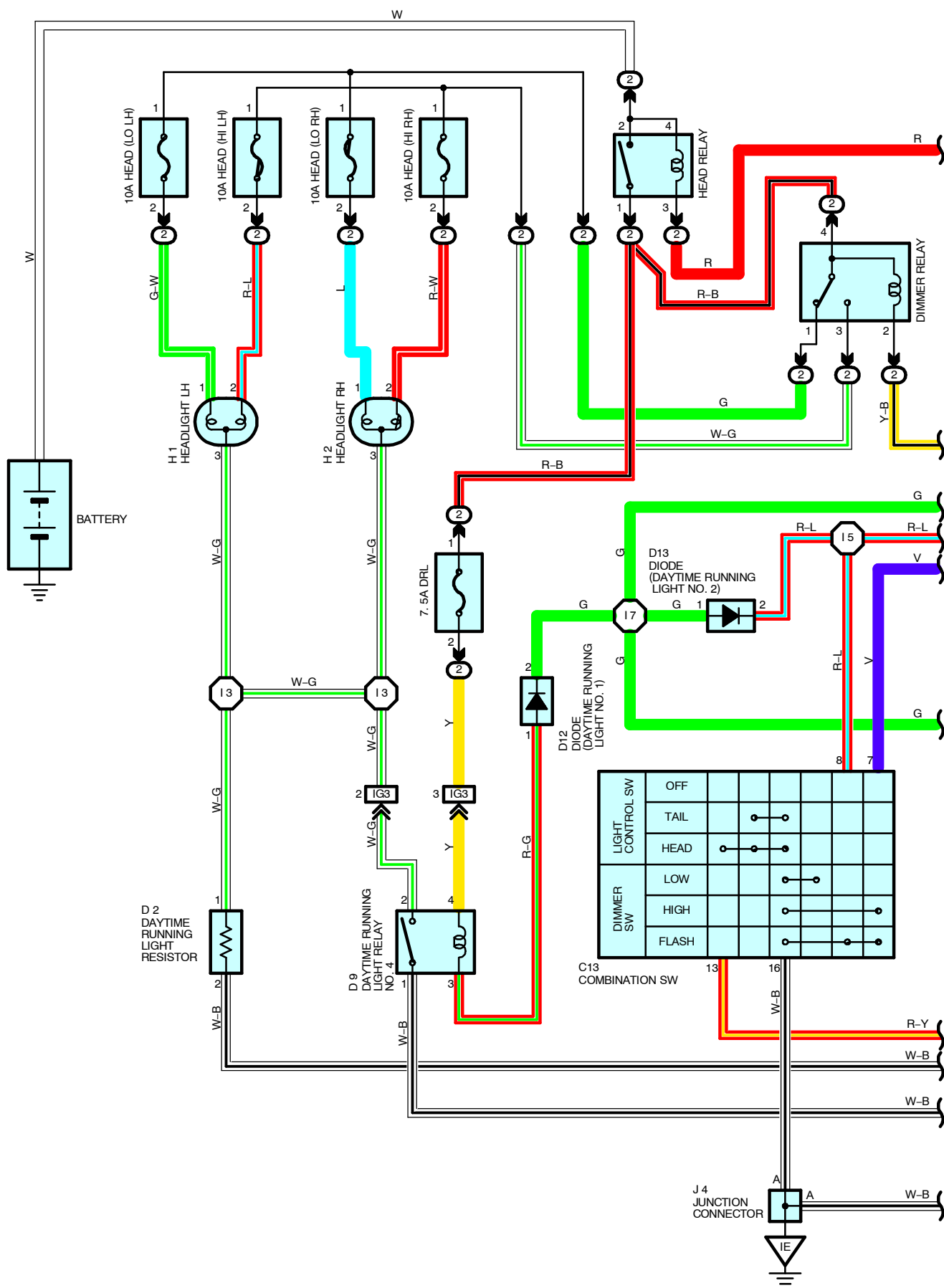
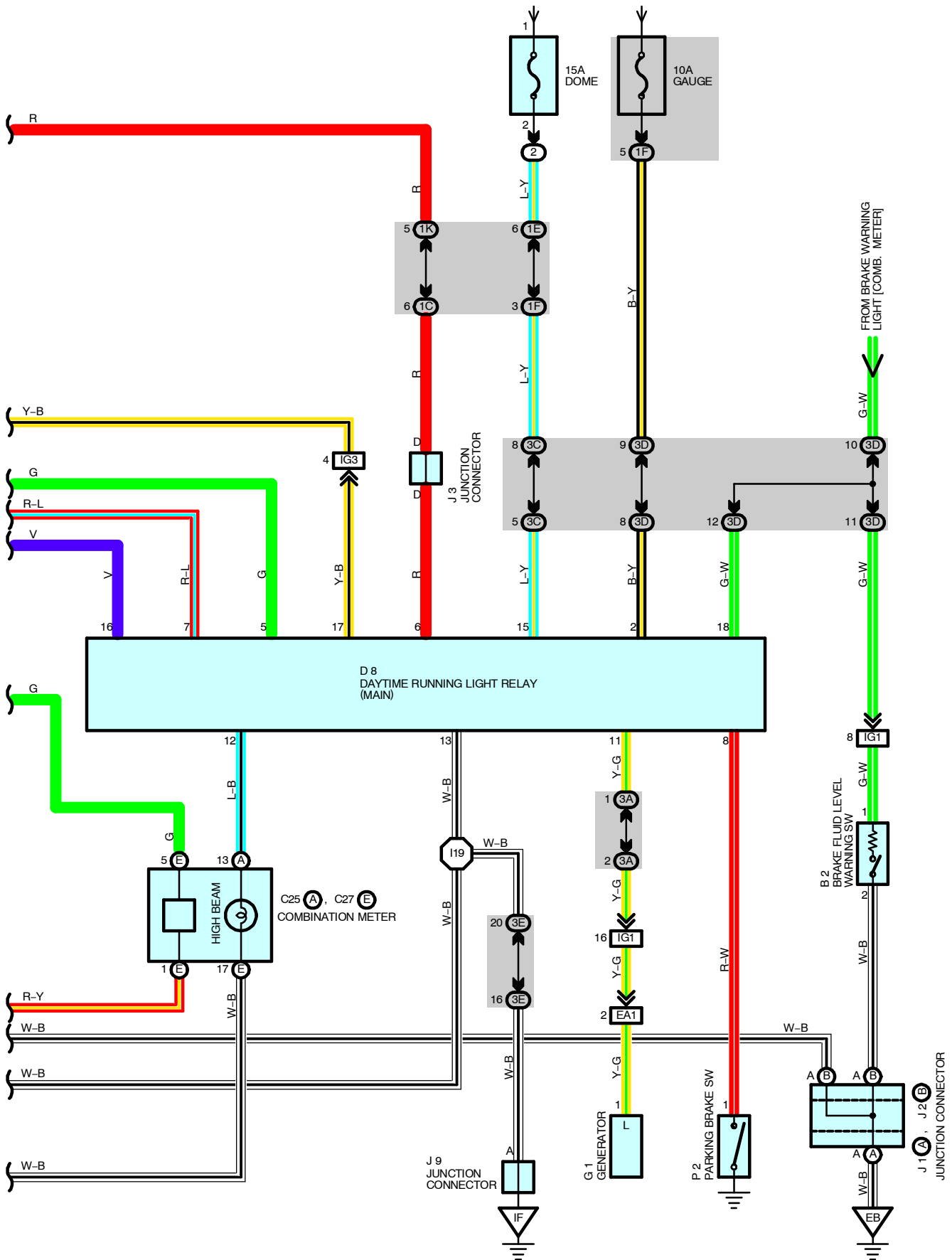


HEADLIGHT (w/ DAYTIME RUNNING LIGHT)



FROM POWER SOURCE SYSTEM (SEE PAGE 50)



HEADLIGHT (w/ DAYTIME RUNNING LIGHT)

SYSTEM OUTLINE

1. DAYTIME RUNNING LIGHT OPERATION

When the engine is started, voltage generated at 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 relay is not activated so the daytime running light system does not operate. If the parking brake lever is then released (Parking brake SW off), a signal is input to TERMINAL 8 of the relay. This activates the relay, so current flows from battery to the HEAD relay (Point side) to TERMINAL 4 of the DIMMER relay to TERMINAL 1 to HEAD (LO LH), (LO RH) fuse to TERMINAL 1 of the headlights to TERMINAL 3 to TERMINAL 1 of the daytime running light resistor to TERMINAL 2 to GROUND. This causes the headlights to light up (The headlights light up dimmer than full brightness.).

Once the daytime running light system operates and headlights light up, headlights remain on even if the parking brake lever is pulled up (Parking brake SW on).

If the engine stalls and the ignition SW remains on, headlights remain lighted up even though current is no longer output from TERMINAL L of the generator. If the ignition SW is then turned off, the headlights go 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 switched to HEAD position, current flows from the DRL fuse to TERMINAL 4 of the daytime running light relay no. 4 to TERMINAL 3 to TERMINAL 1 of the diode (Daytime running light no. 1) to TERMINAL 2 to TERMINAL (E) 5 of the combination meter to TERMINAL (E) 1 to TERMINAL 13 of the light control SW to TERMINAL 16 to GROUND, activating the daytime running light relay no. 4. Current then flows from the HEAD (LO LH), (LO RH) fuse to TERMINAL 1 of the headlights to TERMINAL 3 to TERMINAL 2 of the daytime running light relay no. 4 to TERMINAL 1 to GROUND, causing the headlights to light up at normal intensity.

When the dimmer SW is switched to the HIGH position, the signal from the dimmer SW is input to the daytime running light relay (Main). This activates the relay and current flows from TERMINAL 4 of the DIMMER relay to TERMINAL 2 to TERMINAL 17 of the daytime running light relay (Main), activating the DIMMER relay.

This causes current to flow from TERMINAL 4 of the DIMMER relay to TERMINAL 3 to HEAD (HI LH), (HI RH) fuse to TERMINAL 2 of the headlights to TERMINAL 3 to TERMINAL 2 of the daytime running light relay no. 4 to TERMINAL 1 to GROUND, causing the headlights to light up at high beam.

When the dimmer SW is switched to FLASH position, the daytime running light relay (Main) is activated and current flows from TERMINAL 4 of the DIMMER relay to TERMINAL 3. Current from the DRL fuse flows to TERMINAL 4 of the daytime running light relay no. 4 to TERMINAL 3 to TERMINAL 1 of the diode (Daytime running light no. 1) to TERMINAL 2 to TERMINAL 1 of the diode (Daytime running light no. 2) to TERMINAL 2 to TERMINAL 8 of the dimmer SW to TERMINAL 16 to GROUND, and also flows from the HEAD (HI LH), (HI RH) fuse to TERMINAL 2 of the headlights to TERMINAL 3 to TERMINAL 2 of the daytime running light relay no. 4 to TERMINAL 1 to GROUND, causing the high beam to operate.

SERVICE HINTS

HEAD RELAY [ENGINE ROOM R/B]

2-1 : Closed with light control SW at **HEAD** position or dimmer SW at **FLASH** position

Closed with engine running and parking brake lever released

DIMMER RELAY [ENGINE ROOM R/B]

Changes from HEAD(LO) to HEAD(HI) with dimmer SW at **FLASH** position or with HEAD relay on and dimmer SW at **HIGH** position

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
B2	28 (5VZ-FE)	D12	32	J1	A
	30 (3RZ-FE)	D13	32	J2	B
C13	32	G1	28 (5VZ-FE)	J3	31 (3RZ-FE)
C25	A		30 (3RZ-FE)		33
C27	E	H1	28 (5VZ-FE)	J4	33
D2	28 (5VZ-FE)		30 (3RZ-FE)	J9	33
	30 (3RZ-FE)	H2	28 (5VZ-FE)	P2	33
D8	32		30 (3RZ-FE)		
D9	32	J1	A		

 : RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
2	22	Engine Room R/B (Engine Compartment Left)

 : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1C	24	Cowl Wire and Driver Side J/B (Lower Finish Panel)
1E	24	Engine Room Main Wire and Driver Side J/B (Lower Finish Panel)
1F	24	Cowl Wire and Driver Side J/B (Lower Finish Panel)
1K	24	Engine Room Main Wire and Driver Side J/B (Lower Finish Panel)
3A	26	Cowl Wire and Center J/B (Near the Steering Column Tube)
3C		
3D		
3E		

 : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
EA1	38 (5VZ-FE)	Engine No.2 Wire and Engine Room Main Wire (Near the Engine Room R/B)
	40 (3RZ-FE)	
IG1	42	Engine Room Main Wire and Cowl Wire (Left Kick Panel)
IG3		

 : GROUND POINTS

Code	See Page	Ground Points Location
EB	38 (5VZ-FE)	Front Left Fender
	40 (3RZ-FE)	
IE	42	Cowl Side Panel LH
IF	42	Cowl Side Panel RH

 : SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I3	42	Engine Room Main Wire	I7	42	Cowl Wire
I5	42	Cowl Wire	I19		