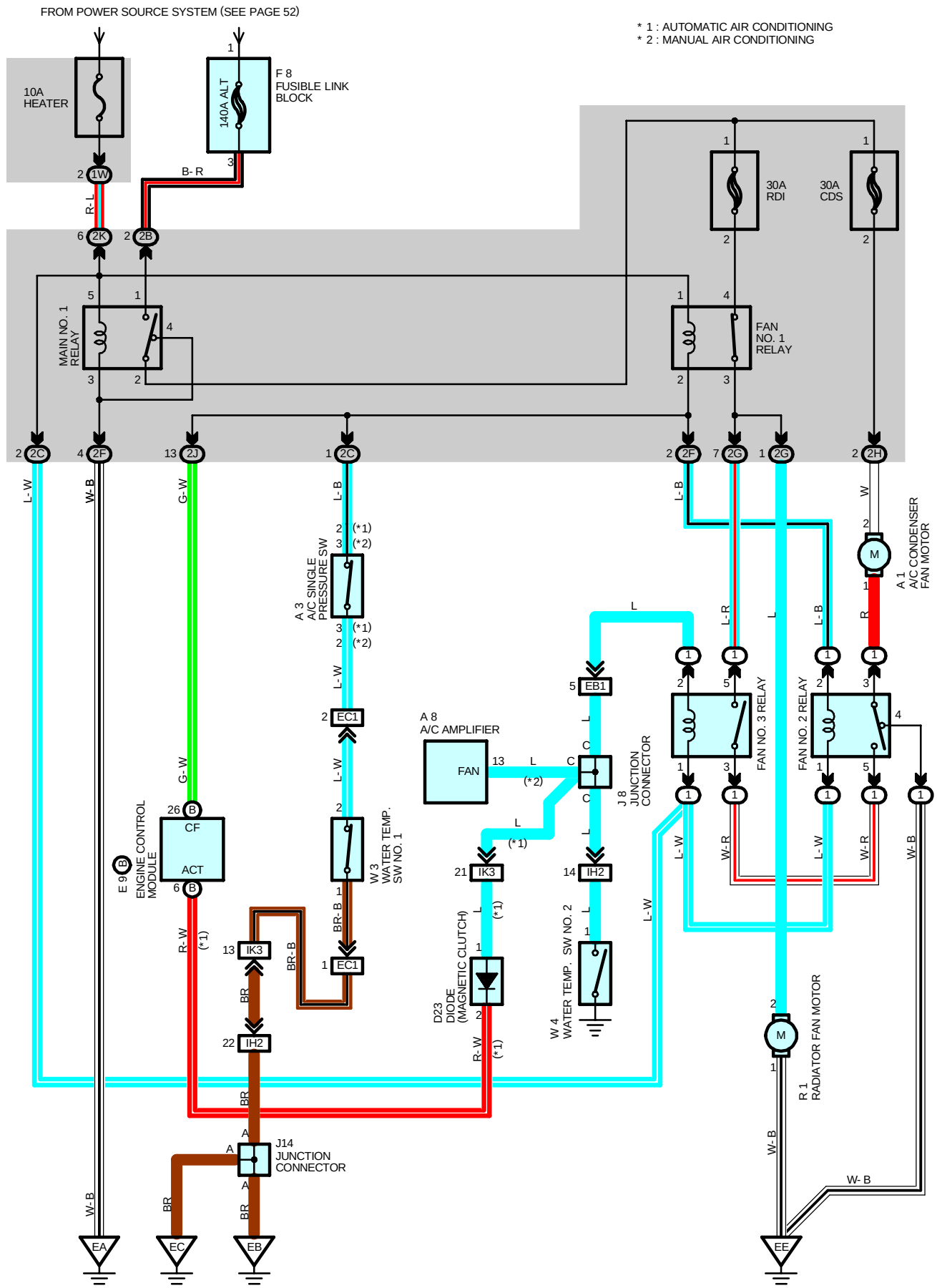


RADIATOR FAN AND CONDENSER FAN (EXCEPT TOWING PACKAGE)



SYSTEM OUTLINE

FAN MOTOR OPERATION

With the ignition SW turned on, the current through the HEATER fuse flows to the FAN NO. 1 relay (Coil side), FAN NO. 2 relay (Coil side) and FAN NO. 3 relay (Coil side). Furthermore, the current through the FAN NO. 1 relay (Coil side) or the FAN NO. 2 relay (Coil side) flows to TERMINAL 3 of the A/C single pressure SW to TERMINAL 2 to TERMINAL 2 of the water temp. SW no. 1 to TERMINAL 1 to GROUND, causing the FAN NO. 1 relay to turn off and the FAN NO. 2 relay to turn on.

1. LOW SPEED OPERATION

Only when the A/C system is activated or the water temp. SW no. 2 is turned on, the A/C condenser fan motor and the radiator fan motor rotates at low speed.

When the A/C system is activated, the current from HEATER fuse flows to the FAN NO. 3 relay (Coil side) to TERMINAL (B) 6 of the engine control module (Automatic air conditioning) TERMINAL 13 of the A/C amplifier (Manual air conditioning), causing the FAN NO. 3 relay to turn on. As a result, the current through the CDS fuse flows to TERMINAL 2 of the A/C condenser fan motor to TERMINAL 1 to TERMINAL 3 of the FAN NO. 2 relay to TERMINAL 5 to TERMINAL 3 of the FAN NO. 3 relay to TERMINAL 5 to TERMINAL 2 of the radiator fan motor to TERMINAL 1 to GROUND. As the current flows in series to the motors, the motors rotate at low speed.

When the water temp. SW no. 2 is turned on, the current from HEATER fuse flows to the FAN NO. 3 relay (Coil side) to TERMINAL 1 of the water temp. SW no. 2 to GROUND, causing the FAN NO. 3 relay to turn on. As a result, the current through the CDS fuse flows the same route as above, rotating the motors at low speed.

2. HIGH SPEED OPERATION

Only when the A/C single pressure SW is turned off or the water temp. SW no. 1 is turned off, the A/C condenser fan motor and the radiator fan motor rotate at high speed.

When the A/C single pressure SW is turned off, the current from the RDI fuse flows to the FAN NO. 1 relay (Point side) to TERMINAL 2 of the radiator fan motor to TERMINAL 1 to GROUND. At the same time, the current from the CDS fuse flows to TERMINAL 2 of the A/C condenser fan motor to TERMINAL 1 to TERMINAL 3 of the FAN NO.2 relay to TERMINAL 4 to GROUND.

As the current flows in parallel to the motors, the motors rotate at high speed.

SERVICE HINTS

A3 A/C SINGLE PRESSURE SW

3-2 : Open above approx. **15.5 kgf/cm² (224 psi, 1520 kpa)**
Closed below approx. **12.5 kgf/cm² (181 psi, 1225 kpa)**

W3 WATER TEMP. SW NO.1

2-1 : Open above approx. **95°C (203°F)**

W4 WATER TEMP. SW NO.2

1-GROUND : Closed above approx. **90°C (194°F)**

: PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
A1	32	E9 B	34	R1	33
A3	32	F8	32	W3	33
A8	34	J8	35	W4	33
D23	32	J14	35		

: RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
1	28	Engine Room R/B No.1 (Engine Compartment Left)

RADIATOR FAN AND CONDENSER FAN (EXCEPT TOWING PACKAGE)

: JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1W	22	Cowl Wire and Driver Side J/B No.1 (Lower Finish Panel)
2B	24	Engine Room Main Wire and Engine Room J/B No.2 (Engine Compartment Left)
2C		
2F		
2G		
2H		
2J	24	Cowl Wire and Engine Room J/B No.2 (Engine Compartment Left)
2K		

: 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)
EC1	40	Engine Room Main Wire and Engine Room No.2 Wire (Near the Condenser Fan Motor)
IH2	44	Engine Wire and Cowl Wire (Front Side of the Blower Motor)
IK3	44	Engine Room Main Wire and Cowl Wire (Right Cowl Side Panel)

: GROUND POINTS

Code	See Page	Ground Points Location
EA	40	Front Side of the Right Fender Apron
EB	40	Right Side of the Surge Tank
EC	40	Rear Side of the Surge Tank
EE	40	Front Side of the Left Fender Apron

