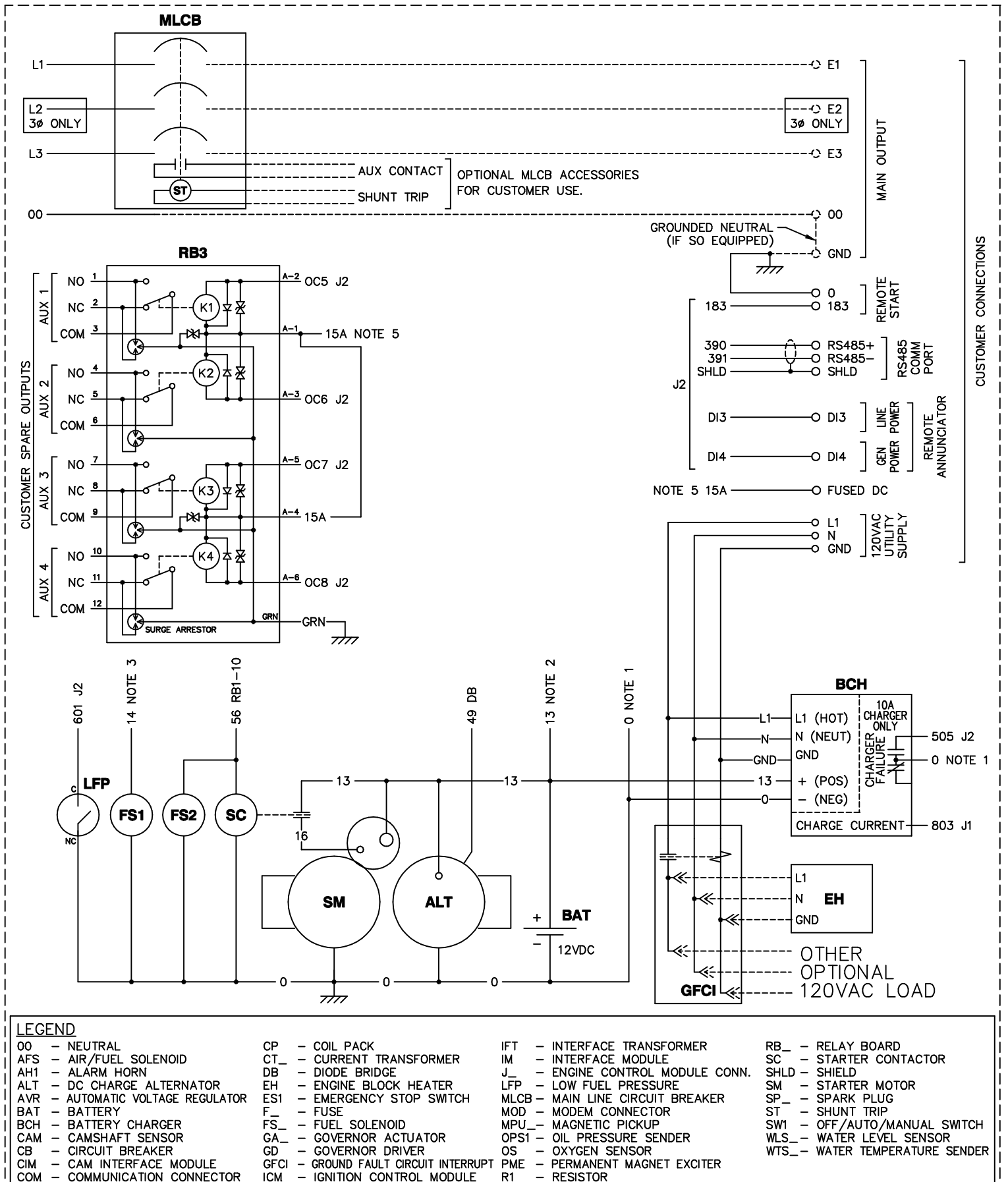
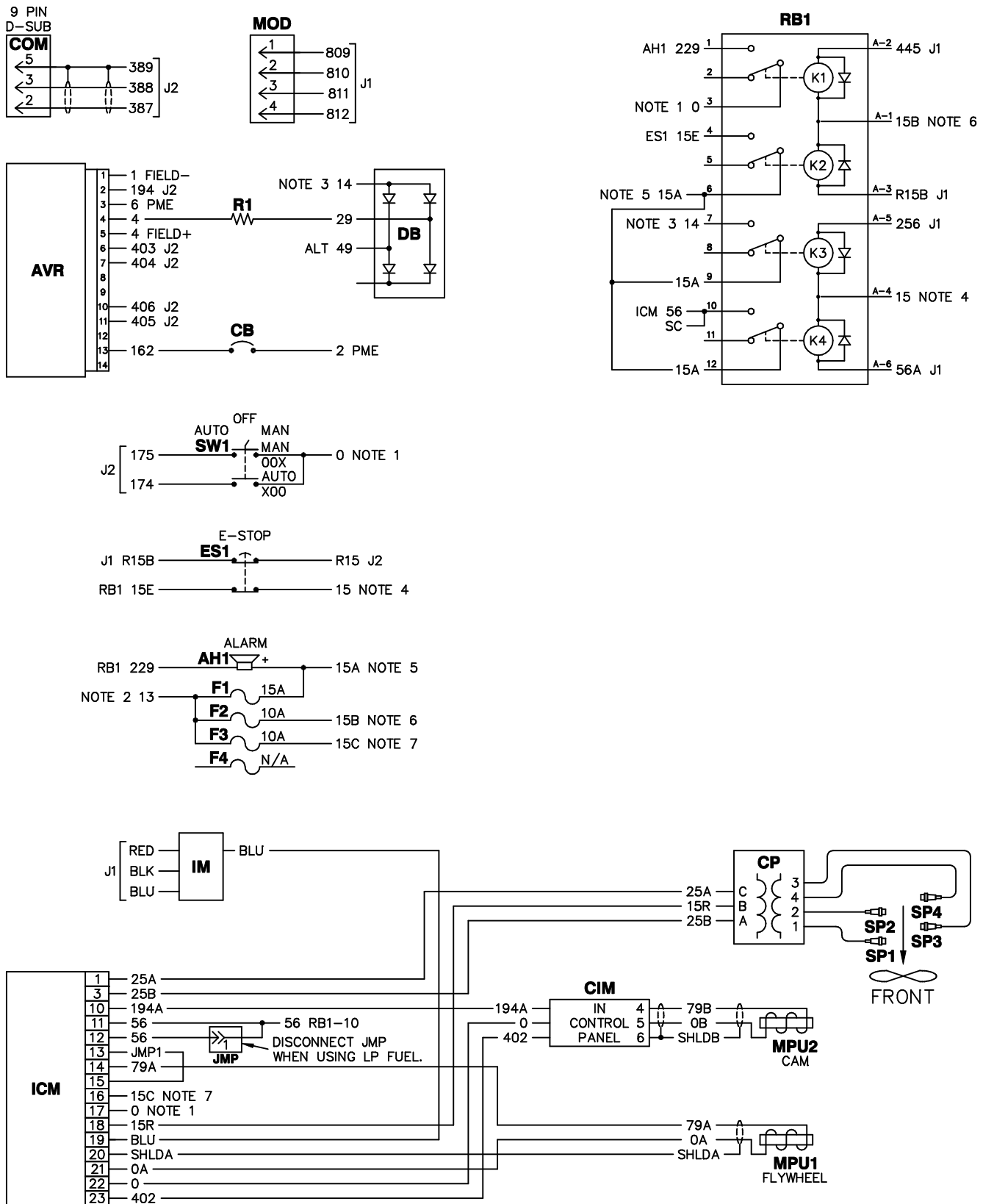






GD CONNECTOR

PIN	WIRE	TO	FUNCTION
1	0	GND	NOTE 1
4	14	RB1-7	NOTE 3
8	771	GA-1	THROTTLE DRIVE LO
9	770	GA-4	THROTTLE DRIVE HI
10	0	GND	NOTE 1
12	769	J1-33	THROTTLE PWM

AVR CONNECTOR

PIN	WIRE	TO	FUNCTION
1	1	FIELD	- FIELD
2	194	J2-31	+12VDC
3	6	PME	PME OUTPUT
4	4	R1	+ FIELD
5	4	FIELD	+ FIELD
6	403	J2-8	GATE TRIGGER B
7	404	J2-20	GATE TRIGGER A
10	406	J2-30	ZERO CROSSING I/P
11	405	J2-19	ISOLATED GROUND
13	162	CB	PME OUTPUT (AFTER CB)

ICM CONNECTOR

PIN	WIRE	TO	FUNCTION
1	25A	CP-C	IGNITION COIL DRIVE A
3	25B	CP-A	IGNITION COIL DRIVE B
10	194A	CIM-3	CIM POWER
11	56	RB1-10	STARTER RELAY OUT
# 12	56	JMP-1	STARTER RELAY OUT (# SEE NOTE)
13	JMP1	ICM-15	2.4L ENGINE SEL RETURN
14	79A	MPU1-3	FLYWHEEL SENSOR +
15	JMP1	ICM-13	2.4L ENGINE SELECT
16	15C	F3	NOTE 7
17	0	GND	NOTE 1
18	15R	CP-B	IGNITION COIL PWR
19	BLU	IM	FLYWHEEL SIGNAL OUT
20	SHLDA	MPU1-1	FLYWHEEL SENSOR DRAIN
21	0A	MPU1-2	FLYWHEEL SENSOR -
22	0	CIM-2	CIM PWR RETURN
23	402	CIM-1	CAM SIGNAL

#NOTE: DISCONNECT JMP WHEN USING LP FUEL.

ENGINE CONTROL MODULE CONNECTIONS**J1**

PIN	WIRE	TO	FUNCTION
3	810	MOD-2	MODEM SIGNAL RETURN
4	805	OS-A	OXYGEN SENSOR RTN (OPTION)
5	804	OS-B	OXYGEN SENSOR + (OPTION)
9	RED	IM	+12VDC
10	R15B	RB1A-3/ES1	OVERSPEED/WATCHDOG
11	256	RB1A-5	FUEL RELAY
12	0	GND	NOTE 1
14	811	MOD-3	MODEM DATA CARRIER DETECT
15	68V	WTS-1	COOLANT TEMPERATURE +
16	803	BCH	BATTERY CHARGER CURRENT
17	766R	GA-2	THROTTLE POSITION RTN
18	766V	GA-1	THROTTLE POSITION +
19	69R	OPS1-3	OIL PRESSURE RTN
20	69V	OPS1-2	OIL PRESSURE +
21	808	AFS-1	AIR/FUEL SOLENOID (OPTION)
23	56A	RB1A-6	STARTER RELAY
24	BLK	IM	MPU1 SIGNAL (-)
25	BLU	IM	MPU1 SIGNAL (+)
26	812	MOD-4	MODEM ENABLE
29	573R	WLS-2	COOLANT LEVEL RTN
30	573V	WLS-1	COOLANT LEVEL +
31	68R	WTS-2	COOLANT TEMPERATURE RTN
32	809	MOD-1	MODEM 12V POWER
33	769	GD-12	THROTTLE PWM
34	445	RB1A-2	ALARM RELAY
35	15B	F2	NOTE 6

NOTES:

- 1) WIRE# 0 IS CHASSIS GROUND (BATTERY-) UNLESS NOTED OTHERWISE.
- 2) WIRE# 13 IS UNFUSED +12VDC (BATTERY+).
- 3) WIRE# 14 IS FUSED +12VDC WHEN GENERATOR IS CRANKING OR RUNNING.
- 4) WIRE# 15 IS FUSED +12VDC WHEN E-STOP IS NOT ACTIVATED.
- 5) WIRE# 15A IS FUSED +12VDC FOR GENERAL USE.
- 6) WIRE# 15B IS FUSED +12VDC FOR THE ENGINE CONTROL MODULE.
- 7) WIRE# 15C IS FUSED +12VDC FOR THE IGNITION.

J2

PIN	WIRE	TO	FUNCTION
1	391	CUST CON	RS485-
2	388	COM-3	RS232 TX (GENLINK)
3	DI3	CUST CON	LINE POWER SIGNAL
4	183	CUST CON	REMOTE START
5	174	SW1	"AUTO" START
6	224	IFT	VOLTAGE SENSE GEN Aø
7	227	IFT	VOLTAGE SENSE RTN
8	403	AVR-6	AVR GATE TRIGGER B
* 9	399C	CT3	GEN Cø CURRENT -
* 10	398C	CT3	GEN Cø CURRENT +
11	399A	CT1	GEN Aø CURRENT -
12	398A	CT1	GEN Aø CURRENT +
13	390	CUST CON	RS485+
14	387	COM-2	RS232 RX (GENLINK)
15	601	LFP	LOW FUEL PRESSURE
16	R15	ES1	EMERGENCY STOP
* 17	226	IFT	VOLTAGE SENSE GEN Cø
19	405	AVR-11	AVR GROUND
20	404	AVR-7	AVR GATE TRIGGER A
21	OC8	RB3A-6	SPARE OUTPUT 4
22	OC6	RB3A-3	SPARE OUTPUT 2
23	OC5	RB3A-2	SPARE OUTPUT 1
24	SHLD	CUST CON	RS485 DRAIN
25	389	COM-5	RS232 COM (GENLINK)
26	DI4	CUST CON	GENERATOR POWER SIGNAL
27	505	BCH	BATTERY CHARGER FAIL
28	175	SW1	"MANUAL" START
29	225	IFT	VOLTAGE SENSE GEN Bø
30	406	AVR-10	AVR ZERO CROSSING I/P
31	194	AVR-2	AVR +12VDC
33	OC7	RB3A-5	SPARE OUTPUT 3
34	399B	CT2	GEN Bø CURRENT-
35	398B	CT2	GEN Bø CURRENT+

* - CONNECTIONS NOT USED IN 1ø UNITS.