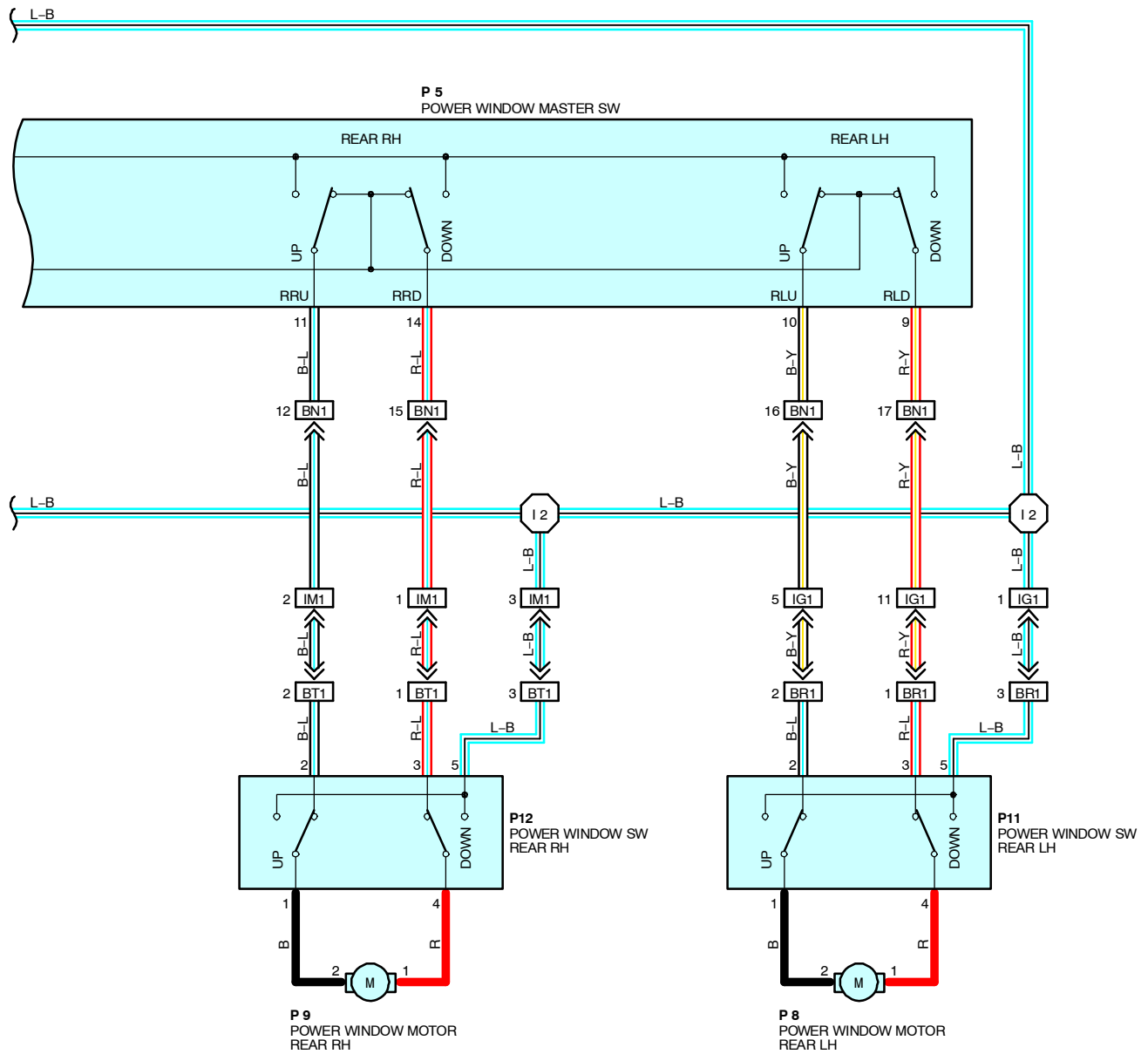








SYSTEM OUTLINE

WITH THE IGNITION SW TURNED ON, CURRENT FLOWS THROUGH THE **GAUGE** FUSE TO **TERMINAL 3** OF THE POWER RELAY → **TERMINAL 1** → **GROUND**. THIS ACTIVATES THE RELAY AND THE CURRENT FROM **FL POWER** FUSE FLOWS TO **TERMINAL 4** OF THE POWER RELAY → **TERMINAL 2** → **TERMINALS 7 AND 8** OF THE POWER WINDOW MASTER SW, TO **TERMINAL 5** OF THE POWER WINDOW SW FRONT RH, REAR LH AND REAR RH.

1. MANUAL UP OPERATION (DRIVER'S SIDE)

WITH THE IGNITION SW TURNED ON AND WITH THE POWER WINDOW MASTER SW (MANUAL SW) AT **UP** POSITION, CURRENT FLOWS TO **TERMINALS 7 AND 8** OF THE POWER WINDOW MASTER SW → **TERMINAL 6** → **TERMINAL 3** OF THE POWER WINDOW MOTOR FRONT LH → **TERMINAL 1** → **TERMINAL 13** OF THE POWER WINDOW MASTER SW → **TERMINALS 2 AND 1** → **GROUND**, CAUSING THE POWER WINDOW MOTOR TO ROTATE IN THE UP DIRECTION. THE WINDOW ASCENDS ONLY WHILE THE POWER WINDOW MASTER SW IS BEING PULLED. IN DOWN OPERATION, THE CURRENT FLOW TO **TERMINALS 7 AND 8** OF THE POWER WINDOW MASTER SW TO **TERMINAL 13** → **TERMINAL 1** OF THE POWER WINDOW MOTOR FRONT LH → **TERMINAL 3** → **TERMINAL 6** OF THE POWER WINDOW MASTER SW → **TERMINALS 2 AND 1** → **GROUND**. ACCORDING TO THE FLOW, THE MOTOR ROTATES IN THE DOWN DIRECTION, LOWERING THE WINDOW.

2. AUTO DOWN OPERATION (DRIVER'S SIDE)

WITH THE IGNITION SW ON AND WITH THE AUTO DOWN SW OF THE POWER WINDOW MASTER SW IN **DOWN** POSITION, CURRENT FLOWS TO **TERMINALS 7 AND 8** OF THE POWER WINDOW MASTER SW → **TERMINAL 13** → **TERMINAL 1** OF THE POWER WINDOW MOTOR FRONT LH → **TERMINAL 3** → **TERMINAL 6** OF THE POWER WINDOW MASTER SW → **TERMINALS 1 AND 2** → **GROUND**, CAUSING THE MOTOR TO ROTATE TOWARDS THE DOWN SIDE.

THEN THE SOLENOID IN THE POWER WINDOW MASTER SW IS ACTIVATED AND IT LOCKS THE AUTO SW BEING PUSHED, CAUSING THE MOTOR TO CONTINUE TO ROTATE IN AUTO DOWN OPERATION.

WHEN THE WINDOW HAS COMPLETELY DESCENDED, THE CURRENT BETWEEN **TERMINAL 6** OF THE POWER WINDOW MASTER SW AND **TERMINALS 1 AND 2** INCREASES. AS A RESULT, THE SOLENOID STOPS OPERATING, AUTO DOWN SW TURNS OFF, AND THE CURRENT FROM **TERMINALS 7 AND 8** OF THE POWER WINDOW MASTER SW TO **TERMINAL 13** IS CUT OFF, STOPPING THE MOTOR SO THAT AUTO STOP OCCURS.

3. STOPPING OF AUTO DOWN AT DRIVER'S WINDOW

WHEN THE MANUAL SW (DRIVER'S) IS PUSHED TO THE UP SIDE DURING AUTO DOWN OPERATION, A GROUND CIRCUIT OPENS IN THE POWER WINDOW MASTER SW AND THE CURRENT DOES NOT FLOW FROM **TERMINAL 6** OF THE POWER WINDOW MASTER SW TO **TERMINALS 1 AND 2**, SO THE MOTOR STOPS, CAUSING AUTO DOWN OPERATION TO STOP. IF THE MANUAL SW IS PUSHED CONTINUOUSLY, THE MOTOR ROTATES IN THE UP DIRECTION IN MANUAL UP OPERATION.

4. MANUAL OPERATION BY POWER WINDOW SW (PASSENGER'S SIDE)

WITH THE POWER WINDOW SW (FRONT RH) PULLED TO THE UP SIDE, THE CURRENT FROM **TERMINAL 5** OF THE POWER WINDOW SW FRONT RH FLOWS TO **TERMINAL 1** OF THE POWER WINDOW SW → **TERMINAL 3** OF THE POWER WINDOW MOTOR → **TERMINAL 1** → **TERMINAL 4** OF THE POWER WINDOW SW → **TERMINAL 3** → **TERMINAL 5** OF THE POWER WINDOW MASTER SW → **TERMINALS 1 AND 2** → **GROUND**, CAUSING THE POWER WINDOW MOTOR FRONT RH TO ROTATE IN THE UP DIRECTION. UP OPERATION CONTINUES ONLY WHILE THE POWER WINDOW SW IS BEING PULLED TO THE UP SIDE. WHEN THE WINDOW DESCENDS, THE CURRENT TO THE MOTOR FLOWS IN THE OPPOSITE DIRECTION, FROM **TERMINAL 1** TO **TERMINAL 3**, AND THE MOTOR ROTATES IN REVERSE.

WHEN THE WINDOW LOCK SW IS PUSHED OUT TO THE NORMAL SIDE, THE GROUND CIRCUIT TO THE FRONT RH WINDOW BECOMES OPEN. AS A RESULT, EVEN IF OPEN/CLOSE OPERATION OF THE FRONT RH WINDOW IS TRIED, THE CURRENT FROM **TERMINALS 1 AND 2** OF THE POWER WINDOW MASTER SW IS NOT GROUNDED AND THE MOTOR DOES NOT ROTATE, SO THE FRONT RH WINDOW CANNOT BE OPERATED AND WINDOW LOCK OCCURS.

FURTHERMORE, REAR LH, RH WINDOW OPERATE THE SAME AS THE ABOVE OPERATION.

5. KEY OFF POWER WINDOW OPERATION

WITH THE IGNITION SW TURNED FROM ON TO OFF, THE DOOR LOCK CONTROL RELAY OPERATES AND KEEPS THE CURRENT FLOW FROM **FL POWER** FUSE TO **TERMINAL 8** OF THE DOOR LOCK CONTROL RELAY → **TERMINAL 15** → **TERMINAL 3** OF THE POWER RELAY → **TERMINAL 1** → **GROUND** FOR ABOUT **60** SECONDS. THE SAME AS NORMAL OPERATION, CURRENT FLOWS FROM **FL POWER** FUSE TO **TERMINAL 4** OF THE POWER RELAY → **TERMINAL 2** → **TERMINALS 7 AND 8** OF THE POWER WINDOW MASTER SW, TO **TERMINAL 5** OF THE POWER WINDOW SW FRONT RH. AS A RESULT, FOR ABOUT **60** SECONDS AFTER THE IGNITION SW IS TURNED OFF, IT IS POSSIBLE TO RAISE AND LOWER THE WINDOW BY THE FUNCTIONING OF THIS RELAY. ALSO, BY OPENING THE FRONT DOOR (THE DOOR COURTESY SW ON) WITHIN ABOUT **60** SECONDS AFTER TURNING THE IGNITION SW TO OFF, A SIGNAL IS INPUT TO **TERMINAL 2** OR **14** OF THE DOOR LOCK CONTROL RELAY. AS A RESULT, THE RELAY TURNS OFF, AND UP AND DOWN MOVEMENT OF THE WINDOW STOPS.

SERVICE HINTS

P5 POWER WINDOW MASTER SW

7, 8-GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW AT **ON** POSITION OR KEY OFF OPERATED

1, 2-GROUND : ALWAYS CONTINUITY

6-GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW **ON** AND THE MASTER SW (DRIVER'S WINDOW) AT **UP** POSITION

13-GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW **ON** AND THE MASTER SW (DRIVER'S WINDOW) AT **DOWN** OR **AUTO DOWN** POSITION

WINDOW LOCK SW

OPEN WITH THE WINDOW LOCK SW AT **LOCK** POSITION

O

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
D17	26	J 2	25	P 9	27
D18	26	P 5	27	P10	27
D23	26	P 6	27	P11	27
F11	25	P 7	27	P12	27
J 1	25	P 8	27		

O

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
1	20	R/B NO. 1 (LEFT KICK PANEL)

9

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IG1	32	COWL WIRE AND FLOOR WIRE (LEFT KICK PANEL)
IG2		
IM1	34	COWL WIRE AND FLOOR NO.2 WIRE (RIGHT KICK PANEL)
IM2		
BN1	36	FRONT DOOR LH WIRE AND COWL WIRE (LEFT KICK PANEL)
BN2		
BO1	36	FRONT DOOR RH WIRE AND COWL WIRE (RIGHT KICK PANEL)
BR1	36	REAR DOOR LH WIRE AND FLOOR WIRE (LEFT CENTER PILLAR)
BT1	36	REAR DOOR RH WIRE AND FLOOR NO. 2 WIRE (RIGHT CENTER PILLAR)

CODE	SEE PAGE	GROUND POINTS LOCATION
ID	32	LEFT KICK PANEL
IE	32	RIGHT KICK PANEL

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 2	34	COWL WIRE	B 2	38	FRONT DOOR LH WIRE
I 3			B 4		
I13					



Diagram of a 16-pin connector. The pins are numbered 1 through 16. Pins 1, 2, 8, and 16 are labeled with numbers. Pins 3, 4, 5, 6, 7, 9, 10, 11, 12, 13, 14, and 15 are labeled with dots or an 'X'.

(SEE PAGE 20)

(HINT : SEE PAGE 7)

(HINT : SEE PAGE 7)

A diagram of a container with a narrow neck. The top part is labeled '1' and the bottom part is labeled '2'.

A diagram of a 5-position rotary switch. The switch has five positions, numbered 1 through 5. Position 1 is on the left, position 2 is on the right, and position 4 is in the center. Positions 3 and 5 are also shown, but they are partially obscured by the central position 4. The switch is shown in a perspective view, with a central shaft and a rotating disc.