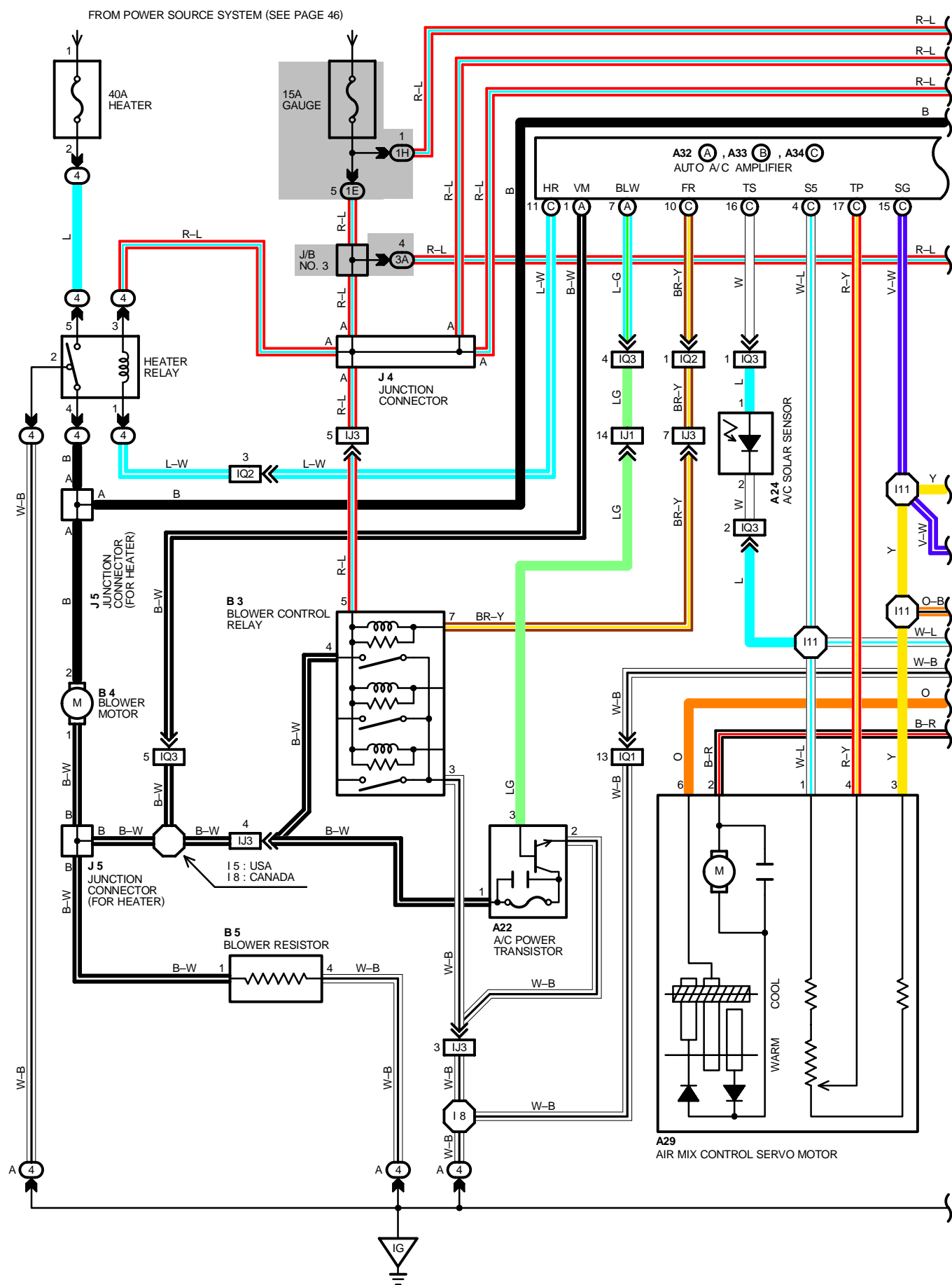
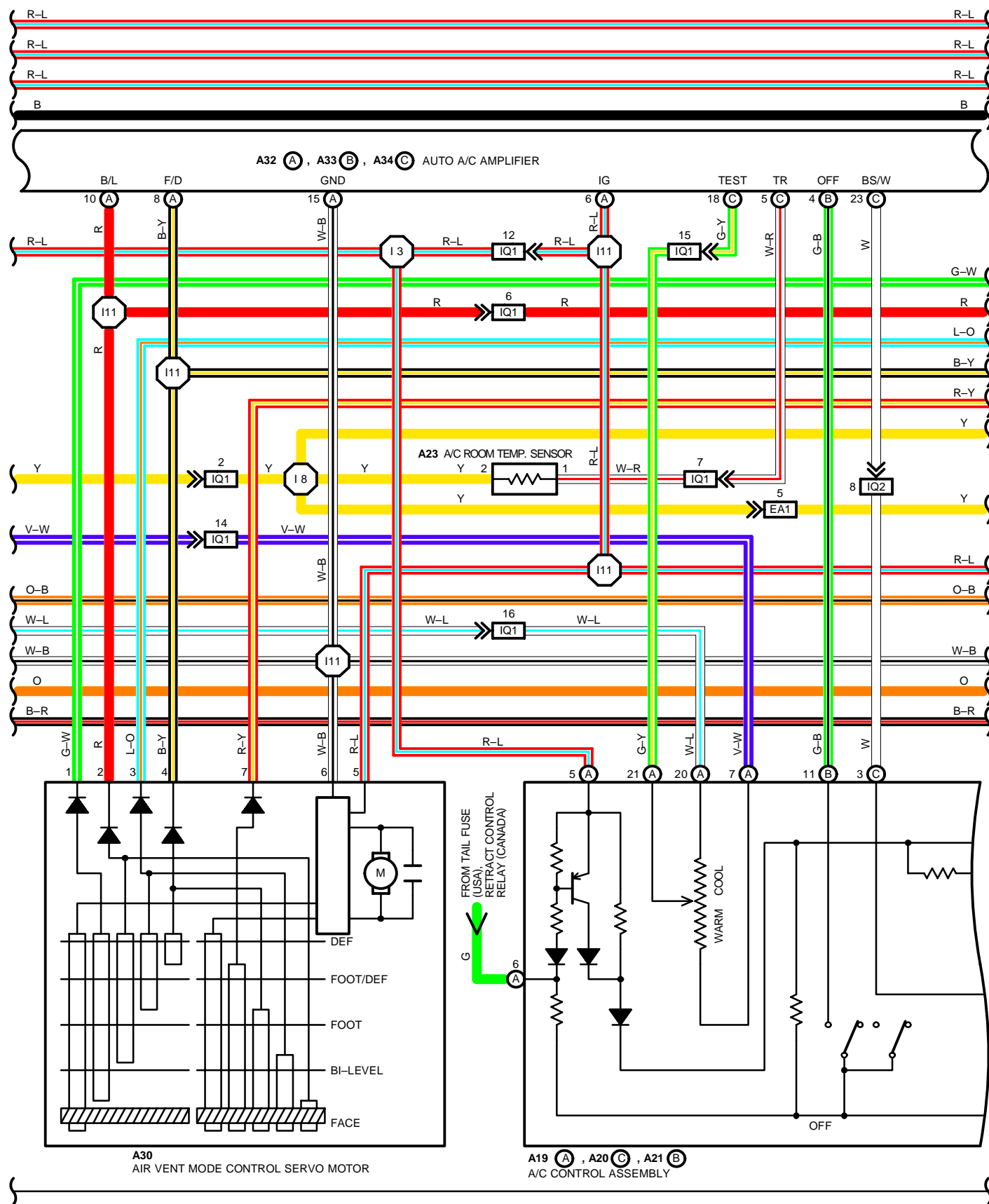
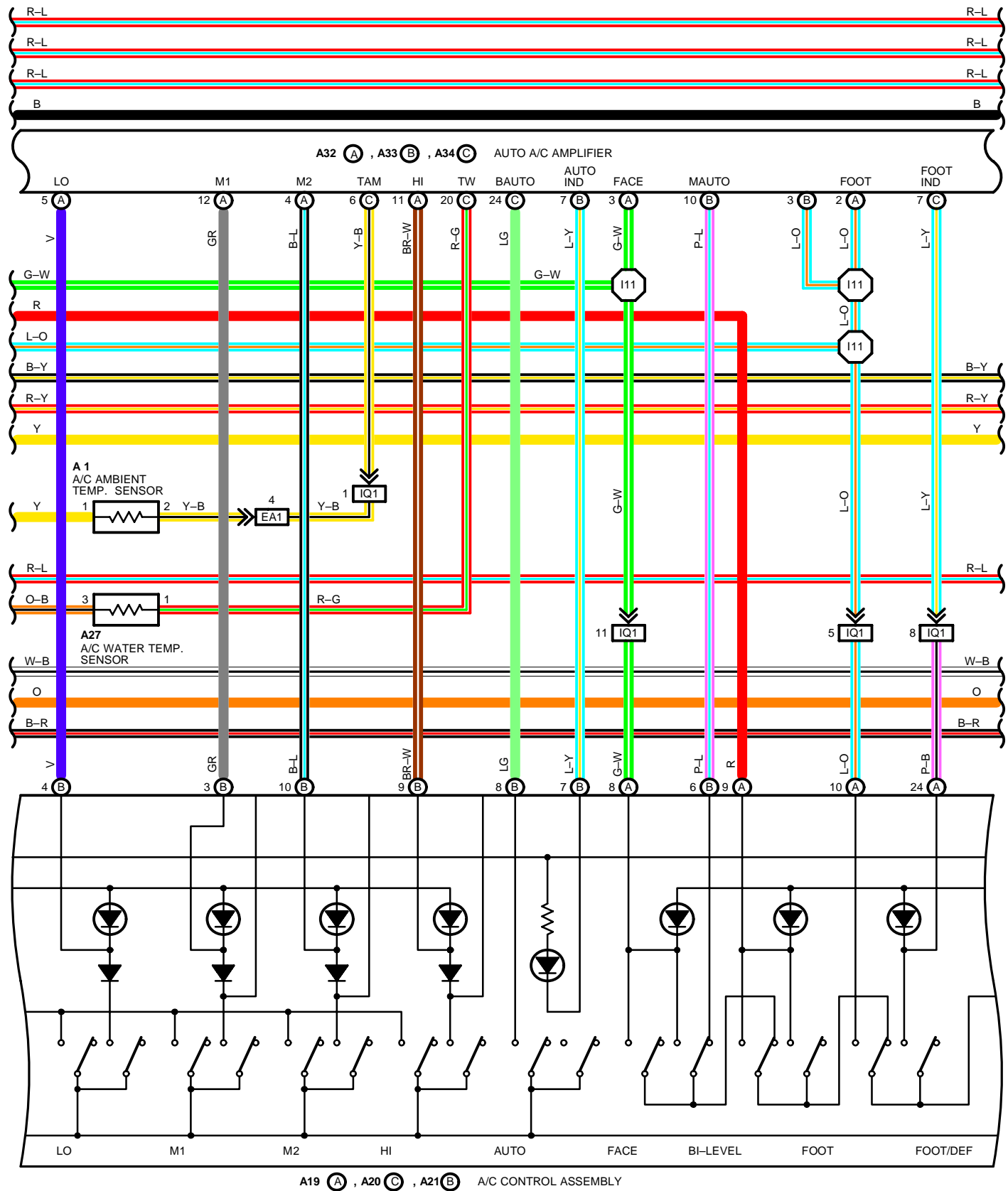


RADIATOR FAN AND AIR CONDITIONER (AUTOMATIC AIR CONDITIONER, FOR PUSH TYPE OF BLOWER CONTROL SW)

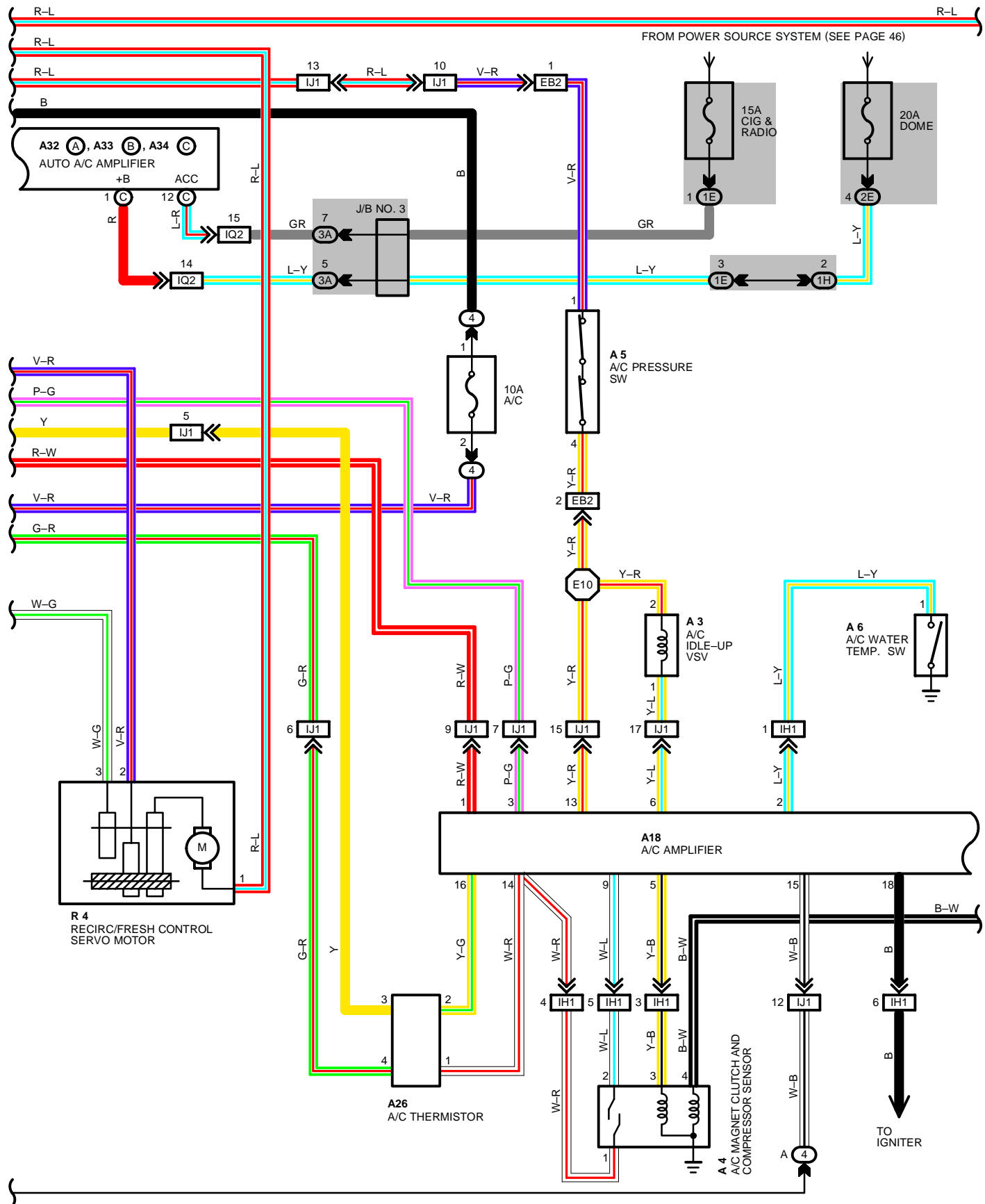


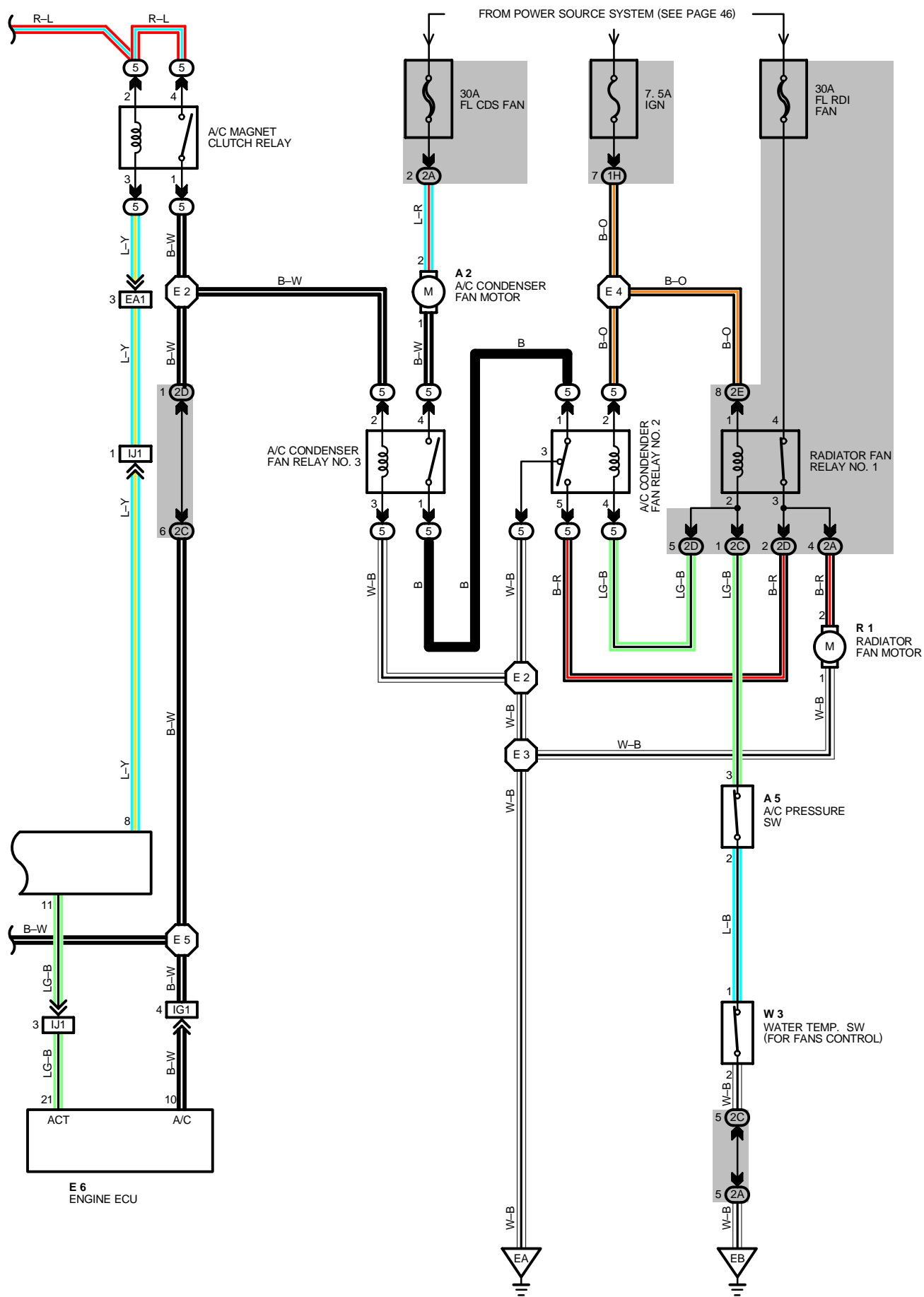


RADIATOR FAN AND AIR CONDITIONER (AUTOMATIC AIR CONDITIONER, FOR PUSH TYPE OF BLOWER CONTROL SW)



RADIATOR FAN AND AIR CONDITIONER (AUTOMATIC AIR CONDITIONER, FOR PUSH TYPE OF BLOWER CONTROL SW)





SYSTEM OUTLINE

1. COOLING FAN OPERATION

WHEN THE IGNITION SW IS TURNED ON, THE CURRENT FROM IGN FUSE FLOWS TO **TERMINAL 3** OF RADIATOR FAN RELAY NO. 1 → **TERMINAL 4** → **TERMINAL 3** OF THE A/C PRESSURE SW → **TERMINAL 2** → **TERMINAL 1** OF WATER TEMP. SW (FOR FANS CONTROL) → **TERMINAL 2** (5S-FE) → **GROUND**, FROM **TERMINAL 2** OF A/C FAN RELAY NO. 2 → **TERMINAL 4** → **TERMINAL 3** OF A/C PRESSURE SW → **TERMINAL 2** → **TERMINAL 1** OF WATER TEMP. SW (FOR FANS CONTROL) → **TERMINAL 2** (5S-FE) → **GROUND**, CAUSING RELAY NO. 1 AND RELAY NO. 2 OF EACH FAN TO TURN ON.

*** OPERATION AT LOW SPEED**

WHEN THE A/C SW (A/C CONTROL ASSEMBLY) IS TURNED ON AND THE AIR CONDITIONER OPERATES, THE CURRENT FLOWS FROM GAUGE FUSE FLOWS TO **TERMINAL 2** OF A/C MAGNET CLUTCH RELAY → **TERMINAL 3** → **TERMINAL 8** OF A/C AMPLIFIER CAUSING A/C MAGNET CLUTCH RELAY TO TURN ON.

AT THAT TIME, THE CURRENT FROM GAUGE FUSE FLOWS TO **TERMINAL 4** OF A/C MAGNET CLUTCH RELAY → **TERMINAL 1** → **TERMINAL 4** OF A/C MAGNET CLUTCH → **GROUND**, AND FROM **TERMINAL 1** OF A/C MAGNET CLUTCH RELAY → **TERMINAL 2** OF A/C FAN RELAY NO. 3 → **TERMINAL 3** → **GROUND**.

AS A RESULT, A/C MAGNET CLUTCH AND A/C FAN RELAY NO. 3 TURN ON AND THE CURRENT FLOWS FROM FL CDS FAN → **TERMINAL 2** OF A/C CONDENSER FAN MOTOR → **TERMINAL 1** → **TERMINAL 4** OF A/C FAN RELAY NO. 3 → **TERMINAL 1** → **TERMINAL 1** OF A/C FAN RELAY NO. 2 → **TERMINAL 5** → **TERMINAL 2** OF A/C CONDENSER FAN MOTOR → **TERMINAL 1** → **GROUND**, FLOWING TO EACH FAN MOTOR IN SERIES, CAUSING THE COOLING FAN TO ROTATE AT LOW SPEED.

*** OPERATION AT HIGH SPEED**

DURING A/C OPERATION, WHEN THE PRESSURE OF A/C COMPRESSOR BECOMES HIGHER THAN NORMAL PRESSURE (MORE THAN 14.3 KG/CM² 1401 KPA, 203 PSI), THE A/C PRESSURE SW TURNS OFF.

AS A RESULT, FAN RELAY NO. 1 AND NO. 2 TURNS OFF AND THE CURRENT FLOWS FROM FL RDI FAN → **TERMINAL 1** OF RADIATOR FAN RELAY NO. 1 → **TERMINAL 2** → **TERMINAL 2** OF RADIATOR FAN MOTOR → **TERMINAL 1** → **GROUND**, AND FROM FL CDS FAN → **TERMINAL 2** OF A/C CONDENSER FAN MOTOR → **TERMINAL 1** → **TERMINAL 4** OF A/C FAN RELAY NO. 3 → **TERMINAL 1** → **TERMINAL 1** OF A/C FAN RELAY NO. 2 → **TERMINAL 3** **GROUND**, FLOWING TO EACH FAN MOTOR IN PARALLEL CAUSING THE COOLING FAN TO ROTATE AT HIGH SPEED. WHEN THE ENGINE COOLANT TEMPERATURE BECOMES MORE THAN ABOUT 90°C (194° F), THE WATER TEMP. SW TURNS OFF AND THE SAME OPERATION AS ABOVE IS PERFORMED.

2. HEATER BLOWER MOTOR OPERATION (PUSH TYPE BLOWER CONTROL SW (W/ AUTO A/C))

CURRENT IS APPLIED AT ALL TIMES THROUGH THE HEATER FUSE TO **TERMINAL 5** OF HEATER RELAY. WHEN THE IGNITION SW IS TURNED ON, CURRENT FLOWS THROUGH GAUGE FUSE TO **TERMINAL 3** OF HEATER RELAY → **TERMINAL 1** → **TERMINAL HR** OF A/C AUTO AMPLIFIER. AT THE SAME TIME, CURRENT ALSO FLOWS FROM GAUGE FUSE TO **TERMINAL 5** OF A/C BLOWER CONTROL RELAY → **TERMINAL 7** → **TERMINAL FR** OF A/C AUTO AMPLIFIER.

*** LOW SPEED OPERATION (OPERATION AT MANUAL)**

WHEN THE BLOWER SW (A/C CONTROL ASSEMBLY) IS MOVED TO **LOW** POSITION, SIGNALS ARE INPUT FROM **TERMINAL C3** OF THE A/C CONTROL ASSEMBLY, **TERMINAL BSW** OF THE A/C AUTO AMPLIFIER AND **TERMINAL B4** OF THE A/C AUTO AMPLIFIER AND **TERMINAL B4** OF THE A/C CONTROL ASSEMBLY TO **TERMINAL 10** OF THE A/C AUTO AMPLIFIER, CAUSING THE A/C AUTO AMPLIFIER TO OPERATE.

CURRENT FLOWING TO **TERMINAL HR** OF A/C AUTO AMPLIFIER FLOWS TO **TERMINAL GND** OF A/C AUTO AMPLIFIER → **GROUND** AND TURNS THE HEATER RELAY ON.

THIS CAUSES THE CURRENT TO **TERMINAL 5** OF THE HEATER RELAY TO FLOW TO **TERMINAL 4** OF HEATER RELAY → **TERMINAL 2** OF BLOWER MOTOR → MOTOR → **TERMINAL 1** → **TERMINAL 1** OF BLOWER RESISTOR → **TERMINAL 4** → **GROUND**, CAUSING THE BLOWER MOTOR TO ROTATE AT LOW SPEED.

*** HIGH SPEED OPERATION (OPERATION AT MANUAL)**

WHEN THE BLOWER SW (A/C CONTROL ASSEMBLY) IS MOVED TO **HI** POSITION, SIGNALS ARE INPUT FROM **TERMINAL C3** OF A/C CONTROL ASSEMBLY, **TERMINAL BSW** OF A/C AUTO AMPLIFIER AND **TERMINAL B9** OF A/C CONTROL ASSEMBLY TO **TERMINAL HI** OF A/C AUTO AMPLIFIER, CAUSING THE A/C AUTO AMPLIFIER TO OPERATE.

CURRENT TO **TERMINAL HR** OF THE AUTO AMPLIFIER THEN FLOWS TO **TERMINAL GND** OF A/C AUTO AMPLIFIER → **GROUND**, TURNING THE HEATER RELAY ON.

AT THE SAME TIME, CURRENT FLOWING TO **TERMINAL 5** OF THE A/C RELAY BOX FLOWS TO **TERMINAL 7** OF A/C RELAY BOX → **TERMINAL FR** OF A/C AUTO AMPLIFIER → **TERMINAL GND** → **GROUND**, CAUSING THE BLOWER MOTOR TO ROTATE AT HIGH SPEED.

* MEDIUM SPEED OPERATION (OPERATION AT MANUAL M1, M2)

WHEN THE BLOWER SW (A/C CONTROL ASSEMBLY) IS MOVED TO **M1** POSITION, A SIGNAL IS INPUT FROM **TERMINAL B3** OF A/C CONTROL ASSEMBLY TO **TERMINAL M1** OF A/C AUTO AMPLIFIER

THIS CAUSES TO CURRENT FLOWING TO **TERMINAL HR** OF THE A/C AUTO AMPLIFIER TO FLOW TO **TERMINAL GND** OF A/C AUTO AMPLIFIER → **GROUND** AND TURNS THE HEATER RELAY ON. SIMULTANEOUSLY, CURRENT FLOWING FROM **TERMINAL BLW** OF A/C AUTO AMPLIFIER TO **TERMINAL 3** OF A/C POWER TRANSISTOR → **TERMINAL 2** → **GROUND** CAUSES CURRENT FLOWING TO THE BLOWER MOTOR TO FLOW TO **TERMINAL 5** OF HEATER RELAY → **TERMINAL 4** → **TERMINAL 2** OF BLOWER MOTOR → **TERMINAL 1** → **TERMINAL 1** OF POWER TRANSISTOR → **TERMINAL 2** → **GROUND**, CAUSING TO BLOWER MOTOR ROTATE AT MEDIUM LOW SPEED.

IF THE BLOWER SW (A/C CONTROL ASSEMBLY) IS MOVED TO **M2** POSITION, THE CURRENT FLOW FROM **TERMINAL BLW** OF THE A/C AUTO AMPLIFIER TO **TERMINAL 1** OF THE POWER TRANSISTOR BECOMES GREATER THAN FOR M1 AND CURRENT FLOWS MORE EASILY BETWEEN **TERMINAL 1** AND **TERMINAL 2** OF THE POWER TRANSISTOR, SO THE BLOWER MOTOR ROTATES AT MEDIUM HIGH SPEED.

* AUTO FUNCTION

WHEN THE AUTO SW (A/C CONTROL ASSEMBLY) IS SELECTED, THE CURRENT FLOW IS THE SAME FOR **MED** POSITION, BUT THE A/C AUTO AMPLIFIER DECIDES THE APPROPRIATE AIR FLOW VOLUME ACCORDING TO THE SET TEMPERATURE AND TO INPUT SIGNALS FROM EACH SENSOR. BY CONTROLLING THE CURRENT FLOW FROM **TERMINAL BLW** OF THE A/C AUTO AMPLIFIER TO **TERMINAL 3** OF POWER TRANSISTOR → **TERMINAL 2** → **GROUND**, THE A/C AUTO AMPLIFIER CONTROLS THE BLOWER MOTOR STEPLESSLY.

3. OPERATION OF RECIRC/FRESH CONTROL SERVO MOTOR

(SWITCHING FROM FRESH TO RECIRC)

WITH IGNITION SW TURNED ON. THE CURRENT FLOWS FROM GAUGE FUSE TO **TERMINAL 1** OF RECIRC/FRESH CONTROL SERVO MOTOR. WHEN THE RECIRC/FRESH SW IS SWITCHED TO THE RECIRC SIDE, TO CURRENT FLOWS FROM **TERMINAL 1** OF RECIRC/FRESH CONTROL SERVO MOTOR → **TERMINAL 2** → **TERMINAL A18** OF A/C CONTROL ASSEMBLY → **TERMINAL B5** → **TERMINAL REC IND** OF A/C AUTO AMPLIFIER → **TERMINAL GND** → **GROUND**, THE MOTOR ROTATES AND THE DAMPER MOVES TO THE RECIRC SIDE.

WHEN IT IS IN THE **RECIRC** POSITION, THE CURRENT IS CUT INSIDE THE SERVO MOTOR AND THE DAMPER STOPS AT THAT POSITION.

(SWITCHING FROM RECIRC TO FRESH)

WITH IGNITION SW ON, WHEN THE RECIRC/FRESH SW IS SWITCHED TO THE FRESH SIDE, THE CURRENT FLOWS FROM **TERMINAL 1** OF RECIRC/FRESH CONTROL SERVO MOTOR → **TERMINAL 3** → **TERMINAL A19** OF A/C CONTROL ASSEMBLY → **TERMINAL B1** → **TERMINAL FRS IND** OF AUTO A/C AMPLIFIER → **TERMINAL GND** → **GROUND**, THE MOTOR ROTATES AND THE DAMPER MOVES TO THE FRESH SIDE. WHEN IT IS IN THE **FRESH** POSITION, THE CURRENT IS CUT INSIDE THE SERVO MOTOR AND THE DAMPER STOPS AT THAT POSITION.

4. OPERATION OF AIR VENT MODE CONTROL SERVO MOTOR

WITH IGNITION SW TURNED ON, THE CURRENT FLOWS FROM GAUGE FUSE TO **TERMINAL 5** OF AIR VENT MODE CONTROL SERVO MOTOR → **TERMINAL 6** → **GROUND**, AND THE DAMPER MOVES TO THE POSITION OF THE MODE SELECTION SW OF THE CONTROL ASSEMBLY SWITCH IS ON.

WHEN THE MODE SELECTION SW OF A/C CONTROL ASSEMBLY IS MOVED TO **DEF** POSITION WITH THE DAMPER IN THE **FACE** POSITION, THE CURRENT FLOWS FROM **TERMINAL 7** OF AIR VENT MODE CONTROL SERVO MOTOR TO **TERMINAL A25** OF A/C CONTROL ASSEMBLY → **TERMINAL C10** → **GROUND**.

AS A RESULT, THE SERVO MOTOR OPERATES UNTIL THE DAMPER REACHES **DEF** POSITION.

WHEN THIS OCCURS THE CURRENT TO THE A/C CONTROL ASSEMBLY IS SHUT OFF AND ROTATION OF THE MOTOR STOPS. SWITCHING TO OTHER MODES IS CONTROLLED BY THE SERVO MOTOR ACCORDING THE FOLLOWING CURRENT:

1. **FOOT/DEF** POSITION : THE CURRENT FLOWS FROM **TERMINAL 4** OF SERVO MOTOR TO **TERMINAL A11** OF A/C CONTROL ASSEMBLY.
2. **FOOT** POSITION : THE CURRENT FLOWS FROM **TERMINAL 3** OF SERVO MOTOR TO **TERMINAL A10** OF A/C CONTROL ASSEMBLY.
3. **BI-LEVEL** POSITION : THE CURRENT FLOWS FROM **TERMINAL 2** OF SERVO MOTOR TO **TERMINAL A9** OF A/C CONTROL ASSEMBLY.

5. OPERATION OF AIR MIX CONTROL SERVO MOTOR

WHEN THE TEMPERATURE CONTROL VOLUME IS TURNED TO THE COOL SIDE, A SIGNAL IS INPUT TO **TERMINAL TEST** OF A/C AUTO AMPLIFIER FROM **TERMINAL A21** OF A/C CONTROL ASSEMBLY.

AS A RESULT, A SIGNAL IS OUTPUT FROM **TERMINAL AMH** OF A/C AUTO AMPLIFIER TO **TERMINAL 3** OF A/C SYSTEM AMPLIFIER AND THE CURRENT FLOWING TO **TERMINAL 7** OF A/C SYSTEM AMPLIFIER FROM THE GAUGE FUSE FLOWS FROM **TERMINAL 1** OF A/C SYSTEM AMPLIFIER → **TERMINAL 2** OF AIR MIX CONTROL SERVO MOTOR → **TERMINAL 6** → IF A/C SYSTEM AMPLIFIER → **TERMINAL 9** → **GROUND**. CAUSING THE AIR MIX CONTROL SERVO MOTOR TO ROTATE.

AT THIS TIME IS INPUT THE DAMPER OPENING ANGLE FROM **TERMINAL 4** OF SERVO MOTOR TO **TERMINAL TP** OF A/C AUTO AMPLIFIER THIS IS USED TO DETERMINE THE DAMPER **STOP** POSITION AND MAINTAIN THE SET TEMPERATURE.

WHEN THE TEMPERATURE CONTROL VOLUME IS TURNED TO THE WARM SIDE, IN A/C SYSTEM AMPLIFIER THE CURRENT FLOWS FROM SERVO MOTOR → **TERMINAL 6** OF A/C SYSTEM AMPLIFIER → **TERMINAL 6** OF AIR MIX CONTROL SERVO MOTOR → MOTOR → **TERMINAL 2** → **TERMINAL 1** OF A/C SYSTEM AMPLIFIER → **TERMINAL 9** → **GROUND**, ROTATING THE MOTOR IN REVERSE AND SWITCHING THE DAMPER FROM COOL TO WARM SIDE.

SYSTEM OUTLINE

6. AIR CONDITIONER OPERATION

THE A/C AMPLIFIER RECEIVES VARIOUS SIGNALS, THE ENGINE RPM SIGNAL FROM THE IGNITER, OUTLET TEMPERATURE SIGNAL FROM THE A/C THERMISTOR, COOLANT TEMPERATURE FROM THE WATER TEMP. SENSOR, AND THE LOCK SIGNAL FROM THE A/C COMPRESSOR, ETC.

WHEN THE ENGINE IS STARTED AND THE A/C SW (A/C CONTROL ASSEMBLY) IS TURNED ON, A SIGNAL IS INPUT TO **TERMINAL A/C SW** OF A/C AUTO AMPLIFIER FROM **TERMINAL C12** OF A/C CONTROL ASSEMBLY. WHEN THIS HAPPENS, A SIGNAL IS OUTPUT FROM **TERMINAL A/C** OF A/C AUTO AMPLIFIER TO **TERMINAL 3** OF A/C AMPLIFIER.

AS A RESULT, THE CURRENT FLOWING FROM **TERMINAL 3** OF A/C MAGNET CLUTCH RELAY TO **TERMINAL 8** OF A/C AMPLIFIER FLOWS FROM **TERMINAL 15** OF A/C AMPLIFIER TO **GROUND** AND TURNS IN THE MAGNET CLUTCH RELAY.

BECAUSE THE MAGNET CLUTCH IS ON, THE A/C COMPRESSOR OPERATES, CAUSING THE CURRENT FLOWING FROM A/C IDLE-UP VSV TO **TERMINAL 6** OF A/C AMPLIFIER TO FLOW TO **TERMINAL 15** OF A/C AMPLIFIER → **GROUND**, AND TURNS ON THE VSV TO AVOID LOWERING THE ENGINE RPM DURING AIR CONDITIONER OPERATION.

WHEN ANY OF THE FOLLOWING SIGNALS ARE INPUT TO THE A/C AMPLIFIER, THE AMPLIFIER OPERATES TO TURN OFF THE AIR CONDITIONER:

- * ENGINE HIGH RPM SIGNAL
- * COOLANT HIGH TEMP. SIGNAL IS HIGH.
- * A SIGNAL THAT THE TEMPERATURE AT THE AIR OUTLET IS LOW.
- * A SIGNAL THAT THERE IS A LARGE DIFFERENCE BETWEEN ENGINE RPM AND COMPRESSOR RPM
- * A SIGNAL THAT THE REFRIGERANT PRESSURE IS ABNORMALLY HIGH OR LOW.

SERVICE HINTS

A 4 A/C MAGNET CLUTCH

4-GROUND : APPROX. 3.7 Ω

A 5 A/C PRESSURE SW

3-2 : OPEN ABOVE APPROX. 13.5 KG/CM² (192 PSI, 1323 KPA)

CLOSED BELOW APPROX. 10 KG/CM² (142 PSI, 980 KPA)

1-4 : OPEN WITH PRESSURE LESS THAN 2.1 KG/CM² (30 PSI, 206 KPA) OR ABOVE 27 KG/CM² (384 PSI, 2648 KPA)

A18 A/C AMPLIFIER

8-15 : CONTINUITY WITH A/C SW (A/C CONTROL ASSEMBLY) ON AND IGNITION SW **ON** POSITION

14-15 : ALWAYS CONTINUITY

14-GROUND: ALWAYS CONTINUITY

15-GROUND: ALWAYS CONTINUITY

13-GROUND: APPROX. 12 VOLTS WITH IGNITION SW ON

A23 A/C ROOM TEMP. SENSOR

1-2 : APPROX. 1.7 KΩ AT 25°C (77°F)

A26 A/C THERMISTOR

1-2, 3-4 : APPROX. 4852 Ω AT 0°C (32°F)

APPROX. 2341 Ω AT 15°C (39°F)

APPROX. 1500 Ω AT 25°C (77°F)

A29 AIR MIX CONTROL SERVO MOTOR

2-GROUND : APPROX. 12 VOLTS WITH TEMPERATURE CONTROL VOLUME AT **WARM** TO **COOL** POSITION

6-GROUND : APPROX. 12 VOLTS WITH TEMPERATURE CONTROL VOLUME AT **COOL** TO **WARM** POSITION

1-3 : ALWAYS APPROX. 6 KΩ

A32(A), A33(B) A34(C) AUTO A/C AMPLIFIER

B-GROUND : APPROX. 12 VOLTS

IG-GROUND : APPROX. 12 VOLTS WITH IGNITION SW AT **ON** POSITION

HR-GROUND : CONTINUITY WITH BLOWER SW (A/C CONTROL ASSEMBLY) ON OR AUTO SW ON

S5-GROUND : APPROX. 5 VOLTS WITH IGNITION SW ON

SG-GROUND : ALWAYS CONTINUITY

REC-GROUND: APPROX. 12 VOLTS WITH A/C CONTROL ASSEMBLY AT **RECIRC** POSITION

FRS-GROUND: APPROX. 12 VOLTS WITH A/C CONTROL ASSEMBLY AT **FRESH** POSITION

GND-GROUND: ALWAYS CONTINUITY

B 3 BLOWER CONTROL RELAY

3-4 : CLOSED WITH BLOWER SW (A/C CONTROL ASSEMBLY) AT **ON** POSITION

B 5 BLOWER RESISTOR

1-4 : APPROX. 2.4 Ω

W 3 WATER TEMP. SW (FOR FANS CONTROL)

1-2 : OPEN ABOVE APPROX. 90°C (194°F)

CLOSED BELOW APPROX. 83°C (181.4°F)

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A 1	25	A23	26	B 4	26
A 2	25	A24	26	B 5	26
A 3	25	A25	26	E 6	26
A 4	25	A26	26	J 4	26
A 5	25	A27	26	J 5	26
A 6	25	A29	26	J 6	26
A18	26	A30	26	R 1	25
A19	A 26	A32	A 26	R 4	26
A20	C 26	A33	B 26	W 3	25
A21	B 26	A34	C 26		
A22	26	B 3	26		

○ : RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
4	24	R/B NO. 4 (RIGHT KICK PANEL)
5	24	R/B NO. 5 (ENGINE COMPARTMENT FRONT RIGHT)

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1A	18	COWL WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1E		
1H	18	ENGINE ROOM MAIN WIRE AND J/B NO. 1 (LEFT KICK PANEL)
2A	20	ENGINE ROOM MAIN WIRE AND J/B NO. 2 (NEAR THE BATTERY)
2C	20	ENGINE WIRE AND J/B NO. 2 (NEAR THE BATTERY)
2D	20	ENGINE ROOM MAIN WIRE AND J/B NO. 2 (NEAR THE BATTERY)
2E		
3A	22	COWL WIRE AND J/B NO. 3 (BEHIND COMBINATION METER)

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EA1	28	COWL WIRE AND ENGINE ROOM MAIN WIRE (FRONT SIDE OF RIGHT FRONT FENDER)
EB2	28	ENGINE WIRE AND COWL WIRE (REAR SIDE OF RIGHT FRONT FENDER)
IG1	30	ENGINE WIRE AND COWL WIRE (UNDER THE ENGINE ECU)
IH1	30	ENGINE WIRE AND A/C NO. 1 WIRE (BEHIND THE GLOVE BOX)
IJ1	32	COWL WIRE AND A/C NO. 1 WIRE (BEHIND THE GLOVE BOX)
IJ3		
IQ1	32	COWL WIRE AND A/C NO. 2 WIRE (BESIDE HEATER UNIT)
IQ2		
IQ3		

▽ : GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EA	28	FRONT RIGHT FENDER
EB	28	FRONT LEFT FENDER
ID	30	LEFT KICK PANEL
IG	30	R/B NO. 4 SET BOLT

○ : SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 2	28	ENGINE ROOM MAIN WIRE	I 3	32	COWL WIRE
E 3			I 4		
E 4			I 5		
E 5	28	ENGINE WIRE	I 8	32	A/C NO. 2 WIRE
E10	28	COWL WIRE	I11		

