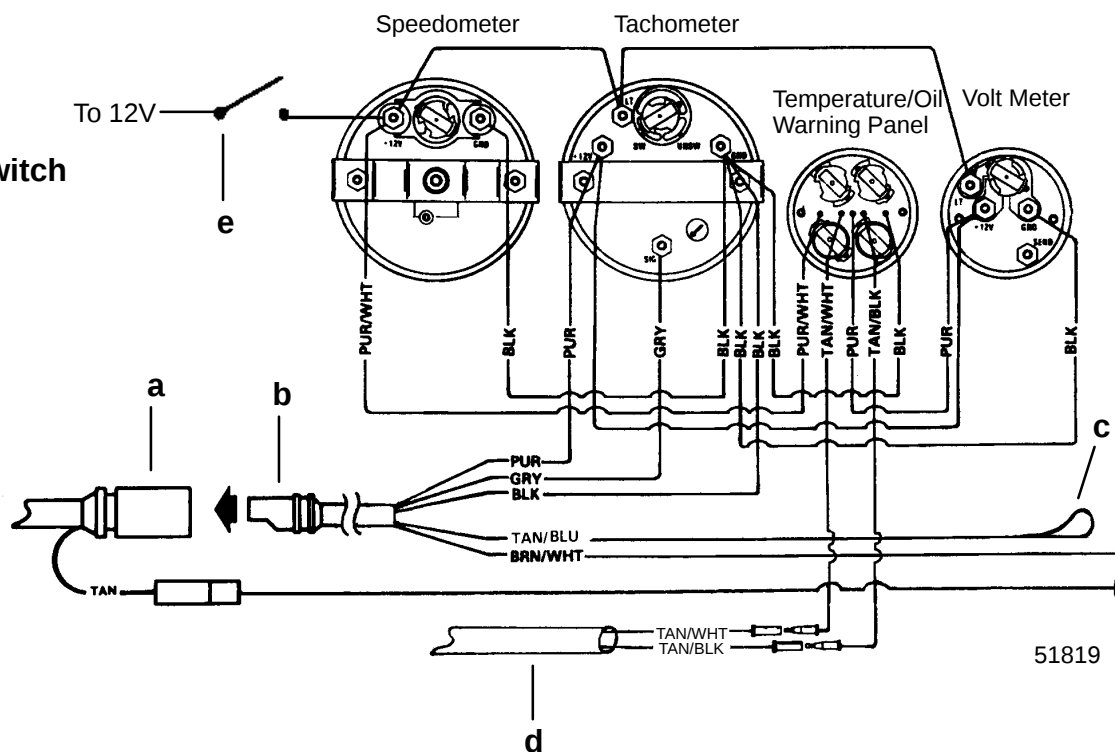
Figure 1
Without Light Switch



51820

NOTE: ANY INSTRUMENT WIRING HARNESS LEADS NOT USED MUST BE TAPED BACK TO THE HARNESS.

Figure 2
With Light Switch



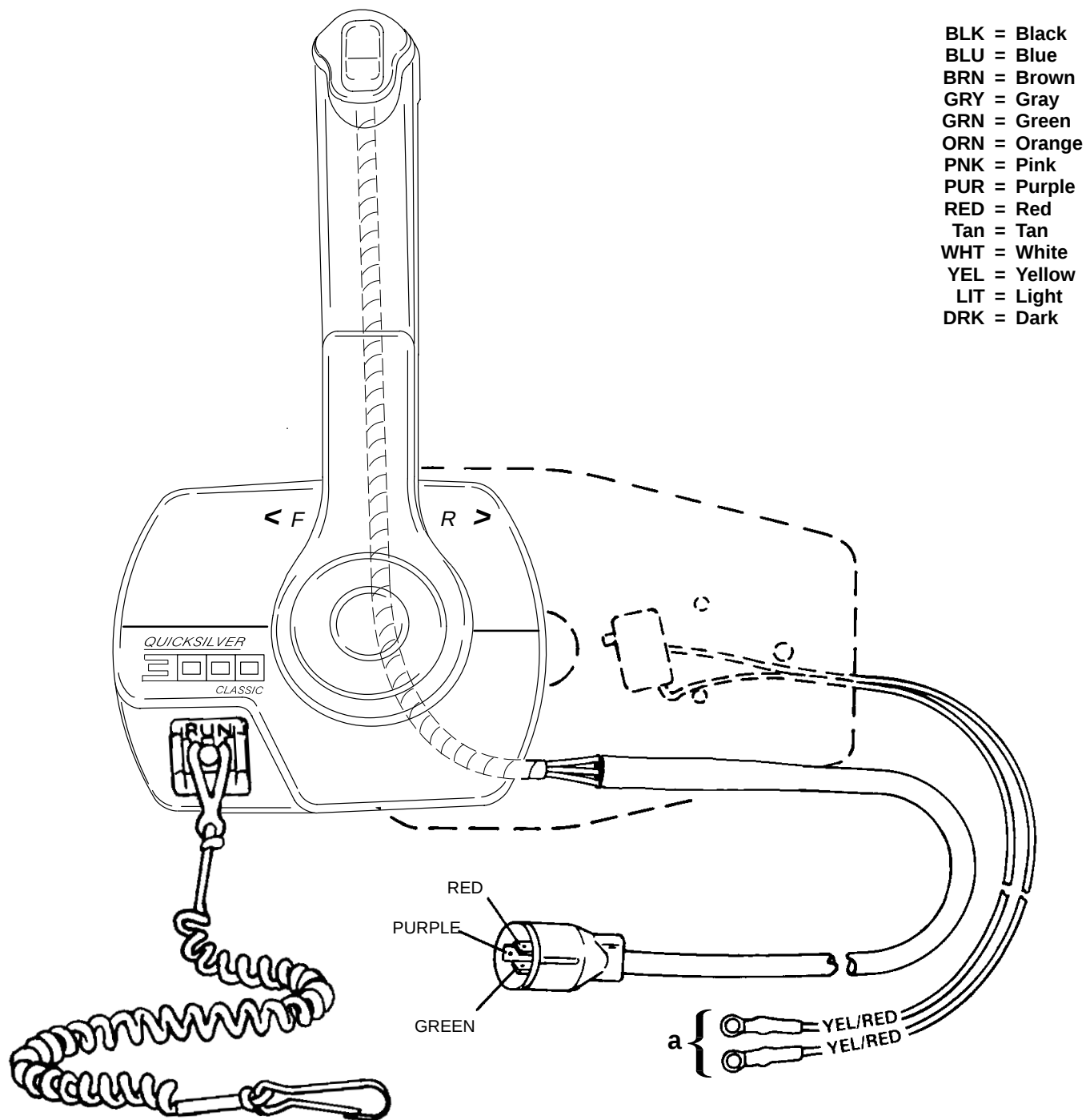
51819

- a - Tachometer Receptacle - From Control Box or Ignition/Choke Switch
- b - Tachometer Wiring Harness
- c - Lead to Optional Visual Warning Kit (Taped Back to Harness)
- d - Cable Extension (For Two Function Warning Panel)
- e - Light Switch

Wire Color		Where To
BLK	= BLACK	GROUND
TAN/WHT	= TAN/WHITE	OIL LIGHT
TAN/BLK	= TAN/BLACK	TEMPERATURE LIGHT
TAN	= TAN	TEMPERATURE GAUGE
PUR	= PURPLE	IGNITION 12 VOLT
GRY	= GRAY	TACHOMETER
BRN/WHT	= BROWN/WHITE	TRIM GAUGE
TAN/BLU	= TAN/BLUE	VISUAL WARNING KIT (OPT.)



Commander 3000 Classic Panel Remote Control

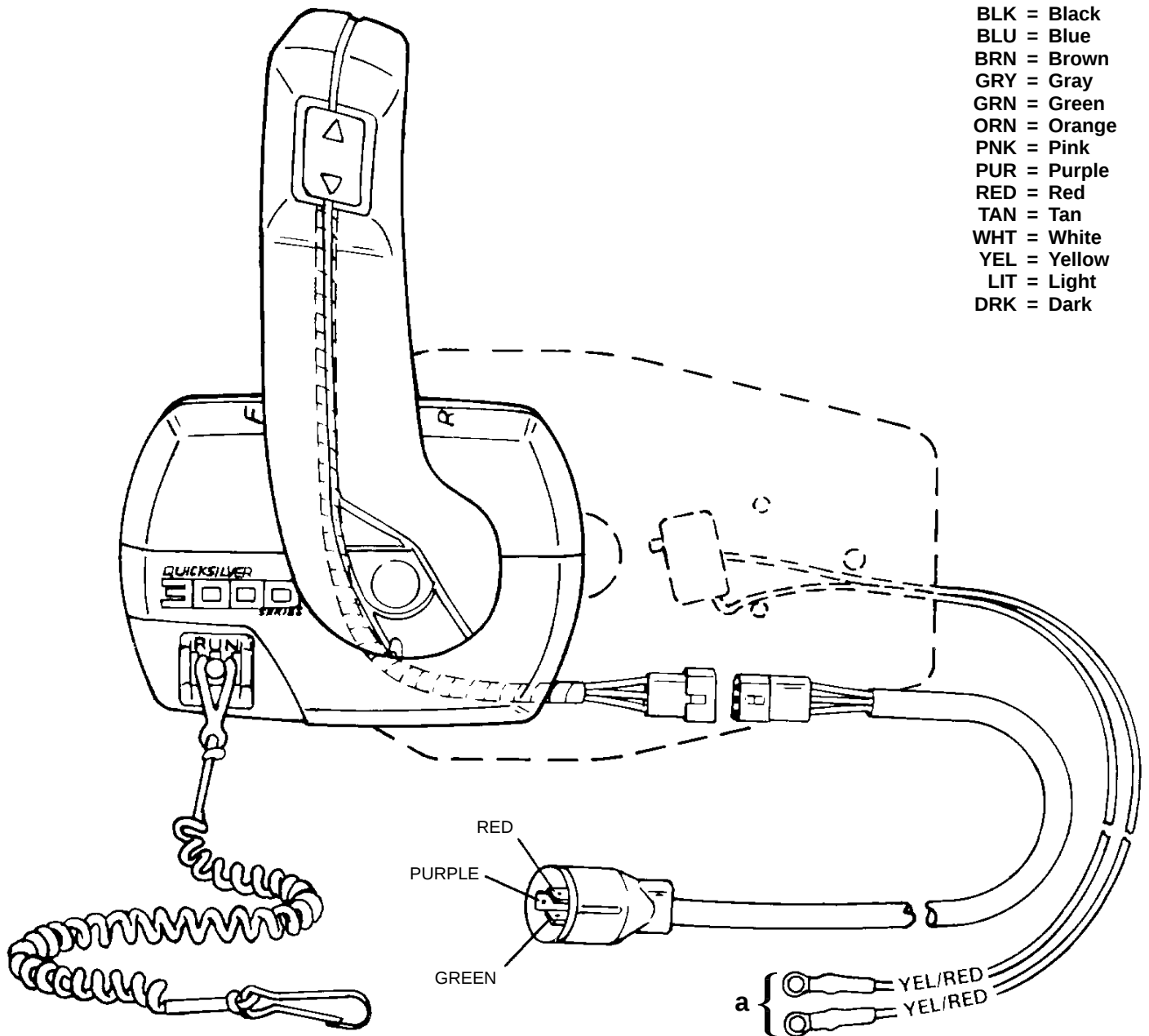


a - Neutral Interlock Switch



Commander 3000 Panel Remote Control

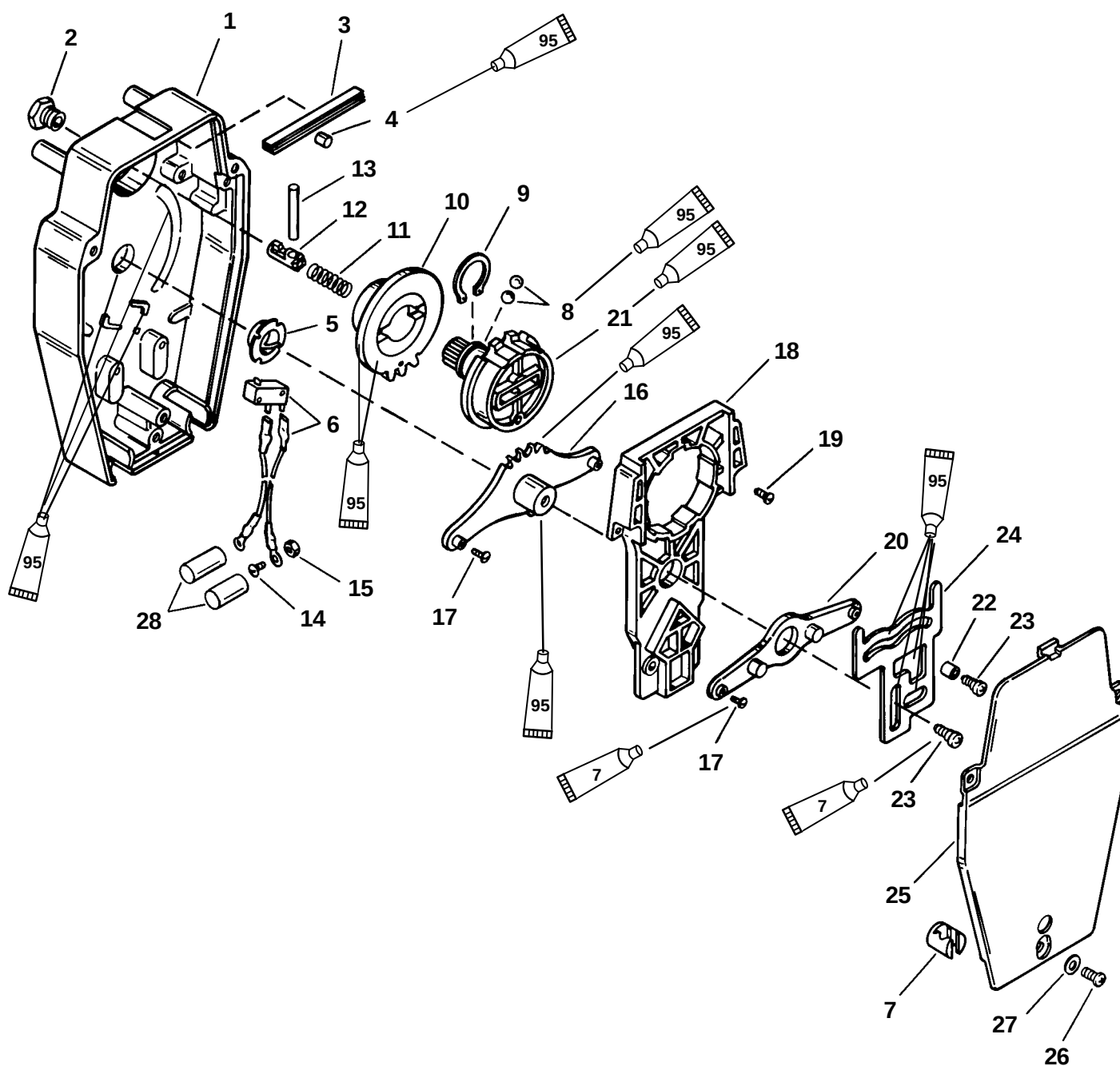
BLK = Black
BLU = Blue
BRN = Brown
GRY = Gray
GRN = Green
ORN = Orange
PNK = Pink
PUR = Purple
RED = Red
TAN = Tan
WHT = White
YEL = Yellow
LIT = Light
DRK = Dark

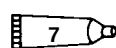


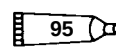
a - Neutral Interlock Switch



Commander 3000/3000 Classic Components



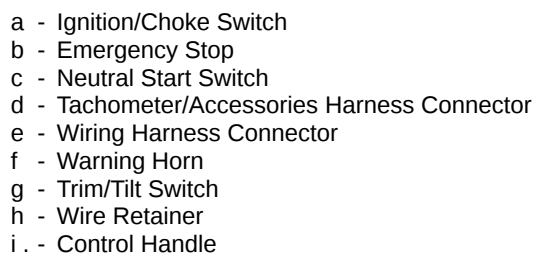
 Loctite 271 (92-809820)

 2-4-C With Teflon (92-825407A12)



Commander 3000/3000 Classic Components

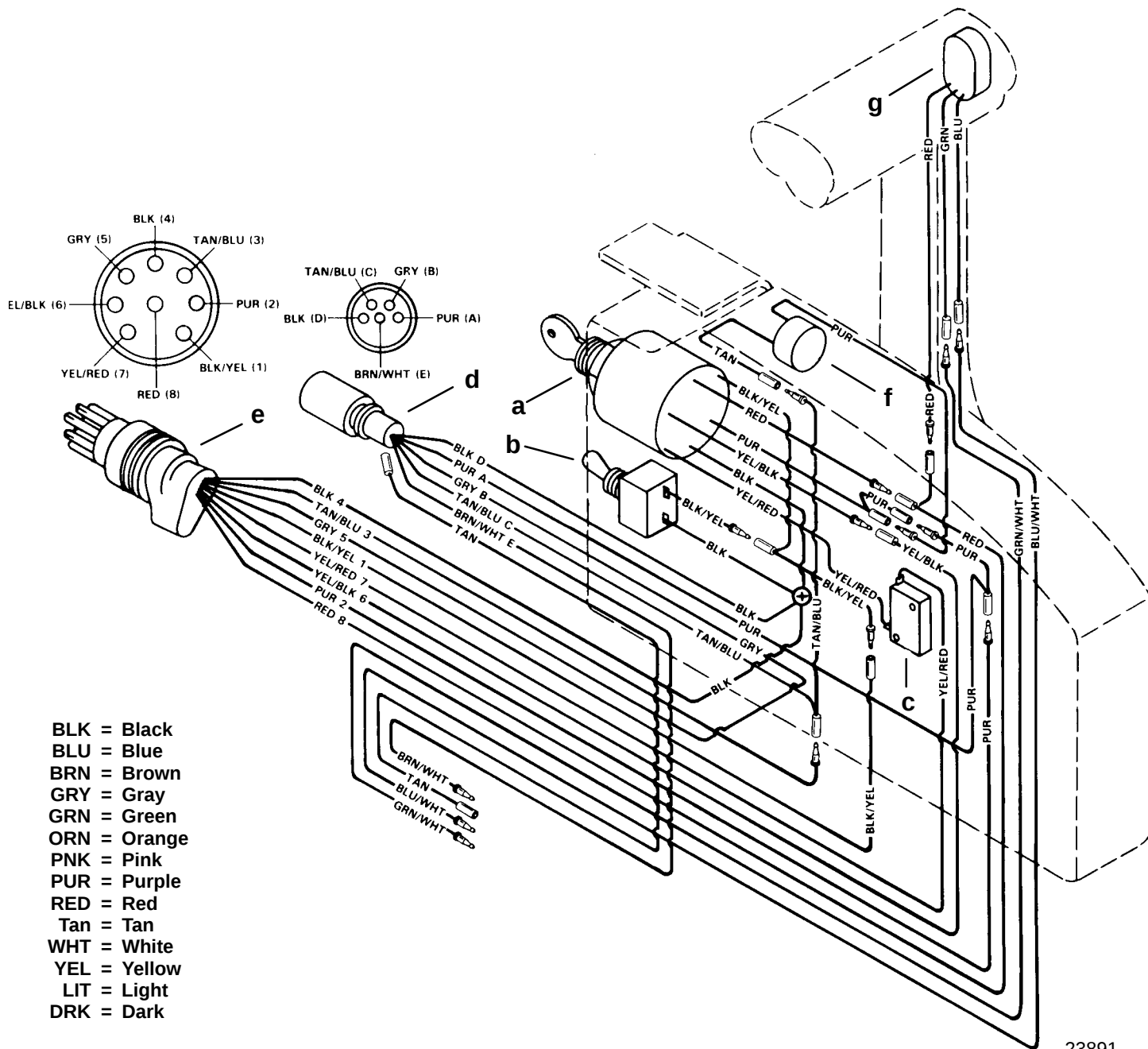
REF. NO.	QTY.	DESCRIPTION	TORQUE		
			lb. in.	lb. ft.	N·m
1	1	HOUSING-Control (Panel Mount)			
1	1	HOUSING-Control (Console Mount)			
2	1	BOLT-Locking (Special)	150	12.5	17.0
3	5	SPRING			
4	1	ROLLER			
5	1	BUSHING			
6	1	SWITCH ASSY-Neutral Start (2 Ring Terminals)			
6	1	SWITCH ASSY-Neutral Start (No Terminals)			
7	2	GROMMET			
8	2	BALL-Steel			
9	1	RING-Retaining			
10	1	GEAR-Shift			
11	1	SPRING			
12	1	SHAFT-Throttle Only			
13	1	PIN-Shift Gear			
14	2	SCREW (#10-32 x 1/4")			
15	2	NUT (10-32)			
16	1	ARM ASSEMBLY-Shift			
17	2	SCREW (#8-32 x 3/8")	25		3.0
18	1	SUPPORT ASSEMBLY-Shaft			
19	4	SCREW (#10-32 x 5/8")	35		4.0
20	1	ARM ASSEMBLY-Throttle			
21	1	SHAFT KIT-Handle			
22	1	ROLLER-Throttle Plate			
23	2	BOLT-Shoulder (Special)	35		4.0
24	1	PLATE			
25	1	BACK PLATE			
26	3	SCREW (#10-32 x 5/8")	10		1.0
27	1	WASHER			
28	2	INSULATOR (2")			



24072



COMMANDER 2000 Side Mount Remote Control (Power Trim/Tilt Electric Start with Warning Horn) Wiring Diagram

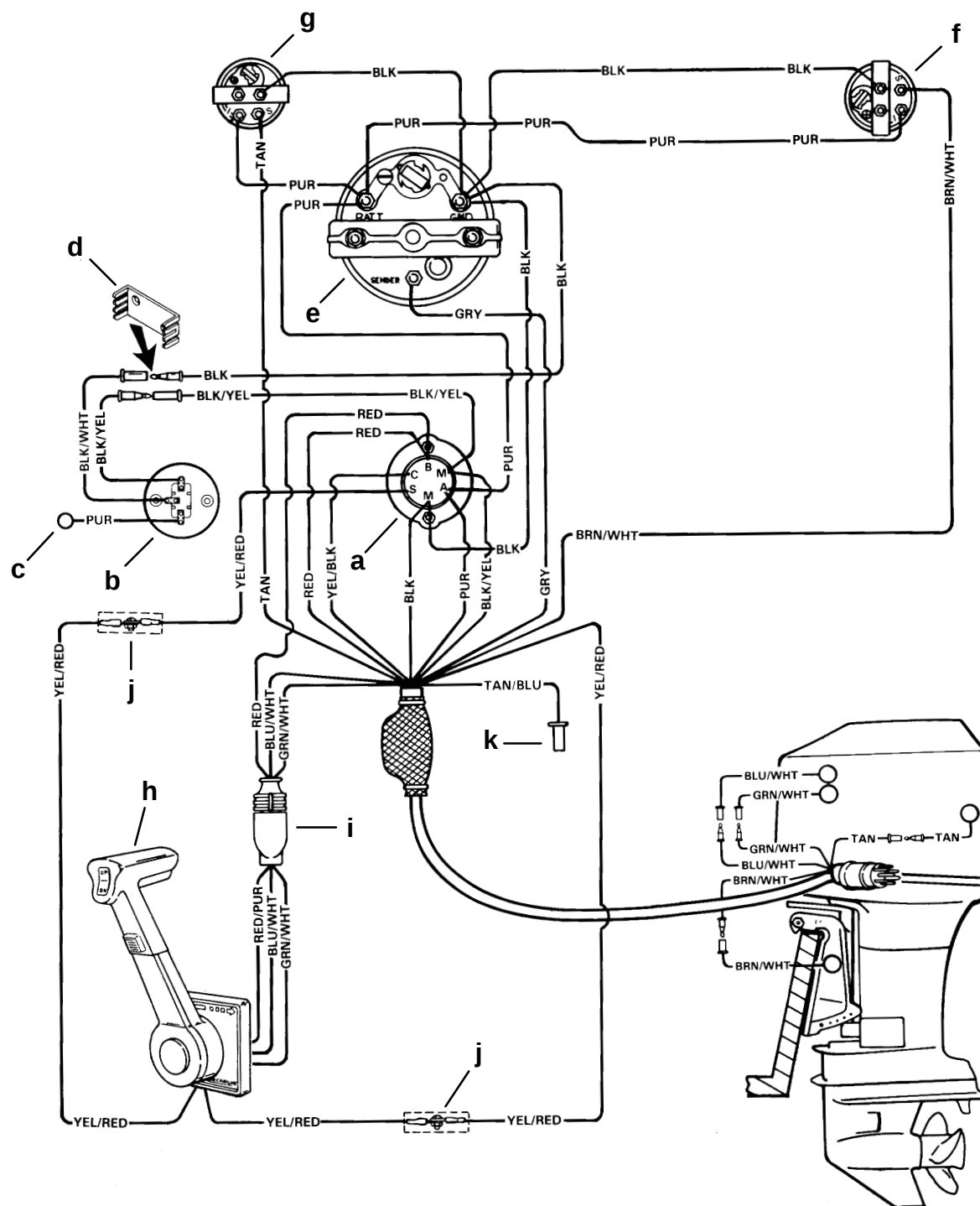


- a - Ignition/Choke Switch
- b - Emergency Stop Switch
- c - Neutral Start Switch
- d - Tachometer/Accessories Harness Connector
- e - Wiring Harness Connector
- f - Warning Horn
- g - Trim/Tilt Switch



Instrument/Lanyard Stop Switch Wiring Diagram

BLK=BLACK
BLU=BLUE
BRN=BROWN
GRN=GREEN
GRY=GRAY
PUR=PURPLE
RED=RED
TAN=TAN
WHT=WHITE
YEL=YELLOW



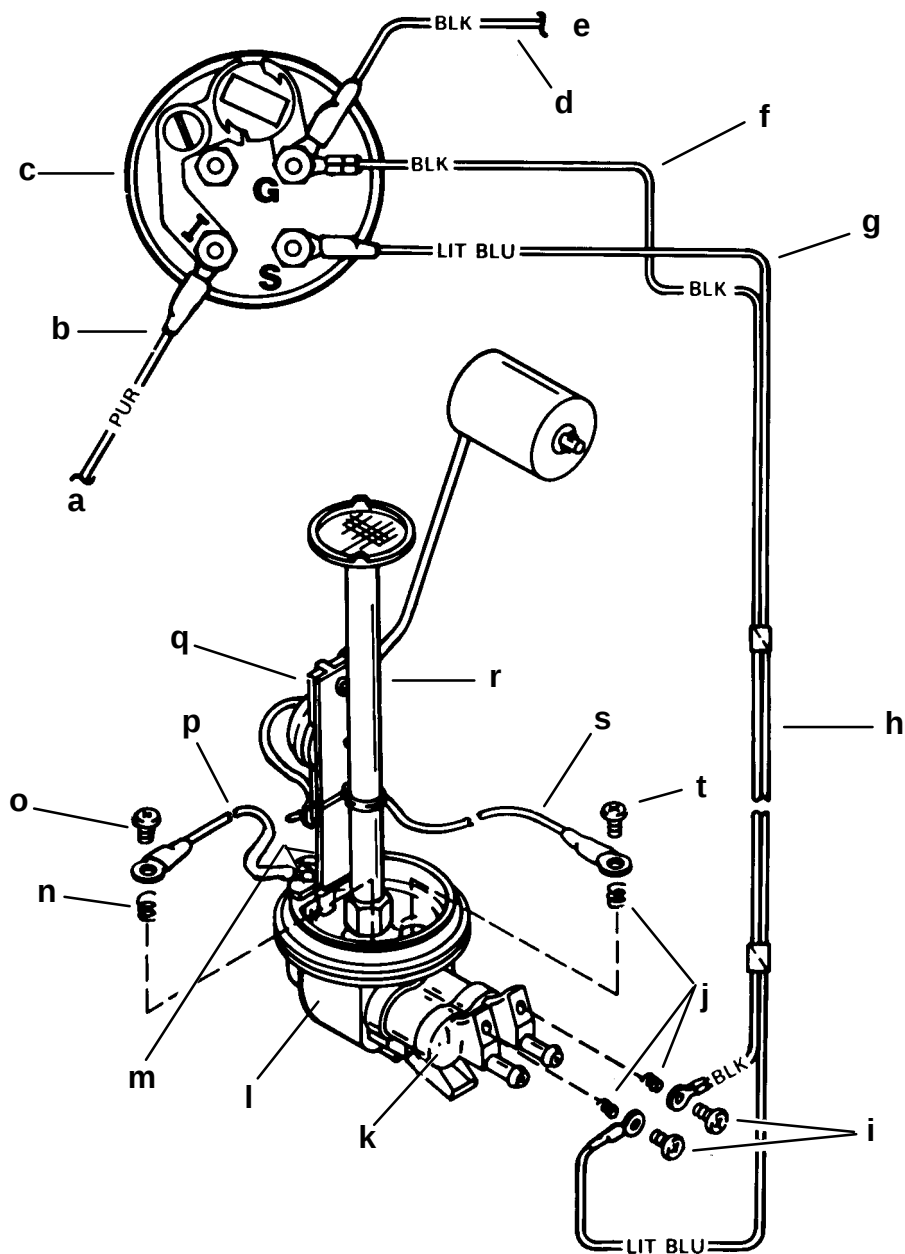
52204

- a - Ignition/Choke Switch
- b - Lanyard Stop Switch
- c - Lead Not Used on Outboard Installations
- d - Retainer
- e - Tachometer
- f - Trim Indicator Gauge (Optional)
- g - Temperature Gauge
- h - Remote Control
- i - Power Trim Harness Connector
- j - Connect Wires Together w/Screw and Nut (2 Places); Apply Liquid Neoprene to Connections and Slide Rubber Sleeve over each Connection.
- k - Lead to Optional Visual Warning Kit

IMPORTANT: On installations where gauge options will not be used, tape back any unused wiring harness leads.



Oil Level Gauge Wiring Diagram



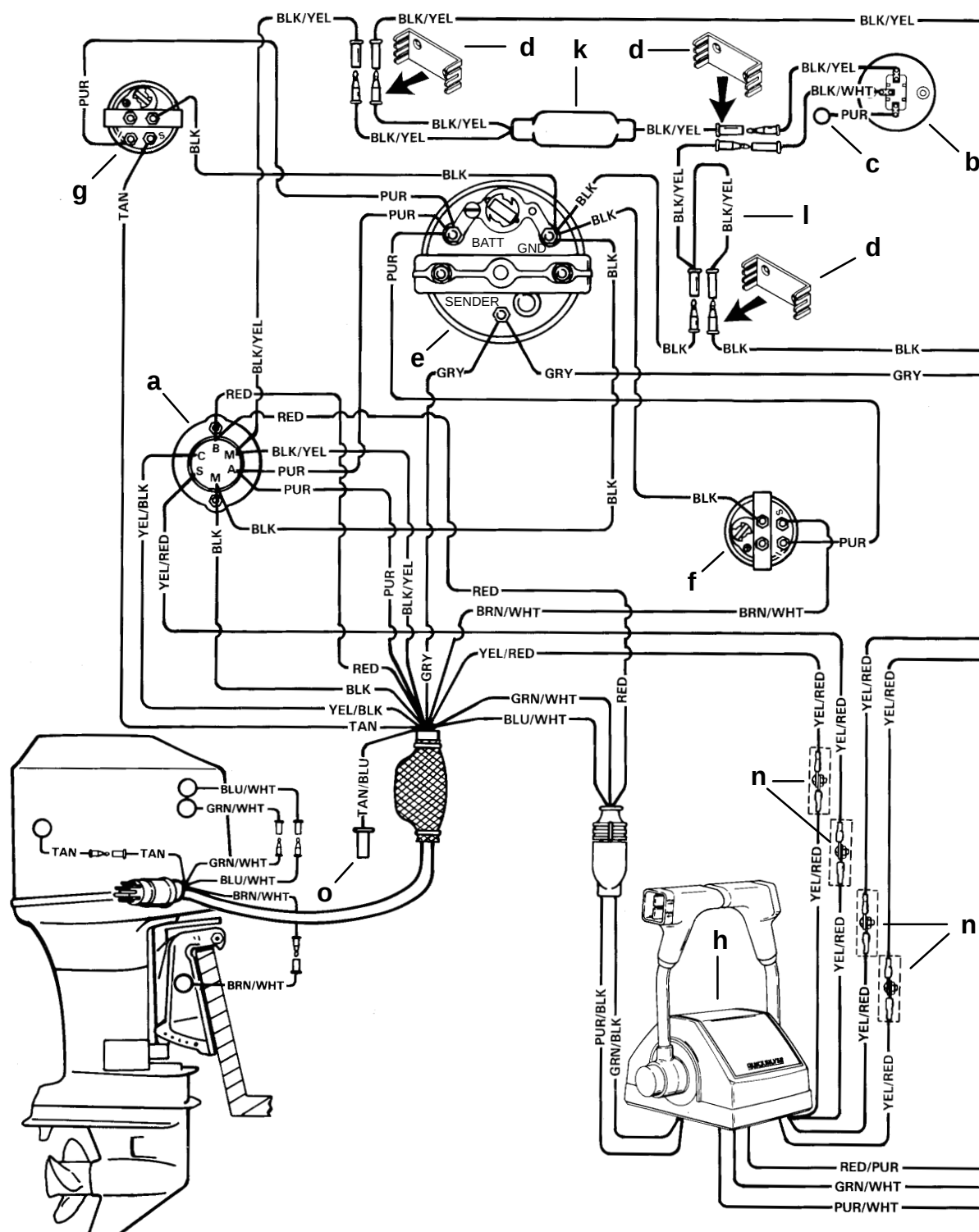
- a - To 12 Volt Source
- b - PURPLE Wire (Connect to Trim Indicator Gauge "I" [or POSITIVE (+) 12 Volt Source that is Turned "ON" and "OFF" with Ignition Switch])
- c - Oil Level Gauge
- d - BLACK Wire (Connects to NEGATIVE Ground)
- e - To Ground
- f - BLACK Wire (From Gauge to Oil Clip Connector)
- g - LIGHT BLUE Sender Lead to Gauge
- h - Wiring Harness (LT. BLU. and BLACK)
- i - Screw (10-16 x 5/8 in.)
- j - Spring
- k - Oil Clip Connector
- m - Screw (10-16 x 1/4 in.)
- n - Spring
- o - Screw (10-16 x 5/8 in.)
- p - BLACK Wire

- q - Oil Level Sender Unit
- r - Oil Pick-Up Tube
- s - WHITE Lead (from Oil Level Sender)
- t - Screw (10-16 x 5/8 in.)



Instrument/Lanyard Stop Switch Wiring Diagram (Dual Outboard)

BLK=BLACK
BLU=BLUE
BRN=BROWN
GRN=GREEN
GRY=GRAY
PUR=PURPLE
RED=RED
TAN=TAN
WHT=WHITE
YEL=YELLOW



PORT INSTALLATION

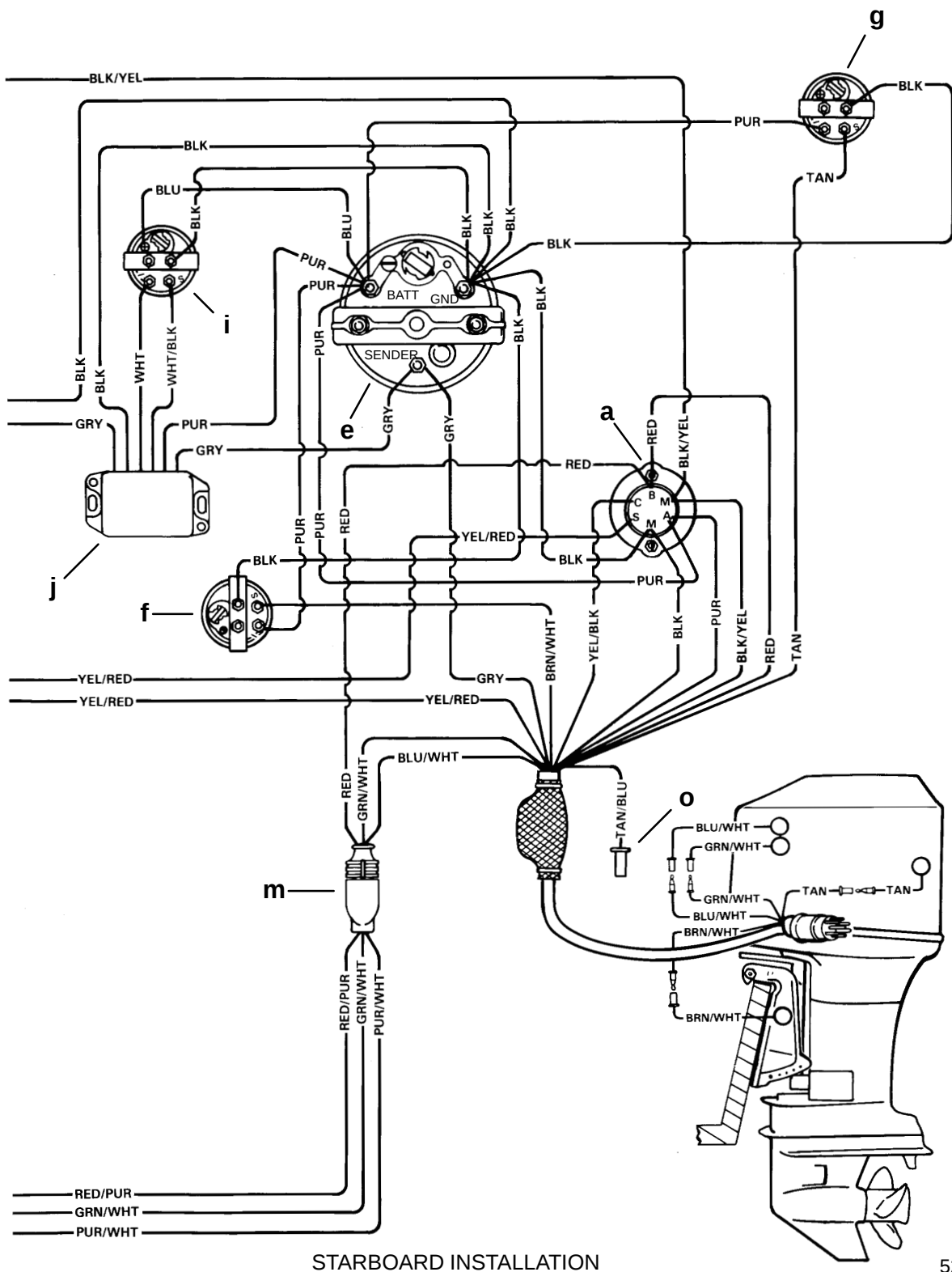
52205

- a - Ignition/Choke Switch
- b - Lanyard Stop Switch
- c - Lead not used on Outboard Installations
- d - Retainer
- e - Tachometer
- f - Trim Indicator Gauge

- g - Temperature Gauge
- h - Remote Control
- i - Synchronizer Gauge
- j - Synchronizer Module
- k - Lanyard Switch (Isolation) Diode



IMPORTANT: On installations where gauge options will not be used, tape back and isolate unused wiring harness leads



STARBOARD INSTALLATION

52206

- I - Y Harness
- m - Power Trim Harness Connector
- n - Connect Wires together with Screw and Nut (4 Places);
Apply Liquid Neoprene to Connections and slide Rubber
Sleeve over each Connection.
- o - Lead to Visual Warning Kit



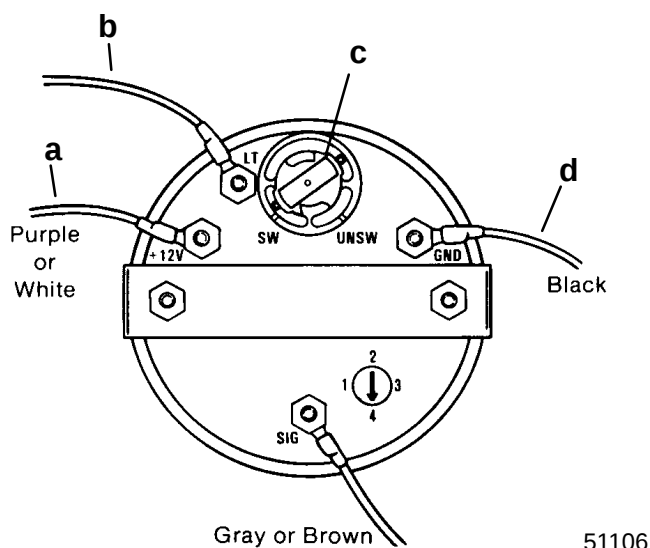
QSI Gauge Wiring Diagrams

Tachometer Wiring Diagram

Tachometer dial on back side of case must be set to position number 4.

WIRING DIAGRAM A

Use this wiring diagram when using a separate light switch for instrument lighting.

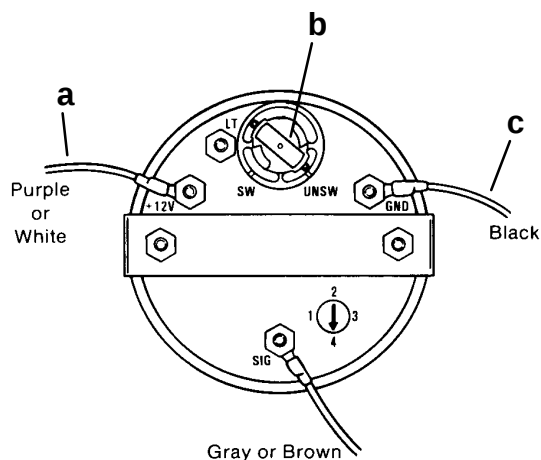


51106

- a - Connect to + 12 Volt
- b - +12 Volt Light Switch Wire
- c - Position Light Bulb to the Switched Position
- d - Connect to NEGATIVE (-) Ground

WIRING DIAGRAM B

Use this wiring diagram when instrument lighting is wired directly to the ignition key switch. (Instrument lights are on when ignition key switch is turned on.)



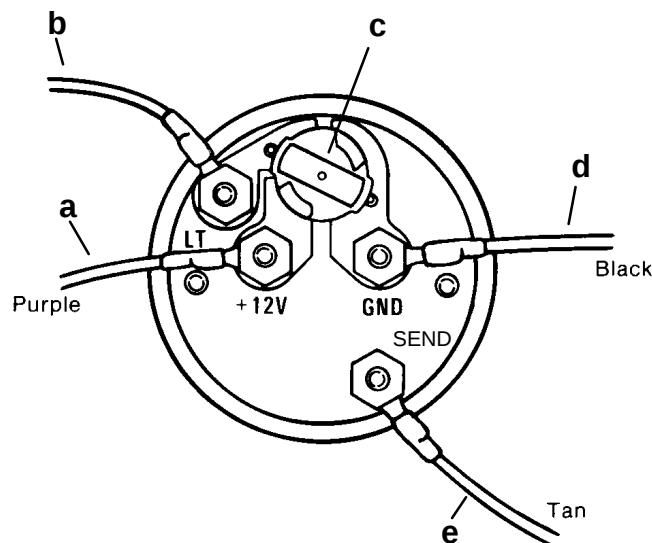
51106

- a - Connect to +12 Volt
- b - Position Light Bulb to the Unswitched Position
- c - Connect to NEGATIVE (-) Ground

Water Temperature Gauge

WIRING DIAGRAM A

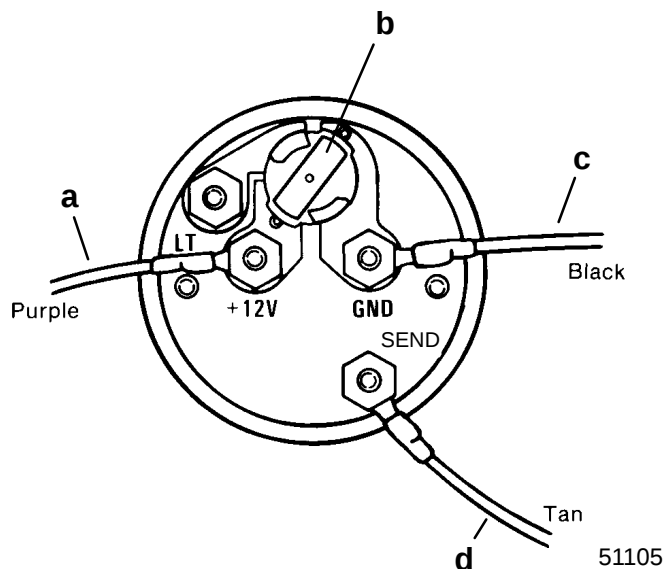
Use this wiring diagram when using a separate light switch for instrument lighting.



- a - Connect to + 12 Volt
- b - +12 Volt Light Switch Wire
- c - Position Light Bulb to the Switched Position
- d - Connect to NEGATIVE (-) Ground
- e - Connect to TAN Lead located at the Tachometer Receptacle on Commander Side Mount Remote Control or TAN Lead coming from Accessory Ignition/Choke Assembly.

WIRING DIAGRAM B

Use this wiring diagram when instrument lighting is wired directly to the ignition key switch. (Instrument lights are on when ignition key is turned on.)



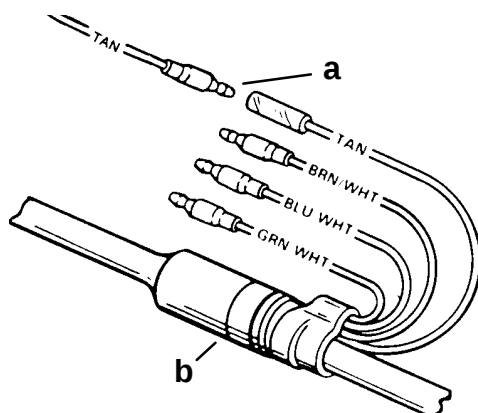
51105

- a - Connect to +12 Volt
- b - Position Light Bulb to the Unswitched Position
- c - Connect to NEGATIVE (-) Ground
- e - Connect to TAN Lead located at the Tachometer Receptacle on Commander Side Mount Remote Control or TAN Lead coming from Accessory Ignition/Choke Assembly



Route TAN lead on starboard side of engine to engine/remote control harness. Connect as shown.

IMPORTANT: Tape back and isolate any unused wiring harness leads.



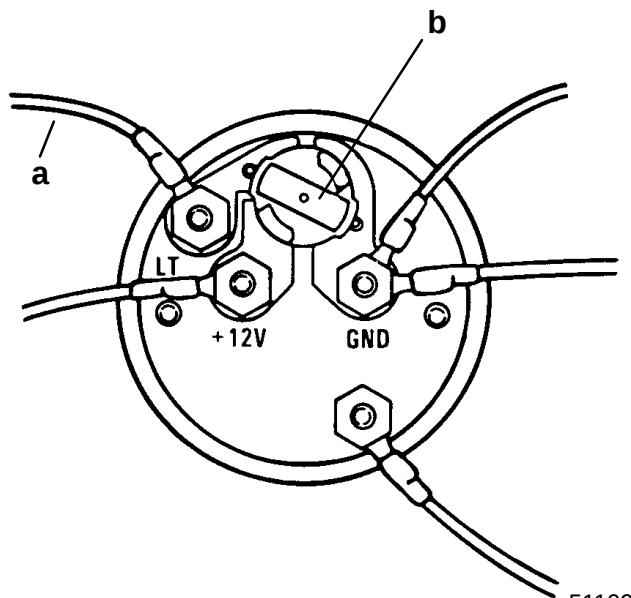
28086

- a - Lead from Temperature Sender
- b - Engine/Remote Control Harness

Oil Level Gauge Wiring

LIGHT BULB POSITION A

Use this position when using a separate light switch for instrument lighting.

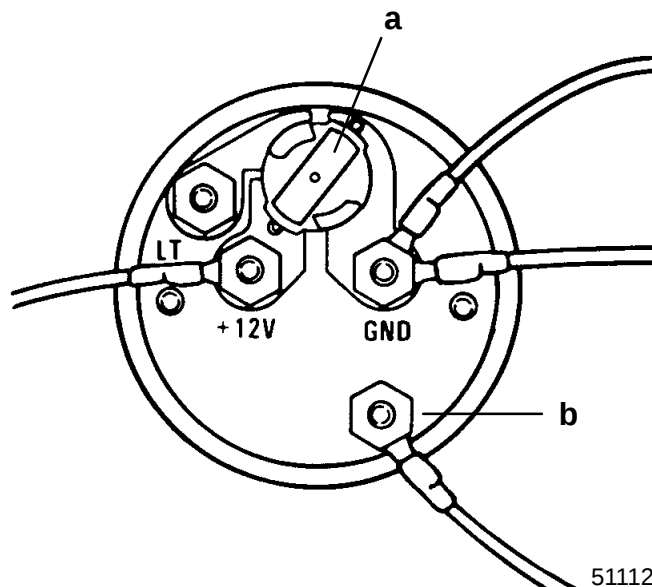


51109

- a - +12 Volt Light Switch Wire
- b - Position Light Bulb to the Switched Position

LIGHT BULB POSITION B

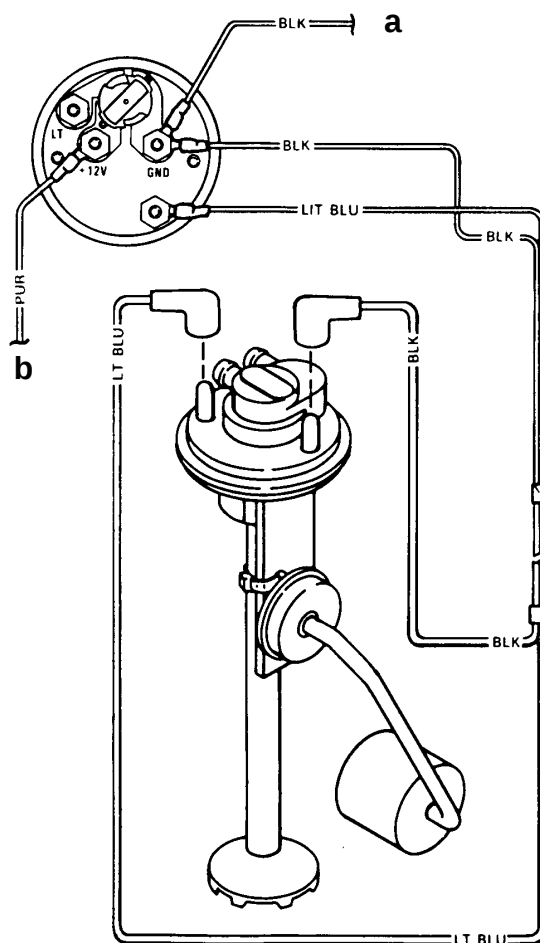
Use this position when instrument lighting is wired directly to the ignition key switch. (Instrument lights are on when ignition key switch is turned on.)



51112

- a - Position Light Bulb to the Unswitched Position
- b - Sender

SENDER WIRING



51108

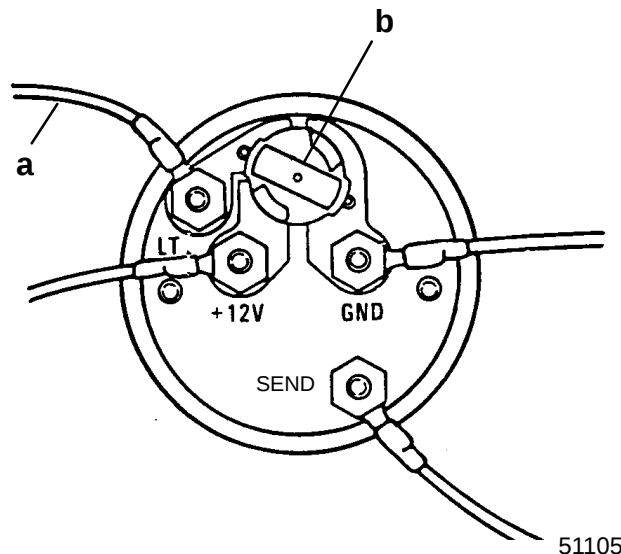
- a - Connect to +12 Volt
- b - Connect to NEGATIVE (-) Ground



Engine Synchronizer Wiring Diagram

LIGHT BULB POSITION A

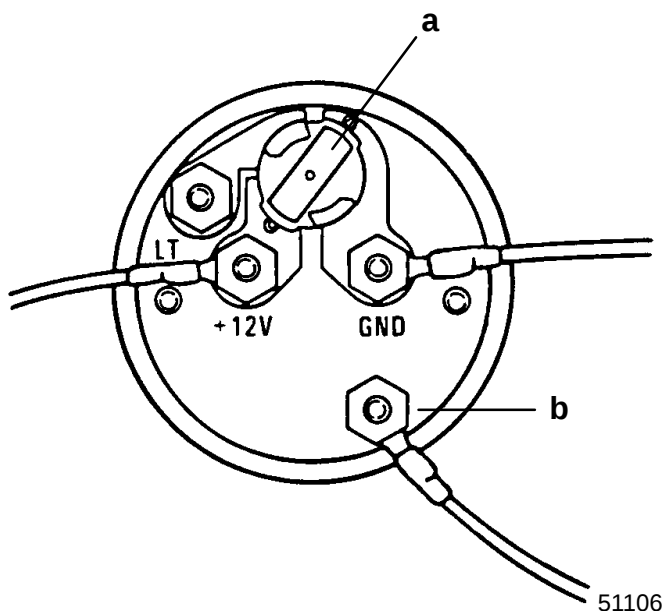
Use this position when using a separate light switch for instrument lighting.



- a - +12 Volt Light Switch Wire
b - Position Light Bulb to the Unswitched Position

LIGHT BULB POSITION B

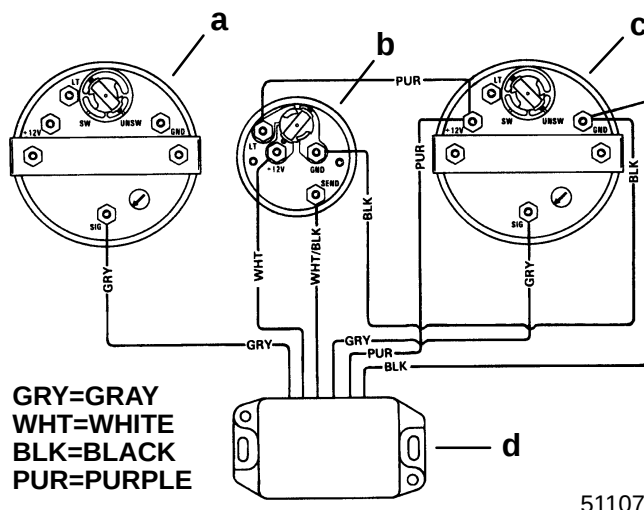
Use this position when instrument lighting is wired directly to the ignition key switch. (Instrument lights are on when ignition key switch is turned on.)



- a - Position Light Bulb to the Switched Position
b - Sender

Synchronizer wiring can be accomplished two different ways as an option to the user.

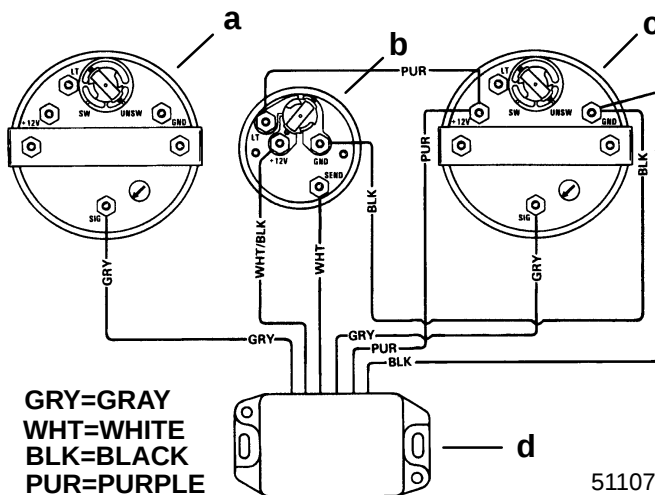
Wiring Diagram – Gauge needle to point toward slow running engine



51107

- a - Tachometer Starboard Engine
b - Synchronizer Gauge
c - Tachometer Port Engine
d - Synchronizer Module

Wiring Diagram – Gauge needle to point toward fast running engine



51107

- a - Tachometer Starboard Engine
b - Synchronizer Gauge
c - Tachometer Port Engine
d - Synchronizer Module

Maintenance

Clean gauge by washing with fresh water to remove sand and salt deposits. Wipe off with a soft cloth moistened with water. The gauge may be scored or damaged if wiped with abrasive material (sand, saline or detergent compounds, etc.) or washed with solvents such as trichloroethylene, turpentine, etc.



2 Function Gauge (Carburetor Models)

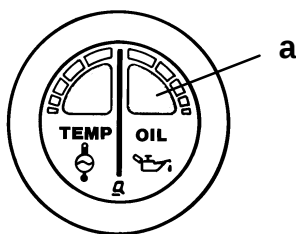
Operation of Warning Panel

When the ignition key is initially turned on, the warning horn will sound (beep) for a moment as a test to tell you the system is working. Failure of this test sound (beep) indicates a problem with the outboard or warning panel.

LOW OIL LEVEL

The low oil level warning is activated when the remaining oil in the engine mounted oil reservoir tank drops below 50 fl. oz. (1.5 liters).

The Low Oil Indicator Light will come on and the warning horn will begin a series of four beeps. If you continue to operate the outboard, the light will stay on and the horn will beep every two minutes. The engine has to be shut off to reset the warning system.

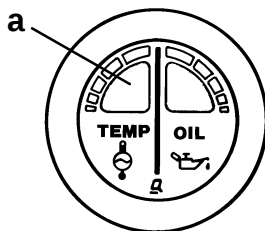


a - Low Oil Level Indicator Light

ENGINE OVERHEAT

The engine overheat warning is activated when the engine temperature is too hot.

The Engine Overheat Indicator Light will come on and the warning horn sounds continuously. The warning system will automatically limit the engine speed to 3000 RPM.

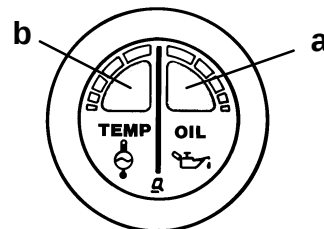


a - Engine Overheat Indicator Light

ENGINE OVER-SPEED

The engine over-speed protection system is activated when the engine speed exceeds the maximum allowable RPM.

Anytime the engine over-speed system is activated, the warning horn begins beeping and the Engine Overheat and Low Oil Indicator Lights will turn on and alternately flash. In addition, the system will automatically reduce the engine speed to within the allowable limit by retarding the ignition timing.

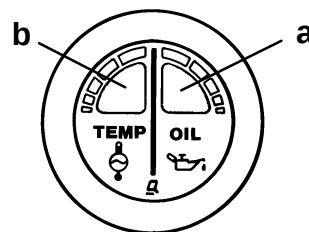


a - Low Oil Level Indicator Light
b - Engine Overheat Indicator Light

ELECTRICAL SENSOR NOT FUNCTIONING

The warning system is activated if the electrical throttle sensor or engine temperature sensor is not functioning, or is out of its operating range.

The warning horn begins beeping and the Engine Overheat and Low Oil Indicator Lights will turn on and alternately flash.

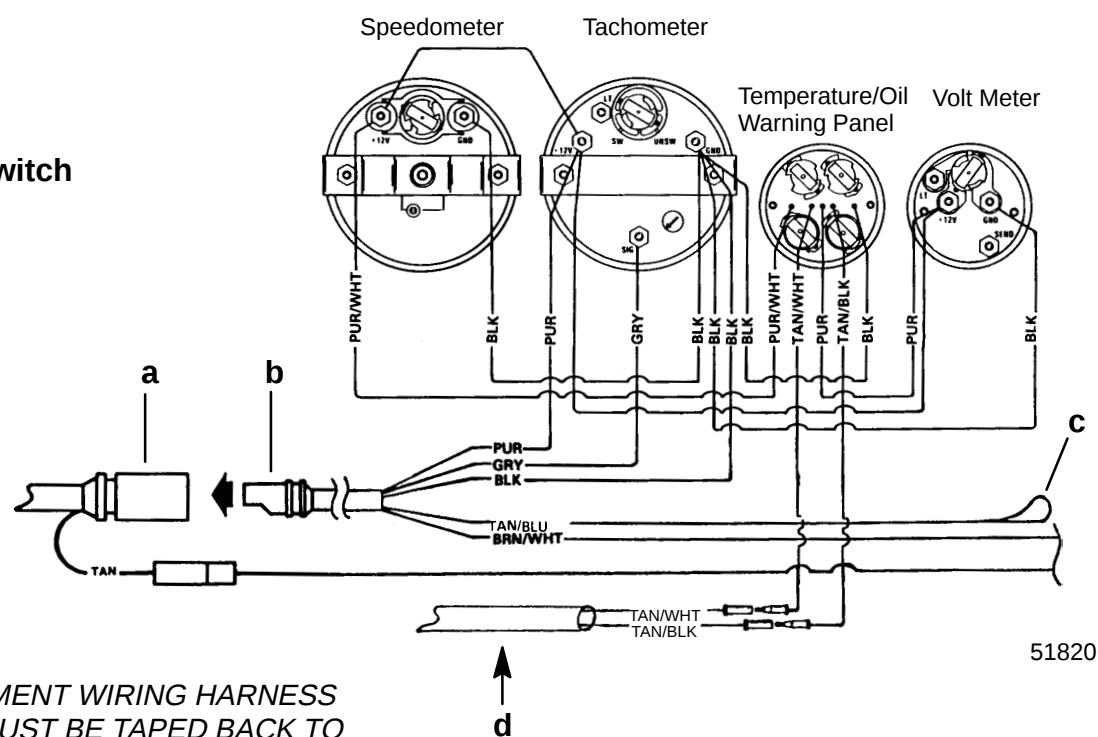


a - Low Oil Level Indicator Light
b - Engine Overheat Indicator Light



Instrument Wiring Connections (2 Function Gauge)

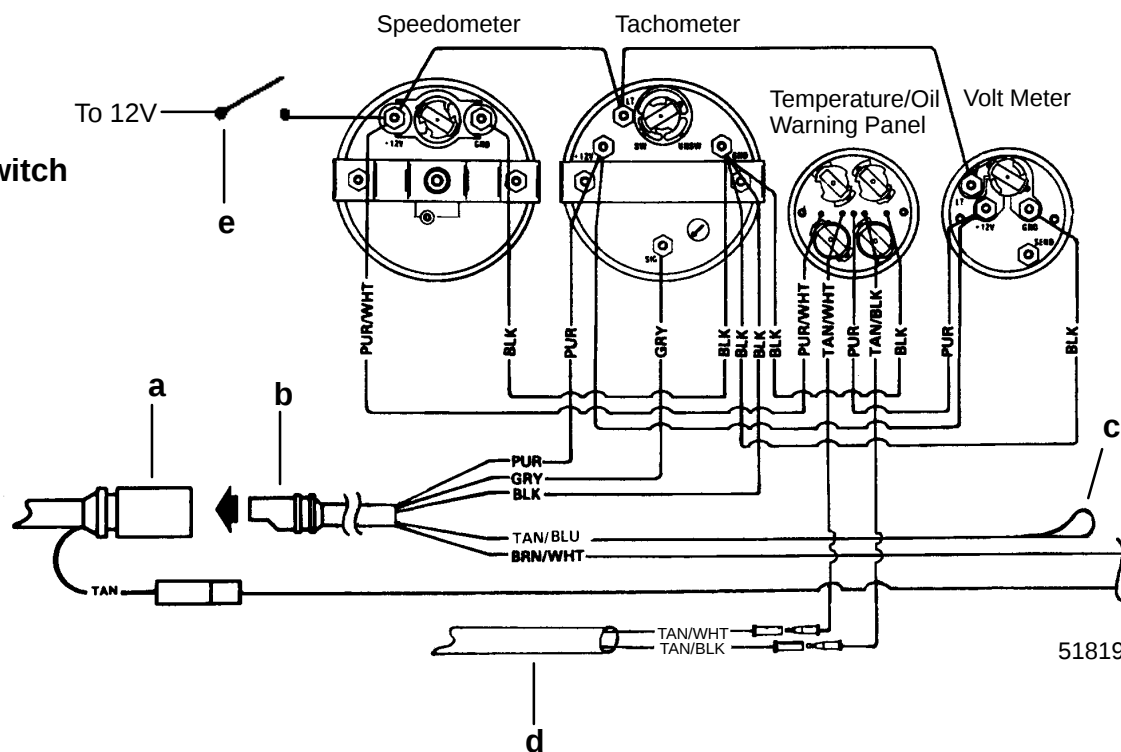
Figure 1
Without Light Switch



51820

NOTE: ANY INSTRUMENT WIRING HARNESS LEADS NOT USED MUST BE TAPED BACK TO THE HARNESS.

Figure 2
With Light Switch



51819

- a - Tachometer Receptacle - From Control Box or Ignition/Choke Switch
- b - Tachometer Wiring Harness
- c - Lead to Optional Visual Warning Kit (Taped Back to Harness)
- d - Cable Extension (For Two Function Warning Panel)
- e - Light Switch

Wire Color		Where To
BLK	= BLACK	GROUND
TAN/WHT	= TAN/WHITE	OIL LIGHT
TAN/BLK	= TAN/BLACK	TEMPERATURE LIGHT
TAN	= TAN	TEMPERATURE GAUGE
PUR	= PURPLE	IGNITION 12 VOLT
GRY	= GRAY	TACHOMETER
BRN/WHT	= BROWN/WHITE	TRIM GAUGE
TAN/BLU	= TAN/BLUE	VISUAL WARNING KIT (OPT.)



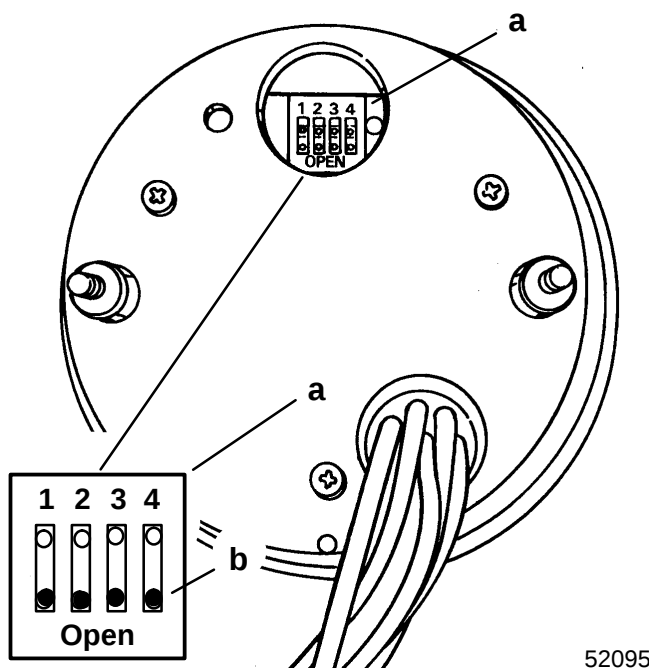
Multi-Function Gauge

Dip Switch Setting/Testing

NOTE: The multi-function gauge "Dip Switch" must be set on the back of gauge prior to operation. Turn the ignition switch to the "OFF" position before setting dip switch. The gauge will reset to selected settings when the ignition is turned "On".

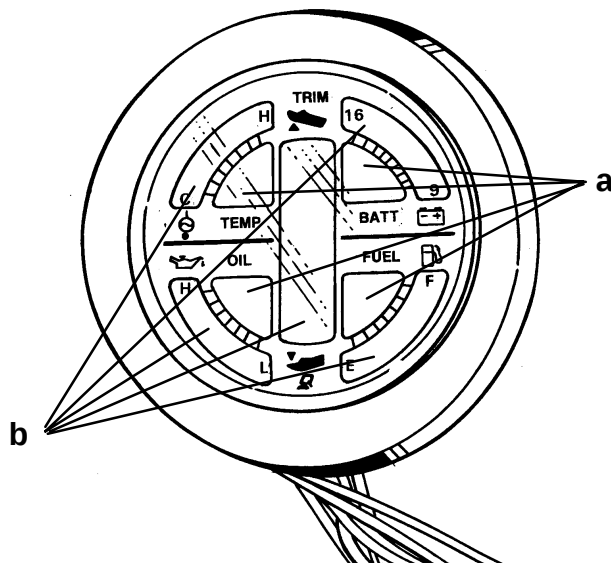
IMPORTANT: Test the gauge and related wiring **BEFORE** making final "Dip Switch" settings and **BEFORE** securing the gauge to dashboard of boat.

1. With the ignition switch in the "Off" position, set the multi-function gauge "Dip Switch" in (test) position as shown. (Black dot indicates switch position).



- a - "Dip Switch" (shown in test position)
b - Black Dot - Switch in "Open" Position

2. Turn ignition switch to the "Run" position. The multi-function gauge now is in the display test mode. The gauge Temp, Batt, Oil, and Fuel red warning lights should be alternately flashing "On" and "Off"; the Black L.C.D. bar graphs should be cycling. (This indicates that all gauge functions are operational.)
3. Turn ignition switch to the "Off" position. Reset the gauge "Dip Switch" to the correct operating position for the outboard application.



- a - Gauge Lights (Red)
b - Gauge L.C.D. Bar Graph (Black)

Outboard Multi-Function Gauge Setting

Model	Dip Switch Setting
Test Display (All)	
275 hp (3.4 Litre) Outboards (single engine)	
135-250 hp Outboards (single engine)	
"Note" On Dual Engine/Single Fuel Tank Applications: Position Dip Switch 4 "Open" *	

* Dip Switch (4) in "Open Position" For Dual Engine Single Fuel Tank Applications. Switches 1,2,3 Must Be In Specified Model Position.



225 EFI/250 EFI Warning Panel (3 Function Gauge)

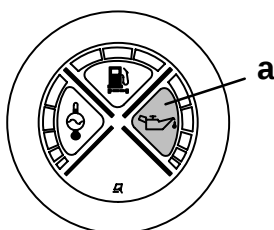
Operation of Warning Panel

When the ignition key is initially turned on, the warning horn will sound (beep) for a moment as a test to tell you the system is working. Failure of this test sound (beep) indicates a problem with the outboard or warning panel.

LOW OIL LEVEL

The low oil level warning is activated when the remaining oil in the engine mounted oil reservoir tank drops below 50 fl. oz. (1.5 liters).

The Low Oil Indicator Light will come on and the warning horn will begin a series of four beeps. If you continue to operate the outboard, the light will stay on and the horn will beep every two minutes. The engine has to be shut off to reset the warning system.

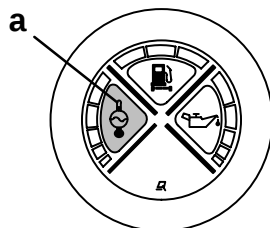


a - Low Oil Level Indicator Light

ENGINE OVERHEAT

The engine overheat warning is activated when the engine temperature is too hot.

The Engine Overheat Indicator Light will come on and the warning horn sounds continuously. The warning system will automatically limit the engine speed to 3000 RPM.

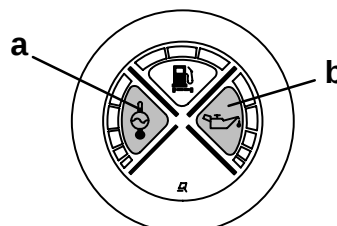


a - Engine Overheat Indicator Light

ENGINE OVER-SPEED

The engine over-speed protection system is activated when the engine speed exceeds the maximum allowable RPM.

Anytime the engine over-speed system is activated, the warning horn begins beeping and the Engine Overheat and Low Oil Indicator Lights will turn on and alternately flash. In addition, the system will automatically reduce the engine speed to within the allowable limit by retarding the ignition timing.

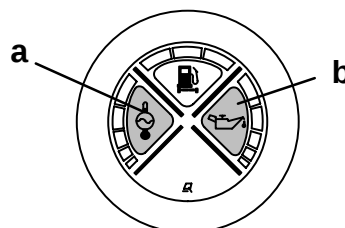


a - Low Oil Level Indicator Light
b - Engine Overheat Indicator Light

ELECTRICAL SENSOR NOT FUNCTIONING

The warning system is activated if the electrical throttle sensor or engine temperature sensor is not functioning, or is out of its operating range.

The warning horn begins beeping and the Engine Overheat and Low Oil Indicator Lights will turn on and alternately flash.

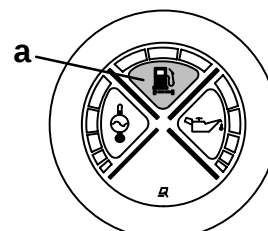


a - Low Oil Level Indicator Light
b - Engine Overheat Indicator Light

WATER SEPARATING FUEL FILTER IS FULL OF WATER

The water level detection warning is activated when water in the water separating fuel filter reaches the full level.

The Water Detection Light will come on and the warning horn will begin a series of four beeps. If you continue to operate the outboard, the light will stay on and the horn will beep every two minutes.



a - Water Detection Light



Maintenance

Maintenance inspection is the owner's responsibility and must be performed at intervals as specified.

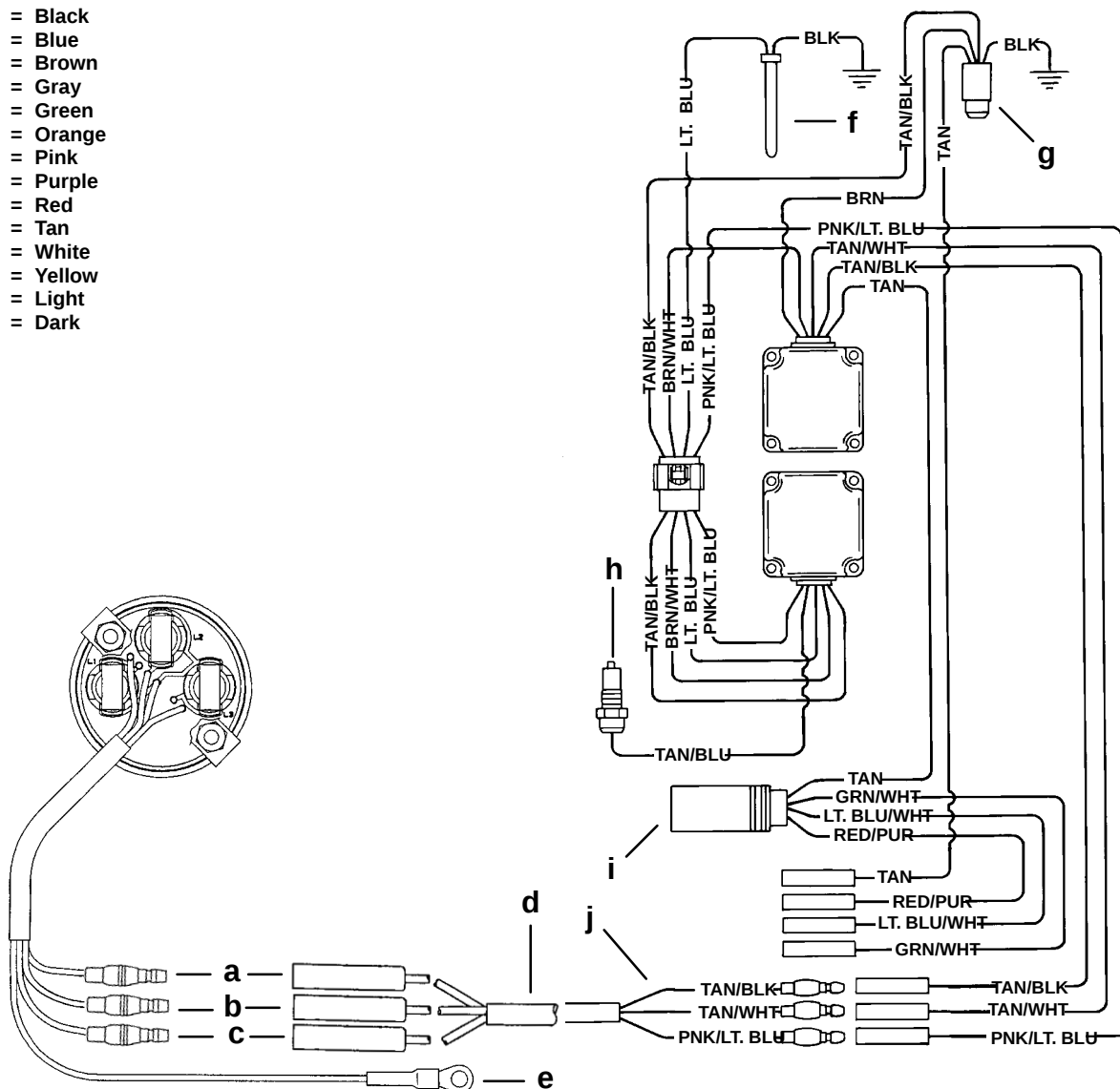
Normal Service - Every 50 hours of operation or 60 days (whichever comes first)

***Severe Service* - Every 25 hours of operation or 30 days (whichever comes first)**

*Salt water area operation is considered "Severe Service".

BLK = Black
BLU = Blue
BRN = Brown
GRY = Gray
GRN = Green
ORN = Orange
PNK = Pink
PUR = Purple
RED = Red
Tan = Tan
WHT = White
YEL = Yellow
LIT = Light
DRK = Dark

1. Check gauge for adequate tightness in dashboard and retighten retaining nuts if necessary.
2. Check electrical connections. Tighten and reseal with Quicksilver Liquid Neoprene (92-25711-2).
3. Clean gauge by washing with fresh water to remove sand and salt deposits. Wipe off with a soft cloth moistened with water. The gauge may be scored or damaged if wiped with abrasive material (sand, saline or detergent compounds, etc.) or washed with solvents such as trichlorethylene, turpentine, etc.

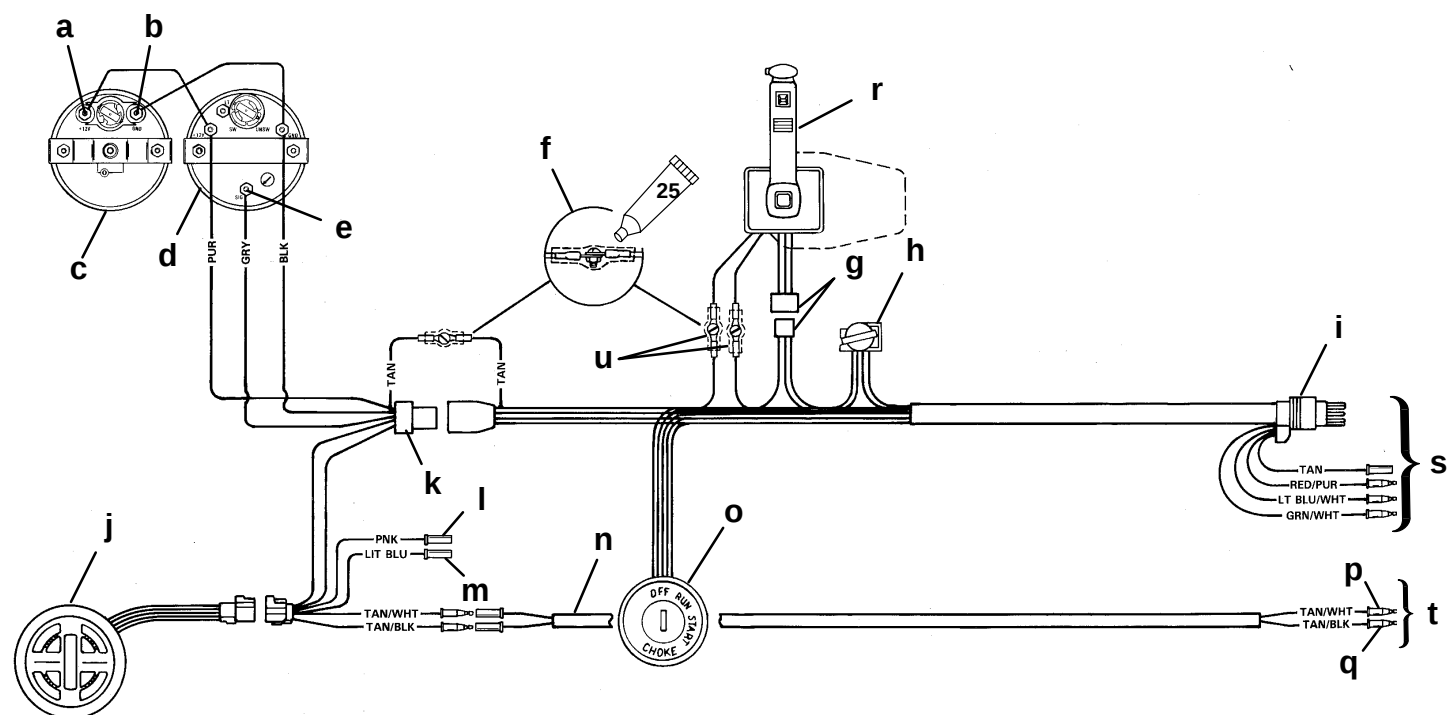


- a - Connect TAN/BLACK to TAN/BLACK
b - Connect TAN/WHITE to TAN/WHITE
c - Connect PINK/LT. BLUE to PINK/LT. BLUE
d - Harness Extension
e - Connect PURPLE to 12 Volt Source or Adjacent Gauge
f - Low Oil Sensor
g - Engine Temperature Sensor
h - Water in Fuel Sensor
i - Engine Harness Plug In
j - Harness Extension Plugging Into Engine Harness

53379



Panel Mount Remote Control Wiring Installation



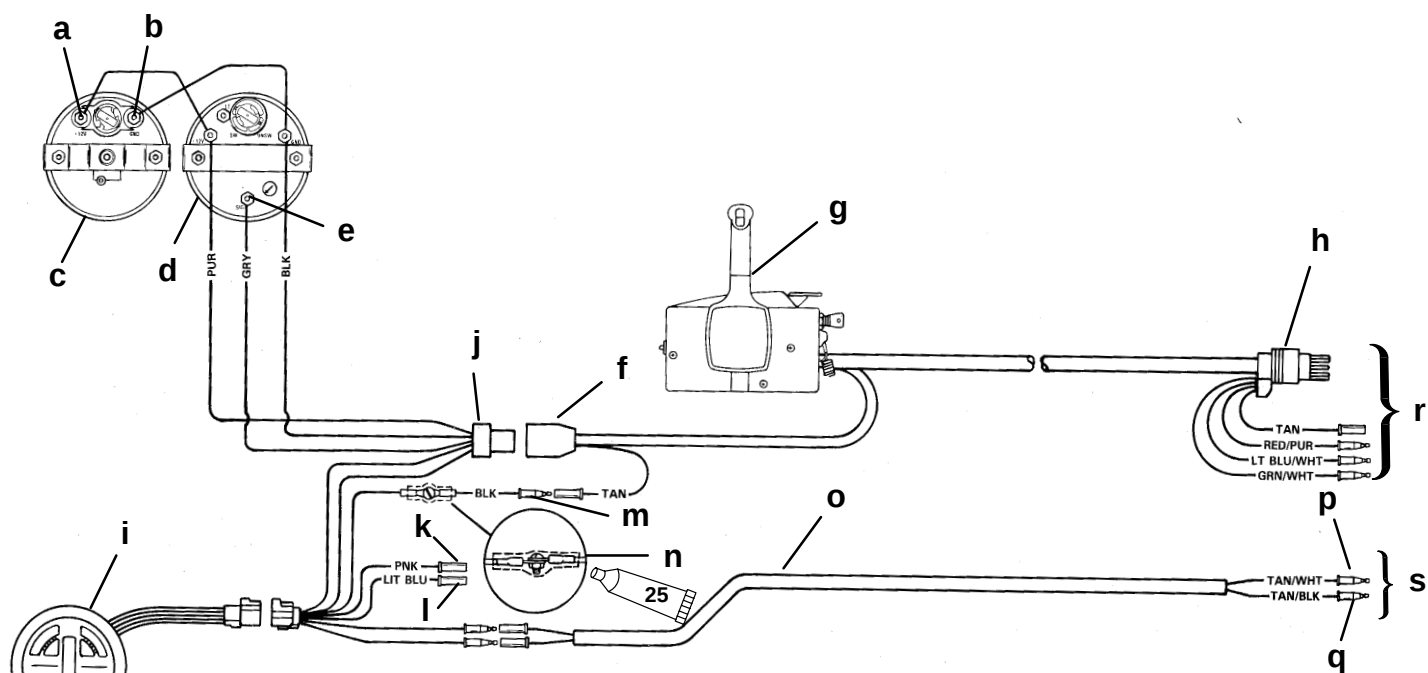
BLK = Black
 BLU = Blue
 BRN = Brown
 GRY = Gray
 GRN = Green
 ORN = Orange
 PNK = Pink
 PUR = Purple
 RED = Red
 TAN = Tan
 WHT = White
 YEL = Yellow
 LIT = Light
 DRK = Dark

25-25711-2 Liquid Neoprene (92-25711--2)

- a - (+) 12 Volt Terminal
- b - (-) Ground Terminal
- c - Speedometer
- d - Tachometer
- e - Tachometer Signal Terminal
- f - Connect Wires Together with Screw and Hex Nut (3 Places);
Apply Quicksilver Liquid Neoprene to Connections and
Slide Rubber Sleeve Over Each Connection.
- g - Power Trim Connector
- h - Horn
- i - 8 Pin Harness Connector
- j - Multi-Function Gauge
- k - Multi-Function Adapter Harness
- l - To Fuel Sender (Optional)
- m - To Oil Sender (Optional)
- n - Two Wire Harness
- o - Ignition/Choke Switch
- p - Low Oil Sender Lead
- q - Over Temperature Switch Lead
- r - Panel Mount Remote Control
- s - To Engine
- t - To Engine
- u - Neutral Safety Switch Lead



Side Mount Remote Control Wiring Installation



BLK = Black
 BLU = Blue
 BRN = Brown
 GRY = Gray
 GRN = Green
 ORN = Orange
 PNK = Pink
 PUR = Purple
 RED = Red
 TAN = Tan
 WHT = White
 YEL = Yellow
 LIT = Light
 DRK = Dark

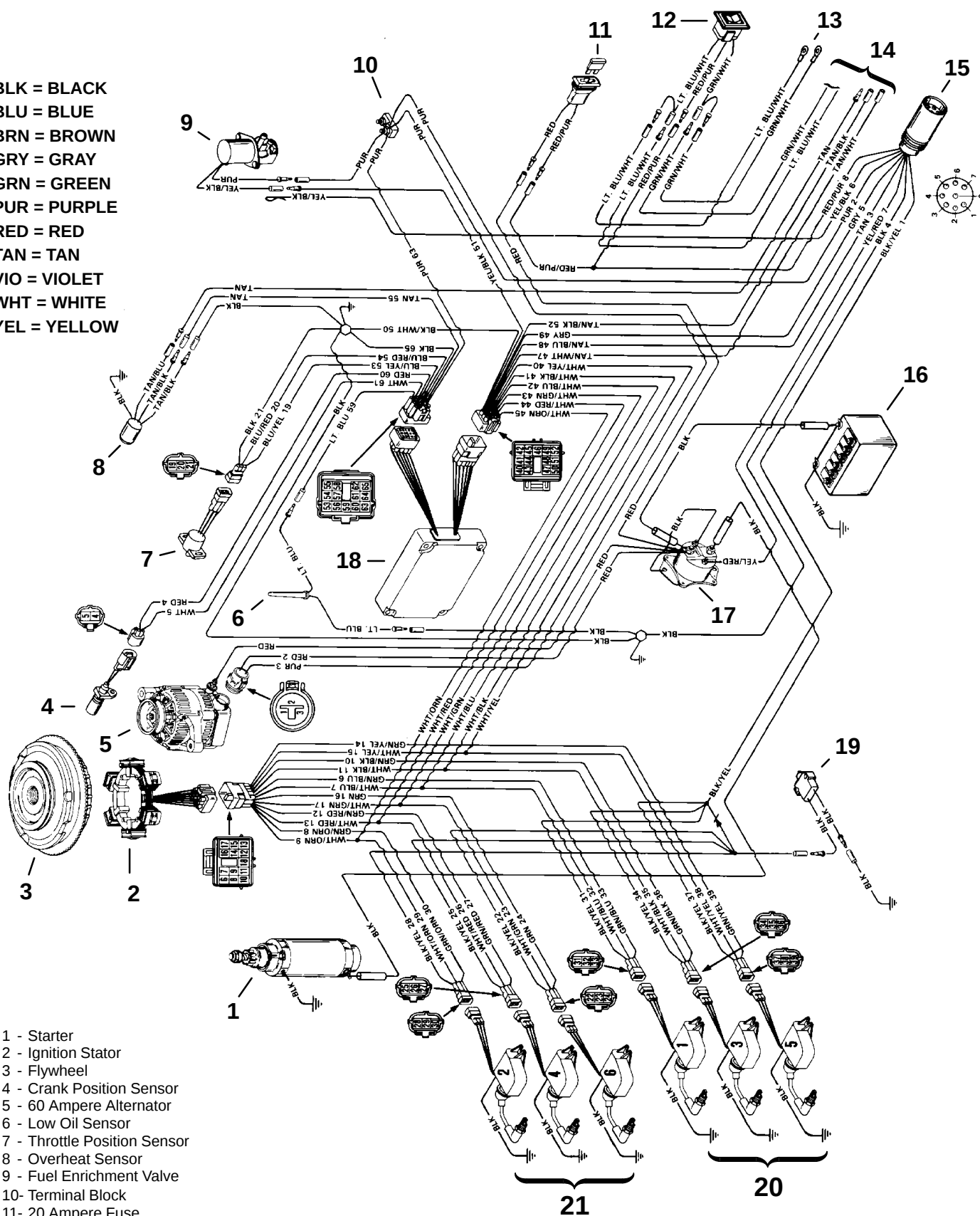
25 Liquid Neoprene (92-25711--2)

- a - (+) 12 Volt Terminal
- b - (-) Ground Terminal
- c - Speedometer
- d - Tachometer
- e - Tachometer Signal Terminal
- f - Tachometer Receptacle
- g - Side Mount Remote Control
- h - 8 Pin Harness Connector
- i - Multi-Function Gauge
- j - Multi-Function Adapter Harness
- k - To Fuel Sender (Optional)
- l - To Oil Sender (Optional)
- m - Cable Lead (Jumper) (84-11149A3)
- n - Connect Wires Together with Screw and Hex Nut; Apply Quicksilver Liquid Neoprene to Connections and Slide Rubber Sleeve Over Each Connection
- o - Two Wire Harness
- p - Low Oil Sender Lead
- q - Over Temperature Switch Lead
- r - To Engine
- s - To Engine



1994 225 Wiring Diagram

BLK = BLACK
BLU = BLUE
BRN = BROWN
GRY = GRAY
GRN = GREEN
PUR = PURPLE
RED = RED
TAN = TAN
VIO = VIOLET
WHT = WHITE
YEL = YELLOW



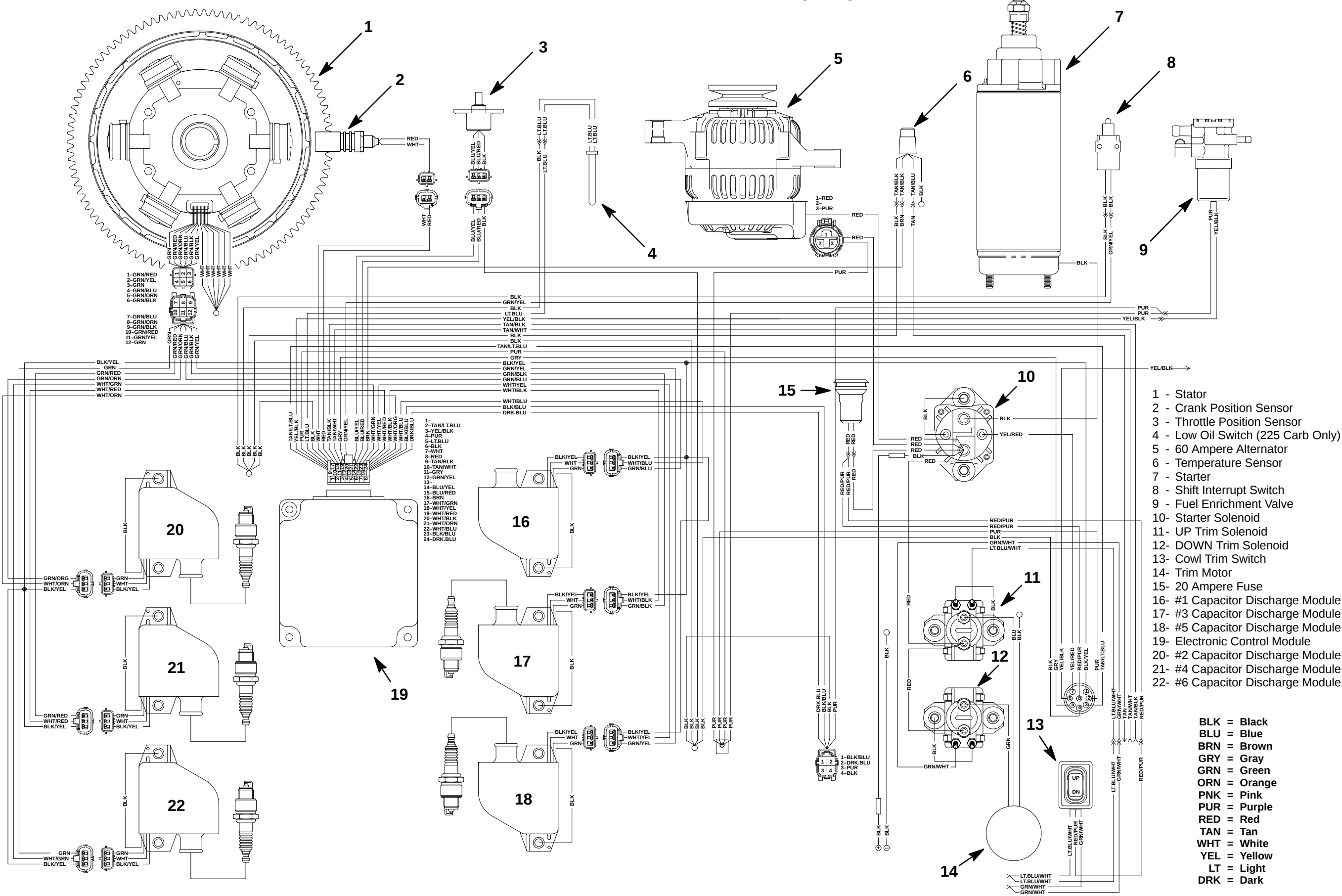
- 1 - Starter
- 2 - Ignition Stator
- 3 - Flywheel
- 4 - Crank Position Sensor
- 5 - 60 Ampere Alternator
- 6 - Low Oil Sensor
- 7 - Throttle Position Sensor
- 8 - Overheat Sensor
- 9 - Fuel Enrichment Valve
- 10- Terminal Block
- 11- 20 Ampere Fuse
- 12- Cowl Trim Switch
- 13- To Trim Solenoids
- 14- To Remote Control Harness
- 15- Engine Harness Plug
- 16- 12 Volt Battery
- 17- Starter Solenoid

- 18- Electronic Control Module (ECM)
- 19- Shift Interrupt Switch
- 20- Starboard Ignition Modules - 1,3,5
- 21- Port Ignition Modules - 2,4,6
- 22- Ignition Stator

52163



1995 3 Litre Work/225 Carb Wiring Diagram

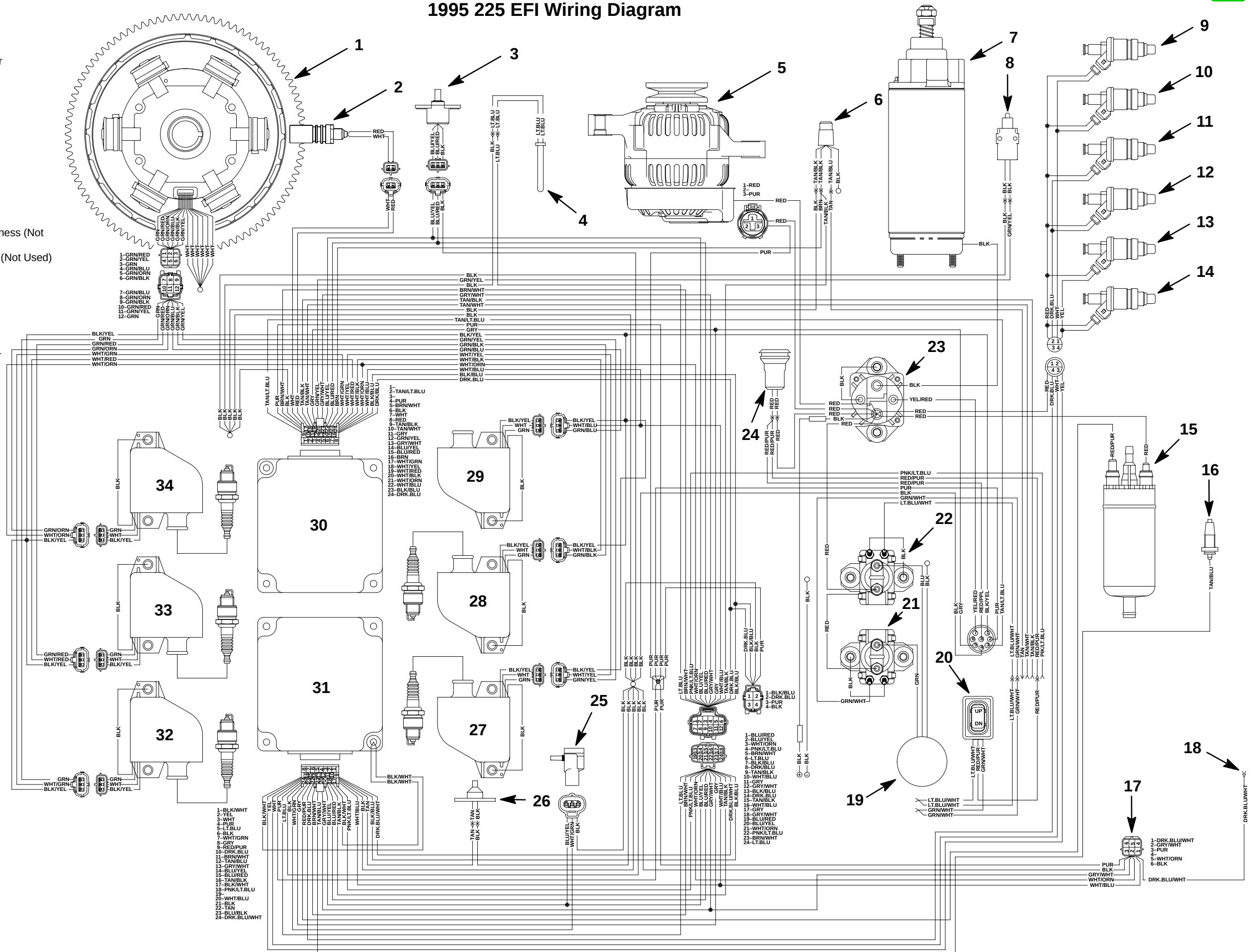




1995 225 EFI Wiring Diagram

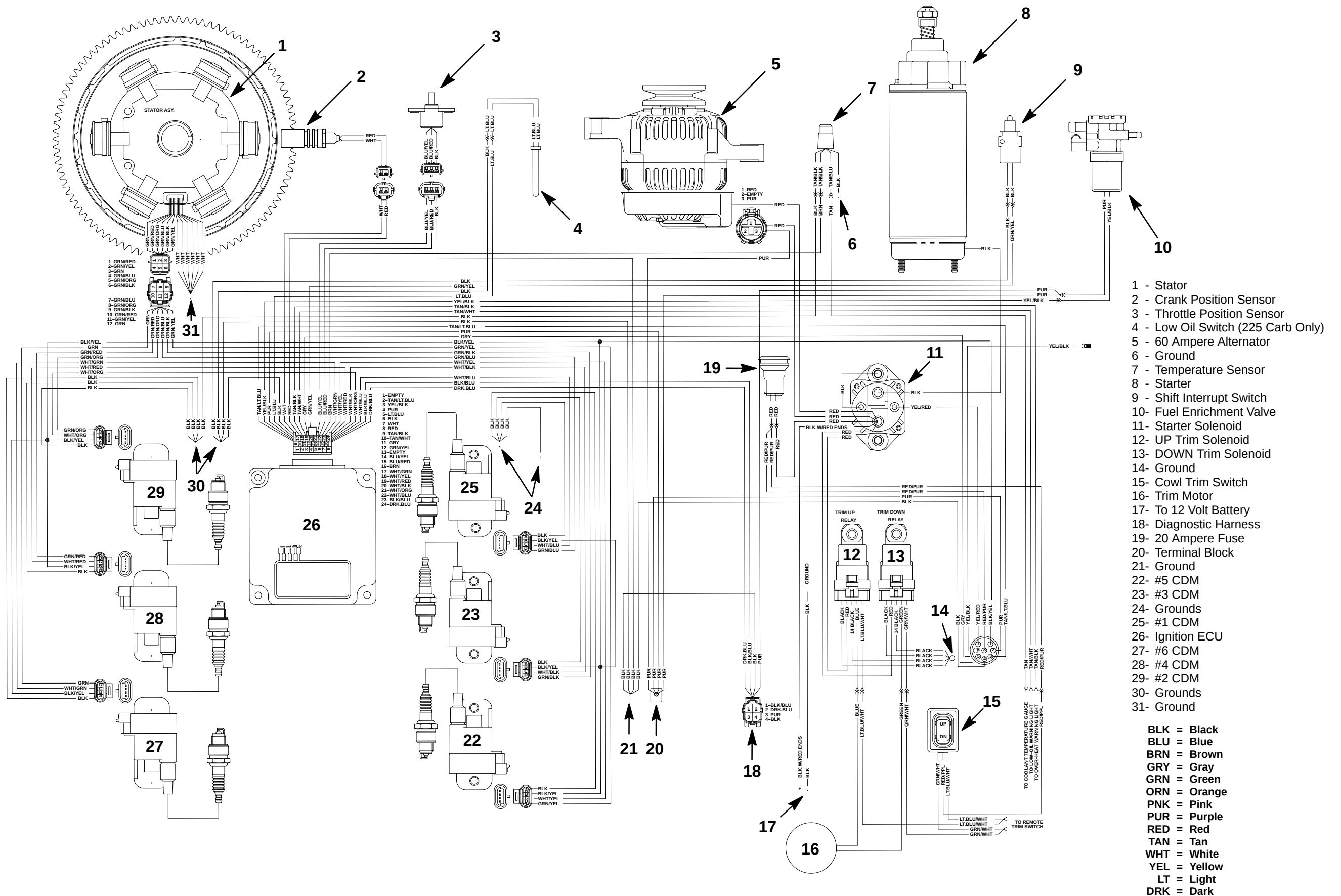
Stator
Crank Position Sensor
Throttle Position Sensor
Low Oil Switch
60 Ampere Alternator
Temperature Sensor
Starter
Shift Interrupt Switch
#1 Fuel Injector
#2 Fuel Injector
#3 Fuel Injector
#4 Fuel Injector
#5 Fuel Injector
#6 Fuel Injector
Fuel Pump
Water Sensor
Detonation Module Harness (Not Used)
Knock Sensor Harness (Not Used)
Trim Motor
Cowl Trim Switch
DOWN Trim Solenoid
UP Trim Solenoid
Starter Solenoid
20 Ampere Fuse
MAP Sensor
Air Temperature Sensor
#5 CDM
#3 CDM
#1 CDM
Ignition ECM
EFI (Fuel) ECM
#6 CDM
#4 CDM
#2 CDM

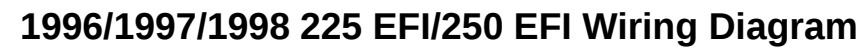
BLK = Black
BLU = Blue
BRN = Brown
GRY = Gray
GRN = Green
ORN = Orange
PNK = Pink
PUR = Purple
RED = Red
TAN = Tan
WHT = White
YEL = Yellow
LT = Light
DRK = Dark





1996/1997/1998 3 Litre Work/225 Carburetor Wiring Diagram





This is a detailed wiring diagram for a 2000-2001 Volvo 460 GLE. The diagram illustrates the electrical system, including the engine, transmission, and various accessories. It features 24 numbered callouts for components such as the alternator, water pump, and various sensors. The diagram also shows the wiring for the engine control unit (ECU) and the transmission control unit (TCU). The diagram is a complex network of lines connecting various components, with color-coded wires and labels for each connection.

Legend:

- 1-GRN/RED
- 2-GRN/YEL
- 3-GRN
- 4-GRN/BLU
- 5-GRN/ORG
- 6-GRN/BLK
- 7-GRN/BLU
- 8-GRN/BLK
- 10-GRN/RED
- 11-GRN/YEL
- 12-GRN

Legend:

- 1-EMPTY
- 2-TAN/LT.BLU
- 3-EMPTY
- 4-PUR
- 5-BRN/WHT
- 6-BLK
- 7-WHT
- 8-RED
- 9-TAN/BLK
- 10-TAN/WHT
- 12-GRN/YEL
- 13-GRY/WHT
- 14-BLU/YEL
- 15-BLU/RED
- 16-BRN
- 17-WHT/GRN
- 18-WHT/YEL
- 19-WHT/RED
- 20-WHT/BLK
- 21-WHT/ORG
- 22-WHT/BLU
- 23-BLK/BLU
- 24-DRK.BLU

Legend:

- 1-BLK/WHT
- 2-YEL
- 3-WHT
- 4-PUR
- 5-LT.BLU
- 6-BLK
- 7-WHT/GRN
- 8-GRY
- 9-RED/PL
- 10-DRK.BLU
- 11-BRN/WHT
- 12-TAN/BLU
- 13-GRY/WHT
- 14-BLU/YEL
- 15-BLU/RED
- 16-TAN/BLK
- 17-BLK/WHT
- 18-PNK/LT.BLU
- 19-EMPTY
- 20-WHT/BLU
- 21-BLK
- 22-TAN
- 23-BLU/BLK
- 24-DRK.BLU/WHT

Legend:

- 1-BLU/RED
- 2-BLU/YEL
- 3-WHT/ORG
- 4-PNK/LT.BLU
- 5-BRN/WHT
- 6-LT.BLU
- 7-BLK/BLU
- 8-DRK/BLU
- 9-TAN/BLK
- 10-WHT/BLU
- 11-GRY
- 12-GRY/WHT
- 13-BLK/BLU
- 14-DRK.BLU
- 15-TAN/BLK
- 16-WHT/BLU
- 17-GRY
- 18-GRY/WHT
- 19-BLU/RED
- 20-BLU/YEL
- 21-PLUG
- 22-PNK/LT.BLU
- 23-BRN/WHT
- 24-LT.BLU

Legend:

- 1-BLK
- 2-YEL
- 3-WHT
- 4-PUR
- 5-LT.BLU
- 6-BLK
- 7-WHT/GRN
- 8-GRY
- 9-RED/PL
- 10-DRK.BLU
- 11-BRN/WHT
- 12-TAN/BLU
- 13-GRY/WHT
- 14-BLU/YEL
- 15-BLU/RED
- 16-TAN/BLK
- 17-BLK/WHT
- 18-PNK/LT.BLU
- 19-EMPTY
- 20-WHT/BLU
- 21-BLK
- 22-TAN
- 23-BLU/BLK
- 24-DRK.BLU/WHT

Legend:

- 1-BLK
- 2-YEL
- 3-WHT
- 4-PUR
- 5-LT.BLU
- 6-BLK
- 7-WHT/GRN
- 8-GRY
- 9-RED/PL
- 10-DRK.BLU
- 11-BRN/WHT
- 12-TAN/BLU
- 13-GRY/WHT
- 14-BLU/YEL
- 15-BLU/RED
- 16-TAN/BLK
- 17-BLK/WHT
- 18-PNK/LT.BLU
- 19-EMPTY
- 20-WHT/BLU
- 21-BLK
- 22-TAN
- 23-BLU/BLK
- 24-DRK.BLU/WHT

Legend:

- 1-BLK
- 2-YEL
- 3-WHT
- 4-PUR
- 5-LT.BLU
- 6-BLK
- 7-WHT/GRN
- 8-GRY
- 9-RED/PL
- 10-DRK.BLU
- 11-BRN/WHT
- 12-TAN/BLU
- 13-GRY/WHT
- 14-BLU/YEL
- 15-BLU/RED
- 16-TAN/BLK
- 17-BLK/WHT
- 18-PNK/LT.BLU
- 19-EMPTY
- 20-WHT/BLU
- 21-BLK
- 22-TAN
- 23-BLU/BLK
- 24-DRK.BLU/WHT

Legend:

- 1-BLK
- 2-YEL
- 3-WHT
- 4-PUR
- 5-LT.BLU
- 6-BLK
- 7-WHT/GRN
- 8-GRY
- 9-RED/PL
- 10-DRK.BLU
- 11-BRN/WHT
- 12-TAN/BLU
- 13-GRY/WHT
- 14-BLU/YEL
- 15-BLU/RED
- 16-TAN/BLK
- 17-BLK/WHT
- 18-PNK/LT.BLU
- 19-EMPTY
- 20-WHT/BLU
- 21-BLK
- 22-TAN
- 23-BLU/BLK
- 24-DRK.BLU/WHT

Legend:

- 1-BLK
- 2-YEL
- 3-WHT
- 4-PUR
- 5-LT.BLU
- 6-BLK
- 7-WHT/GRN
- 8-GRY
- 9-RED/PL
- 10-DRK.BLU
- 11-BRN/WHT
- 12-TAN/BLU
- 13-GRY/WHT
- 14-BLU/YEL
- 15-BLU/RED
- 16-TAN/BLK
- 17-BLK/WHT
- 18-PNK/LT.BLU
- 19-EMPTY
- 20-WHT/BLU
- 21-BLK
- 22-TAN
- 23-BLU/BLK
- 24-DRK.BLU/WHT

Legend:

- 1-BLK
- 2-YEL
- 3-WHT
- 4-PUR
- 5-LT.BLU
- 6-BLK
- 7-WHT/GRN
- 8-GRY
- 9-RED/PL
- 10-DRK.BLU
- 11-BRN/WHT
- 12-TAN/BLU
- 13-GRY/WHT
- 14-BLU/YEL
- 15-BLU/RED
- 16-TAN/BLK
- 17-BLK/WHT
- 18-PNK/LT.BLU
- 19-EMPTY
- 20-WHT/BLU
- 21-BLK
- 22-TAN
- 23-BLU/BLK
- 24-DRK.BLU/WHT

Legend:

- 1-BLK
- 2-YEL
- 3-WHT
- 4-PUR
- 5-LT.BLU
- 6-BLK
- 7-WHT/GRN
- 8-GRY
- 9-RED/PL
- 10-DRK.BLU
- 11-BRN/WHT
- 12-TAN/BLU
- 13-GRY/WHT
- 14-BLU/YEL
- 15-BLU/RED
- 16-TAN/BLK
- 17-BLK/WHT
- 18-PNK/LT.BLU
- 19-EMPTY
- 20-WHT/BLU
- 21-BLK
- 22-TAN
- 23-BLU/BLK
- 24-DRK.BLU/WHT

Legend:

- 1-BLK
- 2-YEL
- 3-WHT
- 4-PUR
- 5-LT.BLU
- 6-BLK
- 7-WHT/GRN
- 8-GRY
- 9-RED/PL
- 10-DRK.BLU
- 11-BRN/WHT
- 12-TAN/BLU
- 13-GRY/WHT
- 14-BLU/YEL
- 15-BLU/RED
- 16-TAN/BLK
- 17-BLK/WHT
- 18-PNK/LT.BLU
- 19-EMPTY
- 20-WHT/BLU
- 21-BLK
- 22-TAN
- 23-BLU/BLK
- 24-DRK.BLU/WHT

Legend:

- 1-BLK
- 2-YEL
- 3-WHT
- 4-PUR
- 5-LT.BLU
- 6-BLK
- 7-WHT/GRN
- 8-GRY
- 9-RED/PL
- 10-DRK.BLU
- 11-BRN/WHT
- 12-TAN/BLU
- 13-GRY/WHT
- 14-BLU/YEL
- 15-BLU/RED
- 16-TAN/BLK
- 17-BLK/WHT
- 18-PNK/LT.BLU
- 19-EMPTY
- 20-WHT/BLU
- 21-BLK
- 22-TAN
- 23-BLU/BLK
- 24-DRK.BLU/WHT

Legend:

- 1-BLK
- 2-YEL
- 3-WHT
- 4-PUR
- 5-LT.BLU
- 6-BLK
- 7-WHT/GRN
- 8-GRY
- 9-RED/PL
- 10-DRK.BLU
- 11-BRN/WHT
- 12-TAN/BLU
- 13-GRY/WHT
- 14-BLU/YEL
- 15-BLU/RED
- 16-TAN/BLK
- 17-BLK/WHT

28 ELECTRICAL

90-822900R3 DECEMBER 1997