

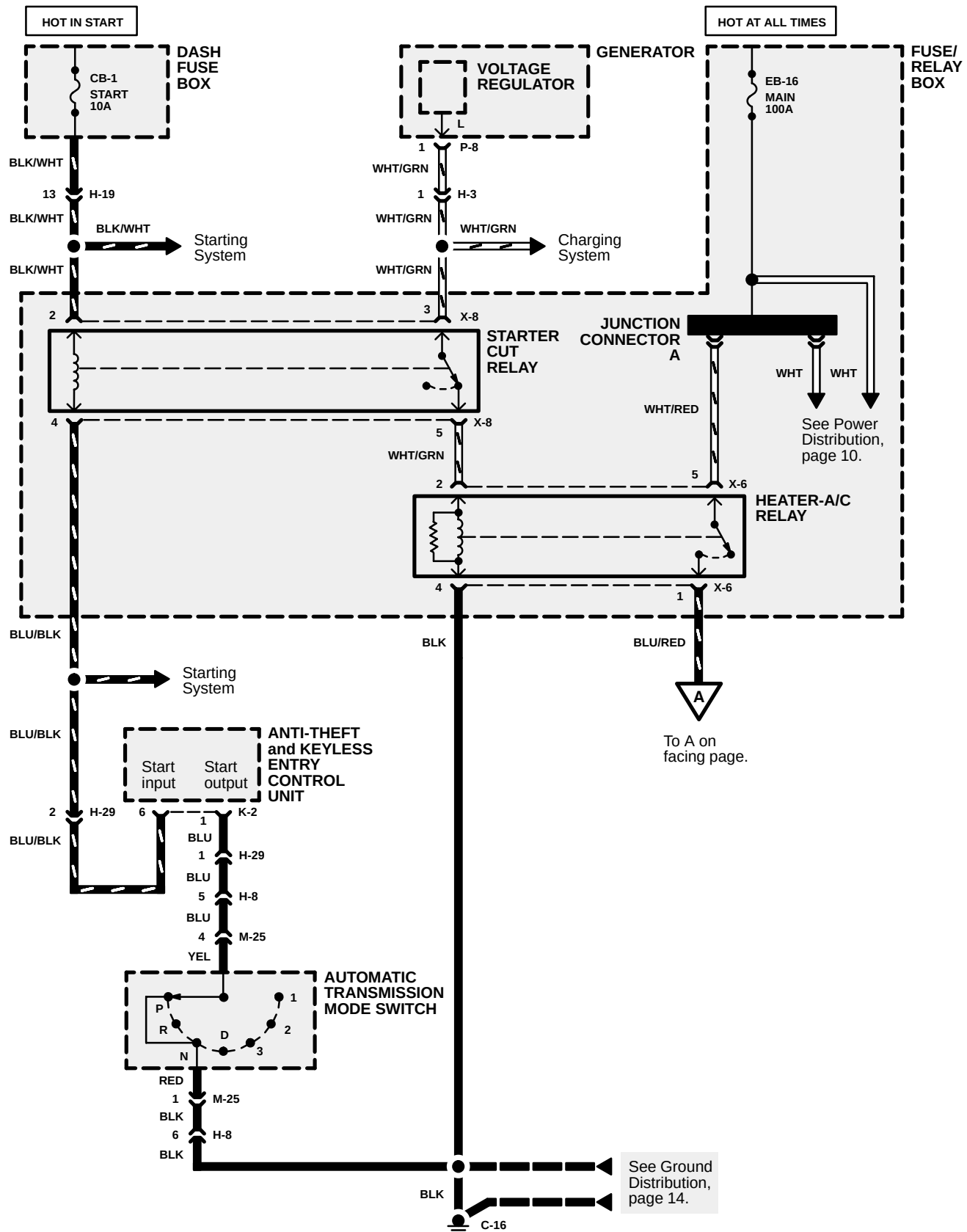
BLOWER CONTROLS

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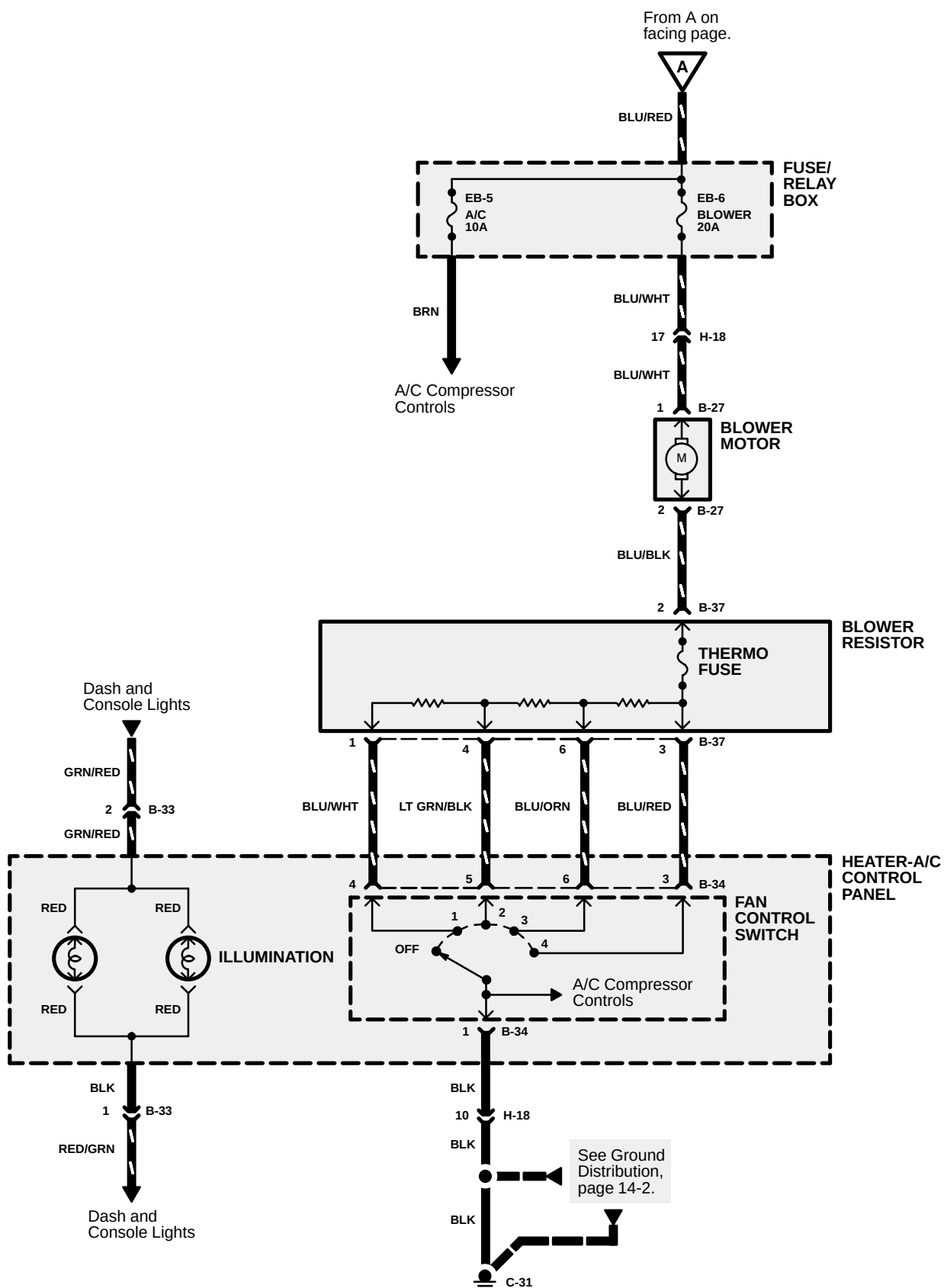
BLOWER CONTROLS

Circuit Schematic



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Component Location Index

(Refer to Section 201 for photographs.)

<u>Component</u>	<u>Photo No.</u>
Anti-theft and Keyless	
Entry Control Unit	Below I/P left of steering column 45
Automatic Transmission	
Mode Switch	Underneath vehicle, on left side of transmission 78
Blower Motor	Below right side of I/P 56
Blower Resistor	Right side of I/P, behind glove box 55
Dash Fuse Box	Behind left I/P side trim panel 36
Fuse/Relay Box	Right side of engine compartment, on inner fender panel 18
Generator	Lower right front of engine 11
Heater and A/C Relay	Right side of engine compartment, in fuse/relay box 20
Starter Cut Relay	Right side of engine compartment, in fuse/relay box 20
<u>Connector</u>	
B-33 (2-CLR)	Behind center of I/P 51
H-3 (2-BLK)	Right side of engine compartment, on bracket 22
H-8 (6-BLU)	Lower left front of engine compartment 13
H-18 (20-WHT)	Behind I/P right side panel 58
H-19 (22-WHT)	Behind I/P right side panel 58
H-29 (8-WHT)	Behind left side of I/P, above left kick panel on bracket 42
Junction Connector A	Right side of engine compartment, in fuse/relay box
M-25 (8-BLK)	On left side of transmission 77
<u>Ground</u>	
C-16	Left rear of engine compartment, on inner fender panel 16
C-31	Behind right kick panel 57

Circuit Operation

With the starter switch in START voltage is applied to the starter cut relay, the Anti-theft and Keyless Entry Control Unit controls the ground for the relay and the ground path is completed with the automatic transmission mode switch in PARK or NEUTRAL. With the starter cut relay energized the generator voltage is not being supplied to the heater-A/C relay. When the starter switch is turned to ON with the engine running, the starter cut relay de-energizes and is applied from the generator to the heater-A/C relay through the normally closed contacts of the starter cut relay. The heater-A/C relay energizes and allows voltage to be applied from the MAIN fuse EB-16 to the blower motor through the BLOWER fuse EB-6. The fan control switch then applies ground to the blower resistors for the desired blower motor speed. As the fan control switch moves from OFF to position 4, resistors are bypassed. As the resistance to ground is decreased, blower speed increases. When the blower switch is in position 4, all of the resistors are bypassed and the blower motor runs at the highest speed.