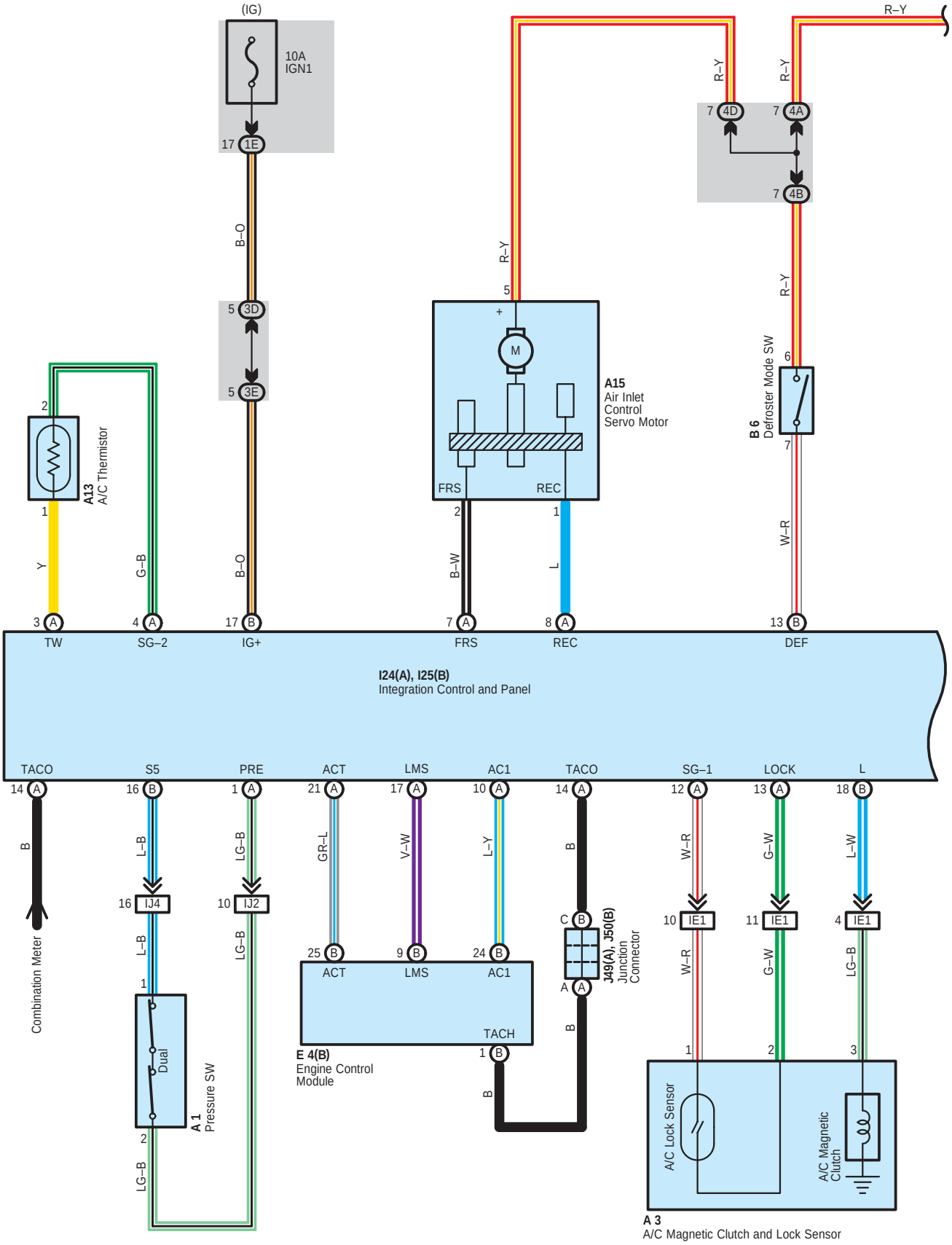
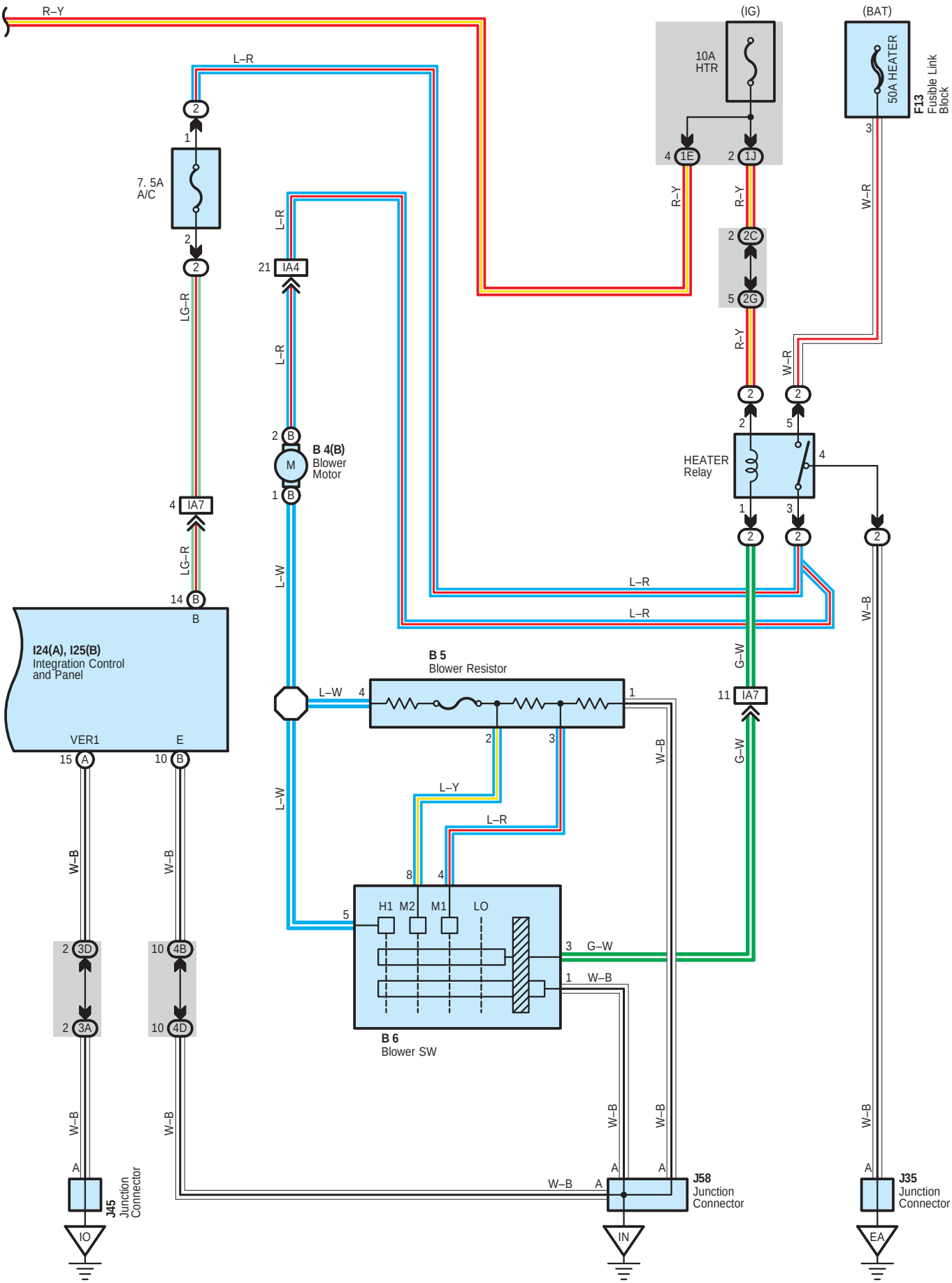

(IG)
10A
IGN1
17 1E
B–O
5 3D
5 3E
B–O
17 B
IG+
R–Y
5
+
M
FRS
REC
A15
Air Inlet
Control
Servo Motor
2
B–W
7 A
FRS
1
L
8 A
REC
R–Y
7 4D
7 4A
7 4B
R–Y
R–Y
6
7
B 6
Defroster Mode SW
W–R
13 B
DEF
2
A13
A/C Thermistor
1
Y
3 A
TW
G–B
4 A
SG–2
I24(A), I25(B)
Integration Control and Panel
TACO
14 A
B
Combination Meter
S5
16 B
L–B
16 IJ4
L–B
1
Dual
A 1
Pressure SW
2
LG–B
PRE
1 A
LG–B
10 IJ2
LG–B
ACT
21 A
GR–L
25 B
ACT
LMS
17 A
V–W
9 B
LMS
AC1
10 A
L–Y
24 B
AC1
TACH
1 B
B
E 4(B)
Engine Control
Module
TACO
14 A
B
C B
A A
J49(A), J50(B)
Junction
Connector
B
SG–1
12 A
W–R
10 IE1
W–R
1
LOCK
13 A
G–W
11 IE1
G–W
2
L
18 B
L–W
4 IE1
LG–B
3
A/C Lock Sensor
A/C Magnetic
Clutch
A 3
A/C Magnetic Clutch and Lock Sensor


R–Y
L–R
(IG)
(BAT)
10A
HTR
50A HEATER
F13
Fusible Link
Block
7. 5A
A/C
4 1E
2 1J
3
R–Y
R–Y
W–R
2 2C
5 2G
R–Y
W–R
2
2
2
5
4
HEATER
Relay
1
3
2
2
2
L–R
21 IA4
L–R
2 B
M
1 B
B 4(B)
Blower
Motor
4 IA7
LG–R
LG–R
14 B
B
L–W
L–R
L–R
W–B
G–W
11 IA7
G–W
I24(A), I25(B)
Integration Control
and Panel
VER1
E
15 A
10 B
B 5
Blower Resistor
L–W
4
1
2
3
W–B
L–Y
L–R
L–W
8
4
5
H1
M2
M1
LO
3
G–W
1
W–B
B 6
Blower SW
W–B
W–B
2 3D
2 3A
10 4B
10 4D
W–B
W–B
W–B
W–B
W–B
W–B
A
A
A
A
A
J45
Junction
Connector
J58
Junction
Connector
J35
Junction
Connector
IO
IN
EA

System Outline

1. Heater Blower Motor Operation

Current is applied at all times through the HEATER fuse to TERMINAL 5 of the HTR relay.
When the ignition SW is turned on, current flows through the HTR fuse to TERMINAL 2 of the HTR relay to the coil side to TERMINAL 1 to TERMINAL 3 of the blower SW.

* Low speed operation
When the blower SW is moved to LO position, current flows to TERMINAL 3 of the blower SW to TERMINAL 1 to GROUND, causing the HTR relay to switch on. This causes the current to flow from the HEATER fuse to TERMINAL 5 of the HTR relay to TERMINAL 3 to TERMINAL 2 of the blower motor to TERMINAL 1 to TERMINAL 4 of the blower resistor to TERMINAL 1 to GROUND, causing the blower motor to rotate at low speed.

* Medium speed operation (Operation at M1, M2)
When the blower SW is moved to M1 position, current flows to TERMINAL 3 of the blower SW to TERMINAL 1 to GROUND, turning the HTR relay to switch on. This causes the current to flow from the HEATER fuse to TERMINAL 5 of the HTR relay to TERMINAL 3 to TERMINAL 2 of the blower motor to TERMINAL 1 to TERMINAL 4 of the blower resistor to TERMINAL 3 to TERMINAL 4 of the blower SW to TERMINAL 1 to GROUND. At this time, the blower resistance of the blower resistor is less than at low speed, so the blower motor rotates at medium low speed.
When the blower SW is moved to M2 position, current flows through the motor flows from TERMINAL 4 of the blower resistor to TERMINAL 2 to TERMINAL 8 of the blower SW to TERMINAL 1 to GROUND. At this time, resistance of the blower resistor is less than at M1 position, so the blower motor rotates at medium high speed.

* High speed operation
When the blower SW is moved to HIGH position, current flows to TERMINAL 3 of the blower SW to TERMINAL 1 to GROUND, turning the HTR relay to switch on.
This causes the current to flow from the HEATER fuse to TERMINAL 5 of the HTR relay to TERMINAL 3 to TERMINAL 2 of the blower motor to TERMINAL 1 to TERMINAL 5 of the blower SW to TERMINAL 1 to GROUND, causing the blower motor to rotate at high speed.

2. Operation of Air Inlet Control Servo Motor

* Switching from FRESH to RECIRC
With the ignition SW turned on, current flows from the HTR fuse to TERMINAL 5 of the air inlet control servo motor. When the RECIRC/FRESH SW is switched to the RECIRC side, current flows from TERMINAL 5 of the air inlet control servo motor to TERMINAL 1 to TERMINAL (A) 8 of the integration control and panel to TERMINAL (B) 10 to GROUND. The motor rotates and the damper moves to the RECIRC side. When it is in the RECIRC position, current is cut inside the servo motor and the damper stops at that position.

* Switching from RECIRC to FRESH
With the ignition SW turned on, when the RECIRC/FRESH SW is switched to the FRESH side, current flows from TERMINAL 5 of the air inlet control servo motor to TERMINAL 2 to TERMINAL (A) 7 of the integration control and panel to TERMINAL (B) 10 to GROUND, the motor rotates and the damper moves to the FRESH side. when it is in the FRESH position, current is cut inside the servo motor and the damper stops at that position. When the ignition SW turned on, and mode SW (Integration control and panel) is at DEF or F/DEF position, it causes the damper to move to the FRESH side. Whether the RECIRC/FRESH SW (Integration control and panel) is on or not.

3. Air Conditioning Operation

When the blower SW is on, current flows from the HTR fuse to the HTR relay (Coil side) to TERMINAL 3 of the blower SW to TERMINAL 1 to GROUND, activating the HTR relay. This causes current to flow from the HEATER fuse to the HTR relay (Point side) to A/C fuse to TERMINAL (B) 14 of the A/C SW (Integration control and panel). When the A/C SW (Integration Control and panel) is turned on. Current flows from the A/C fuse to TERMINAL (B) 14 of the integration control and panel to TERMINAL (B) 18 to A/C magnetic clutch. Causing The compressor to operate.
When blower SW is on and mode SW (Integration control and panel) is at DEF or F/DEF position, it causes A/C to run whether A/C SW (Integration control and panel) is on or not.

○ : Parts Location

Code	See Page	Code	See Page	Code	See Page
A1	70	B6	72	J45	74
A3	70	E4 B	73	J49 A	74
A13	72	F13	70	J50 B	74
A15	72	I24 A	73	J58	74
B4 B	72	I25 B	73		
B5	72	J35	71		

: **Relay Blocks**

Code	See Page	Relay Blocks (Relay Block Location)
2	42	Engine Room R/B No.2 (Engine Compartment Left)

: **Junction Block and Wire Harness Connector**

Code	See Page	Junction Block and Wire Harness (Connector Location)
1E	49	Cowl Wire and Driver Side J/B (Lower Finish Panel)
1J	49	Engine Room Main Wire and Driver Side J/B (Lower Finish Panel)
2C	45	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
2G		
3A	52	Cowl Wire and Sub J/B No.3 (Upper the Accelerator Pedal)
3D		
3E		
4A	54	Cowl Wire and Sub J/B No.4 (Upper the Accelerator Pedal)
4B		
4D		

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

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IA4	92	Engine Room Main Wire and Cowl Wire (Left Kick Panel)
IA7		
IE1	93	Engine Wire and Cowl Wire (Right Side of Instrument Panel)
IJ2	93	Engine Room Main Wire and Cowl Wire (Cowl Side Panel RH)
IJ4		

: **Ground Points**

Code	See Page	Ground Points Location
EA	90	Front Left Fender Apron
IO	92	Left Kick Panel
IN	92	Right Kick Panel