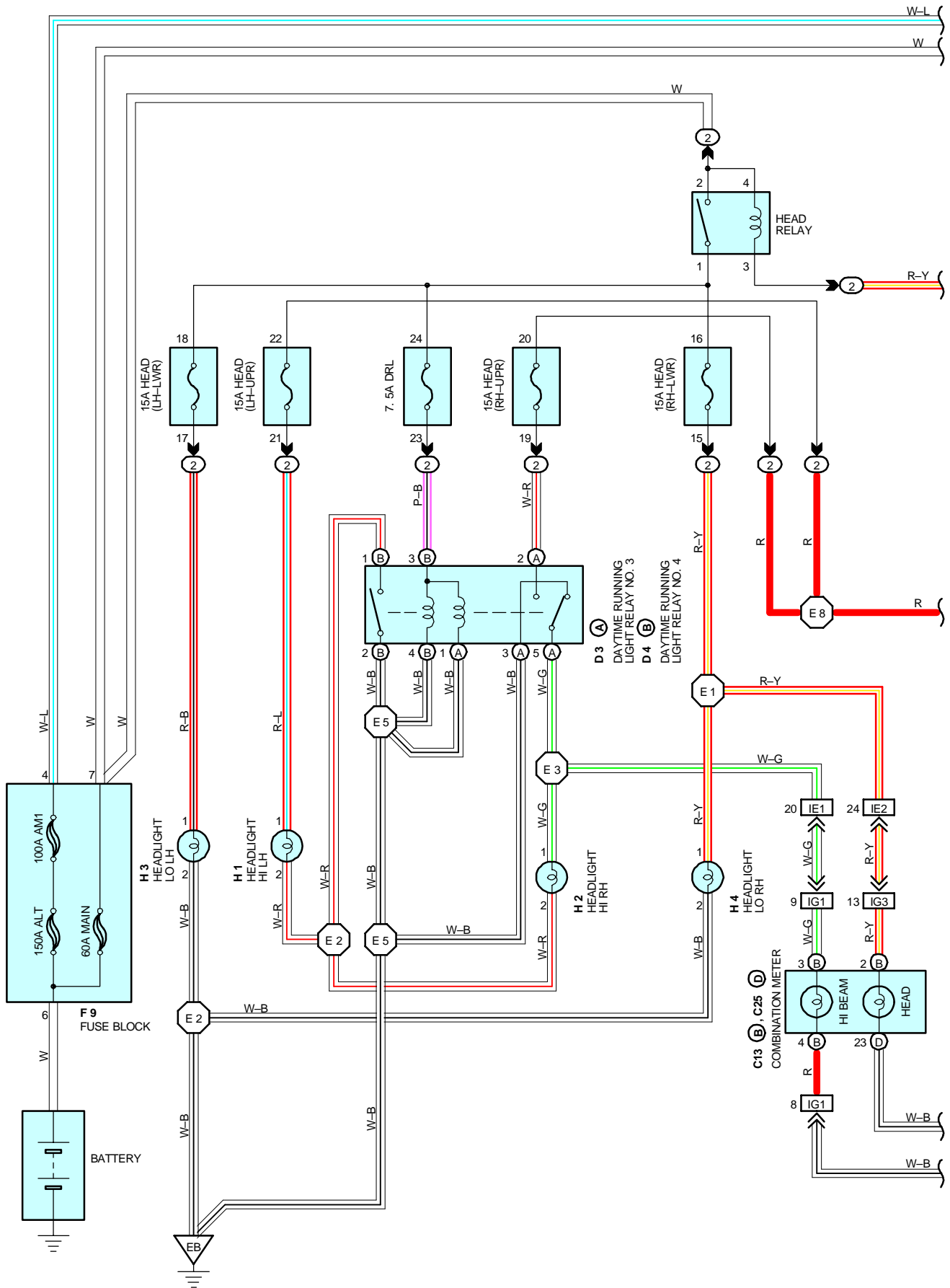
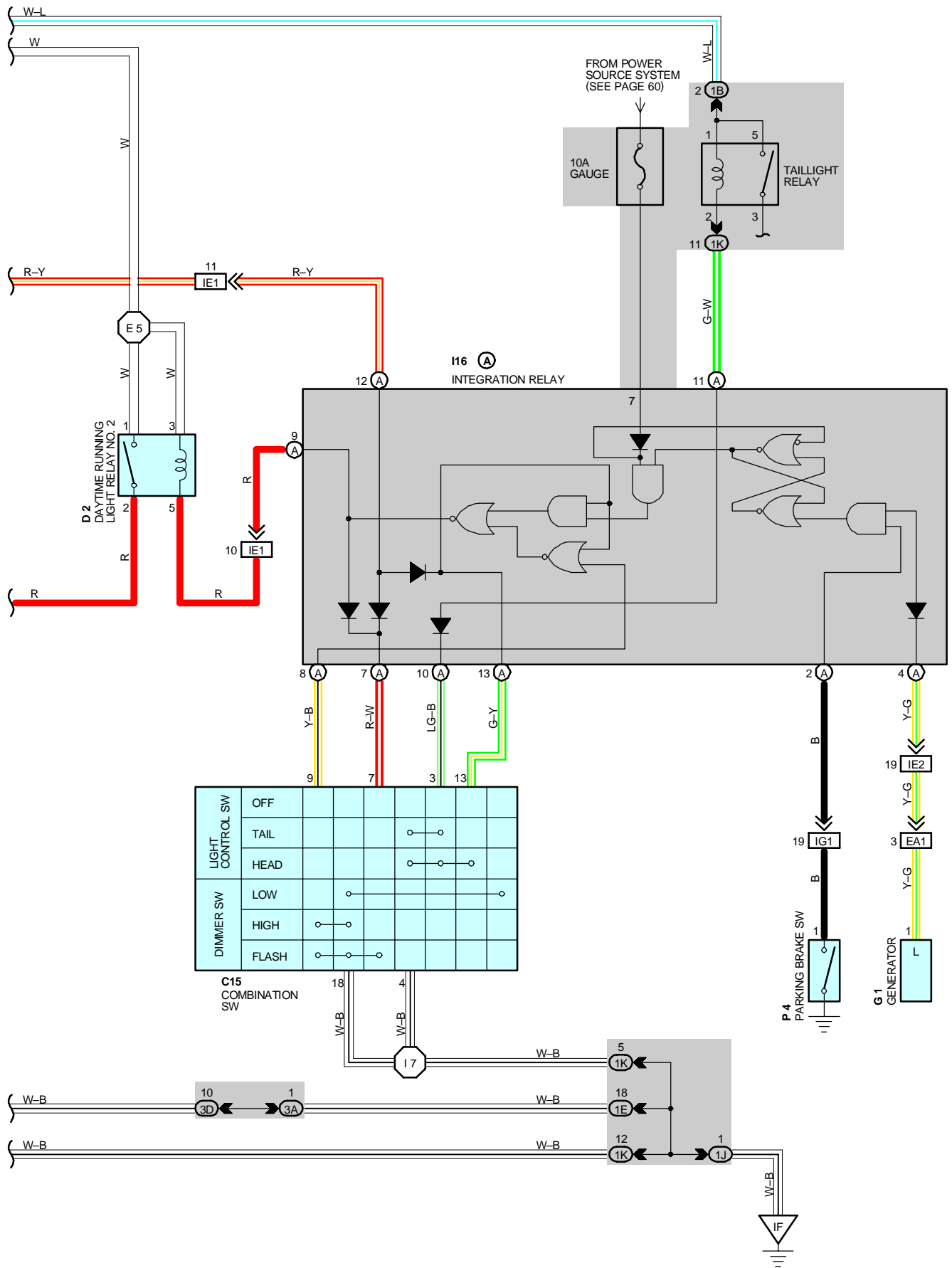




HEADLIGHT (CANADA)







HEADLIGHT (CANADA)

SYSTEM OUTLINE

VOLTAGE FROM BATTERY IS ALWAYS APPLIED THROUGH THE **MAIN** FUSE TO HEAD RELAY (COIL SIDE) → **TERMINAL (A) 12** OF THE INTEGRATION RELAY.

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

1. DAYTIME RUNNING LIGHT OPERATION

WHEN THE ENGINE IS STARTED, VOLTAGE IS GENERATED AT **TERMINAL “L”** OF THE GENERATOR 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 IS NOT ENERGIZED, SO THE DAYTIME RUNNING LIGHT SYSTEM DOES NOT OPERATE.

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 CURRENT FROM **MAIN** FUSE FLOWS TO THE DAYTIME RUNNING LIGHT RELAY NO. 2 (POINT SIDE) → **HEAD (LH-UPR)** FUSE → HEADLIGHT HI LH → HEADLIGHT HI RH → DAYTIME RUNNING LIGHT RELAY NO. 3 → **GROUND**, SO THE HEADLIGHTS LIGHT UP.

ONCE THE DAYTIME RUNNING LIGHT SYSTEM OPERATES AND THE HEADLIGHTS LIGHT UP, THE HEADLIGHTS 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 THE GENERATOR, THE HEADLIGHTS REMAIN ON. IF THE IGNITION SW IS THEN TURNED OFF, THE HEADLIGHTS ARE ALSO TURNED OFF.

IF THE ENGINE IS STARTED WITH THE PARKING BRAKE LEVER RELEASED (PARKING BRAKE SW OFF), THE DAYTIME RUNNING LIGHT SYSTEM OPERATES AND THE HEADLIGHTS LIGHT UP WHEN THE ENGINE STARTS.

2. HEADLIGHT OPERATION

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

THIS CAUSES THE CURRENT FLOWS TO THE HEAD RELAY (POINT SIDE) → **DRL** FUSE → DAYTIME RUNNING LIGHT RELAY NO. 4 → **GROUND**, TURNING THE DAYTIME RUNNING LIGHT RELAY NO. 4 ON. ALSO, THE CURRENT FROM THE HEAD RELAY (POINT SIDE) → **HEAD (LWR)** FUSES → HEADLIGHTS LO → **GROUND**, SO THE HEADLIGHTS (LOW) LIGHT UP.

WHEN THE DIMMER SW IS TURNED TO **HIGH** POSITION, THE SIGNAL IS INPUT TO **TERMINAL (A) 8** OF THE INTEGRATION RELAY, TURNING THE DAYTIME RUNNING LIGHT RELAY NO. 2 ON.

THIS CAUSES THE CURRENT FLOWS TO DAYTIME RUNNING LIGHT RELAY NO. 2 (POINT SIDE) → **HEAD (UPR)** FUSES → HEADLIGHT HI LH, HEADLIGHT HI RH THROUGH THE DAYTIME RUNNING LIGHT RELAY NO. 3 → **GROUND**, CAUSING THE HEADLIGHTS HI TO LIGHT UP. WHEN THE DIMMER SW IS TURNED TO **FLASH** POSITION, CURRENT FLOWS FROM **TERMINALS (A) 12** AND **(A) 9** OF THE INTEGRATION RELAY → **TERMINAL (A) 7** → **TERMINAL 7** OF THE DIMMER SW → **TERMINAL 18** → **GROUND**, SO THAT THE HEAD RELAY AND THE DAYTIME RUNNING LIGHT RELAY NO. 2 ARE ACTIVATED.

THIS CAUSES THE CURRENT FLOWS TO THE HEAD RELAY (POINT SIDE) → **HEAD (LWR)** FUSES → HEADLIGHTS LO → **GROUND**, AND FROM THE DAYTIME RUNNING LIGHT RELAY NO. 2 (POINT SIDE) → **HEAD (UPR)** FUSES → HEADLIGHT HI LH, HEADLIGHT HI RH THROUGH THE DAYTIME RUNNING LIGHT RELAY NO. 3 → **GROUND**, SO THE HEADLIGHTS LO AND HI LIGHT UP.

SERVICE HINTS

I16 INTEGRATION RELAY

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

(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 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 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
C13	B 30	D 4	B 26	H 3	26
C15	30	F 9	26	H 4	26
C25	D 30	G 1	26	I16	A 31
D 2	26	H 1	26	P 4	31
D 3	A 26	H 2	26		

○ : RELAY BLOCKS

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

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1B	20	ENGINE ROOM MAIN WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1E	20	INSTRUMENT PANEL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1J	20	COWL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1K		
3A	20	INSTRUMENT PANEL WIRE AND J/B NO. 3 (BEHIND THE INSTRUMENT PANEL CENTER)
3D		

□ : 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	40	ENGINE ROOM MAIN WIRE AND COWL WIRE (R/B NO. 4)
IE2	40	ENGINE ROOM MAIN WIRE AND COWL WIRE (BEHIND GLOVE BOX)
IG1	40	INSTRUMENT PANEL WIRE AND COWL WIRE (R/B NO. 5)
IG3	40	INSTRUMENT PANEL WIRE AND COWL WIRE (RIGHT KICK PANEL)

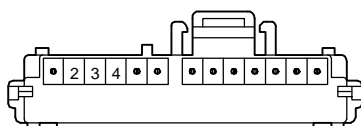
▽ : GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EB	36	FRONT SIDE OF LEFT FENDER
IF	40	LEFT KICK PANEL

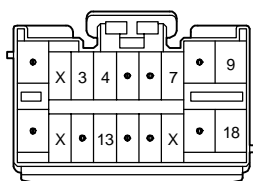
○ : SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 1	36	ENGINE ROOM MAIN WIRE	E 5	36	ENGINE ROOM MAIN WIRE
E 2			E 8		
E 3			I 7	42	COWL WIRE

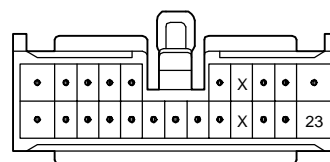
C13 (B) BLUE



C15



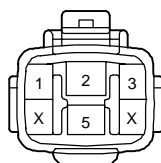
C25 (D) ORANGE



D2 GRAY



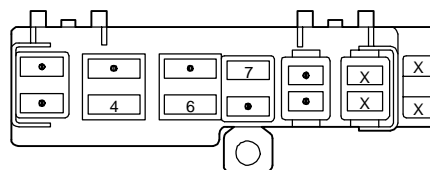
D3 (A) BLACK



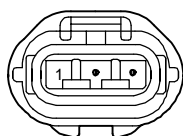
D4 (B) BLACK



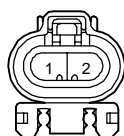
F9



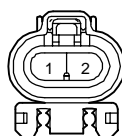
G1 BLACK



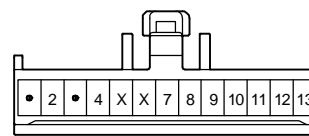
H1, H2 BLACK



H3, H4 BROWN



I16 (A)



P4

