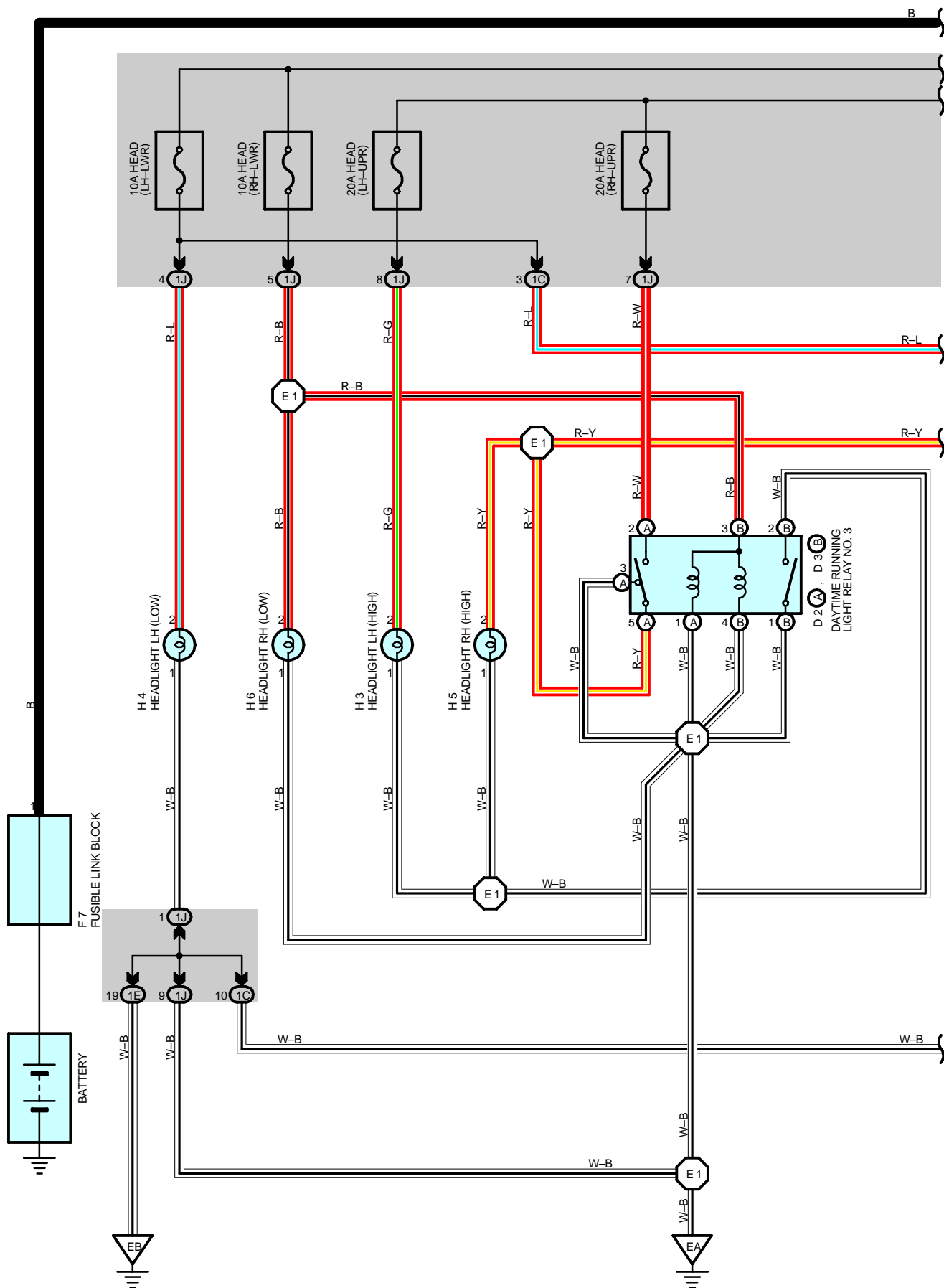
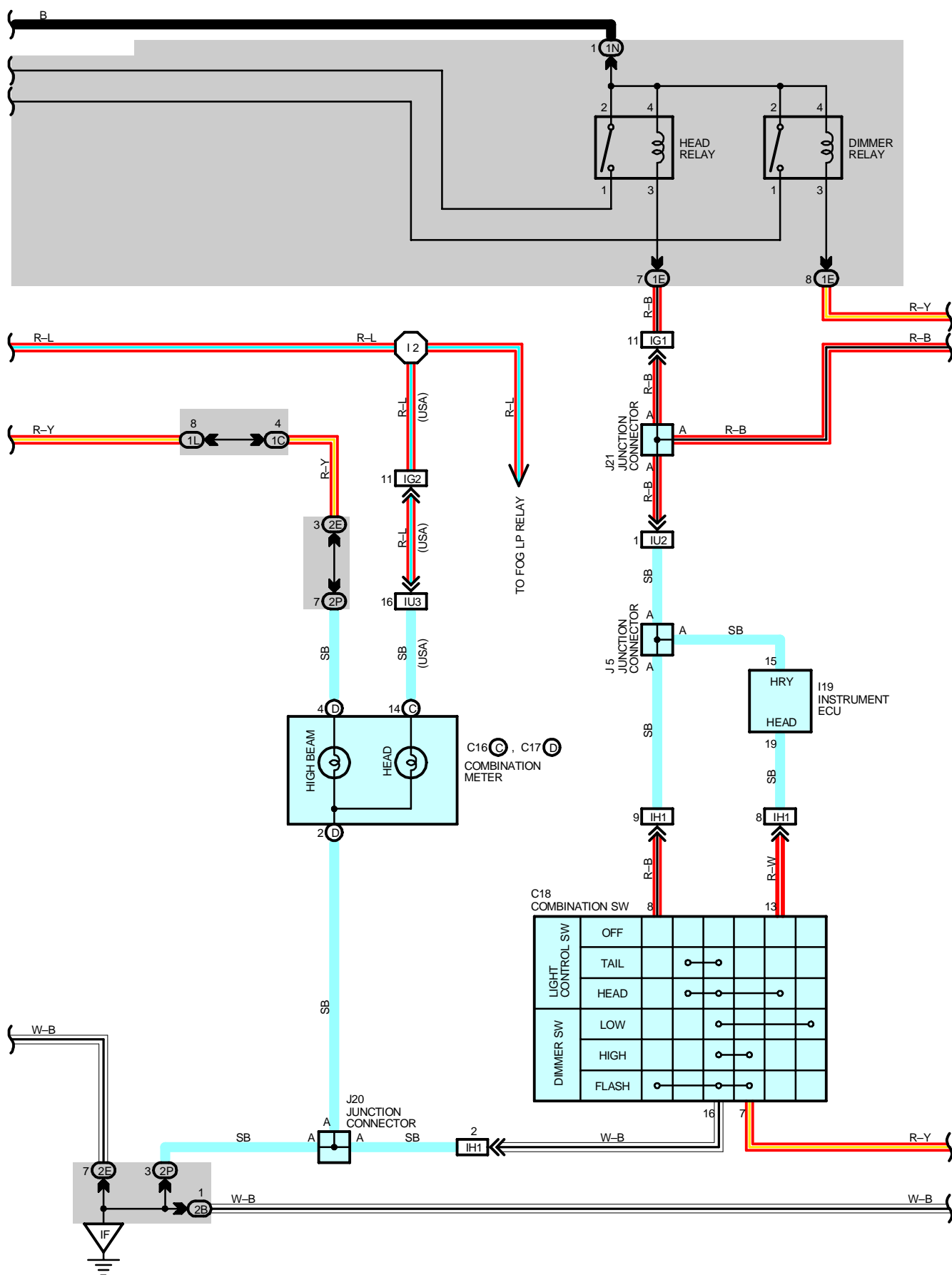
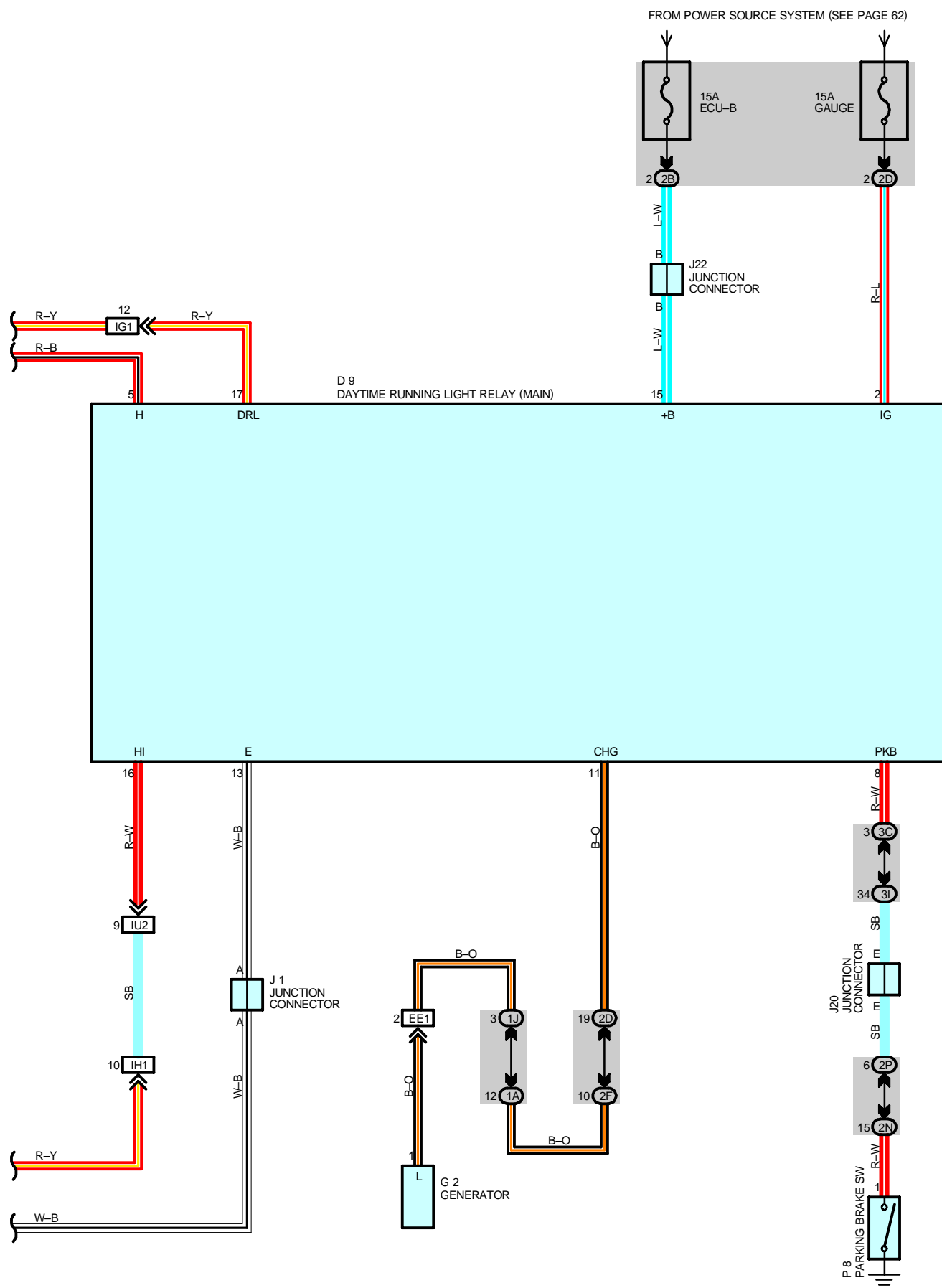


HEADLIGHT







SYSTEM OUTLINE

1. DAYTIME RUNNING LIGHT OPERATION

When the engine is started, a signal from the generator is input to daytime running light relay (Main) TERMINAL 11.

At this time, if the parking brake lever is pulled up, the relay does not operate, so the daytime running light system does not operate. When the parking brake lever is released, a signal is input to daytime running light relay (Main) TERMINAL 8. This activates the daytime running light relay (Main), and turns on the DIMMER relay. The current from the battery flows through the fusible link block to DIMMER relay (Point side) to HEAD (LH-UPR) fuse to headlight LH (High) to headlight RH (High) to daytime running light relay No.3 TERMINAL (A) 5 to TERMINAL (A) 3 to GROUND, and the headlights are lit dimmer than usual. Once the daytime running light system is operated, the headlights remain lit even though the parking brake lever is pulled up. The headlights remain lit even when the engine stops with the ignition SW on, and the signal from the generator is cut off. When the ignition SW is turned from on to off, the daytime running light system is canceled and the headlights are turned off. If the engine is started with the parking brake lever released, the daytime running light system operates and the headlights are turned on when the engine starts running.

2. HEADLIGHT OPERATION

- * When the light control SW is turned to HEAD position

When the light control SW is turned to HEAD position, the HEAD relay is turned on. At the same time, a signal is input to the daytime running light relay (Main) TERMINAL 5.

As a result, the daytime running light relay (Main) cancels the daytime running light system operation, and turns off the headlight LH, RH (High).

Simultaneously, the current from the battery flows from the fusible link block to HEAD relay (Point side) to HEAD (LH-LWR), HEAD (RH-LWR) fuse to headlight LH, RH (Low) to GROUND, and from the HEAD (LH-LWR) fuse to combination meter TERMINAL (C) 14 to TERMINAL (D) 2 to GROUND, and turns on both the low beam of the headlight and HEAD indicator light (USA).

- * When the dimmer SW is turned to HIGH position

When the light control SW is turned to HEAD position, the low beam of the headlights are turned on, and at the same time, current flows from HEAD (RH-LWR) fuse to daytime running light relay No.3 (Coil side) to GROUND, and turns on the daytime running light relay No.3.

When the dimmer SW is turned to HIGH position, a signal is input to daytime running light relay (Main) TERMINAL 16. This activates the DIMMER relay, and the current from the battery flows from the fusible link block to DIMMER relay (Point side) to HEAD (LH-UPR) fuse to headlight LH (High) to daytime running light relay No.3 TERMINAL (B) 2 to TERMINAL (B) 1 to GROUND. At the same time the current flows from DIMMER relay (Point side) to HEAD (RH-UPR) fuse to daytime running light relay No.3 TERMINAL (A) 2 to TERMINAL (A) 5 to headlight RH (High) to daytime running light relay No.3 TERMINAL (B) 2 to TERMINAL (B) 1 to GROUND. Also current flows from the daytime running light relay No.3 TERMINAL (A) 3 to TERMINAL (A) 5 to combination meter TERMINAL (D) 4 to TERMINAL (D) 2 to GROUND. As a result the headlight high beam, low beam, and high beam indicator light are turned on simultaneously.

- * When the dimmer SW is turned to FLASH position

When the dimmer SW is turned to FLASH position, the HEAD relay is turned on, the daytime running light system is canceled and the daytime running light relay No.3 is turned on, as when the light control SW is turned to HEAD position. At the same time, the DIMMER relay is turned on as when the dimmer SW is turned to HIGH position. As a result, the headlight high beam, low beam, and high beam indicator light are turned on simultaneously.

SERVICE HINTS

HEAD RELAY

1-2 : Closed with light control SW at **HEAD** position or dimmer SW at **FLASH** position
(When the light auto turn off system does not operate)

DIMMER RELAY

1-2 : Closed with daytime running light operation
: Closed with light control SW at **HEAD** position and dimmer SW at **HIGH** position
: Closed with dimmer SW at **FLASH** position

C18 COMBINATION SW

13-16 : Closed with light control SW at **HEAD** position
8-16 : Closed with dimmer SW at **FLASH** position
7-16 : Closed with dimmer SW at **HIGH** or **FLASH** position

HEADLIGHT

: PARTS LOCATION

Code		See Page	Code		See Page	Code		See Page
C16	C	38	G2	36		J5	39	
C17	D	38	H3	37		J20	39	
C18		38	H4	37		J21	39	
D2	A	36	H5	37		J22	39	
D3	B	36	H6	37		P8	41	
D9		38	I19	38				
F7		36	J1	39				

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1A	21	Engine Room No.2 Wire and Engine Room J/B (Engine Compartment Left)
1C		
1E		
1J	21	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
1L		
1N	21	Engine Room No.3 Wire and Engine Room J/B (Engine Compartment Left)
2B	24	Dash Wire and Cowl Side J/B LH (Left Kick Panel)
2D		
2E	24	Engine Room No.2 Wire and Cowl Side J/B LH (Left Kick Panel)
2F		
2N	24	Floor Wire and Cowl Side J/B LH (Left Kick Panel)
2P	26	Instrument Panel Integration Wire and Cowl Side J/B LH (Left Kick Panel)
3C	30	Dash Wire and Cowl Side J/B RH (Right Kick Panel)
3I	30	Instrument Panel Integration Wire and Cowl Side J/B RH (Right Kick Panel)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
EE1	44	Engine Room Main Wire and Alternator Wire (Near the Battery)
IG1	48	Engine Room No.2 Wire and Dash Wire (Behind the Combination Meter)
IG2		
IH1	48	Instrument Panel Integration Wire and Column Wire (Near the Ignition SW)
IU2	50	Instrument Panel Integration Wire and Dash Wire (Behind the Glove Box)
IU3		

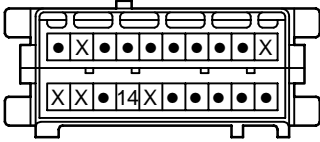
: GROUND POINTS

Code	See Page	Ground Points Location
EA	44	Front Right Side of Fender Apron
EB		
IF	46	Set Bolt of Cowl Side J/B LH

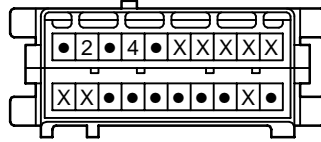
: SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
E1	44	Engine Room Main Wire	I2	48	Engine Room No.2 Wire

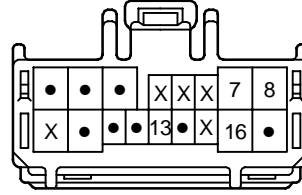
C16 (C)
GRAY



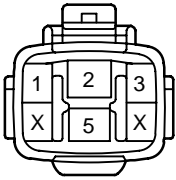
C17 (D)



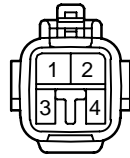
C18



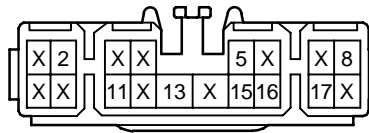
D2 (A)
BLACK



D3 (B)
BLACK



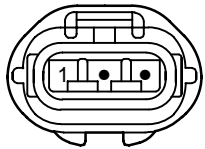
D9
GRAY



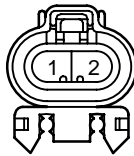
F7

(See Page 34)

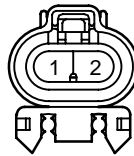
G2
BLACK



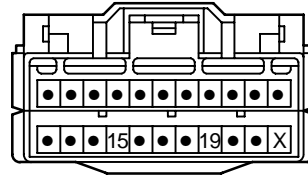
H3, H5
BLACK



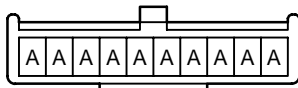
H4, H6
BROWN



I19

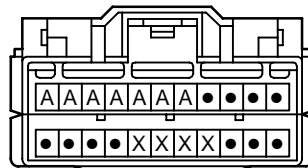


J1



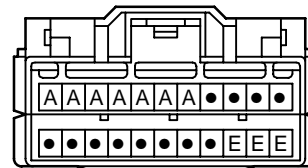
(Hint : See Page 7)

J5
GRAY



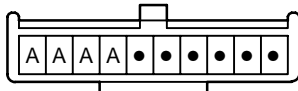
(Hint : See Page 7)

J20
GRAY



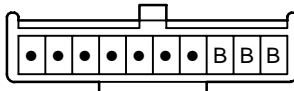
(Hint : See Page 7)

J21
BLUE



(Hint : See Page 7)

J22
RED



(Hint : See Page 7)

P8

