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## SYSTEM OUTLINE

### 1. HEATER BLOWER MOTOR OPERATION

Current is applied at all times through the HTR fuse to TERMINAL 5 of the HTR relay.

When the ignition SW is turned on, the current flows through HTR fuse to TERMINAL 1 of the HTR relay to TERMINAL 2 to TERMINAL 8 of the blower SW.

#### \* Low speed operation

When the blower SW is moved to LO position, the current flows the to TERMINAL 8 of the blower SW to TERMINAL 1 to GROUND, causing the HTR relay to turn on. This causes the current to flow from the HTR fuse to TERMINAL 5 of the HTR relay to TERMINAL 3 to TERMINAL 1 of the blower motor to TERMINAL 2 to TERMINAL 1 of the blower resistor to TERMINAL 4 to GROUND, rotating the blower motor at low speed.

#### \* Medium speed operation (Operation at M1, M2)

When the blower SW is moved to M1 position, the current flows to TERMINAL 8 of the blower SW to TERMINAL 1 to GROUND, causing the HTR relay to turn on. This causes the current flows from the HTR fuse to TERMINAL 5 of the HTR relay to TERMINAL 3 to TERMINAL 1 of the blower motor to TERMINAL 2 to TERMINAL 1 of the blower resistor to TERMINAL 2 to TERMINAL 6 of the blower SW to TERMINAL 1 to GROUND. At this time, the blower resistance of the blower resistor is smaller than at low speed, so the blower motor rotates at medium low speed.

When the blower SW is moved to M2 position, the current through the motor flows from TERMINAL 1 of the blower resistor to TERMINAL 3 to TERMINAL 5 of the blower SW to TERMINAL 1 to GROUND. At this time, resistance of the blower resistor is smaller than at M1 position, so the blower motor rotates at medium high speed.

#### \* High speed operation

When the blower SW is moved to HI position, the current flows to TERMINAL 8 of the blower SW to TERMINAL 1 to GROUND, causing the HTR relay to turn on.

This causes the current to flow from the HTR fuse to TERMINAL 5 of the heater relay to TERMINAL 3 to TERMINAL 1 of the blower motor to TERMINAL 2 to TERMINAL 3 of the blower SW to TERMINAL 1 to GROUND, rotating the blower motor at high speed.

## SERVICE HINTS

### HTR RELAY

3-5 : Closed with the ignition SW at **ON** position and the blower SW on

### A11 A/C DUAL PRESSURE SW

1-4 : Open with the refrigerant pressure at less than approx. **196 Kpa (2.0 kgf/cm<sup>2</sup>, 28.4 psi)** or more than approx. **3140 Kpa (32 kgf/cm<sup>2</sup>, 455 psi)**

## ○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
A1	<a href="#">30</a>	B2	<a href="#">32</a>	C11	B <a href="#">32</a>
A4	<a href="#">32</a>	B3	<a href="#">32</a>	C12	C <a href="#">32</a>
A5	<a href="#">32</a>	B4	<a href="#">32</a>	E2	A <a href="#">34</a>
A11	<a href="#">34</a>	C10	A <a href="#">32</a>	E3	B <a href="#">34</a>

## ○ : RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
1	<a href="#">22</a>	Fusible Link Block (Engine Compartment Left)
2	<a href="#">23</a>	Engine Room R/B (Left Side of Room Partition Panel)
3	<a href="#">24</a>	R/B No.3 (Left Side of Instrument Panel)

## ○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
6B	<a href="#">26</a>	Instrument Panel Wire and J/B No.6 (Instrument Panel Brace LH)
6E		

# AIR CONDITIONING



## : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IA1	<a href="#">38</a>	Engine Room Main Wire and Luggage Room Wire (Left Kick Panel)
IC1	<a href="#">38</a>	Engine Room Main Wire and Instrument Panel Wire (Left Kick Panel)
IE1	<a href="#">38</a>	Engine Room Main Wire and Instrument Panel Wire (Left Side of Instrument Panel)
BC2	<a href="#">42</a>	Engine Wire and Engine Room Main Wire (Quarter Panel LH)



## : GROUND POINTS

Code	See Page	Ground Points Location
EB	<a href="#">36</a>	Engine Block LH
IE	<a href="#">38</a>	Left Kick Panel
IF	<a href="#">38</a>	Instrument Panel Brace LH
IH	<a href="#">38</a>	Right Kick Panel
BI	<a href="#">42</a>	Suspension Tower Front RH



## : SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I10	<a href="#">40</a>	Instrument Panel Wire			

