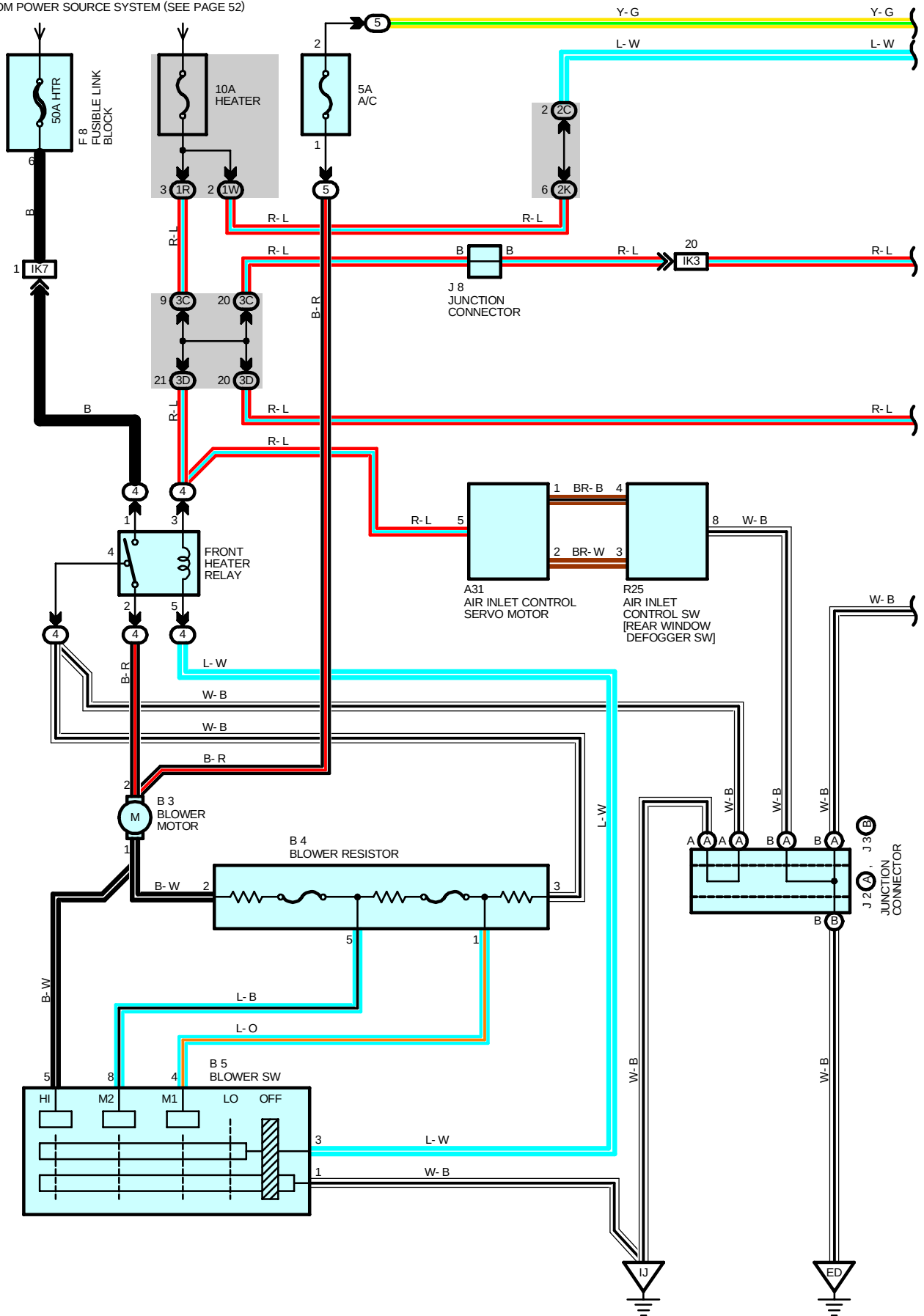


MANUAL AIR CONDITIONING (FRONT)

FROM POWER SOURCE SYSTEM (SEE PAGE 52)



MANUAL AIR CONDITIONING (FRONT)

SYSTEM OUTLINE

1. HEATER BLOWER MOTOR OPERATION

Current is applied at all times through the HTR fuse to TERMINAL 1 of the front heater relay.

When the ignition SW is turned on, the current flows through HEATER fuse to TERMINAL 3 of the front heater relay to TERMINAL 5 to TERMINAL 3 of the blower SW.

* Low speed operation

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

* Medium speed operation (Operation at M1, M2)

When the blower SW is moved to M1 position, the current flows to TERMINAL 3 of the blower SW to TERMINAL 1 to GROUND, causing the front heater relay to turn on. This causes the current flows from the HTR fuse to TERMINAL 1 of the front heater relay to TERMINAL 2 to TERMINAL 2 of the blower motor to TERMINAL 1 to TERMINAL 2 of the blower resistor to TERMINAL 1 to TERMINAL 4 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 2 of the blower resistor to TERMINAL 5 to TERMINAL 8 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 3 of the blower SW to TERMINAL 1 to GROUND, causing the front heater relay to turn on.

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

2. AIR CONDITIONING OPERATION

When the blower SW is set on, the current from the HEATER fuse flows to TERMINAL 1 of the A/C dual pressure SW to TERMINAL 4 to TERMINAL 3 of the A/C amplifier. The engine RPM signal from the Engine Control Module, the evaporator temp. signal from the A/C thermistor and the lock signal from the lock sensor are all supplied to the A/C amplifier.

When the A/C SW is turned on, a signal is sent to the A/C amplifier. The current flows from the HEATER fuse to FAN NO.3 relay (Coil side) to TERMINAL 13 of the A/C amplifier to TERMINAL 6 to GROUND, turning the FAN NO.3 relay on.

SERVICE HINTS

FRONT HEATER RELAY

1-2 : Closed with the ignition SW at **ON** position and the blower SW on

A3 A/C DUAL PRESSURE SW

1-4 : Open with the refrigerant pressure at less than approx. **196.1 kpa (2.0 kgf/cm², 28.4 psi)** or more than approx. **3138.1 kpa (32.0 kgf/cm², 455 psi)**

B4 BLOWER RESISTOR

2-5 : Approx. **0.33 Ω**

5-1 : Approx. **1.01 Ω**

1-3 : Approx. **3.21 Ω**



: PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
A2	32	B3	34	J3 B	35
A3	32	B4	34	J7	35
A8	34	B5	34	J8	35
A10	34	E9 B	34	J17	35
A11	34	F8	32	R25	35
A31	34	J2 A	35		

 : RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
1	28	Engine Room R/B No.1 (Engine Compartment Left)
4	29	Passenger Side R/B No.4 (Front Side the Blower Motor)
5	29	Driver Side R/B No.5 (Lower Finish Panel)

 : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1R	22	Cowl Wire and Driver Side J/B No.1 (Lower Finish Panel)
1W		
2C	24	Engine Room Main Wire and Engine Room J/B No.2 (Engine Compartment Left)
2K	24	Cowl Wire and Engine Room J/B No.2 (Engine Compartment Left)
3C	26	Cowl Wire and J/B No.3 (Behind the Combination Meter)
3D		

 : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
EB1	40	Cowl Wire and Engine Room Main Wire (Inside the Lower Cover of Engine Room J/B No.2)
IK3	44	Engine Room Main Wire and Cowl Wire (Right Cowl Side Panel)
IK7		

 : GROUND POINTS

Code	See Page	Ground Points Location
ED	40	Near the Left Front Suspension Support
IJ	42	Right Cowl Side Panel