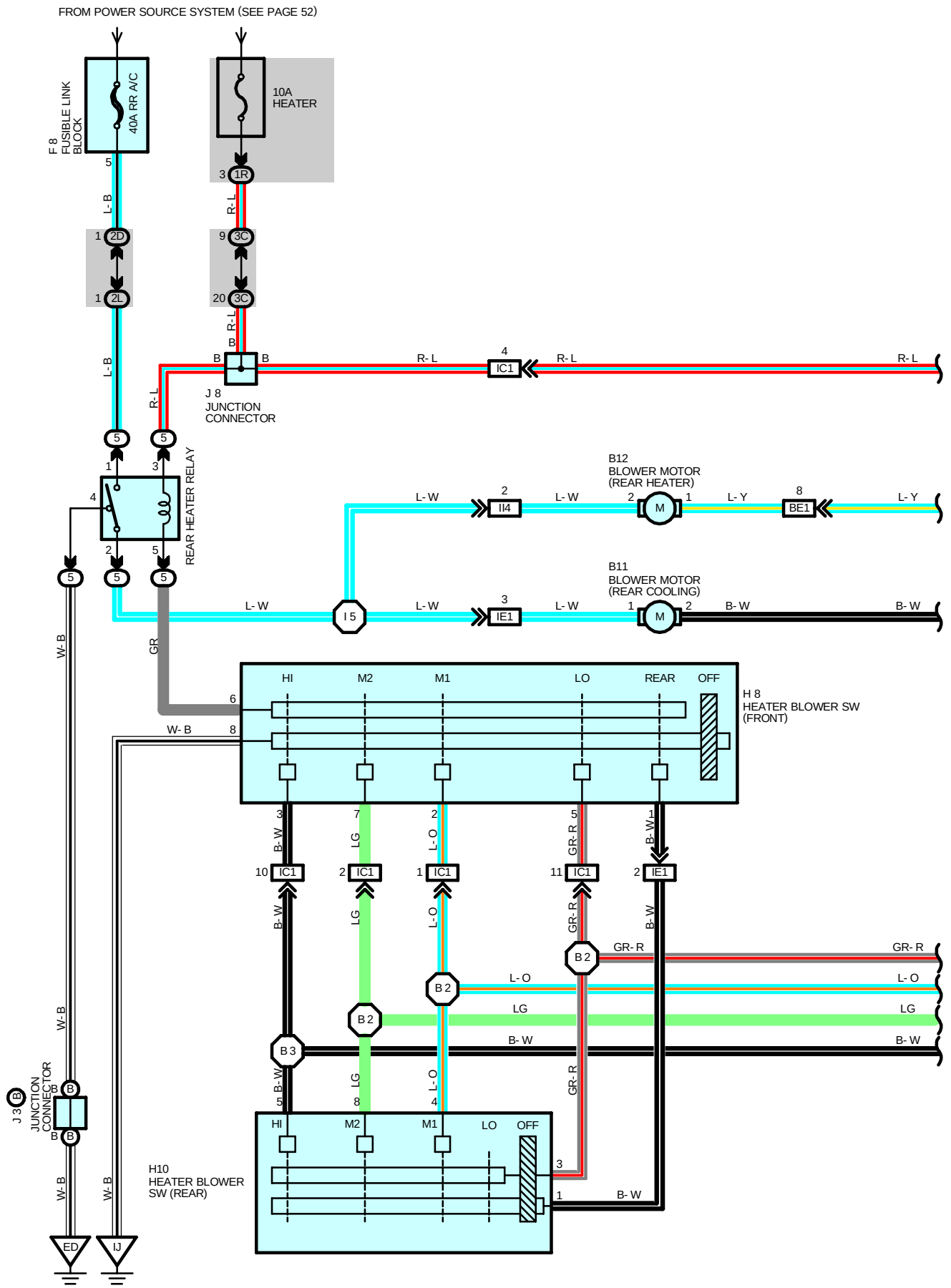
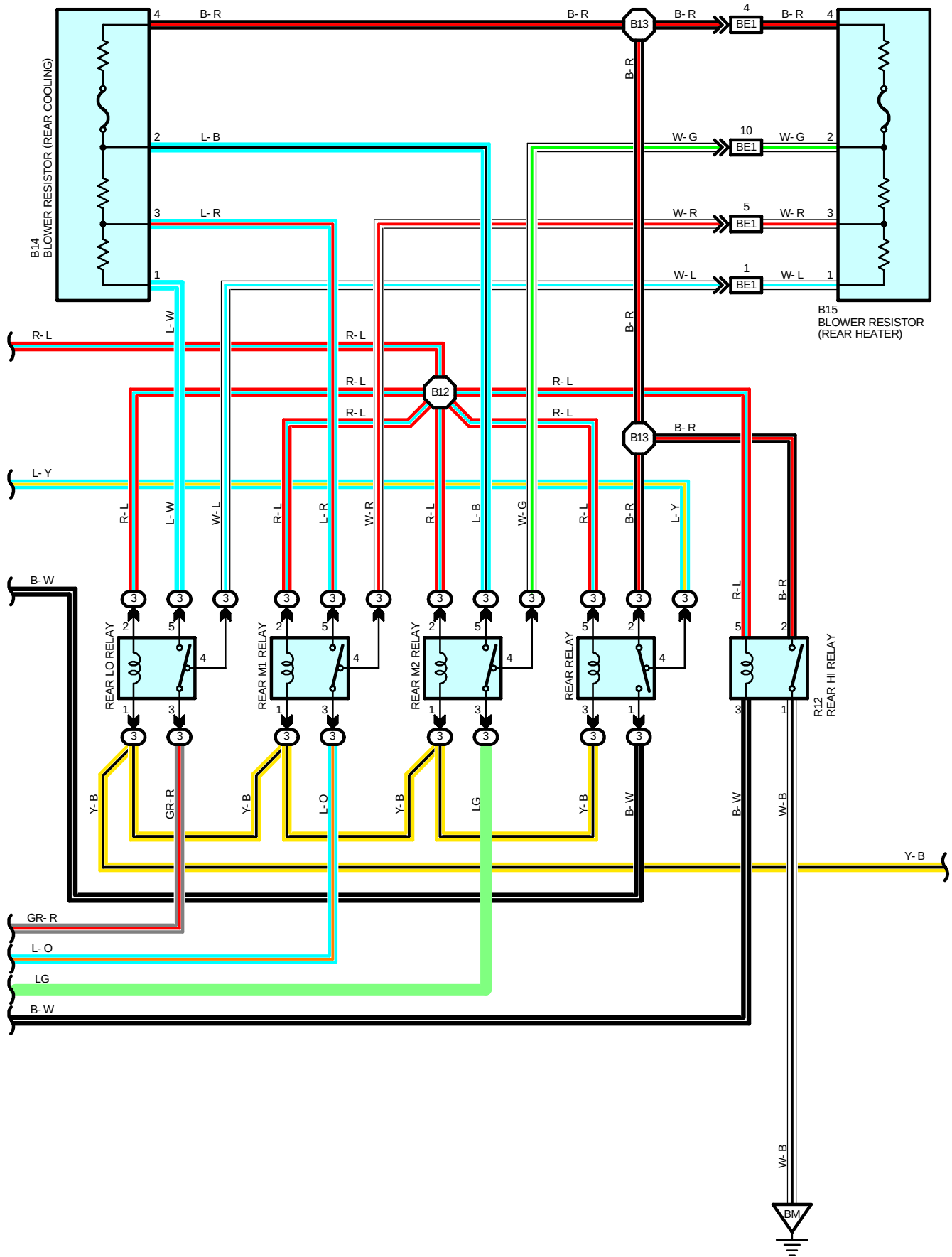


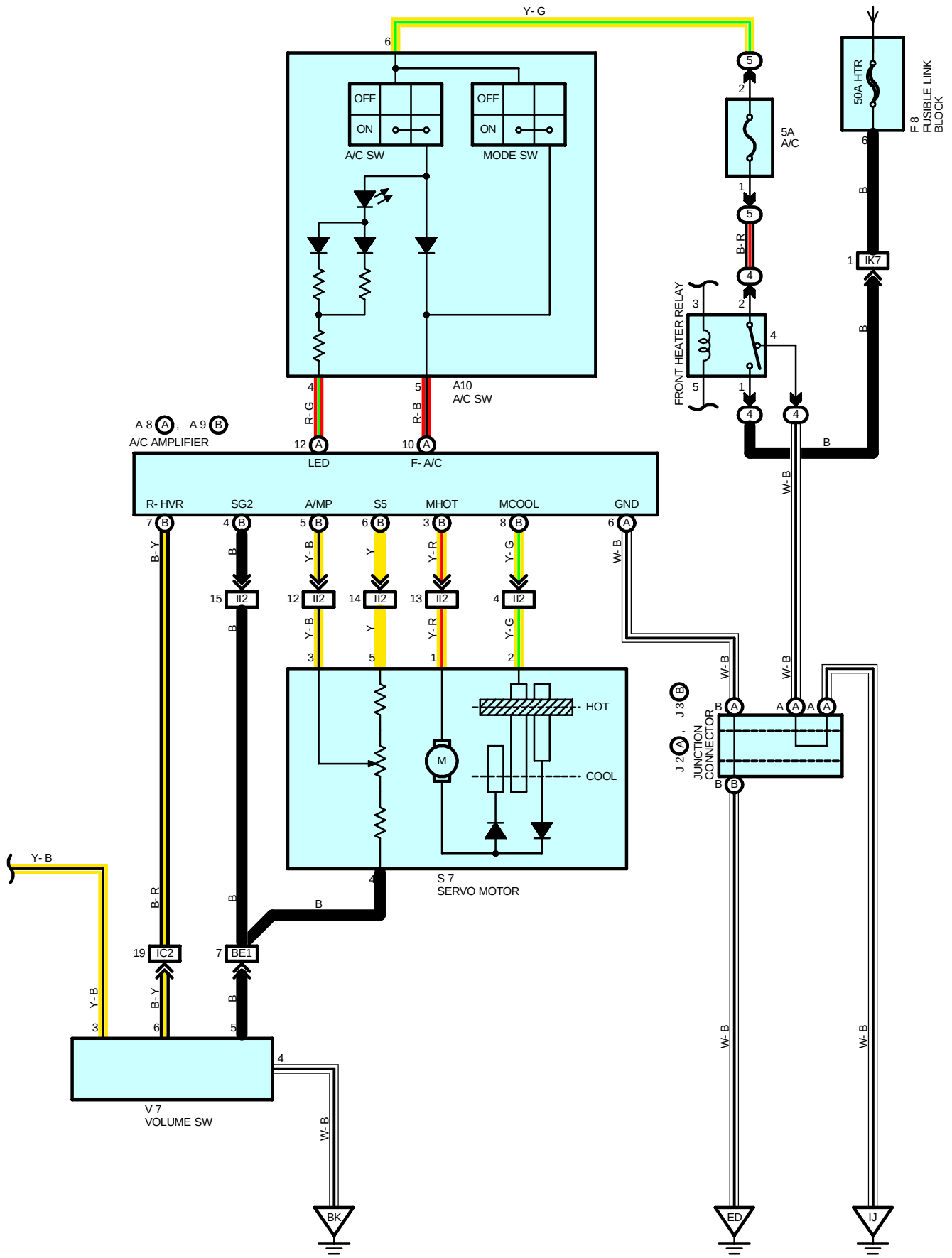
MANUAL AIR CONDITIONING (REAR)





MANUAL AIR CONDITIONING (REAR)

FROM POWER SOURCE SYSTEM (SEE PAGE 52)



SYSTEM OUTLINE

1. BLOWER MOTOR (REAR HEATER) OPERATION

Current is applied at all times through the RR A/C fuse to TERMINAL 1 of the rear heater relay.

When the ignition SW is turned on, the current flows through HEATER fuse to TERMINAL 3 of the rear heater relay to TERMINAL 5 to TERMINAL 6 of the heater blower SW (Front), rear HI relay (Coil side), rear LO relay (Coil side), rear M1 relay (Coil side), rear M2 relay (Coil side) and rear relay (Coil side).

(1) Heater blower SW (Front) operation

* Low speed operation

When the blower SW is moved to LO position, the current to TERMINAL 6 of the heater blower SW (Front) flows to TERMINAL 8 to GROUND, causing the rear heater relay to turn on. This causes the current to flow through the rear heater relay (Point Side) to TERMINAL 2 of the blower motor (Rear heater) to TERMINAL 1 to TERMINAL 4 of the rear relay to TERMINAL 2 to TERMINAL 4 of the blower resistor (Rear heater) to TERMINAL 1 to TERMINAL 4 of the rear LO relay to TERMINAL 3 to TERMINAL 5 of the heater blower SW (Front) to TERMINAL 8 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 to TERMINAL 6 of the heater blower SW (Front) flows to TERMINAL 8 to GROUND, causing the rear heater relay to turn on. This causes the current to flow through the rear heater relay (Point Side) to TERMINAL 2 of the blower motor (Rear heater) to TERMINAL 1 to TERMINAL 4 of the rear relay to TERMINAL 2 to TERMINAL 4 of the blower resistor (Rear heater) to TERMINAL 3 to TERMINAL 4 of the rear M1 relay to TERMINAL 3 to TERMINAL 2 of the heater blower SW (Front) to TERMINAL 8 to GROUND. At this time, the blower resistance of the blower resistor (Rear heater) 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 4 of the blower resistor (Rear heater) to TERMINAL 2 to TERMINAL 4 of the rear M2 relay to TERMINAL 3 to TERMINAL 7 of the heater blower SW (Front) to TERMINAL 8 to GROUND. At this time, resistance of the blower resistor (Rear heater) 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 to TERMINAL 6 of the heater blower SW (Front) flows to TERMINAL 8 to GROUND, causing the rear heater relay to turn on. At this time, the current flows to TERMINAL 3 of the heater blower SW (Front) to TERMINAL 8 to GROUND, causes the rear HI relay to turn on.

This causes the current to flow through the rear heater relay (Point Side) to TERMINAL 2 of the blower motor (Rear heater) to TERMINAL 1 to TERMINAL 4 of the rear relay to TERMINAL 2 to TERMINAL 2 of the rear HI relay to TERMINAL 1 to GROUND, rotating the blower motor at high speed.

(2) Heater blower SW (Rear) operation

With the heater blower SW (Front) at REAR position, the current to TERMINAL 6 of the heater blower SW (Front) to flows TERMINAL 8 to GROUND, causing the rear heater relay to turn on.

* Low speed operation

When the blower SW (Rear) is moved to LO position, the current flows through the rear heater relay (Point Side) to TERMINAL 2 of the blower motor (Rear heater) to TERMINAL 1 to TERMINAL 4 of the rear relay to TERMINAL 2 to TERMINAL 4 of the blower resistor (Rear heater) to TERMINAL 1 to TERMINAL 4 of the rear LO relay to TERMINAL 3 to TERMINAL 3 of the heater blower SW (Rear) to TERMINAL 1 to TERMINAL 1 of the heater blower SW (Front) to TERMINAL 8 to GROUND, rotating the blower motor at low speed.

* Medium speed operation (Operation at M1, M2)

When the blower SW (Rear) is moved to M1 position, the current flows through the rear heater relay (Point Side) to TERMINAL 2 of the blower motor (Rear heater) to TERMINAL 1 to TERMINAL 4 of the rear relay to TERMINAL 2 to TERMINAL 4 of the blower resistor (Rear heater) to TERMINAL 3 to TERMINAL 4 of the rear M1 relay to TERMINAL 3 to TERMINAL 4 of the heater blower SW (Rear) to TERMINAL 1 to TERMINAL 1 of the heater blower SW (Front) to TERMINAL 8 to GROUND. At this time, the blower resistance of the blower resistor (Rear heater) is smaller than at low speed, so the blower motor rotates at medium low speed.

When the blower SW (Rear) is moved to M2 position, the current through the motor flows from TERMINAL 4 of the blower resistor (Rear heater) to TERMINAL 2 to TERMINAL 4 of the rear M2 relay to TERMINAL 3 to TERMINAL 8 of the heater blower SW (Rear) to TERMINAL 1 to TERMINAL 1 of the heater blower SW (Front) to TERMINAL 8 to GROUND. At this time, resistance of the blower resistor (Rear heater) 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 5 of the heater blower SW (Rear) to TERMINAL 1 to TERMINAL 1 of the heater blower SW (Front) to TERMINAL 8 to GROUND, causes the rear HI relay to turn on.

This causes the current flows through the rear heater relay (Point Side) to TERMINAL 2 of the blower motor (Rear heater) to TERMINAL 1 to TERMINAL 4 of the rear relay to TERMINAL 2 to TERMINAL 2 of the rear HI relay to TERMINAL 1 to GROUND, rotating the blower motor at high speed.

2. BLOWER MOTOR (REAR COOLING) OPERATION

Current is applied at all times through the RR A/C fuse to TERMINAL 1 of the rear heater relay.

When the ignition SW is turned on, the current flows through HEATER fuse to TERMINAL 3 of the rear heater relay to TERMINAL 5 to TERMINAL 6 of the heater blower SW (Front) and rear HI relay (Coil side).

The current from the HEATER fuse flows through the rear LO relay, rear M1 relay, rear M2 relay and rear relay to TERMINAL 3 of the volume SW to TERMINAL 4 to GROUND, causing each relay to turn on.

(1) Heater blower SW (Front) operation

* Low speed operation

When the blower SW is moved to LO position, the current to TERMINAL 6 of the heater blower SW (Front) flows to TERMINAL 8 to GROUND, causing the rear heater relay to turn on. This causes the current to flow through the rear heater relay (Point Side) to TERMINAL 1 of the blower motor (Rear cooling) to TERMINAL 2 to TERMINAL 1 of the rear relay to TERMINAL 2 to TERMINAL 4 of the blower resistor (Rear cooling) to TERMINAL 1 to TERMINAL 5 of the rear LO relay to TERMINAL 3 to TERMINAL 5 of the heater blower SW (Front) to TERMINAL 8 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 to TERMINAL 6 of the heater blower SW (Front) flows to TERMINAL 10 to GROUND, causing the rear heater relay to turn on. This causes the current to flow through the rear heater relay (Point Side) to TERMINAL 1 of the blower motor (Rear cooling) to TERMINAL 2 to TERMINAL 1 of the rear relay to TERMINAL 2 to TERMINAL 4 of the blower resistor (Rear cooling) to TERMINAL 3 to TERMINAL 5 of the rear M1 relay to TERMINAL 3 to TERMINAL 2 of the heater blower SW (Front) to TERMINAL 8 to GROUND. At this time, the blower resistance of the blower resistor (Rear cooling) 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 4 of the blower resistor (Rear cooling) to TERMINAL 2 to TERMINAL 5 of the rear M2 relay to TERMINAL 3 to TERMINAL 7 of the blower SW (Front) to TERMINAL 8 to GROUND. At this time, resistance of the blower resistor (Rear cooling) 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 to TERMINAL 6 of the heater blower SW (Front) flows to TERMINAL 8 to GROUND, causing the rear heater relay to turn on. At this time, the current flows to TERMINAL 3 of the heater blower SW (Front) to TERMINAL 8 to GROUND, causes the rear HI relay to turn on.

This causes the current to flow through the rear heater relay (Point Side) to TERMINAL 1 of the blower motor (Rear cooling) to TERMINAL 2 to TERMINAL 1 of the rear relay to TERMINAL 2 to TERMINAL 2 of the rear HI relay to TERMINAL 1 to GROUND, rotating the blower motor at high speed.

(2) Heater blower SW (Rear) operation

With the heater blower SW (Front) at REAR position, the current to TERMINAL 6 of the heater blower SW (Front) to flows TERMINAL 8 to GROUND, causing the rear heater relay to turn on.

* Low speed operation

When the heater blower SW (Rear) is moved to LO position, the current flows through the rear heater relay (Point Side) to TERMINAL 1 of the blower motor (Rear cooling) to TERMINAL 2 to TERMINAL 1 of the rear relay to TERMINAL 2 to TERMINAL 4 of the blower resistor (Rear cooling) to TERMINAL 1 to TERMINAL 5 of the rear LO relay to TERMINAL 3 to TERMINAL 3 of the blower SW (Rear) to TERMINAL 1 to TERMINAL 1 of the heater blower SW (Front) to TERMINAL 10 to GROUND, rotating the blower motor at low speed.

* Medium speed operation (Operation at M1, M2)

When the heater blower SW (Rear) is moved to M1 position, the current flows through the rear heater relay (Point Side) to TERMINAL 1 of the blower motor (Rear cooling) to TERMINAL 2 to TERMINAL 1 of the rear relay to TERMINAL 2 to TERMINAL 4 of the blower resistor (Rear cooling) to TERMINAL 3 to TERMINAL 5 of the rear M1 relay to TERMINAL 3 to TERMINAL 4 of the heater blower SW (Rear) to TERMINAL 1 to TERMINAL 1 of the heater blower SW (Front) to TERMINAL 10 to GROUND. At this time, the blower resistance of the blower resistor (Rear cooling) is smaller than at low speed, so the blower motor rotates at medium low speed.

When the heater blower SW (Rear) is moved to M2 position, the current through the motor flows from TERMINAL 4 of the blower resistor (Rear cooling) to TERMINAL 2 to TERMINAL 5 of the rear M2 relay to TERMINAL 3 to TERMINAL 8 of the heater blower SW (Rear) to TERMINAL 1 to TERMINAL 1 of the heater blower SW (Front) to TERMINAL 10 to GROUND. At this time, resistance of the blower resistor (Rear cooling) is smaller than at M1 position, so the blower motor rotates at medium high speed.

* High speed operation

When the blower SW (Rear) is moved to HI position, the current flows to TERMINAL 5 of the heater blower SW (Rear) to TERMINAL 1 to TERMINAL 1 of the heater blower SW (Front) to TERMINAL 10 to GROUND, causes the rear HI relay to turn on.

This causes the current flows through the rear heater relay (Point Side) to TERMINAL 1 of the blower motor (Rear cooling) to TERMINAL 2 to TERMINAL 1 of the rear relay to TERMINAL 2 to TERMINAL 2 of the rear HI relay to TERMINAL 1 to GROUND, rotating the blower motor at high speed.

SERVICE HINTS

REAR HEATER RELAY

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

B14 BLOWER RESISTOR (REAR COOLING)

4-2 : Approx. **0.22** Ω

2-3 : Approx. **0.86** Ω

3-1 : Approx. **1.68** Ω

B15 BLOWER RESISTOR (REAR HEATER)

4-2 : Approx. **0.46** Ω

2-3 : Approx. **1.0** Ω

3-1 : Approx. **2.14** Ω

○ : PARTS LOCATION

Code		See Page	Code		See Page	Code	See Page
A8	A	34	B15		36	J8	35
A9	B	34	F8		32	R12	37
A10		34	H8		34	S7	37
B11		36	H10		36	V7	37
B12		36	J2	A	35		
B14		36	J3	B	35		

○ : RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
3	28	Passenger Side R/B No.3 (Right Rear Quarter Panel)
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)
2D	24	Engine Room Main Wire and Engine Room J/B No.2 (Engine Compartment Left)
2L	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)

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IC1	42	Cowl Wire and Floor Wire (Left Cowl Side Panel)
IC2		
IE1	42	Floor Wire and Cowl Wire (The Back Side of the Lower Finish Panel)
II2	44	Floor No.2 Wire and Cowl Wire (Right Kick Panel)
II4		
IK7	44	Engine Room Main Wire and Cowl Wire (Right Cowl Side Panel)
BE1	46	Floor No.2 Wire and Floor Wire (On the Right Rear Wheel House)

▽ : GROUND POINTS

Code	See Page	Ground Points Location
ED	40	Near the Left Front Suspension Support
IJ	42	Right Cowl Side Panel
BK	46	Under the Left Center Pillar
BM	46	Left Rear Quarter Panel

MANUAL AIR CONDITIONING (REAR)



: SPLICE POINTS

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I5	44	Cowl Wire	B12	46	Floor Wire
B2	46	Floor Wire	B13		
B3					

