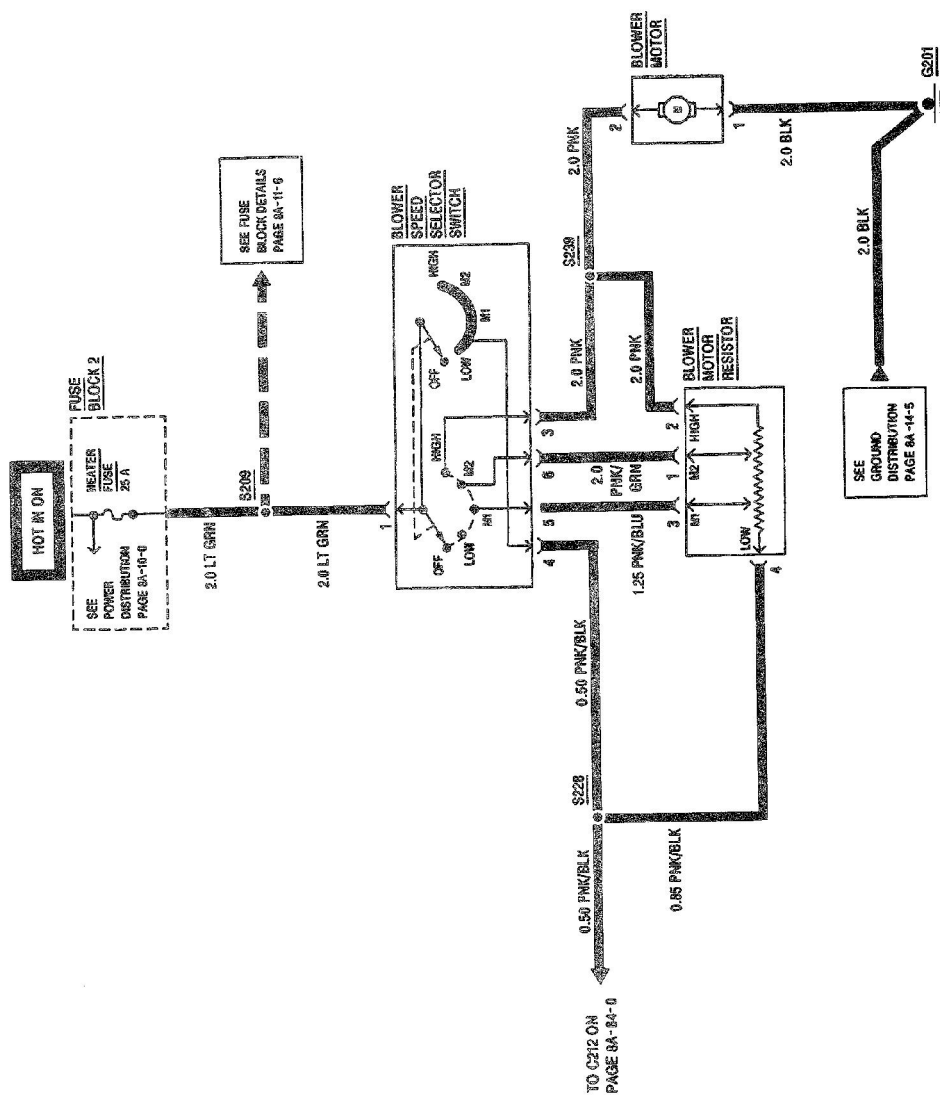


HEATER



COMPONENT	LOCATION	201-PG	FIG.	CONN
Blower Motor	Behind RH I/P			
Blower Motor Resistor.....	Behind RH I/P, top of Blower Motor Housing			
Blower Speed Selector Switch..	Center of I/P above Radio.....	202-15A2		
Fuse Block 2	Under LH I/P.....	06	A
G201	Behind RH I/P, near Blower Assembly.....	06	A
S209	Main Harness, center of I/P near Blower Speed Selector Switch			
S228	Main Harness, RH side of I/P, near Blower Speed Selector Switch			
S239	Main Harness, RH side of I/P, near Blower Motor			

TROUBLESHOOTING HINTS

1. Check HEATER Fuse with a fuse tester.
2. Check that G201 is clean and tight.

8A - 60 - 2 ELECTRICAL DIAGNOSIS

HEATER

SYSTEM DIAGNOSIS

TEST	RESULT	ACTION
1. Turn IGNITION SWITCH to "ON." Move BLOWER SPEED SELECTOR SWITCH through all four positions and then back to "OFF."	BLOWER MOTOR operates in all four speeds and stops with switch in "OFF."	All systems diagnosed in this section are functioning normally.
	BLOWER MOTOR operates only in HIGH.	GO to step 13.
	BLOWER MOTOR does not operate in HIGH.	GO to step 2.
	BLOWER MOTOR does not operate in M2.	GO to step 3.
	BLOWER MOTOR does not operate in M1.	GO to step 5.
	BLOWER MOTOR does not operate in LOW.	GO to step 7.
	BLOWER MOTOR does not operate in any speed.	GO to step 9.
	BLOWER MOTOR continues to operate with switch in "OFF."	GO to step 15.
2. Move BLOWER SPEED SELECTOR SWITCH to "HIGH." Backprobe BLOWER SPEED SELECTOR SWITCH connector with a test lamp from cavity 3 to chassis ground.	Test lamp lights.	Repair open in PNK wire between BLOWER SPEED SELECTOR SWITCH and S239.
	Test lamp does not light.	Replace BLOWER SPEED SELECTOR SWITCH.
3. Move BLOWER SPEED SELECTOR SWITCH to M2. Backprobe BLOWER SPEED SELECTOR SWITCH connector with a test lamp from cavity 6 to chassis ground.	Test lamp does not light.	Replace BLOWER SPEED SELECTOR SWITCH.
	Test lamp lights.	GO to step 4.
4. Backprobe BLOWER MOTOR RESISTOR connector with a test lamp from cavity 1 to chassis ground.	Test lamp does not light.	Repair open in PNK/GRN wire between BLOWER SPEED SELECTOR SWITCH and BLOWER MOTOR RESISTOR.
	Test lamp lights.	Replace BLOWER MOTOR RESISTOR.
5. Move BLOWER SPEED SELECTOR SWITCH to M1. Backprobe BLOWER SPEED SELECTOR SWITCH connector with a test lamp from cavity 5 to chassis ground.	Test lamp does not light.	Replace BLOWER SPEED SELECTOR SWITCH.
	Test lamp lights.	GO to step 6.
6. Backprobe BLOWER MOTOR RESISTOR connector with a test lamp from cavity 3 to chassis ground.	Test lamp does not light.	Repair open in PNK/BLU wire between BLOWER SPEED SELECTOR SWITCH and BLOWER MOTOR RESISTOR.
	Test lamp lights.	Replace BLOWER MOTOR RESISTOR.
7. Move BLOWER SPEED SELECTOR SWITCH to "LOW." Backprobe BLOWER SPEED SELECTOR SWITCH connector with a test lamp from cavity 4 to chassis ground.	Test lamp does not light.	Replace BLOWER SPEED SELECTOR SWITCH.
	Test lamp lights.	GO to step 8.

TEST	RESULT	ACTION
8. Backprobe BLOWER MOTOR RESISTOR connector with a test lamp from cavity 4 to chassis ground.	Test lamp does not light.	Repair open in PNK/BLK wire between S228 and BLOWER MOTOR RESISTOR.
	Test lamp lights.	Replace BLOWER MOTOR RESISTOR.
9. Backprobe BLOWER SPEED SELECTOR SWITCH connector with a test lamp from cavity 1 to chassis ground.	Test lamp does not light.	Repair open in LT GRN wire between FUSE BLOCK 2 and BLOWER SPEED SELECTOR SWITCH.
	Test lamp lights.	GO to step 10.
10. Move BLOWER SPEED SELECTOR SWITCH to "HIGH." Backprobe BLOWER SPEED SELECTOR SWITCH with a test lamp from cavity 3 to chassis ground.	Test lamp does not light.	Replace BLOWER SPEED SELECTOR SWITCH.
	Test lamp lights.	GO to step 11.
11. Backprobe BLOWER MOTOR connector with a test lamp from cavity 2 to chassis ground.	Test lamp does not light.	Repair open in PNK wire between BLOWER MOTOR and BLOWER SPEED SELECTOR SWITCH.
	Test lamp lights.	GO to step 12.
12. Turn IGNITION SWITCH to "OFF." Backprobe BLOWER MOTOR with a digital multimeter from cavity 1 to chassis ground. Measure resistance.	More than 3.0 ohms.	Repair open in BLK wire between BLOWER MOTOR and G201.
	Less than 3.0 ohms.	Replace BLOWER MOTOR.
13. Move BLOWER SPEED SELECTOR SWITCH to "HIGH." Backprobe BLOWER MOTOR RESISTOR with a test lamp from cavity 2 to chassis ground.	Test lamp does not light.	Repair open in PNK wire between BLOWER MOTOR RESISTOR and S239.
	Test lamp lights.	GO to step 14.
14. Move BLOWER SPEED SELECTOR SWITCH to "LOW." Backprobe BLOWER SPEED SELECTOR SWITCH connector with a test lamp from cavity 4 to chassis ground.	Test lamp does not light.	Replace BLOWER SPEED SELECTOR SWITCH.
	Test lamp lights.	Replace BLOWER MOTOR RESISTOR.
15. Disconnect BLOWER MOTOR SELECTOR SWITCH connector.	BLOWER MOTOR stops.	Replace BLOWER SPEED SELECTOR SWITCH.
	BLOWER MOTOR continues to operate.	GO to step 16.
16. Disconnect BLOWER MOTOR RESISTOR connector.	BLOWER MOTOR stops.	Repair short to voltage in PNK/BLK, PNK/BLU or PNK/GRN wire between BLOWER SPEED SELECTOR SWITCH and BLOWER MOTOR RESISTOR.
	BLOWER MOTOR continues to operate.	Repair short to voltage in PNK wire between BLOWER MOTOR RESISTOR and BLOWER MOTOR.

HEATER

COMPONENT REPLACEMENT INFORMATION

For component replacement procedures, refer to the section listed below.

Blower Motor.....	Section 1A
Blower Motor Resistor.....	Section 1A
Blower Speed Selector Switch.....	Section 1A

CIRCUIT OPERATION

Battery voltage is applied through the HEATER Fuse to the BLOWER SPEED SELECTOR SWITCH when the ignition switch is in the "ON" position. When the BLOWER SPEED SELECTOR SWITCH is turned to any position but "OFF," battery voltage is applied through the closed contact in the BLOWER SPEED SELECTOR SWITCH.

With the BLOWER SPEED SELECTOR SWITCH in LOW, current must travel the entire length of the resistive element in the BLOWER MOTOR RESISTOR to the BLOWER MOTOR. The resisted voltage caused by the BLOWER MOTOR RESISTOR maintains the BLOWER MOTOR at LOW speed.

When the BLOWER SPEED SELECTOR SWITCH is in the M1 position, voltage passes only partially through

the BLOWER MOTOR RESISTOR before reaching the BLOWER MOTOR. Since less of the BLOWER MOTOR RESISTOR is a part of the circuit, the resistance in the circuit is lower and the BLOWER MOTOR operates at a higher speed.

M2 operation is identical to M1 operation except that even less of the BLOWER MOTOR RESISTOR is in the circuit. Therefore, BLOWER OPERATION in M2 is faster than it is in M1.

With the BLOWER SPEED SELECTOR SWITCH in the HIGH position, voltage bypasses the BLOWER MOTOR RESISTOR entirely and passes directly to the BLOWER MOTOR.

The BLOWER MOTOR is permanently grounded at G201.

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