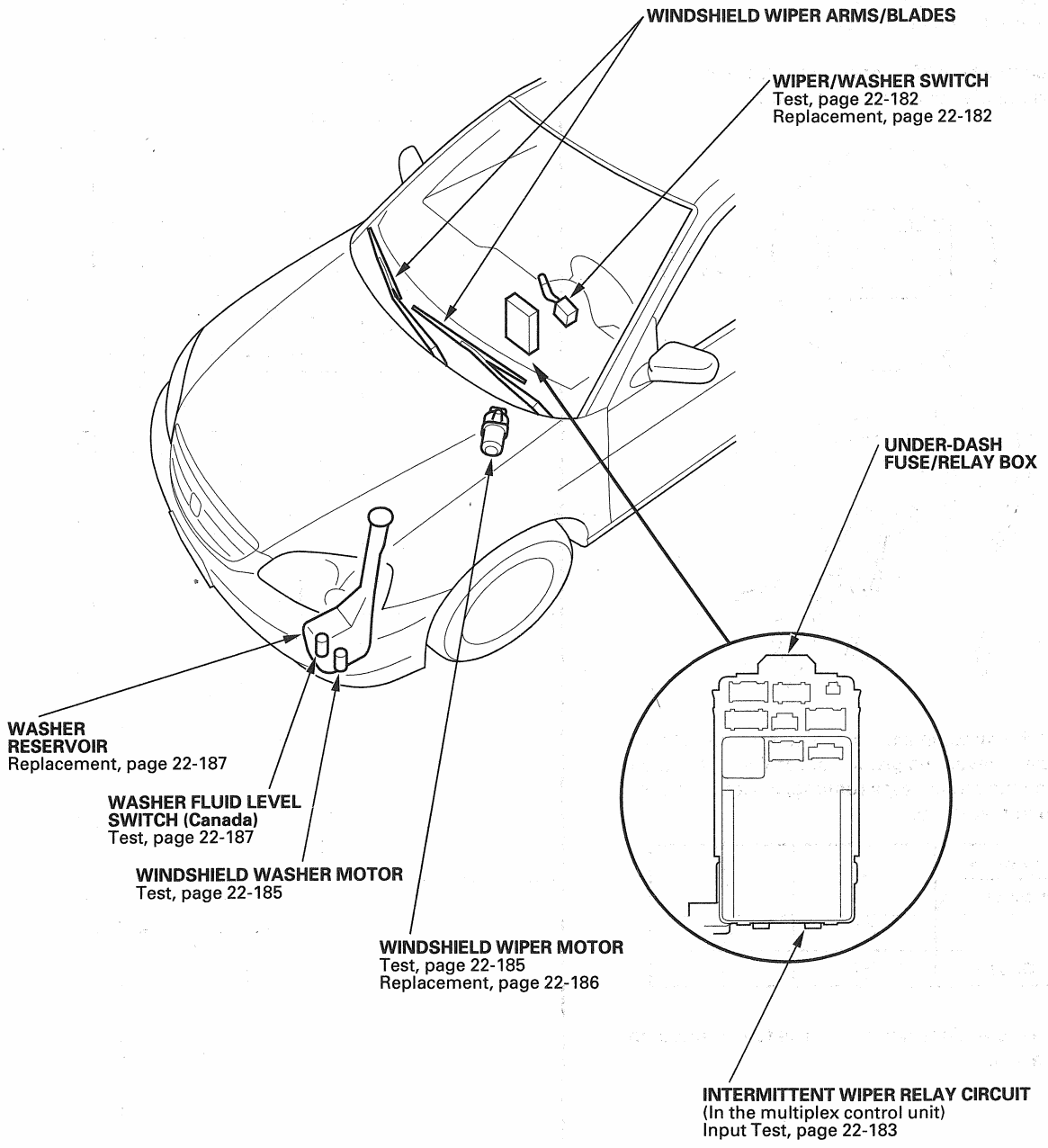
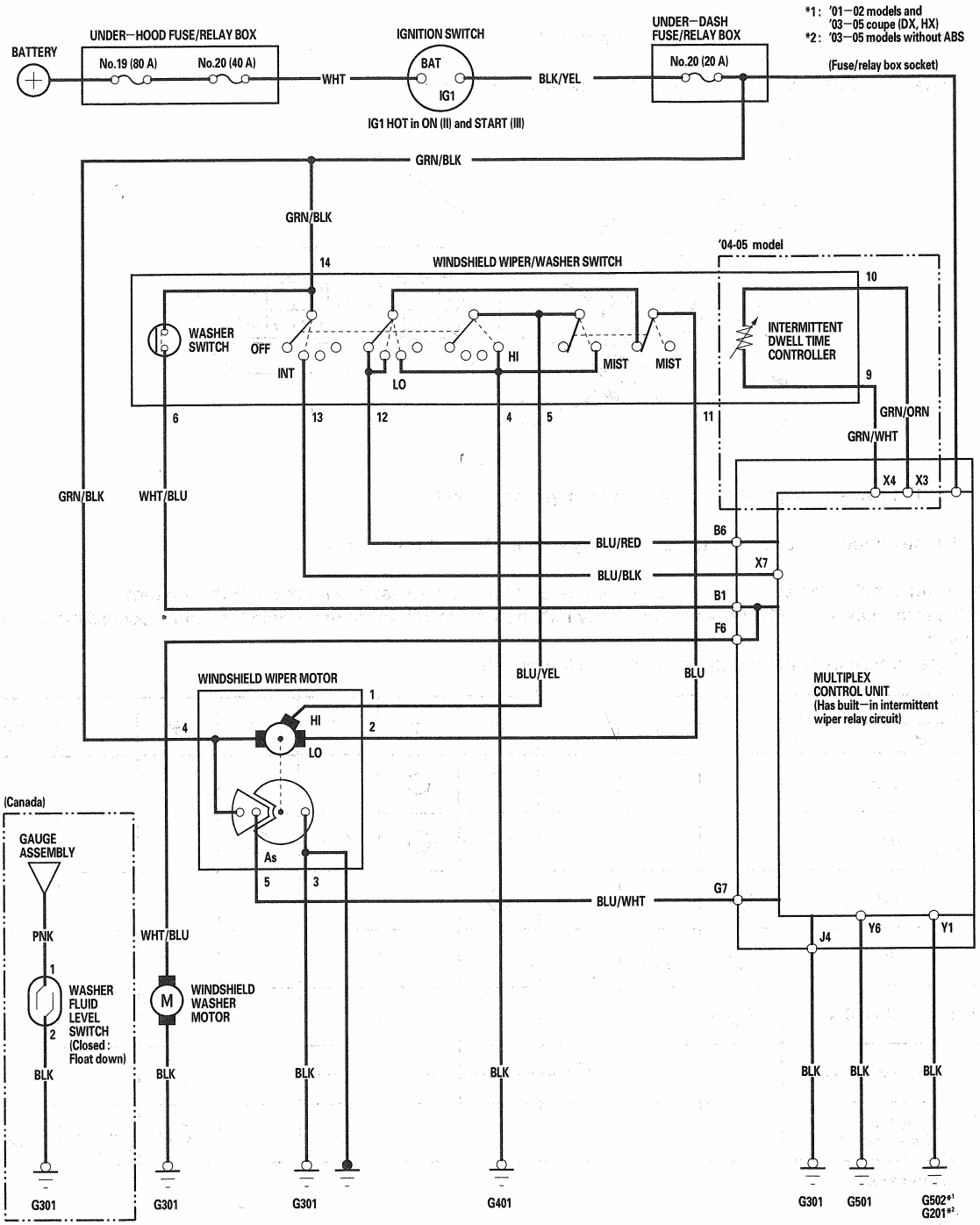
Component Location Index

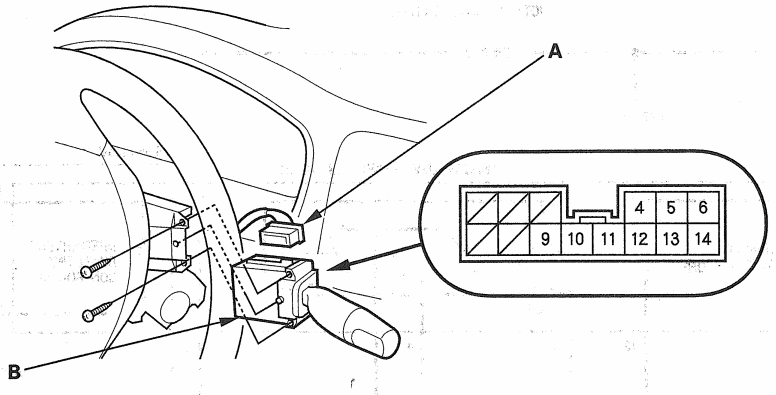


Circuit Diagram



Wiper/Washer Switch Test/Replacement

1. Remove the driver's dashboard lower cover (see page 20-97).
2. Remove the steering column covers (see page 17-27).
3. Disconnect the 14P connector (A) from the wiper/washer switch (B).



4. Remove the two screws, then pull out the wiper/washer switch.
5. Inspect the connector terminals to be sure they are all making good contact.
   - If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
   - If the terminals look OK, check for continuity between the terminals in each switch position according to the tables.
     - If the continuity is not as specifed, replace the switch.

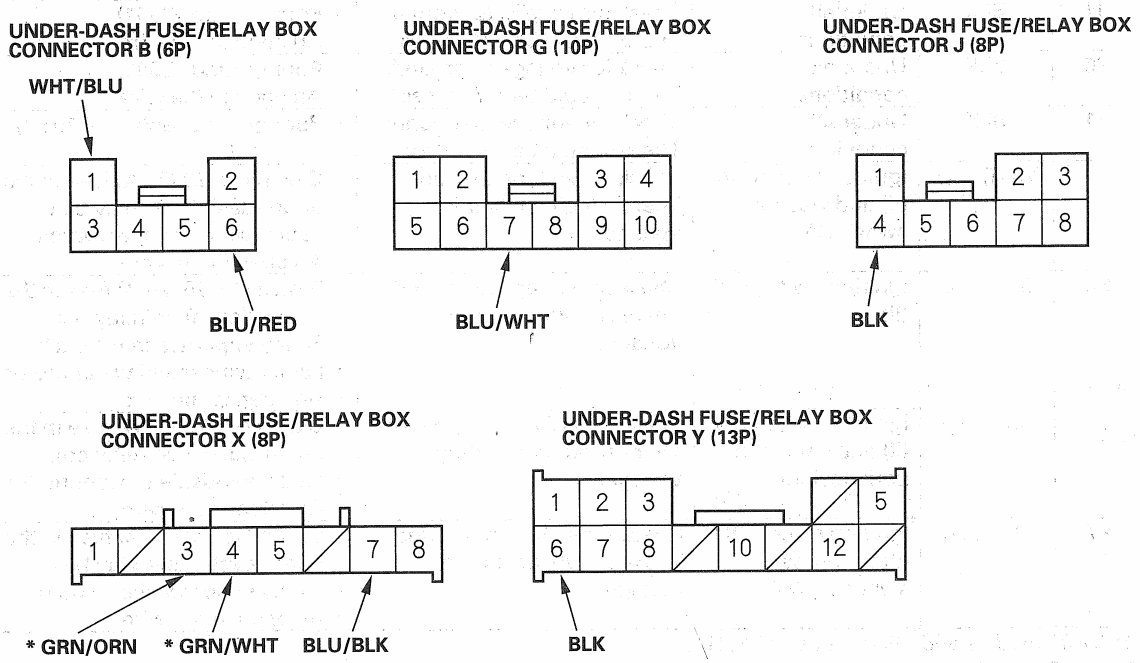
Terminal / Position	4	5	6	11	12	13	14	9*		10*
OFF				○	○					
INT				○	○	○	○			
LO	○			○						
HI	○	○								
Mist switch ON	○	○								
Washer switch ON			○				○			
Intermittent dwell time controller turned *								○	0—30 kΩ	○

*: '04-05 models

ontrol Unit Input Test

1. Before testing, troubleshoot the multiplex control system (see page 22-218).
2. Remove the driver's dashboard lower cover (see page 20-97).
3. Disconnect the under-dash fuse/relay box connectors B, G, J, X and Y.

   NOTE: All connectors are wire side of female terminals.



***: '04-05 models**

4. Inspect the connector and socket terminals to be sure they are all making good contact.
   - If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
   - If the terminals are OK, go to step 5.

(cont'd)

Control Unit Input Test (cont'd)

5. Reconnect the connectors, and make these input tests at the connector.

   - If any test indicates a problem, find and correct the cause, then recheck the system.
   - If all the input tests prove OK, the multiplex control unit must be faulty; replace the under-dash fuse/relay box assembly.

Cavity	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
J4	BLK	Under all conditions	Check for voltage to ground: There should be 1 V or less.	• Poor ground (G301) • An open in the wire
Y6	BLK	Under all conditions	Check for voltage to ground: There should be 1 V or less.	• Poor ground (G501) • An open in the wire
Y1	BLK	Under all conditions	Check for voltage to ground: There should be 1 V or less.	• Poor ground (G501*1, G201*2)
B1	WHT/BLU	Ignition switch ON (II) and washer switch ON	Check for voltage to ground: There should be battery voltage.	• Blown No. 20 (20 A) fuse in the under-dash fuse/relay box • Faulty wiper/washer switch • An open in the wire
B6	BLU/RED	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	• Blown No. 20 (20 A) fuse in the under-dash fuse/relay box • Faulty wiper/washer switch • Faulty windshield wiper motor • An open in the wire
G7	BLU/WHT	Ignition switch ON (II) and wipers in park position	Check for voltage to ground: There should be battery voltage.	• Blown No. 20 (20 A) fuse in the under-dash fuse/relay box • Faulty windshield wiper motor • An open in the wire
X7	BLU/BLK	Ignition switch ON (II) and wiper switch in INT	Check for voltage to ground: There should be battery voltage.	• Blown No. 20 (20 A) fuse in the under-dash fuse/relay box • Faulty wiper/washer switch • An open in the wire

* 1: '01-02 models and '03-05 coupe (DX, HX)
* 2: '03-05 models without ABS

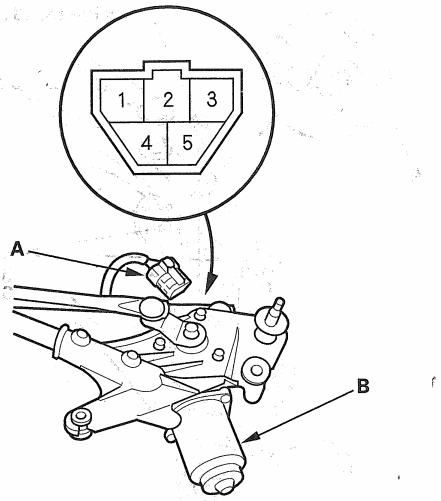
'04-05 models

6. Disconnect the X connector from the under-dash fuse/relay box, and make this input test at the connector. If this input test proves OK, the multiplex control unit must be faulty; replace the under-dash fuse/relay box assembly.

X3 X4	GRN/ORN GRN/WHT	Intermittent dwell time control ring turned	Check for resistance between the terminals: It should vary from 0 to 30 kΩ as the ring is turned.	• Faulty intermittent dwell time controller • An open in the wire

Wiper Motor Test

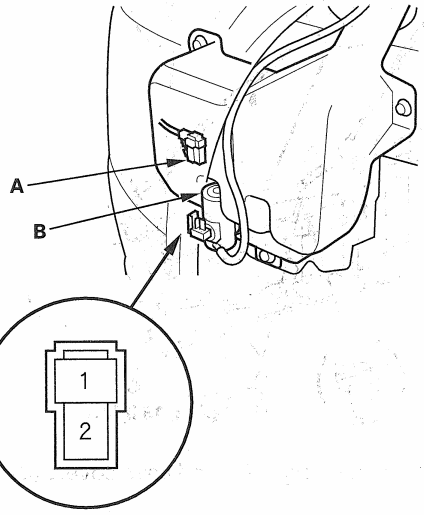
1. Carefully remove the windshield wiper arms (see page 22-186).
2. Disconnect the 5P connector (A) from the wiper motor (B).



3. Test the motor by connecting battery power to the No. 4 terminal and ground the No. 2 terminal of the wiper motor 5P connector. The motor should run at low speed. If the motor does not run or fails to run smoothly, replace the motor.
4. Connect an analog voltmeter between the No. 5 (+) and No. 3 (—) terminals, and run the motor at low or high speed. The voltmeter should indicate 12 V and 4 V or less alternately. If it does not, replace the motor.

Washer Motor Test

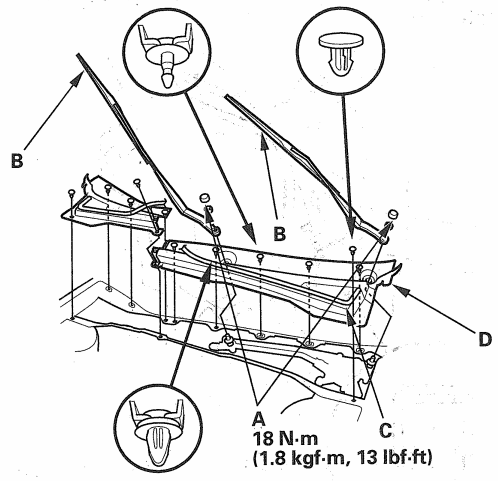
1. Remove the left inner fender (see page 20-146).
2. Disconnect the 2P connector (A) from the washer motor (B).



3. Test the motor by connecting battery power to the No. 1 terminal and ground the No. 2 terminal of the washer motor. The motor should run.
   - If the motor does not run or fails to run smoothly, replace it.
   - If the motor runs smoothly, but little or no washer fluid is pumped, check for a disconnected or blocked washer hose, or a clogged pump outlet in the motor.

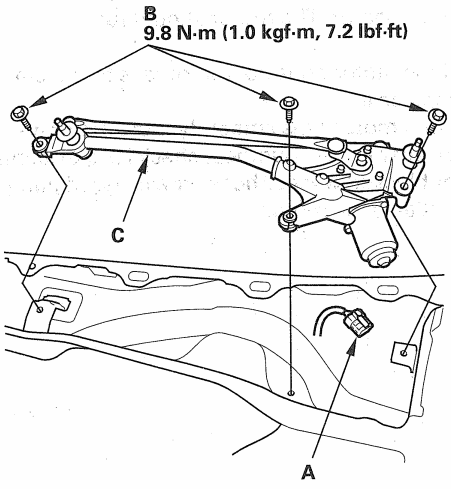
Wiper Motor Replacement

1. Open the hood. Remove the nut covers, nuts (A) and the windshield wiper arms (B).



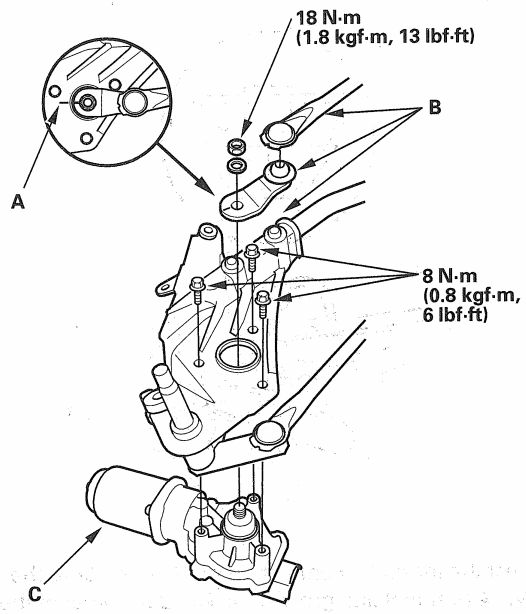
2. Remove the hood seals (C) and cowl covers (D).

3. Disconnect the 5P connector (A) from the wiper motor.



4. Remove the three bolts (B) and wiper linkage assembly (C).

5. Scribe a line (A) across the link and windshield wiper linkage to show the original adjustment. Separate the windshield wiper linkage (B) from the wiper motor (C).



6. Install in the reverse order of removal, and note these items:

- Apply multipurpose grease to the moving parts.
- Before reinstalling the wiper arms, turn the wiper switch ON, then OFF to return the wiper shafts to the park position.
- If necessary, replace any damaged clips.
- Check the wiper motor operation.