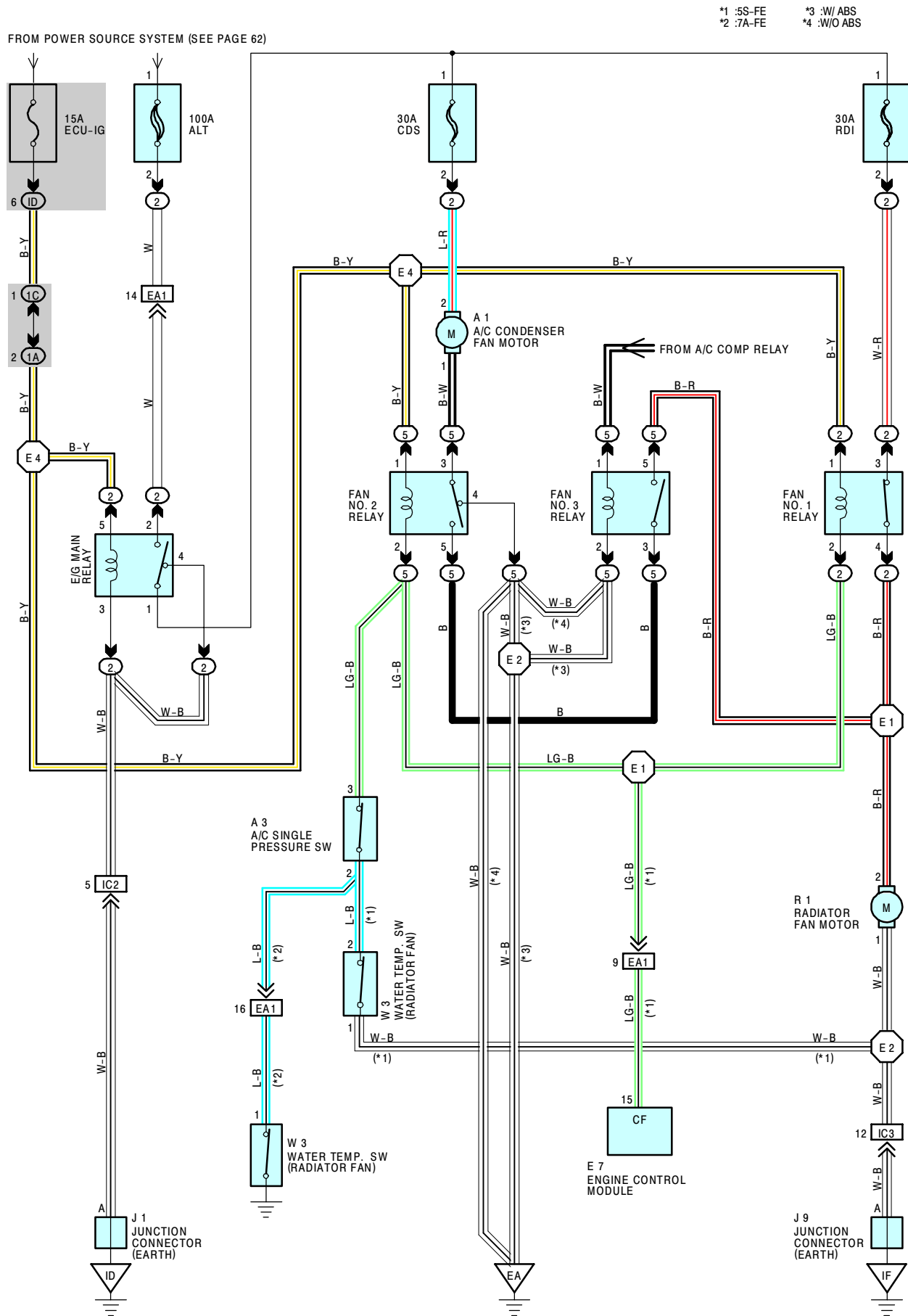




RADIATOR FAN AND CONDENSER FAN



SYSTEM OUTLINE

1. FAN MOTOR OPERATION

WHEN THE IGNITION SW IS TURNED ON, CURRENT FROM THE **ECU-IG** FUSE FLOWS TO THE FAN NO.1 RELAY (COIL SIDE) AND THE FAN NO.2 RELAY (COIL SIDE) → **TERMINAL 3** OF THE A/C SINGLE PRESSURE SW → **TERMINAL 2** → **TERMINAL 2** (5S-FE), 1 (7A-FE) OF THE WATER TEMP. SW (RADIATOR FAN) → **TERMINAL 1** (5S-FE) → **GROUND**, AND THE FAN NO.1 RELAY AND THE FAN NO.2 RELAY ARE TURNED ON.

AT THE SAME TIME THAT THIS CURRENT FLOWS, CURRENT FROM THE **ECU-IG** FUSE FLOWS TO THE E/G MAIN RELAY (COIL SIDE) TO **GROUND**, CAUSING THE E/G MAIN RELAY TO TURN ON. AS A RESULT, CURRENT FROM THE **ALT** FUSE FLOWS TO THE **CDS** FUSE AND **RDI** FUSE.

* LOW SPEED OPERATION

WHEN THE IGNITION SW IS TURNED ON AND THE A/C IS ACTIVATED, CURRENT FLOWS FROM THE A/C COMP RELAY (POINT SIDE) TO THE FAN NO.3 RELAY (COIL SIDE) → **GROUND**, CAUSING THE FAN NO.3 RELAY TO TURN ON. AS A RESULT, CURRENT FROM THE **CDS** FUSE FLOWS TO **TERMINAL 2** OF THE A/C CONDENSER FAN MOTOR → **TERMINAL 1** → THE FAN NO.2 RELAY (POINT SIDE) → THE FAN NO.3 RELAY (POINT SIDE) → **TERMINAL 2** OF THE RADIATOR FAN MOTOR → **TERMINAL 1** → **GROUND**, AND EACH OF THE FAN MOTOR. WITH THE RESULT THAT THE FANS ARE ACTIVATED AT LOW SPEED.

IF THE ENGINE COOLANT TEMPERATURE IS APPROX. **90°C (194°F)** OR LESS, AND THE REFRIGERANT PRESSURE IS APPROX. **15.5 KG/CM² (220 PSI, 1520 KPA)** OR LESS, BOTH THE WATER TEMP. SW (FOR RADIATOR FAN) AND THE A/C DUAL PRESSURE SW ARE CLOSED, SO THAT THE FAN NO.1 RELAY AND THE FAN NO.2 RELAY ARE TURNED ON. AS A RESULT, EACH OF THE FAN MOTORS OPERATE AT LOW SPEED.

* HIGH SPEED OPERATION

WHEN, DURING A/C OPERATION, THE REFRIGERANT PRESSURE BECOMES HIGHER THAN ORDINARY LEVEL (APPROX. **15.5 KG/CM² (220 PSI, 1520 KPA)**), THE A/C SINGLE PRESSURE SW IS TURNED OFF. AS A RESULT, THE FAN NO.1 RELAY AND THE FAN NO.2 RELAY ARE TURNED OFF, AND CURRENT FLOWS FROM THE **RDI** FUSE TO FAN NO.1 RELAY (POINT SIDE) → **TERMINAL 2** OF THE RADIATOR FAN MOTOR → **TERMINAL 1** → **GROUND**, AND CURRENT FROM THE **CDS** FUSE FLOWS TO **TERMINAL 2** OF THE A/C CONDENSER FAN MOTOR → **TERMINAL 1** → THE FAN NO.2 RELAY (POINT SIDE) → **GROUND**, AND TO EACH OF THE FAN MOTOR IN PARALLEL, THUS CAUSING THE FAN MOTOR TO OPERATE AT HIGH SPEED.

NOTE THAT, BECAUSE CURRENT FLOWS IN THE SAME MANNER EVEN IF THE ENGINE WATER TEMPERATURE IS APPROX. **90°C (194°F)** OR HIGHER, THE FAN MOTOR STILL OPERATES AT HIGH SPEED.

SERVICE HINTS

A 3 A/C SINGLE PRESSURE SW

3-2 : OPEN ABOVE APPROX. **15.5 KG/CM² (220 PSI, 1520 KPA)**
CLOSE BELOW APPROX. **12.5 KG/CM² (178 PSI, 1226 KPA)**

W 3 WATER TEMP. SW (RADIATOR FAN) (5S-FE)

2-1 : OPEN ABOVE APPROX. **90°C (194°F)**
CLOSED BELOW APPROX. **83°C (181.4°F)**

W 3 WATER TEMP. SW (RADIATOR FAN) (7A-FE)

1-GROUND : 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	28 (5S-FE), 30 (7A-FE)	J 1	33	W 3	29 (5S-FE), 31 (7A-FE)
A 3	28 (5S-FE), 30 (7A-FE)	J 9	33		
E 7	32	R 1	29 (5S-FE), 31 (7A-FE)		

○ : RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	26	ENGINE COMPARTMENT LEFT
5	27	ENGINE COMPARTMENT FRONT RIGHT

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
ID	20	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)
1A	22	ENGINE ROOM MAIN WIRE AND J/B NO. 1 (LEFT KICK PANEL)
1C	22	INSTRUMENT PANEL WIRE AND J/B NO. 1 (LEFT KICK PANEL)



RADIATOR FAN AND CONDENSER FAN

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EA1	38 (5S-FE)	ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO. 2)
	40 (7A-FE)	
IC2	42	ENGINE ROOM MAIN WIRE AND COWL WIRE (LEFT KICK PANEL)
IC3	42	ENGINE ROOM MAIN WIRE AND COWL WIPER (INSIDE OF R/B NO. 4)

: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EA	38 (5S-FE)	FRONT SIDE OF RIGHT FENDER
	40 (7A-FE)	
ID	42	LEFT KICK PANEL
IF	42	R/B NO. 4 SET BOLT

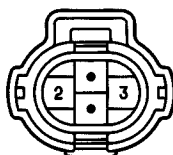
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E1	38 (5S-FE)	ENGINE ROOM MAIN WIRE	E2	40 (7A-FE)	ENGINE ROOM MAIN WIRE
	40 (7A-FE)		E4	38 (5S-FE)	
E2	38 (5S-FE)			40 (7A-FE)	

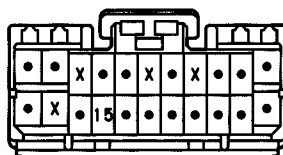
A 1 BLACK



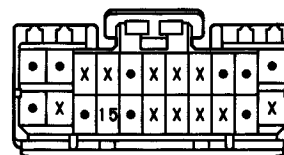
A 3 GRAY



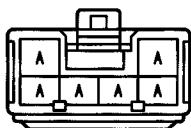
(5S-FE A/T) E 7 DARK GRAY



(5S-FE M/T) E 7 DARK GRAY

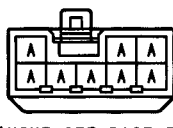


J 1



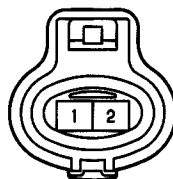
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J 9

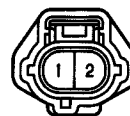


(HINT:SEE PAGE 7)

R 1 GRAY



(5S-FE) W 3 GRAY



(7A-FE) W 3 DARK GRAY



