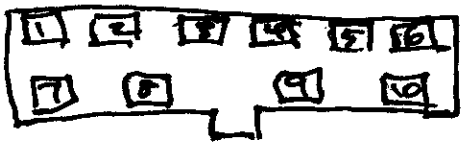
All relays in the CDL Control Relay energized as directed. I could not determine how to test for continuity when the relays are energized. The actual control board contains three identical relays, and it was difficult for me to follow the schematic vs the actual board.

I removed all the connectors associated with the CDL circuit, except for the junction connector located in the engine compartment near the starter, tested, and then blew each one out with air, and reconnected. I did confirm that terminal #4 on the CDL Control Motor Connector does have continuity direct to ground.

No change in operation after cleaning and reassembling and the relay which should energize when you turn on the dash switch, still will not click.

CDL Dash Switch Connector: (I made up my own terminal connector designation numbers)



Ignition Switch ON:

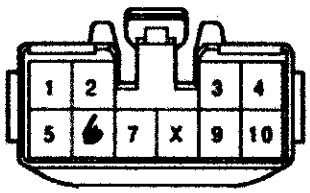
Terminal #4 - 12 Volts

Terminal #9 – Illumination

Center Diff Lock Control Relay Connector: (C5)

(7 Pin Mod has been performed, so Terminal 7 is no longer part of the equation)

C 5



Ignition Switch ON:

CDL Dash Switch in OFF Position:

Terminal #3 – 12 Volts

Terminal # 9 – 12 Volts

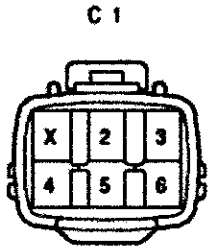
CDL Dash Switch in ON Position:

Terminal #3 – 12 Volts

Terminal #6 – 12 Volts



Center Diff Lock Control Motor Connector: (C1)



Ignition OFF:

Terminal #5: 200 Resistance

Terminal #6 Nothing

Terminals 2, 3, 4: Ground

Ignition ON:

CDL Cash Switch OFF:

Terminal #5 – 12 Volts

Terminal #6 Nothing

Terminals 2, 3, 4: Ground

CDL Switch ON:

Terminal #5 Nothing

Terminal #6 12 volts

Terminals 2, 3, 4: Ground.