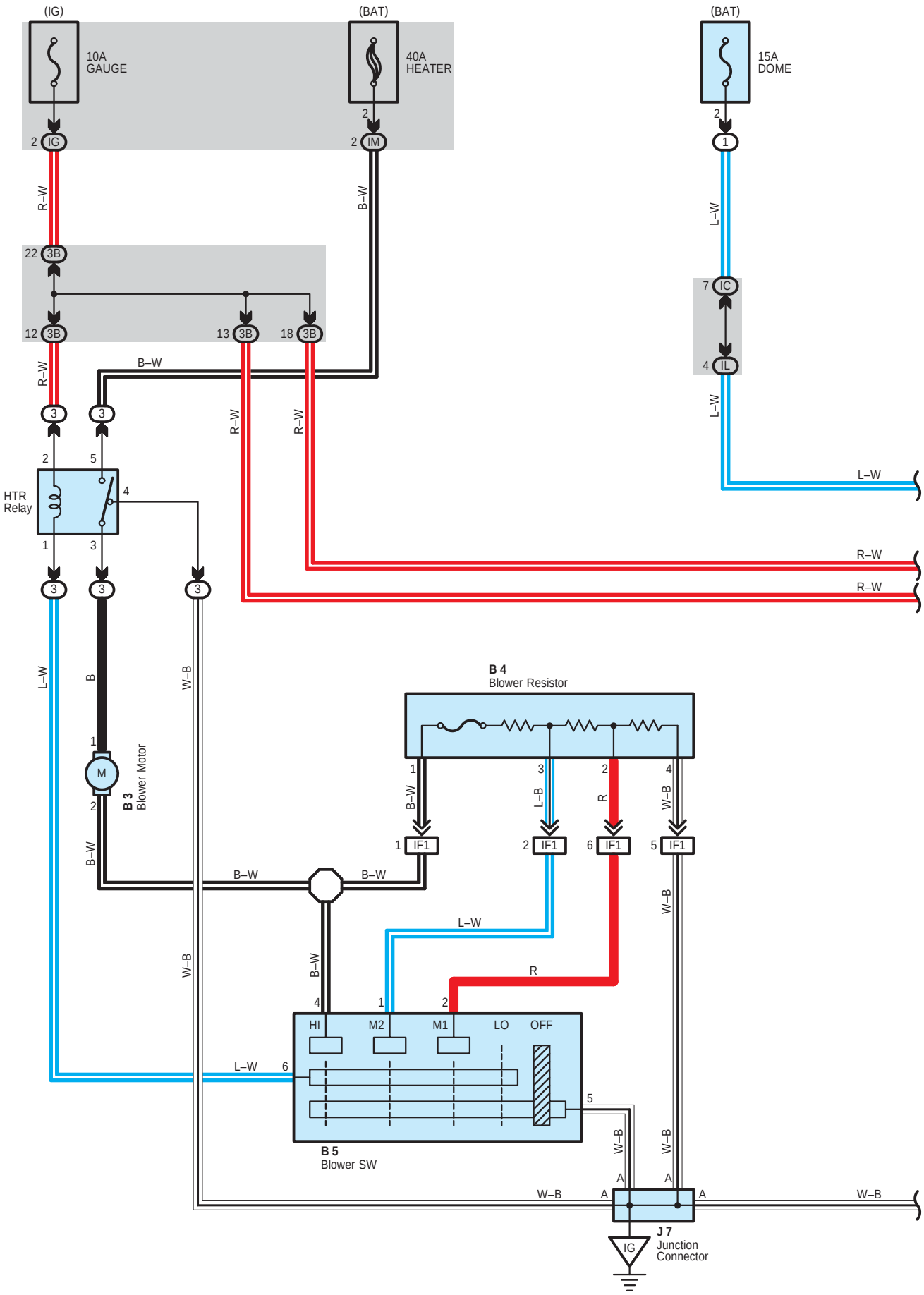
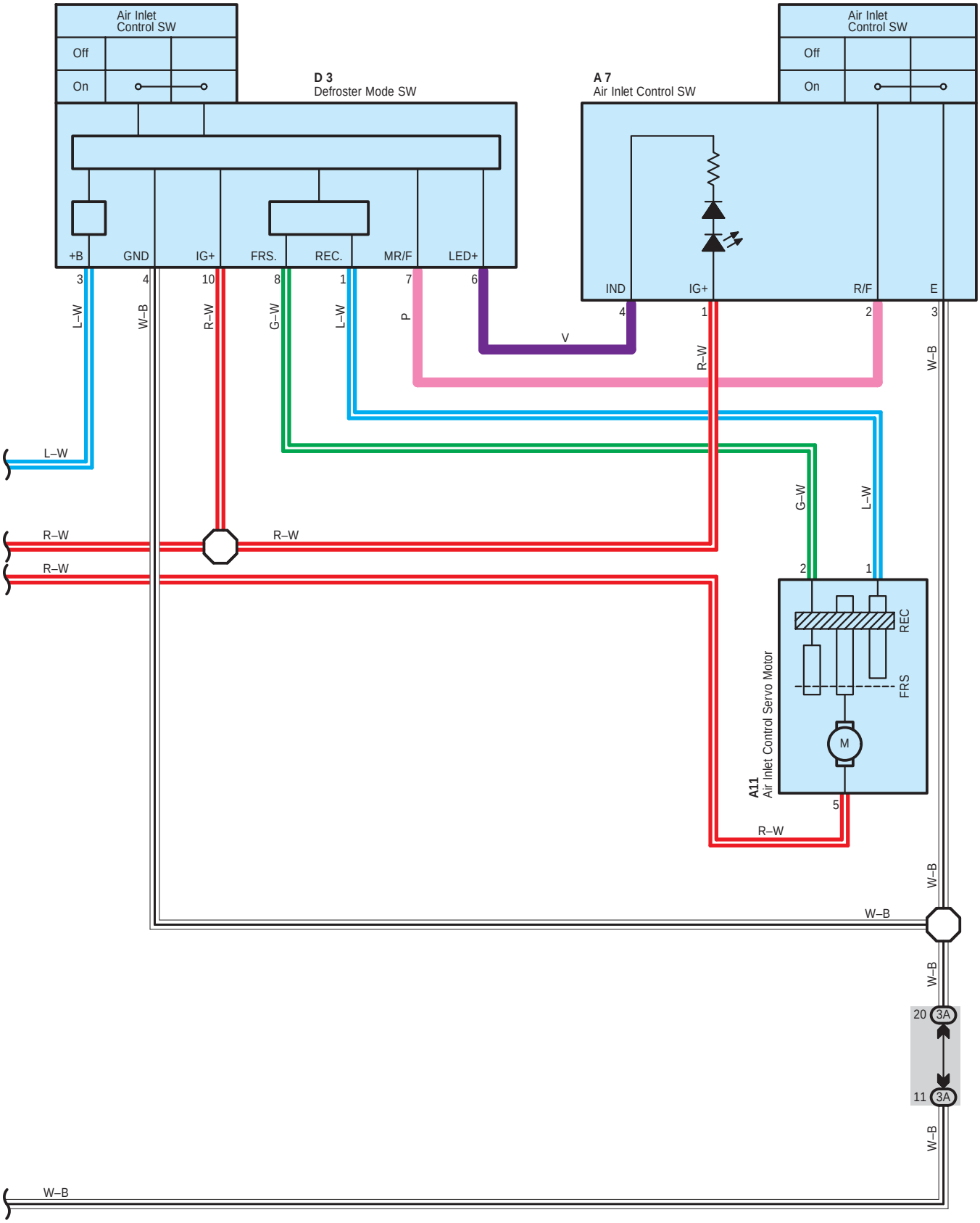

(IG)
(BAT)
(BAT)
10A
GAUGE
40A
HEATER
15A
DOME
2 IG
2 IM
2
1
R–W
B–W
L–W
22 3B
12 3B
13 3B
18 3B
7 IC
4 IL
B–W
R–W
R–W
L–W
L–W
HTR
Relay
R–W
R–W
B
W–B
L–W
B 3
Blower Motor
M
B 4
Blower Resistor
B–W
L–B
R
W–B
1 IF1
2 IF1
6 IF1
5 IF1
B–W
B–W
B–W
L–W
R
W–B
HI
M2
M1
LO
OFF
L–W
B 5
Blower SW
W–B
W–B
W–B
A
A
A
W–B
J 7
Junction
Connector
IG


Air Inlet
Control SW
Off
On
D 3
Defroster Mode SW
+B
GND
IG+
FRS.
REC.
MR/F
LED+
3
4
10
8
1
7
6
L–W
W–B
R–W
G–W
L–W
P
V
A 7
Air Inlet Control SW
IND
IG+
R/F
E
4
1
2
3
R–W
W–B
L–W
R–W
R–W
G–W
L–W
2
1
A11
Air Inlet Control Servo Motor
REC
FRS
M
5
R–W
W–B
W–B
W–B
20
3A
11
3A
W–B
W–B

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.

○ : Parts Location

Code	See Page	Code	See Page	Code	See Page
A7	36	B4	36	J7	37
A11	36	B5	36		
B3	36	D3	36		

⬭ : Relay Blocks

Code	See Page	Relay Blocks (Relay Block Location)
1	23	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)
IG	25	Instrument Panel Wire and Instrument Panel J/B (Lower Finish Panel)
IL	24	
IM		
3A	29	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)
IF1	43	Instrument Panel Wire and A/C Sub Wire (Left Upper Side of the Blower Unit)

▽ : Ground Points

Code	See Page	Ground Points Location
IG	42	Right Kick Panel