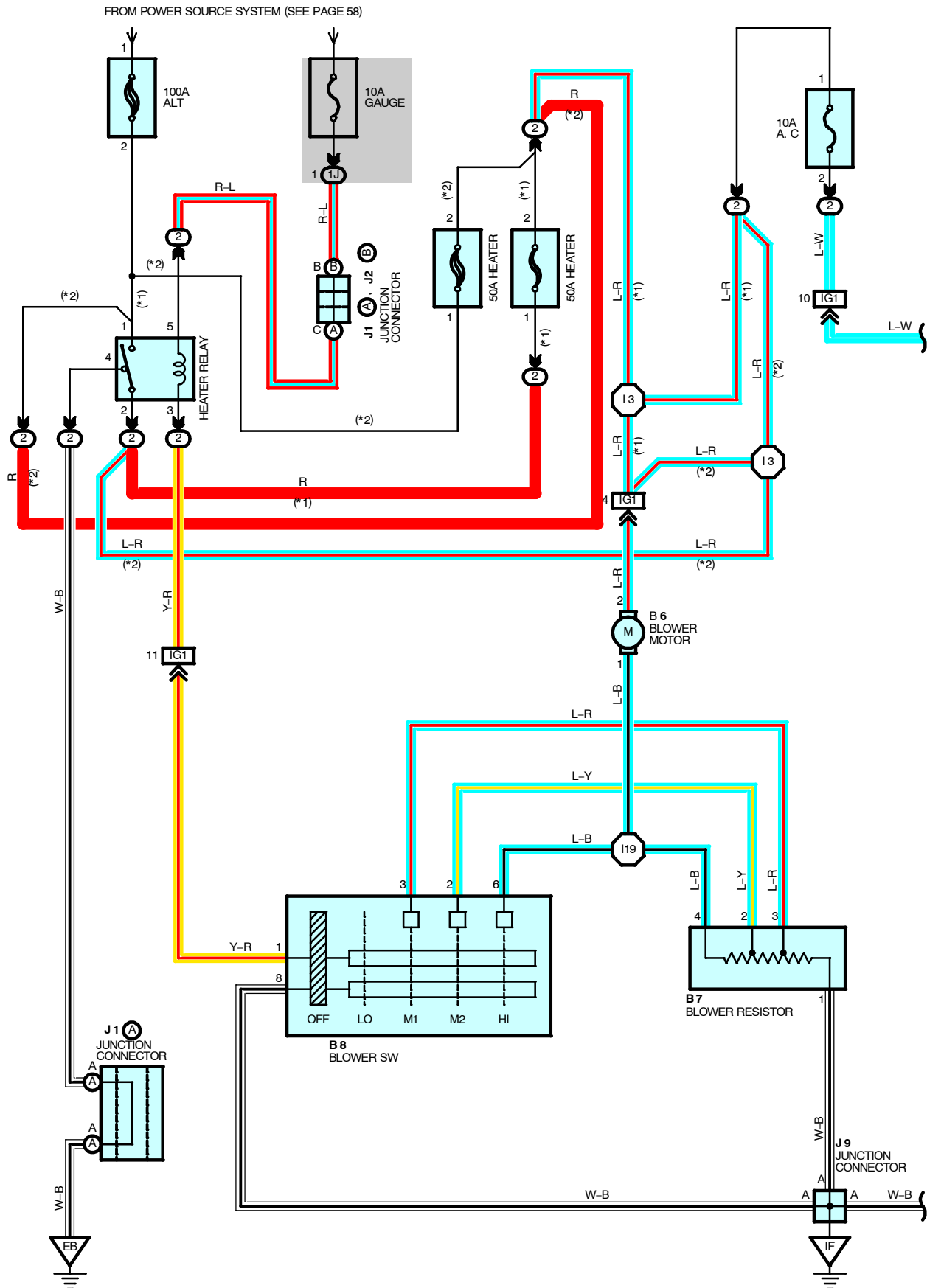
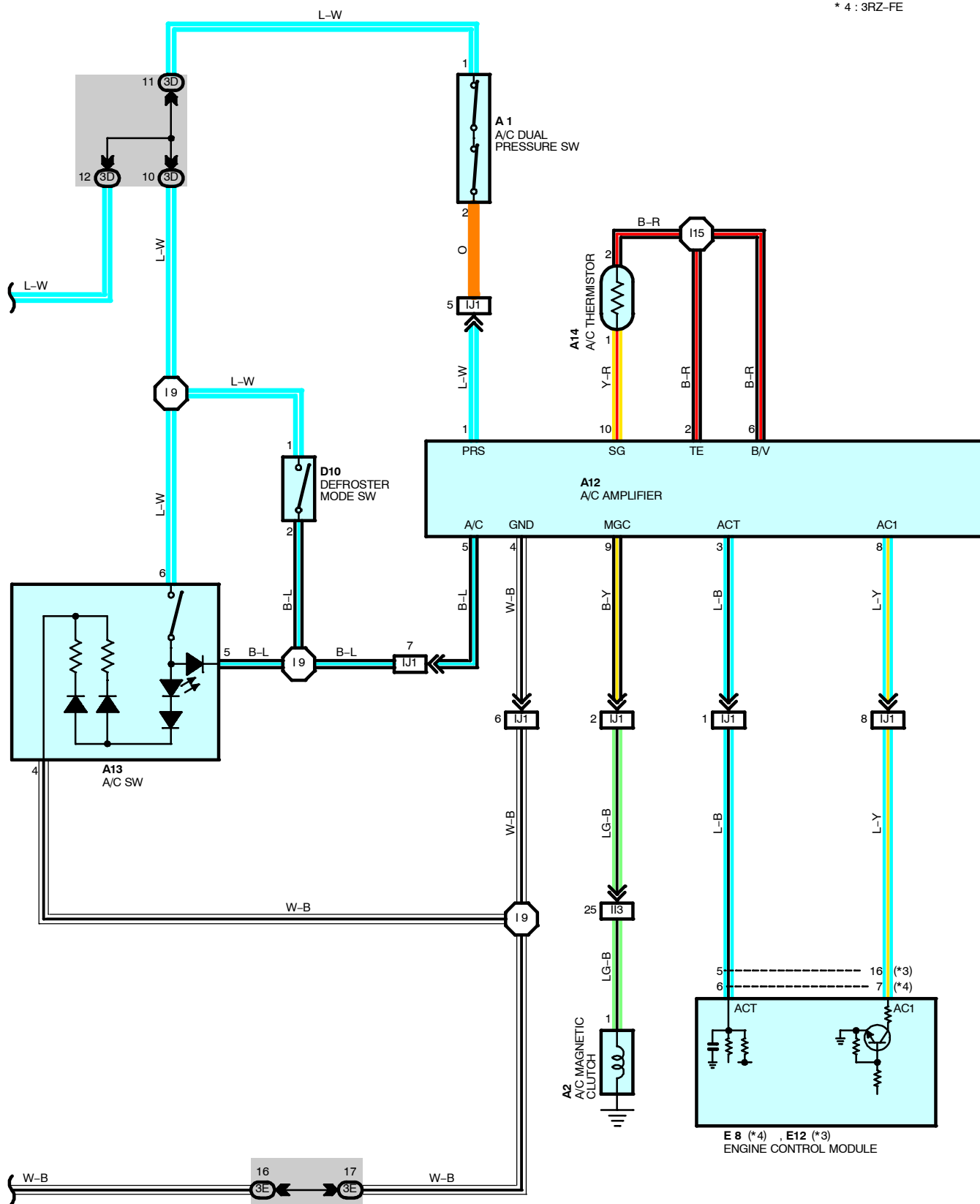


AIR CONDITIONING



- * 1 : USA
- * 2 : CANADA
- * 3 : 5VZ-FE
- * 4 : 3RZ-FE



AIR CONDITIONING

SYSTEM OUTLINE

1. BLOWER MOTOR OPERATION

With the ignition SW on, current from the **GAUGE** fuse flows to **TERMINAL 5** of the heater relay to **TERMINAL 3** to **TERMINAL 1** of the blower SW.

* Low speed operation

(USA)

When the blower SW is moved to **LO** position, the current flows to **TERMINAL 1** of the blower SW to **TERMINAL 8** to **GROUND**, causing the HEATER relay to come on. Then the current from **ALT** fuse flows to **TERMINAL 1** of the HEATER relay to **TERMINAL 2** to **HEATER** fuse 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 this time, the current flows against the full resistance of the blower resistor, so the motor turns slowly at low speed.

(CANADA)

When the blower SW is moved to **LO** position, the current flows to **TERMINAL 1** of the blower SW to **TERMINAL 8** to **GROUND**, causing the HEATER relay to come on. Then the current from **ALT** fuse flows to **HEATER** fuse to **TERMINAL 1** of the HEATER relay to **TERMINAL 2** 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 this time, the current flows against the full resistance of the blower resistor, so the motor turns slowly at low speed.

* Medium speed operation (Operation at speed M1, M2)

When the blower SW is moved to the **M1** position, the current flows to **TERMINAL 1** of the blower SW to **TERMINAL 8** to **GROUND**, turning the HEATER relay to on. Then, the same as low speed operation, the current passing through the **HEATER** fuse (USA) or **TERMINAL 2** of the HEATER relay (Canada) flows to the **TERMINAL 2** of the blower motor to **TERMINAL 1** to **TERMINAL 4** of the blower resistor to **TERMINAL 3** to **TERMINAL 3** of the blower SW to **TERMINAL 8** 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, the current flowing through the blower motor flows from **TERMINAL 4** of the blower resistor to **TERMINAL 2** to **TERMINAL 2** of the blower SW to **TERMINAL 8** to **GROUND**. At this time, blower 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 **HI** position, the current flows to **TERMINAL 1** of the blower SW to **TERMINAL 8** to **GROUND**, turning the HEATER relay to on. Then, the same as medium speed operation, the current passing through the blower motor flows from **TERMINAL 6** of the blower SW to **TERMINAL 8** to **GROUND**, causing the blower motor to rotate at high speed.

2. AIR CONDITIONING OPERATION

When the blower SW is set to on, current from the **ALT** fuse flows through the **HEATER** fuse and **A.C** fuse to **TERMINAL 1** of the A/C dual pressure SW to **TERMINAL 2** to **TERMINAL 1** of the A/C amplifier. The engine speed signal from igniter and the evaporator temp. signal from the A/C thermistor are all 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 magnetic clutch, turning the compressor on. The A/C operation is shut off when a signal indicating low evaporator temp., or abnormally high or low refrigerant pressure, is supplied while the engine high speed signal exists. When one of these signals is received, the amplifier shuts off the A/C operation.

SERVICE HINTS

A13 A/C SW

6-GROUND : Approx. **12** volts with ignition SW at **ON** position and blower SW on
 4-GROUND : Always continuity
 6-5 : Closed with A/C SW on

A1 A/C DUAL PRESSURE SW

1-2 : Open with refrigerant pressure at less than approx. **2.0** kgf/cm² (**28.4** psi, **196** kpa) or more than approx. **32** kgf/cm² (**455** psi, **3138** kpa)

HEATER RELAY [ENGINE ROOM R/B]

1-2 : Closed with ignition SW at **ON** position and blower SW on
 1-GROUND : Always approx. **12** volts
 5-GROUND : Approx. **12** volts with ignition SW at **ON** position
 4-GROUND : Always continuity

B8 BLOWER SW

8-1 : Closed with blower SW at **LO** position
 8-3, 1 : Closed with blower SW at **M1** position
 8-2, 1 : Closed with blower SW at **M2** position
 8-6, 1 : Closed with blower SW at **HI** position

A2 A/C MAGNETIC CLUTCH

1-GROUND : Approx. **3.7** Ω

○ : PARTS LOCATION

Code	See Page	Code	See Page	Code	See Page
A1	26 (5VZ-FE), 28 (3RZ-FE)	B6	30	E12	31
A2	26 (5VZ-FE), 28 (3RZ-FE)	B7	30	J1	A 27 (5VZ-FE), 29 (3RZ-FE)
A12	30	B8	30	J2	B 27 (5VZ-FE), 29 (3RZ-FE)
A13	30	D10	30	J9	31
A14	30	E8	31		

○ : RELAY BLOCKS

Code	See Page	Relay Blocks (Relay Block Location)
2	20 (USA) 21 (Canada)	Engine Room R/B (Engine Compartment Left)

○ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

Code	See Page	Junction Block and Wire Harness (Connector Location)
1J	22	Engine Room Main Wire and Driver Side J/B (Lower Finish Panel)
3D	24	Cowl Wire and Center J/B (Near the Steering Column Tube)
3E		

□ : CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

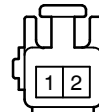
Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IG1	40	Engine Room Main Wire and Cowl Wire (Left Kick Panel)
II3	40	Engine Wire and Cowl Wire (On the Glove Box)
IJ1	40	Cowl Wire and A/C Sub Wire (Near the A/C Unit)

▽ : GROUND POINTS

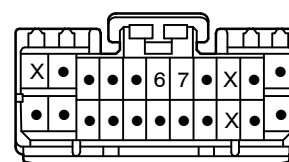
Code	See Page	Ground Points Location
EB	36 (5VZ-FE) 38 (3RZ-FE)	Front Left Fender
IF	40	Cowl Side Panel RH



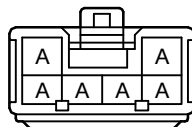
A14



(3RZ-FE) E8



J9



(Hint : See Page 7)

