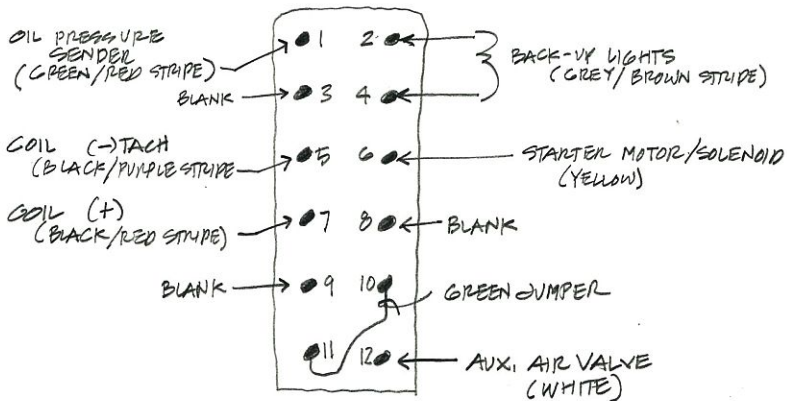
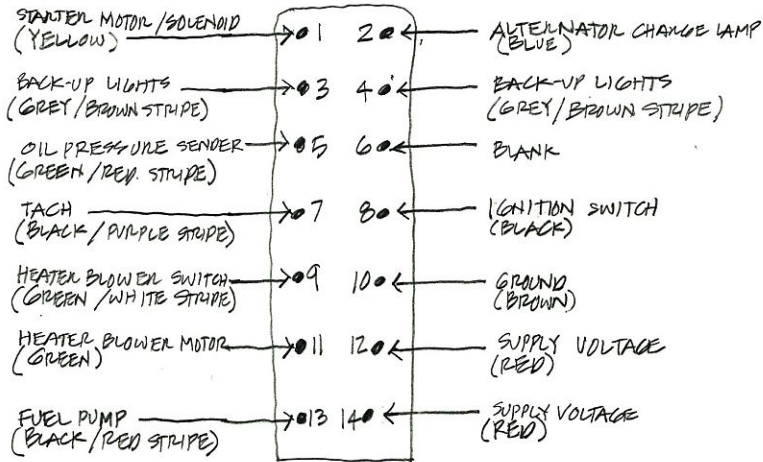


VOLTAGE REGULATOR / ENGINE BAY RELAY BOARD





12 PIN CONNECTOR (IGNITION HARNESS + VOLT. REGULATOR BOARD)



14 PIN CONNECTOR (VOLT. REGULATOR PLATE + MAIN HARNESS)

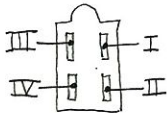
914 Regulator Plate Circuitry using D-Jet Fuel Injection

Contact position on 14-pole connector and		Regulator plate circuit path connections	Contact position on 12-pole connector and wire		Contact position on 4-pole connector	
1	Yellow: Momentary switched power from ignition switch	3-point circuit trace	6	Yellow: Momentary power to starter motor	II	Momentary cranking power to ECU (fuel pump?)
2	Lt Blue: Signal from voltage regulator D+ pole to alternator light on combination gauge	3-point circuit trace			IV	Momentary cranking power to cold start valve
3	Grey/brown stripe: Power to back-up light switch at transaxle	2-point circuit trace	2	Grey/brown stripe: Power to back-up light switch on transaxle		
4	Grey/brown stripe: Switched power from back-up switch on transaxle to back-up lights at tailpanel	2-point circuit trace	4	Grey/brown stripe: Switched power from back-up light switch on transaxle to regulator plate		
5	Green/red stripe: Signal to oil pressure light on combination gauge	2-point circuit trace	1	Green/red stripe: Signal from oil pressure sender		
6	1971-only: Green/black stripe to oil temp gauge	2-point circuit trace.	3	1971-only: Green/black stripe from oil temp sender.		
	1972-76: Contact 6 not used	1972-76: 2-point circuit trace not used.		1972-76: Contact 3 not used.		
7	Black/violet stripe: Signal to tachometer	2-point circuit trace	5	Black/violet stripe: From coil (-) terminal		
8	Black: Switched power from ignition switch and fuse 8	5-point circuit trace, to unused forward regulator plate 8A fuseholder, to contact 7 at 12-pin connector, to main power relay solenoid, to heater fan relay solenoid	7	Black/red stripe: To coil (+) terminal		
			8	No contact 8 on regulator plate		
		2-point circuit trace, connects through forward unused 8A fuse holder to contact 8 on 14-pole connector	9	Contact 9 not used		
9	Green/white stripe: Switched ground from heater fan switch	2-point circuit trace, to heater fan relay solenoid				
10	Brown: Ground for main power relay solenoid and rear window defroster relay solenoid, to ground under regulator plate.	3-point circuit trace				
11	1971-only: Brown/white stripe, sportomatic circuit	2-point circuit trace	10	1971-72 contact not used.		
	1972-only: Contact 11 not used.			1973-76: Power from jumper wire between contact 11 on 12-pole connector to contact 11 on 14-pole connector		
	1973-76 Green: Power to heater fan connector on main harness.		11	1971-72: Green: Power to heater fan. 1973-76: Green jumper wire in ignition harness: Power to contact 10 on 12-pole connector		
12	Red: Non-switched power from battery+ contact	2-point circuit trace, non-fused power through main power relay switch, to fuel pump relay solenoid			I	Power to ECU through 2 wires in fuel injection harness.
					III	ECU-controlled switched ground to fuel pump relay solenoid
13	Black/red stripe: Switched power from fuel pump relay switch to fuel pump	3-point circuit trace	12	White: Switched power to aux air valve		
14	Red: Non-switched power from battery+ contact	2-point circuit trace through 25A fuse, then 4-point circuit trace through rear window defroster relay switch, through fuel pump relay switch, through heater fan relay switch				

Note:

1. All power is switched +12VDC, typical unless noted otherwise

↑ FRONT OF CAR ↑



- I - WIRE 16+24, SUPPLY VOLTAGE TO ECU
- II - WIRE 18 - MOMENTARY CRANKING POWER TO ECU (FUEL PUMP?)
- III - WIRE 19 - ECU CONTROLLED SWITCHED GROUND TO F.P. RELAY
- IV - WIRE 31 - SUPPLY VOLTAGE TO COLD START VALVE

FUEL INJECTION
HARNES CONNECTION
ON VOLT. REG. BOARD