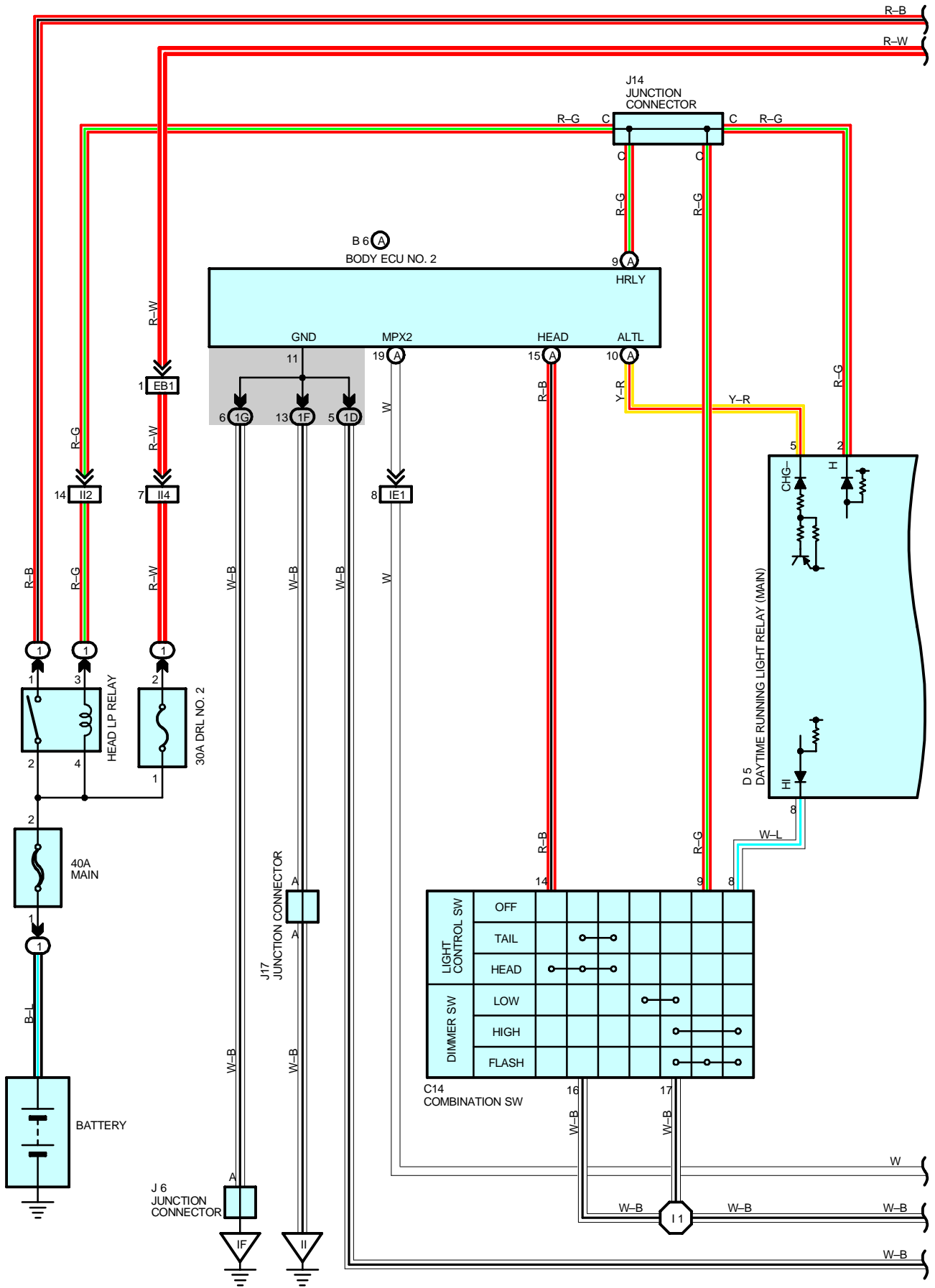


HEADLIGHT (w/ DAYTIME RUNNING LIGHT)



LIGHT CONTROL SW	OFF						
	TAIL	•	•				
	HEAD	•	•	•			
DIMMER SW	LOW			•			
	HIGH				•	•	
	FLASH					•	•

SYSTEM OUTLINE

1. DAYTIME RUNNING LIGHT OPERATION

When the engine is started, the generator signal is input from the body ECU No.2 to TERMINAL 5 of the daytime running light relay (Main). At this time, when the parking brake pedal is depressed (The parking brake SW is on), the relay is not activated and the daytime running light system does not function. When the parking brake pedal is released (The parking brake SW is off), the signal is input to TERMINAL 4 of the daytime running light relay (Main). This activates the relay to turn on the DIMMER DRL NO.2 relay. The current flows from the battery into the MAIN fuse to DRL NO.2 fuse to DIMMER DRL NO.2 relay (Point side) to H-LP L UPR fuse to TERMINAL 2 of the headlight LH (High) to TERMINAL 1 to TERMINAL 1 of the headlight RH (High) to TERMINAL 2 to TERMINAL (A) 5 of the daytime running light relay No.3 to TERMINAL (A) 3 to TERMINAL 1 of the daytime running light resistor (USA) or short connector (Canada) to TERMINAL 2 to GROUND. The headlights light up more dimly than usual as the engine is started.

Once the daytime running light system has been activated, the headlights are remained lit even though the parking brake pedal is depressed (The parking brake SW is on). Even if the engine is stopped and the generator signal is cut off with the ignition SW set at ON, the headlights are remained lit. When the ignition SW is turned from ON to OFF, the daytime running light system is stopped and the headlights go off. If the engine is started with the parking brake pedal released, the daytime running light system starts functioning and the headlights light up as the engine is started.

2. HEADLIGHT OPERATION

* Light control SW is set at HEAD.

When the light control SW is set to HEAD position, the signal is input to TERMINAL 15 of the body ECU No.2. This activates the body ECU No.2 and turns on the HEAD LP relay. When the signal is input to TERMINAL 2 of the daytime running light relay (Main), the daytime running light system is deactivated and headlights LH and RH (High) go off. At this time, the current flows from the battery into the MAIN fuse to HEAD LP relay (Point side) to H-LP L LWR and H-LP R LWR fuse to TERMINAL 1 of the headlights LH and RH (Low) (except HID type) or TERMINAL 2 of the HEADLIGHT CONTROL ECU LH and RH (HID type) to TERMINAL 2 (except HID type) or TERMINAL 1 (HID type) to GROUND, to turn on the headlights (Low beam).

* Dimmer SW is set at HIGH.

When the light control SW is set to HEAD position, the current flows into the daytime running light relay No.3 and No.4 (Coil side) to turn on the relay as the headlights (Low beam) light up. At this time, when the dimmer SW is set to HIGH position, the signal is input to TERMINAL 8 of the daytime running light relay (Main). This activates the DIMMER DRL NO.2 relay to flow the current from the battery into the MAIN fuse to DRL NO.2 fuse to DIMMER DRL NO.2 relay (Point side) to headlights LH and RH (High) to daytime running light relay No.4 (Point side) to GROUND, to turn on the headlights (High and low) and high beam indicator light at the same time.

* Dimmer SW is set at FLASH.

When the dimmer SW is set to FLASH position, the current flows from the battery into the MAIN fuse, HEAD LP relay (Coil side) to TERMINAL 9 of the combination SW to TERMINAL 17 to GROUND in that order to turn on the HEAD LP relay.

Additionally, the signal is input to TERMINAL 8 of the daytime running light relay (Main) to activate the relay and turn on the DIMMER DRL NO.2 relay. In the same manner as the dimmer SW set at HIGH position, the headlights (High and low) and high beam indicator light are turned on at the same time.

SERVICE HINTS

HEAD LP RELAY

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

DIMMER DRL NO.2 RELAY

1-2 : Closed with daytime running light operation

Closed with light control SW at **HEAD** position and dimmer SW at **HIGH** position

Closed with dimmer SW at **FLASH** position

D2 (A), D3 (B) DAYTIME RUNNING LIGHT RELAY NO.3, NO.4

(A) 2-(A) 5, (B) 1-(B) 2 : Closed with light control SW at **HEAD** position and dimmer SW at **HIGH** position or dimmer SW at **FLASH** position

C14 COMBINATION SW

14-16 : Closed with light control SW at **HEAD** position

9-17 : Closed with dimmer SW at **FLASH** position

8-17 : Closed with dimmer SW at **HIGH** or **FLASH** position

B6 (A) BODY ECU NO.2

9-GROUND : Approx. **12** volts

15-GROUND : Continuity with light control SW at **HEAD** position

HEADLIGHT (w/ DAYTIME RUNNING LIGHT)

: PARTS LOCATION

Code		See Page	Code	See Page	Code	See Page
B6	A	40	H6	36 (1UZ-FE)	H11	38 (2JZ-GE)
C12	A	40		38 (2JZ-GE)	J6	41
C13	B	40	H7	36 (1UZ-FE)	J10	41
C14		40		38 (2JZ-GE)	J11	41
D2	A	36 (1UZ-FE)	H8	36 (1UZ-FE)	J14	41
		38 (2JZ-GE)		38 (2JZ-GE)	J15	41
D3	B	36 (1UZ-FE)	H9	36 (1UZ-FE)	J17	41
		38 (2JZ-GE)		38 (2JZ-GE)	J18	41
D5		40	H10	36 (1UZ-FE)	P4	41
D26		36 (1UZ-FE)		38 (2JZ-GE)		
			38 (2JZ-GE)	H11	36 (1UZ-FE)	

: RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
1	22	Engine Room No.1 R/B (Engine Compartment Right)
3	24	Engine Room No.3 R/B (Engine Compartment Left)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1D	26	Instrument Panel Wire and Driver Side J/B (Left Kick Panel)
1F	26	Cowl Wire and Driver Side J/B (Left Kick Panel)
1G	27	
1H		
2F	28	
2G	29	Cowl Wire and Passenger Side J/B (Right Kick Panel)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
EB1	46 (1UZ-FE)	Cowl Wire and Relay Block Wire (Inside of the Engine Room No.3 R/B)
	48 (2JZ-GE)	
IA1	50	Engine Room Main Wire and Cowl Wire (Near the Driver Side J/B)
IE1	50	Instrument Panel Wire and Cowl Wire (Left Side of the Steering Column)
IE2		
II2	52	Engine Room Main Wire and Cowl Wire (Near the Passenger Side R/B)
II4		

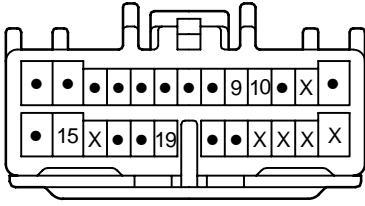
: GROUND POINTS

Code	See Page	Ground Points Location
EB	46 (1UZ-FE)	Left Fender
	48 (2JZ-GE)	
EE	46 (1UZ-FE)	Under the ABS & TRAC & VSC Actuator
	48 (2JZ-GE)	
IF	50	Left Kick Panel
II	50	Right Side of the Cowl Panel

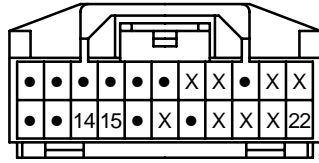
: SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
E4	46 (1UZ-FE)	Cowl Wire	I1	52	Cowl Wire
	48 (2JZ-GE)				

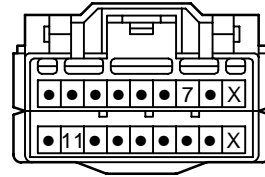
B6 (A)



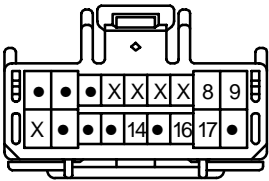
C12 (A)



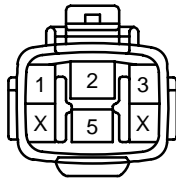
C13 (B)



C14



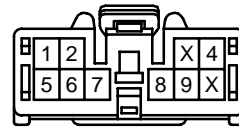
**D2 (A)
GRAY**



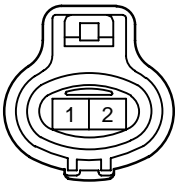
**D3 (B)
GRAY**



**D5
GRAY**



**D26
GRAY**



H6



H7



**H8
BLACK**



**H9
BROWN**



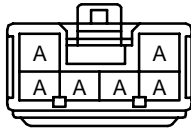
**H10
BLACK**



**H11
BROWN**

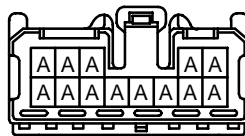


J6



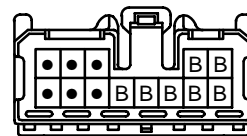
(Hint : See Page 7)

**J10
ORANGE**



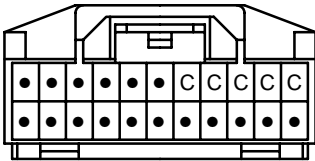
(Hint : See Page 7)

**J11
GRAY**



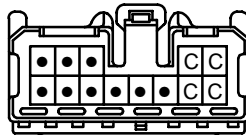
(Hint : See Page 7)

J14



(Hint : See Page 7)

J15



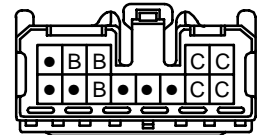
(Hint : See Page 7)

J17



(Hint : See Page 7)

**J18
BLUE**



(Hint : See Page 7)

P4

