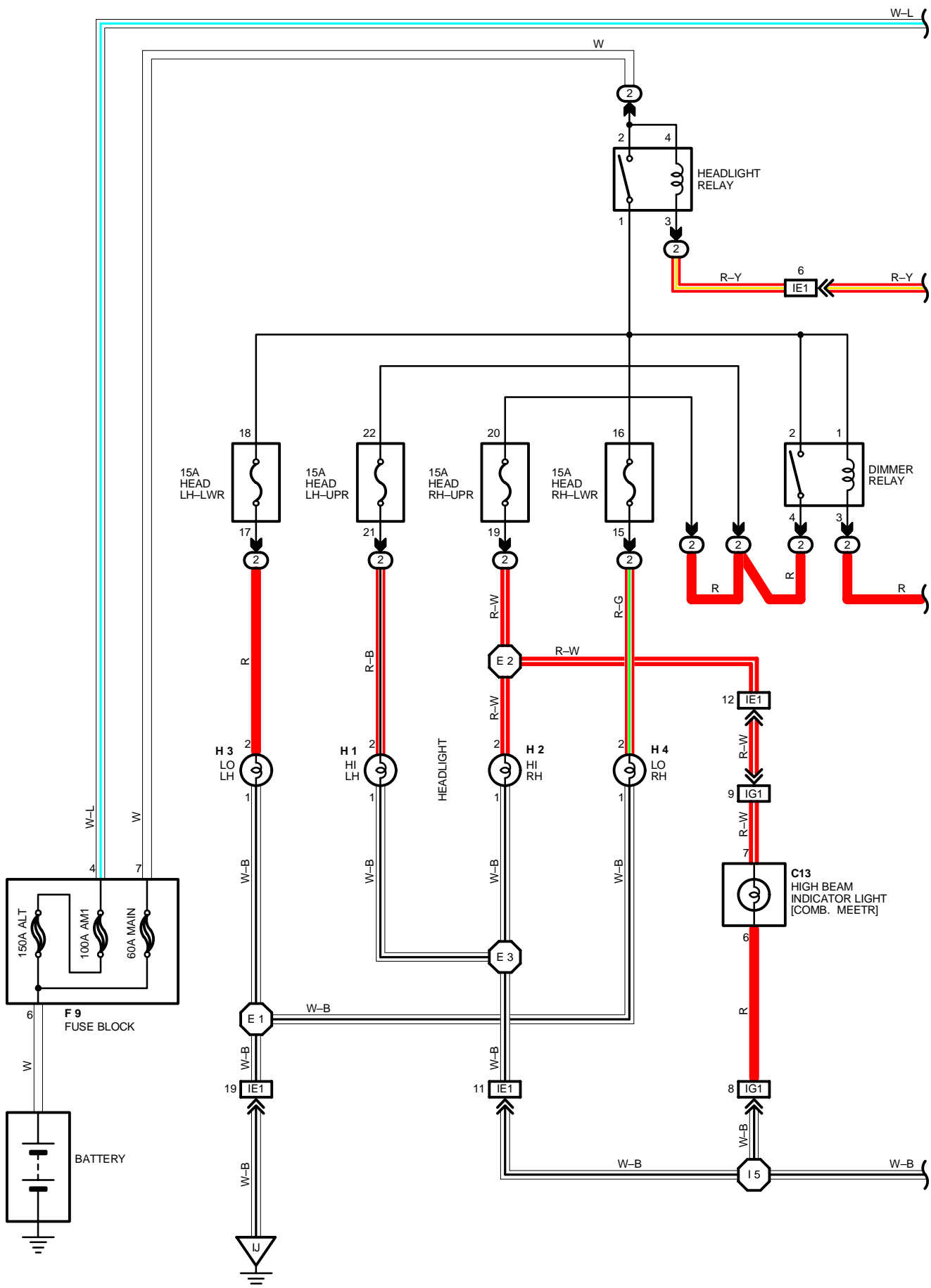


# HEADLIGHT (FOR CANADA)





# HEADLIGHT (CANADA)

## SYSTEM OUTLINE

CURRENT FROM BATTERY IS ALWAYS FLOWING FROM **MAIN FUSE** → HEADLIGHT RELAY (COIL SIDE) → DIODE → **TERMINAL (A)12** OF INTEGRATION RELAY, AND FROM **MAIN FUSE** → **DOVE FUSE** → INTEGRATION RELAY.

WHEN THE IGNITION SW IS TURNED ON, THE CURRENT FLOWING THROUGH THE **GAUGE FUSE** FLOWS TO INTEGRATION RELAY.

### 1. DAYTIME RUNNING LIGHT OPERATION

WHEN THE ENGINE IS STARTED, VOLTAGE IS PRODUCED AT **TERMINAL L** OF THE ALTERNATOR IS APPLIED TO **TERMINAL (A)4** OF THE INTEGRATION RELAY.

IF THE PARKING LEVER IS PULLED UP (PARKING BRAKE SW ON) AT THIS TIME, THE RELAY NOT ENERGIZED, SO THE DAYTIME RUNNING LIGHT SYSTEM DOSE NOT OPERATED.

IF THE PARKING BRAKE LEVER IS THEN RELEASED (PARKING BRAKE SW OFF), THE SIGNAL IS INPUT TO **TERMINAL (A)2** OF THE INTEGRATION RELAY.

THIS ACTIVATES THE RELAY AND CURRENT FROM **AM1 FUSE** FLOWS TO TAILLIGHT RELAY (POINT SIDE) → **TAIL FUSE** → TAIL, LICENSE AND FRONT CLEARANCE LIGHTS → **GROUND**, ALSO CURRENT FROM **MAIN FUSE** FLOWS TO HEADLIGHT RELAY (POINT SIDE) → **HEAD (LWR) FUSES** → HEADLIGHT (LOW) → TO **GROUND**, SO BOTH TAIL AND HEAD LIGHT UP.

THIS IS HOW THE DAYTIME RUNNING LIGHT SYSTEM OPERATES.

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

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

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

### 2. TAILLIGHT OPERATION

WHEN THE IGNITION SW IS TURNED TO THE **TAILLIGHT** POSITION, CURRENT FLOWING TO THE TAILLIGHT RELAY (COIL SIDE) ALWAYS FLOWS TO **TERMINAL (A)11** OF THE INTEGRATION RELAY → **TERMINAL (A)10** → **TERMINAL 3** OF THE LIGHT CONTROL SW → **TERMINAL 4** → **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, LICENSE AND FRONT CLEARANCE LIGHTS → **GROUND**, AND FROM TAILLIGHT RELAY → **PANEL FUSE** → INTEGRATION RELAY → **TERMINAL (A)5** OF THE INTEGRATION RELAY → ILLUMINATION LIGHTS → **GROUND**, CAUSING THE TAILLIGHTS AND ILLUMINATION LIGHTS TO LIGHT UP.

### 3. HEADLIGHT OPERATION

WHEN THE LIGHT CONTROL SW IS TO **HEADLIGHT** POSITION AND DIMMER SW TO LOW SIDE, THE CURRENT FLOWING TO THE HEADLIGHT RELAY (COIL SIDE) FLOWS TO DIODE **TERMINAL (A)12** OF THE INTEGRATION RELAY → **TERMINAL (A)13** → **TERMINAL 13** OF THE LIGHT CONTROL SW → **TERMINAL 4** → **GROUND**, TURNING THE HEADLIGHT RELAY ON.

THIS CAUSES THE CURRENT FLOWING TO THE HEADLIGHT RELAY (POINT SIDE) TO FLOW FROM THE HEADLIGHT RELAY → **HEAD (LWR) FUSE** → HEADLIGHTS (LOW) → **GROUND**, SO THE HEADLIGHT (LOW) LIGHT UP.

WHEN THE DIMMER SW IS SWITCHES TO THE HIGH SIDE, CURRENT FLOWS FROM DIMMER RELAY (COIL SIDE) → **TERMINAL (A)9** → OF THE INTEGRATION RELAY → **TERMINAL (A)8** → **TERMINAL 9** OF THE DIMMER SW → **TERMINAL 18** → **GROUND**, TURNING THE DIMMER RELAY ON.

THIS CAUSES THE CURRENT FLOWING TO DIMMER RELAY (POINT SIDE) → **HEAD (UPR) FUSES** → HEADLIGHTDS (HI) → **GROUND**, CAUSING THE HEADLIGHTS (HI) TO LIGHT UP.

WHEN THE DIMMER SW IS TURNED TO **FLASH** POSITION, CURRENT FLOWS FROM **TERMINAL (A)12** AND **(A)9** OF THE INTEGRATION RELAY → **TERMINAL 7** AND **8** → **TERMINAL 7** AND **9** OF THE DIMMER SW → **TERMINAL 18** → **GROUND**, SO THAT THE HEADLIGHT RELAY AND DIMMER RELAY ARE ACTIVATES.

THIS CAUSES THE CURRENT FLOWING TO HEADLIGHT RELAY (POINT SIDE) → **HEAD (LWR) FUSES** → HEADLIGHTS (LOW) → **GROUND**, AND FROM DIMMER RELAY (POINT SIDE) → **HEAD (UPR) FUSES** → HEADLIGHTS (HI) → **GROUND**, SO THE HEADLIGHTS (LOW AND HI) LIGHT UP.

## SERVICE HINTS

### I16 INTEGRATION RELAY

12-GROUND : ALWAYS APPROX. 12 VOLTS

6-GROUND : APPROX. 12 VOLTS WITH THE IGNITION SW AT **ON** POSITION

13-GROUND : ALWAYS CONTINUITY

(A)11-GROUND APPROX. 12 VOLTS WITH THE DAYTIME RUNNING LIGHT SYSTEM  
DOES NOT OPERATE OR LIGHT CONTROL SW AT **OFF** POSITION  
(WITH THE CONNECTOR IS DISCONNECTED, ALWAYS APPROX. 12 VOLTS)

(A)12-GROUND APPROX. 12 VOLTS WITH THE DAYTIME RUNNING LIGHT SYSTEM  
DOES NOT OPERATE OR LIGHT CONTROL SW AT **OFF** OR **TAIL** POSITION  
(WITH THE CONNECTOR IS DISCONNECTED, ALWAYS APPROX. 12 VOLTS)

(A) 2-GROUND CONTINUITY WITH THE PARKING BRAKE LEVER RELEASED

**○ : PARTS LOCATION**

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A10	26	H 1	26	I16	A 29
C13	28	H 2	26	P 3	29
C15	28	H 3	26		
F 9	26	H 4	26		

**○ : RELAY BLOCKS**

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	19	ENGINE COMPARTMENT LEFT
4	22	LEFT KICK PANEL (J/B NO.1 LEFT)

**○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR**

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1B	20	ENGINE ROOM MAIN WIRE
1J	20	COWL WIRE
1K		

**□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS**

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EA1	36	ENGINE ROOM NO. 2 WIRE AND ENGINE ROOM MAIN WIRE (FRONT SIDE OF RIGHT FENDER APRON)
IE1	36	ENGINE WIRE AND COWL WIRE (R/B NO. 4)
IE2	38	ENGINE ROOM MAIN WIRE AND COWL WIRE (BEHIND GLOVE BOX)
IG1	36	INSTRUMENT PANEL WIRE AND COWL WIRE (R/B NO. 5)

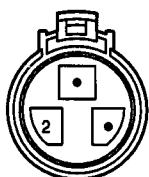
**▽ : GROUND POINTS**

CODE	SEE PAGE	GROUND POINTS LOCATION
IF	36	LEFT KICK PANEL
IJ	36	RIGHT KICK PANEL

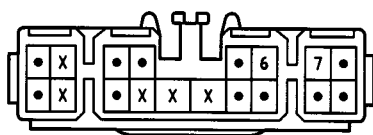
**○ : SPLICE POINTS**

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 1			I 5		
E 2	34	ENGINE ROOM MAIN WIRE	I 8	38	COWL WIRE
E 3					

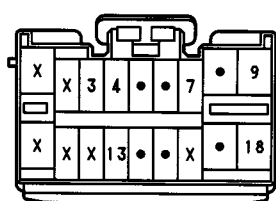
A10 BLACK



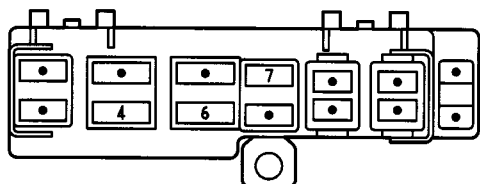
C13



C15



F 9 BLACK



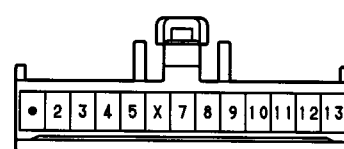
H 1, H 2 BLACK



H 3, H 4 BROWN



I16 A



P 3

