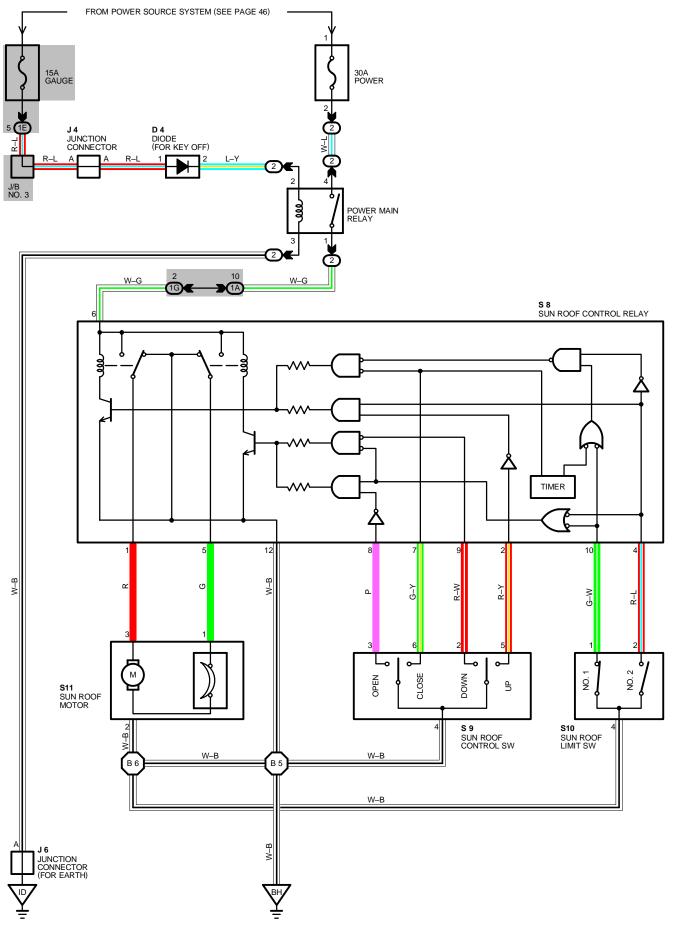
SUN ROOF



SYSTEM OUTLINE

CURRENT ALWAYS FLOWS TO **TERMINAL 4** OF THE POWER MAIN RELAY THROUGH THE POWER FUSE, WITH THE IGNITION SW TURNED ON, CURRENT FLOWS THROUGH THE GAUGE FUSE TO **TERMINAL 2** OF THE POWER MAIN RELAY. THIS ACTIVATES THE RELAY AND CURRENT FLOWING TO **TERMINAL 4** OF THE POWER MAIN RELAY FLOWS TO **TERMINAL 1** OF THE POWER MAIN RELAY \rightarrow TO **TERMINAL 6** OF THE SUN ROOF CONTROL RELAY.

1. SLIDE OPEN OPERATION

When the ignition SW is on and the sun roof SW pushed to the open side, a signal is input to **terminal 8** of the sun roof control relay. When this occurs activating the relay so that current flows from **terminal 6** of the relay \rightarrow **terminal 5** \rightarrow **terminal 1** of the sun roof motor \rightarrow motor \rightarrow **terminal 3** \rightarrow **terminal 1** of the relay \rightarrow **terminal 1** $2 \rightarrow$ **ground**, the motor rotates to the open side and the sun roof slides open as long as the sun roof control sw is pushed to the open side.

WHEN THE SUN ROOF IS OPENED COMPLETELY, EVEN IF THE SUN ROOF SW IS PUSHED CONTINUOUSLY, THE CURRENT TO THE SUN ROOF MOTOR INCREASES.

IN THIS CASE, THE CIRCUIT BREAKER BUILT INTO THE MOTOR OPENS AND CUTS OUT THE CURRENT TO THE MOTOR, PREVENTING THE MOTOR FROM BURNING OUT.

2. SLIDE CLOSE OPERATION

When the ignition SW is on and the sun roof control SW is pushed to the close side, a signal is input to **terminal 7** of the sun roof control relay. This activates the relay and the current flowing to **terminal 6** flows to **terminal 1** \rightarrow **terminal 3** of the sun roof motor \rightarrow motor \rightarrow **terminal 1** \rightarrow **terminal 5** of the relay \rightarrow **terminal 1** \rightarrow **terminal 1** \rightarrow **terminal 5** of the relay \rightarrow **terminal 1** \rightarrow **terminal 1** \rightarrow **terminal 5** of the relay \rightarrow **terminal 1** \rightarrow **terminal 1** \rightarrow **terminal 5** of the relay \rightarrow **terminal 1** \rightarrow **terminal 5** of the relay \rightarrow **terminal 1** \rightarrow **terminal 5** of the relay \rightarrow **terminal 1** \rightarrow **terminal 5** of the relay \rightarrow **terminal 1** \rightarrow **terminal 5** of the relay \rightarrow **terminal 1** \rightarrow **terminal 5** of the relay \rightarrow **terminal 1** \rightarrow **terminal 5** of the relay \rightarrow **terminal 1** \rightarrow **terminal 5** of the relay \rightarrow **terminal 1** \rightarrow **terminal 5** of the relay \rightarrow **terminal 1** \rightarrow **terminal 5** of the relay \rightarrow **terminal 1** \rightarrow **terminal 5** of the relay \rightarrow **terminal 1** \rightarrow **terminal 5** of the relay \rightarrow **terminal 1** \rightarrow **terminal 5** of the relay \rightarrow **terminal 1** \rightarrow **terminal 5** of the relay \rightarrow **terminal 1** \rightarrow **terminal 5** of the relay \rightarrow **terminal 1** \rightarrow **terminal 5** of the relay \rightarrow **terminal 1** \rightarrow **terminal 5** of the relay \rightarrow **terminal 1** \rightarrow **terminal 5** of the relay \rightarrow **terminal 1** \rightarrow **terminal 5** of the relay \rightarrow **terminal 1** \rightarrow **terminal 5** of the relay \rightarrow **terminal 1** \rightarrow **terminal 5** of the relay \rightarrow **terminal 1** \rightarrow **terminal 5** of the relay \rightarrow **terminal 1** \rightarrow **terminal 5** of the relay \rightarrow **terminal 1** \rightarrow **terminal 5** of the relay \rightarrow **terminal 5** of the relay \rightarrow **terminal 5** of the relative \rightarrow **terminal 5** of terminal 5 of the relative \rightarrow **terminal 5** of terminal 5

100 MM BEFORE THE FULLY **CLOSED** POSITION THE SUN ROOF LIMIT NO. 1 SW TURN OFF. THIS SIGNAL IS INPUT INTO THE RELAY, SO THE RELAY STOPS OPERATION. THUS CURRENT DOES NOT FLOW TO THE SUN ROOF MOTOR AND THE SUN ROOF AUTOMATICALLY STOPS.

IF THE SUN ROOF SW IS THEN PUSH AGAIN, THE TIMER INSTALLED IN THE SUN ROOF CONTROL TURNS ON AND THE RELAY OPERATES FOR **0.65** SEC. TO RE–OPERATE THE MOTOR SO THAT THE SUN ROOF LIMIT SW NO. 1 TURNS ON (SUN ROOF LIMIT SW NO. 2 TURNS OFF). AS A RESULT, AS LONG AS THE SUN ROOF SW IS PUSHED, SLIDE CLOSE OPERATION OCCURS AND THE SUN ROOF IS ABLE TO FULLY CLOSE.

3. TILT UP OPERATION

WHEN THE SUN ROOF CONTROL SW IS PUSHED TO **TILT UP** POSITION, WITH THE IGNITION SW TURNED ON AND THE SLIDE ROOF COMPLETELY CLOSED A SIGNAL IS INPUT TO **TERMINAL 2** OF THE SUN ROOF CONTROL RELAY AND SUN ROOF LIMIT SW NO. 2 IS TURNED OFF (SUN ROOF LIMIT SW NO. 1 TURNS ON) SIMULTANEOUSLY, CAUSING THE SUN ROOF CONTROL RELAY TO OPERATE. AS A RESULT, THE RELAY IS ACTIVATED AND CURRENT FLOWS FROM **TERMINAL 6** OF THE RELAY \rightarrow **TERMINAL 1** \rightarrow **TERMINAL 3** OF THE SUN ROOF MOTOR \rightarrow MOTOR \rightarrow **TERMINAL 1** \rightarrow **TERMINAL 5** OF THE RELAY \rightarrow **TERMINAL 12** \rightarrow **GROUND**, ROTATING THE MOTOR FOR TILT UP OPERATION.

4. TILT DOWN OPERATION

WHEN THE SUN ROOF CONTROL SW IS PUSHED TO THE **TILT DOWN** POSITION, WITH THE IGNITION SW TURNED ON AND THE SLIDE ROOF TILTED UP, A SIGNAL IS INPUT TO **TERMINAL 9** OF THE SUN ROOF CONTROL RELAY SIGNALS THAT SUN ROOF LIMIT SW NO. 1 AND NO. 2 ARE OFF ARE INPUT SEPARATELY TO **TERMINAL 10** AND **TERMINAL 4**.

AS A RESULT, RELAY ACTIVATES AND THE CURRENT FLOWS FROM **TERMINAL 6** OF THE RELAY \rightarrow **TERMINAL 1** OF THE SUN ROOF MOTOR \rightarrow MOTOR \rightarrow **TERMINAL 3** \rightarrow **TERMINAL 1** OF THE RELAY \rightarrow **TERMINAL 1** \rightarrow **TERMINAL 3** \rightarrow **TERMINAL 1** OF THE RELAY \rightarrow **TERMINAL 1** \rightarrow **TERMINAL 3** \rightarrow **TERMINAL 1** \rightarrow **TERMINAL 1** \rightarrow **TERMINAL 1** \rightarrow **TERMINAL 3** \rightarrow **TERMINAL 1** \rightarrow **TERMINAL 1** \rightarrow **TERMINAL 3** \rightarrow **TERMINAL 1** \rightarrow **TERMINAL 1** \rightarrow **TERMINAL 5** \rightarrow **TERMINAL 1** \rightarrow **TERMINAL 1**

SERVICE HINTS

S 8 SUN ROOF CONTROL RELAY

12–GROUND :	ALWAYS CONTINUITY

- 6-GROUND : APPROX. 12 VOLTS WITH IGNITION SW AT ON POSITION
- 1-GROUND : APPROX. 12 VOLTS WITH IGNITION SW ON AND SUN ROOF SW CLOSED OR UP POSITION
- 5-GROUND : APPROX. 12 VOLTS WITH IGNITION SW ON AND SUN ROOF SW OPEN OR DOWN POSITION

(DISCONNECT WIRING CONNECTOR FROM ECU)

- 8-GROUND : CONTINUITY WITH SUN ROOF SW AT OPEN POSITION
- 7-GROUND : CONTINUITY WITH SUN ROOF SW AT CLOSE POSITION
- 9-GROUND : CONTINUITY WITH SUN ROOF SW AT DOWN POSITION
- 2-GROUND : CONTINUITY WITH SUN ROOF SW AT UP POSITION

O : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
D 4	26	S 8	27	S11	27
J 4	26	S 9	27		
J 6	26	S10	27		

: RELAY BLOCKS \bigcirc

CODE	SEE PAGE	SEE PAGE RELAY BLOCKS (RELAY BLOCK LOCATION)		
2	23	R/B NO. 2 (LEFT KICK PANEL)		
: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR				
CODE	DE SEE PAGE JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)			
1A	10			
1E	- 18	COWL WIRE AND J/B NO. 1 (LEFT KICK PANEL)		
1G	18	ROOF WIRE AND J/B NO. 1 (LEFT KICK PANEL)		

: GROUND POINTS

•	
CODE	
ID	30
BH	34

_		
BH	34	ROOF LEFT
ID	30	LEFT KICK PANEL
CODE	SEE PAGE	GROUND POINTS LOCATION

: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
B 5	34	ROOF WIRE	B 6	34	ROOF WIRE

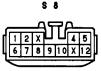
D 4 BLACK

1 2





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J 4



