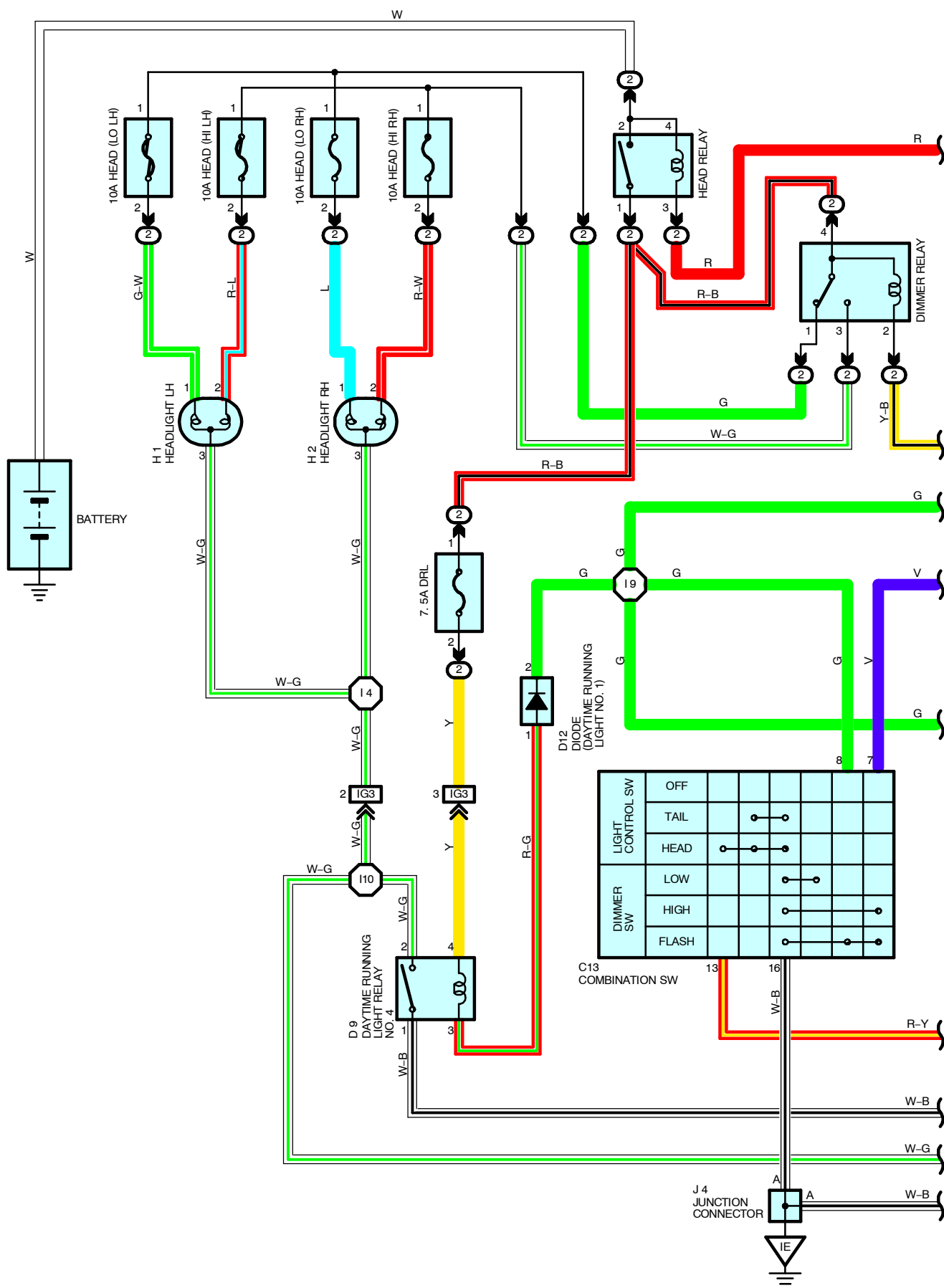
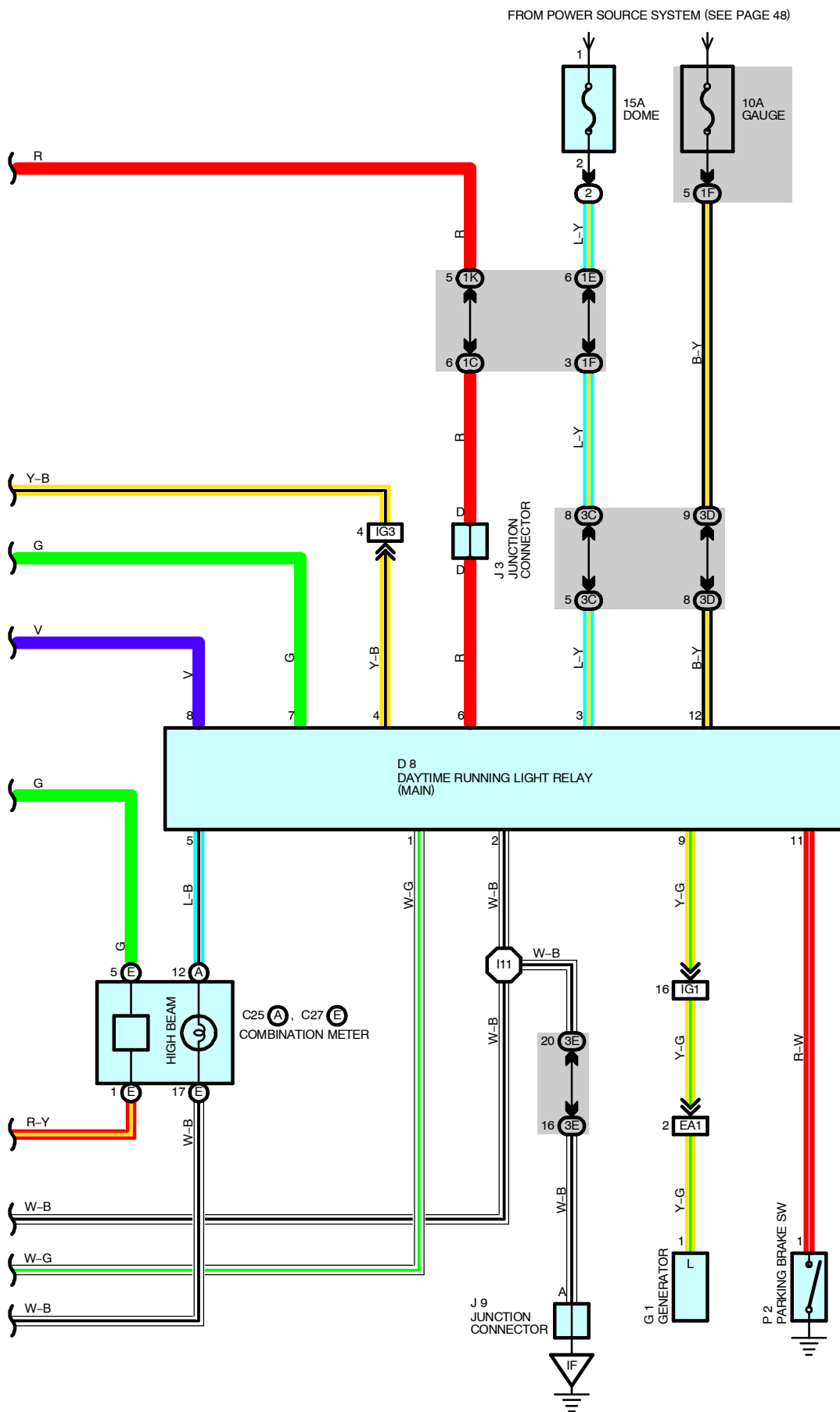


# HEADLIGHT (w/ DAYTIME RUNNING LIGHT)





# 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 9 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 11 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 relay (Main) 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 4 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 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

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

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           |
|------|----------------------|------|--------------------|------|--------------------|
| C13  | <a href="#">30</a>   | D12  | <a href="#">30</a> | J4   | <a href="#">31</a> |
| C25  | A <a href="#">30</a> | G1   | <a href="#">28</a> | J9   | <a href="#">31</a> |
| C27  | E <a href="#">30</a> | H1   | <a href="#">28</a> | P2   | <a href="#">31</a> |
| D8   | <a href="#">30</a>   | H2   | <a href="#">28</a> |      |                    |
| D9   | <a href="#">30</a>   | J3   | <a href="#">31</a> |      |                    |

## ○ : RELAY BLOCKS

| Code | See Page           | Relay Blocks (Relay Block Location)       |
|------|--------------------|-------------------------------------------|
| 2    | <a href="#">22</a> | 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) |
| 3C   | 26       | Cowl Wire and Center J/B (Near the Steering Column Tube)       |
| 3D   |          |                                                                |
| 3E   |          |                                                                |

 : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

| Code | See Page | Joining Wire Harness and Wire Harness (Connector Location)            |
|------|----------|-----------------------------------------------------------------------|
| EA1  | 36       | Engine No.2 Wire and Engine Room Main Wire (Near the Engine Room R/B) |
| IG1  | 38       | Engine Room Main Wire and Cowl Wire (Left Kick Panel)                 |
| IG3  |          |                                                                       |

 : GROUND POINTS

| Code | See Page | Ground Points Location |
|------|----------|------------------------|
| IE   | 38       | Cowl Side Panel LH     |
| IF   | 38       | Cowl Side Panel RH     |

 : SPLICE POINTS

| Code | See Page | Wire Harness with Splice Points | Code | See Page | Wire Harness with Splice Points |
|------|----------|---------------------------------|------|----------|---------------------------------|
| I4   | 40       | Engine Room Main Wire           | I10  | 40       | Cowl Wire                       |
| I9   | 40       | Cowl Wire                       | I11  |          |                                 |