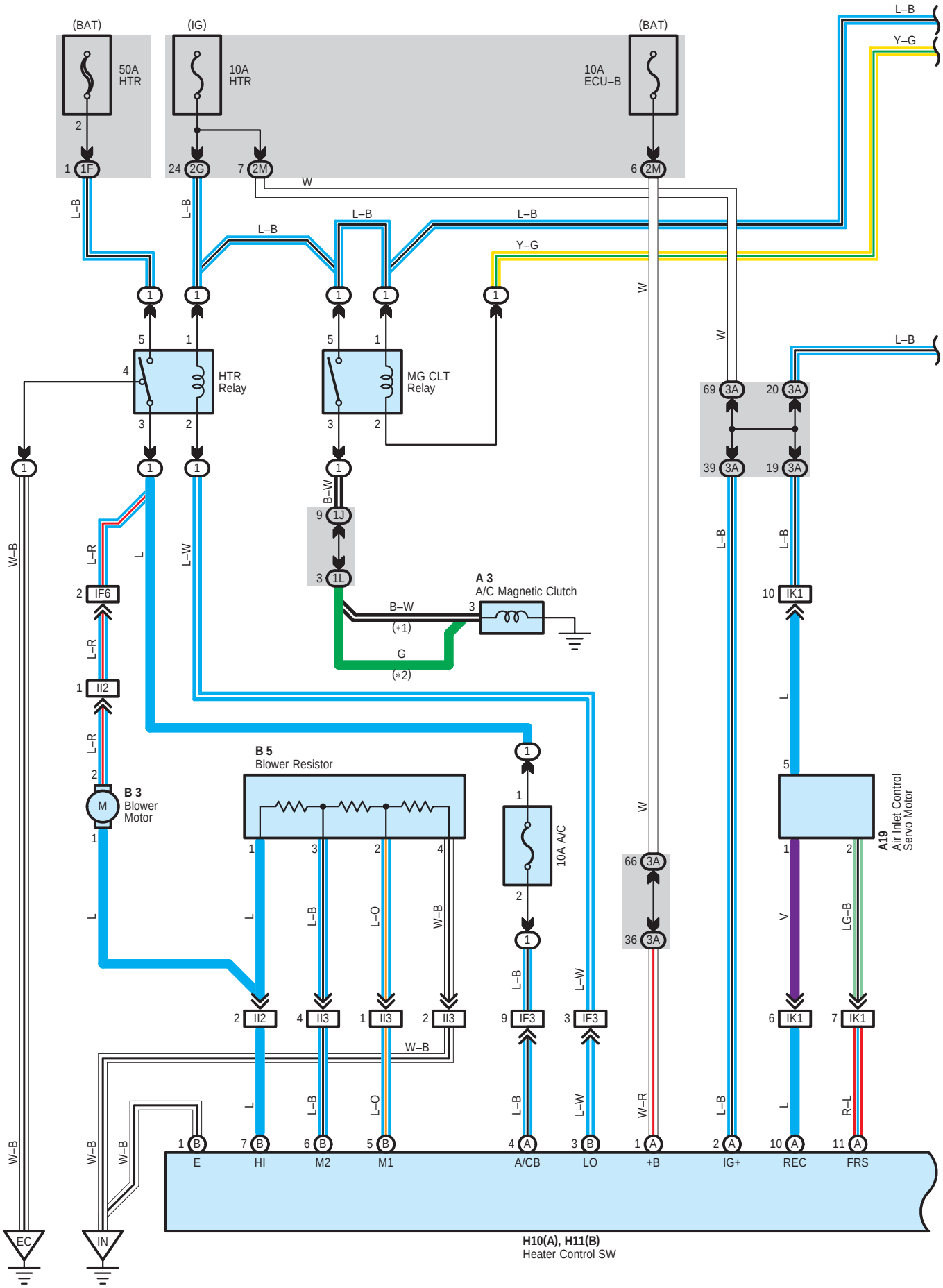
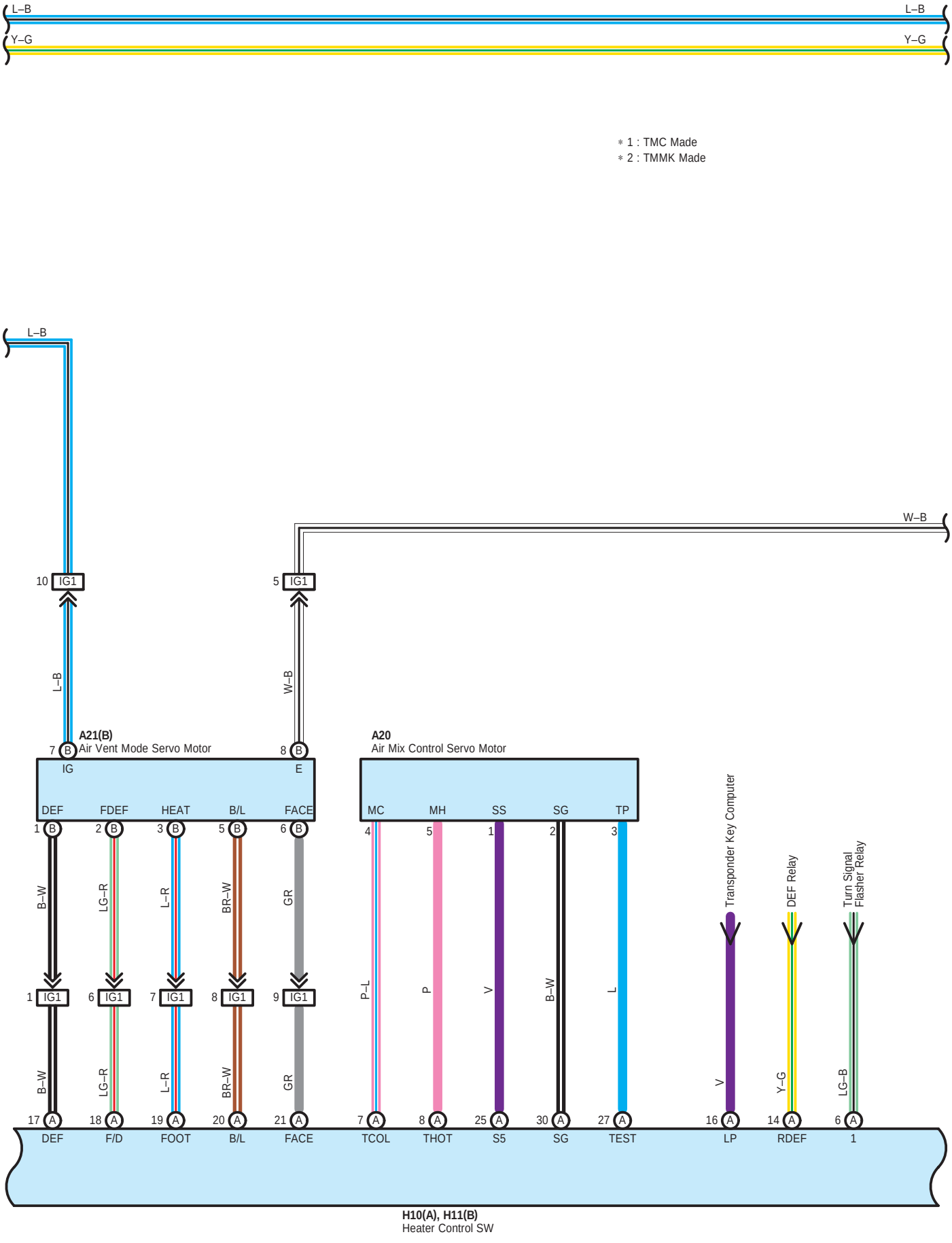
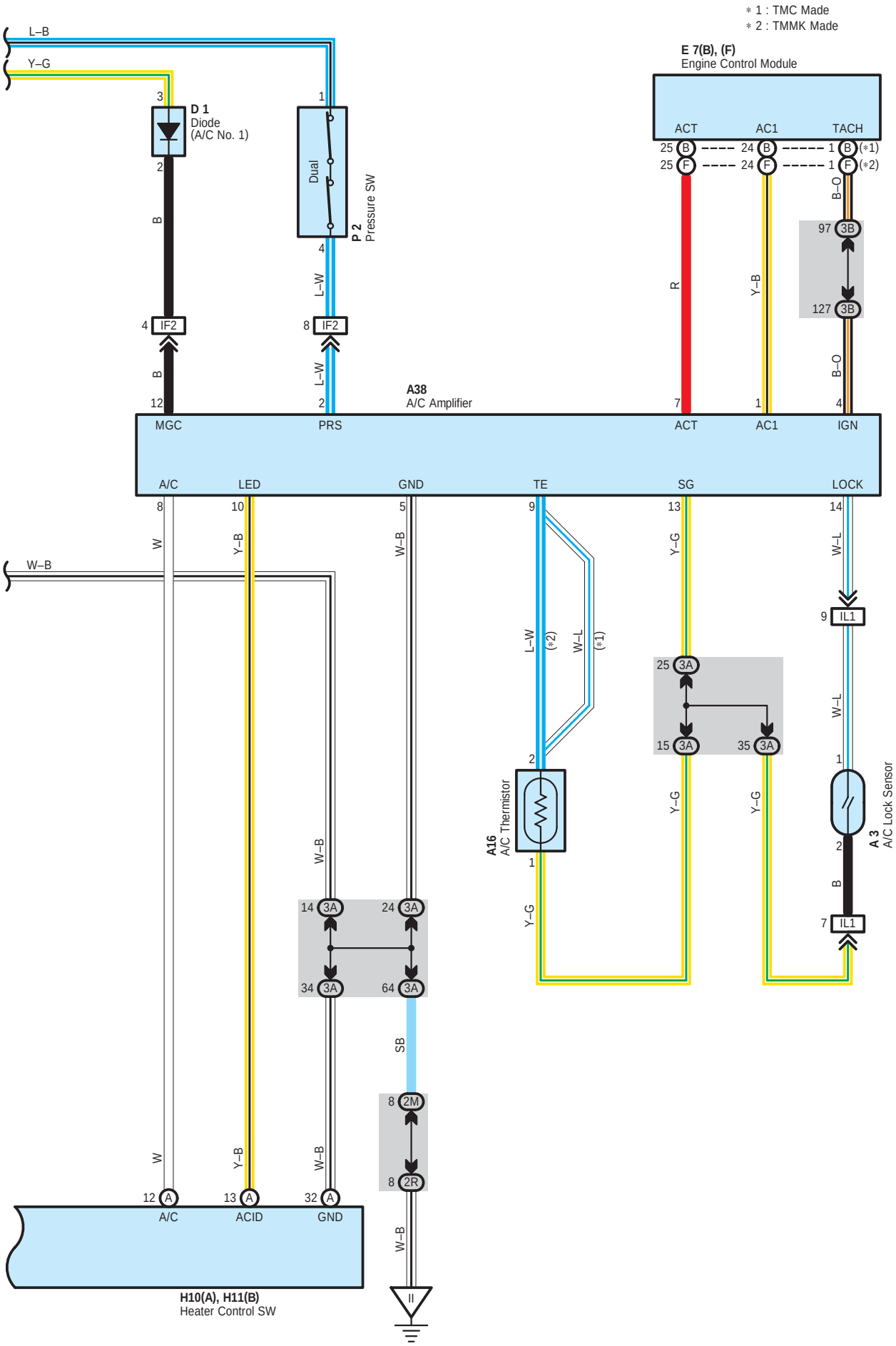

(BAT)
(IG)
(BAT)
50A HTR
10A HTR
10A ECU–B
L–B
Y–G
W
HTR Relay
MG CLT Relay
A 3
A/C Magnetic Clutch
B–W
G
(*1)
(*2)
B 5
Blower Resistor
B 3
Blower Motor
10A A/C
A19
Air Inlet Control Servo Motor
H10(A), H11(B)
Heater Control SW
E
HI
M2
M1
A/CB
LO
+B
IG+
REC
FRS
EC
IN


L–B
L–B
Y–G
Y–G
∗ 1 : TMC Made
∗ 2 : TMMK Made
L–B
W–B
10 IG1
5 IG1
L–B
W–B
A21(B)
Air Vent Mode Servo Motor
7 B
8 B
IG
E
DEF
FDEF
HEAT
B/L
FACE
1 B
2 B
3 B
5 B
6 B
B–W
LG–R
L–R
BR–W
GR
A20
Air Mix Control Servo Motor
MC
MH
SS
SG
TP
4
5
1
2
3
P–L
P
V
B–W
L
Transponder Key Computer
DEF Relay
Turn Signal Flasher Relay
V
Y–G
LG–B
1 IG1
6 IG1
7 IG1
8 IG1
9 IG1
B–W
LG–R
L–R
BR–W
GR
17 A
18 A
19 A
20 A
21 A
DEF
F/D
FOOT
B/L
FACE
7 A
8 A
25 A
30 A
27 A
TCOL
THOT
S5
SG
TEST
16 A
14 A
6 A
LP
RDEF
1
H10(A), H11(B)
Heater Control SW


* 1 : TMC Made
* 2 : TMMK Made
E 7(B), (F)
Engine Control Module
ACT
AC1
TACH
D 1
Diode
(A/C No. 1)
P 2
Pressure SW
Dual
A38
A/C Amplifier
MGC
PRS
ACT
AC1
IGN
A/C
LED
GND
TE
SG
LOCK
A16
A/C Thermistor
A 3
A/C Lock Sensor
H10(A), H11(B)
Heater Control SW
A/C
ACID
GND

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.

○ : Parts Location

Code	See Page	Code	See Page	Code	See Page
A3	40 (*2)	A38	42	E7 F	42
A16	42	B3	42	H10 A	43
A19	42	B5	42	H11 B	43
A20	42	D1	40 (*2)	P2	41 (*2)
A21 B	42	E7 B	42		

⬭ : 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)
1J		
1L	25	Engine Wire and Engine Room J/B (Engine Compartment Left)
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	34	Instrument Panel Wire and Passenger Side J/B (Instrument Panel Brace RH)
3B		

* 1 : 1MZ–FE, 3MZ–FE * 2 : 2AZ–FE * 3 : w/ Power Seat * 4 : w/o Power Seat

: Connector Joining Wire Harness and Wire Harness

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IF2	50	Engine Room Main Wire and Instrument Panel Wire (Right Side of Steering Column Tube)
IF3		
IF6		
IG1	50	Instrument Panel Wire and Engine Room Main Wire (Instrument Panel Brace LH)
II2	51	Instrument Panel Wire and Instrument Panel No.3 Wire (Behind the Glove Box)
II3		
IK1	51	Instrument Panel Wire and Cowl No.2 Wire (Behind the Glove Box)
IL1	51	Engine Wire and Instrument Panel Wire (Behind the Glove Box)

: Ground Points

Code	See Page	Ground Points Location
EC	49 (*2)	Left Fender
II	50	Cowl Side Panel LH
IN	50	Instrument Panel Reinforcement RH

* 1 : 1MZ–FE, 3MZ–FE * 2 : 2AZ–FE * 3 : w/ Power Seat * 4 : w/o Power Seat