



|   | Pod position | Spot lamps | Main beam | Dip beam |
|---|--------------|------------|-----------|----------|
| Ignition off                                | D            | O          | O         | O        |
| Ignition off headlights off, flash lamps    | D            | O          | O         | O        |
| Ignition off headlights on (assumes dipped) | U            | O          | O         | I        |
| Ignition on headlights off                  | D            | O          | O         | O        |
| Ignition on headlights off, flash lamps     | D            | F          | O         | O        |
| Ignition on headlamps on - dipped           | U            | O          | O         | I        |
| Ignition on headlamps on - main             | U            | O          | I         | O        |
| Ignition on headlamps on, flash lamps       | U            | O          | F         | I        |
| Ignition on spot lamps switch on            | D            | O          | O         | O        |
| Ignition on headlamps main, spot lamps on   | U            | I          | I         | O        |
| Ignition on headlamps dip, spot lamps on    | U            | O          | O         | I        |

**Notes**

1. Fuse boxes 1 & 2 near radiator, box 3 near wiper motor
2. Main and dip beam in separate fuse boxes for redundancy
3. Separate fuses for each headlight.
4. All fuses to be rated at 15A
5. Max load on fusebox 1 = 30 A
6. Max load on fusebox 2 = 15A (assumes 60 watt lamps and 5A each for fan, horn & pod motor)
7. Relays to be rated 20A minimum
8. Horn relay located in nose cone near compressor
9. Electrical push/pull switch fitted in place of pod vacuum switch for spot lights, using original knob.