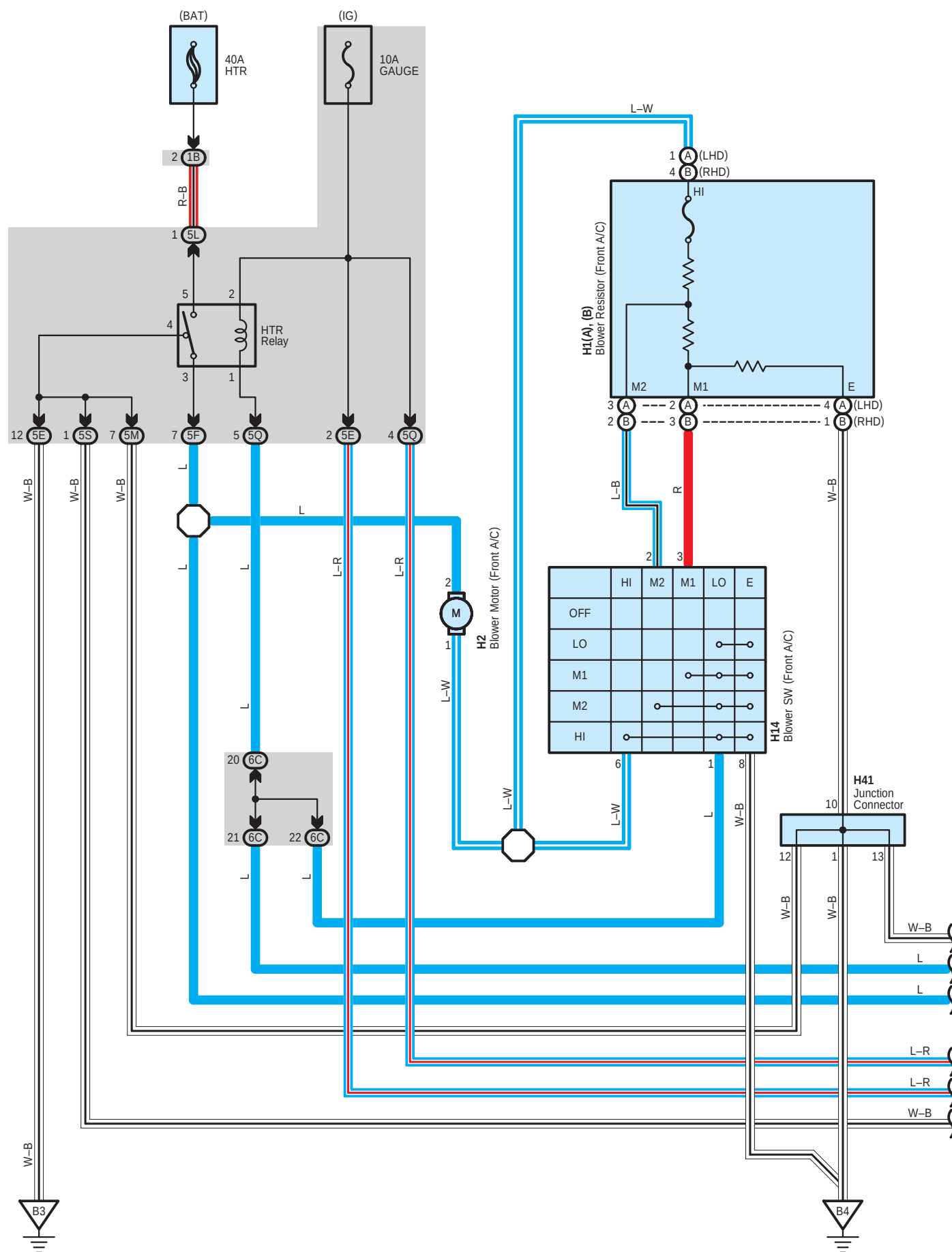
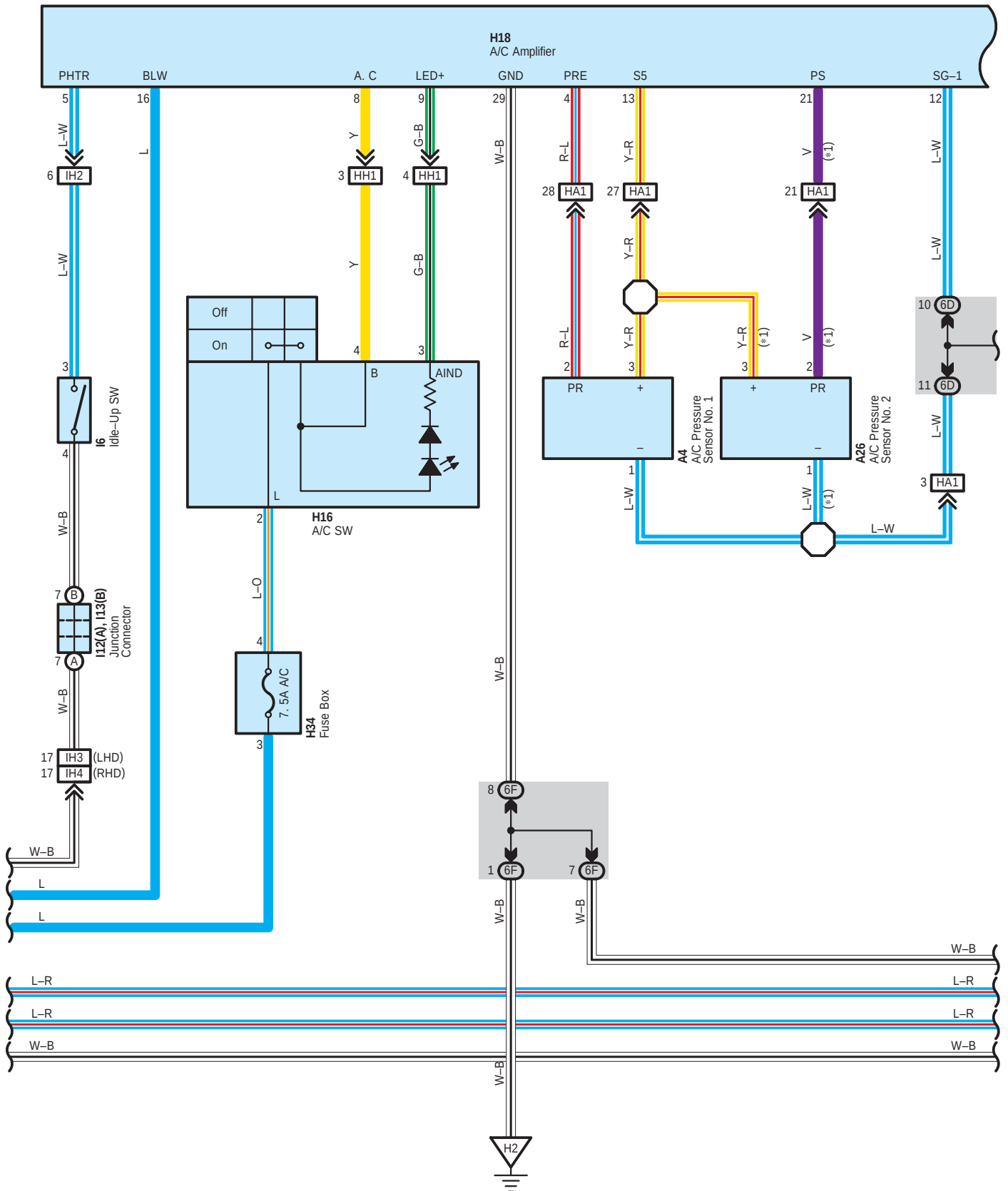
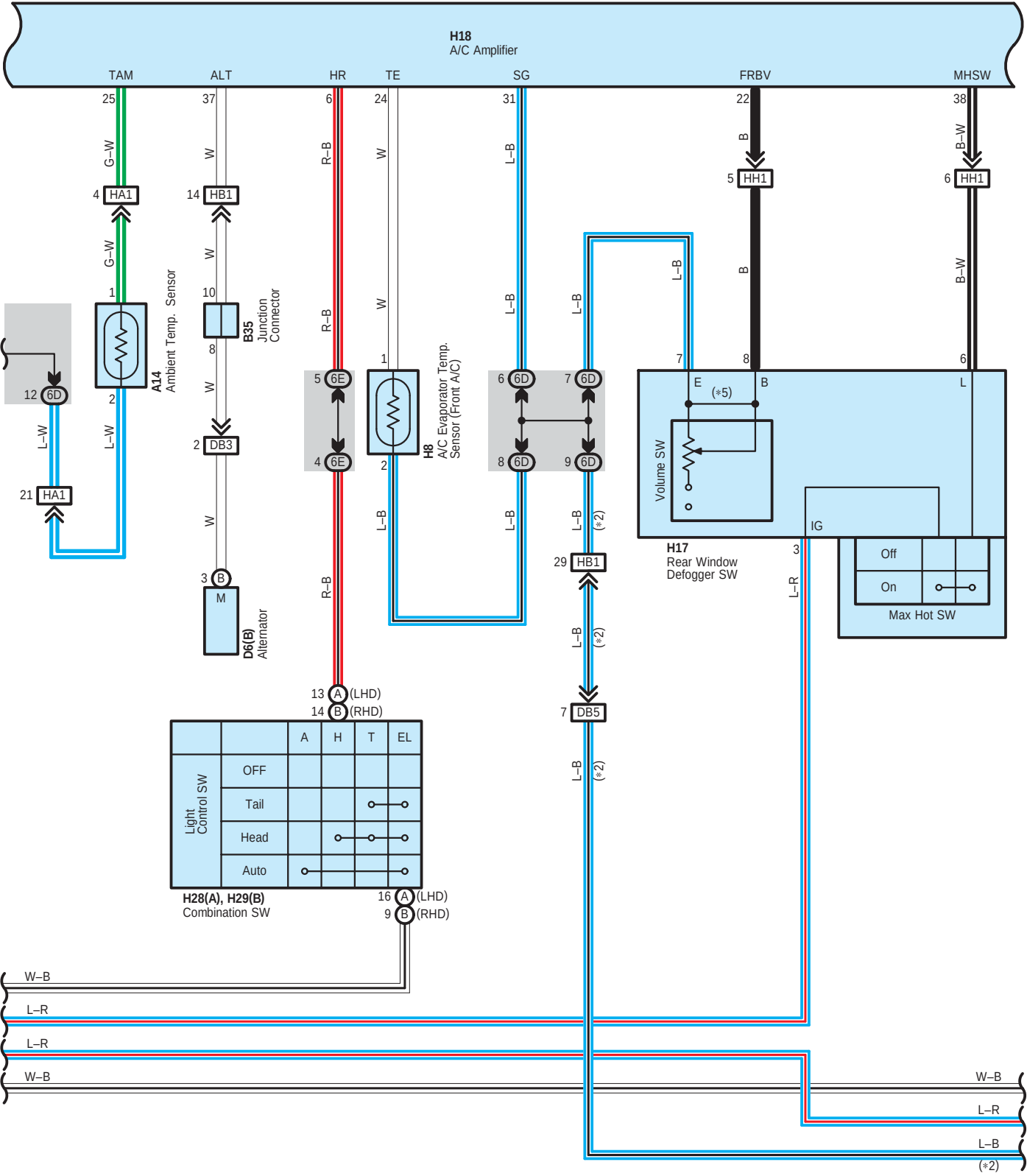






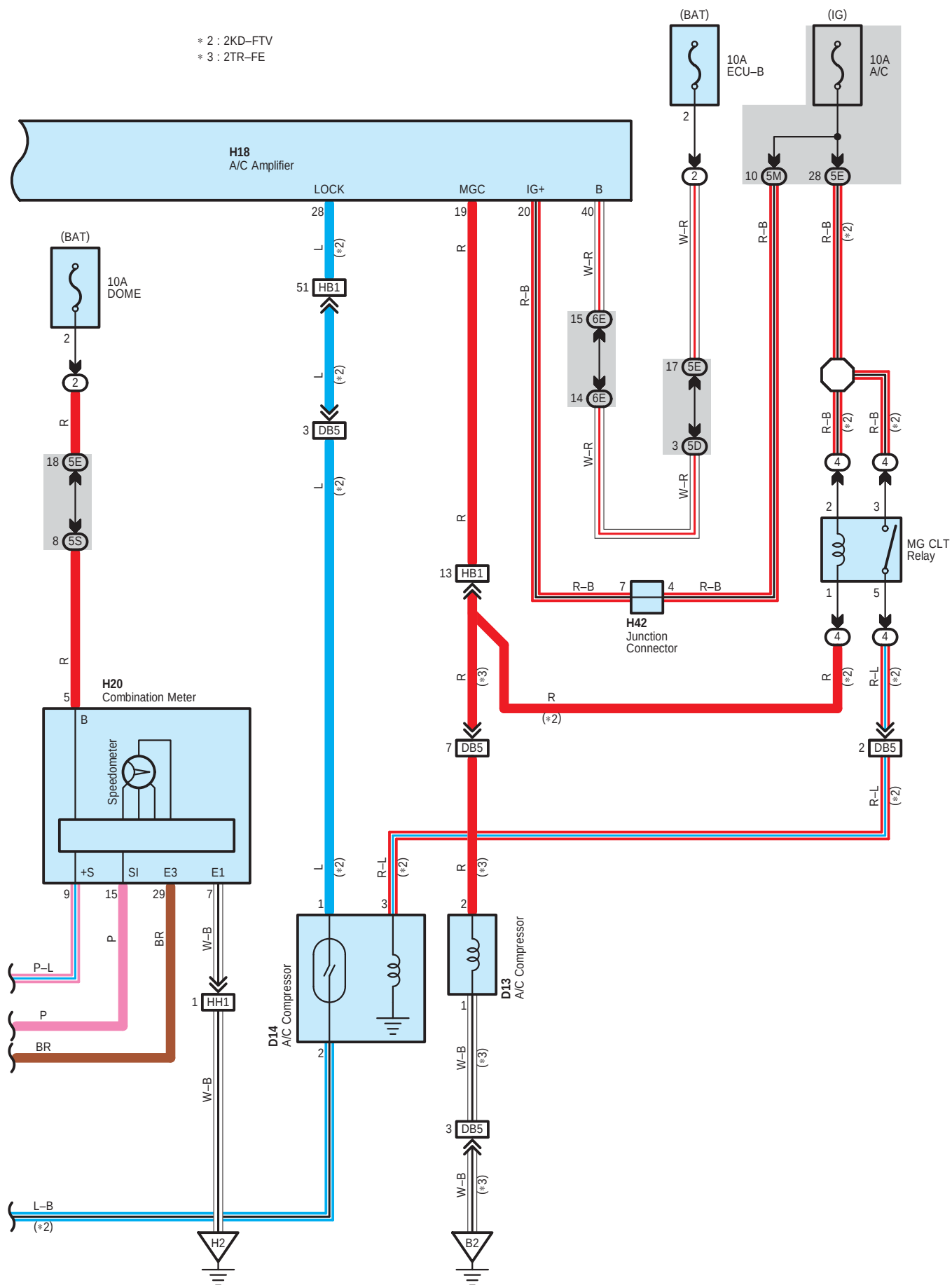
Front Air Conditioner (2TR-FE, 2KD-FTV)



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- Wiring Diagram for 2000 Toyota Camry**
- Legend:**
- Red: Power
 - Blue: Ground
 - Yellow: Signal
 - Brown: Power
 - Pink: Signal
- Components and Connections:**
- Engine ECU (B7(B), D1(D)):**
 - THW (32) to E2 (28) via D32 (Water Temp. Sensor).
 - E2 (28) to E2 (28) via D32 (Water Temp. Sensor).
 - NE- (34) to NE- (34) via D17 (Crankshaft Position Sensor).
 - NE+ (27) to NE+ (27) via D17 (Crankshaft Position Sensor).
 - A/C Amplifier (H18):**
 - CANH (10) to CANH (1) via H3(A), H4(B), H5(C), H6(D) Junction Connector.
 - CANL (11) to CANL (2) via H3(A), H4(B), H5(C), H6(D) Junction Connector.
 - Sensors:**
 - D32 (Water Temp. Sensor):** 1 to 2 via R-W (2) and Y-R (2).
 - D17 (Crankshaft Position Sensor):** 1 to 2 via NE- (34) and NE+ (27).
 - D38 (Speed Sensor):** 13 to 14 via 5H (13) and 5D (14).
 - Wiring Harnesses:**
 - H3(A), H4(B), H5(C), H6(D) Junction Connector:** 1 to 2 via R (1) and W (2).
 - H23 (DLC3):** 11 to 22 via HB4 (11) and HB4 (22).
 - D43 (Junction Connector):** 1 to 5 via BR (1) and W-B (5).
 - D44 (Junction Connector):** 1 to 12 via L (1) and Y (12).
 - Grounding:**
 - D2 (Ground) connected to W-B (5) and L-B (5).
 - D3 (Ground) connected to L-R (5) and L-B (5).

Front Air Conditioner (2TR-FE, 2KD-FTV)

* 2 : 2KD-FTV
 * 3 : 2TR-FE



System Outline

Current is applied at all times through the HTR 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 1 of the blower SW (Front A/C).

Blower Motor Operation

* Low speed operation

When the blower SW (Front A/C) is moved to LO position, the current flows to TERMINAL 1 of the blower SW (Front A/C) to TERMINAL 8 to GROUND, causing the HTR relay to turn on. This causes the current flows from the HTR fuse to TERMINAL 5 of the HTR relay to TERMINAL 3 to TERMINAL 2 of the blower motor (Front A/C) to TERMINAL 1 to TERMINAL 1 (LHD), 4 (RHD) of the blower resistor (Front A/C) to TERMINAL 4 (LHD), 1 (RHD) to GROUND, rotating the blower motor (Front A/C) at low speed.

* Medium speed operation (Operation at M1, M2)

When the blower SW (Front A/C) is moved to M1 position, the current flows to TERMINAL 1 of the blower SW (Front A/C) to TERMINAL 8 to GROUND, causing the HTR relay to turn on. This causes the current flows from the HTR fuse to TERMINAL 5 of the HTR relay to TERMINAL 3 to TERMINAL 2 of the blower motor (Front A/C) to TERMINAL 1 to TERMINAL 1 (LHD), 4 (RHD) of the blower resistor (Front A/C) to TERMINAL 2 (LHD), 3 (RHD) to TERMINAL 3 of the blower SW (Front A/C) to TERMINAL 8 to GROUND. At this time, the blower resistance of the blower resistor (Front A/C) is smaller than at low speed, so the blower motor (Front A/C) rotates at medium low speed.

When the blower SW (Front A/C) is moved to M2 position, the current flows through the HTR relay to TERMINAL 2 of the blower motor (Front A/C) to TERMINAL 1 to TERMINAL 1 (LHD), 4 (RHD) of the blower resistor (Front A/C) to TERMINAL 3 (LHD), 2 (RHD) to TERMINAL 2 of the blower SW (Front A/C) to TERMINAL 8 to GROUND. At this time, resistance of the blower resistor (Front A/C) is smaller than at M1 position, so the blower motor (Front A/C) rotates at medium high speed.

* High speed operation

When the blower SW (Front A/C) is moved to HI position, the current flows to TERMINAL 1 of the blower SW (Front A/C) to TERMINAL 8 to GROUND, causing the HTR relay to turn on.

This causes the current flows from the HTR fuse to TERMINAL 5 of the HTR relay to TERMINAL 3 to TERMINAL 2 of the blower motor (Front A/C) to TERMINAL 1 to TERMINAL 6 of the blower SW (Front A/C) to TERMINAL 8 to GROUND, rotating the blower motor (Front A/C) at high speed.

Front Air Conditioner (2TR-FE, 2KD-FTV)

○ : Parts Location

Code		See Page		Code		See Page		Code		See Page		
A4		48 (LHD)		D32		44 (*1)		H8		57 (RHD)		
		56 (RHD)				H14		49 (LHD)				
A14		48 (LHD)						H16		57 (RHD)		
		56 (RHD)				49 (LHD)						
A26		48 (LHD)		D38		44 (*1)		H17		57 (RHD)		
B7		B				45 (*2)				49 (LHD)		
						52 (*4)		57 (RHD)				
						53 (*5)		H18		49 (LHD)		
				52 (*4)		57 (RHD)						
B35		44 (*1)		D43		45 (*2)		H20		49 (LHD)		
		45 (*2)				52 (*4)				57 (RHD)		
		52 (*4)				53 (*5)		H23		49 (LHD)		
		53 (*5)				44 (*1)				57 (RHD)		
D1		D		D44		45 (*2)		H28	A	49 (LHD)		
						52 (*4)		H29	B	57 (RHD)		
						53 (*5)		H34		49 (LHD)		
						49 (LHD)				57 (RHD)		
D6		B		H1		57 (RHD)		H41		49 (LHD)		
						49 (LHD)				57 (RHD)		
				H2		57 (RHD)		H42		49 (LHD)		
						42, 49 (LHD)				57 (RHD)		
D13		44 (*1)		H3	A	42, 57 (RHD)		I6		48 (LHD)		
		52 (*4)				42, 49 (LHD)				56 (RHD)		
D14		45 (*2)		H4	B	42, 57 (RHD)		I12		A	48 (LHD)	
		53 (*5)				42, 49 (LHD)					56 (RHD)	
D17		44 (*1)		H5	C	42, 57 (RHD)		I13		B	48 (LHD)	
		45 (*2)				42, 49 (LHD)					56 (RHD)	
		52 (*4)		H6	D	42, 57 (RHD)						
		53 (*5)				H8		49 (LHD)				

○ : Relay Blocks

Code	See Page	Relay Blocks (Relay Block Location)
2	28	Engine Room R/B No.2 (Inside of Battery Room)
4	29	Instrument Panel R/B (Under the Glove Box)

* 1 : LHD 2TR-FE * 2 : LHD 2KD-FTV * 3 : LHD 5L-E * 4 : RHD 2TR-FE * 5 : RHD 2KD-FTV * 6 : RHD 5L-E * 7 : 2TR-FE
* 8 : 2KD-FTV, 5L-E



: Junction Block and Wire Harness Connector

Code	See Page	Junction Block and Wire Harness (Connector Location)
1B	24	Engine Room Main Wire and Engine Room J/B No.1 (Engine Compartment Front)
5D	30	Instrument Panel Wire and Instrument Panel J/B (Left Side of Instrument Panel)
5E	30	Engine Room Main Wire and Instrument Panel J/B (Left Side of Instrument Panel)
5F	30	Instrument Panel Wire and Instrument Panel J/B (Left Side of Instrument Panel)
5H		
5L	30	Engine Room Main Wire and Instrument Panel J/B (Left Side of Instrument Panel)
5M	31	Instrument Panel Wire and Instrument Panel J/B (Left Side of Instrument Panel)
5Q		
5S		
6C	38 (LHD)	Instrument Panel Wire and Center J/B (Instrument Panel Reinforcement LH)
	38 (RHD)	Instrument Panel Wire and Center J/B (Instrument Panel Reinforcement RH)
6D	38 (LHD)	Instrument Panel Wire and Center J/B (Instrument Panel Reinforcement LH)
	38 (RHD)	Instrument Panel Wire and Center J/B (Instrument Panel Reinforcement RH)
6E	38 (LHD)	Instrument Panel Wire and Center J/B (Instrument Panel Reinforcement LH)
	38 (RHD)	Instrument Panel Wire and Center J/B (Instrument Panel Reinforcement RH)
6F	38 (LHD)	Instrument Panel Wire and Center J/B (Instrument Panel Reinforcement LH)
	38 (RHD)	Instrument Panel Wire and Center J/B (Instrument Panel Reinforcement RH)



: Connector Joining Wire Harness and Wire Harness

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
DB3	60 (*1)	Engine Wire and Engine Room Main Wire (Front Side of Engine Room R/B No.1)
	61 (*2)	
	68 (*4)	
	69 (*5)	
DB4	60 (*1)	
	61 (*2)	
	68 (*4)	
	69 (*5)	
DB5	60 (*1)	
	61 (*2)	
	68 (*4)	
	69 (*5)	
HA1	64 (LHD)	Instrument Panel Wire and Cowl to Head Lamp Wire (Under the Instrument Panel J/B)
	72 (RHD)	
HB1	64 (LHD)	Instrument Panel Wire and Engine Room Main Wire (Under the Instrument Panel J/B)
	72 (RHD)	
HB4	64 (LHD)	
	72 (RHD)	
HH1	64 (LHD)	Instrument Panel Wire and Instrument Panel Wire (Near the Steering Column)
	72 (RHD)	Instrument Panel Wire and Instrument Panel Wire (Instrument Panel Reinforcement RH)
IH2	64 (LHD)	Instrument Panel No.2 Wire and Instrument Panel Wire (Instrument Panel Reinforcement LH)
	72 (RHD)	
IH3	64 (LHD)	Instrument Panel No.2 Wire and Instrument Panel Wire (Instrument Panel Reinforcement RH)
IH4	72 (RHD)	

* 1 : LHD 2TR-FE * 2 : LHD 2KD-FTV * 3 : LHD 5L-E * 4 : RHD 2TR-FE * 5 : RHD 2KD-FTV * 6 : RHD 5L-E * 7 : 2TR-FE
* 8 : 2KD-FTV, 5L-E

Front Air Conditioner (2TR-FE, 2KD-FTV)



: Ground Points

Code	See Page	Ground Points Location
B2	60 (*1)	Front Floor Panel Right
	68 (*4)	
B3	60 (*1)	Front Floor Panel Left
	61 (*2)	
	68 (*4)	
	69 (*5)	
B4	64 (LHD)	Cowl Side Panel LH
	72 (RHD)	
D2	60 (*1)	Engine Block
	68 (*4)	
D3	61 (*2)	
	69 (*5)	
H2	64 (LHD)	Instrument Panel Reinforcement
	72 (RHD)	

* 1 : LHD 2TR-FE * 2 : LHD 2KD-FTV * 3 : LHD 5L-E * 4 : RHD 2TR-FE * 5 : RHD 2KD-FTV * 6 : RHD 5L-E * 7 : 2TR-FE
 * 8 : 2KD-FTV, 5L-E

