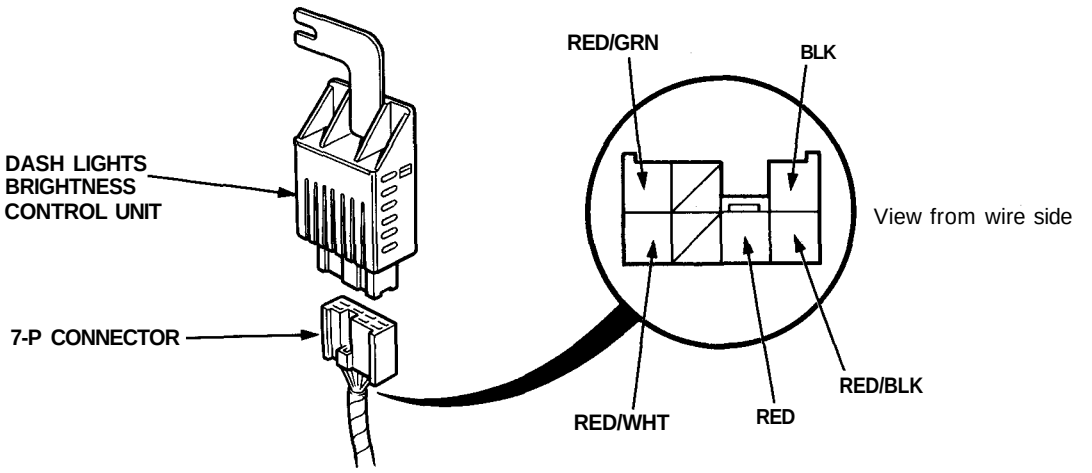
Dash Lights Brightness Control

Control Unit Input Test

1. Disconnect the 7-P 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.



No.	Terminal	Test condition	Test: Desired result	Possible cause if result is not obtained
1	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G401, G402, G403) • An open in the wire
2	RED/BLK	Headlight switch ON	Check for voltage to ground: There should be battery voltage.	• Blown No. 38 (15 A) fuse • Faulty taillight relay • Faulty headlight switch • An open in the wire
3	RED	Headlight switch ON	Attach to ground: The dash lights should come on full bright.	• An open in the RED/BLK or RED wire
4	RED/GRN and RED/WHT	Adjusting dial rotating	Check for resistance between the RED/GRN and RED/WHT terminals: It should vary from 0 to 20,000 ohms as the dial is rotated.	• Faulty dash lights brightness controller • An open in the wire