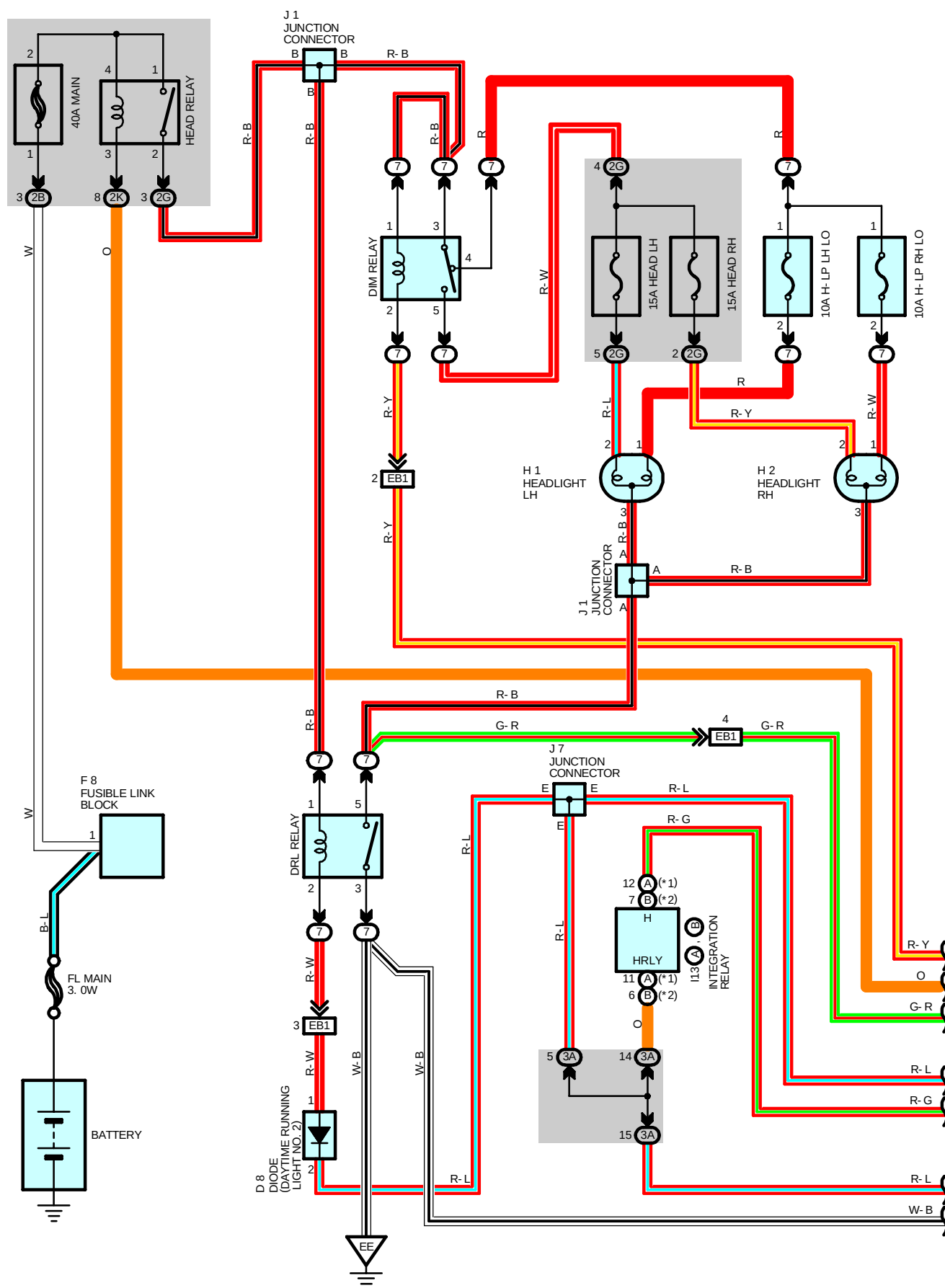



HEADLIGHT

SYSTEM OUTLINE

Voltage from the battery is always applied through the MAIN fuse to the HEAD relay (Coil side), furthermore, to TERMINAL 6 of the daytime running light relay (Main).

1. DAYTIME RUNNING LIGHT OPERATION

When the engine is started, voltage generated at TERMINAL 1 of the generator is applied to TERMINAL 9 of the daytime running light relay (Main). If the parking brake pedal is depressed (Parking brake SW on) at this time, the relay is not activated so the daytime running light system does not operate. If the parking brake is released (Parking brake SW off), a signal is input to TERMINAL 11 of the relay.

This activates the relay, so current flows from the MAIN fuse to the HEAD relay (Point side) to TERMINAL 5 of the DIM relay to TERMINAL 3 to H-LP LH LO, H-LP RH LO fuse to TERMINAL 1 of the headlights to TERMINAL 3 to TERMINAL 1 of the daytime running light relay (Main) to GROUND, causing the headlights to light up (Headlights light up dimmer than normal brightness.). Once the daytime running light system operates and the headlights light up, the headlights remain on even if the parking brake pedal is depressed (Parking brake SW on).

If the engine stalls and the ignition SW remains on, the headlights remain on even through current is no longer output from TERMINAL 1 of the generator. If the ignition SW is then turned off, the headlights go off.

If the engine is started with the parking brake released (Parking brake SW off), the daytime running light system operates and headlights light up when the engine starts.

2. HEADLIGHT OPERATION

When the light control SW is switched to HEAD position, current flows from the MAIN fuse to the HEAD relay (Point side) to TERMINAL 2 of the DRL relay to TERMINAL 1 to TERMINAL 1 of the diode (Daytime running light no. 2) to TERMINAL 2 to the integration relay to TERMINAL 13 of the light control SW to TERMINAL 16 to GROUND, activating the DRL relay. Current then flows from the H-LP LH LO, H-LP RH LO fuse to TERMINAL 1 of the headlights to TERMINAL 3 to TERMINAL 5 of the DRL relay to TERMINAL 3 to GROUND, causing the headlights to light up at normal intensity.

When the dimmer SW is switched to the HIGH position, the signal from the dimmer SW is input to the daytime running light relay (Main). This activates the relay and current flows from TERMINAL 2 of the DIM relay to TERMINAL 1 to TERMINAL 4 of the daytime running light relay (Main), activating the DIM relay. This causes current to flow from TERMINAL 5 of the DIM RLY relay to TERMINAL 4 to HEAD LH, HEAD RH fuse to TERMINAL 2 of the headlights to TERMINAL 3 to TERMINAL 5 of the DRL relay to TERMINAL 3 to GROUND, causing the headlights to light up at high beam and the high beam indicator to light up.

When the dimmer SW is switched to FLASH position, the daytime running light relay (Main) is activated, the current flowing from the HEAD relay (Point side) flows the DRL relay to TERMINAL 1 to TERMINAL 1 of the diode (Daytime running light no. 2) to TERMINAL 2 to TERMINAL 8 of the dimmer SW to TERMINAL 16 to GROUND, and the current flowing from the HEAD relay (Point side) also flows through the HEAD LH, HEAD RH fuse to TERMINAL 2 of the headlights to TERMINAL 3 to TERMINAL 5 of the DRL relay to TERMINAL 3 to GROUND, causing the headlights to light up at high beam and the high beam indicator to light up.

SERVICE HINTS

HEAD RELAY

- 1-2 : Closed with the light control SW at **HEAD** position or the dimmer SW at **FLASH** position
- Closed with the engine running and the parking brake released (Parking brake SW off)

D4 DAYTIME RUNNING LIGHT RELAY (MAIN)

- 12-GROUND : Approx. **12** volts with the ignition SW at **ON** position
- 4, 7-GROUND : Approx. **12** volts with the light control SW at **HEAD** position or the dimmer SW at **FLASH** position
- Approx. **12** volts with the engine running and the parking brake is released (Parking brake SW off)
- 3, 6-GROUND : Always approx. **12** volts
- 11-GROUND : Continuity with the parking brake pedal depressed
- 9-GROUND : **13.9- 15.1** volts with the engine running at **2000 rpm 25°C (77°F)**
- 5-GROUND : Approx. **12** volts with the high beam light up
- 2-GROUND : Always continuity
- 8-GROUND : Continuity with the dimmer SW at **HIGH** or **FLASH** position
- 10-GROUND : Continuity with the insufficient brake fluid level

: PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
B1	32	F8	32	J2	A 35
C9	B 34	G1	32	J3	B 35
C10	A 34	H1	32	J5	35
C11	C 34	H2	32	J7	35
C12	34	I13	A 35	J17	35
D4	34		B 35	J18	35
D8	34	J1	33	P3	35

: RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
7	29	R/B No.7 (Engine Compartment Left)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1D	22	Cowl Wire and Driver Side J/B No.1 (Lower Finish Panel)
1V		
1W		
2B	24	Engine Room Main Wire and Engine Room J/B No.2 (Engine Compartment Left)
2G		
2J	24	Cowl Wire and Engine Room J/B No.2 (Engine Compartment Left)
2K		
3A	26	Cowl Wire and J/B No.3 (Behind the Combination Meter)
3B		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
EB1	40	Cowl Wire and Engine Room Main Wire (Inside the Lower Cover of Engine Room J/B No.2)
IK3	44	Engine Room Main Wire and Cowl Wire (Right Cowl Side Panel)

: GROUND POINTS

Code	See Page	Ground Points Location
ED	40	Near the Left Front Suspension Support
EE	40	Front Side of the Left Fender Apron
IJ	42	Right Cowl Side Panel