

**2004 Honda Pilot EX**

2003-04 ACCESSORIES & EQUIPMENT Exterior Lights Systems - Pilot

**2003-04 ACCESSORIES & EQUIPMENT**

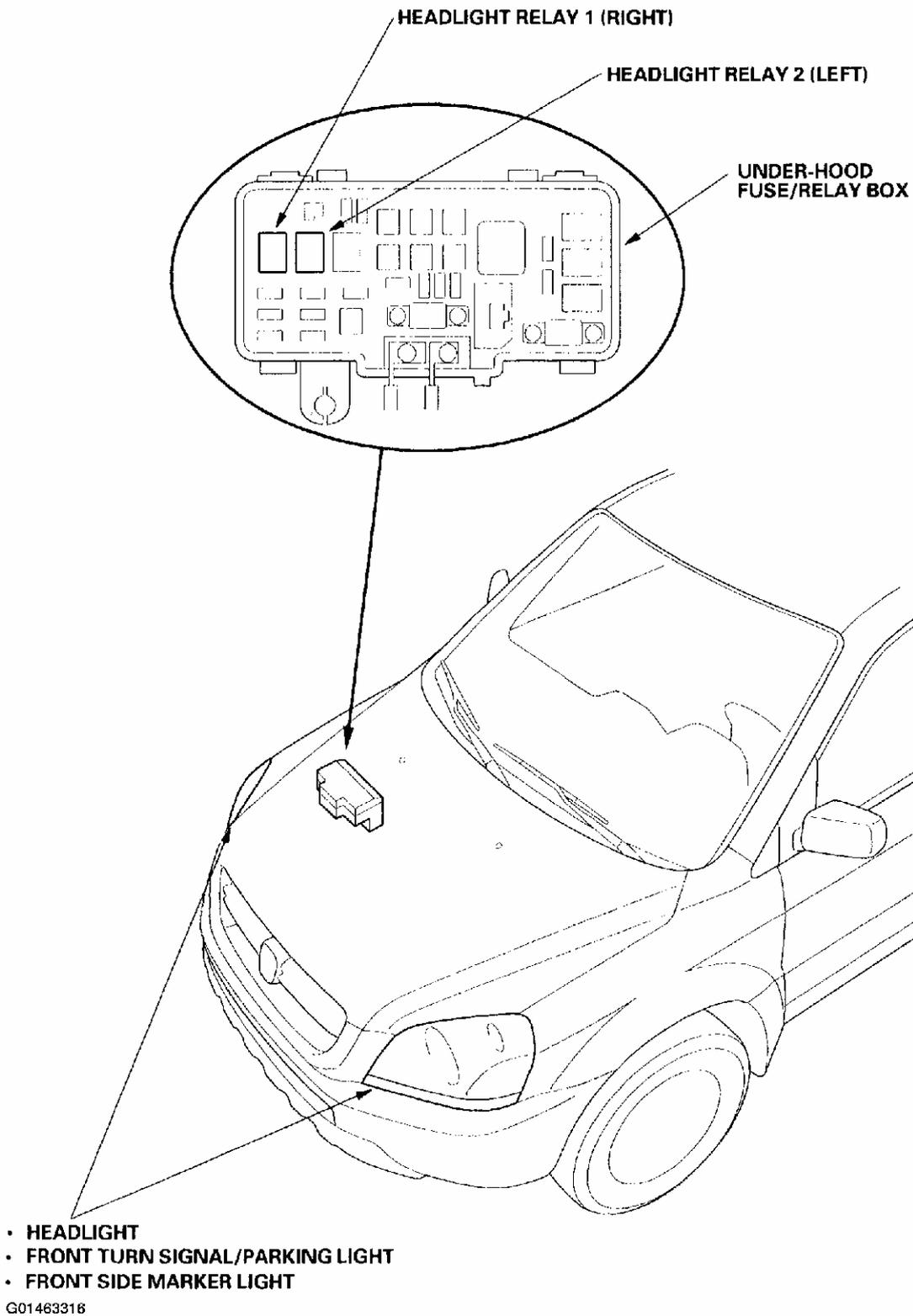
**Exterior Lights Systems - Pilot**

**EXTERIOR LIGHTS**

**COMPONENT LOCATION INDEX**

## 2004 Honda Pilot EX

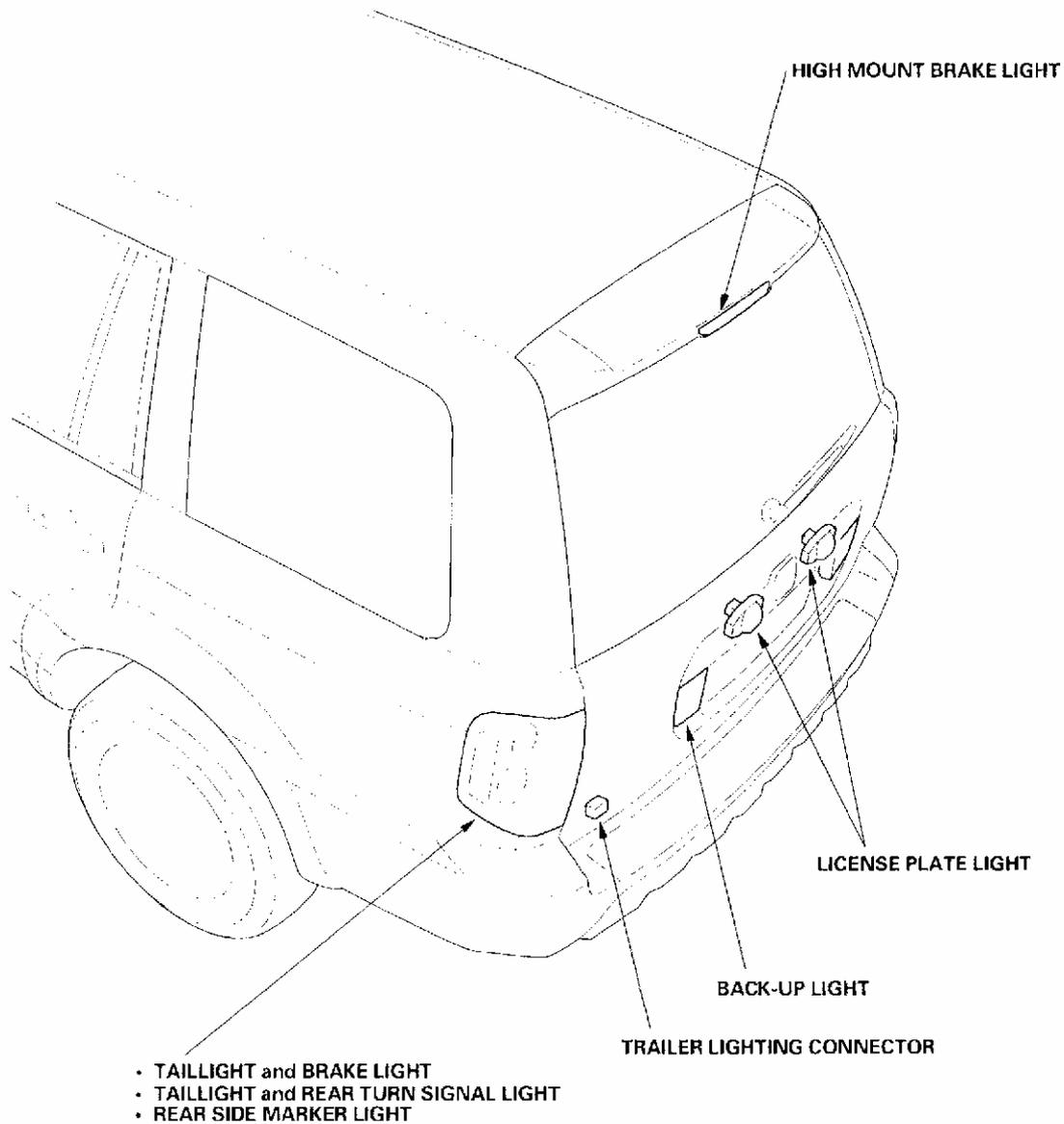
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**Fig. 1: Locating Exterior Light System Components (1 Of 3)**  
Courtesy of AMERICAN HONDA MOTOR CO., INC.

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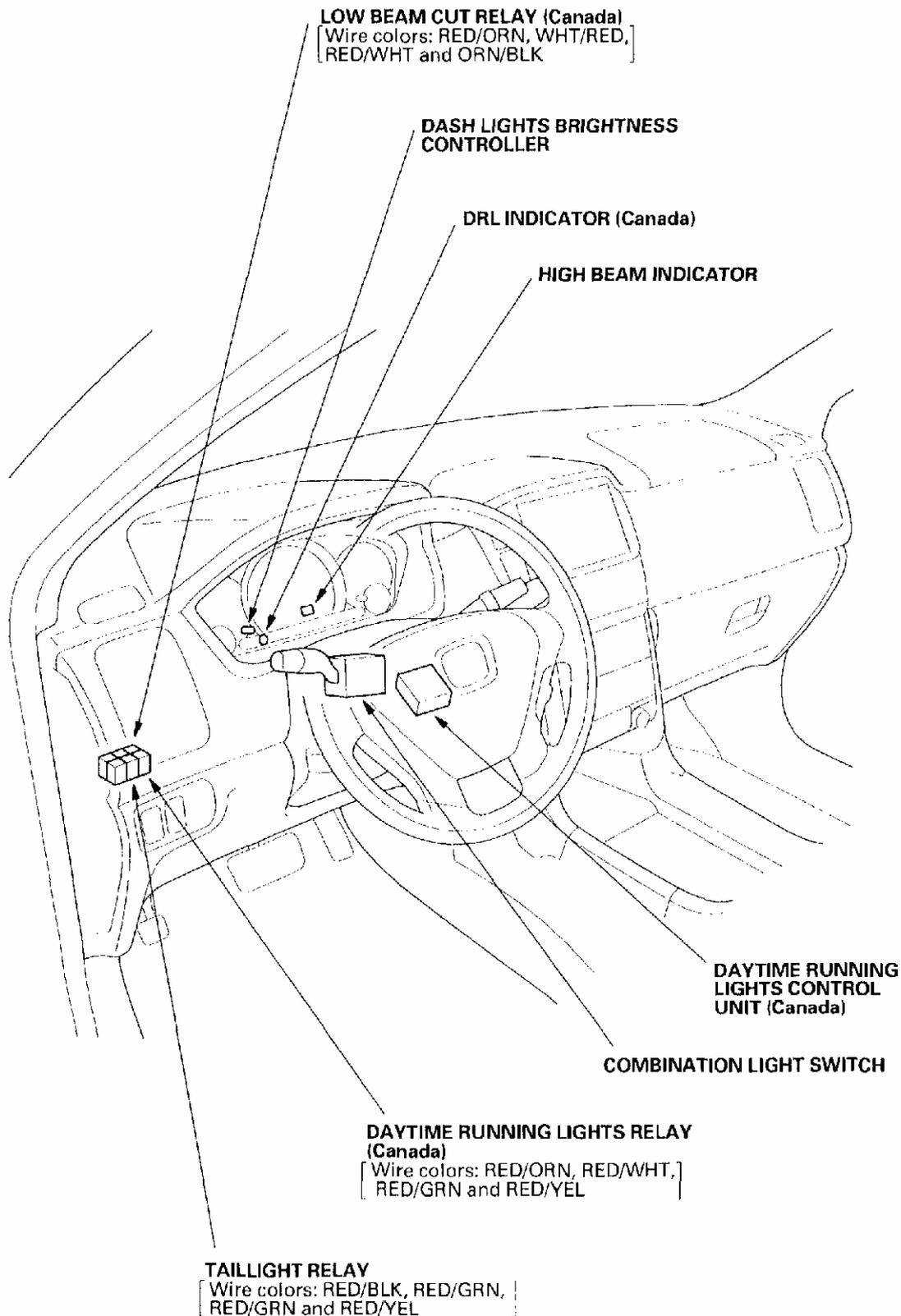


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**Fig. 2: Locating Exterior Light System Components (2 Of 3)**  
Courtesy of AMERICAN HONDA MOTOR CO., INC.

## 2004 Honda Pilot EX

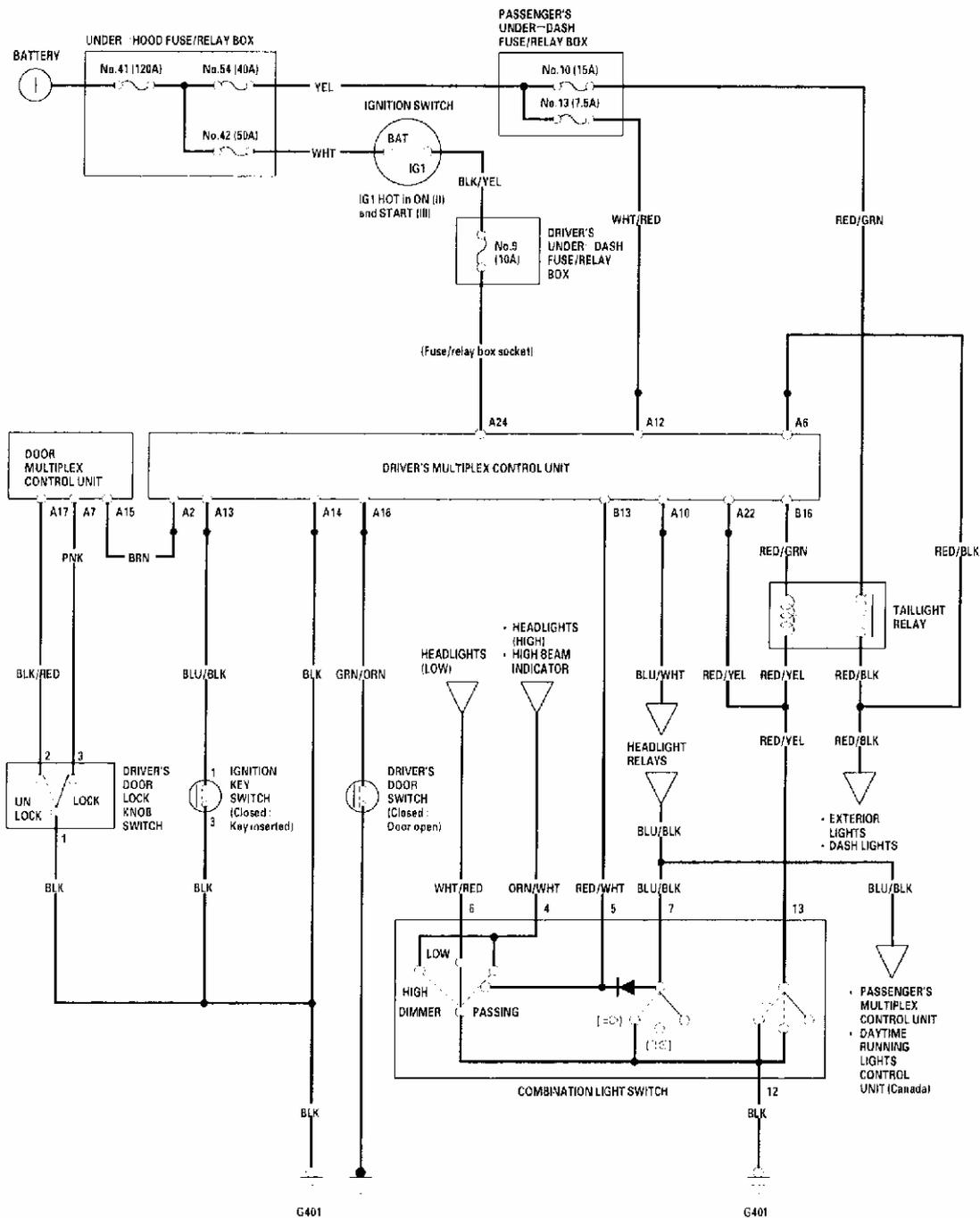
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**Fig. 3: Locating Exterior Light System Components (3 Of 3)**  
Courtesy of AMERICAN HONDA MOTOR CO., INC.

**CIRCUIT DIAGRAM - AUTO-OFF HEADLIGHTS**



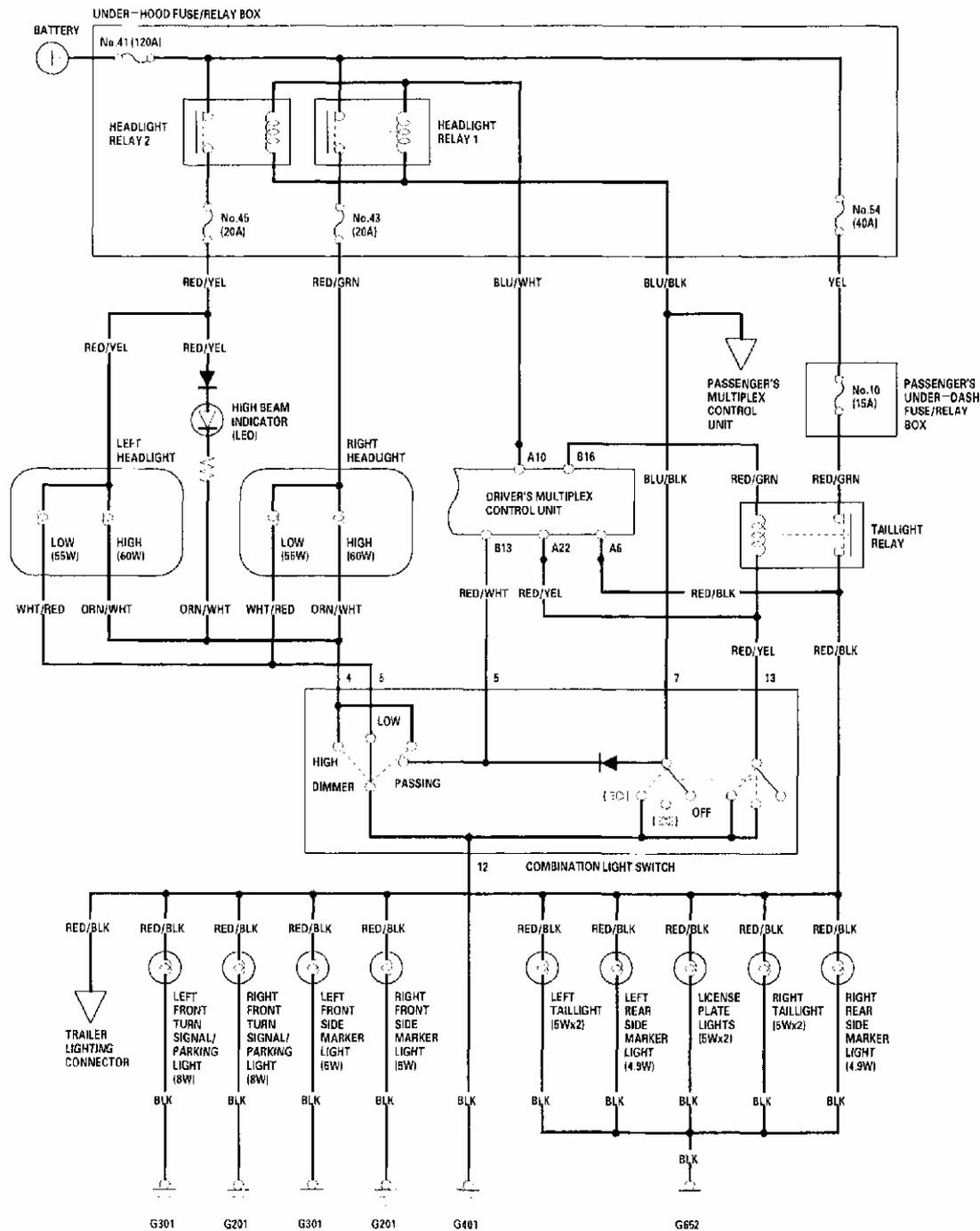
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**Fig. 4: Circuit Diagram - Auto-Off Headlights (USA)**  
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

**CIRCUIT DIAGRAM - WITH AUTOMATIC LIGHTS-OFF FEATURE**

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**Fig. 5: Circuit Diagram - With Automatic Lights-Off Feature (USA)**  
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

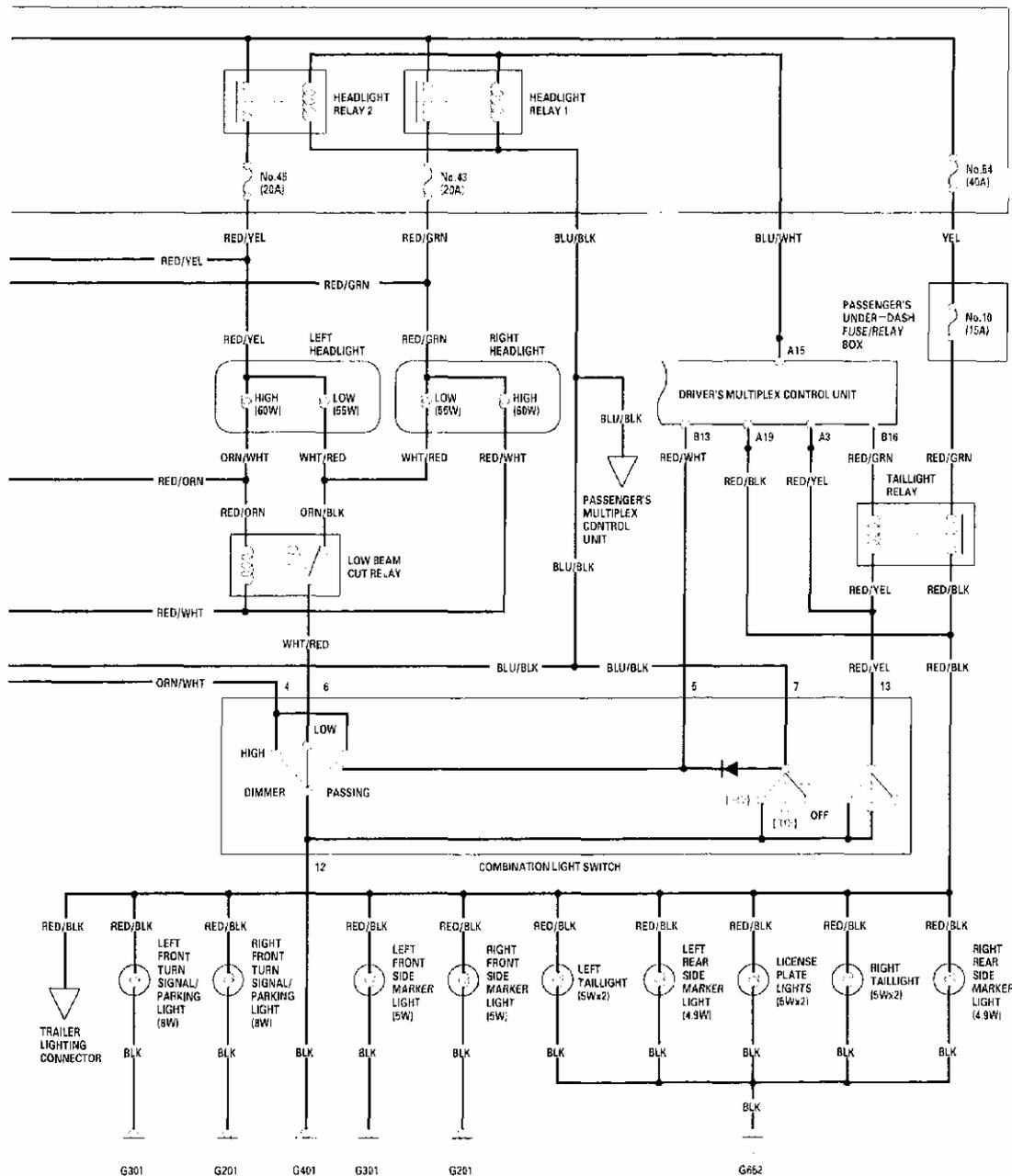
**CIRCUIT DIAGRAM - WITHOUT AUTOMATIC LIGHTS-OFF FEATURE**





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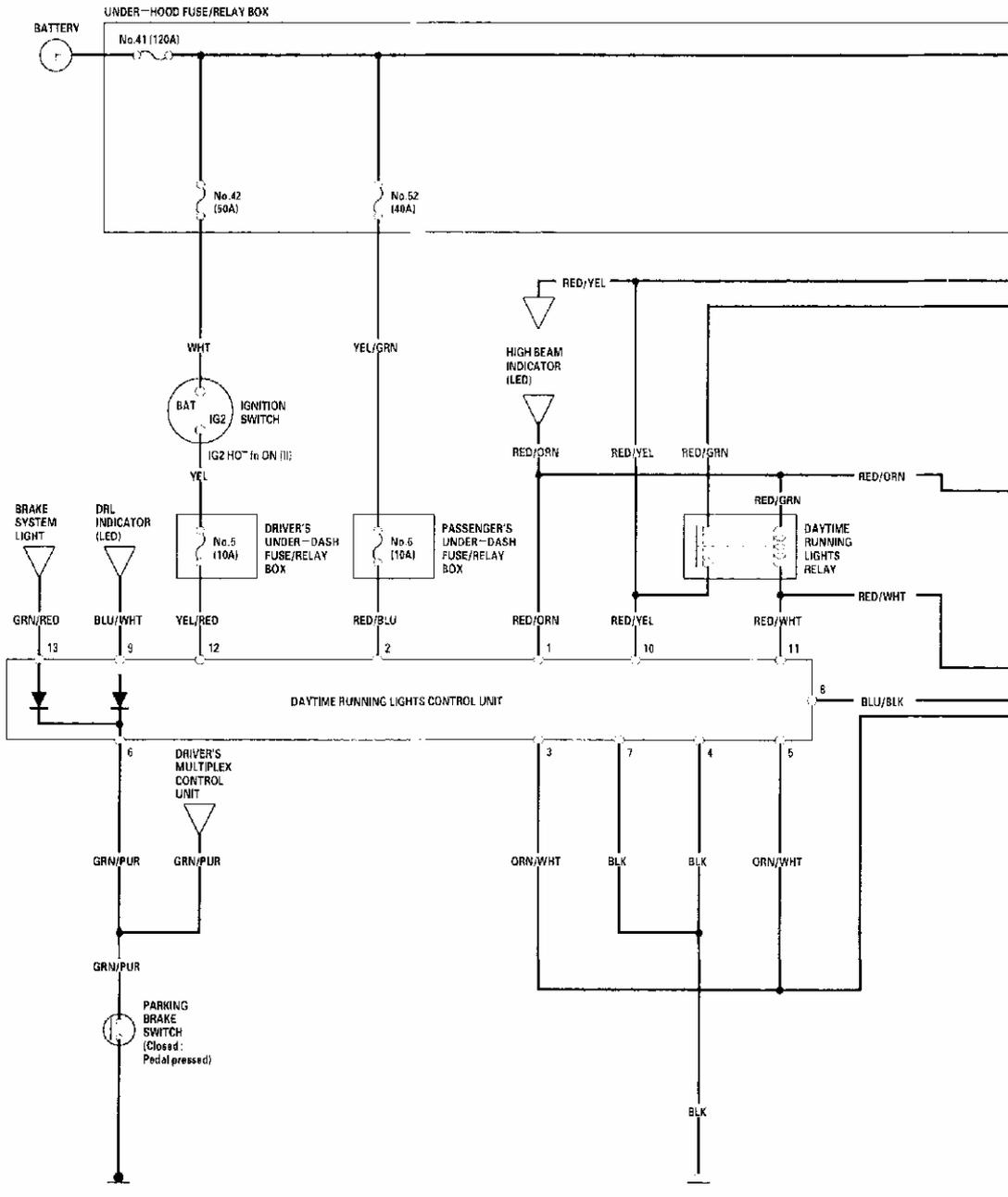
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**Fig. 8: Circuit Diagram - With Automatic Lights-Off Feature (Canada - 2 Of 2)**  
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

**CIRCUIT DIAGRAM - WITHOUT AUTOMATIC LIGHTS-OFF FEATURE**

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## 2003-04 ACCESSORIES & EQUIPMENT Exterior Lights Systems - Pilot



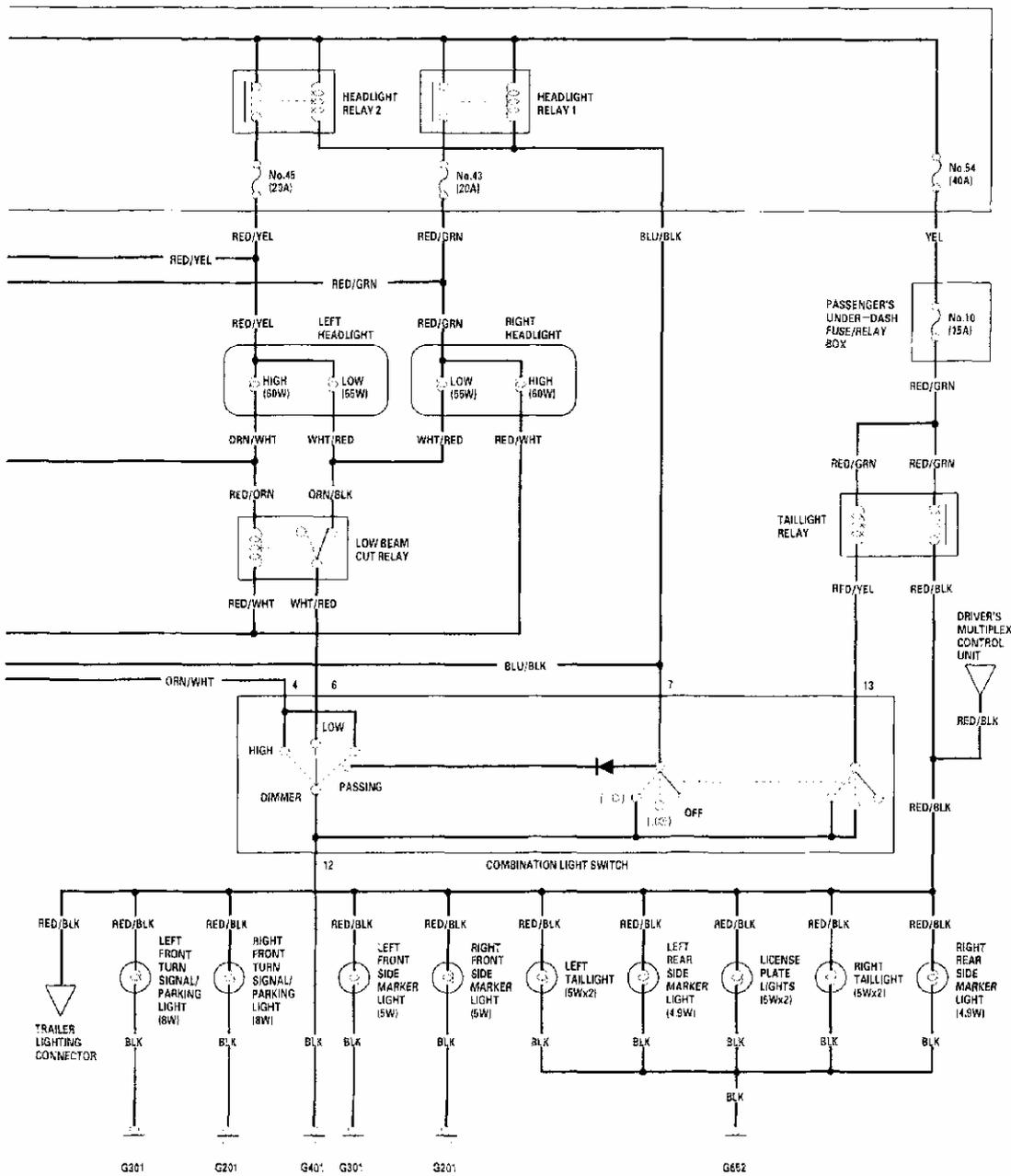
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G401

**Fig. 9: Circuit Diagram - Without Automatic Lights-Off Feature (Canada - 1 Of 2)**  
Courtesy of AMERICAN HONDA MOTOR CO., INC.

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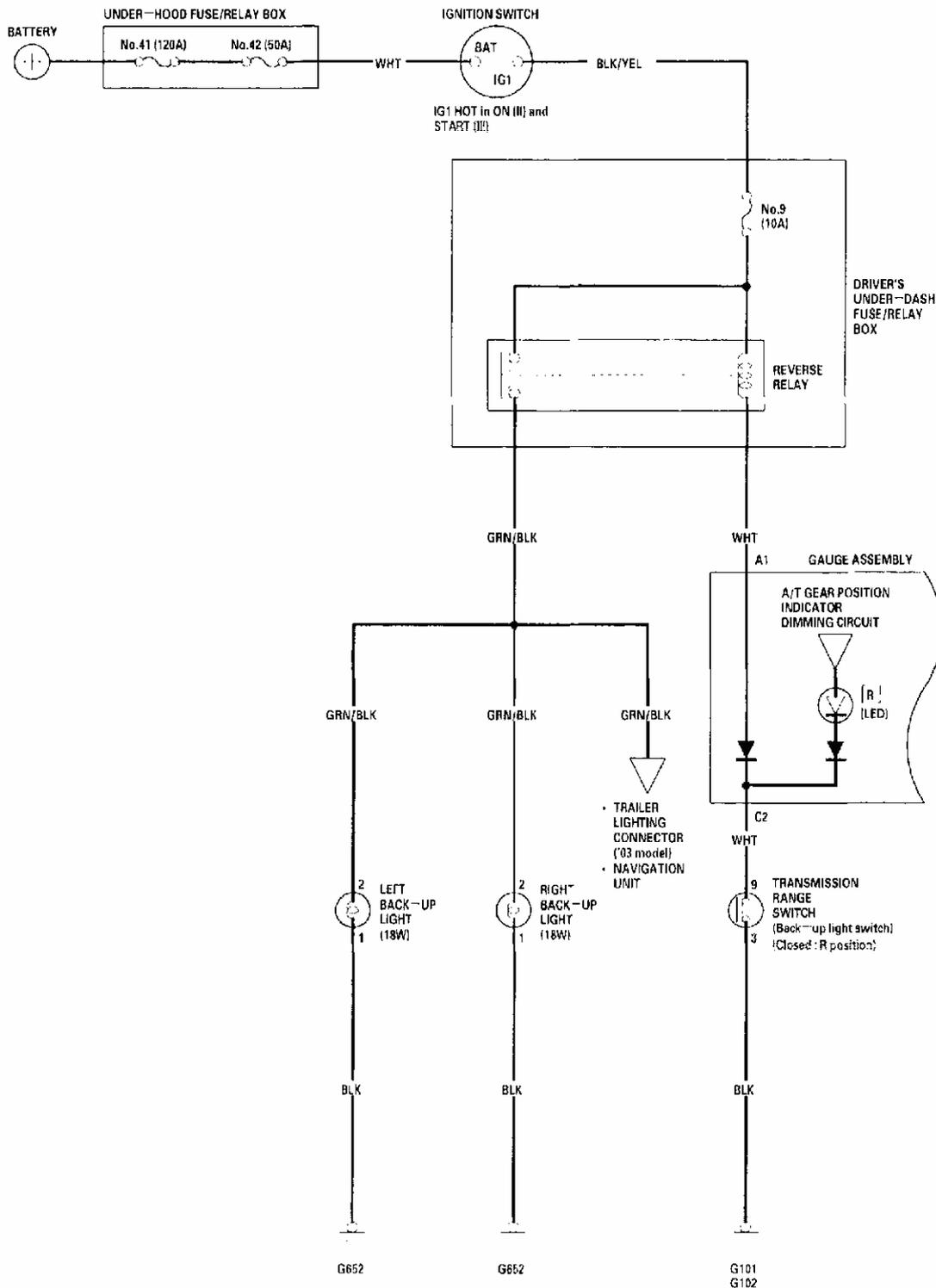
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**Fig. 10: Circuit Diagram - Without Automatic Lights-Off Feature (Canada - 2 Of 2)**  
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

### CIRCUIT DIAGRAM - BACK-UP LIGHTS

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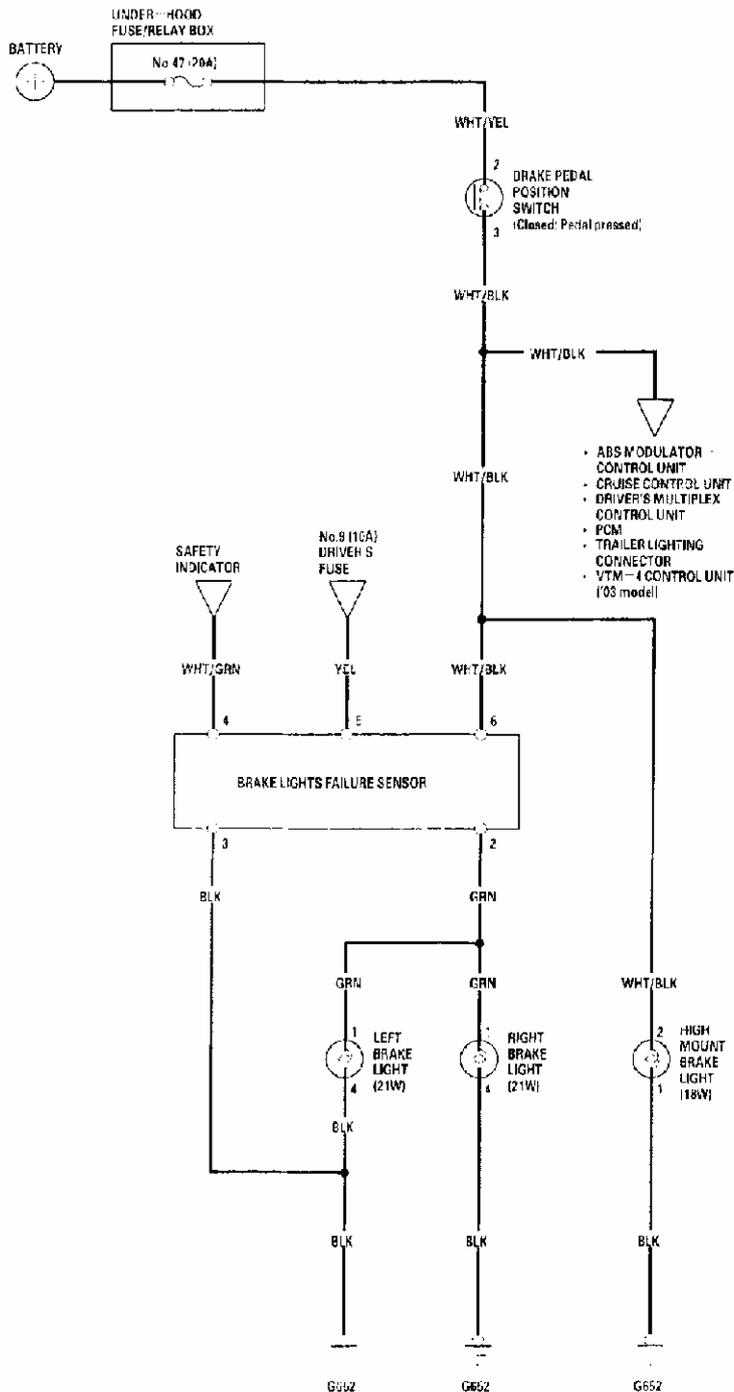
## 2003-04 ACCESSORIES & EQUIPMENT Exterior Lights Systems - Pilot



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**Fig. 11: Circuit Diagram - Back-Up Lights**  
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

### CIRCUIT DIAGRAM - BRAKE LIGHTS



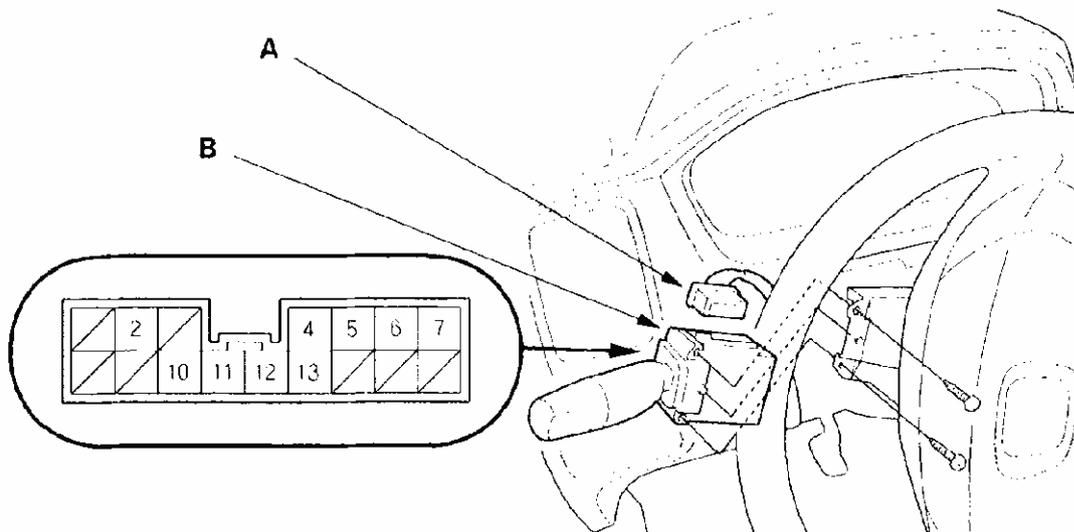
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**Fig. 12: Circuit Diagram - Brake Lights**  
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

**COMBINATION LIGHT SWITCH TEST/REPLACEMENT**

1. Remove the driver's dashboard lower cover (see **DRIVER'S DASHBOARD LOWER COVER REMOVAL/INSTALLATION**).

2. Remove the steering column covers (see **STEERING COLUMN REMOVAL & INSTALLATION** ).
3. Disconnect the 16P connector (A) from the combination light switch (B).



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**Fig. 13: Disconnecting The 16P Connector From The Combination Light Switch**  
Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. Remove the two screws, then slide out the combination light switch.
5. Inspect the connector 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, check for continuity between the terminals in each switch position according to the tables.

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Terminal		4	* 5		6	7	12	13
Position								
Headlight switch	OFF				○	—	○	
	☺				○	—	○	○
	☺	LOW		○	←	○	○	○
		HIGH	○	—	—	○	—	○
Passing switch	OFF							
	ON	○	○	—	○	—	○	

\*: With automatic light-off

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**Fig. 14: Light Switch Continuity Test Table**  
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

Terminal	2	10	11
Position			
LEFT	○	—	○
NEUTRAL			
RIGHT		○	—
			○

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**Fig. 15: Turn Signal Switch Continuity Test Table**  
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

- If the continuity is not as specified in the table, replace the switch.

**AUTO-OFF HEADLIGHTS CONTROL UNIT INPUT TEST**

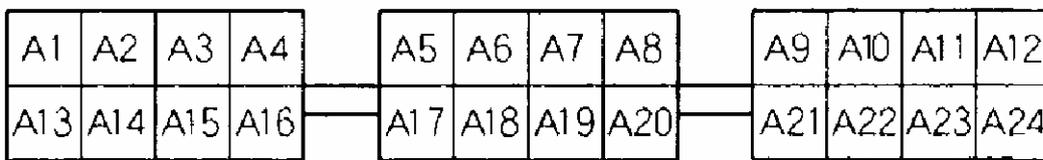
- Before testing the auto-off headlights functions, troubleshoot the multiplex control system (see **TROUBLESHOOTING**).

**Driver's Multiplex Control Unit**

- Remove the driver's multiplex control unit from the driver's under-dash fuse/relay box.

3. 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, go to step 4.

**DRIVER'S UNDER-DASH FUSE/RELAY BOX SOCKET**  
 (Driver's multiplex control unit connector A)

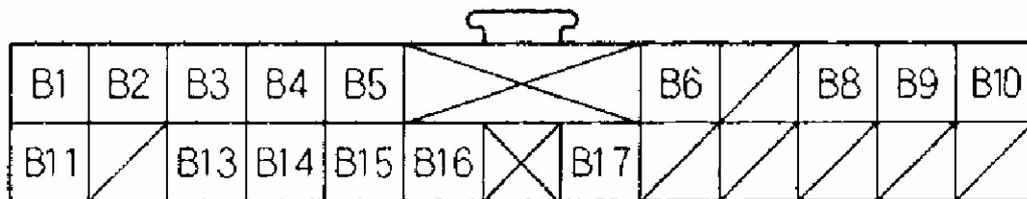


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**Fig. 16: Identifying The Driver's Multiplex Control Unit 24P Connector A Terminals**

Courtesy of AMERICAN HONDA MOTOR CO., INC.

**DRIVER'S MULTIPLEX CONTROL UNIT CONNECTOR B**  
 (Plugs into driver's multiplex control unit)



RED/WHT

RED/GRN

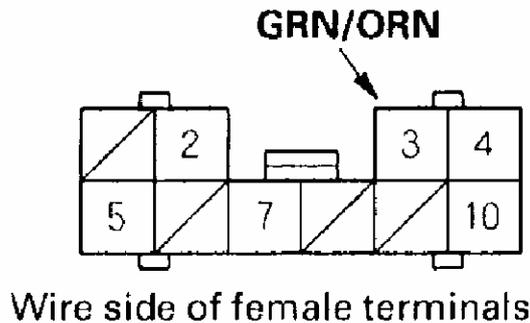
Wire side of female terminals

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**Fig. 17: Identifying The Driver's Multiplex Control Unit 22P Connector B Terminals**

Courtesy of AMERICAN HONDA MOTOR CO., INC.

**DRIVER'S UNDER-DASH FUSE/RELAY BOX CONNECTOR E**

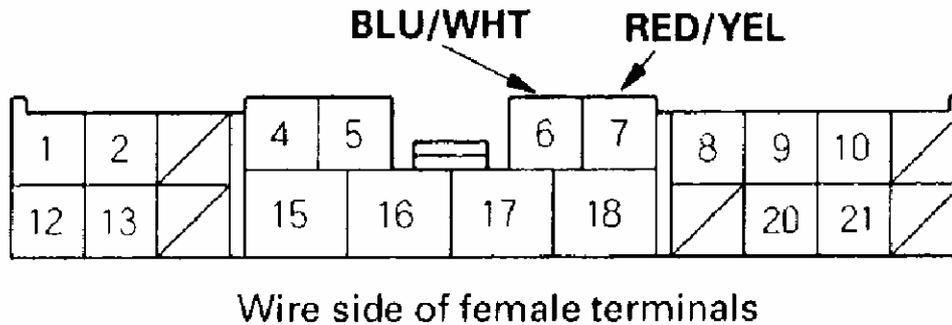


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**Fig. 18: Identifying The Driver's Under-Dash Fuse/Relay Box 10P Connector E Terminals**

Courtesy of AMERICAN HONDA MOTOR CO., INC.

**DRIVER'S UNDER-DASH FUSE/RELAY BOX CONNECTOR L**

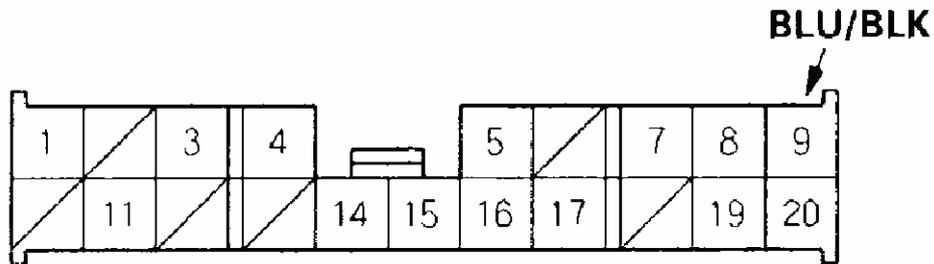


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**Fig. 19: Identifying The Driver's Under-Dash Fuse/Relay Box 22P Connector L Terminals**

Courtesy of AMERICAN HONDA MOTOR CO., INC.

**DRIVER'S UNDER-DASH FUSE/RELAY BOX CONNECTOR M**



Wire side of female terminals

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**Fig. 20: Identifying The Driver's Under-Dash Fuse/Relay Box 20P Connector M Terminals**

Courtesy of AMERICAN HONDA MOTOR CO., INC.

4. With the driver's multiplex control unit still disconnected, make these input tests at the connector or driver's under-dash fuse/relay box socket.
  - If any test indicates a problem, find and correct the cause, then recheck the system.
  - If all the input tests prove OK, go to step 5.

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
A24	Fuse/relay box socket	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>• Blown No. 9 (10A) fuse in the driver's under-dash fuse/relay box</li> <li>• Faulty driver's under-dash fuse/relay box</li> </ul>
A12	Fuse/relay box socket	Under all conditions	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>• Blown No. 13 (7.5A) fuse in the passenger's under-dash fuse/relay box</li> <li>• An open in the wire</li> </ul>

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**Fig. 21: Auto-Off Headlights Control Unit Input Test Table (1 Of 3)**  
Courtesy of AMERICAN HONDA MOTOR CO., INC.

5. Reconnect the driver's multiplex control unit to the driver's under-dash fuse/relay box, and perform the following input tests at the appropriate connectors on the driver's under-dash fuse/relay box. For driver's under-dash fuse/relay box connector socket location (see **FUSES & CIRCUIT BREAKERS** ).
  - If any test indicates a problem, find and correct the cause, then recheck the system.
  - If all the input tests prove OK, go to step 6.

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Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
E3	GRN/ORN	Driver's door open	Check for voltage to ground: There should be 1 V or less.	<ul style="list-style-type: none"> <li>• Faulty driver's door switch.</li> <li>• An open in the wire</li> <li>• Faulty driver's door switch</li> </ul>
		Driver's door closed	Check for voltage to ground: There should be 5 V or more.	
B16	RED/GRN	Combination light switch ON	Check for voltage to ground: There should be about 12 V.	<ul style="list-style-type: none"> <li>• A short to ground</li> <li>• Poor ground (G401)</li> <li>• Faulty combination light switch</li> <li>• An open in the wire</li> </ul>
B13	RED/WHT	Passing switch ON	Check for voltage to ground: There should be 1 V or less.	
		Passing switch OFF	Check for voltage to ground: There should be 5 V or more.	<ul style="list-style-type: none"> <li>• Faulty combination light switch</li> <li>• A short to ground</li> <li>• Poor ground (G401)</li> <li>• Faulty combination light switch</li> <li>• Faulty headlight relay</li> <li>• An open in the wire</li> </ul>
L6	BLU/WHT	Combination light switch ON	Check for voltage to ground: There should be about 12 V.	
L7	RED/YEL	Combination light switch ON	Check for voltage to ground: There should be 1 V or less.	<ul style="list-style-type: none"> <li>• Poor ground (G401)</li> <li>• Faulty combination light switch</li> <li>• An open in the wire</li> <li>• Poor ground (G401)</li> <li>• Faulty ignition switch</li> <li>• An open in the wire</li> </ul>
M9	BLU/BLK	Ignition key is in the ignition switch.	Check for voltage to ground: There should be 1 V or less.	
		Ignition key is out of the ignition switch.	Check for voltage to ground: There should be 5 V or more.	<ul style="list-style-type: none"> <li>• Faulty ignition switch</li> <li>• A short to ground</li> </ul>

\* : Multiplex control unit connector B

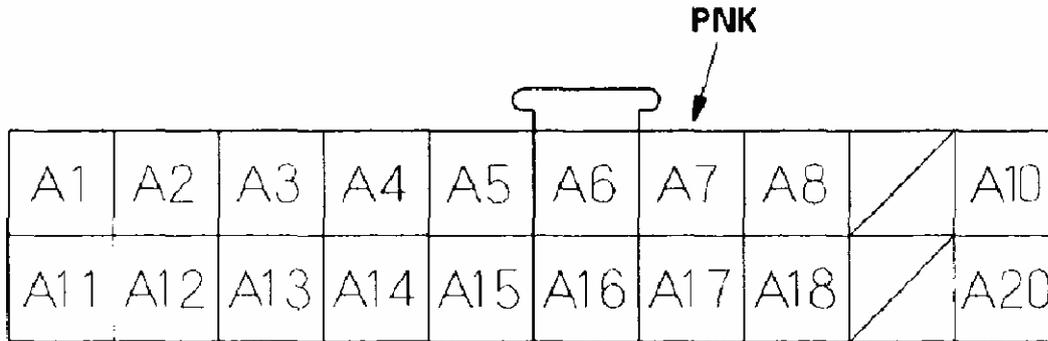
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**Fig. 22: Auto-Off Headlights Control Unit Input Test Table (2 Of 3)**  
**Courtesy of AMERICAN HONDA MOTOR CO., INC.**

### Door Multiplex Control Unit

6. Remove the driver's door panel, and disconnect the connector A (20P) from the door multiplex control unit.
7. 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, go to step 8.

**DOOR MULTIPLEX CONTROL UNIT CONNECTOR A**



Wire side of female terminals

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**Fig. 23: Identifying Door Multiplex Control Unit 20P Connector A Terminals**  
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

8. Reconnect the connector to the door multiplex control unit, and make this input test.
  - If the test indicates a problem, find and correct the cause, then recheck the system.
  - If the input test proves OK, the driver's door multiplex control unit must be faulty; replace with a known-good unit and retest.

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
A7	PNK	Driver's door lock knob locked	Check for voltage to ground: There should be less than 1 V.	<ul style="list-style-type: none"> <li>• Poor ground (G401)</li> <li>• Faulty driver's door lock actuator</li> <li>• An open in the wire</li> <li>• Faulty driver's door lock actuator</li> <li>• Short to ground</li> </ul>
		Driver's door lock knob unlocked	Check for voltage to ground: There should be 5 V or more.	

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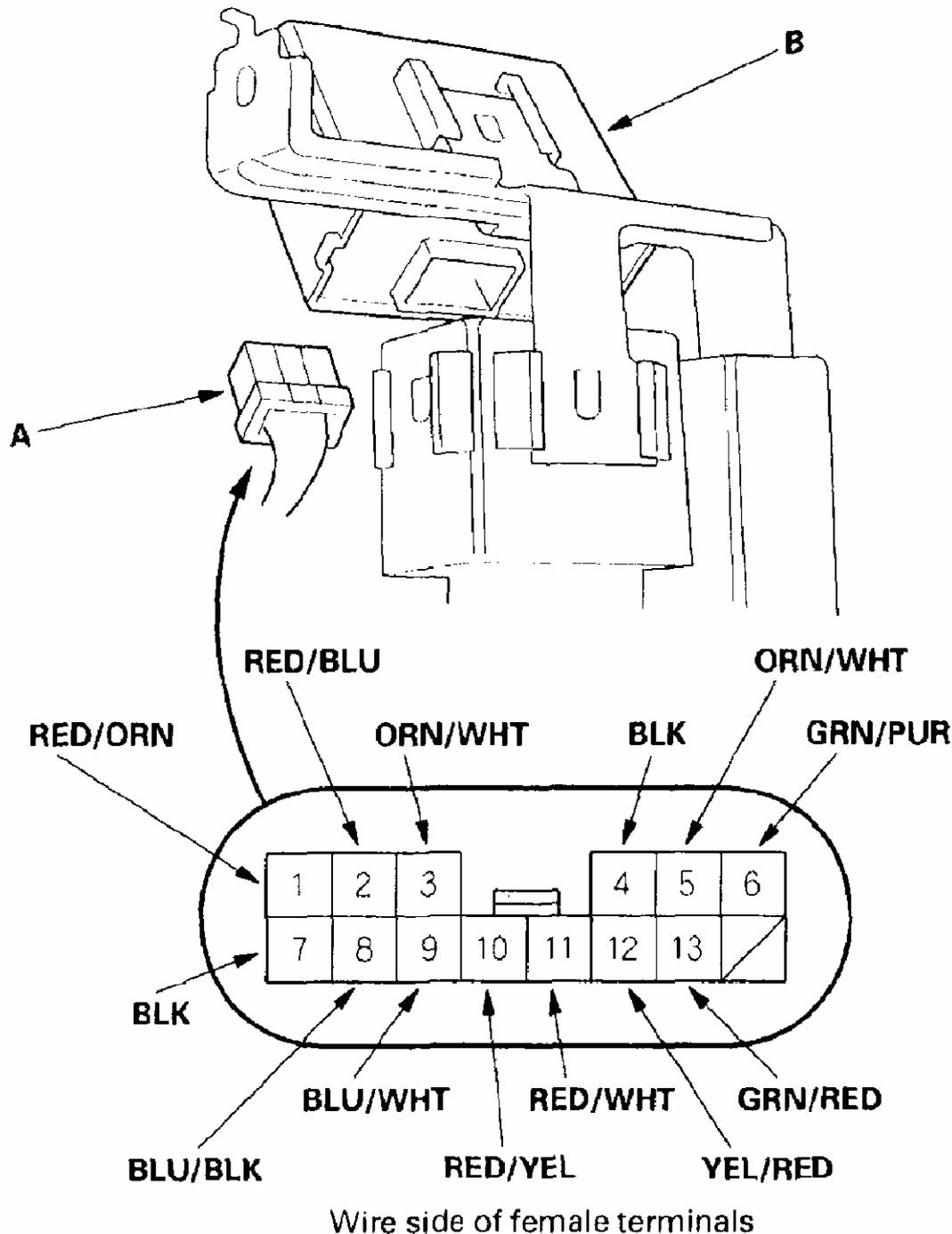
**Fig. 24: Auto-Off Headlights Control Unit Input Test Table (3 Of 3)**  
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

**DAYTIME RUNNING LIGHTS CONTROL UNIT INPUT TEST**

Canada

1. Remove the driver's dashboard lower cover (see **DRIVER'S DASHBOARD LOWER COVER REMOVAL/INSTALLATION**).

- Disconnect the 14P connector (A) from the daytime running lights control unit (B).



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**Fig. 25: Disconnecting The 14P Connector From The Daytime Running Lights Control Unit**

Courtesy of AMERICAN HONDA MOTOR CO., INC.

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3. 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, go to step 4.
4. Make these 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.

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
2	RED/BLU	Under all conditions	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>• Blown No. 52 (40A) fuse in the under-hood fuse/relay box</li> <li>• Blown No. 6 (10A) fuse in the passenger's under-dash fuse/relay box</li> </ul>
12	YEL/RED	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>• An open in the wire</li> <li>• Blown No. 5 (7.5A) fuse in the driver's under-dash fuse/relay box</li> <li>• An open in the wire</li> </ul>
4 7	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> <li>• Poor ground (G401)</li> <li>• An open in the wire</li> </ul>
3	ORN/WHT	Combination light switch ON (⊖)	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>• Blown No. 45 (20A) fuse in the under-hood fuse/relay box</li> <li>• Faulty headlight relay 2</li> <li>• Faulty combination light switch</li> <li>• An open in the wire</li> <li>• Faulty driver's multiplex control unit</li> </ul>
5	ORN/WHT	Combination light switch ON (⊖)	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>• Blown No. 43 (20A) fuse in the under-hood fuse/relay box</li> <li>• Faulty headlight relay 1</li> <li>• Faulty combination light switch</li> <li>• An open in the wire</li> <li>• Faulty driver's multiplex control unit</li> </ul>
1	RED/ORN	Combination light switch ON (⊖), and dimmer switch in HIGH	Connect a jumper wire between No. 3 and No. 1 terminals Left headlight (HIGH) and high beam indicator light should come on	<ul style="list-style-type: none"> <li>• Blown bulb</li> <li>• Faulty low beam cut relay</li> <li>• Faulty combination light switch</li> <li>• Poor ground (G401)</li> <li>• An open in the wire</li> </ul>
11	RED/WHT	Combination light switch ON (⊖), and dimmer switch in HIGH	Connect a jumper wire between No. 5 and No. 11 terminals. Right headlight (HIGH) should come on.	<ul style="list-style-type: none"> <li>• Blown bulb</li> <li>• Faulty low beam cut relay</li> <li>• Faulty combination light switch</li> <li>• Poor ground (G401)</li> <li>• An open in the wire</li> </ul>
10	RED/YEL	Combination light switch ON (⊖), and dimmer switch in HIGH	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> <li>• Faulty low beam cut relay</li> <li>• Faulty daytime running lights relay</li> <li>• Faulty combination light switch</li> <li>• Poor ground (G401)</li> <li>• An open in the wire</li> </ul>
6	GRN/PUR	Parking brake pedal pushed	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> <li>• Faulty parking brake switch</li> <li>• An open in the wire</li> </ul>
8	BLU/BLK	Under all conditions	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>• Faulty headlight relays</li> <li>• An open in the wire</li> <li>• Faulty driver's multiplex control unit</li> </ul>
9	BLU/WHT	Ignition switch ON (II)	Attach to ground: The DRL indicator light should come on.	<ul style="list-style-type: none"> <li>• Faulty LED</li> <li>• An open in the wire</li> </ul>
13	GRN/RED	Ignition switch ON (II)	Attach to ground: The brake system light should come on.	<ul style="list-style-type: none"> <li>• Faulty LED</li> <li>• An open in the wire</li> </ul>

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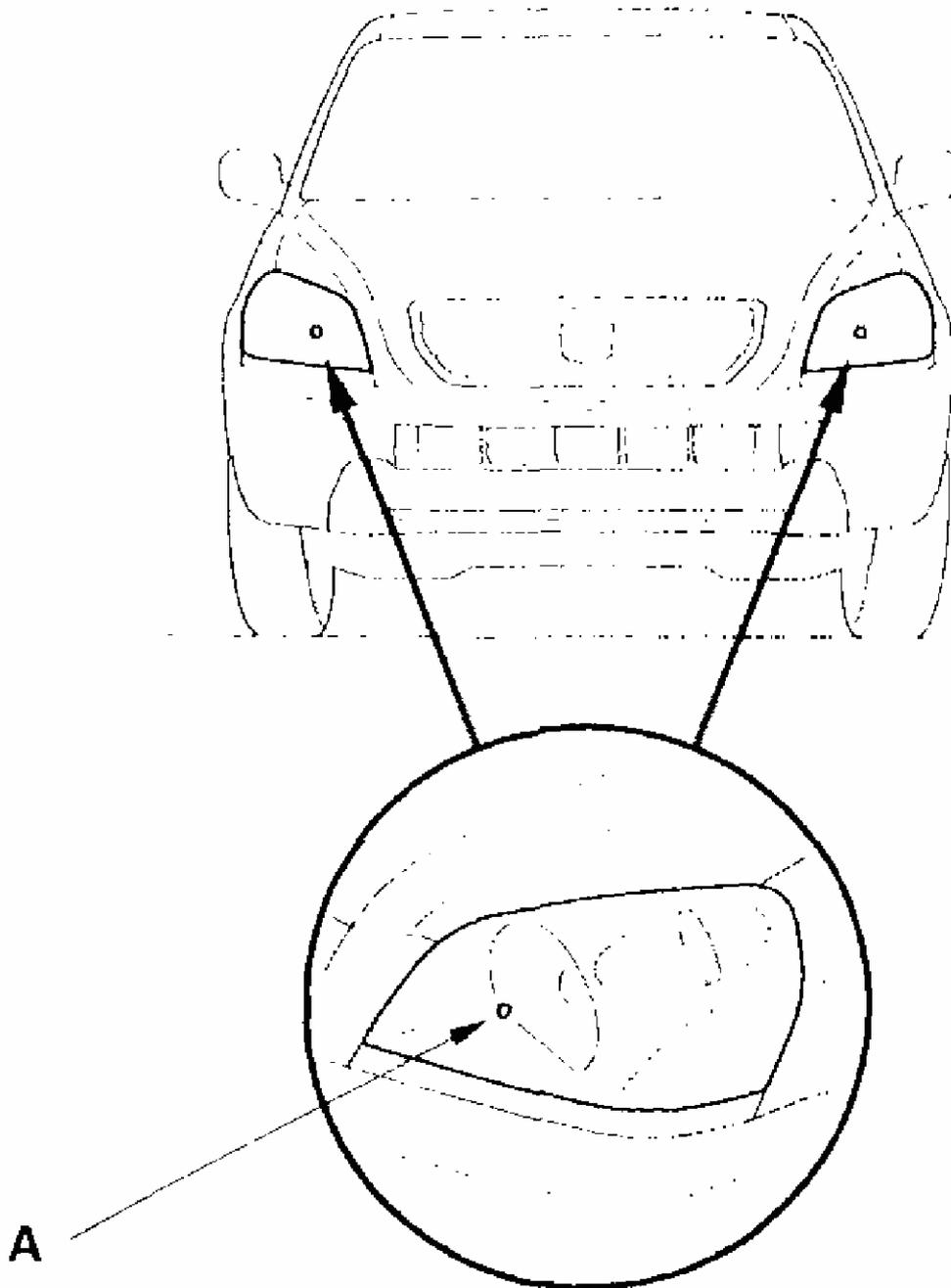
**Fig. 26: Daytime Running Lights Control Unit Input Test Table**  
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

## **HEADLIGHT ADJUSTMENT**

**CAUTION: Headlights become very hot during use; do not touch them or any attaching hardware immediately after they have been turned off.**

### **Before Adjusting The Headlights:**

- Park the vehicle on a level surface.
  - Make sure the tire pressures are correct.
  - The driver or someone who weights the same should sit in the driver's seat.
1. Clean the outer lens so that you can see the center of the headlights (A).

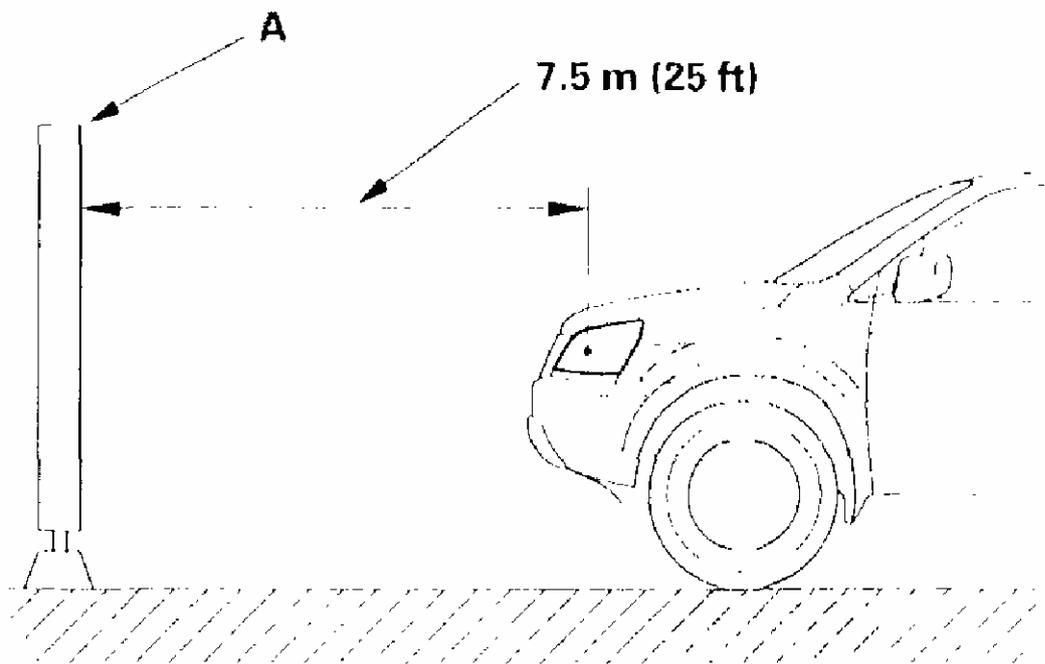


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**Fig. 27: Cleaning The Outer Lens**

Courtesy of AMERICAN HONDA MOTOR CO., INC.

2. Park the vehicle 7.5 m (25 ft) away from a wall or a screen (A).



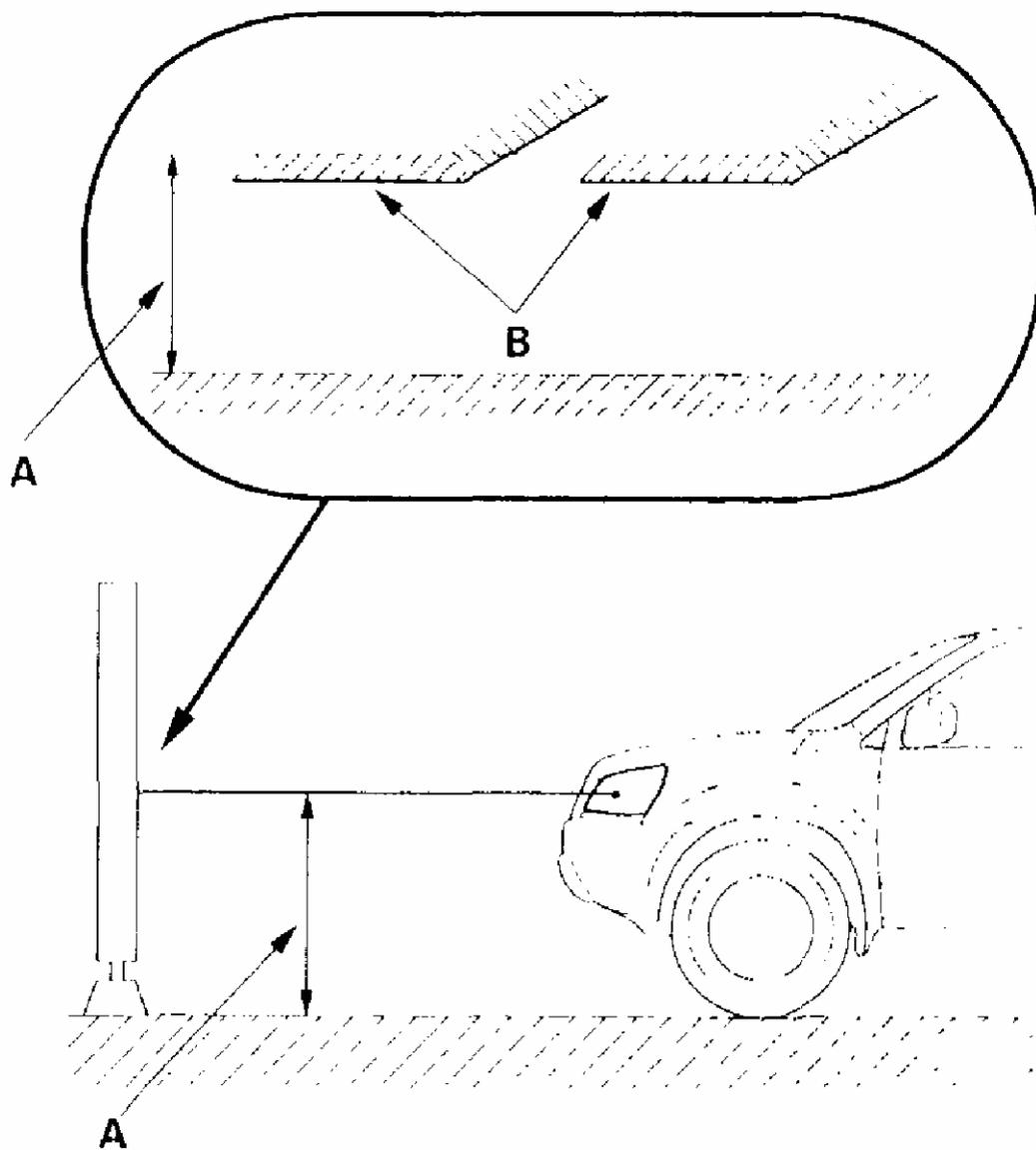
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**Fig. 28: Parking The Vehicle 7.5 M (25 Ft) Away From A Wall Or A Screen**  
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Turn the low beams on.
4. Determine if the headlights are aimed properly.

**Vertical Adjustment:**

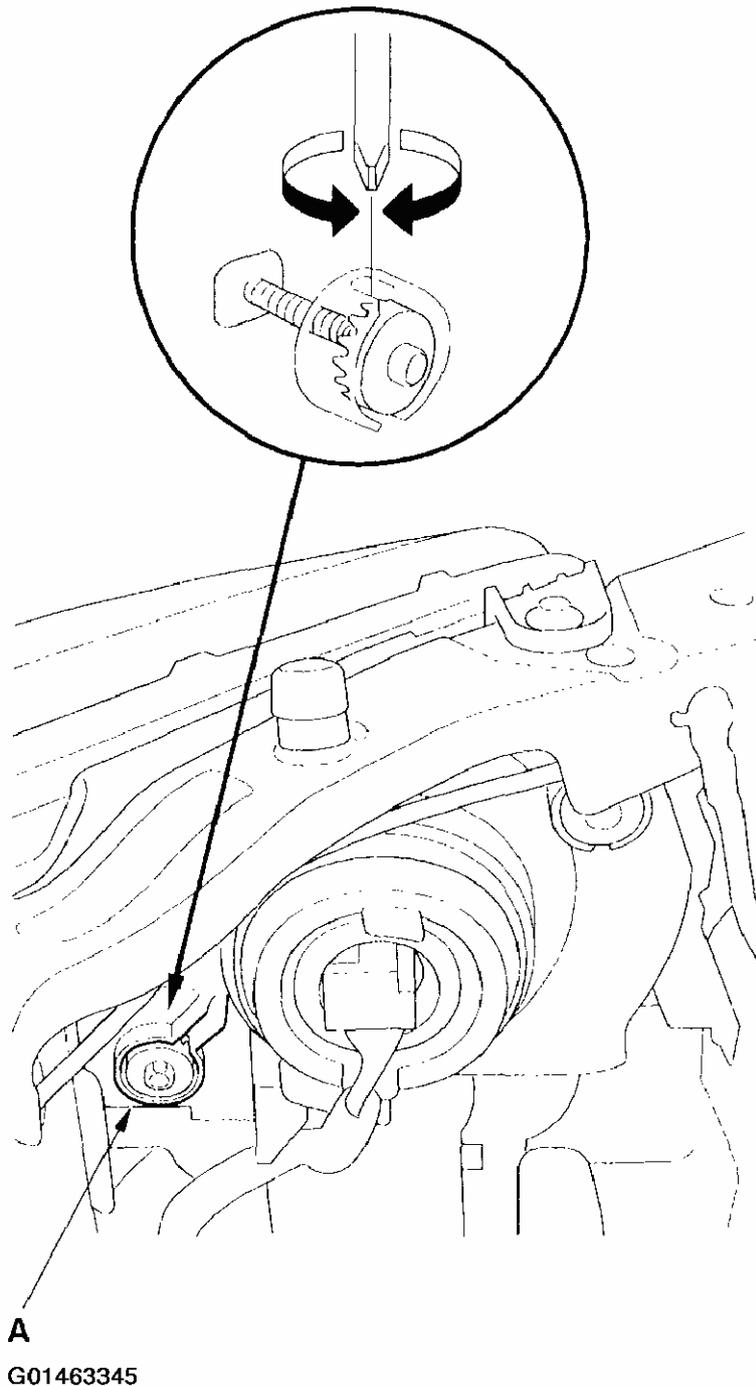
Measure the height of the headlights (A). The lights should reflect 52 mm (2.1 in.) below headlight height (B).



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**Fig. 29: Measuring The Height Of The Headlights**  
Courtesy of AMERICAN HONDA MOTOR CO., INC.

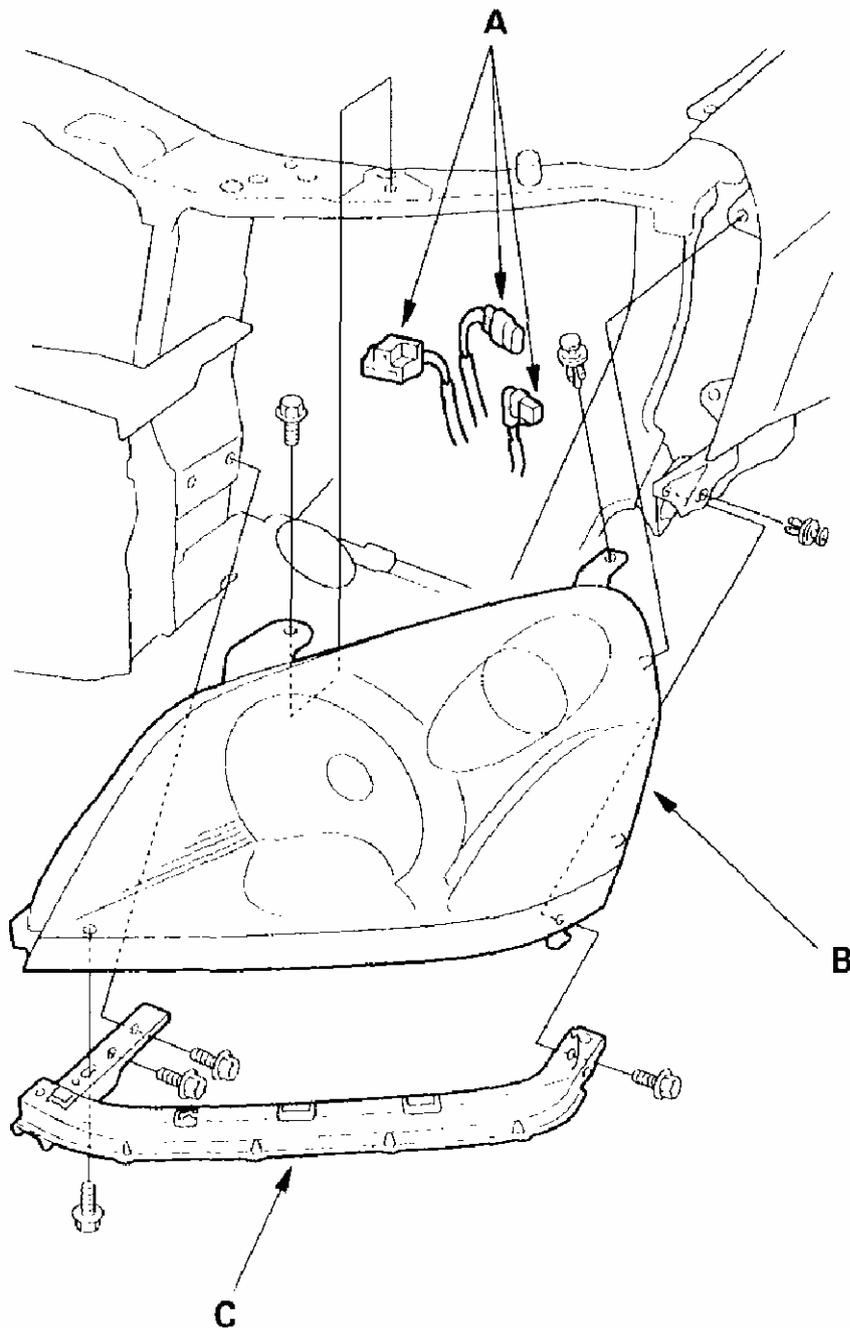
5. If necessary, adjust the headlights to local requirements by turning the vertical adjuster (A).



**Fig. 30: Turning The Vertical Adjuster**  
Courtesy of AMERICAN HONDA MOTOR CO., INC.

#### HEADLIGHT REPLACEMENT

1. Remove the front bumper (see **FRONT BUMPER REMOVAL/INSTALLATION** ).
2. Disconnect the connectors (A) from the headlight (B).



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**Fig. 31: Disconnecting The Connectors From The Headlight**  
Courtesy of AMERICAN HONDA MOTOR CO., INC.

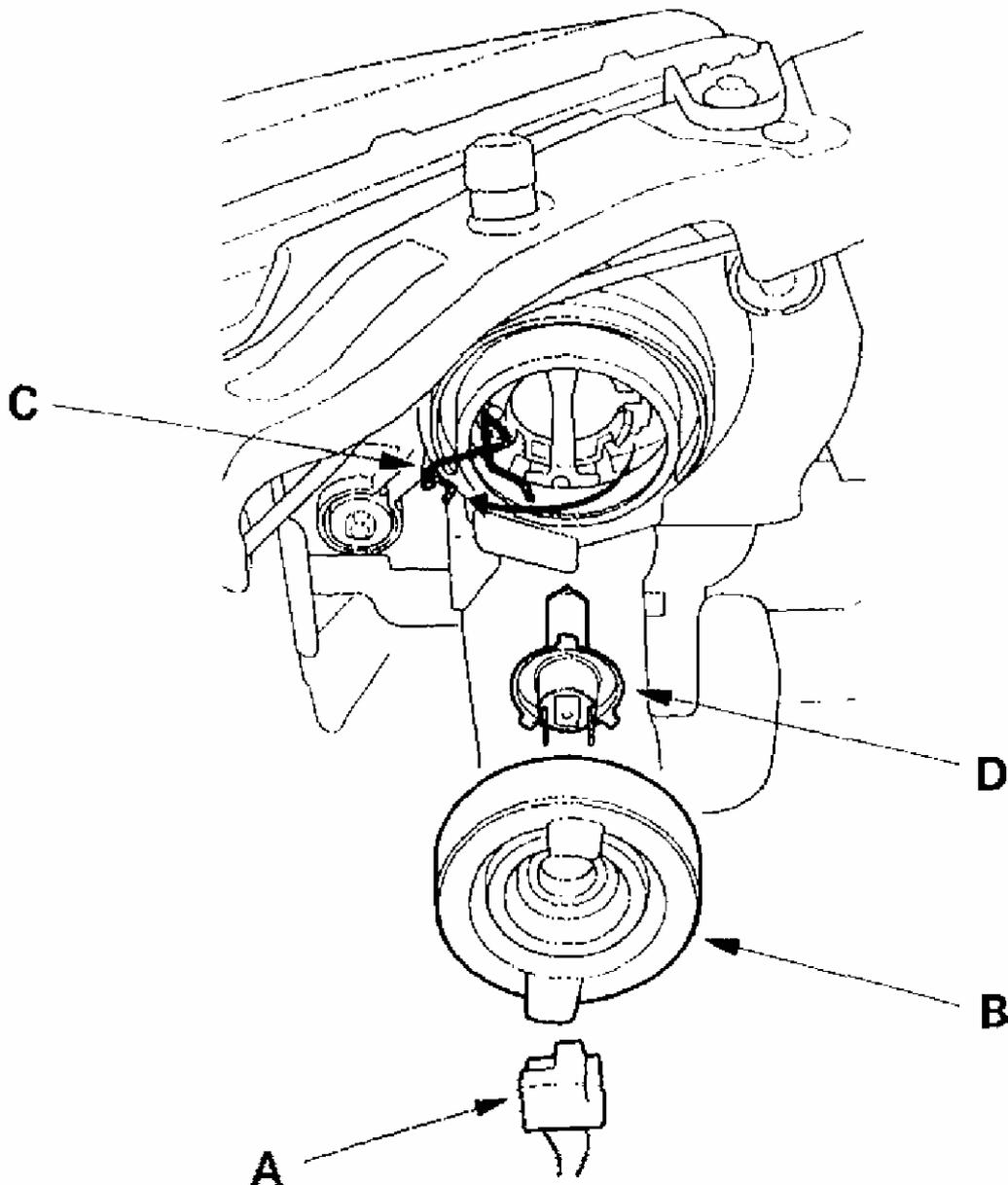
3. Remove the clips and mounting bolts, then remove the corner upper beam (C) and headlight assembly.
4. Install in the reverse order of removal.

5. After replacement, adjust the headlights to local requirements.

## BULB REPLACEMENT

### Headlight

1. Disconnect the 3P connector (A) from the headlight.



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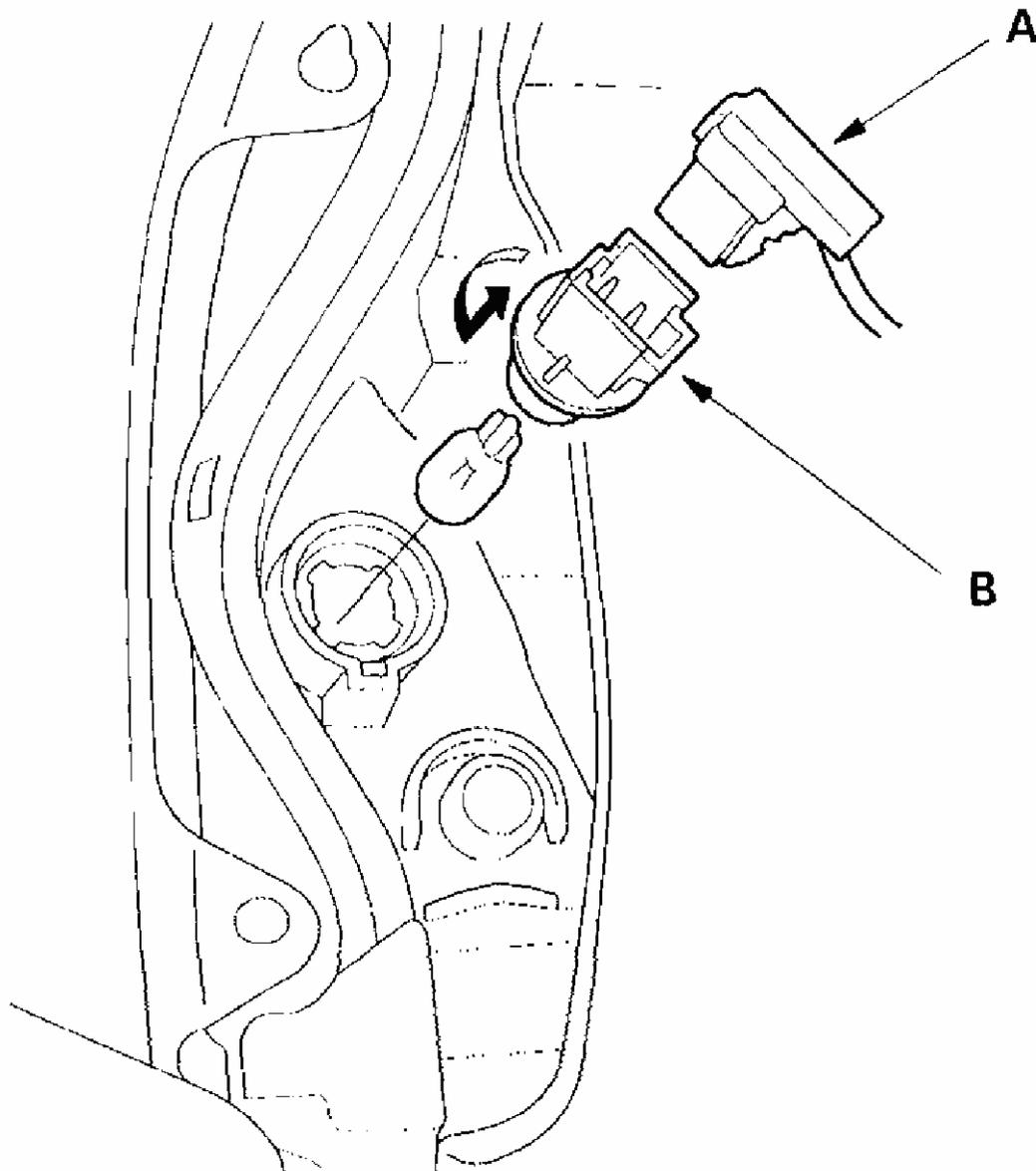
**Fig. 32: Disconnecting The 3P Connector From The Headlight**  
**Courtesy of AMERICAN HONDA MOTOR CO., INC.**

2. Remove the rubber cover (B).
3. Pull the retaining spring (C) away from the bulb (D), then remove the bulb.
4. Install a new bulb in the reverse order of removal. Make sure the notches in the bulb align with the tabs in the headlight.

**Headlight (High/Low): 60/55 W**

**Front Side Marker Light**

1. Remove the inner fender .
2. Disconnect the connector (A) from the light.



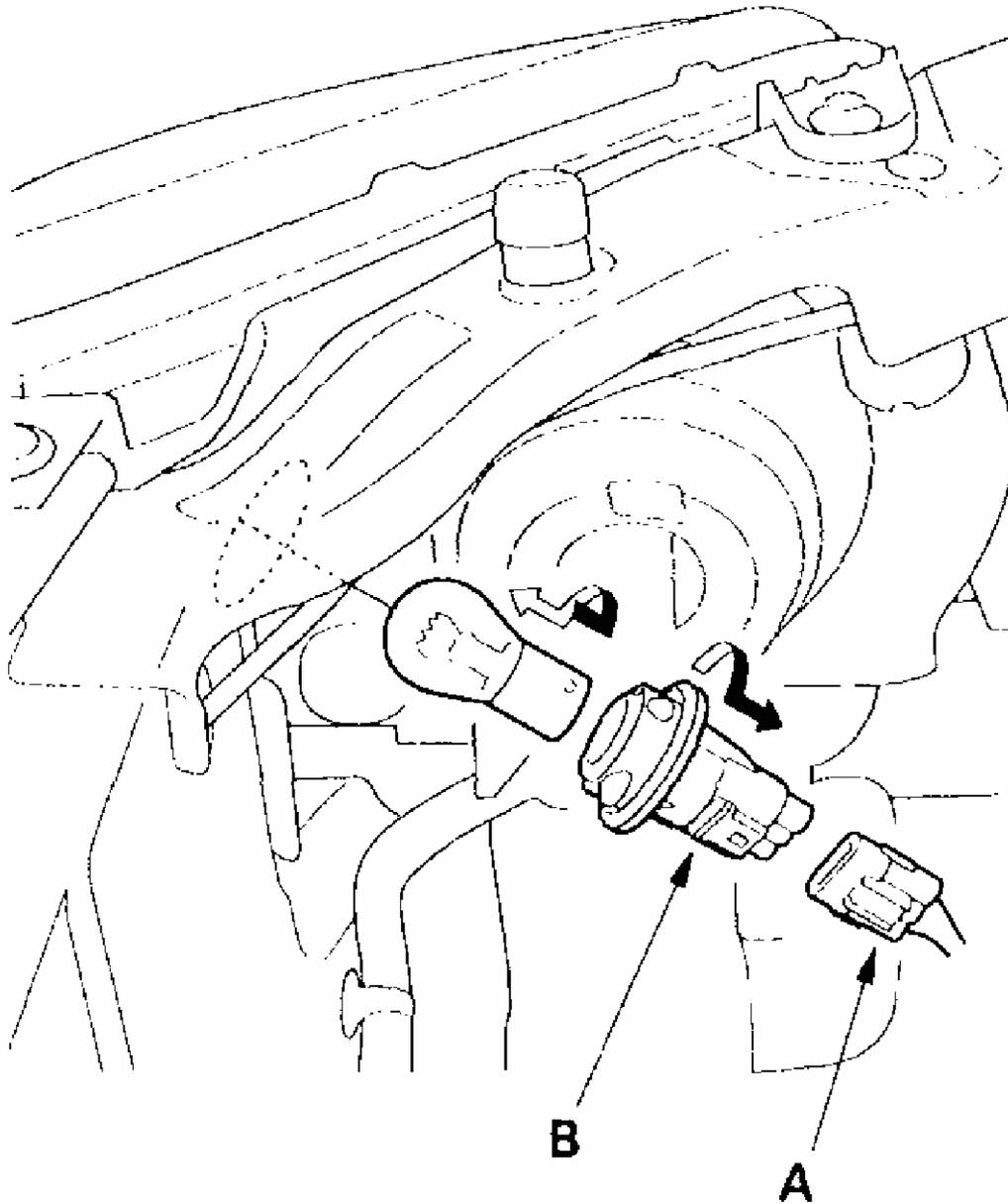
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**Fig. 33: Disconnecting The Connector From The Light**  
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Turn the bulb socket (B) 45° counterclockwise to remove it from the headlight housing.
4. Install a new bulb in the reverse order of removal.

**FRONT SIDE MARKER LIGHT: 5 W**

1. Disconnect the connector (A) from the light.



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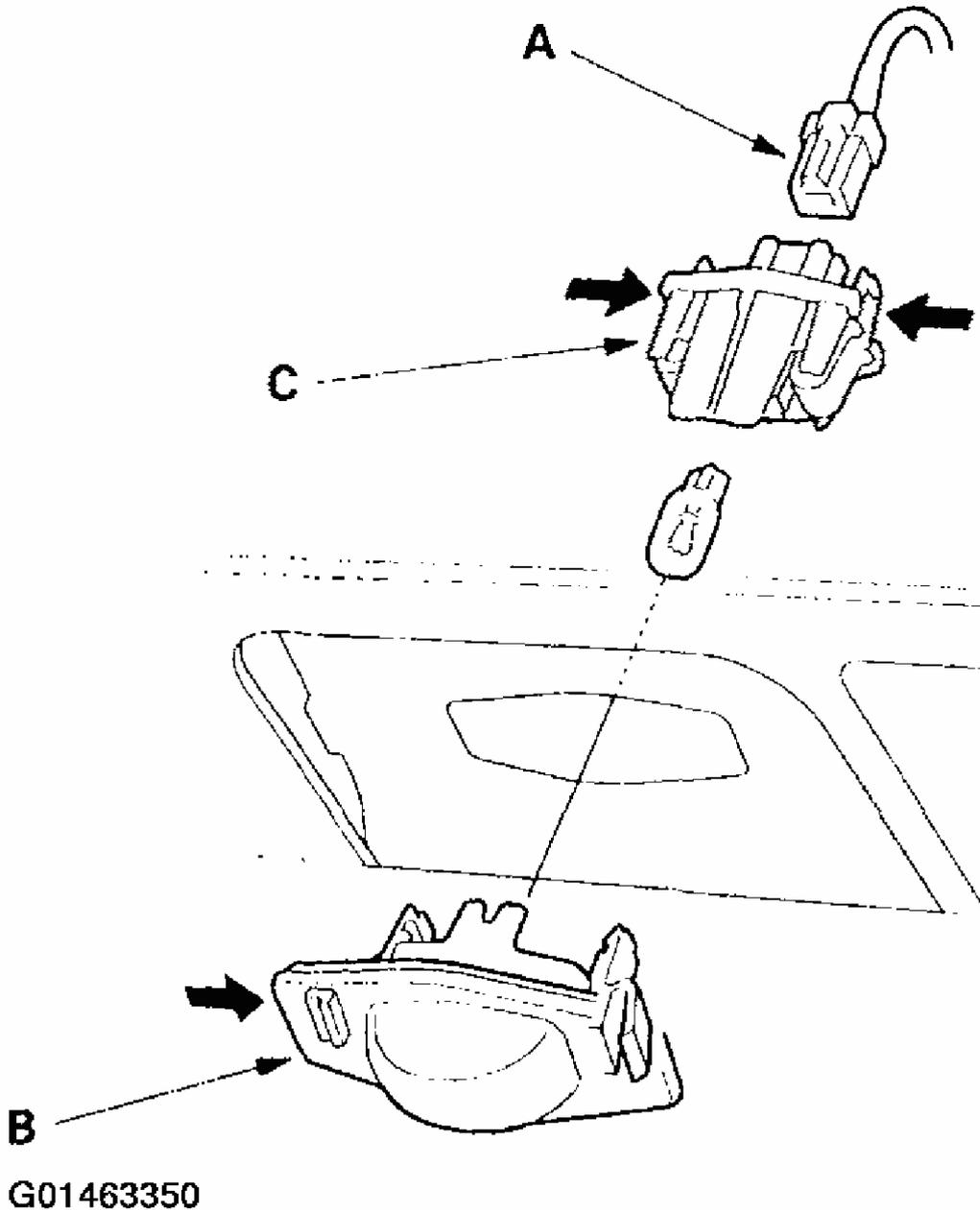
**Fig. 34: Disconnecting The Connector From The Light**  
Courtesy of AMERICAN HONDA MOTOR CO., INC.

2. Turn the bulb socket (B) 45° counterclockwise to remove it from the housing.
3. Install a new bulb in the reverse order of removal.

**FRONT TURN SIGNAL/PARKING LIGHT: 27/8 W**

**LICENSE PLATE LIGHT REPLACEMENT**

1. Pull the license plate light assembly out, and disconnect the 2P connector (A) from the light.



**Fig. 35: Disconnecting The 2P Connector From The Light**

**Courtesy of AMERICAN HONDA MOTOR CO., INC.**

2. Separate the lens (B) and housing (C), then remove the bulb.
3. Install the light in the reverse order of removal.

**LICENSE PLATE LIGHT: 5 W x 2**

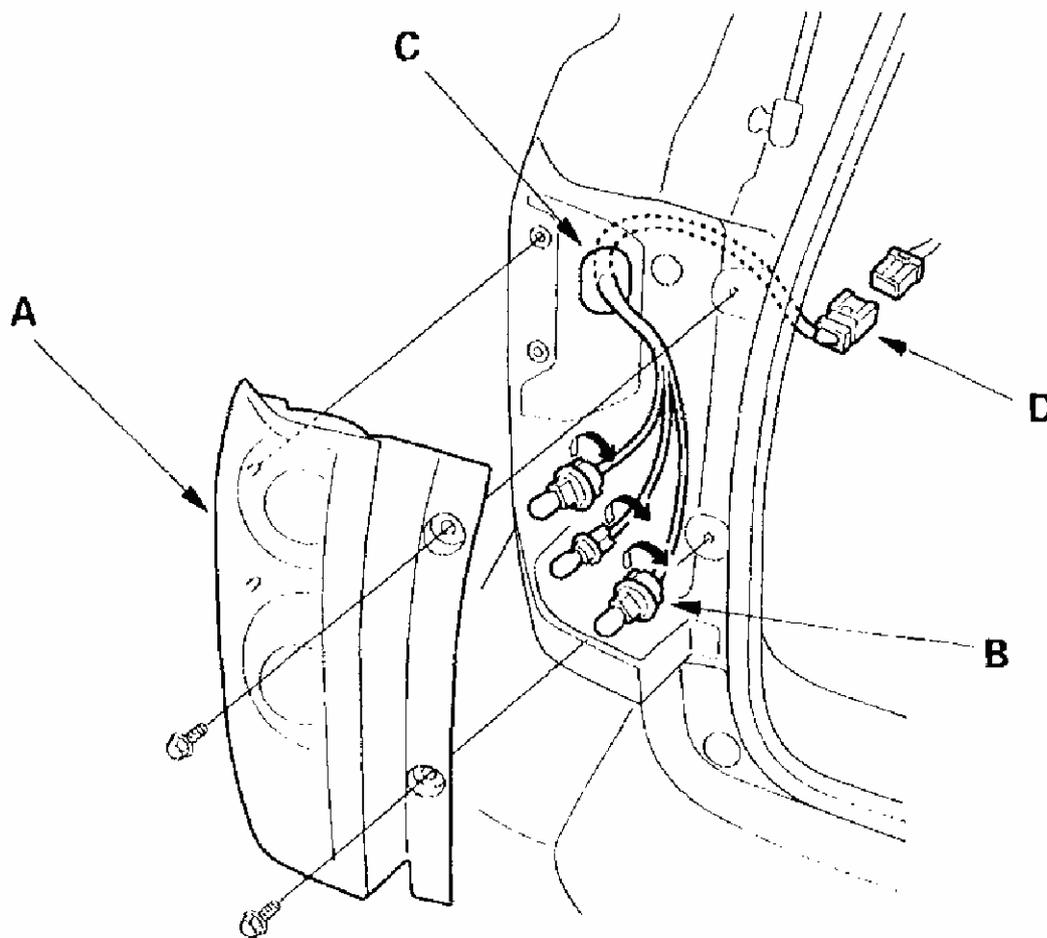
#### **TAILLIGHT REPLACEMENT**

1. Open the tailgate.
2. Remove the two mounting bolts from the taillight (A) and carefully pull off the taillight.
3. Turn the bulb sockets (B) 45° counterclockwise to remove them from the housing.

**BRAKE/TAILLIGHT: 21/5 W**

**TURN SIGNAL LIGHT/TAILLIGHT: 21/5 W**

**REAR SIDE MARKER LIGHT: 4.9 W**



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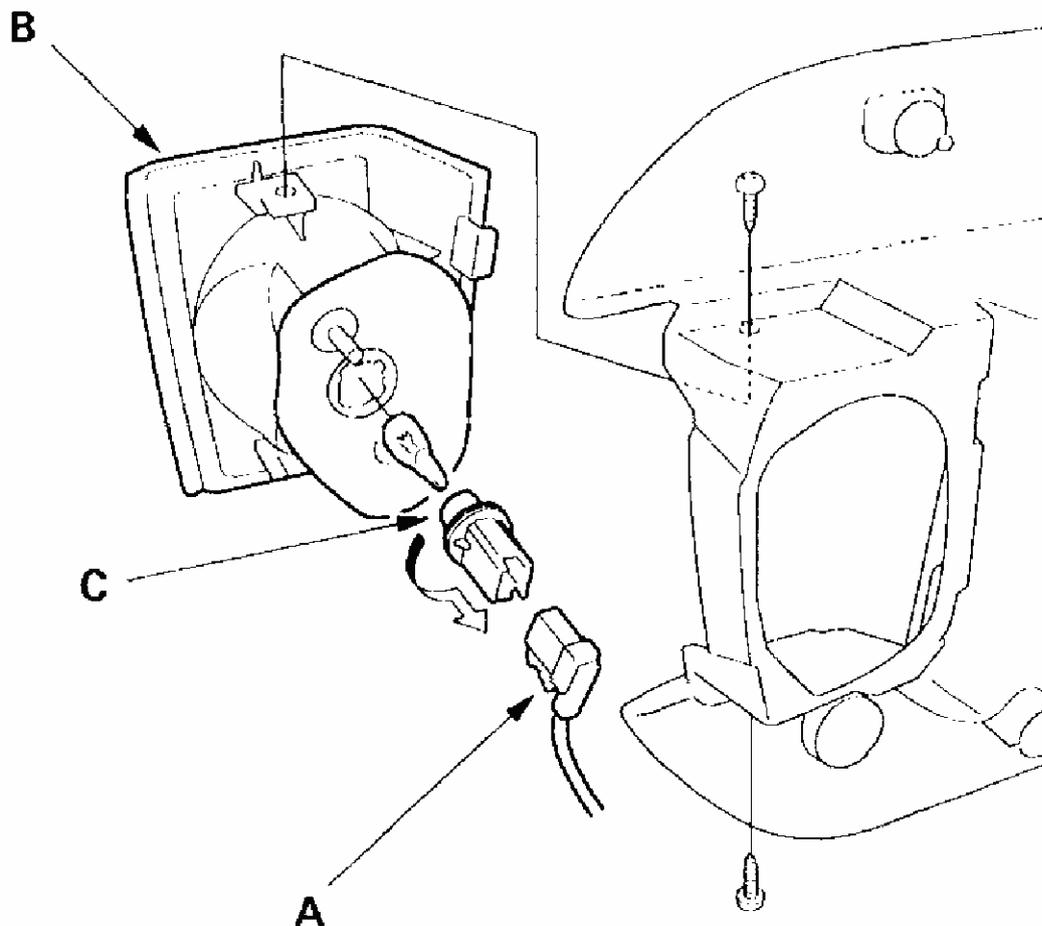
**Fig. 36: Removing The Taillights**

**Courtesy of AMERICAN HONDA MOTOR CO., INC.**

4. If replacement of the taillight harness is necessary, remove the grommet (C) and disconnect the 4P connector (D) from the right side wire harness.
5. Install the taillight in the reverse order of removal, and run water over it to make sure it does not leak.

**BACK-UP LIGHT REPLACEMENT**

1. Open the tailgate and remove the maintenance lids from the tailgate.
2. Disconnect the 2P connector (A) from the back-up light (B).



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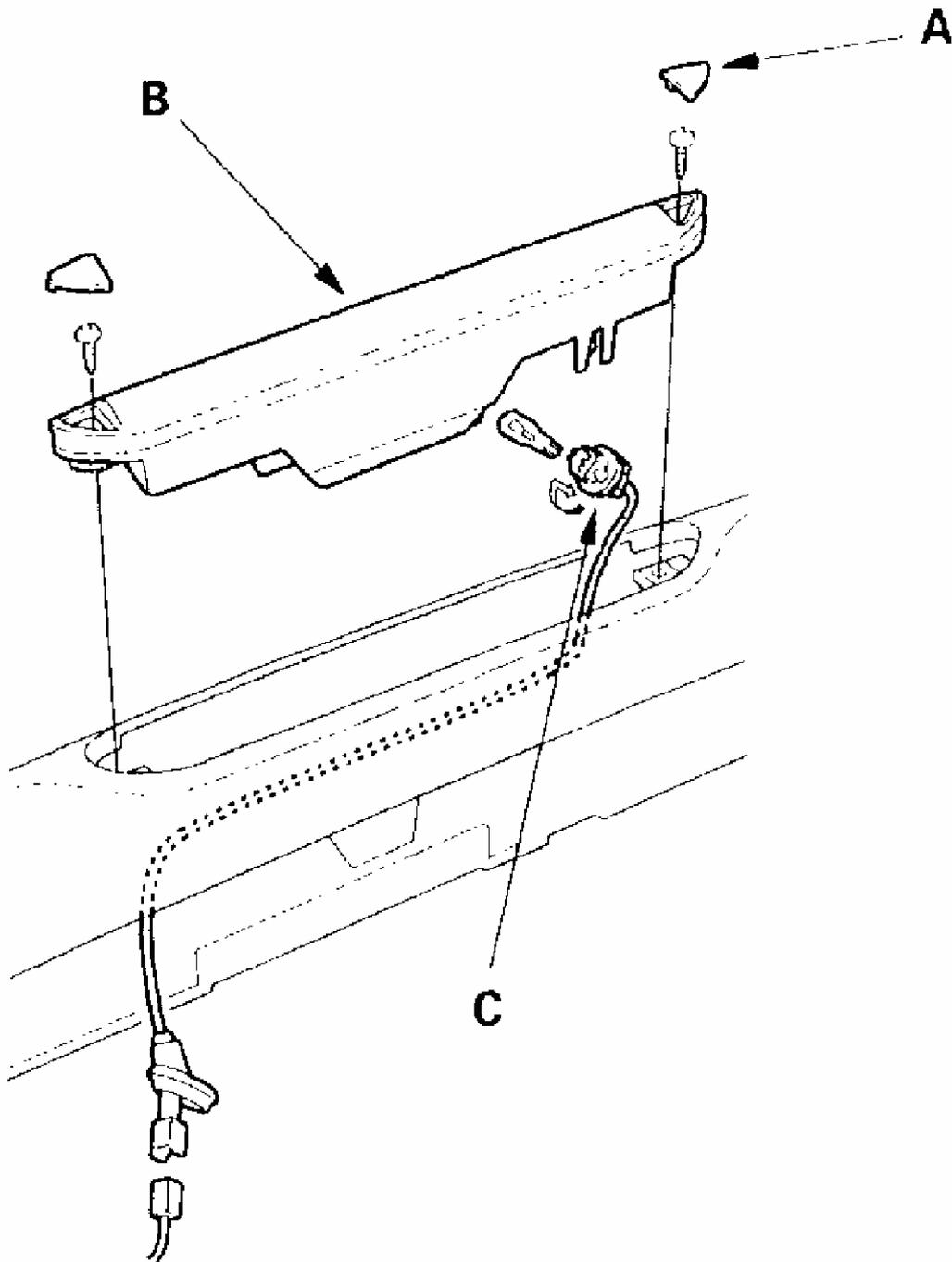
**Fig. 37: Disconnecting The 2P Connector From The Back-Up Light**  
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Turn the bulb socket (C) 45° counterclockwise to remove it from the housing.
4. Remove the rear license plate trim (see **REAR LICENSE TRIM REPLACEMENT**).
5. Remove the two screws and the back-up light.

**BACK-UP LIGHT: 18 W**

#### **HIGH MOUNT BRAKE LIGHT REPLACEMENT**

1. Remove the caps (A) from the high mount brake light (B) with a small screwdriver.



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**Fig. 38: Removing The Caps From The High Mount Brake Light**  
Courtesy of AMERICAN HONDA MOTOR CO., INC.

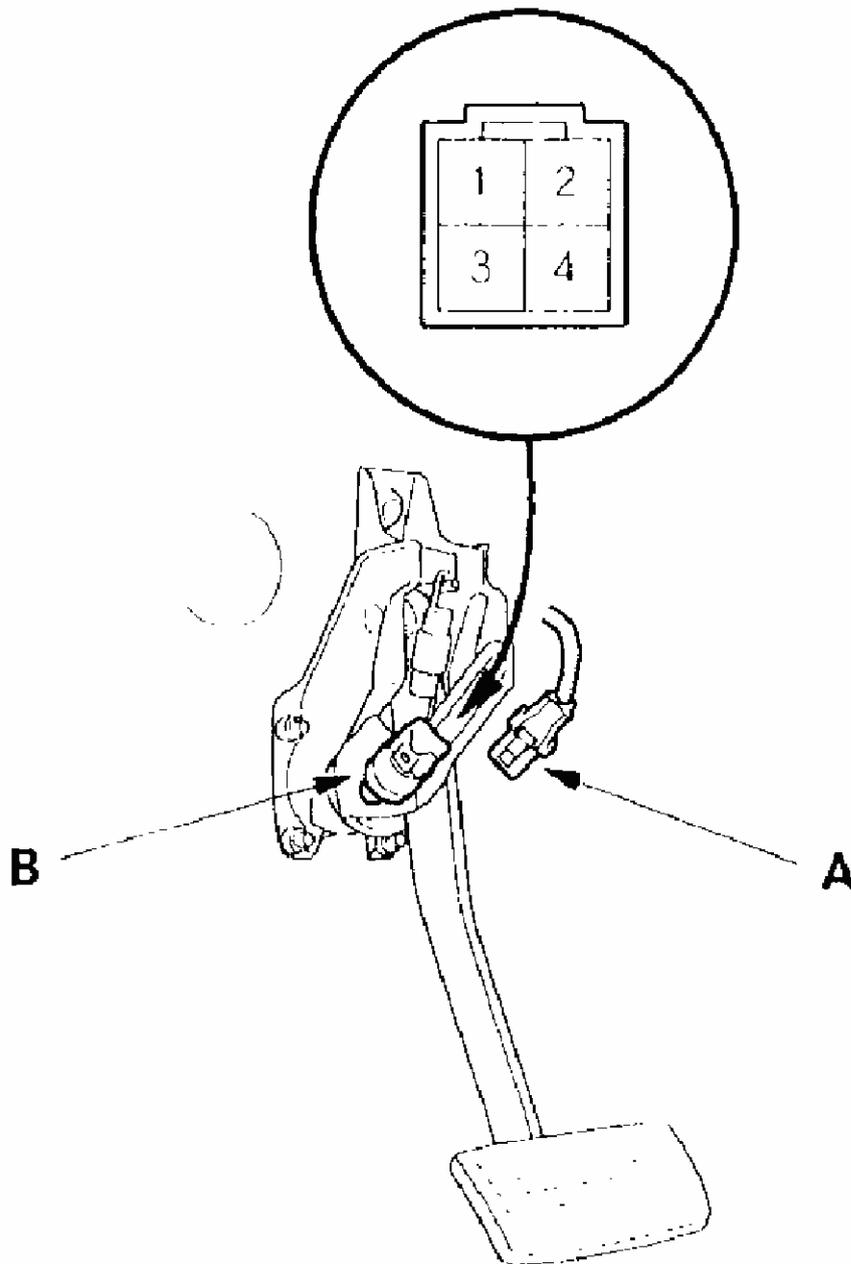
2. Remove the two screws and high mount brake light.

3. Turn the bulb sockets (C) 45° counterclockwise to remove it from the housing.
4. Install the light in the reverse order of removal.

**HIGH MOUNT BRAKE LIGHT: 18 W**

**BRAKE PEDAL POSITION SWITCH TEST**

1. Remove the drivers dashboard lower cover (see **DRIVER'S DASHBOARD LOWER COVER REMOVAL/INSTALLATION** ).
2. Disconnect the 4P connector (A) from the brake pedal position switch (B).



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**Fig. 39: Disconnecting The 4P Connector From The Brake Pedal Position Switch**  
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Check for continuity between the No. 2 and No. 3 terminals.
  - There should be continuity when the brake pedal is pressed.
  - There should be no continuity when the brake pedal is released.

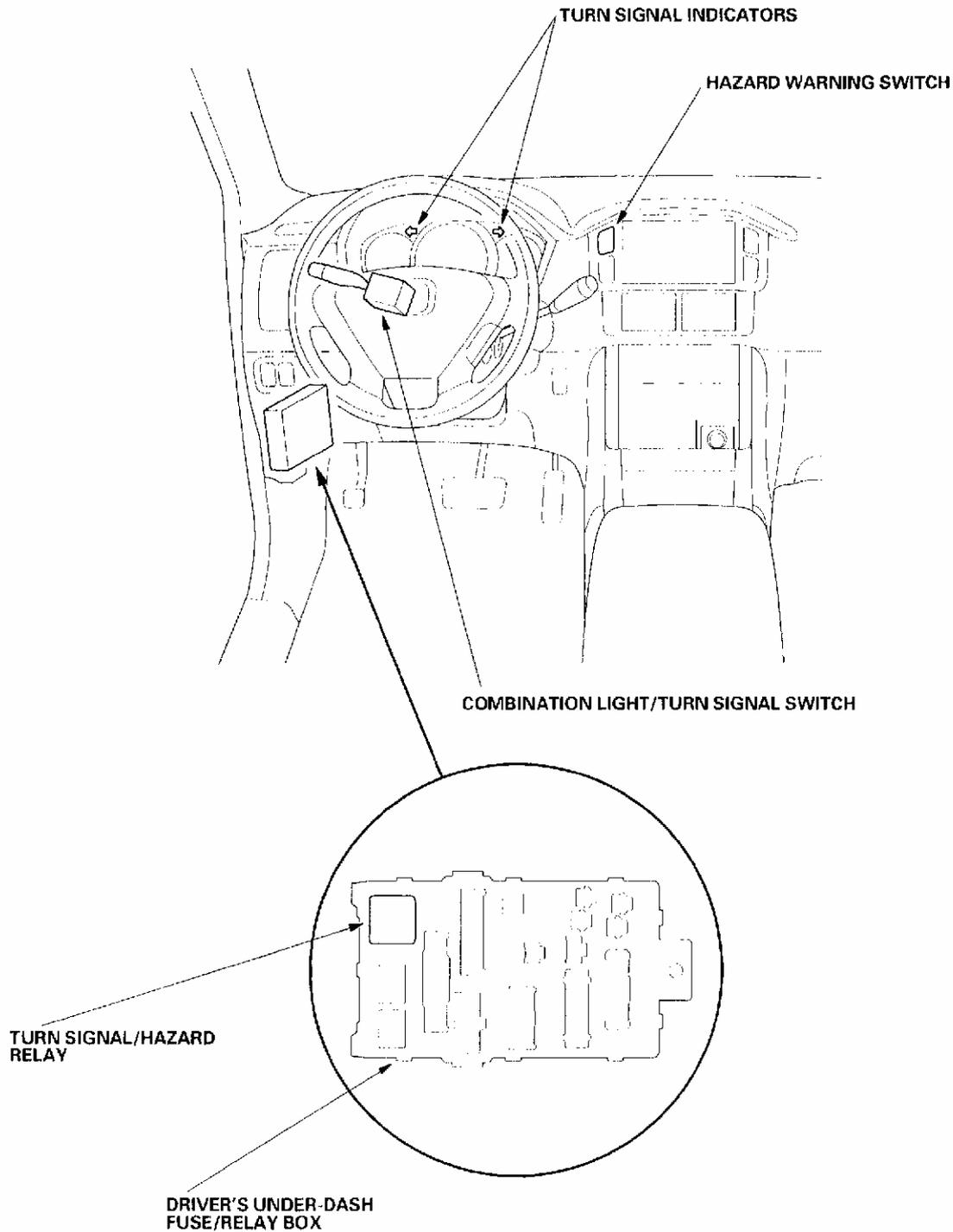
4. Check for continuity between the No. 1 and No. 4 terminals.
  - There should be no continuity when the brake pedal is pressed.
  - There should be continuity when the brake pedal is released.
5. If necessary, replace the switch or adjust the pedal height (see **ADJUSTMENTS** ).

## **TURN SIGNAL/HAZARD FLASHER SYSTEM**

### **COMPONENT LOCATION INDEX**

**2004 Honda Pilot EX**

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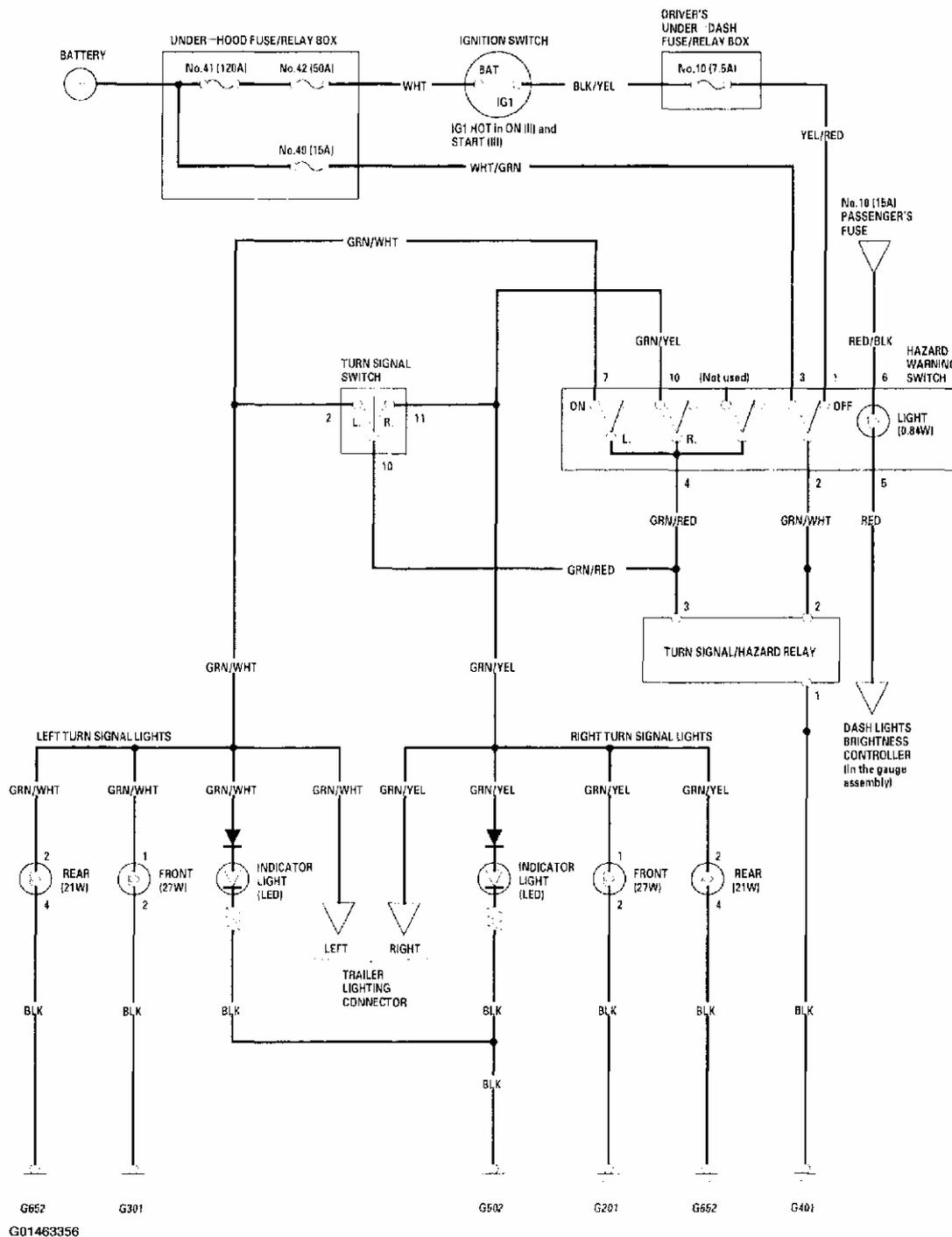
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**Fig. 40: Locating Turn Signal/Hazard Flasher System Components**  
Courtesy of AMERICAN HONDA MOTOR CO., INC.

**CIRCUIT DIAGRAM**

# 2004 Honda Pilot EX

## 2003-04 ACCESSORIES & EQUIPMENT Exterior Lights Systems - Pilot

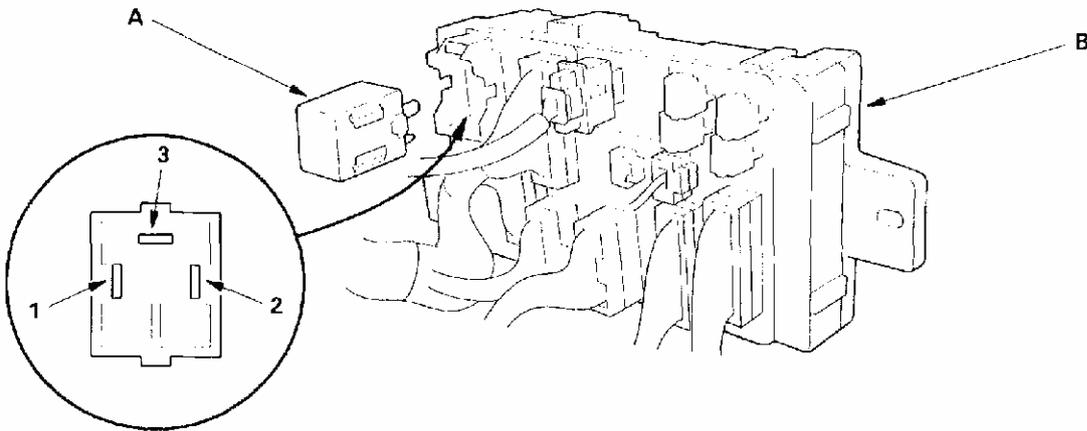


**Fig. 41: Turn Signal/Hazard Flasher System Circuit Diagram**  
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

### TURN SIGNAL/HAZARD RELAY INPUT TEST

1. Remove the driver's under-dash fuse/relay box (see **FUSES & CIRCUIT BREAKERS**).

2. Remove the turn signal/hazard relay (A) from the driver's under-dash fuse/relay box (B).



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**Fig. 42: Removing The Turn Signal/Hazard Relay From The Driver's Under-Dash Fuse/Relay Box**

**Courtesy of AMERICAN HONDA MOTOR CO., INC.**

3. Inspect the relay and fuse/relay box 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, go to step 4.
4. Make these input tests at the fuse/relay box.
  - If any test indicates a problem, find and correct the cause, then recheck then recheck the system.
  - If all the input tests prove OK, the turn signal/hazard relay must be faulty; replace it.

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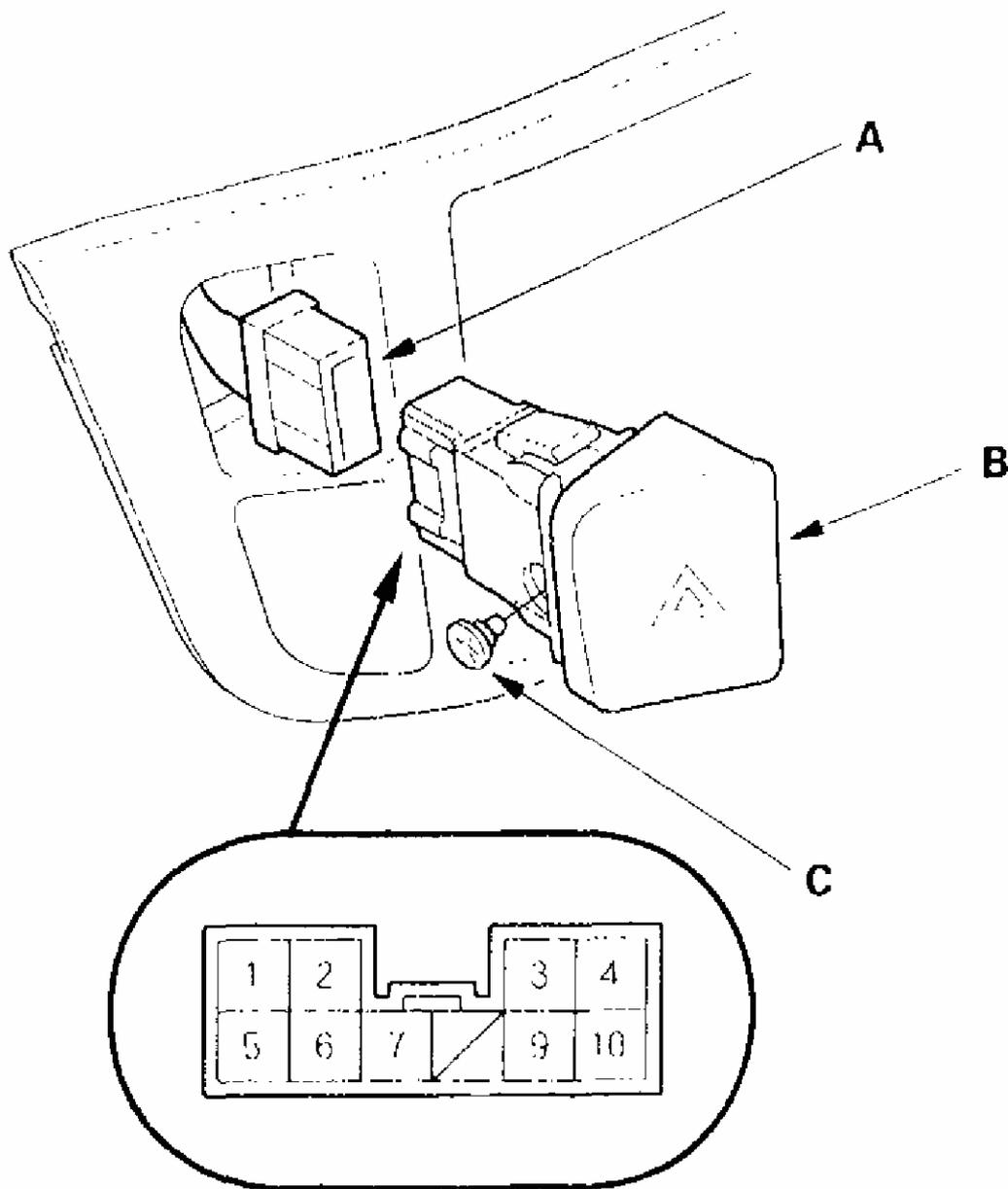
Cavity	Test condition	Test: Desired result	Possible cause if result is not obtained
1	Under all conditions	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> <li>• Poor ground (G401)</li> <li>• An open in the wire</li> </ul>
2	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>• Blown No. 10 (7.5A) fuse in the driver's under-dash fuse/relay box</li> <li>• Faulty turn signal switch</li> <li>• An open in the wire</li> </ul>
	Hazard warning switch ON	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>• Blown No. 49 (15A) fuse in the under-hood fuse/relay box</li> <li>• Faulty hazard warning switch</li> <li>• An open in the wire</li> </ul>
3	Ignition switch ON (II) and turn signal switch in Right or Left position	Connect No. 2 terminal to No. 3 terminal: Right or left turn signal lights should come on.	<ul style="list-style-type: none"> <li>• Poor ground (G201, G301, G502, G652)</li> <li>• Faulty turn signal switch</li> <li>• An open in the wire</li> </ul>
	Hazard warning switch ON	Connect No. 2 terminal to No. 3 terminal: Hazard warning lights should come on.	<ul style="list-style-type: none"> <li>• Poor ground (G201, G301, G502, G652)</li> <li>• Faulty hazard warning switch</li> <li>• An open in the wire</li> </ul>

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**Fig. 43: Turn Signal/Hazard Relay Input Test Table**  
**Courtesy of AMERICAN HONDA MOTOR CO., INC.**

### HAZARD WARNING SWITCH TEST

1. Remove the center panel (see **FUSES & CIRCUIT BREAKERS**).
2. Disconnect the 10P connector (A) from the hazard warning switch (B).



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**Fig. 44: Disconnecting The 10P Connector From The Hazard Warning Switch**  
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

3. Remove the hazard warning switch.
4. Check for continuity between the terminals in each switch position according to the table.

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Terminal Position	5		6	1	2	3	4	7	10
OFF	○	○	○	○	○				
ON	○	○	○				○	○	○
					○	○			

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**Fig. 45: Hazard Warning Switch Continuity Test Table**  
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

- If the continuity is not as specified, replace the bulb (C) or the switch.

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