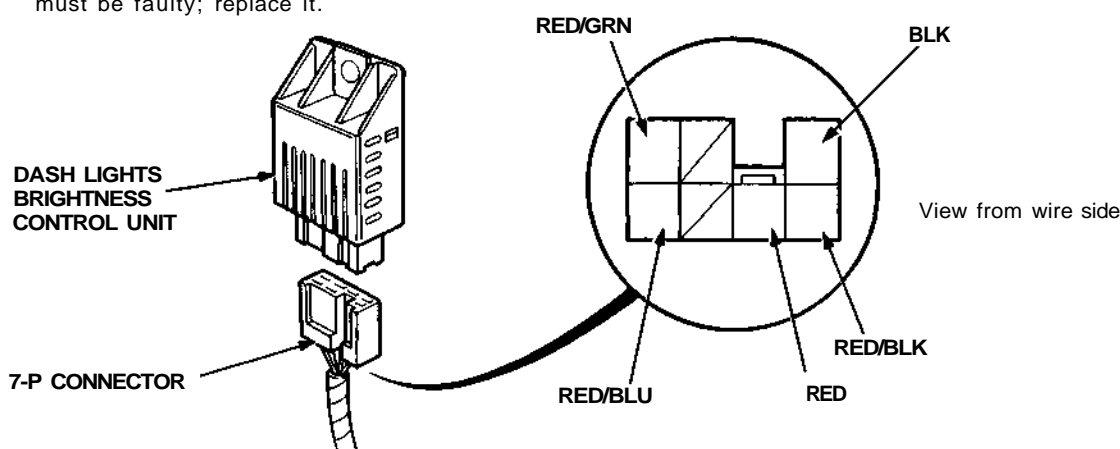




## Control Unit Input Test

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 a 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.	Wire	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.	<ul style="list-style-type: none"> <li>• Poor ground (G301, G302, G303 (G251 ('91-'92)))</li> <li>• An open in the wire</li> </ul>
2	RED/BLK	Headlight switch ON	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>• Blown No. 49 (15 A) fuse</li> <li>• Faulty taillight relay</li> <li>• Faulty combination light switch</li> <li>• An open in the wire</li> </ul>
3	RED	Headlight switch ON	Connect to ground: Dash lights should come on full bright.	<ul style="list-style-type: none"> <li>• An open in the wire</li> </ul>
4	RED/BLU and RED/GRN	Adjusting dial rotated	Check for resistance between the RED/GRN and RED/BLU terminals: It should vary from 0 $\Omega$ to 20 k $\Omega$ as the dial is rotated.	<ul style="list-style-type: none"> <li>• Faulty controller</li> <li>• An open in the wire</li> </ul>