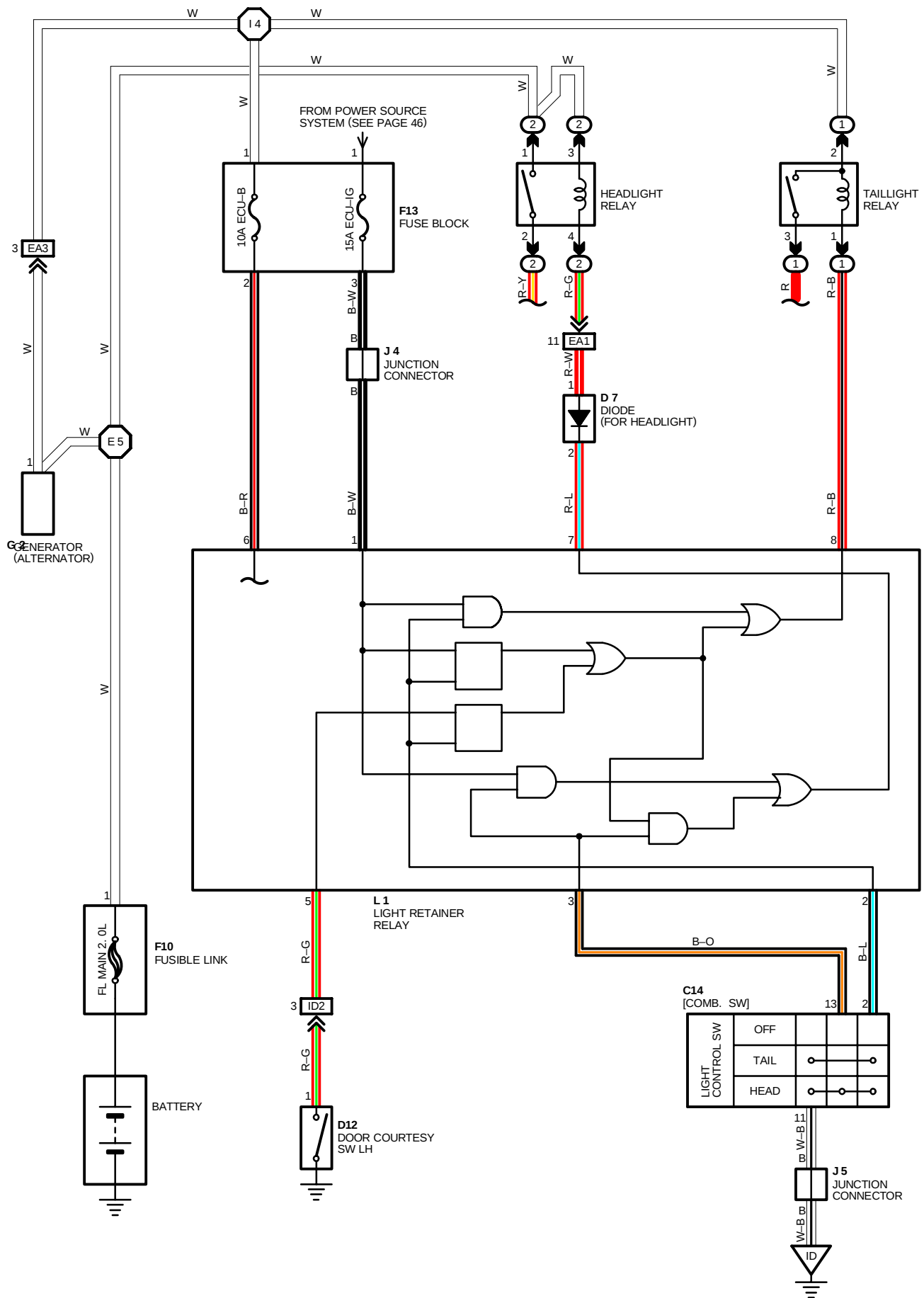


# LIGHT AUTO TURN OFF



## SYSTEM OUTLINE

WITH THE IGNITION SW TURNED ON, THE CURRENT FLOWS TO **TERMINAL 1** OF THE LIGHT RETAINER RELAY THROUGH **ECU-IG** FUSE.

VOLTAGE IS APPLIED AT ALL TIMES TO **TERMINAL 8** OF THE LIGHT RETAINER RELAY THROUGH THE TAILLIGHT RELAY (COIL SIDE), AND TO **TERMINAL 7** OF THE LIGHT RETAINER RELAY THROUGH THE HEADLIGHT RELAY (COIL SIDE).

### 1. NORMAL LIGHTING OPERATION

(TURN TAILLIGHT ON)

WITH LIGHT CONTROL SW TURNED TO **TAIL** POSITION, A SIGNAL IS INPUT INTO **TERMINAL 2** OF THE LIGHT RETAINER RELAY. ACCORDING TO THIS SIGNAL, THE CURRENT FLOWING TO **TERMINAL 8** OF THE RELAY FLOWS FROM **TERMINAL 2** → **TERMINAL 2** OF THE LIGHT CONTROL SW → **TERMINAL 11** → TO 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 **TERMINAL 3** OF THE LIGHT RETAINER RELAY. ACCORDING TO THIS SIGNAL, THE CURRENT FLOWING TO **TERMINAL 7** OF THE RELAY FLOWS TO **TERMINAL 3** → **TERMINAL 13** OF THE LIGHT CONTROL SW → **TERMINAL 11** → TO **GROUND** IN THE HEADLIGHT CIRCUIT, AND CAUSES TAILLIGHT AND HEADLIGHT RELAY TO TURN THE LIGHT 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 1** OF THE RELAY), WHEN DOOR ON DRIVER'S SIDE IS OPENED (INPUT SIGNAL GOES TO **TERMINAL 5** OF THE RELAY), THE RELAY OPERATES AND THE CURRENT IS CUT OFF WHICH FLOWS FROM **TERMINAL 8** OF THE RELAY TO **TERMINAL 2** IN TAILLIGHT CIRCUIT AND FROM **TERMINAL 7** TO **TERMINAL 3** IN HEADLIGHT CIRCUIT. AS A RESULT, ALL LIGHTS ARE TURNED OFF AUTOMATICALLY.

## SERVICE HINTS

### L 1 LIGHT RETAINER RELAY

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

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

5-GROUND : CONTINUITY WITH DRIVER'S DOOR OPEN

7-GROUND : APPROX. **12** VOLTS WITH LIGHT CONTROL SW AT **OFF** OR **TAIL** POSITION

8-GROUND : APPROX. **12** VOLTS WITH LIGHT CONTROL SW AT **OFF** POSITION

3-GROUND : CONTINUITY WITH LIGHT CONTROL SW AT **HEAD** POSITION

2-GROUND : CONTINUITY WITH LIGHT CONTROL SW AT **TAIL** OR **HEAD** POSITION



### : PARTS LOCATION

| CODE       | SEE PAGE           | CODE       | SEE PAGE           | CODE       | SEE PAGE           |
|------------|--------------------|------------|--------------------|------------|--------------------|
| <b>C14</b> | <a href="#">23</a> | <b>F10</b> | <a href="#">22</a> | <b>J 4</b> | <a href="#">23</a> |
| <b>D 7</b> | <a href="#">23</a> | <b>F13</b> | <a href="#">23</a> | <b>J 5</b> | <a href="#">23</a> |
| <b>D12</b> | <a href="#">24</a> | <b>G 2</b> | <a href="#">22</a> | <b>L 1</b> | <a href="#">23</a> |



### : RELAY BLOCKS

| CODE     | SEE PAGE           | RELAY BLOCKS (RELAY BLOCK LOCATION)   |
|----------|--------------------|---------------------------------------|
| <b>1</b> | <a href="#">20</a> | R/B NO. 1 (LEFT KICK PANEL)           |
| <b>2</b> | <a href="#">18</a> | 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) |
|------------|--------------------|------------------------------------------------------------|
| <b>EA1</b> | <a href="#">26</a> | COWL WIRE AND ENGINE ROOM MAIN WIRE (LEFT FENDER)          |
| <b>EA3</b> |                    |                                                            |
| <b>ID2</b> | <a href="#">28</a> | COWL WIRE AND FLOOR NO. 2 WIRE (RIGHT KICK PANEL)          |



### : GROUND POINTS

| CODE      | SEE PAGE           | GROUND POINTS LOCATION |
|-----------|--------------------|------------------------|
| <b>ID</b> | <a href="#">28</a> | LEFT KICK PANEL        |



### : SPLICE POINTS

| CODE       | SEE PAGE           | WIRE HARNESS WITH SPLICE POINTS | CODE       | SEE PAGE           | WIRE HARNESS WITH SPLICE POINTS |
|------------|--------------------|---------------------------------|------------|--------------------|---------------------------------|
| <b>E 5</b> | <a href="#">26</a> | ENGINE ROOM MAIN WIRE           | <b>I 4</b> | <a href="#">28</a> | COWL WIRE                       |

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