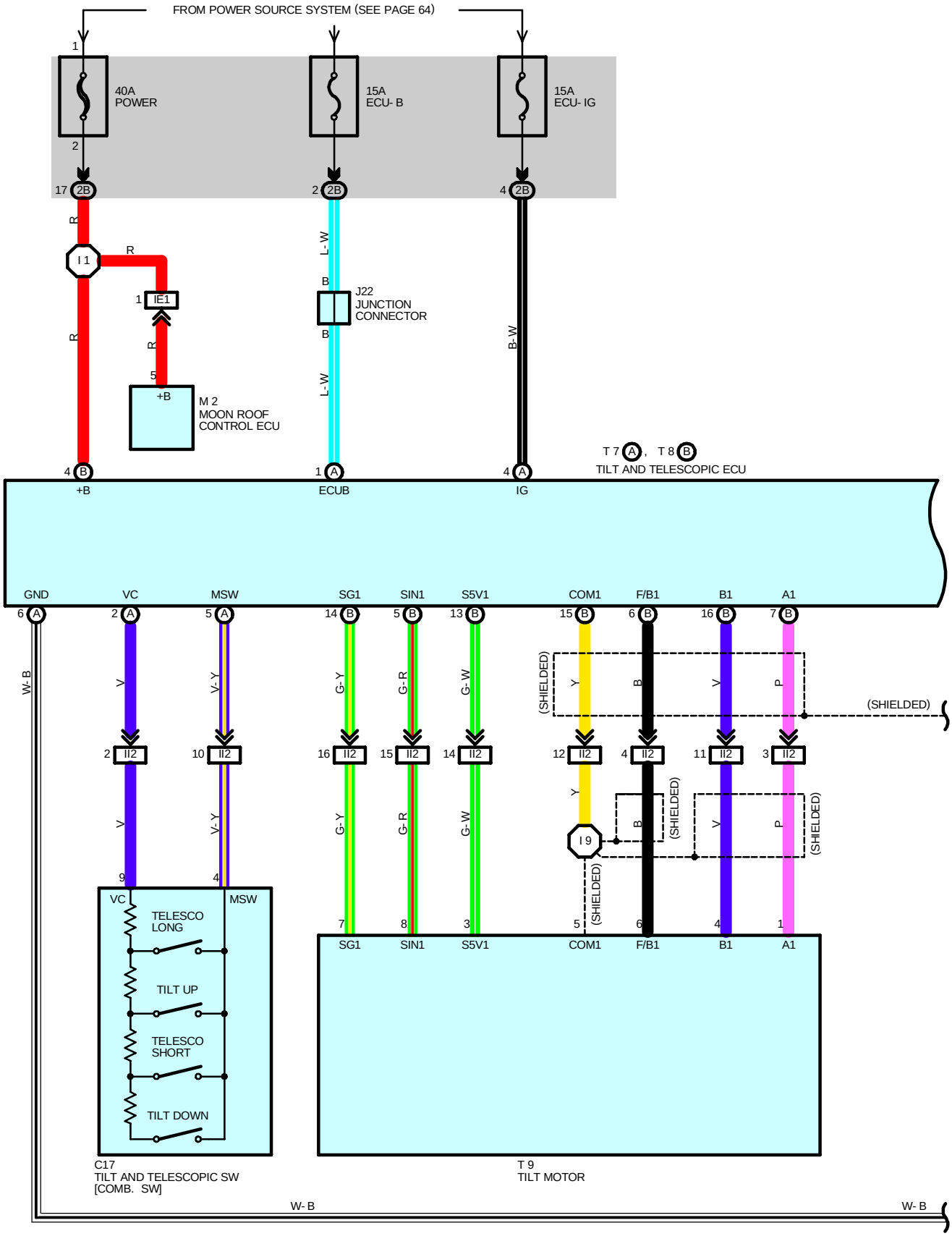
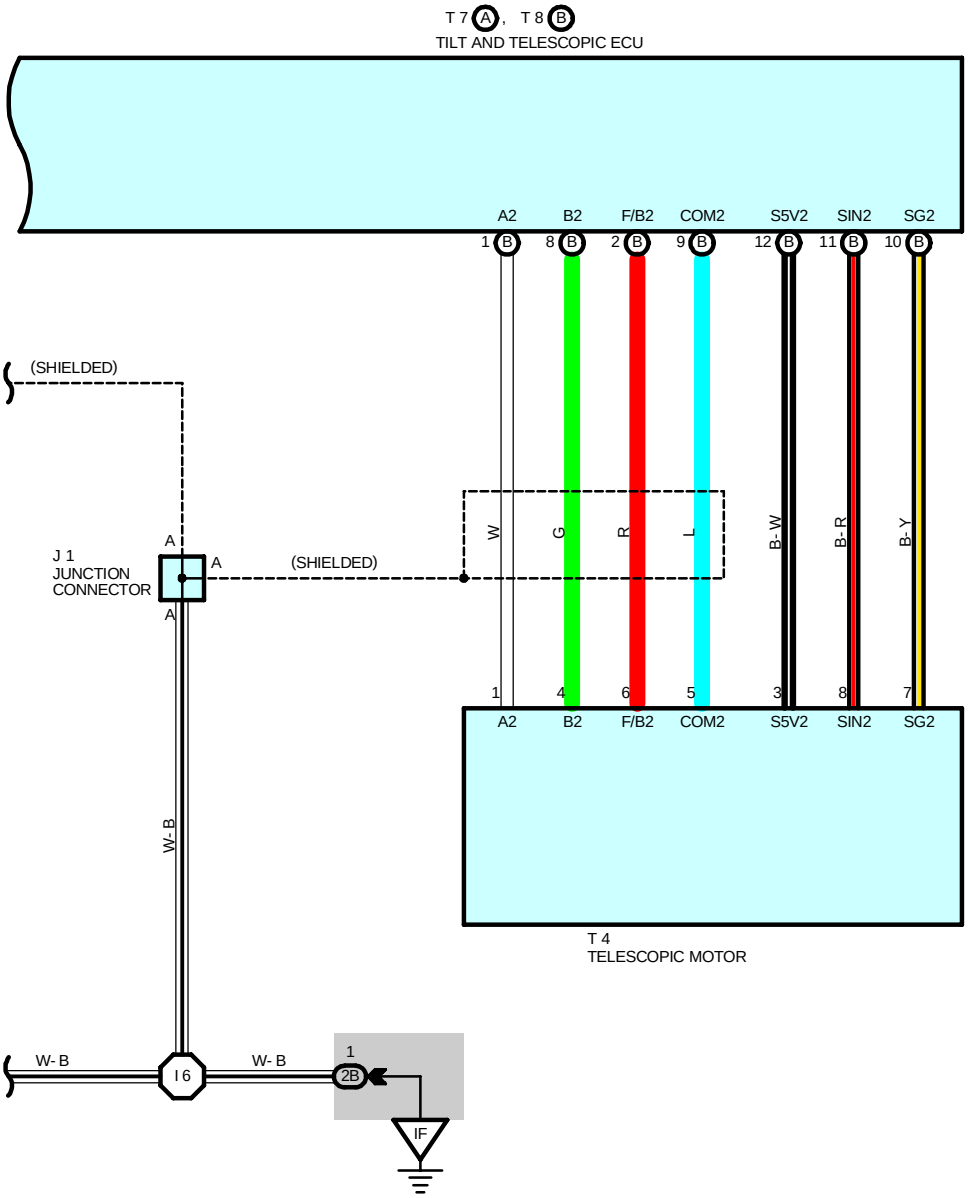
POWER TILT AND POWER TELESCOPIC




T 7 A , T 8 B
TILT AND TELESCOPIC ECU
A2
B2
F/B2
COM2
S5V2
SIN2
SG2
1 B
8 B
2 B
9 B
12 B
11 B
10 B
(SHIELDED)
J 1
JUNCTION
CONNECTOR
A
A
A
(SHIELDED)
W
G
R
L
B-W
B-R
B-Y
1
4
6
5
3
8
7
A2
B2
F/B2
COM2
S5V2
SIN2
SG2
T 4
TELESCOPIC MOTOR
W-B
W-B
W-B
I 6
1
2B
IF

POWER TILT AND POWER TELESCOPIC

SYSTEM OUTLINE

This system provides the automatic tilt and telescopic mechanisms using the motor drive, tilt and telescopic ECU control, allowing variable steering movement in the back and forth, and vertical directions. This makes it possible to set the steering to the desired steering position.

1. MANUAL OPERATION

The tilt and telescopic can be adjusted while the ignition key is inserted into the key cylinder.

* Tilt operation
  When the tilt and telescopic SW is pressed to TILT DOWN position, the current flows from tilt and telescopic ECU TERMINAL (A) 2 to tilt and telescopic SW TERMINAL 9 to TERMINAL 4 to tilt and telescopic ECU TERMINAL (A) 5, and a signal is input to the tilt and telescopic ECU. This activates the tilt and telescopic ECU and rotates the tilt motor to lower the steering while the tilt and telescopic SW is kept pressed to TILT DOWN position.
  When the tilt and telescopic SW is pressed to TILT UP position, the current flows from tilt and telescopic ECU TERMINAL (A) 2 to tilt and telescopic SW TERMINAL 9 to TERMINAL 4 to tilt and telescopic ECU TERMINAL (A) 5, and a signal is input to the tilt and telescopic ECU. This activates the tilt and telescopic ECU and rotates the tilt motor to raise the steering while the tilt and telescopic SW is kept pressed to TILT UP position.
* Telescopic operation
  When the tilt and telescopic SW is pressed to TELESCO LONG position, the current flows from tilt and telescopic ECU TERMINAL (A) 2 to tilt and telescopic SW TERMINAL 9 to TERMINAL 4 to tilt and telescopic ECU TERMINAL (A) 5, and a signal is input to the tilt and telescopic ECU. This activates the tilt and telescopic ECU and rotates the telescopic motor to extend the telescopic while the tilt and telescopic SW is kept pressed to TELESCO LONG position.
  When the tilt and telescopic SW is pressed to TELESCO SHORT position, the current flows from tilt and telescopic ECU TERMINAL (A) 2 to tilt and telescopic SW TERMINAL 9 to TERMINAL 4 to tilt and telescopic ECU TERMINAL (A) 5, and a signal is input to the tilt and telescopic ECU. This activates the tilt and telescopic ECU and rotates the telescopic motor to retract the telescopic while the tilt and telescopic SW is kept pressed to TELESCO SHORT position.

SERVICE HINTS

T7 (A), T8 (B) TILT AND TELESCOPIC ECU

(A) 1-GROUND : Always approx. **12** volts
(B) 4-GROUND : Always approx. **12** volts
(A) 4-GROUND :Approx. **12** volts with ignition SW at **ON** or **ST** position
(A) 6-GROUND : Always continuity

C17 TILT AND TELESCOPIC SW [COMB. SW]

4-9 : Approx. **160** Ω with telesco long operation
: Approx. **360** Ω with tilt up operation
: Approx. **790** Ω with telesco short operation
: Approx. **1.99** kΩ with tilt down operation

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
C17	40	M2	42	T8 B	41
J1	41	T4	41	T9	41
J22	41	T7 A	41		

⬭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
2B	26	Dash Wire and Cowl Side J/B LH (Left Kick Panel)

▭ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IE1	48	Dash Wire and Roof Wire (Left Kick Panel)
II2	50	Column Wire and Dash Wire (Near the Ignition SW)

▽ : GROUND POINTS

Code	See Page	Ground Points Location
IF	48	Set Bolt of Cowl Side J/B LH

: **SPLICE POINTS**

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I1	50	Dash Wire	I9	50	Columm Wire
I6					