





AIR CONDITIONER

SYSTEM OUTLINE

1. BLOWER MOTOR OPERATION

WITH THE IGNITION SW ON. CURRENT FROM THE GAUGE FUSE FLOWS FROM **TERMINAL 1** OF THE HEATER RELAY → COIL → **TERMINAL 3** → **TERMINAL 12** OF THE HEATER BLOWER AND A/C SW.

(LOW SPEED OPERATION)

WHEN THE HEATER BLOWER SW IS MOVED TO THE LOW SPEED POSITION, THE CURRENT APPLIED TO **TERMINAL 12** FLOWS TO **TERMINAL 9** → **GROUND**, CAUSING THE HEATER RELAY TO COME ON. THEN FROM FL HEATER THE CURRENT FLOWS FROM **TERMINAL 5** OR HEATER RELAY → **TERMINAL 4** → **TERMINAL 1** OF THE BLOWER MOTORS → **TERMINAL 2** → **TERMINAL 3** OF THE BLOWER RESISTOR → **TERMINAL 1** → **GROUND**, CAUSING THE BLOWER MOTOR TO ROTATE.

THIS TIME, THE CURRENT FLOWS AGAINST THE FULL RESISTANCE OF THE BLOWER RESISTOR, SO THE MOTOR TURNS SLOWLY AT LOW SPEED.

(OPERATION AT SPEED M1, M2)

WHEN THE HEATER BLOWER SW IS MOVED TO THE SPEED **M1** POSITION, THE CURRENT APPLIED TO **TERMINAL 12** FLOWS TO **TERMINAL 9** → **GROUND**, TURNING THE HEATER RELAY TO ON. THEN, THE SAME AS WITH LOW SPEED, CURRENT THROUGH THE BLOWER MOTOR → **TERMINAL 3** OF THE BLOWER RESISTOR → **TERMINAL 2** → **TERMINAL 1** OF THE BLOWER SW → **TERMINAL 9** → **GROUND**. THIS TIME, THE RESISTANCE OF THE BLOWER RESISTOR IS LESS THAN IT IS FOR LOW SPEED. SO THE BLOWER MOTOR ROTATES FASTER THAN IT DOES AT LOW SPEED. WITH THE BLOWER SW IN THE **M2** POSITION. CURRENT FLOWING THROUGH THE MOTOR FLOWS FROM **TERMINAL 3** OF THE BLOWER RESISTOR → **TERMINAL 4** → **TERMINAL 8** OF THE BLOWER SW → **TERMINAL 9** → **GROUND**. THIS TIME, RESISTANCE OF THE BLOWER RESISTOR IS LESS THAN FOR SPEED **M1** SO THAT THE BLOWER MOTOR ROTATES EVEN FASTER THAN FOR SPEED **M1**.

(HIGH SPEED OPERATION)

WITH THE BLOWER SW IN HIGH SPEED POSITION, UNTIL THE HEATER RELAY, BLOWER HIGH RELAY COMES ON AND CURRENT FLOWS TO THE BLOWER MOTOR, OPERATION IS THE SAME AS FOR SPEED **M1** AND **M2**. THE CURRENT PASSING THROUGH THE BLOWER MOTOR FLOWS TO **TERMINAL 4** OF THE BLOWER HIGH RELAY → **TERMINAL 3** → **GROUND** WITHOUT FLOWING THROUGH THE BLOWER RESISTOR, SO THAT THE BLOWER MOTOR ROTATES AT THE FASTEST SPEED, HIGH SPEED.

2. AIR CONDITIONER OPERATION

WHEN THE BLOWER SW IS SET TO ON, CURRENT FROM THE FL HEATER FLOWS THROUGH THE A/C FUSE → **TERMINAL 1** OF THE A/C PRESSURE SW → **TERMINAL 4** → **TERMINAL 3** OF THE A/C AMPLIFIER. THE EVAPRETOR TEMP. SIGNAL FROM THE A/C THERMISTOR IS SUPPLIED TO THE A/C AMPLIFIER. WHEN THE A/C SW IS TURNED ON, THE A/C SW ON SIGNAL IS SENT TO ACTIVATE THE A/C AMPLIFIER. CURRENT FLOWS FROM THE A/C AMPLIFIER TO THE MAGNET CLUTCH, TURNING THE COMPRESSOR ON. AT THE SAME TIME, THE CURRENT APPLIED TO THE ENGINE ECU FLOWS THROUGH **TERMINAL 7** OF THE AMPLIFIER ACTIVATING THE ECU TO PREVENT ENGINE SPEED DROP IN A/C OPERATION. THE A/C OPERATION IS SHUT OFF WHEN A SIGNAL INDICATING LOW EVAPORETOR TEMP., OR ABNORMALLY HIGH OR LOW REFRIGERANT PRESSURE.

WHEN ONE OF THESE SIGNALS IS RECEIVED, THE AMPLIFIER SHUTS OFF THE A/C OPERATION.

SERVICE HINTS

A 2 A/C PRESSURE SW

1-4 : OPEN WITH REFRIGERANT PRESSURE AT LESS THAN APPROX. 2.1 KG/CM² (30 PSI, 206 KPA) OR MORE THAN APPROX. 27 KG/CM² (384 PSI, 2684 KPA)

A 1 A/C MAGNETIC CLUTCH

1-GROUND : APPROX. 3.8Ω

HEATER RELAY

(1) 4-(1) 5 : CLOSED WITH IGNITION SW ON AND HEATER BLOWER SW ON

(1) 5-GROUND : ALWAYS APPROX. 12 VOLTS.

(1) 1-GROUND : APPROX. 12 VOLTS WITH IGNITION SW AT **ON** POSITION

(1) 2-GROUND : ALWAYS CONTINUITY

H11 HEATER BLOWER AND A/C SW

1-9 :CLOSED WITH BLOWER SW AT **M1** POSITION

8-9 :CLOSED WITH BLOWER SW AT **M2** POSITION

11-9 :CLOSED WITH BLOWER SW AT **HI** POSITION

5-3 :CLOSED WITH A/C SW AT **ON** POSITION

B 3 BLOWER HIGH RELAY

2-4 : CLOSED WITH IGNITION SW **ON** AND BLOWER SW AT **HI** POSITION

R13 REAR HEATER RELAY

1-4 : CLOSED WITH IGNITION SW AT **ON** POSITION

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A 1	21	B 4	22	J 4	22
A 2	21	B 5	22	J 5	22
A 8	22	B 6	22	R 5	22
A 9	22	F13	22	R12	23
A10	22	H11	22	R13	23
B 3	22	J 1	22		

○ : RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
1	20	R/B NO. 1 (LEFT KICK PANEL)

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EA2	24	COWL WIRE AND ENGINE ROOM MAIN WIRE (LEFT FENDER)
IG1	26	COWL WIRE AND A/C SUB WIRE (BEHIND GLOVE BOX)
IH1	26	ENGINE WIRE AND COWL WIRE (BEHIND GLOVE BOX)
II2	26	COWL WIRE AND FLOOR NO. 2 WIRE (RIGHT KICK PANEL)
BM1	28	FLOOR NO. 2 WIRE AND FLOOR NO. 1 WIRE (UNDER THE CENTER CONSOLE BOX)

▽ : GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
ID	26	LEFT KICK PANEL
IE	26	RIGHT KICK PANEL
BF	28	UNDER THE CONSOLE BOX

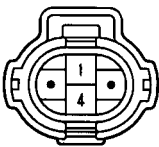
○ : SPLICE POINTS

CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 7	24	ENGINE WIRE	I12	26	COWL WIRE
I 2			I14		
I 6	26	COWL WIRE	I18	26	A/C SUB WIRE
I 9			B10	30	FLOOR NO. 2 WIRE

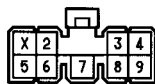
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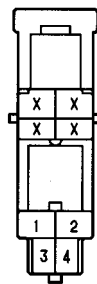
A 2 BLACK



A 8



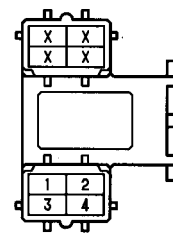
A 9



A10



B 3



B 4



B 5 BLACK



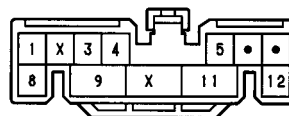
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F13

(SEE PAGE 20)

H11

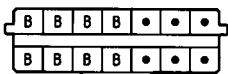


J 1, J 5



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J 4 ORANGE

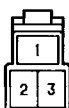


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R12



R13

