



Insertable Wiper Relay Mod



socalx19
True Classic
Location:
Laguna Hills, CA

I've searched for and found a number of posts demonstrating this mod but most of the links to a wiring diagram are not working. The most often referred-to link is missing:

<http://www.network54.com/Forum/12159/message/1131915234/Courtesy+of+...>

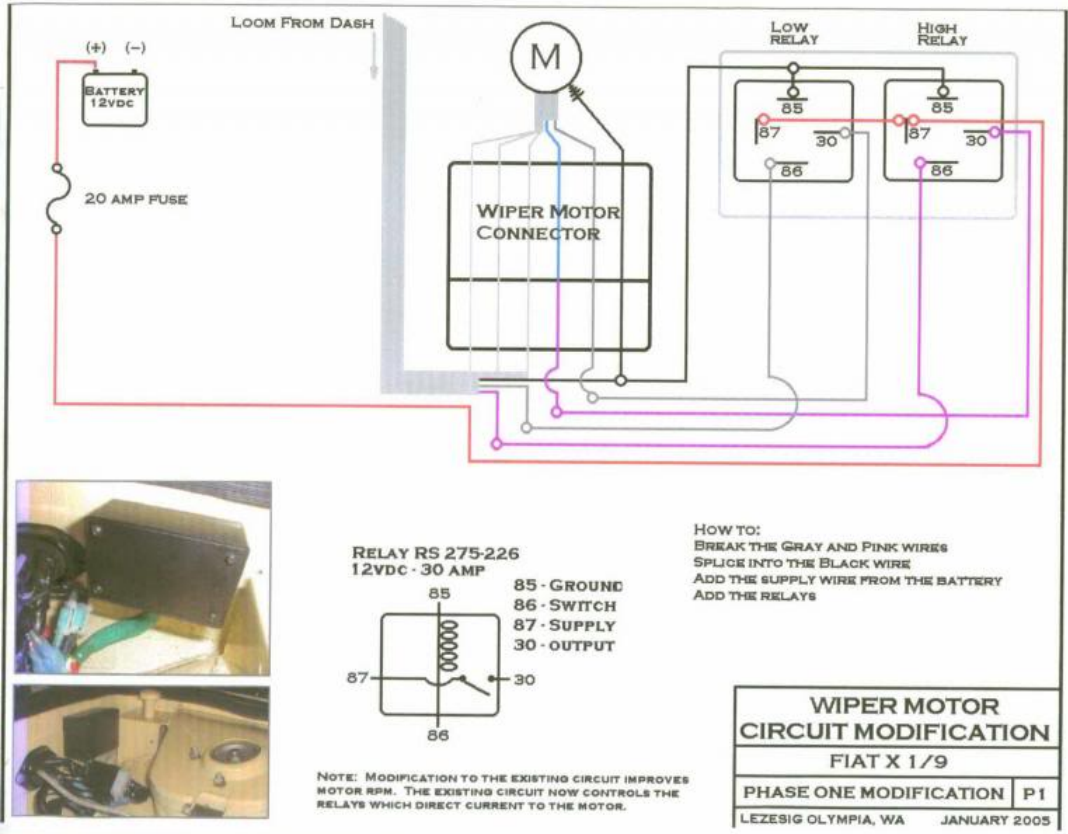
Anyone have a diagram available? This would be for model year 1986, if that makes a difference. Thanks..

socalx19, Nov 18, 2013 #1



budgetzagato
Administrator
Moderator
Location:
Olympia, WA USA

This one?



budgetzagato, Nov 18, 2013 #2

**socalx19**

True Classic

Location:

Laguna Hills, CA

Thanks - this is Les's diagram, right? I recall he had a 70s-ish X. I have intermittent wipers - so that's one more relay, isn't it? I'm not sure if this was on all years.

socalx19, Nov 18, 2013

#3

**budgetzagato**

Administrator

Moderator

Location:

Olympia, WA USA

I think the intermittent relay doesn't affect this. If you reverse-engineer this to insert where the harness plugs in, you can see the intermittent timer is upstream somewhere.

budgetzagato, Nov 18, 2013

#4

**socalx19**

True Classic

Location:

Laguna Hills, CA

Thanks I'll play with this - the diagram helps a lot. I'm a little confused by the intermittent setting since it's another "click" on the stalk leading me to believe this is another switch and relay.

socalx19, Nov 18, 2013

#5

**bbrown**

Bob Brown

Moderator

Location:

New Hampshire

Not to worry Rudy,

The delay is part of the circuit BUT ...

There are only 2 speeds to the motor itself, and relays help with the current to the motor - regardless of the delay circuit.

This will not affect the delay circuit or vice versa.

bbrown, Nov 18, 2013

#6



socalx19
True Classic

Location:
Laguna Hills, CA

Ah, gotcha - thanks for the guidance guys...setting up to get started now. Thanks again.

socalx19, Nov 18, 2013

#7



jvandyke
True Classic

Location:
West Michigan

used that diagram for my '81 with intermittent, works perfectly. You can extract the spade terminal from the connector block with a tiny screwdriver or similar (grey and violet), run them to the relay, back from relay to port in connector block you just pulled it from, fused power off battery, ground 'em. All set. No cut, reversible (though why you'd want to reverse I don't know). Wipers 200% better!!

jvandyke, Nov 18, 2013

#8



socalx19
True Classic

Location:
Laguna Hills, CA

Wow this mod is ridiculous. May never get the chance to use it here in SoCal, but cool nonetheless. Thanks for the assist!

[ame="http://www.youtube.com/watch?v=WxELjnv1F0s"]WRM - YouTube[/ame]

socalx19, Nov 18, 2013

#9



toddr124
Hagerstown, MD

Location:
Hagerstown, MD

socalx19 said: ↑

I've searched for and found a number of posts demonstrating this mod but most of the links to a wiring diagram are not working. The most often referred-to link is missing:

<http://www.network54.com/Forum/12159/message/1131915234/Courtesy+of+...>

Anyone have a diagram available? This would be for model year 1986, if that makes a difference. Thanks..

I do not have a diagram, but I am building 30 of them for DCFiats tech day in February. The connectors are available on line <http://www.ebay.com/itm/6-Pin-Conne...tor-/161094204858?hash=item2581f67dba&vxp=mtr>

This way you do not have to cut any wires. I might be able to use one for a model and do a drawing. I will check tonight.

toddr124, Nov 18, 2013

#10



jvandyke
True Classic

Location:
West Michigan

you don't have to get the connector though, just release the wire from the connector (violet or grey), run it to the relay (86), build a wire with same end running off the relay (30) back to the connector, shove it in, there all good. Repeat for either gray or violet, which ever you didn't do the first time. Power the relays off the battery (fused!) ground the relays (I used one of the strut mounting lugs). I used two sided tape to mount relays to firewall, some have put inside a nice little box of some sort.

jvandyke, Nov 18, 2013

#11



bbrown
Bob Brown

Moderator

Location:
New Hampshire

Todd, that's the same way I'm building mine...

-As an insert. Nice find on the connectors, BTW!
My goal is to make it very small so as to "not" have to mount it.
It'll look like a small block between the original connections.

bbrown, Nov 18, 2013

#12



toddr124
Hagerstown, MD

Location:
Hagerstown, MD

Mine has about 5 inches of wire between the connectors and relays to make it easy to build. I could mount it all in a little plastic box, but this is more work.

toddr124, Nov 18, 2013

#13



geekdaddy
X1/9 Learner's
Permit...

I did an insertable relay harness and documented it here with photos:
<http://xwebforums.com/forum/index.php?threads/21415/>

Mine works great. Took a video showing before/after impact on voltmeter and wiper speed here: [ame="http://www.youtube.com/watch?v=n0Aa-NFMxlc"]X1/9 insertable wiper relay result - YouTube[/ame]

Faster wipers, lower voltage drop, whitens your teeth and freshens your

Location:

NH

breath.

HOWEVER, I'm having an issue with my wipers. Not sure if it's related to my relays or the way I reinstalled my wiper assy. The wipers don't park properly. They just stop in random places and I have to use my wiper lever to stop them in the correct place. Any ideas???

Last edited by a moderator: Dec 3, 2016

geekdaddy, Nov 18, 2013

#14

**socalx19**

True Classic

Location:

Laguna Hills, CA

jvandyke said: ↑

you don't have to get the connector though, just release the wire from the connector (violet or grey), run it to the relay (86), build a wire with same end running off the relay (30) back to the connector, shove it in, there all good. Repeat for either gray or violet, which ever you didn't do the first time. Power the relays off the battery (fused!) ground the relays (I used one of the strut mounting lugs). I used two sided tape to mount relays to firewall, some have put inside a nice little box of some sort.

This is the way I did mine as well. Very simple and I also didn't have the connectors that Todd has sourced. I pulled the whole harness through into the trunk and will bundle it into a project box that other have done. It's also closer to my power block/secondary fuse box, so I'm running less wire. I didn't cut anything, just added the 2 white wires back to the original connectors (used white to mark in the same color as the originals later).



geekdady said: ↑

HOWEVER, I'm having an issue with my wipers. Not sure if it's related to my relays or the way I reinstalled my wiper assy. The wipers don't park properly. They just stop in random places and I have to use my wiper lever to stop them in the correct place. Any ideas???

I am having the same issue now. I initially attributed it to a bad ground. I tried a couple spots both in my secondary fuse box, body and original and sometimes they would work properly, sometimes not. Still chasing this one down. I'll let you know what I find.

socalx19, Nov 18, 2013

#15

socalx19 said: ↑

I am having the same issue now. I initially attributed it to a bad ground. I tried a couple spots both in my secondary fuse box, body and original and sometimes they would work properly,

**toddr124**

Hagerstown, MD

Location:

Hagerstown, MD

sometimes not. Still chasing this one down. I'll let you know what I find.

I have been using my wiper relay for over a 5,000 miles and it always parks the wipers correctly. I do not think I have a ground for the relays. I will need to look tonight.

toddr124, Nov 18, 2013

#16

**jvandyke**

True Classic

Location:

West Michigan

they must be grounded somehow or they wouldn't work at all

jvandyke, Nov 18, 2013

#17

**socalx19**

True Classic

Location:

Laguna Hills, CA

toddr124 said: ↑

I have been using my wiper relay for over a 5,000 miles and it always parks the wipers correctly. I do not think I have a ground for the relays. I will need to look tonight.

Ah, that's something for me to try. I missed that in the diagram - I'm grounding the relays outside of the circuit. I could take the ground from the original harness and direct it into the relay in the same manner as the grey/pink wires. I'm not sure if that really makes a difference or not, but it would make it just like how it's illustrated.

socalx19, Nov 18, 2013

#18

**jvandyke**

True Classic

Location:

West Michigan

shouldn't matter, my relays are grounded separately and wipers park fine

jvandyke, Nov 18, 2013

#19

Rudy, pay attention to the steering cluster...

**bbrown**

Bob Brown

Moderator

Location:

New Hampshire

(the steering cluster switches.) Those have been known to cause issue with intermittent wipers on late model X's. Check the plug connections in the steering column lower cover area too, just in case. Not saying they're bad, just take note. (inspect) Also, some have this big ugly covered resistor that sits outside the firewall, located in the air vent area where the speedometer cable runs through. Inspect those connections too if they exist on your car.

bbrown, Nov 18, 2013

#20

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