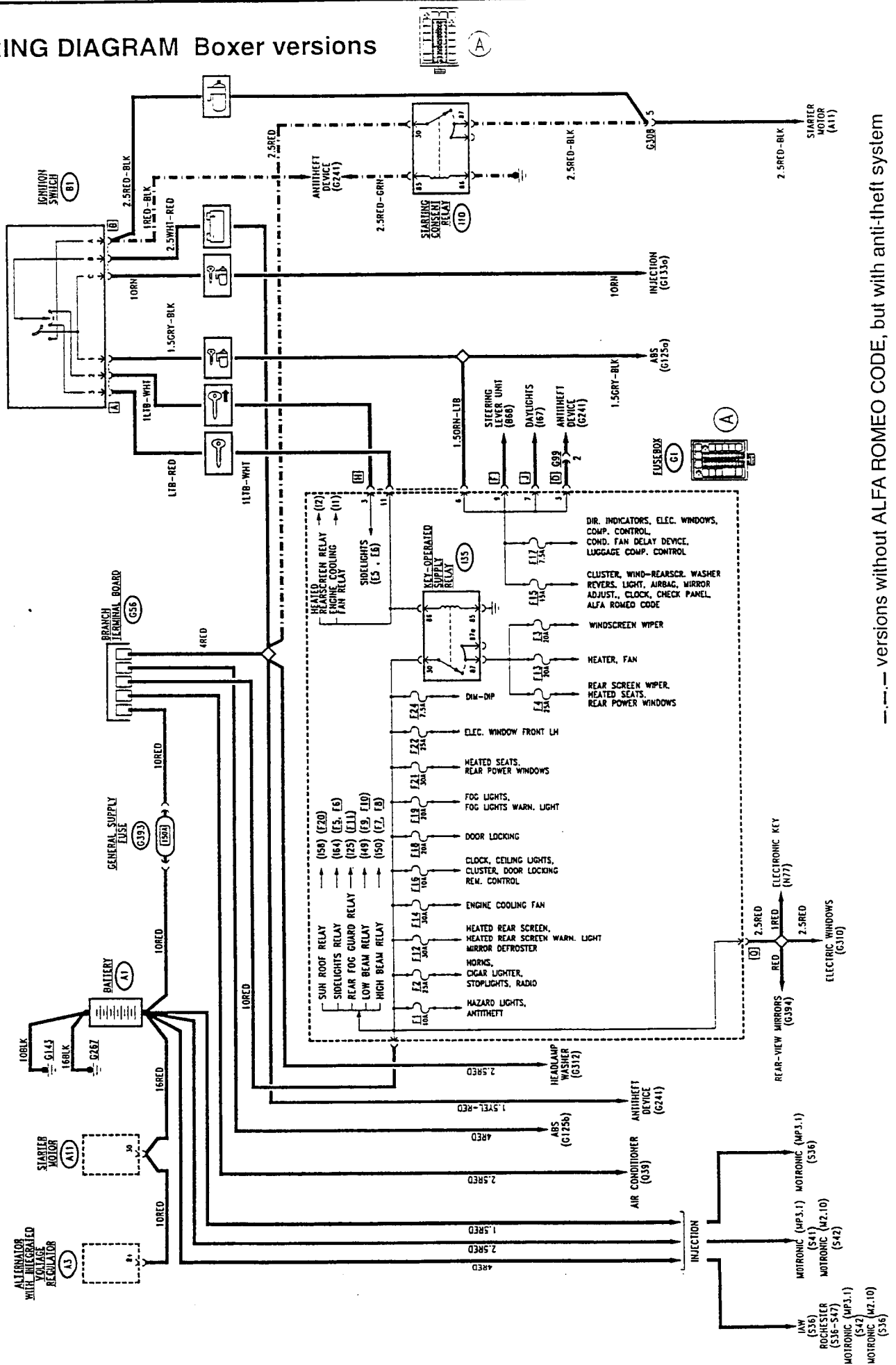
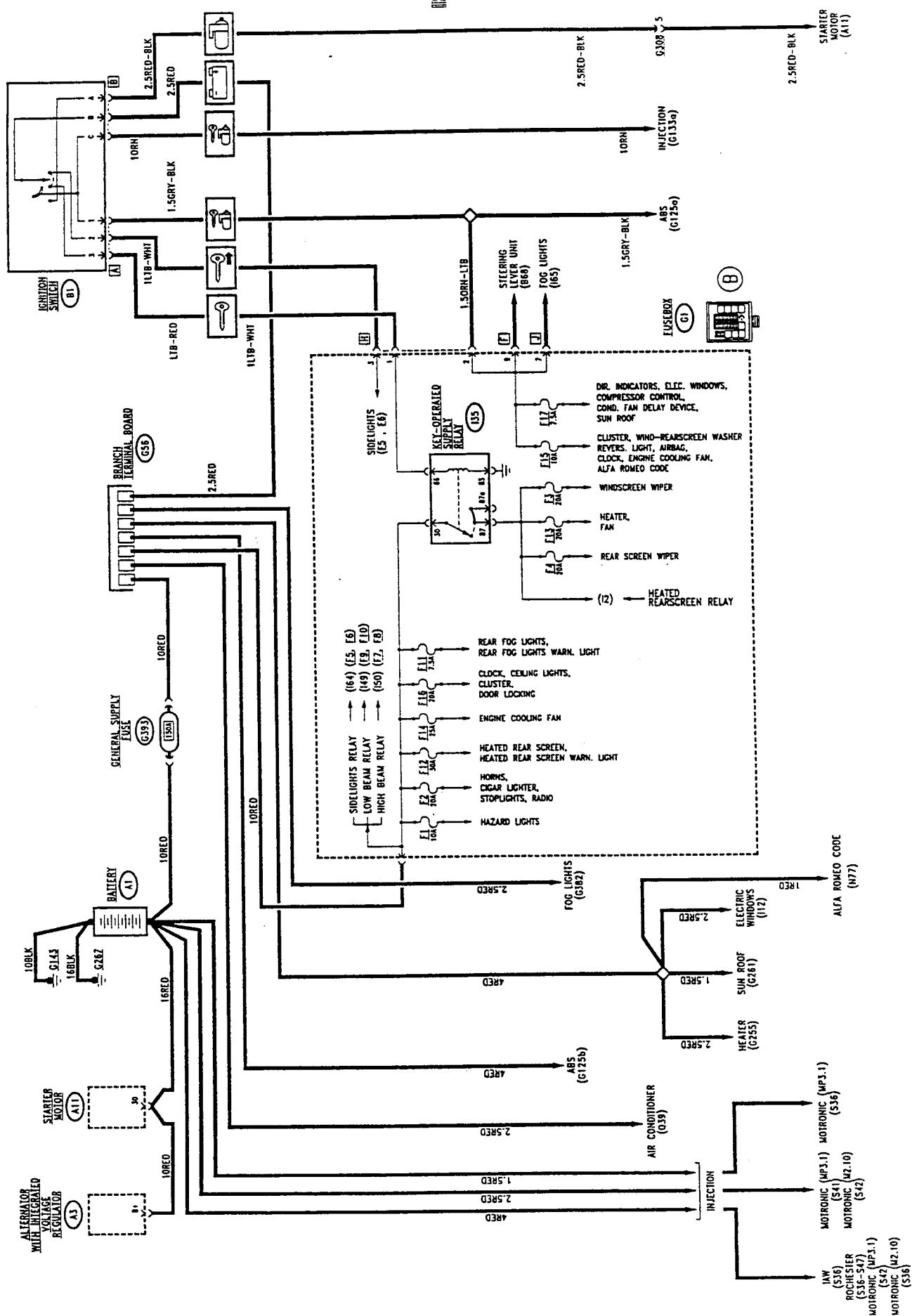


WIRING DIAGRAM Boxer versions



--- versions without ALFA ROMEO CODE, but with anti-theft system

WIRING DIAGRAM Boxer versions



FUNCTIONAL DESCRIPTION (Boxer versions)

The supply leading from the battery **A1** is divided among various lines in the branch terminal board **G56**, from where numerous cables lead, directly supplying some systems (protected by special "wander" fuses) and the fusebox **G1**; inside the fusebox the power is distributed to the various circuits, protected by the corresponding fuses (see the "Fusebox" section).

The battery recharging line leads from the alternator **A3**, through the starter motor **A11**.

The ignition switch **B1** is also supplied via the terminal board **G56** at pin B of connector B.

The line that leaves pin A of connector B corresponds to the "STARTING" position and it supplies the starter motor **A11**, (only for certain cars without ALFA ROMEO CODE but with anti-theft system, through the antitheft control unit **N45** and starting consent relay **I10**)

The line leaving pin 3 of connector A - "RUN" position - via the fusebox **G1**, supplies the "key-operated" circuits, which are however disengaged in the "STARTING" position.

The lines that leave pin 1 of connector A and pin C of connector B supply, either directly or through the fusebox **G1**, the "key-operated" circuits which also remain engaged in the "STARTING" position.

Lastly, the line that leaves pin 2 of connector A corresponds to the "PARKING" position and supplies the sidelights circuit inside the fusebox **G1**.

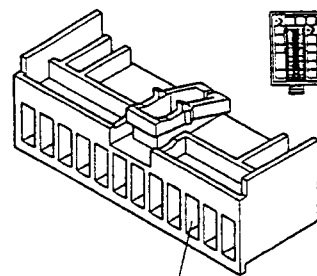
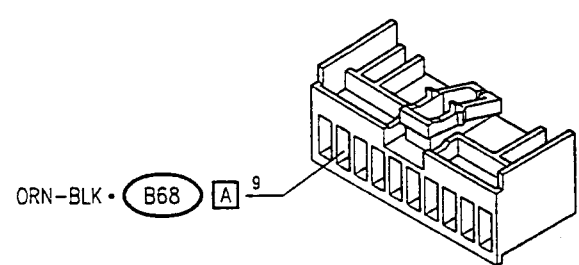
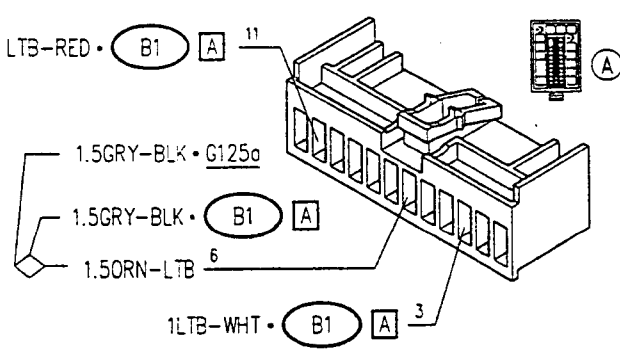
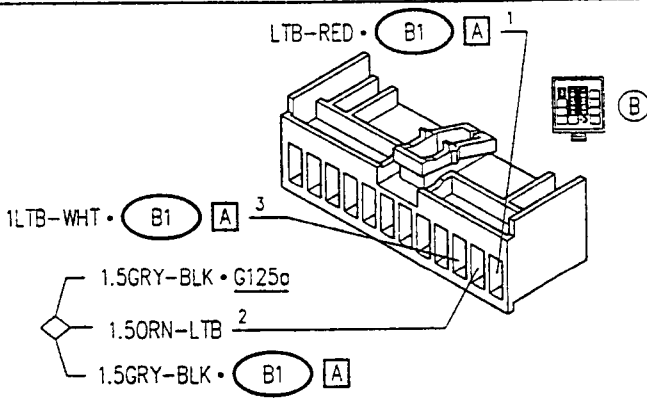
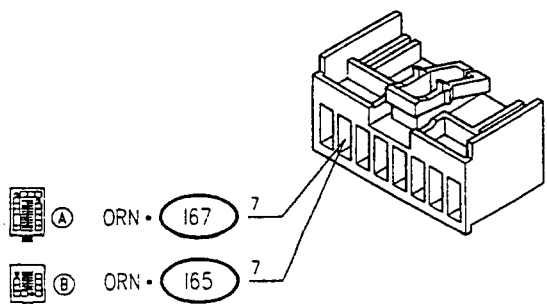
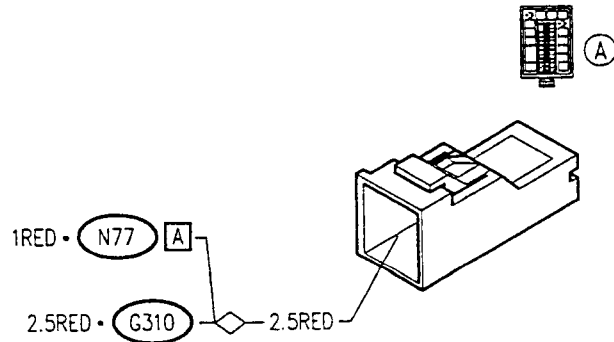
With the adoption of a **special high capacity fuse (150A) G393** all the supplies are protected, with the exception of the starter motor cable (battery - motor) and the recharging cable (motor - alternator): these cables are protected by a supplementary "armored" sheath.

COMPONENTS AND CONNECTORS (Boxer versions)

Battery		A1	
Alternator, with built-in voltage regulator	A3	Starter motor	A11
Ignition switch	B1 A	Ignition switch	B1 B

(*) versions without ALFA ROMEO CODE, but with anti-theft system

COMPONENTS AND CONNECTORS (cont.d)

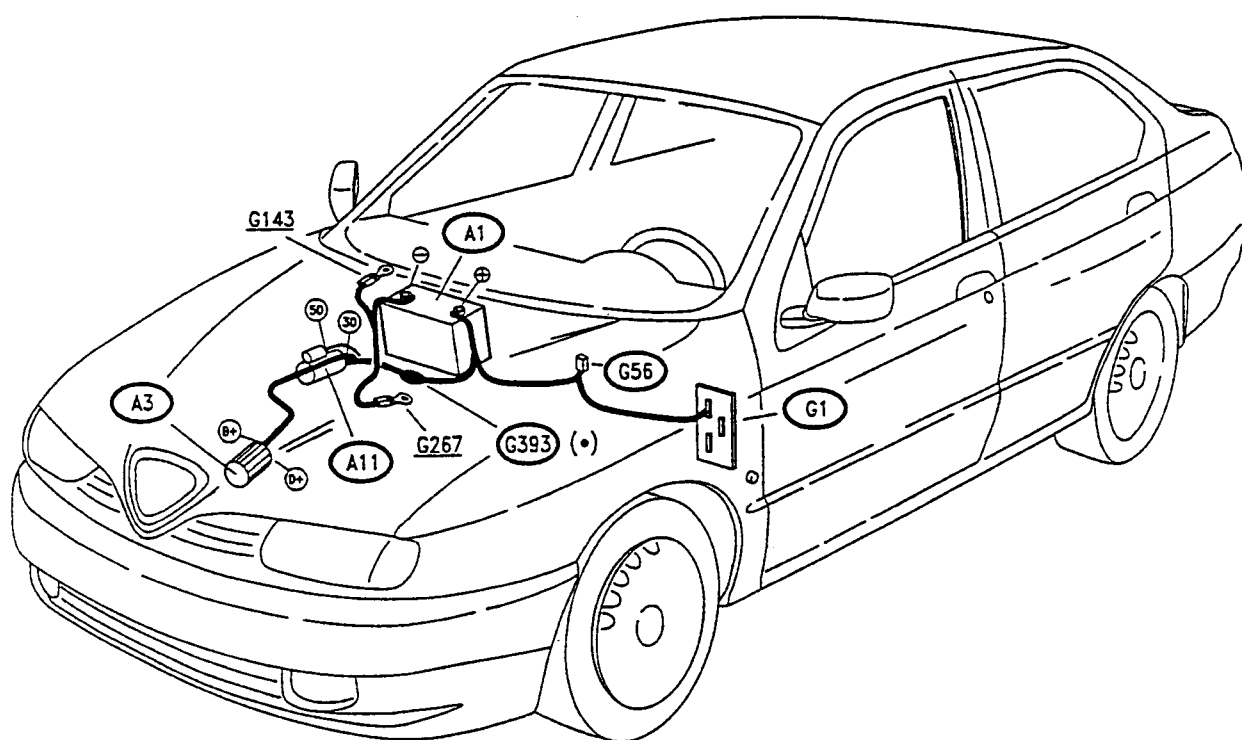
Fusebox	G1	Fusebox	G1	D	
 10RED • G56		 10RN-BLK • G99 3			
Fusebox			G1	F	
 ORN-BLK • B68 A 9					
Fusebox			G1	H	
 LTB-RED • B1 A 11 1.5GRY-BLK • G125a 1.5GRY-BLK • B1 A 1.5ORN-LTB 6 1LTB-WHT • B1 A 3			 LTB-RED • B1 A 1 1LTB-WHT • B1 A 3 1.5GRY-BLK • G125a 1.5ORN-LTB 2 1.5GRY-BLK • B1 A		
Fusebox	G1	J	Fusebox	G1	Q
 ORN • I67 7 ORN • I65 7			 1RED • N77 A 2.5RED • G310 2.5RED		

COMPONENTS AND CONNECTORS (cont.d)

Branch terminal board		G56
Dashboard/engine wiring connector	G99	Services tray centre earth
Earth on crankcase	G267	Engine sensors connector
General supply fuse	G393	Starting consent relay (*)

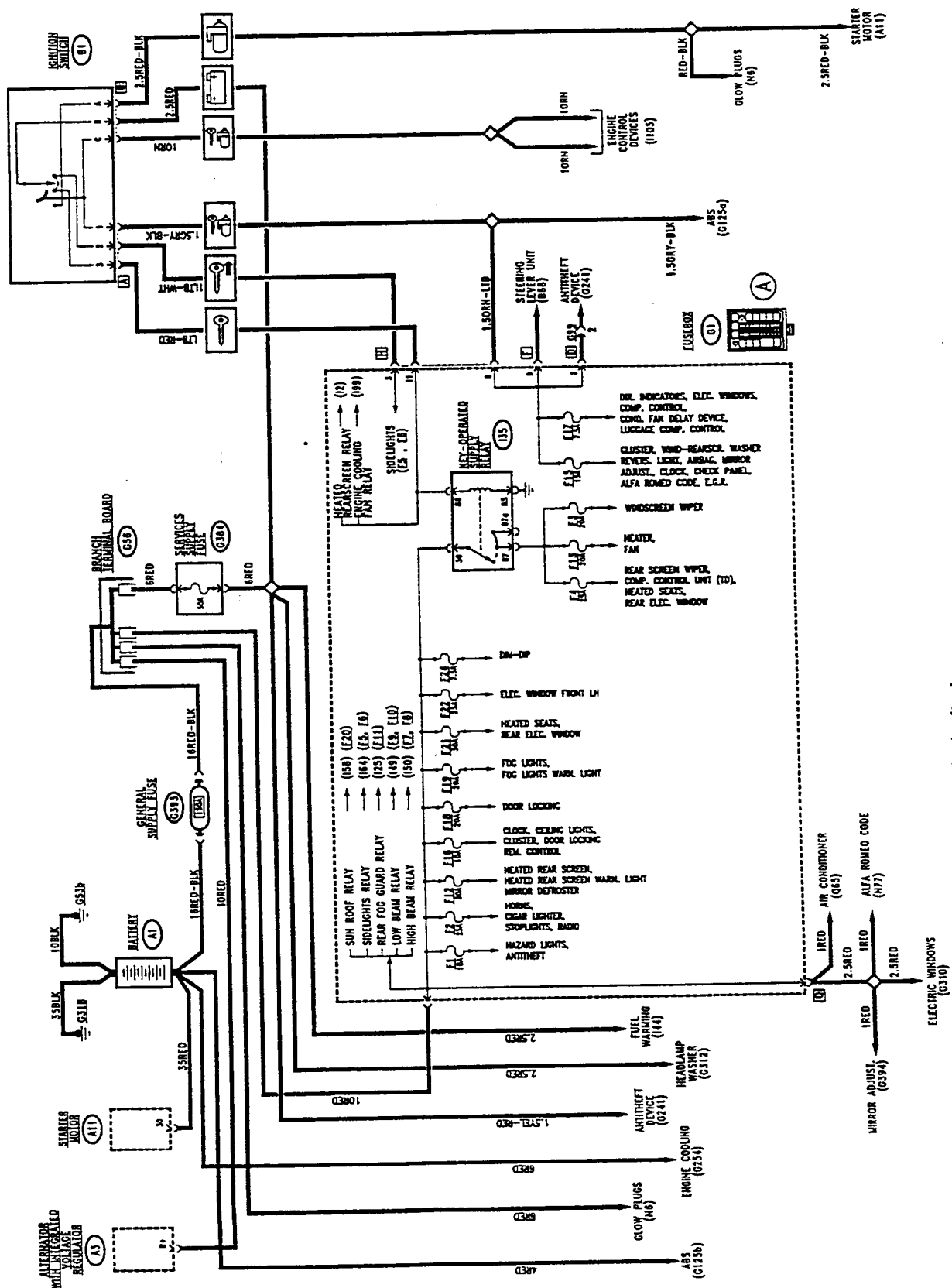
(*) versions without ALFA ROMEO CODE, but with anti-theft system
PA493000000003

LOCATION OF COMPONENTS (Boxer versions)



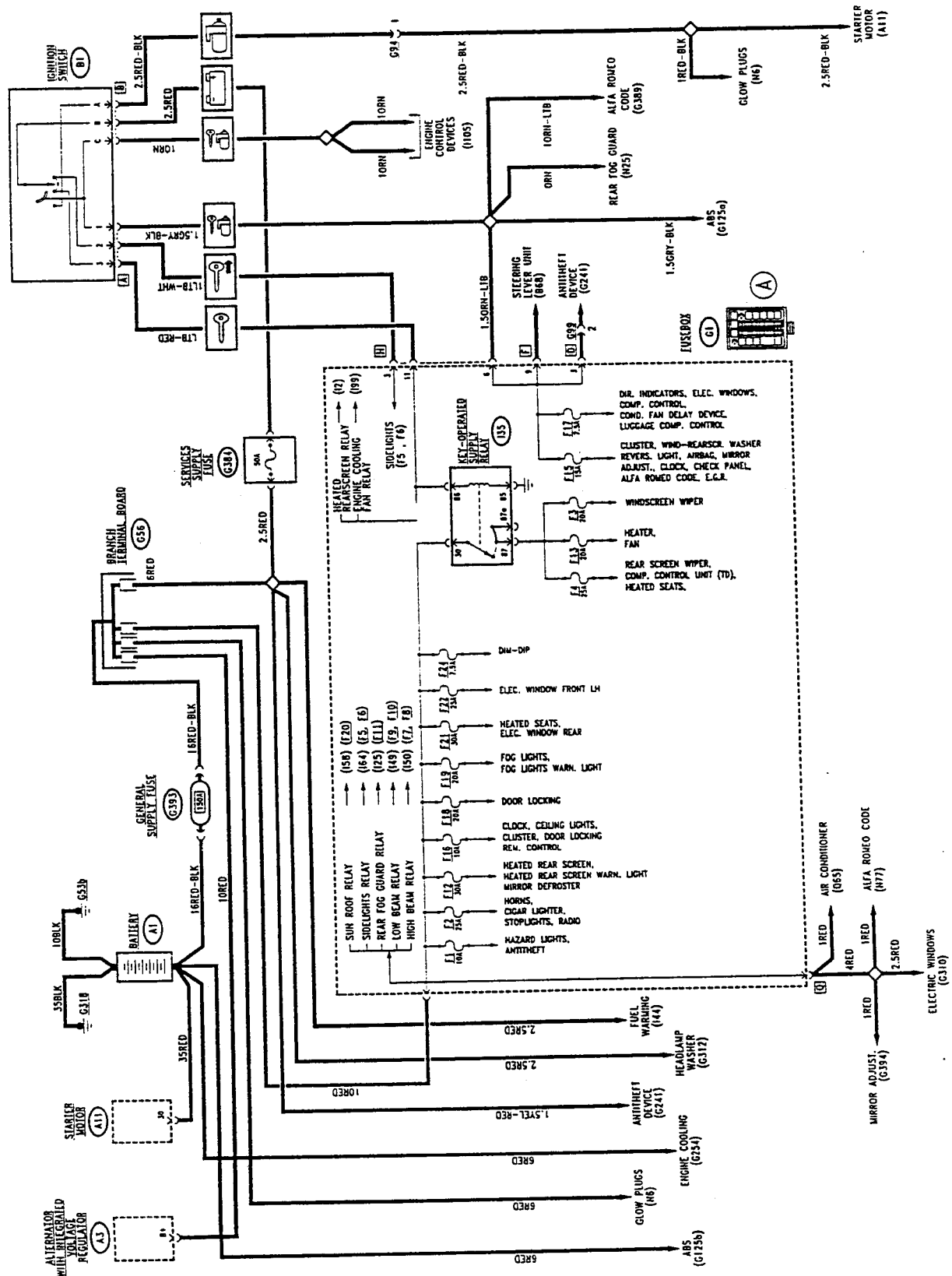
(•) from chassis no.....

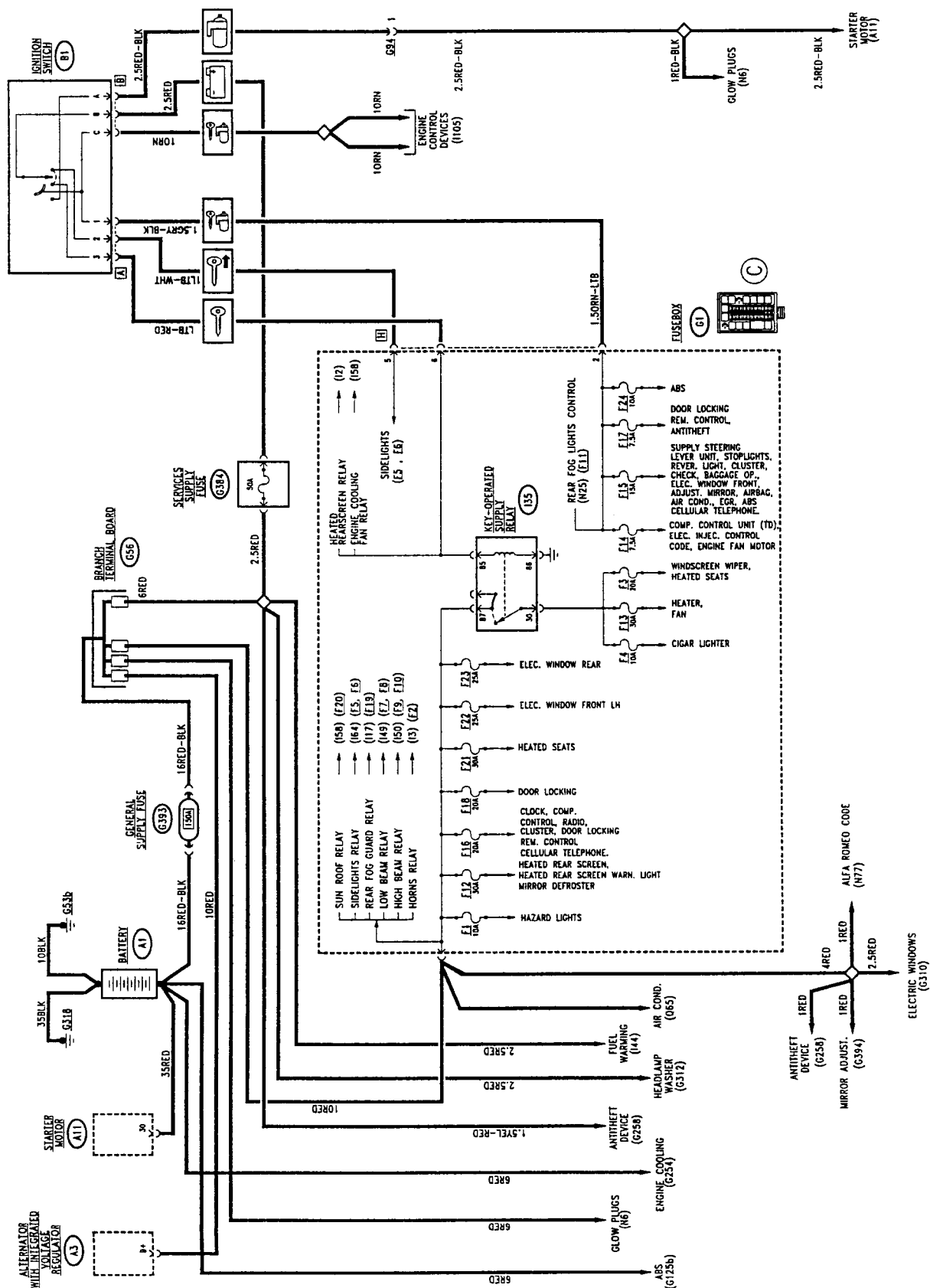
WIRING DIAGRAM (TD version - up to chassis no.)



versions without ALFA ROMEO CODE, but with theft alarm

WIRING DIAGRAM (TD-CAT version)





FUNCTIONAL DESCRIPTION

(TD, TD-CAT version)

The supply leading from the battery **A1** is subdivided into the various lines in the branch terminal box **G56**, from which the numerous cables that directly supply certain systems (protected by specific "wander" fuses) and the line that supplies the fusebox **G1** lead; inside the fusebox, the supply is sorted to the various circuits, protected by the corresponding fuses (see the "Fusebox" section).

The battery charging line leads directly from the alternator **A3** or (from chassis no.) via the branch terminal box **G56**.

The ignition switch **B1** is also supplied through the branch terminal box **G56** at pin B of connector B.

The line leaving pin A of connector B is the one corresponding to the "START" position and directly supplies the starter motor **A11** (only for certain cars without ALFA ROMEO CODE but with theft alarm, through the alarm control unit **N45** and the starting consensus relay **I10**).

The line that leaves pin 3 of connector A - "DRIVE" position - via the fusebox **G1**, supplies the "key-operated" circuits, which are however disengaged in the "START" position.

The lines that leave pin 1 of connector A and pin C of connector B supply the "key-operated" circuits which remain engaged also when the ignition key is turned to "START", either directly or via the fusebox **G1**.

Lastly, the line that leaves pin 2 of connector A corresponds to the "PARK" position and supplies the side-lights circuit inside the fusebox **G1**.

From chassis no....., through the adoption of a special high capacity fuse (150A) **G393**, all the supply lines are protected with the exception of the starter motor cable (battery - starter motor) and the battery charging cable (starter motor - alternator) which are protected by an additional "reinforced" sheath.

A fuse **G384** (50A) has also been added to protect the supply for the ignition switch.

COMPONENTS AND CONNECTORS (TD, TD-CAT version)

Battery		A1	
Alternator, with built-in voltage regulator	A3	Starter motor	A11

(•) Variant from chassis no....

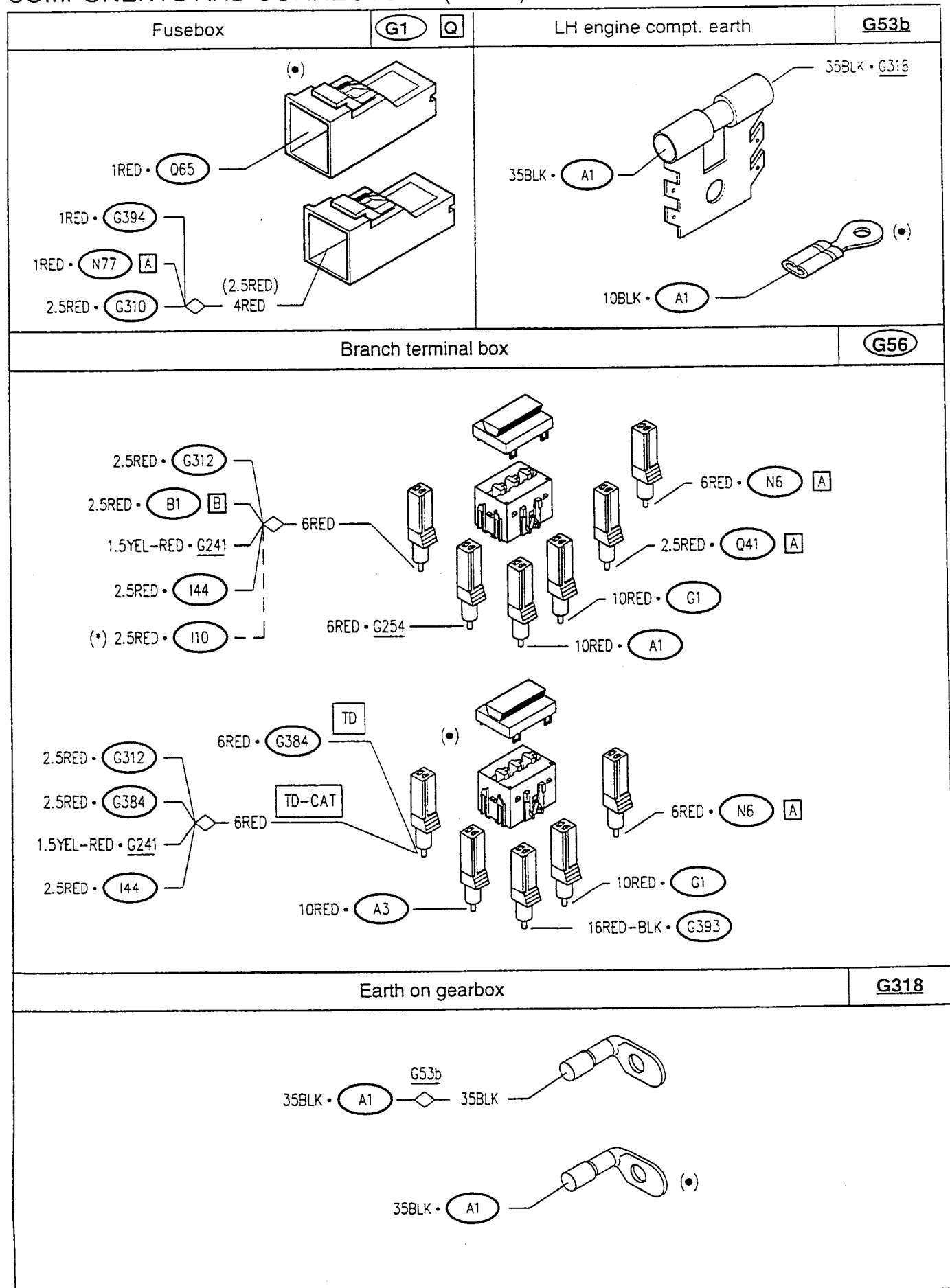
PA493000000008

COMPONENTS AND CONNECTORS (contd.)

Ignition switch	B1 A
Ignition switch	B1 B
Fusebox	G1 D
Fusebox	G1 H

(*) Versions without ALFA ROMEO CODE, but with anti-theft system (*) Variant from chassis no....

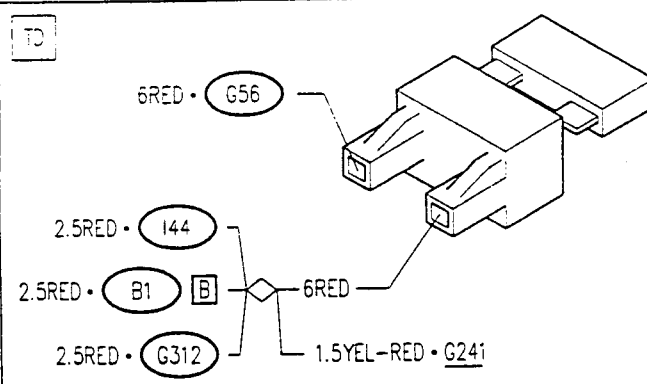
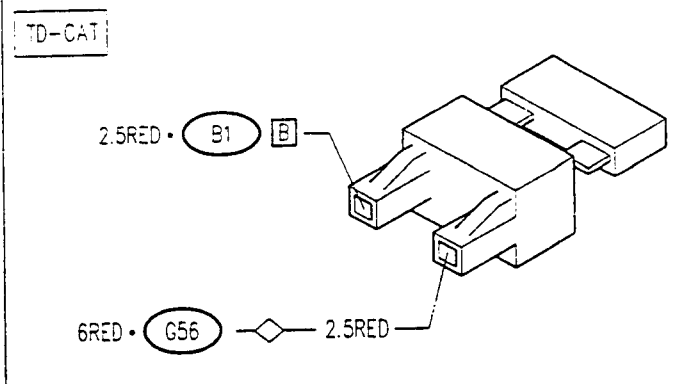
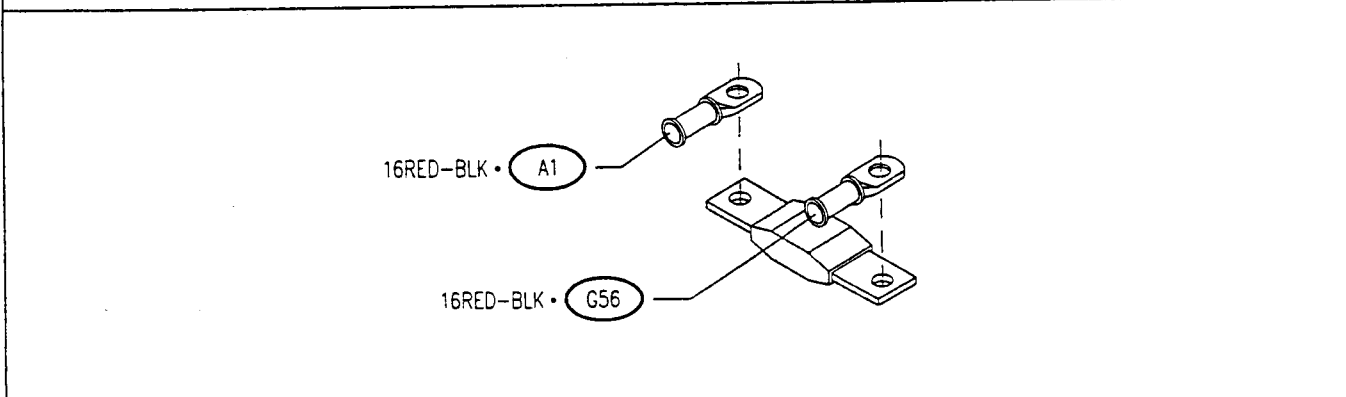
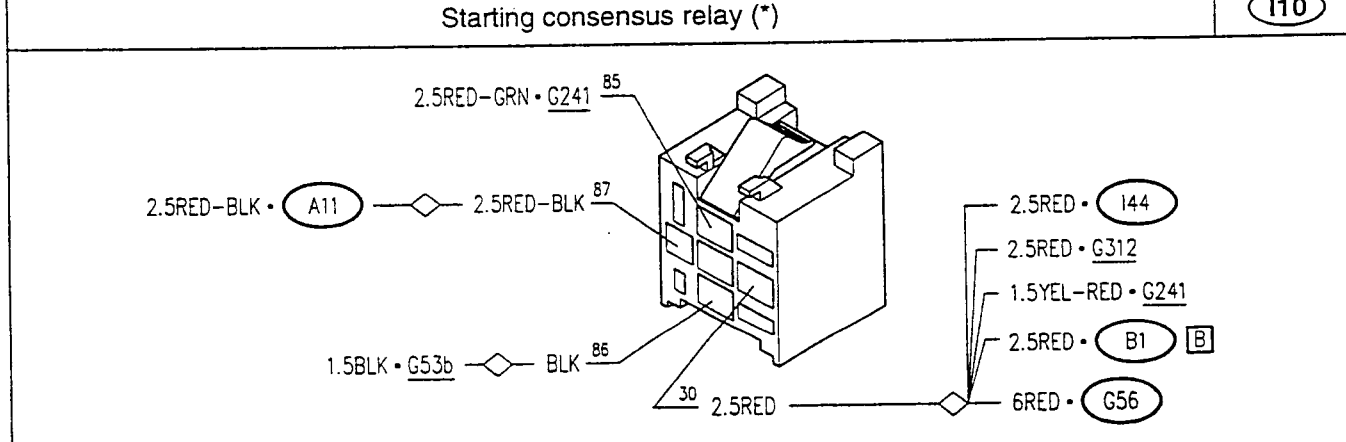
COMPONENTS AND CONNECTORS (contd.)



(*) Versions without ALFA ROMEO CODE, but with anti-theft system

(*) Variant from chassis no....

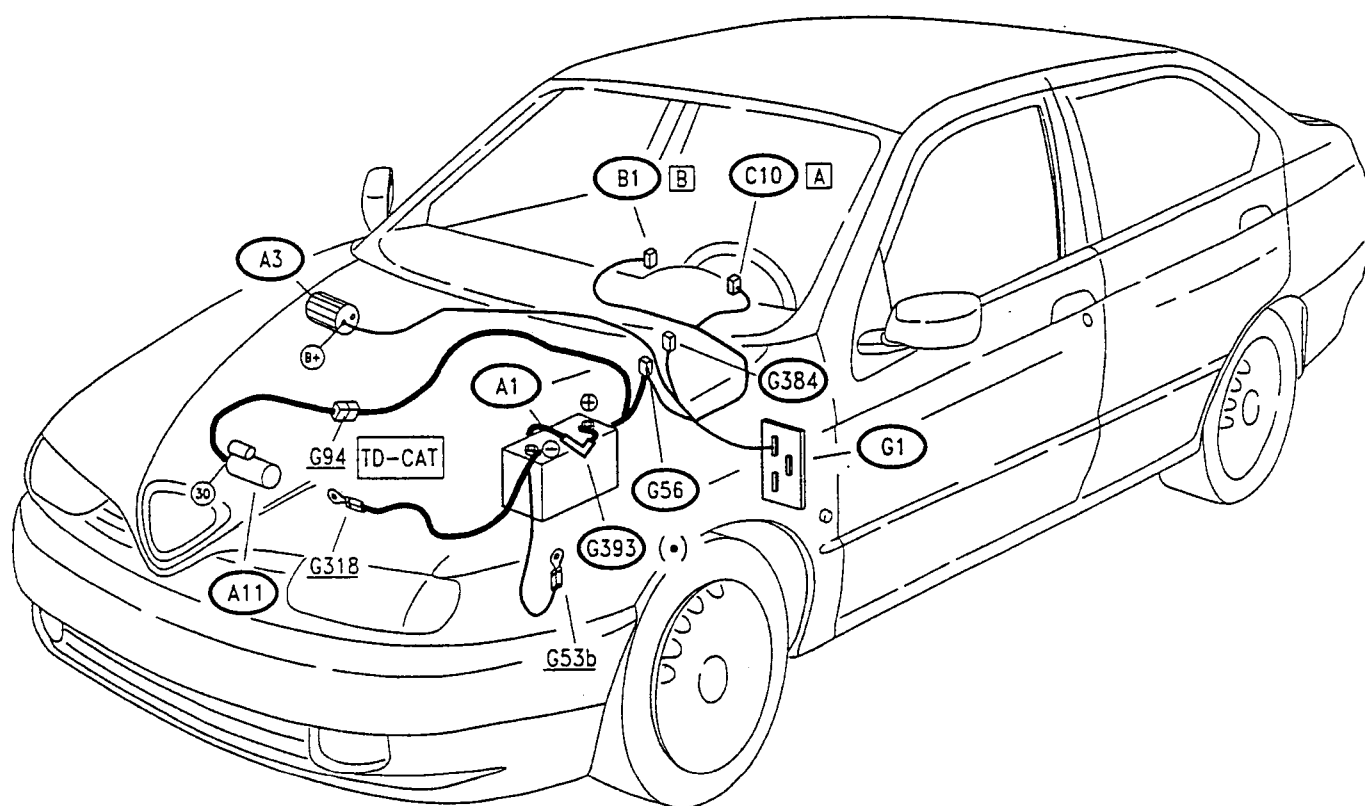
COMPONENTS AND CONNECTORS (contd.)

Services supply fuse (•)		G384	Services supply fuse		G384
TD 			TD-CAT 		
General supply fuse (•)					G393
					
Starting consensus relay (*)					I10
					

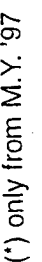
(*) Versions without ALFA ROMEO CODE, but with anti-theft system

(•) Variant from chassis no....

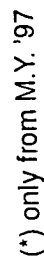
LOCATION OF COMPONENTS (TD, TD-CAT version)



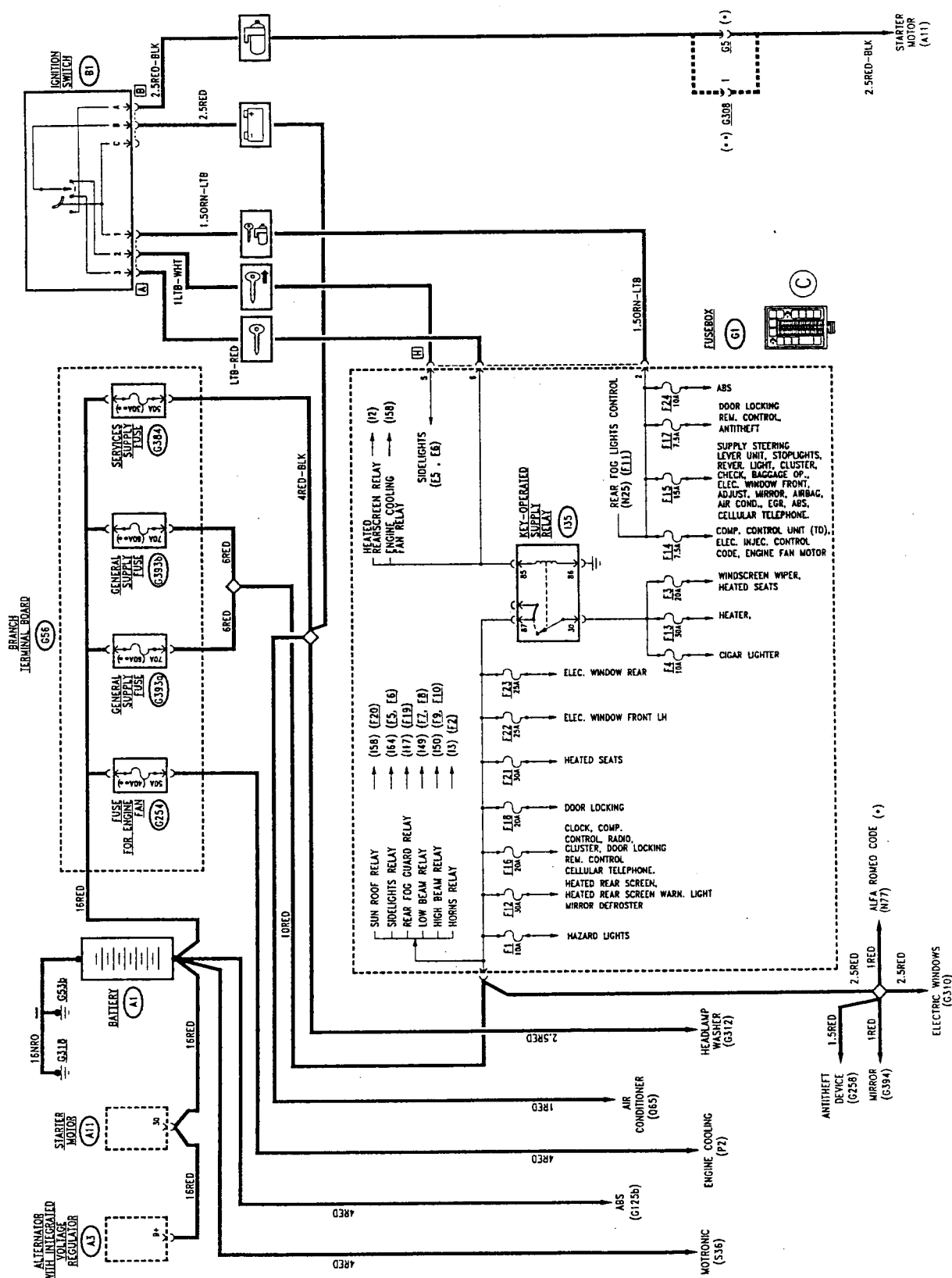
(•) from chassis no.....



(B)



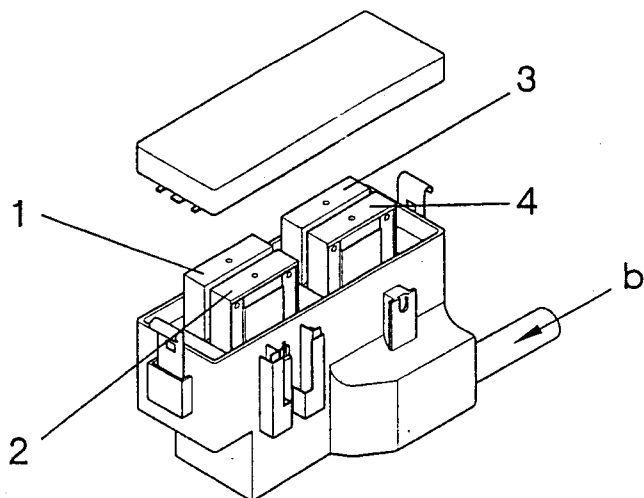
(C)



(••) from M.Y. '98

FUNCTIONAL DESCRIPTION**(T.SPARK version)**

The supply leading from the battery **A1** is subdivided into various lines in the branch terminal box **G56**. This is a branch terminal box with built-in fuses, which makes it possible to protect all the supply lines except the starter motor cable (battery-starter motor) and the battery charging cable (starter motor-alternator): these cables are however protected by an additional "reinforced" sheath.



b. line (16 mm cable) from the battery

Up to Model Year '97

1. Fan fuse (50A): **G254**
2. Services supply fuse (50A): **G384**
3. General supply fuse (70A): **G393a**
4. General supply fuse (70A): **G393b**

From Model Year '98

1. Fan fuse (40A): **G254**
2. Services supply fuse (30A): **G384**
3. General supply fuse (60A): **G393a**
4. General supply fuse (60A): **G393b**

From this, lead the cables which directly supply certain systems and the line that supplies the fusebox **G1**; inside the fusebox the supply is branched to the various circuits, protected by the corresponding fuses (see "Fusebox" section).

The battery charging line leads from the alternator **A3**, via the starter motor **A11**.

The ignition switch **B1** is also supplied via the branch terminal box **G56** and the specific fuse **G384** at pin B of connector B.

The line that leaves pin A of connector B is the one corresponding to the "STASRT" position and directly supplies the starter motor **A11**.

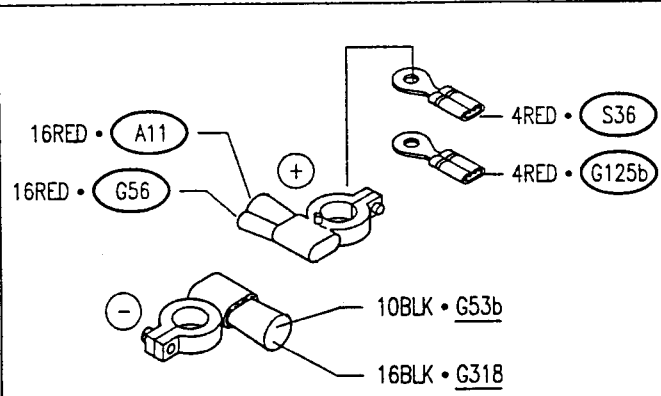
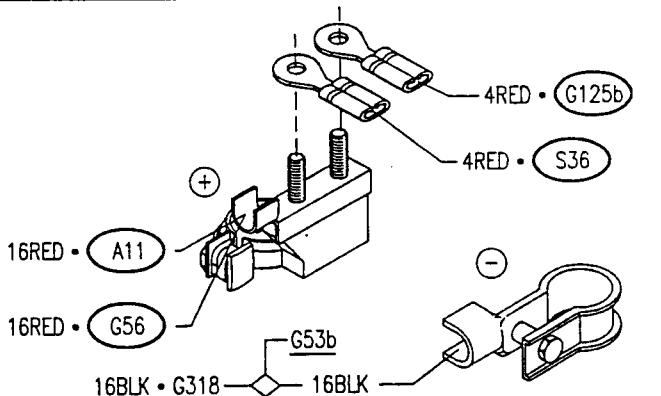
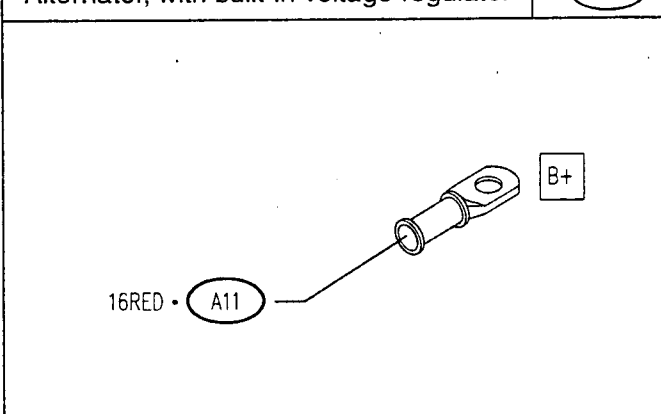
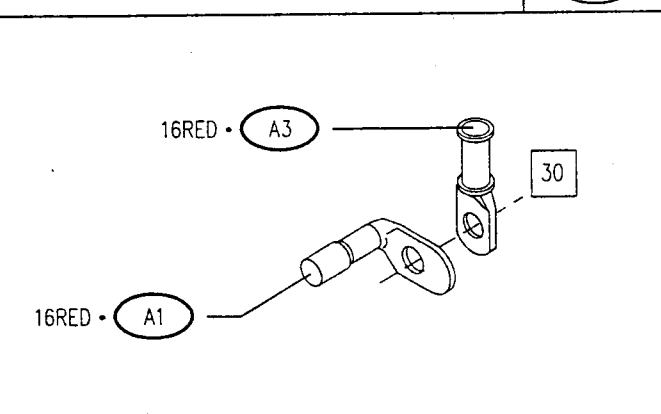
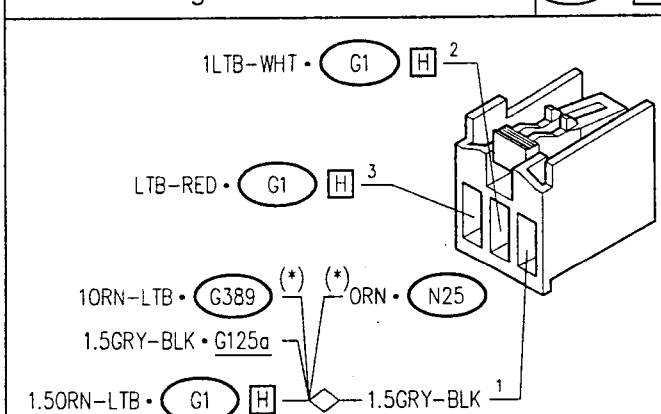
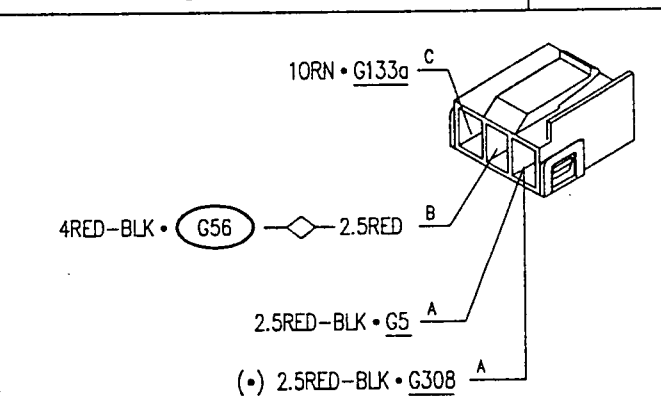
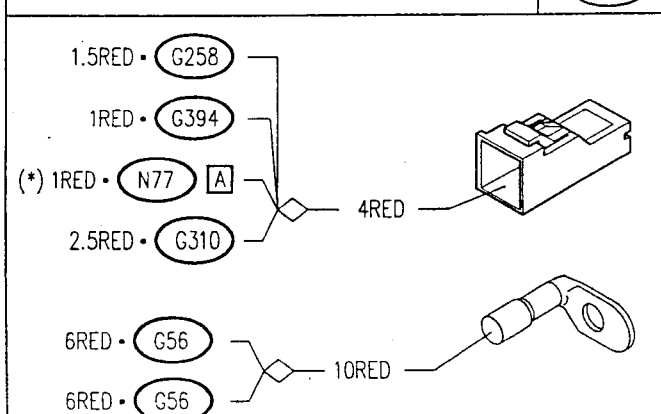
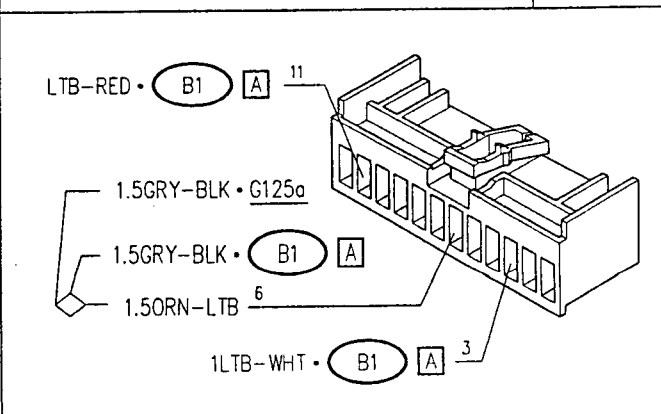
The line that leaves pin 3 of connector A - "DRIVE" position - supplies, via the fusebox **G1**, the "key-operated" circuits which are disengaged in the "START" position.

The lines that leave pin 1 of connector A and pin C of connector B supply, either directly or via the fusebox **G1**, the "key-operated" circuits which also remain engaged in the "START" position.

For fusebox **G1** "C" pin C of connector B is not connected.

Lastly the line leaving pin 2 of connector A corresponds to the "PARK" position and supplies the side-lights circuit inside the fusebox **G1**.

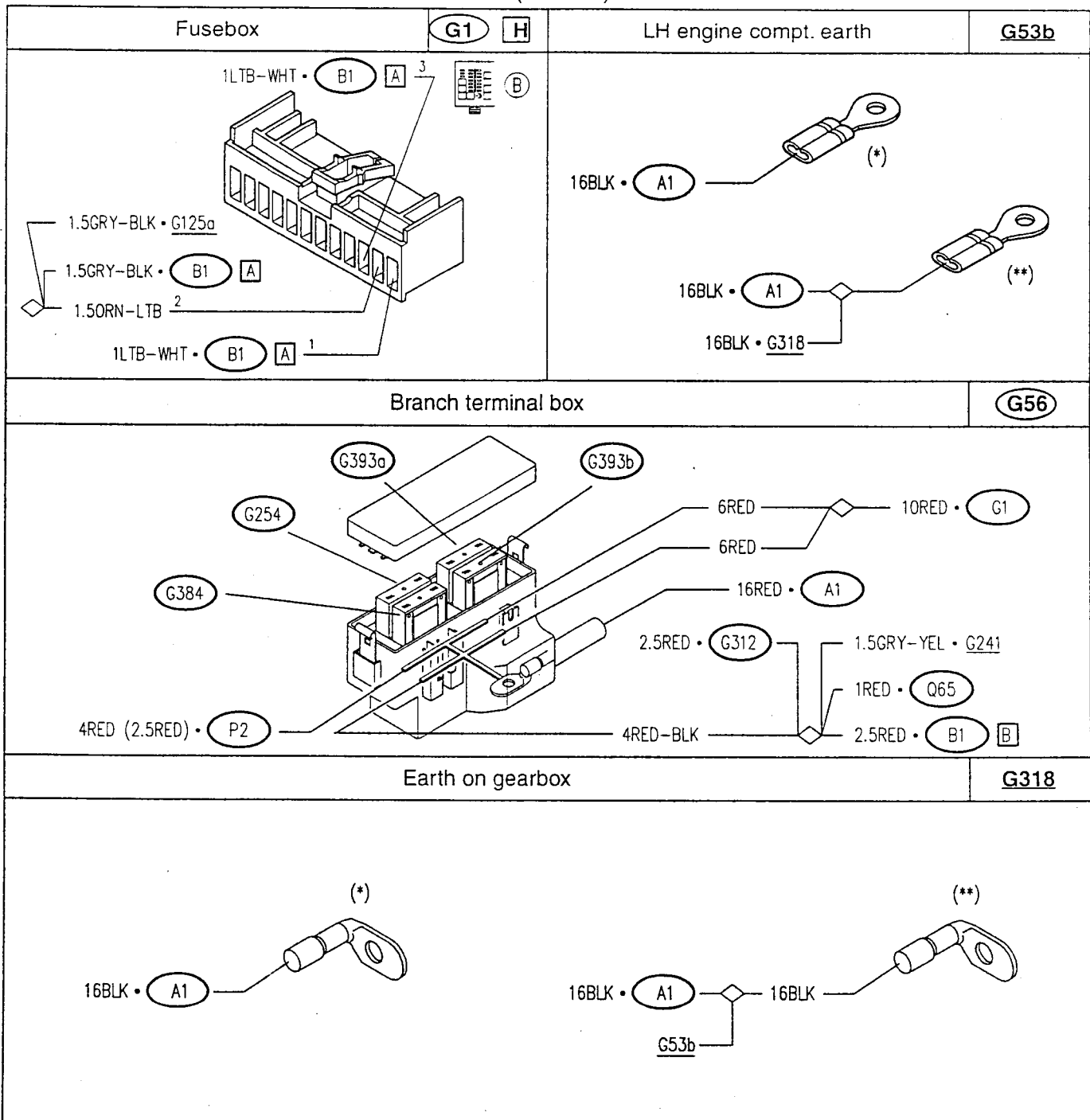
COMPONENTS AND CONNECTORS (T.SPARK version)

Battery	A1	Battery (•)	A1
			
Alternator, with built-in voltage regulator	A3	Starter motor	A11
			
Ignition switch	B1 A	Ignition switch	B1 B
			
Fusebox	G1	Fusebox	G1 H
			

(*) from M.Y. '97

PA493000000012

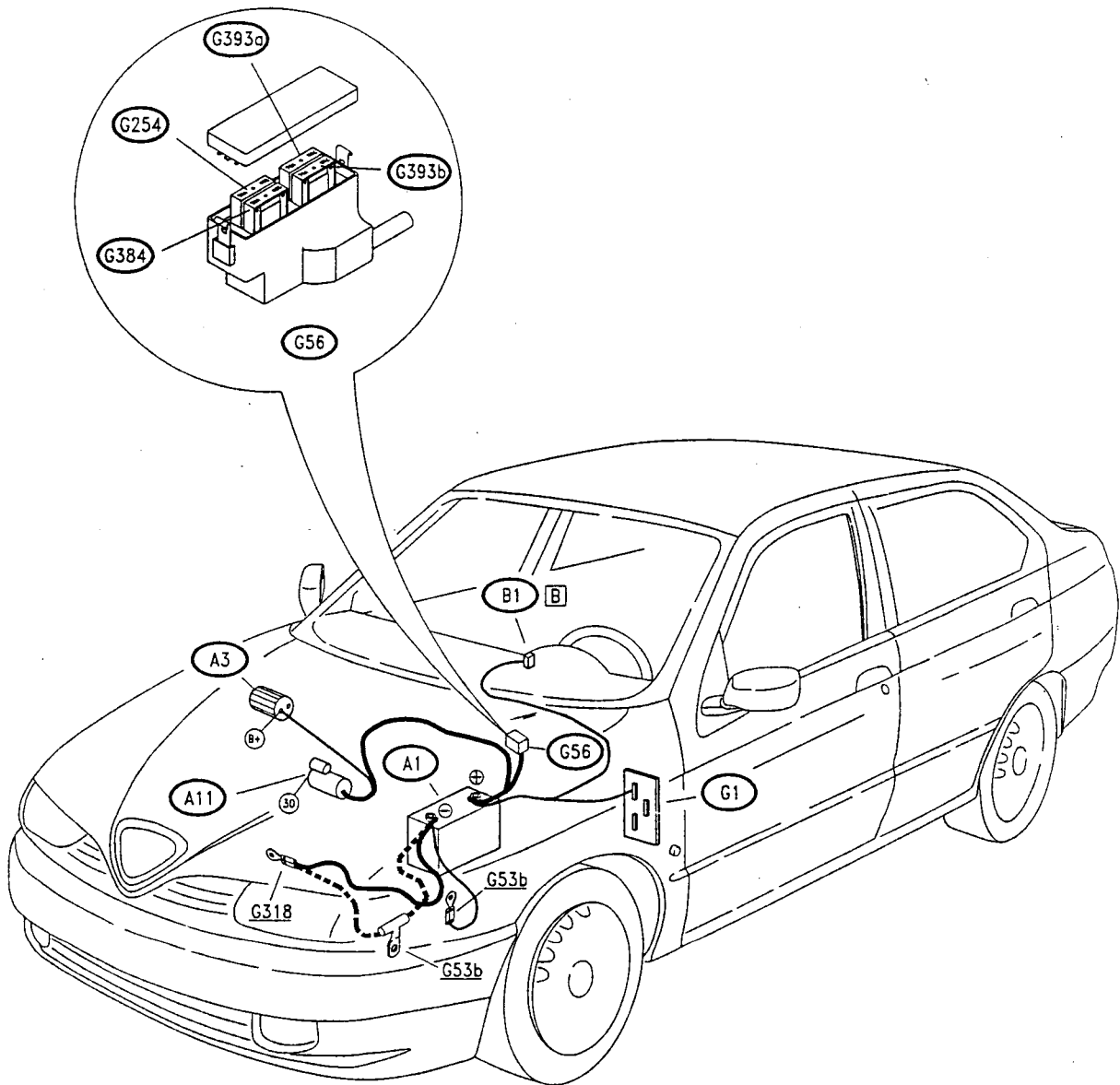
COMPONENTS AND CONNECTORS (contd.)



(*) from M.Y. '97

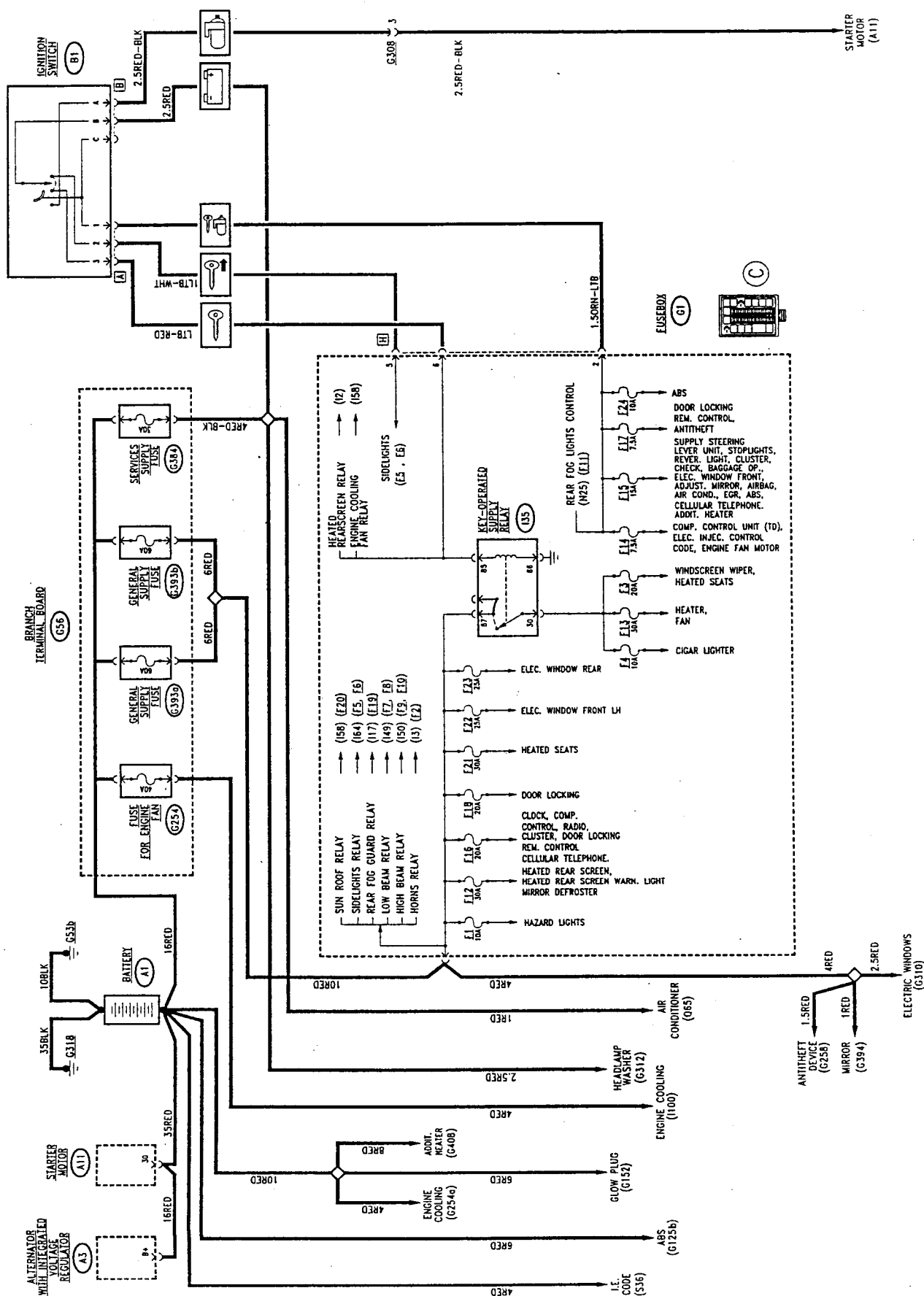
(**) from M.Y. '98

LOCATION OF COMPONENTS (T.SPARK version)



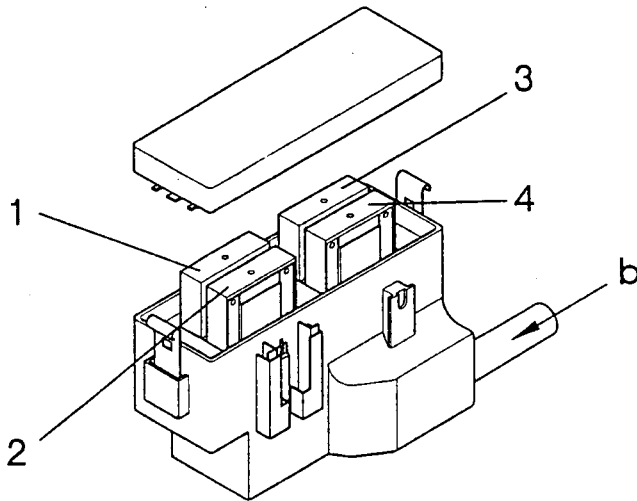
— — — from Model Year '98

WIRING DIAGRAM (JTD version)



FUNCTIONAL DESCRIPTION (JTD version)

The supply leading from the battery **A1** is subdivided into various lines in the branch terminal box **G56**. This is a branch terminal box with built-in fuses, which makes it possible to protect all the supply lines except the starter motor cable (battery-starter motor) and the battery charging cable (starter motor-alternator): these cables are however protected by an additional "reinforced" sheath.



- b. line (16 mm cable) from the battery
- 1. Fan fuse (50A): **G254**
- 2. Services supply fuse (30A): **G384**
- 3. General supply fuse (60A): **G393a**
- 4. General supply fuse (60A): **G393b**

From this, lead the cables which directly supply certain systems and the line that supplies the fusebox **G1**; inside the fusebox the supply is branched to the various circuits, protected by the corresponding fuses (see "Fusebox" section).

The battery charging line leads from the alternator **A3**, via the starter motor **A11**.

The ignition switch **B1** is also supplied via the branch terminal box **G56** and the specific fuse **G384** at pin B of connector B.

The line that leaves pin A of connector B is the one corresponding to the "STASRT" position and directly supplies the starter motor **A11**.

The line that leaves pin 3 of connector A - "DRIVE" position - supplies, via the fusebox **G1**, the "key-operated" circuits which are disengaged in the "START" position.

The lines that leave pin 1 of connector A and pin C of connector B supply, either directly or via the fusebox **G1**, the "key-operated" circuits which also remain engaged in the "START" position.

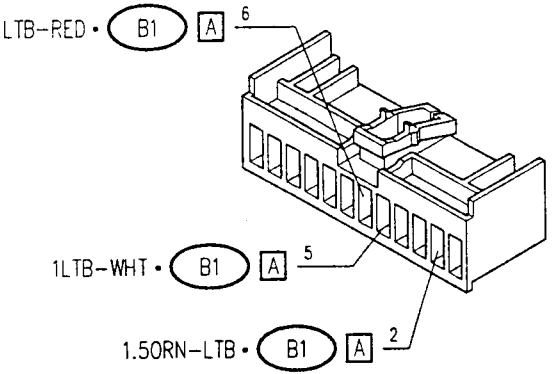
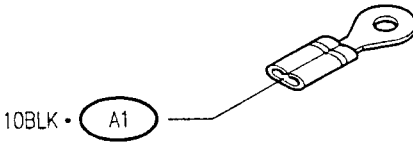
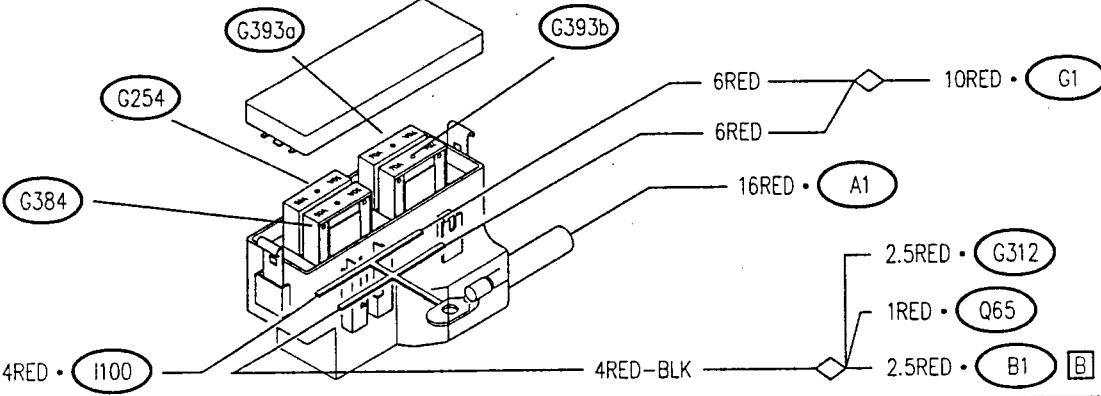
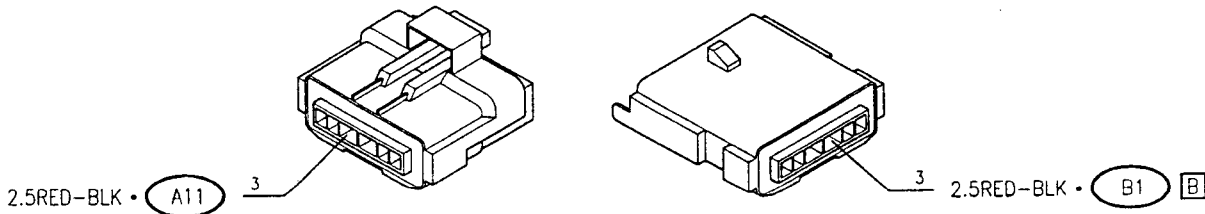
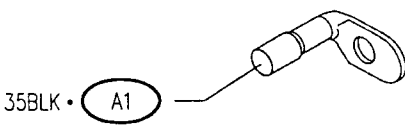
Pin C of connector B is not connected.

Lastly the line leaving pin 2 of connector A corresponds to the "PARK" position and supplies the side-lights circuit inside the fusebox **G1**.

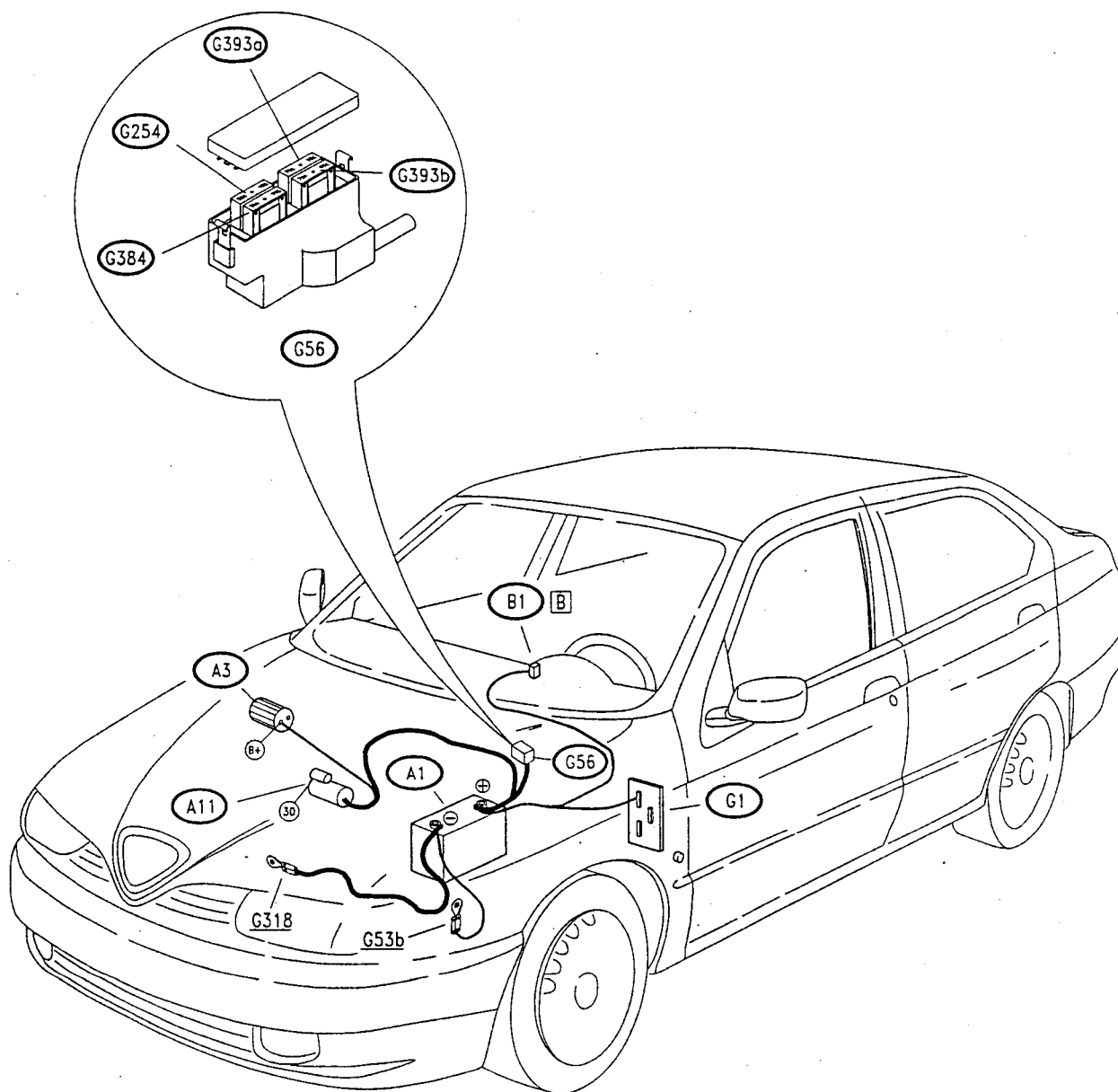
COMPONENTS AND CONNECTORS (JTD version)

Battery		A1	
Alternator, with built-in voltage regulator		A3	
Starter motor		A11	
Ignition switch		B1 A	
Ignition switch		B1 B	
Fusebox		G1	

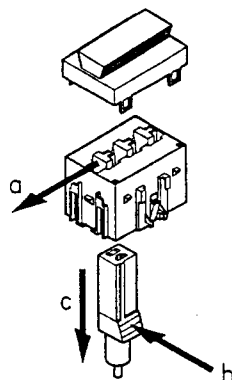
COMPONENTS AND CONNECTORS (contd.)

Fusebox	G1 H	LH engine compartment earth	G53b
 LTB-RED • B1 A 6 1LTB-WHT • B1 A 5 1.50RN-LTB • B1 A 2	 10BLK • A1		
Branch terminal board			G56
 G393a G393b G254 G384 4RED • I100 6RED 10RED • G1 16RED • A1 2.5RED • G312 1RED • Q65 2.5RED • B1 B 4RED-BLK			
Connector for engine sensors			G308
 2.5RED-BLK • A11 3 2.5RED-BLK • B1 B 3			
Earth on gearbox			G318
 35BLK • A1			

LOCATION OF COMPONENTS (JTD version)

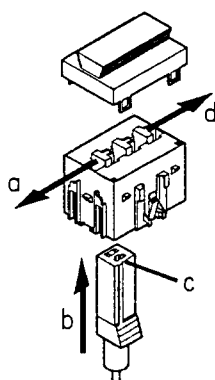


CHECKING COMPONENTS

Branch terminal box **G56** (except T.SPARK and JTD)

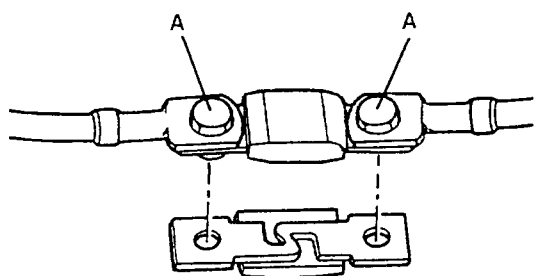
Removing a connector

- a - move the "secondary-lock" to the left
- b - press the release catch of the connector to be removed
- c - remove the connector pulling downwards



Inserting a connector

- a - position the "secondary-lock" at the left
- b - insert the connector
- c - press the connector until it catches in the tooth
- d - move the "secondary-lock" to the right

General supply fuse **G393** (except T.SPARK and JTD)**"MEGA" general supply protection fuse: (150A).**

In the event of replacement tighten the two fastening screws **(A)**, proceeding with care, to a torque of appr. 25 Nm, without forcing the fuse excessively to avoid damaging the copper element.