

Roadside Emergencies

Fuse/Relay Location	Fuse Amp Rating	Driver's Seat Fuse Panel Description
16	30A cartridge fuse	Not used
17	15A	Turn signals/Hazards
18	-	Not used
19	20A	Brake pedal position switch (stop lamps)
20	10A	Transmission control, speed control, brake shift interlock, turn signals/hazards, reverse lamps
21	5A	Starter relay, Powertrain Control Module, Transmission Range Sensor
22	5A	Radio (START)
23	30A	Headlamps (low and high beam)
24	20A	Radio battery feed (B+)
25	-	Accessory relay
26	2A	Redundant cruise switch
27	10A	Climate control
28	15A	Not used
29	20A	Diagnostic connector (OBD II)
30	5A	Not used
31	20A	Front park lamps, Rear park lamps, License plate lamp, Trailer tow park lamps
32	5A	Not used
33	5A	Instrument cluster battery feed (B+)
34	20A	Power point
35	15A	Not used

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Power distribution box

The power distribution box is located in the left side of the engine compartment under the air filter. The power distribution box contains high-current fuses that protect your vehicle's main electrical systems from overloads.

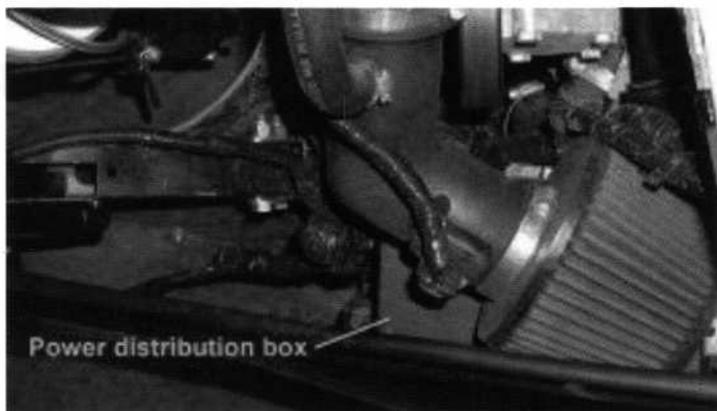


Always disconnect the battery before servicing high current fuses.



To reduce risk of electrical shock, always replace the cover to the Power Distribution Box before reconnecting the battery or refilling fluid reservoirs.

If the battery has been disconnected and reconnected, refer to the *Battery* section of the *Maintenance and Specifications* chapter.



To gain access to the Power distribution box, the air filter must be Removed first (refer to the section on *Removing the Air Filter*).

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The high-current fuses are coded as follows:

Fuse/Relay Location	Fuse Amp Rating	Driver's Seat Fuse Panel Description
1	40A**	Interior fuse panel (SJB)
2	-	Not used
3	40A**	Interior fuse panel (SJB)
4	-	Not used
5	50A**	Interior fuse panel (SJB)
6	-	Not used
7	40A**	Starter Relay
8	-	Not used
9	40A**	Ignition switch
10	-	Not used
11	30A**	Powertrain Control Module (PCM) relay
12	-	Not used
13	30A**	Not used
14	-	Not used
15	-	Not used
16	-	Not used
17	40A**	Not used
18	-	Not used
19	20A**	Not used
20	-	Not used
21	10A*	PCM keep alive power, Canister purge valve solenoid
22	-	Not used
23	30A*	Fuel pump relay
24	-	Not used
25	10A*	A/C clutch relay
26	-	Not used
27	-	Not used
28	-	Not used
29	-	Not used
30	-	Not used
31	15A*	Fog lamps
32	-	Not used
33	30A*	Not used

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The high-current fuses are coded as follows:

Fuse/Relay Location	Fuse Amp Rating	Driver's Seat Fuse Panel Description
34	-	Not used
35	-	Not used
36	-	Not used
37	-	Not used
38	7.5A*	Trailer tow connector (right turn)
39	15A*	PCM power
40	-	Not used
41	10A*	Automatic transmission
42	7.5A*	Trailer tow connector (left turn)
43	20A*	EVAP canister purge valve, Idle Air Control valve, Heated Oxygen Sensor #11, Heated Oxygen Sensor #12, Mass Air Flow /Intake Air Temperature sensor, EGR stepper motor
44	15A*	Ignition coil, Capacitor
45A	-	Not used
45B	-	Not used
46A	-	Fuel pump relay, Fuel injectors relay
46B	-	Not used
47	-	Not used
48	-	Starter relay
49	-	Not used
50	-	Not used
51	-	Not used
52	-	Not used
53	-	Not used
54	-	PCM relay
55	-	Not used
56A	-	A/C clutch solenoid relay
56B	-	Fog lamp relay

*Mini Fuses ** Maxi Fuses

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CHANGING THE TIRES

If you get a flat tire while driving:

- Do not brake heavily
- Gradually decrease the vehicle's speed
- Hold the steering wheel firmly
- Slowly move to a safe place on the side of the road

Your vehicle is NOT equipped with a spare tire or tire changing equipment. Should you get a flat tire on your vehicle, Thoroughbred Motorsports does not recommend that you attempt to change your tire on the side of the road.

There are two recommended options to get your vehicle repaired.

Option 1

Transport

If the faulty tire cannot be repaired due to a large cut, puncture, sidewall damage or if the bead has come loose, you will have to have your vehicle transported. Use a trailer or flat bed wrecker (see *Wrecker Towing* in this section).

Option 2

Temporary Repair

In some cases, you may be able to use a commercially available tire sealant. It is recommended that you follow the instructions on the sealant container in detail. Do not drive at a high rate of speed (less than 30 mph is recommended), and have your tire repaired at a reputable tire repair facility as soon as possible.

Another repair option is a tubeless tire repair plug. These repair kits work well for nail punctures. Follow the instructions that come with the repair kit in detail. Do not drive at a high rate of speed (less than 30 mph is recommended), and have your tire repaired at a reputable tire repair facility as soon as possible.

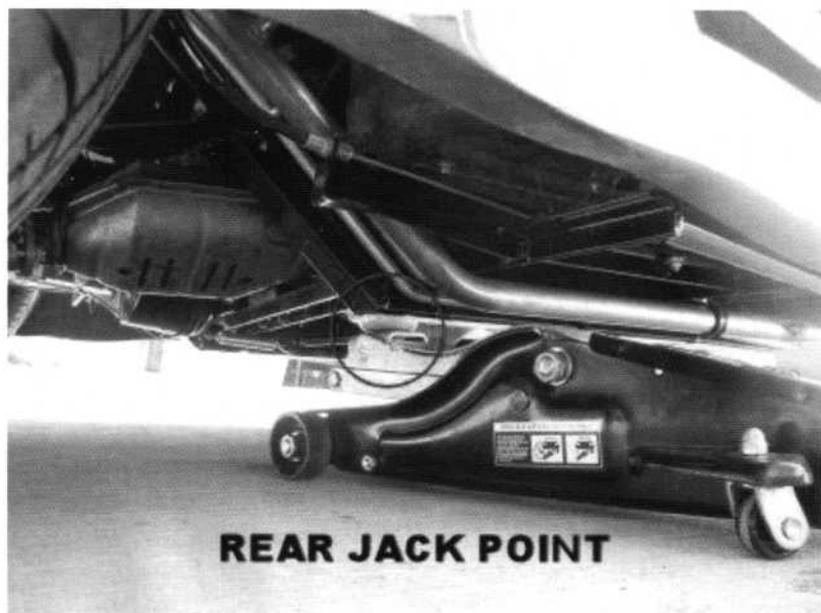
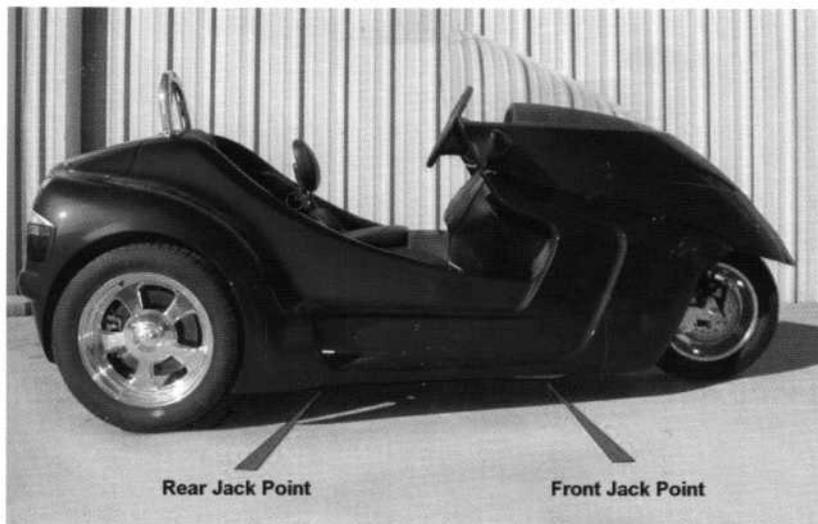
REMOVING YOUR REAR WHEELS

1. Park the vehicle on flat ground in a location with the proper tools and equipment. Turn off the engine and block the front tire and opposite side rear tire.
2. Firmly set the parking brake.
3. Remove the wheel cover with a large Phillips screwdriver.
4. Loosen each lug nut one-half turn counterclockwise but do not remove them until the wheel is raised off the ground.



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5. Position the jack according to the following guidelines.

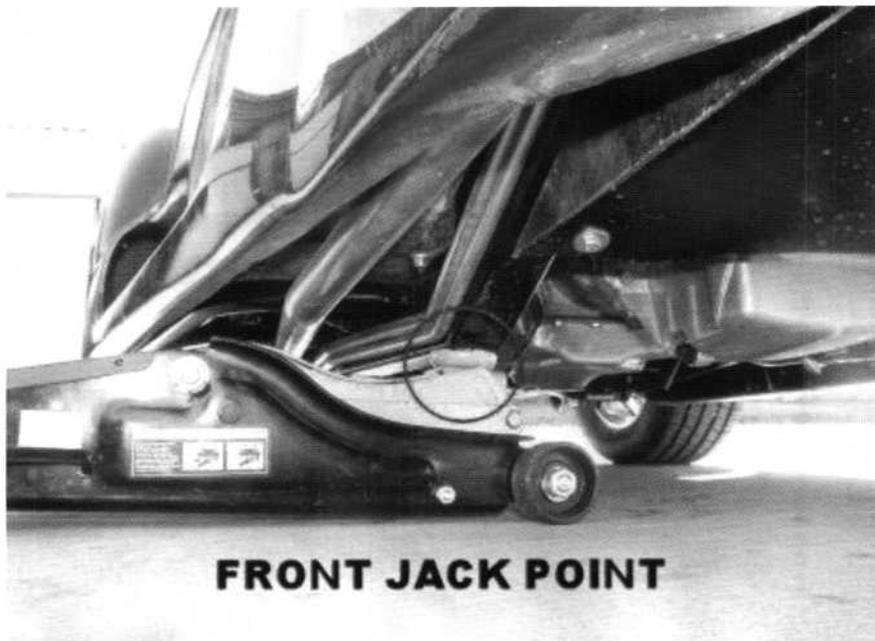


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6. Operate the jack until the tire is high enough to remove.
7. Remove the lug nuts.
8. Reinstall the wheel. Tighten the lug nuts until the wheel is snug against the hub.
9. Lower the jack until the tire is on the ground. Tighten the lug nuts to 80 ft*lbs in the numbered sequence previously shown.

REMOVING YOUR FRONT WHEEL

1. Park the vehicle on flat ground in a location with the proper tools and equipment. Turn off the engine and block the rear tires.
2. Firmly set the parking brake.
3. Position the jack according to the following guidelines.



4. Operate the jack until the front tire is approximately 1 inch off the ground.

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5. Remove the lower shock bolts (allen head screws)
6. Loosen the four pinch bolts located on each side of the wheel. (It is not necessary to remove these bolts.)
7. Remove the decorative axle covers by unscrewing the allen head bolt from each end of the axle.
8. Remove the cotter pin then remove the castellated nut (located under the decorative cap) from each end of the axle.
9. Loosen one-half turn, but do not remove the hex head caliper slide bolts.
10. Remove the brake caliper strut. Once removed, the caliper will be free to rotate around the wheel. Hold the caliper between the down to tube and front shock (the front shock bolt should already be removed allowing you to lift the shock out of the way).
11. Remove the front brake caliper slide bolts. To remove the caliper, slide the caliper up toward the outside of the wheel. Once over the top of the brake rotor, the caliper can slide out between the down tube and front shock. (Note: Do not loosen the brake line. If the brake line is loosened or removed, the brakes must be properly bled before the vehicle is driven.)
12. Slide the axle out from the wheel and remove the tire and wheel assembly.

