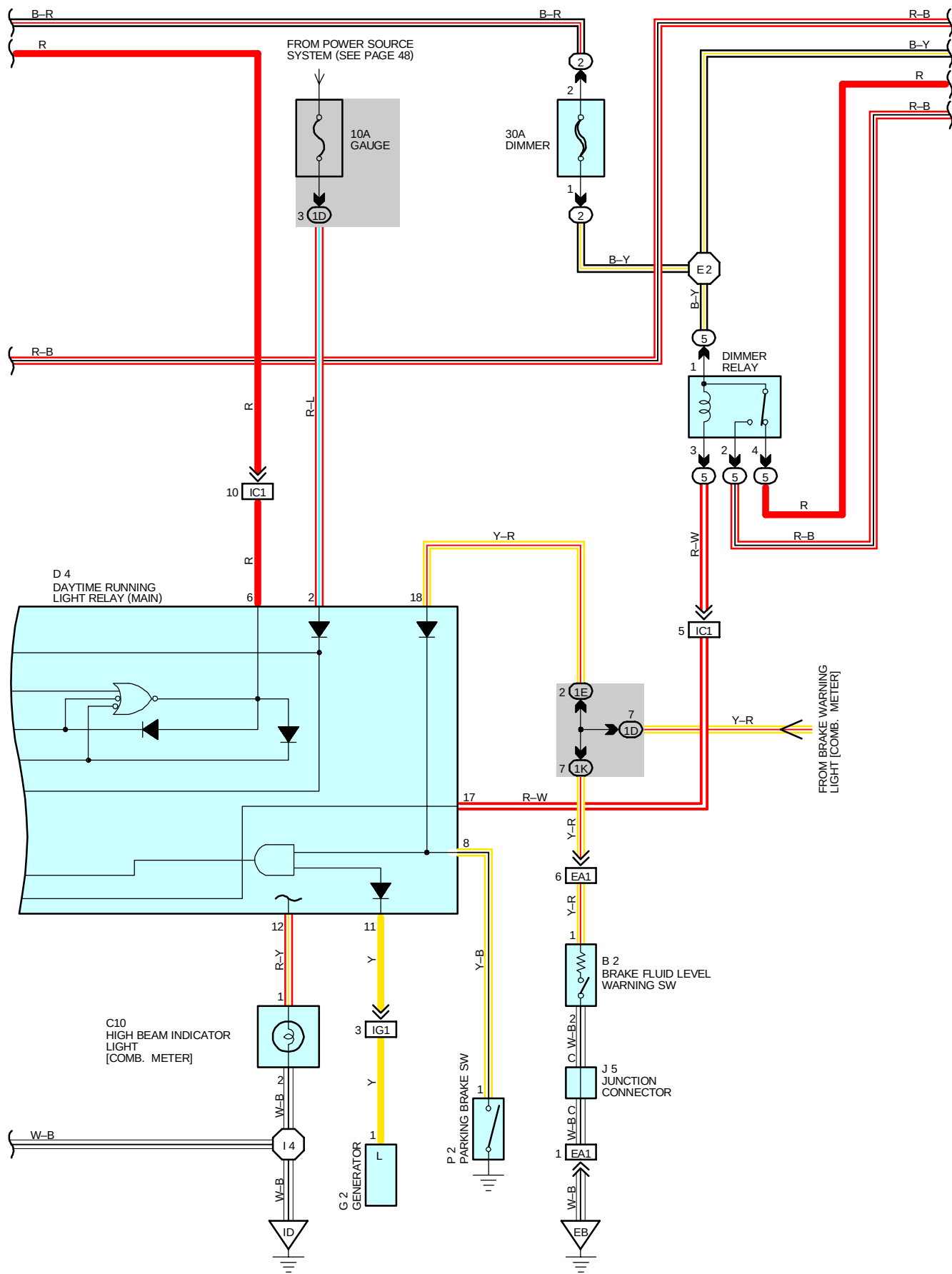
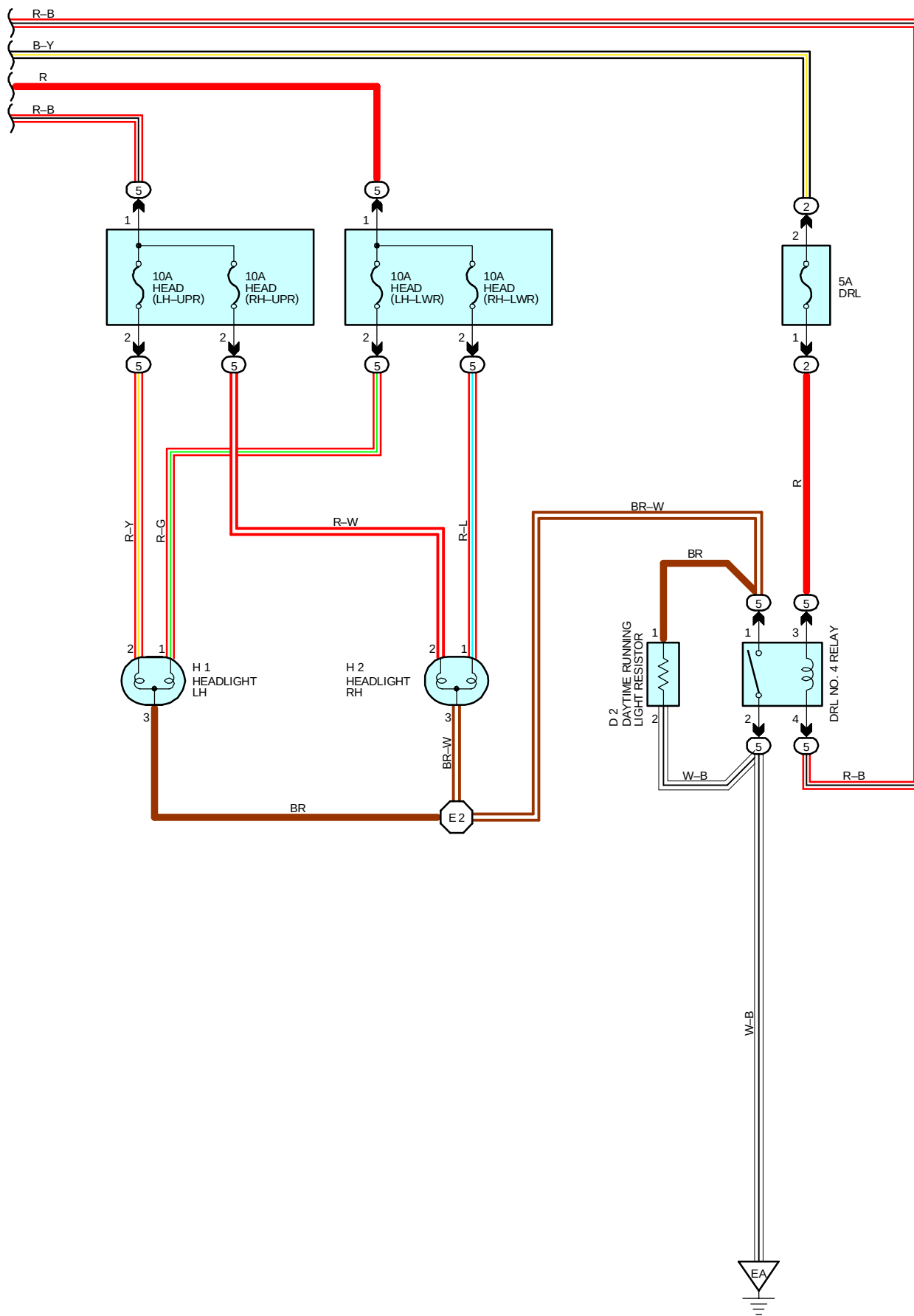








HEADLIGHT (CANADA)



SYSTEM OUTLINE

1. DAYTIME RUNNING LIGHT OPERATION

WHEN THE ENGINE IS STARTED, VOLTAGE GENERATED AT **TERMINAL L** OF THE GENERATOR IS APPLIED TO **TERMINAL 11** OF THE DAYTIME RUNNING LIGHT RELAY (MAIN). IF THE PARKING BRAKE LEVER IS PULLED UP (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 LEVER IS THEN RELEASED (PARKING BRAKE SW OFF), A SIGNAL IS INPUT TO **TERMINAL 8** OF THE RELAY.

THIS ACTIVATES THE RELAY, SO THE CURRENT FLOWS FROM FL MAIN TO THE HEAD RELAY (POINT SIDE) → DIMMER FUSE → **TERMINAL 1** OF THE DIMMER RELAY → **TERMINAL 4** → **HEAD (LH-LWR), (RH-LWR) FUSE** → **TERMINAL 1** OF THE HEADLIGHTS → **TERMINAL 3** → **TERMINAL 1** OF THE DAYTIME RUNNING LIGHT RESISTOR → **TERMINAL 2** → GROUND, CAUSING THE HEADLIGHTS TO LIGHT UP (HEADLIGHTS LIGHT UP DIMMER THAN NORMAL BRIGHTNESS.). ONCE THE DAYTIME RUNNING LIGHT SYSTEM OPERATES AND HEADLIGHTS LIGHT UP, HEADLIGHTS REMAIN ON EVEN IF THE PARKING BRAKE LEVER IS PULLED UP (PARKING BRAKE SW ON).

IF THE ENGINE STALLS AND THE IGNITION SW REMAINS ON, HEADLIGHTS REMAIN LIGHT UP EVEN THOUGH 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 LEVER RELEASED (PARKING BRAKE SW OFF), THE DAYTIME RUNNING LIGHT SYSTEM OPERATES AND HEADLIGHTS LIT UP WHEN THE ENGINE STARTS.

2. HEADLIGHT OPERATION

WHEN THE LIGHT CONTROL SW IS SWITCHED TO HEAD POSITION, THE CURRENT FLOWS FROM THE DRL FUSE TO **TERMINAL 3** OF THE DRL NO. 4 RELAY → **TERMINAL 4** → **TERMINAL 2** OF THE DIODE (DAYTIME RUNNING LIGHT SYSTEM) → **TERMINAL 3** → **TERMINAL 13** OF THE LIGHT CONTROL SW → **TERMINAL 16** → GROUND, ACTIVATING THE DRL NO. 4 RELAY. CURRENT THEN FLOWS FROM THE HEAD (LH-LWR), (RH-LWR) FUSE TO **TERMINAL 1** OF THE HEADLIGHTS → **TERMINAL 3** → **TERMINAL 1** OF THE DRL NO. 4 RELAY → **TERMINAL 2** → GROUND, CAUSING HEADLIGHTS TO LIGHT UP AT NORMAL INTENSITY.

WHEN THE DIMMER SW IS SWITCHED TO THE HIGH SIDE, THE SIGNAL FROM THE DIMMER SW IS INPUT TO THE DAYTIME RUNNING LIGHT RELAY. THIS ACTIVATES THE RELAY AND THE CURRENT FLOWS FROM **TERMINAL 1** OF THE DIMMER RELAY TO **TERMINAL 3** → **TERMINAL 17** OF THE DAYTIME RUNNING LIGHT RELAY (MAIN), ACTIVATING THE DIMMER RELAY. THIS CAUSES THE CURRENT TO FLOW FROM **TERMINAL 1** OF THE DIMMER RELAY TO **TERMINAL 2** → **HEAD (LH-UPR), (RH-UPR) FUSE** → **TERMINAL 2** OF THE HEADLIGHTS → **TERMINAL 3** → **TERMINAL 1** OF THE DRL NO. 4 RELAY → **TERMINAL 2** → GROUND, CAUSING HEADLIGHTS TO LIGHT UP AT HIGH BEAM.

WHEN THE DIMMER SW IS SWITCHED TO FLASH POSITION, THE DAYTIME RUNNING LIGHT RELAY IS ACTIVATED AND THE CURRENT FROM THE DIMMER FUSE FLOWS THROUGH THE DRL FUSE **TERMINAL 3** OF THE DRL NO. 4 RELAY → **TERMINAL 4** → **TERMINAL 2** OF THE DIODE (DAYTIME RUNNING LIGHT SYSTEM) → **TERMINAL 1** → **TERMINAL 8** OF THE DIMMER SW → **TERMINAL 16** → GROUND. THEN THE CURRENT FROM THE DIMMER FUSE ALSO FLOWS TO **TERMINAL 1** OF THE DIMMER RELAY → **TERMINAL 2** → **TERMINAL 1** OF THE HEAD (LH-UPR), (RH-UPR) FUSE → **TERMINAL 2** → **TERMINAL 2** OF THE HEADLIGHTS → **TERMINAL 3** → **TERMINAL 1** OF THE DRL NO. 4 RELAY → **TERMINAL 2** → GROUND, CAUSING HEADLIGHTS TO LIGHT UP AT HIGH BEAM.

SERVICE HINTS

HEAD RELAY

(2) 1-(2) CLOSED WITH THE LIGHT CONTROL SW AT HEAD POSITION OR THE DIMMER SW AT FLASH POSITION

CLOSE WITH THE ENGINE RUNNING AND THE PARKING BRAKE LEVER IS RELEASED (PARKING BRAKE SW OFF)

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
B 2	24	D 5	26	J 3	27
C10	26	F 4	24	J 5	27
C11	26	G 2	24	P 2	27
D 2	24	H 1	24		
D 4	26	H 2	24		

○ : RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	22	ENGINE ROOM R/B (ENGINE COMPARTMENT LEFT)
5	23	ENGINE ROOM R/B NO. 5 (ENGINE COMPARTMENT LEFT)

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1D	20	INSTRUMENT PANEL WIRE AND DRIVER SIDE J/B (LEFT KICK PANEL)
1E		
1K	20	ENGINE ROOM MAIN WIRE AND DRIVER SIDE J/B (LEFT KICK PANEL)



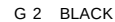
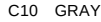
CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EA1	30	ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF THE ENGINE ROOM R/B)
EA2		
IC1	32	INSTRUMENT PANEL WIRE AND ENGINE ROOM MAIN WIRE (LEFT KICK PANEL)
IG1	34	ENGINE WIRE AND INSTRUMENT PANEL WIRE (NEAR THE BLOWER UNIT)



CODE	SEE PAGE	GROUND POINTS LOCATION
EA	30	FRONT SIDE OF THE RIGHT FENDER
EB	30	FRONT SIDE OF THE LEFT FENDER
ID	32	LEFT KICK PANEL
IE	32	INSTRUMENT PANEL BRACE LH



CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 2	30	ENGINE ROOM MAIN WIRE	I10	34	INSTRUMENT PANEL WIRE
I 4	34	INSTRUMENT PANEL WIRE			



(HINT : SEE PAGE 7)



(HINT : SEE PAGE 7)

