

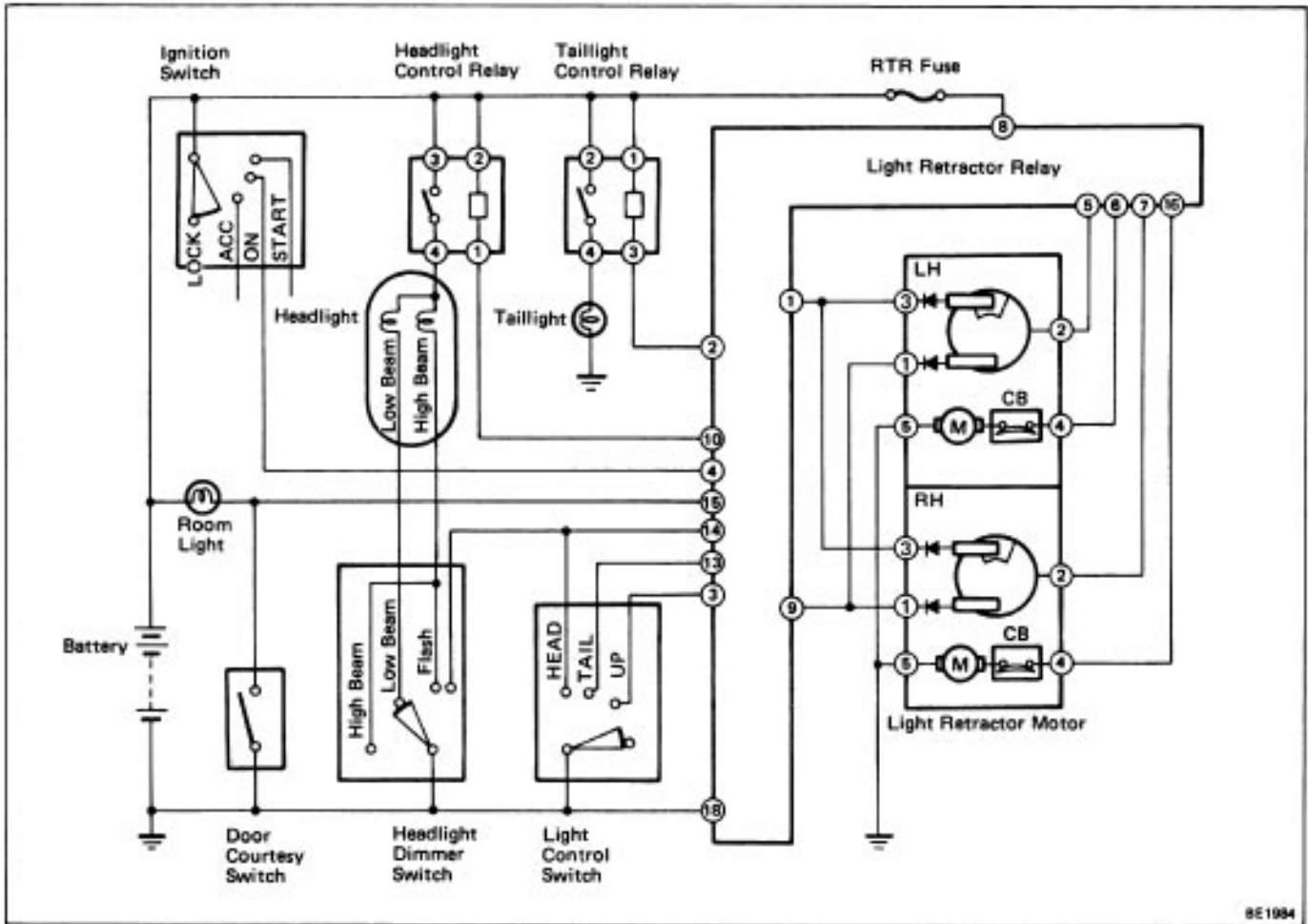
# LIGHTING SYSTEM

## Troubleshooting

Problem	Possible cause	Remedy	Page
Only one light lights up	Light bulb burned out Socket, wire or ground faulty	Replace bulb Repair as necessary	
Headlights do not light up	Fusible link blown HEAD fuse blown Headlight control relay faulty Light control/dimmer switch faulty Wiring or ground faulty	Replace fusible link Replace fuse and check for short Check relay Check switch Repair as necessary	BE-3 BE-3 BE-27 BE-27
High beam headlights or headlight flashers do not operate	Light control/dimmer switch faulty wiring faulty	Check switch Repair as necessary	BE-27
Tail, parking and license light do not light	TAIL fuse blown Fusible link blown Taillight control relay faulty Light control switch faulty Wiring or ground faulty	Replace fuse and check for short Replace fusible link Check relay Check switch Repair as necessary	BE-3 BE-3 BE-27 BE-27
Stop lights do not light	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-3
Stop lights stay on	Stop light switch faulty Wiring faulty	Adjust or replace switch Repair as necessary	
Turn signal does not flash on one side	Turn signal switch faulty wiring or ground faulty	Check switch Repair as necessary	BE-27
Turn signals do not operate	TURN fuse blown Turn signal flasher faulty Turn signal switch faulty Wiring or ground faulty	Replace fuse and check for short Check flasher Check switch Repair as necessary	BE-3 BE-35 BE-27
Hazard warning lights do not operate	HAZ-HORN fuse blown Turn signal flasher faulty Hazard warning switch faulty Wiring or ground faulty	Replace fuse and check for short Check flasher Check switch Repair as necessary	BE-3 BE-35 BE-35

## System Description

### Light Retractable System (w/ Light Auto Turn Off System)



- Current flows from the battery to terminal 8 of the light retractor relay.
- Battery voltage is applied to terminals 5 and 7 of the light retractor relay.

Operation examples of the switch are shown below;

HINT: The numbers in ( ) are for the left side headlight.

#### 1. LIGHT CONTROL SWITCH IN "TAIL"

When the switch is set, continuity is produced between terminal 13 of the light retractor relay (here after called LRR) and the body ground. Also, because continuity is produced between terminal 2 of the LRR and the body ground, the taillight control relay (hereafter called TCR) is turned on. Then the taillights light up.

#### 2. LIGHT CONTROL SWITCH IN "HEAD"

When the switch is set, continuity is produced between terminal 13 of the LRR and the body ground, and 14 of the LRR and the body ground of the LRR.

- Also continuity is produced between terminals 9 and 18 of the LRR. Then the LRR operates to lead current from terminal 8 → terminal 16 (6) of the LRR → terminal 4 of the light retractor motor → terminal 5 of the motor → the body ground, and the motor starts to run in order to raise the headlights. When the headlights rise, the limit switch operates, so that continuity is broken between terminals 2 and 1 of the motor, and current is produced between terminals 2 and 3. As a result, because the LRR is interrupted, the headlights stay in position.

- Also, because continuity is produced between terminal 2 of the LRR and the body ground, and 10 of the LRR and the body ground, the TCR and the headlight control relay (hereafter called HCR) are turned on.

Then the taillights and the headlights light up.

### **3. LIGHT CONTROL SWITCH CHANGED FROM "HEAD" TO "TAIL"**

When the switch is set, continuity is broken between terminal 14 of the LRR and the body ground, and continuity is produced between terminal 3 of the LRR and body ground.

- As a result, the headlights are kept in position.
- By breaking continuity between terminal 14 of the LRR and the body ground, continuity is broken between terminal 10 and the body ground.

Then the headlights go out.

### **4. LIGHT CONTROL SWITCH CHANGED FROM "TAIL" TO "UP"**

When the switch is set, continuity is broken between terminal 13 of the LRR and the body ground.

Also, because continuity is broken between terminal 2 of the LRR and the body ground, the TCR is turned off.

Then the taillights go out.

The headlights are kept in position, because continuity is kept between terminal 3 of the LRR and the body ground.

### **5. LIGHT CONTROL SWITCH CHANGED FROM "UP" TO "OFF"**

When the switch is set, continuity is broken between terminal 3 of the LRR and the body ground, so that continuity is produced between terminals 1 and 18 of the LRR.

Then the LRR operates so that the current flows from terminal 8 → terminal 16 (6) of the LRR → terminal 4 of the light retractor motor → terminal 5 of the motor—the body ground, and the motor starts to run in order to retract the headlights.

When the headlights are retracted, the limit switch operates, so that continuity is broken between terminals 2 and 3 of the motor, and continuity is produced between terminals 2 and 1.

As a result, because the LRR is interrupted, the headlights stay in position.

### **6. IGNITION SWITCH TURNED FROM "ON" TO "ACC" OR "LOCK" AND DRIVER'S DOOR OPEN WITH LIGHT CONTROL SWITCH IN "HEAD" (Light Auto Turn Off System)**

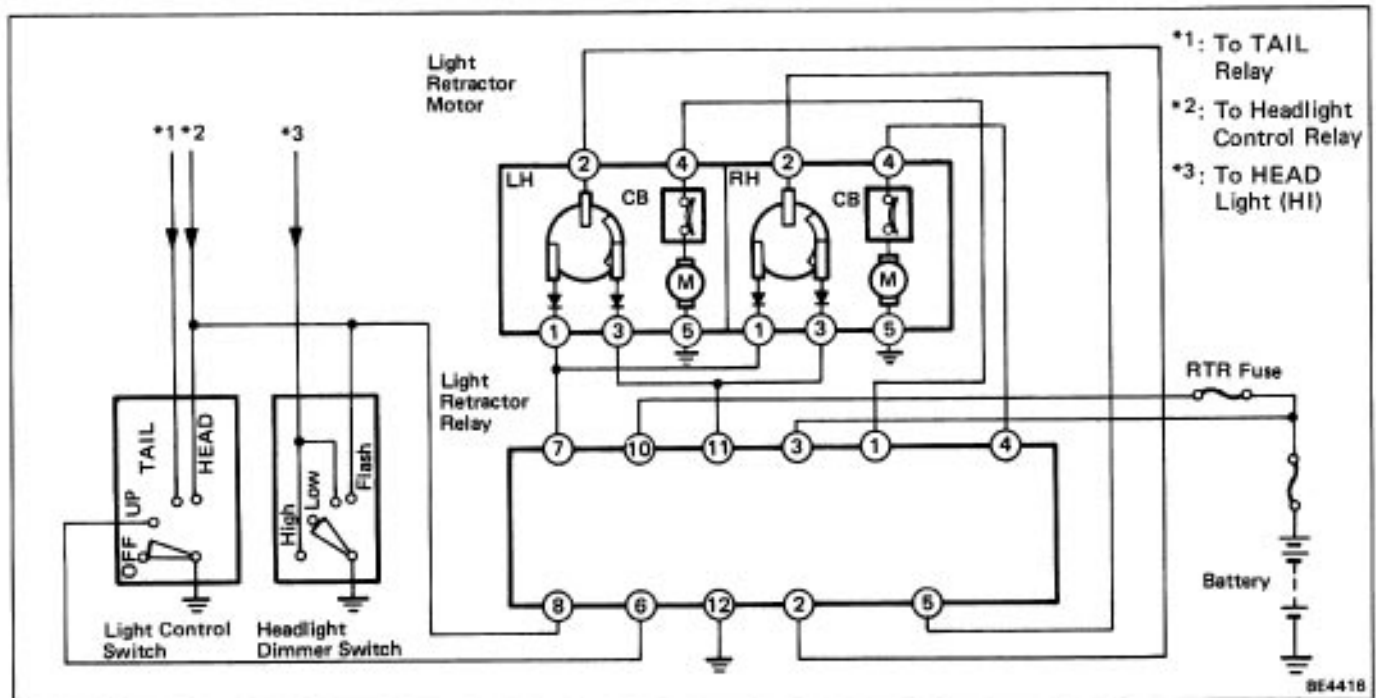
When the switches are set, current does not flow from the battery to terminal 4 of the LRR, and continuity is produced between terminal 15 of the LRR and the body ground. Also, because continuity is broken between terminal 2 of the LRR and the body ground, and 10 of the LRR and the body ground, the TCR and the HCR are turned off.

Then the taillights and the headlights go out.

Also with the light control switch in "TAIL", the taillights go out.

When the ignition switch is turned on again, the taillights and headlights light normally.

## (w/o light Auto Turn Off System)



Current flows from the battery to terminals 3 and 10 of the light retractor relay.

Operation examples of the switch are shown below;

HINT: The numbers in ( ) are for the left side headlight.

### 1. LIGHT CONTROL SWITCH IN "HEAD"

When the switch is set, continuity is produced between terminal 8 of the light retractor relay (hereafter called LRR) and the body ground. Also continuity is made between terminals 7 and 12 of the LRR. Then the LRR operates so that current flows from terminal 3 → terminal 4 (1) of the LRR → terminal 4 of the light retractor motor → terminal 5 of the motor → the body ground, and the motor starts to run in order to raise the headlights.

When the headlights rise, the limit switch operates, so that continuity is broken between terminals 2 and 1 of the motor, and continuity is produced between terminals 2 and 3.

As a result, because the LRR is interrupted, the headlights stay in position.

### 2. LIGHT CONTROL SWITCH CHANGED FROM "HEAD" TO "TAIL" OR "UP"

When the switch is set, continuity is broken between terminal 8 of the LRR and the body ground, and continuity is produced between terminal 6 of the LRR and the body ground.

As a result, the headlights are kept in position.

### 3. LIGHT CONTROL SWITCH CHANGED FROM "UP" TO "OFF"

When the switch is set, continuity is also broken between terminal 6 and the body ground.

Then continuity is produced between terminals 11 and 12 of the LRR, so that the LRR operates so that current flows from terminal 3 → terminal 4 (1) of the LRR → terminal 4 of the light retractor motor → terminal 5 of the motor → the body ground, and the motor starts to run in order to retract the headlights.

When the headlights are retracted, the limit switch operates, so that continuity is broken between terminals 2 and 3 of the motor, and continuity is produced terminals 2 and 1.

As a result, because the LRR interrupted, the headlights stay in position.

# System Inspection

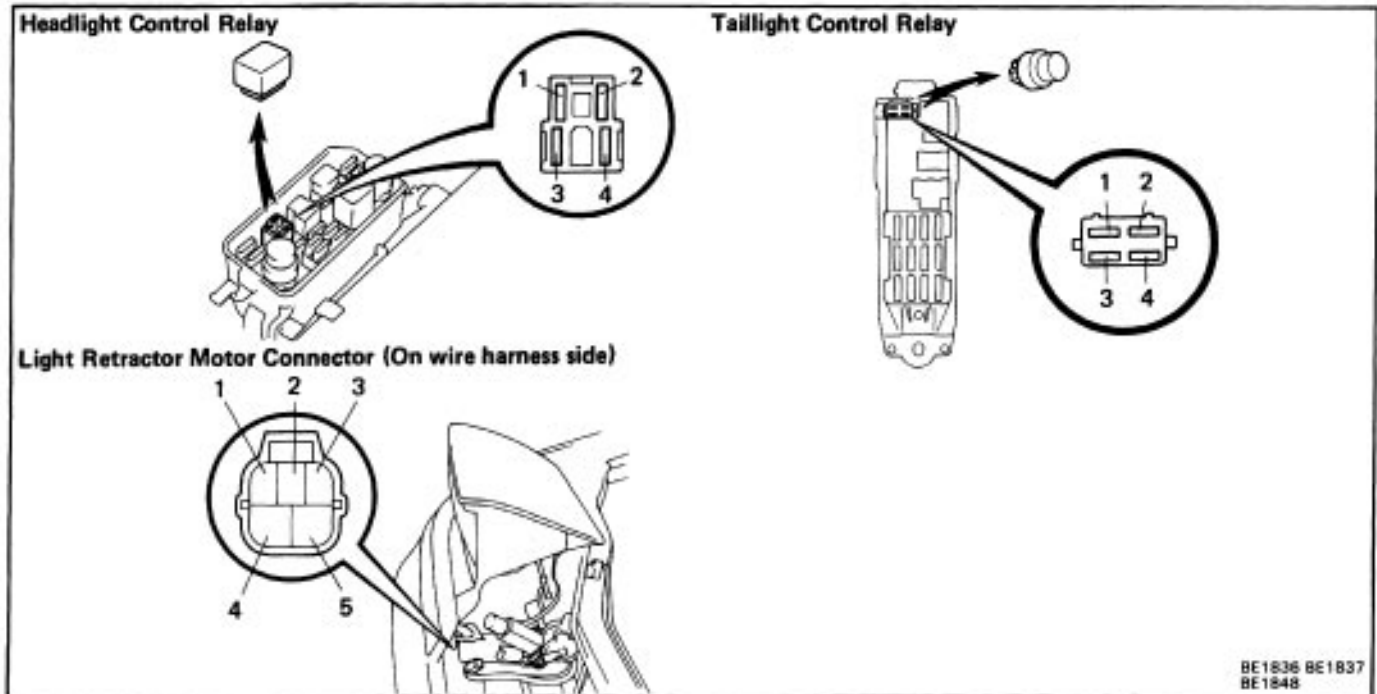
(See page BE-4 for How to Inspect)

- 1) First, select the applicable item in the **Trouble** column of the trouble chart, then look at the applicable codes in the **Check order** column.
- 2) Using the inspection chart, inspect the first item shown in the **Check order** column.
- 3)-1 If the inspection result is good, check the next item. If there are no further codes, advance to step (4).
- 3)-2 If the inspection result is no good, inspect the item in the **Possible cause** column in the inspection chart. After inspecting, check the system operation again. If the result is still no good, inspect the next item.
- 4) If all inspection items are good, inspect the applicable item in the **Possible cause** column in the trouble chart.

## Light Retractable System [Trouble Chart]

Trouble		Check order	Possible cause
w/ Light auto turn off system only	Taillights do not light with light control switch in TAIL position.	A → B → C →	Terminal 4 circuit of taillight control relay faulty.
	Taillights do not go out with light control switch OFF.	A → D →	Connector or terminal 4 circuit of taillight control relay faulty.
	Headlights do not light with light control switch in HEAD position.	E → F → G →	Terminal 4 circuit of headlight control relay faulty.
	Headlights do not go out with light control switch OFF.	E → H →	Connector or terminal 4 circuit of headlight control relay faulty.
	Light auto turn off system does not operate.	Inspect light retractor relay. (See page BE-23)	Terminal 4, 13 or 14 circuit of light retractor relay faulty.
All models	Headlights do not rise with light control switch in HEAD position.	I → J → K → L →	Terminal 4 circuit of light retractor motor faulty.
	Headlights retract when light control switch changed from HEAD to TAIL or UP.	—	Terminal 3 circuit of light retractor motor faulty.
	Headlights do not retract with light control switch OFF.	I → J → L → M →	Terminal 4 circuit of light retractor motor faulty.

## [Part Location and Connector Diagram]



**[Inspection Chart]****(Inspect the taillight control relay and the connector on the J/B side)**

Code	Connection	Check condition	Specified value	Possible cause
A	—	Inspect taillight control relay (See page BE-27)	Good	Taillight control relay faulty
B	3 – Ground	Light control switch turned to TAIL	Continuity	Terminal 3 circuit faulty
C	1 – Ground 2 – Ground	—	Battery voltage	Power source circuit faulty
D	3 – Ground	Light control switch turned to OFF	No continuity	Terminal 3 circuit faulty

**(Inspect the headlight control relay and the connector on the J/B side)**

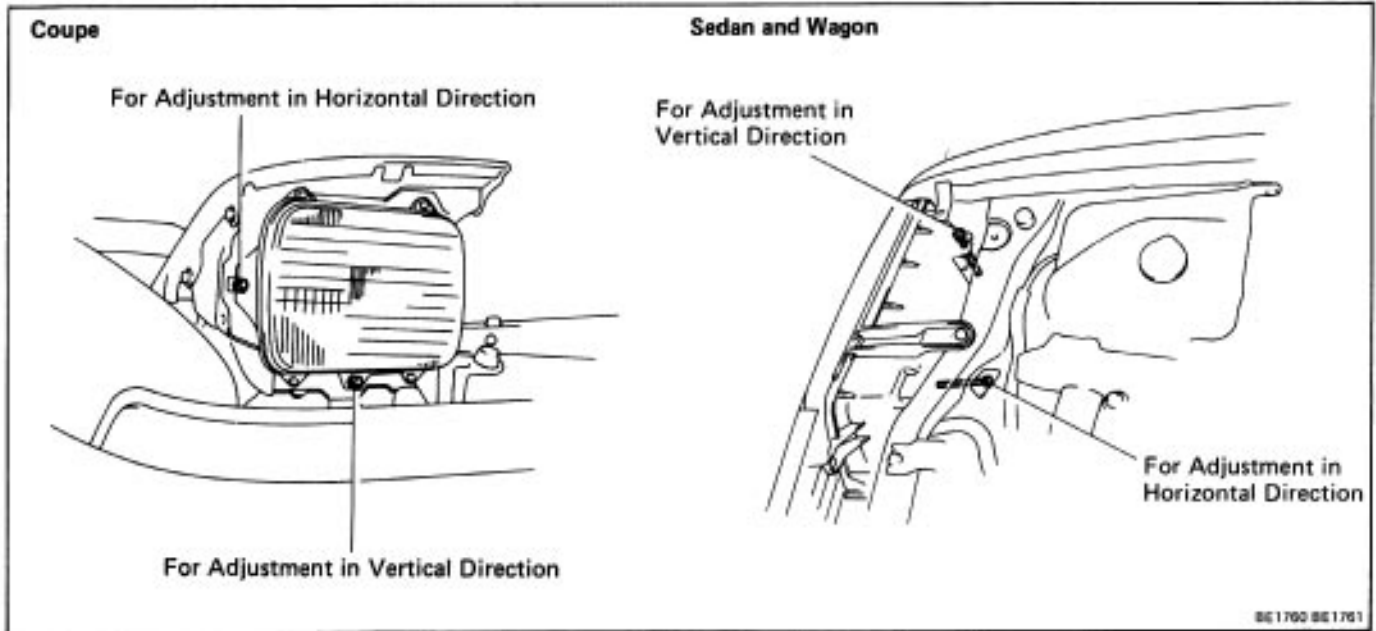
Code	Connection	Check condition	Specified value	Possible cause
E	—	Inspect headlight control relay (See page BE-27)	Good	Headlight control relay faulty
F	1 – Ground	Light control switch turned to HEAD	Continuity	Terminal 1 circuit faulty
G	2 – Ground 3 – Ground	—	Battery voltage	Power source circuit faulty
H	1 – Ground	Light control switch turned to OFF	No continuity	Terminal 1 circuit faulty

**(Inspect the connector on the wire harness side)**

Code	Connection	Check condition	Specified value	Possible cause
I	—	Inspect light retractor motor (See page BE-36)	Good	Light retractor motor faulty
J	5 – Ground	—	Continuity	Terminal 5 circuit faulty
K	1 – Ground	Light control switch turned to HEAD	Continuity	Terminal 1 circuit faulty
L	2 – Ground	—	Battery voltage	Terminal 2 circuit faulty
M	3 – Ground	Light control switch changed from HEAD to OFF	Continuity	Terminal 3 circuit faulty

## Parts Adjustment

### Adjustment of Light Aiming

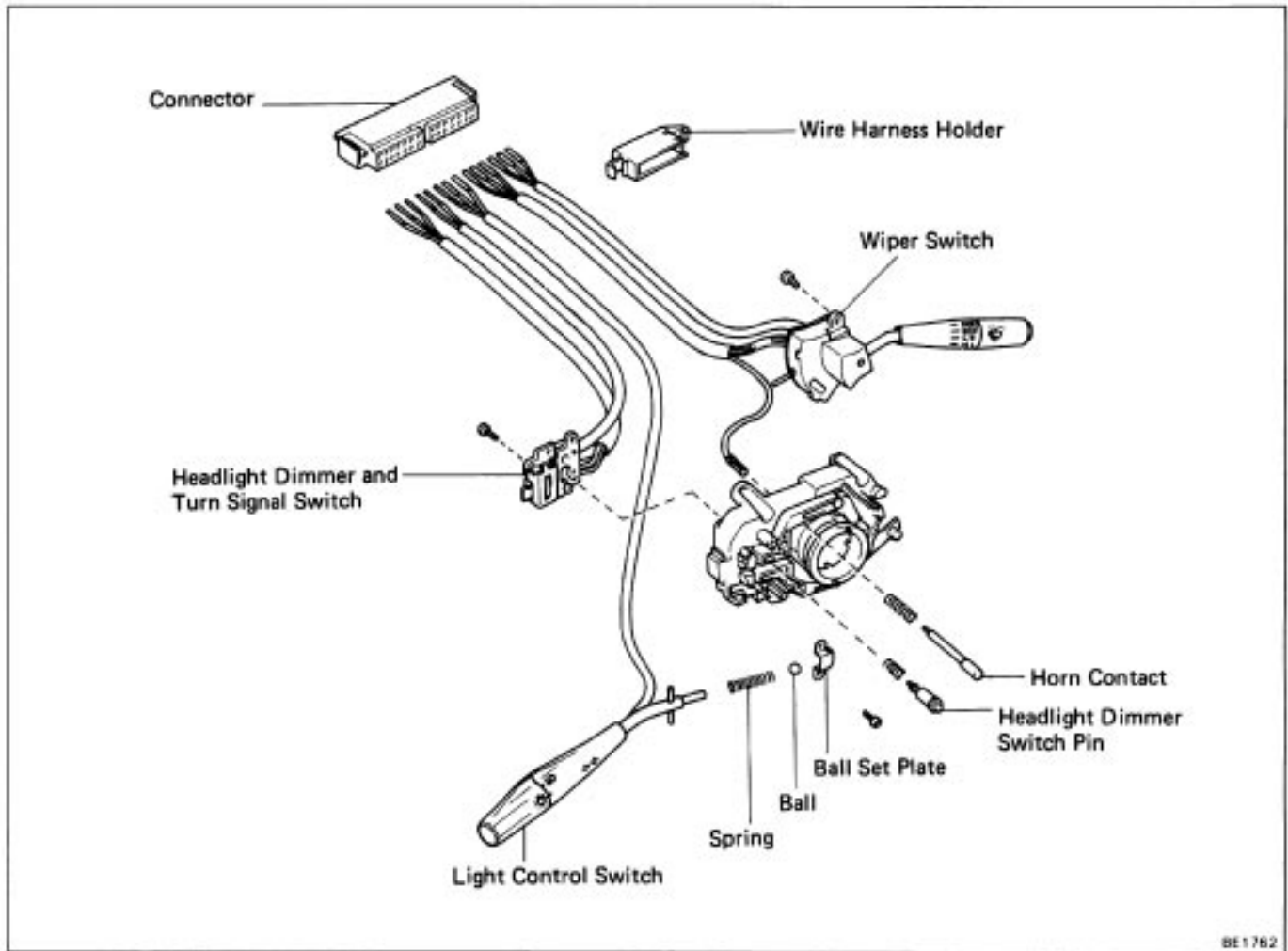


## Taillight Engine Idle-Up System Inspection (4A-GE Engine)

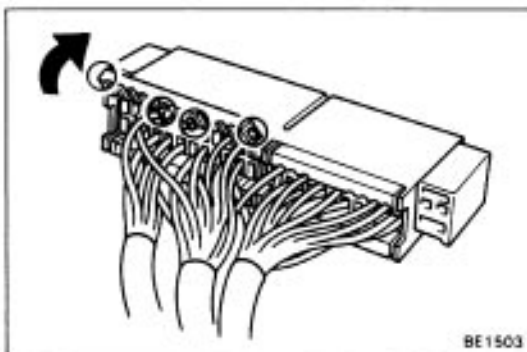
### CHECK THAT ENGINE IDLE INCREASES

Turn the light control switch to ON, check that the engine revolutions increase.

## Parts Replacement Components



BE1762

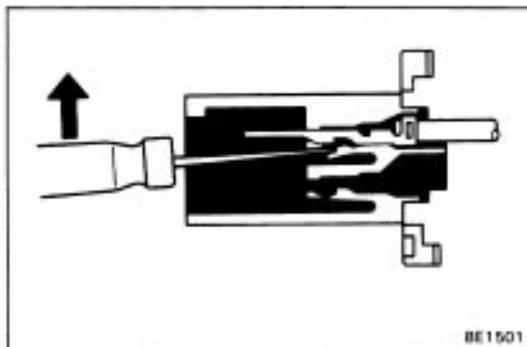


BE1503

### Disassembly of Combination Switch

#### 1. REMOVE TERMINALS FROM CONNECTOR

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



BE1501

- (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.

#### 2. REMOVE LIGHT CONTROL SWITCH

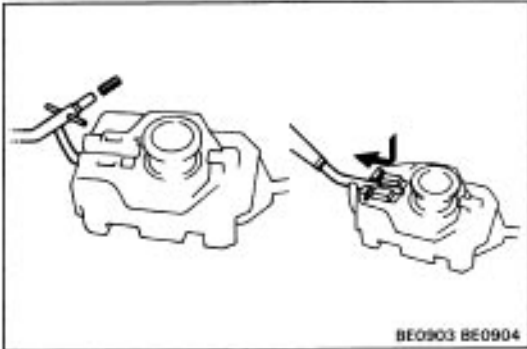
- (a) Remove the ball set plate and the ball.  
 (b) Remove the light control switch with the spring.



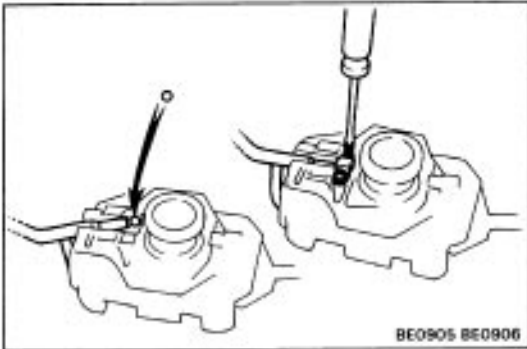
3. REMOVE HEADLIGHT DIMMER AND TURN SIGNAL SWITCH
4. REMOVE WIPER SWITCH
5. INSTALL WIPER SWITCH
6. INSTALL HEADLIGHT DIMMER AND TURN SIGNAL SWITCH

### 7. INSTALL LIGHT CONTROL SWITCH

- (a) Insert the spring into the switch and install the switch to the body.

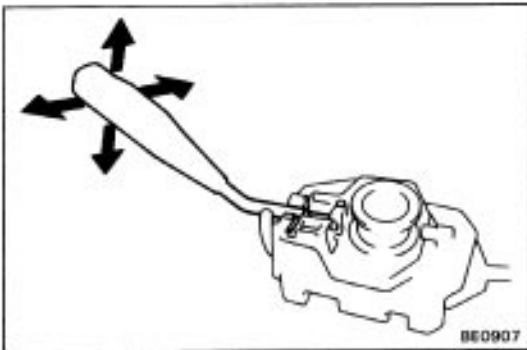


- (b) Place the ball on the spring, position the switch at HIGH and install the ball set plate with the two screws.



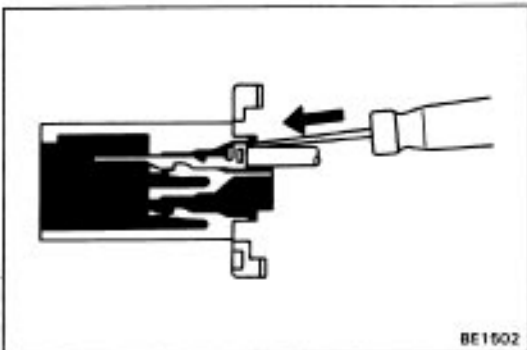
### 8. INSPECT SWITCH OPERATION

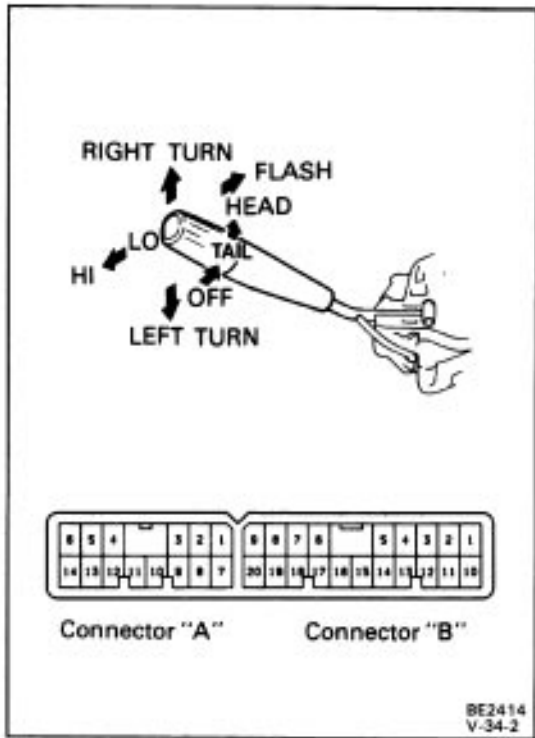
Insure that the switch operates smoothly.



### 9. INSTALL TERMINALS TO CONNECTOR

- (a) Push in the terminal until it is securely locked in the connector lug.
- (b) Close the terminal cover.





# Parts Inspection

## Headlight and Taillight System

### 1. INSPECT SWITCHES

(Light Control Switch/Continuity: Coupe)

Terminal (Color)	B-20 (G)	A-2 (Clear)	A-11 (W)	A-13 (R)
Switch position				
OFF				
UP		○	○	
TAIL	○	○	○	
HEAD		○	○	○

(Sedan)

Terminal (Color)	A-2 (Clear)	A-11 (W)	A-13 (R)
Switch Position			
OFF			
TAIL	○	○	
HEAD	○	○	○

If continuity is not as specified, replace the switch.

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

Headlight Dimmer Switch

Terminal (Color)	A-3 (R-G)	A-9 (W-B)	A-12 (R-Y)	A-14 (R-W)
Switch position				
Flash		○	○	○
Low beam	○	○		
High beam		○	○	

Turn Signal Switch

Terminal (Color)	A-1 (G-W)	A-5 (G-B)	A-8 (G-Y)
Switch position			
Left turn	○	○	
Neutral			
Right turn	○		○

If continuity is not as specified, replace the switch.

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

<p>BE1838 BE1840</p>	Terminal	1	2	3	4
	Condition				
	Constant				
Apply battery voltage to terminals 1 and 2					

**(Taillight Control Relay/Continuity)**

<p>BE1847 BE1575 BE1840</p>	Terminal	1	2	3	4
	Condition				
	Constant				
Apply battery voltage to terminals 1 and 3					

**(Headlight Dimmer Relay/Continuity)**

<p>BE1839 BE1842</p>	Terminal	1	2	3	4
	Condition				
	Constant				
Apply battery voltage to terminals 1 and 4					

If continuity is not as specified, replace the relay.

## System Description

### Daytime Running Light System (CANADA models)

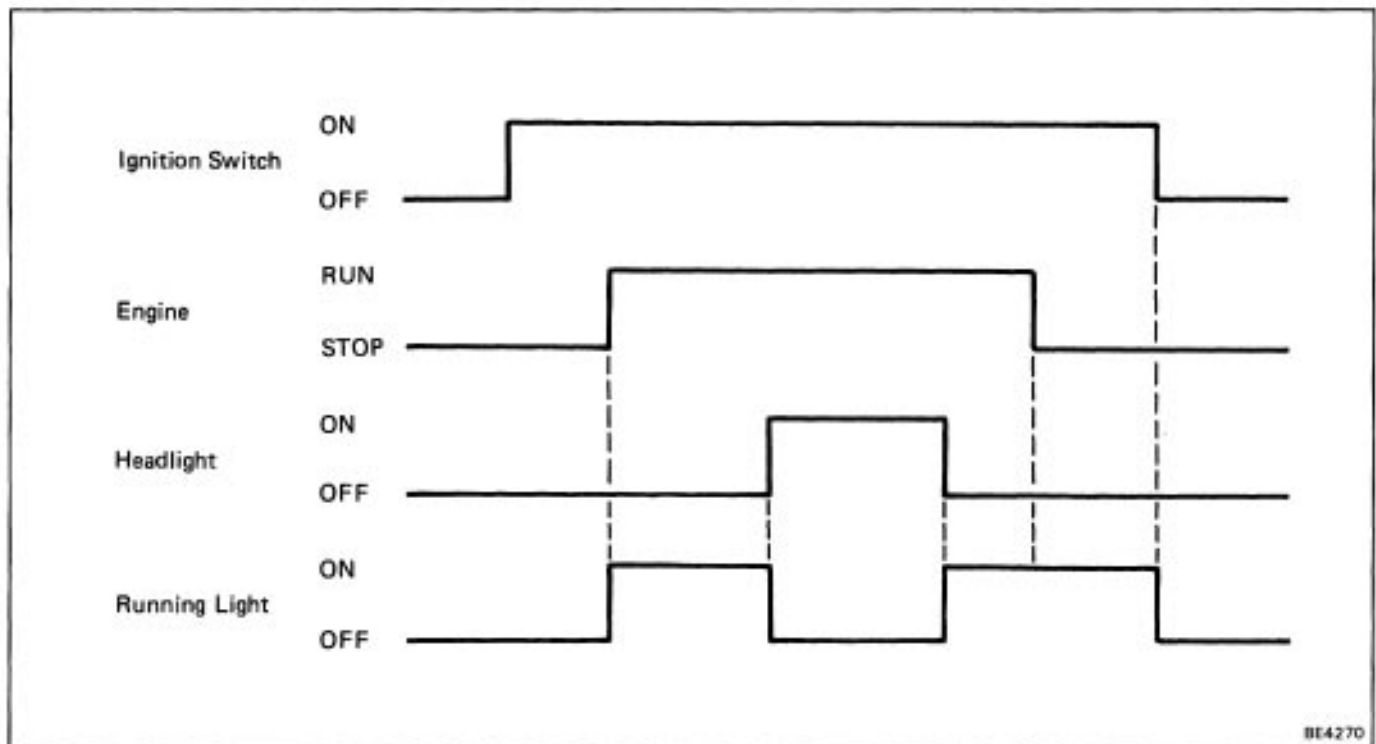
#### DESCRIPTION (Coupe)

The daytime running light system has lights for system only and taillights that go on automatically when the engine is started. This system is a standard equipment on all grade models for Canada. The running lights are controlled by the light retractor relay.

#### OPERATION

HINT: If the parking brake lever is pulled up when the engine is started, the daytime running light will not light up after the engine has started. Once the parking brake is released, the daytime running light will then light up and will remain on regardless of operation of the parking brake lever.

The daytime running light system is activated when the ignition switch is turned on and the engine is started. The lights are turned on and off, as shown below, depending on the condition on applicable switches. (Lights do not go on when the ignition switch is merely turned on. Lights remain on when the running engine stalls.)



## OPERATION

Operation examples of the switch are shown below.

### (Coupe)

#### 1. IGNITION SWITCH "ON" AND LIGHT CONTROL SWITCH "OFF"

When the switches are set, current is led from the battery to terminal \*4/18(4/10), and terminal \*4/6(9/19) of the light retractor relay. After engine running, because continuity is made between terminal \*2/18(2/10) of the light retractor relay and the body ground, and terminal \*2/6(6/10) of the light retractor relay and the body ground of the light retractor relay, the taillight control relay and running light control relay are turned on, so the taillights and running lights will come on.

#### 2. LIGHT CONTROL SWITCH "HEAD"

When the switch is set, continuity is made between terminal \*14/18(8/12) of the light retractor relay and the body ground. Also, because the continuity between terminal \*2/6(6/10) and terminal \*18/18(12/12) of the light retractor relay is cut off, so the running lights will go off.

HINT: If the light control switch is turned to "TAIL" or "OFF", because continuity is made between terminal \*2/6(6/10) and the body ground of the light retractor relay, so the running lights will come on again.

#### 3. ENGINE STOPS (IGNITION SWITCH "ON")

When the engine is stopped, because the continuity between terminal \*2/6(6/10) and terminal \*18/18(12/12) of the light retractor relay remains, so the running lights also remain.

HINT: If ignition switch is turned to "OFF", because the continuity between terminal \*2/6(6/10) and terminal \*18/18(12/12) of the light retractor relay is cut off, so running lights will go off.

If light control switch is in "UP", or "OFF", because the continuity between terminal \*2/18(2/10) and terminal \*18/18(12/12) of the light retractor relay is also cut off, so taillights will also go off.

### (Sedan)

#### 1. IGNITION SWITCH "ON" AND LIGHT CONTROL SWITCH "OFF"

When the switches are set, current is led from the battery to terminal 2 of the running light relay. After engine running, because continuity is made between terminal 6 and the body ground, and terminal 4 and the body ground of the running light relay, the taillight control relay and headlight control relay are turned on, so the running lights will come on.

#### 2. LIGHT CONTROL SWITCH "HEAD"

When the switch is set, continuity is made between terminal 5 and the body ground, and terminal 3 and the body ground of the running light relay. Also, because the continuity is made between terminal 6 and the body ground, and terminal 4 and the body ground of the running light relay at all times, the taillights and headlights light up.

HINT: When the headlight dimmer switch is set to "HEAD", continuity is made between terminal 16 of the running light relay and the body ground. Also, because continuity is made between terminal 17 of the running light relay and the body ground, the headlight dimmer relay is turned on. Then the headlights go on at the high beam.

#### 3. HEADLIGHT DIMMER SWITCH "FLASH"

When the switch is set, continuity is made between terminal 7 and the body ground, and terminal 16 and the body ground of the running light relay. Also, because the continuity is made between terminal 6 and the body ground, and terminal 17 and the body ground of the running light relay, the headlights flash.

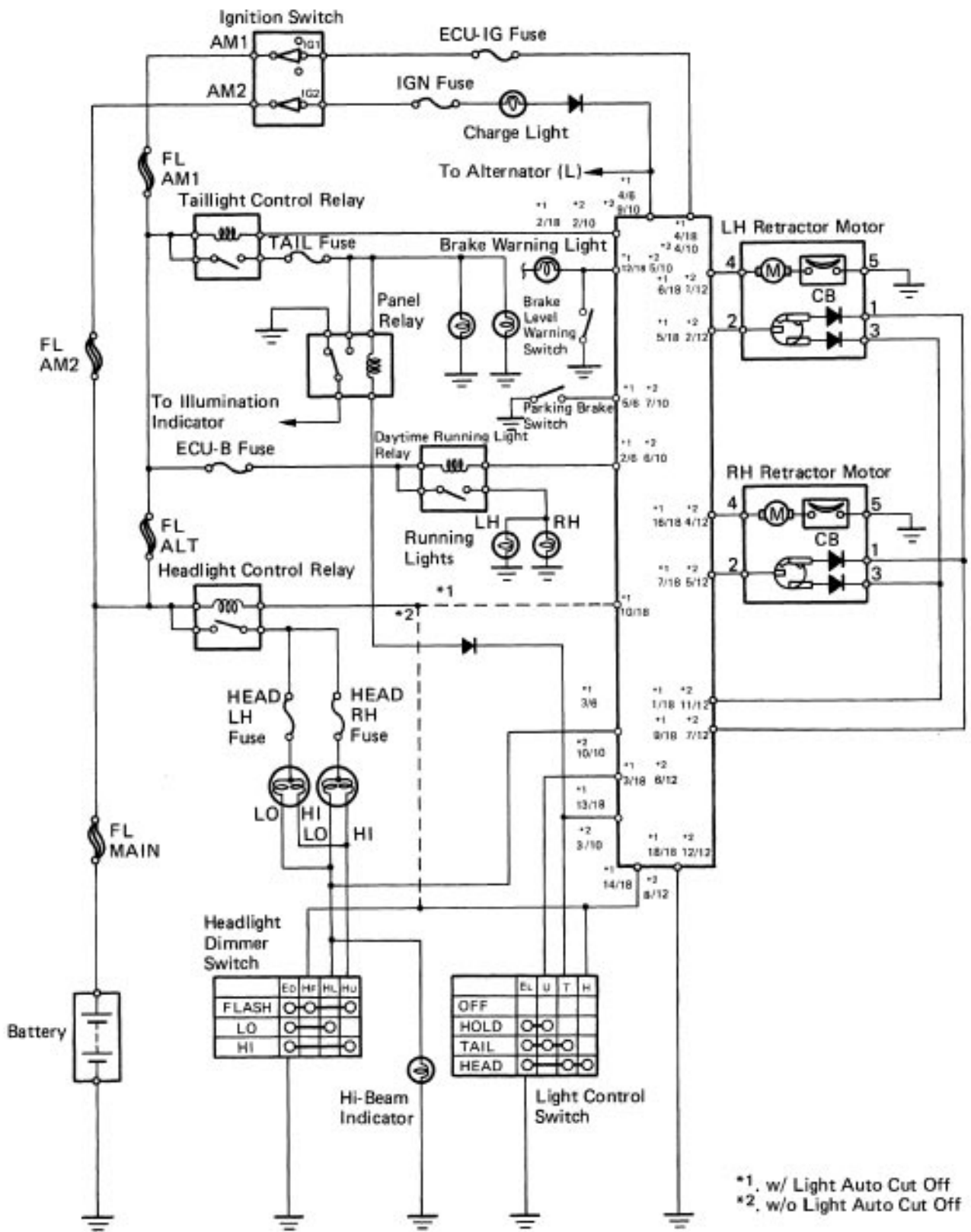
#### ENGINE STOPS (IGNITION SWITCH "ON")

When the engine is stopped, because the continuity between terminal 6 and terminal 13 of the running light relay remains, so the running lights also remain.

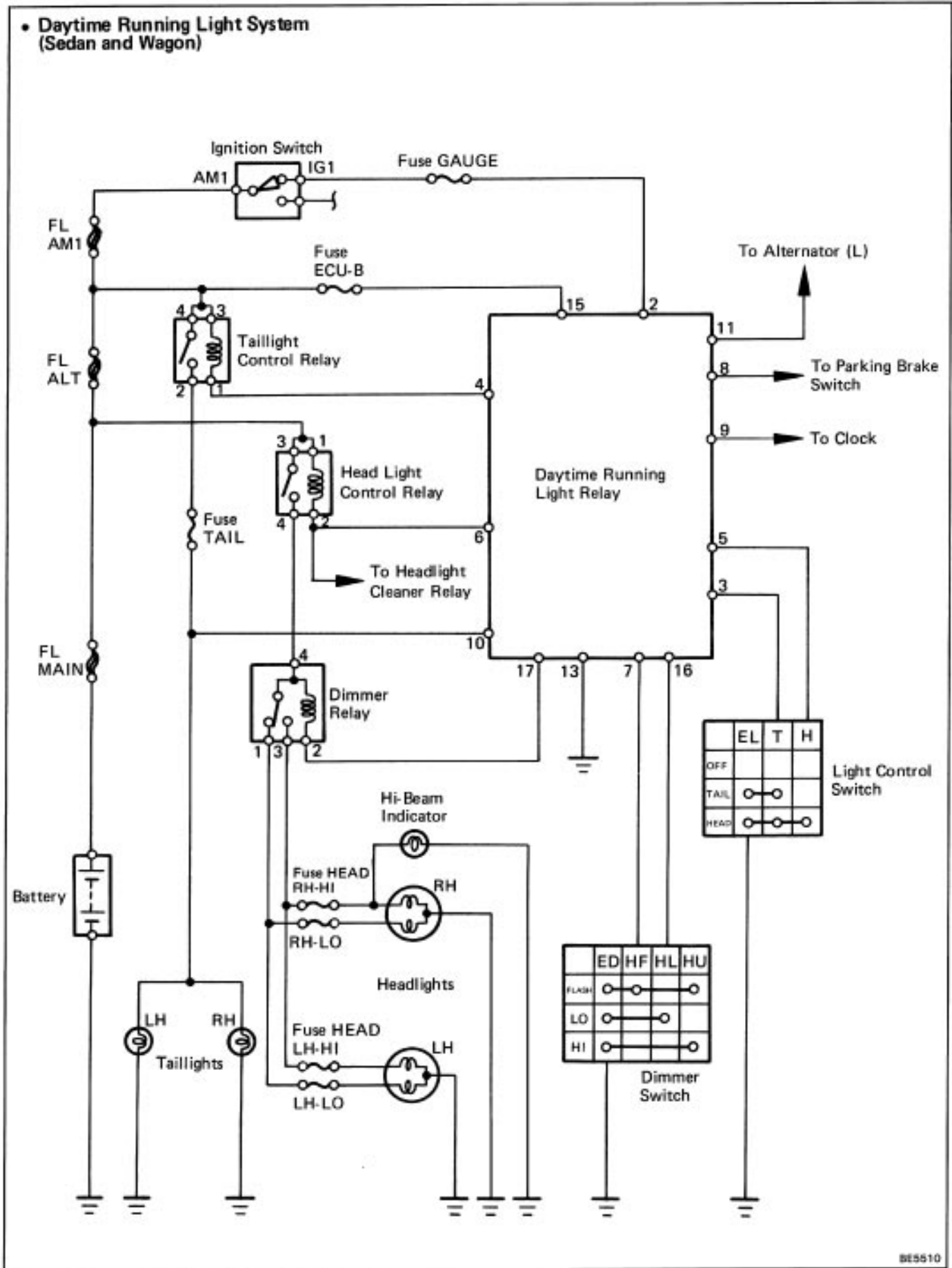
HINT: If ignition switch is turned to "OFF", because the continuity between terminal 6 and terminal 13 of the running light relay is cut off, so running lights will go off.

# Wiring and Connector Diagram

## • Daytime Running Light System (Coupe)

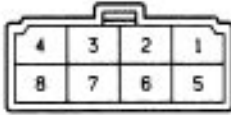


### Wiring and Connector Diagram (Contd.)

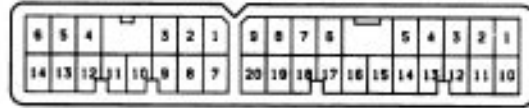


## Wiring and Connector Diagram (Cont'd)

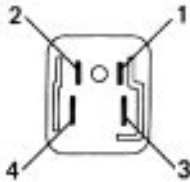
Ignition Switch



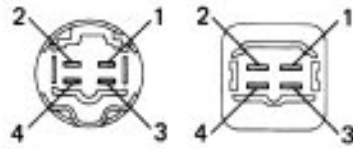
Light Control Switch and Headlight Dimmer Switch



Headlight Control Relay



Taillight Control Relay

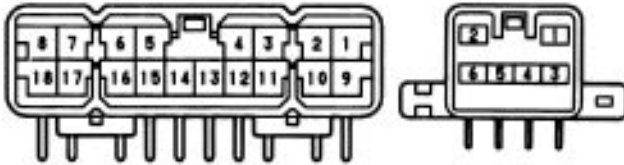


Courtesy Switch

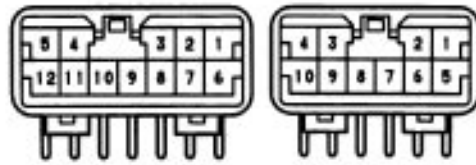


Light Retractor Relay

(w/ Light Auto Turn Off System)

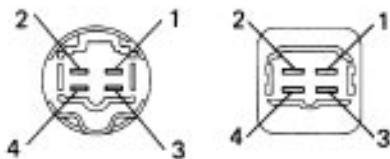


(w/o Light Auto Turn Off System)

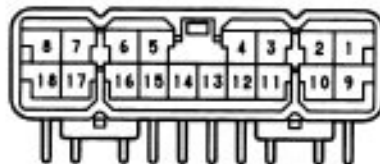


Daytime Running Light Relay

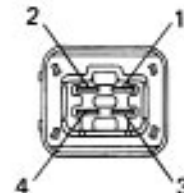
(Coupe)



(Sedan)



Headlight Dimmer Relay

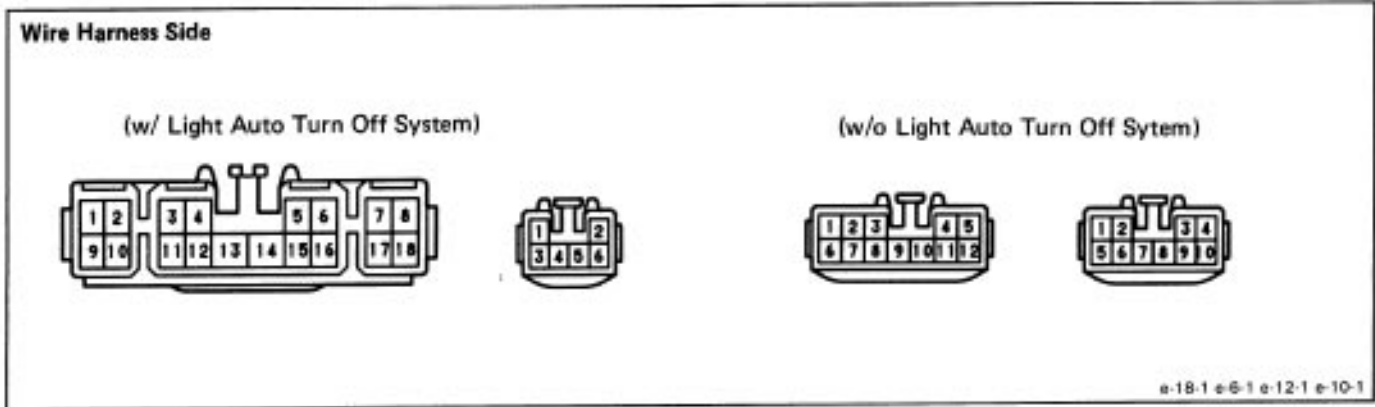




# Light Retractable System

## 1. INSPECT LIGHT RETRACTOR RELAY

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



### (w/ Light Auto Turn Off System)

Check for	Tester connection	Condition		Specified value	
Continuity	3 - Ground	Light control switch position	OFF or HEAD	No continuity	
			LIP or TAIL	Continuity	
	*15 - 1 *17 - 1	Headlight position	Any position ex. lowermost	Continuity	
			Lowermost	No continuity	
	*15 - 9 *17 - 9	Headlight position	Any position ex. uppermost	Continuity	
			Uppermost	No continuity	
	13 - Ground	Light control switch position	OFF or UP	No continuity	
			TAIL or HEAD	Continuity	
	14 - Ground	Light control switch position	OFF, UP or TAIL	No continuity	
			HEAD	Continuity	
Headlight dimmer switch position (with light control switch at OFF)			Low beam or High beam	No continuity	
	Flash	Continuity			
6 - Ground 18 - Ground		-		*2 Continuity	
			18 - Ground		Continuity
			18 - Ground		Continuity
Voltage	2 - Ground		-	Battery voltage	
					4 - Ground
	ON	Battery voltage			
	8 - Ground		-	Battery voltage	
	10 - Ground		-	Battery voltage	
	15 - Ground	Door position	Closed (Courtesy switch OFF)	Battery voltage	
Opened (Courtesy switch ON)			No voltage		

**HINT:**

\*1: Connect the test leads so that the current from the ohmmeter can flow according to the above orders.

\*2: There is resistance because this circuit is grounded through the motor.

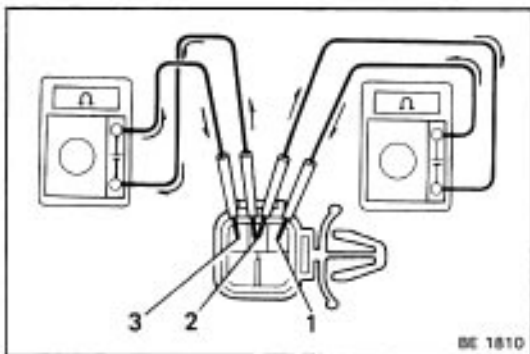
**(w/o Light Auto Turn Off System)**

Check for	Tester connection	Condition		Specified value
Continuity	1 - Ground 4 - Ground	-		*1 Continuity
	*2 <sup>2</sup> - 7 *2 <sup>5</sup> - 7	Headlight position	Any position ex. uppermost	Continuity
			Uppermost	No continuity
	*2 <sup>2</sup> - 11 *2 <sup>5</sup> - 11	Headlight position	Any position ex. lowermost	Continuity
			Lowermost	No continuity
	6 - Ground	Light control switch position	OFF or HEAD	No continuity
			UP or TAIL	Continuity
	8 - Ground	Light control switch position	OFF, UP or TAIL	No continuity
			HEAD	Continuity
		Headlight dimmer switch position (with light control switch at OFF)	Low beam or High beam	No continuity
Flash	Continuity			
12 - Ground	-		Continuity	
15 - Ground	Light control switch position	OFF or UP	No continuity	
		TAIL or HEAD	Continuity	
Voltage	3 - Ground	-		Battery voltage
	10 - Ground	-		Battery voltage
	16 - Ground	Ignition switch position	Lock or ACC	No voltage
			ON	Battery voltage
18 - Ground	-		Battery voltage	

\*1: There is resistance because this circuit is grounded through the motor.

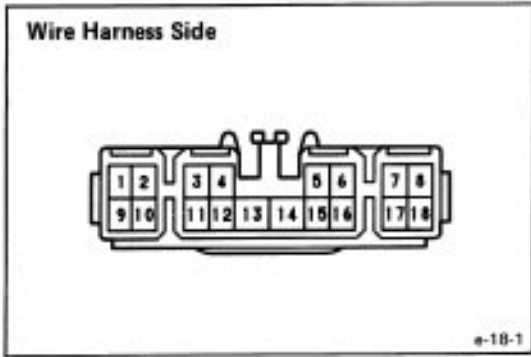
\*2: Connect the test leads so that the current from the ohmmeter can flow according to the above orders.

If the circuit is as specified, replace the relay.



## 2. INSPECT LIGHT RETRACTOR MOTOR (Continuity: Diode)

- Set the motor to any position except the uppermost or lowermost position.
- Connect the ohmmeter test lead so that the current from the meter can flow from terminal 1 to 2, check that there is no continuity.
- Connect the ohmmeter test lead so that the current from the meter can flow from terminal 3 to 2, check that there is no continuity.

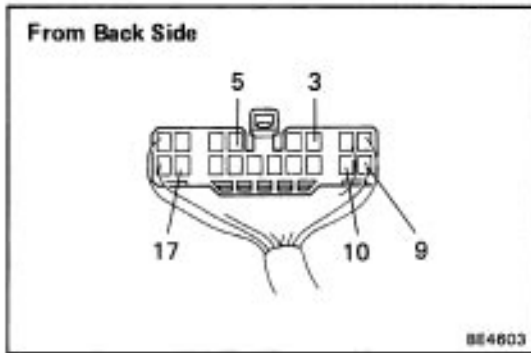


**INSPECT DAYTIME RUNNING LIGHT RELAY  
(Relay Circuit)**

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	3 - Ground	Light control switch position	OFF	No continuity
			TAIL or HEAD	Continuity
	5 - Ground	Light control switch position	OFF or TAIL	No continuity
			HEAD	Continuity
	7 - Ground	Headlight dimmer switch position	Low beam or High beam	No continuity
			Flash	Continuity
	8 - Ground	Parking brake switch position	OFF(Parking brake lever released)	No continuity
ON(Parking brake lever pulled up)			Continuity	
13 - Ground	Constant		Continuity	
16 - Ground	Headlight dimmer switch position	Low beam	No continuity	
		High beam or Flash	Continuity	
Voltage	2 - Ground	Ignition switch position	LOCK or ACC	No voltage
			ON or START	Battery voltage
	4 - Ground 6 - Ground	Constant		Battery voltage
	11 - Ground	Engine	Stop	No voltage
			Running	Battery voltage
15 - Ground	Constant		Battery voltage	

If circuit is as specified, inspect relay operation.

**(Relay Circuit/Connector connected)**

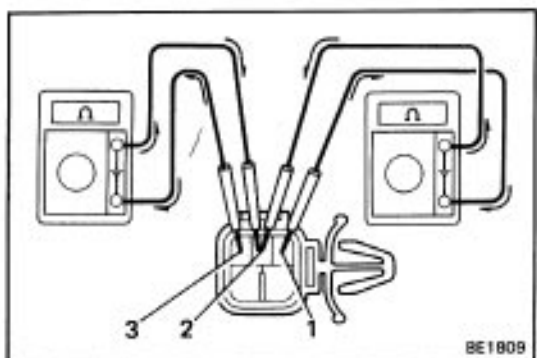
Connect the wire harness side connector to the relay and inspect wire harness side connector from the back side as shown.

Check for	Tester connection	Condition		Specified value
Continuity	<b>3 – Ground</b>	Light control switch position	OFF	No continuity
			TAIL or HEAD	Continuity
	<b>5 – Ground</b>	Light control switch position	OFF or TAIL	No continuity
			HEAD	Continuity
Voltage	<b>9 – Ground</b>	Light control switch position	OFF	No voltage
			TAIL or HEAD	Battery voltage
	<b>10 – Ground</b>	Light control switch position	OFF	No voltage
			TAIL or HEAD	Battery voltage
	<b>17 – Ground</b>	Headlight dimmer switch position	<b>Lo</b>	No voltage
			High or Flash	Battery voltage

## INSPECTION OF PARKING BRAKE SWITCH

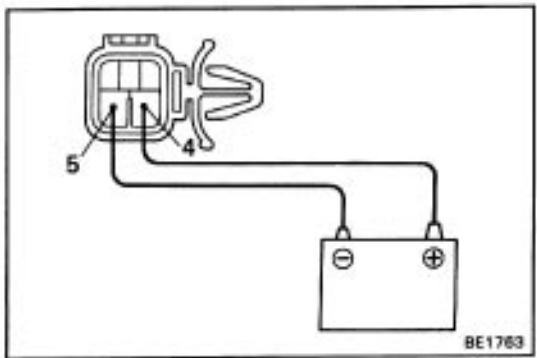
### INSPECT SWITCH CONTINUITY

See page [BE-60](#)



(d) Reverse the test leads of ohmmeter, check that there is continuity.

If continuity is not as specified, replace the motor.



**(Operation)**

Connect the positive (+) lead from the battery to terminal 4 and the negative (-) lead to terminal 5, check that the motor operates. If operation is not as specified, replace the motor.

**Turn Signal and Hazard Warning System**

**1. INSPECT SWITCHES**

**(Turn Signal Switch)**

See Headlight Dimmer and Turn Signal Switch on page [BE-26](#).

**(Hazard Warning Switch/Continuity)**

<p><b>Coupe</b></p> <p>ON</p> <p>BE1764 SH-12-2</p>	Coupe										
	Terminal	1	2	3	4	5	6	Illumination		11	12
Switch position	OFF	○—○									○—○
Switch position	IN		○—○		○—○	○—○					○—○
<p><b>Sedan and Wagon</b></p> <p>ON</p> <p>BE1765 S-10-2</p>	Sedan and Wagon										
	Terminal	Illumination		5	6	7	8	9	10		
Switch position	1	2									
Switch position	OFF	○—○				○—○			○—○		
Switch position	ON		○—○		○—○	○—○		○—○			

If continuity is not as specified, replace the switch.

**2. INSPECT TURN SIGNAL FLASHER**

(a) Connect the positive (+) lead from the battery to terminal 2 and the negative (-) lead to terminal 1.

(b) 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.

