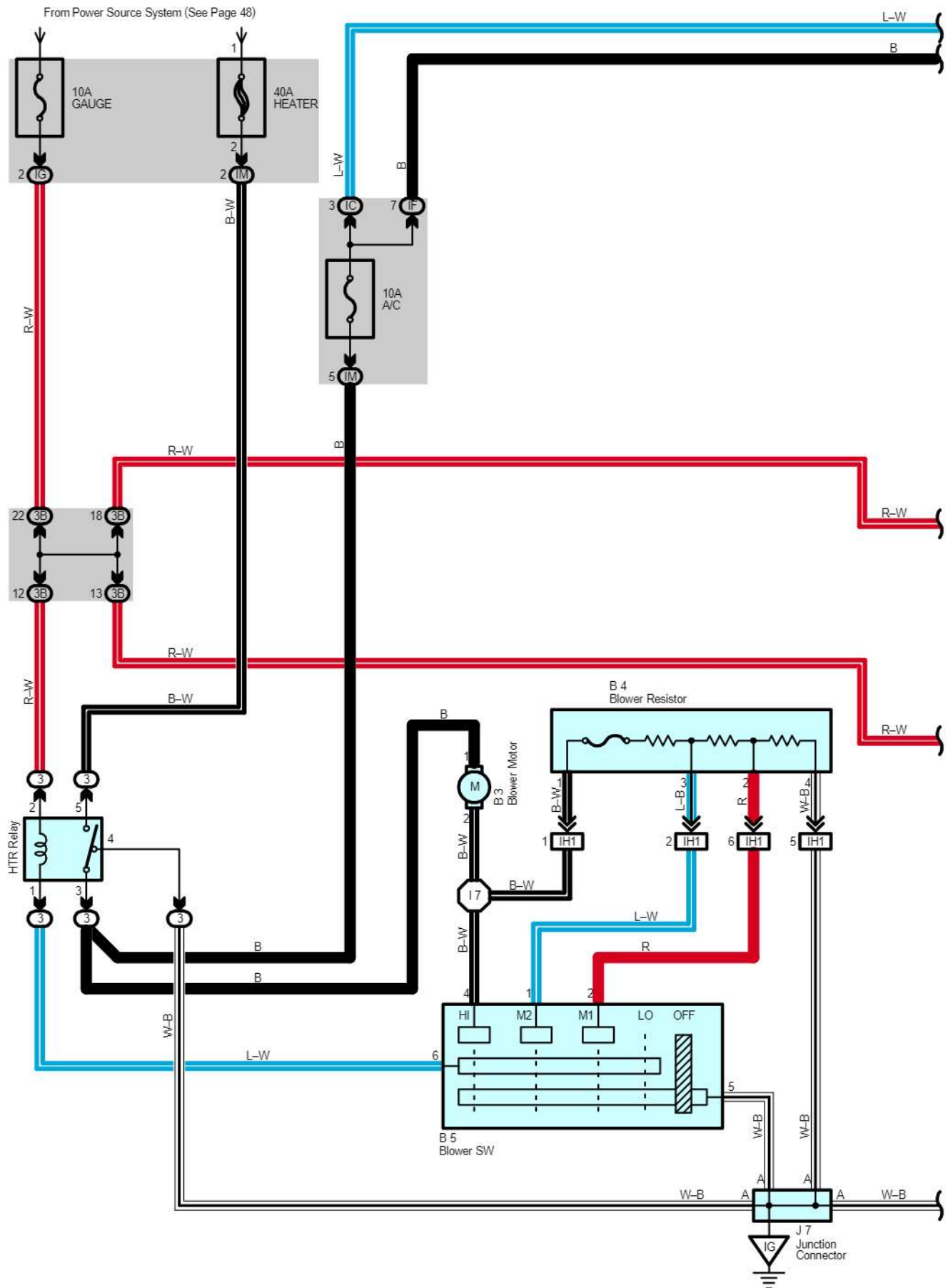
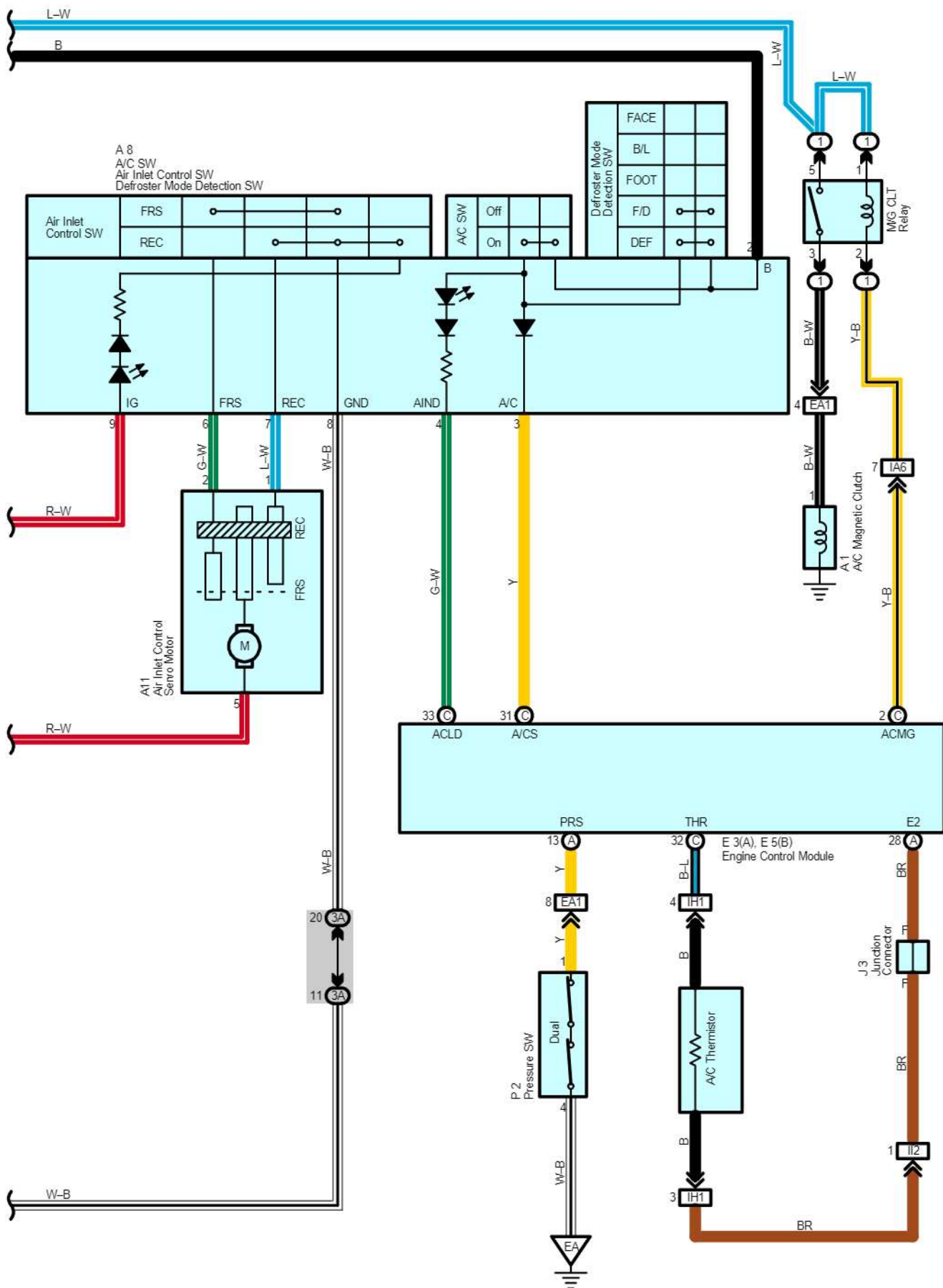


Air Conditioning





Air Conditioning

System Outline

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

When the ignition SW is turned on, the current flows through the GAUGE fuse to TERMINAL 2 of the HTR relay to TERMINAL 1 to TERMINAL 6 of the blower SW.

1. Heater Blower Motor Operation

* Low speed operation

When the blower SW is moved to LO position, the current flows to TERMINAL 6 of the blower SW to TERMINAL 5 to GROUND, causing the HTR relay to turn on. This causes the current flows from the HEATER fuse to TERMINAL 5 of the HTR relay to TERMINAL 3 to the blower motor to the blower resistor 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 6 of the blower SW to TERMINAL 5 to GROUND, causing the HTR relay to turn on. This causes the current flows from the HEATER fuse to TERMINAL 5 of the HTR relay to TERMINAL 3 to the blower motor to the blower resistor to TERMINAL 2 of the blower SW to TERMINAL 5 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 flows through the HTR relay to the blower motor to the blower resistor to TERMINAL 1 of the blower SW to TERMINAL 5 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 6 of the blower SW to TERMINAL 5 to GROUND, causing the HTR relay to turn on.

This causes the current flows from the HEATER fuse to TERMINAL 5 of the HTR relay to TERMINAL 3 to the blower motor to TERMINAL 4 of the blower SW to TERMINAL 5 to GROUND, rotating the blower motor at high speed.

2. Air Conditioning Operation

When the blower SW is set on, the current flows from the HTR fuse to the HTR relay (Point side) to the A/C fuse to the TERMINAL 2 of the A/C SW. If the A/C SW is turned on, at this time a signal is input into the engine control module. This activates the engine control module and M/G CLT relay. So that current flows from the A/C fuse to M/G CLT relay (Point side) to A/C magnetic clutch. Causing the compressor to operate.

Service Hints

HTR Relay

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

P2 Pressure SW

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

○ : Parts Location

Code	See Page	Code	See Page	Code	See Page
A1	32	B3	34	E5	B 34
A8	34	B4	34	J3	35
A9	34	B5	34	J7	35
A11	34	E3	A 34	P2	33

○ : Relay Blocks

Code	See Page	Relay Blocks (Relay Block Location)
1	22	Engine Room R/B (Engine Compartment Left)
3	28	RH R/B (Right Side of the Instrument Panel Reinforcement)

 : **Junction Block and Wire Harness Connector**

Code	See Page	Junction Block and Wire Harness (Connector Location)
IC	25	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)
IF	25	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
IG		
IM		
3A	28	Instrument Panel Wire and RH J/B (Right Side of the Instrument Panel Reinforcement)
3B		

 : **Connector Joining Wire Harness and Wire Harness**

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
EA1	38	Engine Wire and Engine Room Main Wire (Inside of the Engine Room R/B)
IA6	40	Engine Room Main Wire and Instrument Panel Wire (Left Side of the Instrument Panel Reinforcement)
IH1	42	Instrument Panel Wire and A/C Sub Wire (Left Upper Side of the Blower Unit)
II2	42	Engine Wire and Instrument Panel Wire (Blower Unit RH)

 : **Ground Points**

Code	See Page	Ground Points Location
EA	38	Front Right Fender
IG	40	Right Kick Panel

 : **Splice Points**

Code	See Page	Wire Harness with Splice Points	Code	See Page	Wire Harness with Splice Points
I7	42	Instrument Panel Wire			