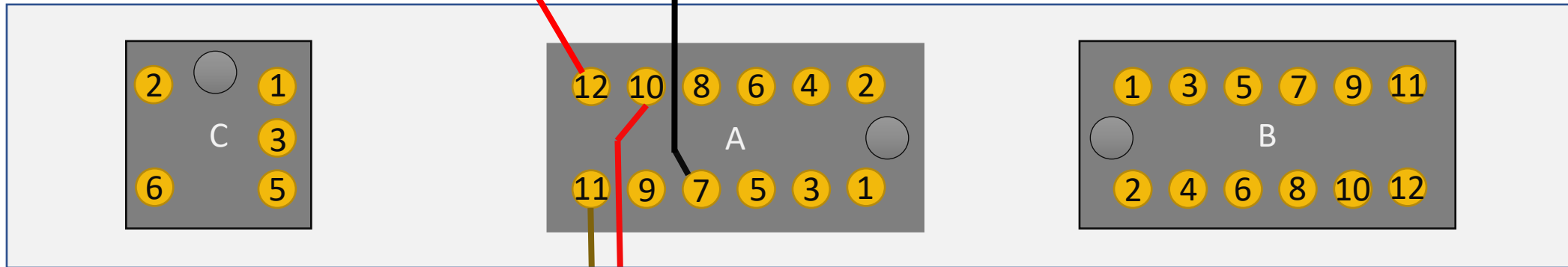
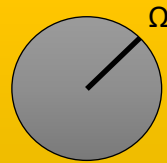


# HEATER (MIXED-CHAMBER) FLAP CONTROL MOTOR AND POSITION POTENTIOMETER

This view shows the three Climate Control Unit (CCU) connectors, as seen when looking at the dash with the CCU removed.

Ohms between A12 and A7 should read about  $2150\Omega$  at one end of the motor's range, and about  $80\Omega$  at the other\*

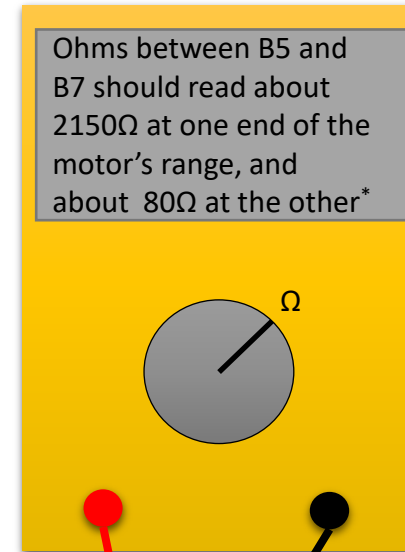
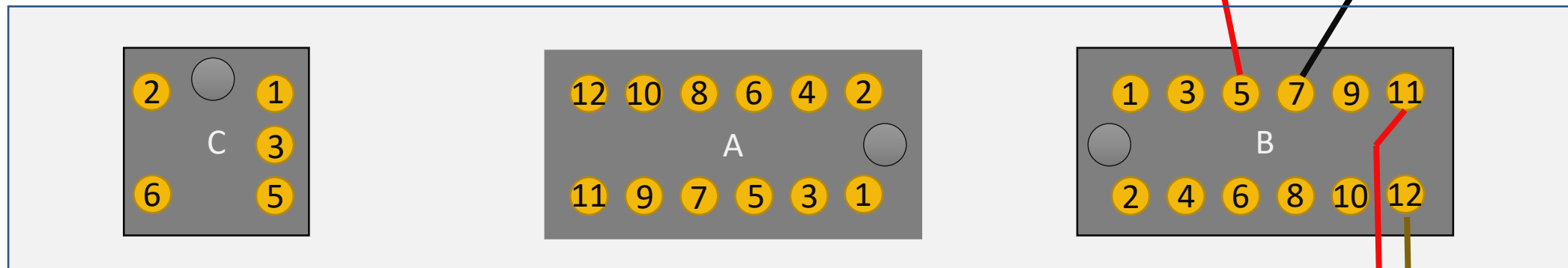


Apply 12 volts and ground to A10 and A11; then change polarity. You should hear motor moving the HEATER flap open and closed

\*Motor potentiometer readings are approximate and based on test readings which can vary  $\pm 50\Omega$  or more based on linkage adjustment, temps, etc. Ohms also can be checked across pins A12 and B6 (the other side of the HEATER pot) which should show the same resistance range moving in the opposite direction relative to the position of the motor.

# DEFROST FLAP CONTROL MOTOR AND POSITION POTENTIOMETER

This view shows the three Climate Control Unit (CCU) connectors, as seen when looking at the dash with the CCU removed.



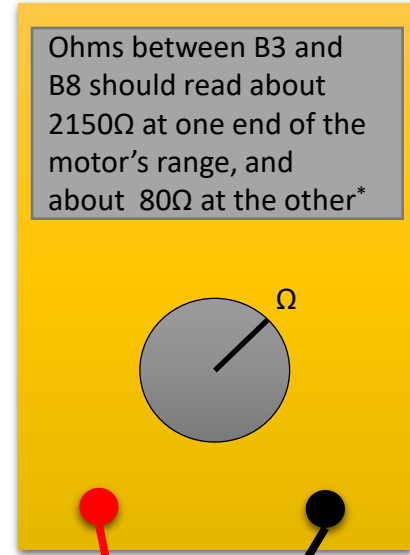
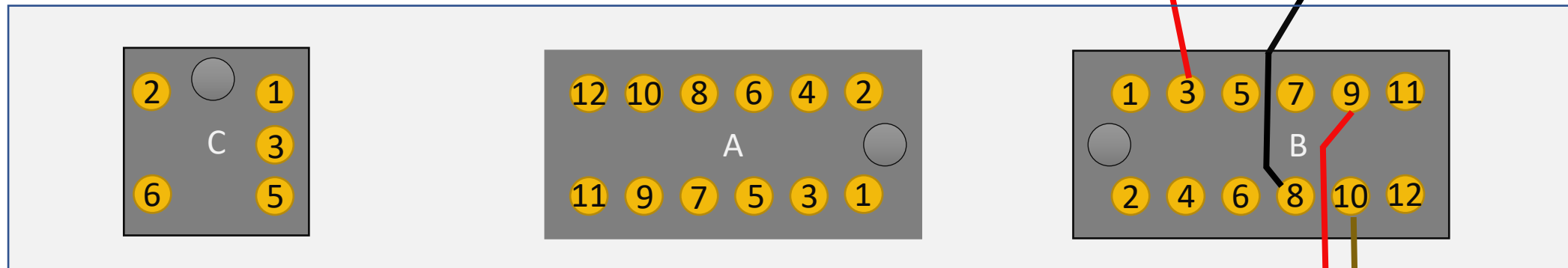
Ohms between B5 and B7 should read about 2150Ω at one end of the motor's range, and about 80Ω at the other\*

\*Motor potentiometer readings are approximate and based on test readings which can vary +/-50Ω or more based on linkage adjustment, temps, etc. Ohms also can be checked across pins A6 and B7 (the other side of the DEFROST pot) which should show the same resistance range moving in the opposite direction relative to the position of the motor.

Apply 12 volts and ground to B11 and B12; then change polarity. You should hear motor moving the DEFROST flap open and closed

# FOOTWELL FLAP CONTROL MOTOR AND POSITION POTENTIOMETER

This view shows the three Climate Control Unit (CCU) connectors, as seen when looking at the dash with the CCU removed.

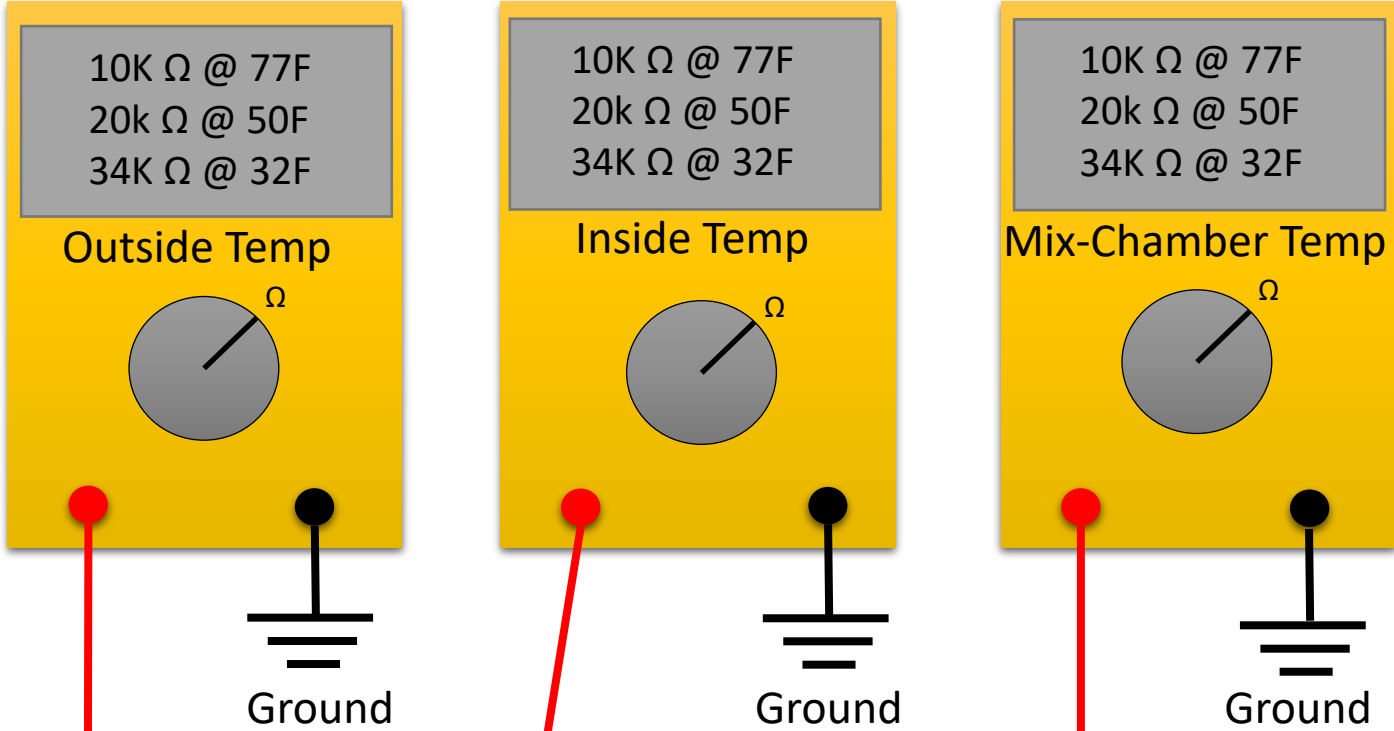


\*Motor potentiometer readings are approximate and based on test readings which can vary +/-50Ω or more based on linkage adjustment, temps, etc. Ohms also can be checked across pins A5 and B8 (the other side of the FOOTWELL pot) which should show the same resistance range moving in the opposite direction relative to the position of the motor.

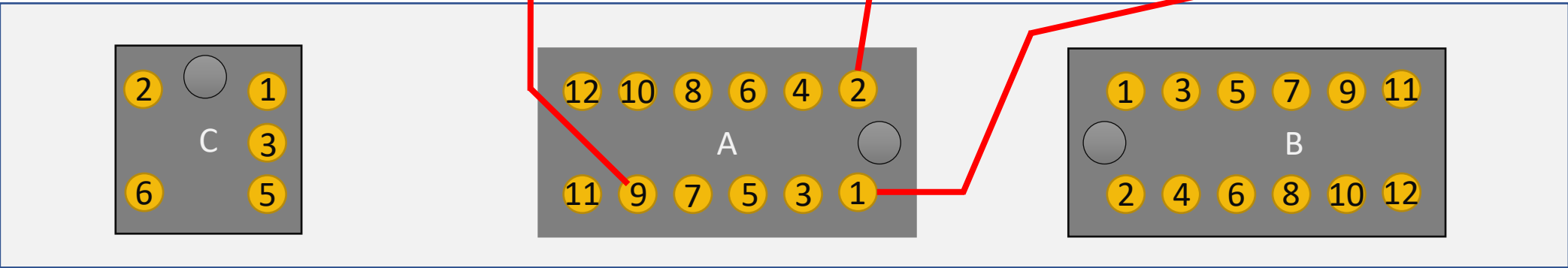
Apply 12 volts and ground to B9 and B10; then change polarity. You should hear motor moving the FOOTWELL flap open and closed

# HVAC TEMPERATURE SENSORS

If car has been sitting and all sensors are at ambient temp, they should all read the same, plus or minus 10%.

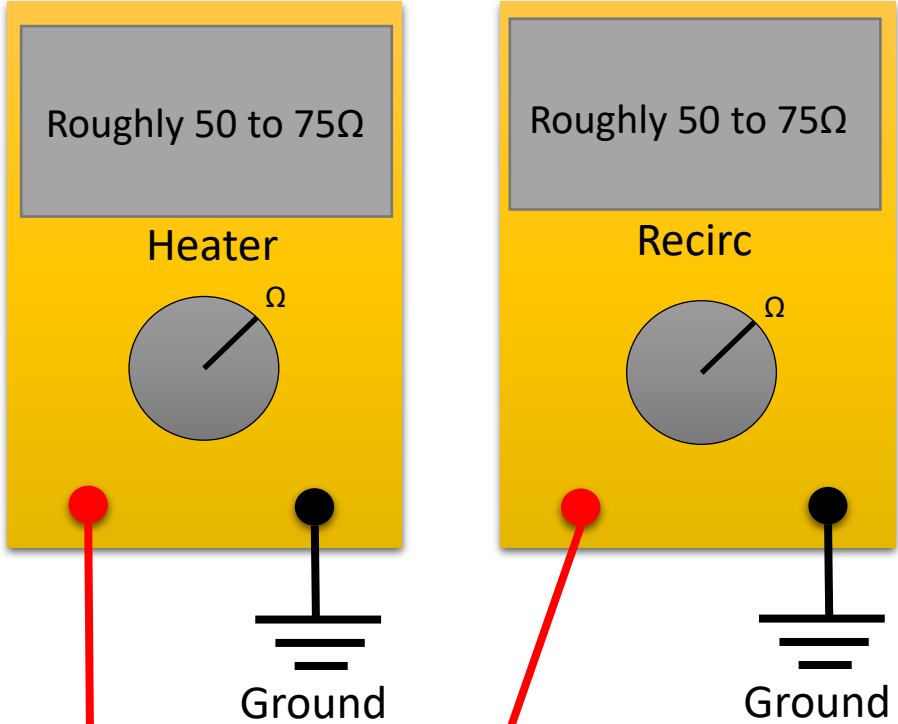
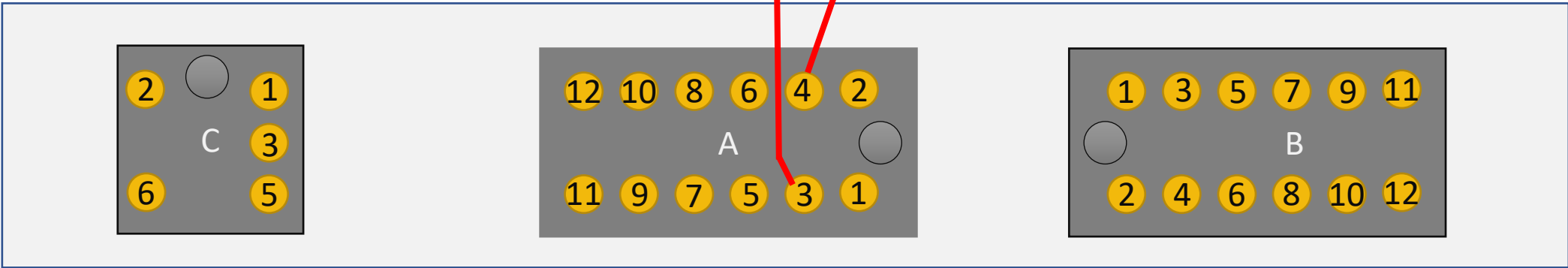


This view shows the three Climate Control Unit (CCU) connectors, as seen when looking at the dash with the CCU removed.



# HVAC SOLENOIDS

This view shows the three Climate Control Unit (CCU) connectors, as seen when looking at the dash with the CCU removed.



NOTE: Solenoid readings are approximate and based on test readings in the absence of factory specs. Solenoids can still be mechanically defective despite good ohm readings. This is just a quick check to rule out shorted or open solenoid coils.