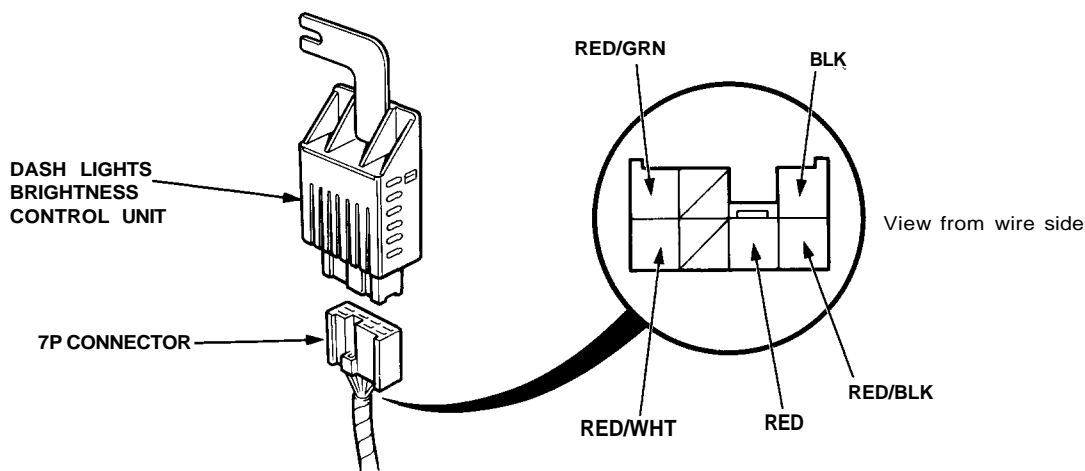


# Dash Lights Brightness Control

## Control Unit Input Test

- 1. Disconnect the 7P connector from the control unit.
- 2. 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.



| Terminal            | Test condition          | Test: Desired result  | Possible cause if result is not obtained  |
|---------------------|-------------------------|---|---|
| BLK                 | Under all conditions    | Check for continuity to ground:<br>There should be continuity.  | <ul style="list-style-type: none"><li>• Poor ground (G401, G402, G403)</li><li>• An open in the wire</li></ul>  |
| RED/BLK             | Headlight switch ON     | Check for voltage to ground:<br>There should be battery voltage.  | <ul style="list-style-type: none"><li>• Blown No. 38 (15 A) fuse</li><li>• Faulty taillight relay</li><li>• Faulty headlight switch</li><li>• An open in the wire</li></ul> |
| RED                 | Headlight switch ON     | Attach to ground: The dash lights should come on full bright.   | <ul style="list-style-type: none"><li>• An open in the RED/BLK or RED wire</li></ul>  |
| RED/GRN and RED/WHT | Adjusting dial rotating | Check for resistance between the RED/GRN and RED/WHT terminals:<br>It should vary from 0 to 20,000 ohms as the dial is rotated. | <ul style="list-style-type: none"><li>• Faulty dash lights brightness controller</li><li>• An open in the wire</li></ul>  |