

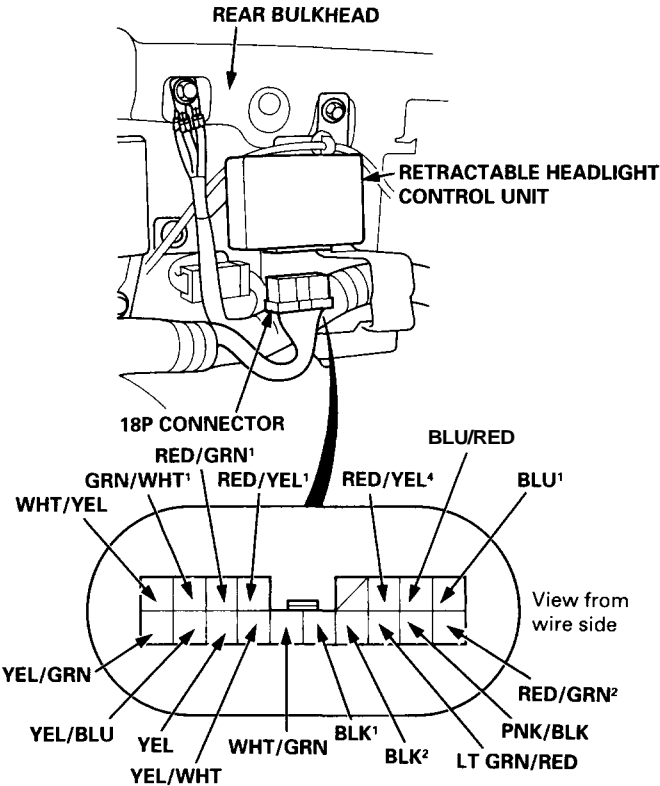
Lighting System

Retractable Headlight Control Unit Input Test

Remove the rear bulkhead panels, and disconnect the 18P connector from the control unit.
Inspect the connector and socket 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).



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



Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
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 passing switch An open in the wire
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
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
RED/YEL ⁴	Ignition switch ON (II)	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
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 (or YEL/BLU) terminal.	Check that there is no continuity between the WHT/YEL and the GRN/WHT (or YEL/BLU) terminals.	<ul style="list-style-type: none"> Faulty headlight retractor motor
	Raise the headlights halfway 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 until the headlights are fully raised.	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
YEL/WHT • GRN/WHT ¹ (YEL/BLU)	Headlight retractor switch OFF (retractable headlight closed) Connect an ohmmeter negative lead to the YEL/WHT terminal, and the positive lead to the GRN/WHT ¹ (or YEL/BLU) terminal.	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
	Raise the headlights halfway 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 until 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