: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A 2	25	**A25**	26	**J 4**	26
A 3	25	**A26**	26	**J 5**	26
A 4	25	**A29**	26	**J 6**	26
A 5	25	**A30**	26	**R 1**	25
A 6	25	**B 3**	26	**R 4**	26
A18	26	**B 4**	26	**W 3**	25
A19 A	26	**B 5**	26		
A20 B	26	**E 6**	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

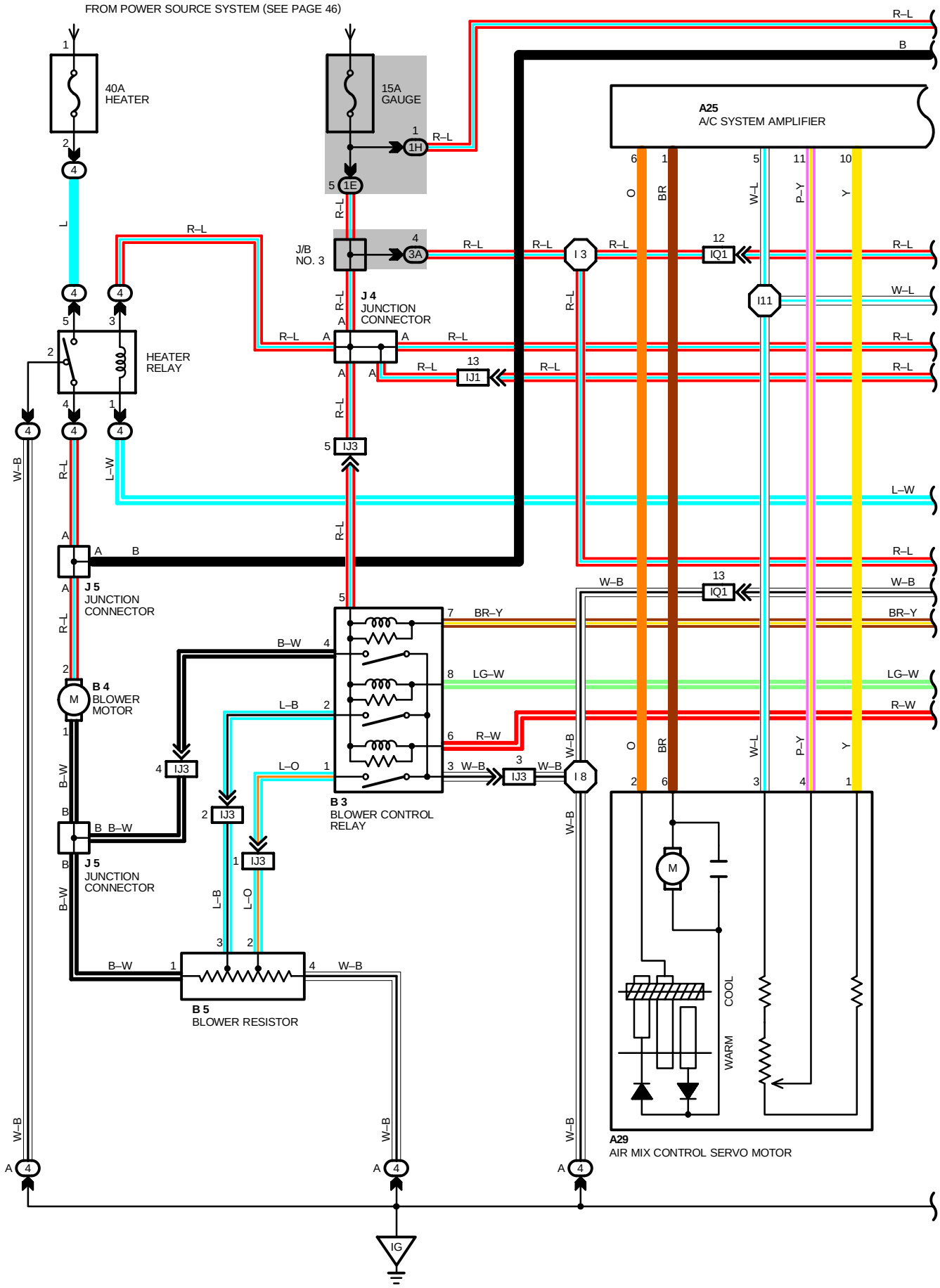
CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EA1	28	COWL WIRE AND ENGINE ROOM MAIN WIRE (FRONT SIDE OF RIGHT FRONT FENDER)
EB2	28	ENGINE WIRE AND COWL WIRE (REAR SIDE OF RIGHT FRONT FENDER)
IG1	30	ENGINE WIRE AND COWL WIRE (UNDER THE ENGINE ECU)
IH1	30	ENGINE WIRE AND A/C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

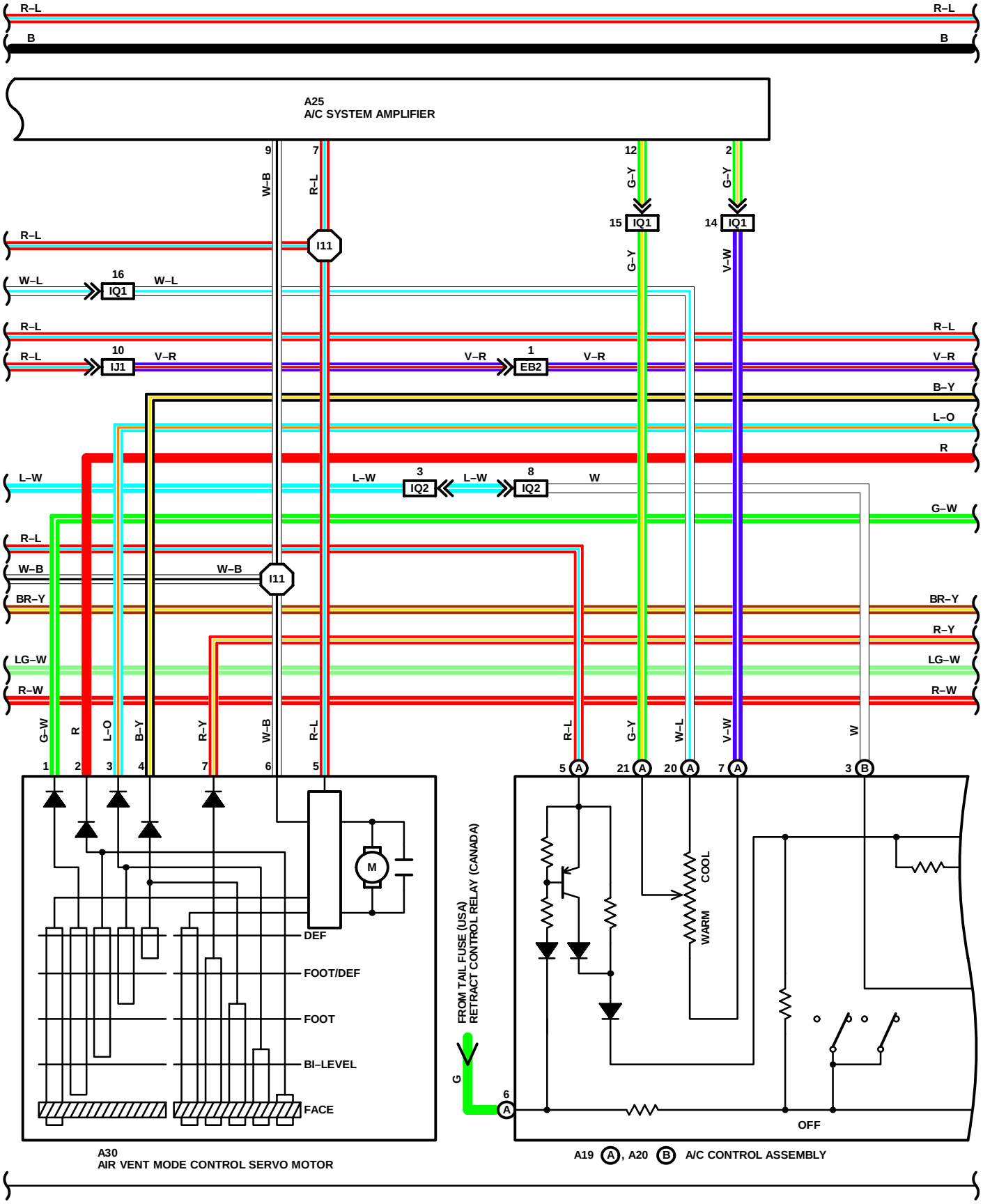
: GROUND POINTS

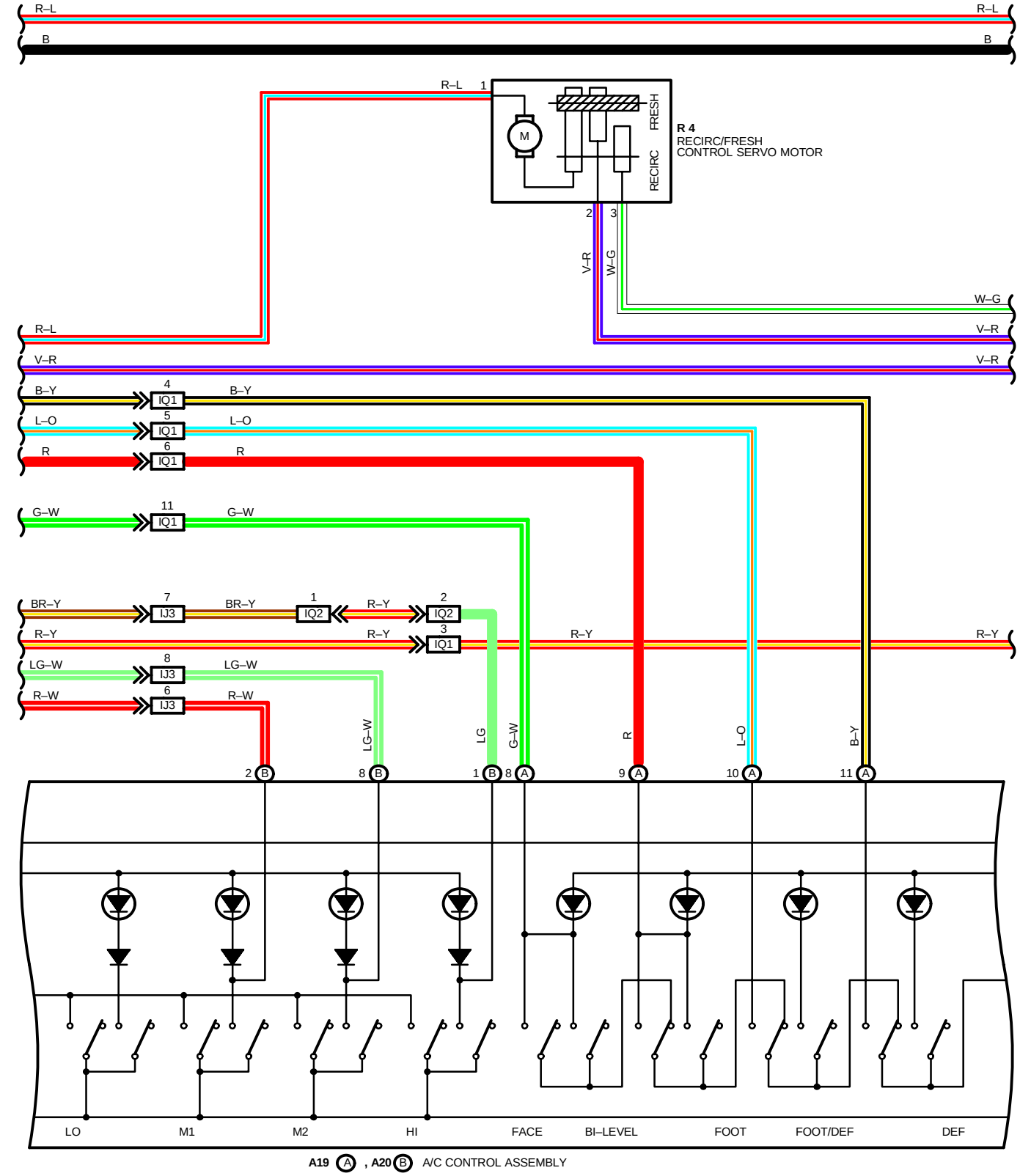
CODE	SEE PAGE	GROUND POINTS LOCATION
EA	28	FRONT RIGHT FENDER
EB	28	FRONT LEFT FENDER
ID	30	LEFT KICK PANEL
IG	30	R/B NO. 4 SET BOLT

: SPLICE POINTS

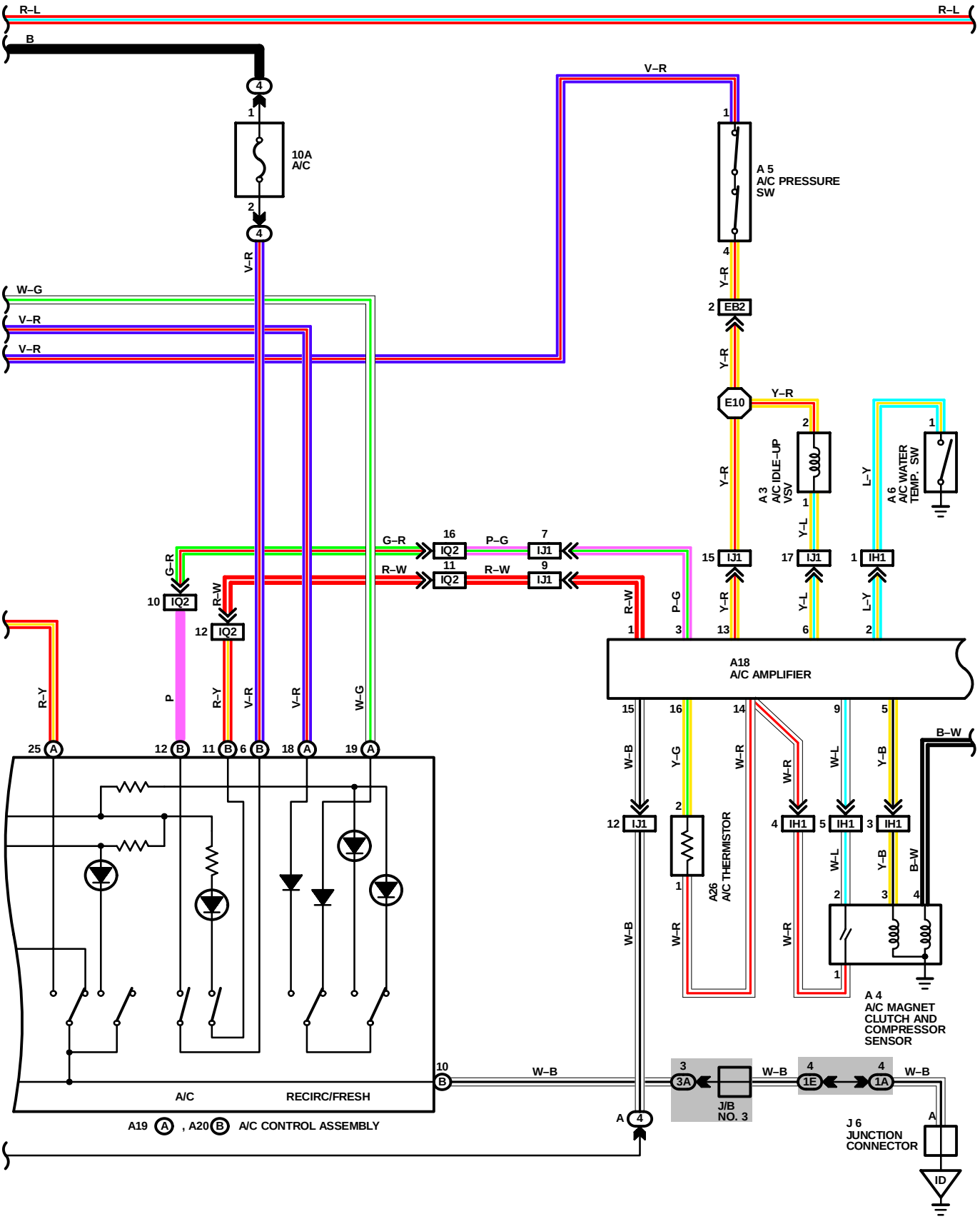
CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 2	28	ENGINE ROOM MAIN WIRE	**E10**	28	COWL WIRE
E 3			**I 3**	32	
E 4			**I 8**		
E 5	28	ENGINE WIRE	**I11**	32	A/C NO. 2 WIRE

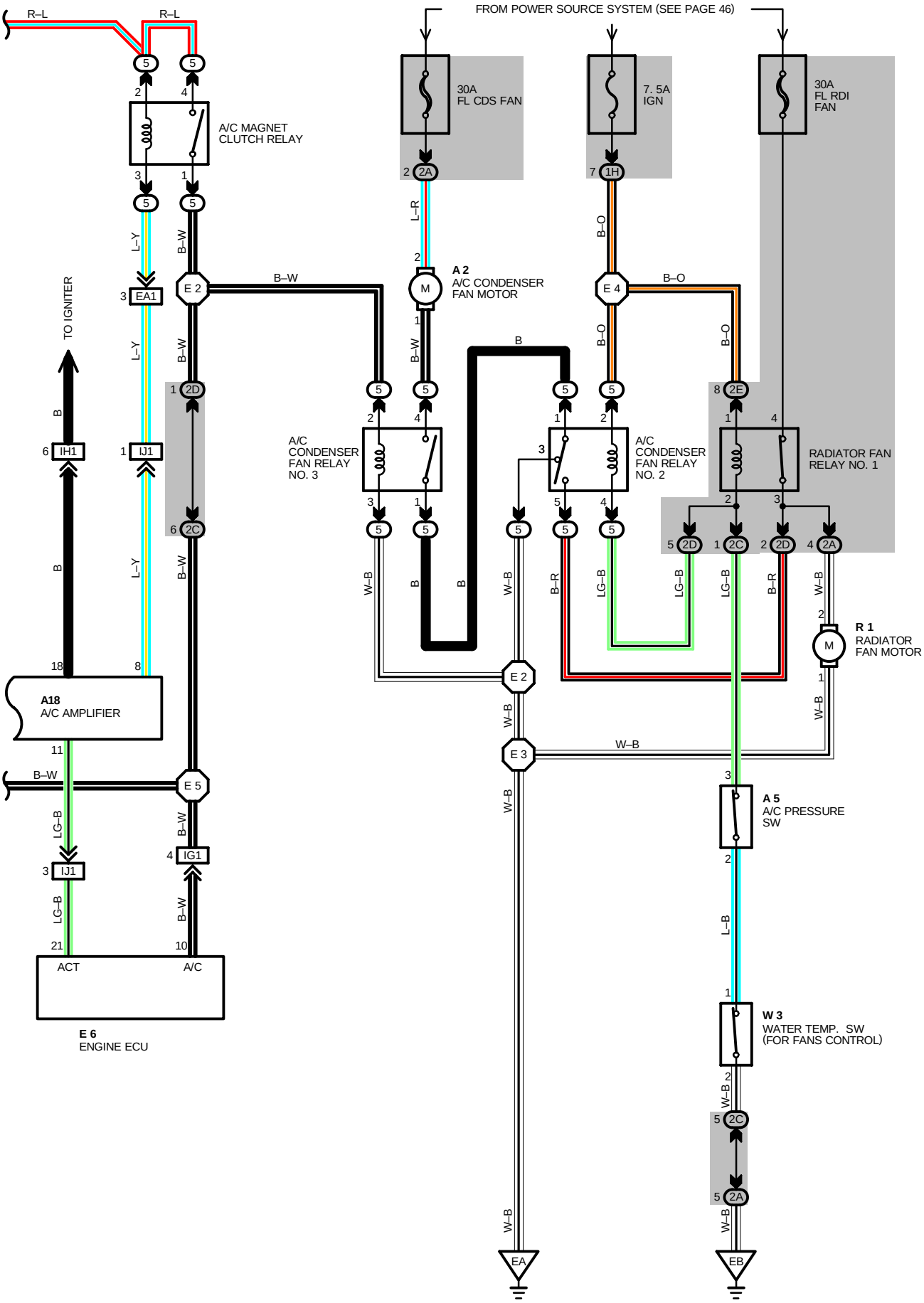

FROM POWER SOURCE SYSTEM (SEE PAGE 46)
40A HEATER
15A GAUGE
A25 A/C SYSTEM AMPLIFIER
J/B NO. 3
J 4 JUNCTION CONNECTOR
HEATER RELAY
J 5 JUNCTION CONNECTOR
B 4 BLOWER MOTOR
B 3 BLOWER CONTROL RELAY
J 5 JUNCTION CONNECTOR
B 5 BLOWER RESISTOR
A29 AIR MIX CONTROL SERVO MOTOR
COOL
WARM
IG


R–L
B
A25
A/C SYSTEM AMPLIFIER
W–B
R–L
G–Y
V–W
I11
IQ1
IJ1
IQ2
EB2
W–L
V–R
B–Y
L–O
R
L–W
W
G–W
BR–Y
R–Y
LG–W
R–W
G–W
R
L–O
B–Y
R–Y
W
DEF
FOOT/DEF
FOOT
BI–LEVEL
FACE
M
FROM TAIL FUSE (USA)
RETRACT CONTROL RELAY (CANADA)
G
COOL
WARM
OFF
A30
AIR VENT MODE CONTROL SERVO MOTOR
A19 A, A20 B A/C CONTROL ASSEMBLY



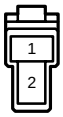
A19 (A) , **A20** (B) A/C CONTROL ASSEMBLY


R–L
R–L
B
10A
A/C
V–R
A 5
A/C PRESSURE
SW
W–G
V–R
V–R
EB2
E10
Y–R
A 3
A/C IDLE–UP
VSV
A 6
A/C WATER
TEMP. SW
L–Y
G–R
R–W
P–G
IQ2
IJ1
IH1
A18
A/C AMPLIFIER
R–Y
P
W–G
W–B
Y–G
W–L
Y–B
B–W
A26
A/C THERMISTOR
A 4
A/C MAGNET
CLUTCH AND
COMPRESSOR
SENSOR
3A
1E
1A
J/B
NO. 3
J 6
JUNCTION
CONNECTOR
ID
A/C
RECIRC/FRESH
A19 A , A20 B A/C CONTROL ASSEMBLY


FROM POWER SOURCE SYSTEM (SEE PAGE 46)
30A
FL CDS FAN
7. 5A
IGN
30A
FL RDI
FAN
A/C MAGNET
CLUTCH RELAY
TO IGNITER
A 2
A/C CONDENSER
FAN MOTOR
A/C
CONDENSER
FAN RELAY
NO. 3
A/C
CONDENSER
FAN RELAY
NO. 2
RADIATOR FAN
RELAY NO. 1
R 1
RADIATOR
FAN MOTOR
A18
A/C AMPLIFIER
A 5
A/C PRESSURE
SW
W 3
WATER TEMP. SW
(FOR FANS CONTROL)
E 6
ENGINE ECU
ACT
A/C
EA
EB
R–L
B–W
L–Y
B
W–B
L–R
B–O
LG–B
B–R

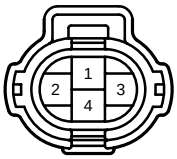
A 2 BLACK

A 3 BLACK



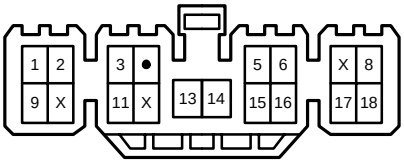
A 4 GRAY

A 5 BLACK

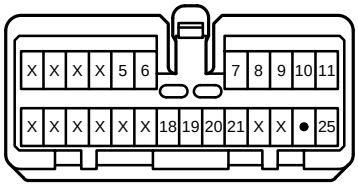


A 6

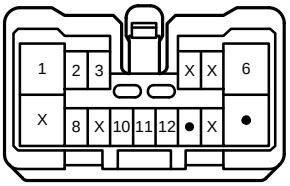
A18



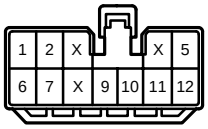
A19 (A)



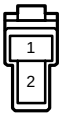
A20 (B)



A25



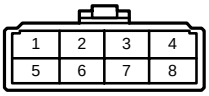
A26



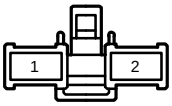
A29

A30

B 3 BLACK

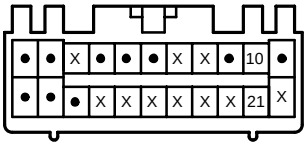


B 4 BLACK



B 5 BLACK

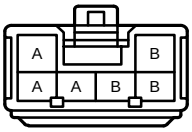
E 6 DARK GRAY



J 4

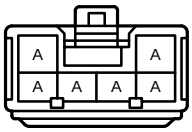
(HINT : SEE PAGE 7)

J 5



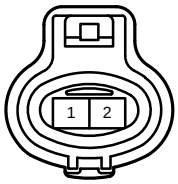
(HINT : SEE PAGE 7)

J 6

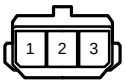


(HINT : SEE PAGE 7)

R 1 GRAY



R 4



W 3 GRAY

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 TURNS 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 CONDENSOR 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/CM^2 **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 CONDENSOR 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/O 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 C3** OF A/C CONTROL ASSEMBLY.

AT THE SAME TIME, CURRENT ALSO FLOWS FROM GAUGE FUSE TO **TERMINAL 5** OF A/C BLOWER CONTROL RELAY → **TERMINAL 7** → **TERMINAL C1** OF A/C CONTROL ASSEMBLY, FROM **TERMINAL 5** OF BLOWER CONTROL RELAY → **TERMINAL 8** → **TERMINAL C8** OF A/C CONTROL ASSEMBLY, AND ALSO FROM **TERMINAL 5** OF BLOWER CONTROL ASSEMBLY.

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

WHEN THE BLOWER SW (A/C CONTROL ASSEMBLY) IS MOVED TO **LOW** POSITION, THE CURRENT FLOWING TO **TERMINAL C3** OF A/C CONTROL ASSEMBLY FLOWS TO **TERMINAL C10** OF A/C CONTROL ASSEMBLY → **GROUND** AND TURNS THE HEATER RELAY ON.

THIS CAUSES THE CURRENT FLOWING FROM THE HEATER FUSE TO **TERMINAL 5** OF THE HEATER RELAY TO FLOW TO **TERMINAL 4** OF HEATER RELAY → **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, CURRENT FLOWS FROM **TERMINAL C3** OF A/C CONTROL ASSEMBLY → **TERMINAL C10** OF A/C CONTROL ASSEMBLY → **GROUND** AND TURNS THE HEATER RELAY ON.

AS A RESULT, THE CURRENT FLOWING TO **TERMINAL C1** OF THE A/C CONTROL ASSEMBLY FLOWS TO **TERMINAL C10** OF A/C CONTROL ASSEMBLY → **GROUND**, TURNING THE A/C BLOWER CONTROL RELAY ON.

THIS CASE IS THE CURRENT FLOWING FROM THE HEATER FUSE TO **TERMINAL 5** OF THE HEATER RELAY TO FLOW TO **TERMINAL 4** OF RELAY → **TERMINAL 2** OF BLOWER MOTOR → **TERMINAL 1** → **TERMINAL 4** OF BLOWER CONTROL RELAY → **TERMINAL 3** → **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, CURRENT FLOWS FROM **TERMINAL C3** OF A/C CONTROL ASSEMBLY TO **TERMINAL C10** OF A/C CONTROL ASSEMBLY → **GROUND** AND TURNS THE HEATER RELAY ON.

AS A RESULT, THE CURRENT FLOWING TO **TERMINAL C2** OF THE A/C CONTROL ASSEMBLY FLOWS TO **TERMINAL C10** OF THE A/C CONTROL ASSEMBLY → **GROUND,** TURNING THE BLOWER CONTROL RELAY ON SO THAT THE CURRENT FLOWING FROM THE HEATER FUSE TO **TERMINAL 5** OF THE HEATER REALY FLOWS TO **TERMINAL 4** OF HEATER RELAY → **TERMINAL 2** OF BLOWER MOTOR → **TERMINAL 1** → **TERMINAL 1** OF BLOWER RESISTOR → **TERMINAL 2** → **TERMINAL 7** OF BLOWER CONTROL RELAY → **TERMINAL 3** → **GROUND,** CAUSING THE BLOWER MOTOR TO ROTATE AT MEDIUM SPEED.

WHEN THE BLOWER SW (A/C CONTROL ASSEMBLY) IS MOVED TO **M2** POSITION, CURRENT FLOWS FROM **TERMINAL 1** OF BLOWER MOTOR → **TERMINAL 1** OF BLOWER RESISTOR → **TERMINAL 3** → **TERMINAL 2** OF BLOWER CONTROL RELAY → **TERMINAL 3** → **GROUND.** THIS CURRENT FLOW FROM BLOWER MOTOR TO GROUND IS GREATER THAN AT **M1** POSITION, SO THE BLOWER MOTOR ROTATES AT MEDIUM HIGH SPEED.

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, THE CURRENT FLOWS FROM **TERMINAL 1** OF RECIRC/FRESH CONTROL SERVO MOTOR → **TERMINAL 2** → **TERMINAL A18** OF RECIRC/FRESH CONTROL SERVO MOTOR → **TERMINAL C10** → **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 C10** OF A/C CONTROL ASSEMBLY → **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.

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/CM^2 (**192** PSI, **1323** KPA)
CLOSED BELOW APPROX. **10** KG/CM^2 (**142** PSI, **980** KPA)
1–4 : OPEN WITH PRESSURE LESS THAN **2.1** KG/CM^2 (**30** PSI, **206** KPA) OR ABOVE **27** KG/CM^2 (**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

A26 A/C THERMISTOR
1–2 : APPROX. **4852** Ω AT **0**˚C (**32**˚F)
APPROX. **2341** Ω AT **15**˚C (**59**˚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

B 3 BLOWER CONTROL RELAY
3–4 : CLOSED WITH BLOWER SW (A/C CONTROL ASSEMBLY) AT **HI** POSITION
1–3 : CLOSED WITH BLOWER SW (A/C CONTROL ASSEMBLY) AT **M1** POSITION
2–3 : CLOSED WITH BLOWER SW (A/C CONTROL ASSEMBLY) AT **M2** POSITION

B 5 BLOWER RESISTOR
1–3 : APPROX. **0.48** Ω
3–2 : APPROX. **0.94** Ω
2–4 : APPROX. **0.91** 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)