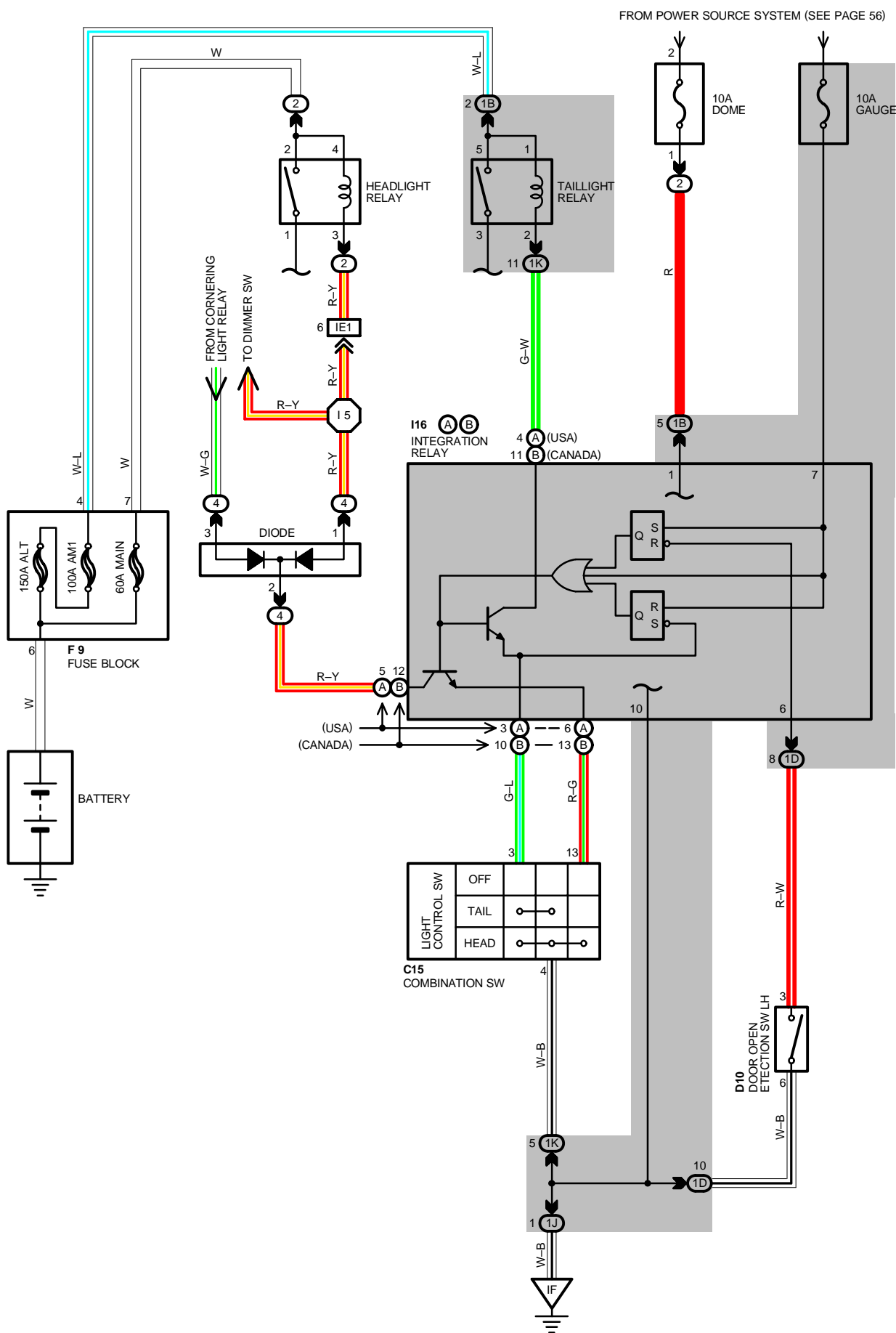


LIGHT AUTO TURN OFF



SYSTEM OUTLINE

WITH THE IGNITION SW TURNED ON, THE CURRENT FLOWS TO **TERMINAL 7** OF THE INTEGRATION RELAY THROUGH GAUGE FUSE. VOLTAGE IS APPLIED AT ALL TIMES TO **TERMINAL (A)4** (USA), **(B)11** (CANADA) OF THE INTEGRATION RELAY THROUGH THE TAILLIGHT RELAY COIL, AND TO **TERMINAL (A)5** (USA), **(B)12** (CANADA) THROUGH THE HEADLIGHT RELAY COIL.

1. NORMAL LIGHTING OPERATION

TURN TAILLIGHT ON

WITH LIGHT CONTROL SW TURNED TO **TAILLIGHT** POSITION, A SIGNAL IS INPUT INTO **TERMINAL (A)3** (USA), **(B)10** (CANADA) OF THE INTEGRATION RELAY. DUE TO THIS SIGNAL, THE CURRENT FLOWING TO **TERMINAL (A)4** (USA), **(B)11** (CANADA) OF THE RELAY FLOWS TO **TERMINAL (A)3** (USA), **(B)10** (CANADA) → **TERMINAL 3** OF THE LIGHT CONTROL SW → **TERMINAL 4** → TO **GROUND** AND TAILLIGHT RELAY CAUSES TAILLIGHT TO TURN ON.

TURN HEADLIGHT ON

WITH LIGHT CONTROL SW TURNED TO **HEADLIGHT** POSITION, A SIGNAL IS INPUT INTO **TERMINALS (A)3** (USA), **(B)10** (CANADA) AND **(A)6** (USA), **(B)13** (CANADA) OF THE INTEGRATION RELAY. DUE TO THIS SIGNAL, THE CURRENT FLOWING TO **TERMINAL (A)5** (USA), **(B)12** (CANADA) OF THE RELAY FLOWS TO **TERMINAL (A)6** (USA), **(B)13** (CANADA) → **TERMINAL 13** OF THE LIGHT CONTROL SW → **TERMINAL 4** → TO **GROUND** IN THE HEADLIGHT CIRCUIT, AND CAUSES TAILLIGHT AND HEADLIGHT RELAY TO TURN ON. THE TAILLIGHT CIRCUIT IS SAME AS ABOVE.

2. LIGHT AUTO TURN OFF OPERATION

WITH LIGHTS ON AND IGNITION SW TURNED OFF (INPUT SIGNAL GOES TO **TERMINAL 7** OF THE RELAY), WHEN DOOR ON DRIVER'S SIDE IS OPENED (INPUT SIGNAL GOES TO **TERMINAL 6** OF THE RELAY), THE RELAY OPERATES AND THE CURRENT IS CUT OFF WHICH FLOWS FROM **TERMINAL (A)4** (USA), **(B)11** (CANADA) OF THE RELAY TO **TERMINAL (A)3** (USA), **(B)10** (CANADA) IN TAILLIGHT CIRCUIT AND FROM **TERMINAL (A)5** (USA), **(B)12** (CANADA) TO **TERMINAL (A)6** (USA), **(B)13** (CANADA) IN HEADLIGHT CIRCUIT.

AS A RESULT, ALL LIGHTS ARE TURNED OFF AUTOMATICALLY.

SERVICE HINTS

HEADLIGHT RELAY

1-2 : CLOSED WITH LIGHT CONTROL SW AT **HEAD** POSITION OR DIMMER SW AT **FLASH** POSITION

TAILLIGHT RELAY

5-3 : CLOSED WITH LIGHT CONTROL SW AT **TAIL** OR **HEAD** POSITION

I16(A)(B) INTEGRATION RELAY

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

6-GROUND : CONTINUITY WITH DOOR LH OPEN

(A)4, **(B)11**-GROUND: ALWAYS APPROX. **12** VOLTS

(A)5, **(B)12**-GROUND: ALWAYS APPROX. **12** VOLTS

(A)6, **(B)13**-GROUND: CONTINUITY WITH LIGHT CONTROL SW AT **HEAD** POSITION

(A)3, **(B)10**-GROUND: CONTINUITY WITH LIGHT CONTROL SW AT **TAIL** OR **HEAD** POSITION

D10 DOOR LOCK MOTOR, DOOR UNLOCK DETECTION SW AND DOOR OPEN DETECTION SW LH

3-6 : CLOSED WITH DOOR LH OPEN



: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C15	28	F 9	26	I16	B
D10	30	I16	A		
					29 (CANADA)
					29 (USA)



: 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
1D	20	FRONT DOOR LH WIRE
1J	20	COWL WIRE
1K		



: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IE1	36	ENGINE WIRE AND COWL WIRE (R/B NO.4)

LIGHT AUTO TURN OFF

 : GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
IF	36	LEFT KICK PANEL

 : SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 5	38	COWL WIRE			

