This document

shows how to defeat the DRL in a clean way.

Clean so that next ower of car can decide or so you can throw the switch and pass the state (etc) safty inspection.

Do not remove the DRL module or you will lose Low Beams



The Brake failures on the car cause the DRL to do funny tricks (working backwards is one trick) this feature, alerts you to brake failures.

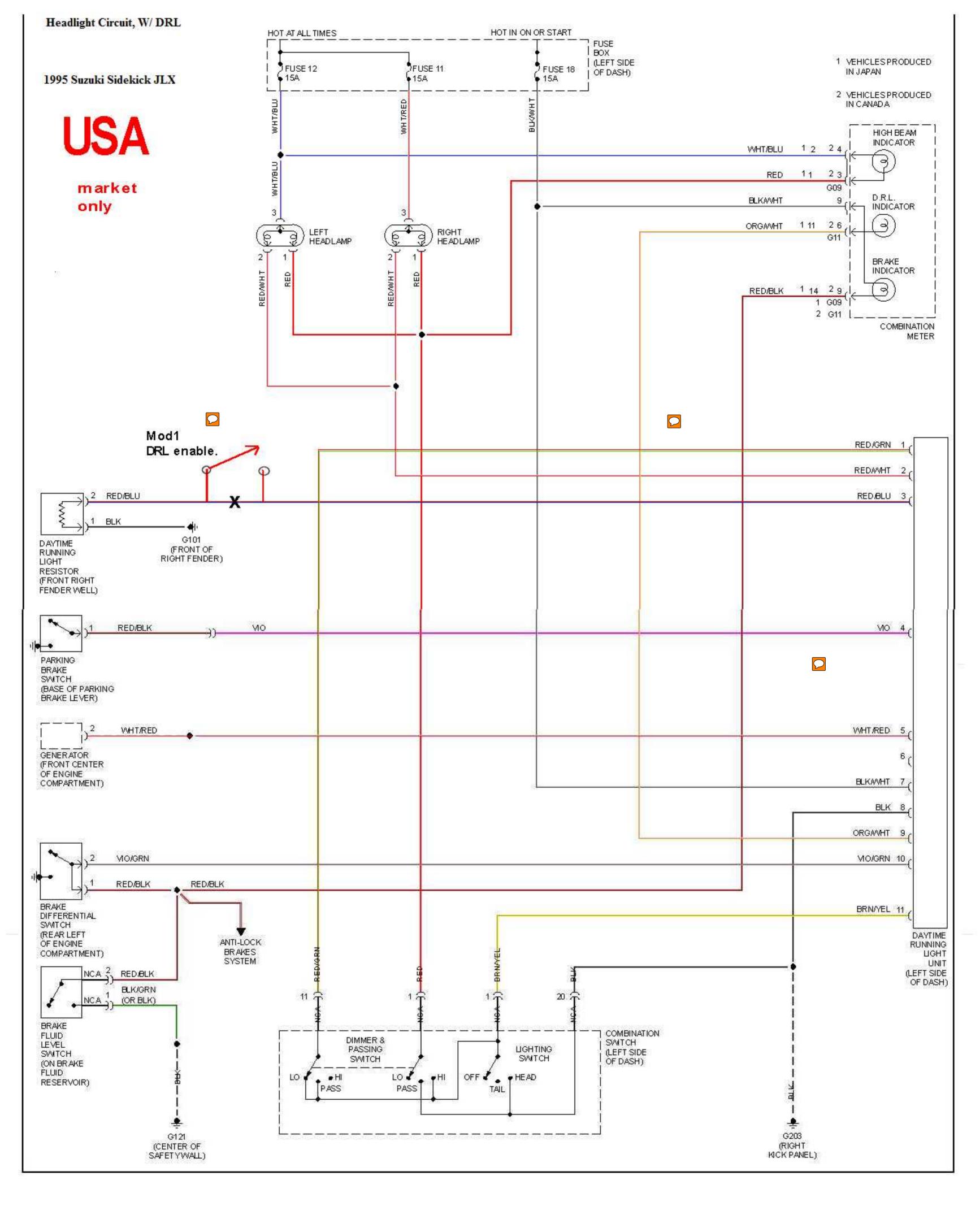
This mod. many no work in all market cars.

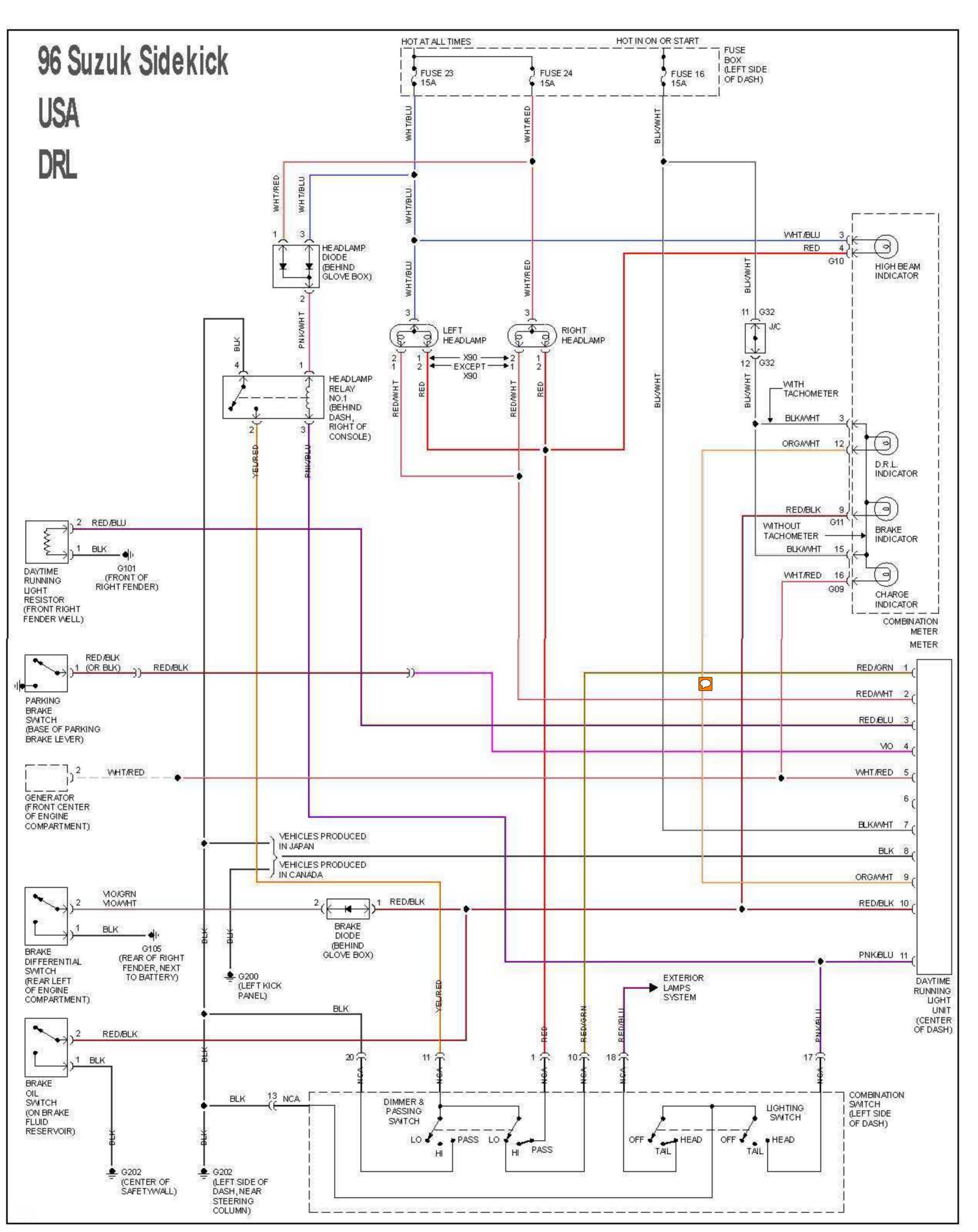
There are 93 markets.

These pages apply to USA market only E03 and E33 Fed and Calif.

I have no idea how this works on E28 Canada cars.

YMMV





There are many fail modes this page is for hacking not for making it work right. 1997 Geo Tracker USA DRL details
Notice this is first year in USA no DRL resistor that is because the DRL controler uses PWM. Pulse width Modulation.

not burned up. or the module guts not burned up inside.

If IG-coil fuse blows you do have burnup. Unplug the module now. and retest.

HOT IN ON OR START HOT AT ALL TIMES The X cut, works only on cars with the socket BLOCK 2 BLOCK 1 (UNDER (RIGHT SIDE OF IG-COIL METER LEFT RIGHT SIDE OF ENGINE COMPT) **FUSE** HEADLAMP HEADLAMP DASH 15A FUSE FUSE 15A 15A 2 Y C1 12] J/C 2 (BEHIND WHIRED **ILLUMINATION** CONTROLLER) S272 WHT/BLU S247 ♦ S227 PNKANHT RED/BLK (OR BLK) RED/BLK PPL WHT/RED 1 S115 DAYTIME RUNNING PARKING LAMPS DIODE BRAKE (TAPED TO MAIN SWITCH HARNESS ABOVE (IN CENTER CONSOLE) BLOWER MOTOR) MOD1 (BEHIND RIGHT Inspection G201 (| BLK SIDE OF DIASHI S296 The pins like to melt. switch(grin) BLK REDAMHT LOW BEAM CTRL ORGAVHT YEURED 2 DRLIND CTRL PPL PARK BRK SIG WHIRED CHARGE INPUT BLKANHT PNKWHT 1 (BEHIND LEFT POWER INPUT SIDE OF DASH) BLK G202 S230 PNK/BLU BLK GROUND RED/BLK BRAKE IND PNK/BLU HEADLAMP RELAY **HEADLAMPS ON** (BEHIND RIGHT SIDE S246 OF DASH, FRONT OF BLOWER MOTOR) DAYTIME RUNNING LAMPS Logic CONTROL MODULE (LEFT SIDE OF DASH) DRL can kill the alternator. junction WHT/RED 2, ALT. Grnd (MAIN HARN, 2CM FROM always GENERATOR works here PCM CONN BREAKOUT) PASS RED/BLK 20 BLK WHIRED BLKAMHT LO CO. S205 PASS RED RED CHARGE HI INDICATOR REDWHT REDAMHT (10 WHITELK YEL/RED (11 10 ORGAMHT ♦ S229 RED PNK/BLU BUKAWHT 11 **HEAD** $\langle a \rangle$ **●**PARK ANTI-LOCK. DRL INDICATOR BRAKES OFF WHT SYSTEM **♦** S214 $\langle a \rangle$ (MAIN HARN, HEADLAMP/DIMMER ED/ LEFT KICK SWITCH BRAKE INDICATOR REDÆLK 5. **.** €201 COMBINATION SWITCH (NEAR BLOWER ASSEMBLY) WHT/ELU S116 0 pulling the DRL RED 400 HIGH BEAM INDICATOR module INSTRUMENT PANEL converts CLUSTER ASSEMBLY to normal ights, with pin modules RIGHT RED/BLK 2 (RED/BLK LEFT HEAD-/HEADLAMP LAMP BLK If RL1 is still BRAKE FLUID Low Beam LEVEL SWITCH good. (IN BRAKE FLUID REDWHT RESERVOIR) (MAIN HARNESS, APPROX 4CM ♦ S106 FROM G200 BREAK OUT) **High Beam** RED 1998 is same. S244 (MAIN HARNESS, APPROX 25CM FROM (ON BULKHEAD, IGNITION SMITCH BREAK OUT) BEHIND DISTRIBUTOR)