Dashlight Brightness Control

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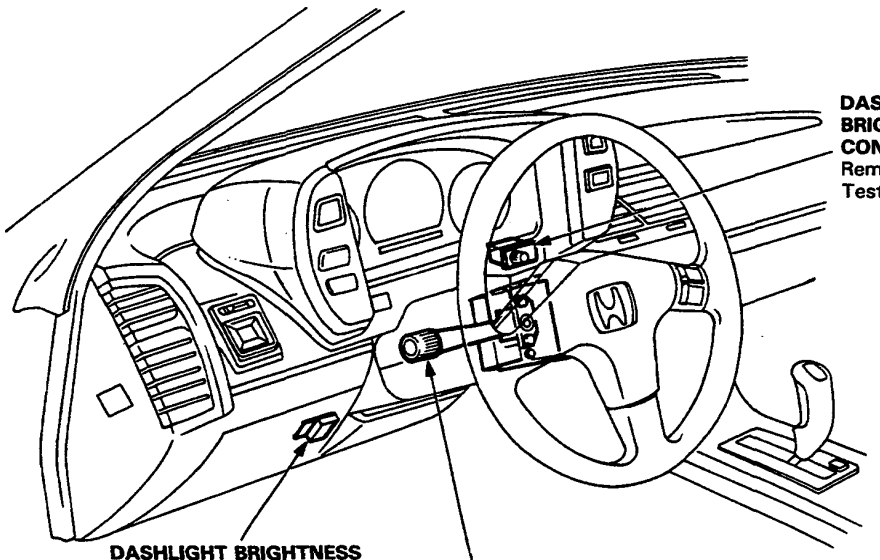

DASHLIGHT BRIGHTNESS CONTROLLER
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DASHLIGHT BRIGHTNESS CONTROL UNIT
(Located behind dash lower panel)
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LIGHTING SWITCH
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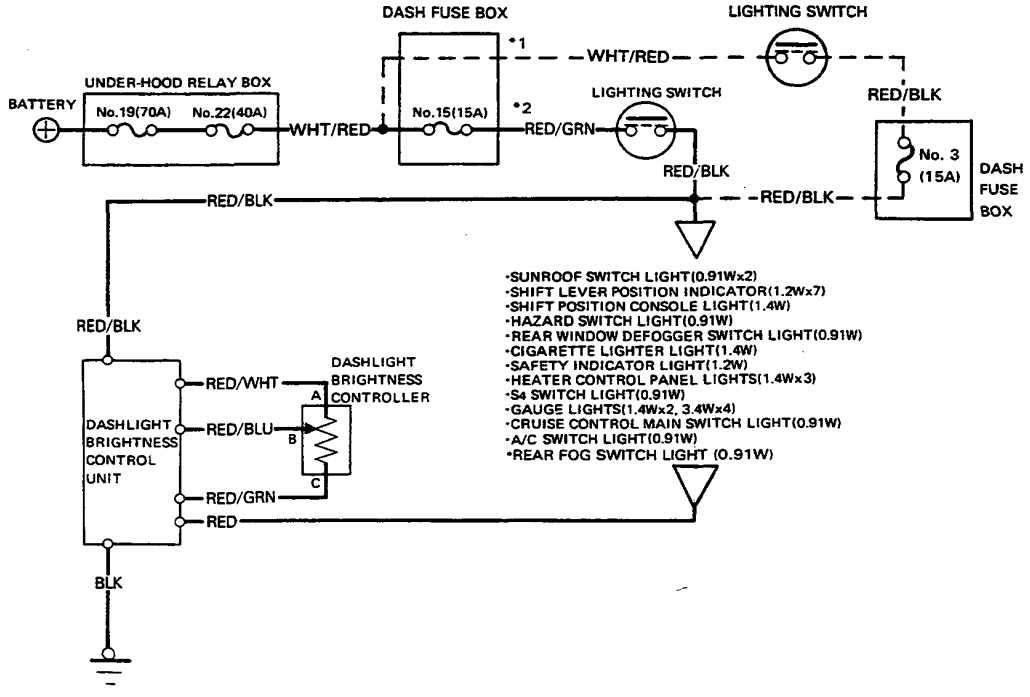
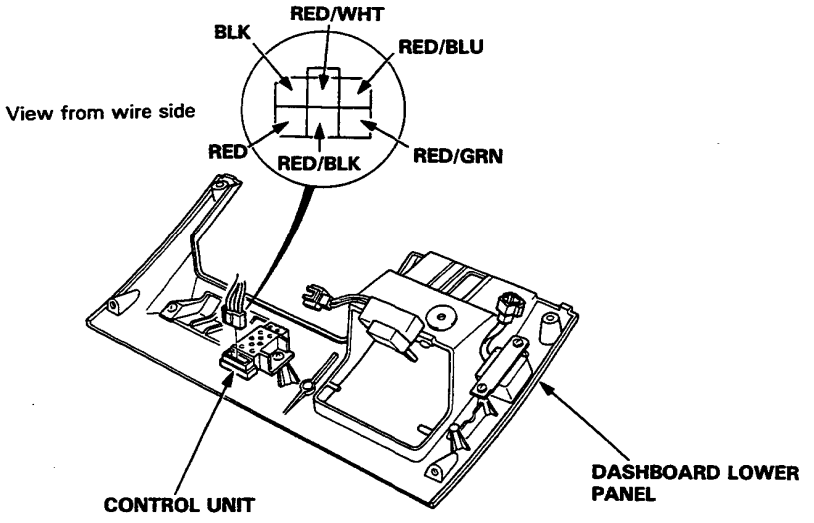
Circuit Diagram



Control Unit Input Test

Remove the dashboard lower panel and disconnect the 6-P connector from the control unit.
Make the following input tests at the harness pins.
If all tests prove OK, yet the dashlights still cannot be controlled, check the connector for a good connection.
If OK, substitute a known-good control unit and re-check.



No.	Wire	Test condition	Test: desired result	Possible cause (if result is not obtained)
1	BLK	Under all conditions.	Check for continuity to ground: should be continuity.	• Poor ground (L.H. Drive: G401, 402, 471) (R.H. Drive: G701). • An open in the wire.
2	RED/BLK	Lighting switch ON.	Check for voltage to ground: should be battery voltage.	• Blown No. 15 (15 A) or No. 3 (15 A) fuse. • Faulty lighting switch. • An open in the wire.
3	RED	Lighting switch ON.	Attach to ground: dashlights should come on full bright.	• An open in the RED/BLK or RED wire.
4	RED/GRN or RED/WHT	Adjusting dial rotated.	Check for resistance between the RED/GRN and RED/WHT terminals: should be 8—12 kΩ at all time.	• Faulty controller. • An open in the wire.
5	RED/BLU and RED/WHT	Adjusting dial rotated.	Check for resistance between the RED/BLU and RED/WHT terminals: should vary from 0 to 10,000 ohms as the dial is rotated.	

Dashlight Brightness Control

Controller Test

1. Remove the dashlight brightness controller from the instrument panel (see page 16-85).
2. Measure resistance between the A and C terminals.

   Resistance: 8,000—12,000 ohms

   NOTE: Resistance will vary slightly with temperature.
3. Measure resistance between the B and C terminals while rotating the adjusting dial.
   Resistance should vary from 0 to 10,000 ohms as the dial is rotated.