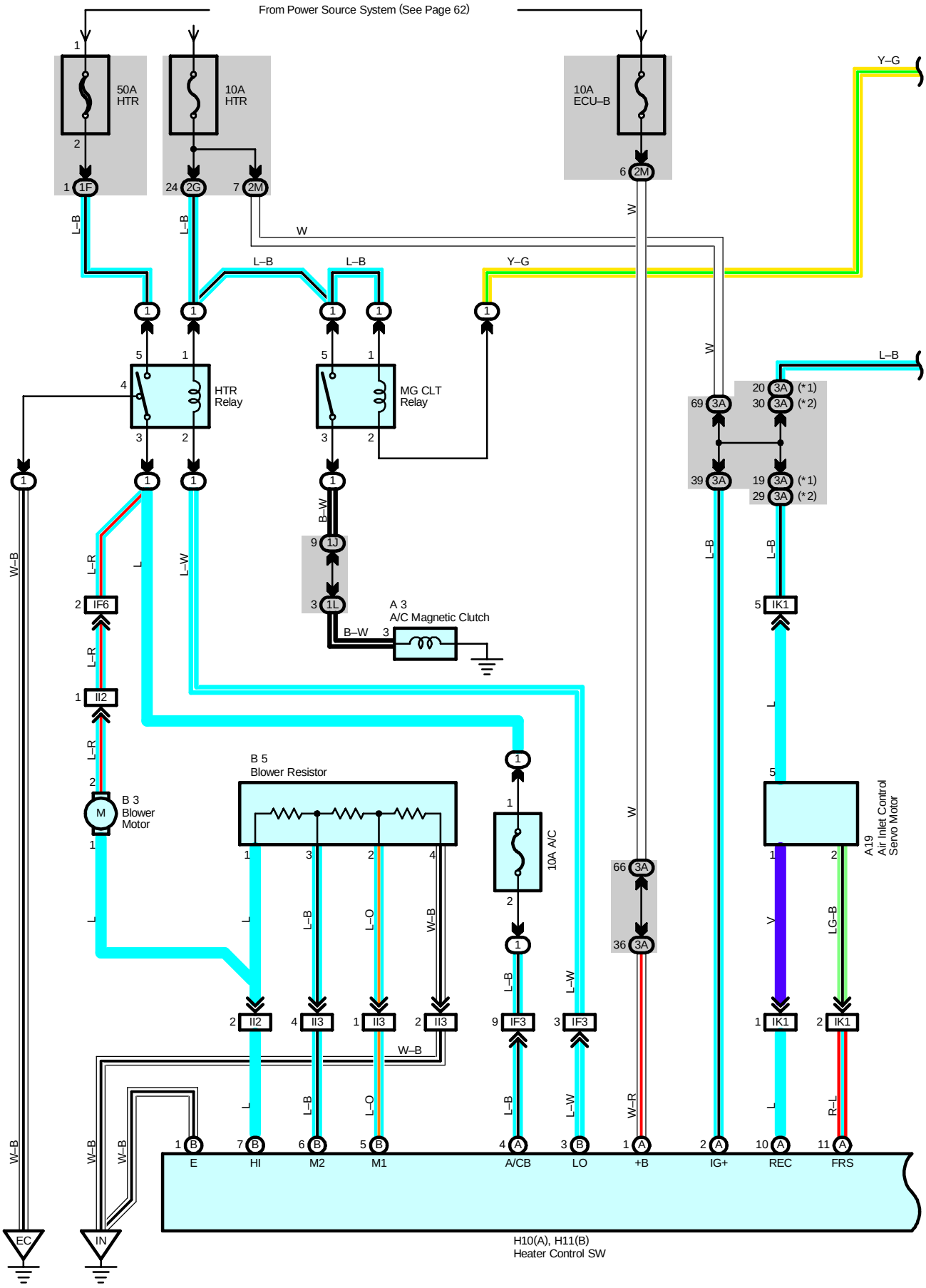
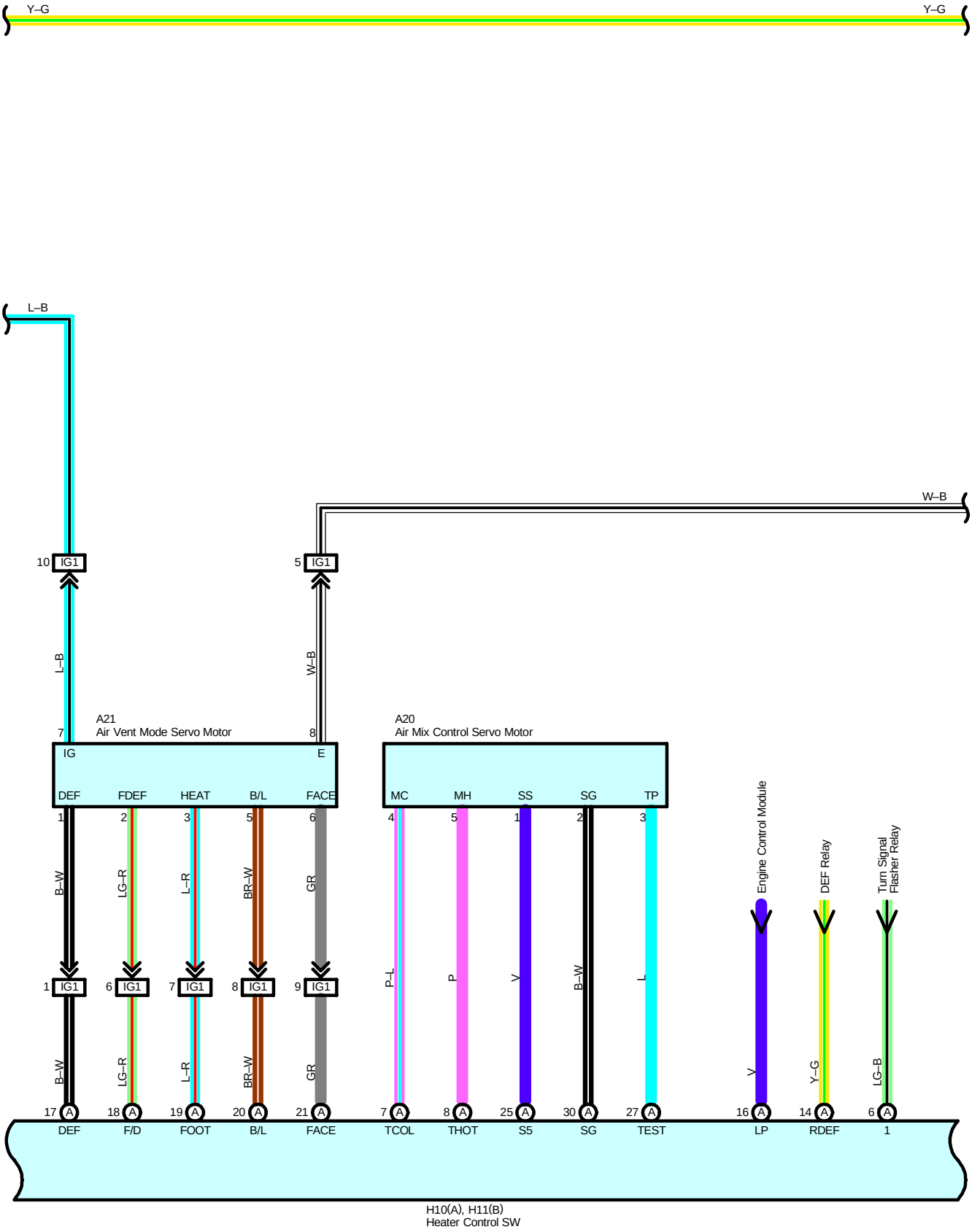
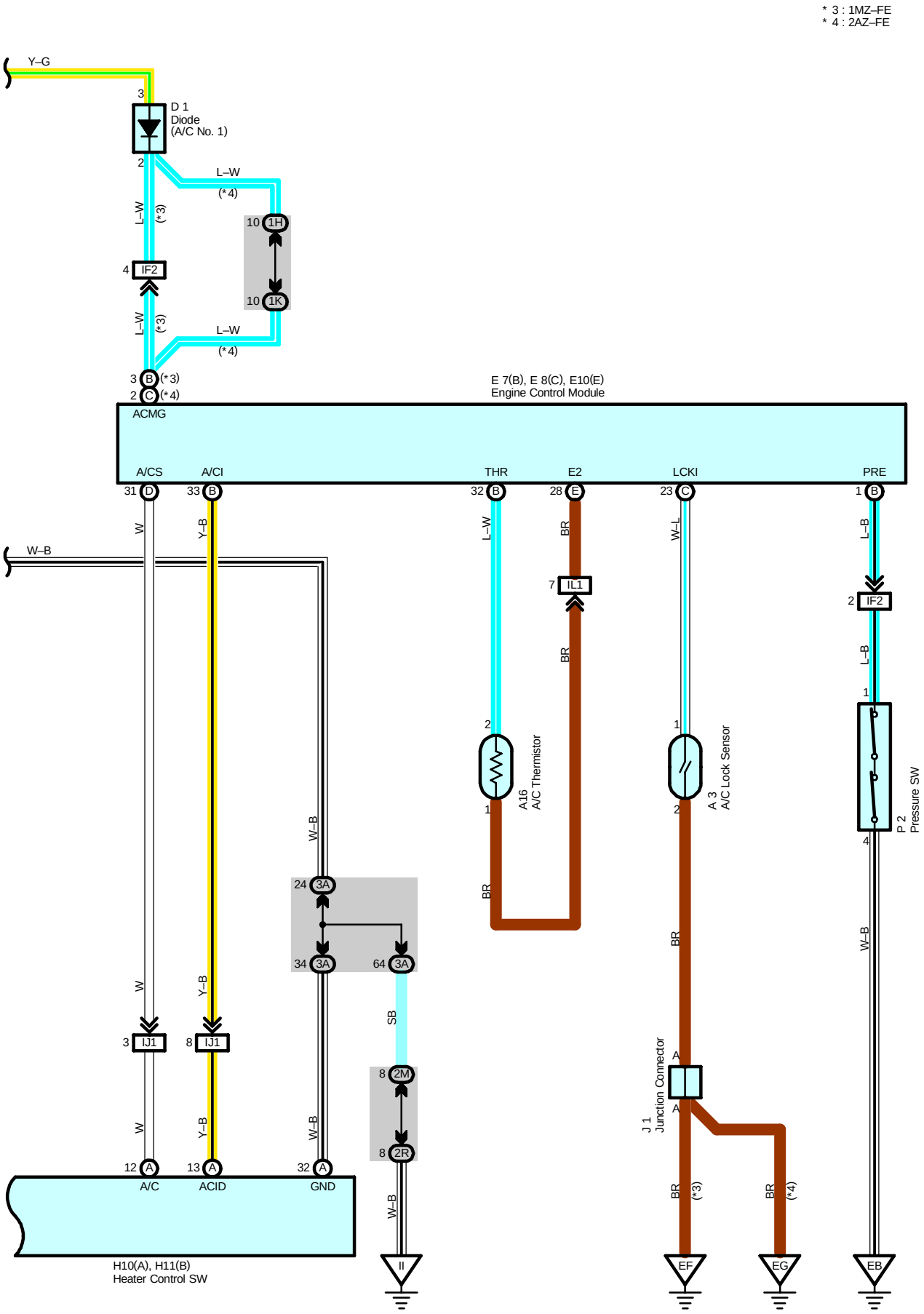

From Power Source System (See Page 62)
50A HTR
10A HTR
10A ECU–B
HTR Relay
MG CLT Relay
A 3 A/C Magnetic Clutch
B 5 Blower Resistor
B 3 Blower Motor
10A A/C
A19 Air Inlet Control Servo Motor
E
HI
M2
M1
A/CB
LO
+B
IG+
REC
FRS
EC
IN
H10(A), H11(B) Heater Control SW

* 1 : TMC Made
* 2 : TMMK Made




* 3 : 1MZ–FE
* 4 : 2AZ–FE
Y–G
3
D 1
Diode
(A/C No. 1)
2
L–W
(*4)
L–W
(*3)
10 1H
4 IF2
10 1K
L–W
(*3)
L–W
(*4)
3 B (*3)
2 C (*4)
ACMG
E 7(B), E 8(C), E10(E)
Engine Control Module
A/CS
A/CI
THR
E2
LCKI
PRE
31 D
33 B
32 B
28 E
23 C
1 B
W
Y–B
L–W
BR
W–L
L–B
W–B
7 IL1
2 IF2
2
1
A16
A/C Thermistor
A 3
A/C Lock Sensor
P 2
Pressure SW
4
24 3A
34 3A
64 3A
SB
3 IJ1
8 IJ1
8 2M
8 2R
12 A
13 A
32 A
A/C
ACID
GND
W–B
II
J 1
Junction Connector
A
BR
(*3)
BR
(*4)
EF
EG
EB
H10(A), H11(B)
Heater Control SW

System Outline

1. Heater Blower Motor Operation

∗ Low speed operation
When the heater control SW is moved to LO position, current flows to TERMINAL LO of the heater control SW to GROUND, activating the HTR relay. This causes the current to flow from the HTR (50A) fuse to TERMINAL 5 of the HTR relay to TERMINAL 3 to TERMINAL 2 of the blower motor to TERMINAL 1 to TERMINAL 1 of the blower resistor to TERMINAL 4 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 LO of the heater control SW to GROUND, turning the HTR relay to switch on. This causes the current to flow from the HTR (50A) fuse to TERMINAL 5 of the HTR relay to TERMINAL 3 to TERMINAL 2 of the blower motor to TERMINAL 1 to TERMINAL 1 of the blower resistor to TERMINAL 2 to TERMINAL (B) 5 of the heater control SW 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 1 of the blower resistor to TERMINAL 3 to TERMINAL (B) 6 of the heater control SW 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 LO of the heater control SW to GROUND, turning the HTR relay to switch on.
This causes the current to flow from the HTR (50A) fuse to TERMINAL 5 of the HTR relay to TERMINAL 3 to TERMINAL 2 of the blower motor to TERMINAL 1 to TERMINAL (B) 7 of the heater control SW to GROUND, causing the blower motor to rotate at high speed.

Service Hints

HTR Relay
1–2 : Closed with the ignition SW on and the heater control SW on

MG CLT Relay
5–3 : Closed with the ignition SW on, the heater control SW on and the A/C SW on or the heater control SW at DEF position

P2 Pressure SW
1–4 : Open with pressure 2.0 kgf/cm^2 (29 psi, 196 kpa) or above 32 kgf/cm^2 (464 psi, 3138 kpa)

○ : Parts Location

Code	See Page	Code	See Page	Code	See Page
A3	38 (1MZ–FE)	B3	42	E10 E	42
	40 (2AZ–FE)	B5	42	H10 A	43
A16	42	D1	38 (1MZ–FE)	H11 B	43
A19	42		40 (2AZ–FE)	J1	43
A20	42	E7 B	42	P2	39 (1MZ–FE)
A21	42	E8 C	42		41 (2AZ–FE)

▭ : Relay Blocks

Code	See Page	Relay Blocks (Relay Block Location)
1	22	Engine Room R/B (Engine Compartment Left)

 : **Junction Block and Wire Harness Connector**

Code	See Page	Junction Block and Wire Harness (Connector Location)
1F	25	Engine Room Main Wire and Engine Room J/B (Engine Compartment Left)
1H		
1J		
1K	25	Engine Wire and Engine Room J/B (Engine Compartment Left)
1L		
2G	28	Engine Room Main Wire and Driver Side J/B (Lower Finish Panel)
2M	29	Instrument Panel Wire and Driver Side J/B (Lower Finish Panel)
2R		
3A	36 (*2)	Instrument Panel Wire and Passenger Side J/B (Instrument Panel Brace RH)
	37 (*4)	

∗ 2 : TMC Made Manual A/C ∗ 4 : TMMK Made Manual A/C

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

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IF2	52	Engine Room Main Wire and Instrument Panel Wire (Right Side of Steering Column Tube)
IF3		
IF6		
IG1	52	Instrument Panel Wire and Engine Room Main Wire (Instrument Panel Brace LH)
II2	54	Instrument Panel Wire and Instrument Panel No.3 Wire (Behind the Glove Box)
II3		
IJ1	54	Instrument Panel Wire and Instrument Panel Wire (Instrument Panel Reinforcement RH)
IK1	54	Instrument Panel Wire and Instrument Panel No.3 Wire (Behind the Glove Box)
IL1	54	Engine Wire and Instrument Panel Wire (Behind the Glove Box)

 : **Ground Points**

Code	See Page	Ground Points Location
EB	48 (1MZ–FE)	Right Fender
	50 (2AZ–FE)	
EC	48 (1MZ–FE)	Left Fender
	50 (2AZ–FE)	
EF	48 (1MZ–FE)	Rear Side of Surge Tank
EG	50 (2AZ–FE)	Left Side of Cylinder Head
II	52	Cowl Side Panel LH
IN	52	Instrument Panel Reinforcement RH