

# HEATER & AIR CONDITIONER

## SECTION HA

### CONTENTS

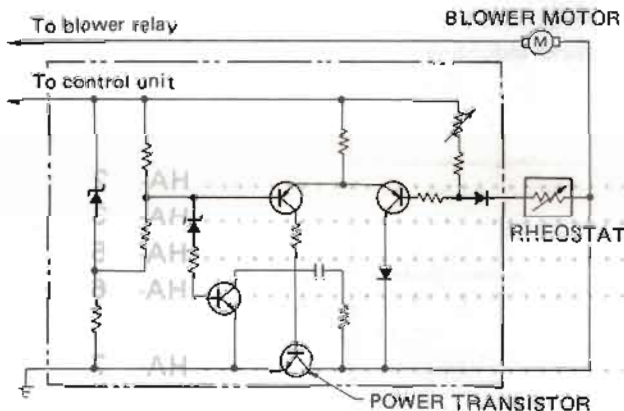
GENERAL DESCRIPTION .....	HA- 2
AIR FLOW AND COMPONENT LAYOUT (Manual) .....	HA- 3
LOCATION OF VACUUM COMPONENTS (Manual) .....	HA- 5
CONTROL .....	HA- 6
HEATER ELECTRICAL CIRCUIT .....	HA- 7
DESCRIPTION — Air Conditioner (Manual) .....	HA- 9
DISCHARGING, EVACUATING, CHARGING AND CHECKING .....	HA- 10
A/C PERFORMANCE TEST (Manual) .....	HA- 16
PRECAUTIONS FOR REFRIGERANT CONNECTION .....	HA- 18
PIPING, COMPRESSOR MOUNTING AND F.I.C.D. ....	HA- 19
COMPRESSOR OIL — For DKS-16H (DIESEL-KIKI make) .....	HA- 21
COMPRESSOR — Model DKS-16H (DIESEL-KIKI make) .....	HA- 23
A/C ELECTRICAL CIRCUIT (Manual) .....	HA- 31
A/C ELECTRICAL COMPONENTS (Manual) .....	HA- 33
LOCATION OF A/C ELECTRICAL COMPONENTS (Manual) .....	HA- 35
TROUBLE DIAGNOSES (Manual) .....	HA- 36
DESCRIPTION — Air Conditioner (Auto) .....	HA- 68
AIR FLOW AND COMPONENT LAYOUT (Auto) .....	HA- 88
LOCATION OF VACUUM COMPONENTS (Auto) .....	HA- 90
A/C PERFORMANCE TEST (Auto) .....	HA- 91
A/C PERFORMANCE TEST (Auto)/PIPING (Auto) .....	HA- 92
A/C ELECTRICAL CIRCUIT (Auto) .....	HA- 93
A/C ELECTRICAL COMPONENTS (Auto) .....	HA- 96
LOCATION OF A/C ELECTRICAL COMPONENTS (Auto) .....	HA- 97
SELF-DIAGNOSING SYSTEM OF TROUBLE (Auto) .....	HA-100
TROUBLE DIAGNOSES (Auto) .....	HA-104
SERVICE DATA AND SPECIFICATIONS (S.D.S.) .....	HA-133
SPECIAL SERVICE TOOLS .....	HA-136

HA

# GENERAL DESCRIPTION

## Continuously Variable Air Flow Control

The fan control amplifier, which utilizes transistor circuits, continuously controls the air flow blown out by the blower, allowing for selection of the desired air flowrate. The fan control amplifier is housed in the blower motor unit. The heat-radiating plate of the amplifier is placed in the stream of the air flow to effectively cool the transistors.

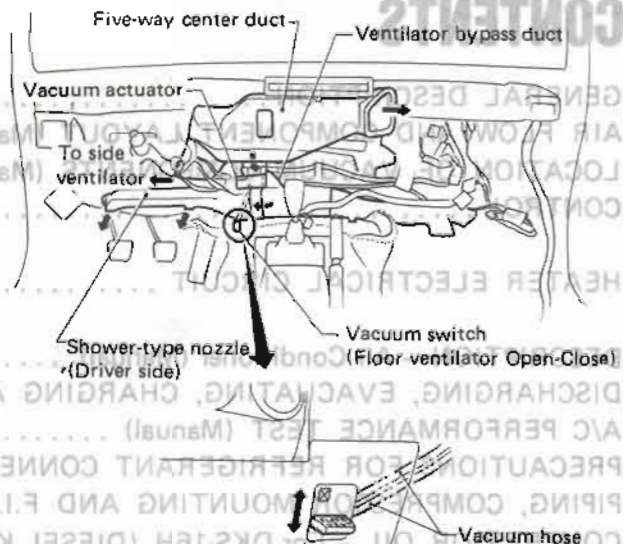


FAN CONTROL AMPLIFIER

SHA255B

## Device for Distributing Cool Air to the Feet during "FACE MODE"

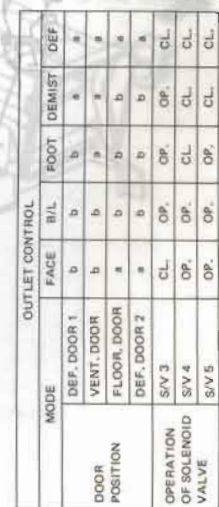
A vacuum actuator is used in the cool-air distribution device to remove the hot air directed to the floor area and distribute the optimum air temperature to the driver's compartment. When the vacuum switch is turned "ON", part of the outside air (or: part of the cool air on models equipped with air conditioning systems) taken in the vehicle is bypassed to the shower duct on the driver's side through the operation of the actuator.



SHA230B



## Air Flow



Ⓙ : Turbocharged model with A.S.C.D.

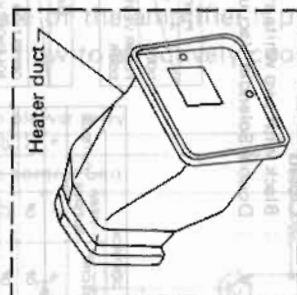
# AIR FLOW AND COMPONENT LAYOUT (Manual)

## Component Layout

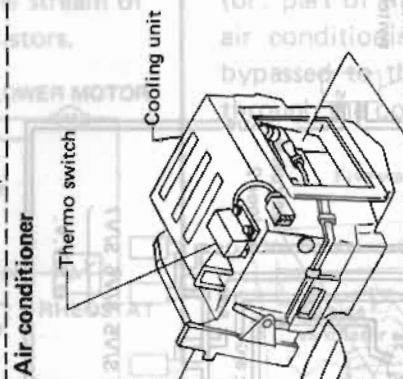
### Air Flow Control

The fan control amplifier, which utilizes transistor circuitry, continuously controls the air flow blown out by the blower following for selection of the desired air flow rate. The fan control amplifier is housed in the blower motor unit. The heat-radiating plate is placed in the stream of air flowing through the transistors.

A vacuum actuator is used as a cool air distribution device to regulate the air directed to the floor area and defroster. The vacuum air temperature to the driver's compartment. When the vacuum switch is selected, the outside air (or part of the outside air) is supplied with air conditioning. The operation of the actuator is bypassed to the shower door on the driver's side.



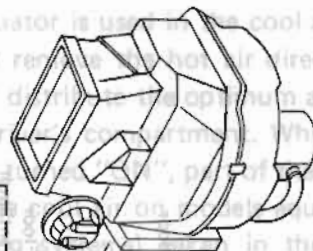
Heater duct



Air conditioner

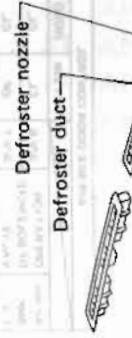
Thermo switch

Cooling unit



Blower unit

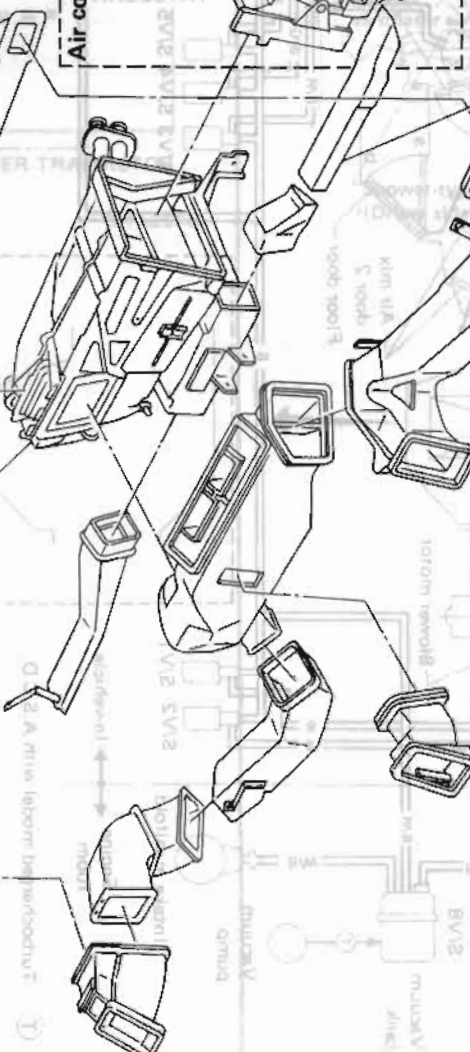
Heater nozzle (Shower type)



Defroster nozzle

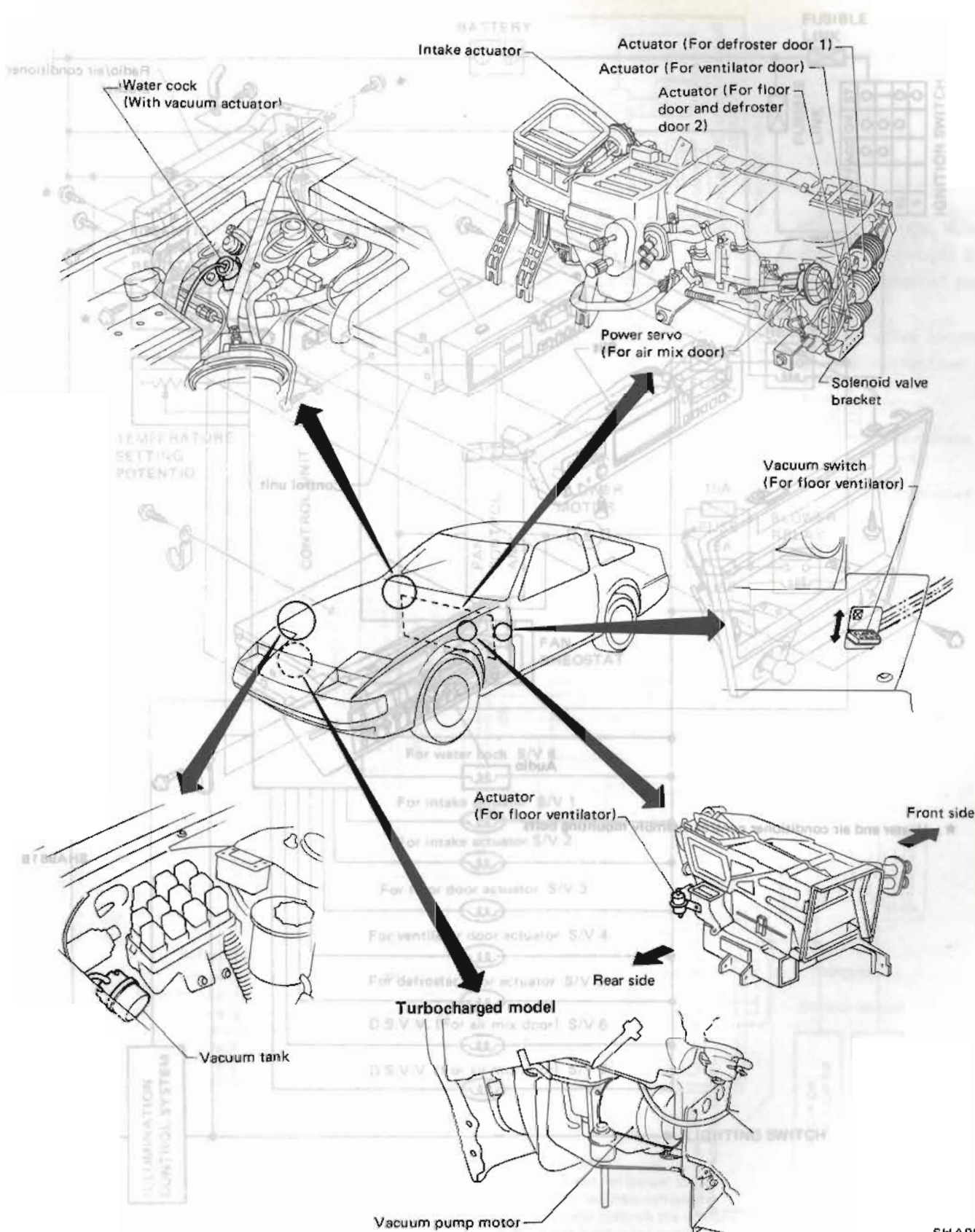
Defroster duct

Heater unit



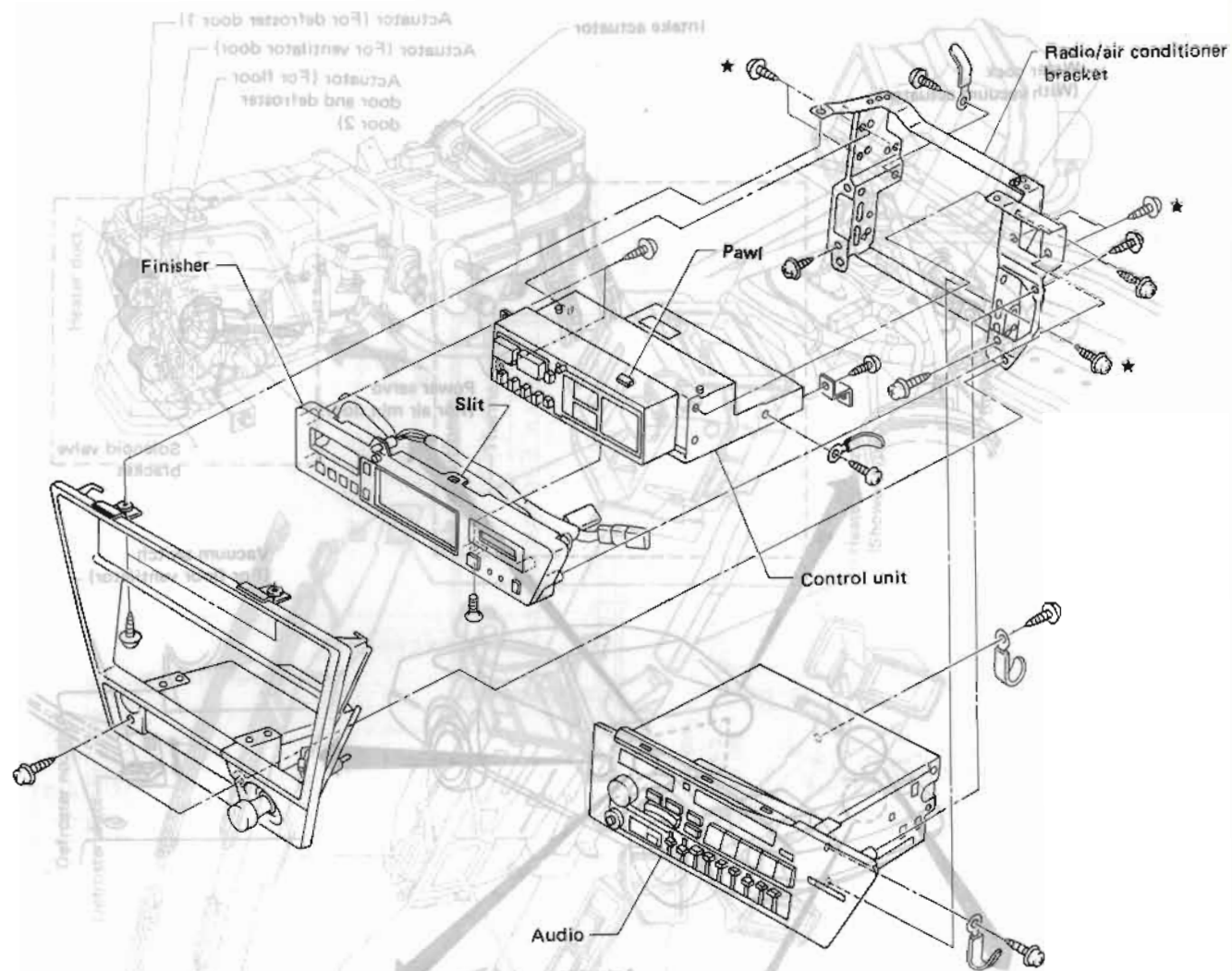


# LOCATION OF VACUUM COMPONENTS (Manual)



SHA980B

## Heater and Air Conditioner Control Removal



★ : Heater and air conditioner control assembly mounting bolts

SHA981B

SHA981B



# DES HEATER ELECTRICAL CIRCUIT

## Schematic

### REFRIGERANT FLOW

The refrigerant flows in a clockwise pattern, through the receiver drier, through the evaporator, and back to the compressor. The refrigerant pressure in the evaporator coil is controlled by the expansion valve, which is controlled by the evaporator coil temperature.

### FREEZE PROTECTION

The compressor is controlled by a freeze protection switch. When the evaporator coil temperature falls below a specified point, the thermo control switch interrupts the compressor. When the evaporator coil temperature rises above the specification, the thermo control switch allows compressor operation.

The refrigerant system is protected against excessive high pressure between the compressor and the condenser by a high pressure switch, located on the receiver. The compressor is also protected by a low pressure switch, located on the evaporator.

The control unit is connected to the fan control amp, which controls the fan rheostat. The fan rheostat is connected to the fan motor. The fan motor is connected to the blower motor. The blower motor is connected to the blower relay. The blower relay is connected to the 15A fuse. The 15A fuse is connected to the 10A fuse. The 10A fuse is connected to the ACC RELAY. The ACC RELAY is connected to the IGNITION SWITCH. The IGNITION SWITCH is connected to the BATTERY.

The control unit is also connected to the POTENTIAL BALANCE RESISTOR and the TEMPERATURE SETTING POTENTIAL. The POTENTIAL BALANCE RESISTOR is connected to the control unit. The TEMPERATURE SETTING POTENTIAL is connected to the control unit. The control unit is also connected to the FAN RHEOSTAT. The FAN RHEOSTAT is connected to the fan motor. The fan motor is connected to the blower motor. The blower motor is connected to the blower relay. The blower relay is connected to the 15A fuse. The 15A fuse is connected to the 10A fuse. The 10A fuse is connected to the ACC RELAY. The ACC RELAY is connected to the IGNITION SWITCH. The IGNITION SWITCH is connected to the BATTERY.

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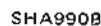
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SHA4178

## Wiring Diagram





# DESCRIPTION—Air Conditioner (Manual)

## Refrigeration Cycle

### REFRIGERANT FLOW

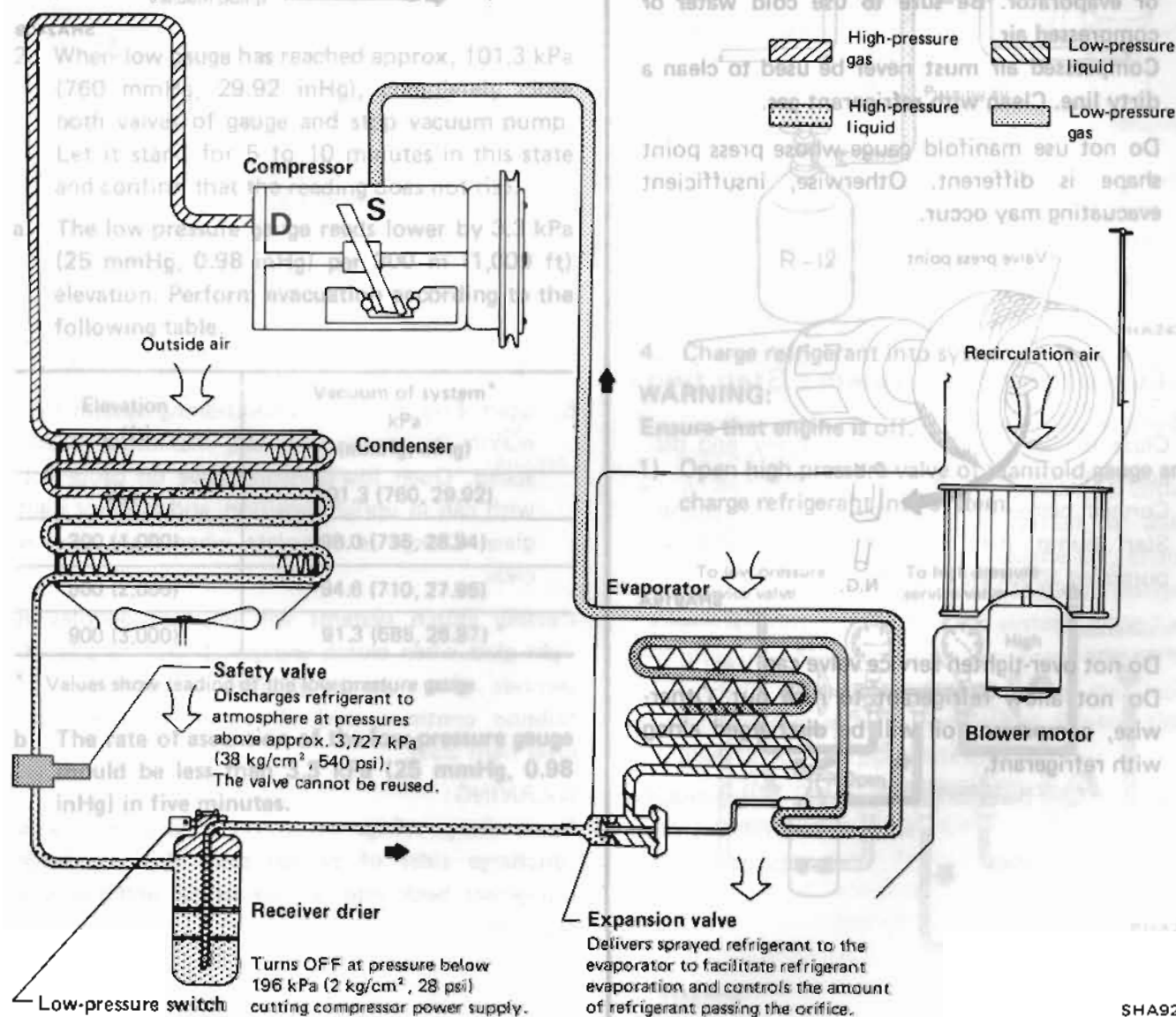
The refrigerant flows in the standard pattern, that is, through the compressor, the condenser, the receiver drier, through the evaporator, and back to the compressor.

The refrigerant evaporation through the evaporator coil is controlled by an externally equalized expansion valve, located inside the evaporator case.

### FREEZE PROTECTION — Compressor control

The compressor cycles on and off to maintain the evaporator temperature within a specified range. When the evaporator coil temperature falls below a specified point, the thermo control amplifier interrupts the compressor operation. When the evaporator coil temperature rises above the specification, the thermo control amplifier allows compressor operation.

The refrigerant system is protected against excessively high pressure by a pressure relief valve located between the receiver drier and the condenser. Protection against excessively low pressure (interruption of compressor operation) is provided by a low pressure switch, located on the receiver drier.



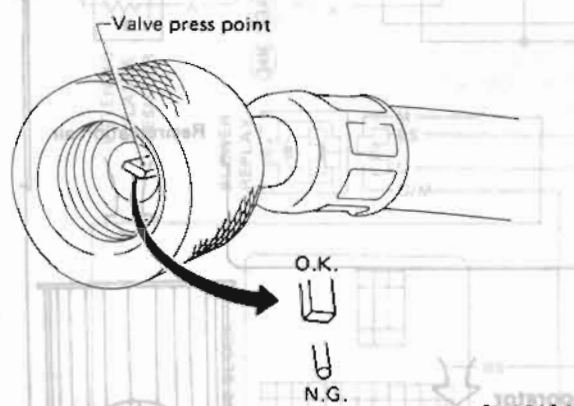
SHA9268

# DISCHARGING, EVACUATING, CHARGING AND CHECKING

## Precautions

### WARNING:

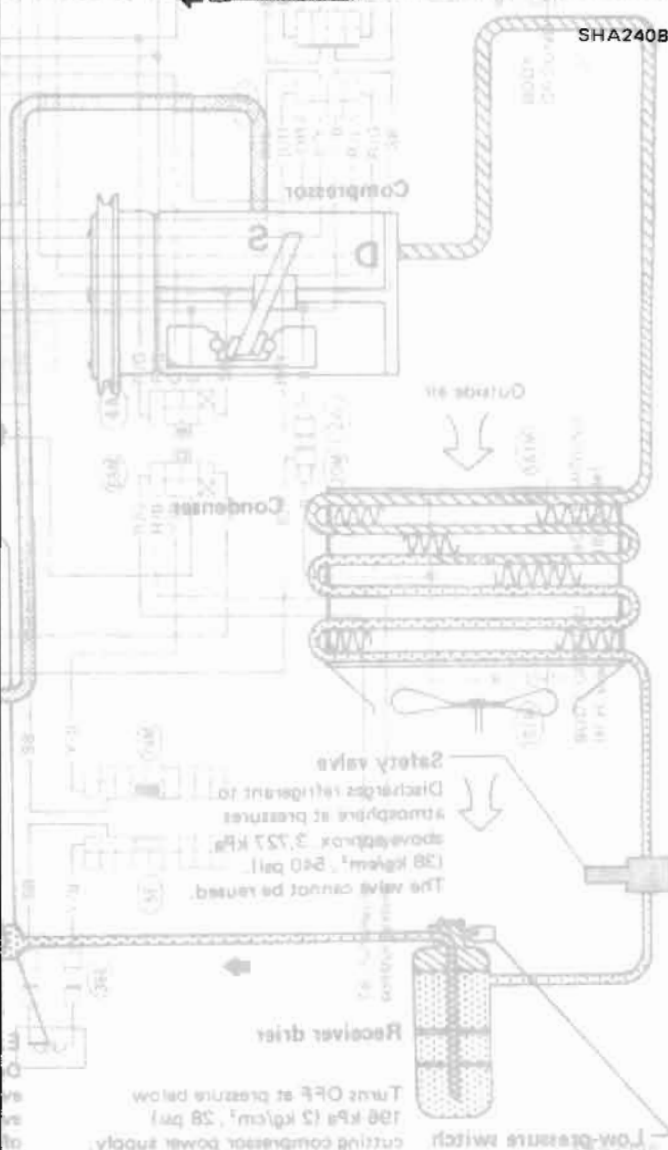
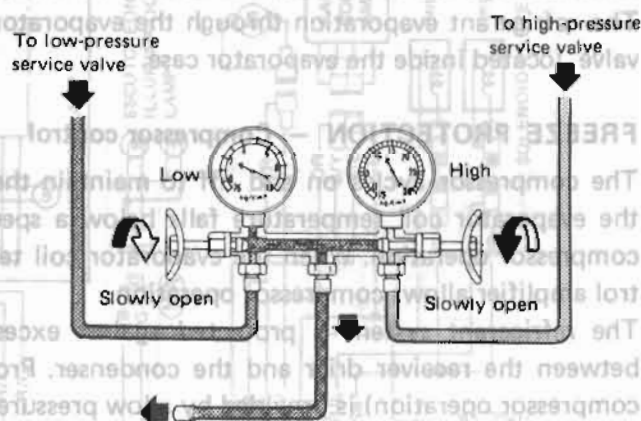
- Always be careful that refrigerant does not come in contact with your skin.
- Always wear eye protection when working around the system.
- Keep refrigerant containers stored below 50°C (122°F) and never drop from high places.
- Work in well-ventilated area because refrigerant gas evaporates quickly and breathing may become difficult due to the lack of oxygen.
- Keep refrigerant away from open flames because poisonous gas will be produced if it burns.
- Do not use steam to clean surface of condenser or evaporator. Be sure to use cold water or compressed air.
- Compressed air must never be used to clean a dirty line. Clean with refrigerant gas.
- Do not use manifold gauge whose press point shape is different. Otherwise, insufficient evacuating may occur.



- Do not over-tighten service valve cap.
- Do not allow refrigerant to rush out. Otherwise, compressor oil will be discharged along with refrigerant.

## Discharging

Slowly open the valves to discharge only refrigerant. If they are opened quickly, compressor oil will also be discharged.

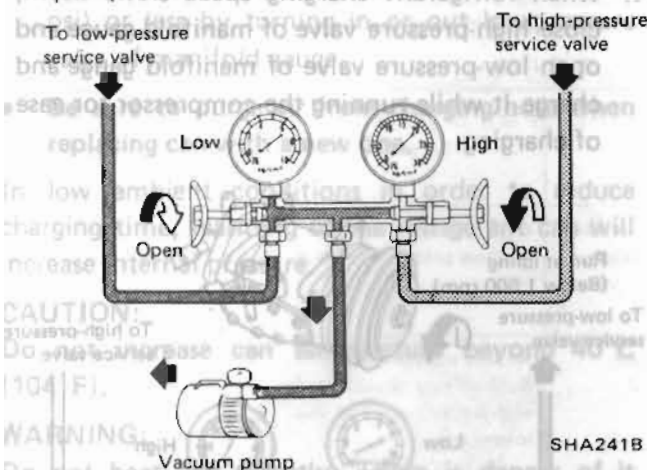




# DISCHARGING, EVACUATING, CHARGING AND CHECKING

## —Evacuating the System—Step one

1. Start pump, then open both valves and run pump for about 5 minutes.



2. When low gauge has reached approx. 101.3 kPa (760 mmHg, 29.92 inHg), completely close both valves of gauge and stop vacuum pump. Let it stand for 5 to 10 minutes in this state and confirm that the reading does not rise.

- a. The low-pressure gauge reads lower by 3.3 kPa (25 mmHg, 0.98 inHg) per 300 m (1,000 ft) elevation. Perform evacuation according to the following table.

Elevation m (ft)	Vacuum of system* kPa (mmHg, inHg)
0 (0)	101.3 (760, 29.92)
300 (1,000)	98.0 (735, 28.94)
600 (2,000)	94.6 (710, 27.95)
900 (3,000)	91.3 (685, 26.97)

\* Values show reading of the low-pressure gauge.

- b. The rate of ascension of the low-pressure gauge should be less than 3.3 kPa (25 mmHg, 0.98 inHg) in five minutes.

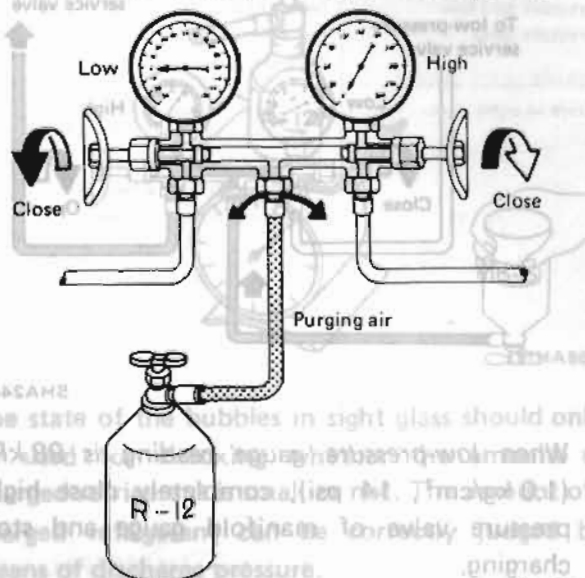
Never charge refrigerant through high-pressure side (discharge side) of system since this will force refrigerant back into refrigerant can and can may explode.

## —Charging—Step one

1. Evacuate refrigerant system.

Refer to "Evacuating the System—Step One".

2. Close manifold gauge valves securely and disconnect charging hose from vacuum pump.
3. Purge air from center charging hose.
  - 1) Connect center charging hose to refrigerant can through can top.
  - 2) Break seal of refrigerant can and purge air.

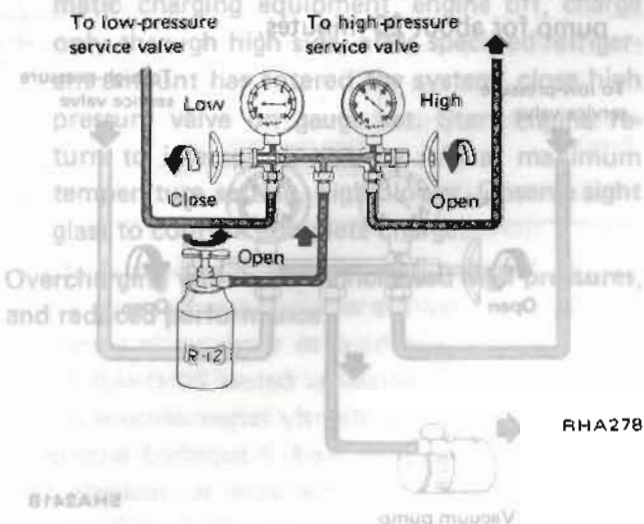


4. Charge refrigerant into system.

### WARNING:

Ensure that engine is off.

- 1) Open high-pressure valve of manifold gauge and charge refrigerant into system.

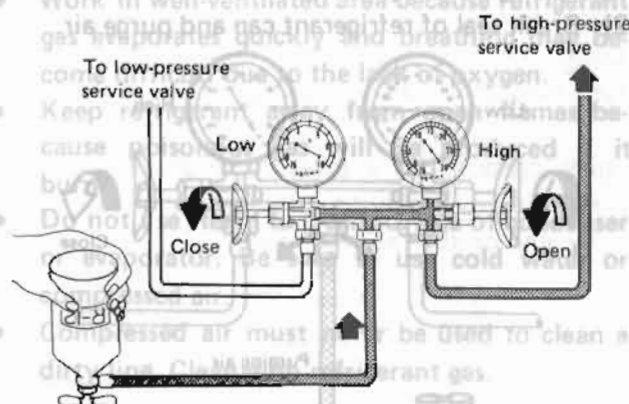


# DISCHARGING, EVACUATING, CHARGING AND CHECKING

## Charging—Step one (Cont'd)

### CAUTION:

If charging liquefied refrigerant into the system with the can turned upside down to reduce charging time, charge refrigerant only through high-pressure (discharge) service valve. After charging, the compressor should always be turned several times manually.

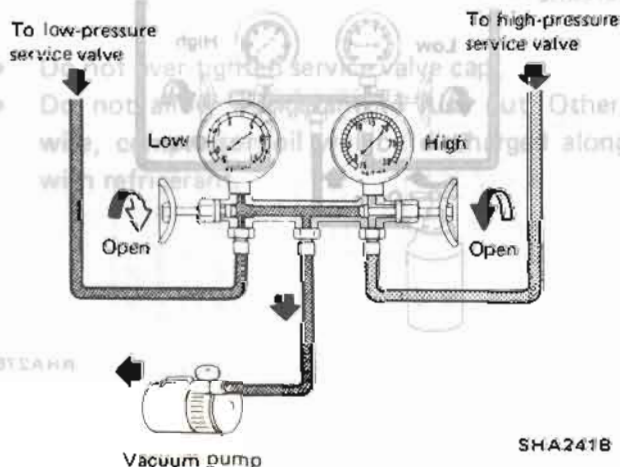


SHA244B

- When low-pressure gauge reading is 98 kPa (1.0 kg/cm<sup>2</sup>, 14 psi), completely close high-pressure valve of manifold gauge and stop charging.

## Evacuating the System—Step two

- Close manifold gauge valve securely and disconnect charging hose from refrigerant can.
- Connect center charging hose to vacuum pump.
- Start pump, then open both valves and run pump for about 20 minutes.

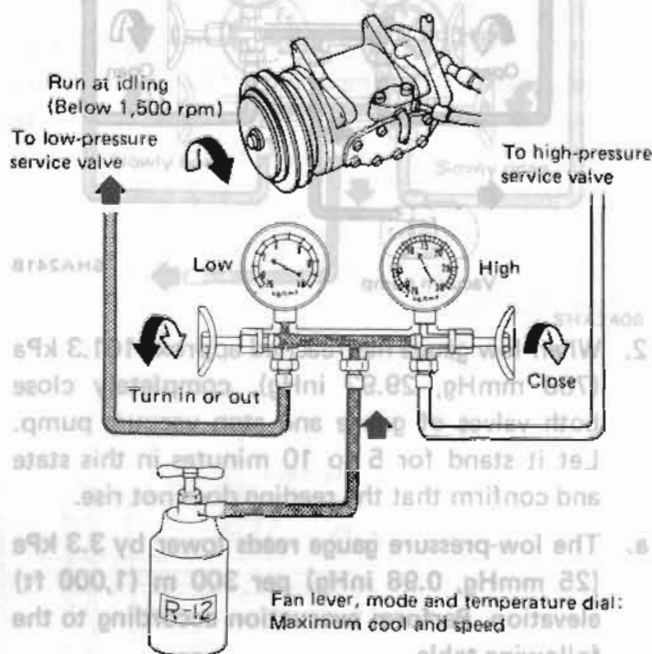


SHA241B

## Charging—Step two

Refer to "Charging—step one" of Nos. 2 through 4.

- When refrigerant charging speed slows down, close high-pressure valve of manifold gauge and open low-pressure valve of manifold gauge and charge it while running the compressor for ease of charging.



SHA245B

- Start Engine — Air conditioning system ON, maximum temperature set, maximum blower speed. Open low-pressure valve on gauge set, with can in upright position, and monitor sight glass. Charge is complete when sight glass is clear.

Cycling clutch systems will produce bubbles in sight glass when clutch engages. Therefore, allow 5 seconds after clutch engages to determine if bubbles continue, and, if so, add refrigerant to clear sight glass.

### WARNING:

Never charge refrigerant through high-pressure side (discharge side) of system since this will force refrigerant back into refrigerant can and can may explode.



# DISCHARGING, EVACUATING, CHARGING AND CHECKING

## Charging—Step two (Cont'd)

6. Charge refrigerant while controlling low-pressure gauge reading at 275 kPa (2.8 kg/cm<sup>2</sup>, 40 psi) or less by turning in or out low-pressure valve of manifold gauge.

- Be sure to purge air from charging hose when replacing can with a new one.

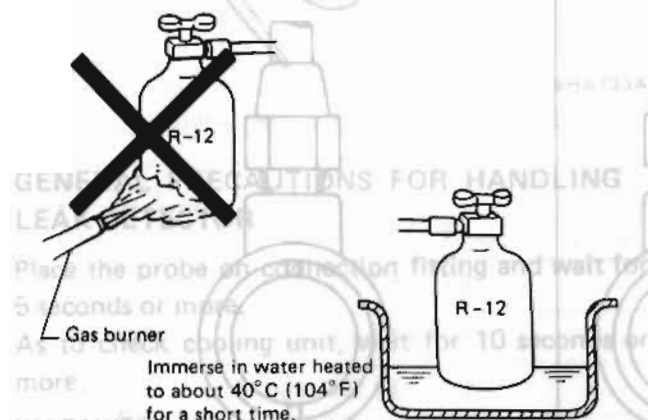
In low ambient conditions in order to reduce charging time, warming of the refrigerant can will increase internal pressure.

### CAUTION:

Do not increase can temperature beyond 40°C (104°F).

### WARNING:

Do not heat can directly. There is danger of it exploding.



RHA556

7. Charge the specified amount of refrigerant into system by weighing charged refrigerant with scale. Overcharging will cause discharge pressure to rise.

Refrigerant amount:

0.9 - 1.1 kg (2.0 - 2.4 lb)



RHA504

The state of the bubbles in sight glass should only be used for checking whether the amount of charged refrigerant is small or not. The amount of charged refrigerant can be correctly judged by means of discharge pressure.

8. After charging, be sure to install valve cap on service valve.
9. Confirm that there are no leaks in system by checking with a leak detector.
  - When refrigerant charging is performed with a charging cylinder, charging station, or automatic charging equipment, engine off, charge only through high side, after specified refrigerant amount has entered the system, close high pressure valve on gauge set. Start engine return to idle speed, operate A/C at maximum temperature setting, high blower. Observe sight glass to confirm complete charge.

Overcharging will result in increased high pressures, and reduced performance.

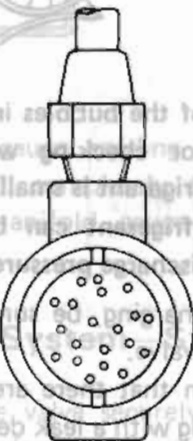
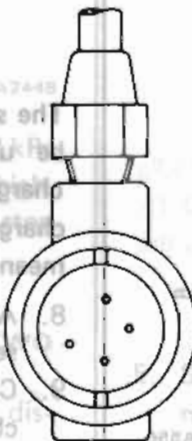
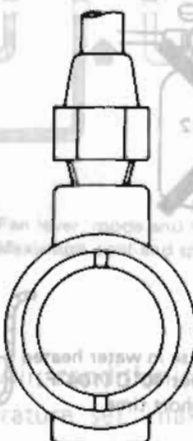
# DISCHARGING, EVACUATING, CHARGING AND CHECKING

## Checking Refrigerant Level

### CONDITION

- Door window: Open
- A/C switch: ON

- TEMP. lever position: Max. COLD
- FAN lever position: 4
- Check sight glass after a lapse of about five minutes.

Amount of refrigerant	Almost no refrigerant	Insufficient	Suitable	Too much refrigerant
Check item				
Temperature of high pressure and low pressure lines.	Almost no difference between high pressure and low pressure side temperature.	High pressure side is warm and low pressure side is fairly cold.	High pressure side is hot and low pressure side is cold.	High pressure side is abnormally hot.
State in sight glass.	Bubbles flow continuously. Bubbles will disappear and something like mist will flow when refrigerant is nearly gone.	The bubbles are seen at intervals of 1 - 2 seconds.	Almost transparent. Bubbles may appear when engine speed is raised and lowered. No clear difference exists between these two conditions.	No bubbles can be seen.
				
	AC256	AC257	AC258	
Pressure of system.	High pressure side is abnormally low.	Both pressure on high and low pressure sides are slightly low.	Both pressures on high and low pressure sides are normal.	Both pressures on high and low pressure sides are abnormally high.
Repair.	Stop compressor immediately and conduct an overall check.	Check for gas leakage, repair as required, replenish and charge system.		Discharge refrigerant from service valve of low pressure side.

a. The bubbles seen through the sight glass are influenced by the ambient temperature. Since the bubbles are hard to show up in comparatively low temperatures below 20°C (68°F), it is possible that a slightly larger amount of refrigerant would be filled, if supplied according to the sight glass. Be sure to recheck the amount when it exceeds 20°C (68°F). In

higher temperature the bubbles are easy to show up.  
b. When the screen in the receiver drier is clogged, the bubbles will appear even if the amount of refrigerant is normal. In this case, the outlet side pipe of the receiver drier becomes considerably cold.



# DISCHARGING, EVACUATING, CHARGING AND CHECKING

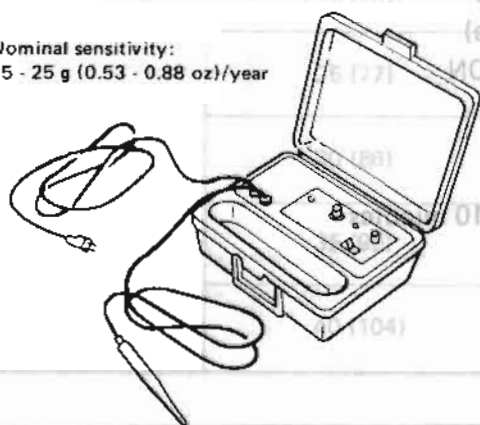
## Checking Refrigerant Leaks

### ELECTRIC LEAK-DETECTOR

The leak detector is a delicate device that detects small amounts of halogen.

In order to use the device properly, read the manufacturer's manuals and perform the specified maintenance and inspections.

Nominal sensitivity:  
15 - 25 g (0.53 - 0.88 oz)/year



SHA733A

### GENERAL PRECAUTIONS FOR HANDLING LEAK DETECTOR

Place the probe on connection fitting and wait for 5 seconds or more.

As to check cooling unit, wait for 10 seconds or more.

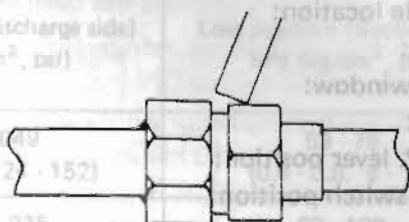
#### WARNING:

As detector's meter moves even slightly, keep the probe as still as possible for one more minute.

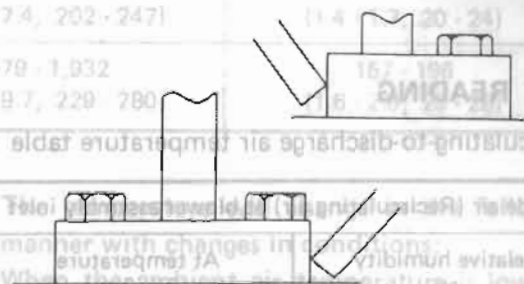
#### NOTICE:

When fixing single bolt flange, place the probe on opposite side of the fitting.

### UNION TYPE



### PLATE TYPE



### MEASUREMENT STANDARD

If any reaction is noted using a detector having a nominal sensitivity of 15 to 25 g (0.53 to 0.88 oz)/year, that portion found leaking must be repaired.

- The nominal sensitivity of the detector is determined under the assumption that all the leaking gas is collected by the detector. Accordingly, the quantity of gas actually leaking can amount to five to ten times the indicated value. Generally speaking, leakage of 150 to 200 g (5.29 to 7.05 oz) of refrigerant can cause insufficient cooling.
- Oil deposited during assembling must be wiped off before inspection. Refrigerant easily dissolves in oil, and the presence of oil can cause an error in measurement. This precaution is important when checking a used vehicle for refrigerant leakage.
- If any trace of oil is noted at and around connection fittings, it is a sure indication that refrigerant is leaking.

# A/C PERFORMANCE TEST (Manual)

## Performance Chart

### TEST CONDITION

Testing must be performed as follows:

Vehicle location:

Indoors or in the shade (in a well ventilated place)

Doors:

Closed

Door window:

Open

Hood:

Open

TEMP. lever position:

Max. COLD

Mode switch position:

(Face)

Recirculation switch position:

RECIRC. ON

FAN speed:

MAX. HI

Engine speed:

1,500 rpm

Time required before starting testing after  
air conditioner starts operating:

More than 10 minutes

### TEST READING

Recirculating-to-discharge air temperature table

Inside air (Recirculating air) at blower assembly inlet		Discharge air temperature at center ventilator °C (°F)
Relative humidity %	At temperature °C (°F)	
50 - 60	20 (68)	4.5 - 5.0 (40 - 41)
	25 (77)	8.6 - 9.5 (47 - 49)
	30 (86)	12.7 - 14.1 (55 - 57)
	35 (95)	16.7 - 18.6 (62 - 65)
	40 (104)	20.8 - 23.1 (69 - 74)
60 - 70	20 (68)	5.0 - 5.5 (41 - 42)
	25 (77)	9.5 - 10.5 (49 - 51)
	30 (86)	14.1 - 15.5 (57 - 60)
	35 (95)	18.6 - 20.5 (65 - 69)
	40 (104)	23.1 - 25.4 (74 - 78)



# A/C PERFORMANCE TEST (Manual)

## Performance Chart (Cont'd)

Ambient air temperature to compressor pressure table

Ambient air		High pressure (Discharge side) kPa (kg/cm <sup>2</sup> , psi)	Low pressure (Suction side) kPa (kg/cm <sup>2</sup> , psi)
Relative humidity %	Air temperature °C (°F)		
50 - 70	20 (68)	853 - 1,049 (8.7 - 10.7, 124 - 152)	59 - 78 (0.6 - 0.8, 9 - 11)
	25 (77)	1,040 - 1,275 (10.6 - 13.0, 151 - 185)	88 - 108 (0.9 - 1.1, 13 - 16)
	30 (86)	1,216 - 1,491 (12.4 - 15.2, 176 - 216)	108 - 137 (1.1 - 1.4, 16 - 20)
	35 (95)	1,393 - 1,706 (14.2 - 17.4, 202 - 247)	137 - 167 (1.4 - 1.7, 20 - 24)
	40 (104)	1,579 - 1,932 (16.1 - 19.7, 229 - 280)	157 - 196 (1.6 - 2.0, 23 - 28)

a. The pressure will change in the following manner with changes in conditions:

- When blower speed is low, discharge pressure will drop.
- When the relative humidity of intake air is low, discharge pressure will drop.

b. The temperature will change in the following manner with changes in conditions:

When the ambient air temperature is low, the outlet air temperature will become low.

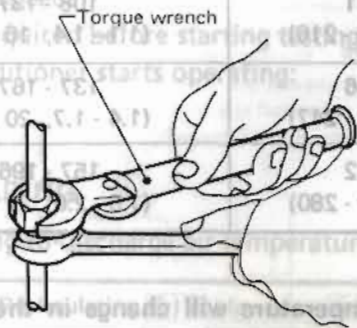
# PRECAUTIONS FOR REFRIGERANT CONNECTION

## WARNING:

Gradually loosen discharge side hose fitting, and remove it after remaining pressure has been released.

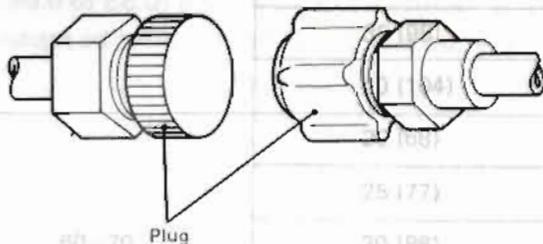
When replacing or cleaning refrigerant cycle components, observe the following.

- Do not leave compressor on its side or upside down for more than 10 minutes, as compressor oil will enter low pressure chamber.
- When connecting tubes, be sure to use a torque wrench.



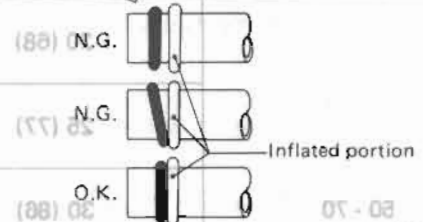
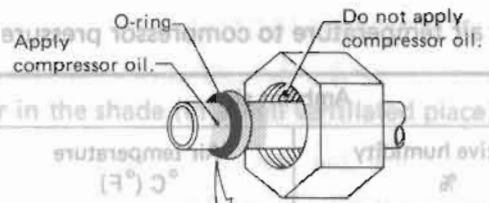
SHA896A

- After disconnecting tubes, plug all openings immediately to prevent entrance of dirt and moisture.



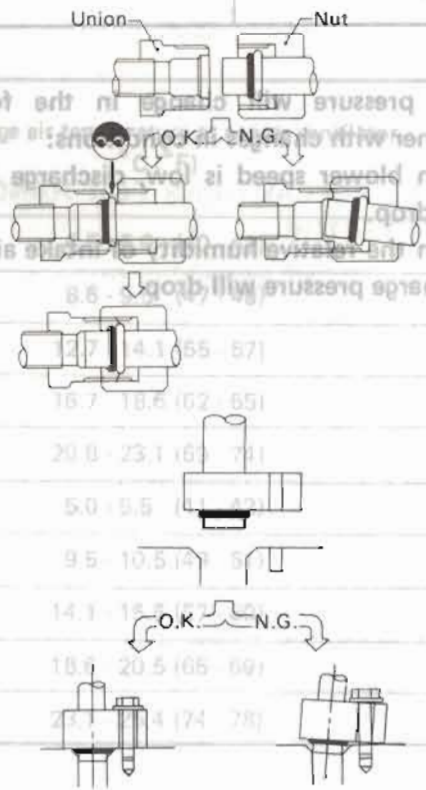
SHA058

- Do not reuse used O-ring.
- When connecting tube, apply compressor oil to portions shown in illustration. Be careful not to apply oil to threaded portion.
- O-ring must be closely attached to inflated portion of tube.



SHA897A

- After inserting tube into union until O-ring is no more visible, tighten nut to specified torque.



SHA898A

- After connecting line, conduct leak test and make sure that there is no leak from connections. When the gas leaking point is found, disconnect that line and replace the O-ring. Check fit for further use and then tighten connections to seal seat for the specified torque.



## Refrigerant Lines



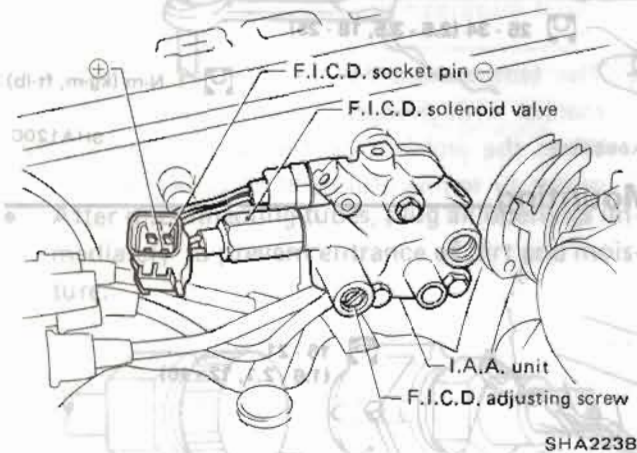
# PIPING, COMPRESSOR MOUNTING AND F.I.C.D.

## Idle Speed Adjusting and Checking

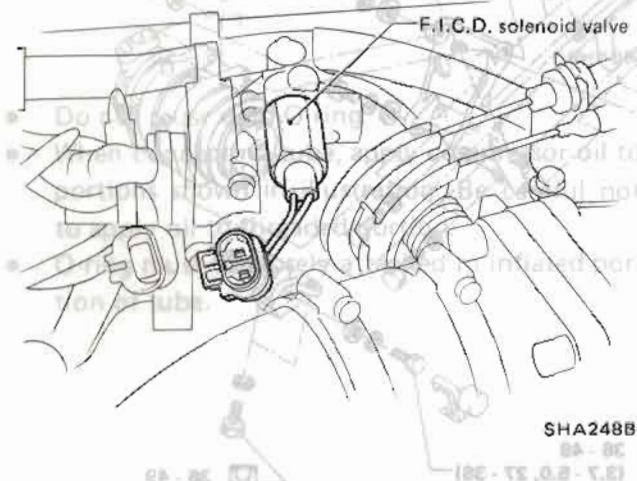
### FAST IDLE CONTROL DEVICE (F.I.C.D.)

1. Run engine until it reaches operating temperature.
2. With air conditioning system OFF (when compressor is not operating), make sure that engine is at correct idle speed.
3. With air conditioning system ON (Recirculation switch at "RECIRC" position, fan control lever at "HI" position), make sure that compressor and F.I.C.D. solenoid valve are functioning properly.
4. For non-turbocharged model, set idle speed at the specified value.  
For turbocharged model, make sure that idle speed is at the specified value. (Non-adjustable)

#### Non-turbocharged model



#### Turbocharged model



### ENGINE IDLING SPEED

Transmission		Non-turbocharged model	Turbocharged model
When A/C is OFF		Refer to MA section.	
M/T	rpm	750 - 850	750 - 850
A/T	rpm	750 - 850 at "D" range	750 - 850 at "D" range



# COMPRESSOR OIL—For DKS-16H (DIESEL-KIKI make)

## Checking and Adjusting

The oil used to lubricate the compressor is circulating with the refrigerant.

Whenever replacing any component of the system or a large amount of gas leakage occurs, add oil to maintain the original amount of oil.

### OIL CAPACITY

Unit: mL (US fl oz, Imp fl oz)

Applied model	All models
Capacity	
Total in system	200 (6.8, 7.0)
Amount of oil which can be drained	130 (4.4, 4.6)*
Compressor (Service parts) charging amount	200 (6.8, 7.0)

\*: All oil cannot be drained from system.

### OIL RETURN OPERATION

Before checking and adjusting oil level, operate compressor at engine idling speed, with controls set for maximum cooling and high blower speed, for 20 to 30 minutes in order to return oil to compressor.

### CHECKING AND ADJUSTING FOR USED COMPRESSOR

1. After oil return operation, stop the engine and discharge refrigerant and then remove compressor from the vehicle.
  2. Remove oil drain plug, drain compressor oil from compressor oil sump and measure the amount.
- Oil is sometimes hard to extract when compressor is cooled. Remove oil while compressor is warm [maintained to 40 to 50°C (104 to 122°F)].
3. If the amount is less than 130 mL (4.4 US fl oz, 4.6 Imp fl oz), some refrigerant may have leaked out. Conduct leak tests on connections of each system, and if necessary, repair or replace faulty parts.

4. Check the purity of the oil and then adjust oil level following the procedure below.

(a) When oil is clean;

Unit: mL (US fl oz, Imp fl oz)

Amount of oil drained	Adjusting procedure
Above 130 (4.4, 4.6)*	Oil level is right. Pour in same amount of oil as was drained out.
Below 130 (4.4, 4.6)	Oil level may be low. Pour in 130 mL (4.4 US fl oz, 4.6 Imp fl oz) of oil.

\*: If amount of oil drained is much greater than under normal circumstances, flush air conditioner system with refrigerant. Then pour in 200 mL (6.8 US fl oz, 7.0 Imp fl oz) of oil into air conditioner system.

- (b) When oil contains chips or foreign material;  
After air conditioner system has been flushed with refrigerant, replace receiver drier. Then pour in 200 mL (6.8 US fl oz, 7.0 Imp fl oz) of oil into air conditioner system.

### CHECKING AND ADJUSTING FOR COMPRESSOR REPLACEMENT

200 mL (6.8 US fl oz, 7.0 Imp fl oz) of oil is charged in compressor (service parts). So it is necessary to drain the proper amount of oil from new compressor. Follow the procedure below.

1. After oil return operation, drain compressor oil from used compressor and measure the amount.  
(It is the same procedure as CHECKING AND ADJUSTING FOR USED COMPRESSOR.)

# COMPRESSOR OIL—For DKS-16H (DIESEL-KIKI make)

## Checking and Adjusting (Cont'd)

2. Check the purity of the oil and then adjust oil level following the procedure below.

(a) Oil is clean;

Unit: mL (US fl oz, Imp fl oz)

Amount of oil drained from used compressor	Draining amount of oil from new compressor
Above 130 (4.4, 4.6)*	200 (6.8, 7.0) — [Amount of oil drained + 25 (0.8, 0.9)]
Below 130 (4.4, 4.6)	130 (4.4, 4.6)

\*: If amount of oil drained is much greater than under normal circumstances, flush air conditioner system with refrigerant. Then install new compressor. [200 mL (6.8 US fl oz, 7.0 Imp fl oz) of oil is changed compressor service parts.]

Example:

Unit: mL (US fl oz, Imp fl oz)

Amount of oil drained from used compressor	Draining amount of oil from new compressor
145 (4.9, 5.1)	30 (1.0, 1.1)
95 (3.2, 3.3)	130 (4.4, 4.6)

- (b) When oil contains chips or foreign material;  
After air conditioner system has been flushed with refrigerant, replace receiver drier. Then install new compressor. [200 mL (6.8 US fl oz, 7.0 Imp fl oz) of oil is charged in compressor service parts.]



The oil used to lubricate the compressor is circulating with the refrigerant. Whenever replacing any component of the system or a large amount of gas leakage occurs, add oil to maintain the original amount of oil.

OIL CAPACITY
Applied model
Unit: mL (US fl oz, Imp fl oz)
All models
Capacity
Total in system
Amount of oil which can be drained
Compressor (Service parts) charging amount

\*: All oil cannot be drained from system.

## OIL RETURN OPERATION

Before checking and adjusting oil level, operate compressor at engine idling speed with controls set for maximum cooling and high blower speed, for 20 to 30 minutes in order to return oil to compressor.

## CHECKING AND ADJUSTING FOR USED COMPRESSOR

- After oil return operation stop the engine and discharge refrigerant and then remove compressor from the vehicle.
  - Remove oil drain plug drain compressor oil from compressor oil sump and measure the amount.
  - If the amount is less than 130 mL (4.4 US fl oz, 4.6 Imp fl oz), some refrigerant may have leaked out. Conduct leak tests on connections of each system and if necessary repair or replace faulty parts.
- Oil is sometimes hard to extract when compressor is cooled. Remove oil while compressor is warm [maintained to 40 to 50°C (104 to 122°F)].



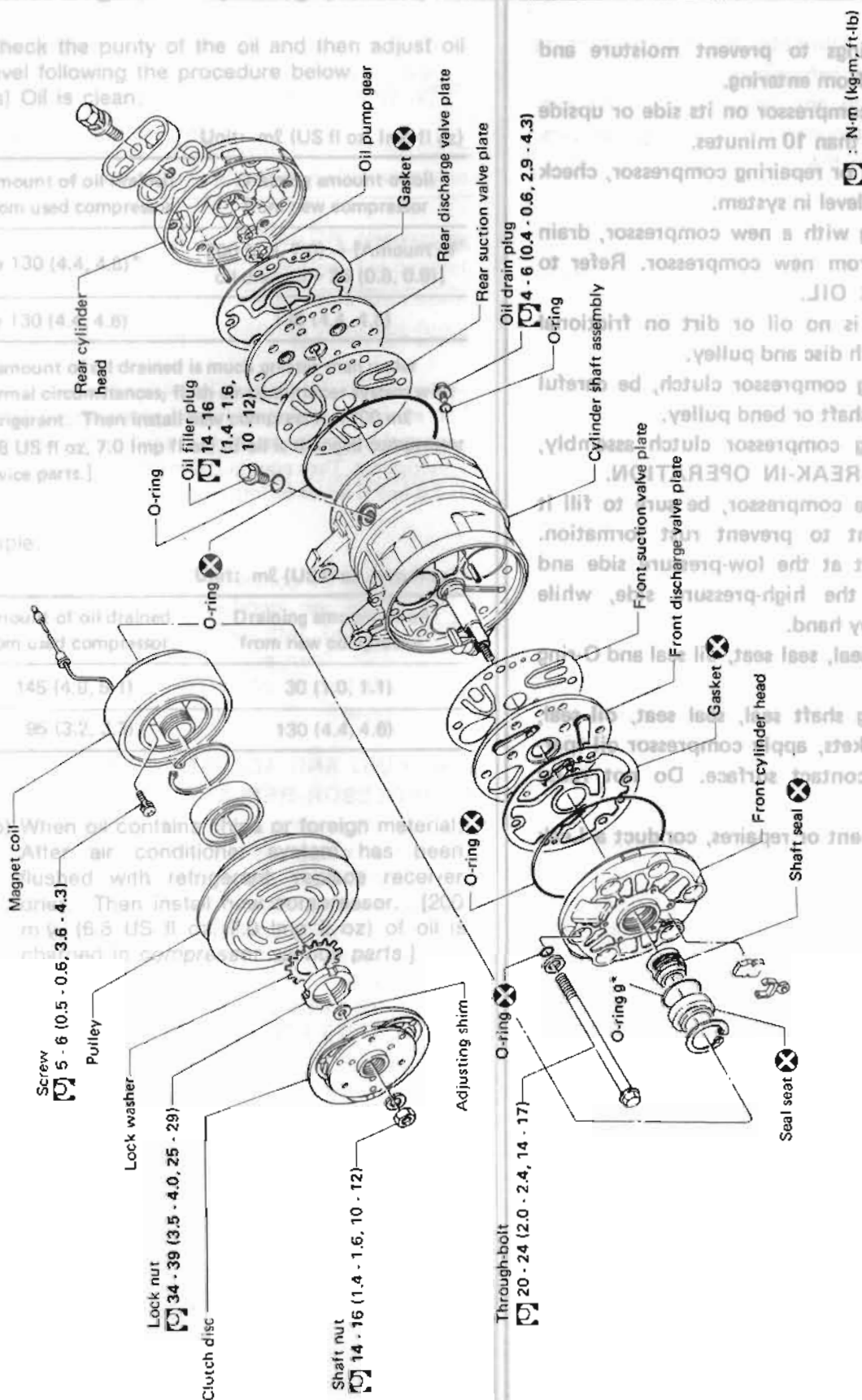
### Compressor Clutch

- [illegible]

Check the appearance of the pulley assembly. If the contact surface of the pulley shows signs of excessive grooving due to slippage, both the pulley and drive shaft should be replaced. The contact surface of the pulley assembly should be cleaned with a suitable solvent before re-installation.

Check for loose connection or cracked insula

# COMPRESSOR—Model DKS-16H (DIESEL-KIKI make)



Ⓜ : N·m (kg·m, ft·lb)

SHA908B



# COMPRESSOR—Model DKS-16H (DIESEL-KIKI make)

## Compressor Clutch

### REMOVAL

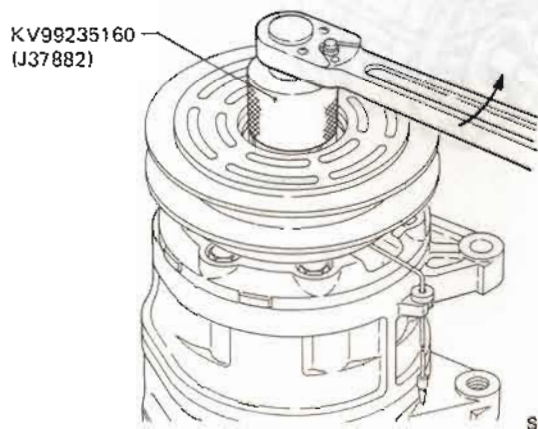
- When removing shaft nut, hold clutch disc with clutch disc wrench.



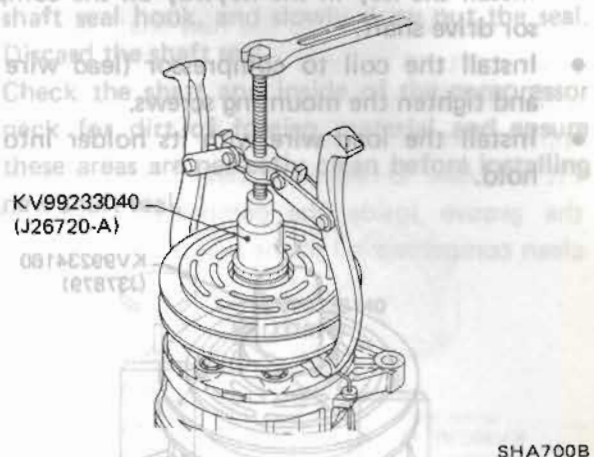
- Using clutch disc puller, clutch disc can be removed easily.



- Bend down pawl of lock washer.
- When removing pulley, remove lock nut with nut wrench.



- Remove the pulley by hand. If difficult, use puller pilot.



### INSPECTION

#### Clutch disc

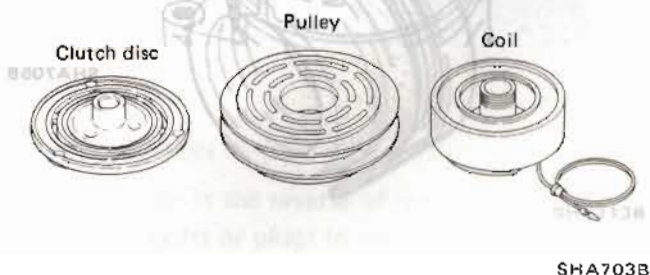
If the contact surface shows signs of damage due to excessive heat, the drive plate and pulley should be replaced.

#### Pulley

Check the appearance of the pulley assembly. If the contact surface of the pulley shows signs of excessive grooving due to slippage, both the pulley and drive plate should be replaced. The contact surfaces of the pulley assembly should be cleaned with a suitable solvent before re-installation.

#### Coil

Check coil for loose connection or cracked insulation.

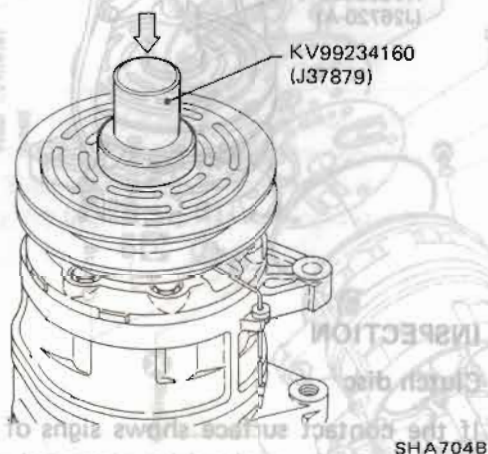


# COMPRESSOR—Model DKS-16H (DIESEL-KIKI make)

## Compressor Clutch (Cont'd)

### INSTALLATION

- Install the key in the keyway on the compressor drive shaft.
- Install the coil to compressor (lead wire up) and tighten the mounting screws.
- Install the load wire with its holder into the hold.



- Install lock washer and nut with nut wrench.
- Bend one pawl of the lock washer up against the nut to prevent the nut from loosening.

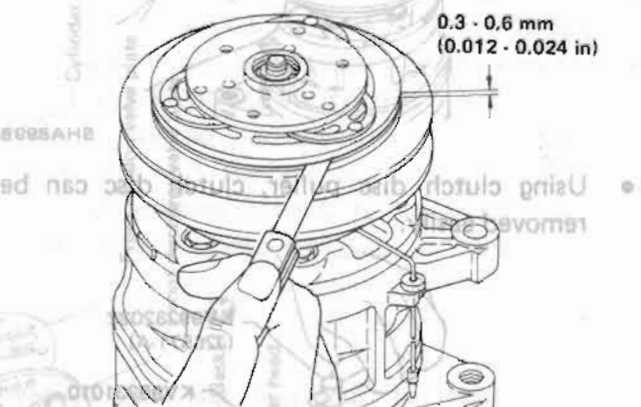


- Check to ensure that the clutch clearance is between 0.3 to 0.6 mm (0.012 to 0.024 in). Adjust the clearance using shim(s) as necessary.

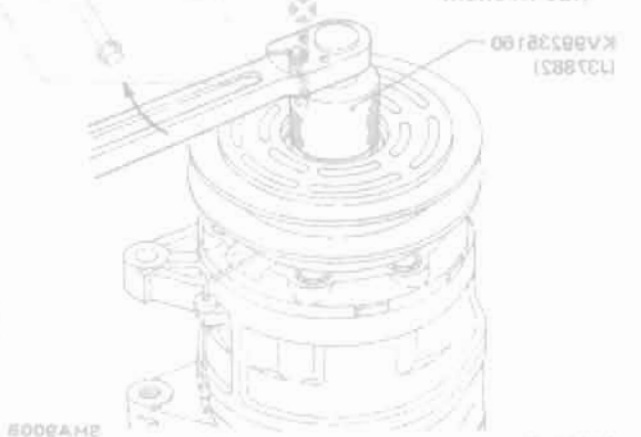
### BREAKE-IN OPERATION

When replacing compressor clutch assembly, do not forget break-in operation, accomplished by engaging and disengaging the clutch about thirty times.

Break-in operation raises the level of transmitted torque.



- Bend down pawl of lock washer.
- When removing pulley, remove lock nut with nut wrench.





# COMPRESSOR—Model DKS-16H (DIESEL-KIKI make)

## Shaft Seal Assembly

The shaft seal assembly is a precision-part, with it's critical parts finished to extremely close tolerances and, as such, must be handled with great care. Its slip face demands particularly careful handling.

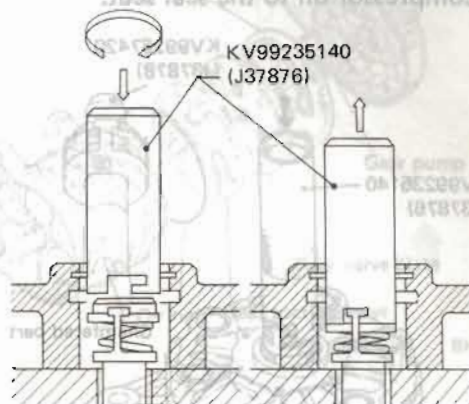
### REMOVAL

- Remove the magnetic clutch assembly, as outlined in "REMOVAL" of Compressor Clutch.
- Using Internal Snap Ring Pliers, remove the seal seat/compressor snap ring.
- Remove and discard seal seat.
- Using a suitable piece of wire, remove the O-ring from the inside groove of the shaft seal housing. Discard the O-ring.



SHA710B

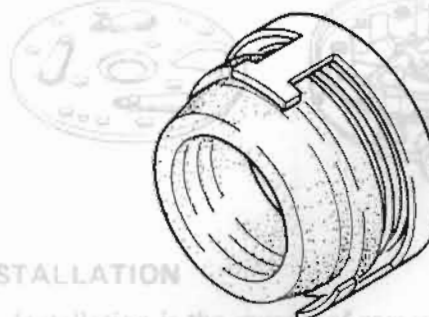
- Remove the shaft seal as follows: Turning clockwise, engage the remover hook with the shaft seal hook, and slowly draw out the seal. Discard the shaft seal.
- Check the shaft and inside of the compressor neck for dirt or foreign material and ensure these areas are perfectly clean before installing new shaft seal.



SHA712B

### INSPECTION

- Shaft seal assembly should not be reused. Always use a new shaft seal kit on reassembling the compressor. Be extremely careful to ensure that the face of the shaft of the shaft seal to be installed is not scratched or damaged in any way. Make sure the seal seat and shaft seal are free of lint and dirt that could damage the shaft seal surface.



SHA721B

### INSTALLATION

- Installation is the reverse of removal.
- Tighten bolts or plugs to specified torques.

SHA713B

# COMPRESSOR—Model DKS-16H (DIESEL-KIKI make)

## Shaft Seal Assembly (Cont'd)

### INSTALLATION

Clean the sealed section of the compressor. Apply clean compressor oil to the new shaft seal and the drive shaft. If the slip faces are dirty, clean them with thinners and after drying the cleaned faces, apply clean compressor oil.

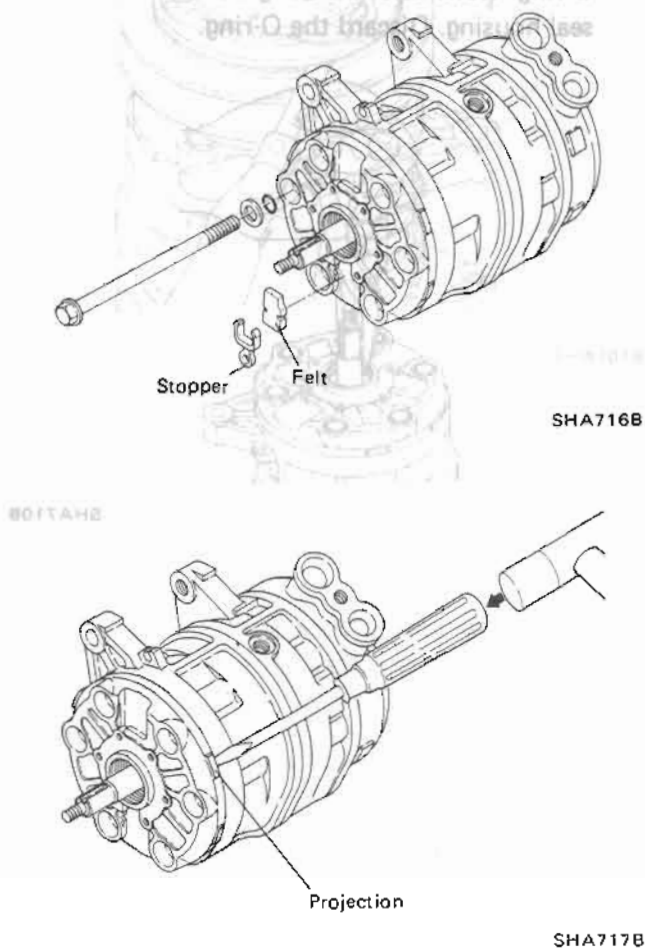
Fit the new O-ring with clean compressor oil to the groove inside the compressor neck. Apply clean compressor oil to the seal seat.



## Cylinder Heads (Front & rear)

### DISASSEMBLY

- Remove the compressor clutch assembly, as outlined in "REMOVAL" of Compressor Clutch.
- Remove the oil filler plug and drain plug, and then draw out the oil.
- Remove the shaft seal assembly, as outlined in "REMOVAL" of Shaft Seal Assembly.
- Remove the felt, stopper and six through-bolts securing the head, using a wrench.
- Alternately tap four projections on the circumference of the front head with a screwdriver and a plastic mallet, and remove the front cylinder head.

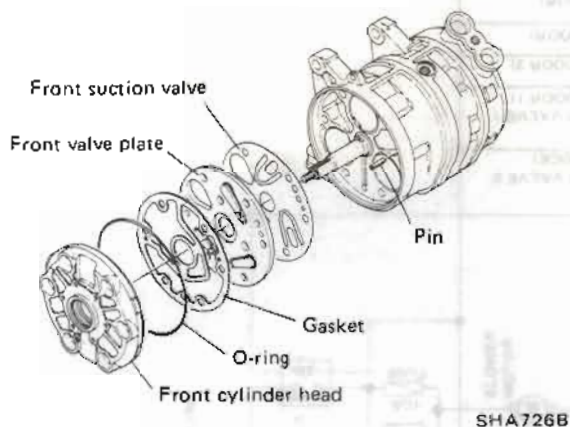




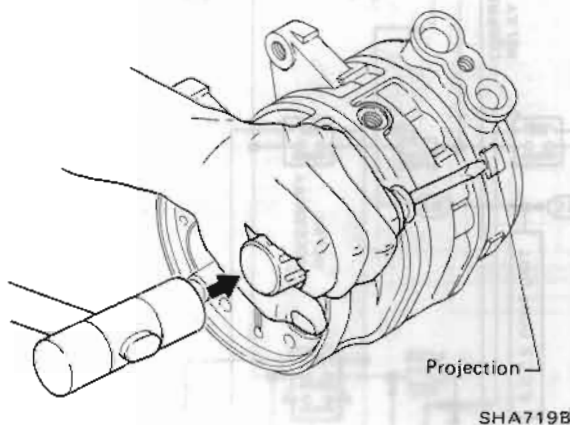
# COMPRESSOR—Model DKS-16H (DIESEL-KIKI make)

## Cylinder Heads (Front & rear) (Cont'd)

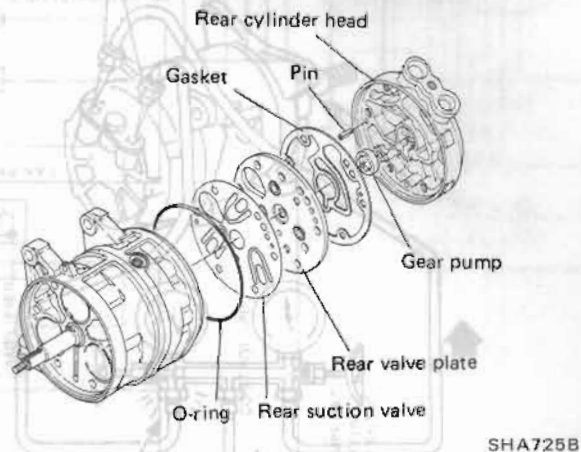
- Remove and discard the O-ring from the front cylinder head.
- Remove all gasket material from the front cylinder head and front valve plate.



- Alternately tap four projections on the circumference of the rear head with a screwdriver and a plastic mallet, and remove the rear cylinder head.

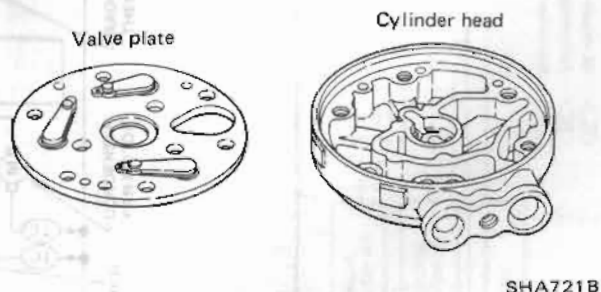


- Remove the gear pump from the rear cylinder head or drive shaft end.  
Remove all gasket material from the rear cylinder head and rear valve plate.  
Remove and discard the O-ring from the rear side of the cylinder shaft assembly.



### INSPECTION

Check the front and rear valve plates for scratched, bent or otherwise damaged parts. Inspect both cylinder heads and both valve plate assemblies for nicks or burrs on the sealing surfaces. Clean, or replace if badly damaged. Make sure that all passages in the valve plate are unobstructed. If either the cylinder head or valve plate is cracked, it must be replaced.



### INSTALLATION

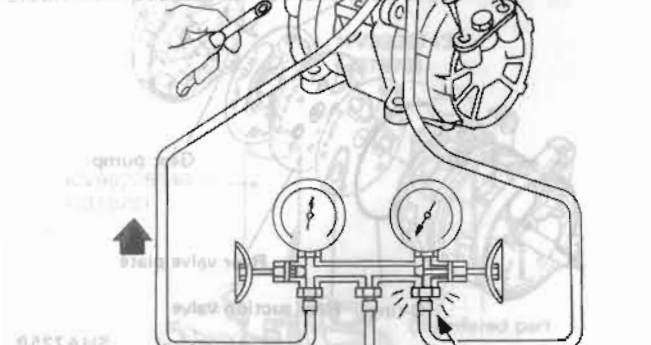
- Installation is the reverse of removal.
- Tighten bolts or plugs to specified torques.

# COMPRESSOR—Model DKS-16H (DIESEL-KIKI make)

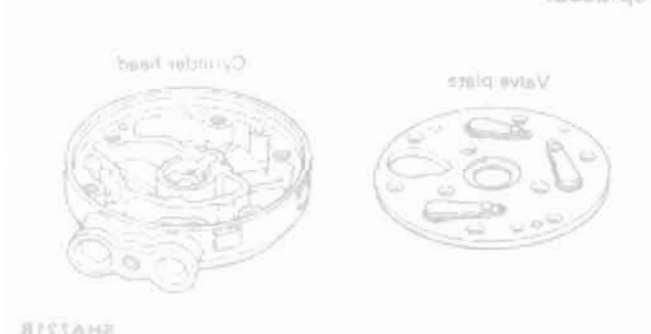
## Leak Test

- Charge refrigerant from suction side and evacuate air from discharge side. Then conduct leak test.

Remove all gasket material from the front cylinder head and rear valve plate. Remove the O-ring from the rear side of the cylinder head assembly. Apply clean compressor oil to the O-ring groove in the rear valve plate. Apply clean compressor oil to the O-ring groove in the front cylinder head.



Check the front and rear valve plate for scratches, dirt or otherwise damaged parts. Inspect both cylinder heads and both valve plate assemblies for nicks or burrs on the sealing surfaces. Clean, or replace if badly damaged. Make sure that all passages in the valve plate are unobstructed. If either the cylinder head or valve plate is cracked, it must be replaced.



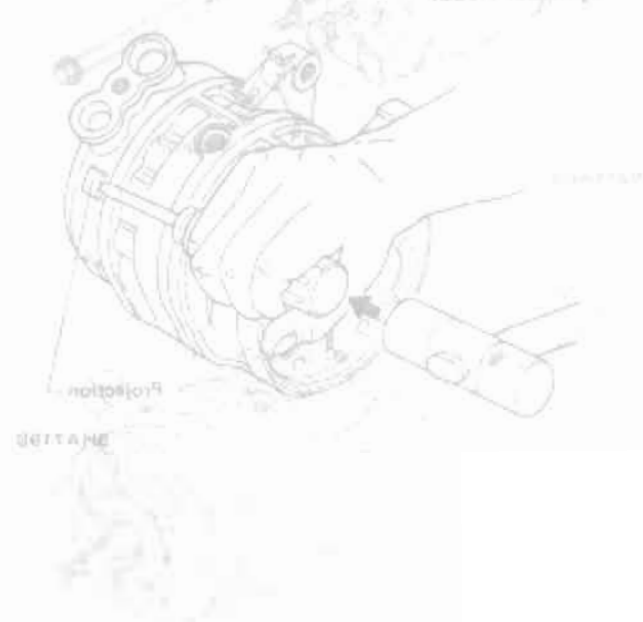
## INSTALLATION

- Tighten bolts or pins to specified torques.
- Installation is the reverse of removal.

- Remove and discard the O-ring from the front cylinder head.
- Remove all gasket material from the front cylinder head and front valve plate.

- Remove the filler plug and the O-ring from the front valve plate.
- Remove the O-ring from the front valve plate.
- Remove the O-ring from the front valve plate.
- Remove the O-ring from the front valve plate.
- Remove the O-ring from the front valve plate.

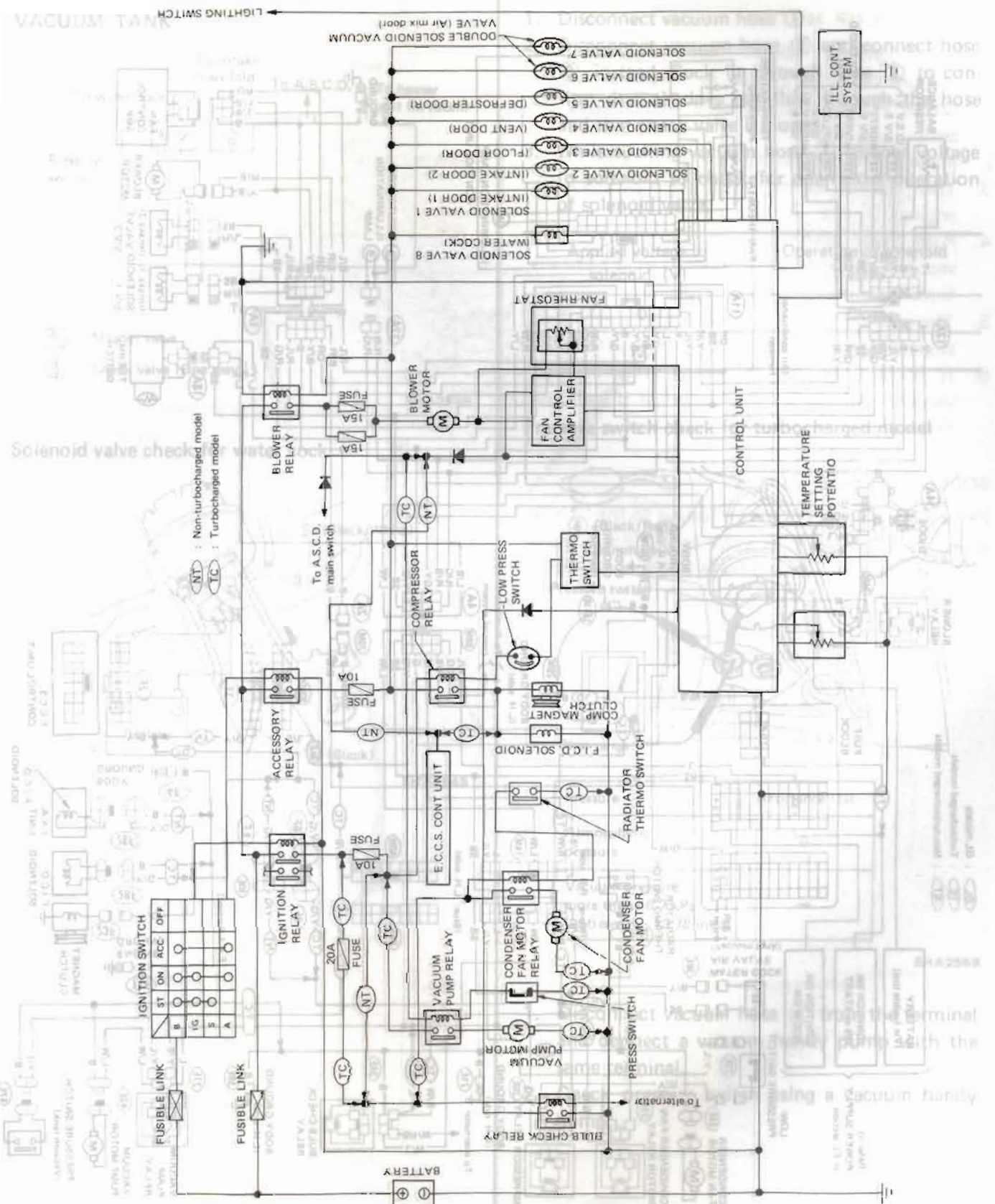
- Alternatively tap four projections on the circumference of the rear head with a screwdriver and a plastic mallet, and remove the rear cylinder head.





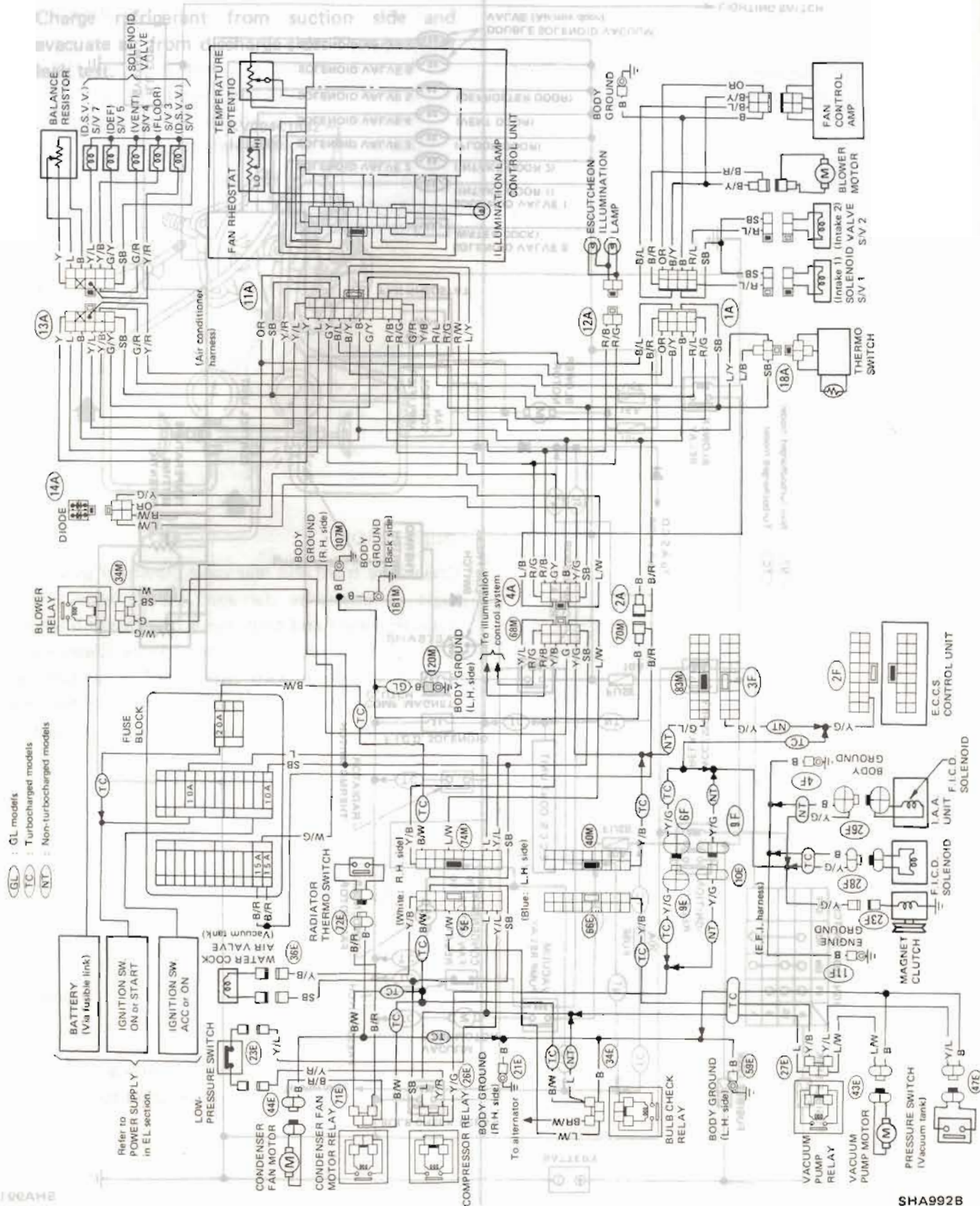
# A/C ELECTRICAL CIRCUIT (Manual)

## Schematic



SHA991B

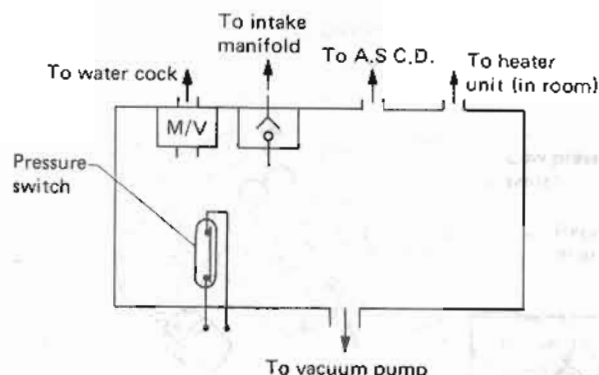
### Wiring Diagram





## Inspection

### VACUUM TANK

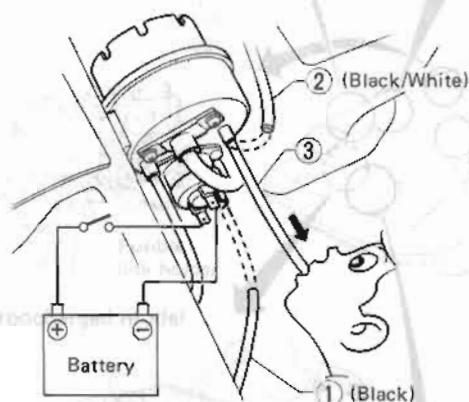


: Magnet valve

: Check valve (One way ↓)

SHA253B

### Solenoid valve check for water cock

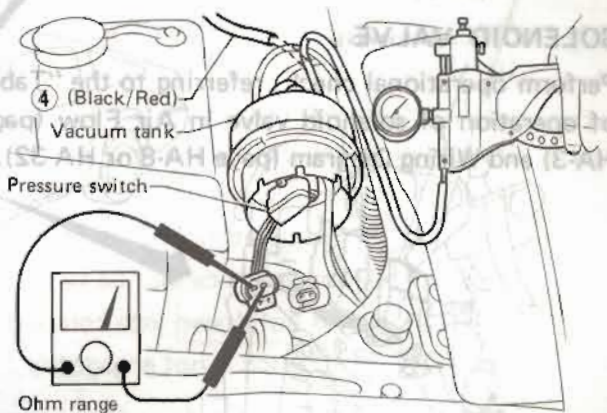


SHA254B

1. Disconnect vacuum hose ①.
2. Disconnect vacuum hose ② and connect hose ③ instead. Suck in through hose ③ to confirm that air does not flow through the hose and that check valve is closed.
3. While sucking vacuum hose ③, change voltage to solenoid to check for open-close operation of solenoid valve.

Applied voltage to solenoid (V)	Operation of solenoid valve
0	Close
12	Open

### Pressure switch check for turbocharged model



Pressure	Resistance ( $\Omega$ )
Atmospheric pressure	0
Vacuum pressure more than 46.7 kPa (350 mmHg, 13.78 inHg)	$\infty$

SHA255B

1. Disconnect vacuum hose ④ from the terminal and connect a vacuum handy pump with the same terminal.
2. Check pressure switch using a vacuum handy pump.

# A/C ELECTRICAL COMPONENTS (Manual)

## Inspection (Cont'd)

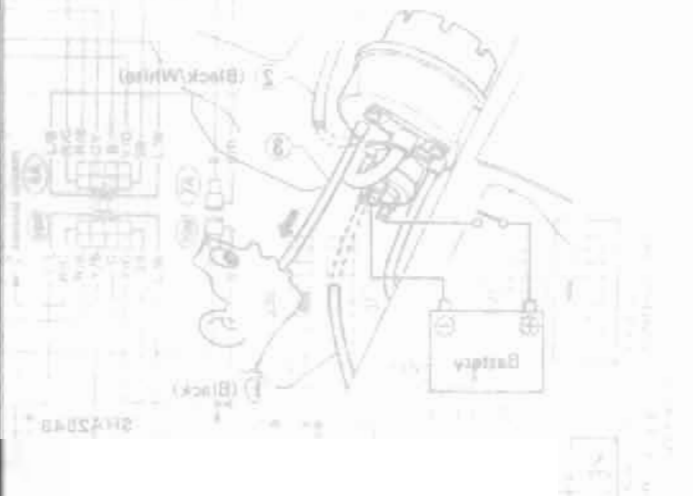
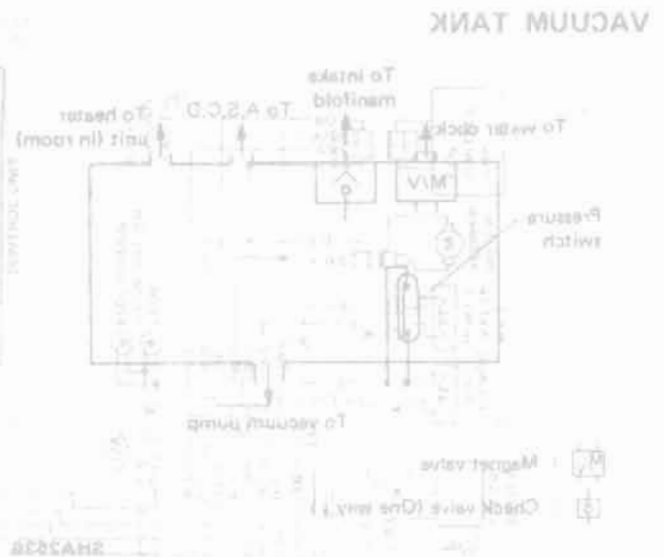
### VACUUM PUMP MOTOR

1. Turn ignition switch "OFF". Disconnect vacuum hose ④ (Refer to "Pressure Switch Check") from vacuum tank and connect it again.
2. Make sure air conditioner switch is "OFF".
3. Turn ignition switch "ON" (Do not start the engine).
4. Push cruise control main switch to make sure vacuum pump starts. (A sound should be heard from the pump.)
5. The vacuum pump is operating properly if it stops within 20 seconds after it has started.
6. If it fails to stop within 20 seconds, and vacuum hoses are in good order, it is malfunctioning.

### SOLENOID VALVE

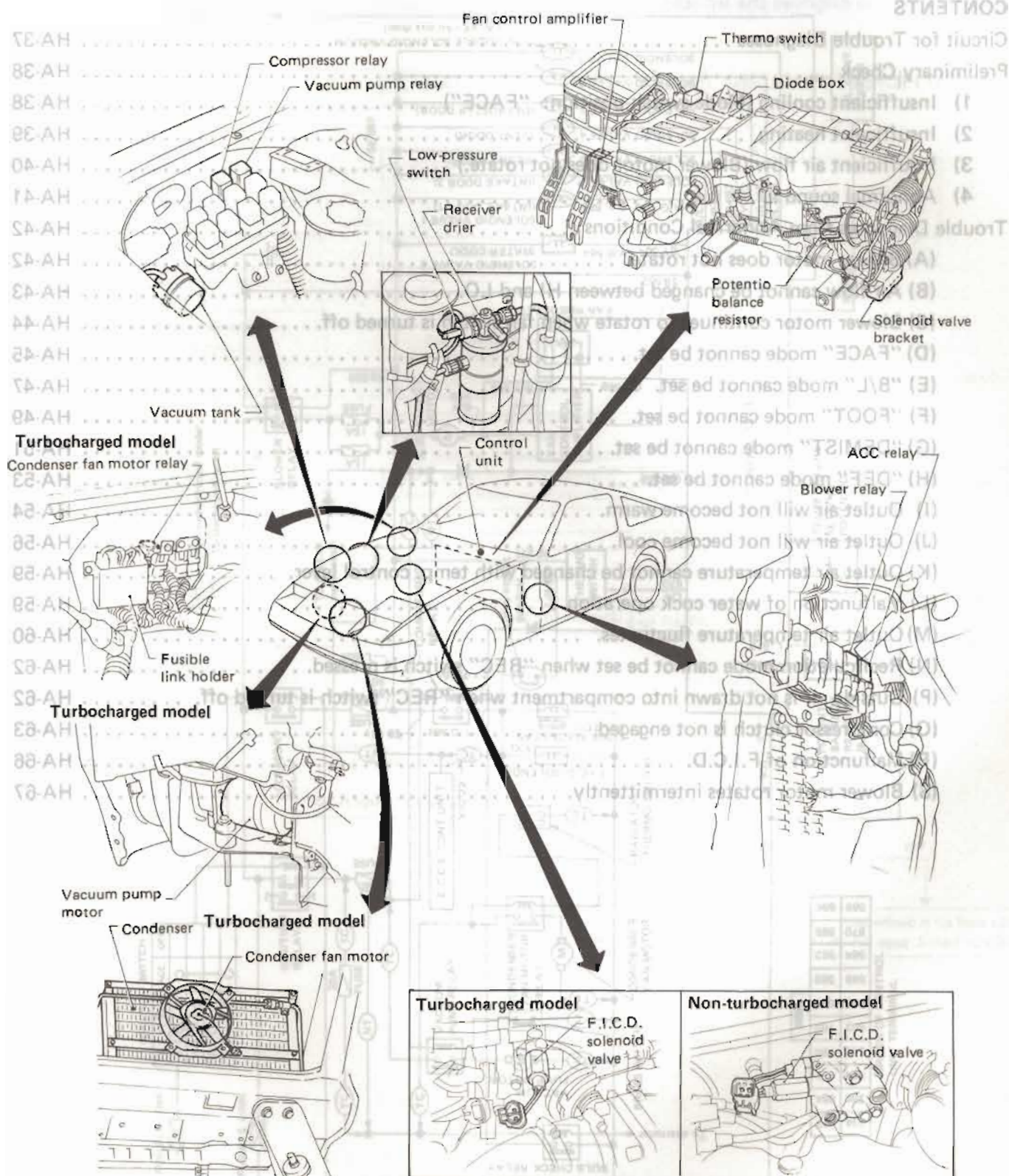
Perform operational check, referring to the "Table of operation of solenoid valve in Air Flow (page HA-3) and Wiring Diagram (page HA-8 or HA-32).

Pressure	Reference (12)
Atmospheric pressure	0
Vacuum pressure	Vacuum pressure more than 48.7 kPa (380 mmHg, 29 inHg)





# LOCATION OF A/C ELECTRICAL COMPONENTS (Manual)



SHA997B

## CONTENTS

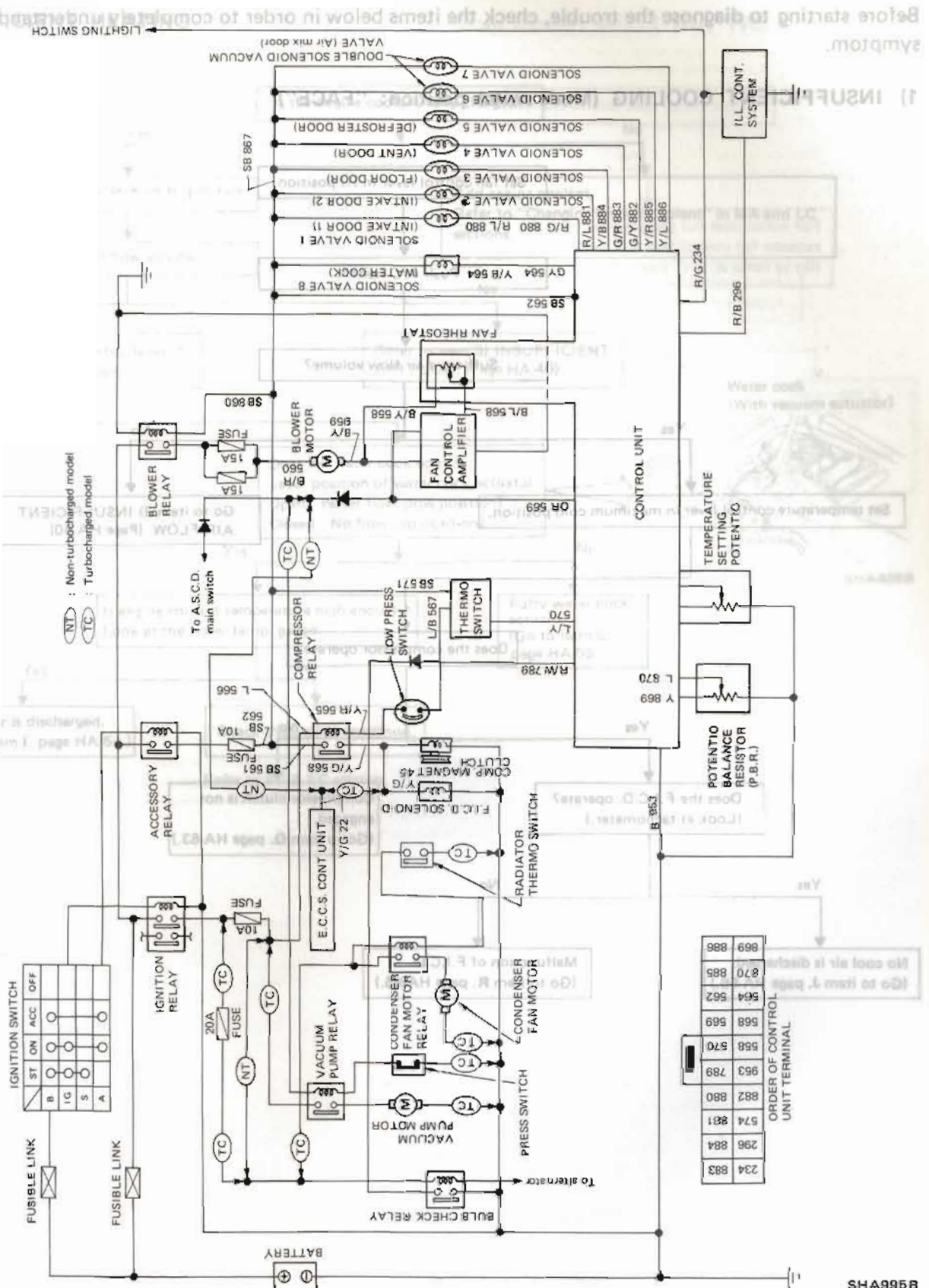
Circuit for Trouble Diagnoses	HA-37
Preliminary Check	HA-38
1) Insufficient cooling (Mode switch position: "FACE")	HA-38
2) Insufficient heating	HA-39
3) Insufficient air flow (Blower motor does not rotate.)	HA-40
4) Abnormal sound	HA-41
Trouble Diagnoses from Abnormal Conditions	HA-42
(A) Blower motor does not rotate.	HA-42
(B) Air flow cannot be changed between HI and LO.	HA-43
(C) Blower motor continues to rotate when fan switch is turned off.	HA-44
(D) "FACE" mode cannot be set.	HA-45
(E) "B/L" mode cannot be set.	HA-47
(F) "FOOT" mode cannot be set.	HA-49
(G) "DEMIST" mode cannot be set.	HA-51
(H) "DEF" mode cannot be set.	HA-53
(I) Outlet air will not become warm.	HA-54
(J) Outlet air will not become cool.	HA-56
(K) Outlet air temperature cannot be changed with temp. control lever.	HA-59
(L) Malfunction of water cock operation	HA-59
(M) Outlet air temperature fluctuates.	HA-60
(N) Recirculation mode cannot be set when "REC" switch is pressed.	HA-62
(P) Outside air is not drawn into compartment when "REC" switch is turned off.	HA-62
(Q) Compressor clutch is not engaged.	HA-63
(R) Malfunction of F.I.C.D.	HA-66
(S) Blower motor rotates intermittently.	HA-67





# TROUBLE DIAGNOSES (Manual)

## Circuit for Trouble Diagnoses

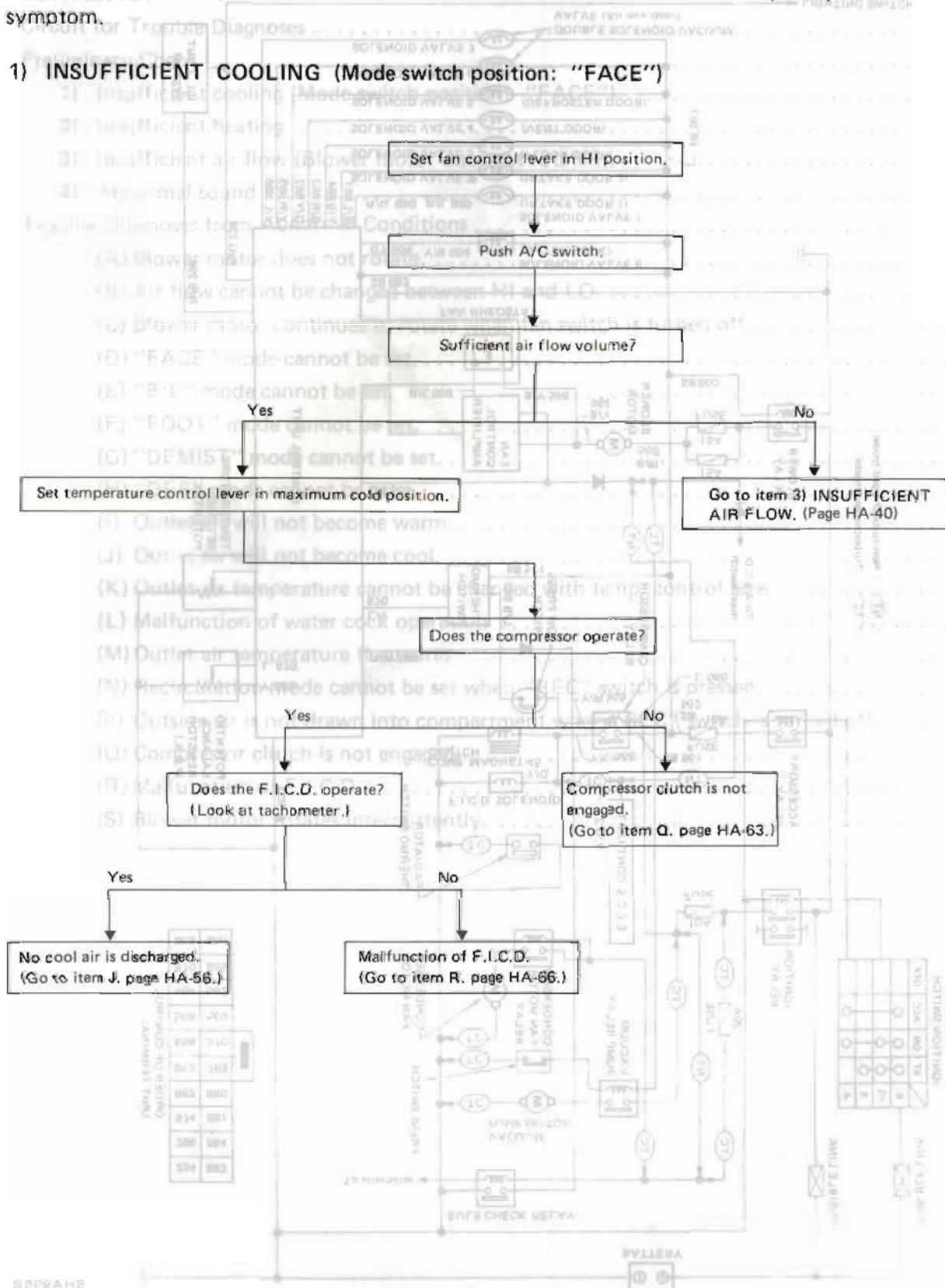


# TROUBLE DIAGNOSES (Manual)

## Preliminary Check

Before starting to diagnose the trouble, check the items below in order to completely understand the trouble symptom.

### 1) INSUFFICIENT COOLING (Mode switch position: "FACE")

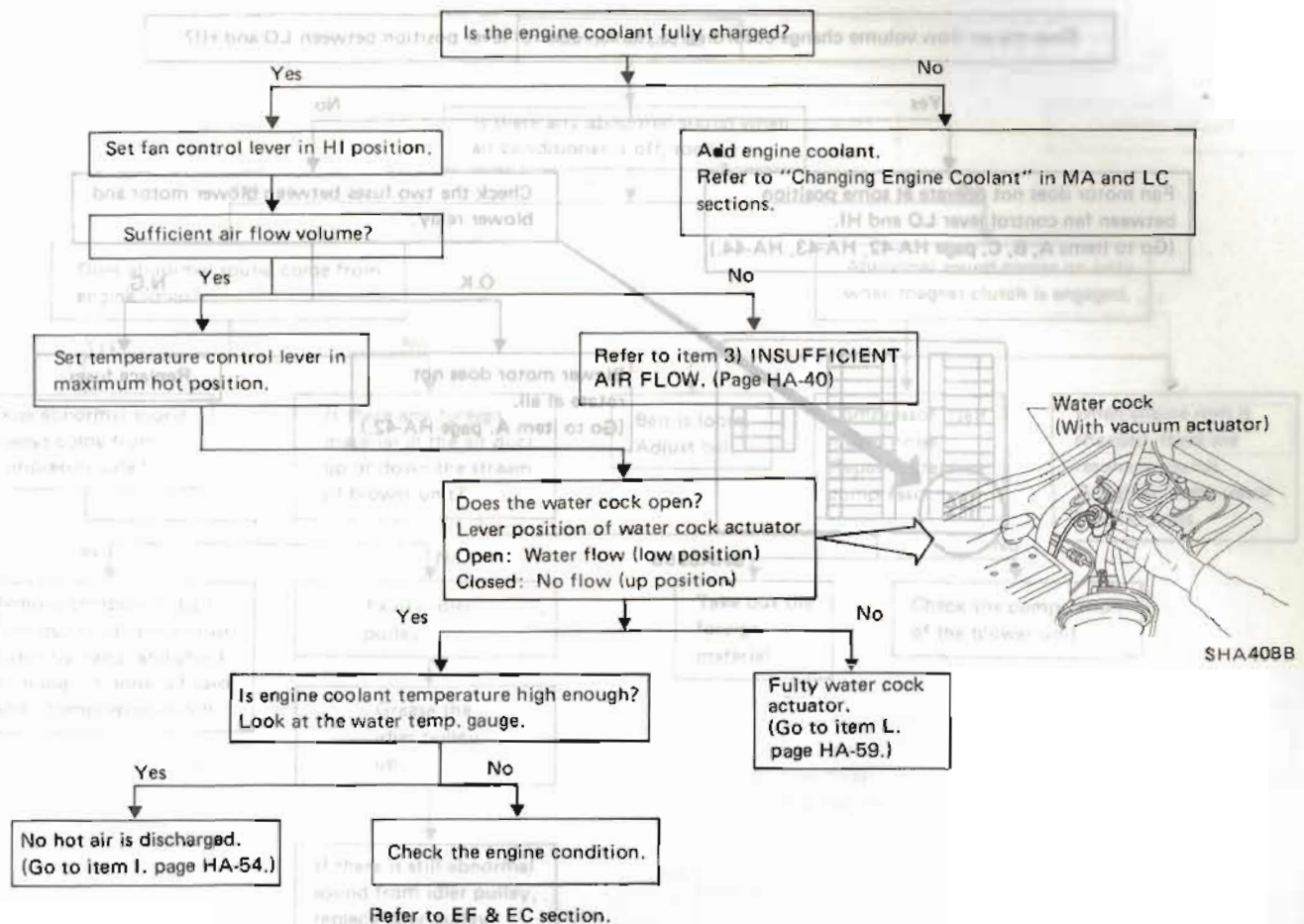




# DIAGNOSES (Manual)

## Preliminary Check (Cont'd)

### 2) INSUFFICIENT HEATING



# TROUBLE DIAGNOSES (Manual)

## Preliminary Check (Cont'd)

### 3) INSUFFICIENT AIR FLOW (Blower motor does not rotate.)

Does the air flow volume change according to the fan control lever position between LO and HI?

Yes

No

Fan motor does not operate at some position between fan control lever LO and HI.  
(Go to items A, B, C. page HA-42, HA-43, HA-44.)

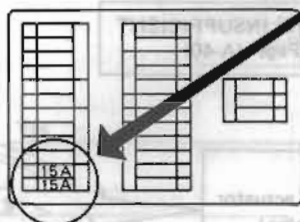
Check the two fuses between blower motor and blower relay.

O.K.

N.G.

Blower motor does not rotate at all.  
(Go to item A. page HA-42.)

Replace fuses.



SHA625B

Is engine coolant temperature high enough?  
Look at the water temp. gauge.

Yes

No

No hot air is discharged.  
(Go to item I. page HA-54.)

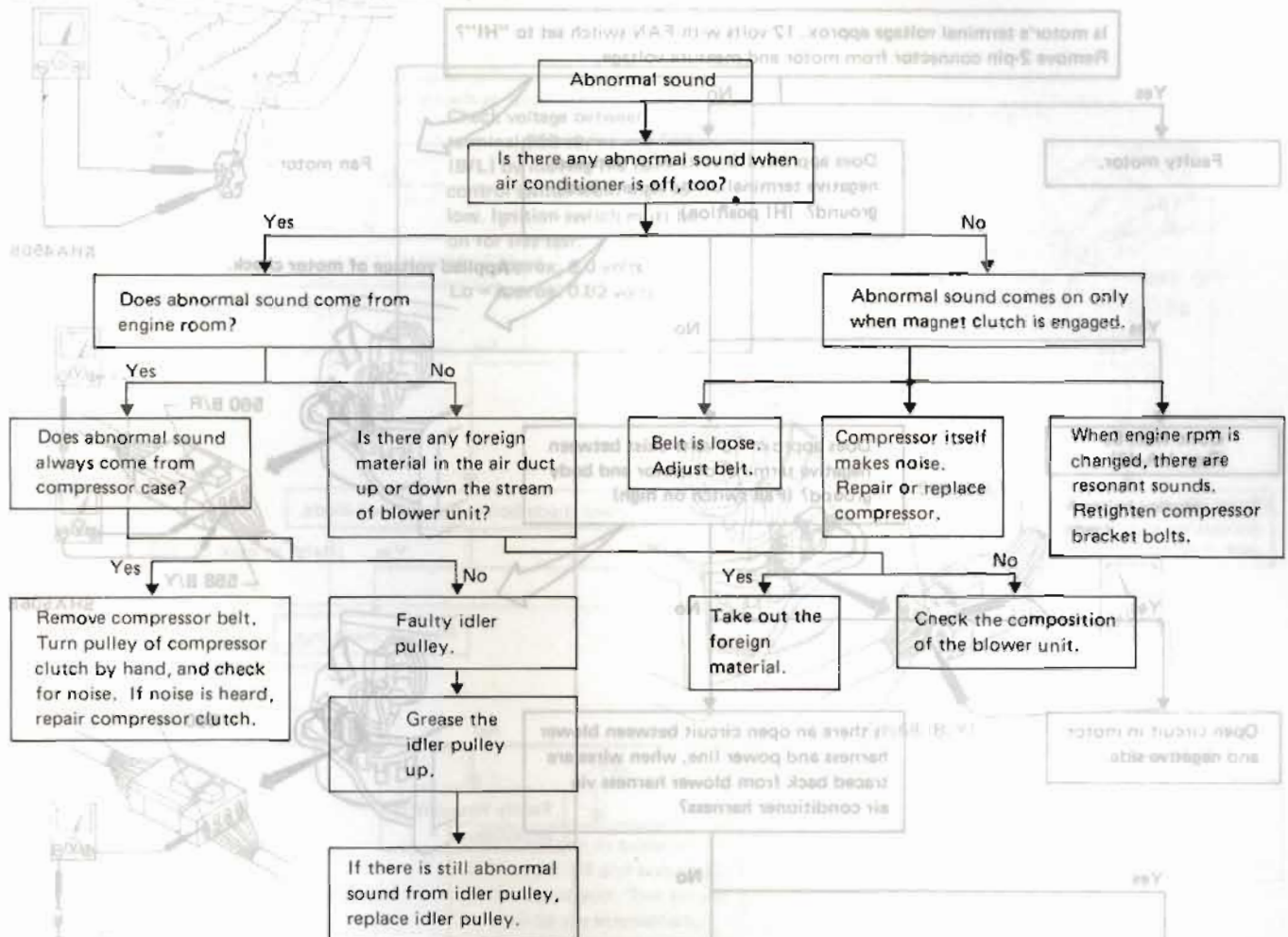
Check the engine condition.



# TROUBLE DIAGNOSES (Manual)

## Preliminary Check (Cont'd)

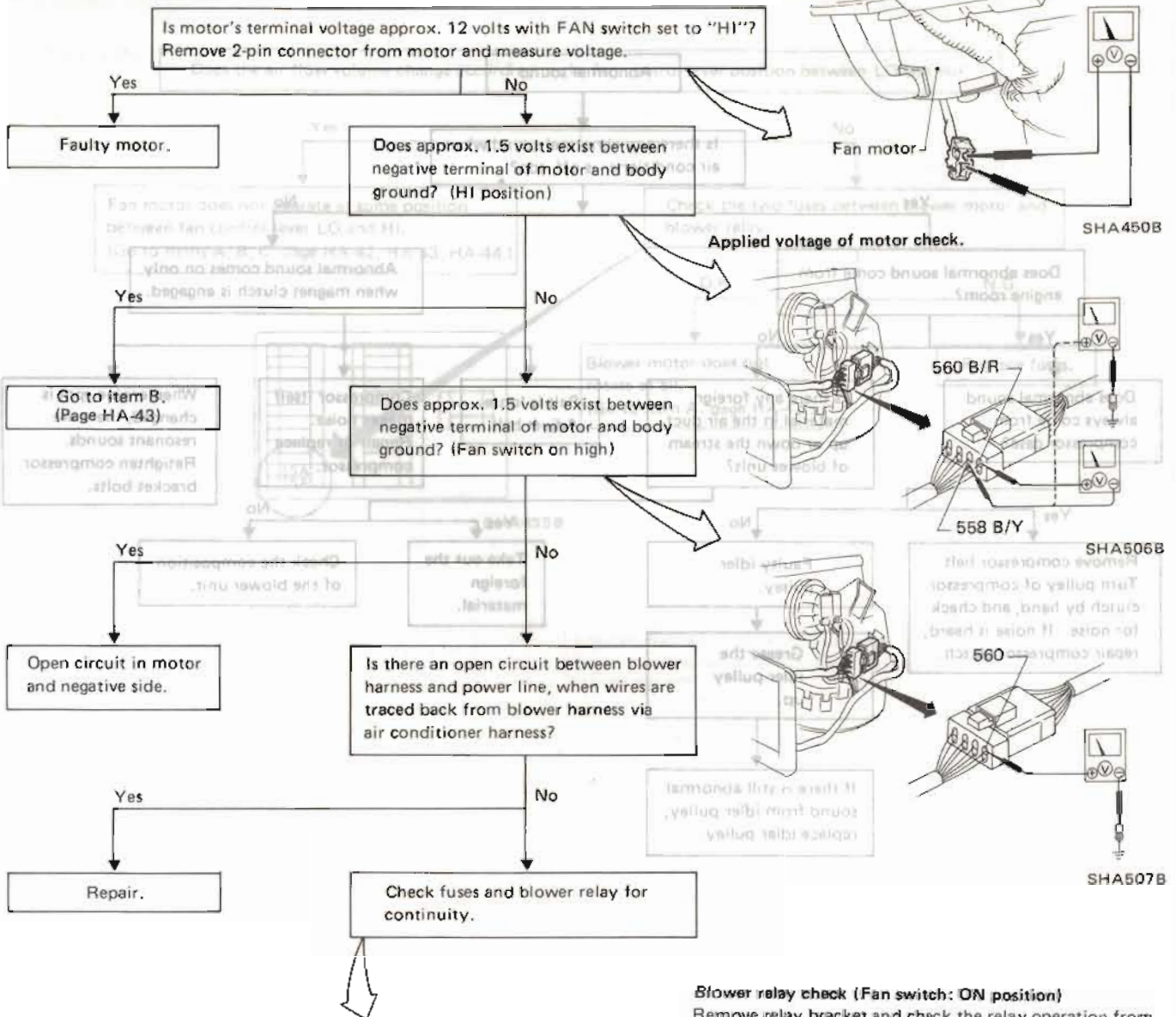
### 4) ABNORMAL SOUND



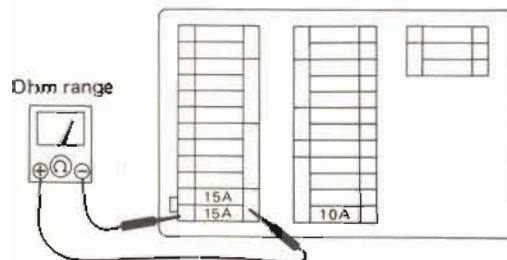
# TROUBLE DIAGNOSES (Manual)

## Trouble Diagnoses from Abnormal Conditions

### (A) BLOWER MOTOR DOES NOT ROTATE. (Ignition switch on position)



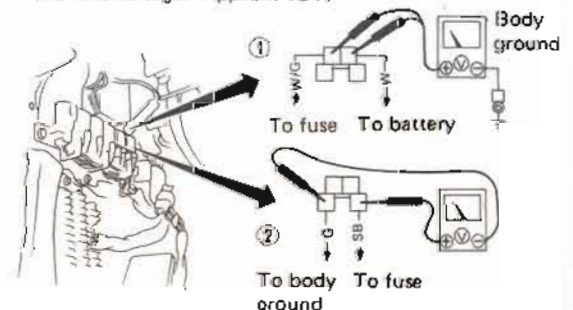
Fuse check  
(Ignition switch: OFF position)



Blower relay check (Fan switch: ON position)

Remove relay bracket and check the relay operation from the back side of the electrical connector.

- ① Terminal voltage check (Correct voltage: Approx. 12V)
- ② If item ① is N.G., check applied voltage of relay coil. (Correct voltage: Approx. 12V)



SHA396B



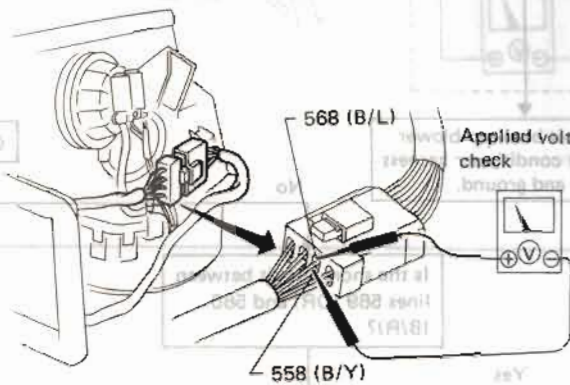
# TROUBLE DIAGNOSES (Manual)

## Trouble Diagnoses from Abnormal Conditions (Cont'd)

### (B) AIR FLOW CANNOT BE CHANGED BETWEEN HI AND LO.

Check voltage between terminal 558 (B/Y) and 568 (B/L) by moving the fan control switch from high to low. Ignition switch must be on for this test.

Hi = approx. 8.0 volts  
Lo = approx. 0.02 volts



Faulty fan control amplifier.

Remove control unit.

Check conditioning of blower harness and air conditioner harnesses running between fan control amplifier and control unit.

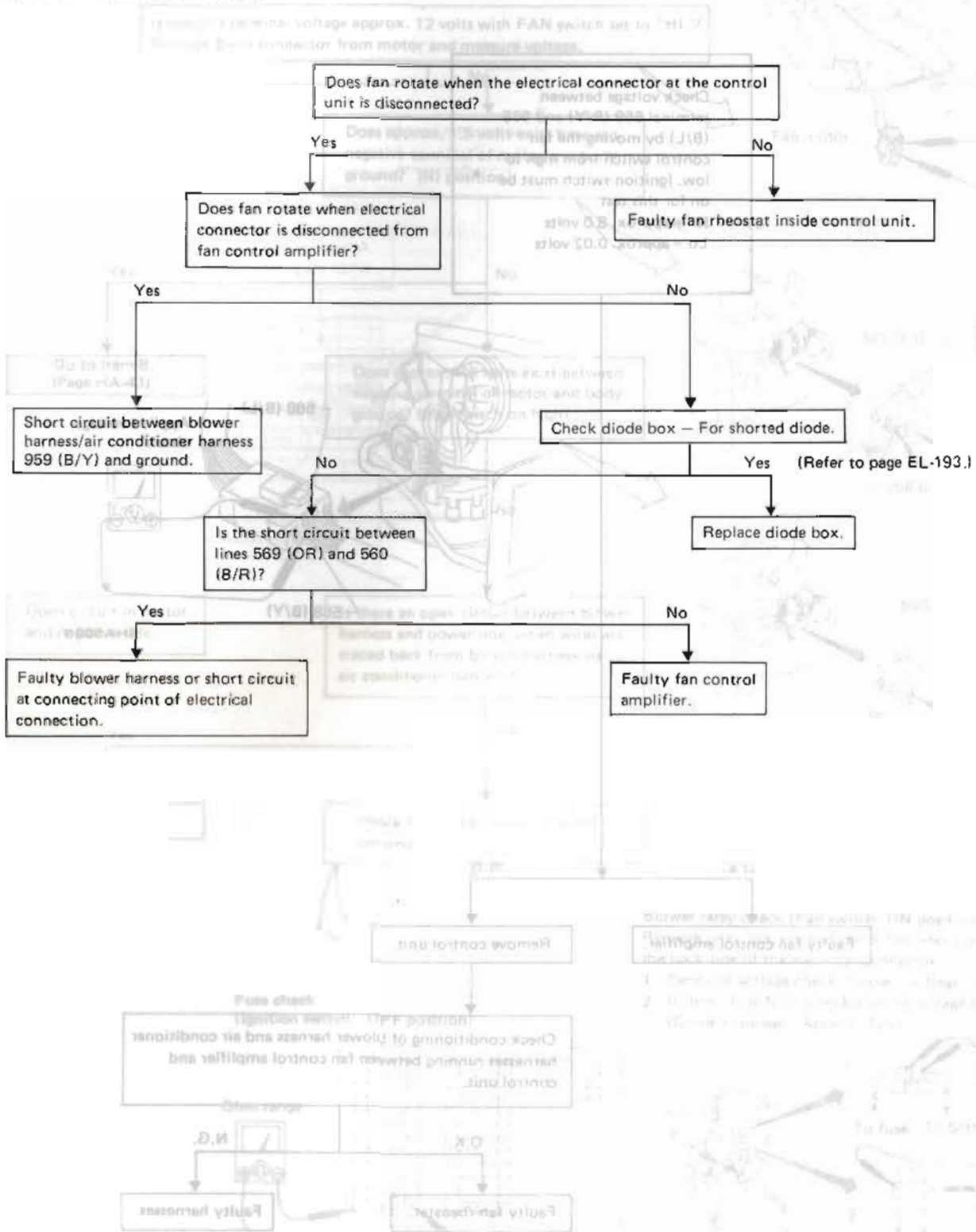
Faulty fan rheostat.

Faulty harnesses.

# (TROUBLE DIAGNOSES (Manual)

## Trouble Diagnoses from Abnormal Conditions (Cont'd)

### (C) BLOWER MOTOR CONTINUES TO ROTATE WHEN FAN SWITCH IS TURNED OFF. RIA (B)

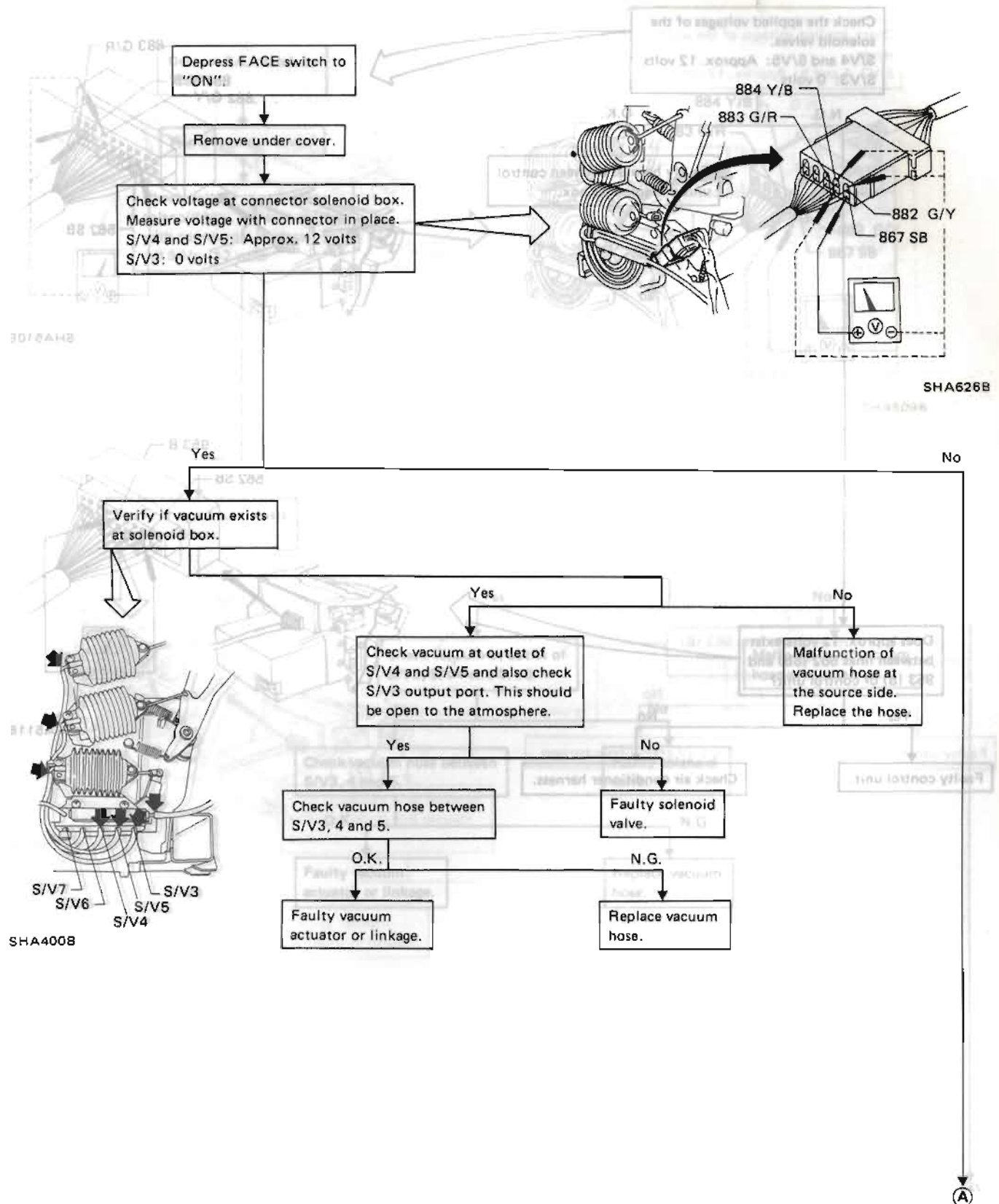




# TROUBLE DIAGNOSES (Manual)

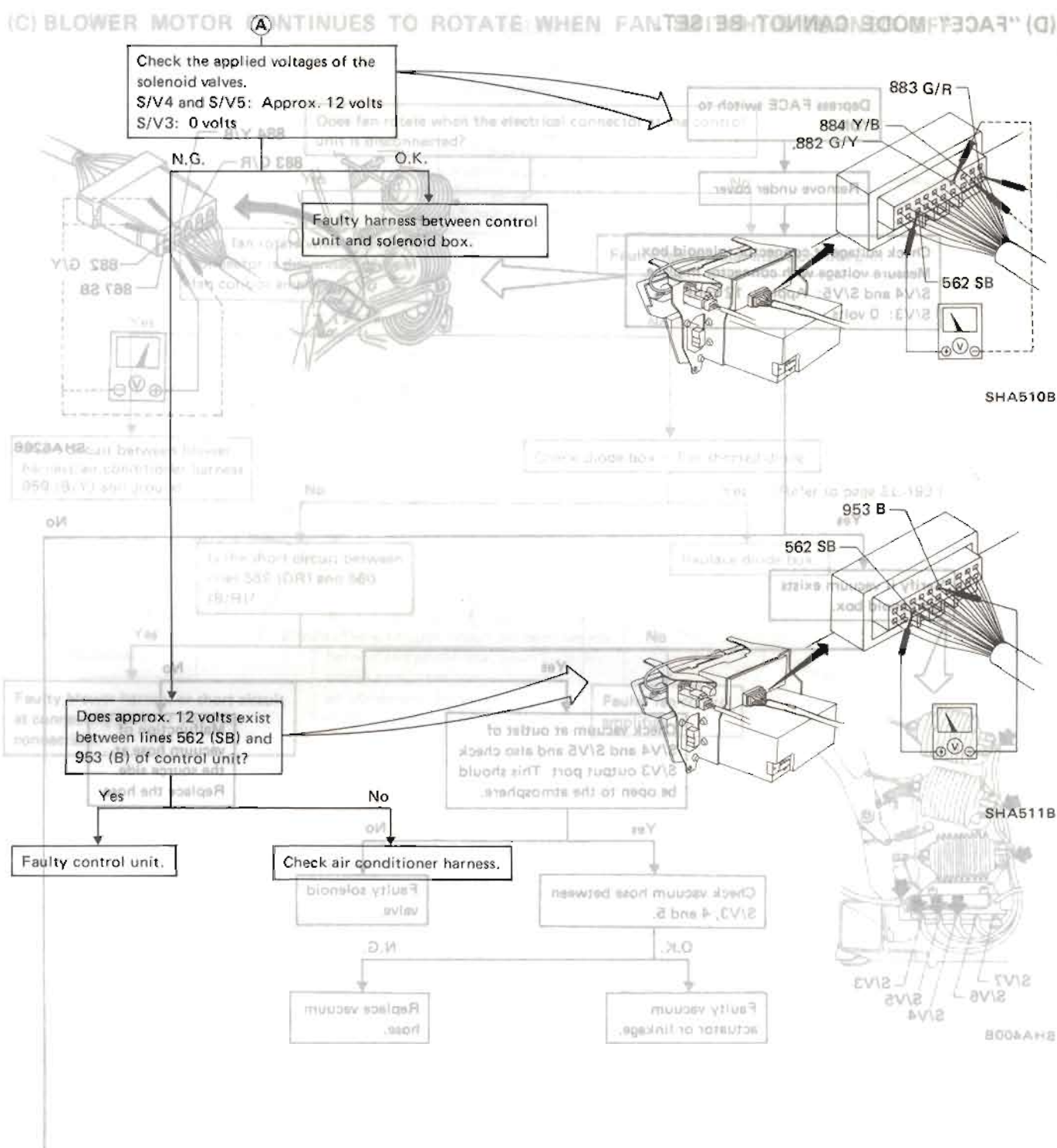
## Trouble Diagnoses from Abnormal Conditions (Cont'd)

(D) "FACE" MODE CANNOT BE SET.



## TROUBLE DIAGNOSES (Manual)

## Trouble Diagnoses from Abnormal Conditions (Cont'd)

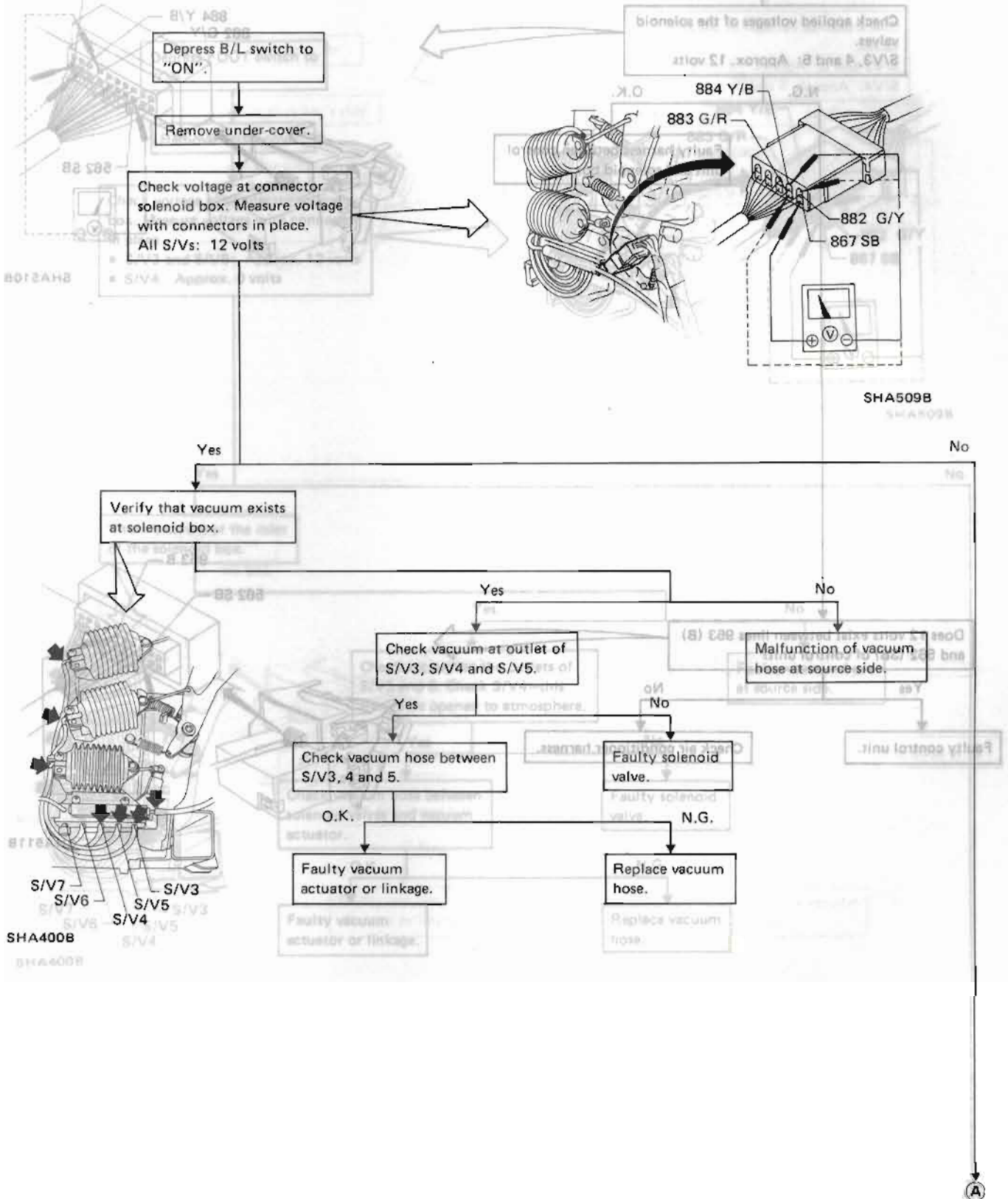




## TROUBLE DIAGNOSES (Manual)

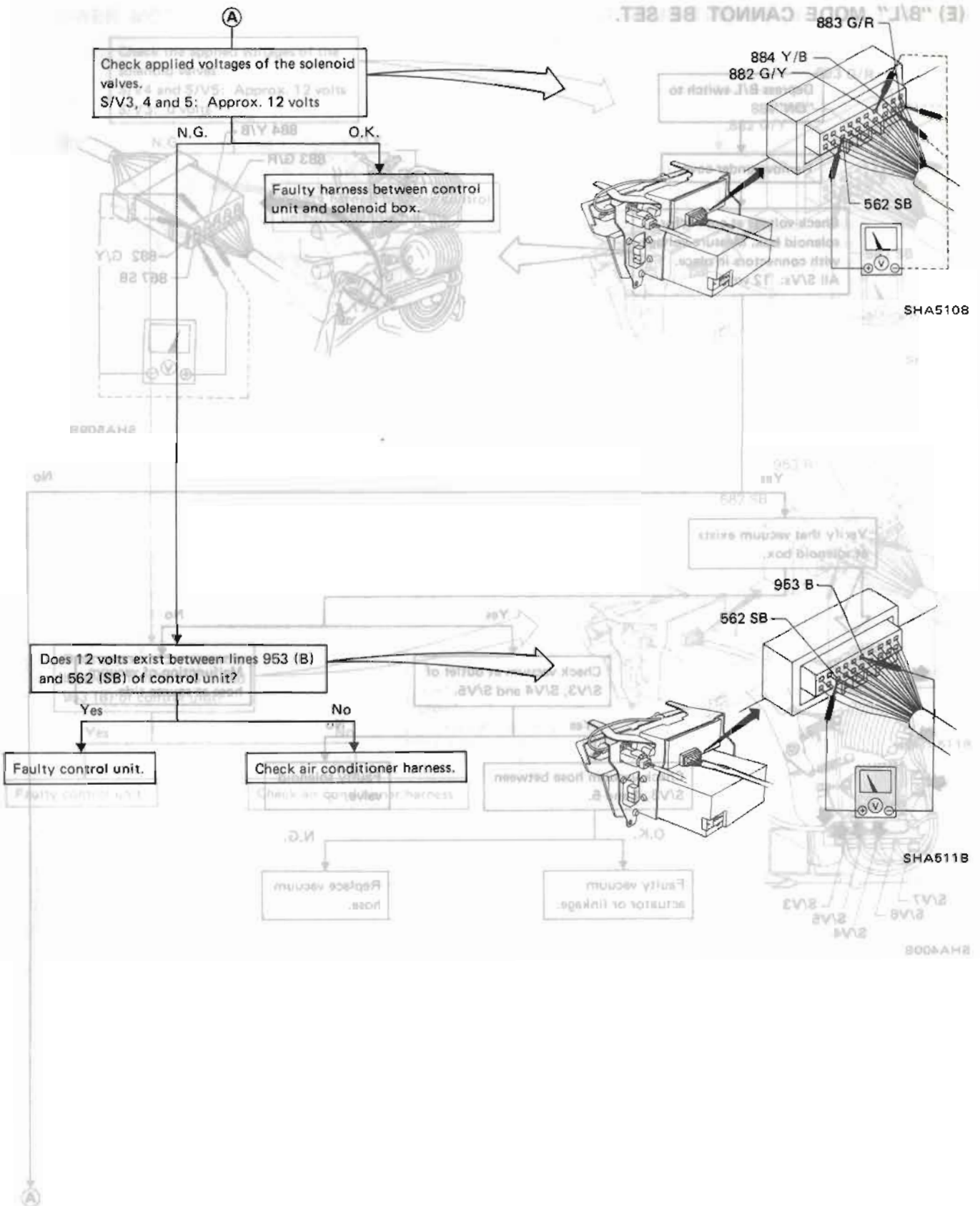
### Trouble Diagnoses from Abnormal Conditions (Cont'd)

(E) "B/L" MODE CANNOT BE SET.



# TROUBLE DIAGNOSES (Manual)

## Trouble Diagnoses from Abnormal Conditions (Cont'd)

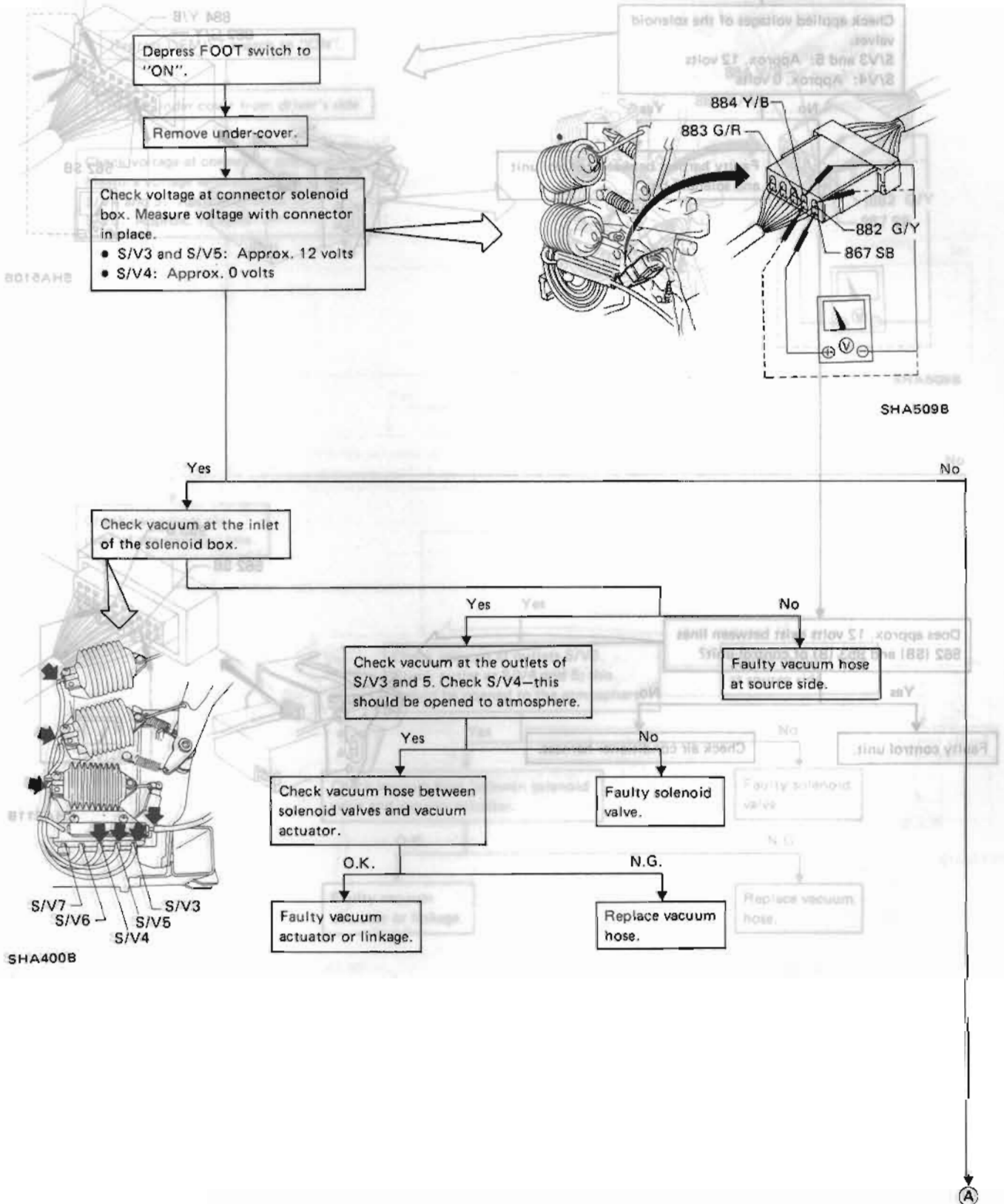




# TROUBLE DIAGNOSES (Manual)

## Trouble Diagnoses from Abnormal Conditions (Cont'd)

### (F) "FOOT" MODE CANNOT BE SET.



### Trouble Diagnoses from Abnormal Conditions (Cont'd)

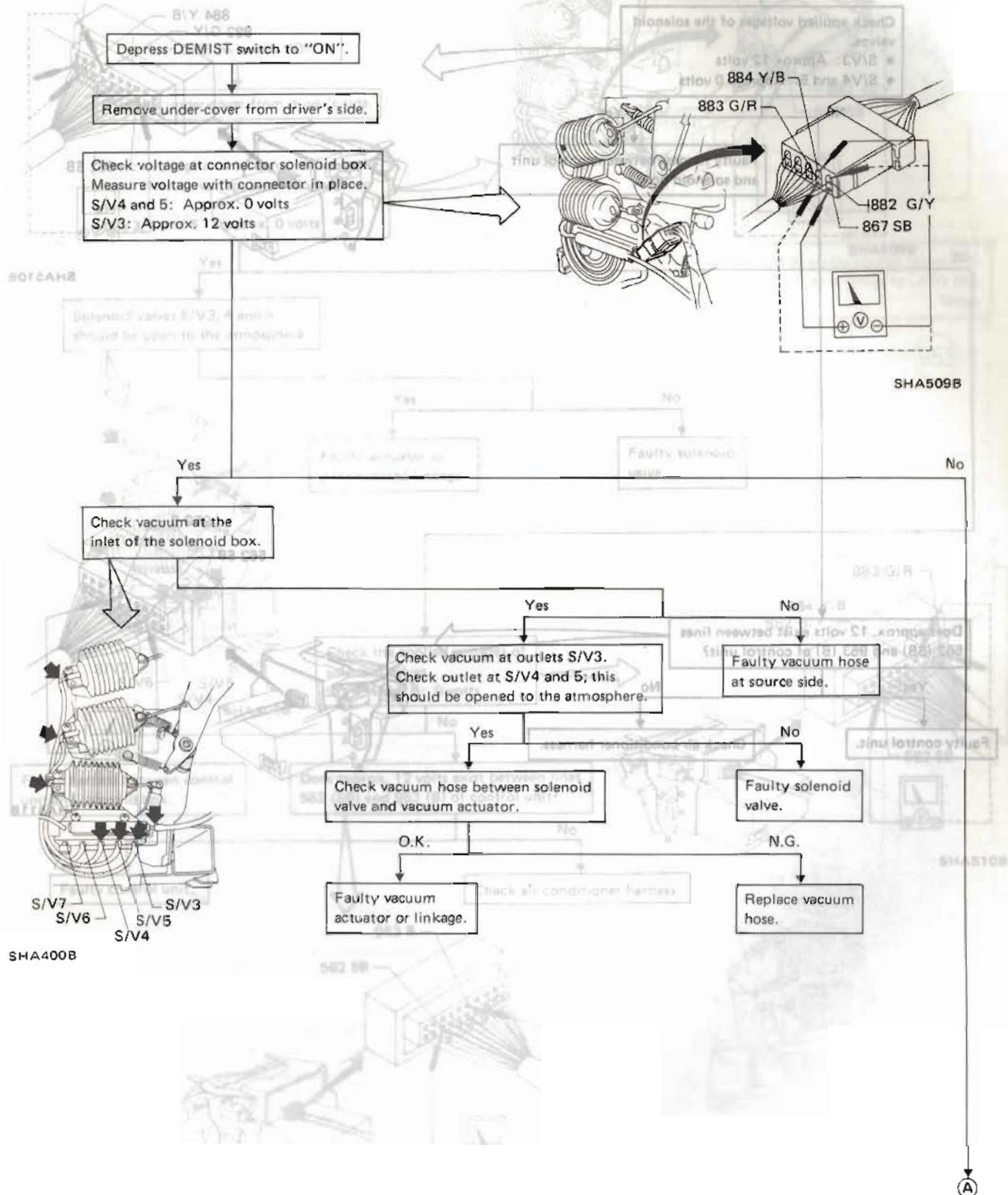




# TROUBLE DIAGNOSES (Manual)

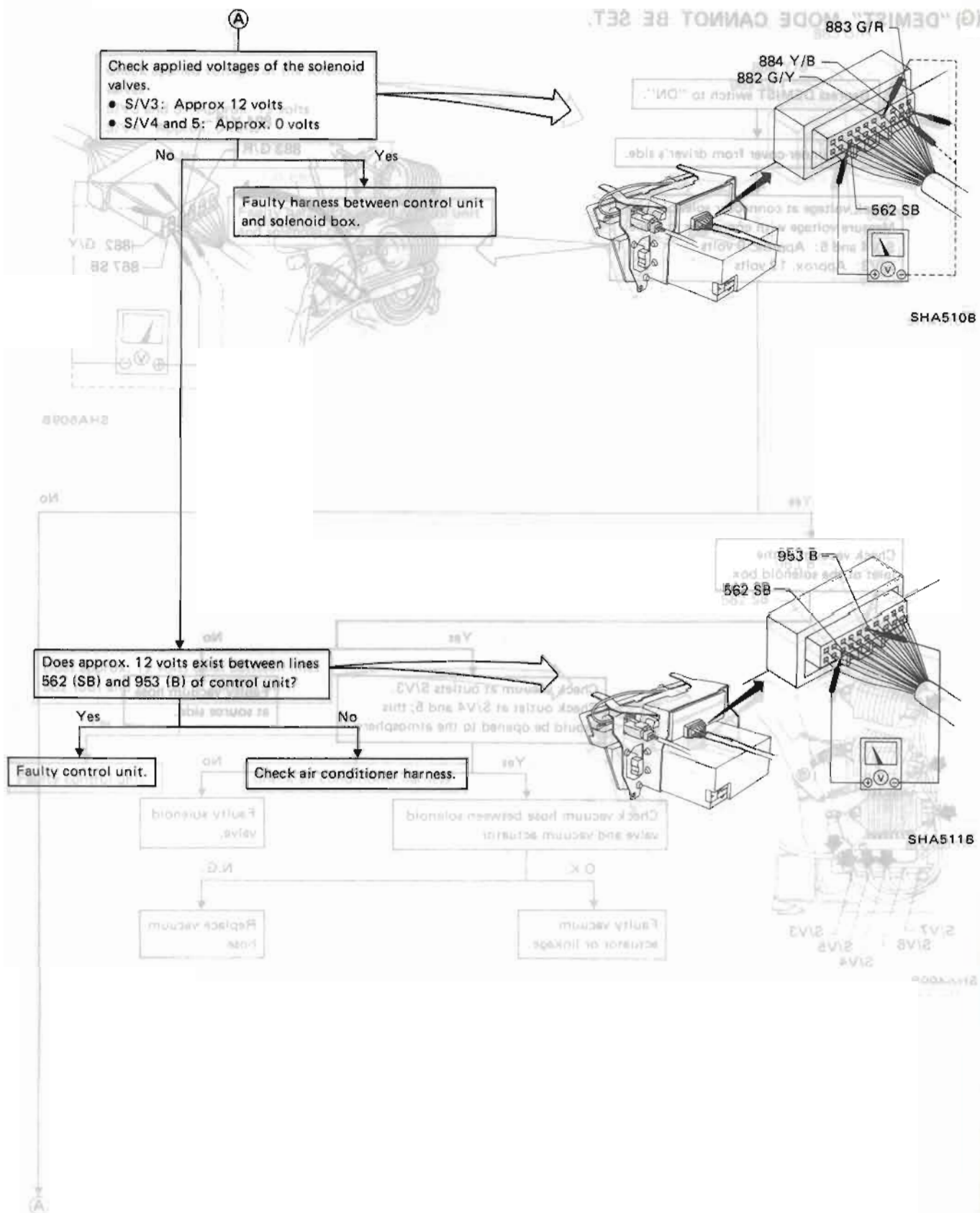
## Trouble Diagnoses from Abnormal Conditions (Cont'd)

(G) "DEMIST" MODE CANNOT BE SET.



# TROUBLE DIAGNOSES (Manual)

## Trouble Diagnoses from Abnormal Conditions (Cont'd)

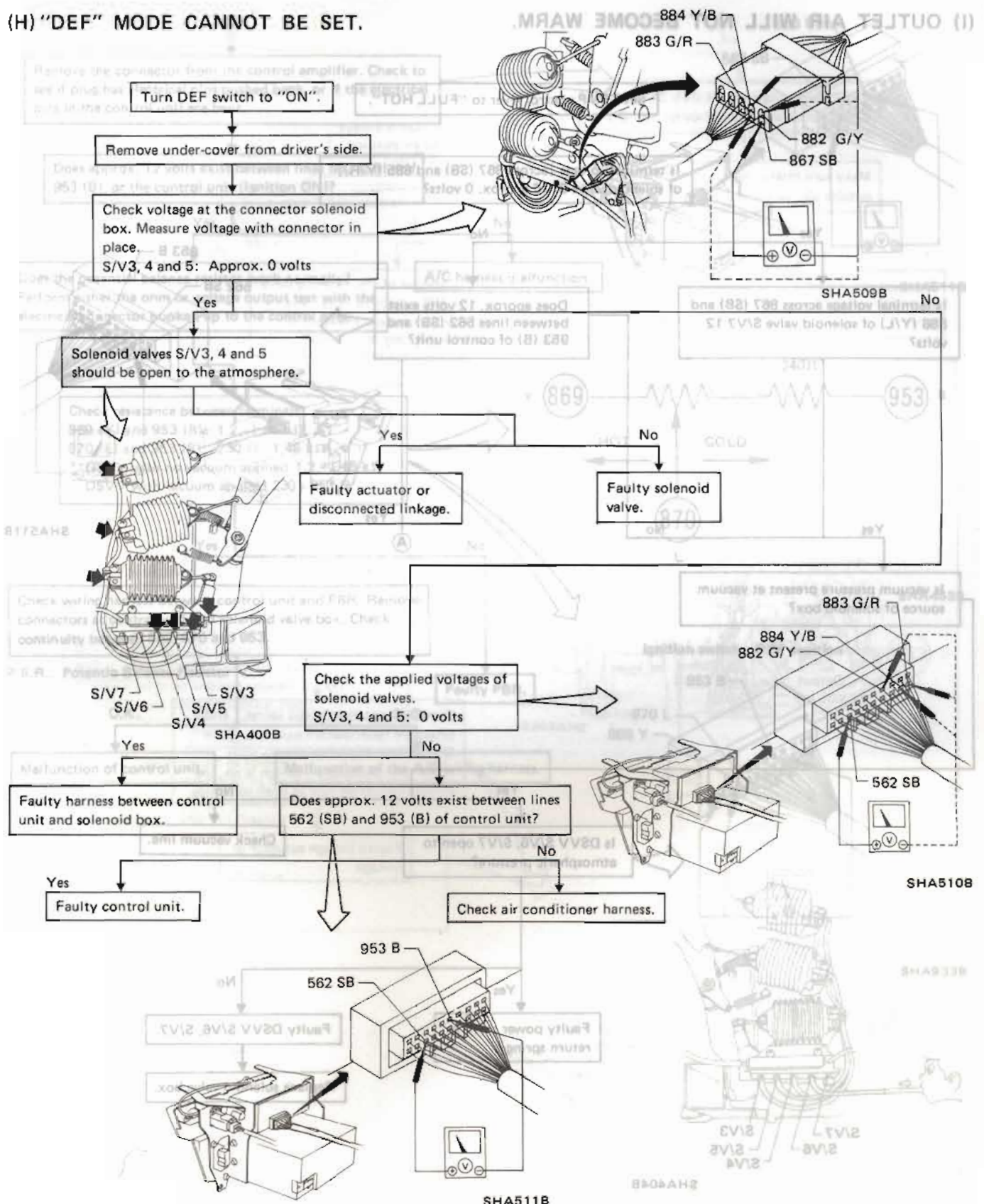




# TROUBLE DIAGNOSES (Manual)

## Trouble Diagnoses from Abnormal Conditions (Cont'd)

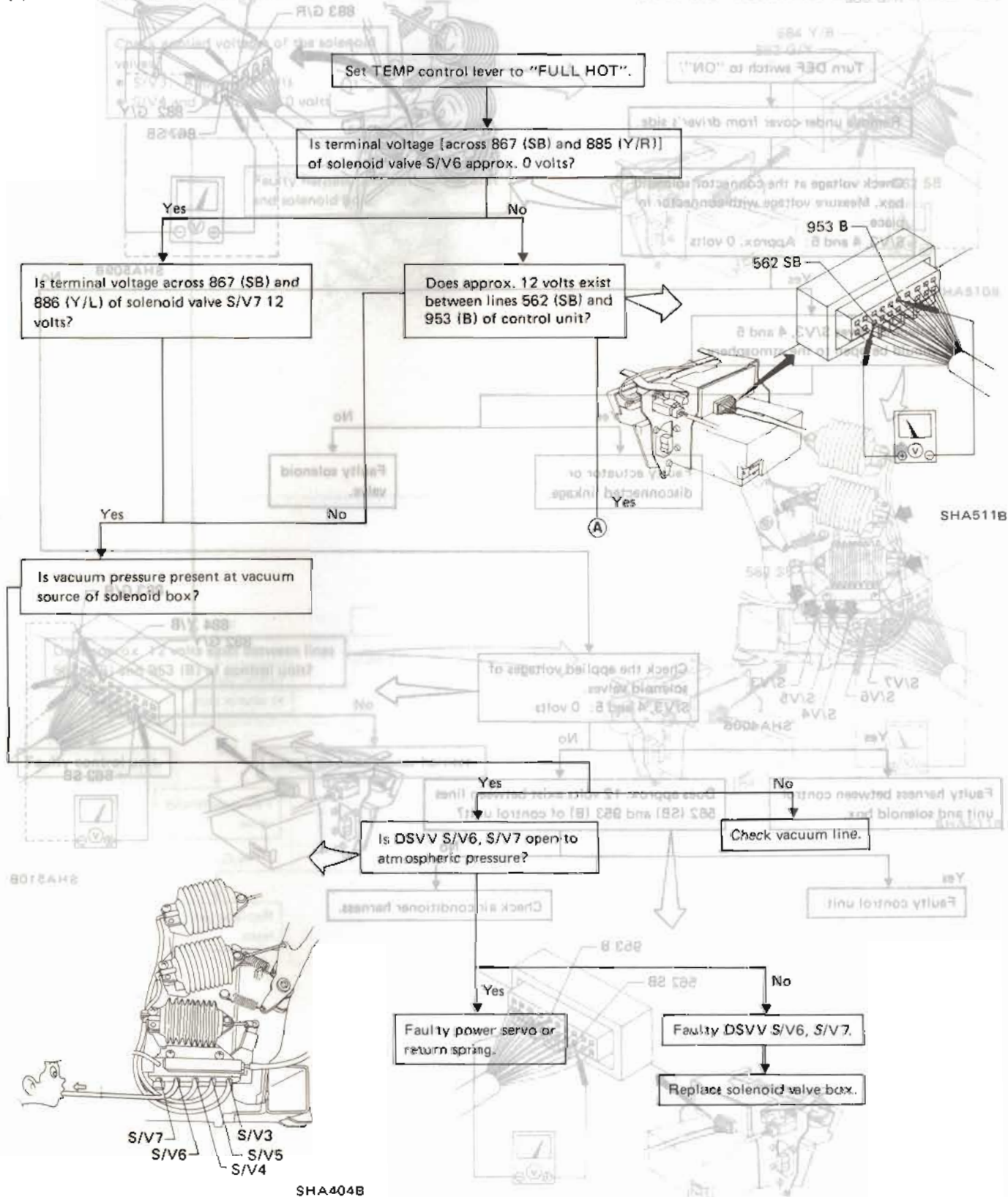
### (H) "DEF" MODE CANNOT BE SET.



# TROUBLE DIAGNOSES (Manual)

## Trouble Diagnoses from Abnormal Conditions (Cont'd)

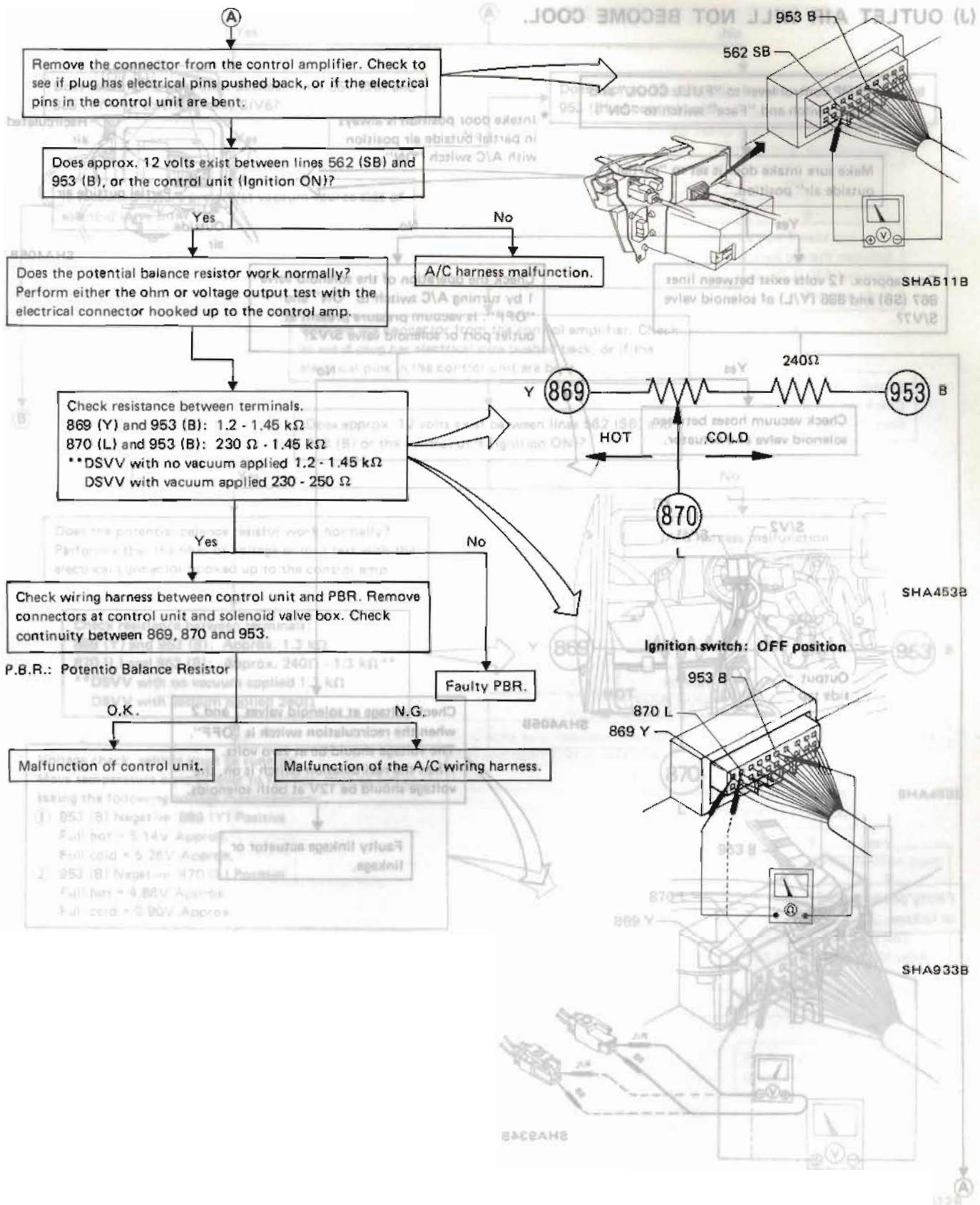
### (I) OUTLET AIR WILL NOT BECOME WARM.





# TROUBLE DIAGNOSES (Manual)

## Trouble Diagnoses from Abnormal Conditions (Cont'd)



# TROUBLE DIAGNOSES (Manual)

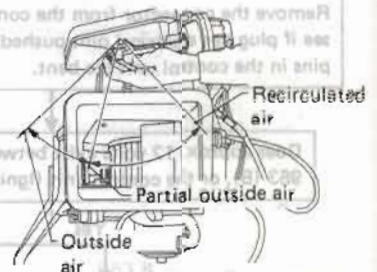
## Trouble Diagnoses from Abnormal Conditions (Cont'd)

### (J) OUTLET AIR WILL NOT BECOME COOL.

Set TEMP control lever to "FULL COOL" and press A/C switch and "Face" switch to "ON".

Make sure intake door is set to "partial outside air" position.\*

\* Intake door position is always in partial outside air position with A/C switch "ON".

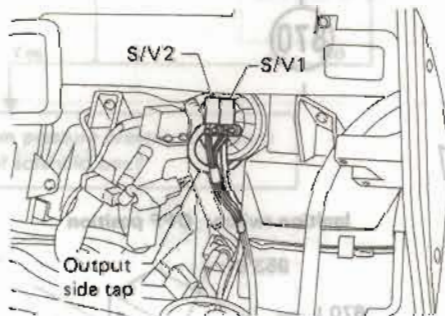


SHA405B

Does approx. 12 volts exist between lines 867 (S/B) and 886 (Y/L) of solenoid valve S/V2?

Check the operation of the solenoid valve 1 by turning A/C switch to "ON" and "OFF". Is vacuum pressure present at outlet port or solenoid valve S/V2?

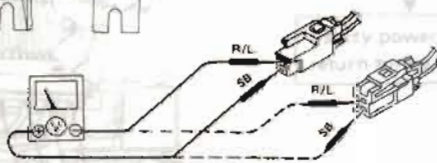
Check vacuum hoses between solenoid valve and actuator.



SHA406B

Check voltage at solenoid valves 1 and 2 when the recirculation switch is "OFF". The voltage should be at zero volts. When the recirculation switch is on, the voltage should be 12V at both solenoids.

Faulty linkage actuator or linkage.

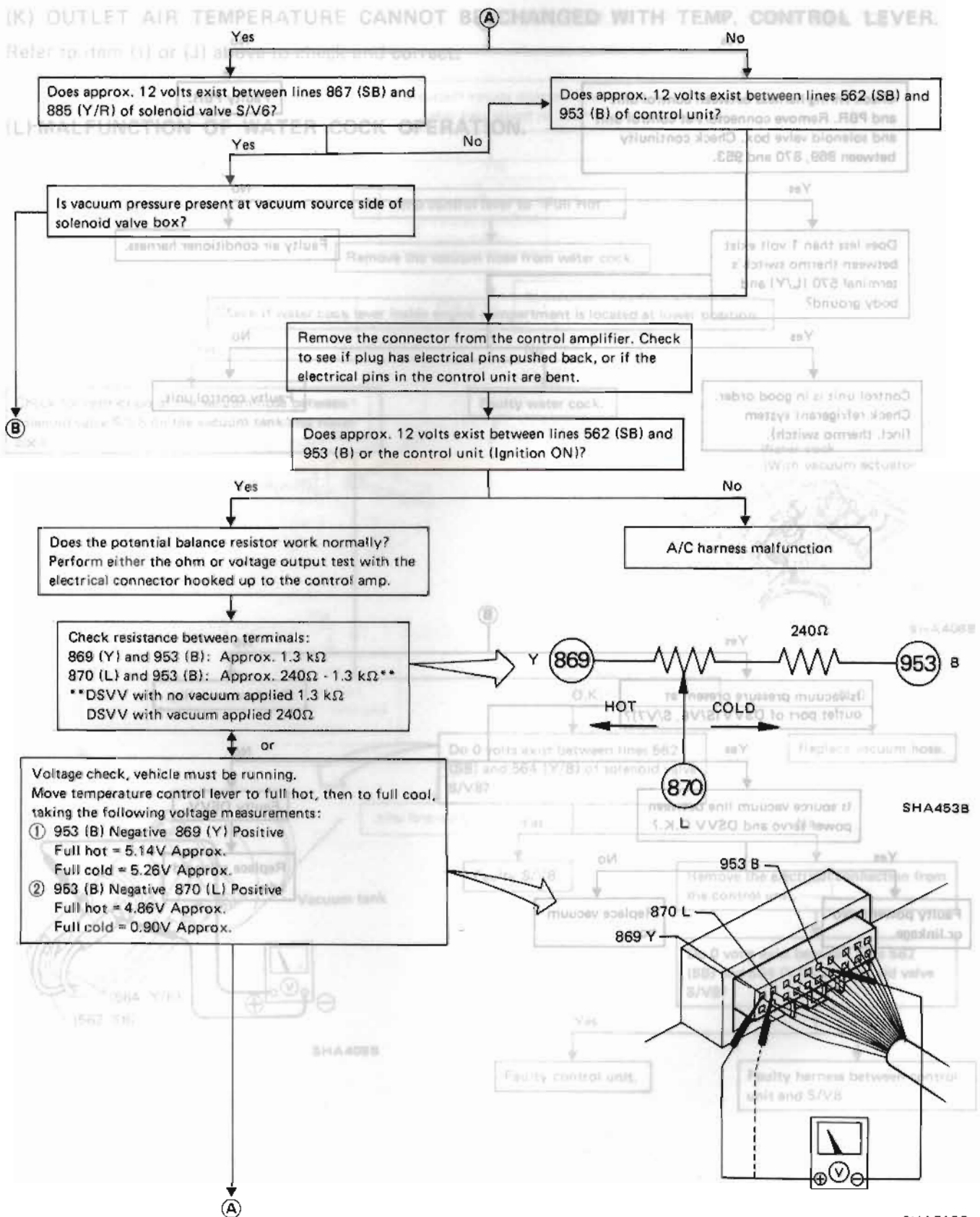


SHA934B



# TROUBLE DIAGNOSES (Manual)

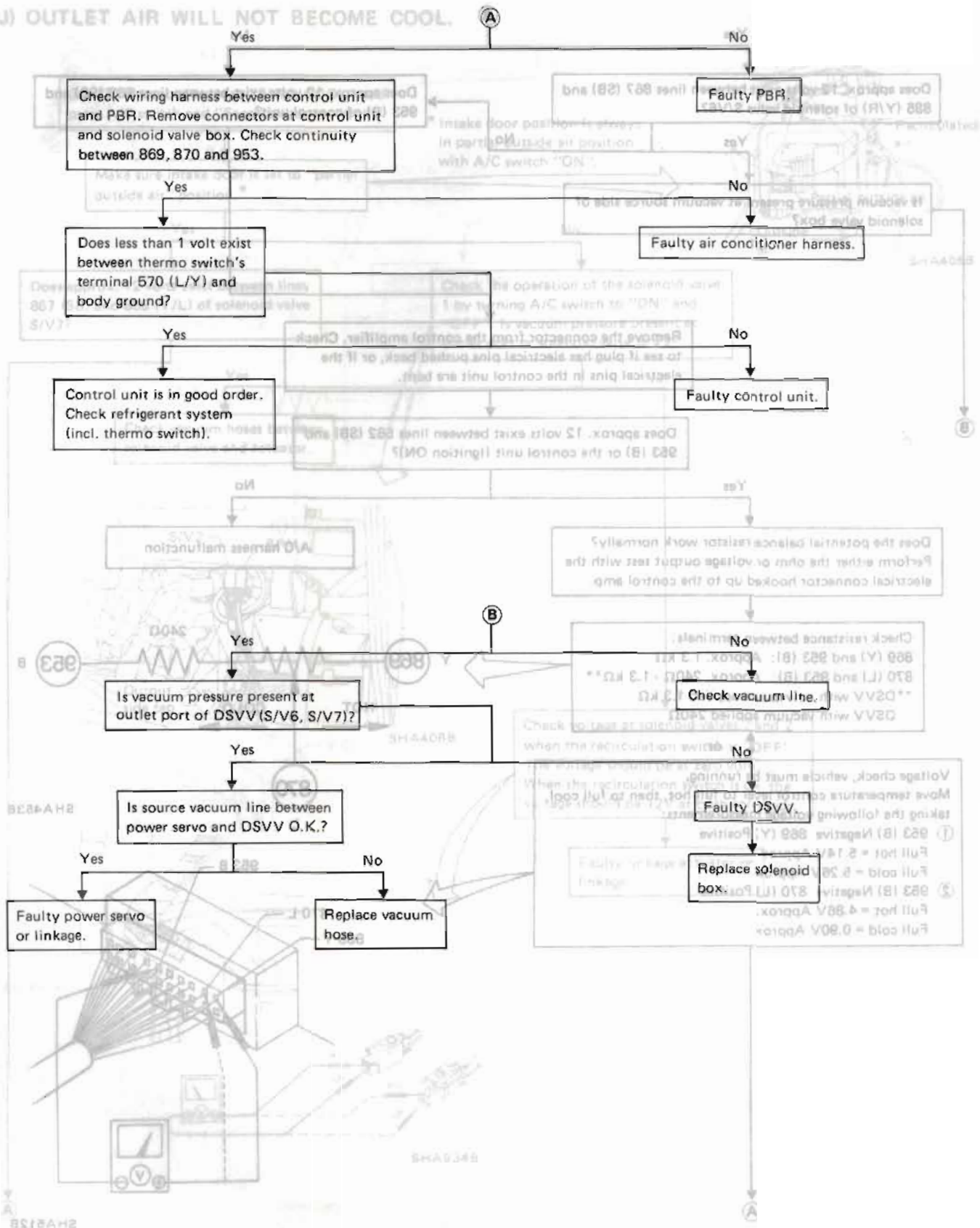
## Trouble Diagnoses from Abnormal Conditions (Cont'd)



# TROUBLE DIAGNOSES (Manual)

## Trouble Diagnoses from Abnormal Conditions (Cont'd)

(J) OUTLET AIR WILL NOT BECOME COOL.





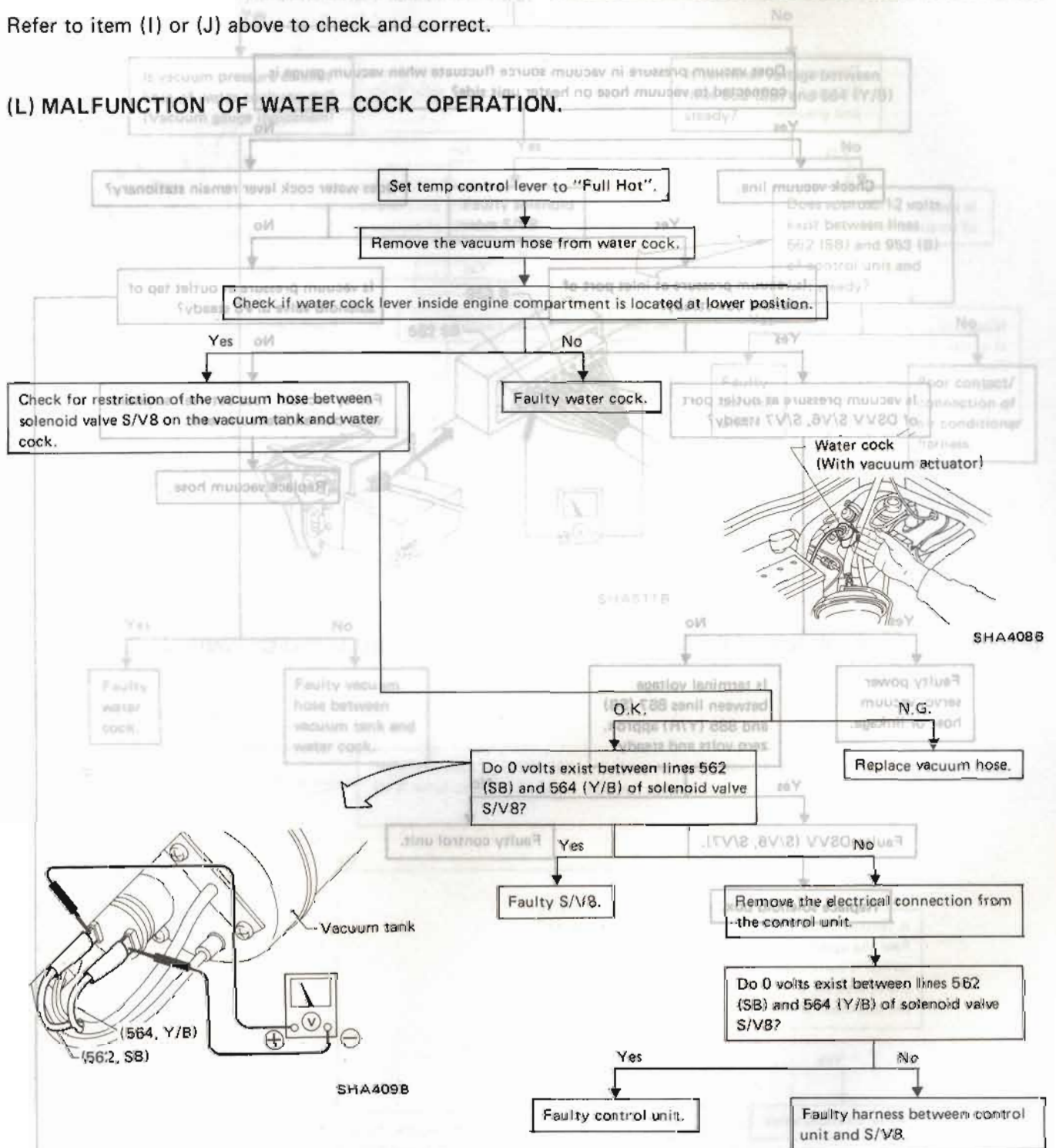
# TROUBLE DIAGNOSES (Manual)

## Trouble Diagnoses from Abnormal Conditions (Cont'd)

(K) OUTLET AIR TEMPERATURE CANNOT BE CHANGED WITH TEMP. CONTROL LEVER. (M)

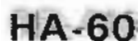
Refer to item (I) or (J) above to check and correct.

(L) MALFUNCTION OF WATER COCK OPERATION.



### Trouble Diagnoses from Abnormal Conditions (Cont'd)

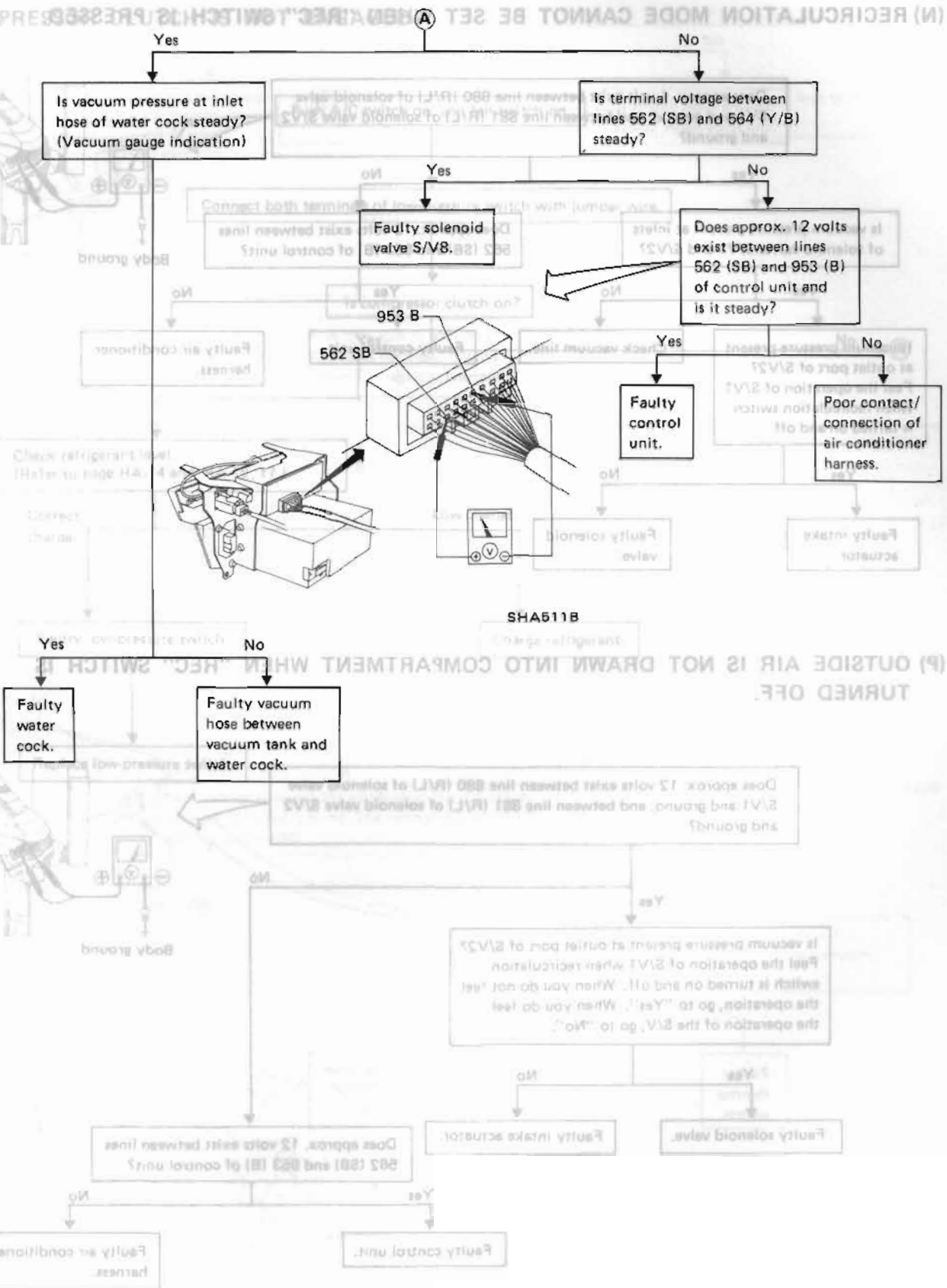
## (IK) OUTLET AIR TEMPERATURE CANNOT BE





# TROUBLE DIAGNOSES (Manual)

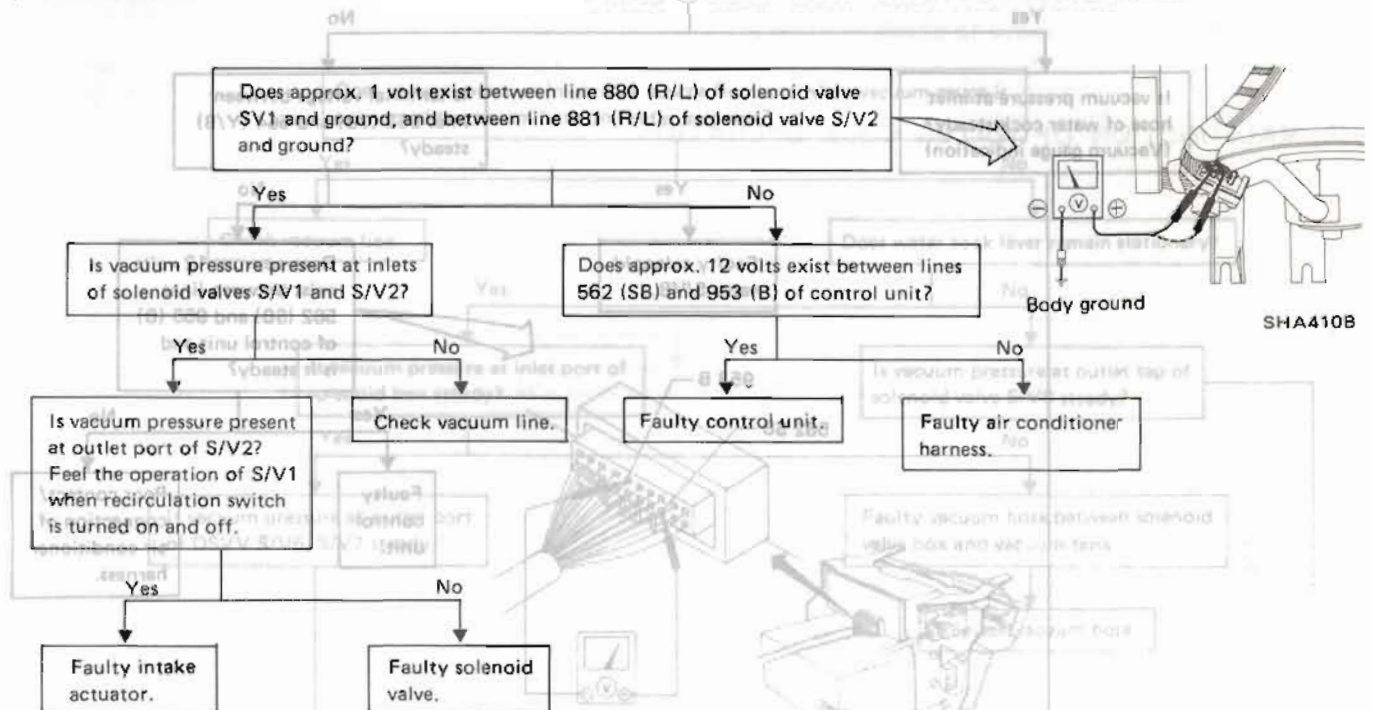
## Trouble Diagnoses from Abnormal Conditions (Cont'd)



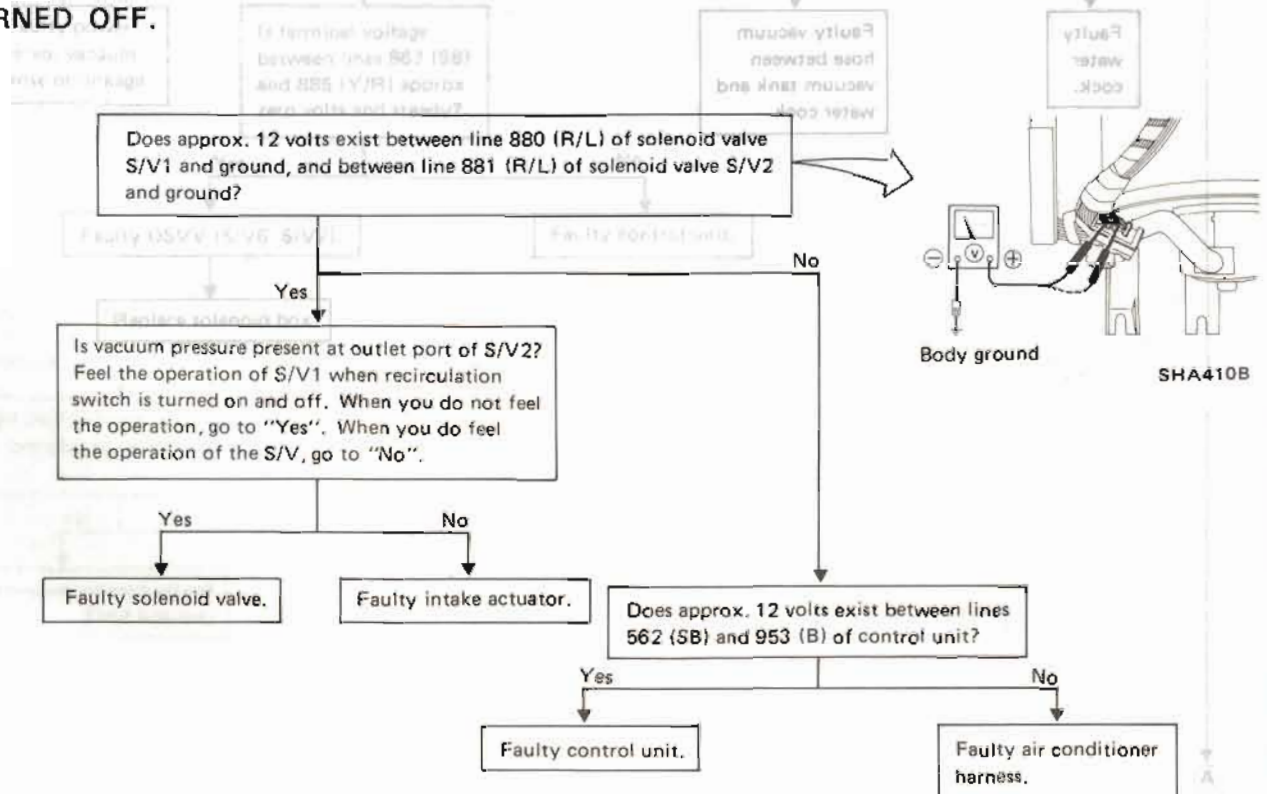
# TROUBLE DIAGNOSES (Manual)

## Trouble Diagnoses from Abnormal Conditions (Cont'd)

### (N) RECIRCULATION MODE CANNOT BE SET WHEN "REC" SWITCH IS PRESSED.



### (P) OUTSIDE AIR IS NOT DRAWN INTO COMPARTMENT WHEN "REC" SWITCH IS TURNED OFF.

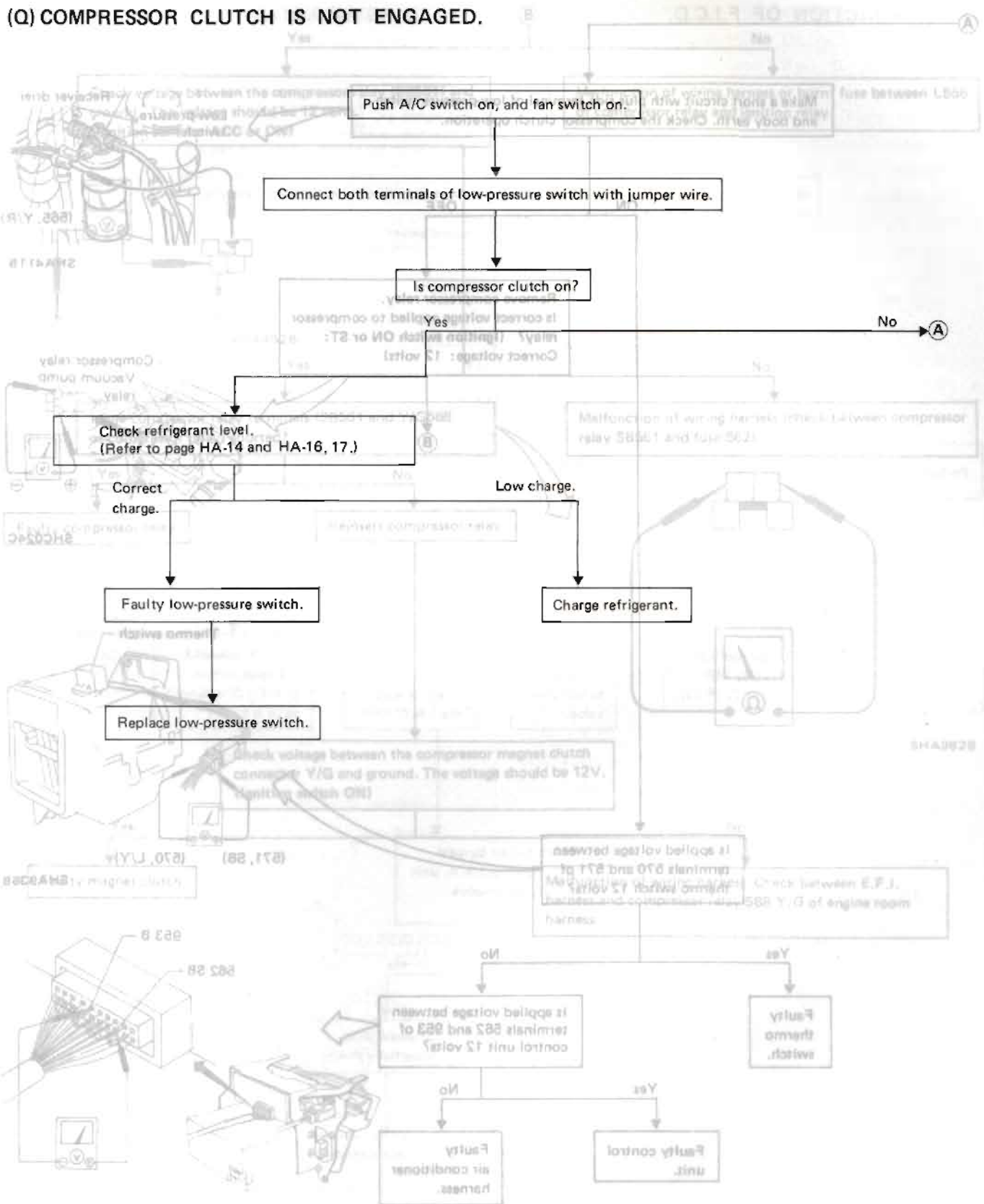




# TROUBLE DIAGNOSES (Manual)

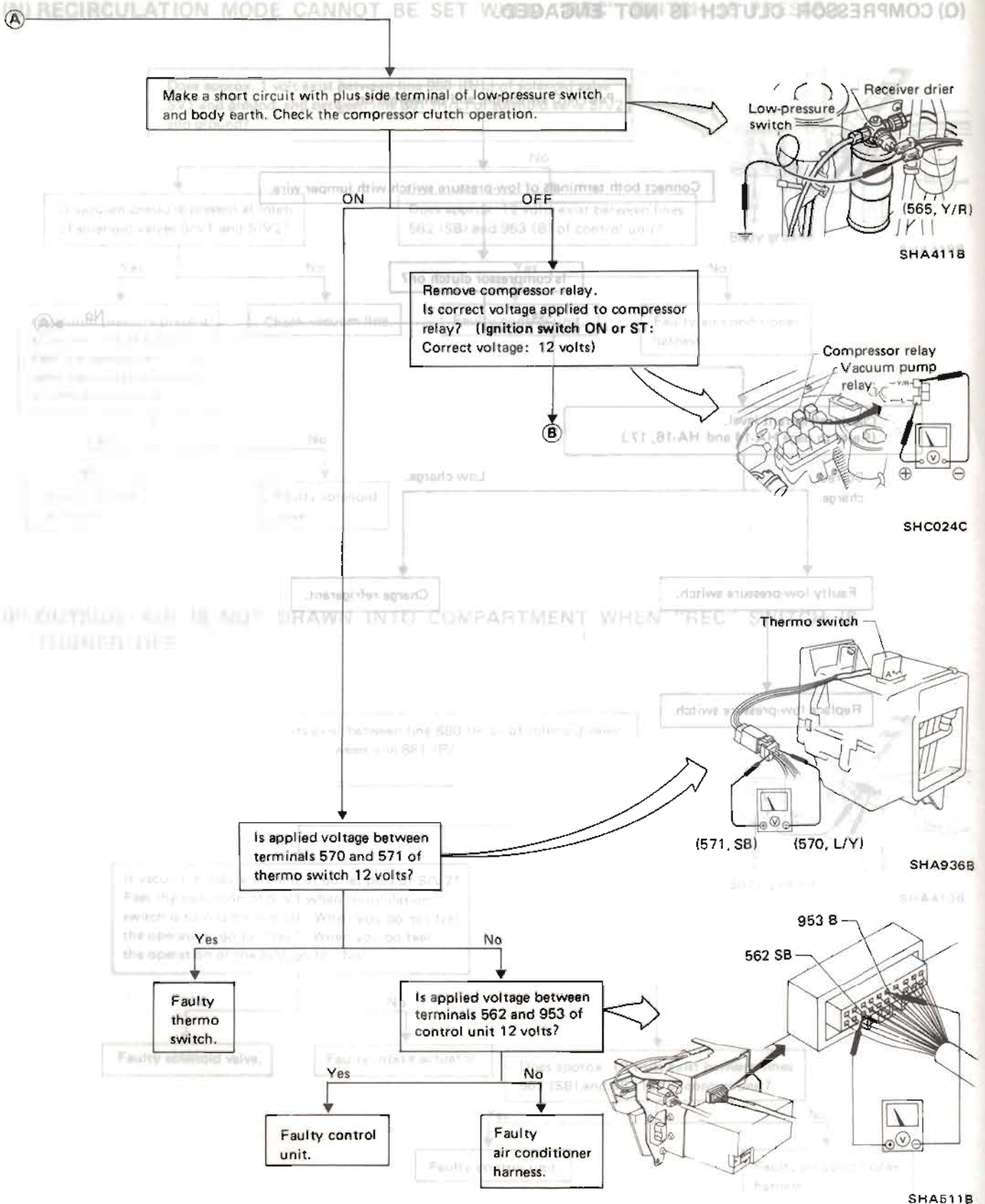
## Trouble Diagnoses from Abnormal Conditions (Cont'd)

### (Q) COMPRESSOR CLUTCH IS NOT ENGAGED.



# TROUBLE DIAGNOSES (Manual)

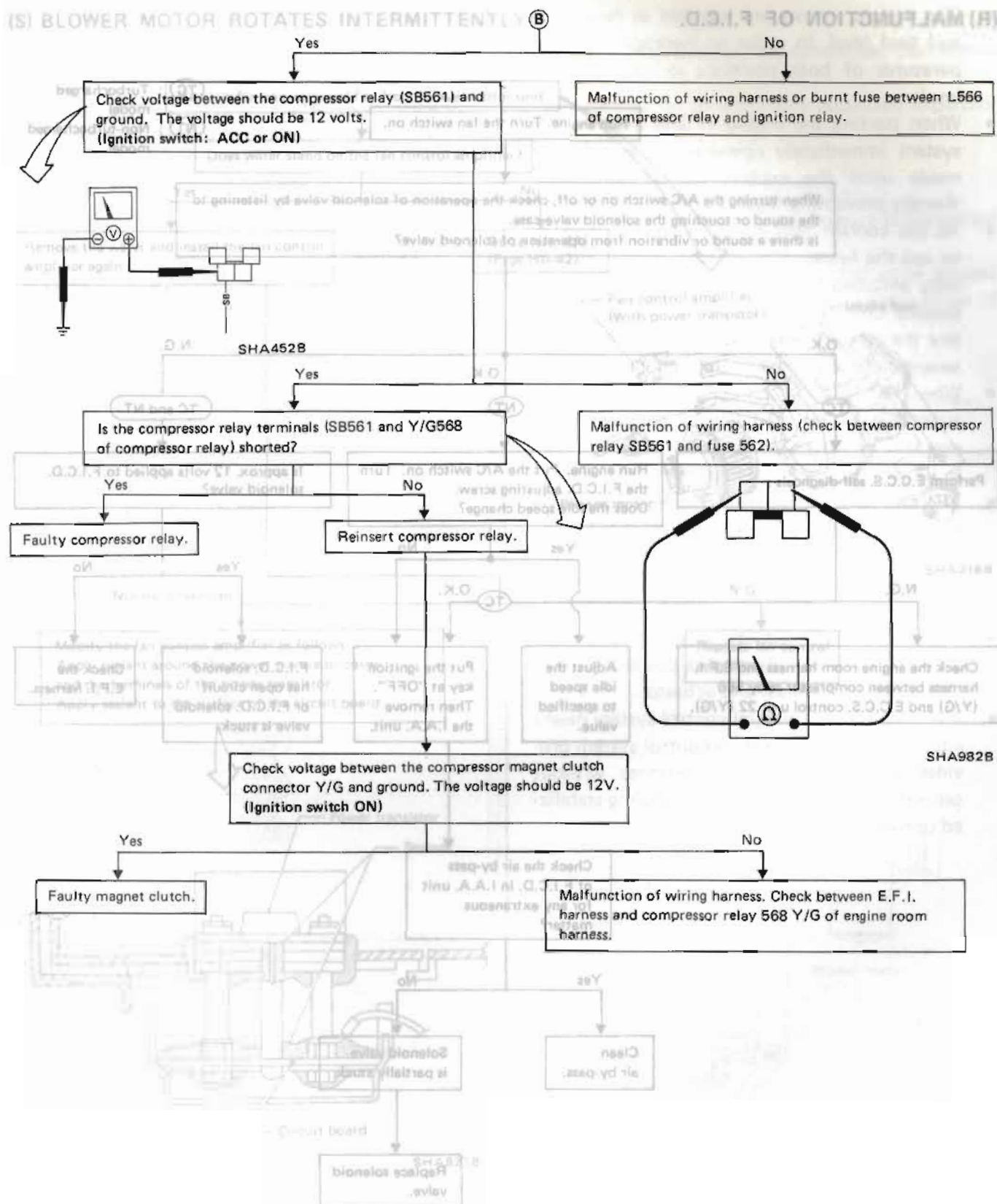
## Trouble Diagnoses from Abnormal Conditions (Cont'd)





# TROUBLE DIAGNOSES (Manual)

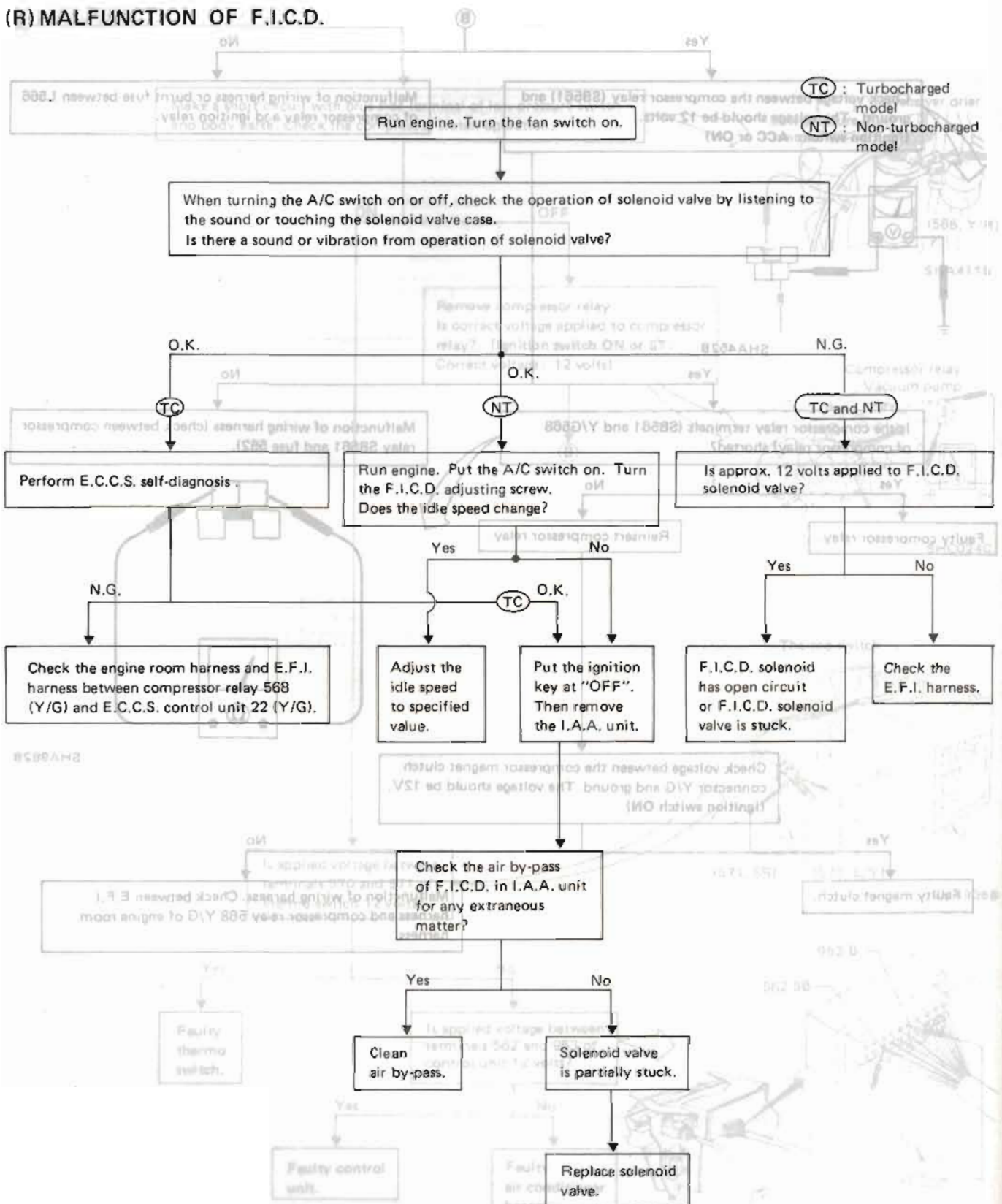
## Trouble Diagnoses from Abnormal Conditions (Cont'd)



# TROUBLE DIAGNOSES (Manual)

## Trouble Diagnoses from Abnormal Conditions (Cont'd)

### (R) MALFUNCTION OF F.I.C.D.

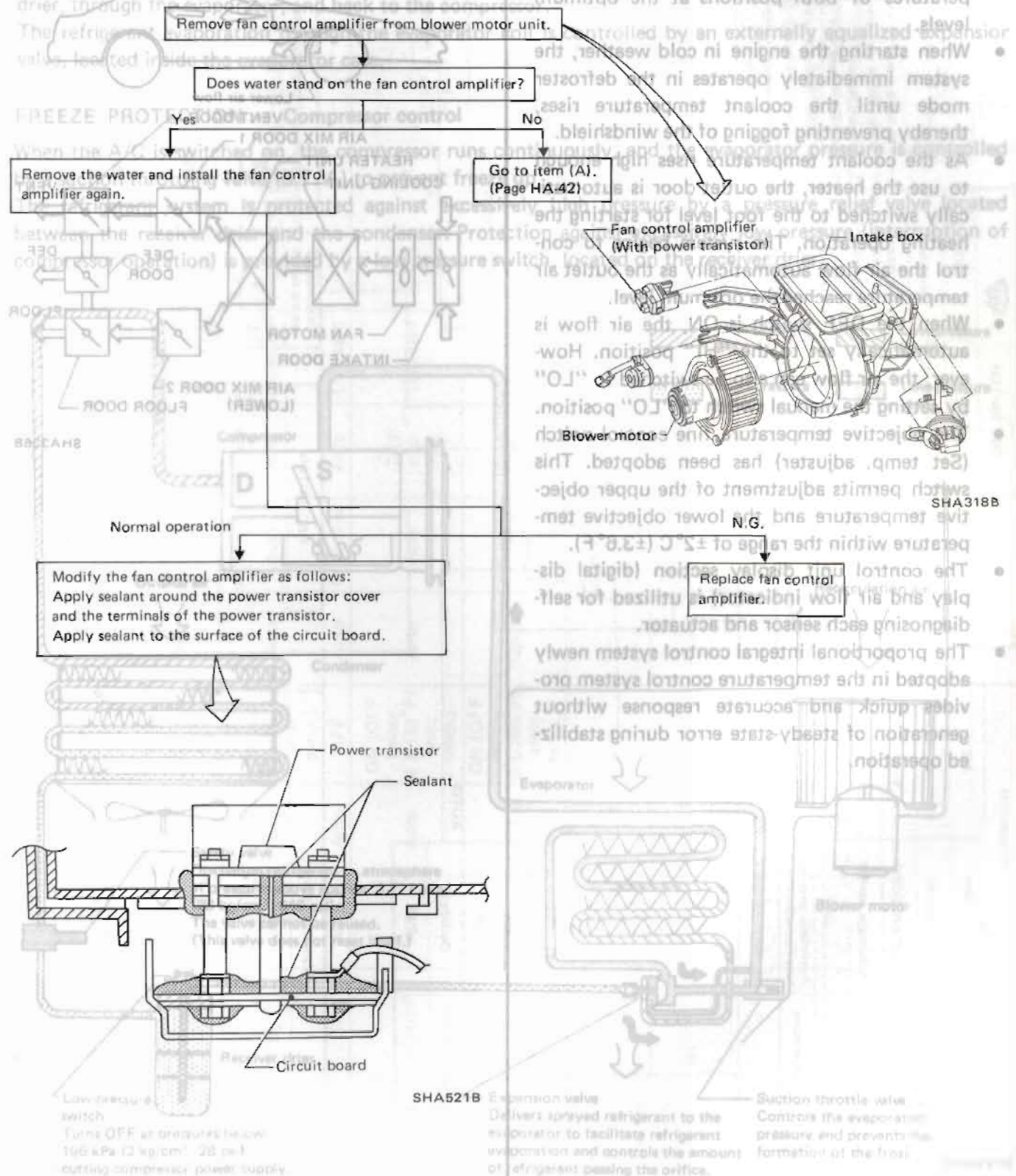




# TROUBLE DIAGNOSES (Manual)

## Trouble Diagnoses from Abnormal Conditions (Cont'd)

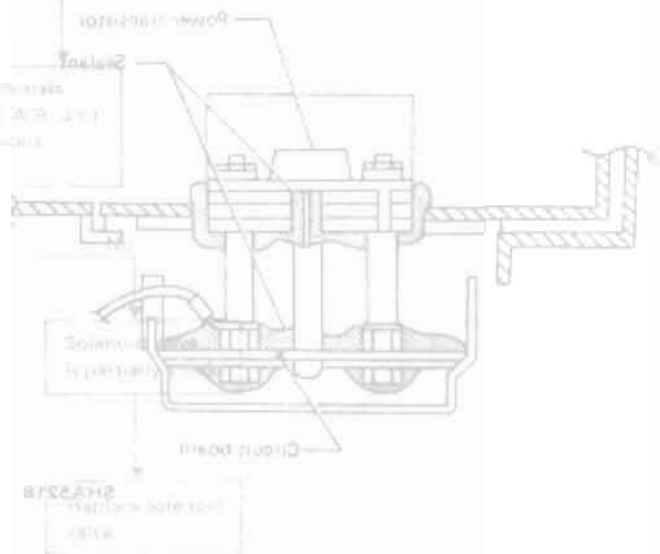
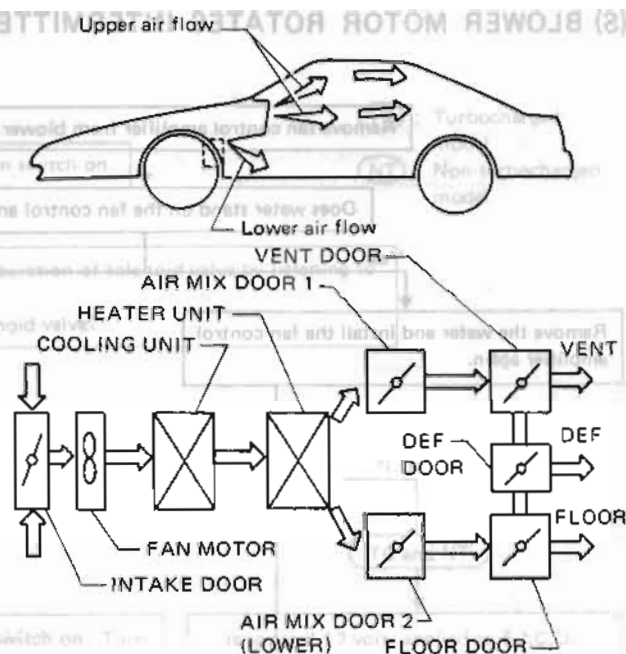
### (S) BLOWER MOTOR ROTATES INTERMITTENTLY.



# DESCRIPTION — Air Conditioner (Auto)

## Features

- The vehicle sensors are installed at head level and foot level, in order to maintain the temperatures of both positions at the optimum levels.
- When starting the engine in cold weather, the system immediately operates in the defroster mode until the coolant temperature rises, thereby preventing fogging of the windshield.
- As the coolant temperature rises high enough to use the heater, the outlet door is automatically switched to the foot level for starting the heating operation. The system begins to control the air flow automatically as the outlet air temperature reaches the optimum level.
- When the DEF switch is ON, the air flow is automatically set to the "HI" position. However, the air flow can also be switched to "LO" by setting the manual switch to "LO" position.
- The objective temperature fine control switch (Set temp. adjuster) has been adopted. This switch permits adjustment of the upper objective temperature and the lower objective temperature within the range of  $\pm 2^{\circ}\text{C}$  ( $\pm 3.6^{\circ}\text{F}$ ).
- The control unit display section (digital display and air flow indicator) is utilized for self-diagnosing each sensor and actuator.
- The proportional integral control system newly adopted in the temperature control system provides quick and accurate response without generation of steady-state error during stabilized operation.





# DESCRIPTION — Air Conditioner (Auto)

## Refrigeration Cycle

### REFRIGERANT FLOW

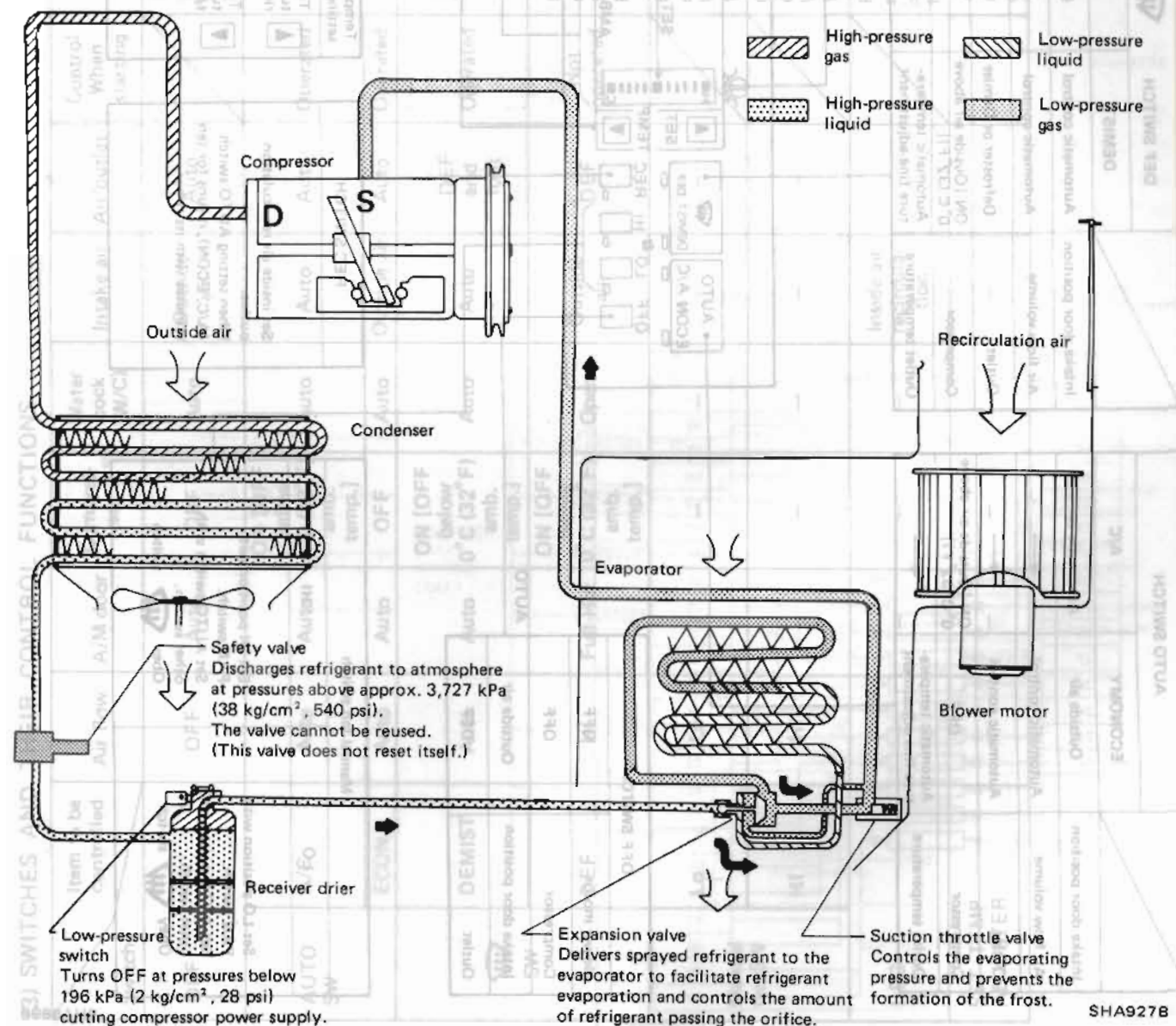
The refrigerant flows in the standard pattern, that is, through the compressor, the condenser, the receiver drier, through the evaporator, and back to the compressor.

The refrigerant evaporation through the evaporator coil is controlled by an externally equalized expansion valve, located inside the evaporator case.

### FREEZE PROTECTION — Compressor control

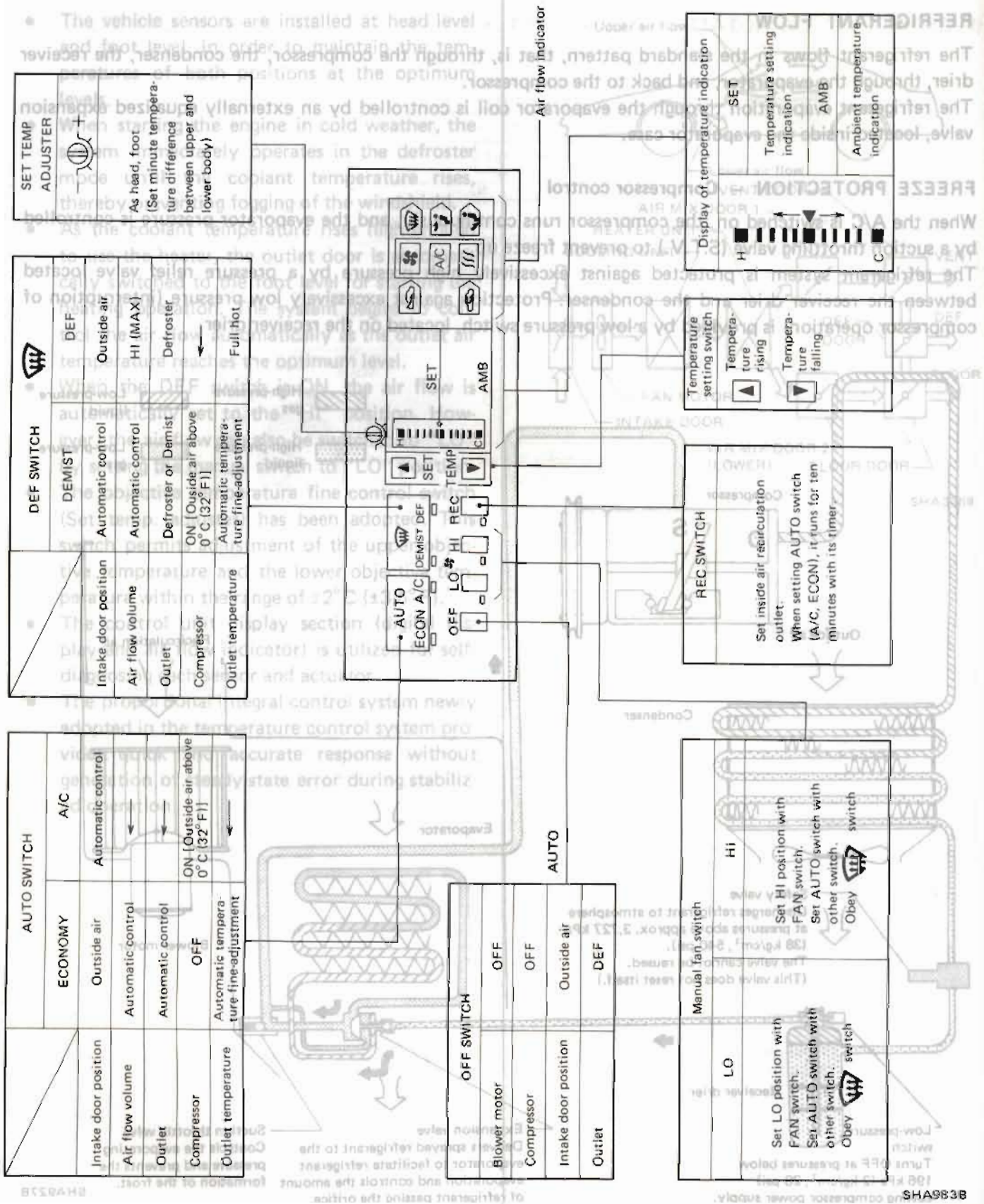
When the A/C is switched on, the compressor runs continuously, and the evaporator pressure is controlled by a suction throttling valve (S.T.V.) to prevent freeze up.

The refrigerant system is protected against excessively high pressure by a pressure relief valve located between the receiver drier and the condenser. Protection against excessively low pressure (interruption of compressor operation) is provided by a low pressure switch, located on the receiver drier.



# DESCRIPTION — Air Conditioner (Auto)

## Function of the Switches on Control Unit



SHA983B



# DESCRIPTION — Air Conditioner (Auto)

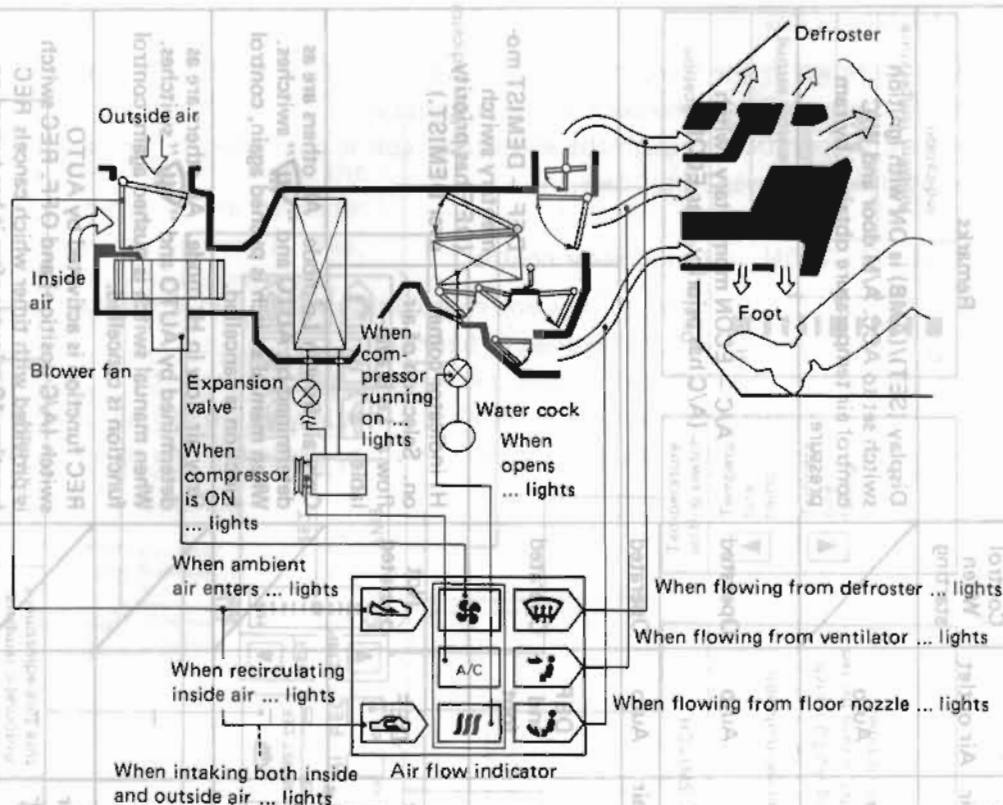
## Basic Control Function and Control Switches

### (3) SWITCHES AND THEIR CONTROL FUNCTIONS

Item to be controlled Switch	Air flow	A/M door	Compressor	Water cock (W/C)	Intake air	Air outlet	Control When starting	Remarks
OFF	OFF	Auto	OFF	Auto	Outside air	Auto		Display (SET)/(AMB) is ON with ignition switch set to ACC. A/M door and W/C control air temperature obtained by ram pressure.
AUTO SW	Auto	Auto	ON [OFF below 0°C (32°F) amb. temp.]	Auto	Auto	Auto	Operated	A/C — ECON momentary switch (A/C has priority over ECON.)
ECON	Auto	Auto	OFF	Auto	Outside air	Auto	Operated	
DEMIST SW	Auto	Auto	ON [OFF below 0°C (32°F) amb. temp.]	Auto	Auto	DEF and foot	Operated	DEF — DEMIST momentary switch (DEF has priority over DEMIST.)
DEF	HI	Full-Hot	ON [OFF below 0°C (32°F) amb. temp.]	Open	Outside air	DEF	Not operated	HI indicator comes on. Selection of air flow at Lo is available.
Lo	Lo							Only air flow in Lo mode. All others are as determined by AUTO and "H" switches. When manual switch is pushed again, control function is cancelled.
Manual fan SW	HI							Only air flow in HI mode. All others are as determined by AUTO and "H" switches. When manual switch is pushed again, control function is cancelled.
REC					Inside air recirculation			REC function is activated by AUTO switch (A/C position) and OFF. REC switch is provided with timer which cancels REC function 10 minutes after it has turned on.
SET TEMP ADJUSTER								Air temperatures at head and foot levels are adjustable to ±2°C (±3.6°F), regardless of operation of any other switch.

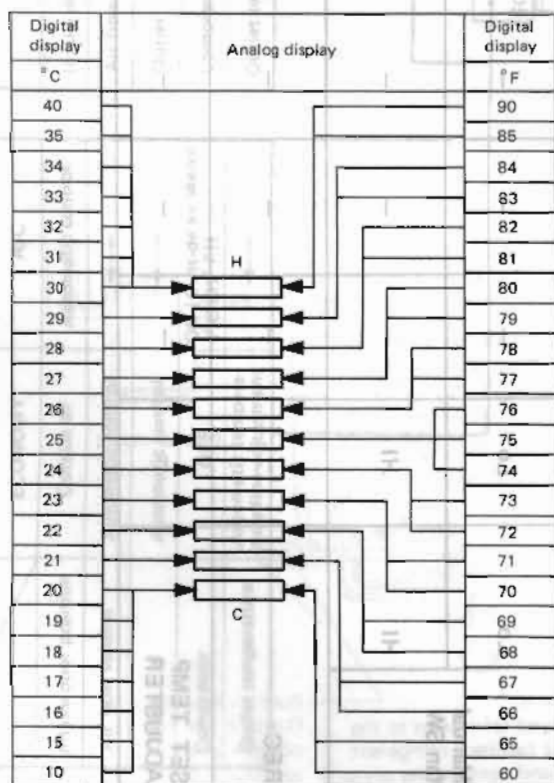
# DESCRIPTION — Air Conditioner (Auto)

## Display of the Air Flow Indicator



SHA797B

## Display of Temperature Setting



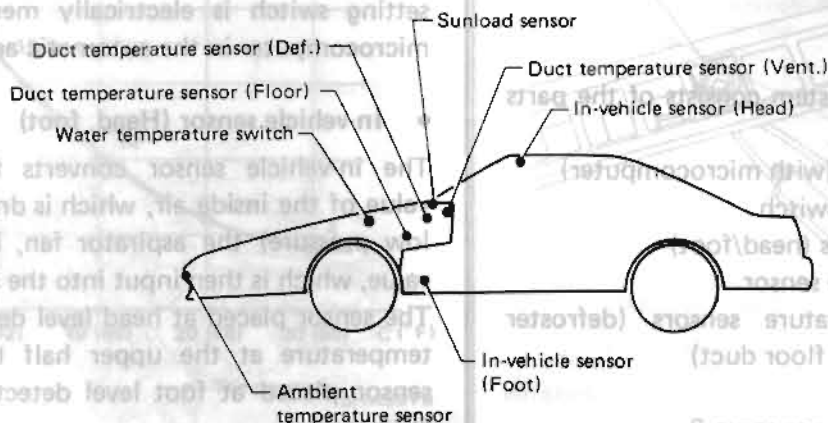
SHA523B



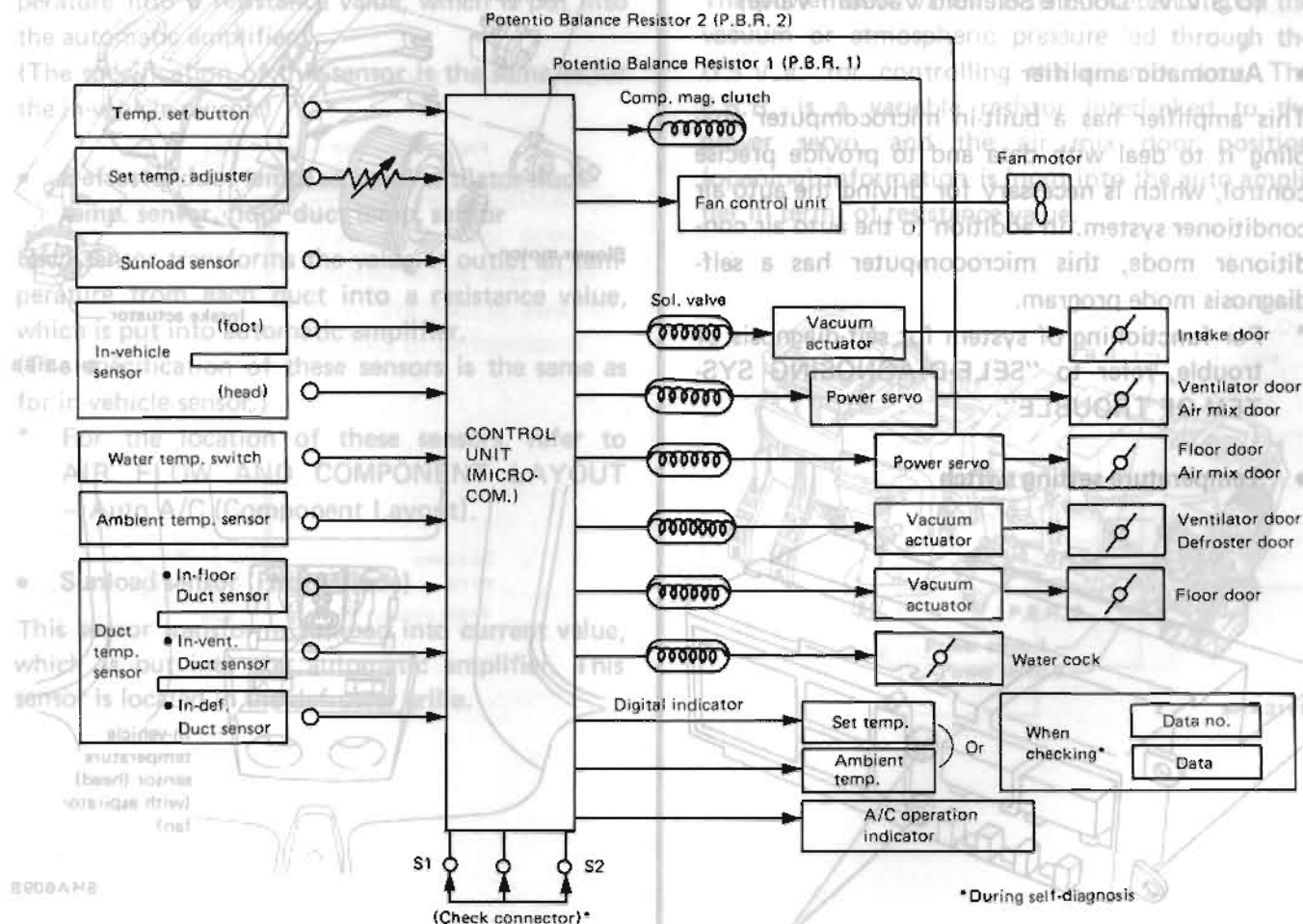
# DESCRIPTION — Air Conditioner (Auto)

## Control System

### SENSOR & SWITCH LOCATION



SHA925B



SHA799B

# DESCRIPTION — Air Conditioner (Auto)

## System Operation (Air mix door control)

### AIR MIX DOOR CONTROL (Automatic temperature control)

#### 1. Component parts

Air mix door control system consists of the parts shown below.

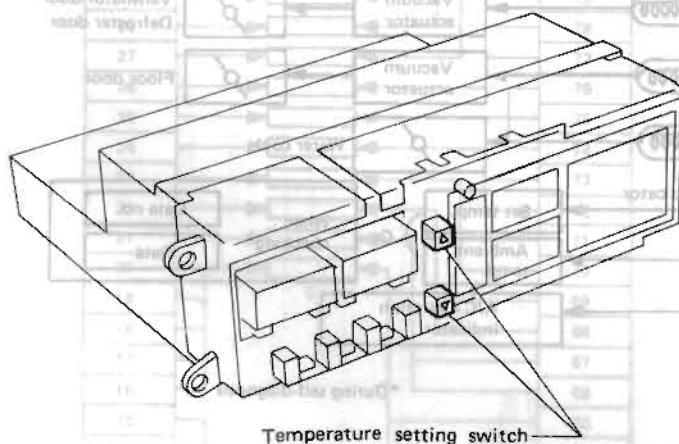
- 1) Automatic amplifier (with microcomputer)
- 2) Temperature setting switch
- 3) Two in vehicle sensors (head/foot)
- 4) Ambient temperature sensor
- 5) Three duct temperature sensors (defroster duct, ventilator duct, floor duct)
- 6) Sunload sensor
- 7) Power servo 1 and Power servo 2
- 8) PBR1 and PBR2  
(P.B.R.: Potentio Balance Resistor)
- 9) D.S.V.V. 1 and D.S.V.V. 2  
(D.S.V.V.: Double Solenoid Vacuum Valve)

#### • Automatic amplifier

This amplifier has a built-in microcomputer enabling it to deal with data and to provide precise control, which is necessary for driving the auto air conditioner system. In addition to the auto air conditioner mode, this microcomputer has a self-diagnosis mode program.

\* For functioning of system for self-diagnosis of trouble, refer to "SELF-DIAGNOSING SYSTEM OF TROUBLE".

#### • Temperature setting switch

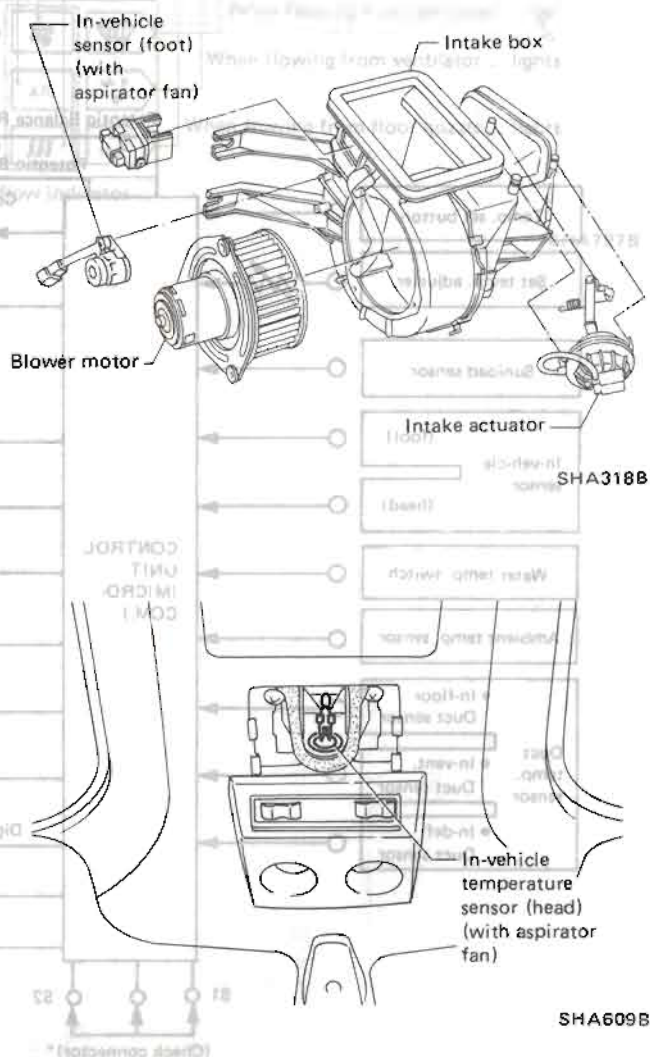


This switch is used for setting the in-vehicle temperature. Temperature set by the temperature setting switch is electrically memorized by the microcomputer in the automatic amplifier.

#### • In-vehicle sensor (Head, foot)

The in-vehicle sensor converts the temperature value of the inside air, which is drawn through (by low pressure) the aspirator fan, into a resistance value, which is then input into the auto amplifier.

The sensor placed at head level detects the typical temperature at the upper half body level. The sensor placed at foot level detects the foot level temperature.

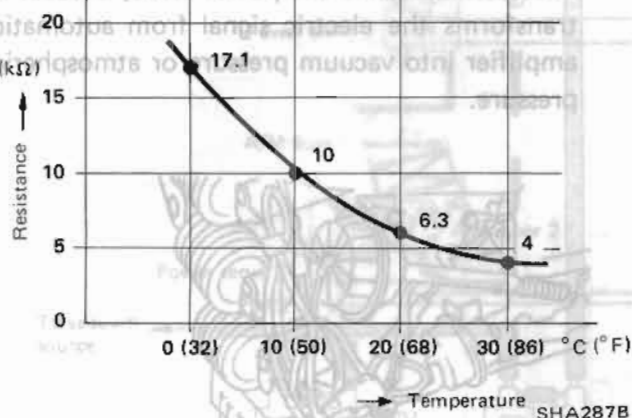




## DESCRIPTION — Air Conditioner (Auto)

### System Operation (Air mix door control) (Cont'd)

In-vehicle sensor specification



- **Ambient temperature sensor**

This sensor transforms the value of ambient temperature into a resistance value, which is put into the automatic amplifier.

(The specification of this sensor is the same as for the in-vehicle sensor.)

- **Defroster duct temp. sensor, ventilator duct temp. sensor, floor duct temp. sensor**

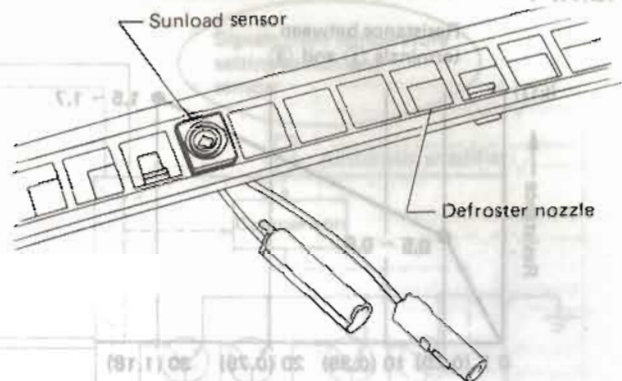
Each sensor transforms the value of outlet air temperature from each duct into a resistance value, which is put into automatic amplifier.

(The specification of these sensors is the same as for in-vehicle sensor.)

\* For the location of these sensors, refer to AIR FLOW AND COMPONENT LAYOUT — Auto A/C (Component Layout).

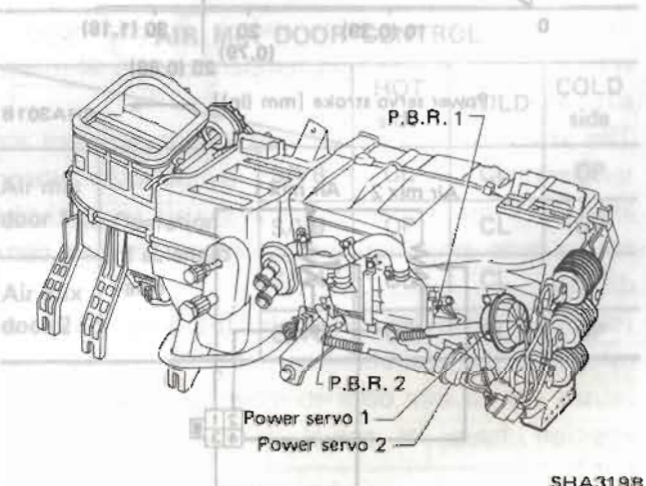
- **Sunload sensor (Photo diode)**

This sensor transforms sunload into current value, which is put into the automatic amplifier. This sensor is located in the defroster grille.



- **Power servo 1 & 2, P.B.R. 1 & 2**  
(P.B.R.: Potentiometer Balance Resistor)

The power servo varies its stroke depending on the vacuum or atmospheric pressure led through the D.S.V.V. for controlling the air mix door. The P.B.R. is a variable resistor interlinked to the power servo, and the air mix door position (opening) information is input into the auto amplifier in terms of resistance value.

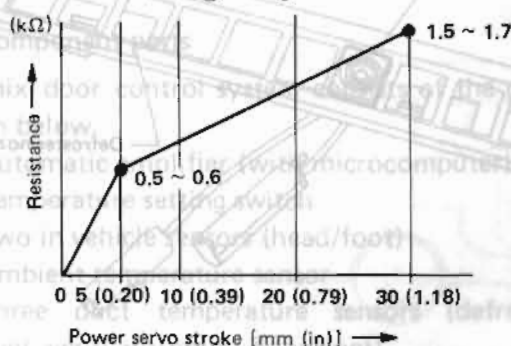


# DESCRIPTION — Air Conditioner (Auto)

## System Operation (Air mix door control) (Cont'd)

### P.B.R. 1

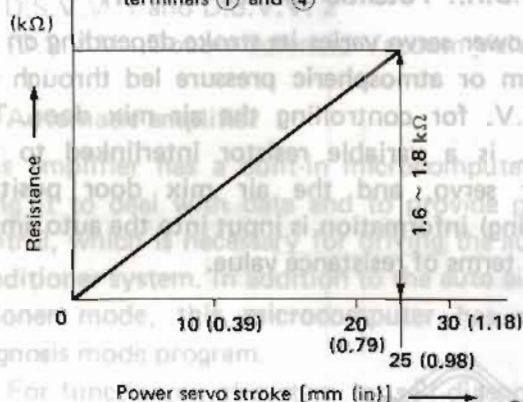
Resistance between terminals ① and ③



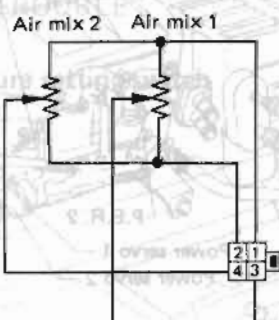
SHA6108

### P.B.R. 2

Resistance between terminals ① and ④



SHA301B

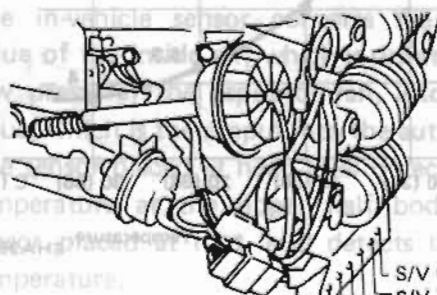


SHA611B

### • D.S.V.V. (Double Solenoid Vacuum Valve)

D.S.V.V. can drive the power servo, because it transforms the electric signal from automatic amplifier into vacuum pressure or atmospheric pressure.

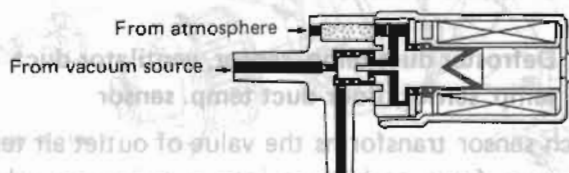
### • In-vehicle sensor (Head foot)



S/V 6  
S/V 7  
S/V 5  
S/V 9  
S/V 4  
S/V 8

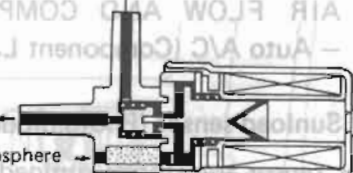
SHA985B

Inner structure of D.S.V.V.



To power servo

From atmosphere



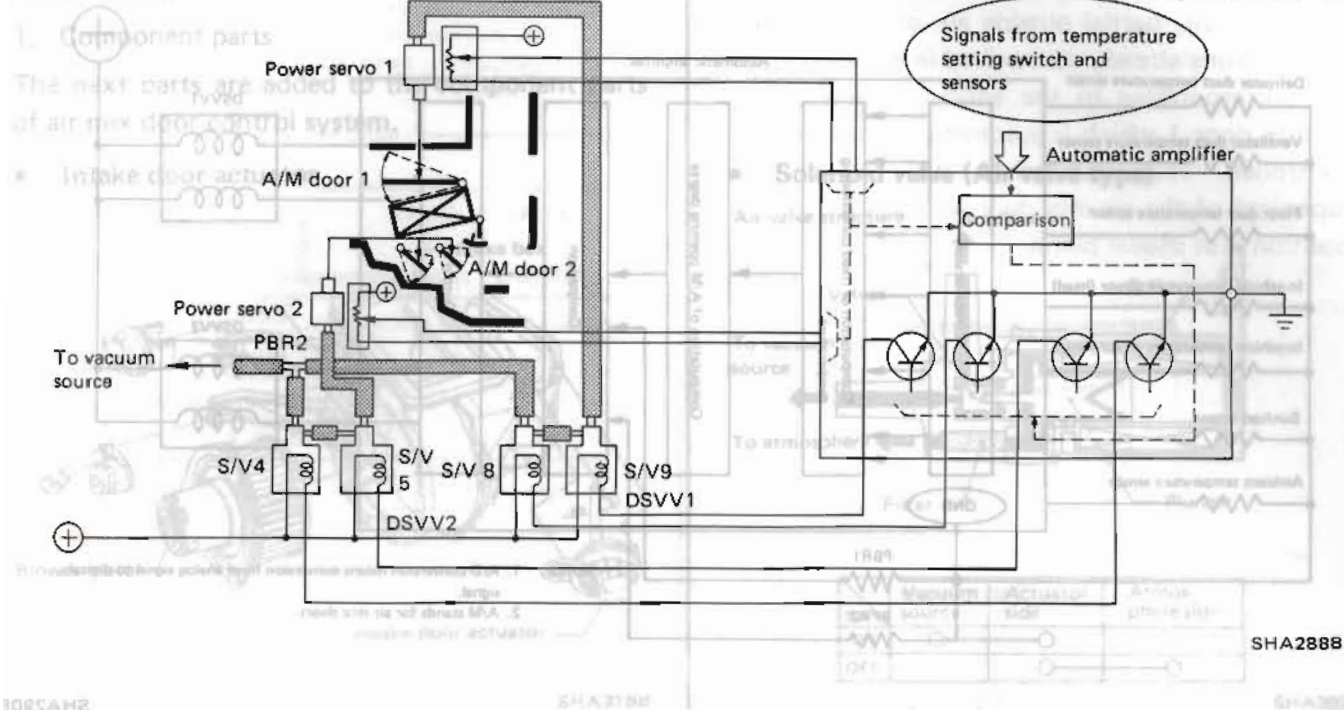
SHA289B



# DESCRIPTION — Air Conditioner (Auto)

## System Operation (Air mix door control) (Cont'd)

### INTAKE DOOR CONTROL



### 2. System operation of intake door control

The objective air mix door opening calculated in the auto amplifier and the actual door opening input from P.B.R. are compared in the auto amplifier. A signal, as shown in the list is sent to D.S.V.V. according to the results of comparison.

CL: Solenoid valve is closed  
OP: Solenoid valve is open

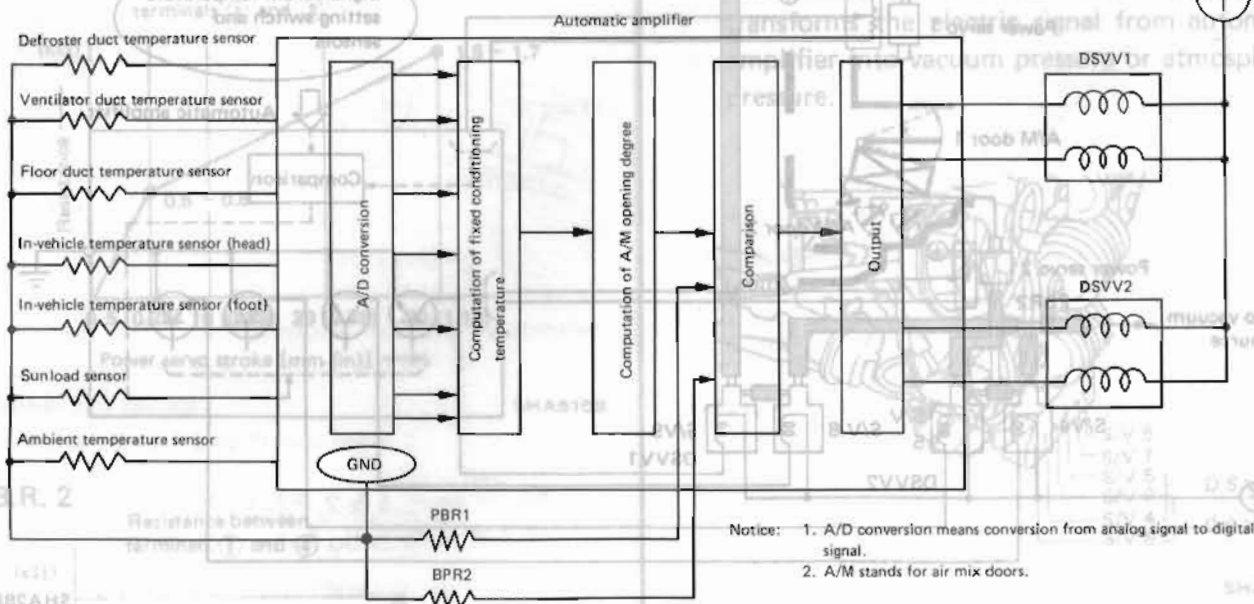
AIR MIX DOOR CONTROL

			HOT side	HOLD	COLD side
Air mix door 1	Operation of solenoid valve	S/V8	CL	CL	OP
		S/V9	OP	CL	OP
Air mix door 2		S/V4	CL	CL	OP
		S/V5	OP	CL	OP

# DESCRIPTION — Air Conditioner (Auto)

## System Operation (Air mix door control) (Cont'd)

### 2. System operation of air mix door control



The temperature setting switch in this control system inputs the setting temperature signal to the auto amplifier.

The in-vehicle sensor, sunload sensor, ambient air temperature sensor, and duct temperature sensor also input the resistance value signals respectively to the auto amplifier corresponding to their conditions.

Receiving these input signals, the auto amplifier calculates the desirable air mix door position and causes the air mix door to move to the calculated position from its actual position detected by P.B.R. 1.

This movement of the air mix door is done by the power servo activated by the signal sent from the auto amplifier to the atmosphere side or vacuum side of the D.S.V.V.

The position of the air mix door is confirmed by the P.B.R. when converting the stroke of the power servo into voltage signal, and then by inputting the signal to the auto amplifier. The D.S.V.V. then continues operation until the air mix door position detected in this way coincides with the position determined by the control unit. The D.S.V.V. and the power servo stops operation once coincidence is attained.



# DESCRIPTION — Air Conditioner (Auto)

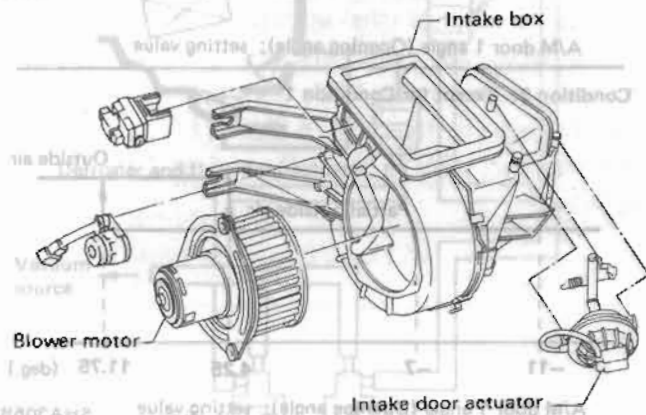
## System Operation (Intake door control)

### INTAKE DOOR CONTROL

#### 1. Component parts

The next parts are added to the component parts of air mix door control system.

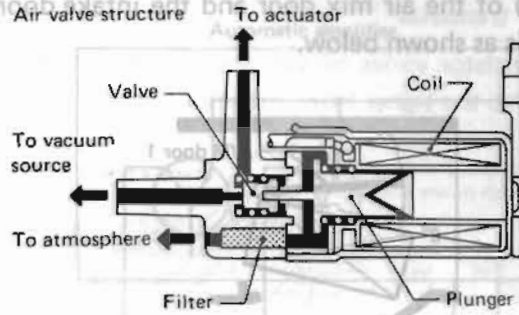
##### • Intake door actuator



SHA318B

##### • Solenoid valve (Air valve type)

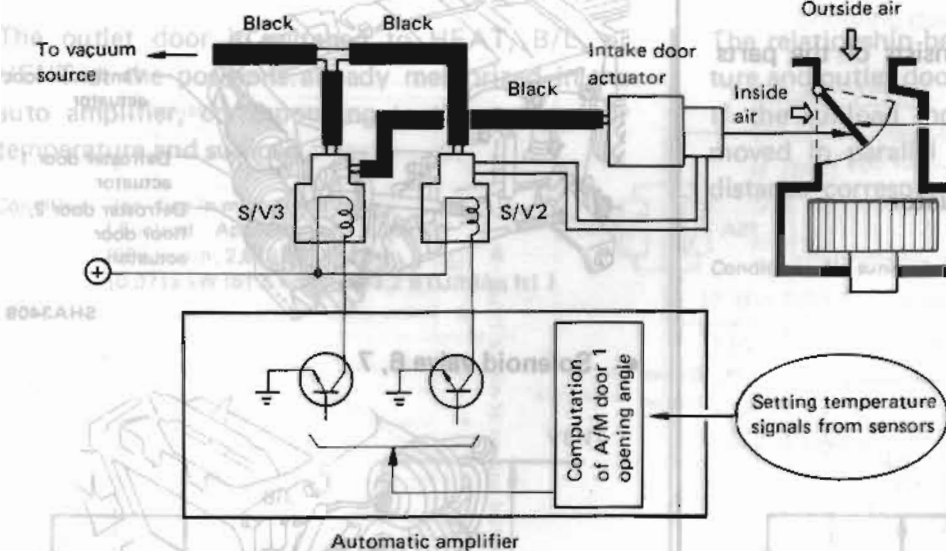
Air valve structure



SW	Vacuum source	Actuator side	Atmosphere side
ON	○	○	○
OFF	○	○	○

SHA302B

#### 2. System operation of intake door control



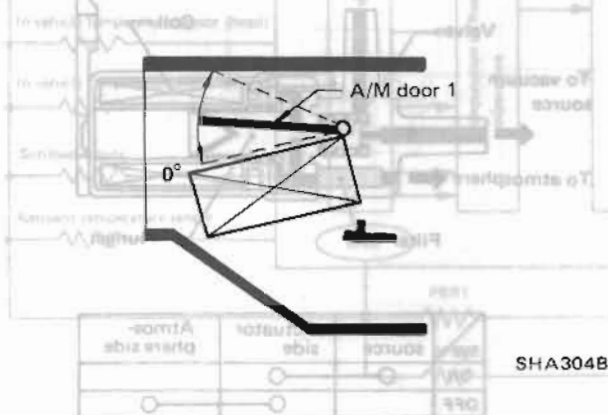
	S/V3	S/V2
Inside air	OPEN	OPEN
Partial outside air	OPEN	CLOSED
Outside air	CLOSED	CLOSED

SHA303B

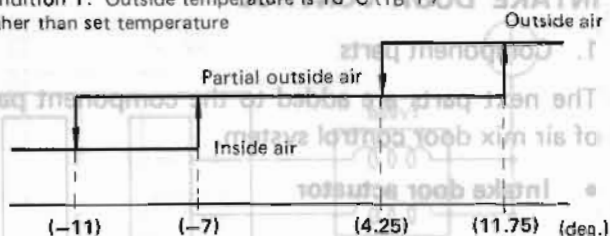
# DESCRIPTION — Air Conditioner (Auto)

## System Operation (Intake door control) (Cont'd)

The intake door is switched in order to introduce the inside air, partial outside air, or outside air at the positions already memorized in the auto amplifier corresponding to the angle (opening) of the air mix door 1 which is automatically temperature controlled. The relationship between the angle (opening) of the air mix door and the intake door position is as shown below.

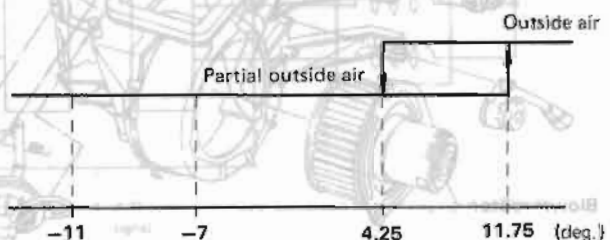


Condition 1: Outside temperature is 10°C (18°F) higher than set temperature



A/M door 1 angle (Opening angle): setting value

Condition 2: Except for Condition 1



A/M door 1 angle (Opening angle): setting value.

SHA305B

## System Operation (Outlet door control)

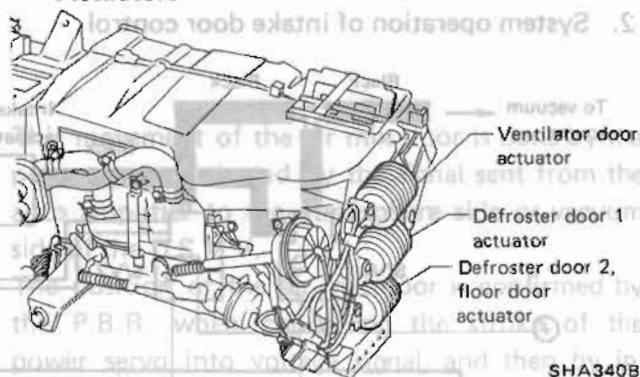
### OUTLET DOOR CONTROL

#### 1. Component parts

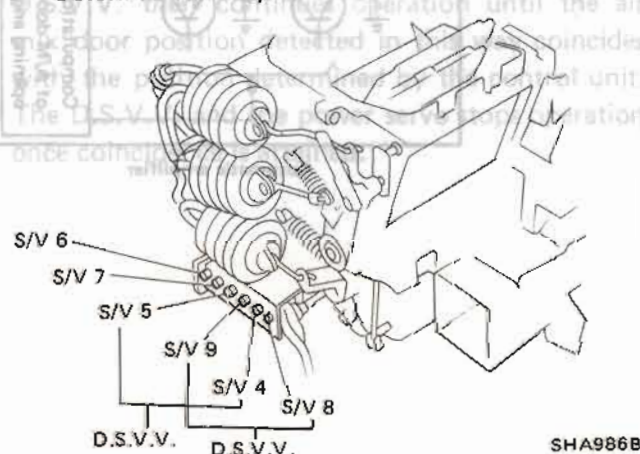
Outlet door control system consists of the parts shown below.

- 1) Defroster door actuator
- 2) Ventilator door actuator
- 3) Defroster and floor door actuator
- 4) Solenoid valve 6, 7
- 5) Sunload sensor
- 6) Ambient temperature sensor
- 7) Automatic amplifier

#### • Actuators



#### • Solenoid valve 6, 7

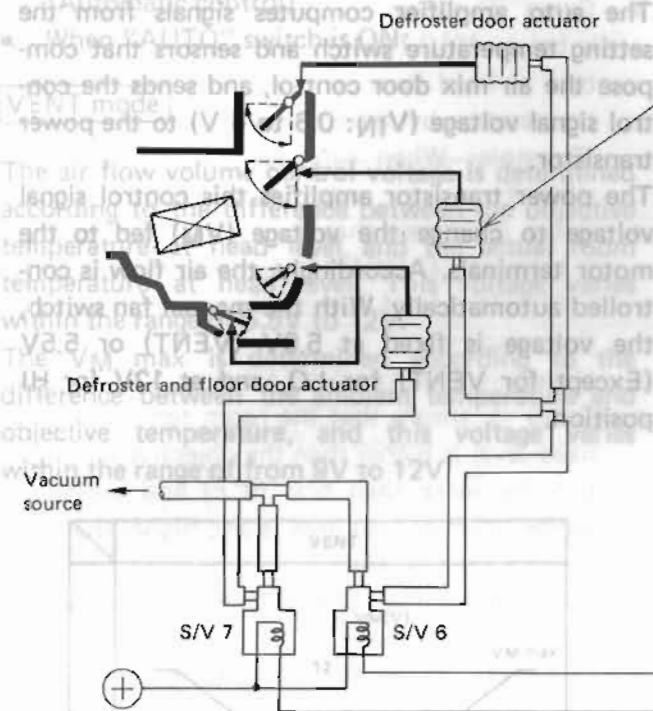




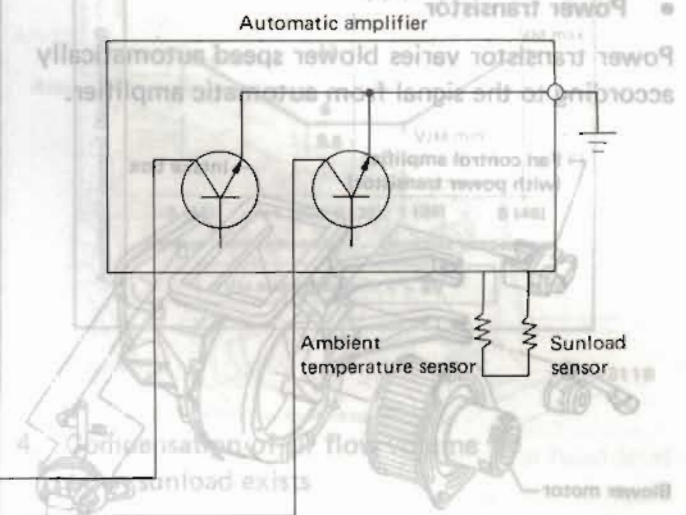
# DESCRIPTION — Air Conditioner (Auto)

## System Operation (Outlet door control) (Cont'd)

### 2. System operation of outlet door control

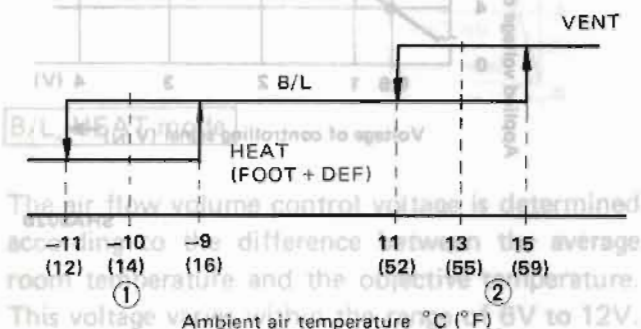


When the DEMIST switch is ON, the VM min voltage is fixed at 8V. According to the control voltage varies within the range of 8V to 12V. Power transistor is added to the control system.



The outlet door is switched to HEAT, B/L, or VENT at the positions already memorized in the auto amplifier, corresponding to the ambient air temperature and sunload.

Condition: Very fine in midsummer  
(Sunload: Approximately 0.768 kW  
(660 kcal/h, 2,619 BTU/h)/m<sup>2</sup>  
(0.0713 kW (61.3 kcal/h, 243.2 BTU/h)/sq ft) )

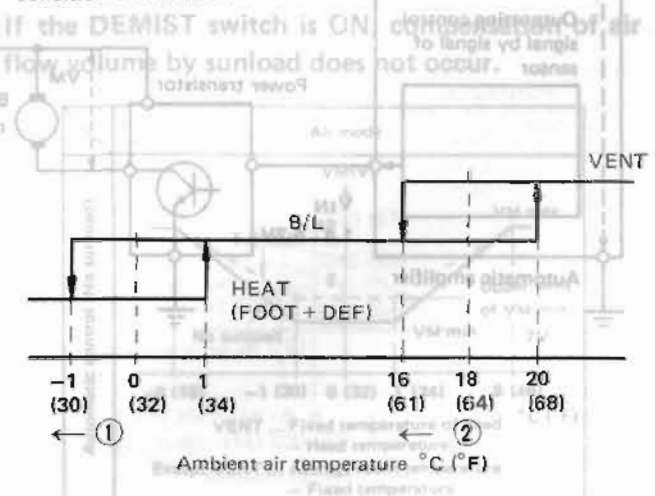


SHA800B

The relationship between the ambient air temperature and outlet door is as shown below.

If the sunload increases, points ① and ② are moved in parallel direction to the arrow by the distance corresponding to the increase in sunload.

Condition: No sunload



SHA801B

# DESCRIPTION — Air Conditioner (Auto)

## System Operation (Air flow volume control)

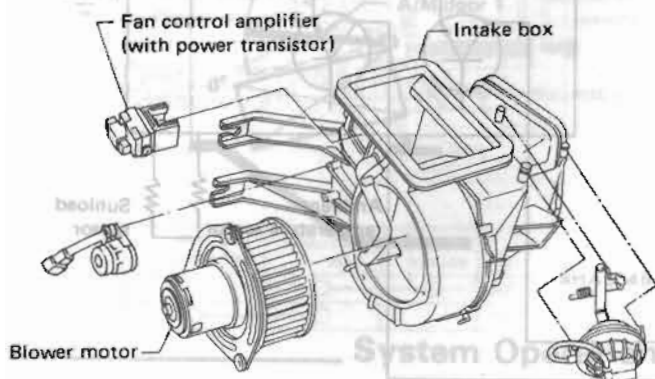
### AIR FLOW VOLUME CONTROL

#### 1. Component parts

Power transistor is added to the component parts of air mix door control system.

#### • Power transistor

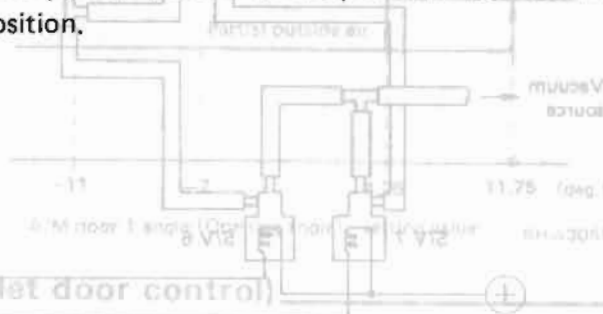
Power transistor varies blower speed automatically according to the signal from automatic amplifier.



#### 2. System operation of air flow volume control

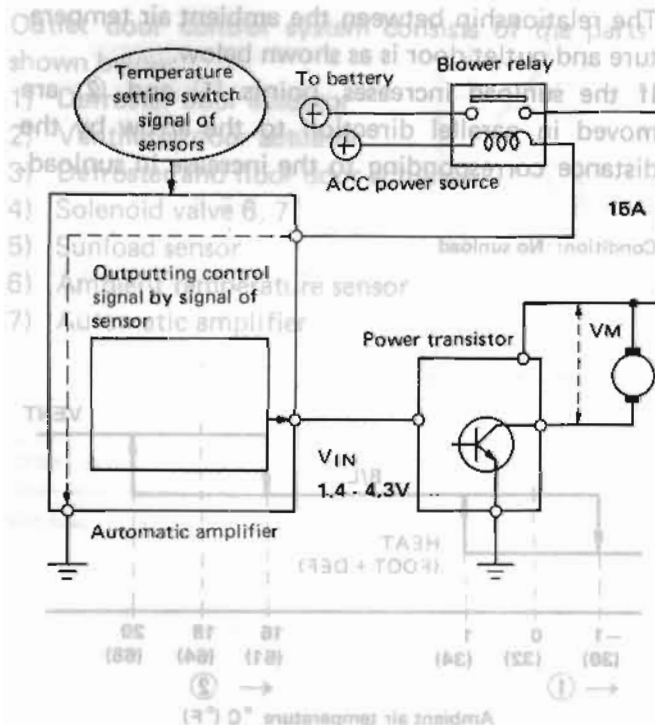
The auto amplifier computes signals from the setting temperature switch and sensors that compose the air mix door control, and sends the control signal voltage ( $V_{IN}$ : 0.6 to 4 V) to the power transistor.

The power transistor amplifies this control signal voltage to change the voltage ( $V_M$ ) fed to the motor terminals. Accordingly, the air flow is controlled automatically. With the manual fan switch, the voltage is fixed at 5.0V (VENT) or 5.5V (Except for VENT) for LO, and at 12V for HI position.



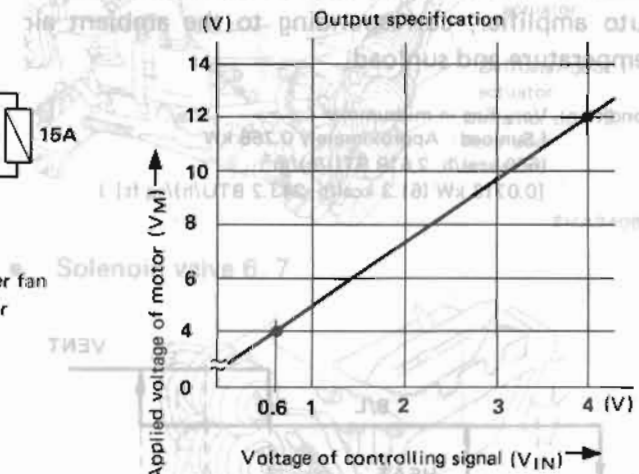
### OUTLET DOOR CONTROL

#### 1. Component parts



#### • Actuators

The outlet door is switched to HEAT, B/L, or VENT as the positions already memorized in the auto amplifier.





# DESCRIPTION — Air Conditioner (Auto)

## System Operation (Air flow volume control) (Cont'd)

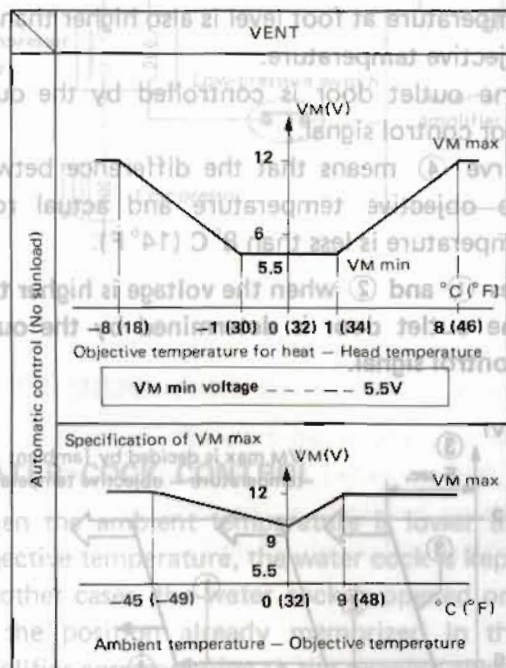
### 3. Specification of air flow volume control (Automatic control)

- When "AUTO" switch is ON:

#### VENT mode

The air flow volume control voltage is determined according to the difference between the objective temperature at head level and the actual room temperature at head level. This voltage varies within the range of 5.5V to 12V.

The  $V_M$  max is determined according to the difference between the ambient temperature and objective temperature, and this voltage varies within the range of from 9V to 12V.

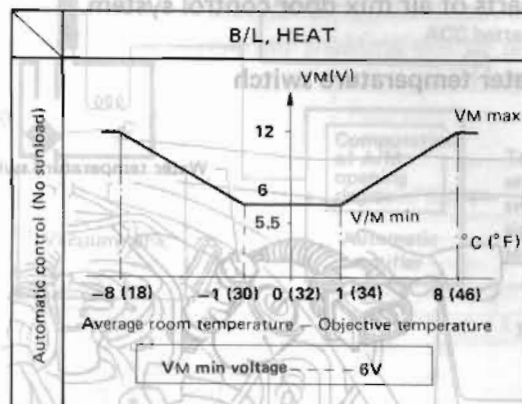


SHA310B

#### B/L, HEAT mode

The air flow volume control voltage is determined according to the difference between the average room temperature and the objective temperature. This voltage varies within the range of 6V to 12V. The  $V_M$  max varies within the range of 9V to 12V, just like in the case of VENT.

When the DEMIST switch on the DEF switch is ON, the  $V_M$  min voltage is fixed at 8V. Accordingly, the control voltage varies within the range of 8V to 12V.



SHA311B

### 4. Compensation of air flow volume when sunload exists

In order to compensate for a change in room temperature depending on whether or not the sunload exists, the air flow volume is corrected according to the following diagram.

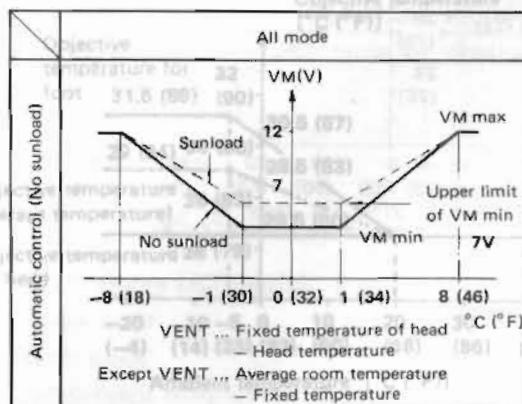
In VENT ...  $V_M$  min: 5.5 to 7 V

Except VENT ...  $V_M$  min: 6 to 7 V

(In both cases, the upper limit of compensation is 7V.)

$V_M$  max is the same as when no sunload exists.

If the DEMIST switch is ON, compensation of air flow volume by sunload does not occur.



SHA292B

# DESCRIPTION — Air Conditioner (Auto)

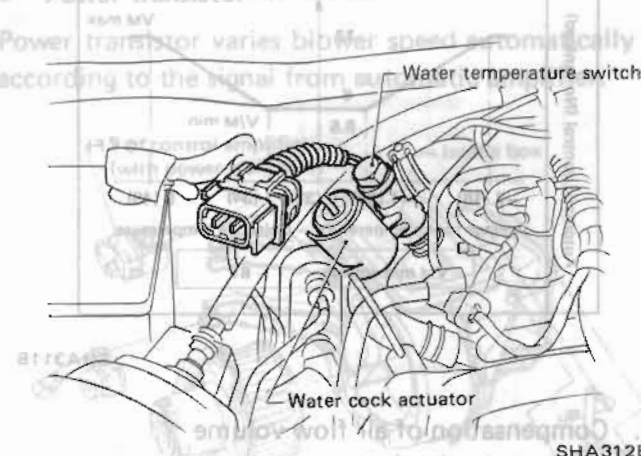
## System Operation (Control at starting)

### CONTROL AT STARTING

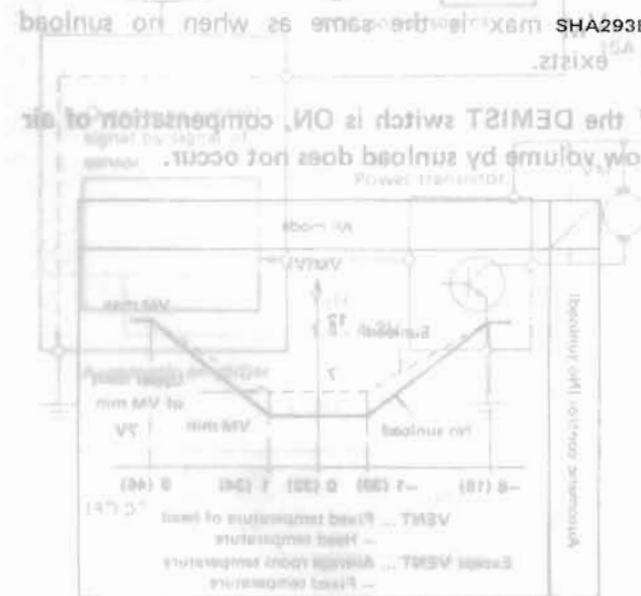
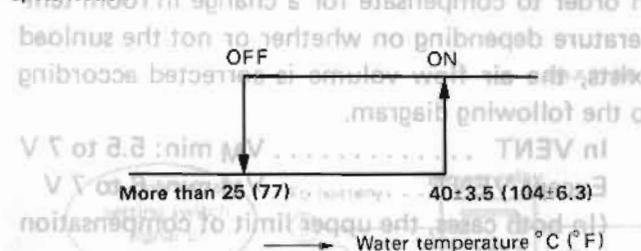
#### 1. Component parts

Water temperature switch is added to the component parts of air mix door control system.

#### • Water temperature switch



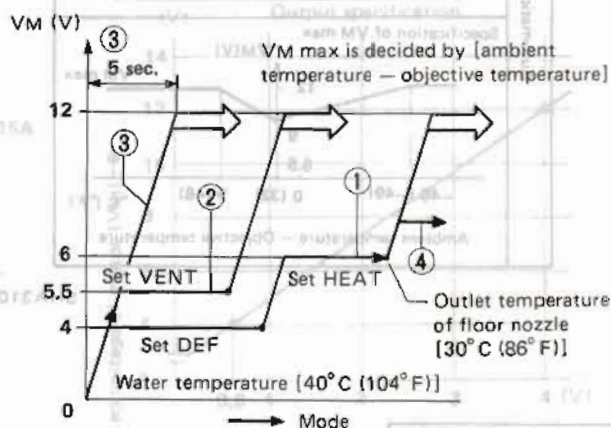
#### Specification



#### 2. System operation of control at starting

- Curve ① means that the coolant temperature is below 40°C (104°F) and the room temperature at head level is lower than the objective temperature by more than 5°C (9°F). (Example: When sunload does not exist in winter)
- Curve ② means that the coolant temperature is below 40°C (104°F) and the room temperature at foot level is only lower than the objective temperature. (Example: When sunload exists in winter)
- Curve ③ means that the room temperature at head level is higher than the objective temperature by more than 5°C (9°F) and the room temperature at foot level is also higher than the objective temperature. (The outlet door is controlled by the outlet door control signal.)
- Curve ④ means that the difference between the objective temperature and actual room temperature is less than 8°C (14°F).

In cases ① and ② when the voltage is higher than 6V, the outlet door is determined by the outlet door control signal.



The air flow volume control voltage is determined according to the difference between the average room temperature and the objective temperature. This voltage varies within the range of 8V to 12V. The VM max varies within the range of 8V to 12V. [just like in the case of VENT.]



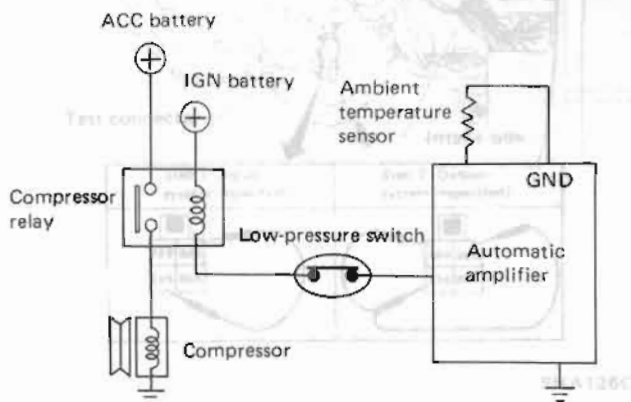
# DESCRIPTION — Air Conditioner (Auto)

## System Operation (Compressor, water cock control and compensation for ambient temperature)

### COMPRESSOR CONTROL

- "ECON" mode: OFF
- Except for "ECON" mode:

Ambient temperature	Control
More than 0°C (32°F)	ON
Less than 0°C (32°F)	OFF

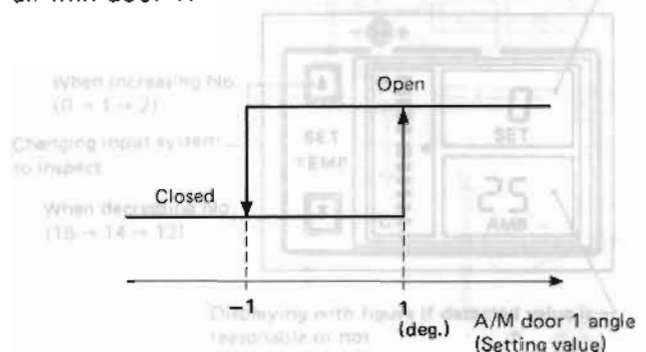


SHA294B

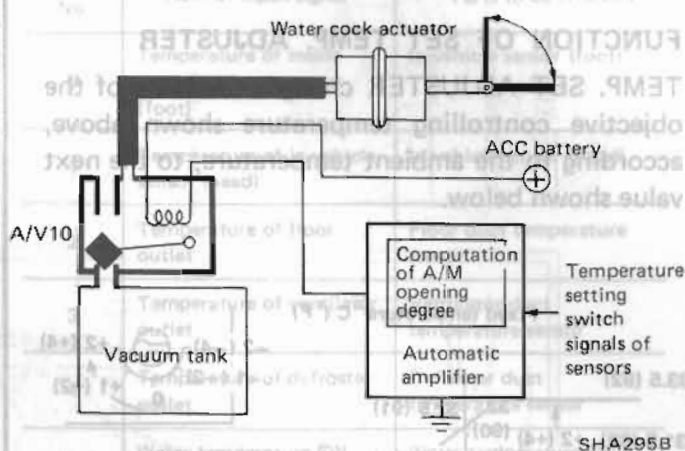
### STEP 1 INSPECTION OF INPUT SYSTEM

### WATER COCK CONTROL

When the ambient temperature is lower than the objective temperature, the water cock is kept open. In other cases, the water cock is opened or closed at the position already memorized in the auto amplifier corresponding to the opening angle of the air mix door 1.



SHA314B



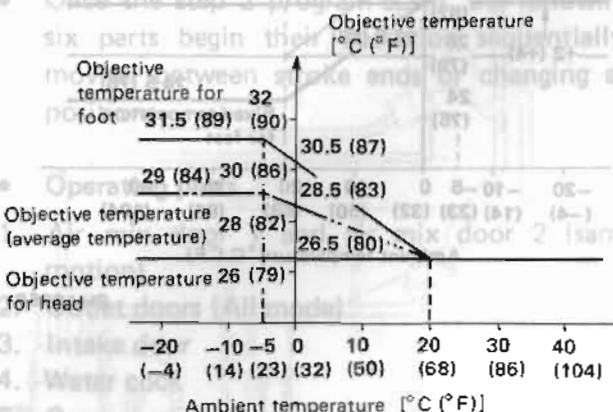
SHA295B

### COMPENSATION FOR AMBIENT TEMPERATURE

In the temperature control system, the head-level and foot-level objective temperatures are compensated for a change in the ambient temperature.

For example, when the setting temperature is 25°C (77°F), and if the ambient temperature is 0°C (32°F), the foot-level objective temperature is compensated to 30.5°C (87°F) and the head-level objective temperature to 26.5°C (80°F). If the ambient temperature is higher than 20°C (68°F), the objective temperature at both levels is 26.5°C (80°F).

Specification of objective temperature  
[When the setting temperature is 25°C (77°F)]



SHA803B

# DESCRIPTION — Air Conditioner (Auto)

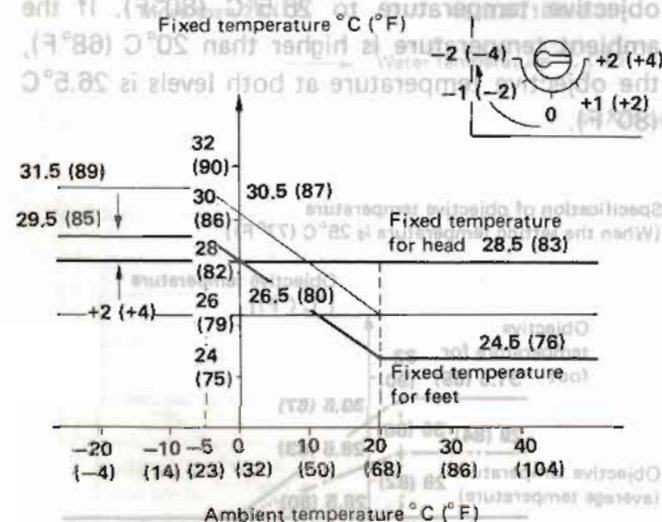
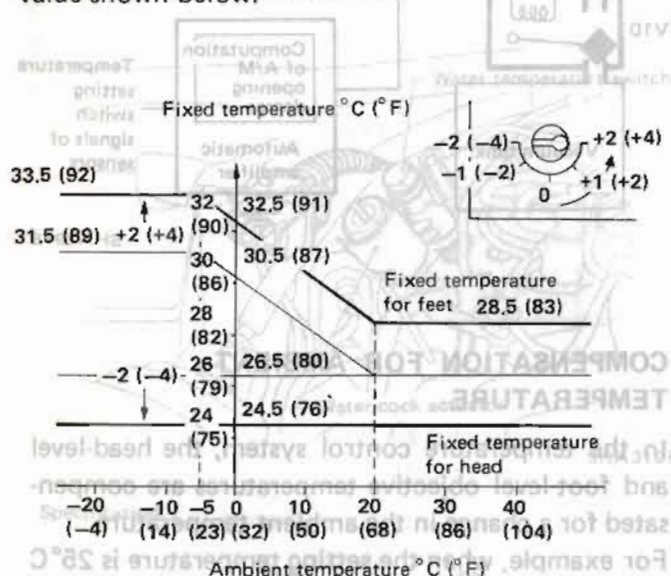
## System Operation

(Function of

set TEMP. adjuster)

### FUNCTION OF SET TEMP. ADJUSTER

TEMP. SET ADJUSTER changes the value of the objective controlling temperature shown above, according to the ambient temperature, to the next value shown below.



## 2. System operation of control at starting

- Curve ① means that the room temperature is below 40°C (104°F) and the objective temperature at head level is lower than the objective temperature by 2°C (3.6°F).

(Example: When sunbath is not used)

- Curve ② means that the room temperature is below 40°C (104°F) and the objective temperature at foot level is lower than the objective temperature.

(Example: When sunbath is not used)

- Curve ③ means that the room temperature at head level is higher than the objective temperature by 2°C (3.6°F) and the objective temperature at foot level is lower than the objective temperature.

- Curve ④ means that the room temperature at head level is higher than the objective temperature by 2°C (3.6°F) and the objective temperature at foot level is higher than the objective temperature.

In cases ① and ② when the voltage is higher than 110V, the outlet door is terminated by outlet door control signal.

When the ambient temperature is lower than the objective temperature, the water cock is kept open. In other cases, the water cock is opened or closed at the position already memorized in the auto amplifier corresponding to the opening angle of the air-mix door.





# DESCRIPTION — Air Conditioner (Auto)

## Function of Self-diagnosis of Trouble

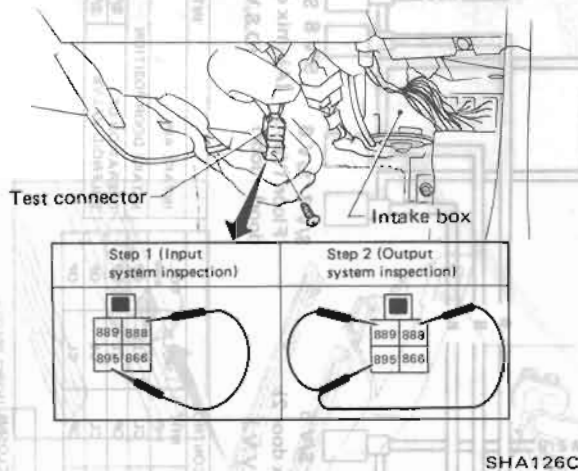
The self-diagnosis program is used to locate trouble and is composed of the following two steps:

Step 1 ..... Inspection of input system

Step 2 ..... Inspection of output system

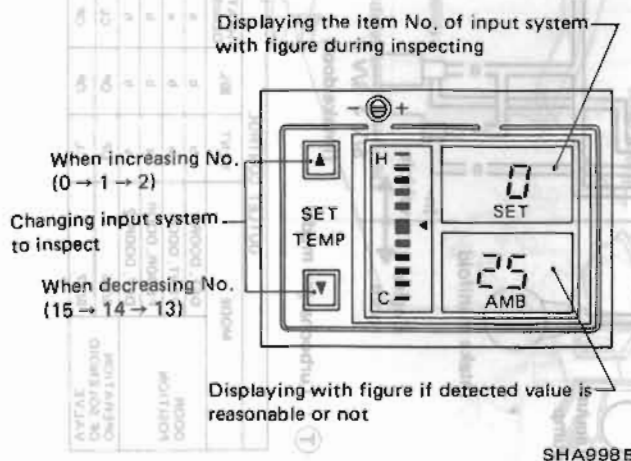
### Diagnosing test connector

To change the system to the diagnosis mode, short the terminals of test connector located under the right side of the instrument panel.



### STEP 1 INSPECTION OF INPUT SYSTEM

The number of the part being checked and the value detected by that part (whether that part is disconnected or shorted) is displayed on the temperature display section by the setting temperature switch.



Display No.	Item of input signal	Parts to be checked
0	Temperature of inside air temperature sensor (foot)	In-vehicle sensor (foot)
1	Temperature of in-vehicle sensor (head)	In-vehicle sensor (head)
2	Temperature of floor outlet	Floor duct temperature sensor
3	Temperature of ventilator outlet	Ventilator duct temperature sensor
4	Temperature of defroster outlet	Defroster duct temperature sensor
5	Water temperature-SW, display ON-OFF	Water temperature SW.
6	Sunload	Sunload sensor
7	Width of objective temperature	Set temp. adjuster
8	Position of A/M door 2	P.B.R. 2
9	Position of A/M door 1	P.B.R. 1
10~ 15	No meaning	No meaning

### STEP 2 INSPECTION OF OUTPUT SYSTEM

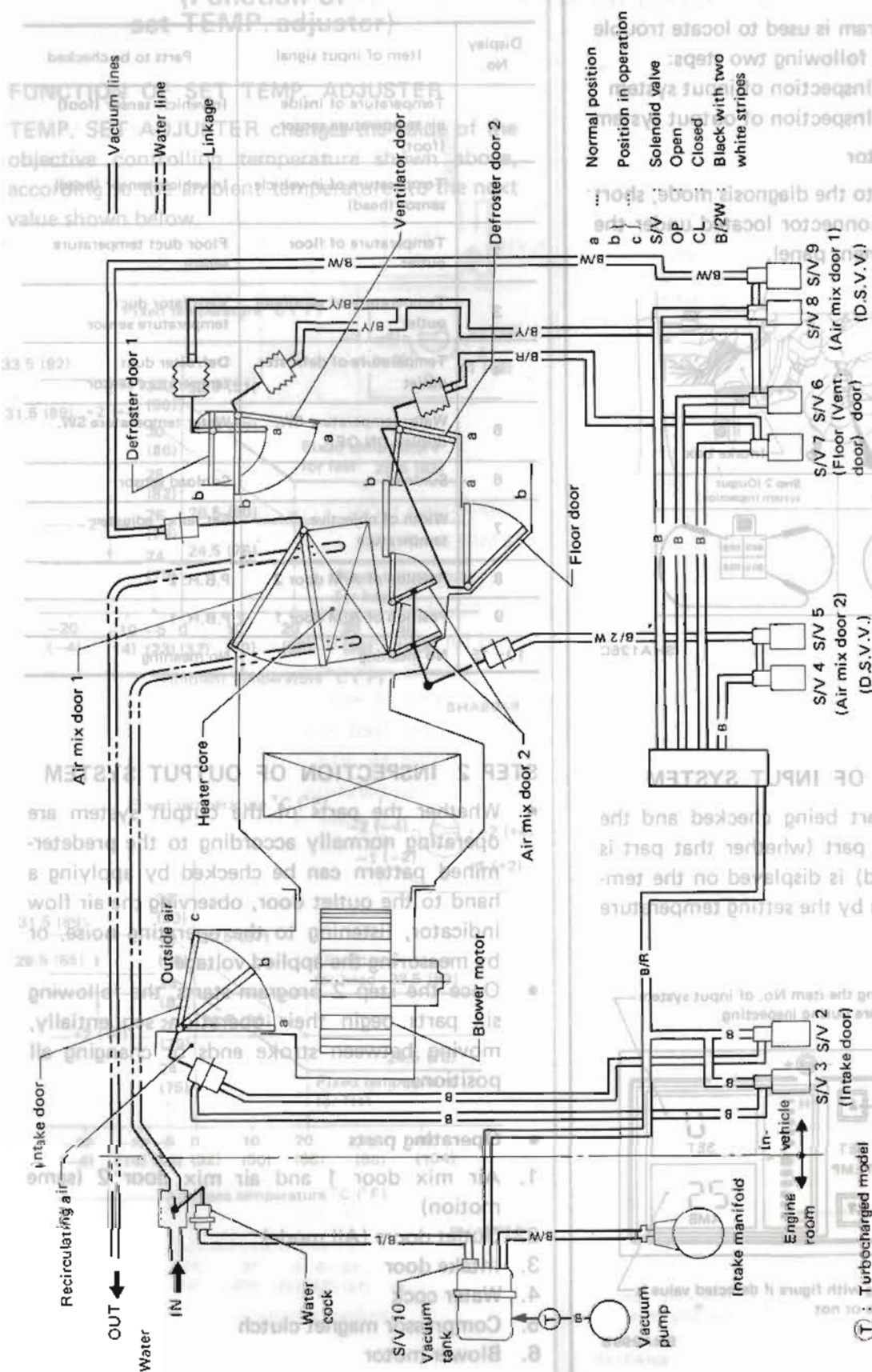
- Whether the parts of the output system are operating normally according to the predetermined pattern can be checked by applying a hand to the outlet door, observing the air flow indicator, listening to the operating noise, or by measuring the applied voltage.
- Once the step 2 program starts, the following six parts begin their operation sequentially, moving between stroke ends or changing all positions.

#### Operating parts

- Air mix door 1 and air mix door 2 (same motion)
- Outlet doors (All mode)
- Intake door
- Water cock
- Compressor magnet clutch
- Blower motor

# AIR FLOW AND COMPONENT LAYOUT (Auto)

## Air Flow



INTAKE CONTROL		RECIRC		OUTSIDE	
INTAKE AIR	INTAKE DOOR POSITION	OPERATION OF SOLENOID VALVE	INTAKE AIR	INTAKE DOOR POSITION	OPERATION OF SOLENOID VALVE
S/V 7	S/V 6	(Floor (Vent. door) door)	S/V 2	S/V 3	OP
S/V 8	S/V 9	(Air mix door 1) (D.S.V.V.)	CL	CL	CL

AIR MIX DOOR CONTROL		HOT side		COLD side	
OPERATION OF SOLENOID VALVE	VALVE	CL	OP	CL	OP
Air mix door 1	S/V 8	CL	OP	CL	OP
Air mix door 2	S/V 9	CL	OP	CL	OP
Air mix door 2	S/V 5	CL	OP	CL	OP

OUTLET CONTROL		HEAT/DEHIST		DEF	
DOOR POSITION	MODE	B/L	VENT	DEF	DEF
DEF. DOOR 1	DEF. DOOR 1	b	b	a	a
VENT. DOOR	VENT. DOOR	b	b	a	a
FLOOR DOOR	FLOOR DOOR	b	b	a	a
DEF. DOOR 2	DEF. DOOR 2	a	a	b	b
S/V 6	S/V 6	OP	OP	CL	CL
S/V 7	S/V 7	OP	OP	CL	CL

WATER COCK CONTROL		OPEN		CLOSED	
OPERATION OF SOLENOID VALVE	VALVE	CL	OP	CL	OP
S/V 10	S/V 10	CL	OP	CL	OP

① Turbocharged model

SHA987B



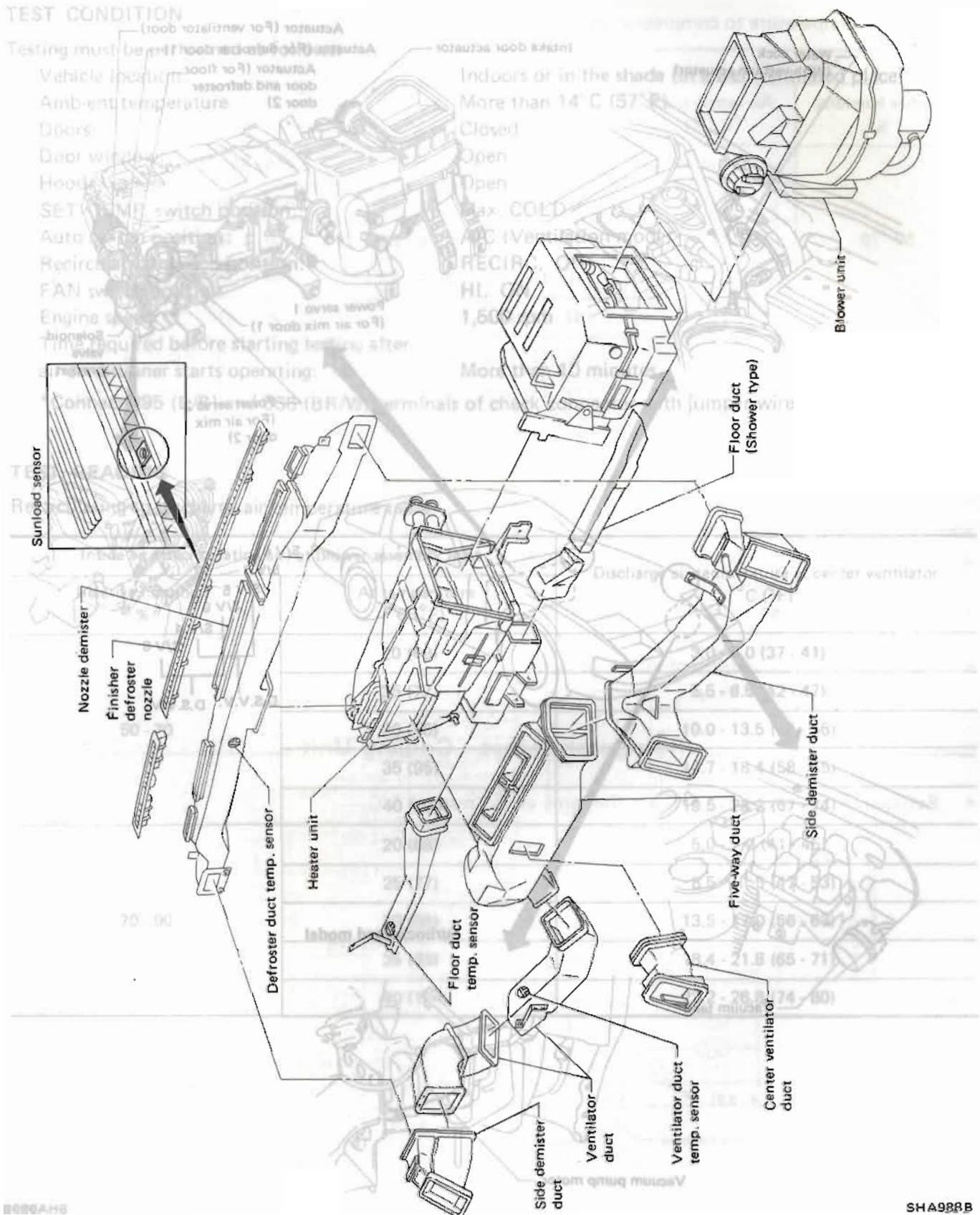
# (AIR FLOW AND COMPONENT LAYOUT (Auto))

## Component Layout

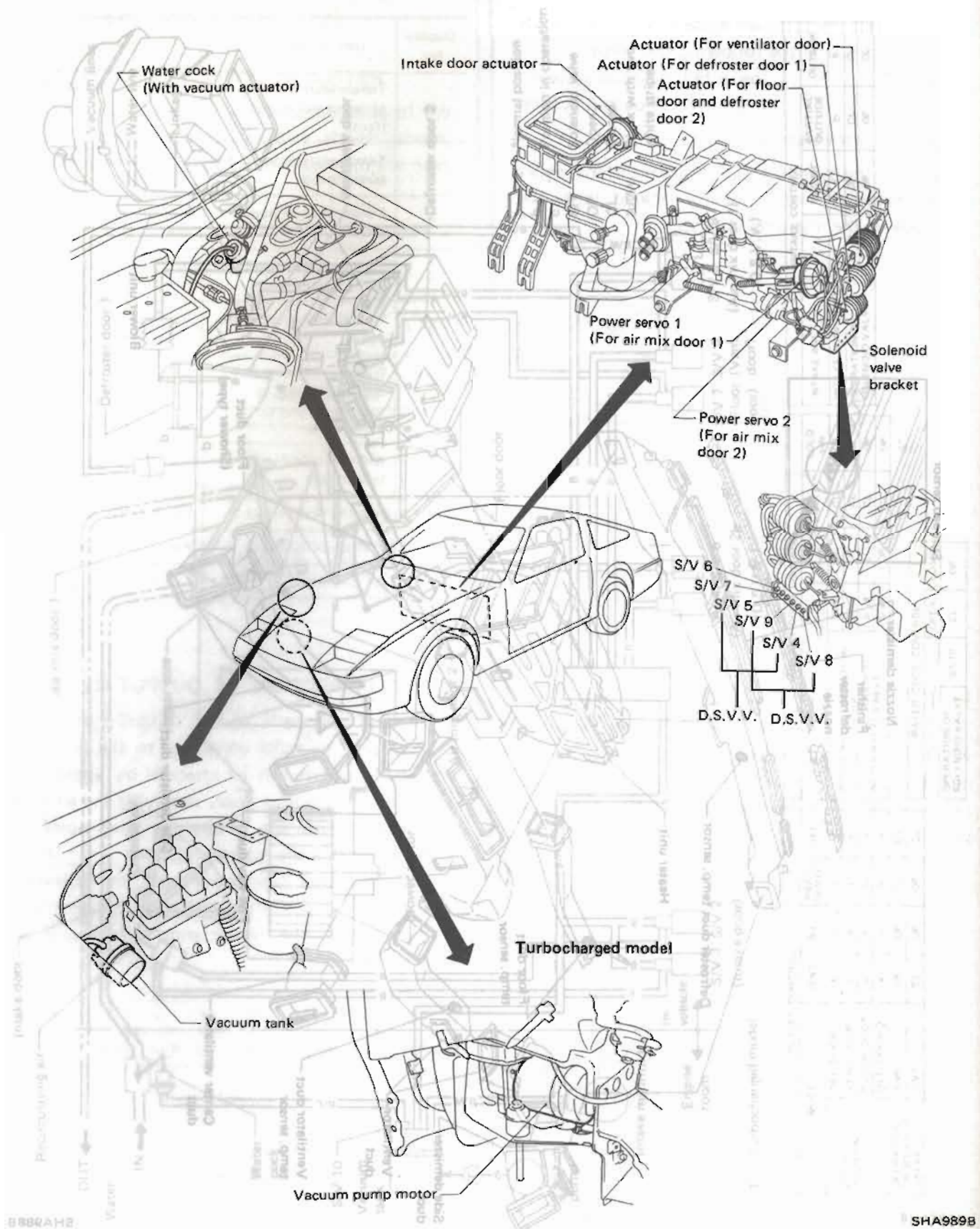
### TEST CONDITION

Testing must be performed under the following conditions:

- Vehicle location: Indoors or in the shade
- Ambient temperature: More than 14°C (57°F)
- Doors: Closed
- Door windows: Open
- Hood: Open
- SET (TEMP) switch position: MAX. COLD
- Auto: ON
- Recirculation switch: OFF
- FAN switch: ON
- Engine speed: 1,500 rpm
- Time required before starting testing after engine starts operating: 3 minutes



# LOCATION OF VACUUM COMPONENTS (Auto)





# (Auto) A/C PERFORMANCE TEST (Auto)

## Performance Chart

### TEST CONDITION

Testing must be performed as follows:

Vehicle location:	Indoors or in the shade (in a well ventilated place)
Ambient temperature	More than 14°C (57°F)
Doors:	Closed
Door window:	Open
Hood:	Open
SET TEMP. switch position:	Max. COLD
Auto switch position:	A/C (Ventilation mode)
Recirculation switch position:	RECIRC. ON
FAN switch position	HI. ON
Engine speed:	1,500 rpm
Time required before starting testing after air conditioner starts operating:	More than 10 minutes

\*Connect 895 (L/B) and 866 (BR/W) terminals of check connector with jumper wire.

### TEST READING

Recirculating-to-discharge air temperature table

Inside air (Recirculating air) at blower assembly inlet		Discharge air temperature at center ventilator °C (°F)
Relative humidity %	At temperature °C (°F)	
50 - 70	20 (68)	3.0 - 5.0 (37 - 41)
	25 (77)	5.5 - 8.5 (42 - 47)
	30 (86)	10.0 - 13.5 (50 - 56)
	35 (95)	14.7 - 18.4 (58 - 65)
	40 (104)	19.5 - 23.2 (67 - 74)
70 - 90	20 (68)	5.0 - 7.0 (41 - 45)
	25 (77)	8.5 - 11.5 (47 - 53)
	30 (86)	13.5 - 17.0 (56 - 63)
	35 (95)	18.4 - 21.8 (65 - 71)
	40 (104)	23.2 - 26.8 (74 - 80)

# A/C PERFORMANCE TEST (Auto)/PIPING (Auto)

## Performance Chart

Ambient air temperature to compressor pressure table

Ambient air		Low pressure (Suction side) kPa (kg/cm <sup>2</sup> , psi)	High pressure (Discharge side) kPa (kg/cm <sup>2</sup> , psi)
Relative humidity %	Air temperature °C (°F)		
50 - 70	20 (68)	59 - 98 (0.6 - 1.0, 9 - 14)	755 - 892 (7.7 - 9.1, 109 - 129)
	25 (77)	78 - 127 (0.8 - 1.3, 11 - 18)	883 - 1,030 (9.0 - 10.5, 128 - 149)
	30 (86)	98 - 157 (1.0 - 1.6, 14 - 23)	1,010 - 1,187 (10.3 - 12.1, 146 - 172)
	35 (95)	118 - 186 (1.2 - 1.9, 17 - 27)	1,138 - 1,334 (11.6 - 13.6, 165 - 193)
	40 (104)	137 - 216 (1.4 - 2.2, 20 - 31)	1,295 - 1,510 (13.2 - 15.4, 188 - 219)
70 - 90	20 (68)	98 - 137 (1.0 - 1.4, 14 - 20)	883 - 1,020 (9.0 - 10.4, 128 - 148)
	25 (77)	127 - 177 (1.3 - 1.8, 18 - 26)	1,030 - 1,177 (10.5 - 12.0, 149 - 171)
	30 (86)	157 - 216 (1.6 - 2.2, 23 - 31)	1,187 - 1,344 (12.1 - 13.7, 172 - 195)
	35 (95)	186 - 255 (1.9 - 2.6, 27 - 37)	1,334 - 1,530 (13.6 - 15.6, 193 - 222)
	40 (104)	216 - 304 (2.2 - 3.1, 31 - 44)	1,510 - 1,736 (15.4 - 17.7, 219 - 252)

a. The pressure will change in the following manner with changes in conditions:

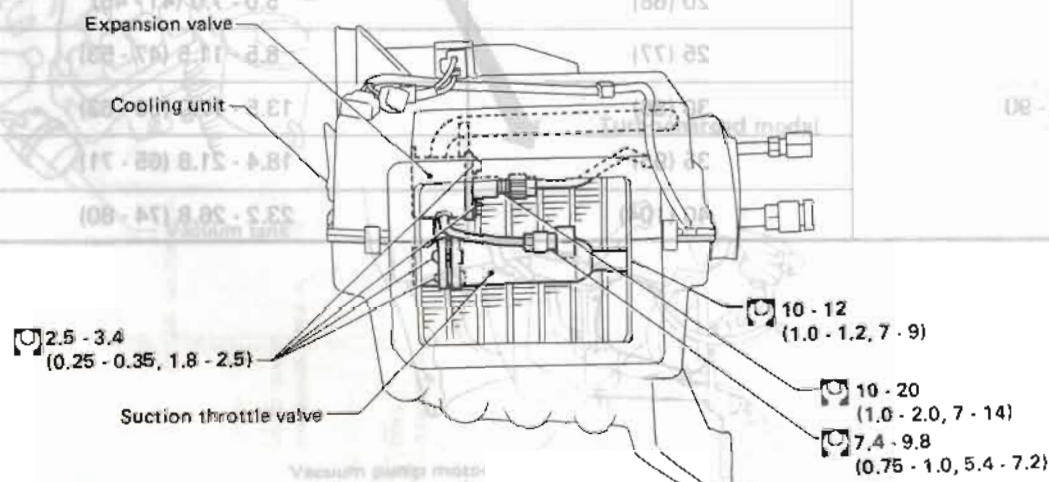
- When blower speed is low, discharge pressure will drop.
- When the relative humidity of intake air is low, discharge pressure will drop.

b. The temperature will change in the following manner with changes in conditions:

When the ambient air temperature is low, the outlet air temperature will become low.

## Refrigerant Lines—Cooling Unit

- Refrigerant lines for auto A/C are the same as for manual A/C.



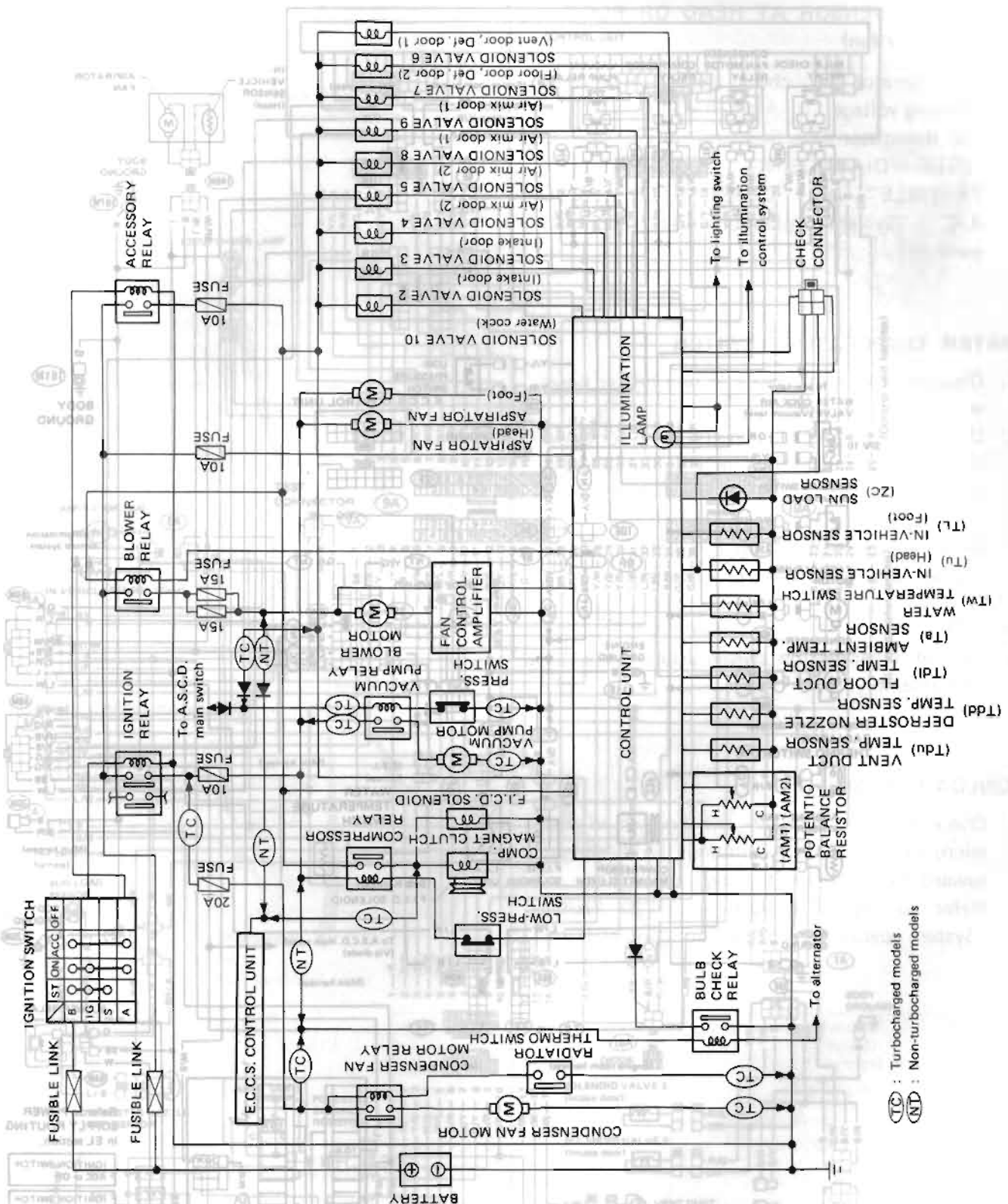
□: N·m (kg·m, ft·lb)

SHA807B



# A/C ELECTRICAL CIRCUIT (Auto)

## Schematic



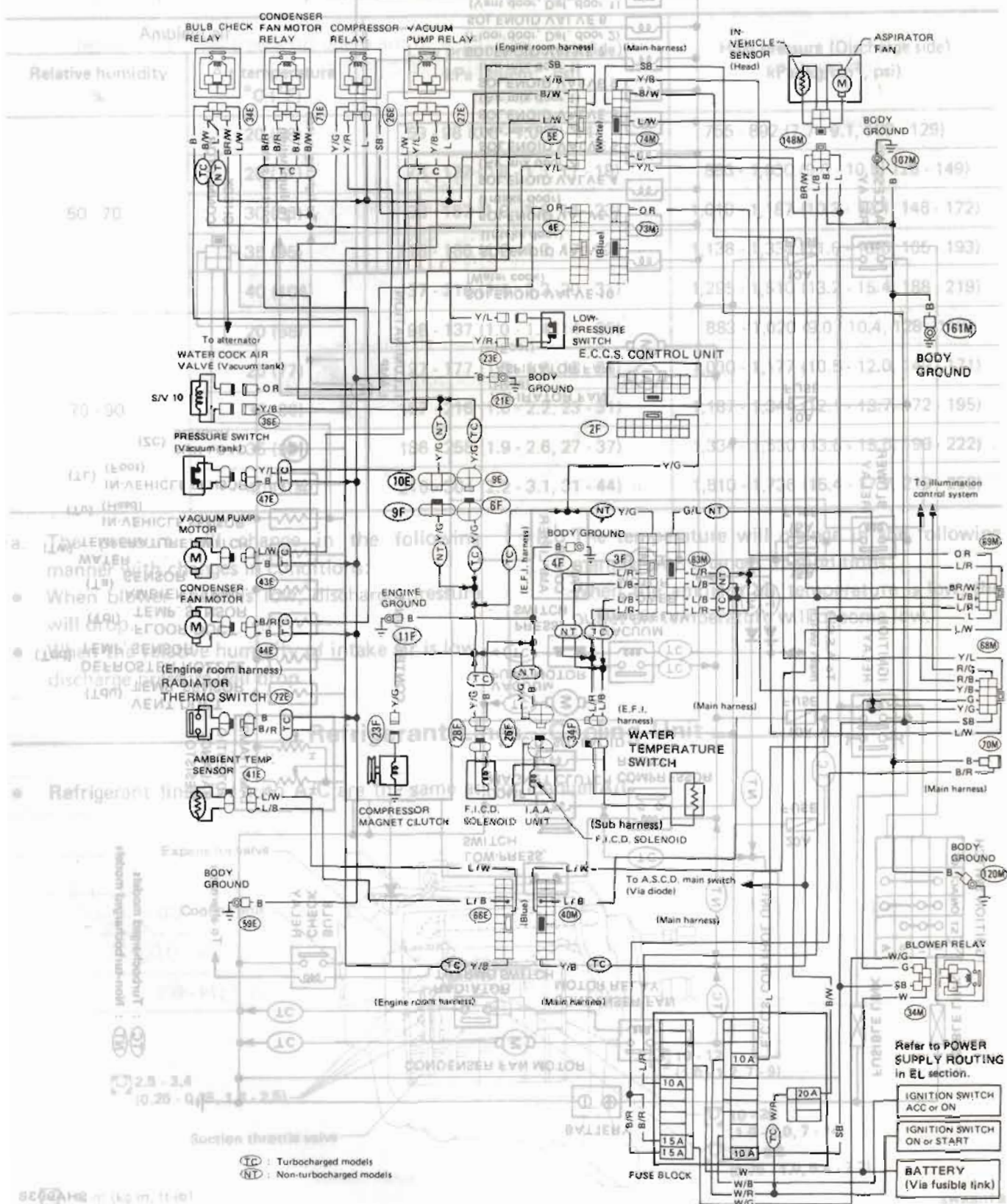
TC : Turbocharged models  
NT : Non-turbocharged models

SHA993B

# A/C ELECTRICAL CIRCUIT (Auto)

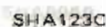
## Wiring Diagram

Ambient air temperature to compressor pressure table





### Wiring Diagram (Cont'd)



# A/C ELECTRICAL COMPONENTS (Auto)

## Inspection

### IN-VEHICLE SENSOR AT HEAD OR FOOT (with aspirator fan)

- For aspirator fan, check the air flow when applying voltage.
- For thermistor detecting temperature, refer to "SELF - DIAGNOSING SYSTEM OF TROUBLE" and "DESCRIPTION - AUTO A/C" [System Operation (Air mix door control)].

### WATER TEMPERATURE SWITCH

1. Disconnect vacuum hose and two heater hoses and harness connector.
2. Dip the water cock assembly in a container filled with cold water and increase the temperature of the water. The switch should turn "ON".

Refer to DESCRIPTION - AUTO "A/C"  
[System operation (Control at starting)].

### NOTICE

- Do not separate the switch from the water cock assembly.

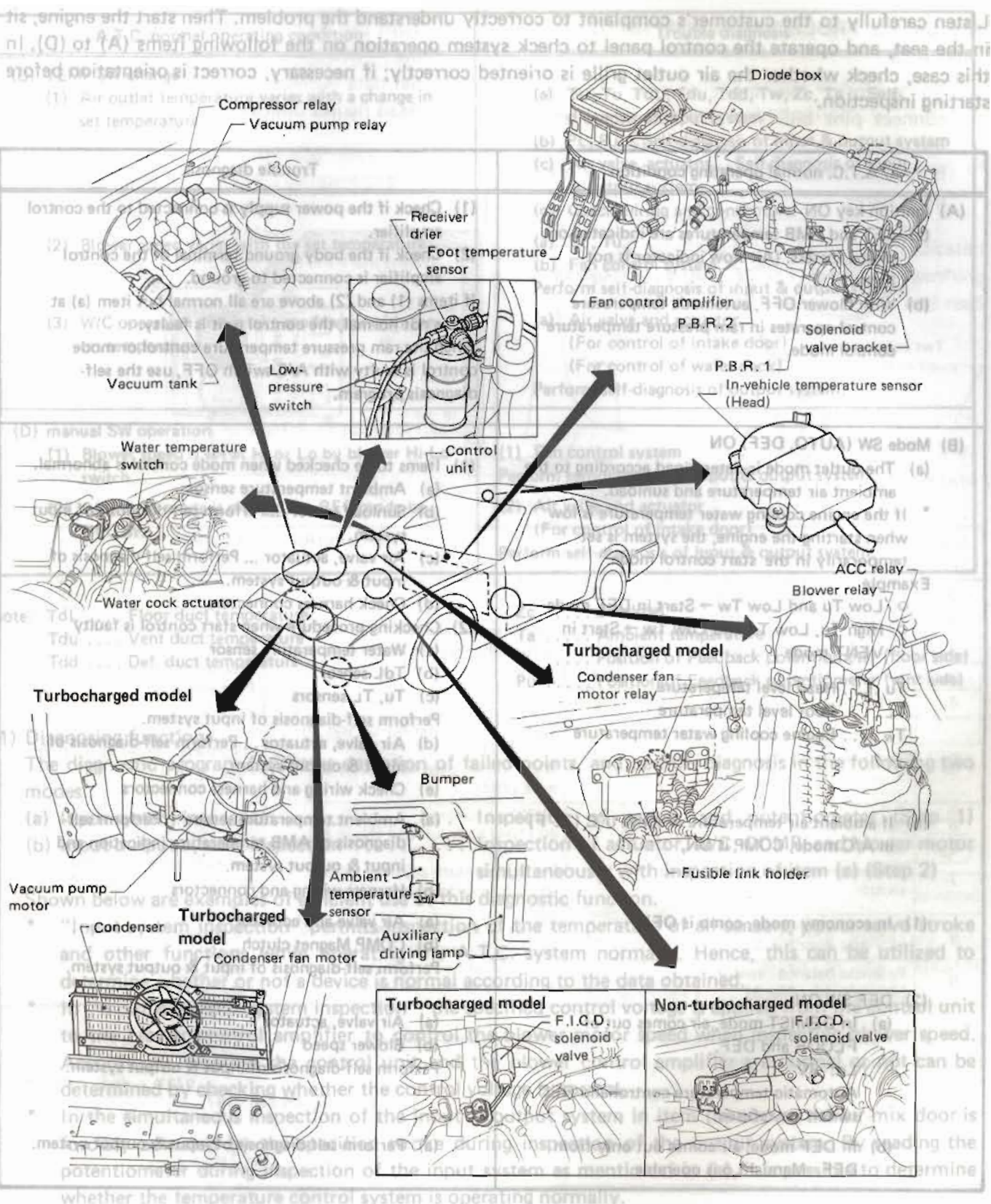
### SUNLOAD SENSOR

- Check the operation of the pointer of the micro-ammeter when pointing the flashlight toward the sensor and turning it off and on.

Refer to DESCRIPTION - AUTO "A/C"  
[System operation (Air mix door control)].



# LOCATION OF A/C ELECTRICAL COMPONENTS (Auto)



SHA996B



# LOCATION OF A/C ELECTRICAL COMPONENTS (Auto)

## Diagnostic Procedure

Listen carefully to the customer's complaint to correctly understand the problem. Then start the engine, sit in the seat, and operate the control panel to check system operation on the following items (A) to (D). In this case, check whether the air outlet grille is oriented correctly; if necessary, correct its orientation before starting inspection.

A.T.C. normal operating condition	Trouble diagnosis
<p>(A) Ignition key ON</p> <p>(a) SET and AMB temperatures are indicated on digital meters. (Air flow indicator is not lighted.)</p> <p>(b) With blower OFF, automatic temperature control operates in ram pressure temperature control mode.</p>	<p>(1) Check if the power supply is connected to the control amplifier.</p> <p>(2) Check if the body ground terminal of the control amplifier is connected to ground.</p> <p>If items (1) and (2) above are all normal but item (a) at left is not normal, the control unit is faulty.</p> <p>When the ram pressure temperature control or mode control is faulty with A/C switch OFF, use the self-diagnosis program.</p>
<p>(B) Mode SW (AUTO, DEF) ON</p> <p>(a) The outlet mode is determined according to the ambient air temperature and sunload.</p> <p>* If the engine cooling water temperature is low when starting the engine, the system is set temporarily in the start control mode.</p> <p>Example</p> <ul style="list-style-type: none"> <li>○ Low Tu and Low Tw → Start in DEF mode</li> <li>○ High Tu, Low TL and Low Tw → Start in VENT mode</li> </ul> <p>Tu . . . Head level temperature</p> <p>TL . . . Foot level temperature</p> <p>Tw . . . Engine cooling water temperature</p> <p>(b) If ambient air temperature is above 0°C (32°F) in A/C mode, COMP is ON.</p> <p>(1) In economy mode, comp is OFF.</p> <p>(2) DEF SW ON</p> <p>(a) In DEMIST mode, air comes out of FLOOR and DEF.</p> <p>Lo: 8V</p> <p>Automatic temperature control and REC switch are refused.</p> <p>(b) In DEF mode, air comes out only from DEF. Manual Lo is operable.</p>	<p>(1) Items to be checked when mode control is abnormal.</p> <ul style="list-style-type: none"> <li>(a) Ambient temperature sensor</li> <li>(b) Sunload sensor ... Perform self-diagnosis of input system.</li> <li>(c) Air valve, actuator ... Perform self-diagnosis of input &amp; output system.</li> <li>(d) Check harness connectors.</li> </ul> <p>(2) Checking procedure when start control is faulty</p> <ul style="list-style-type: none"> <li>(a) Water temperature sensor</li> <li>(b) TdL sensor</li> <li>(c) Tu, TL sensors</li> </ul> <p>Perform self-diagnosis of input system.</p> <ul style="list-style-type: none"> <li>(d) Air valve, actuator ... Perform self-diagnosis of input &amp; output system.</li> <li>(e) Check wiring and harness connectors</li> </ul> <ul style="list-style-type: none"> <li>(a) Ambient temperature sensor ... Perform self-diagnosis of AMB temperature indication and input &amp; output system.</li> <li>(b) Harness wiring and connectors</li> </ul> <ul style="list-style-type: none"> <li>(a) Air valve and actuator</li> <li>(b) COMP Magnet clutch</li> </ul> <p>Perform self-diagnosis of input &amp; output system.</p> <ul style="list-style-type: none"> <li>(a) Air valve, actuator</li> <li>(b) Blower speed</li> </ul> <p>Perform self-diagnosis of input &amp; output system.</p> <p>(a) Perform self-diagnosis of input &amp; output system.</p>



# LOCATION OF A/C ELECTRICAL COMPONENTS (Auto)

## Diagnostic Procedure (Cont'd)

A.T.C. normal operating condition	Trouble diagnosis
<p>(C) TEMP SW change</p> <p>(1) Air outlet temperature varies with a change in set temperature.</p> <p>(2) Blower speed varies with the set temperature.</p> <p>(3) W/C operation and intake mode vary with the set temperature.</p>	<p>(a) T<sub>L</sub>, T<sub>u</sub>, T<sub>dL</sub>, T<sub>du</sub>, T<sub>dd</sub>, T<sub>w</sub>, Z<sub>c</sub>, T<sub>a</sub> ... Self-diagnosis of input system</p> <p>(b) P<sub>L</sub>, P<sub>u</sub> ... Self-diagnosis of input &amp; output system</p> <p>(c) Air valve, actuator ... Self-diagnosis of input &amp; output system</p> <p>(d) Check wiring and connectors.</p> <p>(a) T<sub>L</sub>, T<sub>u</sub></p> <p>(b) Fan control system</p> <p>Perform self-diagnosis of input &amp; output system.</p> <p>(a) Air valve and actuator (For control of intake door) (For control of water cock)</p> <p>Perform self-diagnosis of output system.</p>
<p>(D) manual SW operation</p> <p>(1) Blower speed is set at Hi or Lo by blower Hi-Lo switch.</p> <p>(2) Air intake mode is changed to REC mode by REC SW.</p>	<p>(1) Fan control system</p> <p>Perform self-diagnosis of input &amp; output system.</p> <p>(2) Air valve and actuator (For control of intake door)</p> <p>Perform self-diagnosis of input &amp; output system.</p>

Note: T<sub>dL</sub> ... Floor duct temperature  
 T<sub>du</sub> ... Vent duct temperature  
 T<sub>dd</sub> ... Def. duct temperature

Z<sub>c</sub> ... Sun load  
 T<sub>a</sub> ... Ambient temperature  
 P<sub>L</sub> ... Position of Feedback potentiometer (floor side)  
 P<sub>u</sub> ... Position of Feedback potentiometer (vent side)

### (1) Diagnosing functions

The diagnostic program facilitates detection of failed points, and permits diagnosis in the following two modes:

- (a) Input system inspection ... Inspection of sensor and potentiometer (Step 1)
- (b) Input-output system inspection ... Inspection of actuator, W/C, COMP, and blower motor simultaneously with inspection of item (a) (Step 2)

Shown below are examples of efficient use of this diagnostic function.

- \* "Input system inspection" permits inspection of the temperature of all sensors, power servo stroke and other functions while operating the A.T.C. system normally. Hence, this can be utilized to determine whether or not a device is normal according to the data obtained.
- \* In "Input & output system inspection", the specified control voltage is applied from the control unit to the blower control amplifier to control the blower motor speed when inspecting blower speed. Accordingly, whether the control unit and the blower control amplifier are normal or not can be determined by checking whether the control voltage is normal.
- \* In the simultaneous inspection of the input & output system in item (b) above, the air-mix door is forcibly actuated by the specified stroke during inspection of the output system. By reading the potentiometer during inspection of the input system as mentioned in (a), it is possible to determine whether the temperature control system is operating normally.

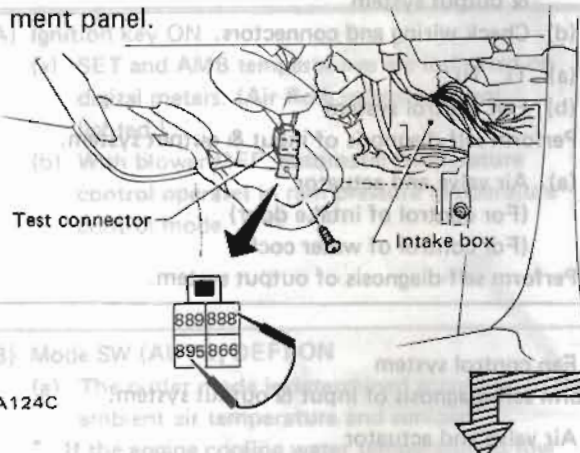


# SELF-DIAGNOSING SYSTEM OF TROUBLE (Auto)

## Inspection of Input System

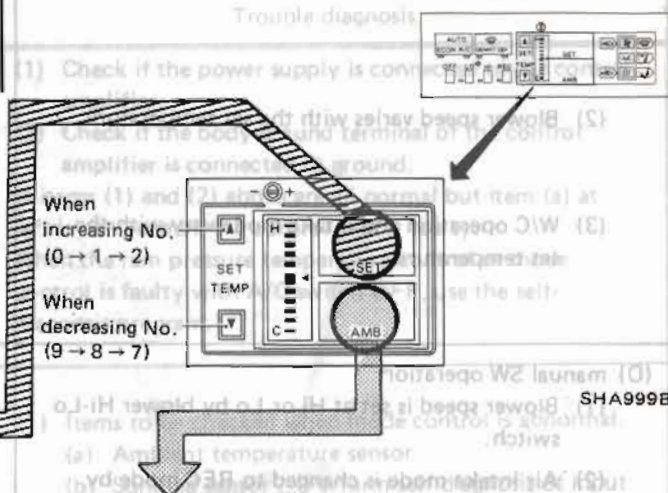
### CHECKING PROCEDURES FOR INPUT SIGNALS

1. To perform the input system inspection, connect pins 888 (Y) and 895 (L/B) of the test connector (7A), as shown. The connector is located under the right side of the instrument panel.



SHA124C

2. Turn the ignition to "ACC" position and press the "ECON/AC" button once.
3. Set data number by pushing set temp. button. Read figures indicated on "AMB" indicator.



SHA999B

Step No.	Unit to be checked	"Set"	Results (Ambient section)	
			Correct	Incorrect
0	In-vehicle sensor (foot level) (TL)	0	Indicates the approximate temperature at the location of the sensor.	All other figures: -17 (2) indicates open circuit. 83 (181) indicates short circuit. Proceed to Step (B2), Page HA-110.
1	In-vehicle sensor (head level) (Tu)	1		
2	Floor duct sensor (Tdl)	2		
3	Vent duct sensor (Tdu)	3		
4	Defrost duct sensor (Tdd)	4	Water temp. under 40°C (104°F) = -17 (2) Water temp. over 40°C (104°F) = 83 (181)	All others: Refer to Step (B3), Page HA-110.
5	Water temperature switch (Tu)	5		
6	Sunload sensor (Tc)	6	0 (32) no sunload 40 (104) high sunload (Note 1)	No change: Refer to Step (B4), Page HA-110.
7	Objective temperature adjusting switch	7	Set temperature adjuster setting equal to approx. temp. difference	Varies from actual temp. difference. Refer to Step No. 4, Page HA-122.
8	Potential balance resistor (Air mix door No. 2)	8	Varies in the range of approx. 40 to approx. 20 (approx. 104 to approx. 68). (Must perform output system diagnosis to read variation)	No variation: Improper variation: Refer to Step (C0), Page HA-112.
9	Potential balance resistor (Air mix door No. 1)	9		

NOTE 1: Values change gradually while simulating sensor with incandescent lamp.

NOTE 2: Values in ( ) indicate °F.

0 (32) - +64 (147)  
0-64 (32-147)  
32 (90)  
Set Temp. Adjuster



# SELF-DIAGNOSING SYSTEM OF TROUBLE (Auto)

## Inspection of Ambient Temperature Sensor

1. Turn the ignition to "ACC" position.
2. Read figures indicated on "AMB" indicator.
3. How to judge

Terminal No. 864 (L/W)

The letter in ( ) indicates lead color.

OK — Reasonable ambient temperature

—49 [—56] \* : Open sensor

83 [181] : Shorted sensor

\* Figures in [ ] indicate degrees Fahrenheit.  
(U.S.A. model)

2. Start the engine and press the "ECON/AC" button.

3. Check that output parts operate smoothly using the following chart. (Refer to pages HA-102, 103.)

- The way to make sure of the operation of actuators.

- 1) By digital indicator

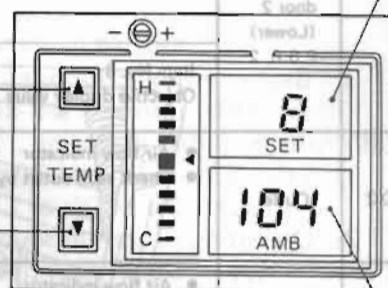
When checking air mix door, set indicated number at 8 or 9 in SET section by pushing SET TEMP. button as shown below and read the displayed value in AMB section.

Displaying the item No. with figure during inspecting

When increasing No.  
(0 → 1 → 2)

Changing item No.  
to inspect

When decreasing No.  
(15 → 14 → 13)



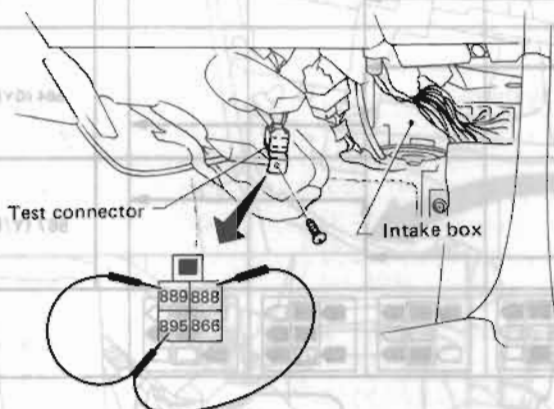
Displaying the result of check.  
It should be much value in test chart.

SHA001C

## Inspection of Output System

### CHECKING PROCEDURES FOR OPERATION OF ACTUATORS

1. To perform the output system inspection, connect pins 889 (L/Y), 888 (Y) and 895 (L/B) of the test connector (7A), as shown. The connector is located under the right side of the instrument panel.

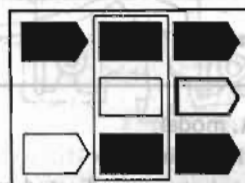


SHA125C

- 2) By air flow indicator.



SHA002C









Checking items are displayed in the indicator during inspecting.

- 3) By feeling. (air velocity or temperature at ventilator grilles.)

# SELF-DIAGNOSING SYSTEM OF TROUBLE (Auto)

## Inspection of Output System (Cont'd)

The following 4 steps can be selected by pushing the OFF Switch.  
Step number increases by pushing the switch. Each single push advances to next Step.  
(1st push → 2, 2nd push → 3, 3rd push → 4, 4th push → 1)

Checking item	Procedures of confirming operation	Step No.				Terminal No
		1	2	3	4	
O-1 Air mix door 1 (Upper) P.B.R. 1	<ul style="list-style-type: none"> <li>Position of air mix door 1</li> </ul>	Full Hot				882 (W/R), 883 (W/Y)
	<ul style="list-style-type: none"> <li>Item No. 9 Objective display value</li> </ul> 	approx. 104° (40)	104° (40)	86° (30)	68° (20)	
O-1 Air mix door 2 (Lower) P.B.R. 2	<ul style="list-style-type: none"> <li>Position of air mix door 2</li> </ul>	Full Hot				884 (W/B), 885 (W/L)
	<ul style="list-style-type: none"> <li>Item No. 8 Objective display value</li> </ul> 	approx. 104° (40)	104° (40)	86° (30)	68° (20)	
O-2 Outlet	<ul style="list-style-type: none"> <li>Air flow indicator</li> <li>Check each outlet by hand.</li> </ul>	DEF.				DEF/VENT Changeover 887 (R/Y) FOOT Opens/ Closes 886 (R)
		VENT.				
O-3 Intake door	<ul style="list-style-type: none"> <li>Air flow indicator</li> <li>Look at the intake door spring</li> </ul>	REC. Partial REC. Fresh air				880 (R/L), 881 (R/G)
O-4 Water cock	<ul style="list-style-type: none"> <li>Air flow indicator</li> <li>Look at the water cock position and check temperature by hand.</li> </ul>	ON				564 (GY)
		OFF				
O-5 Compressor clutch	<ul style="list-style-type: none"> <li>Air flow indicator</li> <li>Check operation of the magnet clutch.</li> </ul>	ON				567 (Y/L)
		OFF				
Display						

- Note:
- Value marked \* is for U.S.A. model.
  - The letter in ( ) indicates lead wire color.
  - If approx.  $\pm 7$  difference exists between indicated value and the value in test chart, this is normal.
  - Location of components is shown on page HA-90, HA-97.



# SELF-DIAGNOSING SYSTEM OF TROUBLE (Auto)

## Inspection of Output System (Cont'd)

Blower motor can be checked by the following procedure.

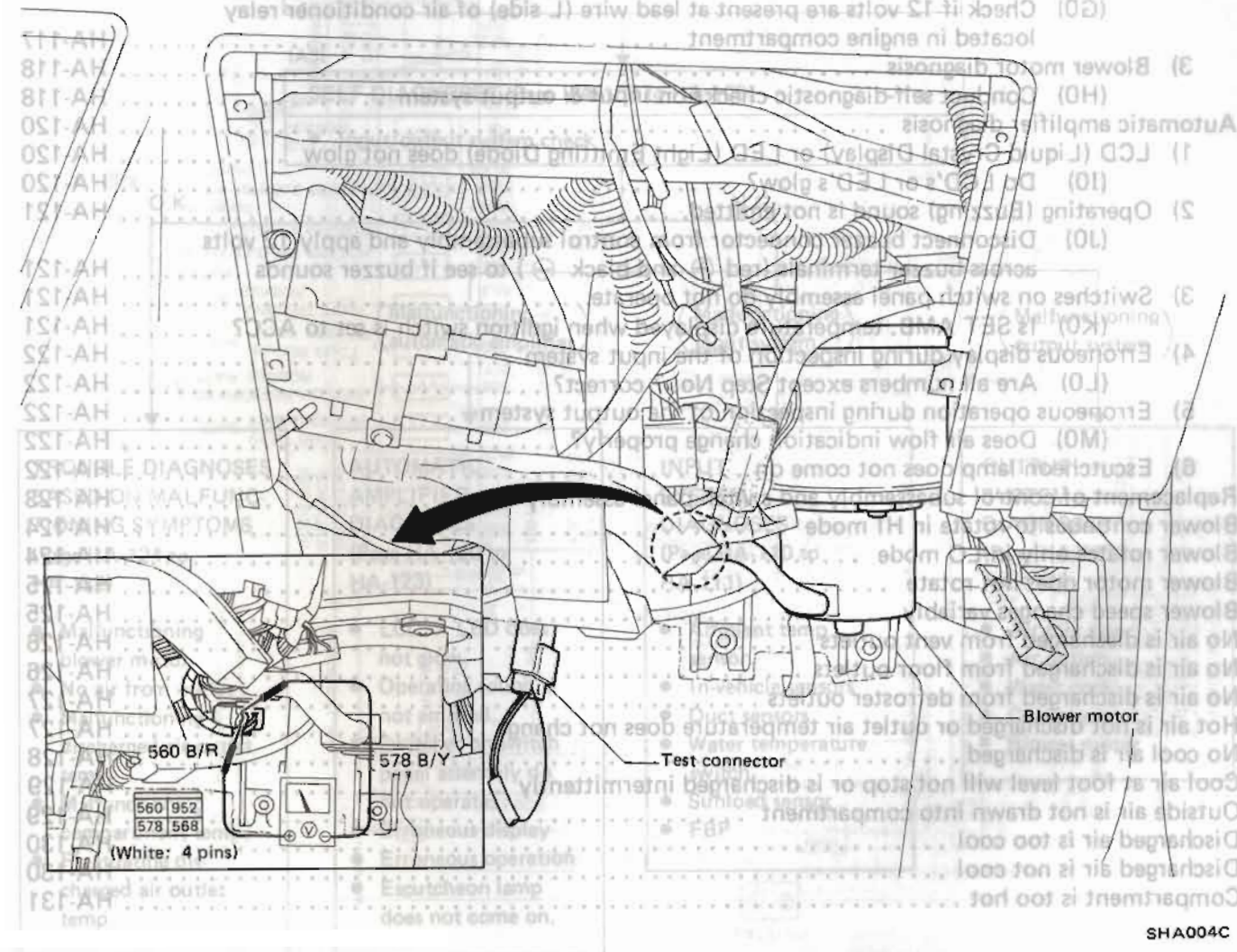
4 steps can be selected by pushing the Lo Switch. Step No. increases by pushing the switch.

Checking item	Procedures of confirming operation	Step No.				Terminal No.
		1	2	3	4	
Blower motor O-6	<ul style="list-style-type: none"> <li>Air conditioner operation indicator</li> <li>Touch with each outlet by hand.</li> <li>Measure the applied voltage of motor.</li> </ul>	12 (V)	8.5	6	4	Blower relay 571 (G) Signal for amount of air 568 (G/W)

Note: The letter in ( ) indicates lead wire color.

SHA820B

### Measurement of blower motor applied voltage



SHA004C



# TRouble DIAGNOSES (Auto)

## CONTENTS

Circuit for trouble diagnoses	HA-106
Auto A/C system diagnosis	HA-108
(A0) Check to see if SET AMB. temperature is displayed when ignition switch is set to ACC, or when engine is running	HA-108
Input system diagnosis	HA-110
(B0) Inoperative input system	HA-110
Output system diagnosis	HA-112
1) Inoperative air mix door	HA-112
(C0) Input & output system: Check O-1 for proper operation	HA-112
2) Doors, water cock and compressor diagnosis	HA-114
(D0) Check if 12 volts are present at terminal 867 (SB) with connector ⑨ in place	HA-114
(E0) Check if 12 volts are present at terminal 561 (SB) when connector ⑮ is connected	HA-115
(F0) Check if 12 volts are present at lead wire (OR) of air valve located on vacuum tank	HA-116
(G0) Check if 12 volts are present at lead wire (L side) of air conditioner relay located in engine compartment	HA-117
3) Blower motor diagnosis	HA-118
(H0) Conduct self-diagnostic checks on input & output system	HA-118
Automatic amplifier diagnosis	HA-120
1) LCD (Liquid Crystal Display) or LED (Light Emitting Diode) does not glow	HA-120
(I0) Do LCD's or LED's glow?	HA-120
2) Operating (Buzzing) sound is not emitted.	HA-121
(J0) Disconnect buzzer connector from control subassembly and apply 12 volts across buzzer terminals (red ⊕ and black ⊖) to see if buzzer sounds	HA-121
3) Switches on switch panel assembly do not operate.	HA-121
(K0) Is SET AMB. temperature displayed when ignition switch is set to ACC?	HA-121
4) Erroneous display during inspection of the input system	HA-122
(L0) Are all numbers except Step No. 7 correct?	HA-122
5) Erroneous operation during inspection of the output system	HA-122
(M0) Does air flow indication change properly?	HA-122
6) Escutcheon lamp does not come on	HA-122
Replacement of control subassembly and switch panel assembly	HA-123
Blower continues to rotate in HI mode	HA-124
Blower rotates only in LO mode	HA-124
Blower motor does not rotate	HA-125
Blower speed changes variably	HA-125
No air is discharged from vent outlets	HA-126
No air is discharged from floor outlets	HA-126
No air is discharged from defroster outlets	HA-127
Hot air is not discharged or outlet air temperature does not change	HA-127
No cool air is discharged	HA-128
Cool air at foot level will not stop or is discharged intermittently	HA-129
Outside air is not drawn into compartment	HA-129
Discharged air is too cool	HA-130
Discharged air is not cool	HA-130
Compartment is too hot	HA-131



# TROUBLE DIAGNOSES (Auto)

- Compartment will not become warm ..... HA-131
- Temperature of air discharged from floor outlets fluctuates ..... HA-132
- In-vehicle temperature fluctuates ..... HA-132
- Temperature of air discharged from def. outlets on instrument panel fluctuates ..... HA-132

## TROUBLE DIAGNOSES GUIDE

### AUTO A/C SYSTEM DIAGNOSES (Page HA-108 to HA-109)

- Power supply and ground circuit check for automatic amplifier

(A3)

### SELF-DIAGNOSES (Page HA-100 to HA-103)

- Input/output system check

O.K.

N.G.

(Malfunctioning  
automatic amplifier)

(Malfunctioning  
input system)

(Malfunctioning  
output system)

### TROUBLE DIAGNOSES BASED ON MALFUNC- TIONING SYMPTOMS (Page HA-124 to HA-132)

- Malfunctioning blower motor
- No air from outlet
- Malfunctioning discharged air outlet temp.
- Malfunctioning compartment temp.
- Fluctuating discharged air outlet temp.

### AUTOMATIC AMPLIFIER DIAGNOSES (Page HA-120 to HA-123)

- LCD or LED does not glow.
- Operating sound is not emitted.
- Switches on switch panel assembly do not operate.
- Erroneous display
- Erroneous operation
- Escutcheon lamp does not come on.

### INPUT SYSTEM DIAGNOSES (Page HA-110 to HA-111)

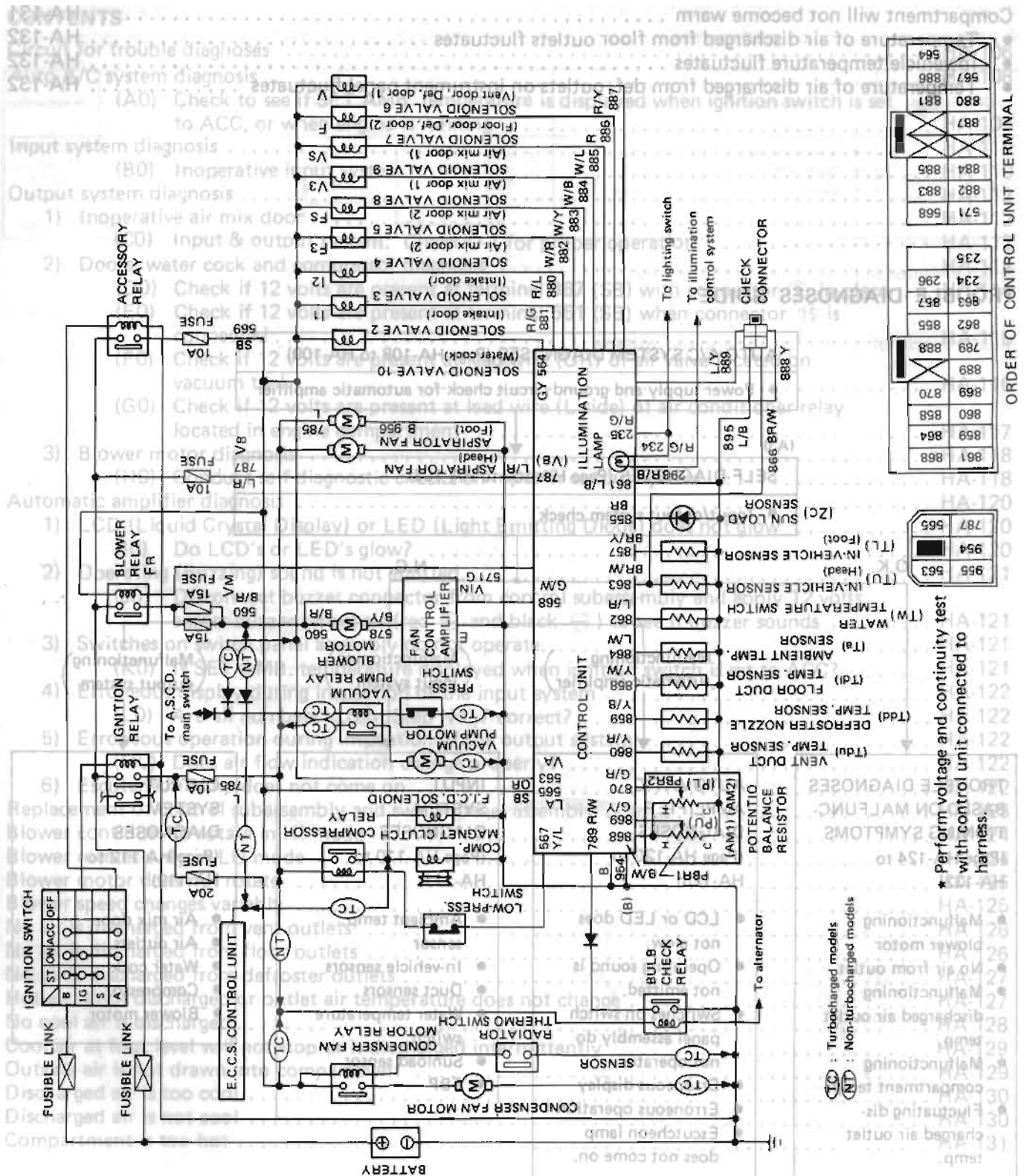
- Ambient temp. sensor
- In-vehicle sensors
- Duct sensors
- Water temperature switch
- Sunload sensor
- FBP

### OUTPUT SYSTEM DIAGNOSES (Page HA-112 to HA-119)

- Air mix door
- Air outlets
- Water cock
- Compressor
- Blower motor

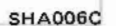
# TROUBLE DIAGNOSES (Auto)

## Circuit for Trouble Diagnoses



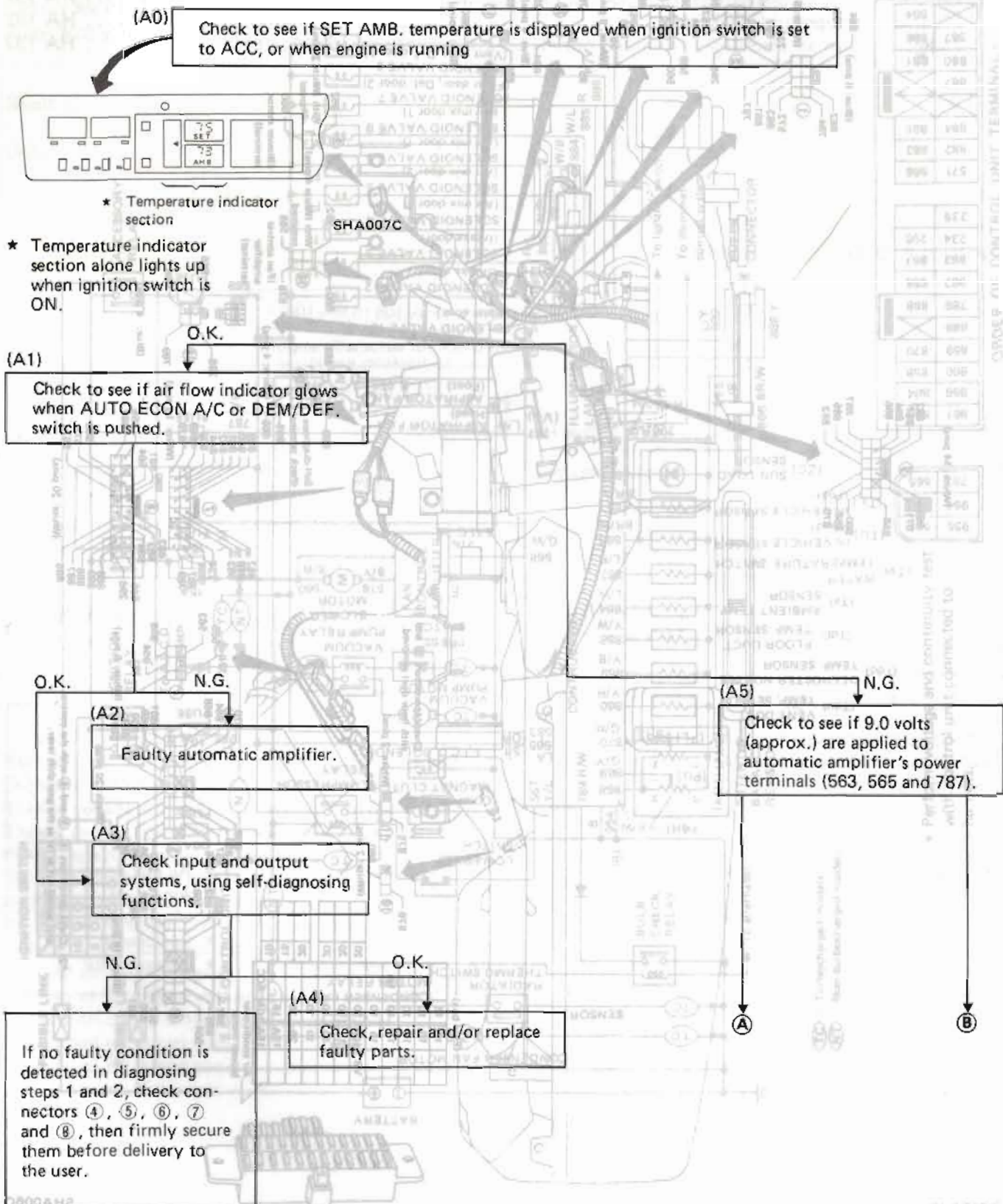


AUTO A/C SYSTEM DIAGNOSIS



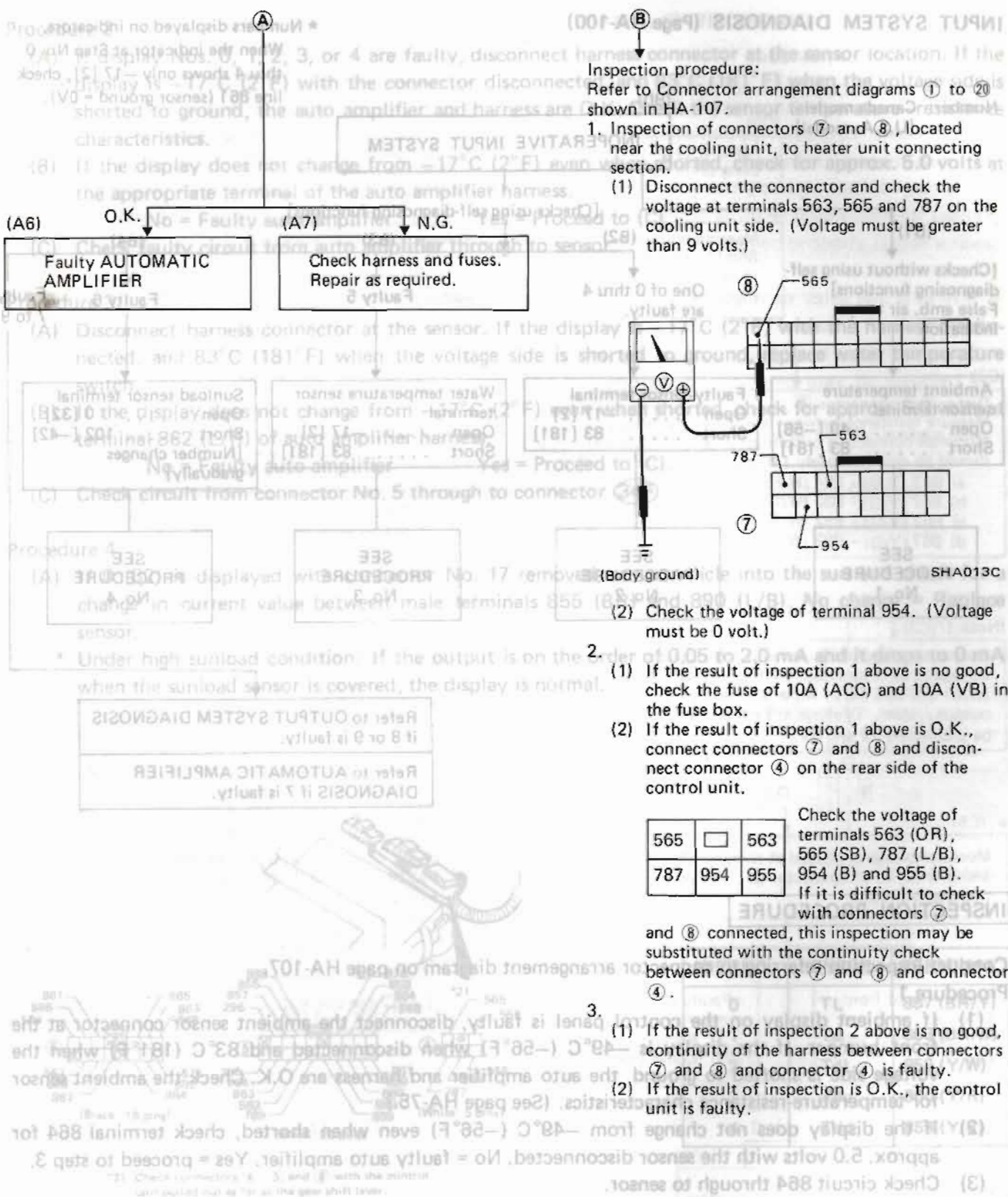
# TROUBLE DIAGNOSES (Auto)

## AUTO A/C SYSTEM DIAGNOSIS





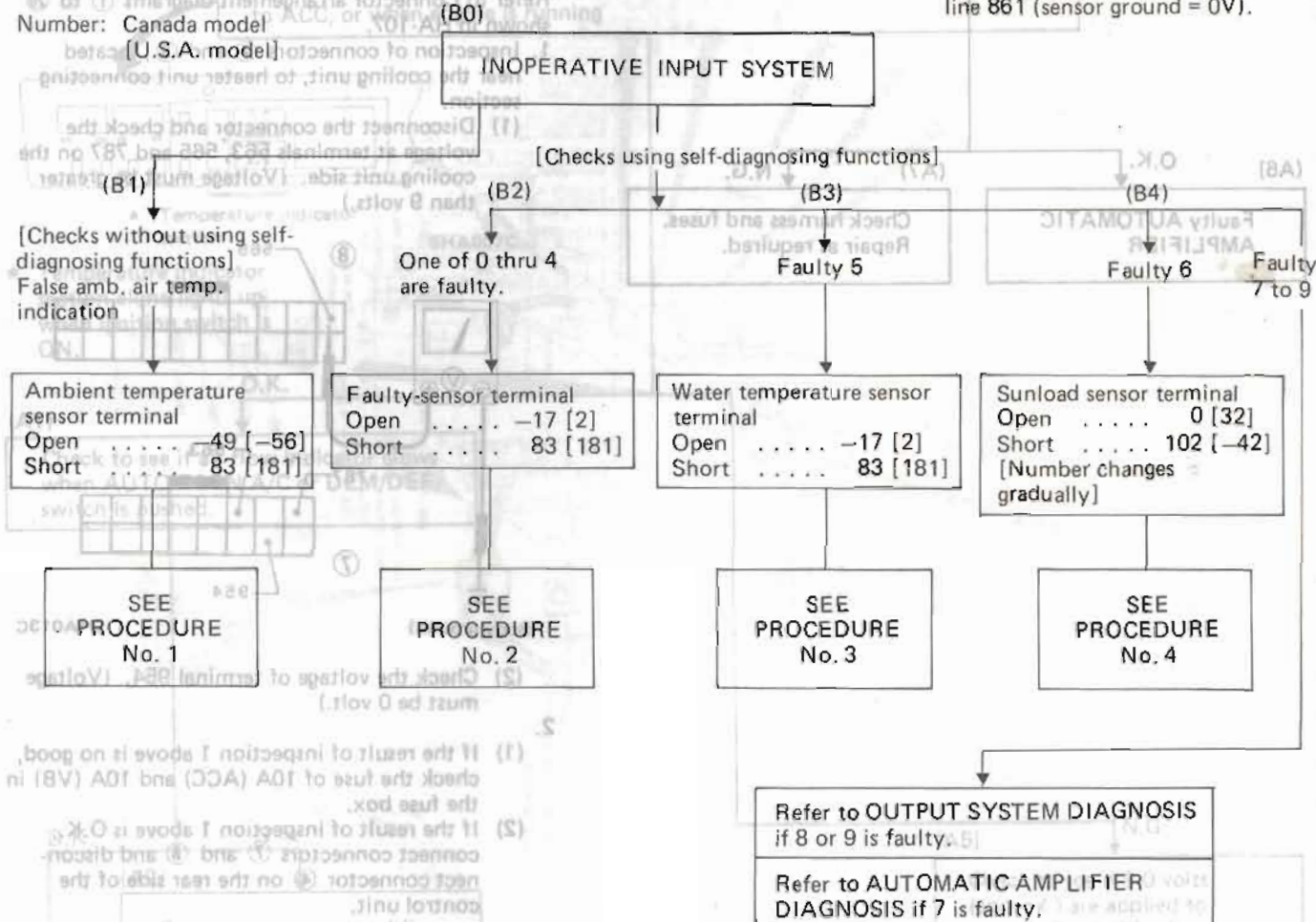
# TROUBLE DIAGNOSES (Auto)



# TROUBLE DIAGNOSES (Auto)

## INPUT SYSTEM DIAGNOSIS (Page HA-100)

★ Numbers displayed on indicators.  
When the indicator at Step No. 0 thru 4 shows only -17 [2], check line 861 (sensor ground = 0V).



## INSPECTION PROCEDURE

Conduct inspection referring to connector arrangement diagram on page HA-107.

### Procedure 1

- (1) If ambient display on the control panel is faulty, disconnect the ambient sensor connector at the front bumper. If the display is  $-49^{\circ}\text{C}$  ( $-56^{\circ}\text{F}$ ) when disconnected and  $83^{\circ}\text{C}$  ( $181^{\circ}\text{F}$ ) when the voltage side is shorted to ground, the auto amplifier and harness are O.K. Check the ambient sensor for temperature-resistance characteristics. (See page HA-75.)
- (2) If the display does not change from  $-49^{\circ}\text{C}$  ( $-56^{\circ}\text{F}$ ) even when shorted, check terminal 864 for approx. 5.0 volts with the sensor disconnected. No = faulty auto amplifier. Yes = proceed to step 3.
- (3) Check circuit 864 through to sensor.



# TROUBLE DIAGNOSES (Auto)

## Procedure 2

- (A) If display Nos. 0, 1, 2, 3, or 4 are faulty, disconnect harness connector at the sensor location. If the display is  $-17^{\circ}\text{C}$  ( $2^{\circ}\text{F}$ ) with the connector disconnected, and  $83^{\circ}\text{C}$  ( $181^{\circ}\text{F}$ ) when the voltage side is shorted to ground, the auto amplifier and harness are O.K. Check the sensor temperature-resistance characteristics.
- (B) If the display does not change from  $-17^{\circ}\text{C}$  ( $2^{\circ}\text{F}$ ) even when shorted, check for approx. 5.0 volts at the appropriate terminal of the auto amplifier harness.  
No = Faulty auto amplifier      Yes = Proceed to (C).
- (C) Check faulty circuit from auto amplifier through to sensor.

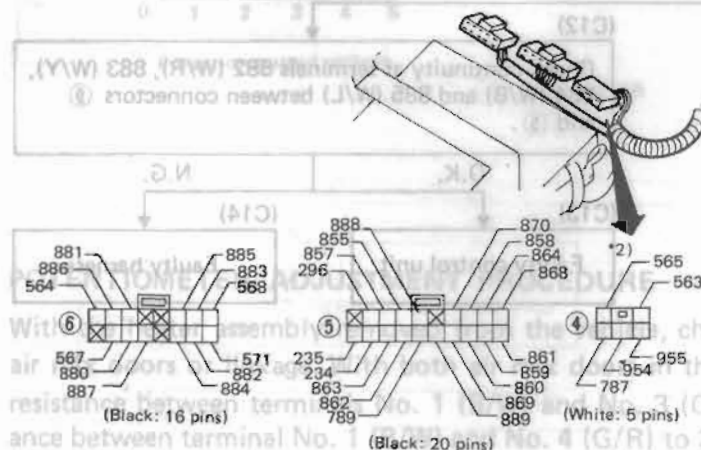
## Procedure 3

- (A) Disconnect harness connector at the sensor. If the display is  $-17^{\circ}\text{C}$  ( $2^{\circ}\text{F}$ ) with the harness disconnected, and  $83^{\circ}\text{C}$  ( $181^{\circ}\text{F}$ ) when the voltage side is shorted to ground, replace water temperature switch.
- (B) If the display does not change from  $-17^{\circ}\text{C}$  ( $2^{\circ}\text{F}$ ) even when shorted, check for approx. 5.0 volts at terminal 862 (L/R) of auto amplifier harness.  
No = Faulty auto amplifier      Yes = Proceed to (C).
- (C) Check circuit from connector No. 5 through to connector 34F.

## Procedure 4

- (A) If 0 (32) is displayed with connector No. 17 removed, move vehicle into the sun and check for a change in current value between male terminals 855 (BR) and 890 (L/B). No change = Replace sensor.

\* Under high sunload condition: If the output is on the order of 0.05 to 2.0 mA and it drops to 0 mA when the sunload sensor is covered, the display is normal.



\*2) Check connectors (4), (5) and (6) with the control unit pulled out as far as the gear shift lever.

SHA008C

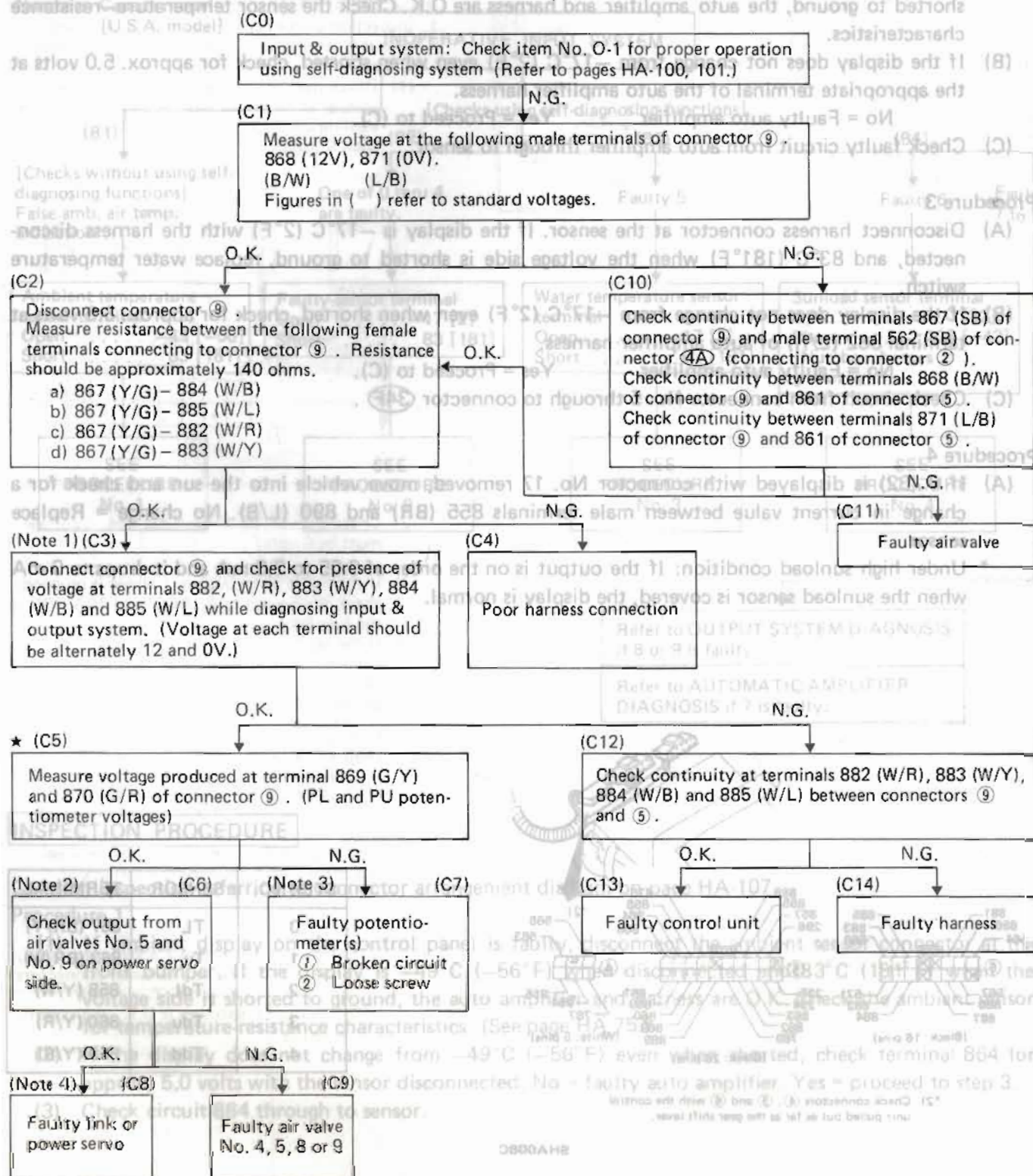
STEP NO.	SENSOR	TERMINAL
0	TL	857 (BR/Y)
1	Tu	863 (BR/W)
2	TdL	858 (Y/W)
3	Tdu	860 (Y/R)
4	Tdd	859 (Y/B)

# TROUBLE DIAGNOSES (Auto)

## OUTPUT SYSTEM DIAGNOSIS (Page HA-101 to HA-103)

### 1) Inoperative air mix door

#### INSPECTION PROCEDURE — Air Mix Door

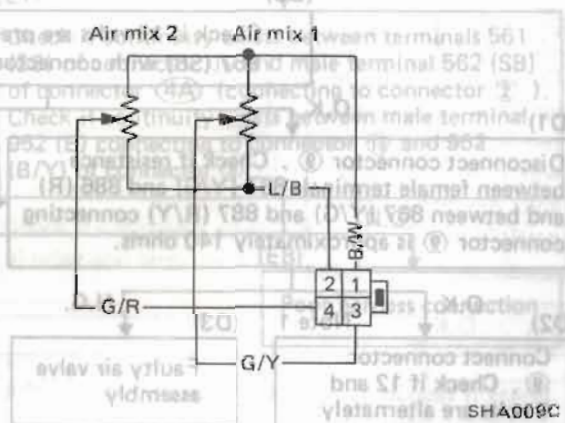
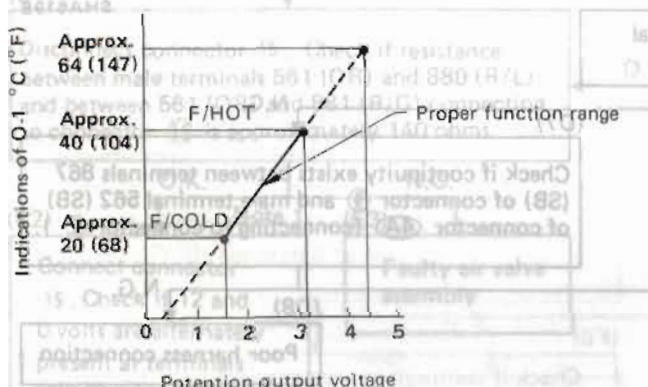




## INSPECTION PROCEDURE

Use layout of connectors ① through ⑳ on page HA-107 as an inspection guide.

- (Note 1) Check with engine running while diagnosing input and output system.
- (Note 2) Same as Note 1 above. Faulty input vacuum line can be determined by fixed DEF mode.
- (Note 3) After disconnecting vacuum hose from air valve No. 5 or No. 9, connect vacuum hose (on hand) to the hose. Suck air from and blow air into hose orally or by using a vacuum pump and check if potentiometer reading varies with changes in air temperature. If potentiometer reading does not change, link may be jammed, power servo may not be installed properly (loose screws, etc.) or power servo may be faulty.
- (Note 4) In a manner similar to Note 3 above, disconnect vacuum hose from air valve No. 5 or No. 9 and connect vacuum hose (on hand) to the hose. Suck air from and blow air into hose orally or by using a vacuum pump. If air temperature does not change regardless of control operation of photo amplifier for power servo, link may be jammed, power servo may be installed improperly (loose screws, etc.) or power servo is not functioning.
- Other If air valves constantly repeat ON-OFF operation when ATC and input & output system function properly, air valve(s) may be leaking.
- ★ Performance characteristics of PL and PU-potentiometer voltages and input indications (#8 and 9)



## POTENTIOMETER ADJUSTMENT PROCEDURE

With the heater assembly removed from the vehicle, check to be sure that there is no binding of either the air mix doors or linkage. With both air mix doors in the full heat position, (no vacuum applied), adjust the resistance between terminals No. 1 (B/W) and No. 3 (G/Y) of the P.B.R. harness to 2.8k. Adjust the resistance between terminal No. 1 (B/W) and No. 4 (G/R) to 3.0k.

NOTE 1: Check with engine running while operating Input and Output System Test

# TROUBLE DIAGNOSES (Auto)

## 2) Doors, water cock and compressor diagnosis

While checking input, output system, check solenoid valves, relays, vacuum pressure, etc., using the following tables as a guide.

Normal solenoid valve and relay operation

Positive (+) side: Approx. 12 V (Constant)

Negative (−) side: OFF (approx. 12 V)

ON (0 volts)

## INSPECTION PROCEDURE — Doors, Water Cock and Compressor

Check operation of air valves and relays while operating input and output system SELF DIAGNOSIS FUNCTION.

### Air valves and relays

Positive (+) side: Approximately 12 volts (constant)

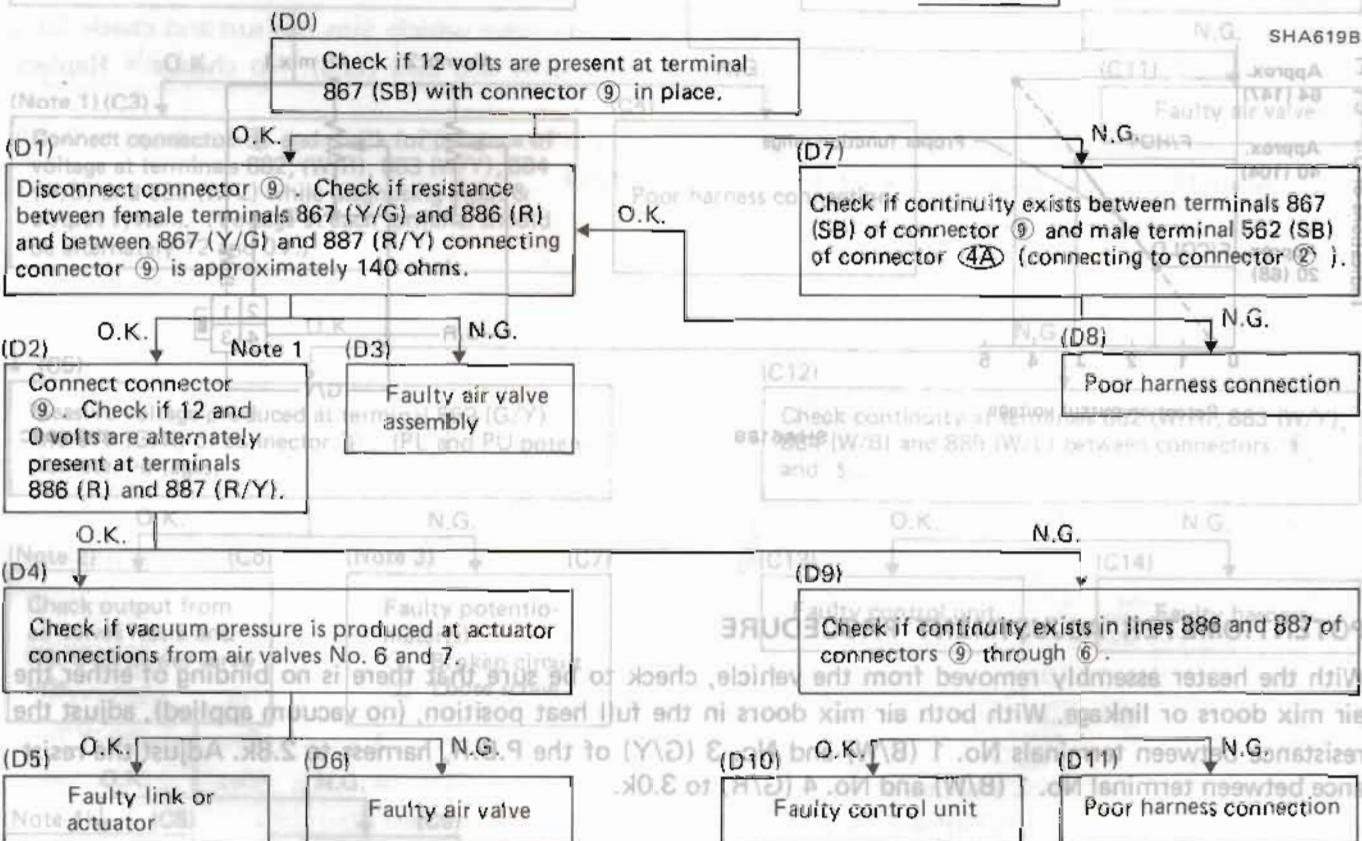
Negative (−) side: Approximately 0 volts (OFF)

(Downstream of coil): Approximately 0 volts (ON)

★ Be careful not to short-circuit positive and negative sides of coil.

Otherwise, transistor(s) inside control unit may be damaged.

## 2-1 Inspection Procedure — Air Outlets



NOTE 1: Check with engine running while operating Input and Output System Test.

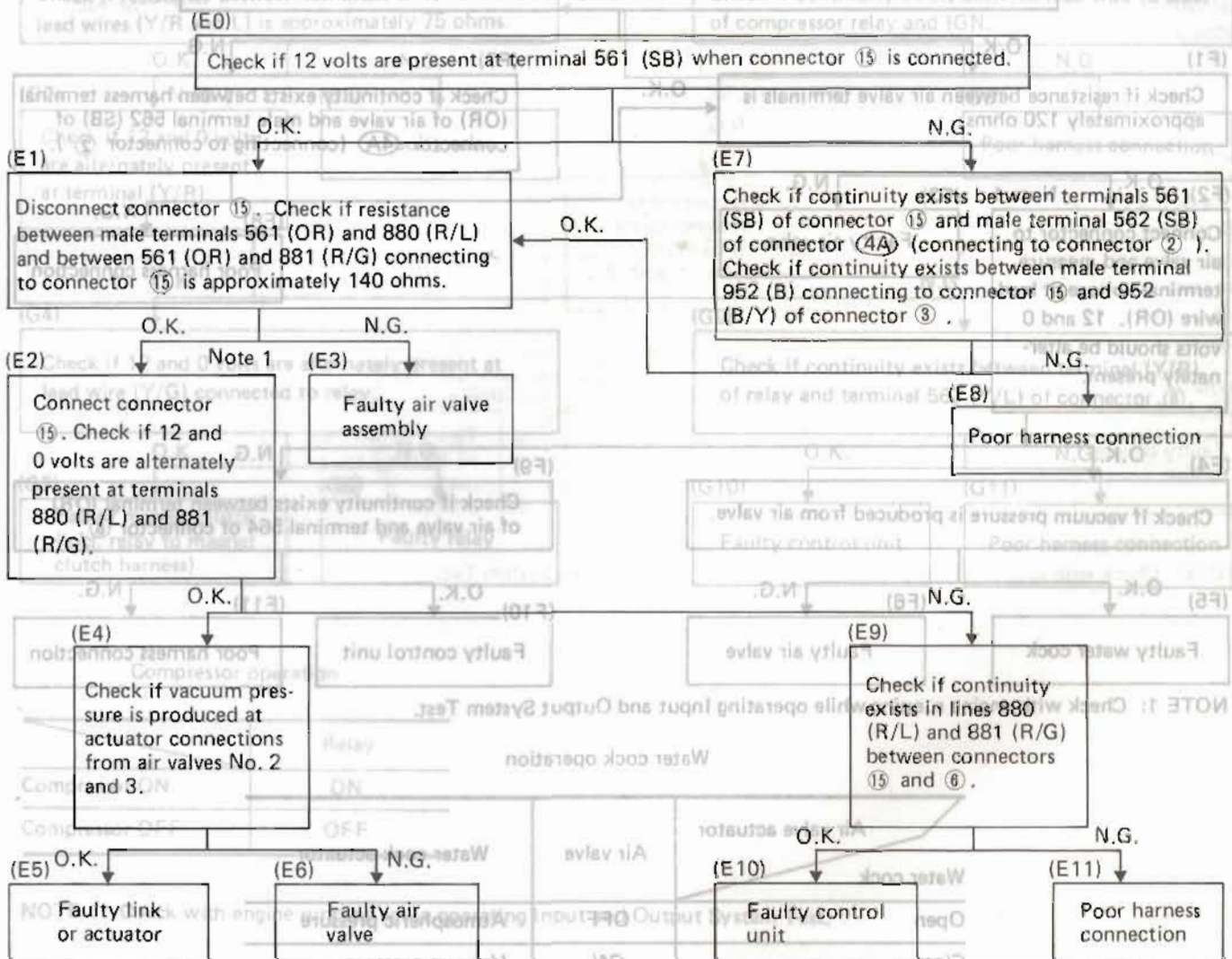


# TROUBLE DIAGNOSES (Auto)

## Mode Door Operation

Mode	Air valve actuator	Air valve		Actuator		
		No. 6	No. 7	DEF door	VENT door	FLOOR door
Air outlet	DEF	OFF	OFF	Atmospheric pressure		
	VENT	ON	OFF	Vacuum pressure		Atmospheric pressure
	B/L	ON	ON	Vacuum pressure		
	HEAT	OFF	ON	Atmospheric pressure		Vacuum pressure

## 2-2 Inspection Procedure — Intake Doors



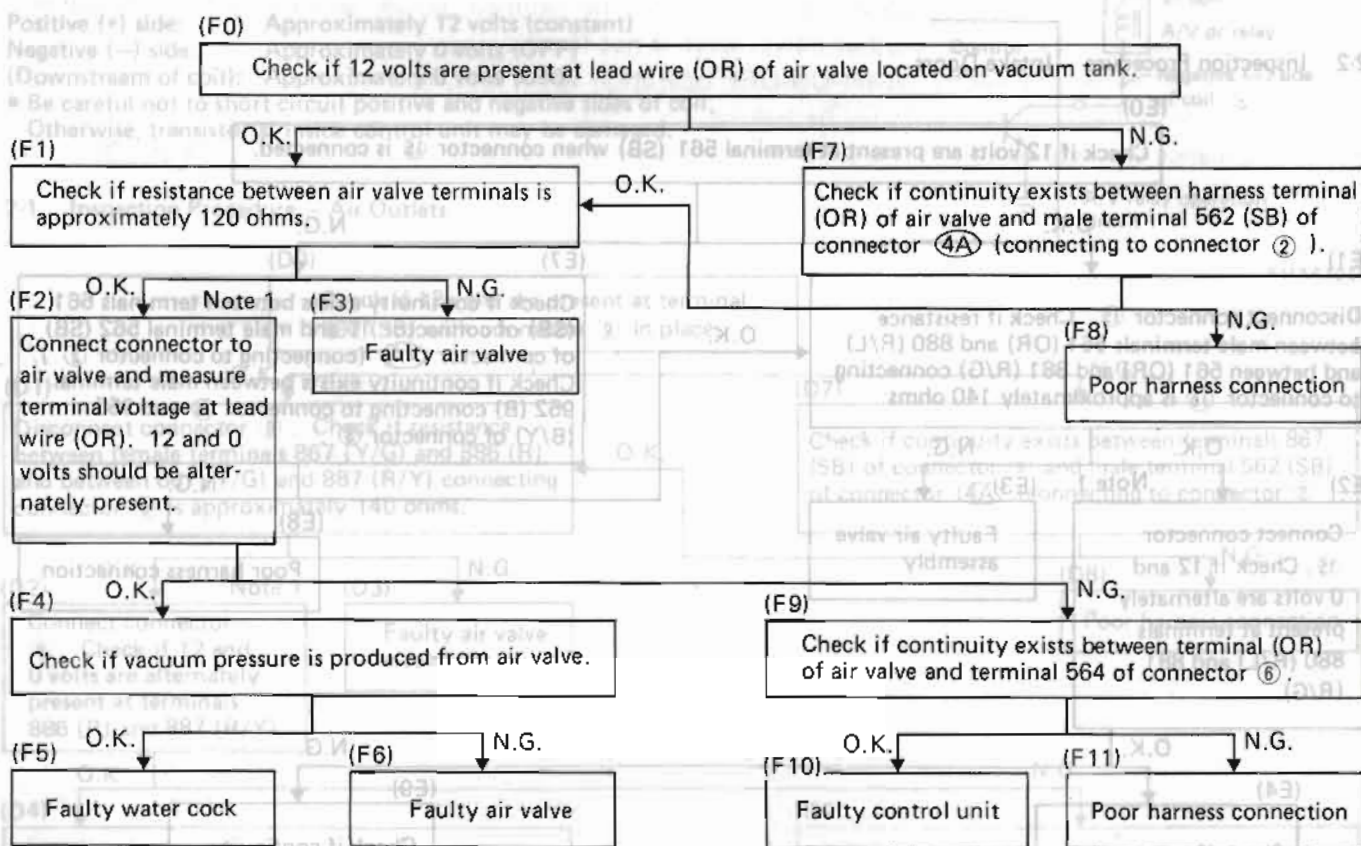
NOTE 1: Check with engine running while operating Input and Output System Test.

# TROUBLE DIAGNOSES (Auto)

## 2) Doors, water cock and compressor diagnosis Intake Door Operation

Mode	Air valve actuator		Air valve No. 3		Air valve No. 2		Double-action actuator (intake door closed)	
	Inside air	Outside air	ON	OFF	ON	OFF	Vacuum pressure (at 1st and 2nd positions)	Atmospheric pressure
Air inlet	Inside air	Outside air	ON	OFF	OFF	ON	Vacuum pressure (at 1st position)	Atmospheric pressure
	Inside-outside air	Outside air	ON	OFF	OFF	ON	Vacuum pressure (at 1st position)	Atmospheric pressure
	Outside air	Inside air	OFF	ON	OFF	ON	Atmospheric pressure	Vacuum pressure

## 2-3 Inspection Procedure — Water Cock



NOTE 1: Check with engine running while operating Input and Output System Test.

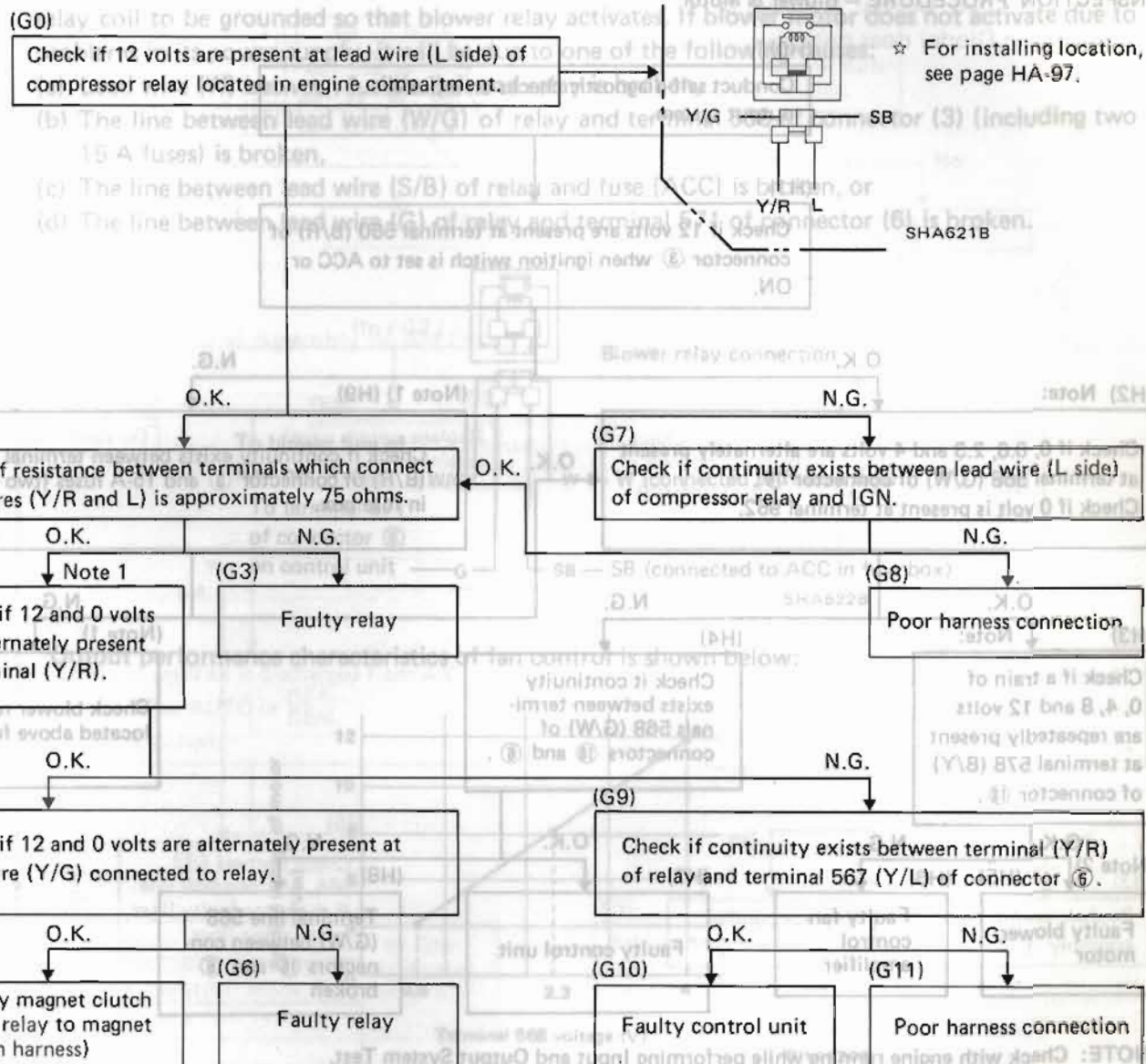
## Water cock operation

Water cock	Air valve actuator		Air valve		Water cock actuator	
	Open	Close	OFF	ON	Atmospheric pressure	Vacuum pressure
Open	OFF	ON	OFF	ON	Atmospheric pressure	Vacuum pressure
Close	ON	OFF	ON	OFF	Vacuum pressure	Atmospheric pressure



# TROUBLE DIAGNOSES (Auto)

## 2-4 Inspection Procedure — Compressor



Compressor operation

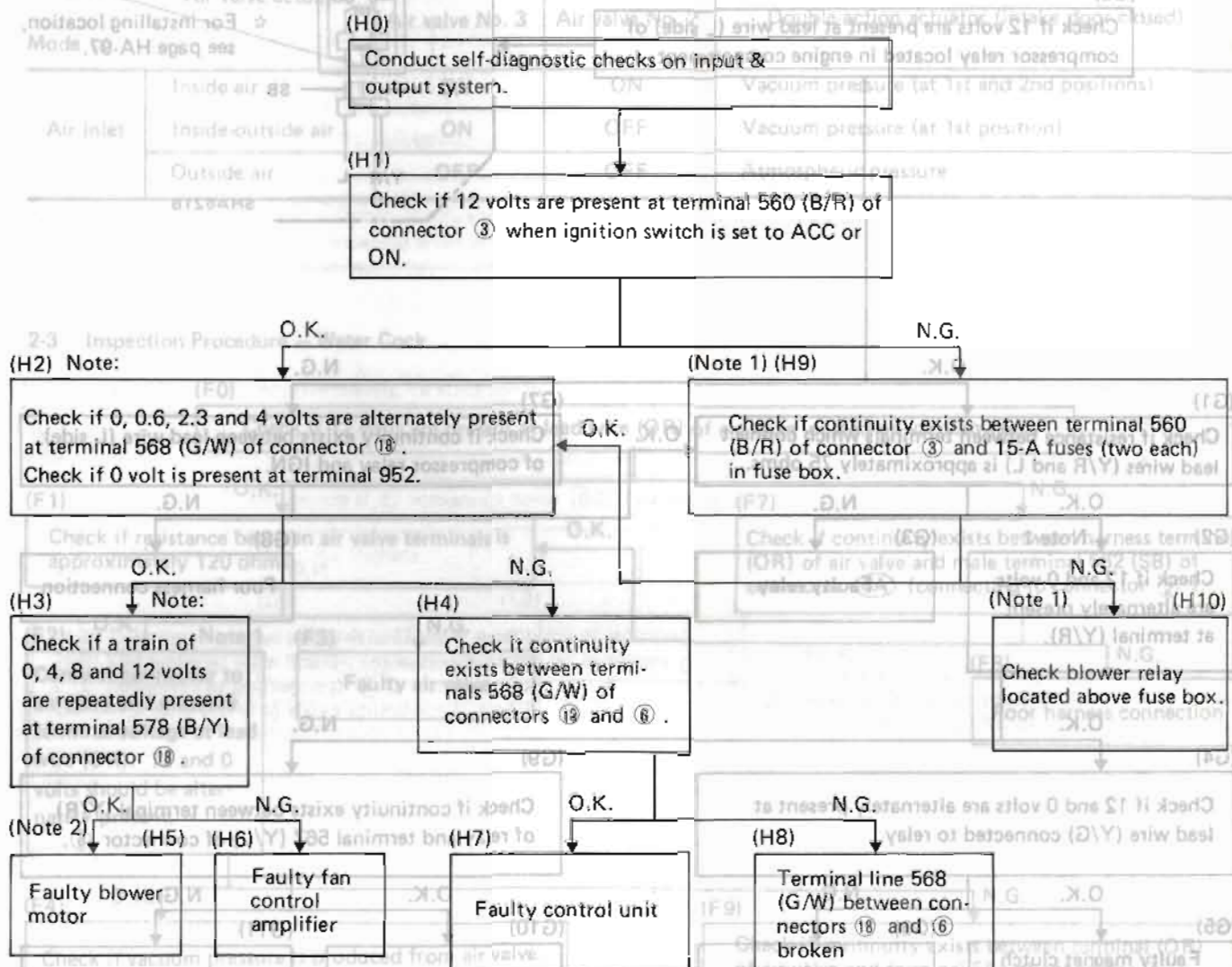
	Relay
Compressor ON	ON
Compressor OFF	OFF

NOTE 1: Check with engine running while operating Input and Output System Test.

# TROUBLE DIAGNOSES (Auto)

## 3) Blower motor diagnosis

### INSPECTION PROCEDURE – Blower & Motor



NOTE: Check with engine running while performing Input and Output System Test.

Compressor ON		Relay
Compressor OFF		ON
Compressor OFF		OFF
Compressor ON		ON

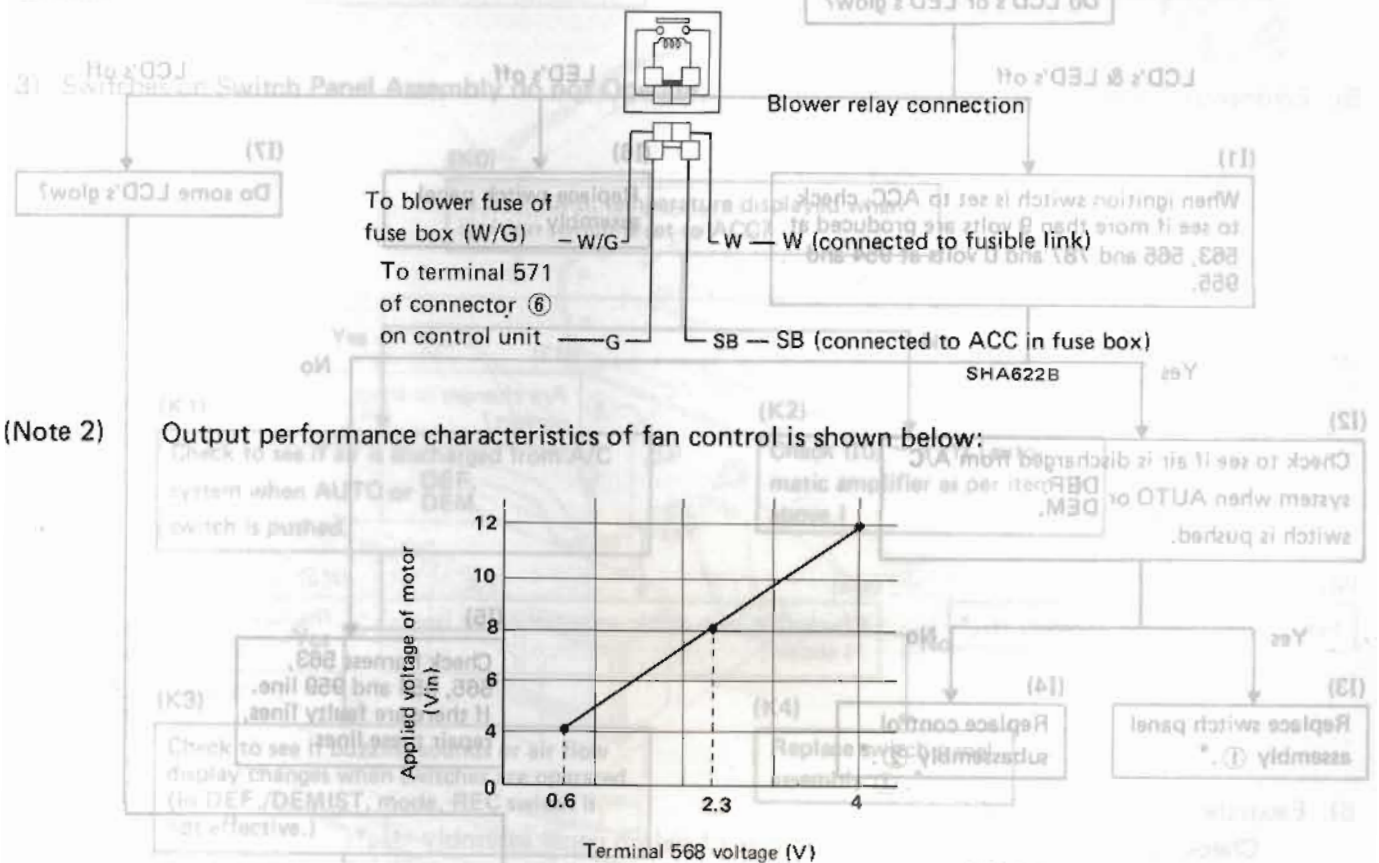
NOTE 1: Check with engine running while operating Input and Output System Test.



# TROUBLE DIAGNOSES (Auto)

(Note 1) When ignition switch is set to ACC, current flows through blower relay coil. With ignition switch held there, activating switches "AUTO" and "DEF" on control unit causes downstream side of relay coil to be grounded so that blower relay activates. If blower motor does not activate due to problems in its power supply, it will be due to one of the following causes:

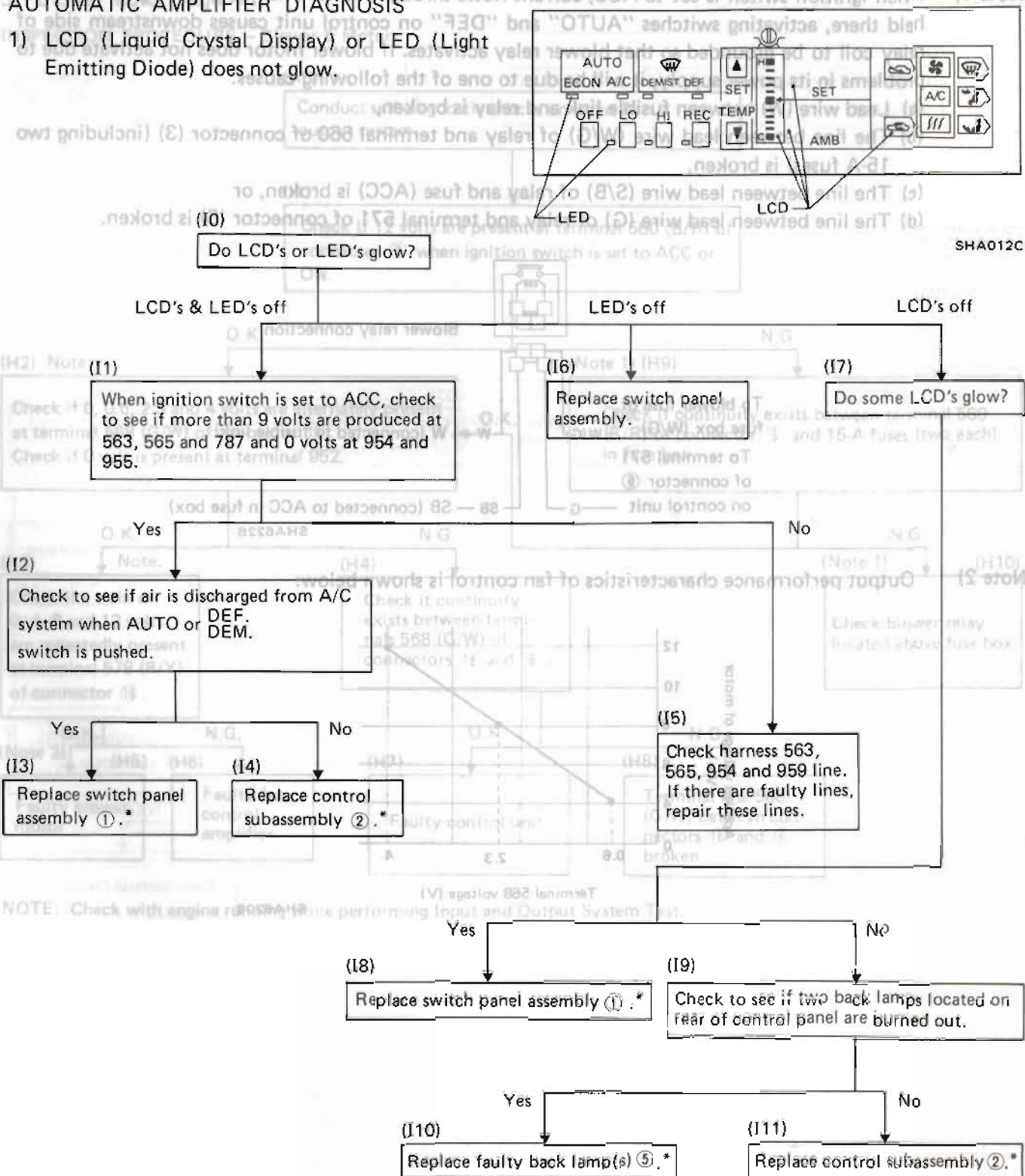
- Lead wire (W) between fusible link and relay is broken,
- The line between lead wire (W/G) of relay and terminal 560 of connector (3) (including two 15-A fuses) is broken,
- The line between lead wire (S/B) of relay and fuse (ACC) is broken, or
- The line between lead wire (G) of relay and terminal 571 of connector (6) is broken.



## TROUBLE DIAGNOSES (Auto)

# AUTOMATIC AMPLIFIER DIAGNOSIS

1) LCD (Liquid Crystal Display) or LED (Light Emitting Diode) does not glow.

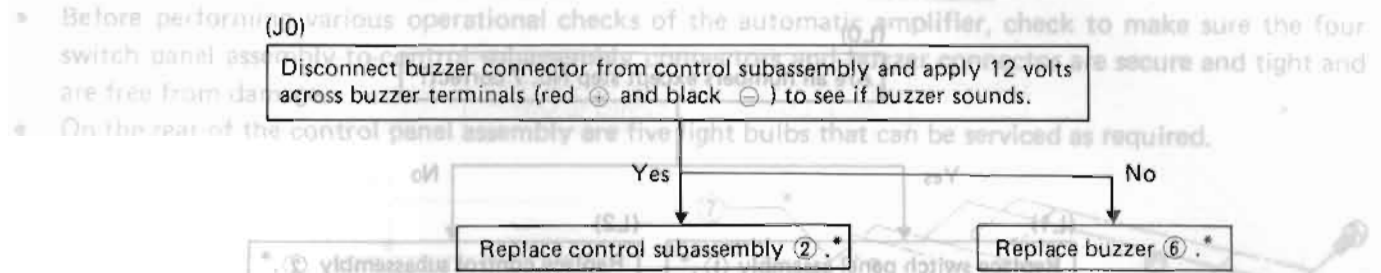


\*: Refer to REPLACEMENT OF CONTROL SUBASSEMBLY AND SWITCH PANEL ASSEMBLY. (Page HA-123)

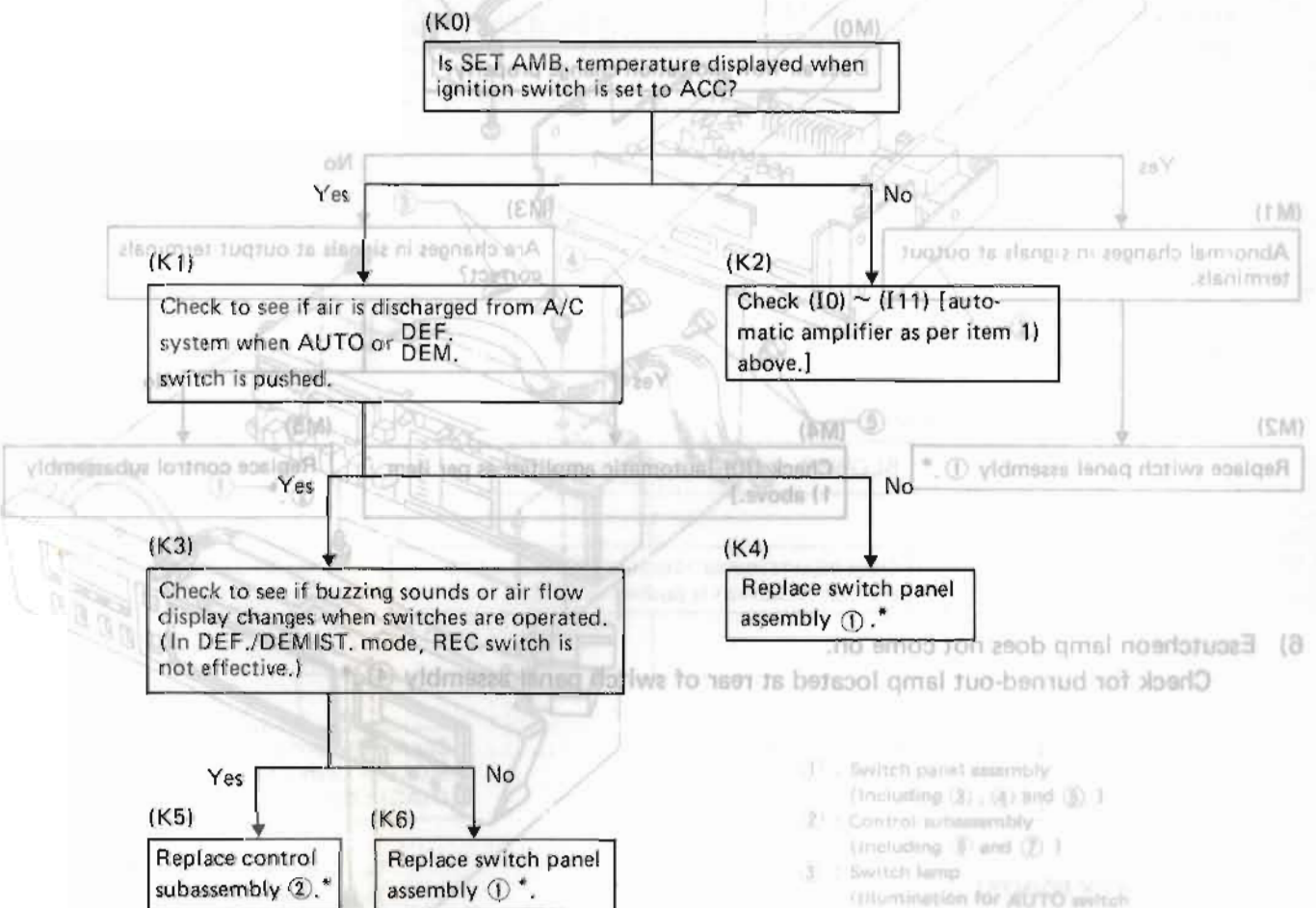


## TROUBLE DIAGNOSES (Auto)

### 2) Operating (Buzzing) Sound is not Emitted.



### 3) Switches on Switch Panel Assembly do not Operate.

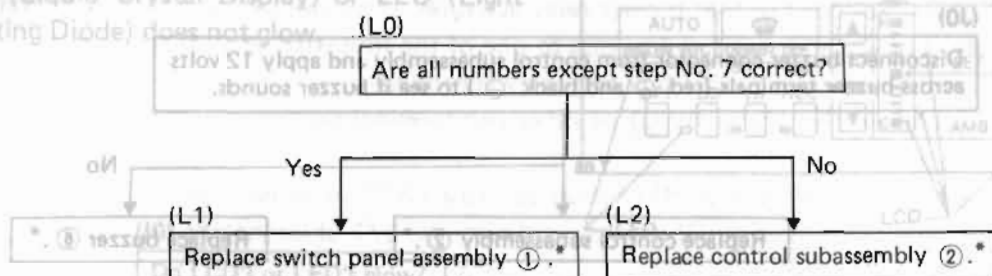


\*: Refer to REPLACEMENT OF CONTROL SUBASSEMBLY AND SWITCH PANEL ASSEMBLY. (Page HA-123)

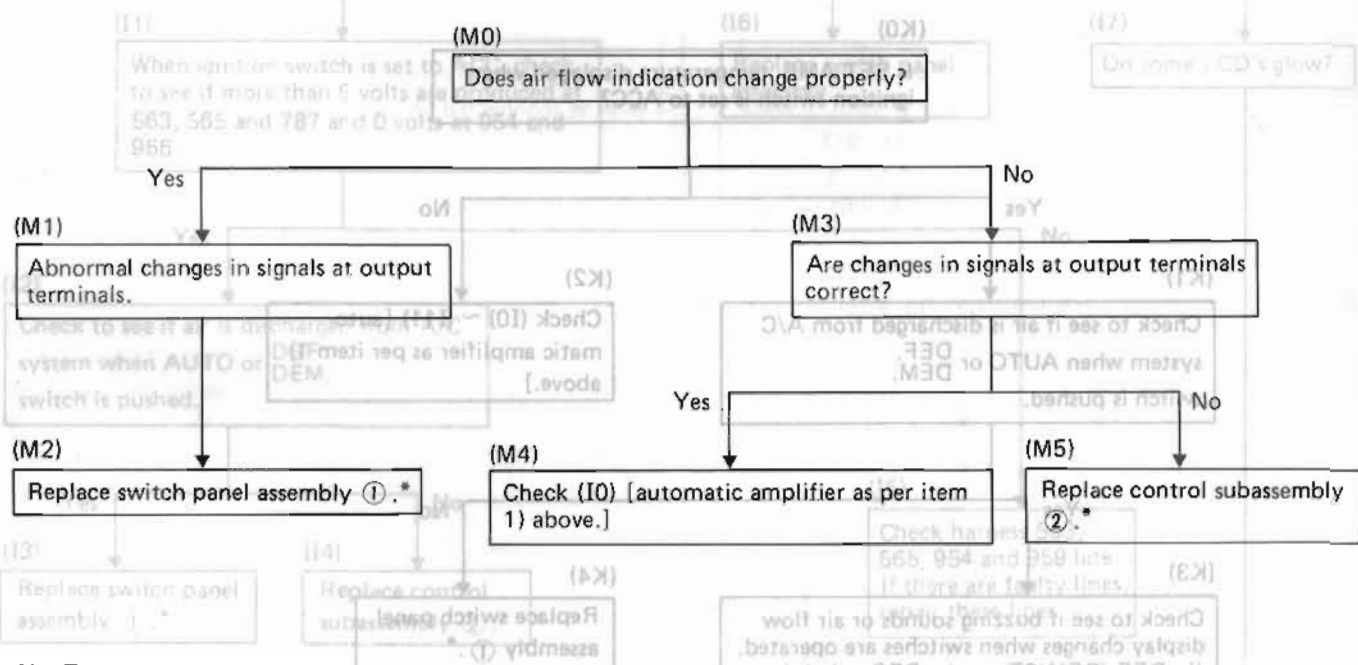
## TROUBLE DIAGNOSES (Auto)

### 4) Erroneous Display during Inspection of the Input System

1) LCD (Liquid Crystal Display) or LED (Light Emitting Diode) does not glow.



### 5) Erroneous Operation during Inspection of the Output System



### 6) Escutcheon lamp does not come on.

Check for burned-out lamp located at rear of switch panel assembly ④.\*



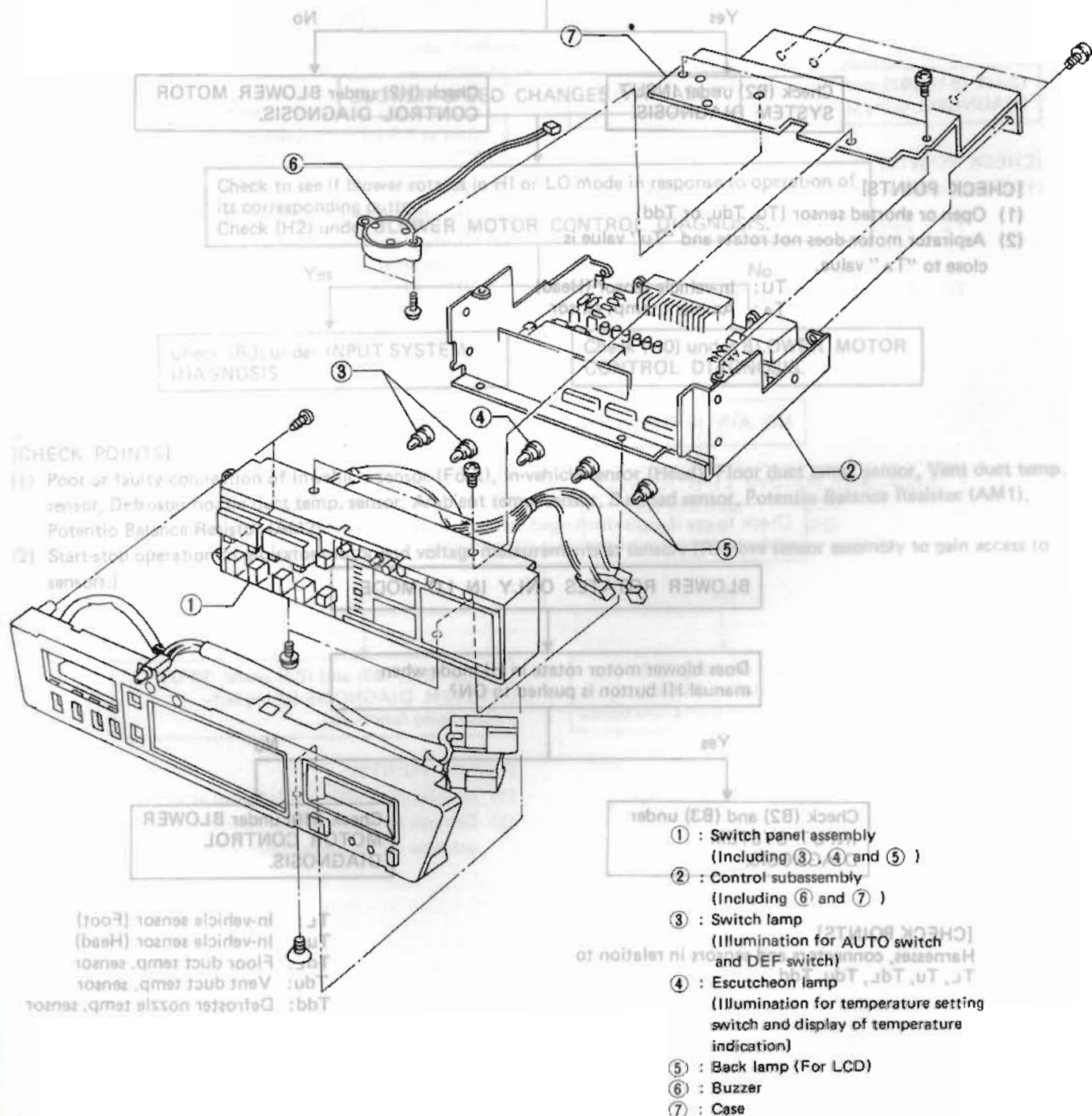
\*: Refer to REPLACEMENT OF CONTROL SUBASSEMBLY AND SWITCH PANEL ASSEMBLY. (Page HA-123)



# TROUBLE DIAGNOSES (Auto)

## REPLACEMENT OF CONTROL SUBASSEMBLY AND SWITCH PANEL ASSEMBLY

- Before performing various operational checks of the automatic amplifier, check to make sure the four switch panel assembly-to-control subassembly connectors and buzzer connector are secure and tight and are free from damage.
- On the rear of the control panel assembly are five light bulbs that can be serviced as required.



SHA011C

# TROUBLE DIAGNOSES (Auto)

**BLOWER CONTINUES TO ROTATE IN HI MODE.**

Does blower operate in LO mode when manual LO button is pushed to ON?

Yes

Check (B2) under INPUT SYSTEM DIAGNOSIS.

No

Check (H2) under BLOWER MOTOR CONTROL DIAGNOSIS.

## [CHECK POINTS]

- (1) Open or shorted sensor (Tu, Tdu, or Tdd)
- (2) Aspirator motor does not rotate and "Tu" value is close to "TA" value.

TU: In-vehicle sensor (Head)  
TA: Ambient temp. sensor

**BLOWER ROTATES ONLY IN LO MODE.**

Does blower motor rotate in HI mode when manual HI button is pushed to ON?

Yes

Check (B2) and (B3) under INPUT SYSTEM DIAGNOSIS.

No

Check (H0) under BLOWER MOTOR CONTROL DIAGNOSIS.

## [CHECK POINTS]

Harnesses, connectors and sensors in relation to TL, Tu, TdL, Tdu, Tdd

TL: In-vehicle sensor (Foot)  
Tu: In-vehicle sensor (Head)  
TdL: Floor duct temp. sensor  
Tdu: Vent duct temp. sensor  
Tdd: Defroster nozzle temp. sensor



# TROUBLE DIAGNOSES (Auto)

BLOWER MOTOR DOES NOT ROTATE.

Check (H0) under BLOWER MOTOR CONTROL DIAGNOSIS.

BLOWER SPEED CHANGES VARIABLELY.

Check to see if blower rotates in HI or LO mode in response to operation of its corresponding button.

Check (H2) under BLOWER MOTOR CONTROL DIAGNOSIS.

Yes

Check (B0) under INPUT SYSTEM DIAGNOSIS.

No

Check (H0) under BLOWER MOTOR CONTROL DIAGNOSIS.

## [CHECK POINTS]

- (1) Poor or faulty connection of In-vehicle sensor (Foot), In-vehicle sensor (Head), Floor duct temp. sensor, Vent duct temp. sensor, Defroster nozzle duct temp. sensor, Ambient temp. sensor, Sunload sensor, Potentio Balance Resistor (AM1), Potentio Balance Resistor (AM2).
- (2) Start-stop operation of aspirator motor and voltage measurements at sensors (Remove sensor assembly to gain access to sensors.)

No

Check (B1), (B2) and (B4) under INPUT SYSTEM DIAGNOSIS (Using self-diagnosing function).

Yes

Check (D0, E0, F0, G0) under DOORS, WATER COCK AND COMPRESSOR DIAGNOSIS (Using self-diagnosing function).

# TROUBLE DIAGNOSES (Auto)

NO AIR IS DISCHARGED FROM VENT OUTLETS.

Disconnect AMB. TEMP. sensor. Short harness to see if air is discharged from VENT outlets.

Yes

No

Check (B1), (B2) and (B3) under INPUT SYSTEM DIAGNOSIS, using self-diagnosing functions.

Check (D0, E0, F0, G0) under DOORS, WATER COCK AND COMPRESSOR DIAGNOSIS. (Use self-diagnosing functions.)

## [CHECK POINTS]

(1) Open circuit in TA, TL, Tu and DL sensors.

TA: Ambient temp. sensor  
TL: In-vehicle sensor (Foot)  
Tu: In-vehicle sensor (Head)  
TDL: Floor duct temp. sensor

## [CHECK POINT]

(1) Harness (line 887), solenoid valve, etc.  
(2) Damage to hose between solenoid valve (6) and actuator air valve, or condition of link system affected.

NO AIR IS DISCHARGED FROM FLOOR OUTLETS.

Check to see if air is discharged from floor outlets when ambient temperature sensor is disconnected.

Yes

No

Check (D0, E0, F0, G0) under DOORS, WATER COCK AND COMPRESSOR DIAGNOSIS (Using self-diagnosing functions).

Check (B1), (B3) and (B4) under INPUT SYSTEM DIAGNOSIS (Using self-diagnosing functions).

## [CHECK POINTS]

Short circuit in ambient temp. sensor and sunload sensor

## [CHECK POINTS]

(1) Harness (line 886) and solenoid valve (7)  
(2) Damage to hose between solenoid valve (7) and floor actuator Af, and condition of link system affected



# TROUBLE DIAGNOSES (Auto)

NO AIR IS DISCHARGED FROM DEFROSTER OUTLETS.

Check (D0, E0, F0, G0) under OUTPUT SYSTEM DIAGNOSIS  
(Use self-diagnosing functions).

[CHECK POINTS]

(1) Harness (line 887) and solenoid valve 6

(2) Damaged hose/link between solenoid valve 6 and actuator Ad (DEF. door Actuator) U

MODE: DEMIST  
Push SET TEMP. button (on control panel)  
to set objective temperature at 24°C (75°F)  
and check to see if air is discharged to foot  
level in front of vehicle.

DIAGNOSIS:  
(C0) ...  
(G0) ...  
(F0) ...  
Water cock

HOT AIR IS NOT DISCHARGED OR OUTLET  
AIR TEMPERATURE DOES NOT CHANGE.

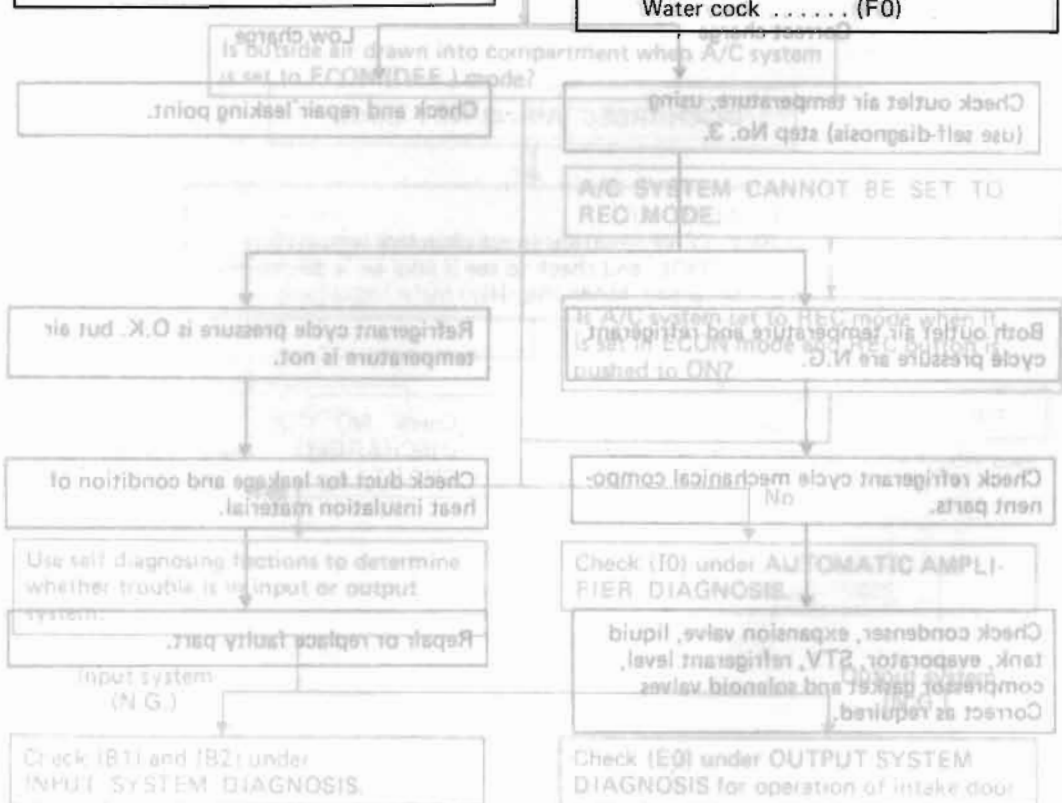
Check input system using self-diagnosing functions.

N.G.

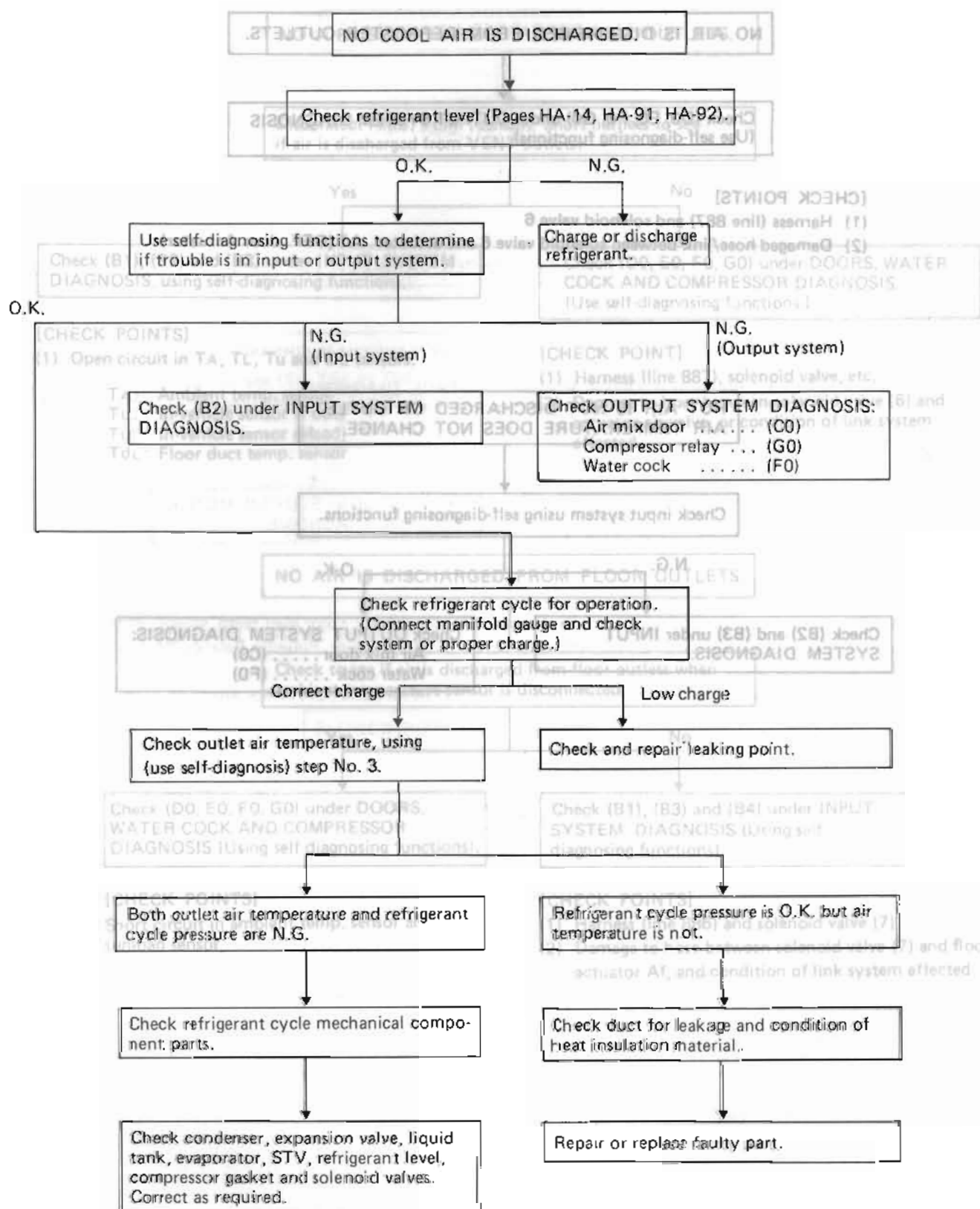
O.K.

Check (B2) and (B3) under INPUT  
SYSTEM DIAGNOSIS.

Check OUTPUT SYSTEM DIAGNOSIS:  
Air mix door . . . . . (C0)  
Water cock . . . . . (F0)



# TROUBLE DIAGNOSES (Auto)





# TROUBLE DIAGNOSES (Auto)

COOL AIR AT FOOT LEVEL WILL NOT STOP OR IS DISCHARGED INTERMITTENTLY.

Is air discharged to foot level when A/C system is set to DEF. mode?

No

Yes

MODE: DEMIST  
Push SET TEMP. buttons (on control panel) to set objective temperature at 24°C (75°F), and check to see if air is discharged to foot level intermittently.

Check (K1) under DOORS, WATER COCK AND COMPRESSOR DIAGNOSIS [Using step (O-2) of self-diagnosing functions].

Yes

No

Check (B1) and (B4) under INPUT SYSTEM DIAGNOSIS, using step No. 6 and ambient temperature sensor check procedure.

OUTSIDE AIR IS NOT DRAWN INTO COMPARTMENT.

Is outside air drawn into compartment when A/C system is set to ECON (DEF.) mode?

A/C SYSTEM CANNOT BE SET TO REC MODE.

Is A/C system set to REC mode when it is set in ECON mode and REC button is pushed to ON?

Yes

No

Use self-diagnosing functions to determine whether trouble is in input or output system.

Check (I0) under AUTOMATIC AMPLIFIER DIAGNOSIS.

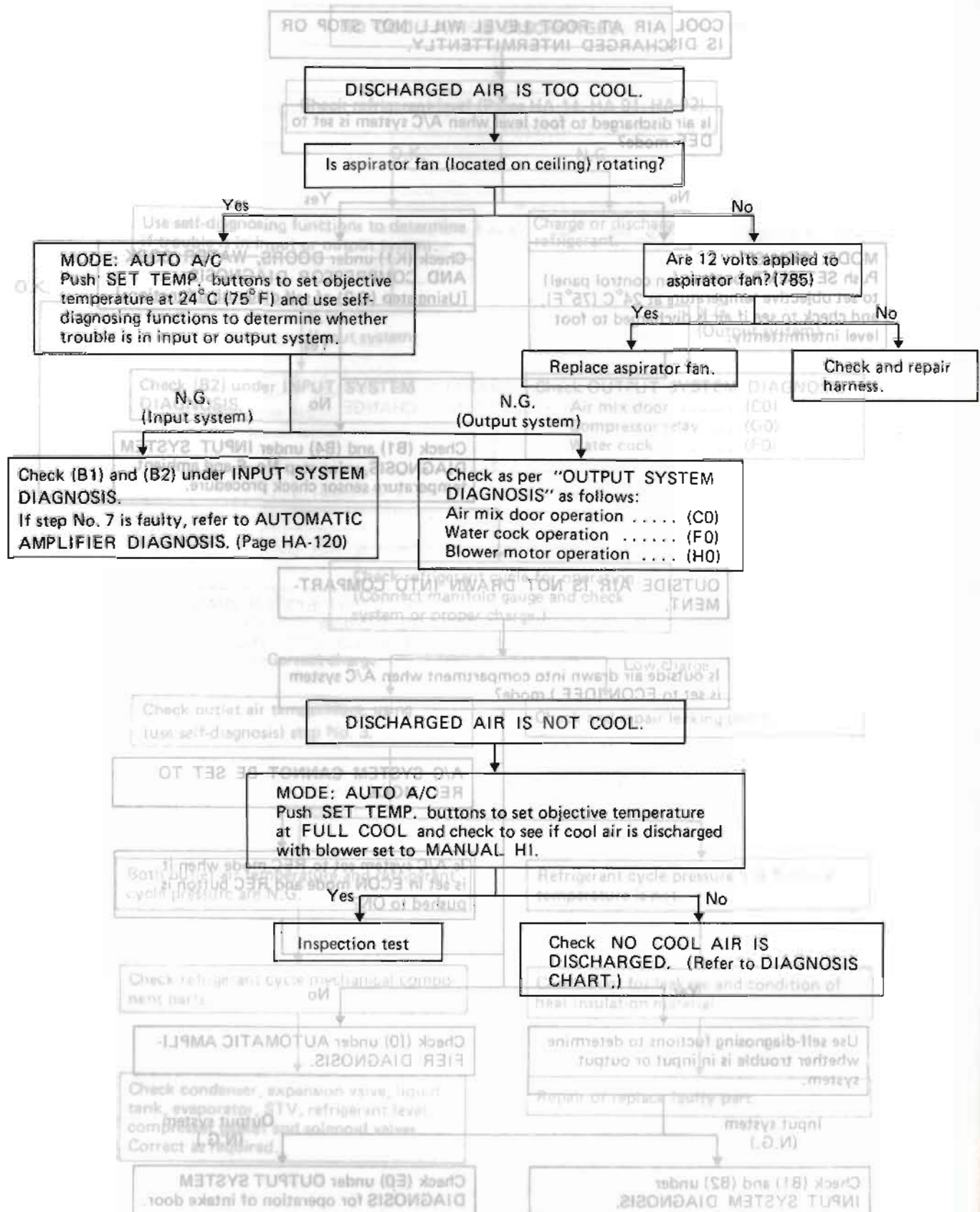
Input system (N.G.)

Output system (N.G.)

Check (B1) and (B2) under INPUT SYSTEM DIAGNOSIS.

Check (E0) under OUTPUT SYSTEM DIAGNOSIS for operation of intake door.

# TROUBLE DIAGNOSES (Auto)

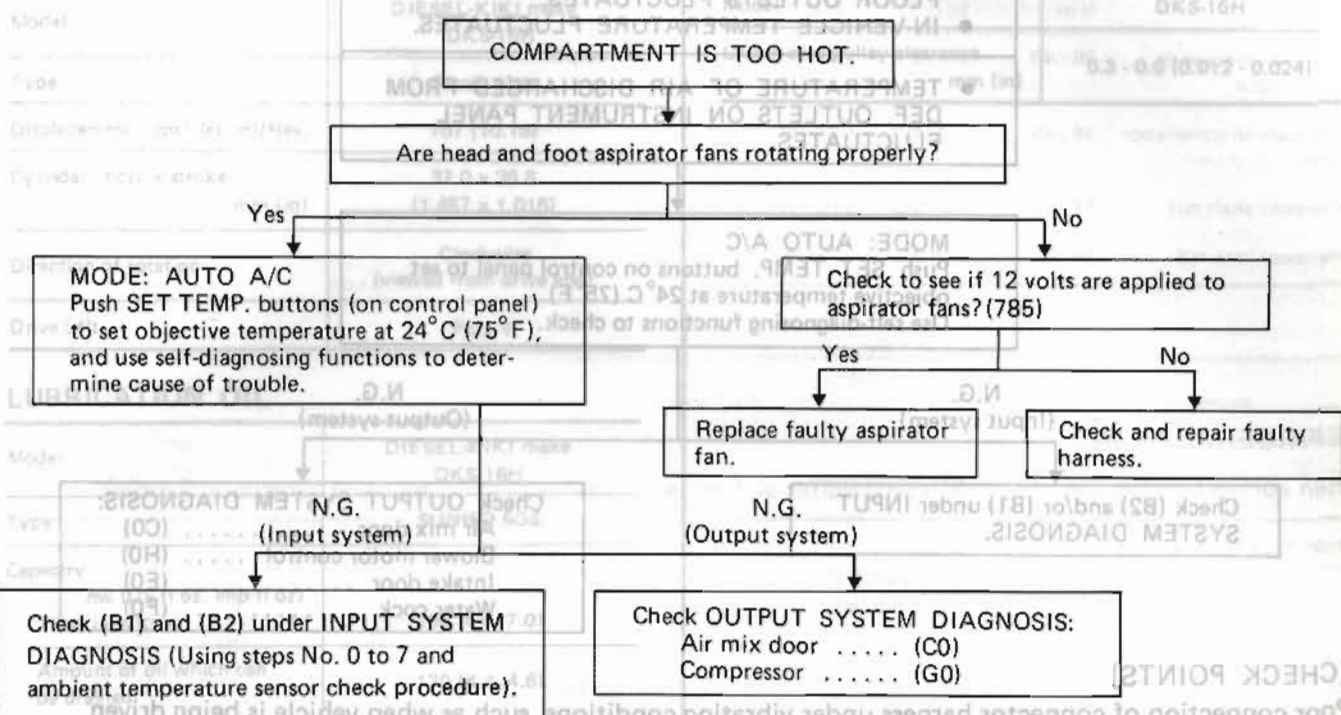




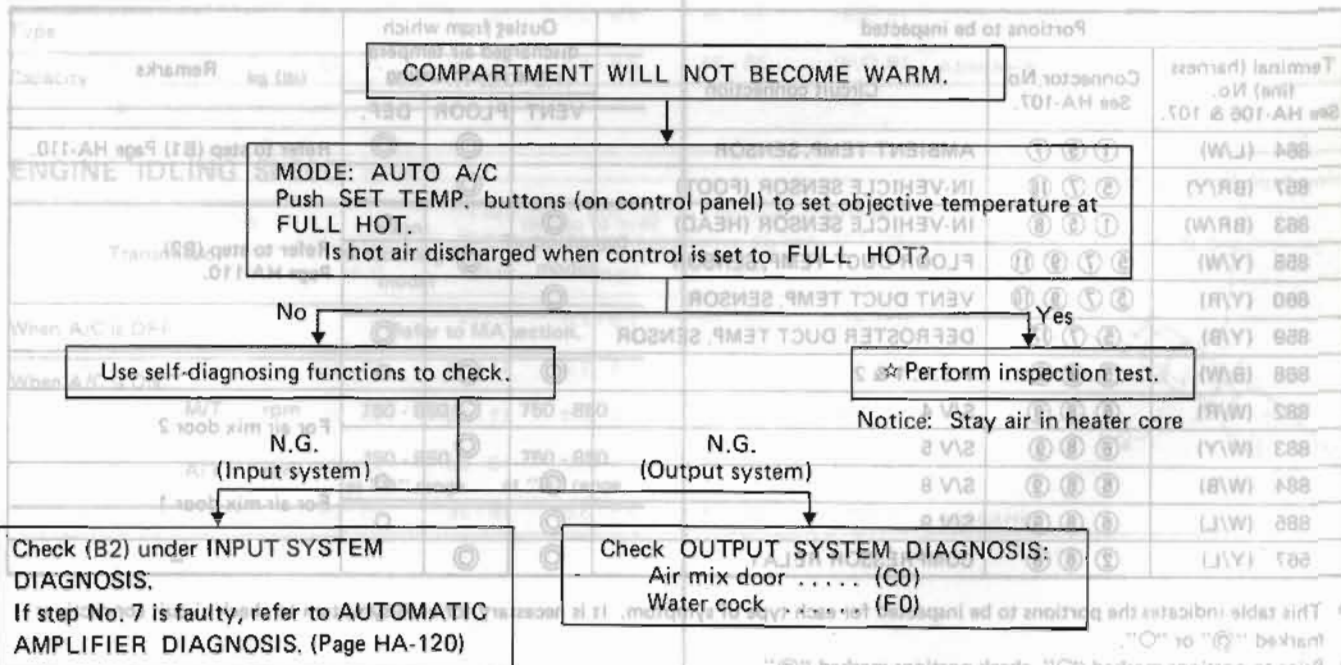
# SERVICE TROUBLE DIAGNOSES (Auto) (S.D.S.)

General Specifications

## COMPRESSOR



## REFRIGERANT



# TROUBLE DIAGNOSES (Auto)

- TEMPERATURE OF AIR DISCHARGED FROM FLOOR OUTLETS FLUCTUATES.
- IN-VEHICLE TEMPERATURE FLUCTUATES.
- TEMPERATURE OF AIR DISCHARGED FROM DEF. OUTLETS ON INSTRUMENT PANEL FLUCTUATES.

MODE: AUTO A/C

Push SET TEMP. buttons on control panel to set objective temperature at 24°C (75°F).  
Use self-diagnosing functions to check.

N.G.

(Input system)

N.G.

(Output system)

Check (B2) and/or (B1) under INPUT SYSTEM DIAGNOSIS.

Check OUTPUT SYSTEM DIAGNOSIS:

Air mix door ..... (C0)  
Blower motor control ..... (H0)  
Intake door ..... (E0)  
Water cock ..... (F0)

## [CHECK POINTS]

Poor connection of connector harness under vibrating conditions, such as when vehicle is being driven.

If outlet discharged air temperature fluctuates (sometimes becomes warm), check continuity between terminals corresponding to each symptom using following table.

Terminal (harness line) No. See HA-106 & 107.	Connector No. See HA-107.	Portions to be inspected Circuit connection	Outlet from which discharged air temperature is fluctuating			Remarks
			VENT	FLOOR	DEF.	
864 (L/W)	① ⑤ ⑦	AMBIENT TEMP. SENSOR		⊙	⊙	Refer to step (B1) Page HA-110.
857 (BR/Y)	⑤ ⑦ ⑩	IN-VEHICLE SENSOR (FOOT)		⊙		
863 (BR/W)	① ⑤ ⑧	IN-VEHICLE SENSOR (HEAD)	⊙			
858 (Y/W)	⑤ ⑦ ⑨ ⑪	FLOOR DUCT TEMP. SENSOR		⊙		Refer to step (B2) Page HA-110.
860 (Y/R)	⑤ ⑦ ⑨ ⑩	VENT DUCT TEMP. SENSOR	⊙			
859 (Y/B)	⑤ ⑦ ⑩	DEFROSTER DUCT TEMP. SENSOR			⊙	
868 (B/W)	⑤ ⑦ ⑨	P.B.R. 1 & 2	⊙	⊙	⊙	
882 (W/R)	⑥ ⑧ ⑨	S/V 4		⊙		For air mix door 2
883 (W/Y)	⑥ ⑧ ⑨	S/V 5		⊙		
884 (W/B)	⑥ ⑧ ⑨	S/V 8	⊙		○	
885 (W/L)	⑥ ⑧ ⑨	S/V 9	⊙		○	For air mix door 1
567 (Y/L)	② ⑥ ⑧	COMPRESSOR RELAY	⊙	⊙		

- This table indicates the portions to be inspected for each type of symptom. It is necessary for each symptom to check circuit connections marked "⊙" or "○".
- Prior to portions marked "○", check portions marked "⊙".



# SERVICE DATA AND SPECIFICATIONS (S.D.S.)

## General Specifications

### COMPRESSOR

Model	DIESEL-KIKI make DKS-16H
Type	Swash plate
Displacement cm <sup>3</sup> (cu in)/Rev.	167 (10.19)
Cylinder bore x stroke mm (in)	37.0 x 25.8 (1.457 x 1.016)
Direction of rotation	Clockwise (viewed from drive end)
Drive belt	Poly V

### LUBRICATION OIL

Model	DIESEL-KIKI make DKS-16H
Type	SUNISO 5GS
Capacity ml (US fl oz, Imp fl oz)	
Total in system	200 (6.8, 7.0)
Amount of oil which can be drained	130 (4.4, 4.6)
Compressor (Service parts) charging amount	200 (6.8, 7.0)

### REFRIGERANT

Type	R-12
Capacity kg (lb)	0.9 - 1.1 (2.0 - 2.4)

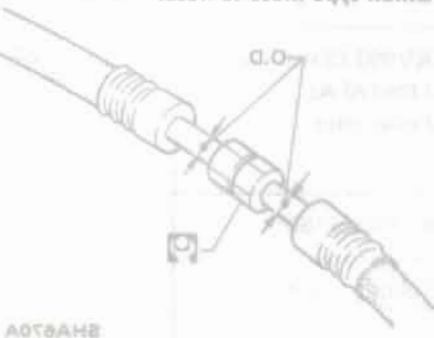
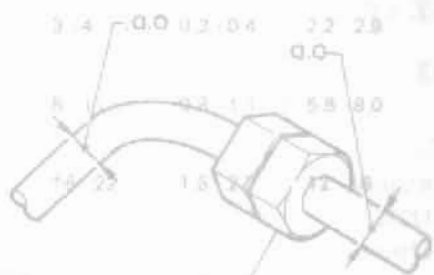
### ENGINE IDLING SPEED

Transmission	Non-turbocharged model	Turbocharged model
When A/C is OFF	Refer to MA section.	
When A/C is ON		
M/T rpm	750 - 850	750 - 850
A/T rpm	750 - 850 at "D" range	750 - 850 at "D" range

## Inspection and Adjustment

### COMPRESSOR

Model	DKS-16H
Clutch disc-pulley clearance mm (in)	0.3 - 0.6 (0.012 - 0.024)



# SERVICE DATA AND SPECIFICATIONS (S.D.S.)

## Tightening Torque

### COMPRESSOR INSTALLATION

	N·m	kg·m	ft·lb	
Compressor bracket to cylinder block	36 - 49	3.7 - 5.0	27 - 36	
Compressor to compressor bracket	36 - 49	3.7 - 5.0	27 - 36	
Compressor shaft nut	14 - 16	1.4 - 1.6	10 - 12	
Compressor lock nut	34 - 39	3.5 - 4.0	25 - 29	

### REFRIGERANT LINE

When connecting lines made of different material, basically use the lower tightening torque of the two.

#### Union type (pipe to pipe)

Pipe O.D. mm (in)	Material					
	Steel or copper			Aluminum		
	N·m	kg·m	ft·lb	N·m	kg·m	ft·lb
6 (1/4)	10 - 20	1.0 - 2.0	7 - 14	—	—	—
8 (5/16)	15 - 25	1.5 - 2.5	11 - 18	10 - 20	1.0 - 2.0	7 - 14
10 (3/8)	15 - 25	1.5 - 2.5	11 - 18	10 - 20	1.0 - 2.0	7 - 14
12 (1/2)	20 - 29	2.0 - 3.0	14 - 22	15 - 25	1.5 - 2.5	11 - 18
16 (5/8)	25 - 34	2.5 - 3.5	18 - 25	20 - 29	2.0 - 3.0	14 - 22
SHA669A 19 (3/4)	25 - 34	2.5 - 3.5	18 - 25	20 - 29	2.0 - 3.0	14 - 22

#### Union type (hose to hose)

Pipe O.D. mm (in)	Material					
	Steel or copper			Aluminum		
	N·m	kg·m	ft·lb	N·m	kg·m	ft·lb
6 (1/4)	10 - 20	1.0 - 2.0	7 - 14	—	—	—
8 (5/16)	15 - 25	1.5 - 2.5	11 - 18	10 - 20	1.0 - 2.0	7 - 14
10 (3/8)	15 - 25	1.5 - 2.5	11 - 18	10 - 20	1.0 - 2.0	7 - 14
12 (1/2)	25 - 34	2.5 - 3.5	18 - 25	20 - 29	2.0 - 3.0	14 - 22
SHA670A 16 (5/8)	25 - 34	2.5 - 3.5	18 - 25	20 - 29	2.0 - 3.0	14 - 22



# SERVICE DATA AND SPECIFICATIONS (S.D.S.)

## Tightening Torque (Cont'd)

### Union type (hose to pipe)

	<p>• Use tightening torque for flexible hose.</p>	<p>Tool number (Kent-Moore No.) Tool name</p>
<p>Removing clutch disc KVA98267420 (137878) Shaft seal</p>	<p>Removing clutch disc KVA98235022 (136571-A) Clutch disc puller</p>	<p>Tool number (Kent-Moore No.) Tool name</p>



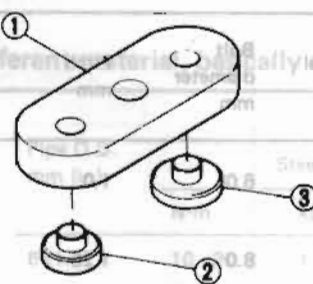


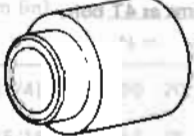
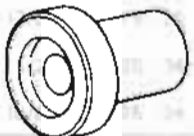
### Plate type

	Bolt type	Tightening torque
Grade	Nominal size	N·m
4T	M6	0.3 - 0.4 (2.2 - 2.9)
4T	M8	0.8 - 1.1 (5.8 - 8.0)
4T	M10	1.6 - 2.2 (12 - 16)

In case of 7T Bolt has been installed in vehicle,  
Tightening torque is as same as 4T bolt.



<p>Installing pulley</p>	<p>Pulley installer KVA98234180 (137878)</p>
<p>Removing pulley</p>	<p>Pulley pilot KVA98233040 (130720-A)</p>

# SPECIAL SERVICE TOOLS

Tool number (Kent-Moore No.) Tool name	Description	
KV99232022 (J26571-A) Clutch disc puller		Removing clutch disc
KV99235140 (J37876) Shaft seal remover and installer		Removing and installing shaft seal.
KV99241420 (J37881) Blind cover set ① KV99241400 ( ) ② KV99211100 ( ) ③ KV99211300 ( )		Blind cover
KV994C1552 (J37880) Charge nozzle		Using charge refrigerant
KV99231010 (J37877) Clutch disc wrench		Removing shaft nut and clutch disc
KV99233040 (J26720-A) Puller pilot		Removing pulley
KV99234160 (J37879) Pulley installer		Installing pulley



# CE TOOLS

Tool number (Kent-Moore No.) Tool name	Description
KV99267420 (J37878) Shaft seal guide	 Installing shaft seal
KV99235160 (J37882) Nut wrench	 Removing lock nut

HARNESS CONNECTOR	EL- 2
STANDARDIZED RELAY	EL- 3
POWER SUPPLY ROUTING	EL- 4
BATTERY	EL- 8
STARTING SYSTEM	EL-12
STARTING SYSTEM — Starter	EL-18
CHARGING SYSTEM	EL- 23
CHARGING SYSTEM — Alternator	EL- 26
COMBINATION SWITCH	EL- 32
INSTRUMENT SWITCH	EL- 34
HEADLAMP	EL- 35
EXTERIOR LAMP	EL- 64
INTERIOR LAMP	EL- 69
METER AND GAUGES — Digital Type Combination Meter	EL- 66
METER AND GAUGES — Needle Type Combination Meter	EL- 83
METER AND GAUGES — Needle Type Combination Gauge	EL- 86
WARNING LAMPS AND CHIME	EL- 90
TIME CONTROL SYSTEM	EL- 98
WIPER AND WASHER	EL-107
HORN, CIGARETTE LIGHTER, CLOCK	EL-111
REAR WINDOW DEFOGGER	EL-112
AUDIO AND POWER ANTENNA	EL-116
AUTOMATIC SPEED CONTROL DEVICE (A.S.C.D.)	EL-118
STEERING WHEEL SWITCH SYSTEM	EL-126
THEFT WARNING SYSTEM	EL-146
LOCATION OF ELECTRICAL UNITS	EL-177
HARNESS LAYOUT	EL-180
SPECIAL SERVICE TOOLS	EL-195

## WIRING DIAGRAM REFERENCE CHART

E.C.C.S.	BF & EC SECTION	POWER WINDOW, DOOR LOCK AND
LOCK-UP CONTROL SYSTEM	AT SECTION	MIRROR
ADJUSTABLE SHOCK ABSORBER	FA SECTION	HEATER AND AIR CONDITIONER
		BF SECTION
		HA SECTION