

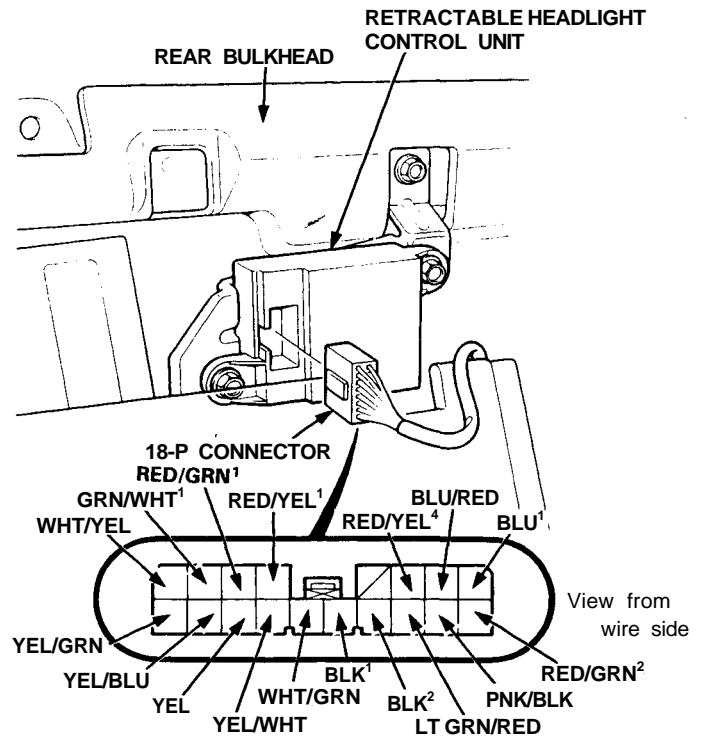
Lighting System

Retractable Headlight Control Unit Input Test

Remove the rear bulkhead panels and disconnect the 18-P connector from the control unit. Inspect the connector terminals to be sure they are all making good contact.

- If the terminals are bent, loose, or corroded, repair them as necessary, and recheck the system.
- If the terminals look OK, make the following input tests at the connector.
 - If any test indicates a problem, find and correct the cause, then recheck the system.
 - If all the input tests prove OK, the control unit must be faulty; replace it.

NOTE: Different wires with the same color have been given a number suffix to distinguish them (for example, RED/YEL¹ and RED/YEL⁴ are not the same).



No.	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
1	BLK ¹	Under all conditions.	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> • Poor ground (G401, G402). • An open in the wire.
	BLK ²			<ul style="list-style-type: none"> • Poor ground (G403). • An open in the wire.
2	RED/GRN ²	Headlight switch OFF and retractor switch OFF.	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> • Blown No. 42 (15 A) or No. 43 (15 A) fuses. • Faulty retractor switch or headlight switch. • An open in the wire.
3	WHT/GRN	Retractor switch OFF.	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> • Blown No. 42 (15 A) or No. 43 (15 A) fuses. • Faulty retractor switch. • An open in the wire.
4	YEL/WHT	Retractor switch ON.	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> • Faulty retractor switch. • An open in the wire.
5	PNK/BLK	Headlight switch "●" (headlights on).	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> • Blown No. 43 (15 A) fuse. • Faulty headlight switch. • An open in the wire.
6	RED/YEL ¹	Headlight switch "●" (headlights on).	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> • Faulty headlight relay or headlight switch. • Blown No. 52 (20 A) fuse. • An open in the wire.
	RED/GRN ¹			<ul style="list-style-type: none"> • Faulty headlight relay or headlight switch. • Blown No. 49 (20 A) fuse. • An open in the wire.



No.	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
7	LT GRN/ RED	Passing switch ON.	Check for voltage to ground: there should be battery voltage.	<ul style="list-style-type: none"> Faulty headlight relay or dimmer relays. Blown No. 49 (20 A) and No. 52 (20 A) fuses. Faulty passing switch. An open in the wire.
8	BLU/RED	Retractor motor stationary.	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> Blown No. 42 (15 A) fuse. Faulty right retractor relay. An open in the wire.
	BLU ¹			<ul style="list-style-type: none"> Blown No. 43 (15 A) fuse. Faulty left retractor relay. An open in the wire.
9	YEL	Under all conditions.	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> Faulty right retractor cut relay. Poor ground (G202). An open in the wire.
	YEL/GRN			<ul style="list-style-type: none"> Faulty left retractor cut relay. Poor ground (G202). An open in the wire.
10	RED/YEL	Ignition switch ON.	Connect battery power: The retractable headlight malfunction indicator should come on.	<ul style="list-style-type: none"> Faulty safety indicator circuit. An open in the wire.
11	WHT/YEL • GRN/WHT ¹ (YEL/BLU)	Headlight retractor switch OFF (retractable headlight closed). Connect an ohmmeter with the negative lead to the WHT/YEL terminal, and the positive lead to the GRN/WHT ¹ (or YEL/BLU) terminal.	Check that there is no continuity between the WHT/YEL and the GRN/WHT ¹ (or YEL/BLU) terminals.	<ul style="list-style-type: none"> Faulty headlight retractor motor.
		Raise the headlights half-way by turning the retractor knob clockwise.	Check for continuity between the WHT/YEL and the GRN/WHT ¹ (or YEL/BLU) terminals: There should be continuity.	<ul style="list-style-type: none"> Faulty headlight retractor motor. An open in the wire
		Turn the retractor knob clockwise till the headlights are fully raised.	Check that there is no continuity between the WHT/YEL and the GRN/WHT ¹ (or YEL/BLU) terminals.	<ul style="list-style-type: none"> Faulty headlight retractor motor.
12	YEL/WHT • GRN/WHT ¹ (YEL/BLU)	Headlight retractor switch OFF (retractable headlight closed). Connect an ohmmeter with the negative lead to the WHT/YEL terminal, and the positive lead to the GRN/WHT ¹ (or YEL/BLU) terminal.	Check that there is no continuity between the YEL/WHT and the GRN/WHT ¹ (or YEL/BLU) terminals.	<ul style="list-style-type: none"> Faulty headlight retractor motor.
		Raise the headlights half-way by turning the retractor knob clockwise.	Check for continuity between the YEL/WHT and the GRN/WHT ¹ (or YEL/BLU) terminals: There should be continuity.	<ul style="list-style-type: none"> Faulty headlight retractor motor. An open in the wire.
		Turn the retractor knob clockwise till the headlights are fully raised.	Check that there is no continuity between the YEL/WHT and the GRN/WHT ¹ (or YEL/BLU) terminals.	<ul style="list-style-type: none"> Faulty headlight retractor motor.