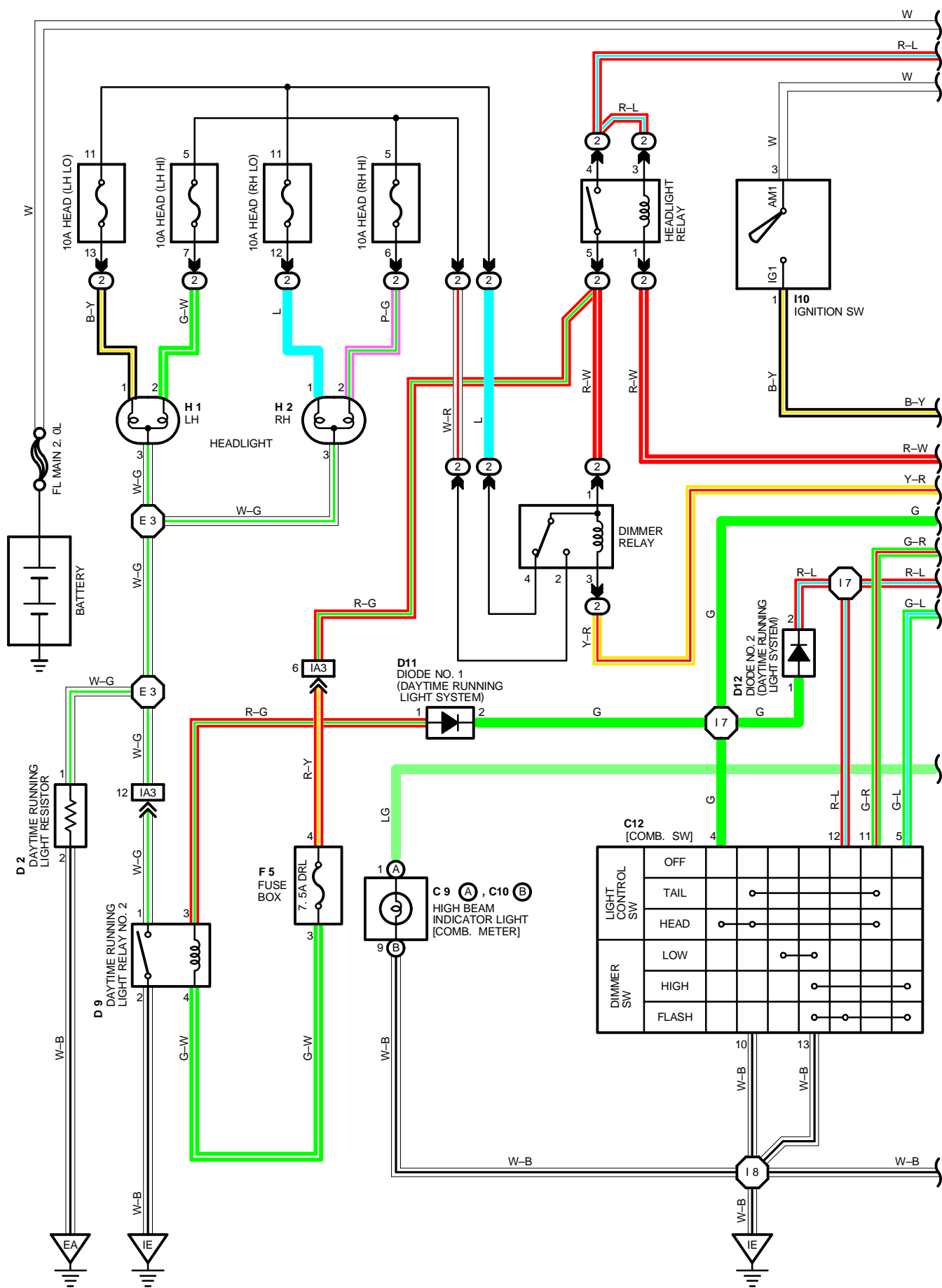


HEADLIGHT (FOR CANADA)





HEADLIGHT (FOR CANADA)

SYSTEM OUTLINE

CURRENT FROM THE BATTERY IS ALWAYS FLOWING FROM FL MAIN → **ALT** FUSE → TAILLIGHT RELAY (COIL SIDE) → **TERMINAL 4** OF DAYTIME RUNNING LIGHT RELAY, FL MAIN → HEADLIGHT RELAY (COIL SIDE) → **TERMINAL 6** OF DAYTIME RUNNING LIGHT RELAY, AND FL MAIN → **ECU-B** FUSE → **TERMINAL 15** OF DAYTIME RUNNING LIGHT RELAY.

WHEN THE IGNITION SW IS TURNED ON, THE CURRENT FLOWS THROUGH THE **GAUGE** FUSE TO **TERMINAL 2** OF THE DAYTIME RUNNING LIGHT RELAY.

1. DAYTIME RUNNING LIGHT OPERATION

WHEN THE ENGINE IS STARTED, VOLTAGE GENERATED AT **TERMINAL L** OF THE GENERATOR (ALTERNATOR) IS APPLIED TO **TERMINAL 11** OF THE DAYTIME RUNNING LIGHT RELAY.

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 18** OF THE RELAY. THIS ACTIVATES THE RELAY, SO CURRENT FLOWS FROM **ALT** FUSE TO TAILLIGHT RELAY (POINT SIDE) → **TAIL** FUSE → TAIL, LICENSE, CLEARANCE LIGHTS → **GROUND**, CAUSING THE TAILLIGHT TO LIGHT UP. ALSO, CURRENT FLOWS FROM FL MAIN TO THE HEADLIGHT RELAY (POINT SIDE) → **TERMINAL 1** OF THE DIMMER RELAY → **TERMINAL 4** → **HEAD (LH-LWR), (RH-LWR)** FUSE → **TERMINAL 1** OF HEADLIGHTS → **TERMINAL 3** → **TERMINAL 1** OF DAYTIME RUNNING LIGHT RESISTOR → **TERMINAL 2** → **GROUND**, CAUSING THE HEADLIGHTS TO LIGHT UP AT **80% ~ 85%** OF THEIR NORMAL BRIGHTNESS.

ONCE THE DAYTIME RUNNING LIGHT SYSTEM OPERATES AND TAIL AND HEADLIGHT LIGHT UP, TAIL AND HEADLIGHT REMAIN ON EVEN IF THE PARKING BRAKE LEVER IS PULLED UP (PARKING BRAKE SW ON).

IF THE ENGINE STALLS AND THE IG SW REMAINS ON, TAIL AND HEADLIGHT REMAIN LIGHT UP EVEN THROUGH CURRENT IS NO LONGER OUTPUT FROM **TERMINAL L** OF THE GENERATOR (ALTERNATOR). IF THE IG SW IS THEN TURNED OFF, THE TAIL AND HEAD GO OFF. IF THE ENGINE IS STARTED WITH THE PARKING BRAKE LEVER RELEASED (PARKING BRAKE SW OFF), THE DAYTIME RUNNING LIGHT SYSTEM OPERATES AND TAIL AND HEADLIGHT LIGHT UP WHEN THE ENGINE STARTS.

2. TAILLIGHT OPERATION

DURING DAYTIME RUNNING LIGHT OPERATION, THE TAIL, HEAD AND CLEARANCE LIGHTS ARE ALWAYS ON. WHEN THE LIGHT CONTROL SW [COMB. SW] IS SWITCHED TO TAIL POSITION, THE CURRENT FLOWING CONSTANTLY FROM THE TAILLIGHT RELAY (COIL SIDE) TO **TERMINAL 4** OF THE DAYTIME RUNNING LIGHT RELAY THEN FLOWS TO **TERMINAL 3** → **TERMINAL 11** OF LIGHT CONTROL SW (COMB. SW) → **TERMINAL 10** → **GROUND**. WHEN THIS OCCURS, CURRENT FLOW TO THE DAYTIME RUNNING LIGHT RELAY CAUSES THE CURRENT FLOWING FROM THE TAILLIGHT RELAY (POINT SIDE) TO THE **TAIL** FUSE TO FLOW FROM THE **TAIL** FUSE TO **TERMINAL 10** OF THE DAYTIME RUNNING LIGHT RELAY → **TERMINAL 9** → ILLUMINATION → **GROUND**, CAUSING THE ILLUMINATION TO LIGHT UP.

3. HEADLIGHT OPERATION

DURING DAYTIME RUNNING LIGHT OPERATION, THE HEADLIGHTS ARE ON CONSTANTLY AT **80% ~ 85 %** NORMAL INTENSITY.

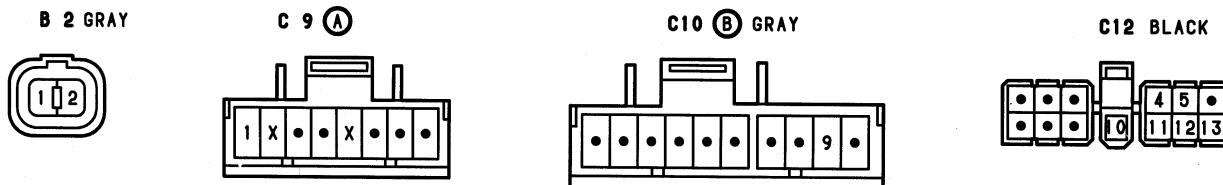
WHEN THE LIGHT CONTROL SW (COMB. SW) IS SWITCHED TO HEAD POSITION, CURRENT FLOWS FROM THE **DRL** FUSE → **TERMINAL 4** OF DAYTIME RUNNING LIGHT RELAY NO. 2 → **TERMINAL 3** → **TERMINAL 1** OF DIODE NO. 1 → **TERMINAL 2** → **TERMINAL 4** OF LIGHT CONTROL SW → **TERMINAL 10** → **GROUND**, ACTIVATING DAYTIME RUNNING LIGHT RELAY NO. 2 CURRENT THEN FLOWS FROM THE **HEAD (LH-LO), (RH-LO)** FUSE TO **TERMINAL 1** OF THE HEADLIGHTS → **TERMINAL 3** → **TERMINAL 1** OF DAYTIME RUNNING LIGHT RELAY NO. 2 → **TERMINAL 2** → **GROUND**, CAUSING THE HEADLIGHTS TO LIGHT UP AT NORMAL INTENSITY.

WHEN THE DIMMER SW (COMB. 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 CURRENT FLOWS FROM **TERMINAL 1** OF THE DIMMER RELAY → **TERMINAL 3** → **TERMINAL 17** OF THE DAYTIME RUNNING LIGHT RELAY, ACTIVATING THE DIMMER RELAY.

THIS CAUSES CURRENT TO FLOW FROM **TERMINAL 1** OF THE DIMMER RELAY → **TERMINAL 2** → **HEAD (LH-HI), (RH-HI)** FUSE → **TERMINAL 2** OF HEADLIGHTS → **TERMINAL 3** → **TERMINAL 1** OF DAYTIME RUNNING LIGHT RELAY NO. 2 → **TERMINAL 2** → **GROUND**, CAUSING THE HEADLIGHTS TO LIGHT UP AT HIGH BEAM.

WHEN THE DIMMER SW IS SWITCHED TO FLASH POSITION, THE DAYTIME RUNNING LIGHT RELAY IS ACTIVATED AND CURRENT FLOWS FROM **TERMINAL 1** OF THE DIMMER RELAY TO **TERMINAL 2**. CURRENT FROM THE **DRL** FUSE FLOWS **TERMINAL 4** OF DAYTIME RUNNING LIGHT RELAY NO. 2 → **TERMINAL 3** → **TERMINAL 1** OF DIODE NO. 1 → **TERMINAL 2** → **TERMINAL 1** OF DIODE NO. 2 → **TERMINAL 2** → **TERMINAL 12** OF DIMMER SW (COMB. SW) → **TERMINAL 13** → **GROUND**, AND ALSO FLOWS FROM THE **HEAD (LH-UPR), (RH-UPR)** FUSE → **TERMINAL 2** OF HEADLIGHTS → **TERMINAL 3** → **TERMINAL 1** OF DAYTIME RUNNING LIGHT RELAY NO. 2 → **TERMINAL 2** → **GROUND**, CAUSING THE HIGH BEAM TO OPERATE.

WHEN THE HEADLIGHTS OPERATE (EXCEPT FOR FLASHING MODE), THE TAILLIGHTS ALSO OPERATE AS DESCRIBED IN PARTS 2.



SERVICE HINTS

HEADLIGHT RELAY

(2) 4-(2) 5 : CLOSED WITH LIGHT CONTROL SW AT **HEAD** POSITION OR DIMMER SW AT **FLASH** POSITION
CLOSED WITH ENGINE RUNNING AND PARKING BRAKE LEVER RELEASED

TAILLIGHT RELAY

2-3 : CLOSED WITH LIGHT CONTROL SW AT **TAIL** OR **HEAD** POSITION
: CLOSED WITH ENGINE RUNNING AND PARKING BRAKE LEVER RELEASED

DIMMER RELAY

CHANGED FROM HEAD (LO) TO HEAD (HI) WITH DIMMER SW AT **FLASH** POSITION OR WITH HEADLIGHT RELAY ON AND DIMMER SW AT **HIGH** POSITION

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
B 2	22	D 8	24	H 1	22
C 9 A	24	D 9	24	H 2	22
C10 B	24	D11	24	I10	24
C12	24	D12	24	I11	24
D 2	22	F 5	24	P 2	24

○ : RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	19	R/B NO. 2 (ENGINE COMPARTMENT RIGHT)

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1 A	20	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
1 B	20	ENGINE ROOM MAIN WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1 C	20	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
1 D	20	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IA3	28	ENGINE ROOM MAIN WIRE AND COWL WIRE (LEFT KICK PANEL)

▽ : GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EA	26	LEFT FENDER
IE	28	LEFT KICK PANEL

○ : SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 3	26	ENGINE ROOM MAIN WIRE	I 8	28	COWL WIRE
I 7	28	COWL WIRE	I10		

