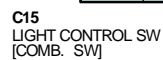




- FROM POWER SOURCE SYSTEM (SEE PAGE 60)



**D16**  
DOOR OPEN  
DETECTION SW LH

## 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) 5** (USA), **(B) 11** (CANADA) OF THE INTEGRATION RELAY THROUGH THE TAILLIGHT RELAY (COIL SIDE), AND TO **TERMINAL (A)6** (USA), **(B)12** (CANADA) THROUGH THE HEAD RELAY (COIL SIDE).

### 1. NORMAL LIGHTING OPERATION

TURN TAILLIGHT ON

WITH LIGHT CONTROL SW TURNED TO **TAIL** POSITION, A SIGNAL IS INPUT INTO **TERMINAL (A)4** (USA), **(B)10** (CANADA) OF THE INTEGRATION RELAY. DUE TO THIS SIGNAL, THE CURRENT FLOWING TO **TERMINAL (A)5** (USA), **(B)11** (CANADA) OF THE RELAY FLOWS TO **TERMINAL (A)4** (USA), **(B)10** (CANADA) → **TERMINAL 3** OF THE LIGHT CONTROL SW → **TERMINAL 4** → **GROUND** AND TAILLIGHT RELAY CAUSES TAILLIGHT TO TURN ON.

TURN HEADLIGHT ON

WITH LIGHT CONTROL SW TURNED TO **HEAD** POSITION, A SIGNAL IS INPUT INTO **TERMINALS (A)4** (USA), **(B)10** (CANADA) AND **(A)7** (USA), **(B)13** (CANADA) OF THE INTEGRATION RELAY. DUE TO THIS SIGNAL, THE CURRENT FLOWING TO **TERMINAL (A)6** (USA), **(B)12** (CANADA) OF THE RELAY FLOWS TO **TERMINAL (A)7** (USA), **(B)13** (CANADA) → **TERMINAL 13** OF THE LIGHT CONTROL SW → **TERMINAL 4** → **GROUND** IN THE HEADLIGHT CIRCUIT AND CAUSES TAILLIGHT AND HEAD 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)5** (USA), **(B)11** (CANADA) OF THE RELAY TO **TERMINAL (A)4** (USA), **(B)10** (CANADA) IN TAILLIGHT CIRCUIT AND FROM **TERMINAL (A)6** (USA), **(B)12** (CANADA) TO **TERMINAL (A)7** (USA), **(B)13** (CANADA) IN HEADLIGHT CIRCUIT.

AS A RESULT, ALL LIGHT ARE TURNED OFF AUTOMATICALLY.

## SERVICE HINTS

### HEAD RELAY

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

### TAILLIGHT RELAY

5-3 : 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 OPEN

**(A)5, (B)11**-GROUND : ALWAYS APPROX. **12** VOLTS

**(A)6, (B)12**-GROUND : ALWAYS APPROX. **12** VOLTS

**(A)7, (B)13**-GROUND : CONTINUITY WITH LIGHT CONTROL SW AT **HEAD** POSITION

**(A)4, (B)10**-GROUND : CONTINUITY WITH LIGHT CONTROL SW AT **TAIL** OR **HEAD** POSITION

### D16 DOOR OPEN DETECTION SW LH

3-6 : CLOSED WITH DRIVER'S DOOR OPEN



## : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C15	<a href="#">30</a>	F 9	<a href="#">26(1UZ-FE),28(2JZ-GE)</a>	I16	B <a href="#">31</a>
D16	<a href="#">32</a>	I16	A <a href="#">31</a>		



## : RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	<a href="#">19</a>	R/B NO.2 (ENGINE COMPARTMENT LEFT)



## : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1B	<a href="#">20</a>	ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL)
1D	<a href="#">20</a>	FRONT DOOR LH WIRE AND J/B NO.1 (LEFT KICK PANEL)
1J	<a href="#">20</a>	COWL WIRE AND J/B NO.1 (LEFT KICK PANEL)
1K		



# LIGHT AUTO TURN OFF

 : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IE1	40	ENGINE ROOM MAIN WIRE AND COWL WIRE (R/B NO.4)

 : GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
IF	40	LEFT KICK PANEL

 : SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 3	42	COWL WIRE			

