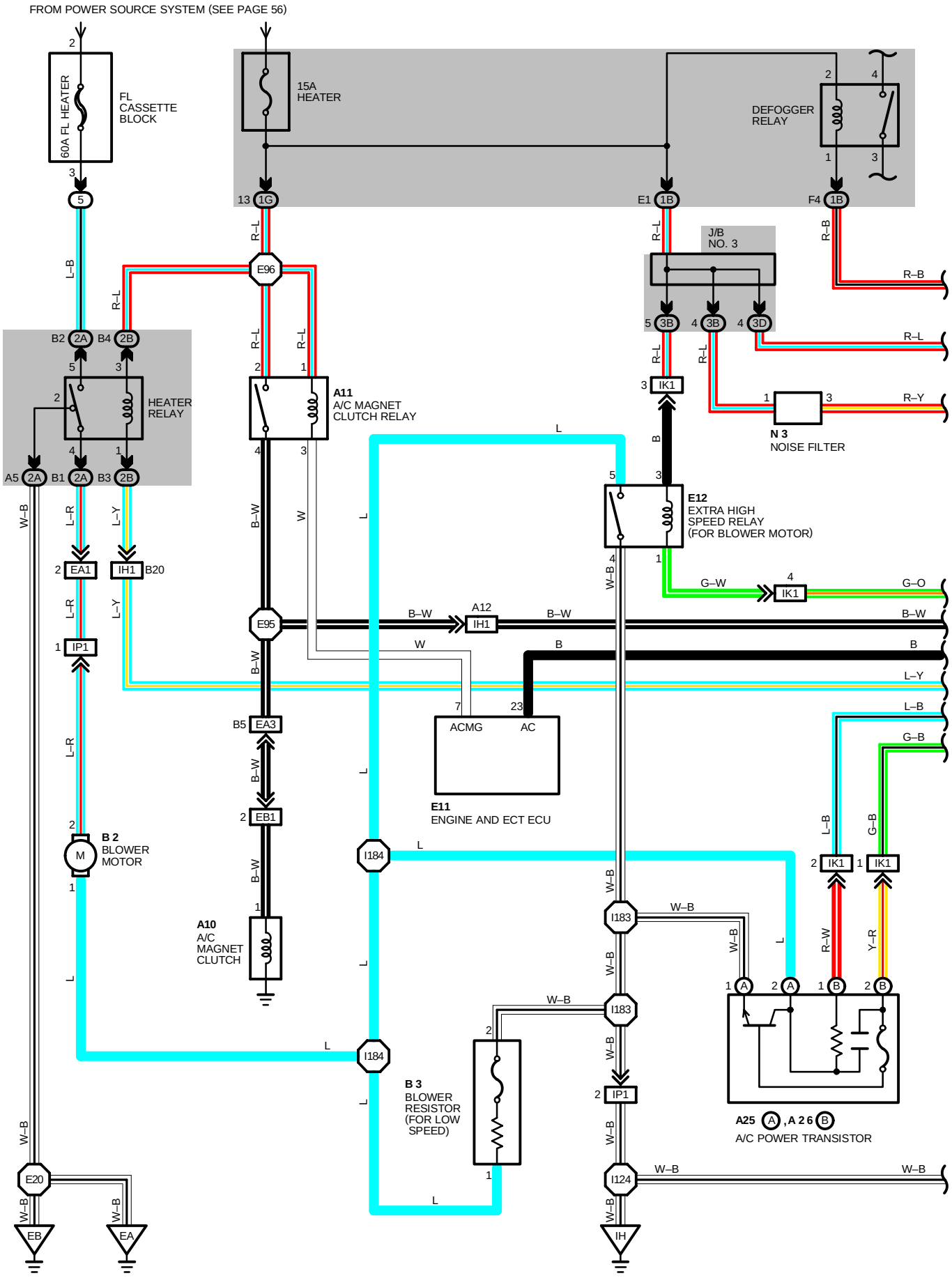
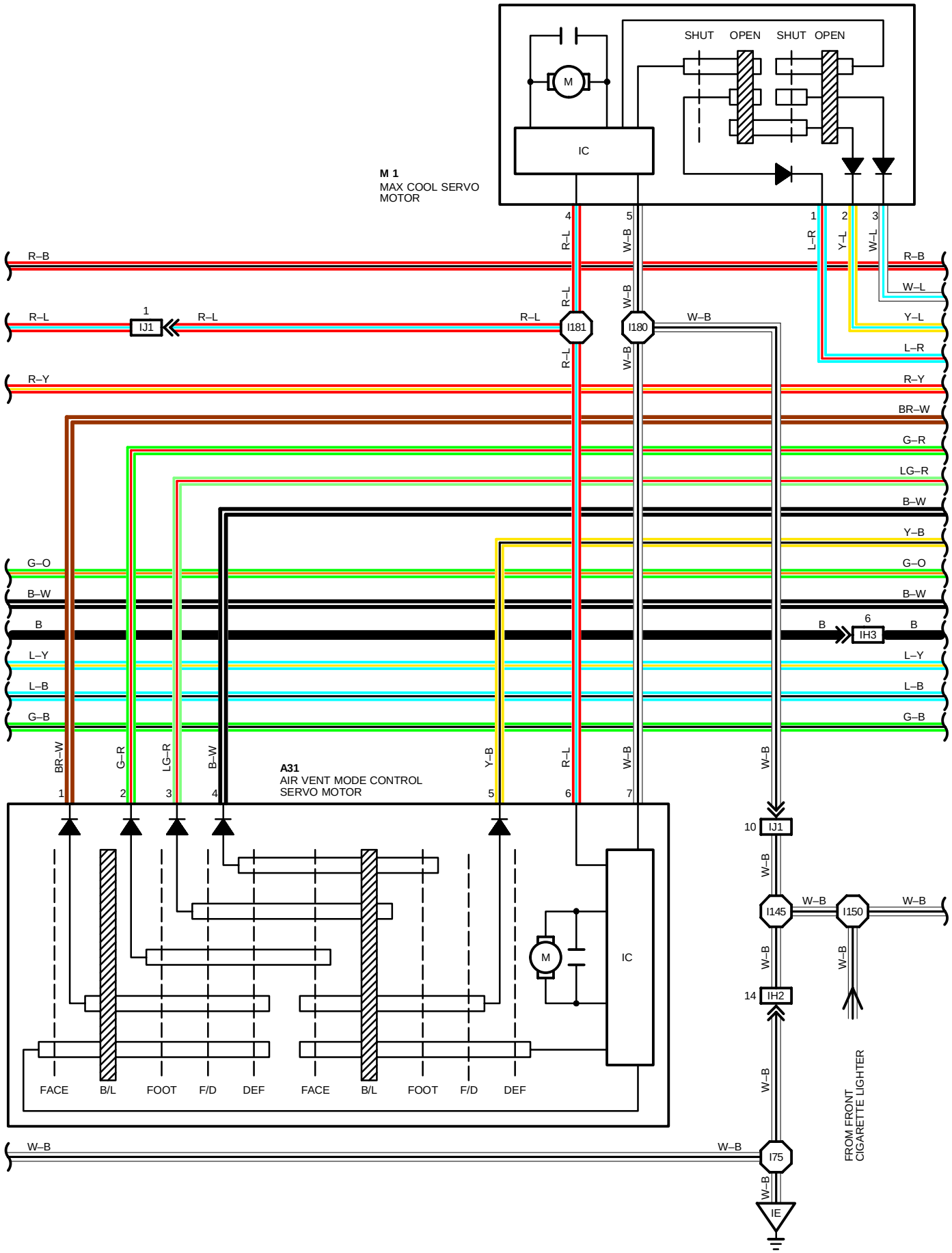
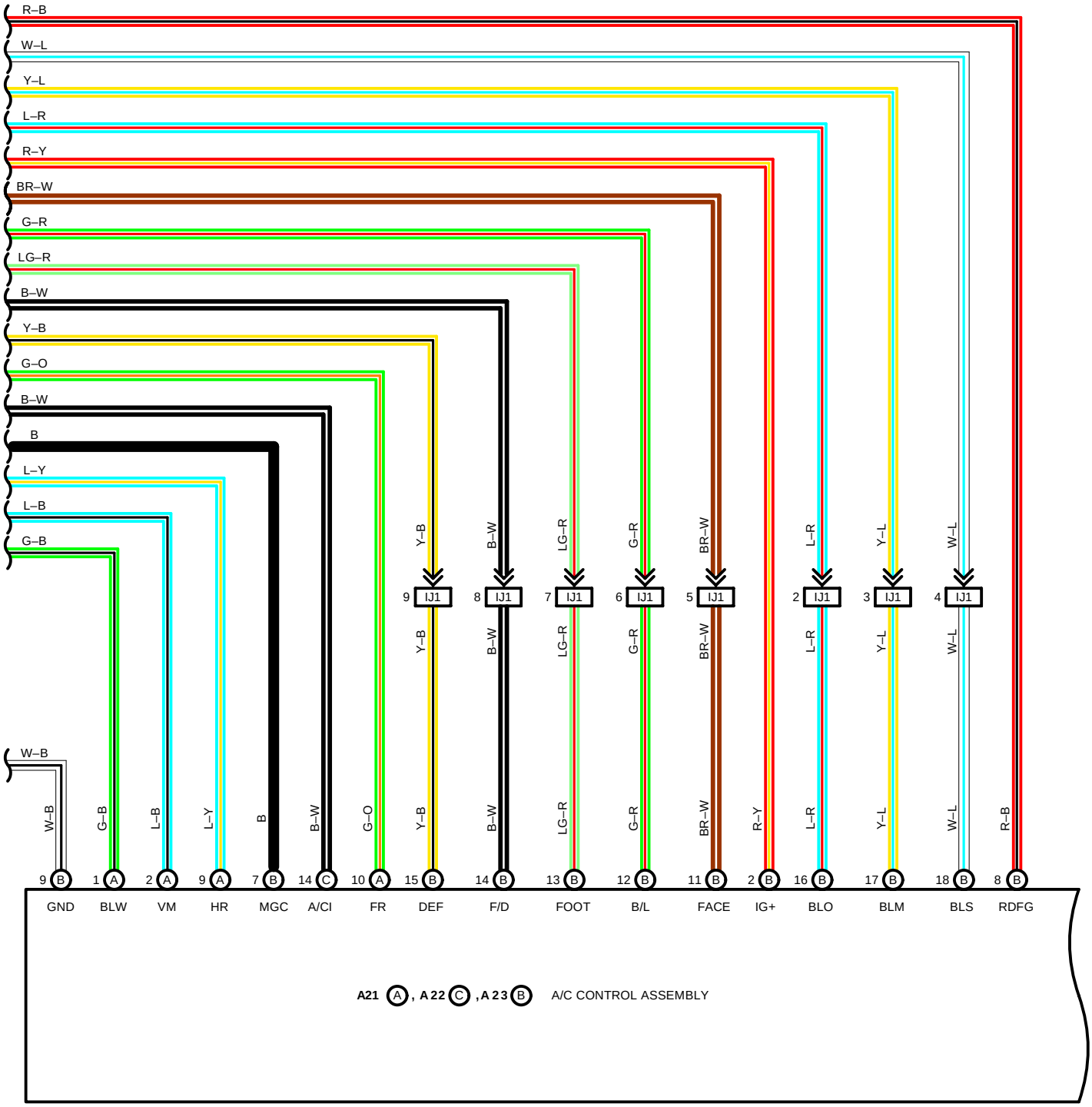
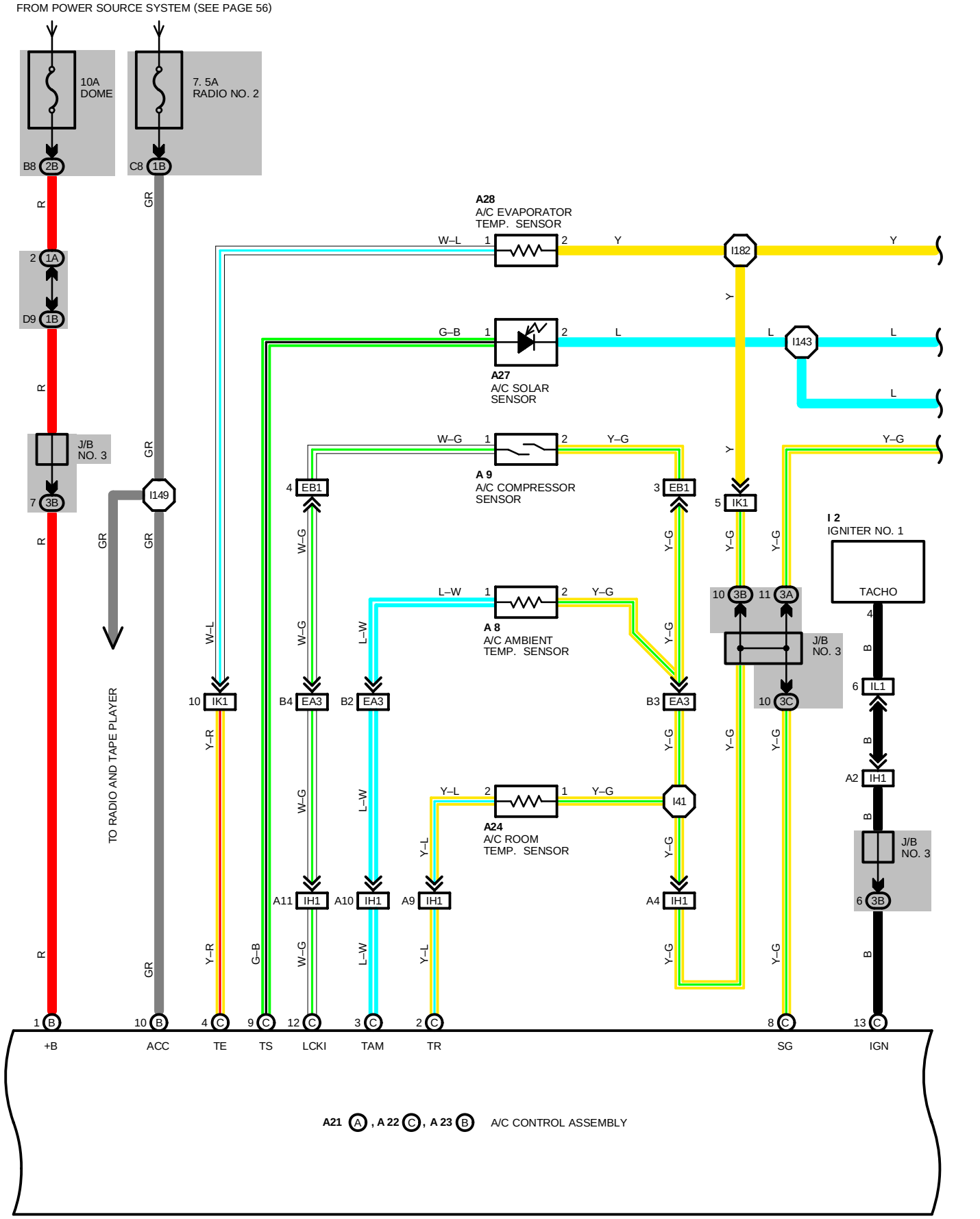
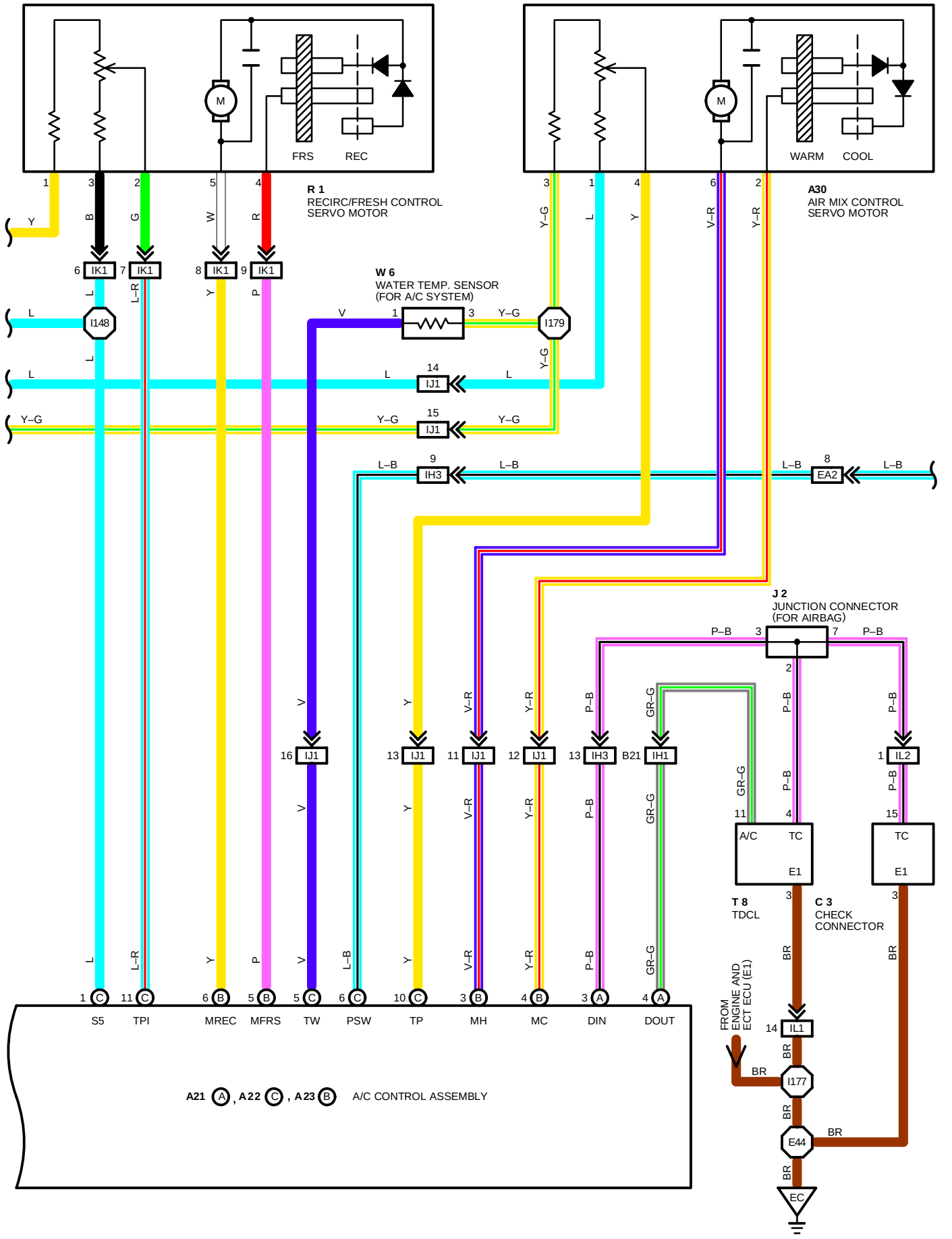
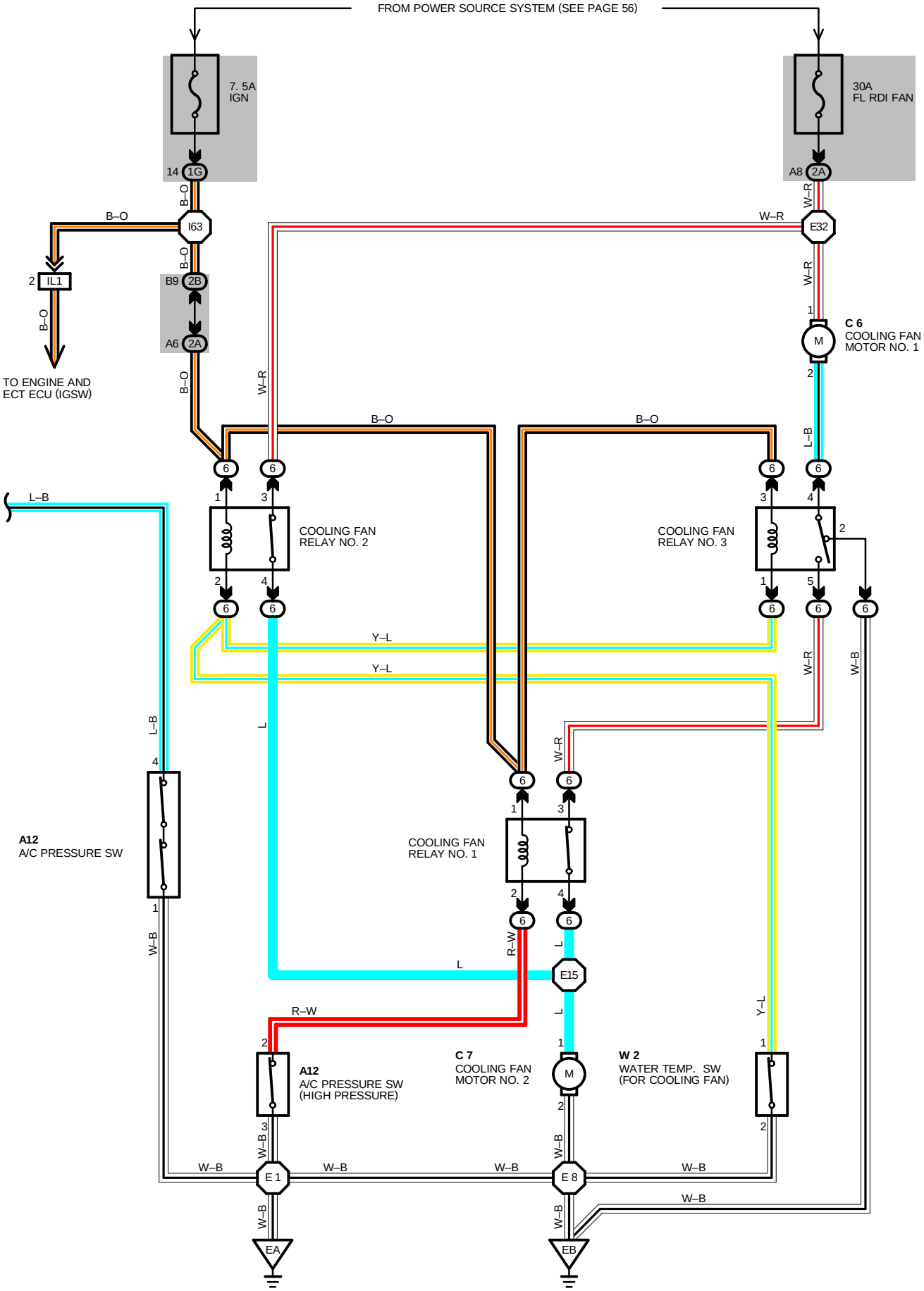

FROM POWER SOURCE SYSTEM (SEE PAGE 56)
60A FL HEATER
FL CASSETTE BLOCK
15A HEATER
DEFOGGER RELAY
J/B NO. 3
HEATER RELAY
A11 A/C MAGNET CLUTCH RELAY
N 3 NOISE FILTER
E12 EXTRA HIGH SPEED RELAY (FOR BLOWER MOTOR)
E11 ENGINE AND ECT ECU
ACMG
AC
B 2 BLOWER MOTOR
A10 A/C MAGNET CLUTCH
B 3 BLOWER RESISTOR (FOR LOW SPEED)
A25 A, A 26 B A/C POWER TRANSISTOR
E96
E95
E20
EA1
EA3
EB1
IH1
IP1
IK1
I183
I184
I124
3B
3D
1G
1B
2A
2B
EB
EA
IH
R–L
L–B
L–R
L–Y
B–W
W–B
R–B
G–W
G–O
G–B
L–B
R–W
Y–R
R–Y


M 1
MAX COOL SERVO MOTOR
SHUT OPEN SHUT OPEN
M
IC
4 R–L
5 W–B
1 L–R
2 Y–L
3 W–L
R–B
W–L
Y–L
L–R
R–Y
BR–W
G–R
LG–R
B–W
Y–B
G–O
B–W
B
L–Y
L–B
G–B
R–L
1 IJ1
I181
I180
W–B
6 IH3
A31
AIR VENT MODE CONTROL SERVO MOTOR
BR–W 1
G–R 2
LG–R 3
B–W 4
Y–B 5
R–L 6
W–B 7
FACE
B/L
FOOT
F/D
DEF
10 IJ1
I145
I150
14 IH2
I75
IE
FROM FRONT CIGARETTE LIGHTER


R–B
W–L
Y–L
L–R
R–Y
BR–W
G–R
LG–R
B–W
Y–B
G–O
B–W
B
L–Y
L–B
G–B
W–B
9 B GND
1 A BLW
2 A VM
9 A HR
7 B MGC
14 C A/CI
10 A FR
15 B DEF
14 B F/D
13 B FOOT
12 B B/L
11 B FACE
2 B IG+
16 B BLO
17 B BLM
18 B BLS
8 B RDFG
9 IJ1
8 IJ1
7 IJ1
6 IJ1
5 IJ1
2 IJ1
3 IJ1
4 IJ1
A21 A , A 22 C , A 23 B A/C CONTROL ASSEMBLY


FROM POWER SOURCE SYSTEM (SEE PAGE 56)
10A DOME
7. 5A RADIO NO. 2
B8 2B
C8 1B
R
GR
2 1A
D9 1B
J/B NO. 3
7 3B
I149
A28
A/C EVAPORATOR TEMP. SENSOR
W–L
Y
I182
G–B
L
I143
A27
A/C SOLAR SENSOR
W–G
Y–G
A 9
A/C COMPRESSOR SENSOR
4 EB1
3 EB1
5 IK1
I 2
IGNITER NO. 1
TACHO
L–W
A 8
A/C AMBIENT TEMP. SENSOR
10 3B
11 3A
10 3C
J/B NO. 3
6 IL1
A2 IH1
Y–L
A24
A/C ROOM TEMP. SENSOR
I41
6 3B
TO RADIO AND TAPE PLAYER
10 IK1
B4 EA3
B2 EA3
B3 EA3
A11 IH1
A10 IH1
A9 IH1
A4 IH1
Y–R
G–B
1 B
10 B
4 C
9 C
12 C
3 C
2 C
8 C
13 C
+B
ACC
TE
TS
LCKI
TAM
TR
SG
IGN
A21 A , A 22 C , A 23 B A/C CONTROL ASSEMBLY


FRS
REC
WARM
COOL
R 1
RECIRC/FRESH CONTROL SERVO MOTOR
A30
AIR MIX CONTROL SERVO MOTOR
W 6
WATER TEMP. SENSOR (FOR A/C SYSTEM)
J 2
JUNCTION CONNECTOR (FOR AIRBAG)
T 8
TDCL
C 3
CHECK CONNECTOR
FROM ENGINE AND ECT ECU (E1)
A/C
TC
E1
EC
S5
TPI
MREC
MFRS
TW
PSW
TP
MH
MC
DIN
DOUT
A21 A , A22 C , A23 B A/C CONTROL ASSEMBLY


FROM POWER SOURCE SYSTEM (SEE PAGE 56)
7. 5A
IGN
30A
FL RDI FAN
14 1G
A8 2A
B–O
I63
W–R
E32
2 IL1
B9 2B
A6 2A
TO ENGINE AND
ECT ECU (IGSW)
C 6
COOLING FAN
MOTOR NO. 1
L–B
COOLING FAN
RELAY NO. 2
COOLING FAN
RELAY NO. 3
Y–L
L
A12
A/C PRESSURE SW
COOLING FAN
RELAY NO. 1
R–W
E15
A12
A/C PRESSURE SW
(HIGH PRESSURE)
C 7
COOLING FAN
MOTOR NO. 2
W 2
WATER TEMP. SW
(FOR COOLING FAN)
W–B
E 1
E 8
EA
EB

SYSTEM OUTLINE

1. COOLING FAN OPERATION

WHEN THE IGNITION SW IS TURNED ON, THE CURRENT FROM IGN FUSE FLOWS TO **TERMINAL 3** OF COOLING FAN RELAY NO.3 **TERMINAL 1** → **TERMINAL 1** OF WATER TEMP. SW (FOR COOLING FAN) → **TERMINAL 2** → **GROUND**, FROM **TERMINAL 1** OF COOLING FAN RELAY NO.2 → **TERMINAL 2** → **TERMINAL 1** OF WATER TEMP. SW (FOR COOLING FAN) → **TERMINAL 2** → **GROUND**, AND ALSO FROM **TERMINAL 1** OF COOLING FAN RELAY NO.1 → **TERMINAL 2** → **TERMINAL 2** OF A/C PRESSURE SW (HIGH PRESSURE) → **TERMINAL 3** → **GROUND**, CAUSING COOLING FAN RELAYS NO.1, 2 AND 3 TO TURN ON. AT THAT TIME, THE CURRENT FROM FL RDI FAN FLOWS TO **TERMINAL 3** OF COOLING FAN RELAY NO.2 AND **TERMINAL 1** OF COOLING FAN MOTOR NO.1 → **TERMINAL 2** → **TERMINAL 4** OF COOLING FAN RELAY NO.3 → **TERMINAL 5** → **TERMINAL 3** OF COOLING FAN RELAY NO.1.

***** OPERATION AT LOW SPEED

DURING A/C OPERATION, WHEN THE PRESSURE OF A/C COMPRESSOR BECOMES HIGHER (MORE THAN **13.5**KG/CM^2, **1323**KPA, **192**PSI) THAN NORMAL PRESSURE THE A/C HIGH PRESSURE SW TURNS OFF. AS A RESULT, COOLING FAN RELAY NO.1 TURNS OFF AND THE CURRENT FLOWS FROM FL RDI FAN → **TERMINAL 1** OF COOLING FAN MOTOR NO.1 → **TERMINAL 2** → **TERMINAL 4** OF COOLING FAN RELAY NO.3 → **TERMINAL 5** → **TERMINAL 3** OF COOLING FAN RELAY NO.1 → **TERMINAL 4** → **TERMINAL 1** OF COOLING FAN MOTOR NO.2 → **TERMINAL 2** → **GROUND**, FLOWING TO THE FAN MOTOR IN SERIES, CAUSING THE COOLING FAN TO ROTATE AT LOW SPEED.

***** OPERATION AT HIGH SPEED

WHEN THE ENGINE COOLANT TEMPERATURE BECOMES MORE THAN ABOUT **90**°C (**194**°F), THE WATER TEMP. SW TURNS OFF. AS A RESULT, COOLING FAN RELAYS NO.2 AND NO.3 TURN OFF, AND CURRENT FLOWS FROM FL RDI FAN TO **TERMINAL 1** OF COOLING FAN MOTOR NO.1 → **TERMINAL 2** → **TERMINAL 4** OF COOLING FAN RELAY NO.3 → **TERMINAL 2** → **GROUND**. AT THE SAME TIME, CURRENT FLOWS FROM FL RDI FAN TO **TERMINAL 3** OF COOLING FAN RELAY NO.2 → **TERMINAL 4** → **TERMINAL 1** OF COOLING FAN MOTOR NO.2 → **TERMINAL 2** → **GROUND**, THE CURRENT FLOWING TO THE FAN MOTOR IN PARALLEL CAUSING THE COOLING FAN TO ROTATE AT HIGH SPEED.

2. HEATER BLOWER MOTOR OPERATION

CURRENT IS APPLIED AT ALL TIMES THROUGH FL HEATER TO **TERMINAL 5** OF HEATER RELAY. WHEN THE IGNITION SW IS TURNED ON, CURRENT FLOWS THROUGH HEATER FUSE TO **TERMINAL 3** OF HEATER RELAY → **TERMINAL 1** →**TERMINAL HR** OF A/C CONTROL ASSEMBLY. AT THE SAME TIME, CURRENT ALSO FLOWS FROM HEATER FUSE TO **TERMINAL IG+** OF A/C CONTROL ASSEMBLY AND **TERMINAL 3** OF EXTRA HIGH SPEED RELAY → **TERMINAL 1** → **TERMINAL FR** OF A/C CONTROL ASSEMBLY.

***** LOW SPEED OPERATION

WHEN THE BLOWER SW (A/C CONTROL ASSEMBLY) IS MOVED TO **LOW SPEED** POSITION, THE CURRENT TO **TERMINAL HR** OF A/C CONTROL ASSEMBLY FLOWS TO **TERMINAL GND** OF A/C CONTROL ASSEMBLY → **GROUND** AND TURNS THE HEATER RELAY ON. AS A RESULT, THE CURRENT TO **TERMINAL 5** OF HEATER RELAY FLOWS TO **TERMINAL 4** OF RELAY → **TERMINAL 2** OF BLOWER MOTOR → **TERMINAL 1** → **TERMINAL 1** OF BLOWER RESISTOR → **TERMINAL 2** → **GROUND** AND CAUSES THE BLOWER MOTOR TO ROTATE AT LOW SPEED.

***** HIGH SPEED OPERATION

WHEN THE BLOWER SW (A/C CONTROL ASSEMBLY) IS MOVED TO **HIGH SPEED** POSITION, THE CURRENT TO **TERMINAL HR** OF A/C CONTROL ASSEMBLY FLOWS TO **TERMINAL GND** OF A/C CONTROL ASSEMBLY → **GROUND** AND TURNS THE HEATER RELAY ON. AT THE SAME TIME, THE CURRENT TO **TERMINAL 3** OF EXTRA HIGH SPEED RELAY ALSO FLOWS TO **TERMINAL 1** OF RELAY → **TERMINAL FR** OF A/C CONTROL ASSEMBLY → **TERMINAL GND** → **GROUND** AND TURNS THE EXTRA HIGH SPEED RELAY ON. AS A RESULT, THE CURRENT TO **TERMINAL 5** OF HEATER RELAY FLOWS TO **TERMINAL 4** → **TERMINAL 2** OF BLOWER MOTOR → **TERMINAL 1** → **TERMINAL 5** OF EXTRA HIGH SPEED RELAY → **TERMINAL 4** → **GROUND** WITHOUT PASSING THROUGH THE BLOWER RESISTOR, CAUSING THE BLOWER MOTOR TO ROTATE HIGH SPEED.

***** MEDIUM SPEED OPERATION

WHEN THE BLOWER SW (A/C CONTROL ASSEMBLY) IS MOVED TO **MED** POSITION, THE CURRENT TO **TERMINAL HR** OF A/C CONTROL ASSEMBLY FLOWS TO **TERMINAL GND** → **GROUND** AND TURNS THE HEATER RELAY ON. THEN, THE CURRENT TO **TERMINAL IG+** OF A/C CONTROL ASSEMBLY FLOWS TO **TERMINAL BLW** → **TERMINAL (B) 2** OF POWER TRANSISTOR → **TERMINAL (A) 1** → **GROUND**.

AS A RESULT, THE CURRENT TO **TERMINAL 5** OF HEATER RELAY FLOWS TO **TERMINAL 4** → **TERMINAL 2** OF BLOWER MOTOR → **TERMINAL 1** → **TERMINAL (A) 2** OF POWER TRANSISTOR → **TERMINAL (A) 1** → **GROUND** AND BLOWER MOTOR IS ROTATED AT MEDIUM SPEED BY THE A/C CONTROL ASSEMBLY CONTROLLING THE CURRENT FLOW FROM **TERMINAL (B) 2** OF POWER TRANSISTOR TO **TERMINAL (A) 1**.

***** AUTO FUNCTION

WHEN THE AUTO SW IN HEATER CONTROL SW (A/C CONTROL ASSEMBLY) IS SELECTED, THE CURRENT FLOW IS THE SAME FOR **MED** POSITION, BUT THE A/C CONTROL ASSEMBLY DECIDES THE APPROPRIATE AIR FLOW VOLUME ACCORDING TO THE SET TEMPERATURE AND THE INPUT SIGNALS FROM EACH SENSOR. BY CONTROLLING THE CURRENT FLOW FROM **TERMINAL BLW** OF THE A/C CONTROL ASSEMBLY TO **TERMINAL (B) 2** OF POWER TRANSISTOR → **TERMINAL (A) 1** → **GROUND**, THE A/C CONTROL ASSEMBLY CONTROLS THE BLOWER MOTOR STEPLESSLY.

3. OPERATION OF RECIRC/FRESH CONTROL SERVO MOTOR

(SWITCHING FROM FRESH TO RECIRC)

WITH IGNITION SW TURNED ON, THE CURRENT FLOWS FROM HEATER FUSE TO **TERMINAL IG+** OF A/C CONTROL ASSEMBLY. WHEN THE RECIRC/FRESH SW IS SWITCHED TO THE RECIRC SIDE, THE CURRENT FLOWS FROM **TERMINAL IG+** OF A/C CONTROL ASSEMBLY → **TERMINAL MREC** → **TERMINAL 5** OF RECIRC/FRESH CONTROL SERVO MOTOR → **TERMINAL 4** → **TERMINAL MFRS** OF A/C CONTROL ASSEMBLY → **TERMINAL GND** → **GROUND**, THE MOTOR ROTATES AND THE DAMPER MOVES TO THE RECIRC SIDE. WHEN IT IS IN THE **RECIRC** POSITION, THE CURRENT IS CUT INSIDE THE SERVO MOTOR AND THE DAMPER STOPS AT THAT POSITION.

(SWITCHING FROM RECIRC TO FRESH)

WITH IGNITION SW ON, WHEN THE RECIRC/FRESH SW IS SWITCHED TO THE FRESH SIDE, THE CURRENT FLOWS FROM **TERMINAL IG+** OF A/C CONTROL ASSEMBLY → **TERMINAL MFRS** → **TERMINAL 4** OF RECIRC/FRESH CONTROL SERVO MOTOR → **TERMINAL 5** → **TERMINAL MREC** OF A/C CONTROL ASSEMBLY → **TERMINAL GND** → **GROUND**, THE MOTOR ROTATES AND THE DAMPER MOVES TO THE FRESH SIDE. WHEN IT IS IN THE **FRESH** POSITION, THE CURRENT IS CUT INSIDE THE SERVO MOTOR AND THE DAMPER STOPS AT THAT POSITION.

4. OPERATION OF AIR VENT MODE CONTROL SERVO MOTOR

WITH IGNITION SW TURNED ON, THE CURRENT FLOWS FROM HEATER FUSE TO **TERMINAL 6** OF AIR VENT MODE CONTROL SERVO MOTOR → **TERMINAL 7** → **GROUND**, AND THE DAMPER MOVES TO THE POSITION OF THE MODE SELECTION SW OF THE CONTROL ASSEMBLY WHICH IS ON.

WHEN THE DEF SW OF A/C CONTROL ASSEMBLY IS TURNED ON WITH THE DAMPER IN THE **FACE** POSITION, A SIGNAL IS INPUT FROM **TERMINAL 5** OF AIR VENT MODE CONTROL SERVO MOTOR TO **TERMINAL DEF** OF A/C CONTROL ASSEMBLY. AS A RESULT, THE SERVO MOTOR OPERATES UNTIL THE DAMPER REACHES **DEF** POSITION. WHEN THIS OCCURS THE SIGNAL TO THE A/C CONTROL ASSEMBLY IS SHUT OFF AND ROTATION OF THE MOTOR STOPS.

SWITCHING TO OTHER MODES IS CONTROLLED BY THE SERVO MOTOR ACCORDING TO THE FOLLOWING SIGNALS:

1. FOOT/DEF POSITION, A SIGNAL INPUT FROM **TERMINAL 4** OF SERVO MOTOR TO **TERMINAL F/D** OF A/C CONTROL ASSEMBLY.
2. FOOT POSITION, A SIGNAL INPUT FROM **TERMINAL 3** OF SERVO MOTOR TO **TERMINAL FOOT** OF A/C CONTROL ASSEMBLY.

5. OPERATION OF AIR MIX CONTROL SERVO MOTOR

WHEN THE TEMPERATURE CONTROL SW IS PUSHED TO THE "COOL" SIDE, THE CURRENT FLOWS FROM **TERMINAL MC** OF A/C CONTROL ASSEMBLY → **TERMINAL 2** OF AIR MIX CONTROL SERVO MOTOR → MOTOR → **TERMINAL 6** → **TERMINAL MH** OF A/C CONTROL ASSEMBLY → **GROUND** AND THE MOTOR ROTATES. THE DAMPER OPENING ANGLE AT THIS TIME IS INPUT FROM **TERMINAL 4** OF SERVO MOTOR TO **TERMINAL TP** OF A/C CONTROL ASSEMBLY, THIS IS USED TO DETERMINE THE **DAMPER STOP** POSITION AND MAINTAIN THE SET TEMPERATURE.

WHEN THE TEMPERATURE CONTROL SW IS PUSHED TO THE "WARM" SIDE, THE CURRENT FLOWS FROM SERVO MOTOR → **TERMINAL MH** OF A/C CONTROL ASSEMBLY → **TERMINAL 6** OF AIR MIX CONTROL SERVO MOTOR → MOTOR → **TERMINAL 2** → **TERMINAL MC** OF A/C CONTROL ASSEMBLY, ROTATING THE MOTOR IN REVERSE AND SWITCHING THE DAMPER FROM "COOL" TO "WARM" SIDE.

6. AIR CONDITIONER OPERATION

THE A/C CONTROL ASSEMBLY RECEIVES VARIOUS SIGNALS, I.E., THE ENGINE RPM SIGNAL FROM THE IGNITER, OUTLET TEMPERATURE SIGNAL FROM THE A/C THERMISTOR, COOLANT TEMPERATURE FROM THE WATER TEMP. SENSOR, AND THE LOCK SIGNAL FROM THE A/C COMPRESSOR, ETC.

WHEN THE ENGINE IS STARTED AND THE A/C SW (A/C CONTROL ASSEMBLY) IS TURNED ON, A SIGNAL IS INPUT TO THE ECU INSIDE THE A/C CONTROL ASSEMBLY. AS A RESULT, THE GROUND CIRCUIT IN A/C CONTROL ASSEMBLY IS CLOSED AND CURRENT FLOWS FROM HEATER FUSE TO **TERMINAL 1** OF MAGNET CLUTCH RELAY → **TERMINAL 3** → **TERMINAL ACMG** OF ENGINE AND ECT ECU → **TERMINAL GND** → **GROUND**, TURNING THE MAGNET CLUTCH RELAY ON, SO THAT THE MAGNET CLUTCH IS ON AND THE A/C COMPRESSOR OPERATES.

AT A SAME TIME, THE ENGINE AND ECT ECU DETECTS THE MAGNET CLUTCH OPERATING AND ROTATES THE ISC STEP MOTOR IN THE OPEN DIRECTION TO VOID LOWERING THE ENGINE RPM DURING AIR CONDITION OPERATION.

WHEN ANY OF THE FOLLOWING SIGNALS ARE INPUT TO THE A/C CONTROL ASSEMBLY, THE CONTROL ASSEMBLY OPERATES TO TURN OFF THE AIR CONDITIONER.

- ENGINE HIGH RPM SIGNAL
- COOLANT HIGH TEMP. SIGNAL IS HIGH.
- A SIGNAL THAT THE TEMPERATURE AT THE AIR OUTLET IS LOW.
- A SIGNAL THAT THERE IS A LARGE DIFFERENCE BETWEEN ENGINE RPM AND COMPRESSOR RPM.
- A SIGNAL THAT THE REFRIGERANT PRESSURE IS ABNORMALLY HIGH OR LOW.

AUTOMATIC AIR CONDITIONING

SERVICE HINTS

A10 A/C MAGNET CLUTCH
1–GROUND : APPROX. **3.7**Ω
A12 A/C PRESSURE SW (HIGH PRESSURE)
2–3 : OPEN ABOVE APPROX. **13.5**KG/CM^2 (**192**PSI, **1323**KPA)
CLOSED BELOW APPROX. **10**KG/CM^2 (**142**PSI, **980**KPA)
A12 A/C PRESSURE SW
4–1 : OPEN WITH PRESSURE LESS THAN **2.1**KG/CM^2 (**30**PSI. **206**KPA) OR ABOVE **27**KG/CM^2 (**384**PSI, **2648**KPA)
A21 (A) A22 (C), A23 (B) A/C CONTROL ASSEMBLY
(B) 1–GROUND : ALWAYS APPROX. **12** VOLTS
(B) 2–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ON** POSITION
(A) 9–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ON** POSITION
(C) 6–GROUND : NO CONTINUITY WITH PRESSURE LESS THAN **2.1**KG/CM^2 (**30**PSI, **206**KPA) OR ABOVE **2.7**KG/CM^2 (**38**4PSI, **2648**KPA)
(B) 10–GROUND : APPROX. **12** VOLTS WITH IGNITION SW AT **ACC** OR **ON** POSITION
(C) 1–GROUND : APPROX. **5** VOLTS WITH IGNITION SW ON
(B) 6–GROUND : APPROX. **12** VOLTS WITH RECIRC SW ON
(B) 5–GROUND : APPROX. **12** VOLTS WITH FRESH SW ON
(B) 3–GROUND : APPROX. **12** VOLTS WITH TEMP. SW AT **HOT** POSITION
(B) 4–GROUND : APPROX. **12** VOLTS WITH TEMP. SW AT **COOL** POSITION
(B) 9–GROUND : ALWAYS CONTINUITY
B 3 BLOWER RESISTOR (FOR LOW SPEED)
1–2 : APPROX. **1.75**Ω
W 2 WATER TEMP. SW (FOR COOLING FAN)
1–2 : OPEN ABOVE APPROX. **90**°C (**194**°F)
CLOSED BELOW APPROX. **83**°C (**181.4**°F)

○ : PARTS LOCATION

CODE	SEE PAGE	CODE	SEE PAGE	CODE	SEE PAGE
A 8	24	**A26** B	26	**E11**	26
A 9	24	**A27**	26	**E12**	26
A10	24	**A28**	26	**I 2**	25
A11	24	**A30**	26	**J 2**	27
A12	24	**A31**	26	**M 1**	27
A21 A	26	**B 2**	26	**N 3**	27
A22 C	26	**B 3**	26	**R 1**	27
A23 B	26	**C 3**	24	**T 8**	27
A24	26	**C 6**	24	**W 2**	25
A25 A	26	**C 7**	24	**W 6**	27

⬭ : RELAY BLOCKS

CODE	SEE PAGE	RELAY BLOCKS (RELAY BLOCK LOCATION)
5	20	R/B NO.5 (NEAR THE J/B NO.2)
6	17	R/B NO.6 (UNDER THE HEADLIGHT LH)

⬭ : JUNCTION BLOCK AND WIRE HARNESS CONNECTOR

CODE	SEE PAGE	JUNCTION BLOCK AND WIRE HARNESS (CONNECTOR LOCATION)
1A	18	COWL WIRE AND J/B NO.1 (LEFT SIDE OF STEERING COLUMN TUBE)
1B	18	INSTRUMENT PANEL WIRE AND J/B NO.1 (LEFT SIDE OF STEERING COLUMN TUBE)
1G	18	COWL WIRE AND J/B NO.1 (LEFT SIDE OF STEERING COLUMN TUBE)
2A	20	ENGINE ROOM MAIN WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)
2B	20	COWL WIRE AND J/B NO.2 (ENGINE COMPARTMENT LEFT)
3A	20	INSTRUMENT PANEL WIRE AND J/B NO.3 (BEHIND THE INSTRUMENT PANEL CENTER)
3B		
3C		
3D		

: CONNECTOR JOINING WIRE HARNESS AND WIRE HARNESS

CODE	SEE PAGE	JOINING WIRE HARNESS AND WIRE HARNESS (CONNECTOR LOCATION)
EA1	32	COWL WIRE AND ENGINE ROOM MAIN WIRE (FRONT SIDE OF RIGHT FENDER)
EA2		
EA3	32	COWL WIRE AND ENGINE ROOM MAIN WIRE (INSIDE OF J/B NO.2)
EB1	32	ENGINE NO.2 WIRE AND ENGINE ROOM MAIN WIRE (RIGHT SIDE OF J/B NO.2)
IH1	34	INSTRUMENT PANEL WIRE AND COWL WIRE (J/B NO.1)
IH2	34	INSTRUMENT PANEL WIRE AND COWL WIRE (BEHIND GLOVE BOX)
IH3		
IJ1	36	INSTRUMENT PANEL WIRE AND A/C NO.1 WIRE (BEHIND GLOVE BOX)
IK1	36	INSTRUMENT PANEL WIRE AND A/C NO.2 WIRE (BEHIND GLOVE BOX)
IL1	36	ENGINE WIRE AND COWL WIRE (UNDER THE GLOVE BOX)
IL2		
IP1	36	COWL WIRE AND A/C NO.2 WIRE (BEHIND GLOVE BOX)

: GROUND POINTS

CODE	SEE PAGE	GROUND POINTS LOCATION
EA	32	FRONT SIDE OF RIGHT FENDER
EB	32	FRONT SIDE OF LEFT FENDER
EC	32	REAR SIDE OF CYLINDER HEAD RH
IE	34	LEFT KICK PANEL
IH	34	RIGHT KICK PANEL

: SPLICE POINTS

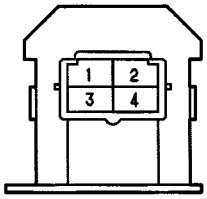
CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS	CODE	SEE PAGE	WIRE HARNESS WITH SPLICE POINTS
E 1	32	ENGINE ROOM MAIN WIRE	I143	36	INSTRUMENT PANEL WIRE
E 8			I145		
E 15			I148		
E 20			I149		
E 32			I150		
E 44	32	ENGINE WIRE	I177	36	ENGINE WIRE
E 95	32	COWL WIRE	I179	36	A/C NO.1 WIRE
E 96			I180		
I 41	36		I181		
I 63			I182	36	A/C NO.2 WIRE
I 75			I183		
I124			I184		

A 8 BLACK

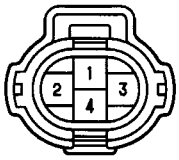
A 9 GRAY

A10 GRAY

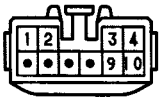
A11 BLACK



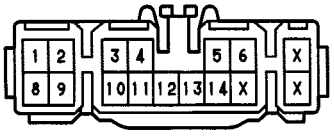
A12 BLACK



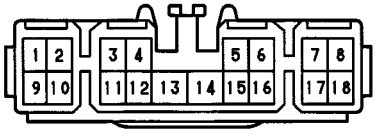
A21 (A) ORANGE



A22 (C) ORANGE



A23 (B) ORANGE



A24

A25 (A)

A26 (B)

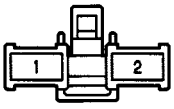
A27 BLUE

A28

A30

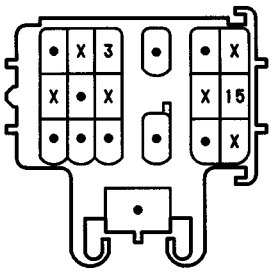
A31

B 2



B 3

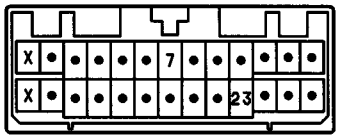
C 3 DARK GRAY



C 6 BLACK

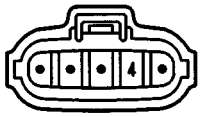
C 7 BLACK

E11 DARK GRAY

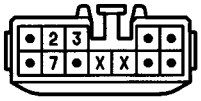


E12

I 2 BLACK

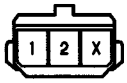


J 2



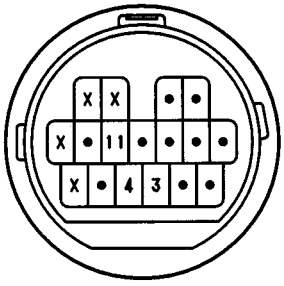
M 1

N 3



R 1

T 8 DARK GRAY



W 2

W 6