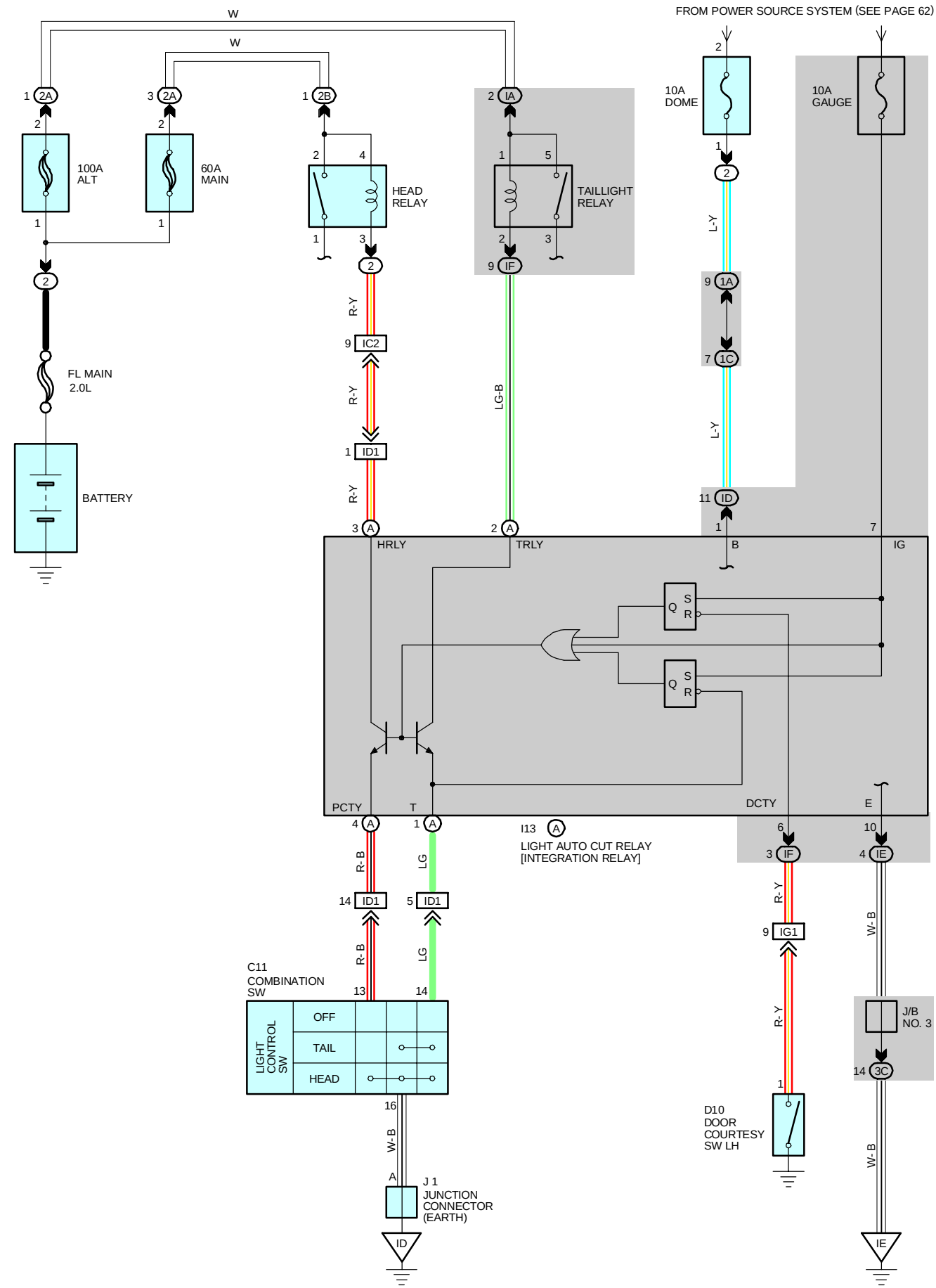
FROM POWER SOURCE SYSTEM (SEE PAGE 62)
W
W
100A ALT
60A MAIN
HEAD RELAY
TAILLIGHT RELAY
10A DOME
10A GAUGE
FL MAIN 2.0L
BATTERY
R-Y
R-Y
R-Y
LG-B
L-Y
L-Y
IC2
ID1
HRLY
TRLY
B
IG
PCTY
T
DCTY
E
I13
LIGHT AUTO CUT RELAY [INTEGRATION RELAY]
R-B
LG
R-B
LG
C11
COMBINATION SW
LIGHT CONTROL SW
OFF
TAIL
HEAD
W-B
J 1
JUNCTION CONNECTOR (EARTH)
R-Y
R-Y
W-B
W-B
J/B NO. 3
D10
DOOR COURTESY SW LH

SYSTEM OUTLINE

WITH THE IGNITION SW TURNED ON, CURRENT FLOWS TO **TERMINAL 7** OF THE INTEGRATION RELAY THROUGH THE **GAUGE** FUSE.

VOLTAGE IS APPLIED AT ALL TIMES TO **TERMINAL (A) 2** OF THE INTEGRATION RELAY THROUGH THE TAILLIGHT RELAY (COIL SIDE), AND TO **TERMINAL (A) 3** THROUGH THE HEAD RELAY (COIL SIDE).

1. NORMAL LIGHTING OPERATION

***** TURN TAILLIGHT ON

WITH LIGHT CONTROL SW TURNED TO **TAIL** POSITION, A SIGNAL IS INPUT TO **TERMINAL (A) 1** OF THE INTEGRATION RELAY. DUE TO THIS SIGNAL, CURRENT FROM **TERMINAL (A) 2** OF THE RELAY FLOWS TO **TERMINAL (A) 1** → **TERMINAL 14** OF THE LIGHT CONTROL SW → **TERMINAL 16** → **GROUND**, AND THE TAILLIGHT RELAY CAUSES TAILLIGHT TO TURN ON.

***** TURN HEADLIGHT ON

WITH LIGHT CONTROL SW TURNED TO **HEAD** POSITION, A SIGNAL IS INPUT TO **TERMINAL (A) 4** OF THE INTEGRATION RELAY. DUE TO THIS SIGNAL, CURRENT FROM **TERMINAL (A) 3** OF THE RELAY FLOWS TO **TERMINAL (A) 4** → **TERMINAL 13** OF THE LIGHT CONTROL SW → **TERMINAL 16** → **GROUND** IN THE HEADLIGHT CIRCUIT, AND HEADLIGHT RELAY CAUSES HEADLIGHTS TO TURN ON.

2. LIGHT AUTO TURN OFF OPERATION

WITH LIGHT ON AND THE IGNITION SW TURNED OFF (INPUT SIGNAL GOES TO **TERMINAL 7** OF THE RELAY), WHEN THE DRIVER'S DOOR IS OPENED (INPUT SIGNAL GOES TO **TERMINAL 6** OF THE RELAY), THE RELAY OPERATES AND CURRENT IS CUT OFF FROM **TERMINAL (A) 2** OF THE RELAY TO **TERMINAL (A) 1** IN TAILLIGHT CIRCUIT AND FROM **TERMINAL (A) 3** TO **TERMINAL (A) 4** IN HEADLIGHT CIRCUIT.

AS A RESULT, ALL LIGHTS ARE TURNED OFF AUTOMATICALLY.

SERVICE HINTS

HEAD RELAY

2-1 : CLOSED WITH THE LIGHT CONTROL SW AT **HEAD** POSITION OR THE DIMMER SW AT **FLASH** POSITION (USA)
CLOSED WITH THE ENGINE RUNNING AND THE PARKING BRAKE LEVER RELEASED,
THE LIGHT CONTROL SW AT **HEAD** POSITION OR THE DIMMER SW AT **FLASH** POSITION (CANADA)

TAILLIGHT RELAY

5-3 : CLOSED WITH THE LIGHT CONTROL SW AT **TAIL** OR **HEAD** POSITION

D10 DOOR COURTESY SW LH

1-GROUND : CLOSED WITH THE LH DOOR OPEN

I13 (A) LIGHT AUTO CUT RELAY [INTEGRATION RELAY]

7-GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW AT **ON** POSITION
6-GROUND : CONTINUITY WITH THE LH DOOR OPEN
10-GROUND : ALWAYS CONTINUITY
(A) 2-GROUND : ALWAYS APPROX. **12** VOLTS
(A) 3-GROUND : ALWAYS APPROX. **12** VOLTS
(A) 4-GROUND : CONTINUITY WITH THE LIGHT CONTROL SW AT **HEAD** POSITION
(A) 1-GROUND : CONTINUITY WITH THE LIGHT CONTROL SW AT **TAIL** OR **HEAD** POSITION

LIGHT AUTO TURN OFF

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C11	32	**D10**	36 (CONVERTIBLE)	**J1**	33
D10	34 (L/B), 35 (C/P)	**I13** A	33		

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	26	ENGINE COMPARTMENT LEFT

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
IA	20	ENGINE ROOM MAIN WIRE AND INPANE J/B (LEFT KICK PANEL)
ID	20	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
IE		
IF		
1A	22	ENGINE ROOM MAIN WIRE AND J/B NO.1 (LEFT KICK PANEL)
1C	22	INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT KICK PANEL)
2A	26	ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)
2B		
3C	24	INSTRUMENT PANEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IC2	42	ENGINE ROOM MAIN WIRE AND COWL WIRE (LEFT KICK PANEL)
ID1	42	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)
IG1	42	INSTRUMENT PANEL WIRE AND FLOOR WIRE (LEFT KICK PANEL)

: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
ID	42	LEFT KICK PANEL
IE	42	INSTRUMENT PANEL BRACE LH