

### 1.1.1 Blower Resistor Pack Failure/Swap

The early style <'89 resistor packs are NLA<sup>1</sup> and functional used versions may not be a good value due to age & reliability concerns. The newer '89-'93 & '94-'95 versions are still available new and can be retrofitted to <'89 vehicles but require some slight wiring modifications. On the resistor pack connector (car side plug) you must modify the existing connections see 0. This includes removing connector pins and either swapping to new locations or insulating (or removing) connectors. Failure to make these changes will lead to incorrect operation. If you make these changes it would be wise to label the plug wiring with the Porsche resistor pack number it is now reconfigured for.

The latest '94-'95 resistor pack can be retrofitted to earlier vehicles but the connector & fitment is slightly different, and they are also functionally slightly different (blower actually off in speed 0).

Fitting the earlier resistor packs into a '94-'95 vehicle cannot be accomplished in the plenum location due to the addition of the pollen filter. But the alternate location & mounting may be used. Similar wiring changes will be required see 0

**Table 1 Resistor Pack Connections**

<b>Pin #</b>	<b>Function '78-'88 Blower Resistor</b>	<b>Function '89-'93 Blower Resistor</b>	<b>Function '94-'95 Blower Resistor</b>
1	Blower Switch I	Blower Switch I	Blower Switch I
2	Not Used (Output to Blower)	Not Used (Output pre-thermal protection)	Output to Blower Motor & Blower Switch IV
3	Unused	Unused	Blower Switch II
4	Blower Relay In	Blower Relay In	Blower Switch III
5	Blower Switch II	Blower Switch II	Unused
6	Output to Blower Motor & Blower Switch IV	Not Used (Output pre-thermal protection)	Unused
7	Blower Switch III	Blower Switch III	Unused
8	Blower Relay In	Output to Blower Motor & Blower Switch IV	Unused

<sup>1</sup> NLA – No Longer Available – alternate year equipment is physically but not electrically equivalent

**Table 2 Resistor Pack Reconfiguration**

<b>Resistor→</b>	<b>'78-'88</b>	<b>'89-'93</b>	<b>'94-'95</b>
<b>Car↓</b>	<i>928.618.101.01</i>	<i>928.616.101.00</i>	<i>928.616.101.01</i>
<b>'78-'88</b>	Stock Configuration	Remove pin 8 insulate Move pin 6 to pin 8	(speed 0 = off) Move pin 5 to pin 3 Move pin 6 to pin 2 Remove pin 4 insulate Move pin 7 to pin 4
<b>'89-'93</b>	swap pin 8 to pin 6	Stock Configuration	(speed 0 = off) Move pin 5 to pin 3 Move pin 8 to pin 2 Remove pin 4 insulate Move pin 7 to pin 4
<b>'94-'95</b>	(Speed 0 = off) Move pin 2 to pin 6 Move pin 3 to pin 5 Move pin 4 to pin 7	(Speed 0 = off) Move pin 2 to pin 8 Move pin 3 to pin 5 Move pin 4 to pin 7	Stock Configuration (speed 0 = off)

All changes are made on the loom end female socket by moving pin terminals.

If all fan speeds fail, test/replace the fuse and the 'Fresh Air Blower' relay and try the DEF mode – if the fan works on high in this mode it suggests a blower or HVAC head unit switch/connection problem. Otherwise the motor or its connections are suspect.