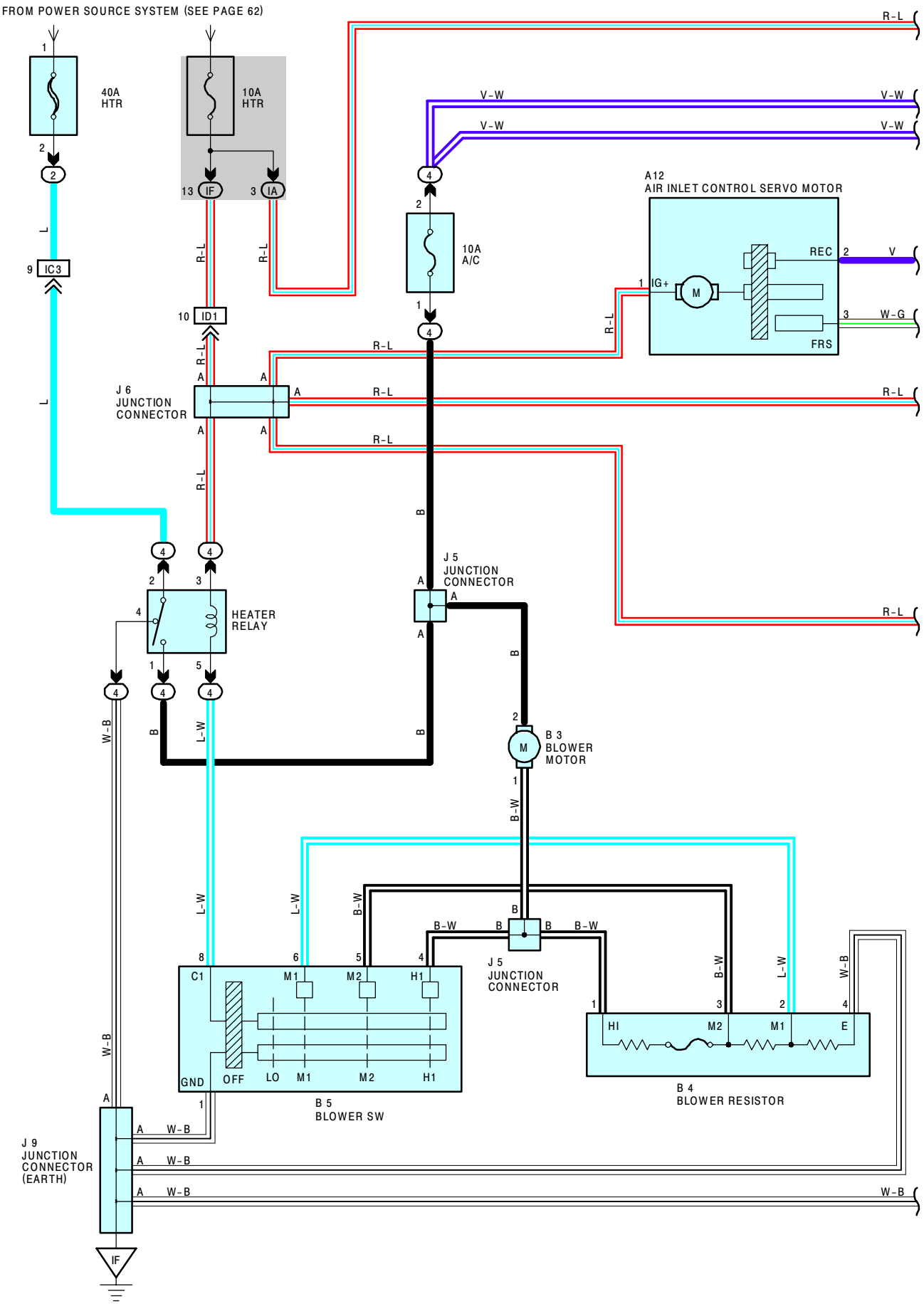
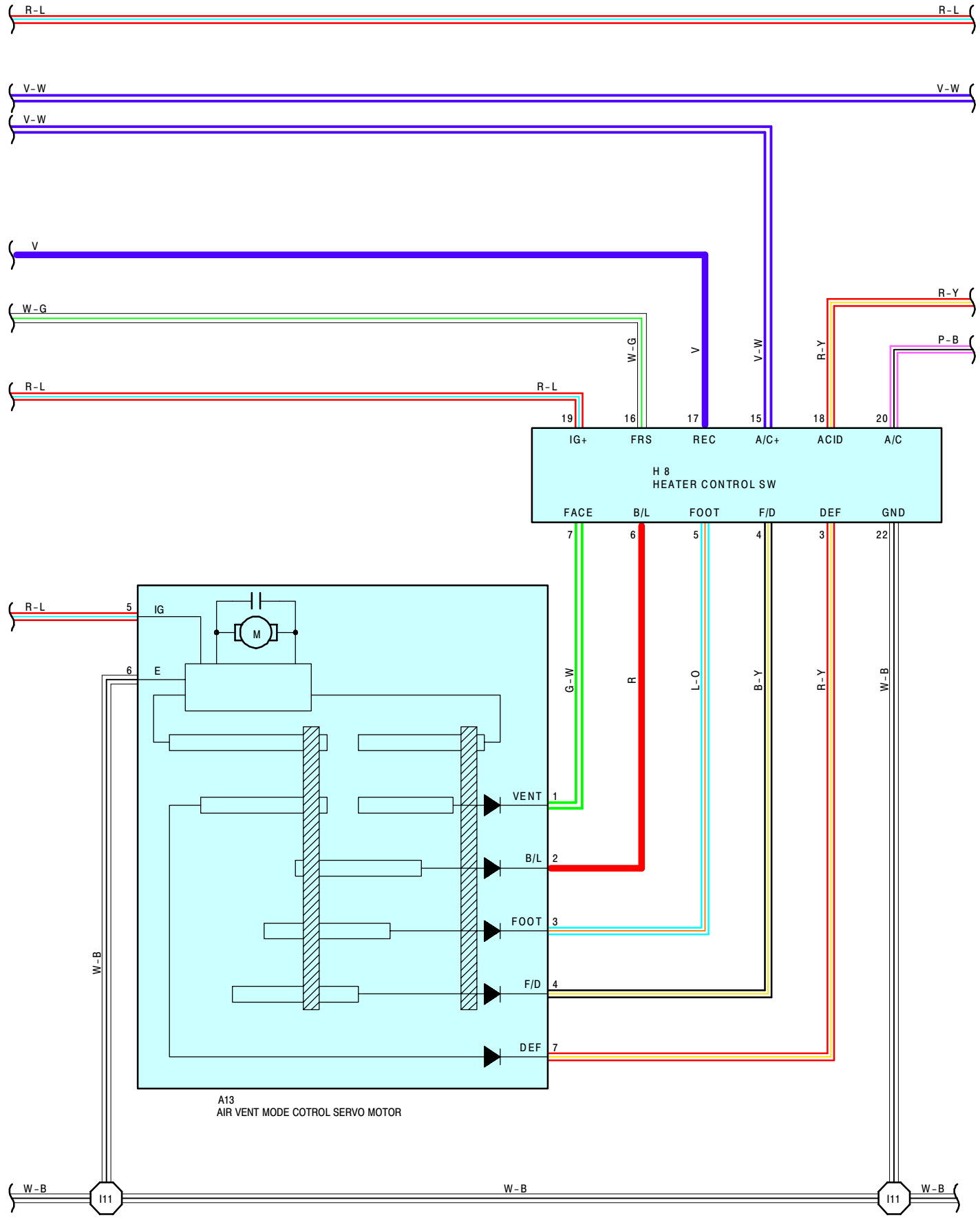
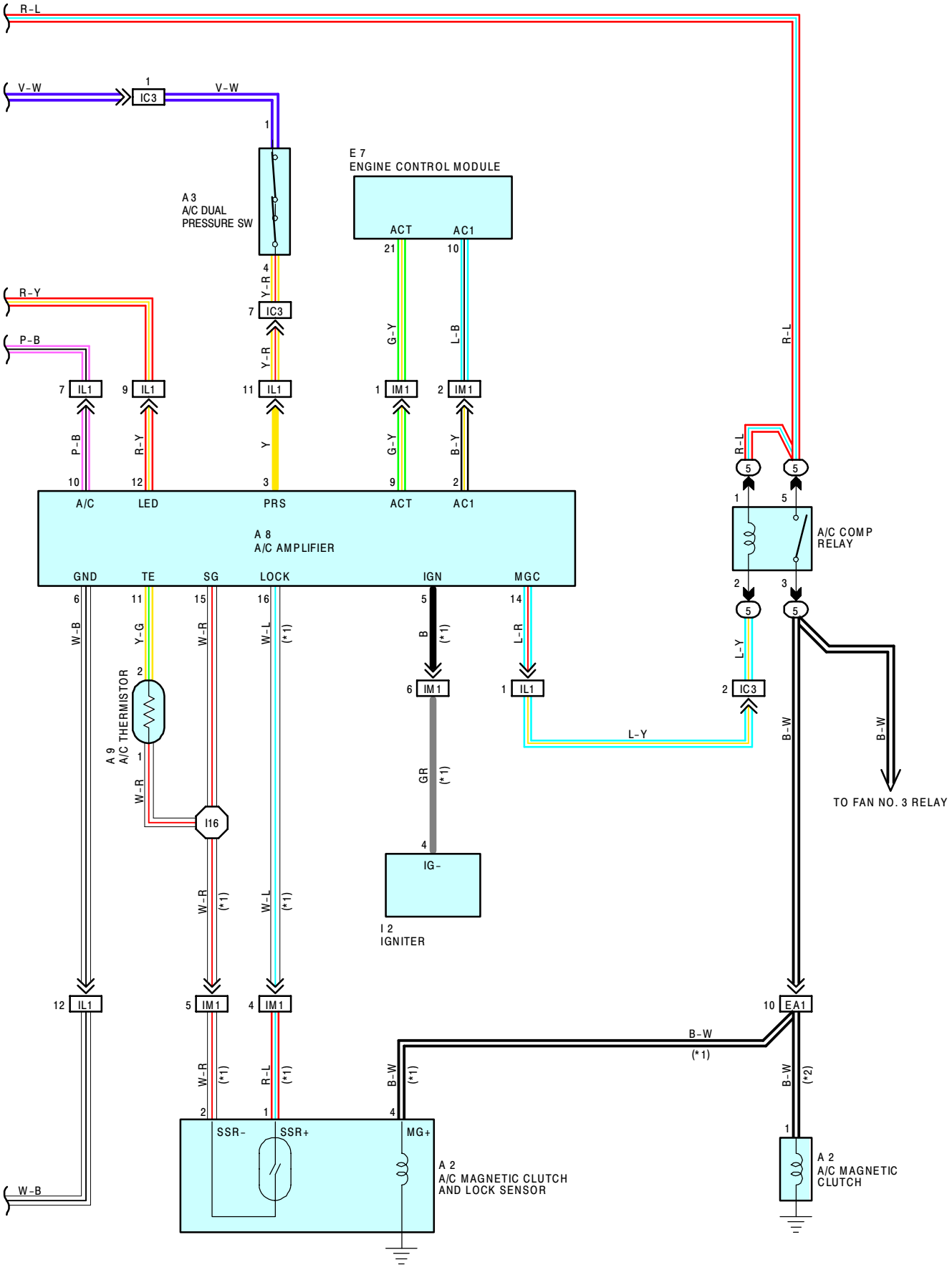

FROM POWER SOURCE SYSTEM (SEE PAGE 62)
40A HTR
10A HTR
10A A/C
A12 AIR INLET CONTROL SERVO MOTOR
REC
FRS
IG+
IC3
ID1
IF
IA
J 6 JUNCTION CONNECTOR
J 5 JUNCTION CONNECTOR
HEATER RELAY
B 3 BLOWER MOTOR
B 5 BLOWER SW
B 4 BLOWER RESISTOR
J 9 JUNCTION CONNECTOR (EARTH)
R-L
V-W
V
W-G
L
W-B
L-W
B-W
B
GND
OFF
LO
M1
M2
H1
HI
E
C1


R-L
R-L
V-W
V-W
V-W
V
W-G
R-L
R-L
W-G
V
V-W
R-Y
R-Y
P-B
19
16
17
15
18
20
IG+
FRS
REC
A/C+
ACID
A/C
H 8
HEATER CONTROL SW
FACE
B/L
FOOT
F/D
DEF
GND
7
6
5
4
3
22
R-L
5
IG
M
6
E
G-W
R
L-O
B-Y
R-Y
W-B
VENT
1
B/L
2
FOOT
3
F/D
4
DEF
7
W-B
A13
AIR VENT MODE COTROL SERVO MOTOR
W-B
I11
W-B
W-B
I11
W-B


R-L
V-W
1
IC3
V-W
1
A 3
A/C DUAL
PRESSURE SW
E 7
ENGINE CONTROL MODULE
ACT
AC1
21
10
4
Y-R
7
IC3
G-Y
L-B
R-Y
P-B
7
IL1
9
IL1
11
IL1
1
IM1
2
IM1
P-B
R-Y
Y
G-Y
B-Y
10
12
3
9
2
A/C
LED
PRS
ACT
AC1
A 8
A/C AMPLIFIER
R-L
5
5
1
5
A/C COMP
RELAY
2
3
5
5
GND
TE
SG
LOCK
IGN
MGC
6
11
15
16
5
14
W-B
Y-G
W-R
W-L
(*1)
B
(*1)
L-R
L-Y
2
6
IM1
1
IL1
2
IC3
A 9
A/C THERMISTOR
1
W-R
I16
GR
(*1)
L-Y
B-W
B-W
TO FAN NO. 3 RELAY
4
IG-
I 2
IGNITER
W-R
(*1)
W-L
(*1)
12
IL1
5
IM1
4
IM1
10
EA1
B-W
(*1)
W-R
(*1)
R-L
(*1)
B-W
(*1)
B-W
(*2)
2
1
4
1
SSR-
SSR+
MG+
A 2
A/C MAGNETIC CLUTCH
AND LOCK SENSOR
A 2
A/C MAGNETIC
CLUTCH
W-B

SYSTEM OUTLINE

1. HEATER BLOWER MOTOR OPERATION

CURRENT IS APPLIED AT ALL TIMES THROUGH THE **HTR** FUSE (40A) TO **TERMINAL 2** OF THE HEATER RELAY.

WHEN THE IGNITION SW IS TURNED ON, CURRENT FLOWS THROUGH THE **HTR** FUSE (10A) TO **TERMINAL 3** OF THE HEATER RELAY → THE COIL SIDE → **TERMINAL 5** → **TERMINAL 8** OF THE BLOWER SW.

***** LOW SPEED OPERATION

WHEN THE BLOWER SW IS MOVED TO **LO** POSITION, CURRENT FLOWS TO **TERMINAL 8** OF THE BLOWER SW → **TERMINAL 1** → **GROUND**, CAUSING THE HEATER RELAY TO SWITCH ON. THIS CAUSES THE CURRENT TO FLOW FROM THE **HTR** FUSE (40A) TO **TERMINAL 2** OF THE HEATER RELAY → **TERMINAL 1** → **TERMINAL 2** OF THE BLOWER MOTOR → **TERMINAL 1** →**TERMINAL 1** OF THE BLOWER RESISTOR → **TERMINAL 4** → **GROUND**, CAUSING THE BLOWER MOTOR TO ROTATE AT LOW SPEED.

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

WHEN THE BLOWER SW IS MOVED TO **M1** POSITION, CURRENT FLOWS TO **TERMINAL 8** OF THE BLOWER SW → **TERMINAL 1** → **GROUND**, TURNING THE HEATER RELAY TO SWITCH ON. THIS CAUSES THE CURRENT TO FLOW FROM THE **HTR** FUSE (40A) TO **TERMINAL 2** OF THE HEATER RELAY → **TERMINAL 1** → **TERMINAL 2** OF THE BLOWER MOTOR → **TERMINAL 1** → **TERMINAL 1** OF THE BLOWER RESISTOR → **TERMINAL 2** → **TERMINAL 6** OF THE BLOWER SW → **TERMINAL 1** → **GROUND**. AT THIS TIME, THE BLOWER RESISTANCE OF THE BLOWER RESISTOR IS LESS THAN AT LOW SPEED, SO THE BLOWER MOTOR ROTATES AT MEDIUM LOW SPEED.

WHEN THE BLOWER SW IS MOVED TO **M2** POSITION, CURRENT FLOWS THROUGH THE MOTOR FLOWS FROM **TERMINAL 1** OF THE BLOWER RESISTOR TO **TERMINAL 3** → **TERMINAL 5** OF THE BLOWER SW → **TERMINAL 1** → **GROUND**. AT THIS TIME, RESISTANCE OF THE BLOWER RESISTOR IS LESS THAN AT **M1** POSITION, SO THE BLOWER MOTOR ROTATES AT MEDIUM HIGH SPEED.

***** HIGH SPEED OPERATION

WHEN THE BLOWER SW IS MOVED TO HIGH POSITION, CURRENT FLOWS TO **TERMINAL 8** OF THE BLOWER SW → **TERMINAL 1** → **GROUND**, TURNING THE HEATER RELAY TO SWITCH ON.

THIS CAUSES THE CURRENT TO FLOW FROM THE **HTR** FUSE (40A) TO **TERMINAL 2** OF THE HEATER RELAY → **TERMINAL 1** → **TERMINAL 2** OF THE BLOWER MOTOR → **TERMINAL 1** → **TERMINAL 4** OF THE BLOWER SW → **TERMINAL 1** → **GROUND**, CAUSING THE BLOWER MOTOR TO ROTATE AT HIGH SPEED.

2. OPERATION OF AIR INLET CONTROL SERVO MOTOR

***** SWITCHING FROM FRESH TO RECIRC

WITH THE IGNITION SW TURNED ON, CURRENT FLOWS FROM THE **HTR** FUSE (10A) TO **TERMINAL 1** OF THE AIR INLET CONTROL SERVO MOTOR. WHEN THE RECIRC/FRESH SW IS SWITCHED TO THE RECIRC SIDE, CURRENT FLOWS FROM **TERMINAL 1** OF THE AIR INLET CONTROL SERVO MOTOR TO **TERMINAL 2** → **TERMINAL 17** OF THE HEATER CONTROL SW → **TERMINAL 22** → **GROUND**. THE MOTOR ROTATES AND THE DAMPER MOVES TO THE RECIRC SIDE. WHEN IT IS IN THE **RECIRC** POSITION, CURRENT IS CUT INSIDE THE SERVO MOTOR AND THE DAMPER STOPS AT THAT POSITION.

***** SWITCHING FROM RECIRC TO FRESH

WITH THE IGNITION SW TURNED ON, WHEN THE RECIRC/FRESH SW IS SWITCHED TO THE FRESH SIDE, CURRENT FLOWS FROM **TERMINAL 1** OF THE AIR INLET CONTROL SERVO MOTOR TO **TERMINAL 3** → **TERMINAL 16** OF THE HEATER CONTROL SW → **TERMINAL 22** → **GROUND**. THE MOTOR ROTATES AND THE DAMPER MOVES TO THE FRESH SIDE. WHEN IT IS IN THE **FRESH** POSITION, CURRENT IS CUT INSIDE THE SERVO MOTOR AND THE DAMPER STOPS AT THAT POSITION.

3. OPERATION OF AIR VENT MODE CONTROL SERVO MOTOR

WITH THE IGNITION SW TURNED ON, CURRENT FLOWS FROM **HTR** (10A) FUSE TO **TERMINAL 5** OF THE AIR VENT MODE CONTROL SERVO MOTOR → **TERMINAL 6** → **GROUND**, AND THE DAMPER MOVES TO THE POSITION OF THE MODE SELECTION SW OF THE HEATER CONTROL SWITCH ON. WHEN THE MODE SELECTION SW OF THE HEATER CONTROL SW IS MOVED TO **DEF** POSITION FROM THE DAMPER IN THE **FACE** POSITION, CURRENT FLOWS FROM **TERMINAL 7** OF THE AIR VENT MODE CONTROL SERVO MOTOR TO **TERMINAL 3** OF THE HEATER CONTROL SW → **TERMINAL 22** → **GROUND**. AS A RESULT, THE SERVO MOTOR OPERATES UNTIL THE DAMPER REACHES **DEF** POSITION. WHEN THIS OCCURS THE CURRENT TO THE HEATER CONTROL SW IS SHUT OFF AND ROTATION OF THE MOTOR STOPS. SWITCHING TO OTHER MODES IS CONTROLLED BY THE SERVO MOTOR ACCORDING THE FLOWING CURRENT:

1. **FOOT/DEF** POSITION : CURRENT FLOWS FROM **TERMINAL 4** OF THE SERVO MOTOR TO **TERMINAL 4** OF THE HEATER CONTROL SW.
2. **FOOT** POSITION : CURRENT FLOWS FROM **TERMINAL 3** OF THE SERVO MOTOR TO **TERMINAL 5** OF THE HEATER CONTROL SW.
3. **BI-LEVEL** POSITION : CURRENT FLOWS FROM **TERMINAL 2** OF THE SERVO MOTOR TO **TERMINAL 6** OF THE HEATER CONTROL SW.
4. **FACE** POSITION : CURRENT FLOWS FROM **TERMINAL 1** OF THE SERVO MOTOR TO **TERMINAL 7** OF THE HEATER CONTROL SW.

SERVICE HINTS

A 3 A/C DUAL PRESSURE SW

1-4 : OPEN WITH THE PRESSURE LESS THAN **2.0** KG/CM^2 (**28.4** PSI, **196** KPA) OR ABOVE **32** KG/CM^2 (**455** PSI, **3138** KPA)

A 8 A/C AMPLIFIER

14-6 : CONTINUITY WITH THE A/C SW (HEATER CONTROL SW) ON AND THE IGNITION SW AT **ON** POSITION

15-GROUND : ALWAYS CONTINUITY

6-GROUND : ALWAYS CONTINUITY

14-GROUND : APPROX. **12** VOLTS WITH THE IGNITION SW ON

A 9 A/C THERMISTOR

1-2 : APPROX. **2341** ± **234** Ω AT **15**°C (**59**°F)

B 4 BLOWER RESISTOR

1-3 : APPROX. **0.47** Ω

1-2 : APPROX. **1.42** Ω

1-4 : APPROX. **2.28** Ω

B 5 BLOWER SW

8-1 : CONTINUITY WITH THE BLOWER SW AT **LO, M1, M2** AND **HI** POSITIONS

6-1 : CONTINUITY WITH THE BLOWER SW AT **M1** POSITION

5-1 : CONTINUITY WITH THE BLOWER SW AT **M2** POSITION

4-1 : CONTINUITY WITH THE BLOWER SW AT **HI** POSITION

: PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A 2	28 (5S-FE), 30 (7A-FE)	**A13**	32	**H 8**	33
A 3	28 (5S-FE), 30 (7A-FE)	**B 3**	32	**I 2**	29 (5S-FE)
A 8	32	**B 4**	32	**J 5**	33
A 9	32	**B 5**	32	**J 6**	33
A12	32	**E 7**	32	**J 9**	33

: RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
2	26	ENGINE COMPARTMENT LEFT
4	25	RIGHT KICK PANEL
5	27	ENGINE COMPARTMENT FRONT RIGHT

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
IA	20	ENGINE ROOM MAIN WIRE AND INPANE J/B (LEFT KICK PANEL)
IF	20	INSTRUMENT PANEL WIRE AND INPANE J/B (LEFT KICK PANEL)

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EA1	38 (5S-FE) 40 (7A-FE)	ENGINE WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF R/B NO.2)
IC3	42	ENGINE ROOM MAIN WIRE AND COWL WIRE (INSIDE OF R/B NO.4)
ID1	42	INSTRUMENT PANEL WIRE AND COWL WIRE (LEFT KICK PANEL)
IL1	44	COWL WIRE AND A/C SUB WIRE (UPPER THE A/C UNIT)
IM1	44	ENGINE WIRE AND A/C SUB WIRE (NEAR THE BLOWER MOTOR)

: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
IF	42	R/B NO.4 SET BOLT

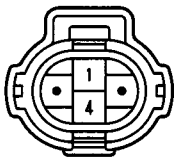
: SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
I11	44	COWL WIRE	**I16**	44	A/C SUB WIRE

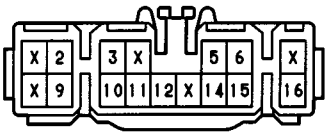
(5S-FE) A 2 GRAY

(7A-FE) A 2 GRAY

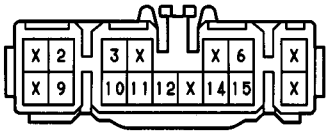
A 3 GRAY



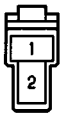
(5S-FE) A 8 BLACK



(7A-FE) A 8 BLACK



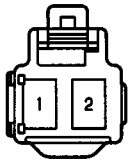
A 9



A12 BLUE

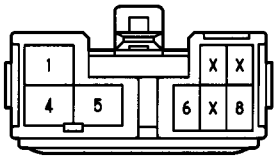
A13 BLACK

B 3 BLACK

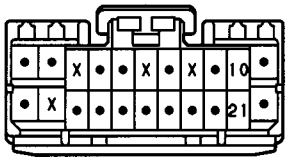


B 4 BLACK

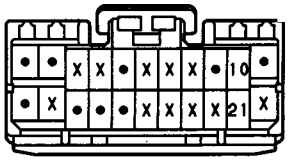
B 5



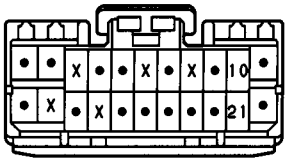
(5S-FE A/T) E 7 DARK GRAY



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



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



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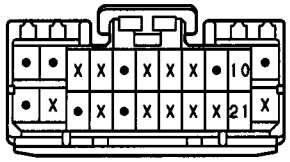
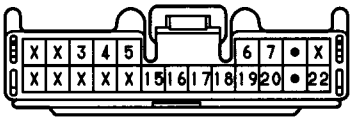
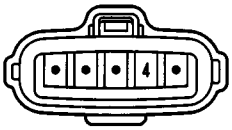


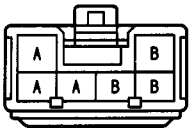
H 8 ORANGE



I 2 BLACK

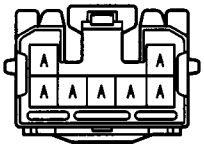


J 5



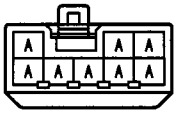
(HINT:SEE PAGE 7)

J 6



(HINT:SEE PAGE 7)

J 9



(HINT:SEE PAGE 7)