1978–79

Removal

1. Open the hood and disconnect the battery ground cable. Remove the arm and blade assemblies from the pivot shafts.
2. Reach under the instrument panel and disconnect the speedometer cable from the rear of the instrument cluster.
3. Remove the instrument cluster bezel.
4. Loosen the three bolts retaining the wiper motor bracket to the cowl. This will allow access between the cowl panel and the link assembly.
5. Remove the clip retaining the motor drive arm to the link assemblies.
6. Through the cluster bezel opening, remove the retaining bolts from the left pivot assembly. Remove the left pivot and link assembly from under the instrument panel.
7. Remove the glove box assembly.
8. Remove the three bolts retaining the right pivot and link assembly to the cowl panel.
9. Disconnect the right link assembly from the drive arm and remove the right pivot and link assembly.

Installation

1. Place gaskets on the pivot shafts and position the shafts to the cowl panel and install the retaining bolts.
2. Install the glove box assembly.
3. Position the link assemblies to the motor drive arm and install the retaining clip.
4. Tighten the bolts retaining the motor bracket to the cowl and then re-install engine components to lower bracket bolt.
5. Install the wiper arm and blade assemblies.
6. Position and install the instrument cluster bezel.
7. Connect the speedometer cable.
8. Connect the battery ground cable and close the hood and check the operation of the wipers.

1980–81

Removal

1. Disconnect the battery ground cable.
2. Remove both wiper arm assemblies.
3. Remove the cowl grille attaching screws and lift the cowl grille slightly.
4. Disconnect the washer nozzle hose and remove the cowl grille assembly.
5. Remove the wiper linkage clip from the motor output arm and pull the linkage from the output arm.
6. Remove the pivot body to cowl screws and remove the linkage and pivot shaft assembly (three screws on each side). The left and right pivots and linkage are independent and can be serviced separately.

Installation

1. Attach the linkage and pivot shaft assembly to cowl with attaching screws.
2. Replace the linkage to the output arm and attach the linkage clip.
3. Connect the washer nozzle hose and cowl grille assembly.
4. Attach cowl grille attaching screws.
5. Replace both wiper arm assemblies.
6. Connect battery ground cable.

Wiper Arm Assembly Removal

1966–79

Bend the arm backwards at the joint next to the pivot. Now, pull the arm straight off the splined pivot shaft. To replace the arm, hold it in the bent position and slide it on the pivot.

1980–81

Raise the blade end of the arm off of the windshield and move the slide latch away from the pivot shaft. This will unlock the wiper arm from the pivot shaft and hold the blade end of the arm off of the glass at the same time. The wiper arm can now be pulled off of the pivot shaft without the aid of any tools.

Blade Assembly to Wiper Arm

1978–79

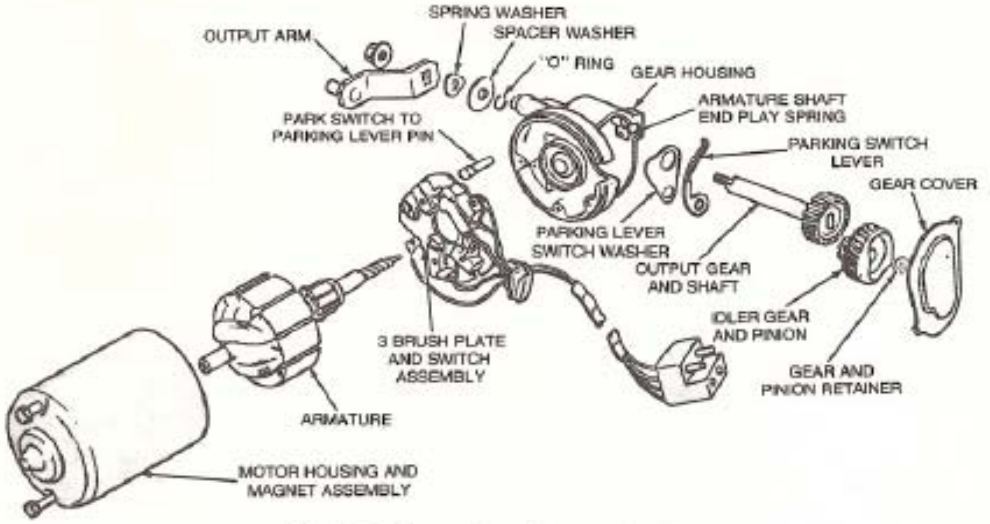
Wiper blades are used from two different manufacturers.

Trico and Anco blades come in two types. With a bayonet type, the blade saddle slides over the end of the arm and is engaged by a locking stud. With the bottom type, a screw and nut is used to retain the blade on the arm.

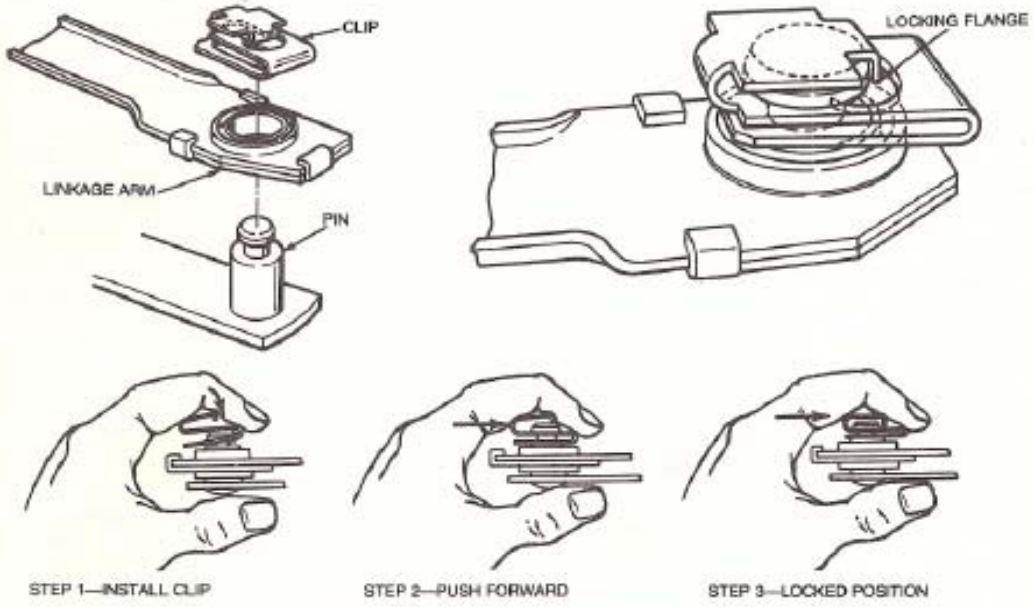
Bayonet Type

To remove a Trico type blade, press down on the arm to unlatch the top stud. Depress the tab on the saddle and pull the blade from the arm.

To remove an Anco type blade, press in-



1966–77 wiper motor and transmission



Installing the wiper arm connecting clip

ward on the tab and pull the blade from the arm.

To install a new blade assembly, slide the blade saddle over the end of the wiper arm so that the locking stud snaps into place.

Side Saddle Pin Type

To remove a pin type Trico-type blade, insert an appropriate tool into the spring release opening of the blade saddle, depress the spring clip and pull the blade from the arm.

To install, push the blade saddle on to the pin, so that the spring clip engages the pin. Be sure the blade is securely attached to the arm.

1980–81

1. Cycle arm and blade assembly to a position on the windshield where removal of blade assembly can be performed without difficulty. Turn ignition key off at desired position.

2. With blade assembly resting on windshield, grasp either end of the wiper blade frame and pull away from windshield, then pull blade assembly from pin.

NOTE: *Rubber element extends past frame. To prevent damage to the blade element, be sure to grasp blade frame and not the end of the blade element.*

3. To install, push blade assembly onto pin until fully seated. Be sure blade is securely attached to the wiper arm.

INSTRUMENT CLUSTER

1966–77

Removal and Installation

1. Disconnect the battery ground cable and disconnect the speedometer cable from the speedometer head.
2. Remove the screws retaining the instrument cluster assembly to the instrument panel.
3. Remove the cluster from behind the instrument panel.
4. Disconnect the feed wires to the instruments and the instrument voltage regulator and remove the light sockets from the cluster back, noting their positions. Remove the two clips that retain the wiring harness to the cluster back and pull the harness away from the cluster. Remove the instrument cluster assembly.

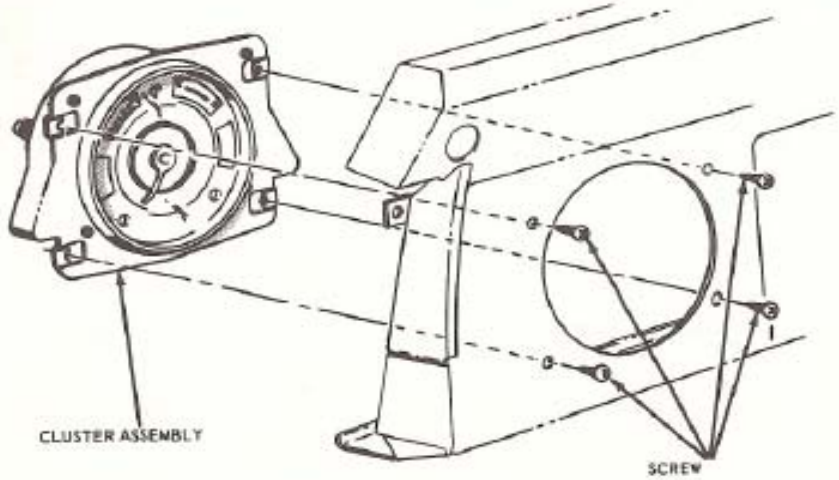
To install the instrument cluster:

5. Mount the wiring harness to the lower edge of the cluster back by installing the two retaining clips.
6. Connect the instrument voltage regulator and the instrument wires to the cluster assembly and install the light sockets. Be sure that the ammeter wire is routed through the ammeter loop of the charge indicator correctly to prevent reverse gauge indications.
7. Connect the speedometer cable and tighten the nut.
8. Carefully move the instrument cluster into position from behind the instrument panel, guiding all wiring and cables into position to prevent damage. Be careful not to kink the speedometer cable.
9. Install the screws retaining the instrument cluster to the instrument panel.
10. Connect the battery ground cable and check the operation of all gauges, lights and signals.

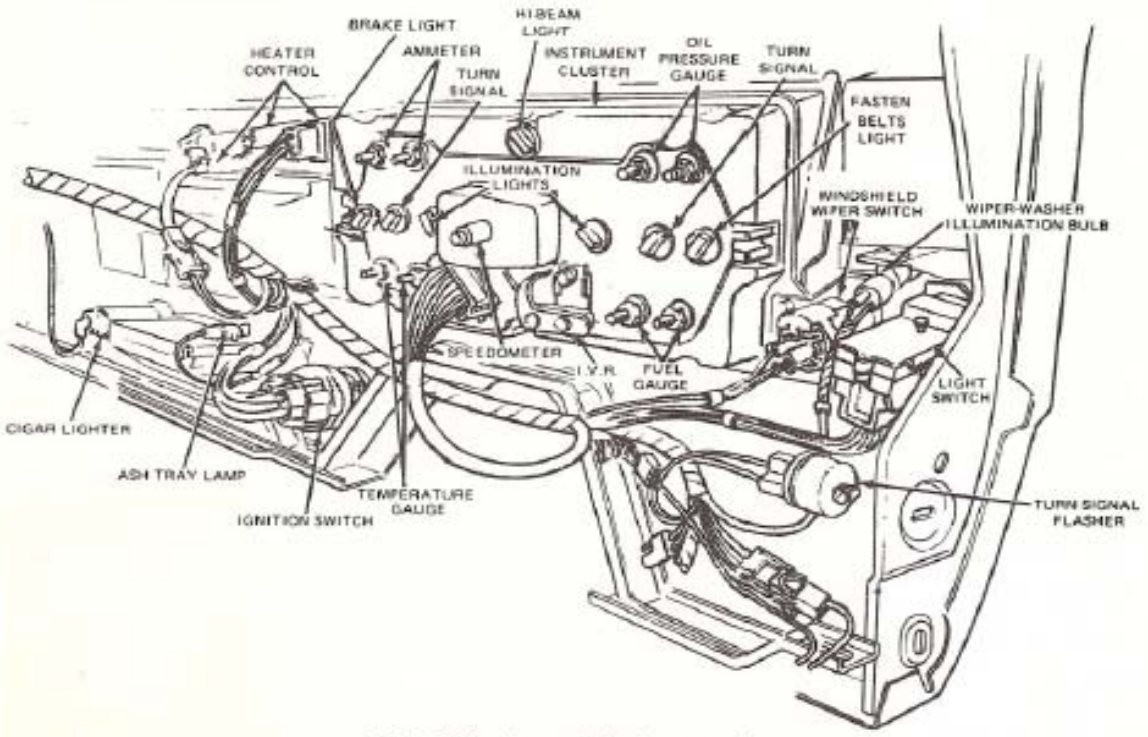
1978–79

Removal

1. Disconnect the battery ground cable.
2. Remove the radio knobs from the radio shafts (if so equipped).
3. Remove the fuel gauge switch knob (if so equipped), heater control knobs and wiper-washer knob. Use a hook-shaped tool to release each knob lock tab.
4. Remove the knob and shaft from the light switch.
5. Remove one nut and washer from each radio control shaft, and remove the radio bezel.
6. Remove the cluster trim cover. The attaching screws are located as follows: four screws along top of bezel; one screw between



1966–77 instrument cluster



1978–79 instrument cluster rear view

the lights and wiper-washer switch, and two screws below the radio. Then, disconnect the A/C duct (if so equipped), and illumination light from the bezel. The illumination light is located between the lights and wiper-washer switches. Remove four cluster attaching screws, disconnect the speedometer cable and wire connector from the printed circuit, and remove the cluster.

Installation

1. Position cluster to opening and connect the multiple connector and the speedometer cable. Connect the A/C duct and A/C illumination light (if so equipped) and install the four cluster retaining screws.
2. Install the trim cover.
3. Install the radio bezel (if so equipped).
4. Install the light switch knob and shaft.
5. Install the heater control knobs and the wiper-washer control knobs.
6. Install the radio knobs, (if so equipped).
7. Connect the battery cable, and check the operation of all gauges, lights and signals.

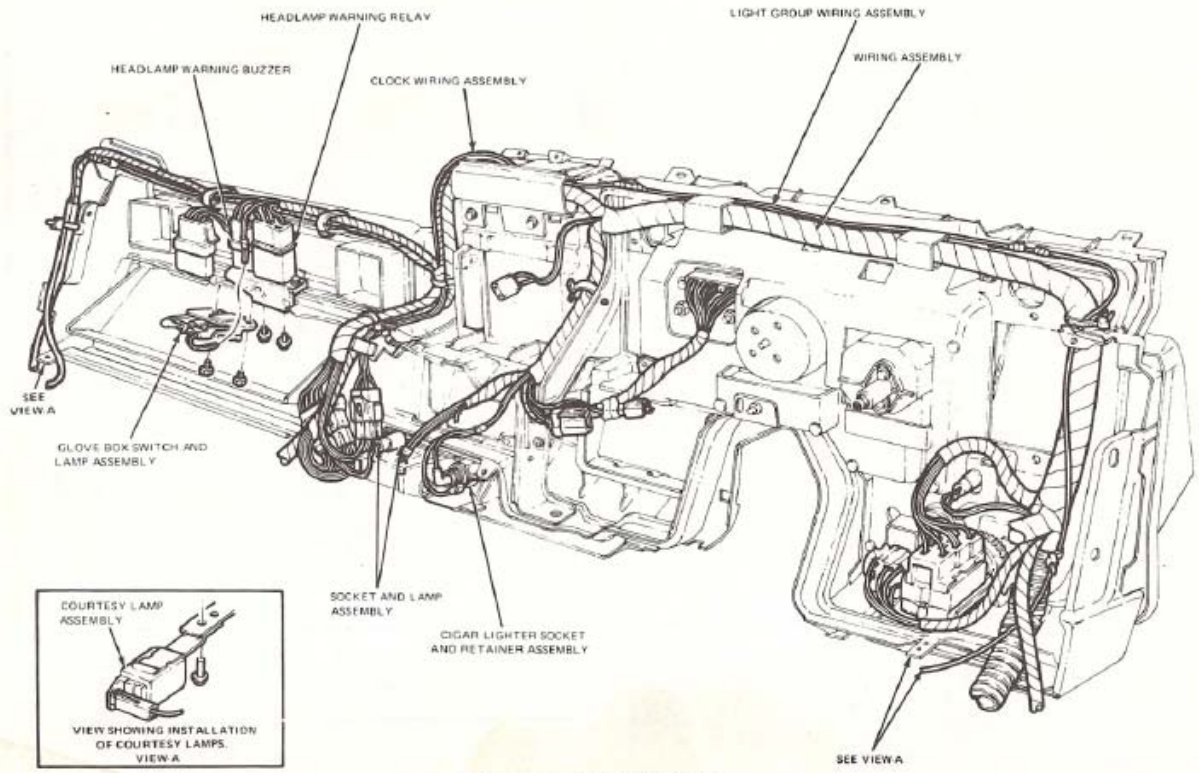
1980–81

Removal

1. Disconnect the battery ground cable.
2. Remove the fuel gauge switch knob (if so equipped), and wiper-washer knob. Use a hook tool to release each knob lock tab.
3. Remove the knob from the headlamp and windshield wiper switch. Remove the fog lamp switch knob, if so equipped.
4. Remove steering column shroud. Care must be taken not to damage transmission control selector indicator (PRNDL) cable on vehicles equipped with automatic transmission.
5. On vehicles equipped with automatic transmission, remove loop on indicator cable assembly from retainer pin. Remove bracket screw from cable bracket and slide bracket out of slot in tube.
6. Remove the cluster trim cover. Remove four cluster attaching screws, disconnect the speedometer cable, wire connector from the printed circuit, 4x4 indicator light and remove the cluster.

Installation

1. Position cluster to opening and connect the multiple connector, the speedometer cable and 4x4 indicator light. Install the four cluster retaining screws.
2. If so equipped, place loop on transmission indicator cable assembly over retainer on column.



1980–81 instrument cluster rear view

3. Position the tab on steering column bracket into slot on column. Align and attach screw.

4. Place transmission selector lever on steering column into "D" position.

5. Adjust slotted bracket so the pin is within the letter band.

6. Install the trim cover.

7. Install the headlamp switch knob. If so equipped, install the fog lamp switch.

8. Install the wiper-washer control knobs.

9. Connect the battery cable, and check the operation of all gauges, lights and signals.

Speedometer Cable Core

REMOVAL AND INSTALLATION

1. Reach up behind the cluster and disconnect the cable by depressing the quick disconnect tab and pulling the cable away.

2. Remove the cable from the casing. If the cable is broken, raise the vehicle on a hoist and disconnect the cable from the transmission.

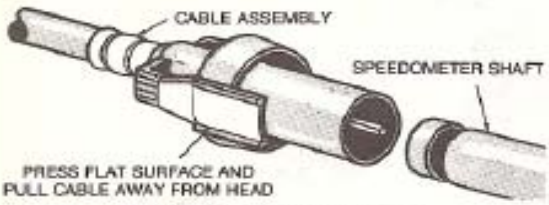
3. Remove the cable from the casing.

4. To remove the casing from the vehicle, pull it through the floor pan.

5. To replace the cable, slide the new cable into the casing and connect it at the transmission.

6. Route the cable through the floor pan and position the grommet in its groove in the floor.

7. Push the cable onto the speedometer head.



Speedometer cable quick-disconnect

Ignition Switch

REMOVAL AND INSTALLATION

1966–79

1. Disconnect the battery ground cable.

2. Turn the ignition key to Accessories and slightly depress the release pin in the face of the lock cylinder.

3. Turn the key counterclockwise and pull the key and lock assembly out of the switch.

4. From under the instrument panel, press in on the rear of the switch ⅛ turn counterclockwise.

5. Remove the bezel and switch. Remove the retainer and spring.

6. Remove the nut from the back of the switch.

7. Remove the accessory and gauge feed wires from the accessory terminal of the switch. Pull the insulated plug from the rear of the switch.

8. To install: insert a screwdriver into the lock opening of the switch and turn the slot in the switch to the full counterclockwise position.

9. Connect the insulated plug and wires to the back of the switch. Connect the accessory and gauge wires to the switch and install the retaining nut.

10. Place the bezel and switch in the switch opening, press the switch toward the instrument panel and rotate it ⅛ turn to lock it.

11. Position the spring and retainer on the switch with the open face of the retainer away from the switch. Place the switch in the opening.

12. Press the switch toward the instrument panel and install the bezel.

13. Place the key in the cylinder and turn the key to the accessory position. Place the lock and key in the switch, depress the release pin slightly, and turn the key counterclockwise. Push the new lock cylinder into the switch. Turn the key to check the operation.

14. Connect the battery.

REMOVAL

1980–81

1. Disconnect the battery ground cable.

2. Remove steering column shroud and lower the steering column.

3. Disconnect the switch wiring at the multiple plug.

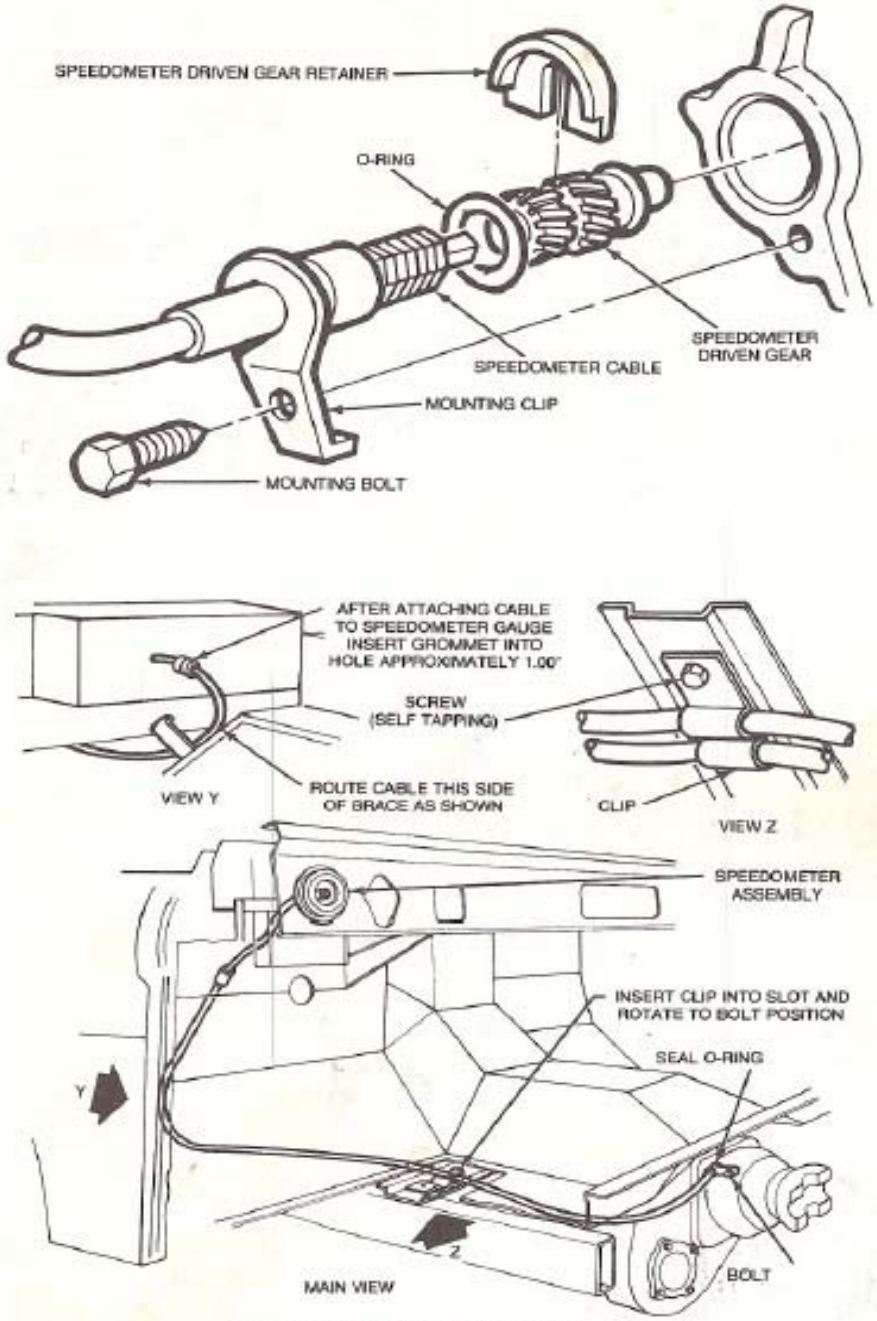
4. Remove the two nuts that retain the switch to the steering column.

5. Lift the switch vertically upward to disengage the actuator rod from the switch and remove switch.

INSTALLATION

1980–81

1. When installing the ignition switch, both the locking mechanism at the top of the column and the switch itself must be in LOCK position for correct adjustment.



Speedometer cable installation, typical

To hold the mechanical parts of the column in LOCK position, move the shift lever into PARK (with automatic transmissions) or REVERSE (with manual transmissions), turn the key to LOCK position, and remove the key. New replacement switches, when received, are already pinned in LOCK position by a metal shipping pin inserted in a locking hole on the side of the switch.

2. Engage the actuator rod in the switch.
3. Position the switch on the column and install the retaining nuts, but do not tighten them.
4. Move the switch up and down along the

column to locate the mid-position of rod lash, and then tighten the retaining nuts.

5. Remove the locking pin, connect the battery cable, and check for proper start in PARK or NEUTRAL.

Also check to make certain that the start circuit cannot be actuated in the DRIVE and REVERSE position.

6. Raise the steering column into position at instrument panel. Install steering column shroud.

HEADLIGHTS

1966–77 and 1978 except Ranger and XLT Options

REMOVAL AND INSTALLATION

1. Remove the screws retaining the headlight trim ring and remove the trim ring.
2. Loosen the headlight retaining ring screws, rotate the ring counterclockwise and remove it. Do not disturb the adjusting screw settings.
3. Pull the headlight bulb forward and disconnect the wiring assembly plug from the hub.
4. Connect the wiring assembly plug to the new bulb. Place the bulb in position, making sure that the locating tabs of the bulb are fitted in the positioning slots.
5. Install the headlight retaining ring, slipping the ring tabs over the screws and rotating the ring clockwise as far as possible. Tighten the screws.
6. Place the headlight trim ring into position, and install the retaining screws.
7. Check the operation of the headlight.

1978 Ranger and XLT Option and All 1979–81 Models

REMOVAL AND INSTALLATION

1. Remove the attaching screws and remove the headlamp door attaching screws and remove the headlamp door.
2. Remove the headlight retaining ring screws, and remove the retaining ring. Do not disturb the adjusting screw settings.
3. Pull the headlight bulb forward and disconnect the wiring assembly plug from the bulb.
4. Connect the wiring assembly plug to the new bulb. Place the bulb in position, making sure that the locating tabs of the bulb are fitted in the positioning slots.
5. Install the headlight retaining ring.
6. Place the headlight trim ring or door into position, and install the retaining screws.

TURN SIGNAL AND HAZARD FLASHER LOCATIONS

The turn signal flasher unit is mounted in a clip on the left side of the instrument panel brace, between the top of the instrument cluster and the steering column. The 1978–81 turn signal flasher unit is attached to the left side cowl.

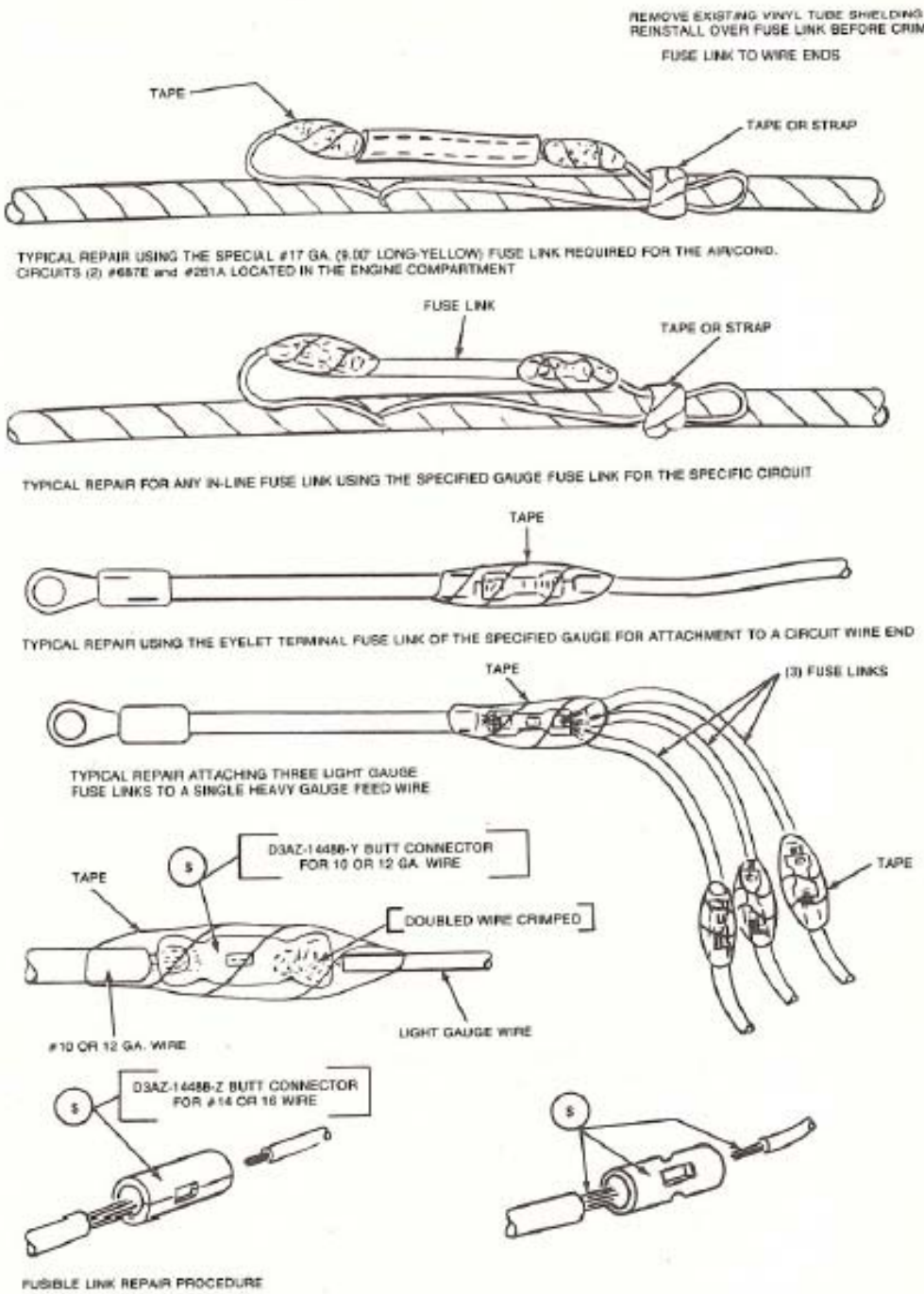
The 1966–77 hazard flasher unit is clipped to the rear of the hazard flasher switch. The 1978–81 hazard flasher unit is taped to the wiring harness.

FUSE LINK

The fuse link is a short length of special, Hypalon (high temperature) insulated wire, integral with the engine compartment wiring harness and should not be confused with standard wire. It is several wire gauges smaller than the circuit which it protects. Under no circumstances should a fuse link replacement repair be made using a length of standard wire cut from bulk stock or from another wiring harness.

To repair any blown fuse link use the following procedure:

1. Determine which circuit is damaged, its location and the cause of the open fuse link. If the damaged fuse link is one of three fed by a common No. 10 or 12 gauge feed wire, determine the specific affected circuit.
2. Disconnect the negative battery cable.
3. Cut the damaged fuse link from the wiring harness and discard it. If the fuse link is one of three circuits fed by a single feed wire, cut it out of the harness at each splice end and discard it.
4. Identify and procure the proper fuse link and butt connectors for attaching the fuse link to the harness.
5. To repair any fuse link in a 3-link group with one feed:
   a. After cutting the open link out of the harness, cut each of the remaining undamaged fuse links close to the feed wire weld.



General fuse link repair procedure

b. Strip approximately ½ inch of insulation from the detached ends of the two good fuse links. Then insert two wire ends into one end of a butt connector and carefully push one stripped end of the replacement fuse link into the same end of the butt connector and crimp all three firmly together.

NOTE: *Care must be taken when fitting the three fuse links into the butt connector as the internal diameter is a snug fit for three wires. Make sure to use a proper*

crimping tool. Pliers, side cutters, etc. will not apply the proper crimp to retain the wires and withstand a pull test.

c. After crimping the butt connector to the three fuse links, cut the weld portion from the feed wire and strip approximately ½ inch of insulation from the cut end. Insert the stripped end into the open end of the butt connector and crimp very firmly.

d. To attach the remaining end of the replacement fuse link, strip approximately ½ inch of insulation from the wire end of the circuit from which the blown fuse link was removed, and firmly crimp a butt connector or equivalent to the stripped wire. Then, insert the end of the replacement link into the other end of the butt connector and crimp firmly.

e. Using rosin core solder with a consistency of 60 percent tin and 40 percent lead, solder the connectors and the wires at the repairs and insulate with electrical tape.

6. To replace any fuse link on a single circuit in a harness, cut out the damaged portion, strip approximately ½ inch of insulation from the two wire ends and attach the appropriate replacement fuse link to the stripped wire ends with two proper size butt connectors. Solder the connectors and wires and insulate with tape.

7. To repair any fuse link which has an eyelet terminal on one end such as the charging circuit, cut off the open fuse link behind the weld, strip approximately ½ inch of insulation from the cut end and attach the appropriate new eyelet fuse link to the cut stripped wire with an appropriate size butt connector. Solder the connectors and wires at the repair and insulate with tape.

8. Connect the negative battery cable to the battery and test the system for proper operation.

NOTE: *Do not mistake a resistor wire for a fuse link. The resistor wire is generally longer and has print stating, "Resistor-don't cut or splice."*

NOTE: *When attaching a single No. 16, 17, 18 or 20 gauge fuse link to a heavy gauge wire, always double the stripped wire end of the fuse link before inserting and crimping it into the butt connector for positive wire retention.*

WIRING DIAGRAMS

Wiring diagrams have been left out of this book. As Broncos have become more complex, and available with longer and longer option lists, wiring diagrams have grown in size and complexity also. It has become virtually impossible to provide a readable reproduction in a reasonable number of pages. Information on ordering wiring diagrams from the vehicle manufacturer can be obtained from your dealer.

Light Bulb Specifications 1966–77

Light Description	*Number of Bulbs Required*	*Trade Number*
Headlight	2	6012
Front Park and Turn Signal	2	1157A
Rear Tail/Stop/Turn Signal	2	1157
Front and Rear Side Marker Lights	4	194
License Plate Light	1	1178
Map Light	1	631
Back-Up Light	2	1156
High Beam Indicator	1	1895
Turn Signal Indicator	2	1895
Instruments	4	1895
Radio Pilot Light	1	1895
Brakes Warning Light	1	1895
Engine Compartment Light	1	631
Portable Trunk Light	1	1003
Courtesy Light	1	631
Seat Belt Warning Light	1	1895

Light Bulb Specifications 1978–79

Light Description	Number of Bulbs Required	Trade Number
A/C Control Illumination	1	161
Alternator Indicator	1	194
AM or AM-FM Radio Dial	1	1895
AM-FM Stereo Indicator	1	1892
Ash Tray	1	1892
Auto Trans Gear Selector (Tilt Column)	1	1445
(Non-Tilt Column)	1	161
Back-up Light	2	1156
Brake Warning	1	194
Dome	1	561
Engine Compartment	1	105
Seat Belt Warning	1	194
Front Parking and Turn Signal	2	1157
Front and Rear Side Markers	4	194
Glove Compartment	1	1891
Headlights	2	6012 (round) 6052 (square)
Headlight & Wiper Switch	1	1445
Heater Control	1	2162
Hi-Beam Indicator	1	194
Instrument Panel Gauges	2	194
Instrument Panel Courtesy	2	89
License Plate	1	194
4 x 4 Lock Indicator	1	*
Oil Pressure Indicator	1	194
Rear Tail/Stop/Turn Signal	2	1157
Roof Markers	5	168
Turn Signal Indicators	2	194
Map/Dome Combination (Dome)	1	211-2
(Map)	2	105

*Bulb integral with assembly, Part #D4TZ-10C915-B

Light Bulb Specifications 1980–81

Light Description	Number of Bulbs Required	Trade Number
A/C Control Illumination	1	161
Alternator Indicator	1	194
AM or AM-FM Radio Dial	1	1893
Ash Tray	1	1892
Back-up	2	1156
Brake Warning	1	194
Cargo	1	906
Dome	1	912
Engine Compartment	1	105
Seat Belt Warning	1	194
Fog Lamps	2	H2
Front Parking and Turn Signal	2	1157
Front Side Markers	2	194
Glove Compartment	1	194
Headlights	2	6052
Headlight & Wiper Switches	1	1445
Heater Control	1	2162
Hi-Beam Indicator	1	194
Instrument Panel Gauges	5	194
Instrument Panel Courtesy	2	89
License Plate	2	194

Light Bulb Specifications 1980–81 (cont.)

Light Description	Number of Bulbs Required	Trade Number
4 x 4 Lock Indicator	1	*
Oil Pressure Indicator	1	194
Rear Tail/Stop/Turn Signal	2	1157
Roof Markers	5	168
Turn Signal Indicators	2	194
Map/Dome Combination (Dome)	1	211-2
(Map)	2	105

*Bulb integral with assembly, Part #D4TZ-10C915-B

Fuses and Circuit Breakers 1966–77

Circuit	Location	Type of Device
Back-up Lights, W/S Washer, Turn Signal and Radio	Fuse Panel	SFE 14 Fuse
Dome, Courtesy, Map or Cargo Lights and Cigarette Lighter	Fuse Panel	AGW Fuse
Emergency Flasher System	Fuse Panel	SFE 20 Fuse
Headlights	Headlight Switch	12 Amp C.B.
Heater	Fuse Panel	SFE 20 Fuse
Horns, Park, License, Marker and Stop Lights	Headlight Switch	15 Amp C.B.
Instrument Panel Light	Fuse Panel	AGA 2 Fuse

Fuses and Circuit Breakers 1978–79

Circuit	Location	Type of Device
Instrument Panel & Cluster Lamps, Ash Tray, Trans. Ind., Radio Lamp, A/C Lamp, Headlight Switch Lamp, Wiper/Washer Switch Lamp	Fuse Panel	AGA 3 Fuse
Heater/Defroster and/or A/C	Fuse Panel	AGC 35 Fuse
Seat Belt Buzzer	Fuse Panel	SFE 7.5 Fuse
Throttle Solenoid, Emission Control Circuitry	Fuse Panel	AGC 7.5 Fuse
Dome, Cargo, Courtesy Lamps, Cigar Lighter, Glove Box Lamp, Engine Compartment Lamp	Fuse Panel	SFE 15 Fuse
Emergency Flashers, Stop Lights	Fuse Panel	SFE 20 Fuse
Turn Signal Flasher	Fuse Panel	SFE 15 Fuse
Accessory Feed, Speed Control, 4 x 4 Ind. Light, Dual Battery Relay, Power Lift-gate Window	Fuse Panel	SFE 20 Fuse
Back-up Lamps, Windshield Washer	Fuse Panel	SFE 15 Fuse
Radio, CB Radio	Fuse Panel	SFE 7.5 Fuse
Cargo Shell Switch & Lamp	In-line	SFE 7.5 Fuse
Headlights and Hi-Beam Ind.	In Switch	18 amp CB
Roof Markers, Rear Markers Trailer Exterior Lamps, Parking Lights, License Plate Light, Front & Rear Side Markers, Relay Coil Feed	In Headlight Switch	15 amp CB
Windshield Wipers (STD)	In Wiper Switch	7 amp CB

Fuses and Circuit Breakers 1978–79 (cont.)

Circuit	Location	Type of Device
Windshield Wipers (Intermittant)	In Wiper Switch	7 amp CB
#22 Electric Trailer Brakes	At Starter Relay	16 ga. Fuse Link
#37 Trailer Lights (Relay Feed)	Engine Compartment Junction Block	16 ga. Fuse Link
#883 A/C Blower Motor	At Starter Relay	SFE 35 Fuse
#198 Accessory Safety Relay, Dual Battery	At Safety Relay	14 ga. Fuse Link
#38 Alternator	At Starter Relay	16 ga. Fuse Link
#666 Dome Lamp (Camper) w/Dual Battery	Engine Compartment Junction Block	16 ga. Fuse Link
#526 Marker Lamps Relay	Engine Compartment Junction Block	20 ga. Fuse Link
#4 Electric Carburetor Choke	In Harness Near Starter Relay	20 ga. Fuse Link
Power Window Liftgate	At Starter Relay	20 amp CB

Fuses and Circuit Breakers 1980–81

Circuit	Location	Type of Device
Turn Signal Flasher	Fuse Panel	SFE 15 Fuse
Windshield Washer, Back-up Lights	Fuse Panel	SFE 15 Fuse
Throttle Positioner, Seat Belt Buzzer	Fuse Panel	SFE 10 Fuse
Fuel Tank Selector Switch	Fuse Panel	SFE 10 Fuse
Emergency Flasher, Stop Lights	Fuse Panel	SFE 10 Fuse
Radio, CB Radio	Fuse Panel	SFE 10 Fuse
Heater-A/C Mode Switch & Blower Motor	Fuse Panel	SFE 30 Fuse
Instrument Panel, Cluster and Interior Illumination, Headlight Switch, Wiper Switch, Heater-A/C Switch, Clock Light, Radio Dial Light, Trans. Ind. Light, Ash Tray	Fuse Panel	SFE 4 Fuse
Speed Control Relay, Control Amplifier, 4 x 4 Ind. Light, Accessory Safety Relay, Convenience Group	Fuse Panel	SFE 10 Fuse
Courtesy Lights Under Dash, Dome, Glove Box, Cigar Lighter, Clock, Engine Compartment Lamp, Visibility Group, Cargo Light, CB Memory Circuit	Fuse Panel	SFE 15 Fuse
Headlights, Hi-Beam Indicator	In Switch	18 amp CB
Roof Markers, Rear Markers, Trailer Lights, Parking Lights, License Plate Light, Side Markers, Relay Coil Feed	In Headlight Switch	15 amp CB
Windshield Wipers	In Switch	7 amp CB
#22 Electric Trailer Brakes	At Starter Relay	16 ga. Fuse Link
#37 Trailer Lamp Relay Feed	Engine Compartment Junction Block	14 ga. Fuse Link
#883 A/C Blower Motor	Fuse Panel	SFE 35 Fuse
#198 Accessory Safety Relay, Dual Battery	At Safety Relay	14 ga. Fuse Link
#38 Alternator	At Starter Relay	18 ga. Fuse Link
#666 Dome Lamp Camper w/o Dual Battery	Engine Compartment Junction Block	16 ga. Fuse Link
#526 Marker Lamps Relay	Engine Compartment Junction Block	20 ga. Fuse Link
#4 Electric Carburetor Choke	In Harness Near Starter Relay	20 ga. Fuse Link
Power Window Liftgate	At Starter Relay	20 amp CB