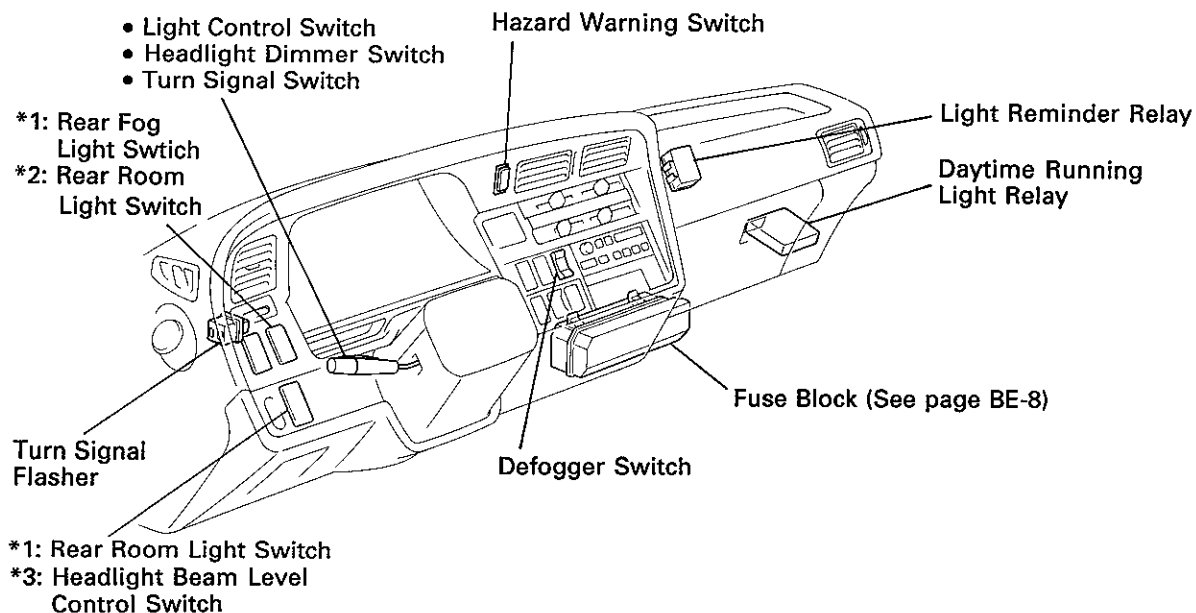


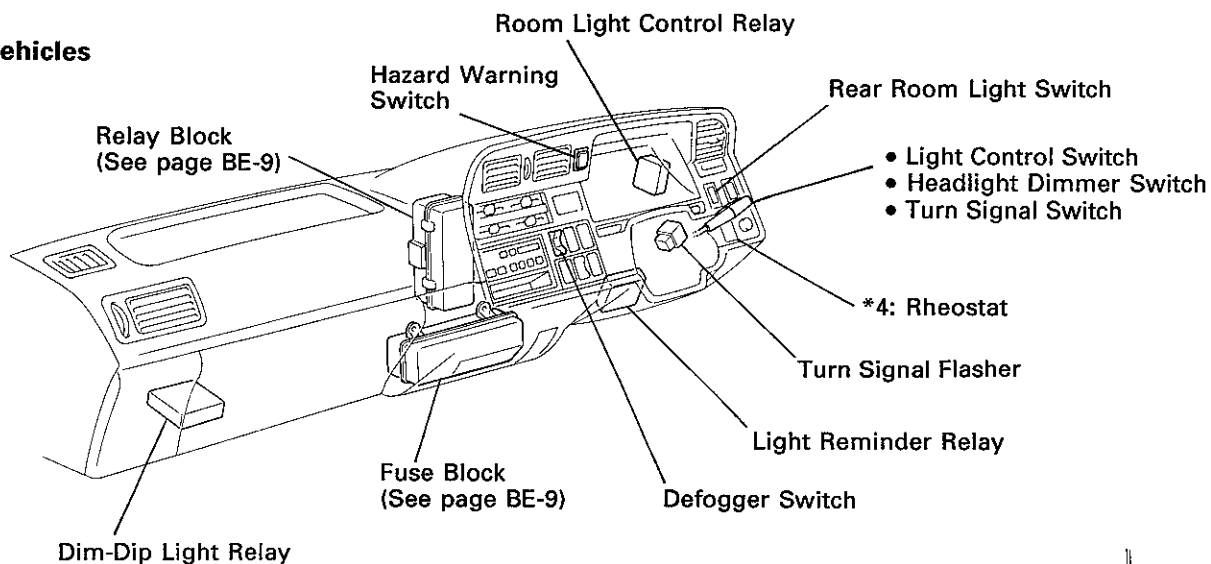
LIGHTING SYSTEM

Parts Location

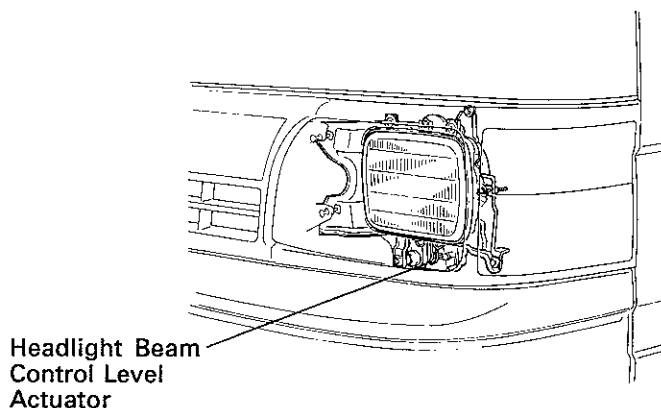
LHD Vehicles



RHD Vehicles

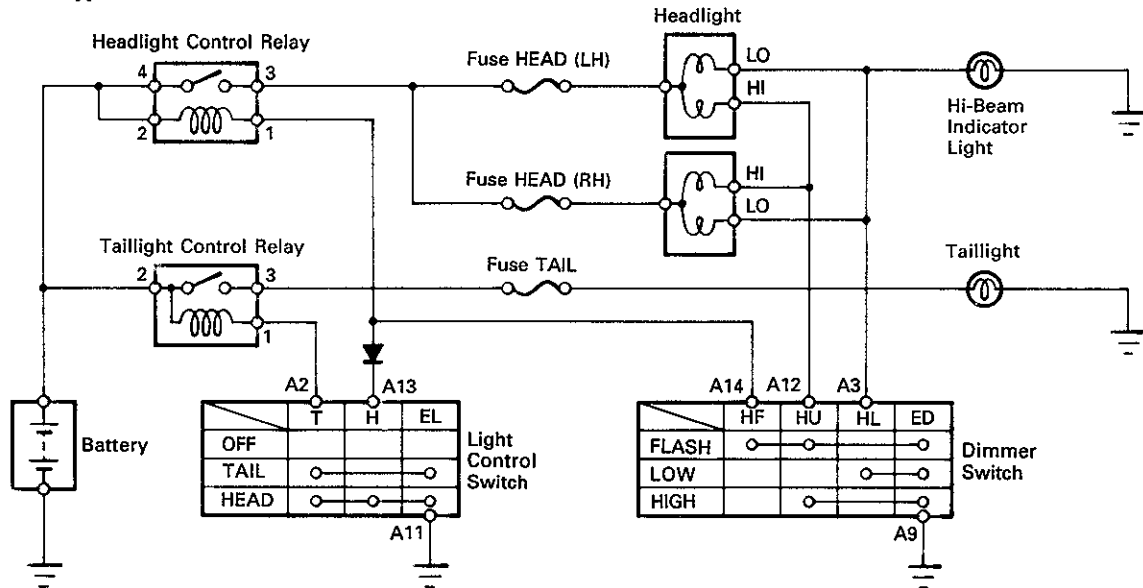


- *1: Europe
- *2: Models Except Europe
- *3: West Germany
- *4: Australia

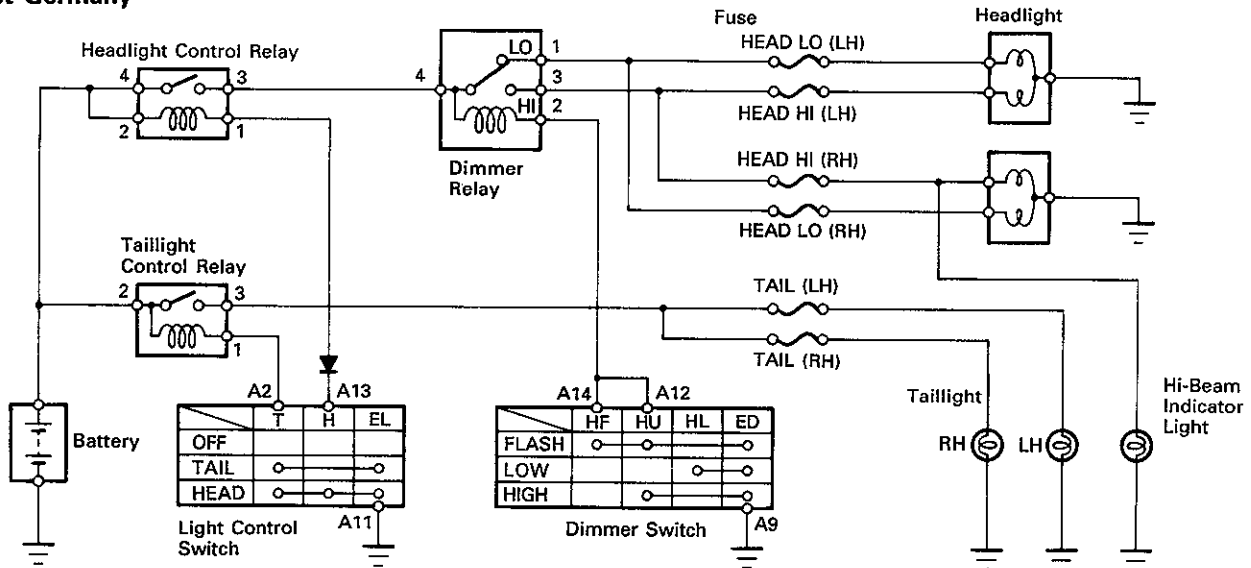


Wiring and Connector Diagrams (Headlight and Taillight System)

• Standard type



• West Germany



- Light Control Switch
- Dimmer Switch

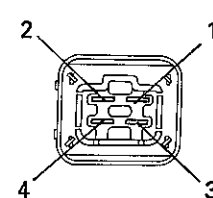
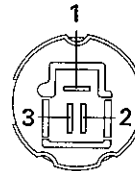
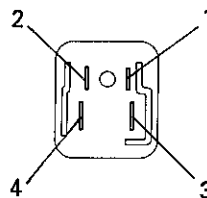
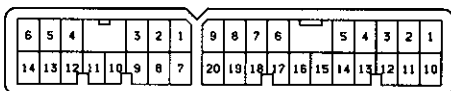
Headlight Control Relay

Taillight Control Relay

Dimmer Relay

Connector "A"

Connector "B"



Dim-Dip Light System

The diagram illustrates the wiring for a Dim-Dip Light System. Key components and their connections include:

- Battery:** Connected to the system ground.
- Dim-Dip Light Relay:** The central component with terminals 1 through 14. It controls the Dimmer Relay, Hi-Beam Indicator Light, and the three Dim-Dip Relays.
- Dimmer Relay:** Controls the Dimmer Light. It has terminals 1, 2, 3, and 4.
- Hi-Beam Indicator Light:** Controls the Hi-Beam indicator. It has terminals 1 and 2.
- Dim-Dip Relays (No. 1, 2, 3):** Control the three Dim-Dip lights. Each has terminals 1, 2, 3, and 4.
- Ignition Switch:** Controls the system power. It has terminals 1, 2, and 3.
- Fuses:** Protect the system from overcurrent. Fuses are located for the DOME, TAIL, HEAD (UPP, RH), HEAD (UPP, LH), and HEAD (LWR, RH), HEAD (LWR, LH).
- Light Control Switch:** Controls the overall light system. It has terminals A11, A12, A13, and A14.
- Dimmer Switch:** Controls the dimmer light. It has terminals A9 and A10.

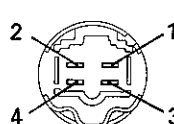
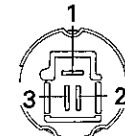
The diagram shows the following connections:

- Battery:** Connected to the system ground.
- Dim-Dip Light Relay:** Terminal 1 is connected to the battery. Terminal 2 is connected to the ignition switch. Terminal 3 is connected to the Dimmer Relay. Terminal 4 is connected to the Hi-Beam Indicator Light. Terminal 5 is connected to the Dim-Dip Relay No. 1. Terminal 6 is connected to the Dim-Dip Relay No. 2. Terminal 7 is connected to the Dim-Dip Relay No. 3. Terminal 8 is connected to the Dimmer Relay. Terminal 9 is connected to the Hi-Beam Indicator Light. Terminal 10 is connected to the Dim-Dip Relay No. 1. Terminal 11 is connected to the Dim-Dip Relay No. 2. Terminal 12 is connected to the Dim-Dip Relay No. 3. Terminal 13 is connected to the Dimmer Relay. Terminal 14 is connected to the Hi-Beam Indicator Light.
- Dimmer Relay:** Terminal 1 is connected to the Dim-Dip Light Relay. Terminal 2 is connected to the Dim-Dip Light Relay. Terminal 3 is connected to the Dim-Dip Light Relay. Terminal 4 is connected to the Dim-Dip Light Relay.
- Hi-Beam Indicator Light:** Terminal 1 is connected to the Dim-Dip Light Relay. Terminal 2 is connected to the Dim-Dip Light Relay.
- Dim-Dip Relays (No. 1, 2, 3):** Each relay has terminals 1, 2, 3, and 4. The connections are as follows:
 - Dim-Dip Relay No. 1:** Terminal 1 is connected to the Dim-Dip Light Relay. Terminal 2 is connected to the Dim-Dip Light Relay. Terminal 3 is connected to the Dim-Dip Light Relay. Terminal 4 is connected to the Dim-Dip Light Relay.
 - Dim-Dip Relay No. 2:** Terminal 1 is connected to the Dim-Dip Light Relay. Terminal 2 is connected to the Dim-Dip Light Relay. Terminal 3 is connected to the Dim-Dip Light Relay. Terminal 4 is connected to the Dim-Dip Light Relay.
 - Dim-Dip Relay No. 3:** Terminal 1 is connected to the Dim-Dip Light Relay. Terminal 2 is connected to the Dim-Dip Light Relay. Terminal 3 is connected to the Dim-Dip Light Relay. Terminal 4 is connected to the Dim-Dip Light Relay.
- Ignition Switch:** Terminal 1 is connected to the battery. Terminal 2 is connected to the Dim-Dip Light Relay. Terminal 3 is connected to the Dim-Dip Light Relay.
- Fuses:** Fuses are located for the DOME, TAIL, HEAD (UPP, RH), HEAD (UPP, LH), and HEAD (LWR, RH), HEAD (LWR, LH). The connections are as follows:
 - Fuse DOME:** Connected to the battery.
 - Fuse TAIL:** Connected to the battery.
 - Fuse HEAD (UPP, RH):** Connected to the battery.
 - Fuse HEAD (UPP, LH):** Connected to the battery.
 - Fuse HEAD (LWR, RH):** Connected to the battery.
 - Fuse HEAD (LWR, LH):** Connected to the battery.
- Light Control Switch:** Terminal A11 is connected to the Dim-Dip Light Relay. Terminal A12 is connected to the Dim-Dip Light Relay. Terminal A13 is connected to the Dim-Dip Light Relay. Terminal A14 is connected to the Dim-Dip Light Relay.
- Dimmer Switch:** Terminal A9 is connected to the Dim-Dip Light Relay. Terminal A10 is connected to the Dim-Dip Light Relay.

The diagram illustrates the electrical system for a vehicle's lighting, featuring a battery, alternator, and various relays and switches. The components and their connections are as follows:

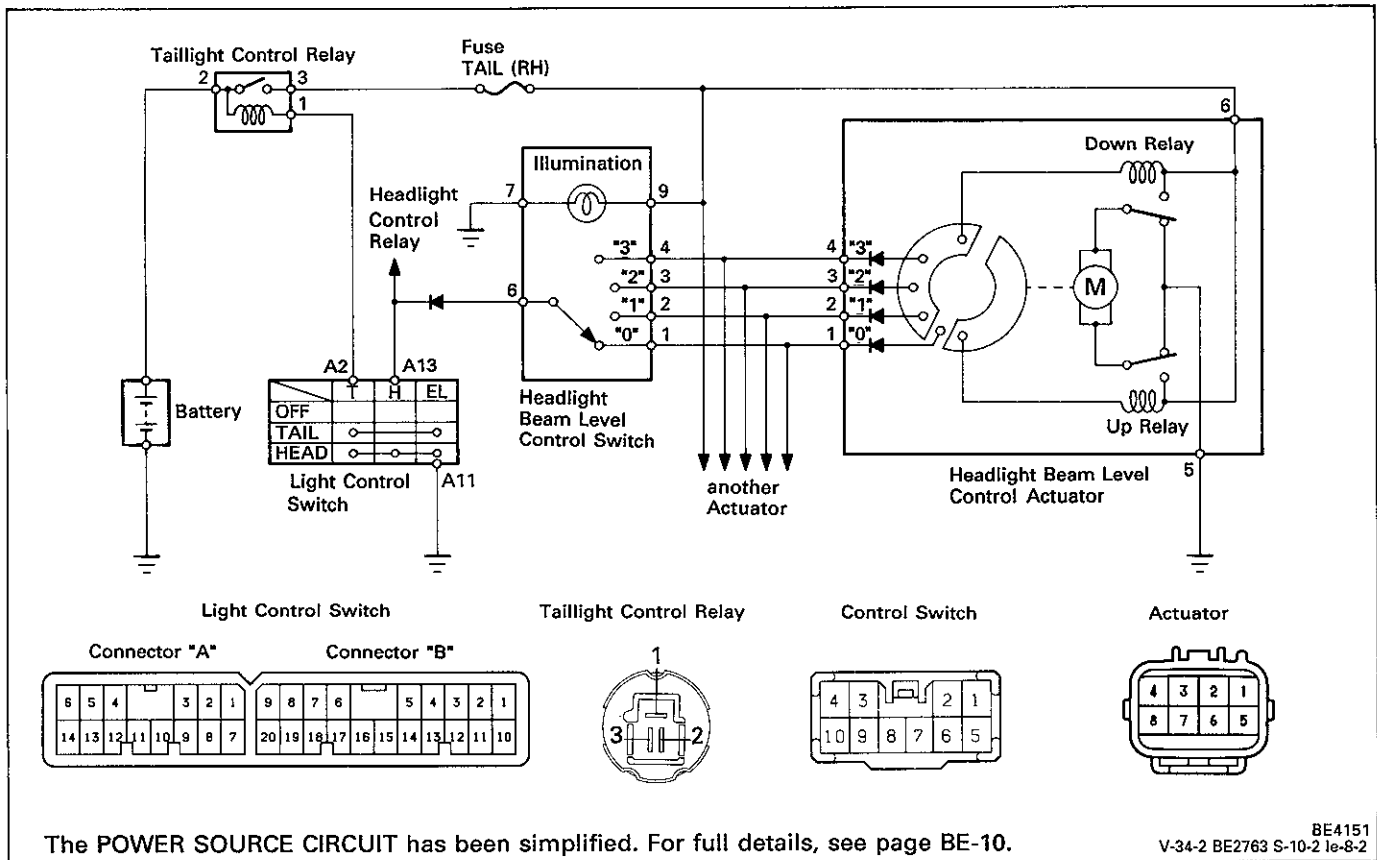
- Battery and Alternator:** The battery is connected to the ground. The alternator (L) is connected to the battery and the ignition switch.
- Ignition Switch:** The ignition switch (IG1) is connected to the battery and the Daytime Running Light Relay (DRL) through a fuse labeled "Fuse TURN-GAUGE".
- Headlight Control Relay:** This relay is connected to the battery and the Dimmer Relay. It has terminals 1, 2, 3, and 4.
- Dimmer Relay:** This relay is connected to the Headlight Control Relay and the headlights. It has terminals 1, 2, 3, and 4.
- Rear Fog Relay and Rear Fog Switch:** The Rear Fog Relay is connected to the battery and the Rear Fog Switch. The Rear Fog Switch is connected to the battery and the Rear Fog Relay.
- Taillight Control Relay:** This relay is connected to the battery and the taillights. It has terminals 1, 2, 3, and 4.
- Daytime Running Light Relay (DRL):** This relay is connected to the battery and the taillights. It has terminals 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, and 15.
- Headlights:** The headlights are connected to the Dimmer Relay and the Headlight Control Relay. They are labeled HEAD LO (LH), HEAD HI (LH), HEAD HI (RH), and HEAD LO (RH).
- Taillights:** The taillights are connected to the Taillight Control Relay and the DRL. They are labeled Taillight.
- Fog Light:** The fog light is connected to the battery and the DRL. It is labeled Fog Light.
- Hi-Beam Indicator Light:** The hi-beam indicator light is connected to the battery and the DRL. It is labeled Hi-Beam Indicator Light.
- Multi-Function Switch:** This switch is connected to the battery and the DRL. It has terminals A11, A9, A12, A13, A14, A2, and A1. The switch controls various lights: OFF, TAIL, HEAD, FLASH, LOW, HIGH, HF, HU, HL, and ED.
- Fuses:** The diagram includes several fuses: Fuse ECU-8, Fuse TAIL, Fuse TURN-GAUGE, and Fuse CHARGE.
- Power Source for Clock Illumination:** A power source for clock illumination is connected to the DRL.

- ### Taillight Control Relay

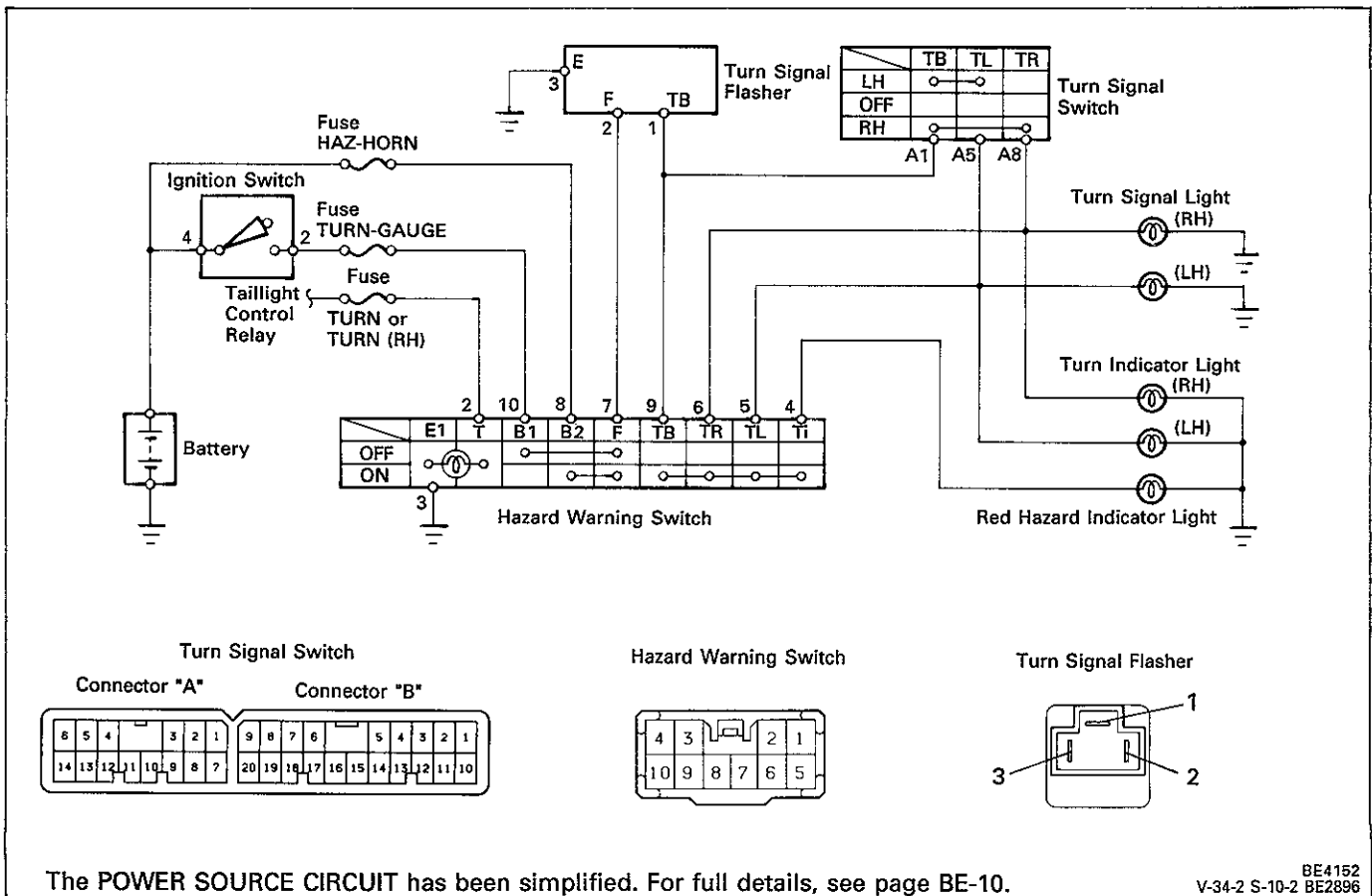


BE4149
BE4150
V-34-2 BE4219 BE1838 BE2763
S-8-2 BE1839 BE1850 BE1647

(Headlight Beam Level Control System)

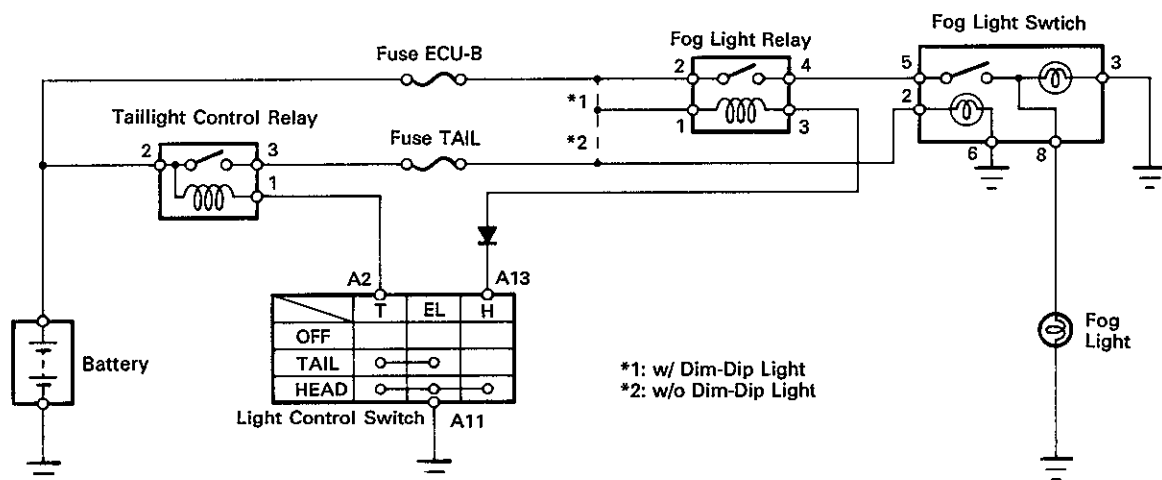


(Turn Signal and Hazard Warning System)

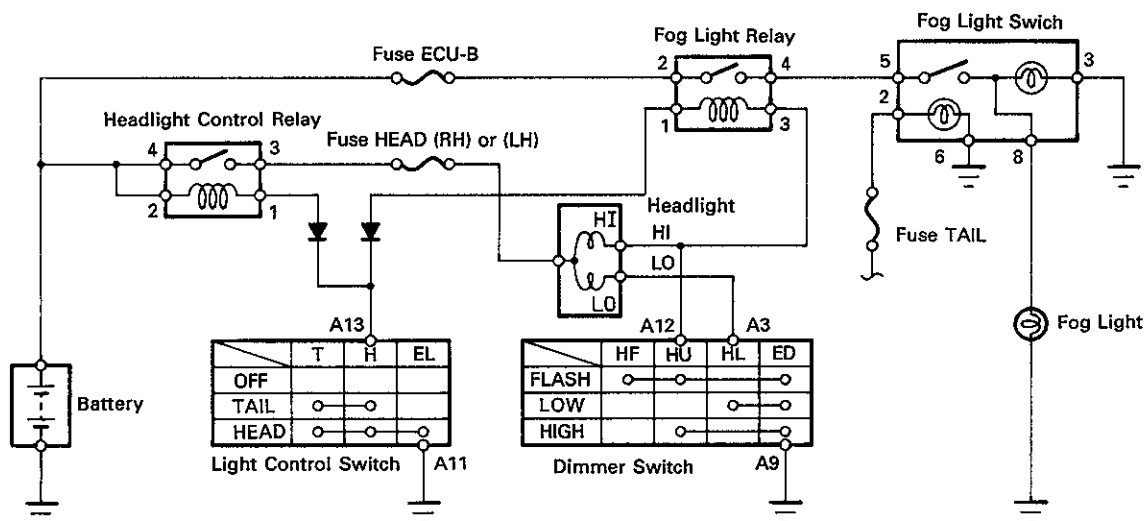


(Rear Fog Light System)

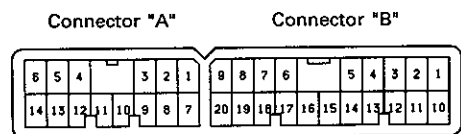
• Standard type



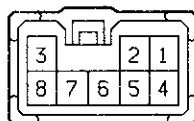
• France



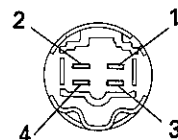
- Light Control Switch
- Dimmer Switch



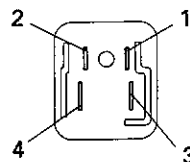
Rear Fog Light Switch



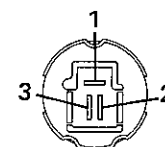
Fog Light Relay



Headlight Control Relay

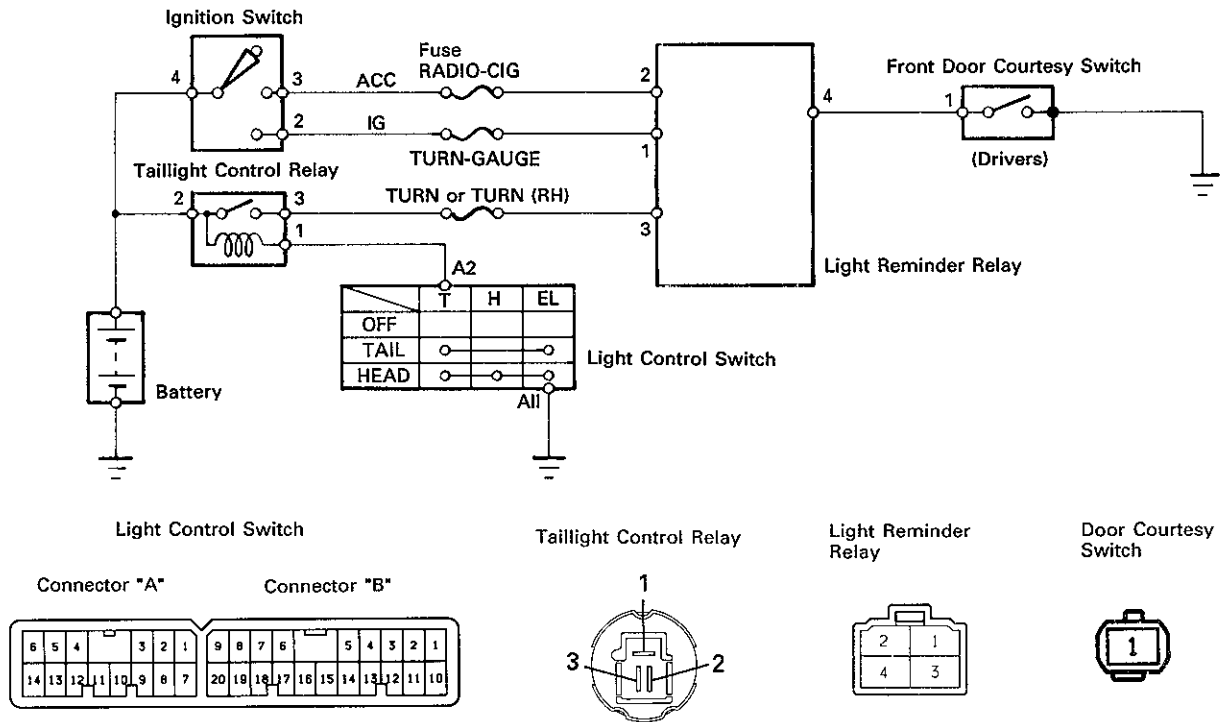


Taillight Control Relay



The POWER SOURCE CIRCUIT has been simplified. For full details, see page BE-10.

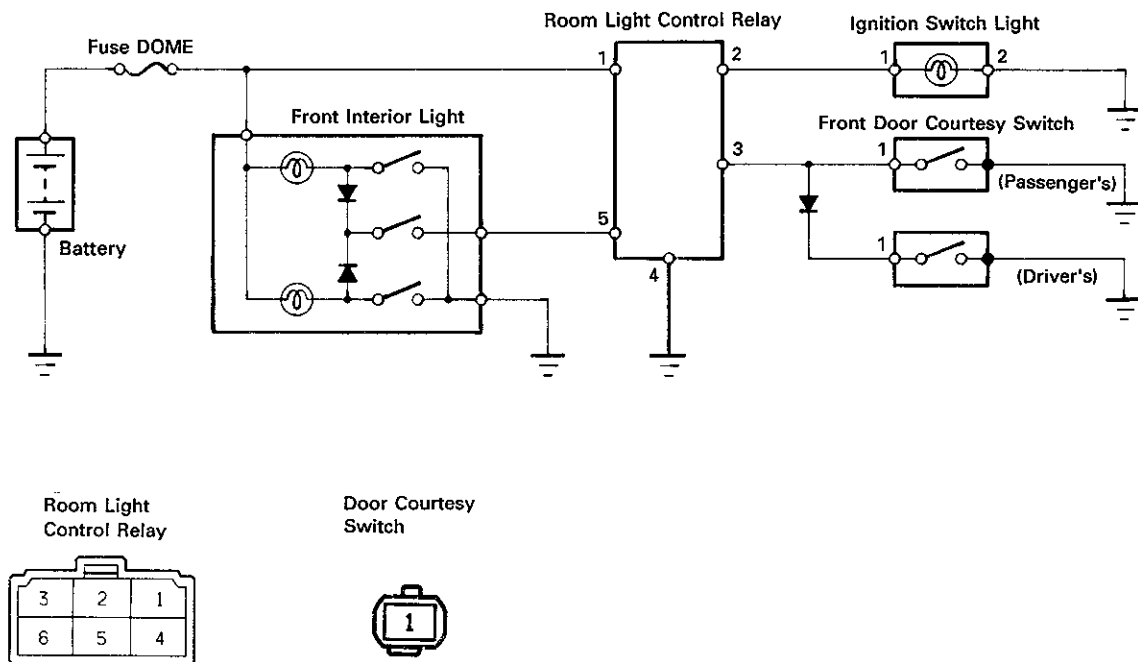
(Lights-On Warning System)



The POWER SOURCE CIRCUIT has been simplified. For full details, see page BE-10.

BE4155
V-34-2 BE2763 H-4-2 S-1-1-B

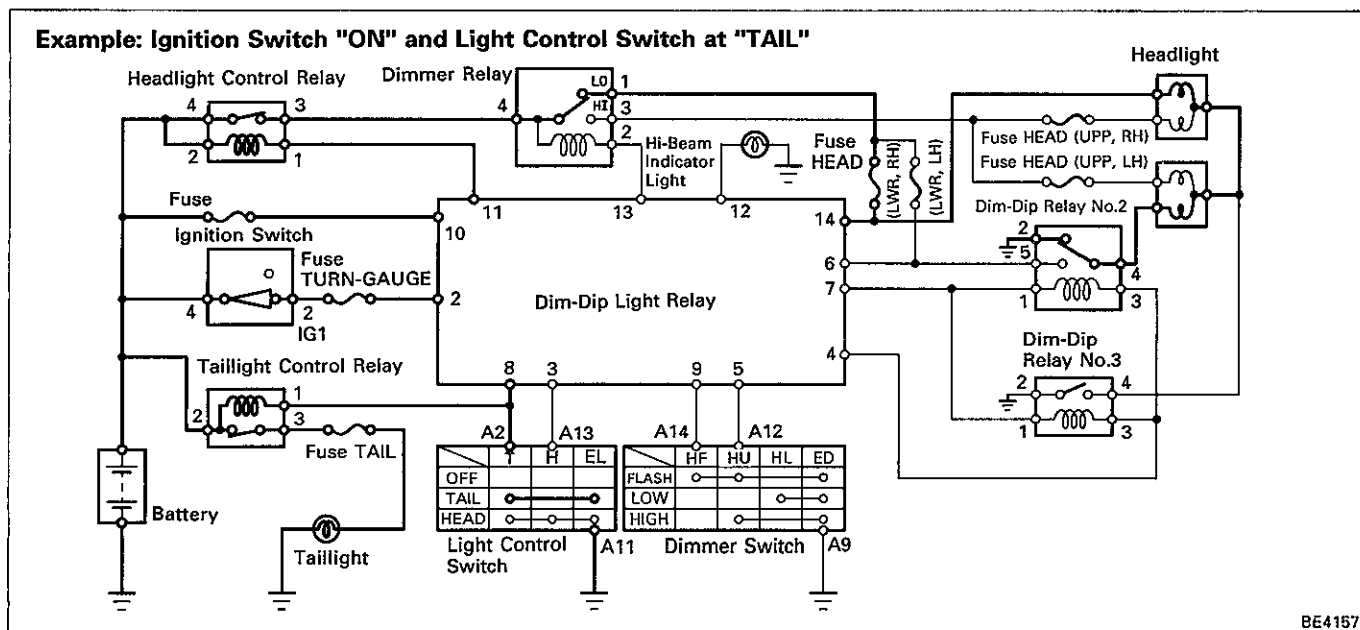
(Illuminated Entry System)



The POWER SOURCE CIRCUIT has been simplified. For full details, see page BE-10.

BE4156
H-6-2 S-1-1-B

Example: Ignition Switch "ON" and Light Control Switch at "TAIL"



- Current flows from the battery to terminal 10 of the Dim-Dip Light Relay.
- Battery voltage is applied to terminal 4 of the Dim-Dip Light Relay.

1. IGNITION SWITCH "ON" AND LIGHT CONTROL SWITCH AT "TAIL"

- As a result, because the Taillight Control Relay is turned on, the taillights lights up.
- As a result, because continuity is made between terminal 11 of the Dim-Dip Light Relay and ground, the Headlight Control Relay is turned on.

Then current flows from the battery to terminal 4 of Headlight Control Relay → terminal 3 of the Headlight Control Relay → terminal 4 of the Headlight Dimmer Relay → terminal 1 of the Headlight Dimmer Relay → the fuse HEAD (LWR, RH) → the headlight RH (low beam) → the headlight LH (low beam) → terminal 4 of the Dim-Dip Relay No.2 → terminal 2 of the Dim-Dip Relay No.2 → ground, the headlights lights up dimly.

2. LIGHT CONTROL SWITCH AT "HEAD"

When the switch is set, continuity is made between terminal 3 of the Dim-Dip Light Relay and ground. Also, because continuity is made between terminal 11 of the Dim-Dip Light Relay and ground, and terminal 7 of the Dim-Dip Light Relay and ground at all times, the Headlight Control Relay, Dim-Dip Relay No.2 and No.3 are turned on.

Then current flows from the battery in parallel to the low beam side of the headlight to light up the headlights normally.

HINT: When the Headlight Dimmer Switch is set to "HIGH", continuity is made between terminal 5 of the Dim-Dip Light Relay and ground. Also, because continuity is made between terminal 13 of the Dim-Dip Light Relay and ground, the Headlight Dimmer Relay is turned on. Then the headlights light up at high beam.

3. HEADLIGHT DIMMER SWITCH AT "FLASH"

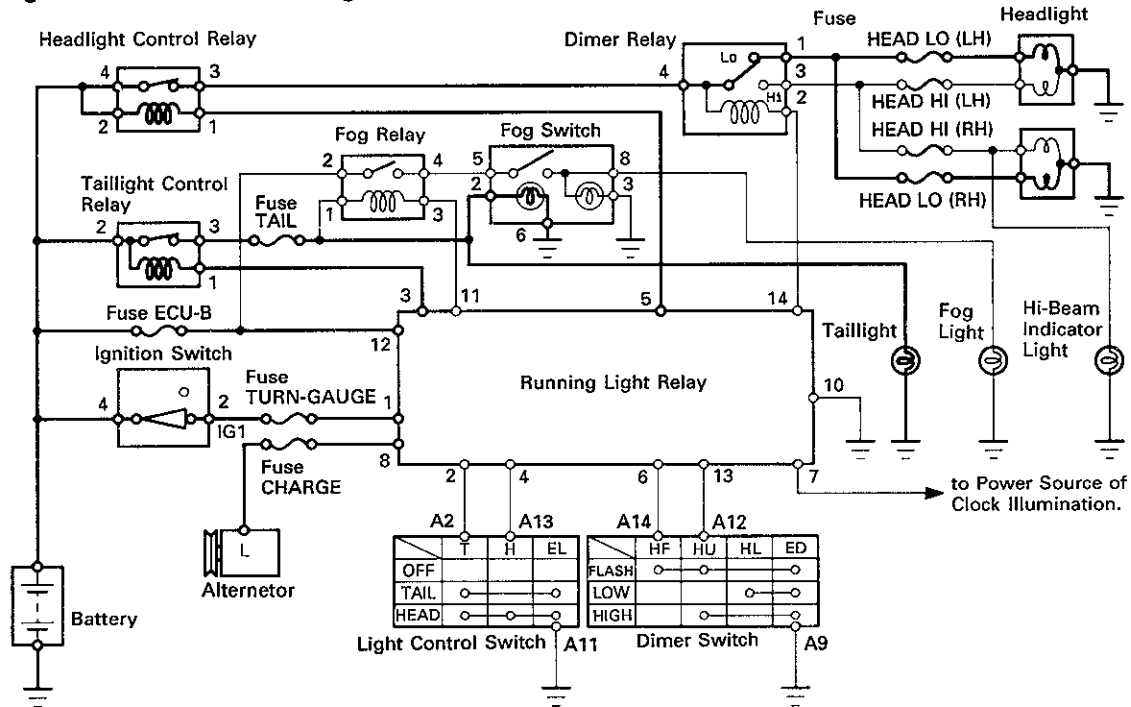
When the switch is set, continuity is made between terminal 5 of the Dim-Dip Light Relay and ground, and terminal 9 of the Dim-Dip Light Relay and ground. Also, because continuity is made between terminal 7 of the Dim-Dip Light Relay and ground, and terminal 11 of the Dim-Dip Light Relay and ground, and terminal 13 of the Dim-Dip Light Relay and ground, the headlights flash.

4. IGNITION SWITCH AT "LOCK" OR "ACC"

The lights light up according to the Light Control Switch or Headlight Dimmer Switch operation.

(Daytime Running Light System)

Example: Ignition Switch "ON" and Light Control Switch "OFF"



BE4158

Standby Operation

- Current flows from the battery to terminal 12 of the Running Light Relay.
- When the engine is started, alternator voltage is applied from terminal L of the alternator to terminal 8 of the Running Light Relay.

Operation**1. IGNITION SWITCH "ON" AND LIGHT CONTROL SWITCH "OFF"**

When the switches are set, current flows from the battery to terminal 1 of the Running Light Relay. Also, because continuity is made between terminal 3 of the Running Light Relay and ground, and terminal 5 of the Running Light Relay and ground, the Taillight control Relay and Headlight Control Relay are turned on. Then the taillights and headlights light up.

HINT: Because terminal 14 of the Running Light Relay is not grounded at all times, the Headlight Dimmer Relay is off, so the headlights light up at low beam.

2. IGNITION SWITCH "ON" AND LIGHT CONTROL SWITCH AT "TAIL"

When the switches are set, continuity is made between terminal 2 of the Running Light Relay and ground. Also, because continuity is made between terminal 3 of the Running Light Relay and ground at all times, the taillights light up.

(Fog Light): Also, because continuity is made between terminal 11 of the Running Light Relay and ground, the Fog Light Relay is turned on. Then the fog lights light up on standby.

3. IGNITION SWITCH "ON" AND LIGHT CONTROL SWITCH AT "HEAD"

When the switches are set, continuity is made between terminal 4 of the Running Light Relay and ground, and terminal 2 of the Running Light Relay and ground. Also, because continuity is made between terminal 5 of Running Light Relay and ground, and terminal 3 of the Running Light Relay and ground at all times, the taillights and headlights light up.

HINT: When the Headlight Dimmer Switch is set to "HIGH", continuity is made between terminal 13 of the Running Light Relay and ground. Also, because continuity is made between terminal 14 of the Running Light Relay and Ground, the Headlight Dimmer Relay is turned on. Then the headlights go on at high beam.

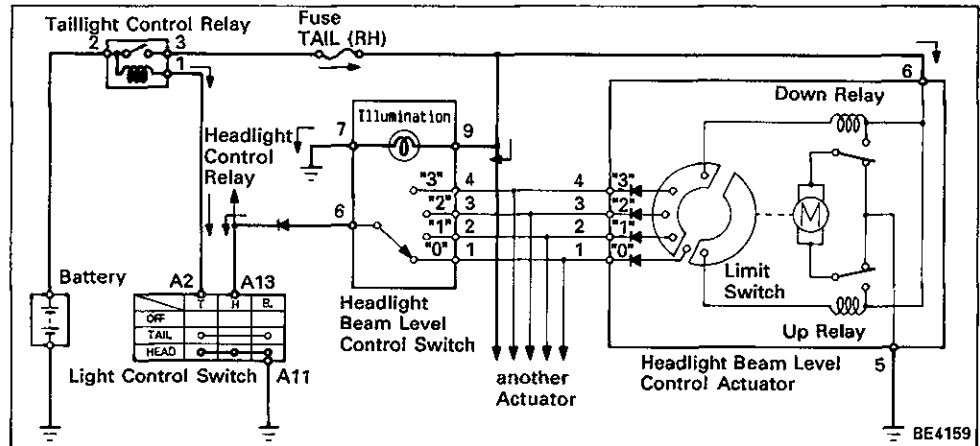
4. HEADLIGHT DIMMER SWITCH AT "FLASH"

When the switch is set, continuity is made between terminal 6 of the Running Light Relay and ground, and terminal 13 of the Running Light Relay and ground. Also, because the continuity is made between terminal 5 of the Running Light Relay and ground, and terminal 14 of the Running Light Relay and ground, the headlights flash.

(Headlight Beam Level Control System)

Standby Operation

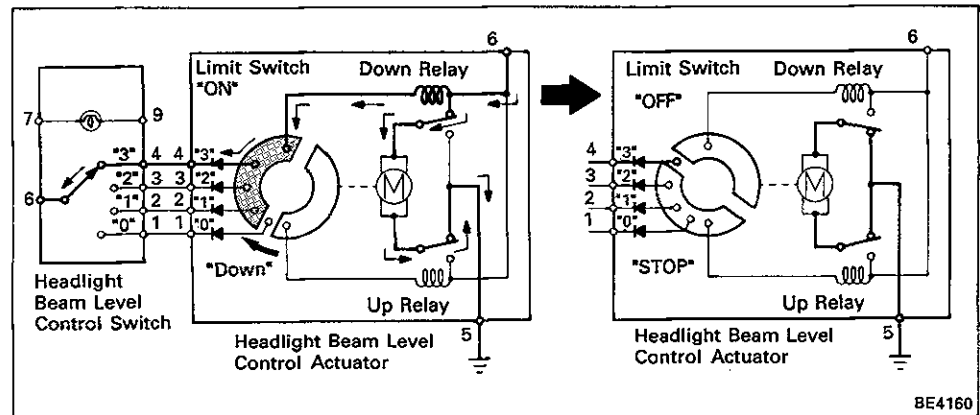
- Continuity always exists between terminal 5 of the Headlight Beam Level Control Actuator (hereafter called "Actuator") and the ground.
- When the Light Control Switch is turned to HEAD position, continuity is made between terminal 6 of the Headlight Beam Level Control Switch (hereafter called "Level Switch") and the ground through terminals A13 and A11 of the Light Control Switch. Also, continuity is made between terminal 3 of the Taillight Control Relay and the ground through terminals A2 and A11 of the Light Control Switch, the Taillight Control Relay is turned on, then current flows from the battery to terminal 6 of the Actuator.



Operation

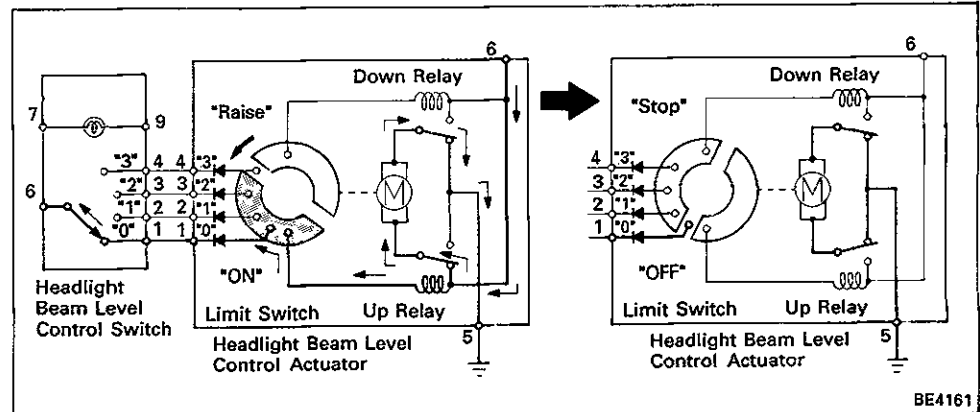
LEVEL SWITCH IN "3" POSITION

When the switch is set, Current flows from terminal 6 of Actuator → terminal 4 of the Actuator → terminal 4 of the Level Switch → ground, and the Down Relay is activated. Then current flows from terminal 6 of the Actuator → Down Relay → Motor → Up Relay → terminal 5 of the Actuator → ground, and the motor operates to lower the headlight. When the headlights are lowered, the Limit switch operates, so that continuity between terminals 6 and 4 of the Actuator is broken. As a result, the Down Relay is open and the headlights stay in level "3" position.



LEVEL SWITCH IN "0" POSITION

When the switch is set, current flows from terminal 6 of Actuator → terminal 1 of the Actuator → terminal 1 of the Level Switch → ground, and the Up Relay is activated. Then current flows from terminal 6 of the Actuator → Up Relay → Motor → Down Relay → terminal 5 of the Actuator → ground, and the motor operates to raise the headlight. When the headlights are raised, the Limit switch operates, so that continuity between terminals 6 and 1 of the Actuator is broken. As a result, the Up Relay is open and the headlights stay in level "1" position.



Troubleshooting

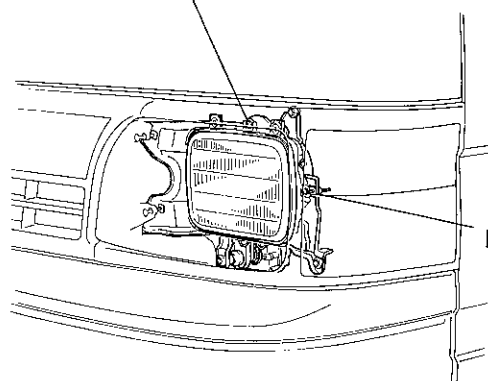
Problem	Possible cause	Remedy	Page
Only one light does not light up	Light bulb burned out Socket, wire or ground faulty	Replace bulb Repair as necessary	
Headlight do not light up	HEAD fuse blown Headlight control relay faulty Light control switch faulty Dimmer switch faulty Wiring or ground faulty	Replace fuse and check for short Check relay Check switch Check switch Repair as necessary	BE-7 BE-25 BE-25 BE-25
Head beam head-lights or headlight flashers do not operate	Light control switch faulty Dimmer switch faulty Wiring or ground faulty	Check switch Check switch Repair as necessary	BE-25 BE-25
Tail, parking and license light do not light up	TAIL fuse blown Taillight control relay faulty Light control switch faulty Wiring or ground faulty	Replace fuse and check for short Check Relay Check switch Repair as necessary	BE-7 BE-25 BE-25
Stop lights do not light up	STOP fuse blown Stop light switch faulty Wiring or ground faulty	Replace fuse and check for short Adjust or replace switch Repair as necessary	BE-7
Stop lights stay on	Stop light switch faulty	Adjust or replace switch	
Combination meter lights do not light up (taillights light up)	Light control rheostat faulty Wiring or ground faulty	Check rhostat Repair as necessary	BE-62
Turn signal does not flash on one side	Turn signal switch faulty Wiring or ground faulty	Check switch Repair as necessary	BE-25
Turn signals do not operate	TURN-GAUGE fuse blown Turn signal flasher faulty Turn signal switch faulty Hazard switch faulty Wiring or ground faulty	Replace fuse and check for short Check flasher Check switch Check switch Repair as necessary	BE-7 BE-31 BE-25 BE-31
Hazard warning lights do not operate	HAZ-HORN fuse blown Turn signal flasher faulty Turn signal switch faulty Hazard switch faulty Wiring or ground faulty	Replace fuse and check for short Check flasher Check switch Check switch Repair as necessary	BE-7 BE-31 BE-25 BE-31

Parts Adjustment

Adjustment of Headlight Aim

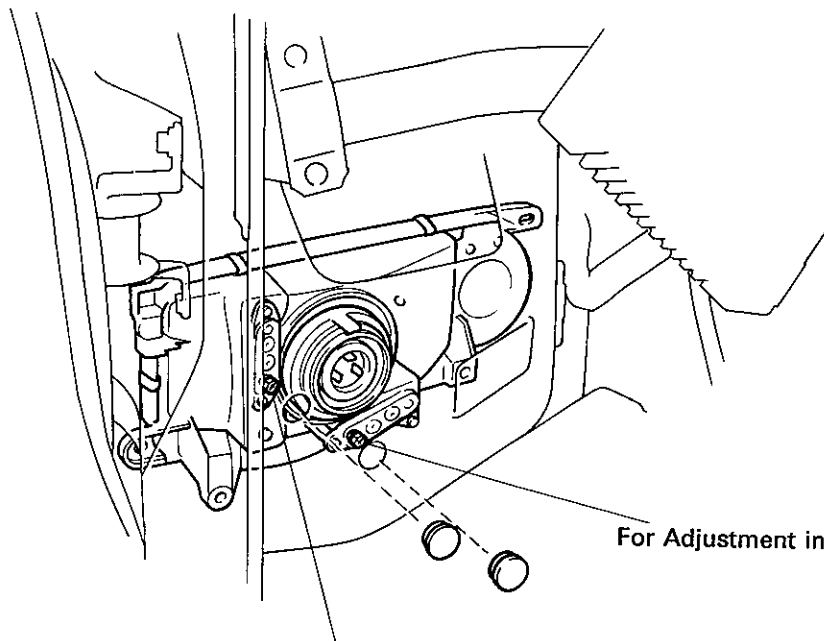
- Rectangular type

For Adjustment in Vertical Direction



For Adjustment in Horizontal Direction

- Sculptured type



For Adjustment in Vertical Direction

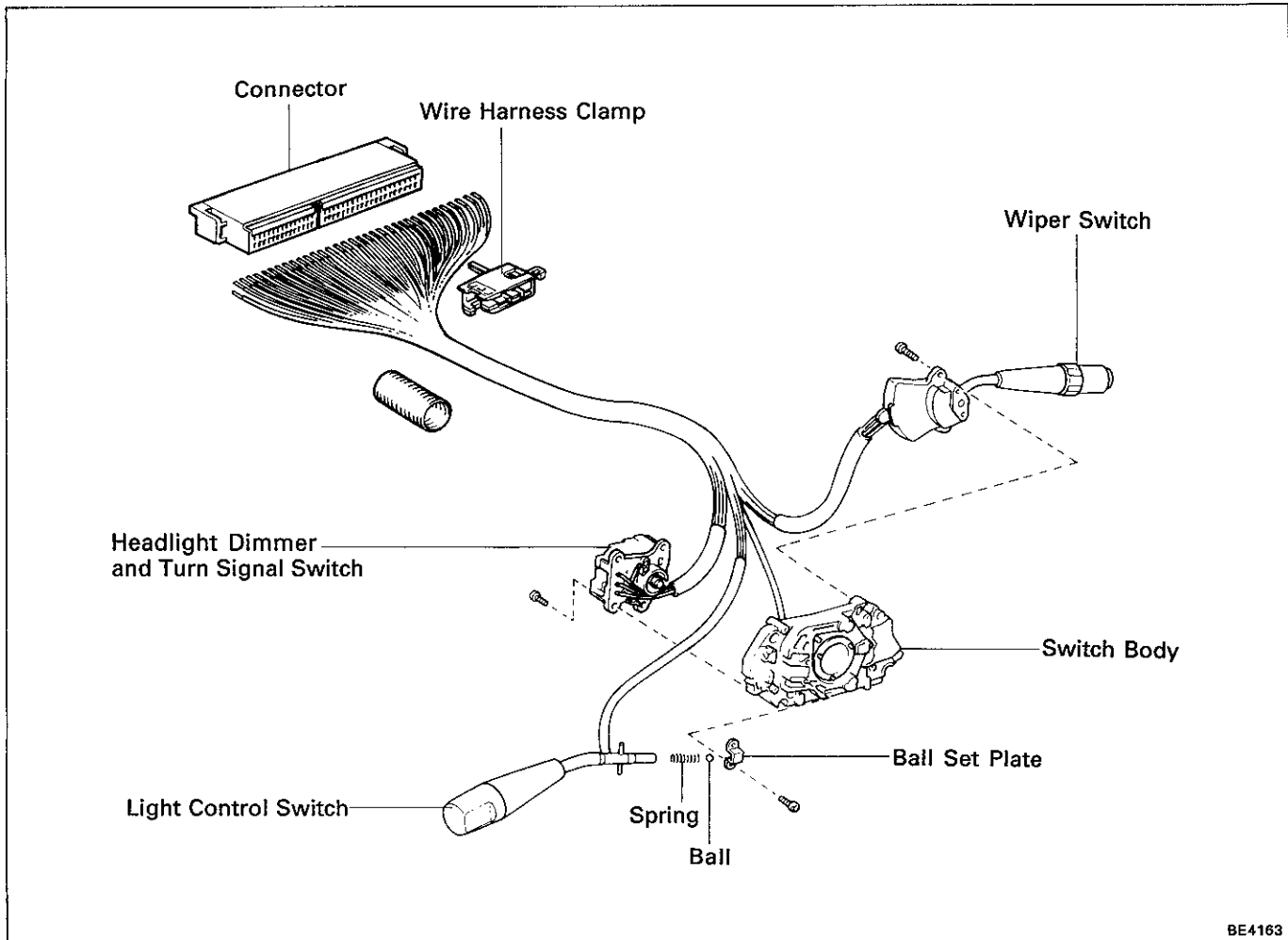
For Adjustment in Horizontal Direction

BE4146
BE4162

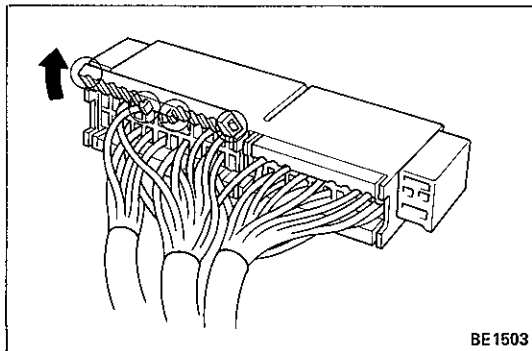
HINT: Before adjusting headlights equipped with a headlight beam level control system, first return the headlights to standard position by moving the control switch to "0" position.

Parts Replacement

Components



BE4163



BE1503

Disassembly of Combination Switch

1. REMOVE WIRE HARNESS CLAMP FROM WIRE HARNESS

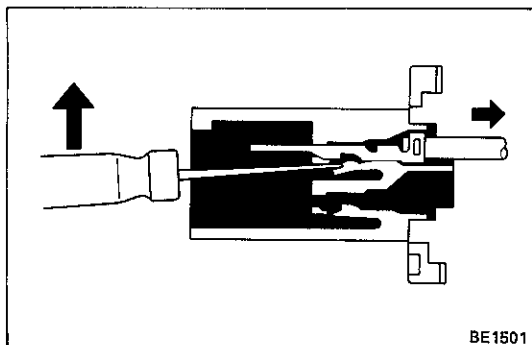
Pry loose two locking lugs and remove the clamp from the wire harness.

2. REMOVE TERMINALS FROM CONNECTOR

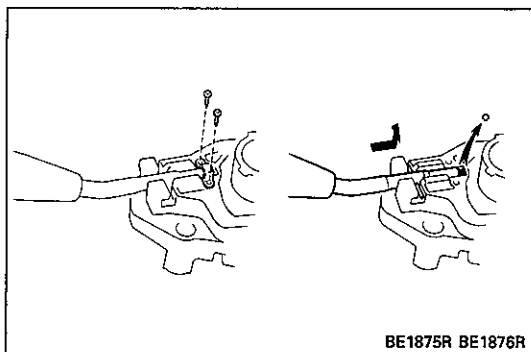
(a) Release four tabs and open the terminal cover.

(b) From the open end, insert a miniature screwdriver between the locking lug and terminal.

(c) Pry down the locking lug with the screwdriver and pull the terminal out from the rear.

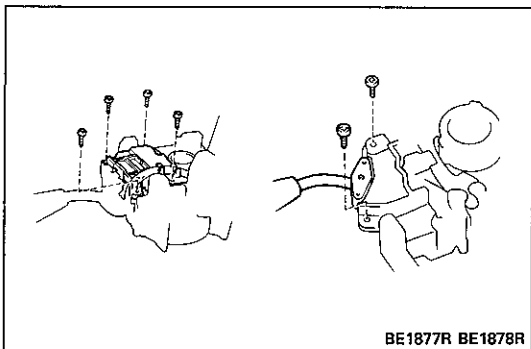


BE1501



3. REMOVE LIGHT CONTROL SWITCH

- (a) Remove two screws and the ball set plate from the switch body.
- (b) Remove the ball and slide out the switch from the switch body with the spring.

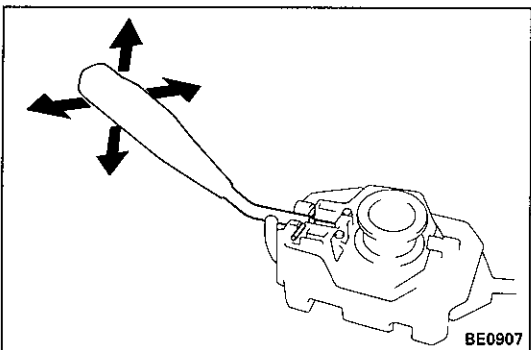


4. REMOVE HEADLIGHT DIMMER AND TURN SIGNAL SWITCH

Remove four screws and the switch from the switch body.

5. REMOVE WIPER AND WASHER SWITCH

Remove two screws and the switch from the switch body.

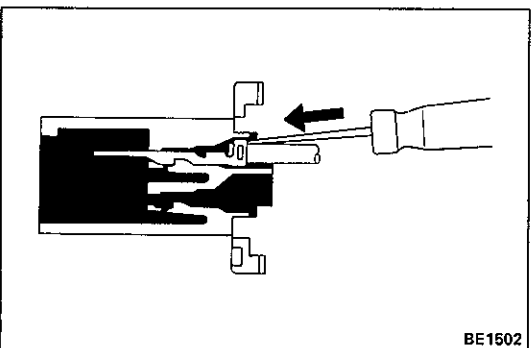


Assembly of Combination Switch

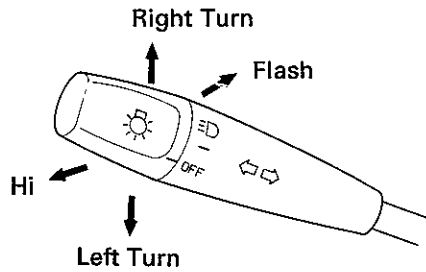
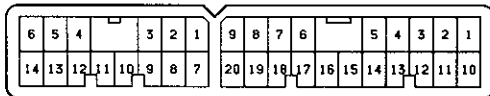
INSTALL PARTS OF COMBINATION SWITCH IN REVERSE SEQUENCE OF REMOVAL

HINT:

- After installing the switch to the switch body, insert that the switch operates in smoothly.



- Push in the terminal until it is securely locked in the connector lug.

Reference: LHD Vehicles**Connector "A"****Connector "B"**

Reference: For RHD vehicles, the switch is always symmetrically opposite to LHD vehicles.

BE4164
V-34-2

Parts Inspection**Headlight and Taillight System****1. INSPECT COMBINATIN SWITCH
(Light Control Switch/Continuity)**

Terminal (Color) Switch position	A2 (W)	A11 (W)	A13 (R)
OFF			
TAIL	○	○	
HEAD	○	○	○

(Headlight Dimmer and Turn Signal Switch/Continuity)**Headlight Dimmer Switch**

Terminal (Color) Switch position	A3 (R-G)	A9 (W-B)	A12 (R-Y)	A14 (R-W)
Flash		○	○	○
Low beam	○	○		
High beam		○	○	

Turn Signal Switch

Terminal (Color) Switch position	A1 (G-W)	A5 (G-B)	A8 (G-Y)
Left turn	○	○	
Neutral			
Right turn	○		○

If continuity is not as specified, replace the switch.

**2. INSPECT RELAY
(Headlight Control Relay/Continuity)**

Terminal	1	2	3	4
Condition				
Constant	○	○		
Apply battery voltage to terminals 1 and 2.			○	○

(Taillight Control Relay/Continuity)

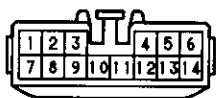
Terminal	1	2	3
Condition			
Constant	○	○	
Apply battery voltage to terminals 1 and 2.		○	○

(Headlight Dimmer Relay/Continuity)

Terminal	1	2	3	4
Condition				
Constant	○	○	○	○
Apply battery voltage to terminals 2 and 4.		○	○	○

If continuity is not as specified, replace the relay.

Wire Harness Side



e-14-1-A

Daytime Running Light System

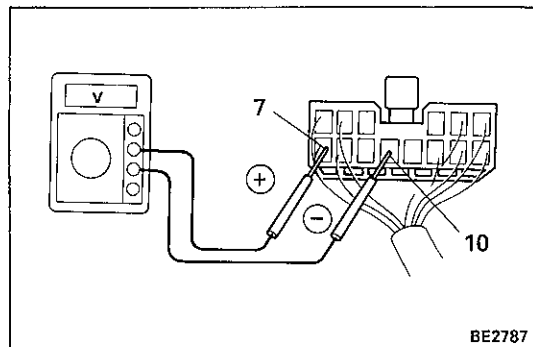
Inspect Daytime Running Light Relay

(Relay Circuit)

Disconnect the connector from the relay and inspect the connector on the wire harness side as shown in the chart.

Check for	Tester connection	Condition		Specified value
Continuity	2 – Ground	Light control switch position	OFF	No continuity
			TAIL or HEAD	Continuity
	4 – Ground	Light control switch position	OFF or TAIL	No continuity
			HEAD	Continuity
	6 – Ground	Headlight dimmer switch position	Low beam or High beam	No continuity
			Flash	Continuity
Voltage	7 – Ground 10 – Ground	Constant		Continuity
	13 – Ground	Headlight dimmer switch position	Low beam	No continuity
			High beam or Flash	Continuity
	1 – Ground	Ignition switch position	LOCK or ACC	No voltage
			ON	Battery voltage
	3 – Ground 5 – Ground	Constant		Battery voltage
	8 – Ground	Ignition switch position	LOCK, ACC or ON	No voltage
			START	Battery voltage
	11 – Ground	Constant		No voltage
		Ground terminal 3		Battery voltage
	12 – Ground	Constant		Battery voltage
	14 – Ground	Constant		No voltage
		Ground terminal 5		Battery voltage

If circuit is as specified, inspect relay operation on next page.



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(Relay Operation)

- Connect the positive (+) lead from the voltmeter to terminal 7 and negative (-) lead to terminal 10.
- Check that there is battery voltage with light control switch is turned on.

If operation is not as specified, replace the relay.

Wire Harness Side



e-14-1-A

Dim-Dip Light System

1. INSPECT RELAYS (Dim-Dip Light Relay/Relay Circuit)

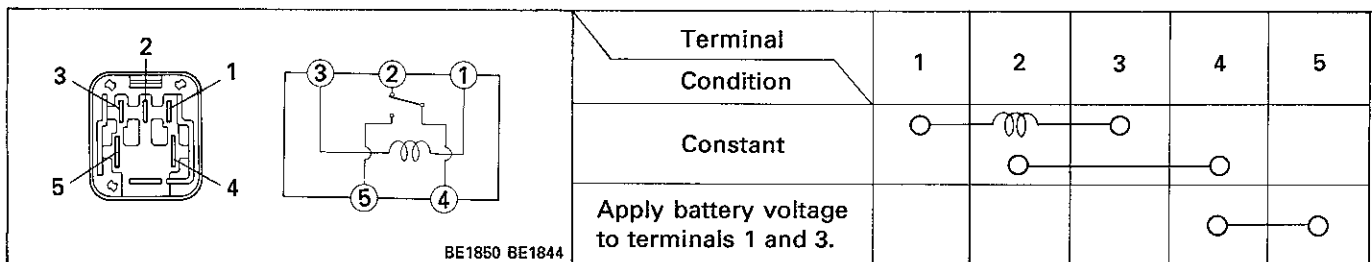
Disconnect the connector from the relay and inspect the connector on the wire harness side as shown in the chart.

Check for	Tester connection	Condition		Specified value
Continuity	4 – 7	Constant		Apporx. 90Ω
	5 – Ground	Headlight dimmer switch position	Low beam	No continuity
			High beam or Flash	Continuity
	9 – Ground	Headlight dimmer switch position	Low beam or High beam	No continuity
			Flash	Continuity
	12 – Ground	Constant		*Continuity
Voltage	2 – Ground	Ignition switch position	LOCK or ACC	No voltage
			ON	Battery voltage
	3 – Ground	Light control switch position	OFF or TAIL	Battery voltage
			HEAD	No voltage
	6 – Ground 14 – Ground	Ground terminal 11	Constant	Battery voltage
			Ground terminal 13	No voltage
	8 – Ground	Light control switch position	OFF	Battery voltage
			TAIL or HEAD	No voltage
	10 – Ground	Constant		Battery voltage
	11 – Ground	Constant		Battery voltage
	13 – Ground	Constant		No voltage
		Ground terminal 11		Battery voltage

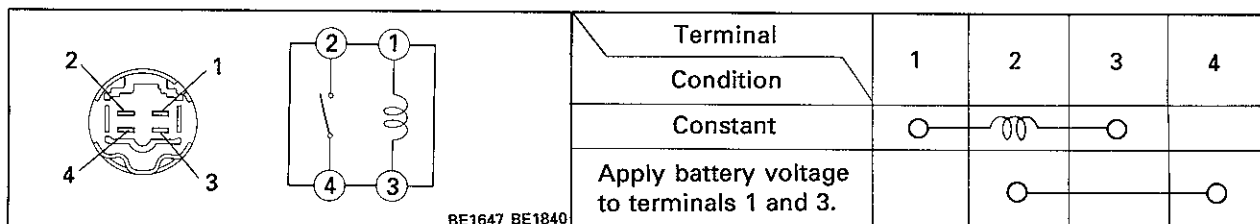
*: There is resistance because this circuit is grounded through the bulb.

If circuit is as specified, replace the relay.

(Dim-Dip Relay No.2/Continuity)



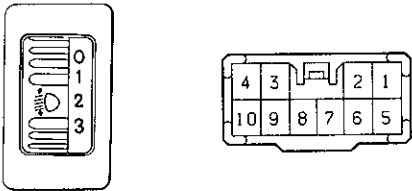
(Dim-Dip Relay No.3/Continuity)




If continuity is not as specified, replace the relay.

Headlight Beam Level Control System

1. INSPECT SWITCH
(Continuity)



BE4165 S-10-2

Terminal Switch position	1	2	3	4	6	Illumination		
						7	9	
"0"	○				○			
"1"		○			○			
"2"			○		○			
"3"				○	○			


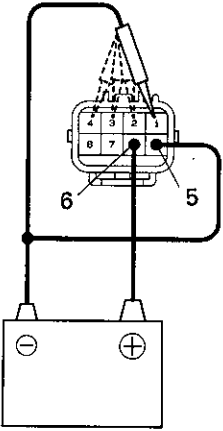
If continuity is not as specified, replace the switch.

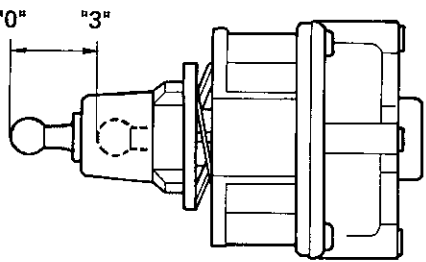
2. INSPECT ACTUATOR

- (a) Connect the positive (+) lead from the battery to terminal 6 and the negative (–) lead to terminal 5.
- (b) Ground each terminal and check that each mode operates as shown in the chart and illustration.

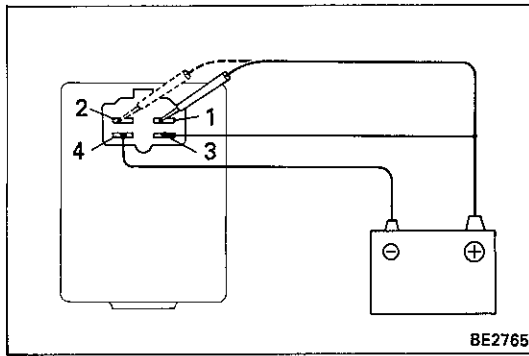
Terminal	Headlight Beam Level
1 – ground	"0"
2 – ground	"1"
3 – ground	"2"
4 – ground	"3"

If operation is not as specified, replace the actuator.





1e-8-2
BE4166
BE4167



Lights-On Warning System

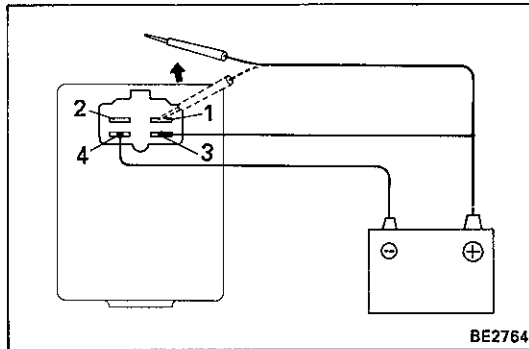
1. INSPECT DRIVER'S DOOR COURTESY SWITCH

See step 2 of Open Door Warning System on page BE-59.

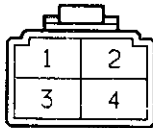
2. INSPECT LIGHT REMAINDER RELAY (Operation)

- (a) Connect the positive (+) lead from the battery to terminal 3 and the negative (-) lead to terminal 4.
- (b) Check that the buzzer does not sound when connected terminal 1 or 2 from the positive (+) lead.
- (c) Check that the buzzer sounds when disconnecting terminal 1 or 2 from the positive (+) lead.

If operation is not as specified, replace the relay.



Wire Harness Side



(Relay Circuit)

Disconnect the connector from the relay and inspect the connector on the wire harness side as shown in the chart.

Check for	Tester connection	Condition		Specified value
Continuity	4 – Ground	Driver's door position	Closed (Courtesy switch OFF)	No continuity
			Opened (Courtesy switch ON)	Continuity
Voltage	1 – Ground	Ignition switch position	LOCK or ACC	No voltage
			ON	Battery voltage
	2 – Ground	Ignition switch position	LOCK	No voltage
			ACC or ON	Battery voltage
	3 – Ground	Light Control Switch	OFF	No voltage
			TAIL or HEAD	Battery voltage

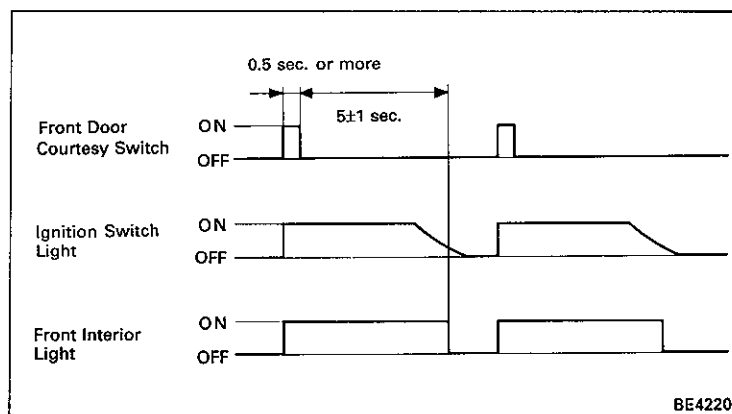
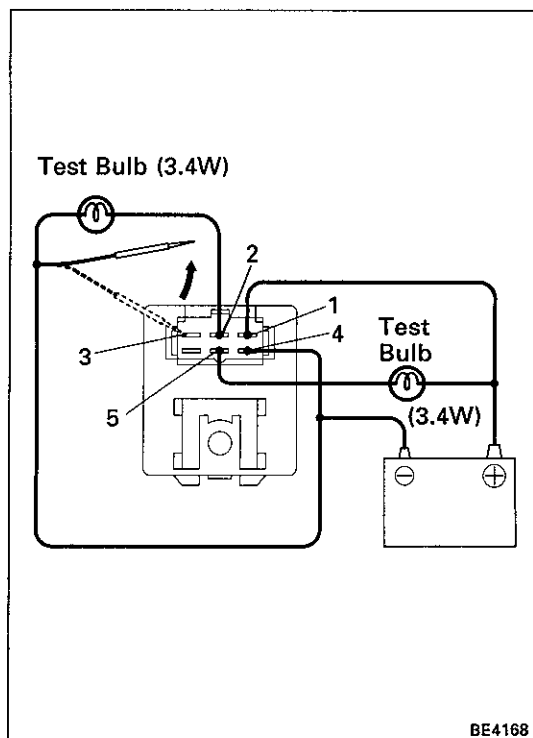
If circuit is as specified, replace the relay.

Illuminated Entry System**1. INSPECT FRONT DOOR COURTESY SWITCH**

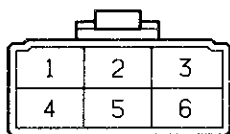
See step 2 of Open Door Warning System on page BE-59.

2. INSPECT ROOM LIGHT CONTROL RELAY (Operation)

- Connect the positive (+) lead from the battery to terminal 1 and the negative (-) lead to terminal 4.
- Connect the positive (+) lead from the battery to terminal 5 through a 3.4 watts test bulb and the negative (-) lead to terminal 2 through a 3.4 watts test bulb.
- Ground terminal 3, check that the test bulbs light up, then disconnect terminal 3 and check that the bulb goes out approx. 5 seconds later as shown in the chart.



If operation is not as specified, replace the relay.

Wire Harness Side

H-6-1

(Relay Circuit)

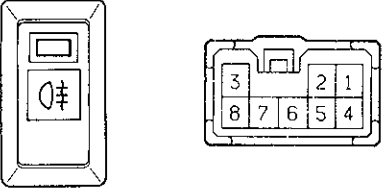
Disconnect the connector from the relay and inspect the connector on the wire harness side as shown in the chart.

Check for	Tester connection	Condition		Specified value
Continuity	2 – Ground	Constant		Continuity
	3 – Ground	Front door position	Closed (Courtesy switch OFF)	No continuity
			Open (Courtesy switch ON)	Continuity
	4 – Ground	Constant		Continuity
Voltage	1 – Ground	Constant		Battery voltage
	5 – Ground	Front interior light switch position	OFF	No voltage
			ON	Battery voltage

If circuit is as specified, replace the relay.

Rear Fog Light System

1. INSPECT SWITCH (Continuity)

	Terminal	3	5	8	Illumination	
	Switch position				2	6
	OFF					
	ON					

BE4169 S-8-2

If continuity is not as specified, replace the switch.

2. INSPECT RELAY

See Dim-Dip Relay No.3 on page BE-27.

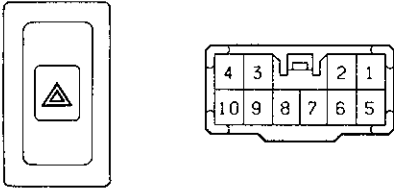
Turn Signal and Hazard Warning System

1. INSPECT SWITCHES (Turn Signal Switch/Continuity)

See Headlight dimmer and Turn Signal Switch on page BE-25.

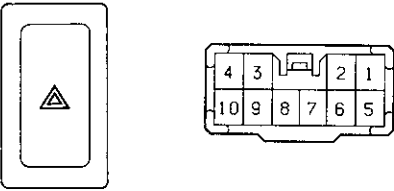
(Hazard Warning Switch/Continuity)

w/ Switch Illumination

	Terminal	4	5	6	7	8	9	10	Illumination	
	Switch position								2	3
	OFF									
	ON									

BE2766 S-10-2

w/o Switch Illumination

	Terminal	5	6	7	8	9	10
	Switch position						
	OFF						
	ON						

BE3092 S-10-2

If continuity is not as specified, replace the switch.

2. INSPECT TURN SIGNAL FLASHER (Operation)

- Connect the positive (+) lead from the battery to terminal 2 and the negative (−) lead to terminal 3.
- Connect the two turn signal light bulbs parallel to each other to terminals 1 and 3, check that the bulbs flash.

HINT: The turn signal lights should flash 60 to 120 times per minute.

If one of the front or rear turn signal lights has an open circuit, the number of flashers will be more than 140 per minute.

If operation is not as specified, replace the flasher.

