

# : Parts Location

Code		See Page	See Page Co		See Page	Code		See Page
C.	10	38	J6	Α	39	S3	В	35 (2ZZ–GE)
E3	Α	38	J7		39	55	Ь	37 (1ZZ–FE)
I1	1	39	P1		37 (1ZZ–FE)	S	6	39
J	2	39	S2	Α	35 (2ZZ-GE)	Т	3	39
J5	В	39	32	^	37 (1ZZ-FE)			

### : Relay Blocks

	Code	See Page	Relay Blocks (Relay Block Location)
Γ	1	23	Engine Room R/B (Engine Compartment Left)

# : Junction Block and Wire Harness Connector

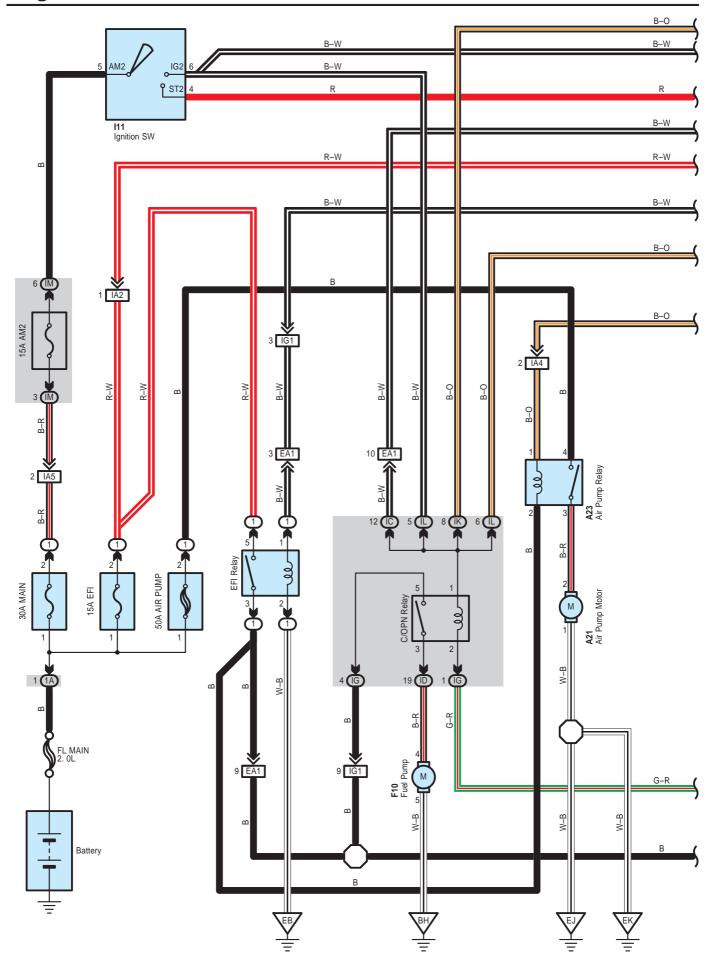
Code	See Page	Junction Block and Wire Harness (Connector Location)	
IF	25		
IH	25	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)	
IL	24	Thistitutient Panet while and histitutient Panet 3/b (Lower Philist Panet)	
IM	24		
1A	23	Engine Wire and Engine Room J/B (Engine Compartment Left)	

# : Connector Joining Wire Harness and Wire Harness

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)	
IA2			
IA4	44	Engine Room Main Wire and Instrument Panel Wire (Instrument Panel Reinforcement LH)	
IA5			
IG1	45	Engine Wire and Instrument Panel Wire (Blower Unit RH)	
IG3	140	Engine whe and institution ratio whe (blower office)	

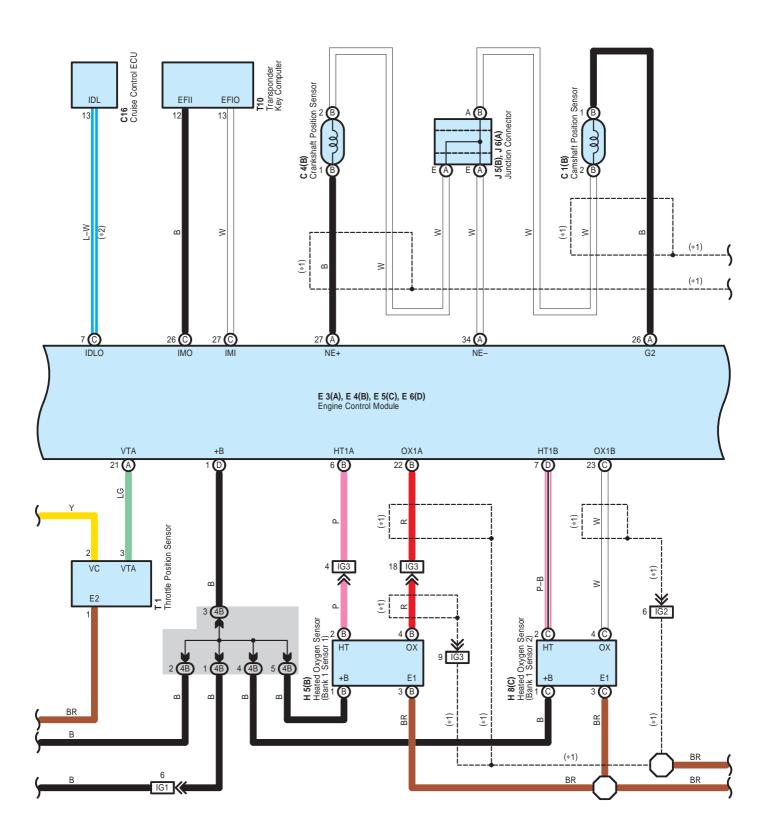
# : Ground Points

Code	See Page	Ground Points Location
IE	44	Behind Combination Meter
IG	44	Right Kick Panel



B-0 B-0

- \* 1 : Shielded \* 2 : w/ Cruise Control \* 3 : w/o Cruise Control



# **Engine Control for 2ZZ-GE**

### : Relay Blocks

Code	See Page	Relay Blocks (Relay Block Location)
1	23	Engine Room R/B (Engine Compartment Left)
3	28	RH R/B (Right Side of the Instrument Panel Reinforcement)

# : Junction Block and Wire Harness Connector

Code	See Page	Junction Block and Wire Harness (Connector Location)
IC	25	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)
ID	25	Floor Wire and Instrument Panel J/B (Lower Finish Panel)
IG		
IH	25	
II	] 23	
IJ		Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
IK		
IL	24	
IM		
1A	23	Engine Wire and Engine Room J/B (Engine Compartment Left)
3B	- 29	Instrument Panel Wire and RH J/B (Right Side of the Instrument Panel Reinforcement)
3C	729	instrument and wire and in 1975 (right side of the instrument Faller Reinforcement)
4B	- 32	Instrument Panel Wire and Center J/B (Behind the Combination Meter)
4C		Institution to a la content of b (Berning the Combination Meter)

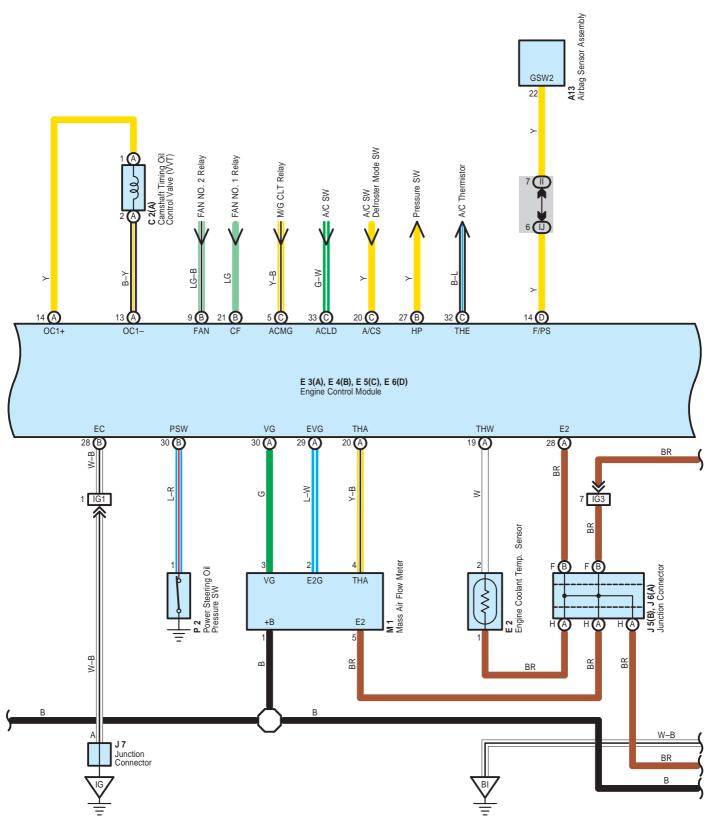
### : Connector Joining Wire Harness and Wire Harness

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
EA1	42 (2ZZ-GE)	Engine Wire and Engine Room Main Wire (Inside of the Engine Room R/B)
IA2		
IA4	44	Engine Room Main Wire and Instrument Panel Wire (Instrument Panel Reinforcement LH)
IA5	77	Engine Room Main Wile and instrument Faner Wile (instrument)
IA6		
ID2	44	Instrument Panel Wire and Floor Wire (Left Kick Panel)
IG1		
IG2	45	Engine Wire and Instrument Panel Wire (Blower Unit RH)
IG3		

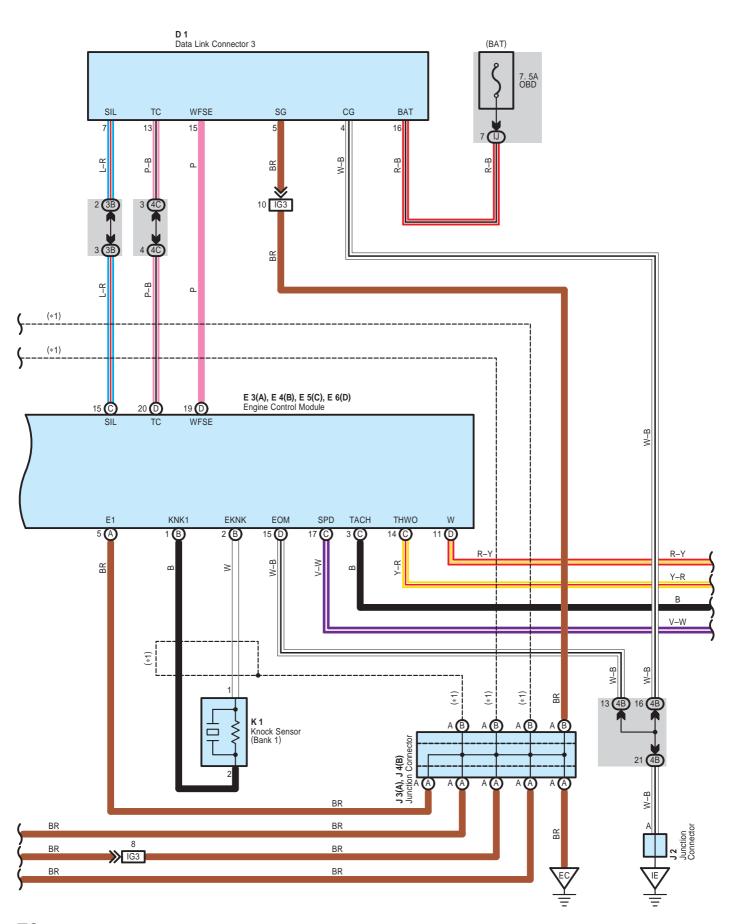
### : Ground Points

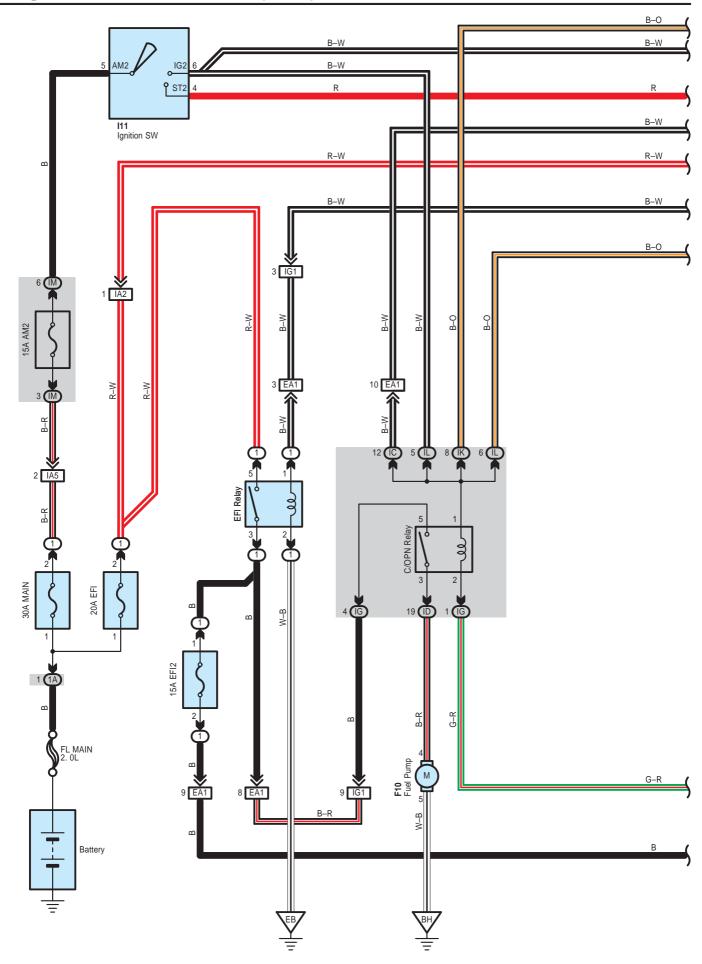
Code	See Page	Ground Points Location
EB	42 (2ZZ–GE)	Front Left Suspension Tower
EC	42 (2ZZ–GE)	Left Side of the Cylinder Head
ED	42 (222-GL)	Left Side of the Cylinder Flead
EJ	42 (2ZZ–GE)	Left Fender
EK	42 (2ZZ–GE)	Front Left Suspension Tower
IE	44	Behind Combination Meter
IG	44	Right Kick Panel
BH	46	Left Quarter Panel
BI	46	Right Quarter Panel

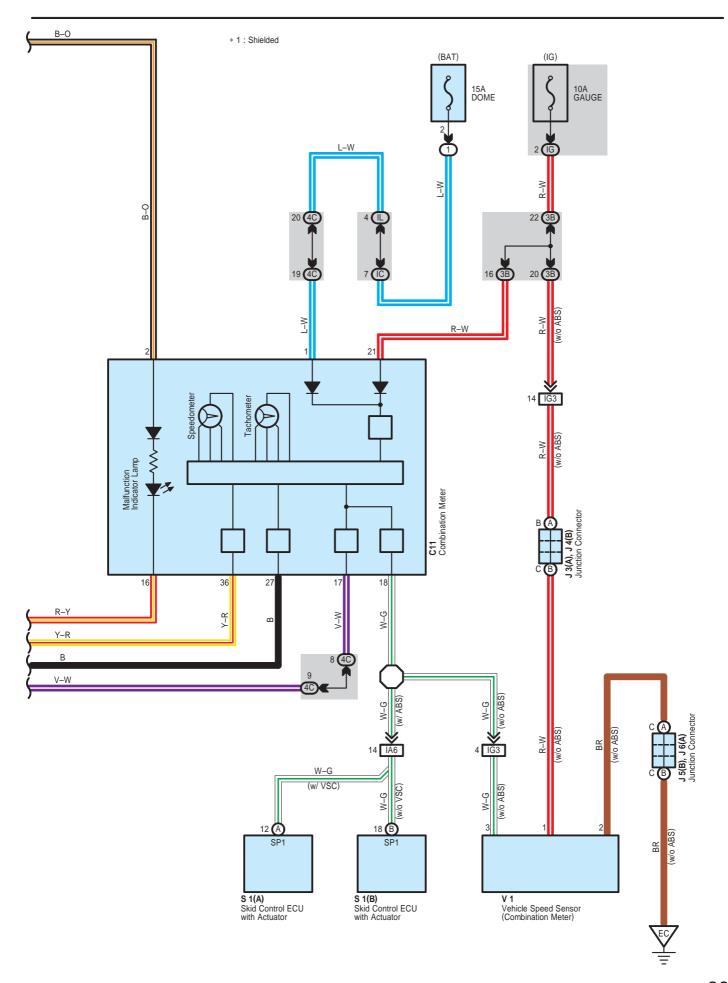
B-O B-O

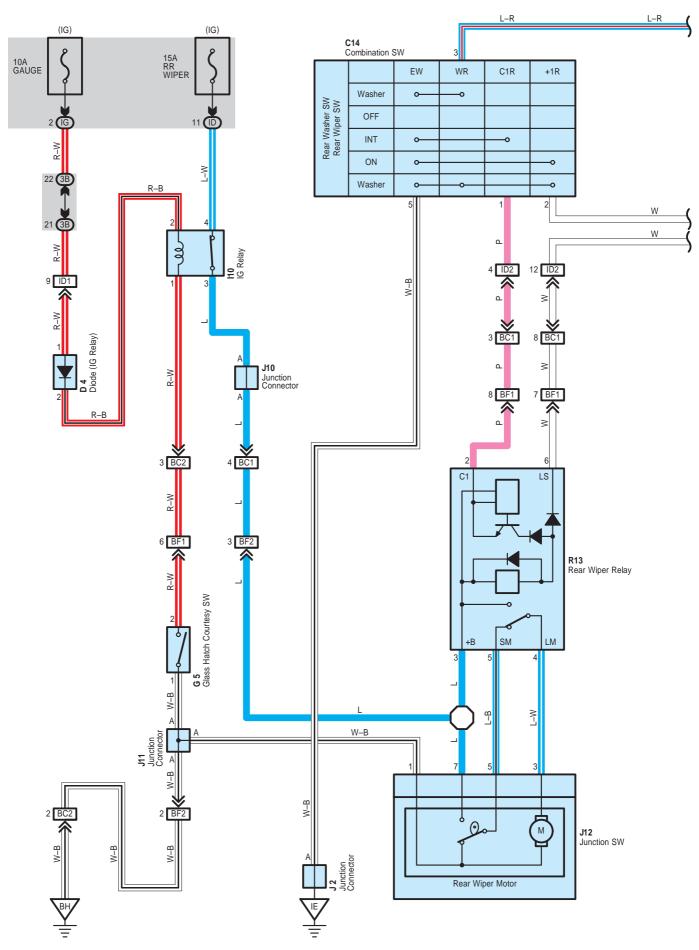












# Rear Wiper and Washer

#### **System Outline**

When the ignition SW is turned on and glass hatch is closed, the current flows through the WASHER fuse to TERMINAL 2 of the rear washer motor, the current flows through the RR WIPER fuse to IG relay (Point side) to TERMINAL 7 of the junction SW and TERMINAL 3 of the rear wiper relay.

#### 1. Rear Wiper Normal Operation

When the ignition SW is turned on, glass hatch is closed and rear wiper SW turned to ON position, the current flows through the TERMINAL 3 of the rear wiper relay to TERMINAL 6 to TERMINAL 2 of the rear wiper SW to TERMINAL 5 to GROUND. As a result, the rear wiper relay is operated, and the current flows through the TERMINAL 3 of the rear wiper relay to TERMINAL 4 to TERMINAL 3 of the junction SW to rear wiper motor to TERMINAL 1 of the junction SW to GROUND, causing the motor to operate the rear wiper.

#### 2. Rear Wiper Intermittent Operation

When the ignition SW is turned on, glass hatch is closed and rear wiper SW turned to INT position, the current flows through the TERMINAL 3 of the rear wiper relay to TERMINAL 2 to TERMINAL 1 of the rear wiper SW to TERMINAL 5 to GROUND. As a result, the intermittent circuit of the relay operates and the rear wiper motor operates.

#### 3. Washer Operation

With the ignition SW is turned on, glass hatch is closed and rear washer SW turned to ON and washer position, when the rear wiper SW is turned further, the current flows through the WASHER fuse to TERMINAL 2 of the rear washer motor to TERMINAL 1 to TERMINAL 3 of the rear washer SW to TERMINAL 5 to GROUND, so that the rear washer motor rotates and the window washer emits a water, only while the switch is fully turned.

With the ignition SW turned on and the rear wiper and washer SW turned to OFF position, when the washer is turned ON (to Wiper OFF side), current flows as above so that the rear washer motor rotates and the window washer emits water as well as the wiper operates.

## ) : Parts Location

Code	See Page	Code	See Page	Code	See Page
C14	38	- J1	35 (2ZZ-GE)	J12	40
D4	38	] "	37 (1ZZ–FE)	R3	35 (2ZZ-GE)
D18	38	J2	39	l K3	37 (1ZZ–FE)
G5	40	J10	40	R13	41
I10	39	J11	40		

#### : Junction Block and Wire Harness Connector

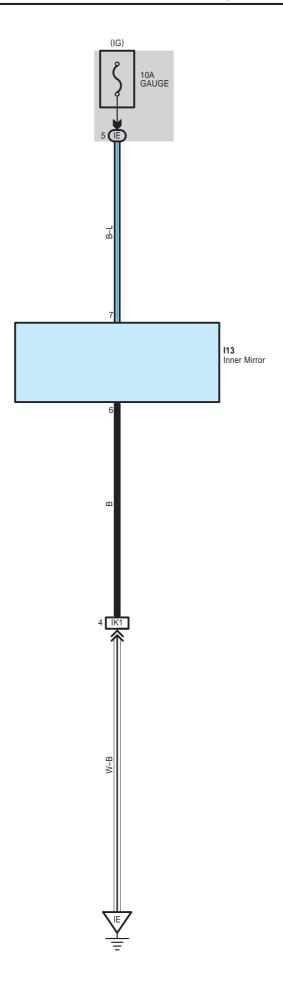
Code	See Page	Junction Block and Wire Harness (Connector Location)	
IC	25	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)	
ID	25	Floor Wire and Instrument Panel J/B (Lower Finish Panel)	
IG	25	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)	
3B	29	Instrument Panel Wire and RH J/B (Right Side of the Instrument Panel Reinforcement)	
4C	32	Instrument Panel Wire and Center J/B (Behind the Combination Meter)	

#### : Connector Joining Wire Harness and Wire Harness

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)		
IA2	44	Engine Room Main Wire and Instrument Panel Wire (Instrument Panel Reinforcement LH)		
ID1	44	Instrument Panel Wire and Floor Wire (Left Kick Panel)		
ID2	1 **	Inistranted valle and Floor valle (Lett Nick Fallet)		
BC1	46	Back Door No.1 Wire and Floor Wire (Left Quarter Panel)		
BC2	40	Back Door No. 1 Wille and 1 loor Wile (Left Quarter 1 arier)		
BF1	46	Back Door No.1 Wire and Back Door No.2 Wire (Back Panel LH)		
BF2	] =0	Back Book No. 1 Whe and Back Book No. 2 White (Back Failer LT)		

### 7 : Ground Points

Code	See Page	Ground Points Location
IE	44	Behind Combination Meter
BH	46	Left Quarter Panel



### **Power Window**

#### **System Outline**

When the ignition SW is turned on, the current flows through the GAUGE fuse to TERMINAL 1 of the P/W relay to TERMINAL 2 to GROUND. This activates the relay and the current flows through the POWER fuse to TERMINAL 5 of the relay to TERMINAL 3 to TERMINAL B of the power window master SW, TERMINAL 4 of the power window control SW front RH and TERMINAL 3 of the power window control SW rear LH, RH.

### 1. Manual Operation (Driver's Window)

With the ignition SW turned on and with the power window master SW (Front LH) in Up position, the current flowing to TERMINAL B of the power window master SW flows to TERMINAL DU of the master SW to TERMINAL 4 of the power window motor to TERMINAL 5 to TERMINAL DD of the master SW to TERMINAL E to GROUND and rotates the power window motor in the up direction. The window ascends only while the SW is being pulled. In down operation, the flows of current from TERMINAL B of the power window master SW to TERMINAL DD to TERMINAL 5 of the motor to TERMINAL 4 to TERMINAL DU of the master SW to TERMINAL E to GROUND, flowing in the opposite direction to manual up operation and rotating the motor in reverse, thus opening the window.

### 2. Auto Down Operation (Driver's Window)

When the front LH window control SW in the power window master SW is pushed strongly on the down side, current flows from TERMINAL B of the master SW to TERMINAL DD to TERMINAL 5 of the power window motor to TERMINAL 4 to TERMINAL DU of the master SW to TERMINAL E to GROUND. Because the hold circuit inside the master SW keeps the relay on the down side activated, the power window motor continues operating even if the power window master SW is released. When the driver's window is fully opened, the hold circuit turns off and the relay on the down side turns off, and auto down operation is completed.

#### 3. Stopping of Auto Down Operation (Driver's Window)

When the master SW (Front LH) is pulled to the up side during auto down operation, a ground circuit opens in the master SW and current does not flow from TERMINAL DU of the master SW to TERMINAL E, so the motor stops, causing auto down operation to stop. If the master SW is pulled continuously, the motor rotates in the up direction in manual up operation.

#### 4. Manual Operation (Front RH Window)

With the power window control SW (Front RH) pulled to the up side, current flowing from TERMINAL 4 of the power window control SW flows to TERMINAL 3 to TERMINAL 4 of the power window motor to TERMINAL 5 to TERMINAL 1 of the power window control SW to TERMINAL 2 to TERMINAL PD of the master SW to TERMINAL E to GROUND and rotates the power window motor (Front RH) in the up direction. Up operation continues only while the power window control SW is pulled to the up side. When the window descends, the current flowing to the motor flows in the opposite direction, and the motor rotates in reverse. When the window lock SW is pushed to the lock side, the ground circuit to the passenger's window becomes open. As a result, even if Open/Close operation of the passenger's window is attempted, the current from TERMINAL E of the power window master SW is not grounded and the motor does not rotate, so the passenger's window can not be operated and window lock occurs.

### 5. Manual Operation (Rear LH, Rear RH Window)

With the power window control SW (Rear LH, rear RH) pulled to the up side, current flowing from TERMINAL 3 of the power window control SW flows to TERMINAL 4 to TERMINAL 5 of the power window motor to TERMINAL 4 to TERMINAL 2 of the power window control SW to TERMINAL 1 to TERMINAL RLD, RRD of the master SW to TERMINAL E to GROUND and rotates the power window motor (Rear LH, rear RH) in the up direction. Up operation continues only while the power window control SW is pulled to the up side. When the window descends, the current flowing to the motor flows in the opposite direction, and the motor rotates in reverse. When the window lock SW is pushed to the lock side, the ground circuit to the passenger's window becomes open. As a result, even if Open/Close operation of the passenger's window is attempted, the current from TERMINAL E of the power window master SW is not grounded and the motor does not rotate, so the passenger's window can not be operated and window lock occurs.

#### : Parts Location

Code	See Page	Code	See Page	Code	See Page
D14	40	P8	41	P12	41
J2	39	P9	41	P13	41
J7	39	P10	41		
P7	41	P11	41		

