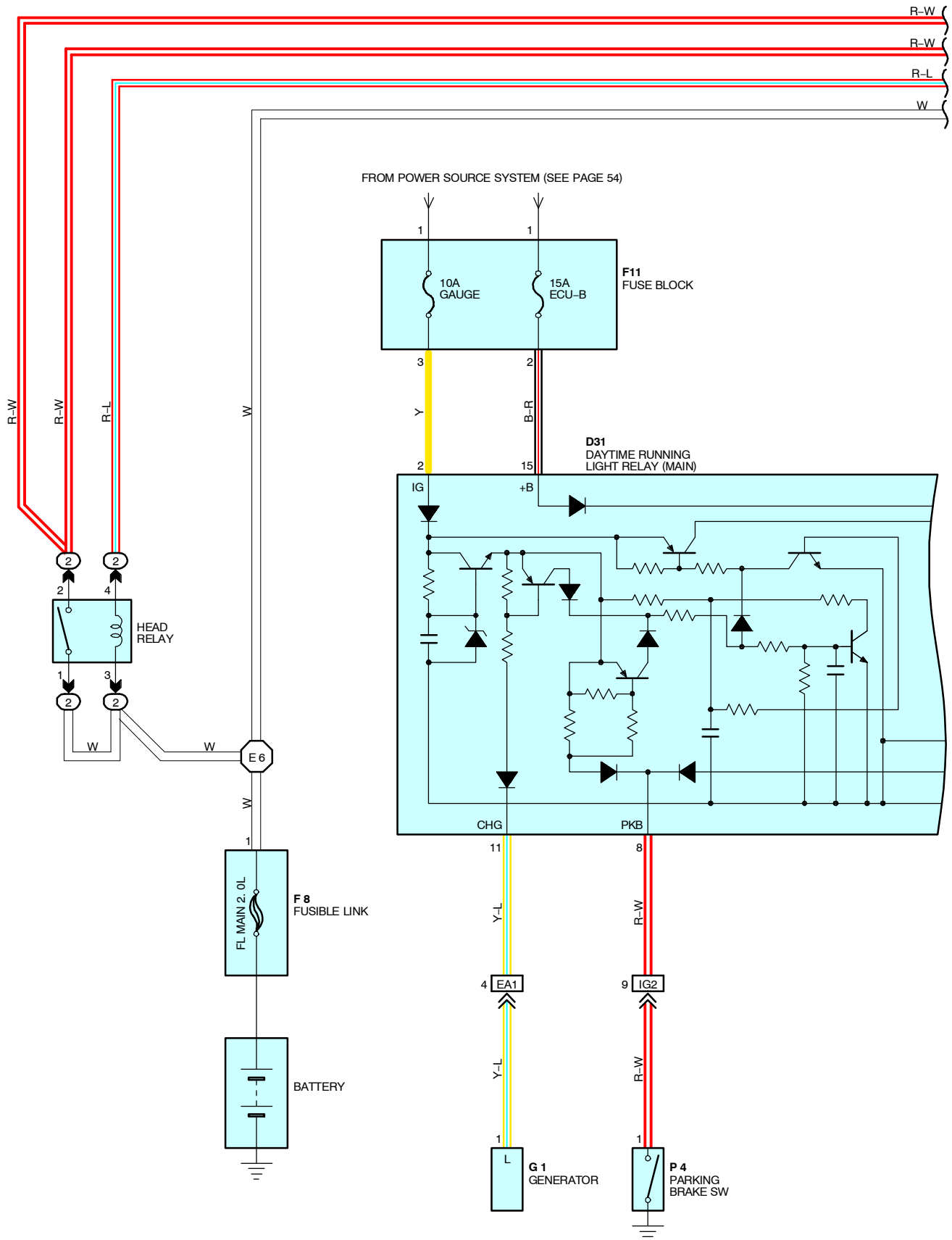




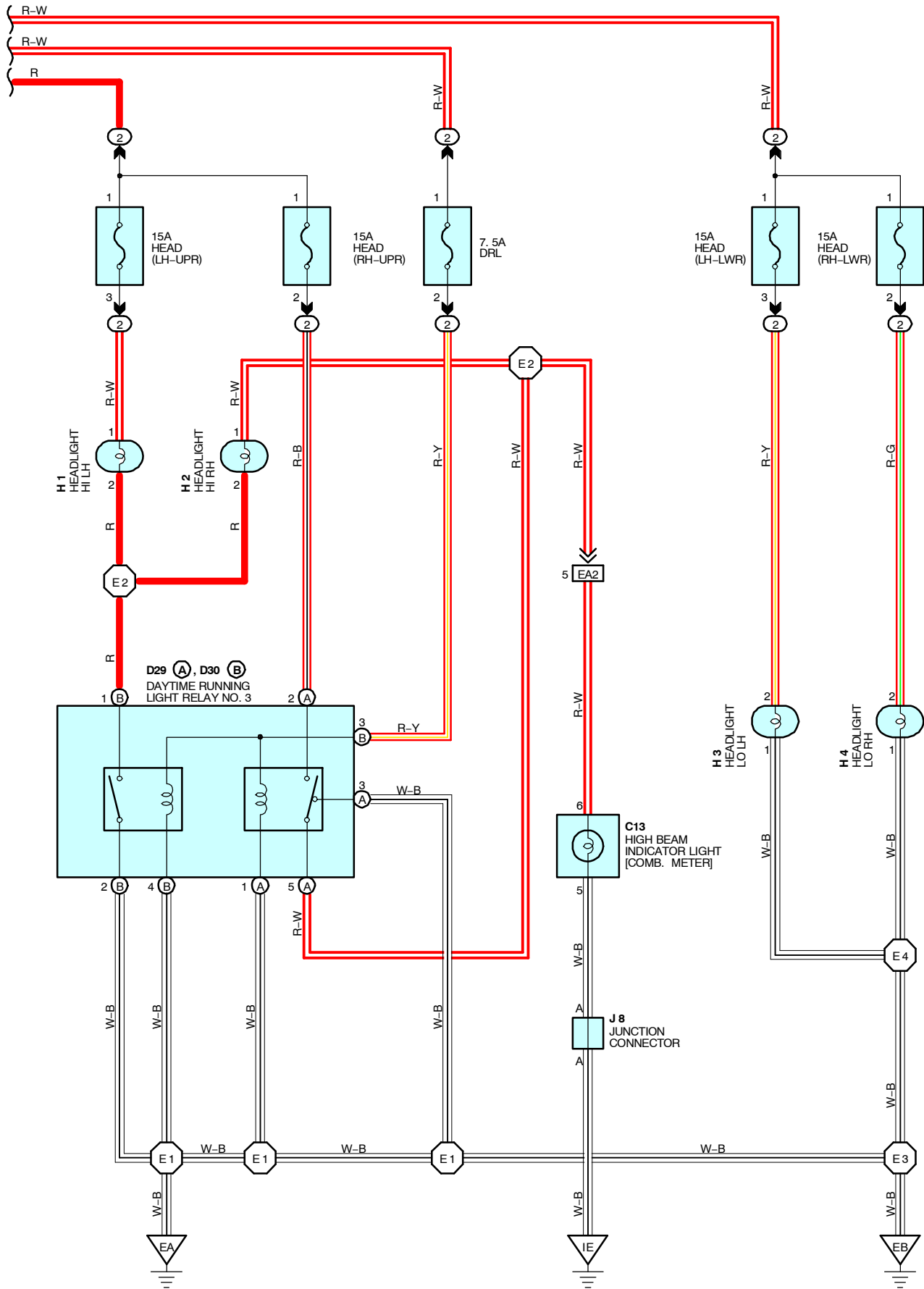
HEADLIGHT (CANADA)







HEADLIGHT (CANADA)



SYSTEM OUTLINE

VOLTAGE IS ALWAYS APPLIED FROM THE **FL MAIN** FUSE, THROUGH THE HEAD RELAY (COIL SIDE) TO **TERMINAL 5** OF THE DAYTIME RUNNING LIGHT RELAY (MAIN), **TERMINAL 7** OF THE LIGHT RETAINER RELAY, **TERMINAL 14** OF THE DIMMER SW, DRL RELAY (COIL SIDE), TO **TERMINAL 17** OF THE DAYTIME RUNNING LIGHT RELAY (MAIN). WHEN THE IGNITION SW IS TURNED ON, VOLTAGE FROM THE **GAUGE** FUSE IS APPLIED TO **TERMINAL 2** OF THE DAYTIME RUNNING LIGHT RELAY (MAIN).

1. DAYTIME RUNNING LIGHT OPERATION

WHEN THE ENGINE STARTS, VOLTAGE FROM **TERMINAL "L"** OF THE GENERATOR IS APPLIED TO **TERMINAL 11** OF THE DAYTIME RUNNING LIGHT RELAY (MAIN). IF THE PARKING BRAKE LEVER IS PULLED UP (PARKING BRAKE SW ON) AT THIS TIME, THE DAYTIME RUNNING LIGHT SYSTEM DOES NOT OPERATE. WHEN THE PARKING BRAKE IS RELEASED (PARKING BRAKE SW OFF), A SIGNAL IS OUTPUT FROM **TERMINAL 1** OF THE PARKING BRAKE SW TO **TERMINAL 8** OF THE DAYTIME RUNNING LIGHT RELAY (MAIN). THIS ACTIVATES THE DAYTIME RUNNING LIGHT RELAY (MAIN), TURNING ON THE DRL RELAY. CURRENT ALSO FLOWS FROM THE **FL MAIN** FUSE TO THE DRL RELAY (POINT SIDE) → **HEAD (LH-UPR)** FUSE → HEADLIGHT HI LH → HEADLIGHT HI RH → **TERMINAL (A) 5** OF THE DAYTIME RUNNING LIGHT RELAY NO. 3 → **TERMINAL (A) 3** → **GROUND**, CAUSING THE HEADLIGHTS TO LIGHT UP AT APPROX. **20%** OF THEIR NORMAL BRIGHTNESS.

ONCE THE DAYTIME RUNNING LIGHT RELAY (MAIN) HAS BEEN ACTIVATED AND THE HEADLIGHTS LIGHT UP, THE HEADLIGHTS REMAIN ON EVEN IF THE PARKING BRAKE LEVER IS ENGAGED AGAIN (PARKING BRAKE SW ON).

2. HEADLIGHT OPERATION

WHEN THE LIGHT CONTROL SW IS AT **HEAD** POSITION AND THE DIMMER SW IS AT **LOW** POSITION, CURRENT FLOWS FROM THE HEAD RELAY (COIL SIDE) TO **TERMINAL 7** OF THE LIGHT REMINDER RELAY → **TERMINAL 3** → **TERMINAL 13** OF THE LIGHT CONTROL SW → **TERMINAL 11** → **GROUND**, ACTIVATING THE HEAD RELAY.

THIS CAUSES CURRENT TO FLOW FROM THE HEAD RELAY (POINT SIDE) TO THE **HEAD LWR** FUSE → HEADLIGHT LO → **GROUND**, CAUSING THE HEADLIGHTS TO LIGHT UP AT NORMAL BRIGHTNESS. SIMULTANEOUSLY, CURRENT FLOWS FROM THE **DRL** FUSE → DAYTIME RUNNING LIGHT RELAY NO. 3 (COIL SIDE) → **GROUND**, ACTIVATING RELAY NO. 3.

WHEN THE DIMMER SW IS AT **HIGH** POSITION, **TERMINAL 12** OF THE DIMMER SW OUTPUTS A SIGNAL TO **TERMINAL 16** OF THE DAYTIME RUNNING LIGHT RELAY (MAIN) TO ACTIVATE IT. THIS TURNS ON DRL RELAY. SO CURRENT FLOWS FROM THE DRL RELAY (POINT SIDE) TO THE **HEAD (LH-UPR)** FUSE → HEADLIGHT HI LH → DAYTIME RUNNING LIGHT RELAY NO. 3 (POINT SIDE) → **GROUND**, AND FROM THE **HEAD (RH-UPR)** FUSE → DAYTIME RUNNING LIGHT RELAY NO. 3 (POINT SIDE) → HEADLIGHT HI RH → DAYTIME RUNNING LIGHT RELAY NO. 3 (POINT SIDE) → **GROUND**, CAUSING THE HEADLIGHTS TO OPERATE AT HI.

WHEN THE DIMMER SW IS AT **FLASH** POSITION, CURRENT FROM THE HEADLIGHT RELAY (COIL SIDE) FLOWS TO **TERMINAL 14** OF THE DIMMER SW → **TERMINAL 9** → **GROUND**, ACTIVATING THE RELAY. SIMULTANEOUSLY, CURRENT FROM THE HEAD RELAY (POINT SIDE) FLOWS TO HEADLIGHT LO, LIGHTING UP HEADLIGHT LO AND ACTIVATING DAYTIME RUNNING LIGHT RELAY NO. 3. THEN **TERMINAL 12** OF THE DIMMER SW OUTPUTS A SIGNAL TO **TERMINAL 16** OF THE DAYTIME RUNNING LIGHT RELAY (MAIN), ACTIVATING THE DAYTIME RUNNING LIGHT RELAY (MAIN) SO THAT CURRENT FLOWS TO HEADLIGHT HI AS IT DOES FOR **HIGH** POSITION. THIS CAUSES ALL HEADLIGHTS TO LIGHT UP.

SERVICE HINTS

D31 DAYTIME RUNNING LIGHT RELAY (MAIN)

15-GROUND : ALWAYS APPROX. **12** VOLTS

2-GROUND : APROX. **12** VOLTS WITH THE IGNITION SW AT **ON** POSITION

13-GROUND : ALWAYS CONTINUITY

5-GROUND : APPROX. **12** VOLTS WITH THE DAYTIME RUNNING LIGHT SYSTEM

DOES NOT OPERATE OR THE LIGHT CONTROL SW AT **OFF** OR **TAIL** POSITION
(WITH THE CONNECTOR DISCONNECTED, ALWAYS APPROX. **12** VOLTS)

8-GROUND : CONTINUITY WITH THE PARKING BRAKE LEVER RELEASED



HEADLIGHT (CANADA)

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
B1	22	F8	22	H4	22
C13	24	F11	25	J2	25
C14	24	G1	22	J7	25
D29	A 22	H1	22	J8	25
D30	B 22	H2	22	L1	25
D31	24	H3	22	P4	23

□ : RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	21	R/B NO. 2 (FRONT SIDE OF LEFT FENDER)

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EA1	30	COWL WIRE AND ENGINE ROOM MAIN WIRE (LEFT FENDER)
EA2		
IG2	32	COWL WIRE AND FLOOR WIRE (LEFT KICK PANEL)

▽ : GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EA	30	FRONT SIDE OF RIGHT FENDER
EB	30	FRONT SIDE OF LEFT FENDER
ID	32	LEFT KICK PANEL
IE	32	RIGHT KICK PANEL

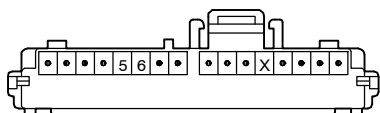
○ : SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E1	30	ENGINE ROOM MAIN WIRE	E6	30	ENGINE ROOM MAIN WIRE
E2			I7	34	COWL WIRE
E3			I8		
E4			I13		

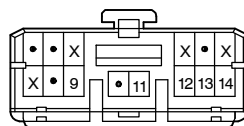
B1 GRAY



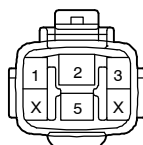
C13



C14 BLACK



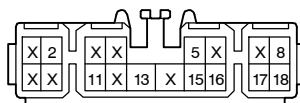
D29 A BLACK



D30 B BLACK



D31 GRAY



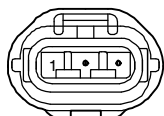
F8



F11

(SEE PAGE 20)

G1 GRAY



H1 BLACK



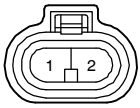
H2 BLACK



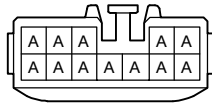
H3 BROWN



H 4 BROWN

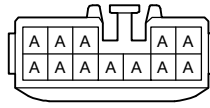


J 2 BLUE



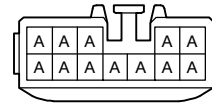
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J 7 BLUE



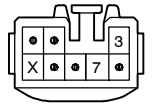
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J 8 BLUE



(HINT : SEE PAGE 7)

L 1



P 4

