

## ○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
C15	B	28	W 2	27	
C16	A	28	W 5	27	

## ○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1H	20	COWL WIRE
1J		
1K		

## □ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

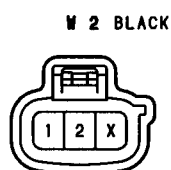
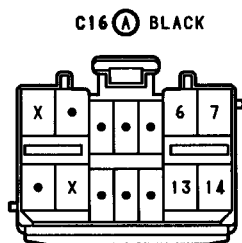
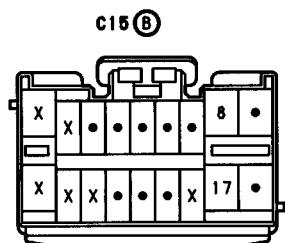
CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
IE1	36	ENGINE ROOM MAIN WIRE AND COWL WIRE (R/B NO. 4)

## ▽ : GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
IF	36	LEFT KICK PANEL

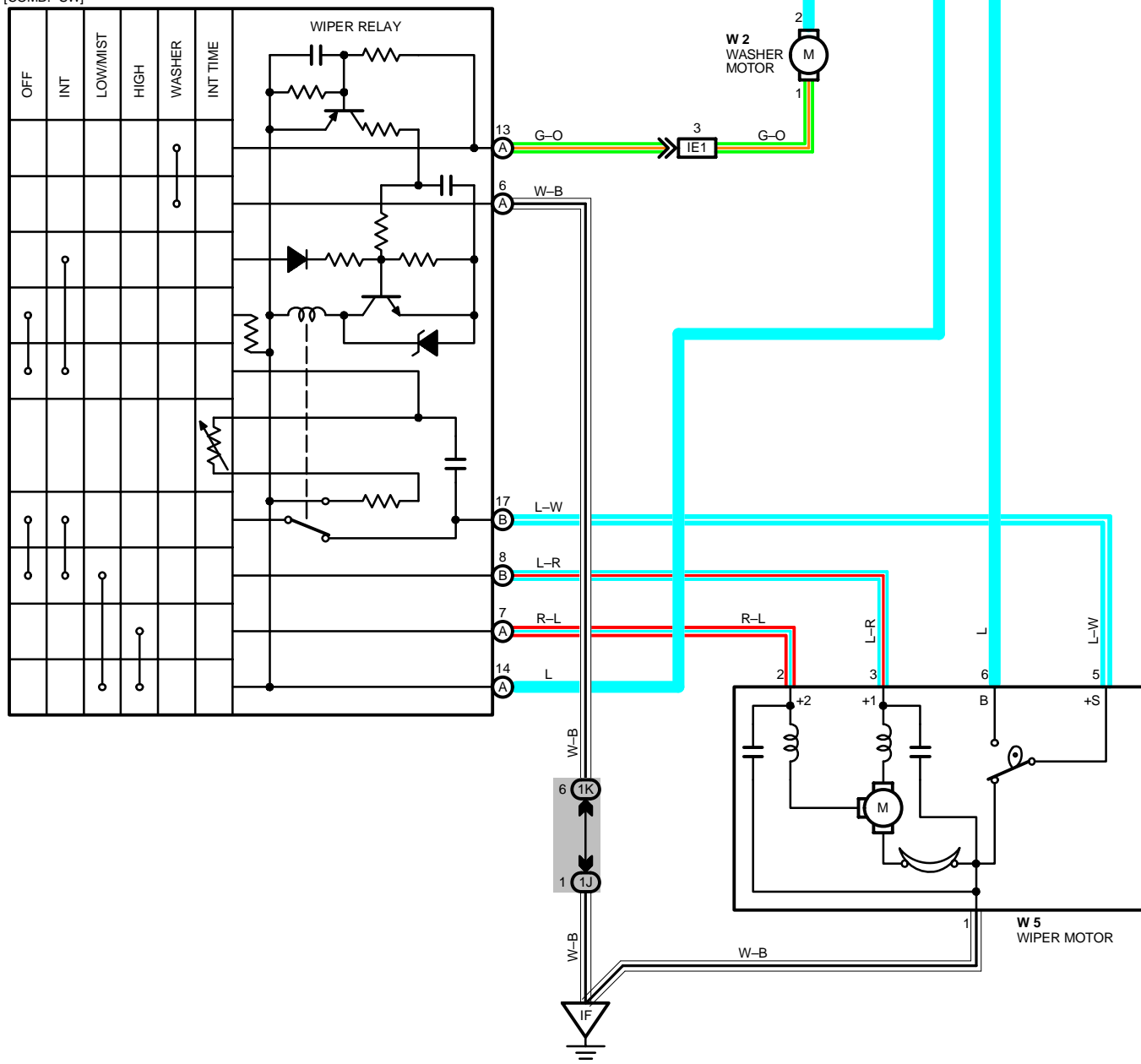
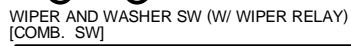
## ○ : SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I 4	38	COWL WIRE	I 7	38	COWL WIRE



## WIPER AND WASHER

FROM POWER SOURCE SYSTEM (SEE PAGE 56)



## SYSTEM OUTLINE

WITH THE IGNITION SW TURNED ON, THE CURRENT FLOWS TO **TERMINAL (A)14** OF THE WIPER AND WASHER SW, **TERMINAL 2** OF THE WASHER MOTOR AND **TERMINAL 6** OF THE WIPER MOTOR THROUGH THE **WIPER FUSE**.

### 1. LOW SPEED POSITION

WITH WIPER SW TURNED TO **LOW** POSITION, THE CURRENT FLOWS FROM **TERMINAL (A)14** OF THE WIPER AND WASHER SW → **TERMINAL (B)8** → **TERMINAL 3** OF THE WIPER MOTOR → **TERMINAL 1** → TO **GROUND** AND CAUSES TO THE WIPER MOTOR TO RUN AT LOW SPEED.

### 2. HIGH SPEED POSITION

WITH WIPER SW TURNED TO **HIGH** POSITION, THE CURRENT FLOWS FROM **TERMINAL (A)14** OF THE WIPER AND WASHER SW → **TERMINAL (A)7** → **TERMINAL 2** OF THE WIPER MOTOR → **TERMINAL 1** → TO **GROUND** AND CAUSES TO THE WIPER MOTOR TO RUN AT HIGH SPEED.

### 3. INT POSITION

WITH WIPER SW TURNED TO **INT** POSITION, THE RELAY OPERATES AND THE CURRENT WHICH IS CONNECTED BY RELAY FUNCTION FLOWS FROM **TERMINAL (A)14** OF THE WIPER AND WASHER SW → **TERMINAL (A)6** → TO **GROUND**. THIS FLOW OF CURRENT OPERATES THE INTERMITTENT CIRCUIT AND THE CURRENT FLOWS FROM **TERMINAL (A)14** OF THE WIPER AND WASHER SW → **TERMINAL (B)8** → **TERMINAL 3** OF THE WIPER MOTOR → **TERMINAL 1** → TO **GROUND** AND FUNCTIONS.

THE INTERMITTENT OPERATION IS CONTROLLED BY A CONDENSER'S CHARGED AND DISCHARGED FUNCTION INSTALLED IN RELAY AND THE INTERMITTENT TIME IS CONTROLLED BY A TIME CONTROL SW TO CHARGE THE CHARGING TIME OF THE CONDENSER.

### 4. MIST POSITION

WITH WIPER SW TURNED TO **MIST** POSITION, THE CURRENT FLOWS FROM **TERMINAL (A)14** OF THE WIPER AND WASHER SW → **TERMINAL (B)8** → **TERMINAL 3** OF THE WIPER MOTOR → **TERMINAL 1** → TO **GROUND** AND CAUSES TO THE WIPER MOTOR TO RUN AT LOW SPEED.

### 5. WASHER CONTINUOUS OPERATION

WITH WASHER SW TURNED TO ON, THE CURRENT FLOWS FROM **TERMINAL 2** OF THE WASHER MOTOR → **TERMINAL 1** → **TERMINAL (A)13** OF THE WIPER AND WASHER SW → **TERMINAL (A)6** → TO **GROUND** AND CAUSES TO THE WASHER MOTOR TO RUN. AND WINDOW WASHER IS JET. THIS CAUSES THE CURRENT TO FLOW WASHER CONTINUOUS OPERATION CIRCUIT IN **TERMINAL (A)14** OF THE WIPER AND WASHER SW → **TERMINAL (B)8** → **TERMINAL 3** OF THE WIPER MOTOR → **TERMINAL 1** TO **GROUND** AND FUNCTION.

## SERVICE HINTS

### C15(B), C16(A) WIPER AND WASHER SW [COMB. SW]

(A) 6-GROUND : ALWAYS CONTINUITY

(A)14-GROUND : APPROX. 12 VOLTS WITH IGNITION SW AT **ON** POSITION

(B) 8-GROUND : APPROX. 12 VOLTS WITH WIPER AND WASHER SW AT **LOW** OR **MIST** POSITION

APPROX. 12 VOLTS EVERY APPROX. 1 TO 10 SECONDS INTERMITTENTLY WITH WIPER SW AT **INT** POSITION

(B)17-GROUND : APPROX. 12 VOLTS WITH IGNITION SW ON UNLESS WIPER MOTOR AT **STOP** POSITION

(A) 7-GROUND : APPROX. 12 VOLTS WITH IGNITION SW ON AND AFTER WIPER SW OFF UNTIL WIPER MOTOR STOPS

### W 5 WIPER MOTOR

6-5 : CLOSED UNLESS WIPER MOTOR AT **STOP** POSITION