

### Circuit Description

#### Heater Blower Switch

The heater blower switch (N73) controls the speeds of the heater blower motor (M3). The A/C recirculation solenoid valve (Y29) receives current from the heater blower switch (N73).

#### A/C Compressor

The A/C clutch solenoid (Y31) controls the A/C compressor. With the A/C system switched on, the compressor is engaged. If the pressure is too low or too high, the A/C pressure control switch (N160) interrupts the circuit, causing the compressor to disengage. The A/C safety switch (N178) can also interrupt the circuit. Under heavy engine load conditions, the A/C Wide Open Throttle (WOT) relay (K32) can be energised by connecting pin 54 or pin 35 (not for models with 2,0 l EFI (DOHC 16V) engines) of the Power Control Module (PCM) (A119) to earth. This will also cause the compressor to disengage, thus reducing engine load.

#### Engine Cooling Fan

With the A/C system on (heater blower switch (N73) in position 8), current flows to the A/C relay (K59). The A/C relay (K59) energises and current flows through the cooling fan resistor (R27) to the cooling fan motor (M37), which then runs at low speed.

If the A/C system pressure is high, the A/C pressure control switch (N160) switches to position 2 (high) and current flows to the A/C relay (K59). The A/C relay (K59) energises and current flows directly to the second cooling fan motor (M38) which then runs at high speed. The same current path is also possible when the A/C cooling fan temperature switch (N202) closes and connects pins 3 and 5.

The engine run relay (K84) is connected to the charging circuit and interrupts the A/C system when the engine is being started.

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