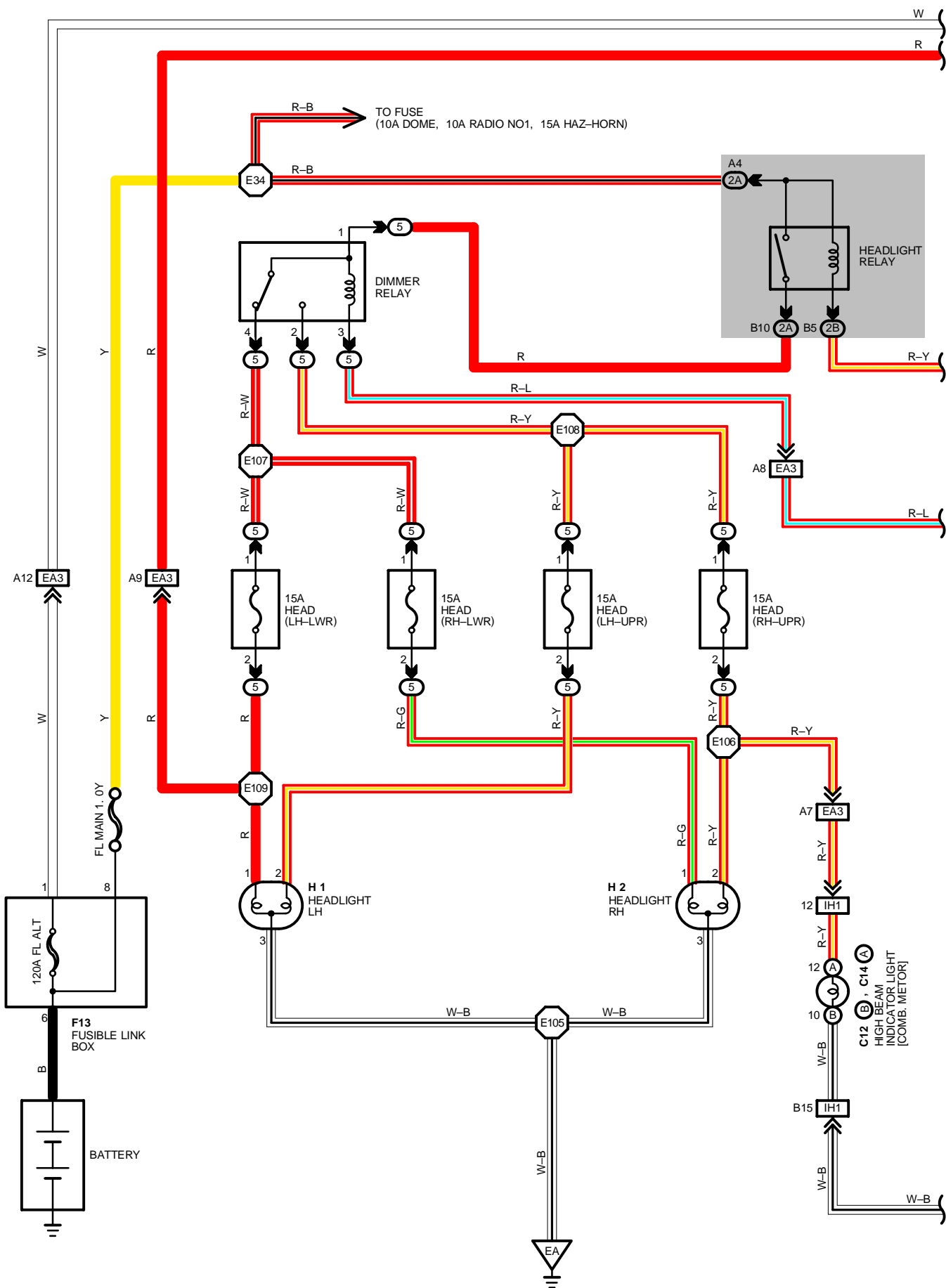
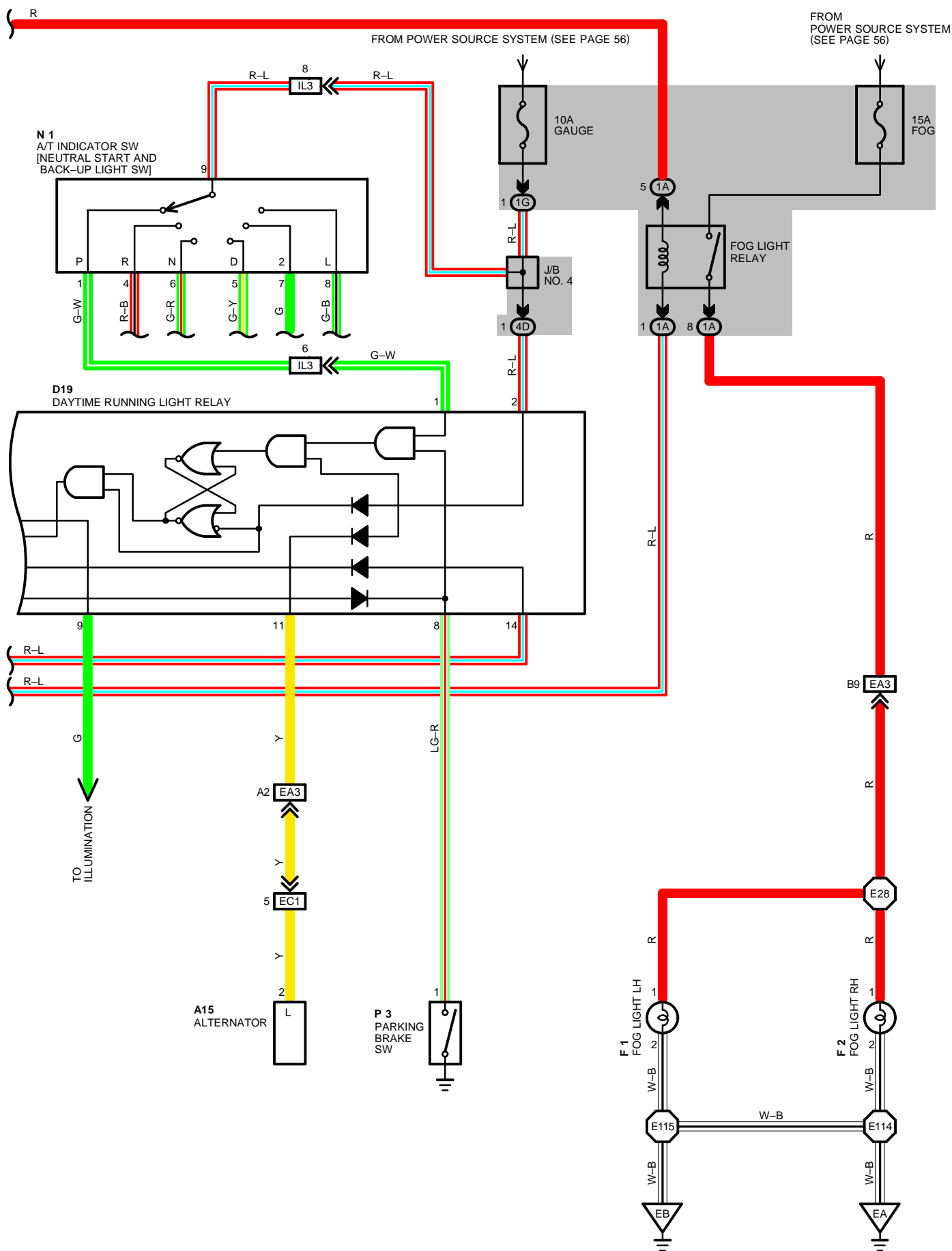


## HEADLIGHT AND FOG LIGHT (FOR CANADA)





## HEADLIGHT AND FOG LIGHT (FOR CANADA)



## SYSTEM OUTLINE

### 1. DAYTIME RUNNING LIGHT OPERATION

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

IF THE PARKING BRAKE PEDAL IS DEPRESSED AT THIS TIME (PARKING BRAKE SW ON), THE RELAY IS NOT ENERGIZED, SO THE DAYTIME RUNNING LIGHTS SYSTEM DOES NOT OPERATE. IF THE PARKING BRAKE PEDAL IS THEN RELEASED (PARKING BRAKE SW OFF), THE SIGNAL IS INPUT TO **TERMINAL 8** OF THE RELAY. THIS ACTIVATES THE RELAY AND CURRENT FROM FL ALT FLOWS TO TAILLIGHT RELAY (POINT SIDE) → TAIL FUSE → TAIL, LICENSE AND FRONT CLEARANCE LIGHTS → **GROUND**. ALSO, CURRENT FROM FL MAIN FLOWS TO HEADLIGHT RELAY (POINT SIDE) → **TERMINAL 1** OF DIMMER RELAY → **TERMINAL 4** → HEAD FUSE (LH-LWR) → **TERMINAL 2** OF HEADLIGHTS → **TERMINAL 3** → **GROUND**, SO BOTH TAIL AND HEADLIGHTS LIGHT UP.

THIS IS HOW THE DAYTIME RUNNING LIGHTS SYSTEM OPERATES.

ONCE THE DAYTIME RUNNING LIGHTS SYSTEM OPERATES AND TAIL, HEADLIGHTS HAVE LIGHTEN UP, THE TAIL AND HEADLIGHTS REMAIN ON EVEN IF THE PARKING BRAKE PEDAL IS DEPRESSED (PARKING BRAKE SW ON).

EVEN IF THE ENGINE STALLS WITH THE IGNITION SW ON AND THERE IS NO VOLTAGE FROM **TERMINAL L** OF ALTERNATOR, THE TAIL AND HEADLIGHTS REMAIN ON. IF THE IGNITION SW IS THEN TURNED OFF THE TAIL AND HEADLIGHTS ARE TURNED OFF.

IF THE ENGINE IS STARTED WHILE THE PARKING BRAKE IS RELEASED (PARKING BRAKE SW OFF), THE DAYTIME RUNNING LIGHT SYSTEM OPERATES AND THE TAIL AND HEADLIGHTS LIGHT UP AS THE ENGINE STARTS.

### 2. TAILLIGHT OPERATION

WHEN THE LIGHT CONTROL SW IS TURNED TO **TAILLIGHT** POSITION, CURRENT FLOWING TO THE TAILLIGHT RELAY (COIL SIDE) ALWAYS FLOWS TO **TERMINAL 4** OF RUNNING LIGHT RELAY → **TERMINAL 3** → **TERMINAL 2** OF INTEGRATION RELAY → **TERMINAL 1** → **TERMINAL 2** OF LIGHT CONTROL SW [COMB. SW] → **TERMINAL 11** → **GROUND**, TURNING THE TAILLIGHT RELAY ON.

THIS CAUSES THE CURRENT FLOWING TO THE TAILLIGHT RELAY (POINT SIDE) TO FLOW FROM THE TAILLIGHT RELAY → TAIL FUSE → TAIL, LICENCE AND FRONT CLEARANCE LIGHTS, ETC. → **GROUND**, CAUSING THE TAILLIGHTS TO LIGHT UP.

### 3. HEADLIGHT OPERATION

WHEN THE LIGHT CONTROL SW TURNED TO **HEADLIGHT** POSITION AND THE DIMMER SW TO LOW SIDE, THE CURRENT FLOWING TO THE HEADLIGHT RELAY (COIL SIDE) FLOWS TO **TERMINAL 6** OF THE RUNNING RELAY → **TERMINAL 5** → **TERMINAL 3** OF INTEGRATION RELAY → **TERMINAL 4** → **TERMINAL 13** OF LIGHT CONTROL SW [COMB. SW] → **TERMINAL 11** → **GROUND**. TURNING THE HEADLIGHT RELAY ON.

THIS CAUSES THE CURRENT FLOWING TO THE HEADLIGHT RELAY (POINT SIDE) TO FLOW FROM THE HEADLIGHT RELAY → **TERMINAL 1** OF DIMMER RELAY → **TERMINAL 4** → HEAD LH (LWR), RH (LWR) FUSE → **GROUND** HEADLIGHTS (LWR) LIGHT UP.

WHEN THE DIMMER SW IS SWITCHED TO THE HIGH SIDE, CURRENT FLOWS FROM **TERMINAL 1** OF DIMMER RELAY → **TERMINAL 3** → **TERMINAL 17** OF RUNNING LIGHT RELAY → **TERMINAL 16** → **TERMINAL 12** OF DIMMER SW → **TERMINAL 9** → **GROUND**, TURNING THE DIMMER RELAY ON.

THIS CAUSES THE CURRENT FLOWING TO **TERMINAL 1** OF THE DIMMER RELAY TO FLOW FROM **TERMINAL 2** OF DIMMER RELAY → HEAD LH (UPR), RH (UPR) → HEADLIGHTS (UPR) → **GROUND**, CAUSING THE HEADLIGHTS (UPR) → **GROUND**, CAUSING THE HEADLIGHTS (UPR) TO LIGHT UP.

WHEN THE DIMMER SW IS TURNED TO **FLASH** POSITION, CURRENT FLOWS FROM **TERMINAL 6** AND **17** OF THE RUNNING LIGHT RELAY → **TERMINAL 7** → **TERMINAL 14** OF DIMMER SW [COMB. SW] → **TERMINAL 9** → **GROUND**, SO THAT THE HEADLIGHT RELAY AND DIMMER RELAY ARE ACTIVATED IN THAT ORDER ARE THE HEADLIGHTS CHANGE TO FLASHING MODE.

WHEN THE HEADLIGHTS ARE LIGHT UP (WITH THE EXCEPTION OF FLASHING MODE), THE TAILLIGHTS ARE LIGHTED UP AS DESCRIBED IN PARTS 2 EARLIER.

# HEADLIGHT AND FOG LIGHT (FOR CANADA)

## SERVICE HINTS

### FOG LIGHT RELAY

2-4 : CLOSED WITH LIGHT CONTROL SW AT **HEAD**, DIMMER SW AT **LOW** POSITION AND FOG LIGHT SW AT **ON** POSITION  
CLOSED WITH ENGINE RUNNING

### C16 DIMMER SW [COMB. SW]

9-12 : CLOSED WITH DIMMER SW AT **HIGH** OR **FLASH** POSITION

### D19 DAYTIME RUNNING LIGHT RELAY

15-GROUND : ALWAYS APPROX. 12 VOLTS

13-GROUND : ALWAYS CONTINUITY

11-GROUND : APPROX. 12 VOLTS WITH ENGINE RUNNING

8-GROUND : CONTINUITY WITH PARKING BRAKE PEDAL DEPRESSED

14-GROUND : APPROX. 12 VOLTS WITH LIGHT CONTROL SW AT **HEAD** POSITION,  
DIMMER SW AT **LOW** POSITION AND FOG LIGHT SW AT **ON** POSITION

1-GROUND : APPROX. 12 VOLTS WITH IGNITION SW AT **ON** POSITION AND SHIFT LEVER AT **P** RANGE

16-GROUND : CONTINUITY WITH DIMMER SW AT **HIGH** POSITION

7-GROUND : CONTINUITY WITH DIMMER SW AT **FLASH** POSITION

10-GROUND : APPROX. 12 VOLTS WITH TAILLIGHT RELAY ON

### HEADLIGHT RELAY

1-2 : CLOSED WITH HEADLIGHT RELAY ON

### DIMMER RELAY

(5) 1 - (5) 4 : CLOSED WITH DIMMER SW AT **LOW** POSITION

(5) 1 - (5) 2 : CLOSED WITH DIMMER SW AT **HIGH** OR **FLASH** POSITION

### N1 A/T INDICATOR SW NEUTRAL START AND BACK-UP LIGHT SW

9-1 : CLOSED WITH SHIFT LEVER AT **P** RANGE

## : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A15	24	F 1	24	I17	26
C12	B 26	F 2	24	J 1	27
C14	A 26	F13	24	N 1	24
C16	26	H 1	24	P 3	27
D19	26	H 2	24		

## : RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
5	20	R/B NO. 5 (NEAR THE J/B NO. 2)

## : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1A	18	COWL WIRE AND J/B NO. 1 (LEFT SIDE OF STEERING COLUMN TUBE)
1D		
1G		
2A	20	ENGINE ROOM MAIN WIRE AND J/B NO. 2 (ENGINE COMPARTMENT LEFT)
2B	20	COWL WIRE AND J/B NO. 2 (ENGINE COMPARTMENT LEFT)
4C	23	COWL WIRE AND J/B NO. 4 (BEHIND THE COMBINATION METER)
4D		

## : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EA3	32	COWL WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF J/B NO. 2)
EC1	32	ENGINE NO. 4 WIRE, FOR ALTERNATOR AND ENGINE ROOM MAIN WIRE (RIGHT SIDE OF J/B NO. 2)
IH1	34	INSTRUMENT PANEL WIRE AND COWL WIRE (J/B NO. 1)
IL3	36	ENGINE WIRE AND COWL WIRE (UNDER THE GLOVE BOX)

## : GROUND POINTS

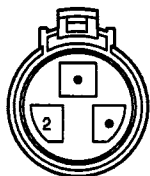
CODE	SEE PAGE	GROUND POINTS LOCATION
EA	32	FRONT SIDE OF RIGHT FENDER
EB	32	FRONT SIDE OF LEFT FENDER
IE	34	LEFT KICK PANEL
IF	34	INSTRUMENT PANEL BRACE LH
IH	34	RIGHT KICK PANEL



## : SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 28	32	ENGINE ROOM MAIN WIRE	E109	32	ENGINE ROOM MAIN WIRE
E 34			E114		
E105			E115		
E106			I 58	36	COWL WIRE
E107			I190		
E108					

A15 (A) BLACK



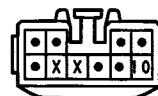
(W/O TRACTION B 1 BLACK CONTROL)



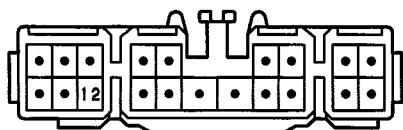
(W/ TRACTION B 1 BLACK CONTROL)



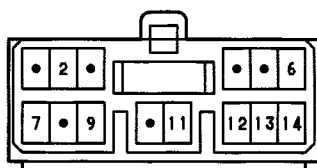
C12 (B)



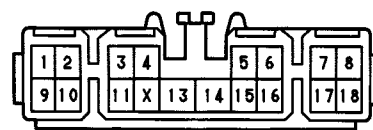
C14 (A)



C16 (B) BLACK



D19 GRAY



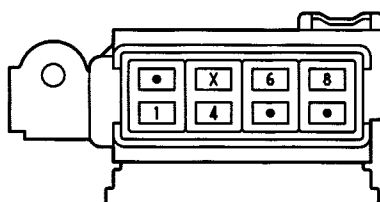
F 1 GRAY



F 2 GRAY



F13



H 1 GRAY



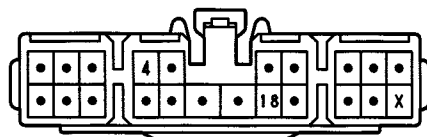
H 2 GRAY



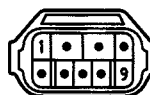
I17



J 1



N 1 GRAY



P 3

