SECTION GW
GLASSES, WINDOW SYSTEM & MIRRORS

CONTENTS

PRECAUTIONS

PFP:00001

Precautions for Supplemental Restraint System (SRS) “AIR BAG” and “SEAT BELT PRE-TENSIONER”

EIS0045G

The Supplemental Restraint System such as “AIR BAG” and “SEAT BELT PRE-TENSIONER”, used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. Information necessary to service the system safely is included in the SRS and SB section of this Service Manual.

WARNING:

- **To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.**
- **Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the SRS section.**
- **Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harness connectors.**

Precautions

EIS0045H

- When removing or disassembling any part, be careful not to damage or deform it. Protect parts, which may get in the way with cloth.
- When removing parts with a screwdriver or other tool, protect parts by wrapping them with vinyl or tape.
- Keep removed parts protected with cloth.
- If a clip is deformed or damaged, replace it.
- If an unreusable part is removed, replace it with a new one.
- Tighten bolts and nuts firmly to the specified torque.
- After re-assembly has been completed, make sure each part functions correctly.
- Remove stains in the following way.

Water-soluble stains:
Dip a soft cloth in warm water, and then squeeze it tightly. After wiping the stain, wipe with a soft dry cloth.
Oil stain:
Dissolve a synthetic detergent in warm water (density of 2 to 3% or less), dip the cloth, then clean off the stain with the cloth. Next, dip the cloth in fresh water and squeeze it tightly. Then clean off the detergent completely. Then wipe the area with a soft dry cloth.

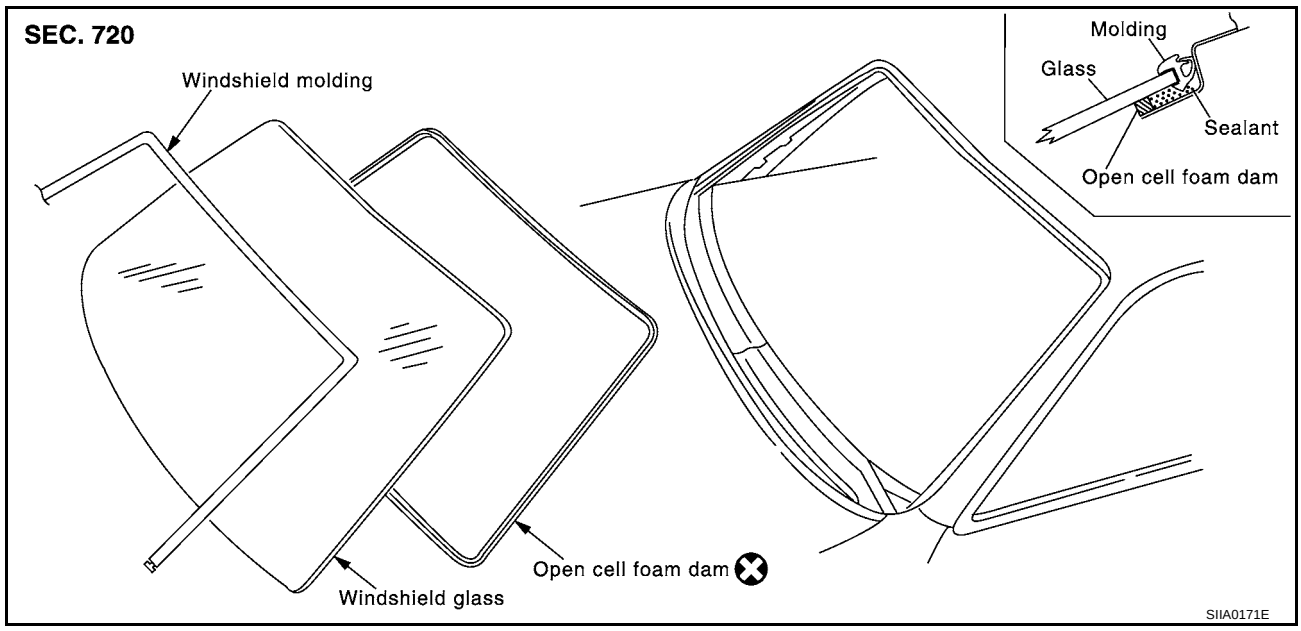
- Do not use any organic solvent, such as thinner or benzine.

WINDSHIELD GLASS AND MOLDING

PFP:72700

Removal and Installation

EIS0045I



REMOVAL

1. Remove the front pillar garnish and headlining. Refer to EI-26, "BODY SIDE TRIM" and EI-29, "HEADLINING" .
2. Remove the weather–strip on the front pillar.
3. Remove the cowl top cover. Refer to EI-12, "COWL TOP" .
4. Apply a protective tape around the windshield glass to protect the painted surface from damage.

After removing moldings, remove glass using piano wire or power cutting tool and an inflatable pump bag.

- If a windshield glass is reversed, mark the body and the glass with mating marks.

WARNING:

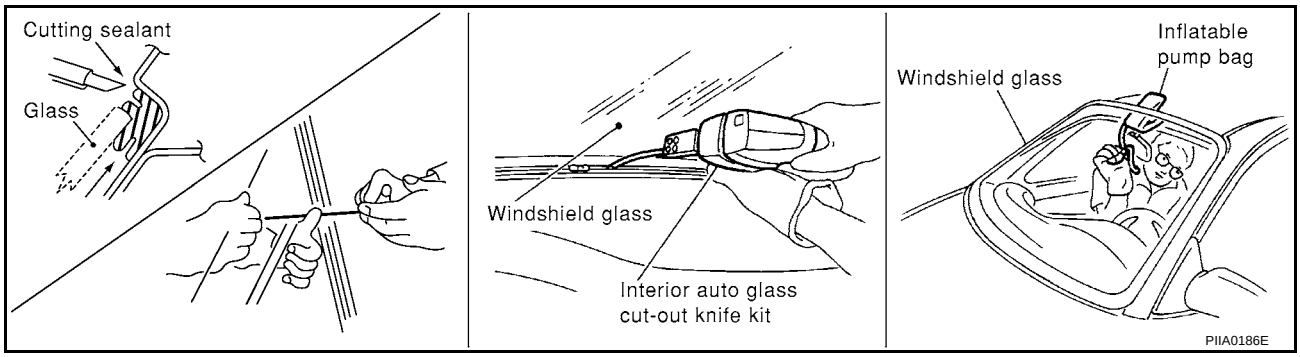
When cutting the glass from the vehicle, always wear safety glasses and heavy gloves to help prevent glass splinters from entering your eyes or cutting your hands.

CAUTION:

When a windshield glass is reused, do not use a cutting knife or power cutting tool.

NOTE:

- Be careful not to scratch the glass when removing.
- Do not set or stand the glass on its edge. Small chips may develop into cracks.



INSTALLATION

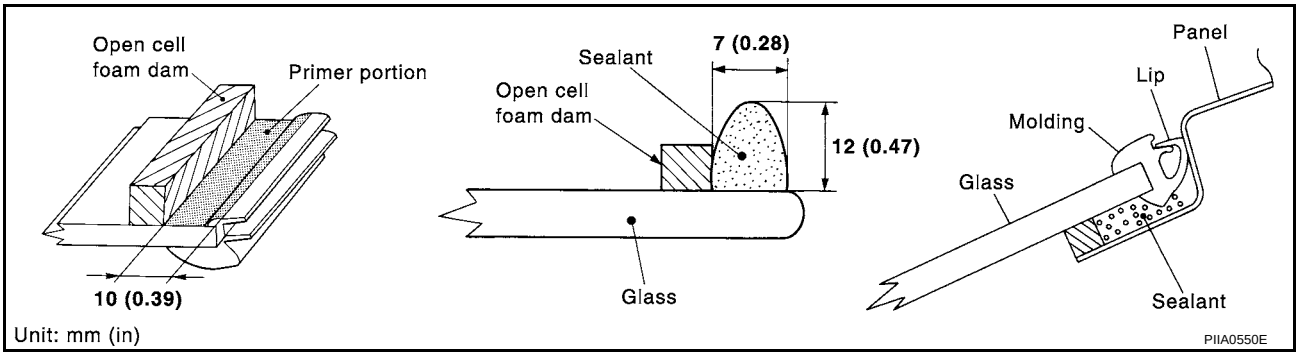
- Use a genuine Nissan Urethane Adhesive Kit or equivalent and follow the instructions furnished with it.
- While the urethane adhesive is curing, open a door window. This will prevent the glass from being forced out by passenger compartment air pressure when a door is closed.
- The molding must be installed securely so that it is in position and leaves no gap.
- Inform the customer that the vehicle should remain stationary until the urethane adhesive has completely cured (preferably 24 hours). Curing time varies with temperature and humidity.

WARNING:

- **Keep heat and open flames away as primers and adhesive are flammable.**
- **The materials contained in the kit are harmful if swallowed, and may irritate skin and eyes. Avoid contact with the skin and eyes.**
- **Use in an open, well ventilated location. Avoid breathing the vapors. They can be harmful if inhaled. If affected by vapor inhalation, immediately move to an area with fresh air.**
- **Driving the vehicle before the urethane adhesive has completely cured may affect the performance of the windshield in case of an accident.**

CAUTION:

- **Do not use an adhesive which is past its usable term. Shelf life of this product is limited to six months after the date of manufacture. Carefully adhere to the expiration or manufacture date printed on the box.**
- **Keep primers and adhesive in a cool, dry place. Ideally, they should be stored in a refrigerator.**
- **Do not leave primers or adhesive cartridge unattended with their caps open or off.**
- **The vehicle should not be driven for at least 24 hours or until the urethane adhesive has completely cured. Curing time varies depending on temperature and humidities. The curing time will increase under higher temperatures and lower humidities.**



Repairing Water Leaks for Windshield

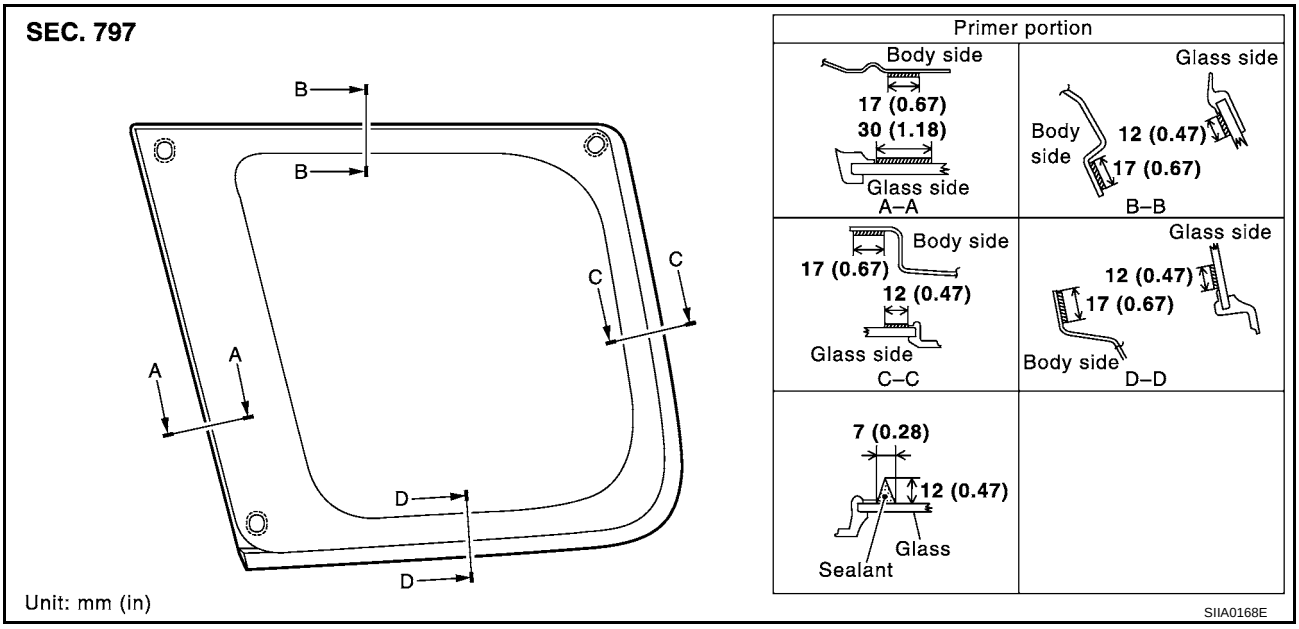
Leaks can be repaired without removing and reinstalling glass.
If water is leaking between the urethane adhesive material and body or glass, determine the extent of leakage. This can be done by applying water to the windshield area while pushing glass outward.
To stop the leak, apply primer (if necessary) and then urethane adhesive to the leak point.

SIDE WINDOW GLASS

PFP:83300

Removal and Installation

EIS0045J



REMOVAL

1. Remove luggage side lower finisher and rear pillar finisher. Refer to EI-26, "BODY SIDE TRIM" .
2. Apply protective tape on body panels around side window glass to protect painted surfaces from damage.
3. While removing the clips, remove glass from the vehicle.

WARNING:

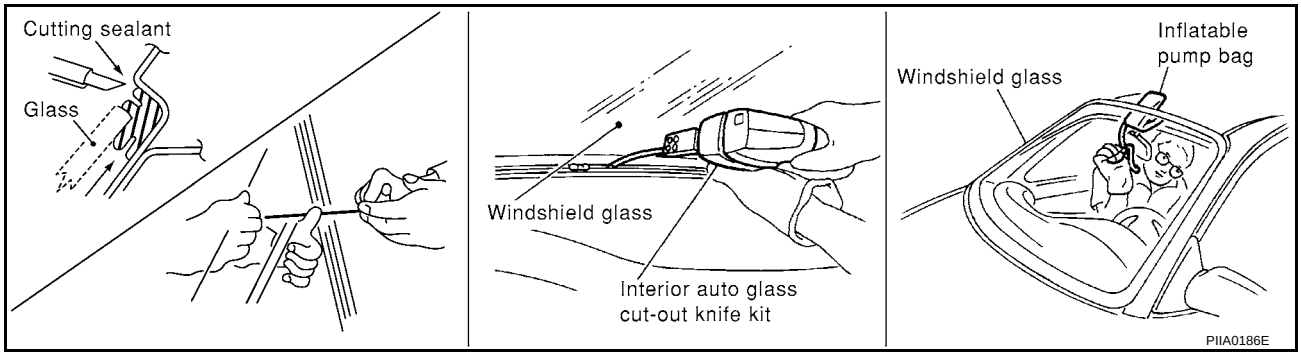
When cutting the glass from the vehicle, always wear safety glasses and heavy gloves to help prevent glass splinters from entering your eyes or cutting your hands.

CAUTION:

When a side window is to be reused, do not use a cutting knife or power cutting tool.

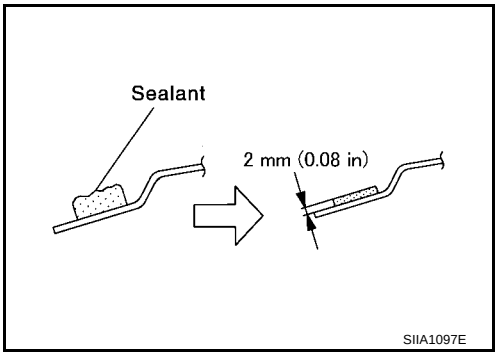
NOTE:

- Be careful not to scratch the glass when removing.
- Do not set or stand the glass on its edge. Small chips may develop into cracks.



INSTALLATION

- With a knife, scrape off remaining adhesive left around on the side of vehicle body to as thin and flat as 2 mm(0.08 in).



- Use a genuine Nissan Urethane Adhesive Kit or equivalent and follow the instructions furnished with it.
- While the urethane adhesive is curing, open a door window. This will prevent the glass from being forced out by passenger compartment air pressure when a door is closed.
- The molding must be installed securely so that it is in position and leaves no gap.
- Inform the customer that the vehicle should remain stationary unit the urethane adhesive has completely cured (preferably 24 hours). Curing time varies with temperature and humidity.

WARNING:

- **Keep heat and open flames away as primers and adhesive are flammable.**
- **The materials contained in the Kit are harmful if swallowed, and may irritate skin and eyes. Avoid contact with the skin and eyes.**
- **Use in an open, well ventilated location. Avoid breathing the vapors. They can be harmful if inhaled. if affected by vapor inhalation, immediately move to an area with fresh air.**
- **Driving the vehicle before the urethane adhesive has completely cured may affect the performance of the windshield in case of an accident.**

CAUTION:

- **Do not use an adhesive which is past its usable term. Shelf life of this product is limited to six months after the date of manufacture. Carefully adhere to the expiration or manufacture date printed on the box.**
- **Keep primers and adhesive in a cool, dry place. Ideally, they should be stored in a refrigerator.**
- **Do not leave primers or adhesive cartridge unattended with their caps open or off.**
- **They vehicle should not be driven for at least 24 hours or until the urethane adhesive has completely cured. Curing time varies depending on temperature and humidities. The curing time will increase under higher temperatures and lower humidities.**

REPAIRING WATER LEAKS FOR WINDSHIELD

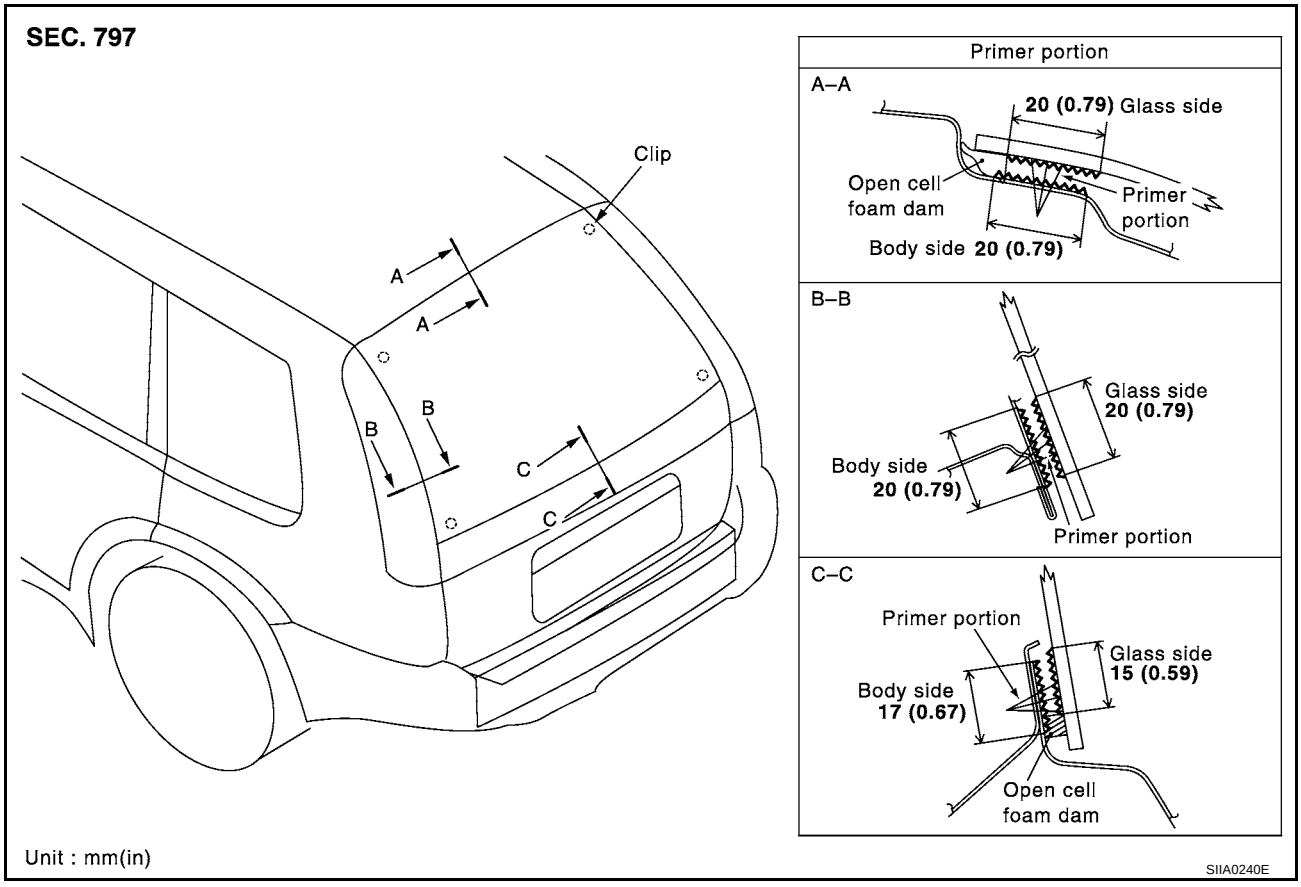
Leaks can be repaired without removing and reinstalling glass.
If water is leaking between the urethane adhesive material and body or glass, determine the extent of leakage. This can be done by applying water to the windshield area while pushing glass outward.
To stop the leak, apply primer (if necessary) and then urethane adhesive to the leak point.

BACK DOOR WINDOW GLASS

PFP:90300

Removal and Installation

EIS0045K



REMOVAL

1. Remove rear wiper arm. Refer to WW-15, "Removal and Installation for Rear Wiper Arms" .
2. Remove rear washer nozzle. Refer to WW-17, "Removal and Installation for Rear Washer Nozzle" .
3. Remove rear defogger connectors.
4. Apply a protective tape around the back door window glass (molding) to prevent the paint surface from being damaged.
5. Using a pair of pliers or similar tool, draw out all bonding molding left in flanged area on the body and remove it completely from bonding surface on glass.
6. Cut adhesive.

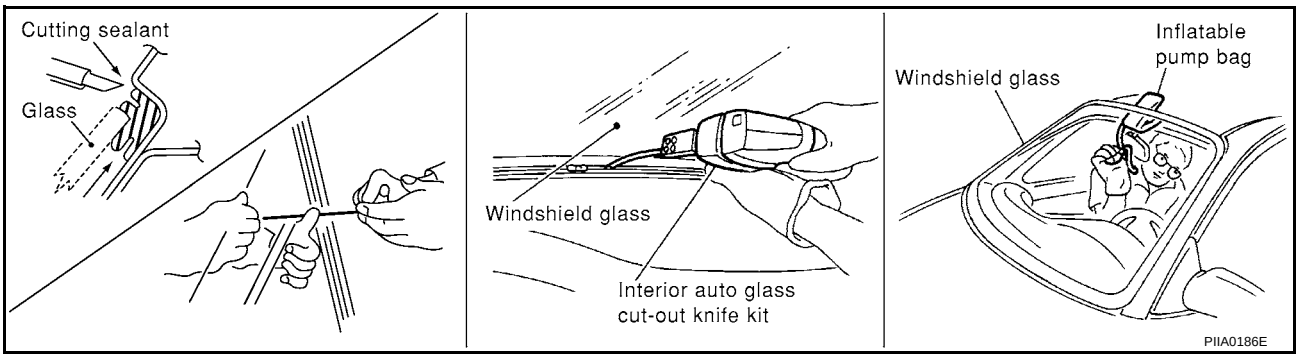
WARNING:

When cutting the glass from the vehicle, always wear safety glasses and heavy gloves to help prevent glass splinters from entering your eyes or cutting your hands.

CAUTION:

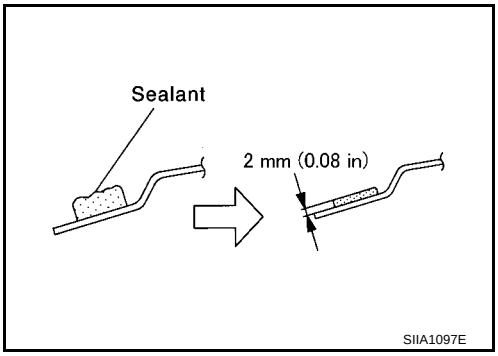
- **When a windshield glass is to be reused, do not use a cutting knife or power cutting tool.**
- **Be careful not to scratch the glass when removing.**

- **Do not set or stand the glass on its edge. Small chips may develop into cracks.**



INSTALLATION

1. With a knife, scrape off remaining adhesive left around on the side of vehicle body to as thin and flat as 2 mm. (0.08in).
2. Use a genuine Nissan Urethane Adhesive Kit or equivalent and follow the instructions furnished with it.
3. While the urethane adhesive is curing, open a door window. This will prevent the glass from being forced out by passenger compartment air pressure when a door is closed.
4. The molding must be installed securely so that is it in position and leaves no gap.
5. Inform the customer that the vehicle should remain stationary until the urethane adhesive has completely cured (preferably 24 hours). Curing time varies with temperature and humidity.



WARNING:

- **Keep heat and open flames away as primers and adhesive are flammable.**
- **The materials contained in the kit are harmful if swallowed, and may irritate skin and eyes. Avoid contact with the skin and eyes.**
- **Use in an open, well ventilated location. Avoid breathing the vapors. They can be harmful if inhaled. If affected by vapor inhalation, immediately move to an area with fresh air.**
- **Driving the vehicle before the urethane adhesive has completely cured may affect the performance of the windshield in case of an accident.**

CAUTION:

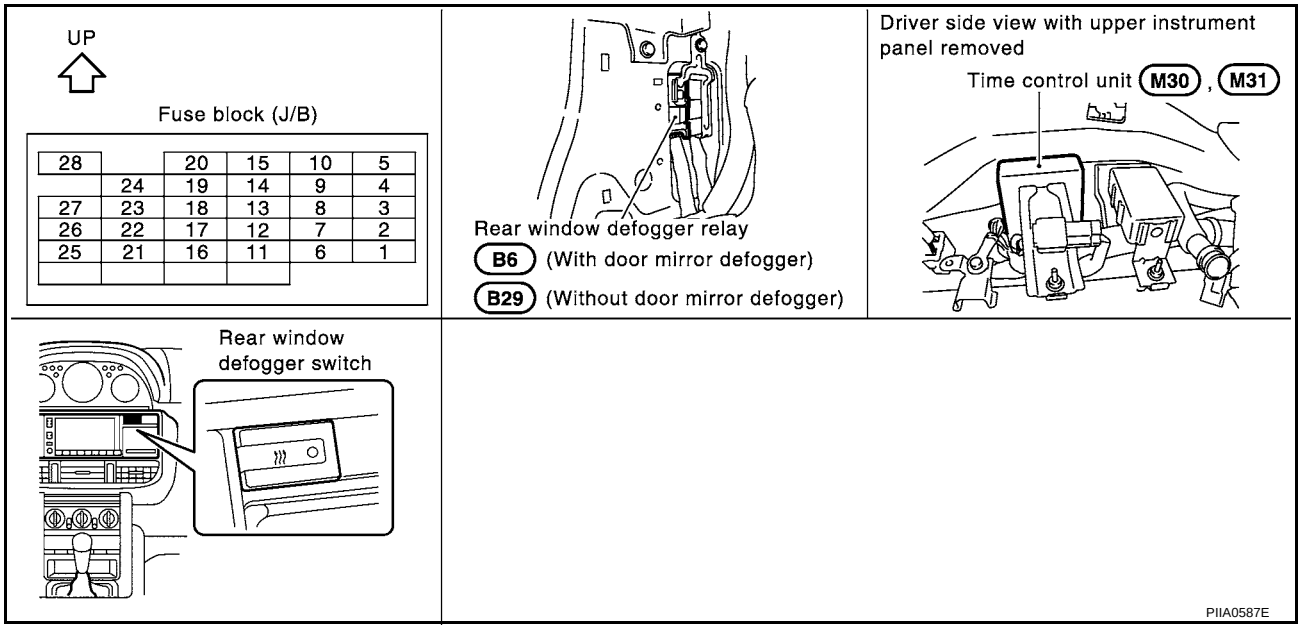
- **Do not use an adhesive which is past its usable term. Shelf life of this product is limited to six months after the date of manufacture. Carefully adhere to the expiration or manufacture date printed on the box.**
- **Keep primers and adhesive in a cool, dry place. Ideally, they should be stored in a refrigerator.**
- **Do not leave primers or adhesive cartridge unattended with their caps open or off.**
- **The vehicle should not be driven for at least 24 hours or until the urethane adhesive has completely cured. Curing time varies depending on temperature and humidity. The curing time will increase under higher temperatures and lower humidities.**

REAR WINDOW DEFOGGER

PFP:25350

Component Parts and Harness Connector Location

EIS0045L



System Description

EIS0045M

The rear window defogger system is controlled by time control unit. The rear window defogger operates only for approximately 15 minutes.
Power is supplied at all times

- to rear window defogger relay terminal 3 or 5 (3:with door mirror defogger, 5:without door mirror defogger)
- through 20A fuse (No.25, located in the fuse and fusible link box) and
- to rear window defogger relay terminal 6 (with door mirror defogger)
- through 10A fuse [No.27, located in the fuse block (J/B)].
- to time control unit terminal 1
- through 10A fuse [No.28, located in the fuse block (J/B)].

With the ignition switch in the ON or START position, power is supplied

- through 10A fuse [No.5, located in the fuse block (J/B)]
- to rear defogger relay terminal 1 and
- to time control unit terminal 17.

Ground is supplied to terminal 2 of rear window defogger switch through body ground M27and M70.
When the rear window defogger switch is turned ON, ground is supplied

- through terminal 1 of the rear window defogger switch
- to time control unit terminal 35.

Terminal 27 of the time control unit then supplies ground to the rear window defogger relay terminal 2.
With power and ground supplied, the rear window defogger relay is energized.
Power is supplied

- through terminals 5 and 7 (with door mirror defogger) or 3 (without door mirror defogger) of the rear window defogger relay
- to the rear window defogger and door mirror defogger (with door mirror defogger).

The rear window defogger and door mirror defogger has an independent ground.
With power and ground supplied, the rear window defogger and door mirror defogger filaments heat and defog the rear window and door mirror.
When the system is activated, the rear window defogger indicator illuminates in the rear window defogger switch.
Power is supplied

- to terminal 3 of the rear window defogger switch

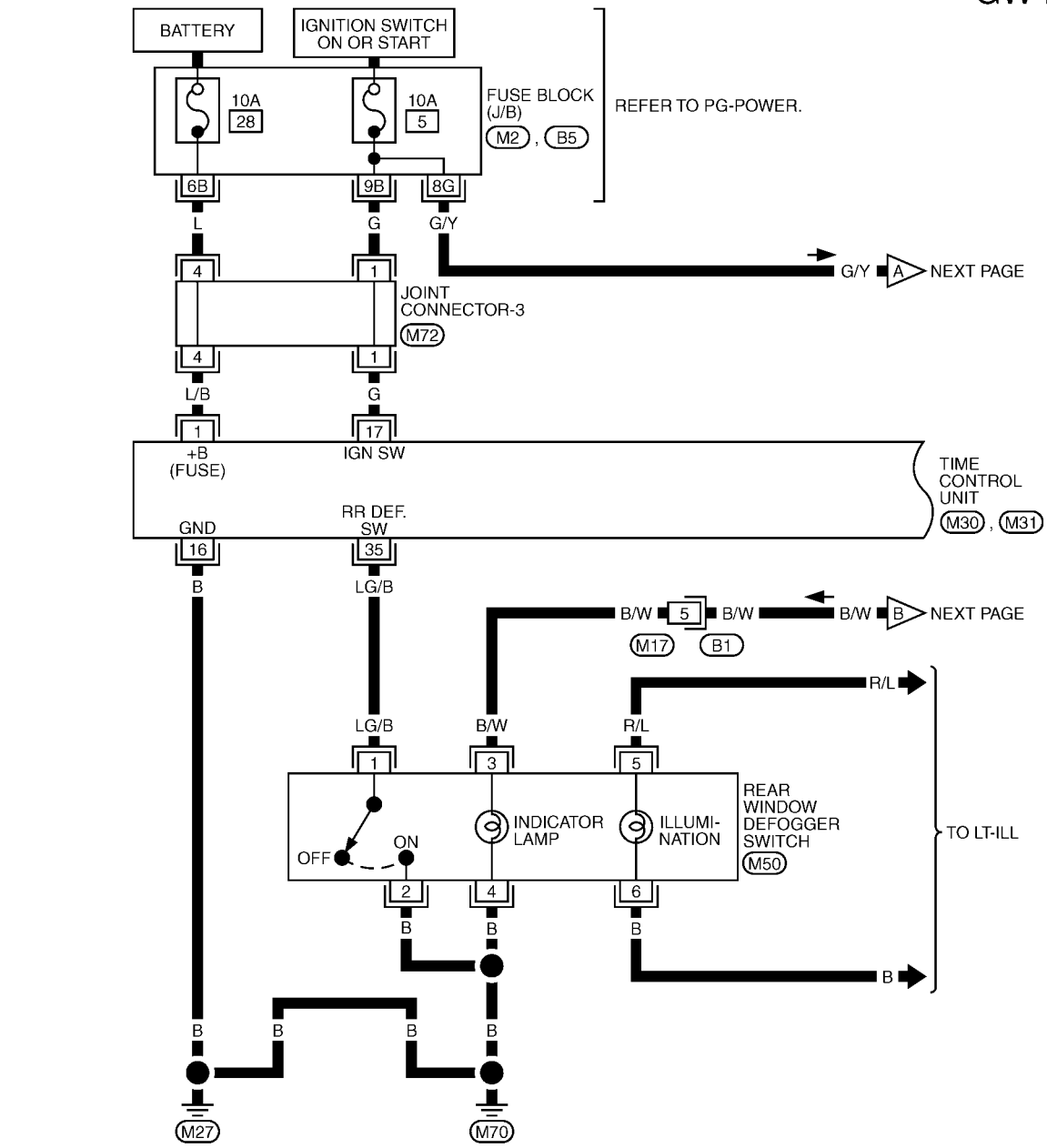
- from terminal 3 or 5 of rear window defogger relay.(3:with door mirror defogger, 5:without door mirror defogger)

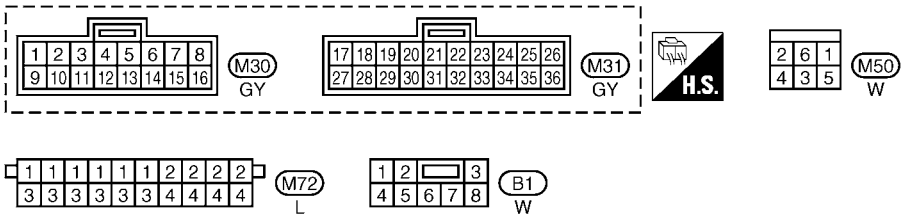
Terminal 4 of the rear window defogger switch is grounded through body ground M27 and M70.

Wiring Diagram - DEF - LHD models

EIS0045N

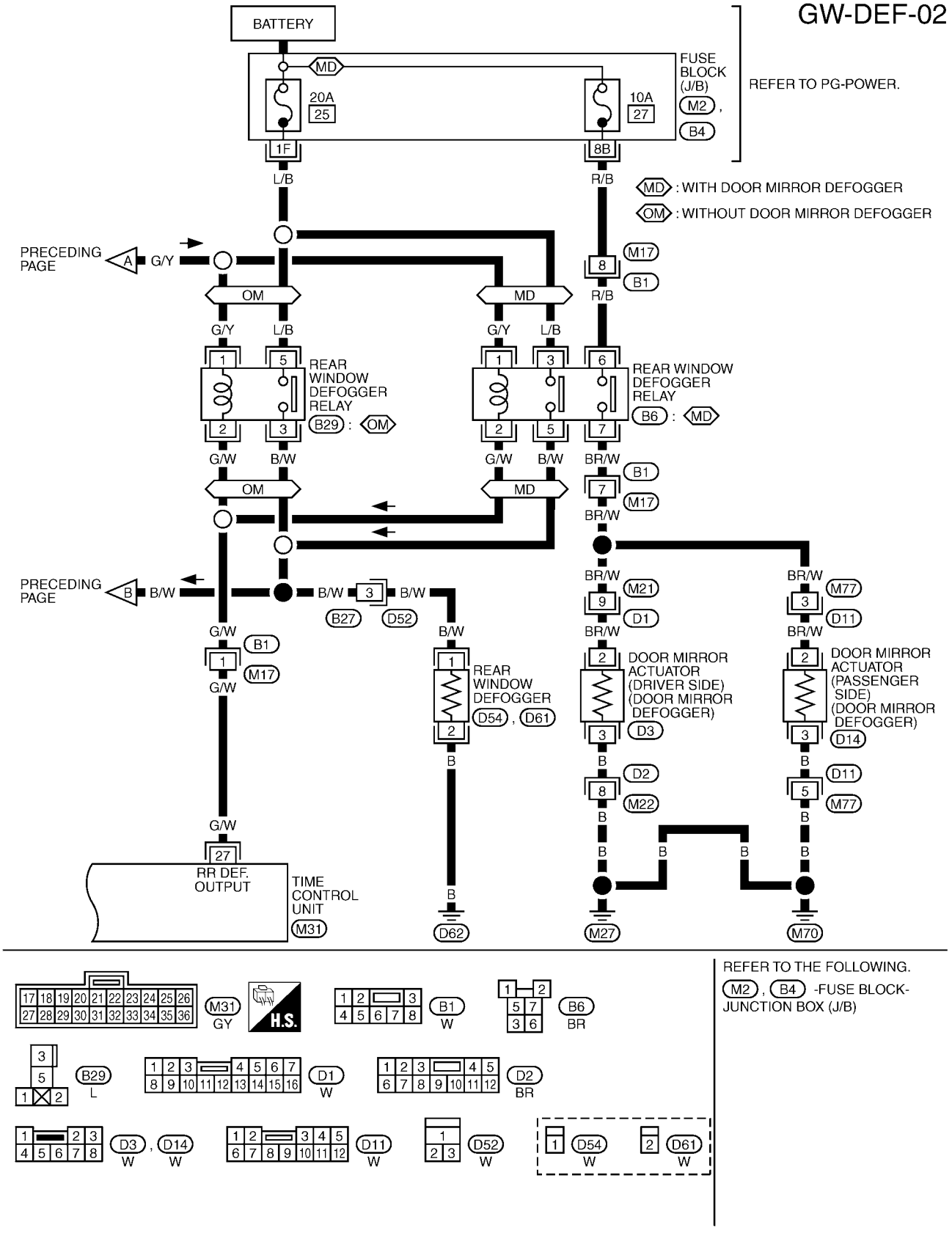
GW-DEF-01





REFER TO THE FOLLOWING.
M2, B5 -FUSE BLOCK-JUNCTION BOX (J/B)

TIWA0028E


GW-DEF-02
BATTERY
FUSE BLOCK (J/B) M2, B4
REFER TO PG-POWER.
20A 25
10A 27
1F
8B
L/B
R/B
MD : WITH DOOR MIRROR DEFOGGER
OM : WITHOUT DOOR MIRROR DEFOGGER
PRECEDING PAGE A G/Y
M17
B1
OM
MD
REAR WINDOW DEFOGGER RELAY B29 : OM
REAR WINDOW DEFOGGER RELAY B6 : MD
G/W
B/W
BR/W
PRECEDING PAGE B B/W
B27
D52
M21
D1
M77
D11
REAR WINDOW DEFOGGER D54, D61
DOOR MIRROR ACTUATOR (DRIVER SIDE) (DOOR MIRROR DEFOGGER) D3
DOOR MIRROR ACTUATOR (PASSENGER SIDE) (DOOR MIRROR DEFOGGER) D14
D2
M22
RR DEF. OUTPUT
TIME CONTROL UNIT M31
D62
M27
M70
REFER TO THE FOLLOWING.
M2, B4 -FUSE BLOCK-JUNCTION BOX (J/B)
M31 GY
H.S.
B1 W
B6 BR
B29 L
D1 W
D2 BR
D3, D14 W
D11 W
D52 W
D54 W
D61 W

TIWA0029E

Terminals and Reference Value for Time Control Unit (LHD models)

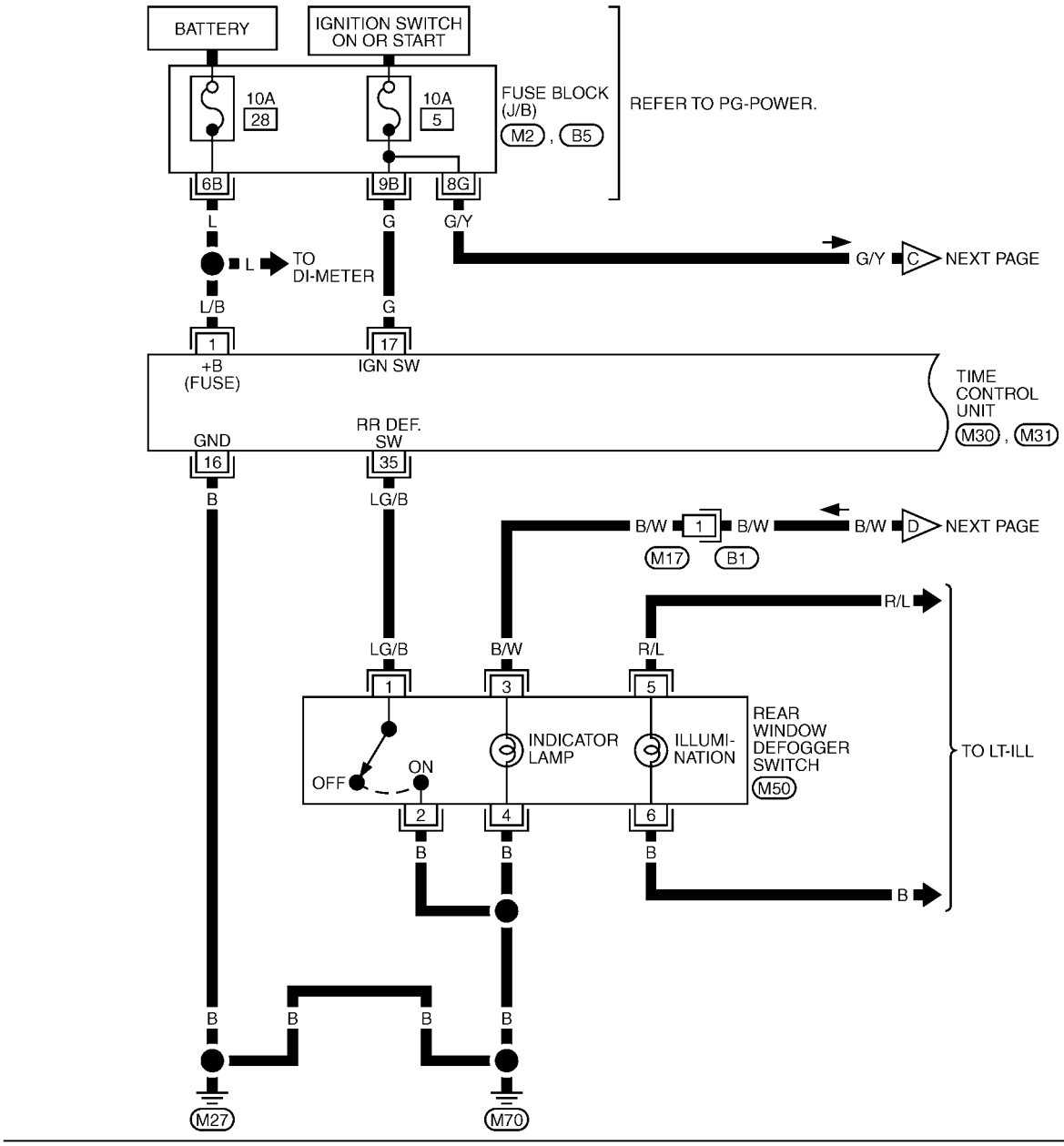
EIS0045O

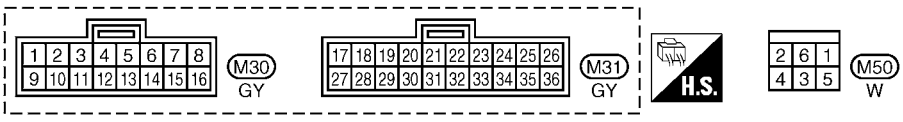
TERMINAL	WIRE COLOR	ITEM	CONDITION	VOLTAGE (V) (Approx.)
1	L/B	BAT power supply	—	Battery voltage
16	B	Ground	—	0
17	G	IGN power supply	—	Battery voltage
27	G/W	Rear window defogger relay control signal	Rear window defogger switch ON	0
			Rear window defogger switch OFF	Battery voltage
35	LG/B	Rear window defogger switch signal	Rear window defogger switch ON	0
			Rear window defogger switch OFF	Battery voltage

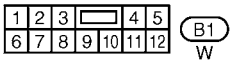
Wiring Diagram - DEF - RHD models

EIS0045P

GW-DEF-03

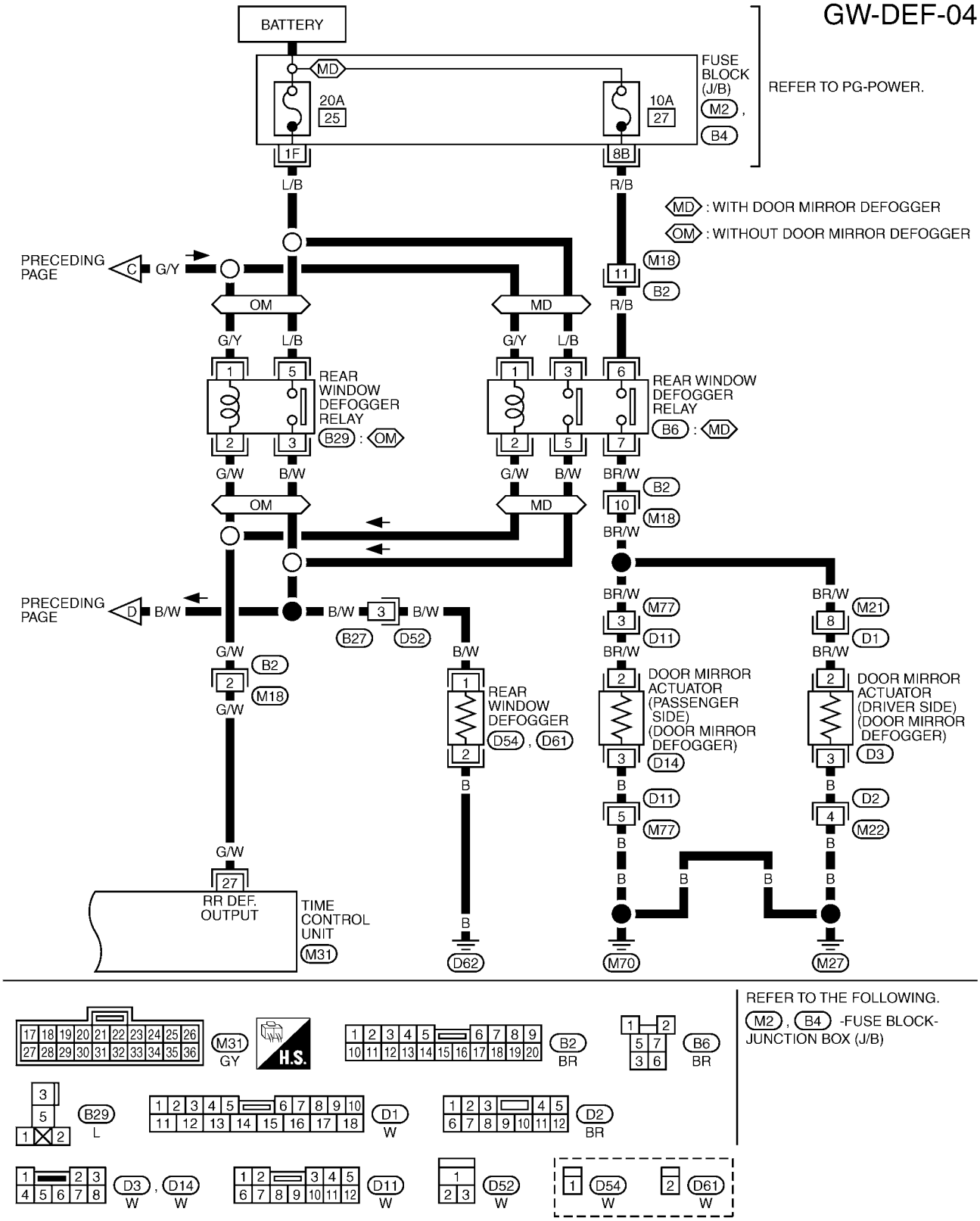






REFER TO THE FOLLOWING.
M2, B5 -FUSE BLOCK-JUNCTION BOX (J/B)

TIWA0030E


GW-DEF-04
BATTERY
FUSE BLOCK (J/B) M2, B4
REFER TO PG-POWER.
MD
20A 25
10A 27
1F
8B
L/B
R/B
MD : WITH DOOR MIRROR DEFOGGER
OM : WITHOUT DOOR MIRROR DEFOGGER
PRECEDING PAGE C G/Y
M18 11 B2
OM
MD
G/Y L/B
REAR WINDOW DEFOGGER RELAY B29 : OM
REAR WINDOW DEFOGGER RELAY B6 : MD
G/W B/W
BR/W
B2 10 M18
BR/W
PRECEDING PAGE D B/W
B/W 3 B/W
B27 D52
BR/W 3 M77 D11
BR/W 8 M21 D1
G/W 2 B2 M18
REAR WINDOW DEFOGGER D54, D61
DOOR MIRROR ACTUATOR (PASSENGER SIDE) (DOOR MIRROR DEFOGGER) D14
DOOR MIRROR ACTUATOR (DRIVER SIDE) (DOOR MIRROR DEFOGGER) D3
D11 5 M77
D2 4 M22
G/W 27
RR DEF. OUTPUT
TIME CONTROL UNIT M31
D62
M70
M27
REFER TO THE FOLLOWING.
M2, B4 -FUSE BLOCK-JUNCTION BOX (J/B)
M31 GY
H.S.
B2 BR
B6 BR
B29 L
D1 W
D2 BR
D3, D14 W
D11 W
D52 W
D54 W
D61 W

TIWA0031E

Terminals and Reference Value for Time Control Unit (RHD models)

EIS0046H

TERMINAL	WIRE COLOR	ITEM	CONDITION	VOLTAGE (V) (Approx.)
1	L/B	BAT power supply	—	Battery voltage
16	B	Ground	—	0
17	G	IGN power supply	—	Battery voltage
27	G/W	Rear window defogger relay control signal	Rear window defogger switch ON	0
			Rear window defogger switch OFF	Battery voltage
35	LG/B	Rear window defogger switch signal	Rear window defogger switch ON	0
			Rear window defogger switch OFF	Battery voltage

Trouble Diagnoses

EIS0045T

DIAGNOSTIC PROCEDURE SUBTITLE (SYMPTOM: REAR WINDOW DEFOGGER DOES NOT ACTIVATE, OR DOES NOT GO OFF AFTER ACTIVATING.)

1. CHECK FUSE INSPECTION

Check the following.

Part	Terminal No.	Ampere	Power source	Fuse No.
Time control unit	1	10A	BAT power supply	#28
	17	10A	IGN power supply	#5
Rear window defogger relay	1	10A	IGN power supply	#5
	5, (3)	20A	BAT power supply	#25

():With door mirror defogger

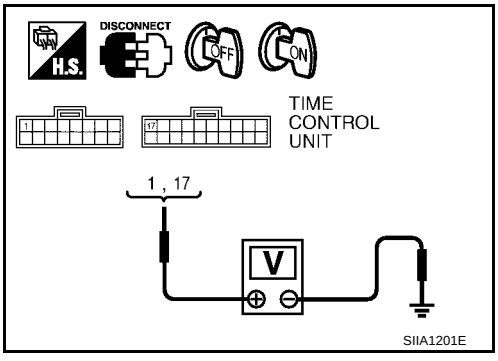
OK or NG

OK >> GO TO 2
NG >> Replace fuse.

2. CHECK POWER SUPPLY AND IGNITION INPUT SIGNAL

Check voltage between time control unit connector M30, M31 terminals 1, 17 and ground.

Terminals			Condition	Voltage (V) (approx.)
(+)		(–)		
Connector	Terminal			
M30,M31	1 (L/B)	Ground	Ignition switch OFF	Battery voltage
	17 (G)		Ignition switch ON or START	Battery voltage



OK or NG

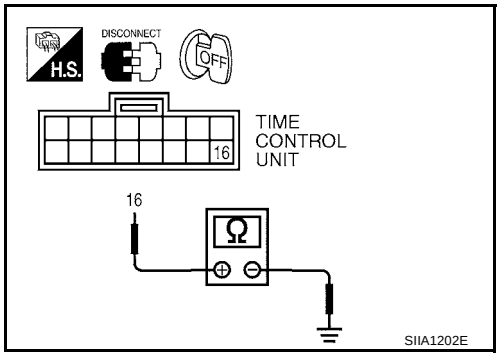
OK >> GO TO 3
NG >> Check the following.

- Harness for open or short between time control unit and fuse.

3. CHECK CONTROL UNIT GROUND CIRCUIT

Check continuity between time control unit connector M30 terminal 16 and ground.

Terminals			Condition	Continuity
(+)		(–)		
Connector	Terminal			
M30	16 (B)	Ground	Ignition switch OFF	Should exist



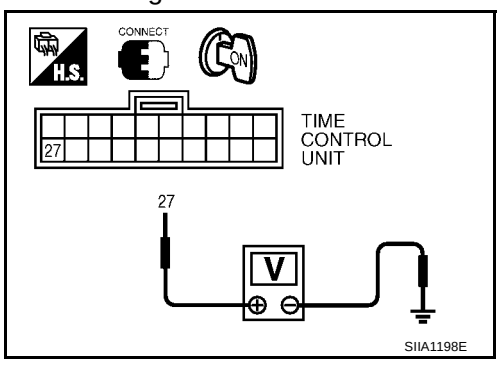
OK or NG

OK >> GO TO 4.
NG >> Repair or replace harness.

4. CHECK REAR WINDOW DEFOGGER OUTPUT SIGNAL

Turn ignition switch to ON position.
Check voltage between time control unit harness connector M31 terminal 27 and ground.

Terminals			Condition	VOLTAGE (V) (Approx.)
(+)		(–)		
Connector	Terminal			
M31	27 (G/W)	Ground	Rear defogger switch OFF	Battery voltage
			Rear defogger switch ON	0



OK or NG

OK >> Check the following.

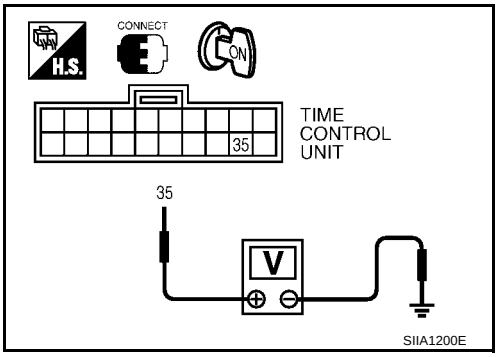
- Harness for open or short between 20A fuse [No. 25, located in the fuse block (J/B)] and rear window defogger relay.
- Harness for open or short between rear window defogger relay and rear window defogger.
- Rear window defogger relay.Refer to GW-20, "REAR WINDOW DEFOGGER RELAY (WITH DOOR MIRROR DEFOGGER)" .
- Rear window defogger filament.Refer to GW-20, "FILAMENT CHECK" and GW-21, "FILAMENT REPAIR" .
- Rear window defogger ground circuit.

NG >> GO TO 5.

5. CHECK REAR WINDOW DEFOGGER SWITCH INPUT SIGNAL

Check continuity between time control unit connector M31 terminal 35 and ground.

Terminals			Condition	VOLTAGE (V) (Approx.)
(+)		(–)		
Connector	Terminal			
M31	35 (LG/B)	Ground	Rear defogger switch OFF	Battery voltage
			Rear defogger switch ON	0



OK or NG

OK >> GO TO 6.

NG >> Check the following.

- Harness for open or short between time control unit and rear window defogger switch.
- Rear window defogger switch.Refer to GW-20, "REAR WINDOW DEFOGGER SWITCH" .
- Rear window defogger switch ground circuit.

6. CHECK REAR WINDOW DEFOGGER RELAY CONTROL SIGNAL

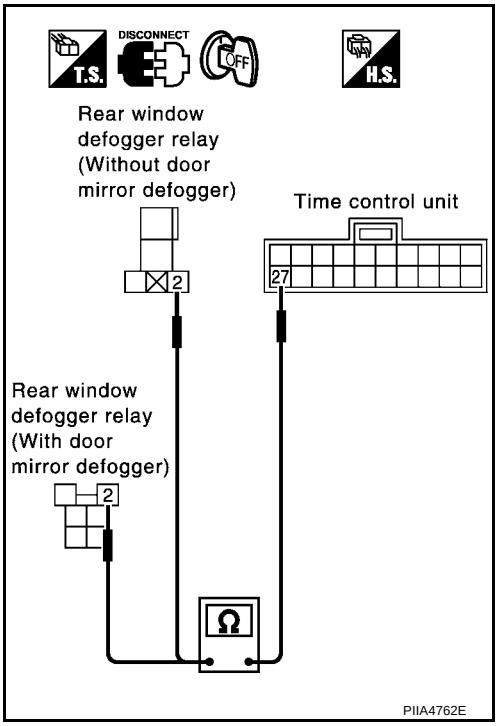
- Turn ignition switch OFF.
- Disconnect rear window defogger relay and time control unit connector.
- Check continuity between rear window defogger relay B6 (with door mirror defogger) or B29 (without door mirror defogger) terminal 2 (G/W) and time control unit connector M31 terminal 27 (G/W).

2(G/W)–27(G/W) : Continuity should exist.

OK or NG

OK >> Replace time control unit.

NG >> Harness for open or short between time control unit and rear window defogger switch.



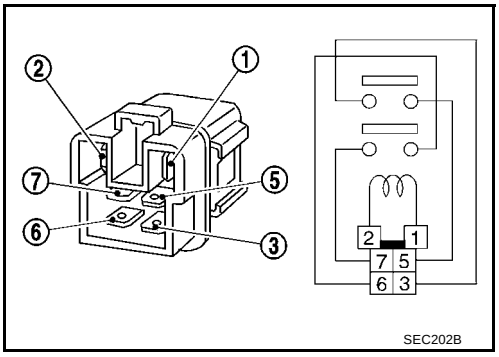
Electrical Components Inspection

EIS0045U

REAR WINDOW DEFOGGER RELAY (WITH DOOR MIRROR DEFOGGER)

Check continuity between terminals 3 and 5, 6 and 7.

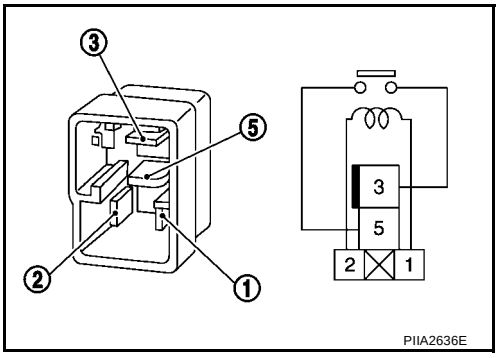
Condition	Continuity
12V direct current supply between terminals 1 and 2	Yes
No current supply	No



REAR WINDOW DEFOGGER RELAY (WITHOUT DOOR MIRROR DEFOGGER)

Check continuity between terminals 3 and 5.

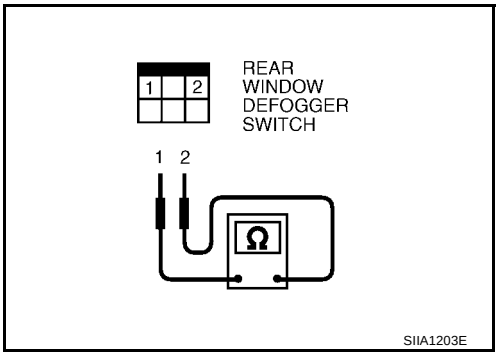
Condition	Continuity
12V direct current supply between terminals 1 and 2	Yes
No current supply	No



REAR WINDOW DEFOGGER SWITCH

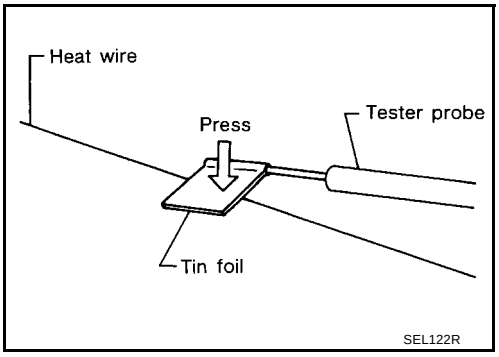
Check continuity between terminals when rear window defogger switch is pushed and released.

Connector		Condition	Continuity
M50	1 – 2	Rear window defogger switch is pushed.	Yes
		Rear window defogger switch is released.	No

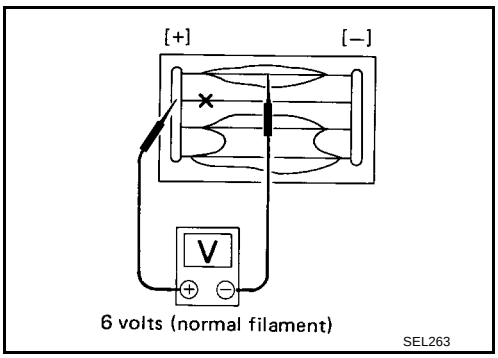


FILAMENT CHECK

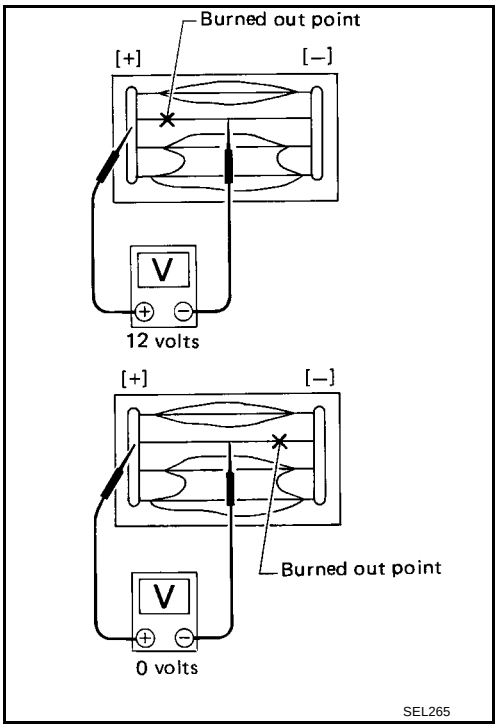
1. When measuring voltage, wrap tin foil around the top of the negative probe.Then press the foil against the wire with your finder.



2. Attach probe circuit tester (in Volt range) to middle portion of each filament.



3. If a filament is burned out, circuit tester registers 0 or battery voltage.
4. To locate burned out point, move probe to left and right along filament.Test needle will swing abruptly when probe passes the point.



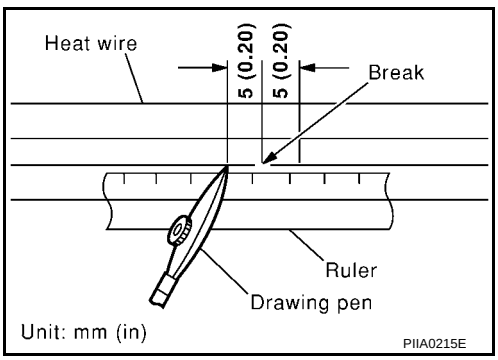
FILAMENT REPAIR

Repair equipment

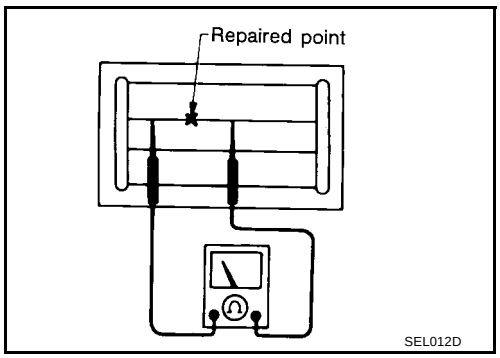
- Conductive silver composition (Dopant NO.4817 or equivalent)
- Ruler 30 cm(11.8in) long
- Drawing pen
- Heat gun
- Alcohol
- Cloth

Repairing procedure

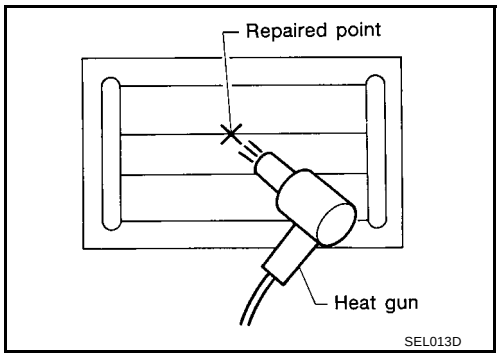
1. Wipe broken heat wire and its surrounding area clean with a cloth dampened alcohol.
2. Apply a small amount of conductive silver composition to tip of drawing pen.
   Shake silver composition container before use.
3. Place ruler on glass along broken line.Deposit conductive silver composition on break with drawing pen.Slightly overlap existing heat wire on both sides [preferably 5 mm(0.20in)] of the break.



4. After repair has been completed, check repaired wire for continuity.This check should be conducted 10 minutes after silver composition is deposited.
   Do not touch repaired area while test is being conducted.



5. Apply a constant stream of hot air directly to the repaired area for approximately 20 minutes with a heat gun.A minimum distance of 3cm(1.2in) should be kept between repaired area and hot air outlet.
   If a heat gun is not available, let the repaired area dry for 24 hours.

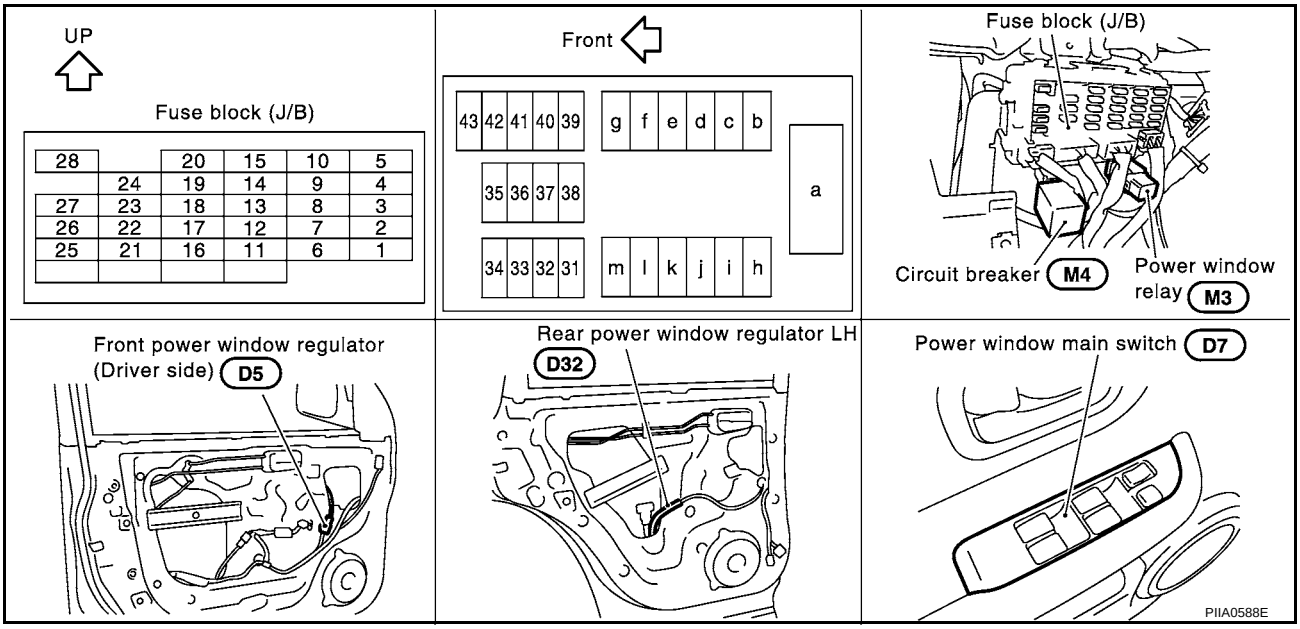


POWER WINDOW SYSTEM

PFP:25401

Component Parts and Harness Connector Location

EIS0045V



System Description

EIS0045W

Power is supplied at all times

- from 40A fusible link (letter **B** , located in the fuse and fusible link box)
- through circuit breaker terminal 1
- through circuit breaker terminal 2
- to power window relay terminal 3 and
- to power window main switch terminal 5 (LHD models) or 3 (RHD models).

With ignition switch in ON or START position, power is supplied

- through 10A fuse [No. 5, located in the fuse block (J/B)]
- to power window relay terminal 1

Ground is supplied to power window relay terminal 2

- through body grounds M27 and M70.

When power and ground are supplied, the power window relay is energized and then power is supplied

- through power window relay terminal 5
- to power window main switch terminal 12,
- to passenger side power window switch terminal 5,
- to rear power window switch LH and RH terminals 5.

MANUAL OPERATION

Front door (Driver Side)

Ground is supplied

- to power window main switch terminal 19
- through body grounds M27 and M70.

WINDOW UP
When the driver's window switch in the power window main switch is pressed in the up position, power is supplied

- to driver side power window regulator terminal 1
- through power window main switch terminal 2 (LHD models) or 6 (RHD models).

Ground is supplied

- to driver side power window regulator terminal 3
- through power window main switch terminal 1 (LHD models) or 7 (RHD models).

Then, the motor raises the window until the switch is released.
WINDOW DOWN
When the driver's window switch in the power window main switch is pressed in the down position, power is supplied

- to driver side power window regulator terminal 3
- through power window main switch terminal 1(LHD models) or 7 (RHD models)

Ground is supplied

- to driver side power window regulator terminal 1
- through power window main switch terminal 2 (LHD models) or 6 (RHD models).

Then, the motor lowers the window until the switch is released.

Front door (Passenger Side)

Ground is supplied

- to power window main switch terminal 19
- through body grounds M27 and M70.

NOTE:
Numbers in parentheses are terminal numbers, when power window switch is pressed in the UP and DOWN positions respectively.
POWER WINDOW MAIN SWITCH OPERATION
Power is supplied

- through power window main switch (4, 3) (LHD models) or (4, 5) (RHD models)
- to passenger side power window switch (3, 4).

The subsequent operation is the same as the passenger side power window switch operation.
PASSENGER SIDE POWER WINDOW SWITCH OPERATION
Power is supplied

- through passenger side power window switch (1, 2)
- to passenger side power window regulator (1, 2).

Ground is supplied

- to passenger side power window regulator (2, 1)
- through passenger side power window switch (2, 1)
- to passenger side power window switch (4, 3)
- through power window main switch (3, 4) (LHD models) or (5, 4) (RHD models).

Then, the motor raises or lowers the window until the switch is released.

Rear door

Rear door windows will raise and lower in the same manner as passenger's door window.

AUTO OPERATION

The power window AUTO feature enables the driver to open or close the driver's window without holding the window switch in the down or up position.
The AUTO feature operates on the driver's window.

POWER WINDOW LOCK

The power window lock is designed to lock operation of all windows except for driver's window.
When the lock switch is pressed to lock position, ground of the sub–switches in the power window main switch is disconnected.This prevents the power window motors from operating.

TIMER FUNCTION

With the timer function, driver power window can be operated for approximately 15 minutes after ignition switch is turned OFF (positions other than ON). However, the timer will be cancel when a specific signal, such as driver door close (door switch OFF) → open (door switch ON), or ignition switch OFF → ON, is input.

DRIVER WINDOW ANTI–PINCH FUNCTION

During raising operation of driver power window, if power window main switch detects that foreign object is pinched, power window lowers approximately 150 mm (5.91 in).

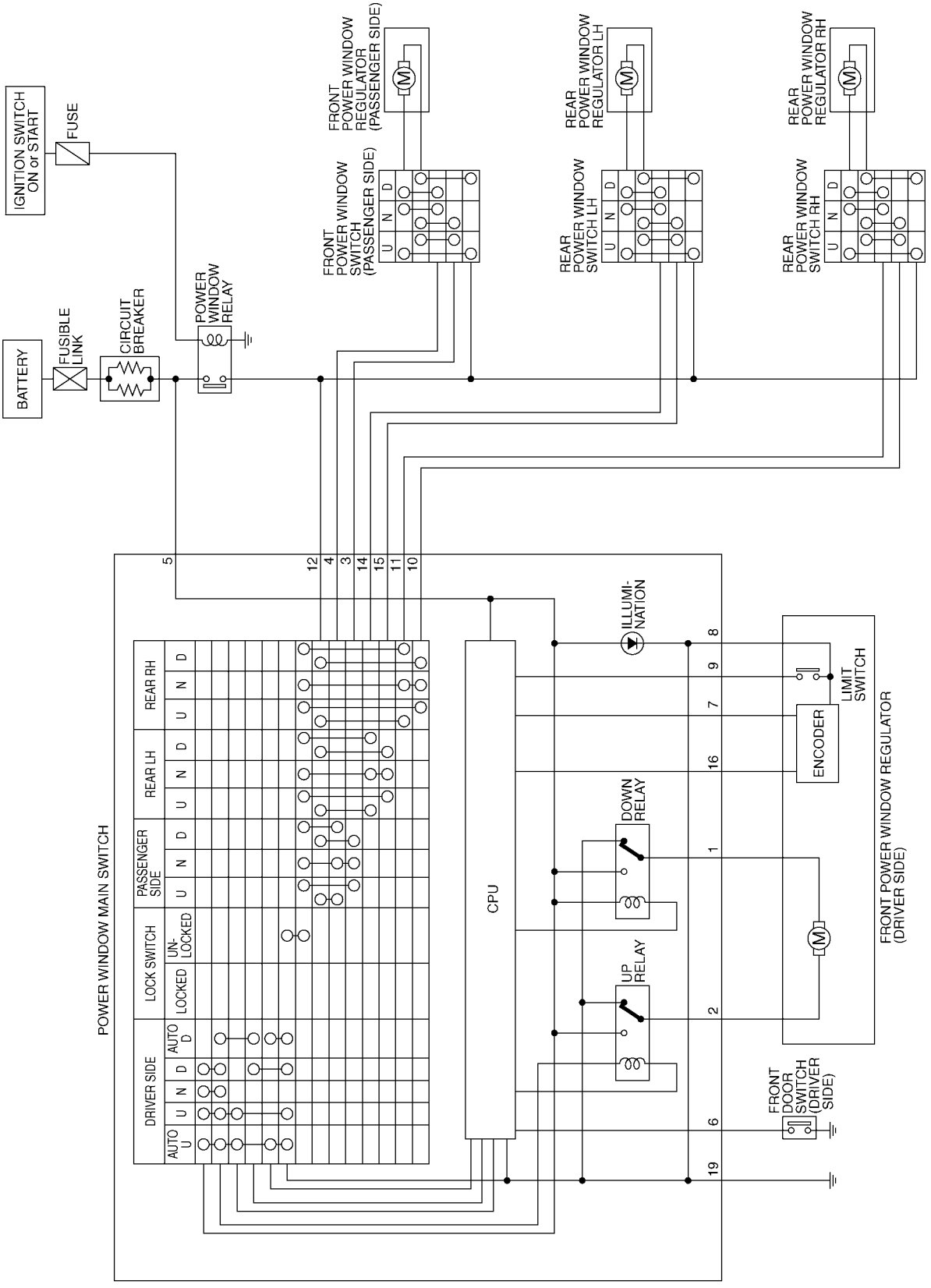
NOTE:
Depending on environment and driving conditions, if a similar impact or load is applied to power window, it may lower.

Operation conditions

- Driver door window is between fully-open and just before fully-closed position (when the limit switch is ON).
- During automatic operation when ignition switch is turned ON.
- During automatic or manual operation when ignition switch is other than ON position (when the timer operates).

Schematic (LHD models)

EIS0045X

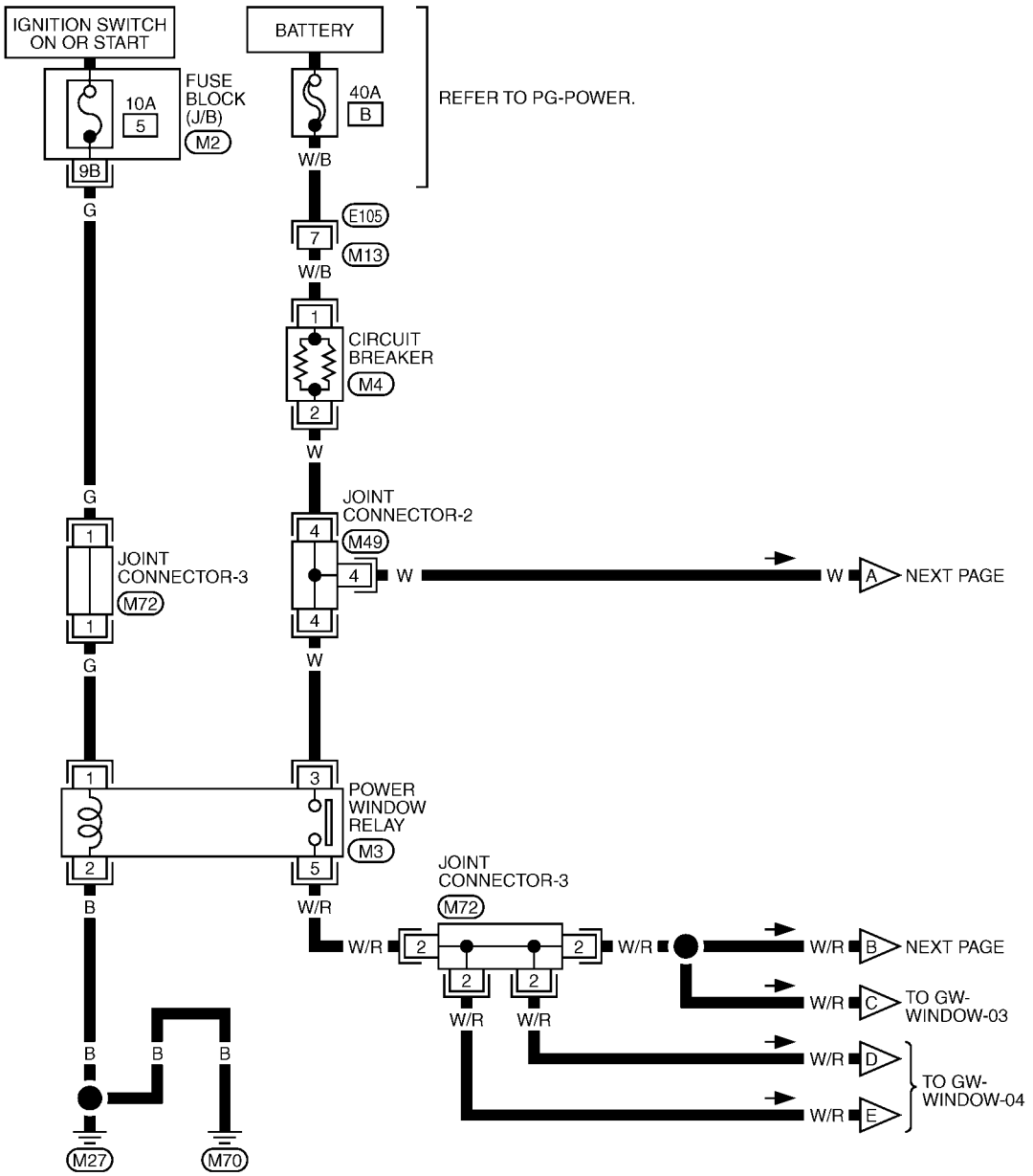


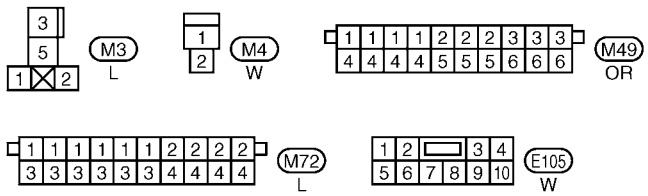
TIWA0032E

Wiring Diagram – WINDOW – (LHD models)

EIS0045Y

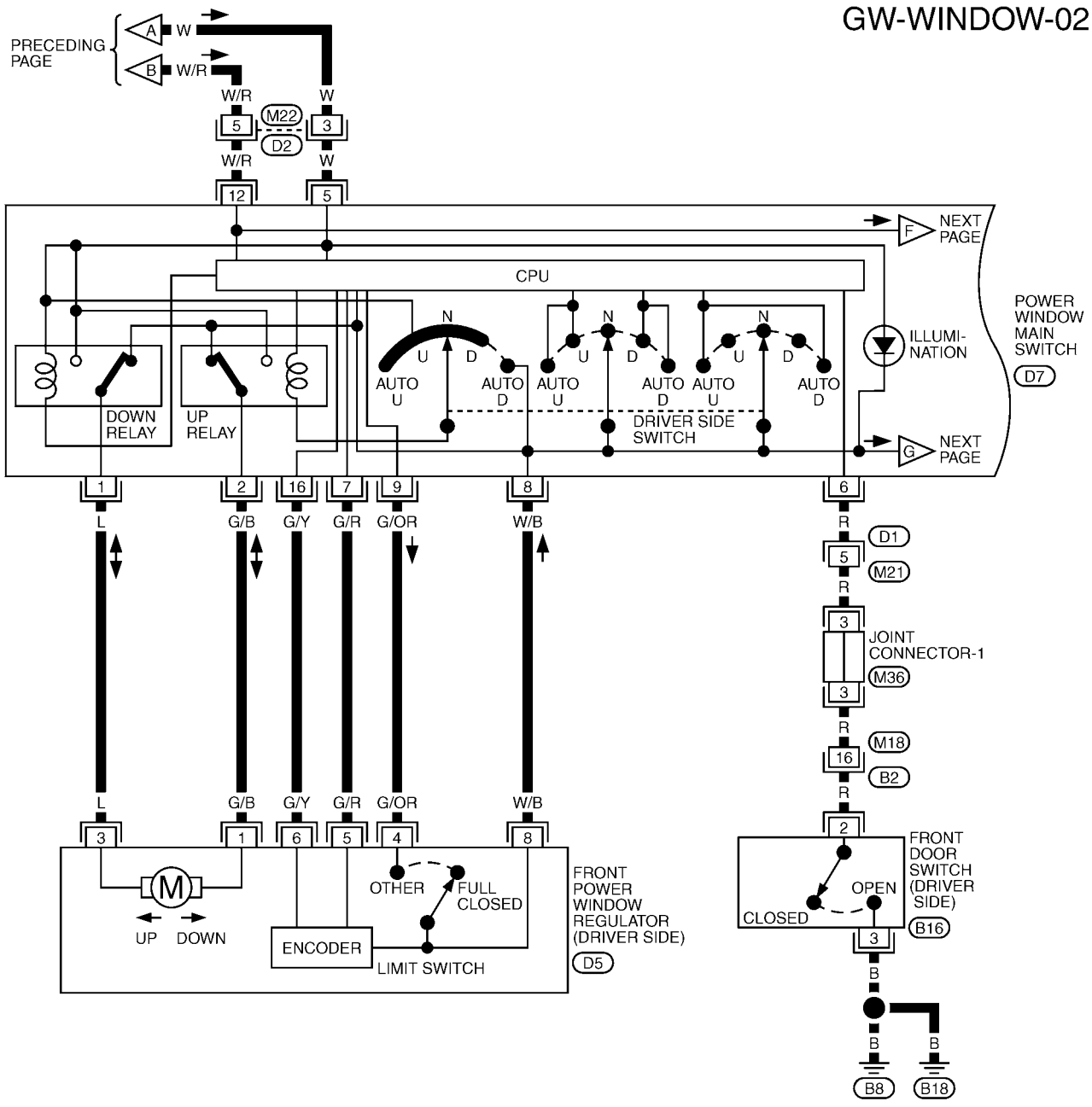
GW-WINDOW-01

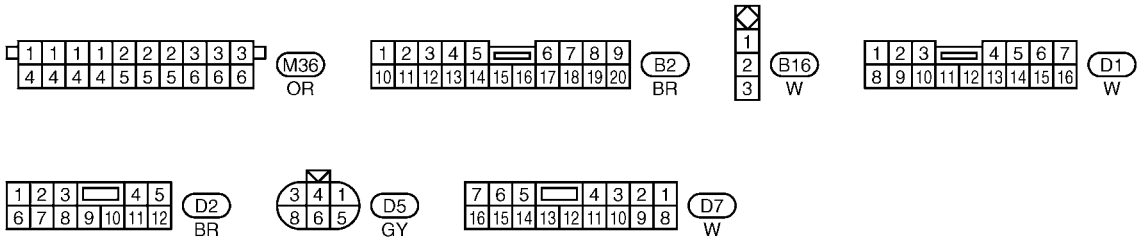




REFER TO THE FOLLOWING.
M2 -FUSE BLOCK-JUNCTION BOX (J/B)

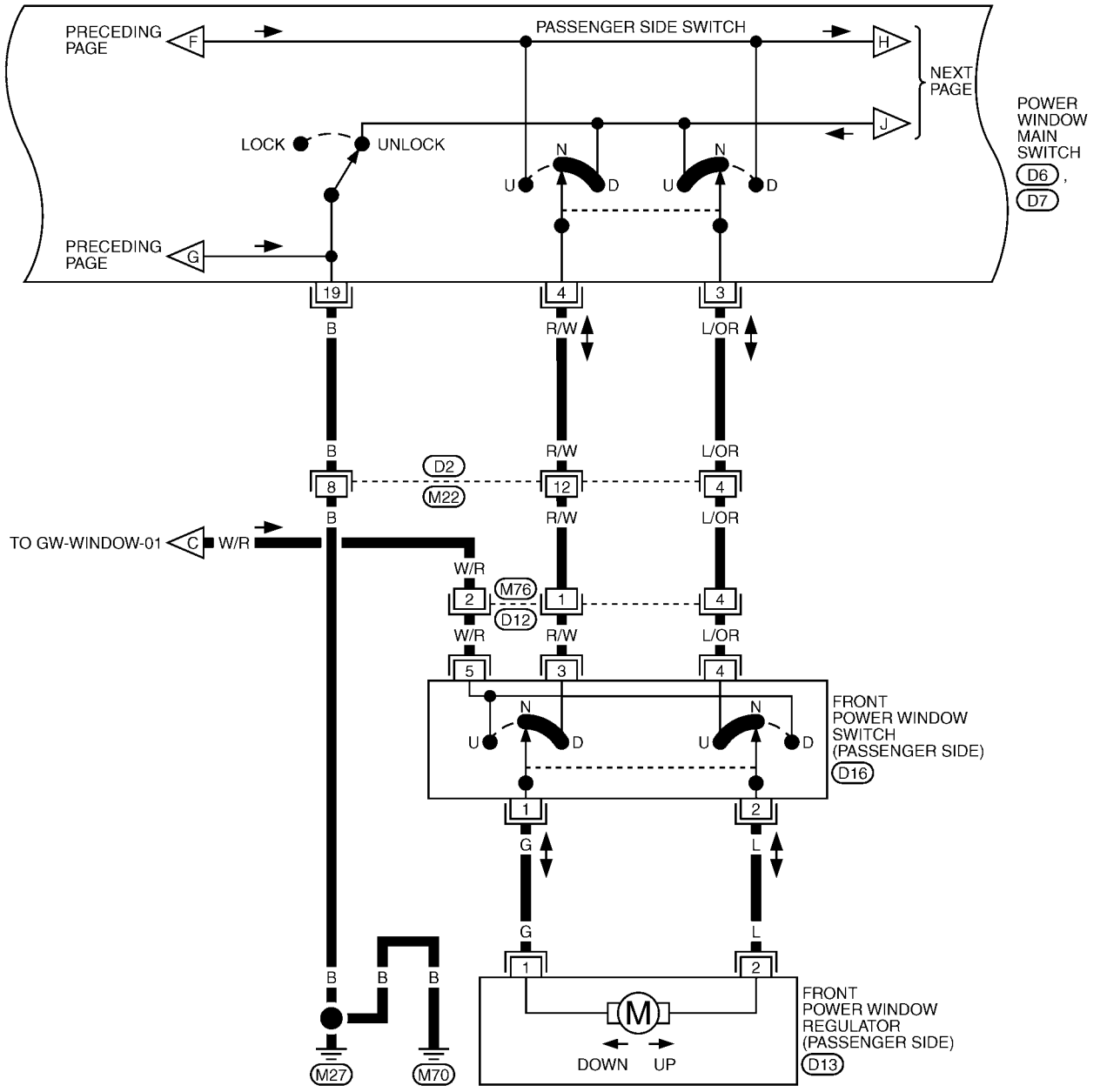
TIWA0033E

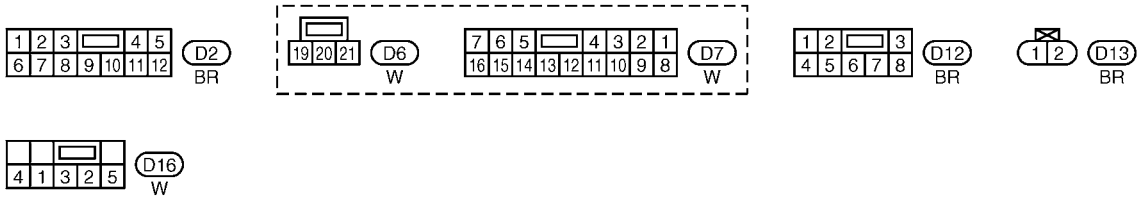

GW-WINDOW-02
PRECEDING PAGE
A
W
B
W/R
W/R
5
M22
D2
3
W
W/R
12
5
W
F
NEXT PAGE
CPU
POWER WINDOW MAIN SWITCH
D7
ILLUMI-NATION
N
U
D
AUTO U
AUTO D
AUTO U
AUTO D
AUTO U
AUTO D
AUTO U
AUTO D
DRIVER SIDE SWITCH
DOWN RELAY
UP RELAY
G
NEXT PAGE
1
2
16
7
9
8
6
L
G/B
G/Y
G/R
G/OR
W/B
R
D1
5
M21
R
3
JOINT CONNECTOR-1
M36
3
R
M18
16
B2
R
2
FRONT DOOR SWITCH (DRIVER SIDE)
OPEN
CLOSED
B16
3
B
B
B
B8
B18
L
G/B
G/Y
G/R
G/OR
W/B
3
1
6
5
4
8
M
UP
DOWN
ENCODER
OTHER
FULL CLOSED
LIMIT SWITCH
FRONT POWER WINDOW REGULATOR (DRIVER SIDE)
D5


M36
OR
B2
BR
B16
W
D1
W
D2
BR
D5
GY
D7
W

TIWA0034E

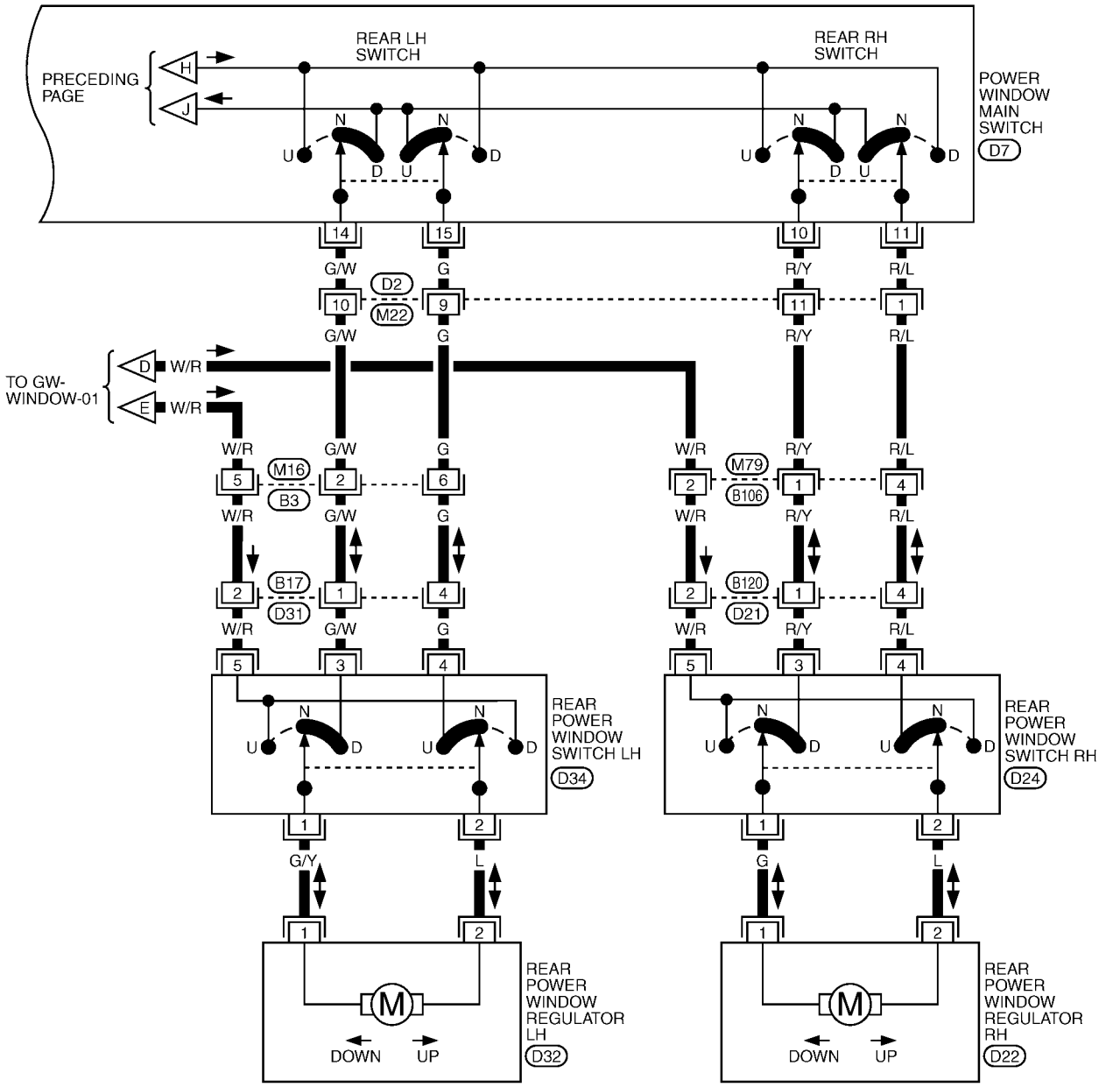
GW-WINDOW-03

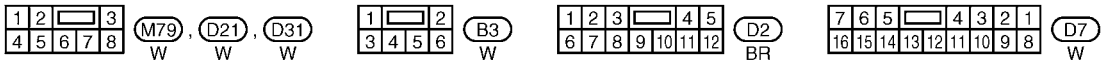


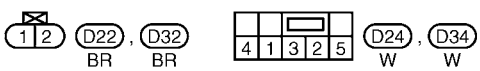


TIWA0035E

GW-WINDOW-04

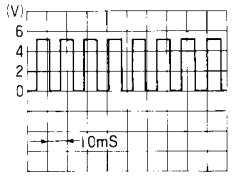






TIWA0036E

Terminal and Reference Value for Power Window Main Switch (LHD models) EIS0045Z

TERMINAL	WIRE COLOR	ITEM	CONDITION	VOLTAGE (V) (Approx.)
1	L	Driver side power window motor DOWN signal	When DOWN operation.	Battery voltage
			Other than above.	0
2	G/B	Driver side power window motor UP signal	When UP operation.	Battery voltage
			Other than above.	0
3	L/OR	Passenger side power window motor DOWN signal	Main switch passenger side switch DOWN operation.	Battery voltage
			Other than above.	0
4	R/W	Passenger side power window motor UP signal	Main switch passenger side switch UP operation.	Battery voltage
			Other than above.	0
5	W	BAT power supply	—	Battery voltage
6	R	Driver side door switch signal	Driver side door open (ON).	0
			Driver side door close (OFF).	Battery voltage
7	G/R	Encoder power supply	IGN ON and timer operating	10
8	W/B	Limit switch and encoder ground	—	0
9	G/OR	Limit switch signal	Driver door window is between fully-open and just before fully-closed position (ON).	0
			Driver door window is between just before fully-closed position and fully-closed position (OFF).	5
10	R/Y	Rear RH side power window motor UP signal	Main switch rear RH side switch UP operation.	Battery voltage
			Other than above.	0
11	R/L	Rear RH side power window motor DOWN signal	Main switch rear RH side switch DOWN operation.	Battery voltage
			Other than above.	0
12	W/R	Power supply	IGN ON	Battery voltage
14	G/W	Rear LH side power window motor UP signal	Main switch rear LH side switch UP operation.	Battery voltage
			Other than above.	0
15	G	Rear LH side power window motor DOWN signal	Main switch rear LH side switch DOWN operation.	Battery voltage
			Other than above.	0
16	G/Y	Encoder pulse signal	When power window motor operates.	2.5  OCC3383D
19	B	Ground	—	0

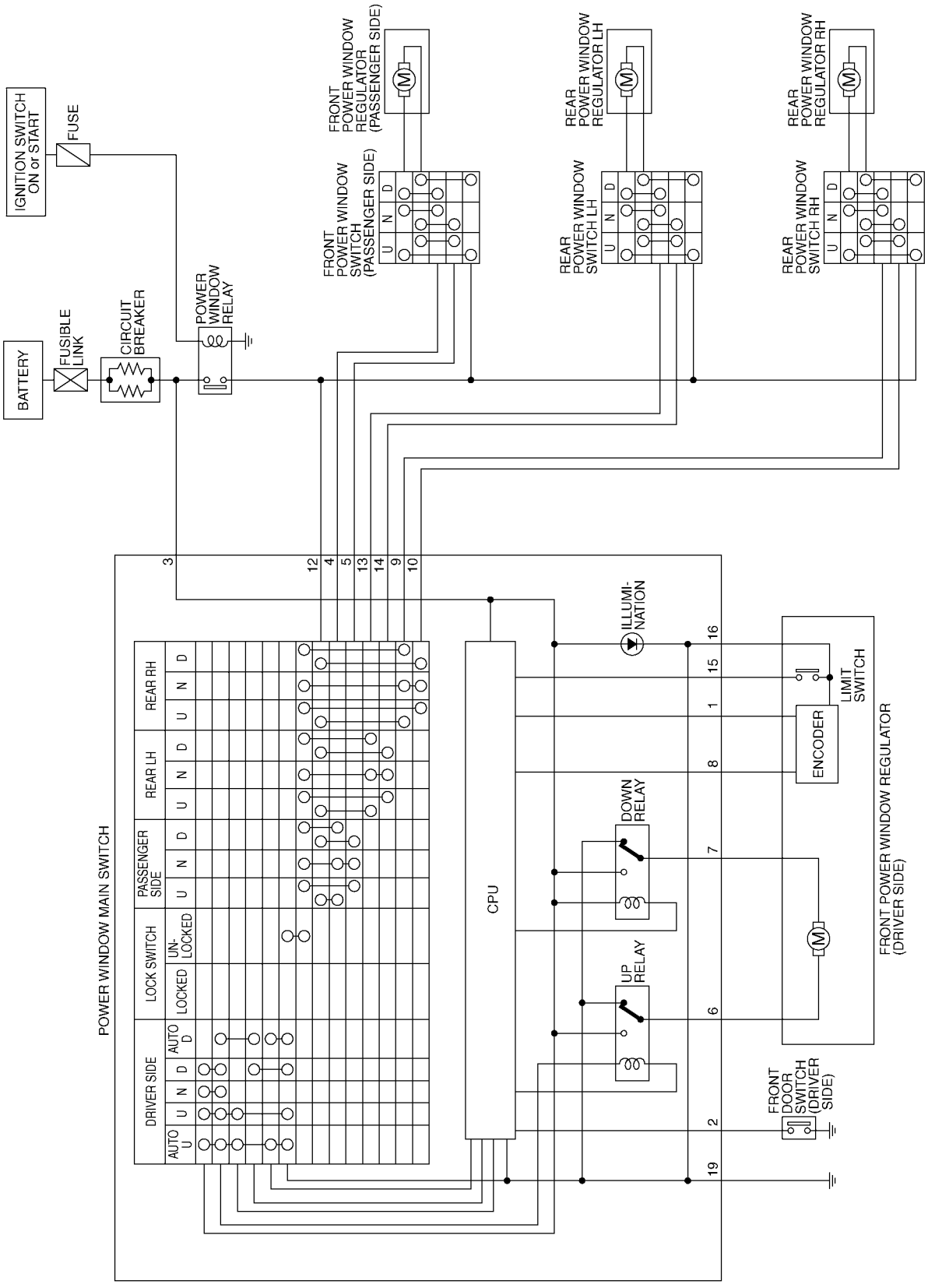
Terminal and Reference Value for Each Door's Power Window Switch (LHD models)

EIS00460

TERMINAL	WIRE COLOR	ITEM	CONDITION	VOLTAGE (V) (Approx.)
1	G (Passenger) (Rear RH) G/Y (Rear LH)	Power window motor UP signal	When UP operation.	Battery voltage
			Other than above.	0
2	L	Power window motor DOWN signal	When DOWN operation.	Battery voltage
			Other than above.	0
3	R/W (Passenger) G/W (Rear LH) R/Y (Rear RH)	Power window motor UP signal	When UP operated by power window main switch.	Battery voltage
			Other than above.	0
4	L/OR (Passenger) G (Rear LH) R/L (Rear RH)	Power window motor DOWN signal	When DOWN operated by power window main switch.	Battery voltage
			Other than above.	0
5	W/R	Power window switch power supply	—	Battery voltage

Schematic (RHD models)

EIS00461

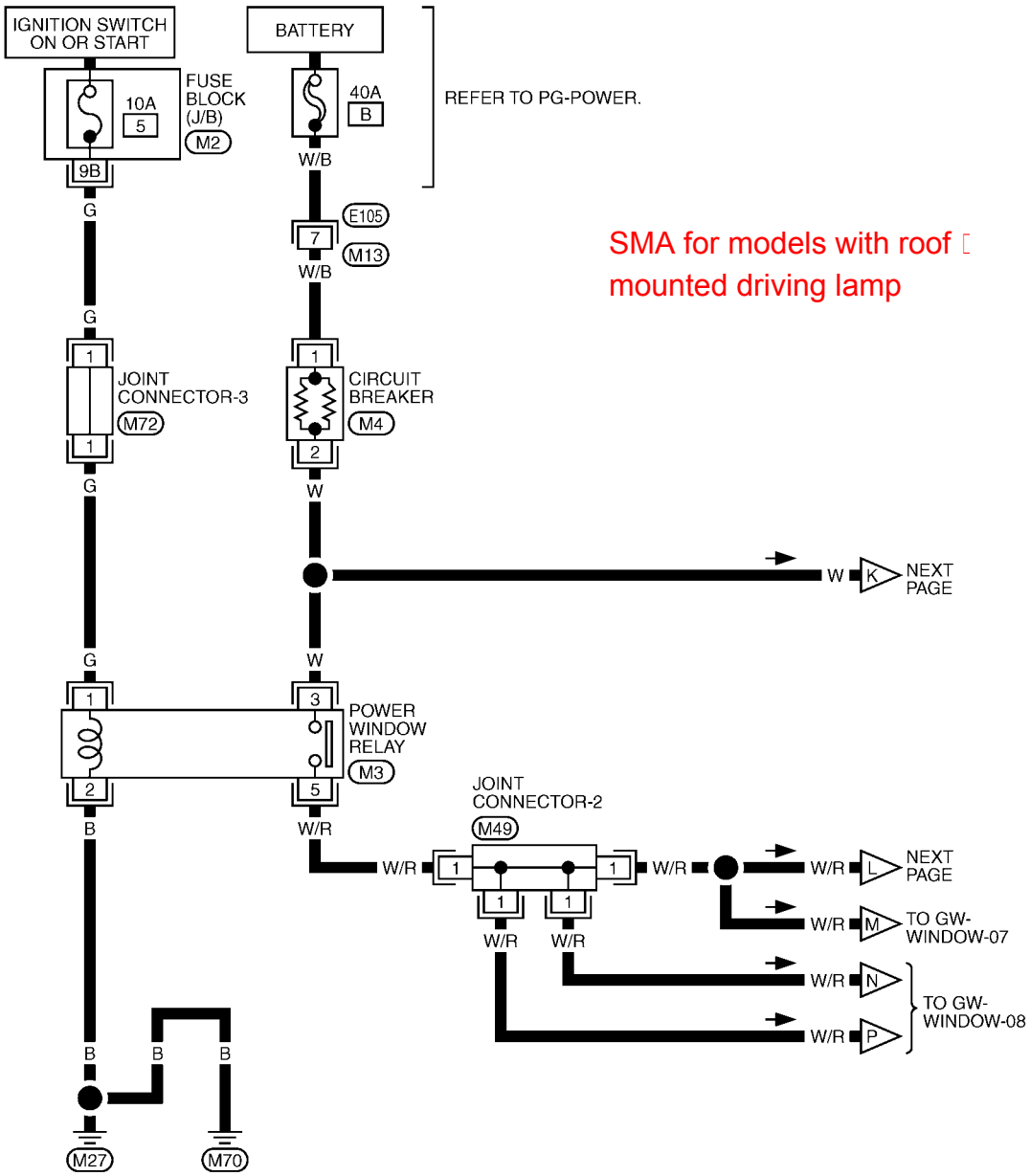


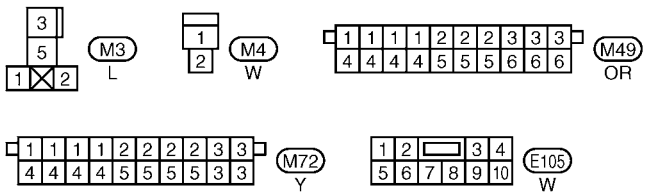
TIWA0037E

Wiring Diagram – WINDOW – (RHD models)

EIS00462

GW-WINDOW-05



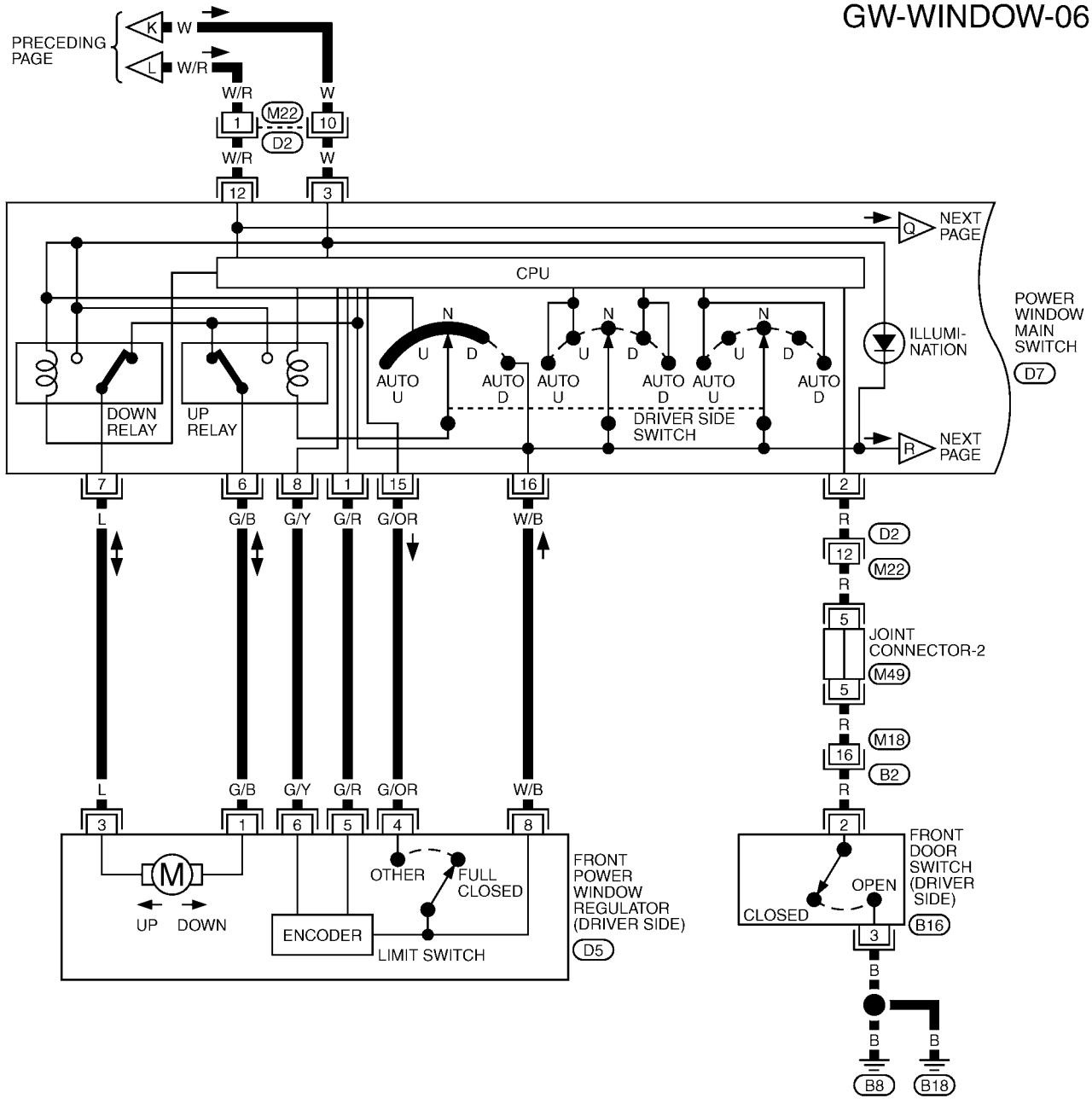


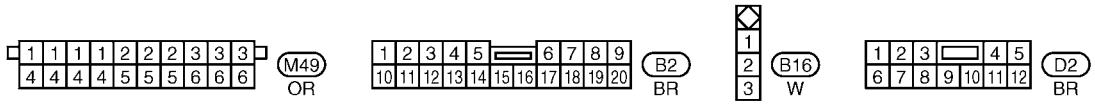
REFER TO THE FOLLOWING.

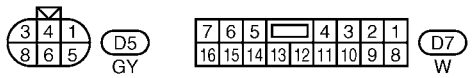
M2 -FUSE BLOCK-JUNCTION BOX (J/B)

TIWA0038E

GW-WINDOW-06

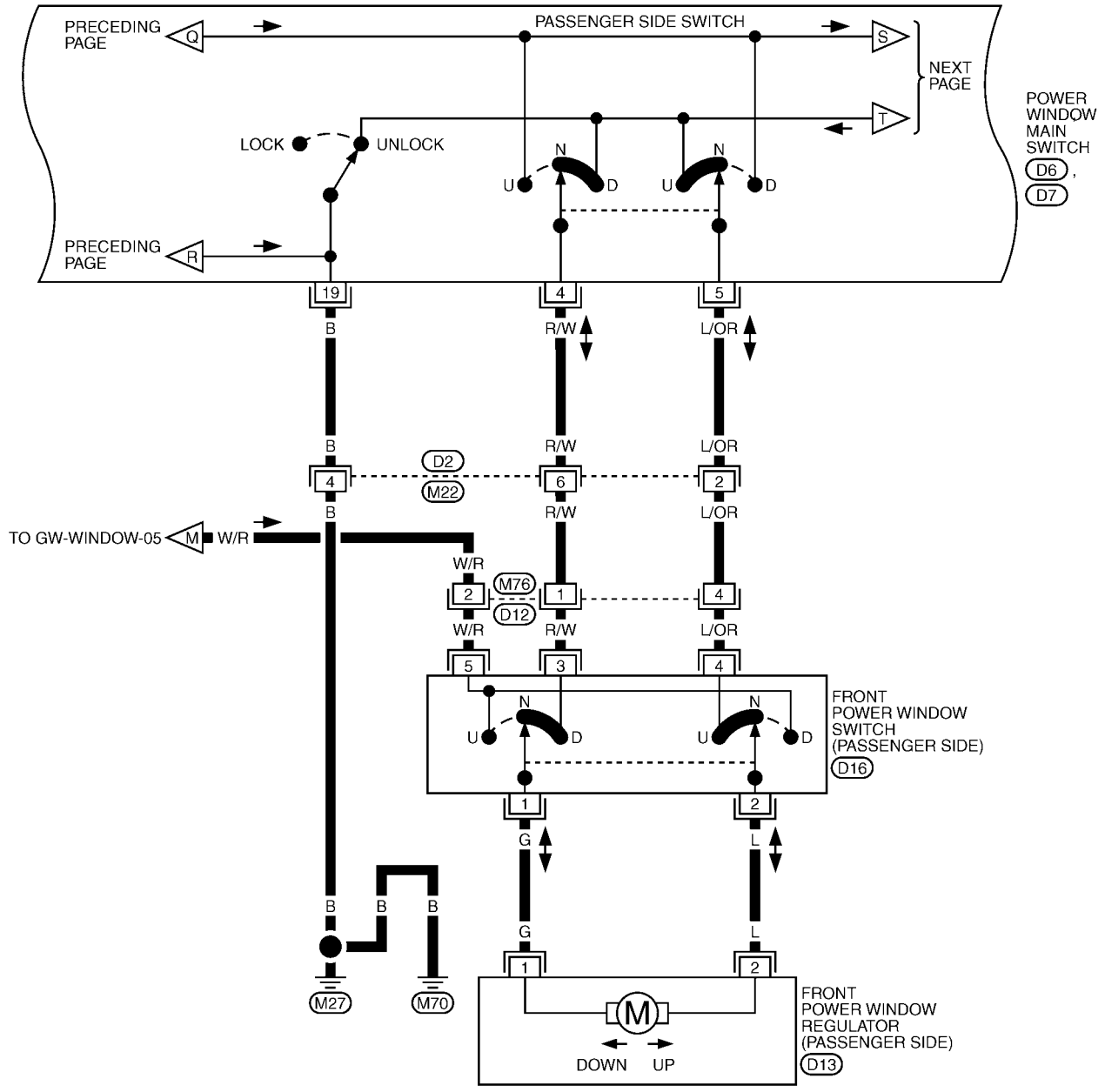


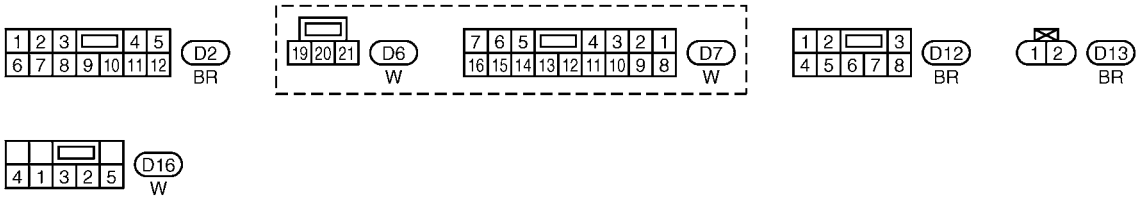




TIWA0039E

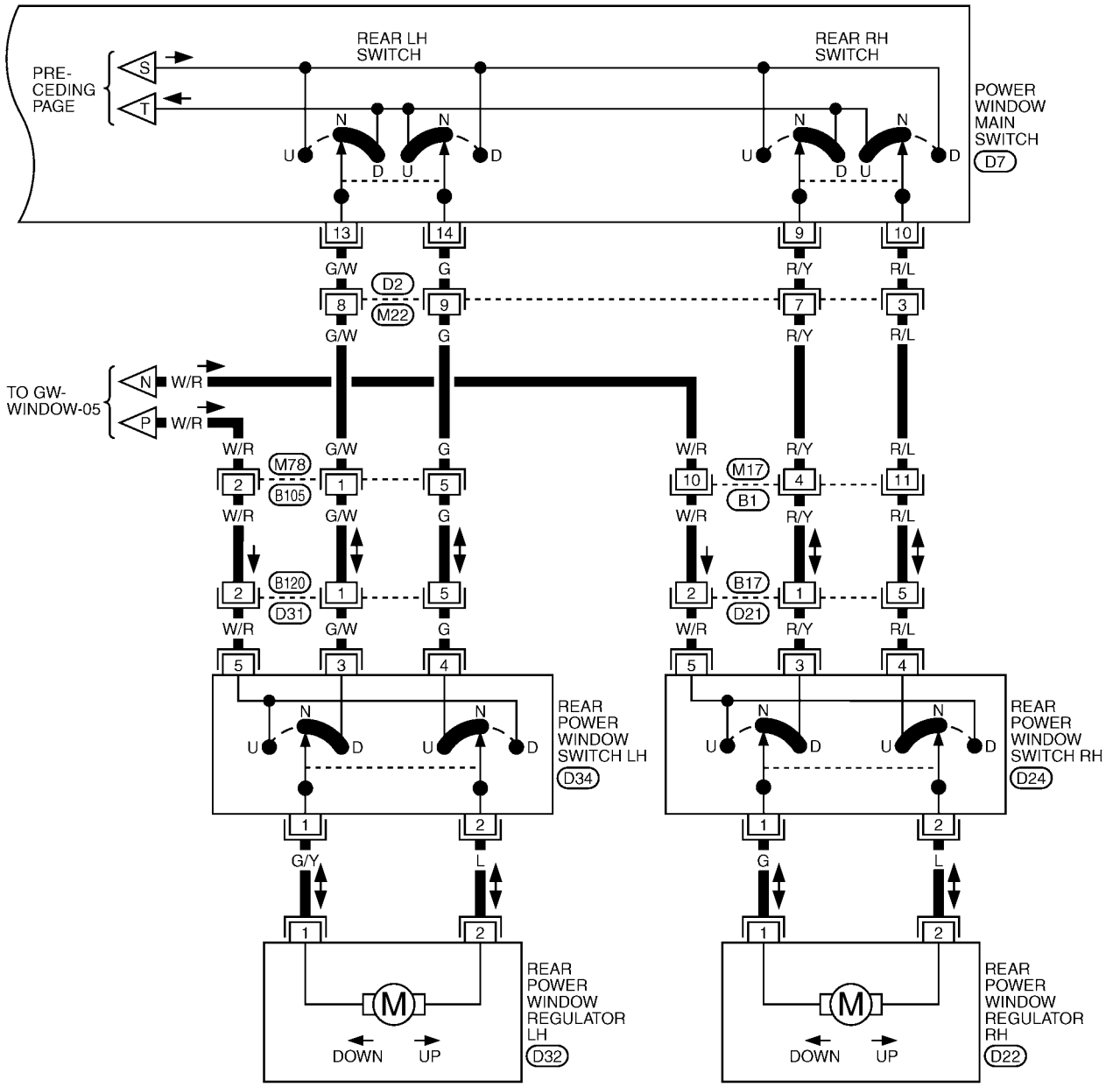
GW-WINDOW-07





TIWA0040E

GW-WINDOW-08



M78, D21, D31 W W W

B1, D2 W BR

D7 BR

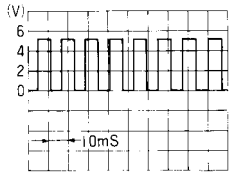
D22, D32 BR BR

D24, D34 W W

TIWA0041E

Terminal and Reference Value for Power Window Main Switch (RHD models)

EIS00463

TERMINAL	WIRE COLOR	ITEM	CONDITION	VOLTAGE (V) (Approx.)
1	G/R	Encoder power supply	IGN ON or timer is operating	10
2	R	Driver side door switch signal	Driver side door open (ON).	0
			Driver side door close (OFF).	Battery voltage
3	W	BAT power supply	—	Battery voltage
4	R/W	Passenger side power window motor UP signal	Main switch passenger side switch UP operation.	Battery voltage
			Other than above.	0
5	L/OR	Passenger side power window motor DOWN signal	Main switch passenger side switch DOWN operation.	Battery voltage
			Other than above.	0
6	G/B	Driver side power window motor UP signal	When UP operation.	Battery voltage
			Other than above.	0
7	L	Driver side power window motor DOWN signal	When DOWN operation.	Battery voltage
			Other than above.	0
8	G/Y	Encoder pulse signal	When power window motor operates.	2.5  OCC3383D
9	R/Y	Rear RH side power window motor UP signal	Main switch rear RH side switch UP operation.	Battery voltage
			Other than above.	0
10	R/L	Rear RH side power window motor DOWN signal	Main switch rear RH side switch DOWN operation.	Battery voltage
			Other than above.	0
12	W/R	Power supply	IGN ON	Battery voltage
13	G/W	Rear LH side power window motor UP signal	Main switch rear LH side switch UP operation.	Battery voltage
			Other than above.	0
14	G	Rear LH side power window motor DOWN signal	Main switch rear LH side switch DOWN operation.	Battery voltage
			Other than above.	0
15	G/OR	Limit switch signal	Driver door window is between fully-open and just before fully-closed position (ON).	0
			Driver door window is between just before fully-closed position and fully-closed position (OFF).	5
16	W/B	Limit switch and encoder ground	—	0
19	B	Ground	—	0

Terminal and Reference Value for Each Door's Power Window Switch (RHD models)

EIS00464

TERMINAL	WIRE COLOR	ITEM	CONDITION	VOLTAGE (V) (Approx.)
1	G (Passenger) (Rear RH) G/Y (Rear LH)	Power window motor UP signal	When UP operation.	Battery voltage
			Other than above.	0
2	L	Power window motor DOWN signal	When DOWN operation.	Battery voltage
			Other than above.	0
3	R/W (Passenger) G/W (Rear LH) R/Y (Rear RH)	Power window motor UP signal	When UP operated by power window main switch.	Battery voltage
			Other than above.	0
4	L/OR (Passenger) G (Rear LH) R/L (Rear RH)	Power window motor DOWN signal	When DOWN operated by power window main switch	Battery voltage
			Other than above.	0
5	W/R	Power window switch power supply	—	Battery voltage

Trouble Diagnoses

EIS00465

Symptom	Possible cause	Repair order
None of the power windows can be operated using any switch.	1. 10A fuse, 40A fusible link 2. M4 circuit breaker 3. Power window relay 4. Power supply circuit 5. Ground circuit 6. Power window main switch	1. Check the following. – Check 10A fuse [No. 5, located in fuse block (J/B)] Turn ignition switch “ON” and verify positive battery voltage is present at terminal 1 (G) of power window relay. – Check 40A fusible link (letter **B** , located in fuse and fusible link box) and M4 circuit breaker. Verify positive battery voltage is present at terminal 3 (W) of power window relay. 2. Check M4 circuit breaker. 3. Check power window relay. 4. Check the following: – Check harness between M4 circuit breaker and 40A fusible link (letter **B,** located in fuse and fusible link box). – Check harness between M4 circuit breaker and power window main switch terminal 5 (LHD models) or 3 (RHD models) – Check harness between M4 circuit breaker and power window relay. – Check harness between 10A [No.5 located in fuse block (J/B)] and power window relay. – Check harness between power window relay and power window main switch terminal 12. 5. Check the following – Check ground circuit of power window main switch. – Check power window relay ground circuit. 6. Check power window main switch.
Driver side power window cannot be operated but other windows can be operated.	1. Driver side power window regulator circuit 2. Driver side power window regulator 3. Power window main switch	1. Check harness between power window main switch and driver side power window regulator for open or short circuit. 2. Check driver side power window regulator. 3. Check power window main switch.
One or more power windows except driver's side window cannot be operated.	1. Power window sub-switches 2. Power window regulators 3. Power window main switch 4. Power window circuit	1. Check power window sub-switch. 2. Check power window regulator. 3. Check power window main switch. 4. Check the following. – Check harnesses between power window main switch and power window sub-switch for open/short circuit. – Check harnesses between power window sub-switch and power window regulator for open/short circuit.
Power windows except driver's side window cannot be operated using power window main switch but can be operated by power window sub-switch.	1. Power window main switch	1. Check power window main switch.
Driver side power window automatic operation does not function properly.	1. Power window main switch 2. Encoder and limit switch	1. Check power window main switch. 2. Check encoder and limit switch.Refer to GW-41, "Encoder and Limit Switch Check" .

Encoder and Limit Switch Check

EIS00466

1. CHECK DOOR WINDOW SLIDE MECHANISM

Check the following.

- Obstacles in window, glass molding, etc.
- Worn or deformed glass molding.
- Door sash tilted too far inward or outward.
- Door window regulator.

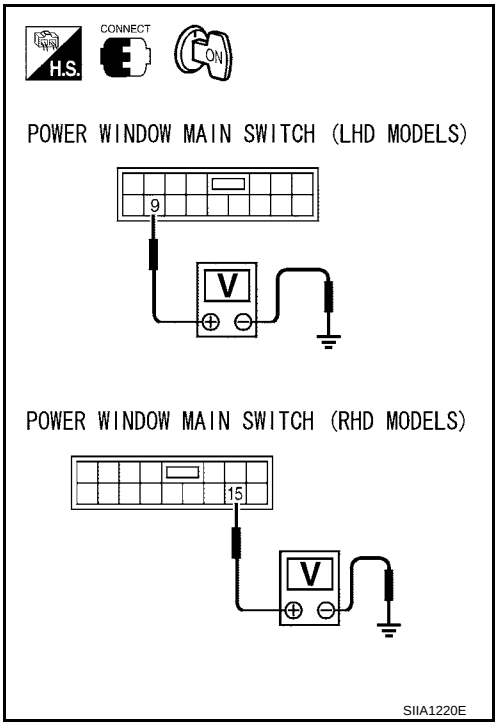
OK or NG?

OK >> GO TO 2.
NG >> Remove obstacles or repair door window slide mechanism.

2. CHECK LIMIT SWITCH OPERATION

- Reset limit switch.Refer to GW-45, "Setting of Limit Switch (Driver)" .
- Check voltage between power window main switch connector D7 terminal 9 (G/OR) (LHD models) or 15 (G/OR) (RHD models) and ground.

Terminals			Condition	Voltage (V) (Approx.)
(+)		(–)		
Connector	Terminal			
D7	9 (G/OR), 15 (G/OR)	Ground	Driver door window is between fully-open and just before fully-closed position (ON)	0
			Driver door window is between just before fully-closed position and fully-closed position (OFF)	5



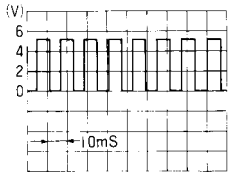
OK or NG?

OK >> GO TO 3.
NG >> Check harness between power window main switch and power window regulator motor (front driver side).

- OK: GO TO 4.
- NG: Replace or repair harness between power window main switch and window regulator motor (front driver side).

3. CHECK ENCODER SIGNAL

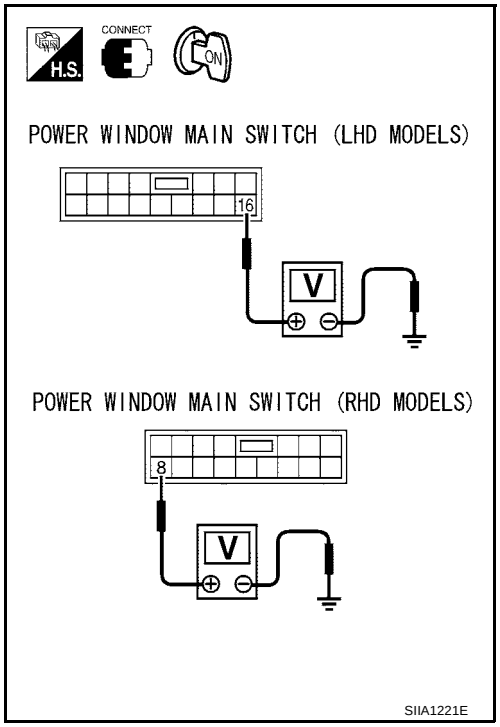
Check the signal between power window main switch connector D7 terminal 16 (G/Y) (LHD models) or 8 (G/Y) (RHD models) and ground with oscilloscope when power window is in automatic closing operation.

Terminals			Condition	Signal
(+)		(–)		
Connector	Terminal			
D7	16 (G/Y) 8 (G/Y)	Ground	Motor operates	

OCC3383D

OK or NG?

OK >> Replace power window main switch.
NG >> GO TO 5.



SIIA1221E

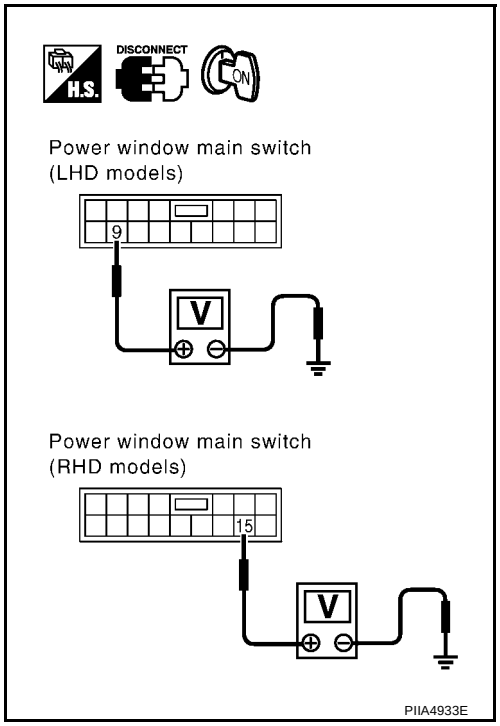
4. CHECK LIMIT SWITCH OUTPUT SIGNAL

- Disconnect front power window regulator (driver side) connector.
- Check voltage between power window main switch connector D7 terminal 9 (G/OR) (LHD models) or 15 (G/OR) (RHD models) and ground.

9 (G/OR) – Ground (LHD models) :Approx. 5V
15 (G/OR) – Ground (RHD models) :Approx. 5V

OK or NG?

OK >> Replace power window regulator motor (front driver side).
NG >> Replace power window main switch.

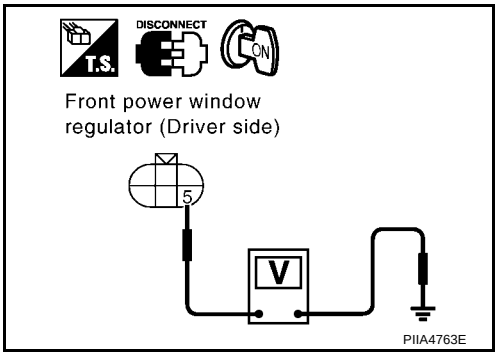


PIIA4933E

5. CHECK ENCODER POWER SUPPLY

- Turn ignition switch ON.
- Check voltage between driver side power window regulator connector D5 terminal 5 (G/R) and ground.

5(G/R)–Ground :Approx. 10V



OK or NG?

OK >> Replace power window regulator motor (front driver side).

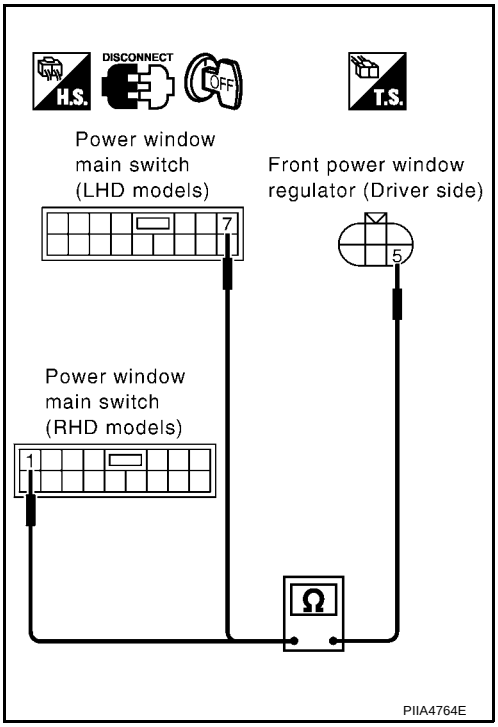
NG >> GO TO 6.

6. CHECK HARNESS CONTINUITY

- Turn ignition switch OFF.
- Disconnect power window main switch connector and front power window regulator connector.
- Check continuity between power window main switch connector D7 terminal 7 (G/R) (LHD models) or terminal 1 (G/R) and front power window regulator D5 terminal 5 (G/R).

7(G/R)–5(G/R) : Continuity should exist.

1(G/R)–5(G/R) : Continuity should exist.



OK or NG?

OK >> Replace power window main switch.

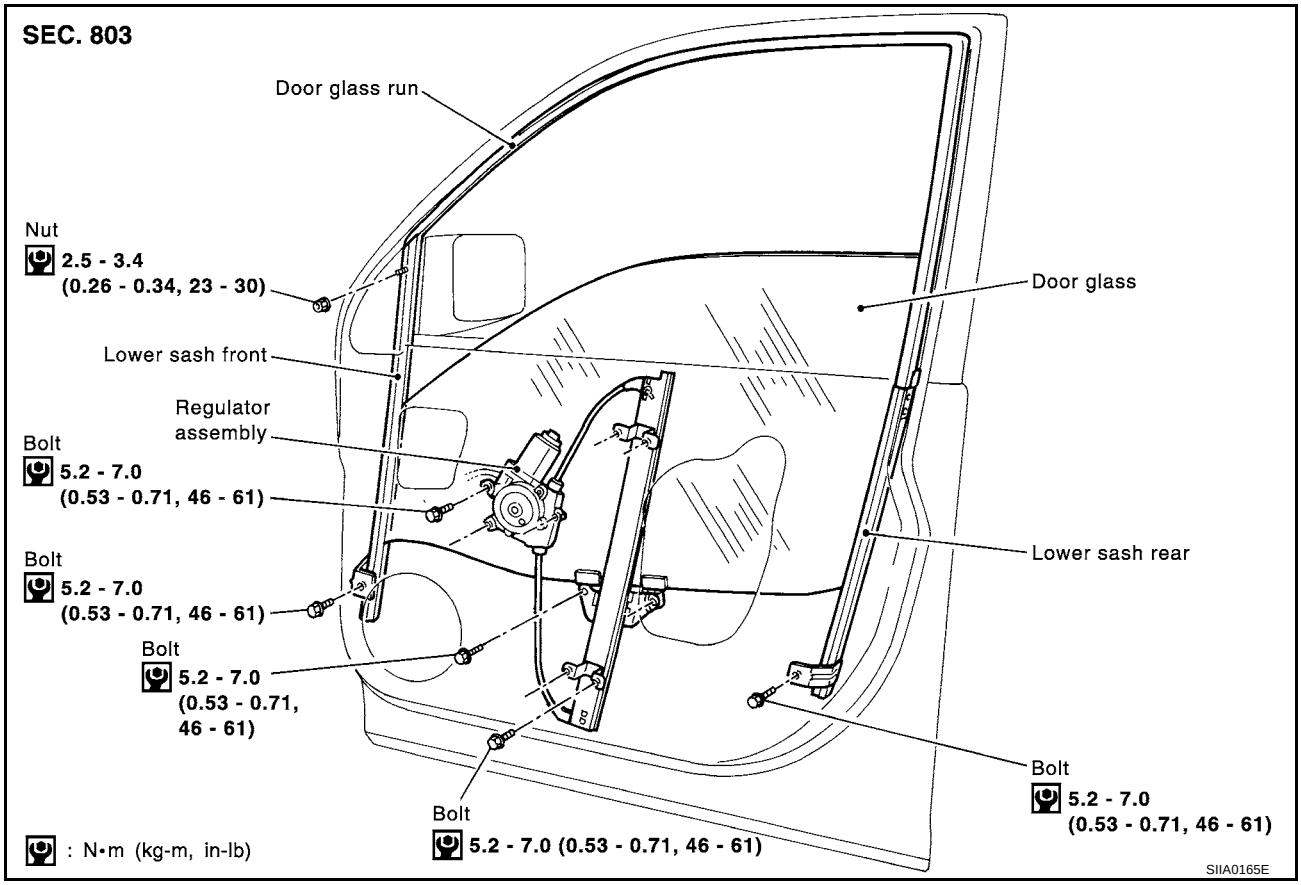
NG >> Repair or replace harness between power window main switch and front power window regulator.

FRONT DOOR GLASS AND REGULATOR

PFP:80300

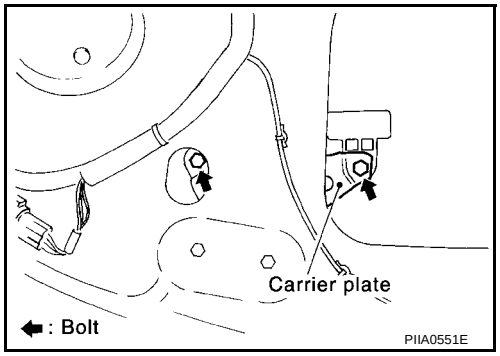
Removal and Installation

EIS00467

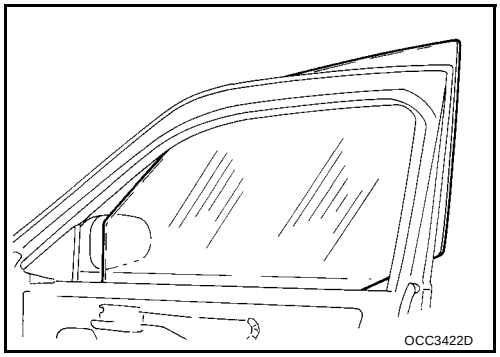


1. Remove front door finisher. Refer to EI-23, "Removal and Installation" .
2. Remove sealing screen.

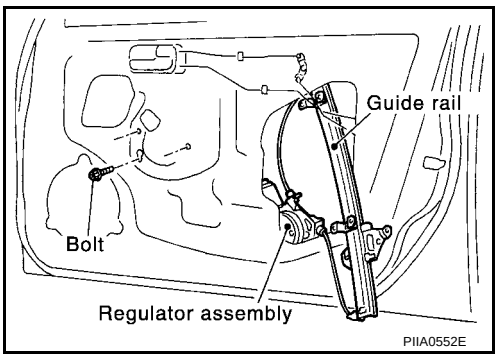
   NOTE:
   If sealing screen is reused, cut the butyl-tape so that a part of butyl-tape remains on the sealing screen.
3. Operate power window main switch to raise or lower the door window until the carrier plate mounting bolts appear.
4. Remove carrier plate mounting bolts.



5. While holding door window, raise it at the rear end to pull glass out of the sash toward the outside of door.



6. Disconnect regulator assembly connector.
7. Remove regulator assembly and guide rail mounting bolts through the access hole.



INSTALLATION

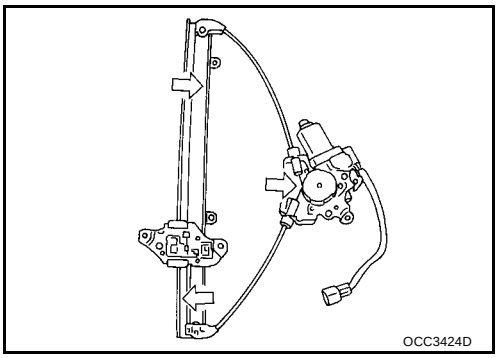
Install in the reverse order of removal.

INSPECTION AFTER REMOVAL

Check regulator assembly for the following items. If a malfunction is detected, replace or grease it.

- Wire wear
- Regulator deformation
- Grease condition for each sliding part

The arrows in the figure show body grease application points of the body grease.



INSPECTION AFTER INSTALLATION

Setting of Limit Switch (Driver)

If any of the following work has been done, set the limit switch (integrated in the motor).

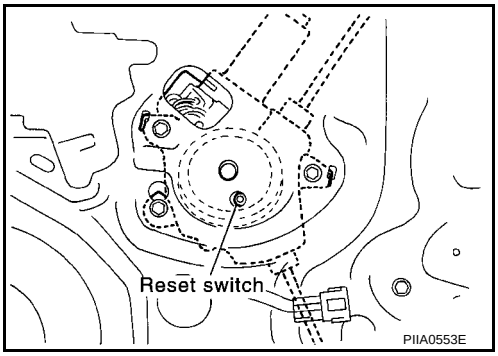
- Removal and installation of regulator
- Removal and installation of motor from the regulator
- Operate regulators as a unit
- Removal and installation of glass
- Removal and installation of glass run

Reset Operation

After installing each component to the vehicle, follow the steps below.

1. Raise glass to the top dead center.
2. While pressing and holding reset switch, lower glass to the bottom dead center.
3. Release reset switch, and check that reset switch returns to the original position. Then raise glass to the top dead center.

CAUTION:
Do not operate glass automatically to raise glass to the top dead center.
Do not operate the door switch is turning on.



FITTING INSPECTION

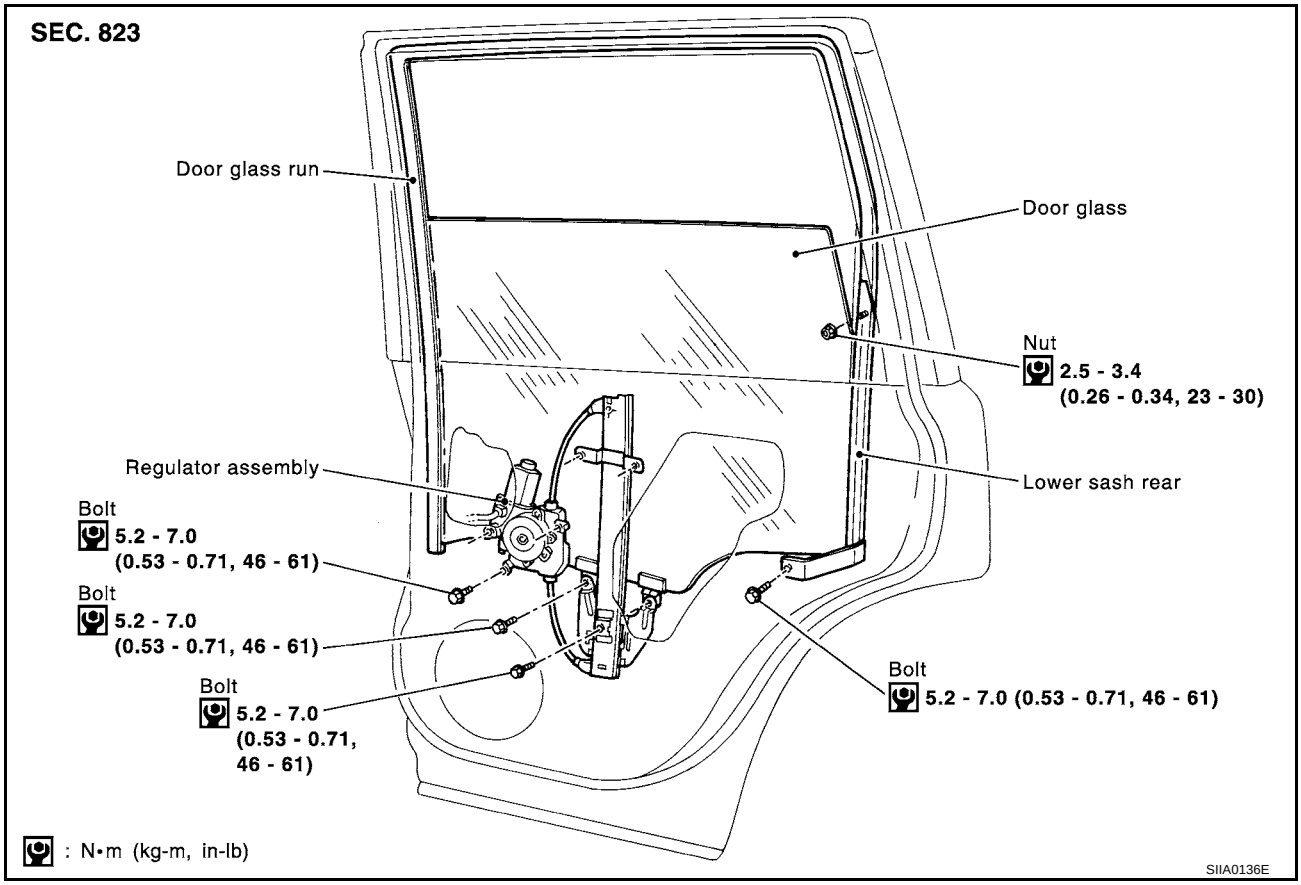
- Check that glass is securely fit into glass run groove.
- While raising and lowering the window, check for abnormal operation.

REAR DOOR GLASS AND REGULATOR

PFP:82300

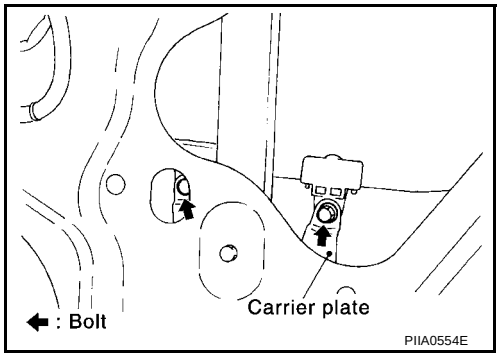
Removal and Installation

EIS00468

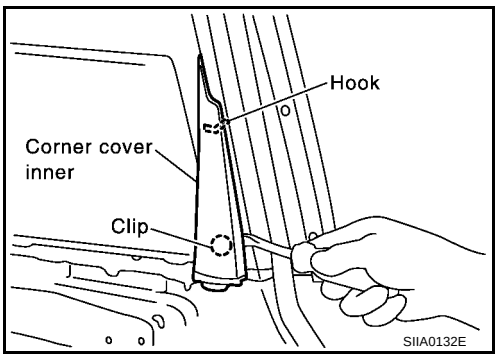


1. Remove door outside molding. Refer to EI-14, "Removal and Installation" .
2. Remove rear door finisher. Refer to EI-23, "Removal and Installation" .
3. Remove sealing screen.

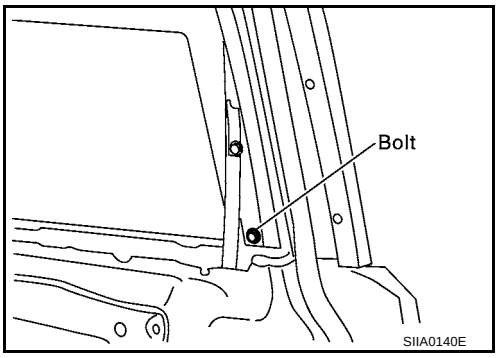
   NOTE:
   If sealing screen is reused, cut the butyl-tape so that a part of butyl-tape remains on the sealing screen.
4. Operating power window switch, raise or lower the door window until the carrier plate mounting bolts appear.
5. Remove carrier plate mounting bolts, and place glass on the door inner.



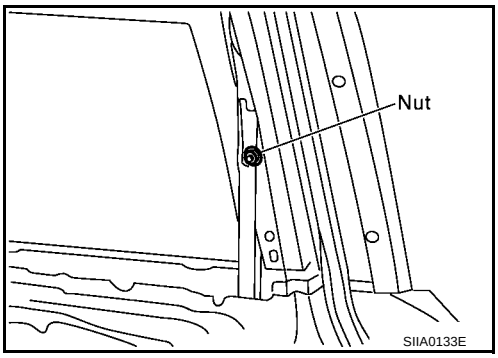
6. Using a slotted screwdriver or similar tool, remove clip on the corner inner cover. Slide upper hook to remove, and remove the cover.
7. Slide the corner inner cover sash cover forward to remove.



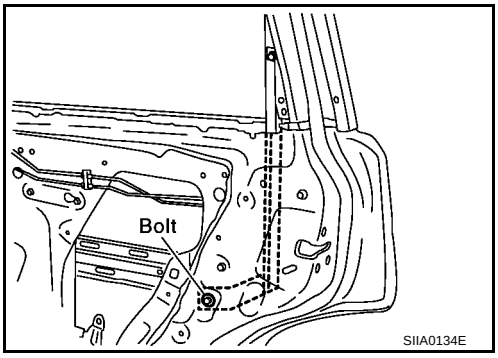
8. Remove corner outer cover mounting bolts. Disconnect upper hook, and remove the cover.



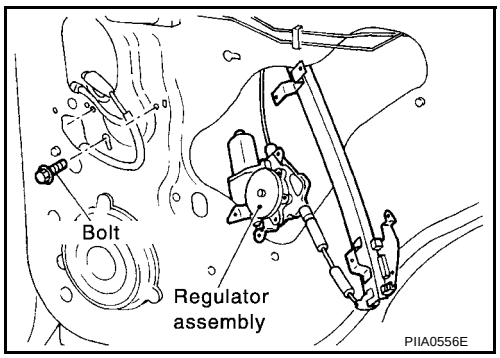
9. Remove mounting nuts on upper portion of rear lower sash.



10. Remove mounting bolts from lower portion of rear lower sash.
11. Rotate rear lower sash, and remove door window from glass run.
12. Pull out the door window toward the outside of the door to remove.
13. Remove glass run from rear lower sash.
14. Remove rear lower sash.



15. Disconnect regulator assembly connector.
16. Remove regulator assembly and the guide rail mounting bolts through the access hole.



INSTALLATION

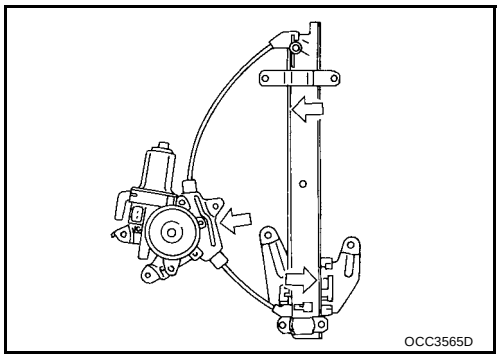
Install in the reverse order of removal.

INSPECTION AFTER REMOVAL

Check regulator assembly for the following items. If a malfunction is detected, replace or grease it.

- Gear wear
- Regulator deformation
- Spring damage
- Grease condition for each sliding part

The arrows in the figure show body grease application points of the grease "Dow Corning Moly Coat SK 623"or equivalent.



FITTING INSPECTION

- Check that glass is securely fit into glass run groove.
- While raising and lowering the window, check for abnormal operation.

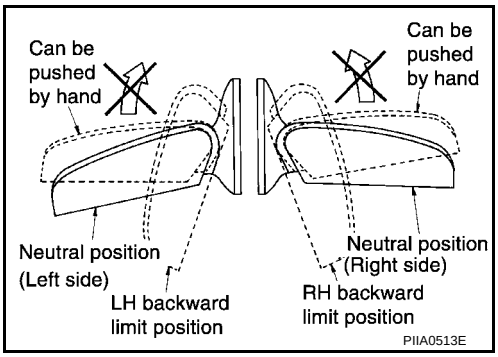
DOOR MIRROR

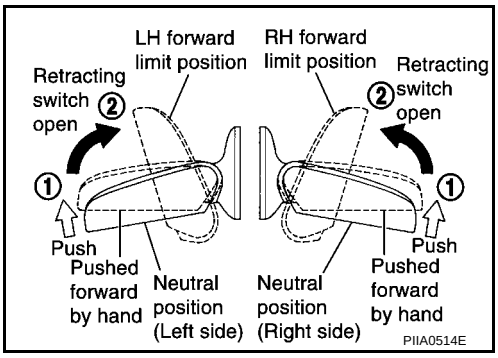
PFP:96301

Precautions to Handle Retractable Power Door Mirrors

EIS004JO

- Do not manually operate retractable power door mirrors. If mirror is operated manually, be sure to use the retracting switch to move mirror fully to the opposite direction until it stops. In this case, a loud click sound is heard, but it is not abnormal. (If mirror body is manually moved to the neutral position, door mirror will have some disturbing symptoms during driving, including vibration, rough retracting movement, or sometimes no retracting.)





CAUTION:

Tilting mirror body forward with excessive force may damage it.

- When operating retracting switch to move mirror from the neutral position to the fully-closed (backward limit) position, at the beginning of the movement a faint click sound is heard, but it is not abnormal.
- RH and LH retractable power door mirror bodies have different mounting angles in the neutral position. This is why the RH mirror body delays slightly when operated with the retracting switch.

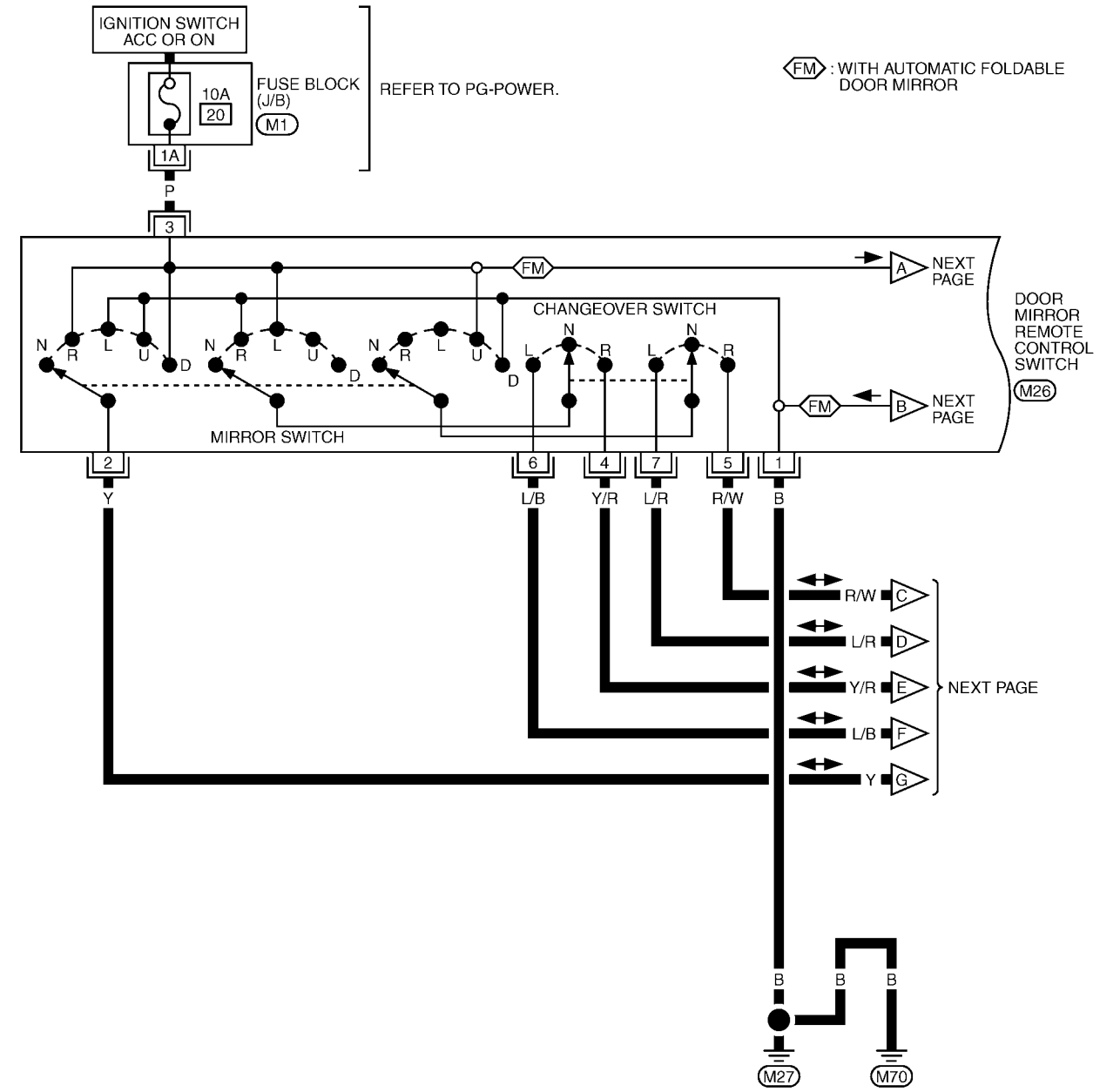
NOTE:

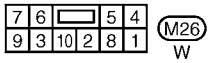
- When the retractable power door mirror body is in the neutral position, if retracting switch is operated to the opening direction while pressing it forward, mirror body is moved to the forward limit position, but it is not abnormal. In this case, be sure to operate retracting switch to move mirror to the fully-closed (backward limit) position.
- When the retracting switch is operated continuously 5 times or more, the retractable power door mirror may be inactivated to prevent overheating. In this case, wait for approximately 5 minutes to recover.

Wiring Diagram - MIRROR - LHD models

EIS004JP

GW-MIRROR-01

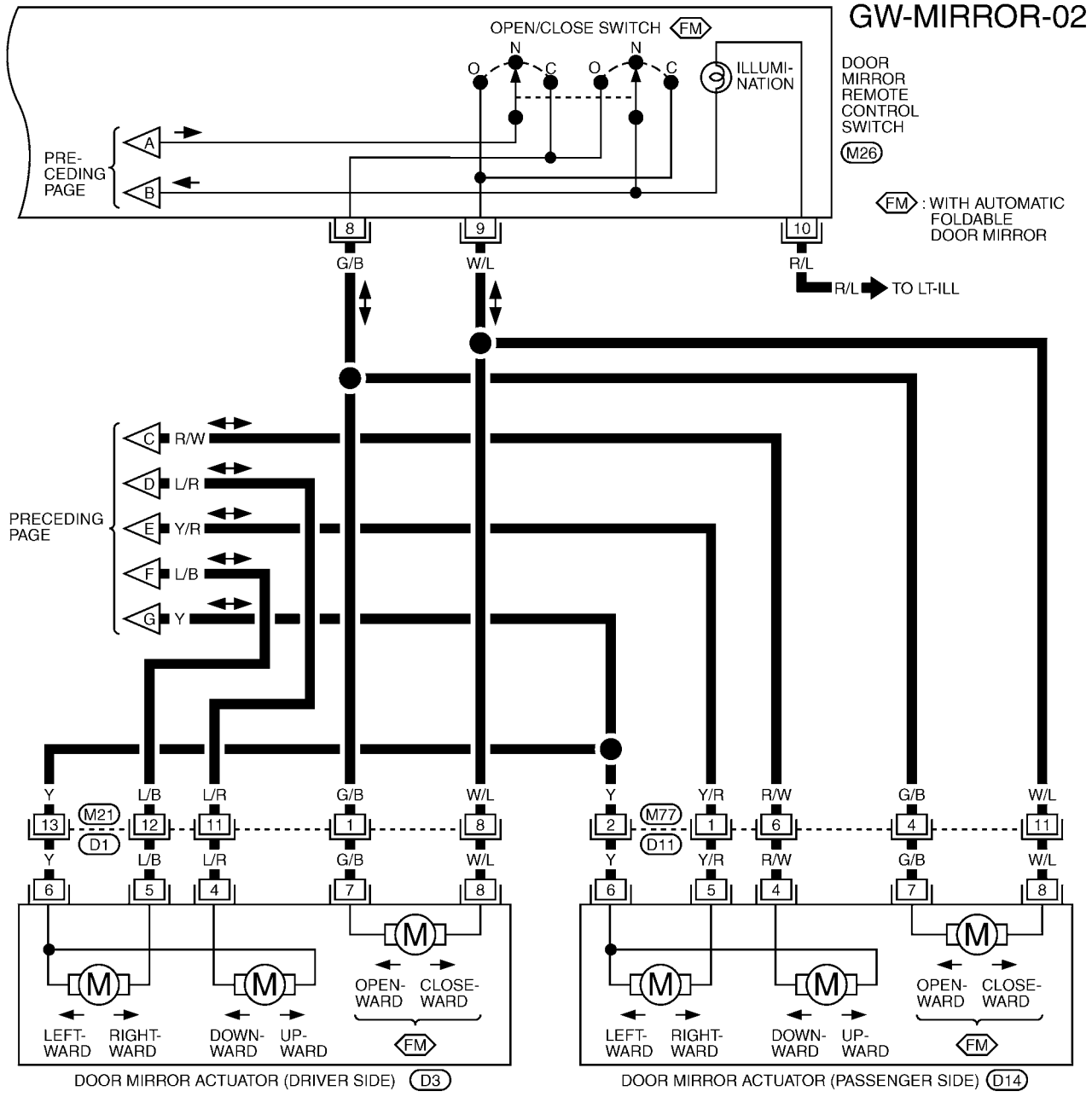


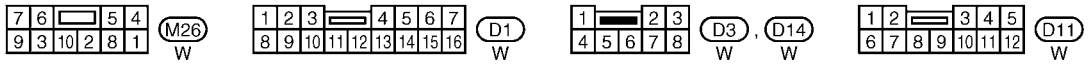


REFER TO THE FOLLOWING.

M1 -FUSE BLOCK-JUNCTION BOX (J/B)

TIWA0042E


GW-MIRROR-02
OPEN/CLOSE SWITCH FM
N
O
C
ILLUMI-NATION
DOOR MIRROR REMOTE CONTROL SWITCH
M26
FM : WITH AUTOMATIC FOLDABLE DOOR MIRROR
PRE-CEDING PAGE
A
B
8
9
10
G/B
W/L
R/L
R/L TO LT-ILL
PRECEDING PAGE
C R/W
D L/R
E Y/R
F L/B
G Y
Y
L/B
L/R
G/B
W/L
M21
D1
13
12
11
1
8
6
5
4
7
8
M
OPEN-WARD
CLOSE-WARD
LEFT-WARD
RIGHT-WARD
DOWN-WARD
UP-WARD
FM
DOOR MIRROR ACTUATOR (DRIVER SIDE) D3
M77
D11
2
1
6
4
11
DOOR MIRROR ACTUATOR (PASSENGER SIDE) D14

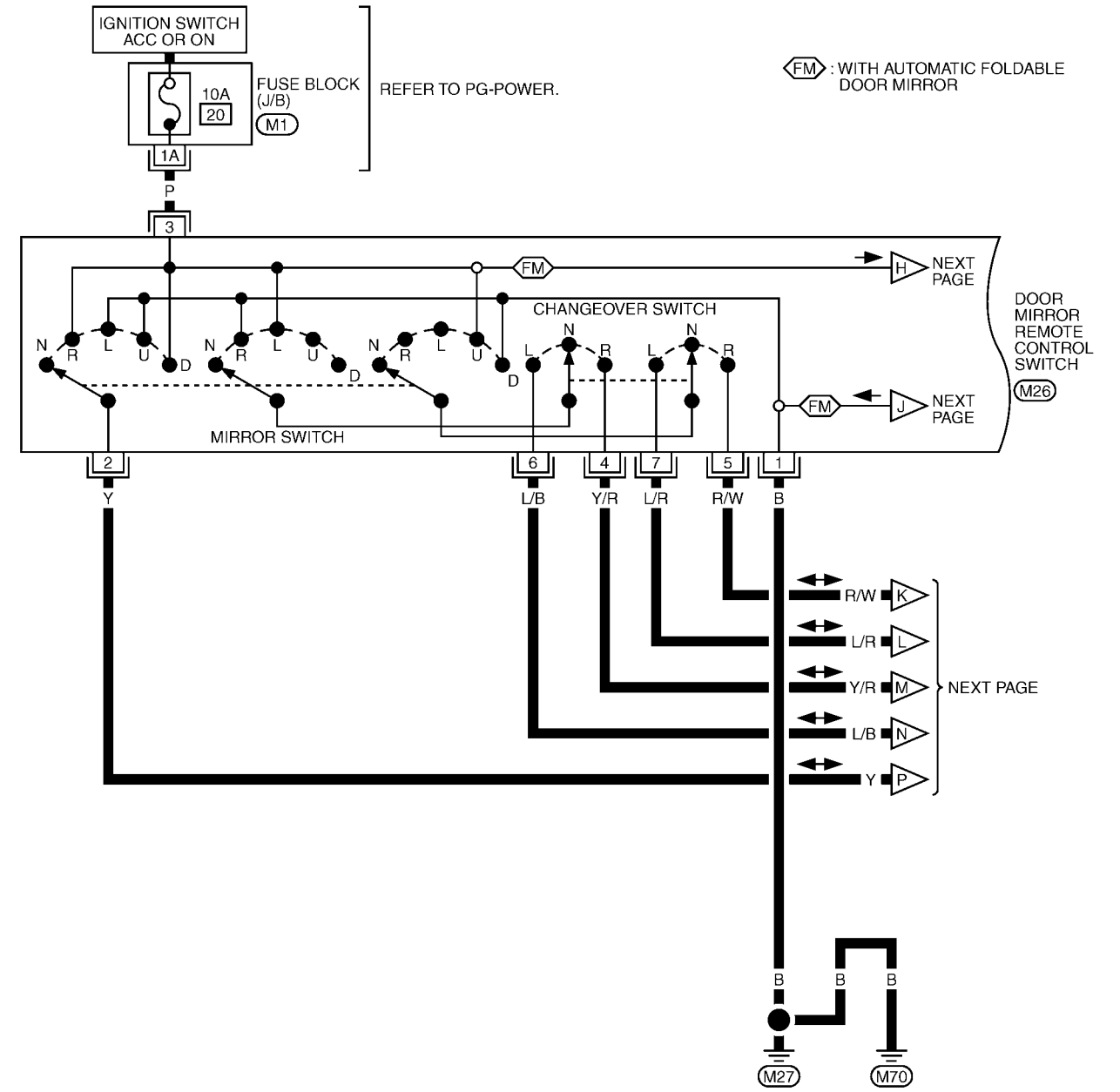

M26
W
D1
W
D3
D14
W
W
D11
W

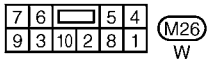
TIWA0043E

Wiring Diagram - MIRROR - RHD models

EIS004JQ

GW-MIRROR-03

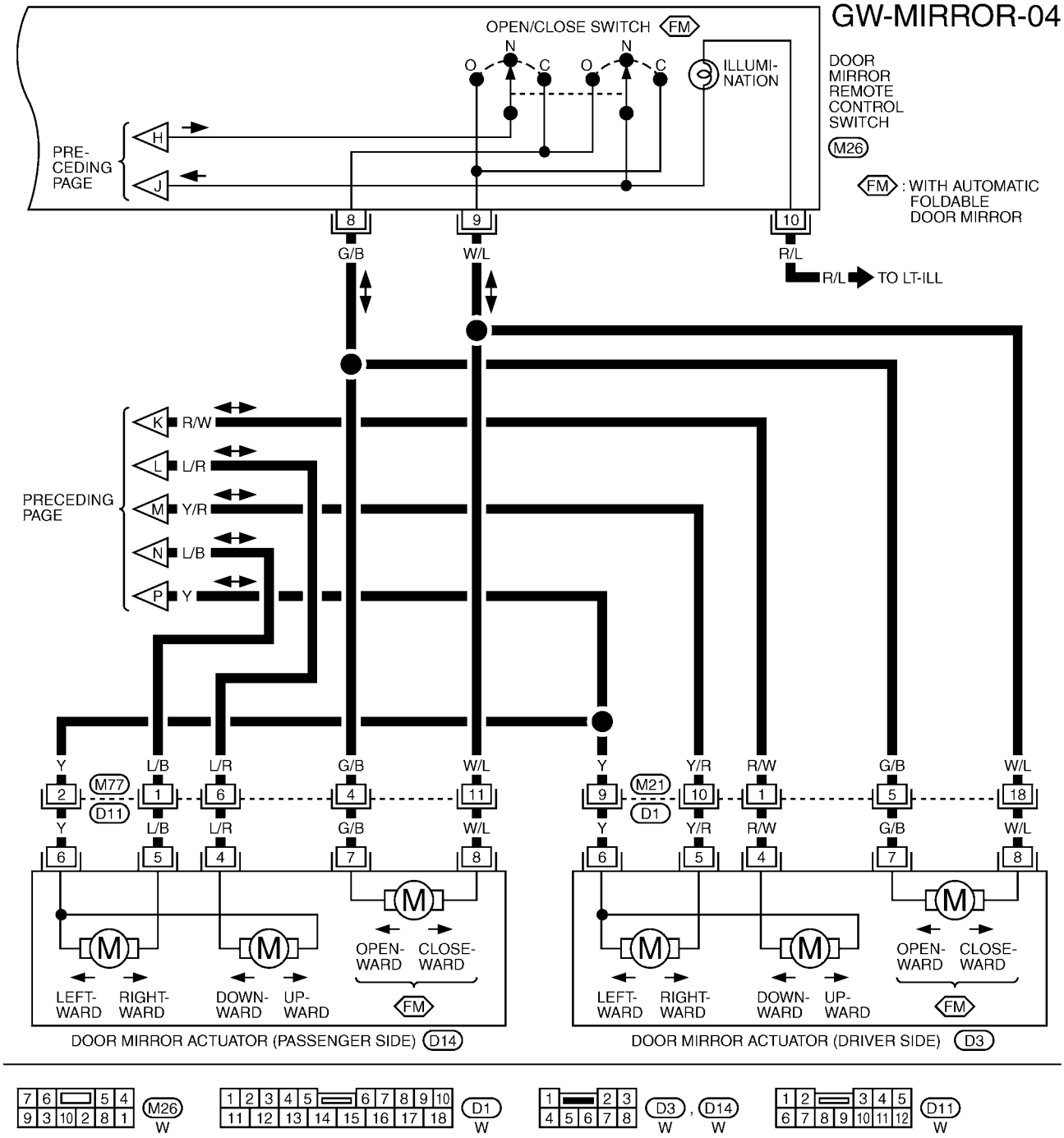




REFER TO THE FOLLOWING.

M1 -FUSE BLOCK-JUNCTION BOX (J/B)

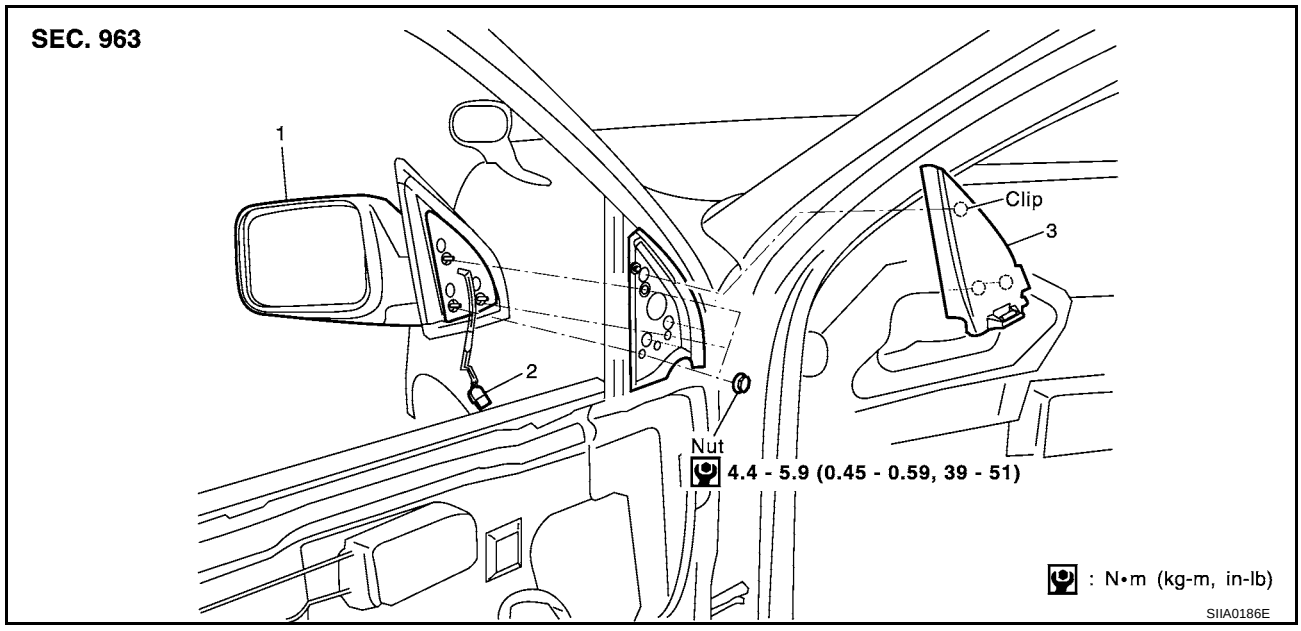
TIWA0044E


GW-MIRROR-04
OPEN/CLOSE SWITCH FM
N
O
C
ILLUMI-NATION
DOOR MIRROR REMOTE CONTROL SWITCH
M26
FM : WITH AUTOMATIC FOLDABLE DOOR MIRROR
PRE-CEDING PAGE
H
J
8
9
10
G/B
W/L
R/L
R/L TO LT-ILL
PRECEDING PAGE
K R/W
L L/R
M Y/R
N L/B
P Y
Y
L/B
L/R
G/B
W/L
M77
D11
M21
D1
Y/R
R/W
LEFT-WARD
RIGHT-WARD
DOWN-WARD
UP-WARD
OPEN-WARD
CLOSE-WARD
FM
DOOR MIRROR ACTUATOR (PASSENGER SIDE) D14
DOOR MIRROR ACTUATOR (DRIVER SIDE) D3
M26 W
D1 W
D3 W
D14 W
D11 W

TIWA0045E

Removal and Installation

EIS004JR



1. Door mirror
2. Connector
3. Corner cover

REMOVAL

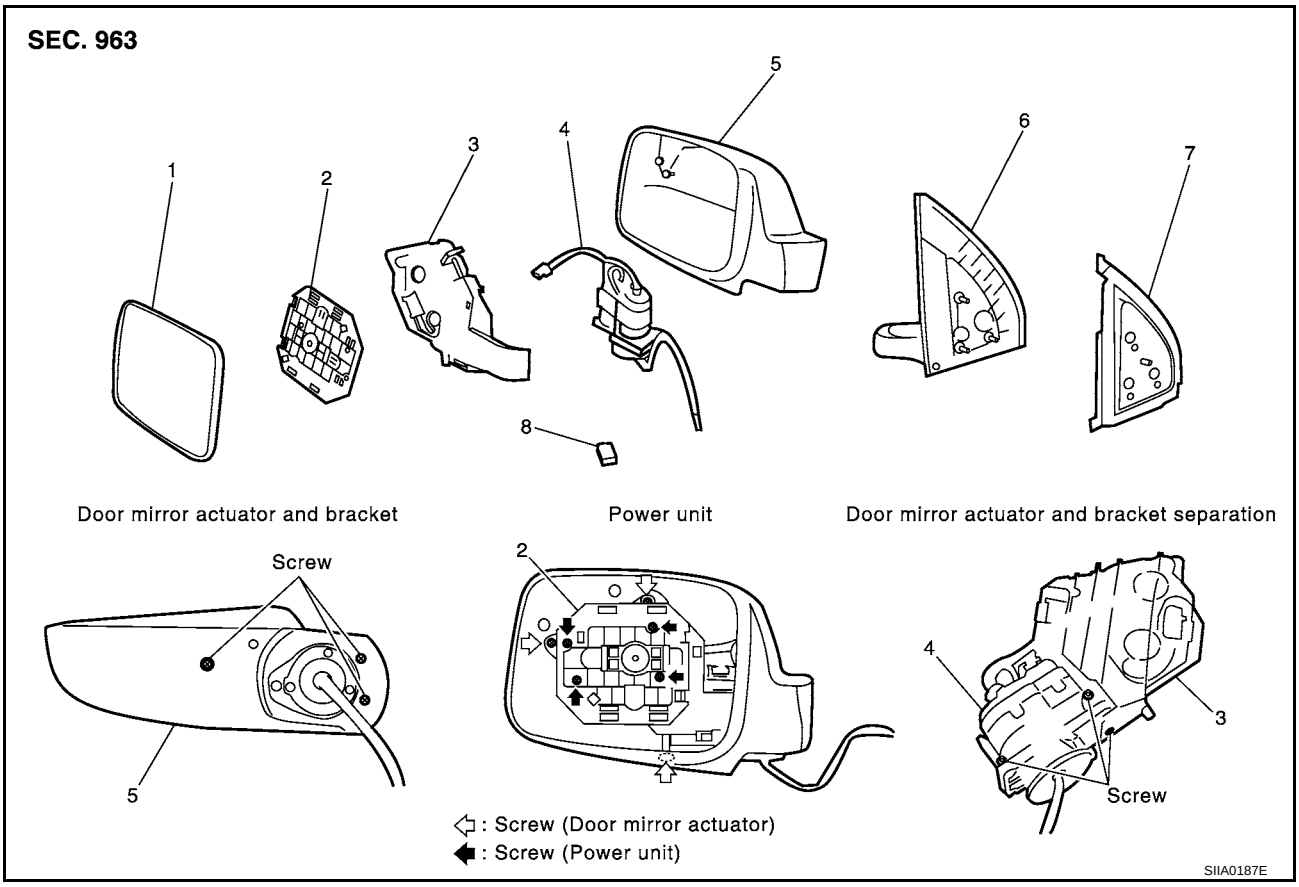
1. Remove front door finisher. Refer to EI-23, "Removal and Installation" .
2. Remove corner cover.
3. Remove door mirror harness connector.
4. Remove door mirror mounting nuts, and remove door mirror assembly.

INSTALLATION

Install in the reverse order of removal.

Disassembly and Assembly

EIS004JS



1. Mirror body
2. Power unit
3. Bracket
4. Electric retracting unit
5. Housing
6. Base
7. Packing
8. Connector

DISASSEMBLY

1. Pull out all the terminals from the harness connector.

   NOTE:
   Before pulling out the terminal, note the connector terminal arrangement.
2. Turn the mirror glass surface upward.
3. Apply a protective tape to the housing.
4. Insert a narrow slotted screwdriver in the concave gap between mirror glass and power unit to push up tabs (2 locations) on mirror holder to disengage lower part of mirror holder, and remove mirror body assembly.

   NOTE:
   When pushing up the tabs, do not forcefully push up only 1 concave but try to push up using 2 concave positions.
5. Remove packing.
6. Remove base.
7. Remove electric retracting unit.
8. Remove power unit, and disconnect the connector.
9. Separate the electric retracting unit from the bracket.

ASSEMBLY

1. Install bracket to the electric retracting unit.
2. Connect power unit connector. Install electric retracting unit (bracket).
3. Install electric retracting unit and base to the housing.
4. Place power unit and mirror body assembly in a horizontal position.
5. Engage upper tabs of mirror glass with power unit. Then, press lower part of mirror glass down until the lower part snaps to allow engagement of lower tabs.

   NOTE:
   After installation, visually check that the lower tabs (2) are securely engaged when viewed from the bottom of mirror surface.
6. Install the packing to the base.
7. Insert the harness terminal into the connector.

   NOTE:
   Make sure to insert the harness terminal into the correct connector. Do not confuse the locations.