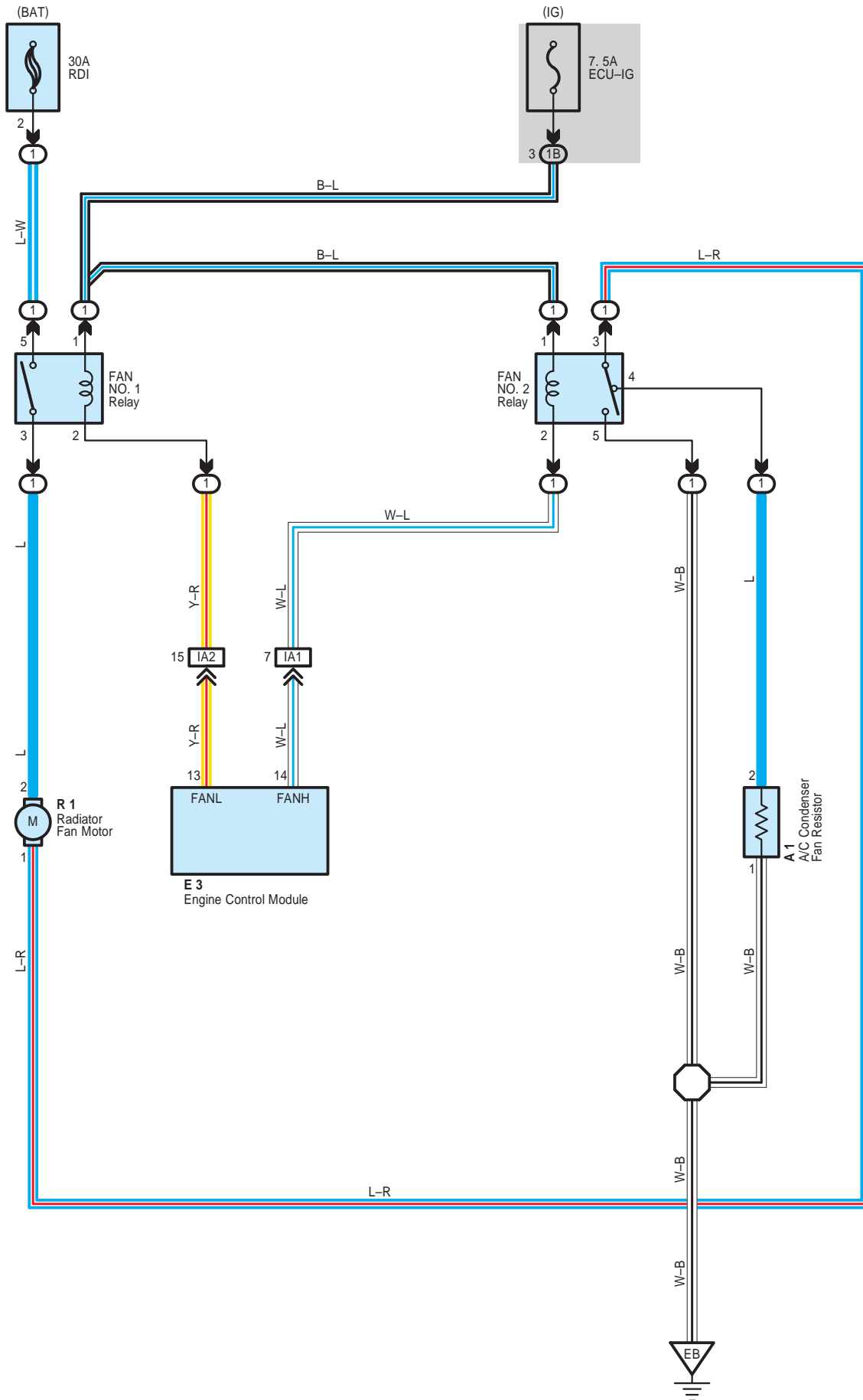


Radiator Fan and Condenser Fan



System Outline

The current is applied at all times through the RDI fuse to TERMINAL 5 of the FAN NO.1 relay.

When the ignition SW is turned on, the current flows through the ECU-IG fuse to FAN NO.1 relay (Coil side) to TERMINAL 13 of the engine control module. At the same time as this current flow, the current from ECU-IG fuse flows to the FAN NO.2 relay (Coil side) to TERMINAL 14 of the engine control module.

1. Low Speed Operation

When the A/C system is operating, the FAN NO.1 Relay is turned on. As a result, the current flows from the RDI fuse to FAN NO.1 relay (Point side) to TERMINAL 2 of the radiator fan motor to TERMINAL 1 to TERMINAL 3 of the FAN NO.2 relay to TERMINAL 4 to TERMINAL 2 of the A/C condenser fan resistor to TERMINAL 1 to GROUND, and the radiator fan motor rotates at low speed.

2. High Speed Operation

When the pressure SW (Single) is on or engine control module operated, the FAN NO.1 and NO.2 relay is turned on. As a result, the current flows from the RDI fuse to FAN NO.1 relay (Point side) to radiator fan motor to TERMINAL 3 of the FAN NO.2 Relay to TERMINAL 5 to GROUND, and the radiator fan motor rotates at high speed.

: Parts Location

Code	See Page	Code	See Page	Code	See Page
A1	28	E3	30	R1	29

: Relay Blocks

Code	See Page	Relay Blocks (Relay Block Location)
1	22	Engine Room R/B (Engine Compartment Left)

: Junction Block and Wire Harness Connector

Code	See Page	Junction Block and Wire Harness (Connector Location)
1B	24	Engine Room Main Wire and Instrument Panel J/B (Lower Finish Panel)

: Connector Joining Wire Harness and Wire Harness

Code	See Page	Joining Wire Harness and Wire Harness (Connector Location)
IA1	35	Engine Room Main Wire and Instrument Panel Wire (Behind the Reinforcement LH)
IA2		

: Ground Points

Code	See Page	Ground Points Location
EB	34	Front Left Fender Apron