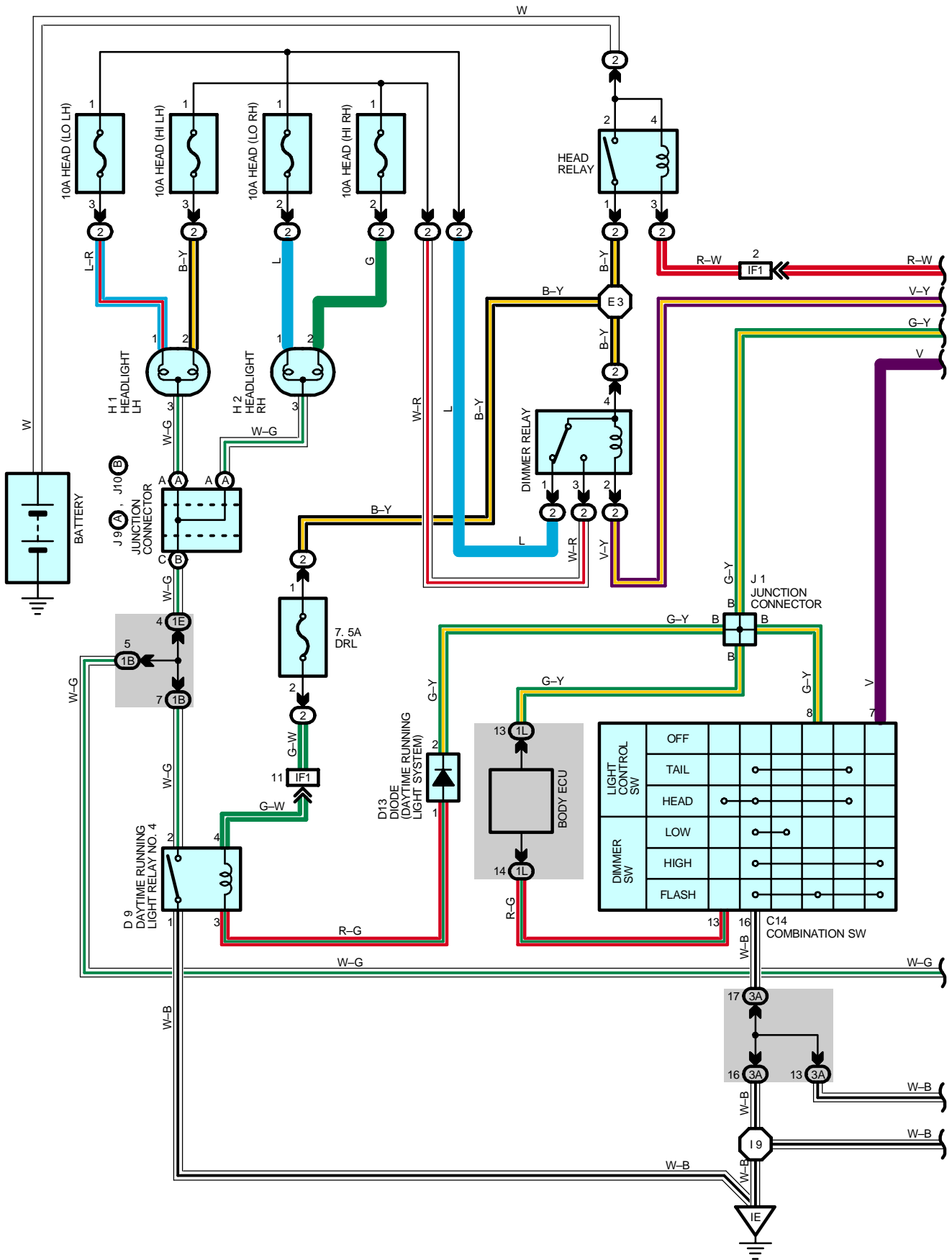


HEADLIGHT (w/ DAYTIME RUNNING LIGHT)



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 (The 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 (The 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 headlights to light up (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 (The parking brake SW on).

If the engine stalls and the ignition SW remains on, headlights remain lighted up even through 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 (The parking brake SW off), the daytime running light system operates and 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 to TERMINAL 2 to body ECU 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 headlights to light up at normal intensity.

When the dimmer SW is switched to 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 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 2. Current from the DRL fuse flows TERMINAL 4 of the daytime running light relay No.4 to TERMINAL 3 to TERMINAL 1 of the diode 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

4-3 : Closed with HEAD relay on and dimmer SW at **HIGH** or **FLASH** position

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page	
B2	30 (5VZ-FE)	G2	30 (5VZ-FE)	J9	A	31 (5VZ-FE)
	32 (3RZ-FE, 2RZ-FE)		32 (3RZ-FE, 2RZ-FE)			33 (3RZ-FE, 2RZ-FE)
C12	34	H1	30 (5VZ-FE)	J10	B	31 (5VZ-FE)
C14	34		32 (3RZ-FE, 2RZ-FE)			33 (3RZ-FE, 2RZ-FE)
D8	34	H2	30 (5VZ-FE)	P4		35
D9	34		32 (3RZ-FE, 2RZ-FE)			
D13	34	J1	35			

○ : RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
2	21	R/B No.2 (Engine Compartment Left)

 : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1B	23	Cowl Wire and J/B No.1 (Lower Finish Panel)
1C		
1D		
1E	23	Engine Room Main Wire and J/B No.1 (Lower Finish Panel)
1F	23	Cowl Wire and J/B No.1 (Lower Finish Panel)
1K	23	Engine Room Main Wire and J/B No.1 (Lower Finish Panel)
1L	22	Cowl Wire and J/B No.1 (Lower Finish Panel)
3A	24	Cowl Wire and J/B No.3 (Behind the Instrument Panel Left)
3D		
3F		

 : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
EA1	40 (5VZ-FE)	Engine Room Main Wire and Engine No.2 Wire (Near the Battery)
	42 (3RZ-FE, 2RZ-FE)	
IF1	44	Engine Room Main Wire and Cowl Wire (Left Kick Panel)

 : GROUND POINTS

Code	See Page	Ground Points Location
EA	40 (5VZ-FE)	Front Left Fender
	42 (3RZ-FE, 2RZ-FE)	
IE	44	Around the Right Edge of the Reinforcement
IG	44	Around the Left Edge of the Reinforcement

 : SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
E3	40 (5VZ-FE)	Engine Room Main Wire	I9	44	Cowl Wire
	42 (3RZ-FE, 2RZ-FE)				