

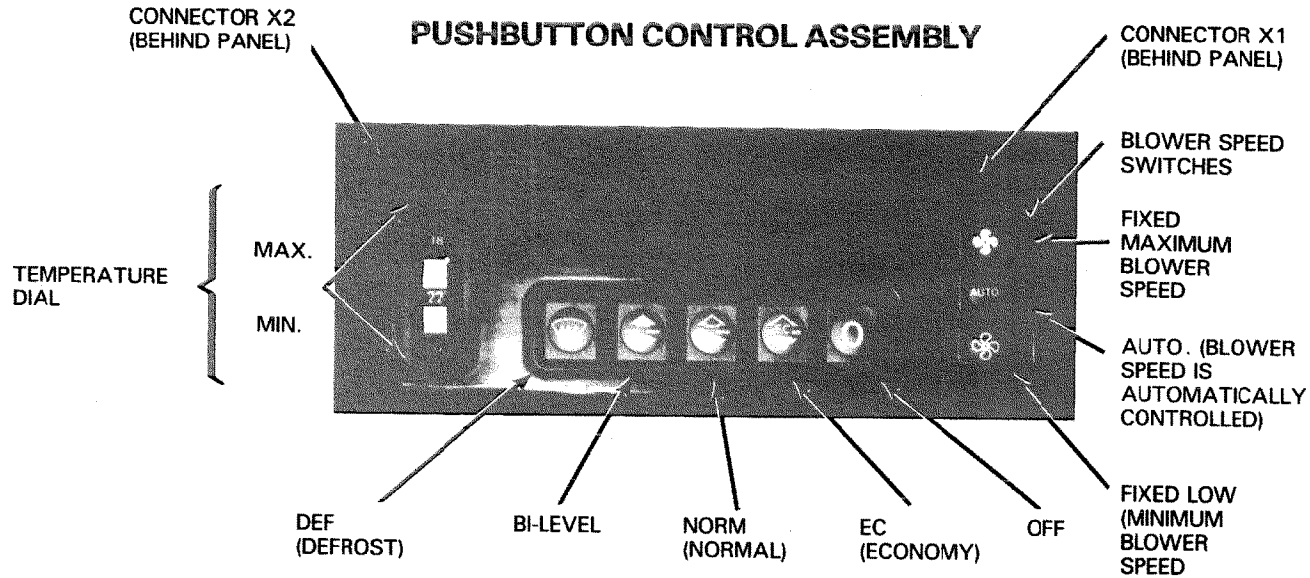
AUTOMATIC CLIMATE CONTROL

107.048 INDEX

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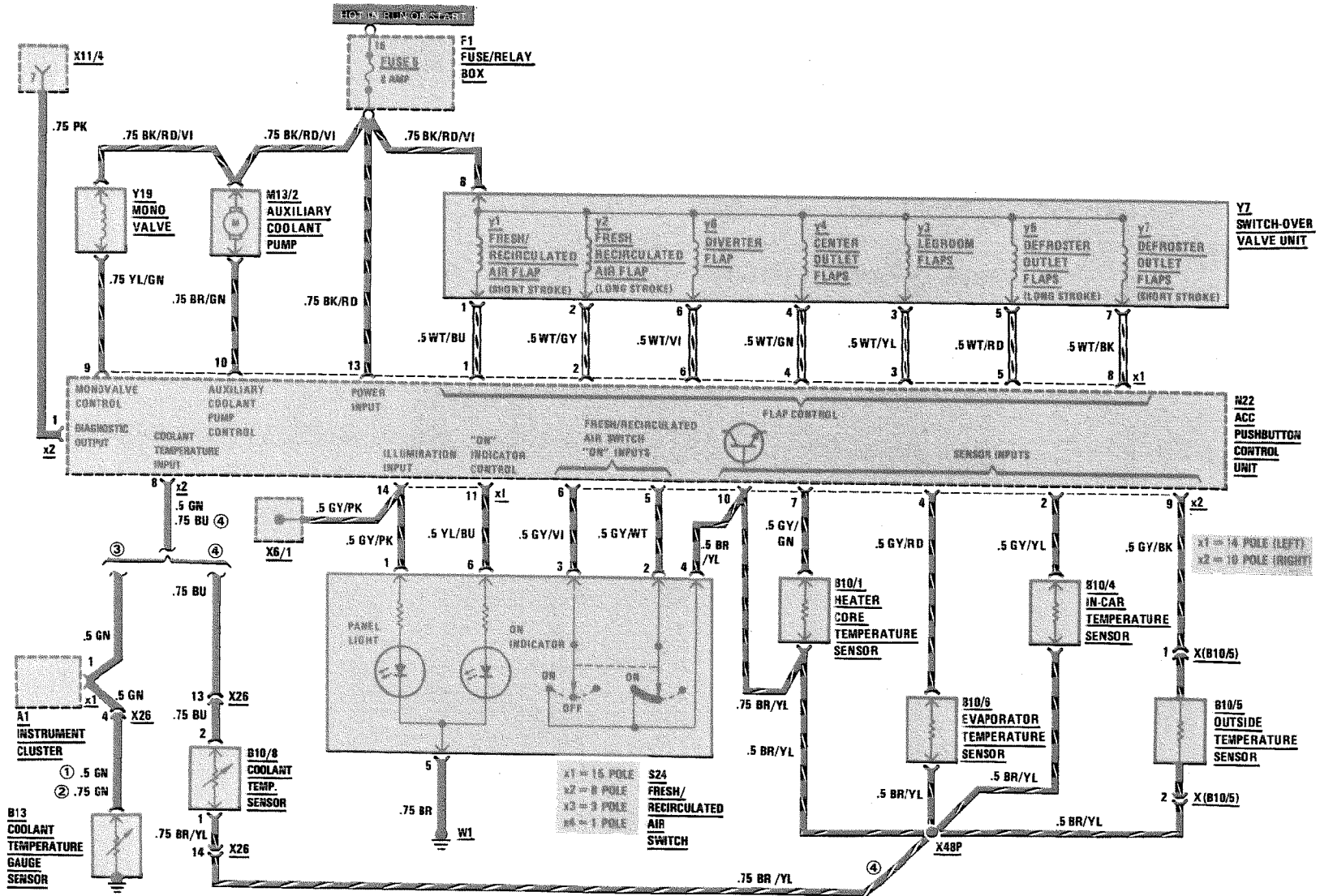
NOTE: ONLY ONE FUNCTION IS TO BE
 SELECTED AT ANY ONE TIME

REVISIONS:

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AIR DELIVERY (ELECTRICAL)

AS OF MY 1986



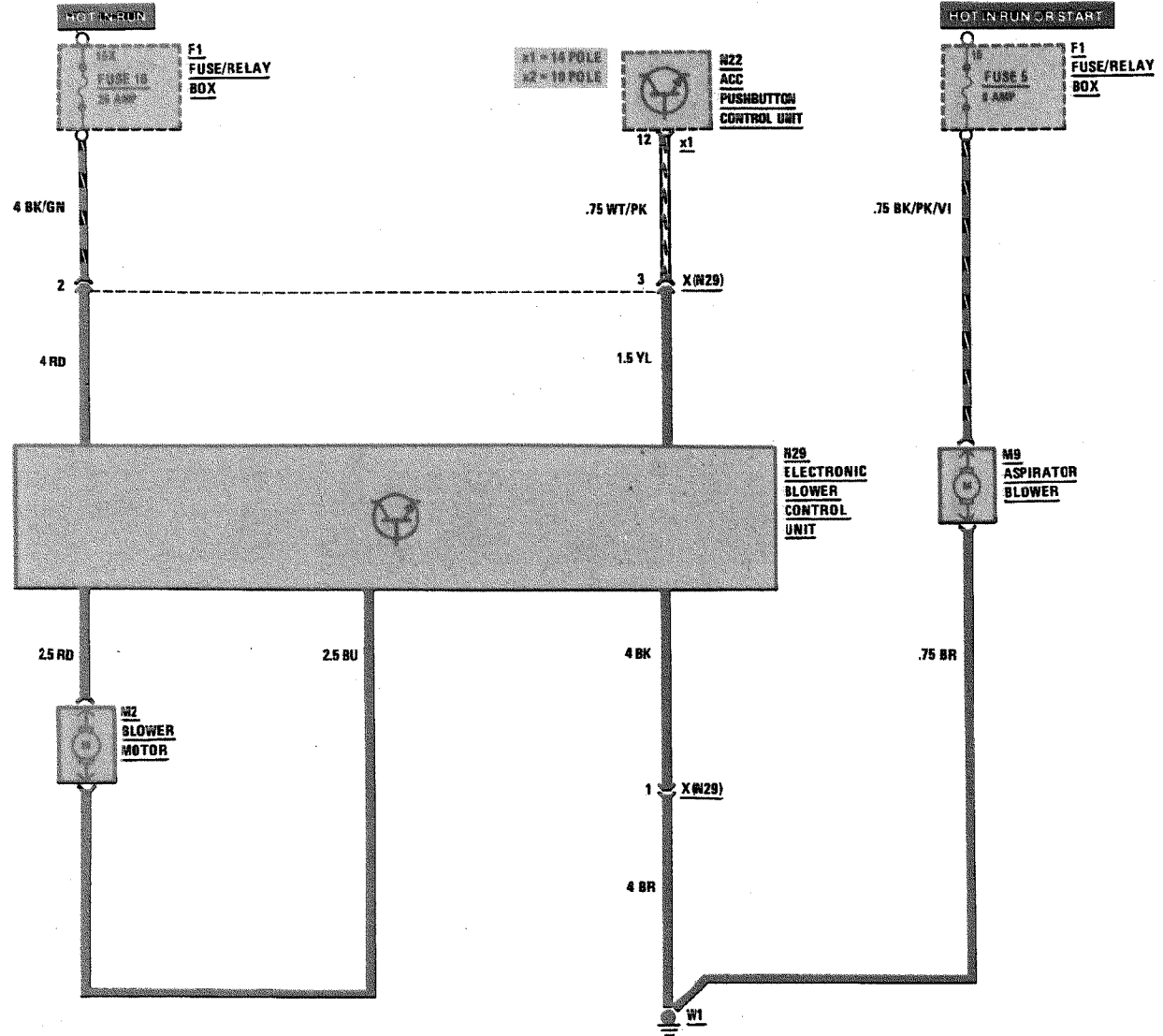
126.0/1

- REVISIONS:**
- ① APPLIES TO 126.035/.039/.045
 - ② APPLIES TO 126.125
 - ③ MY 1986 AND MY 1987
 - ④ AS OF MY 1988

BLOWER CONTROL

MY 1986

420 SEL/560 SEL/560 SEC/300 SDL



1/87

126.035/.039/.045/.125

REVISIONS:

303

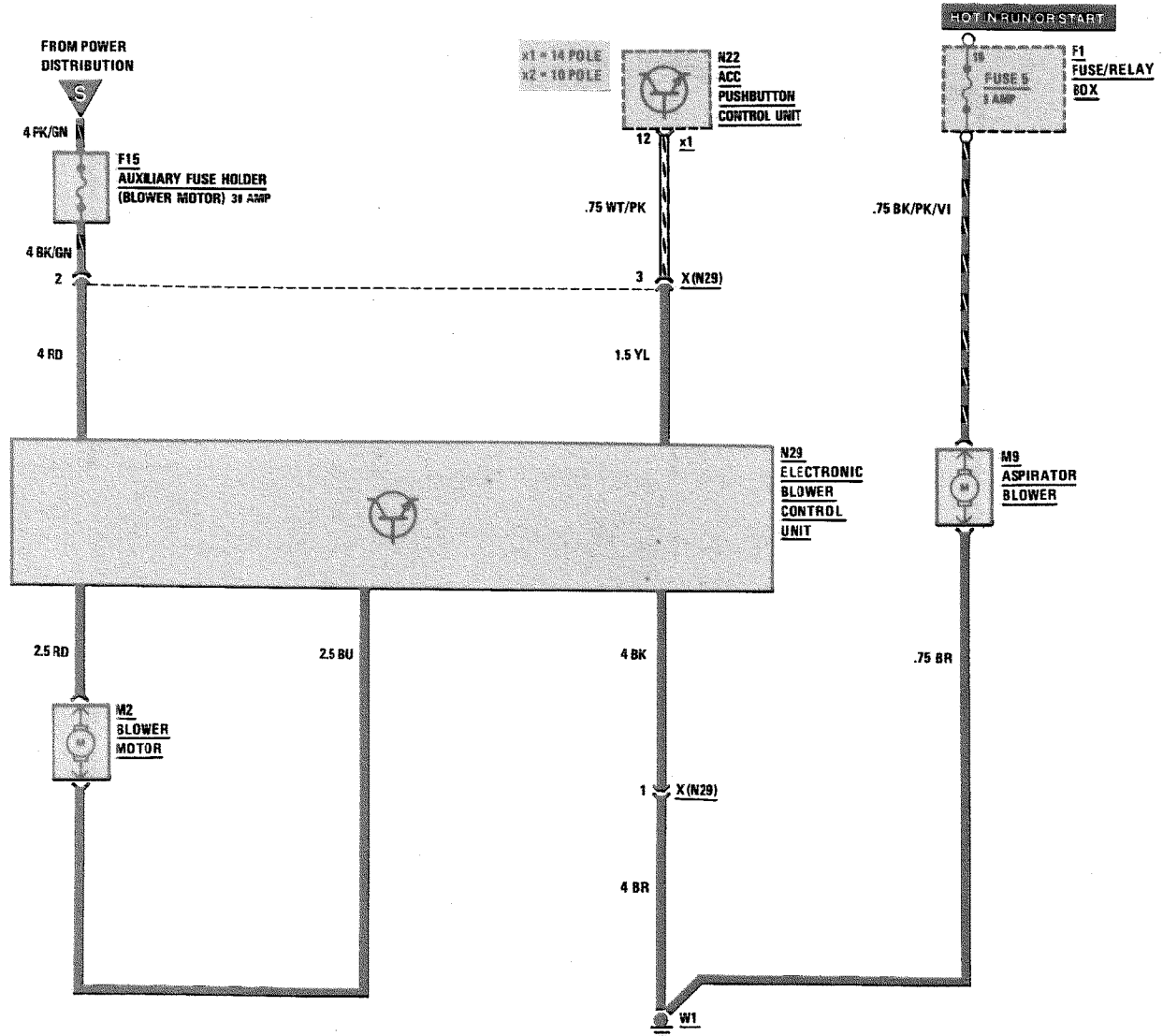
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BLOWER CONTROL

AS OF MY 1987

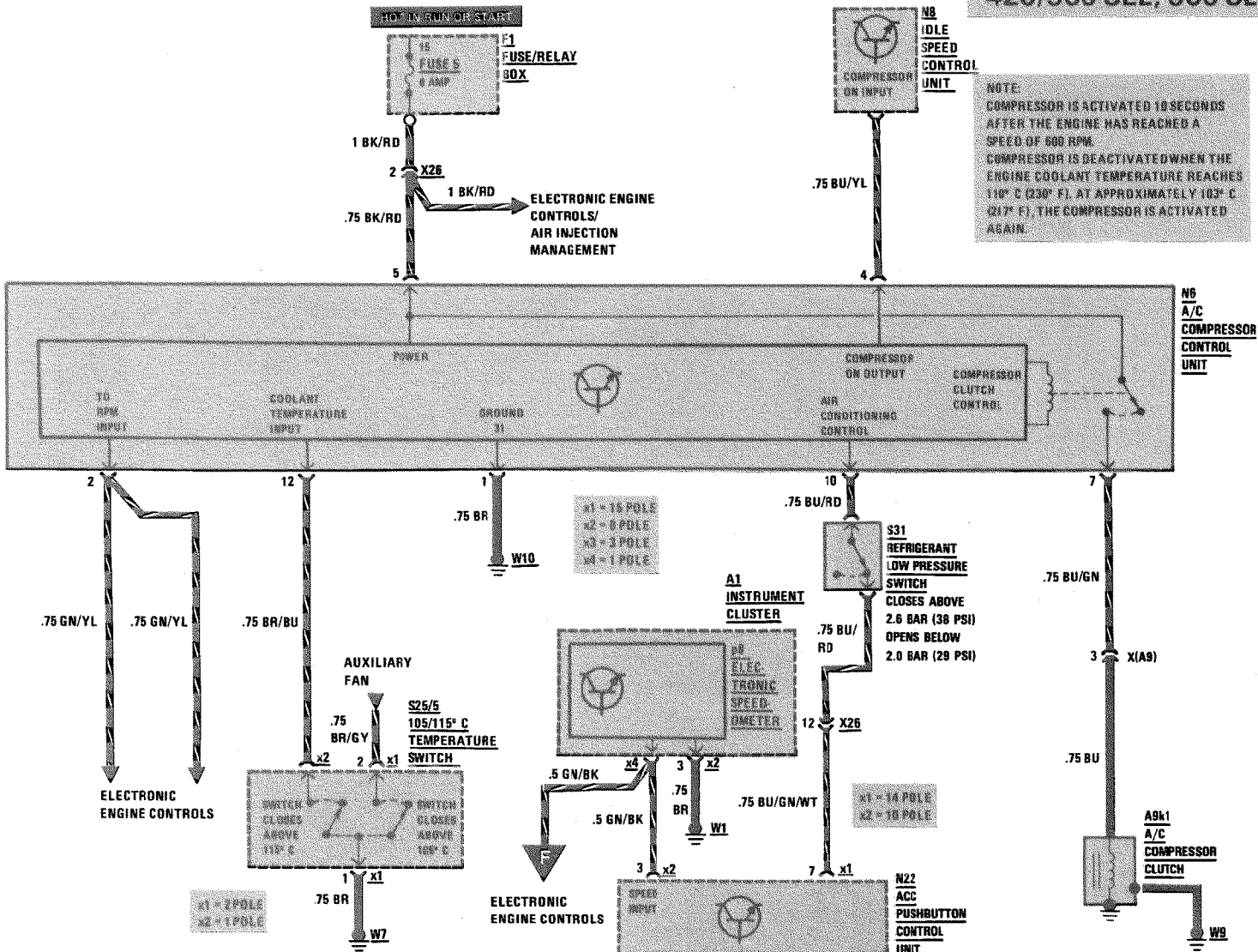


REVISIONS:

COMPRESSOR CLUTCH CONTROL

MY 1986

420/560 SEL, 560 SEC



REVISIONS:

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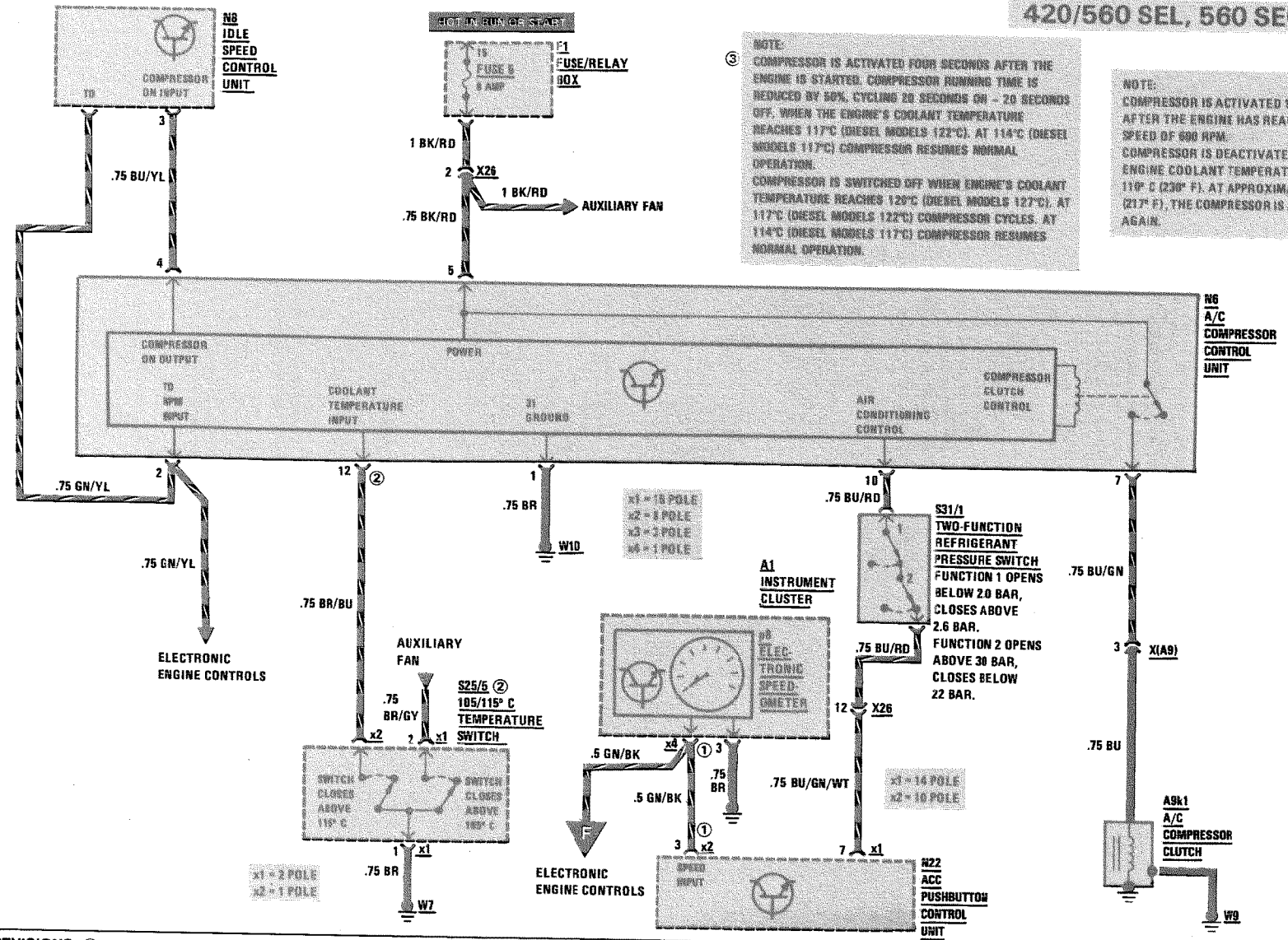
COMPRESSOR CLUTCH CONTROL

AS OF MY 1987

420/560 SEL, 560 SEC

304/1

126.035/.039/.045



NOTE:
 COMPRESSOR IS ACTIVATED FOUR SECONDS AFTER THE ENGINE IS STARTED. COMPRESSOR RUNNING TIME IS REDUCED BY 50%, CYCLING 20 SECONDS ON - 20 SECONDS OFF, WHEN THE ENGINE'S COOLANT TEMPERATURE REACHES 117°C (DIESEL MODELS 122°C). AT 114°C (DIESEL MODELS 117°C) COMPRESSOR RESUMES NORMAL OPERATION. COMPRESSOR IS SWITCHED OFF WHEN ENGINE'S COOLANT TEMPERATURE REACHES 129°C (DIESEL MODELS 127°C). AT 117°C (DIESEL MODELS 122°C) COMPRESSOR CYCLES. AT 114°C (DIESEL MODELS 117°C) COMPRESSOR RESUMES NORMAL OPERATION.

NOTE:
 COMPRESSOR IS ACTIVATED 10 SECONDS AFTER THE ENGINE HAS REACHED A SPEED OF 800 RPM. COMPRESSOR IS DEACTIVATED WHEN THE ENGINE COOLANT TEMPERATURE REACHED 119° C (230° F). AT APPROXIMATELY 103° C (217° F), THE COMPRESSOR IS ACTIVATED AGAIN.

REVISIONS:

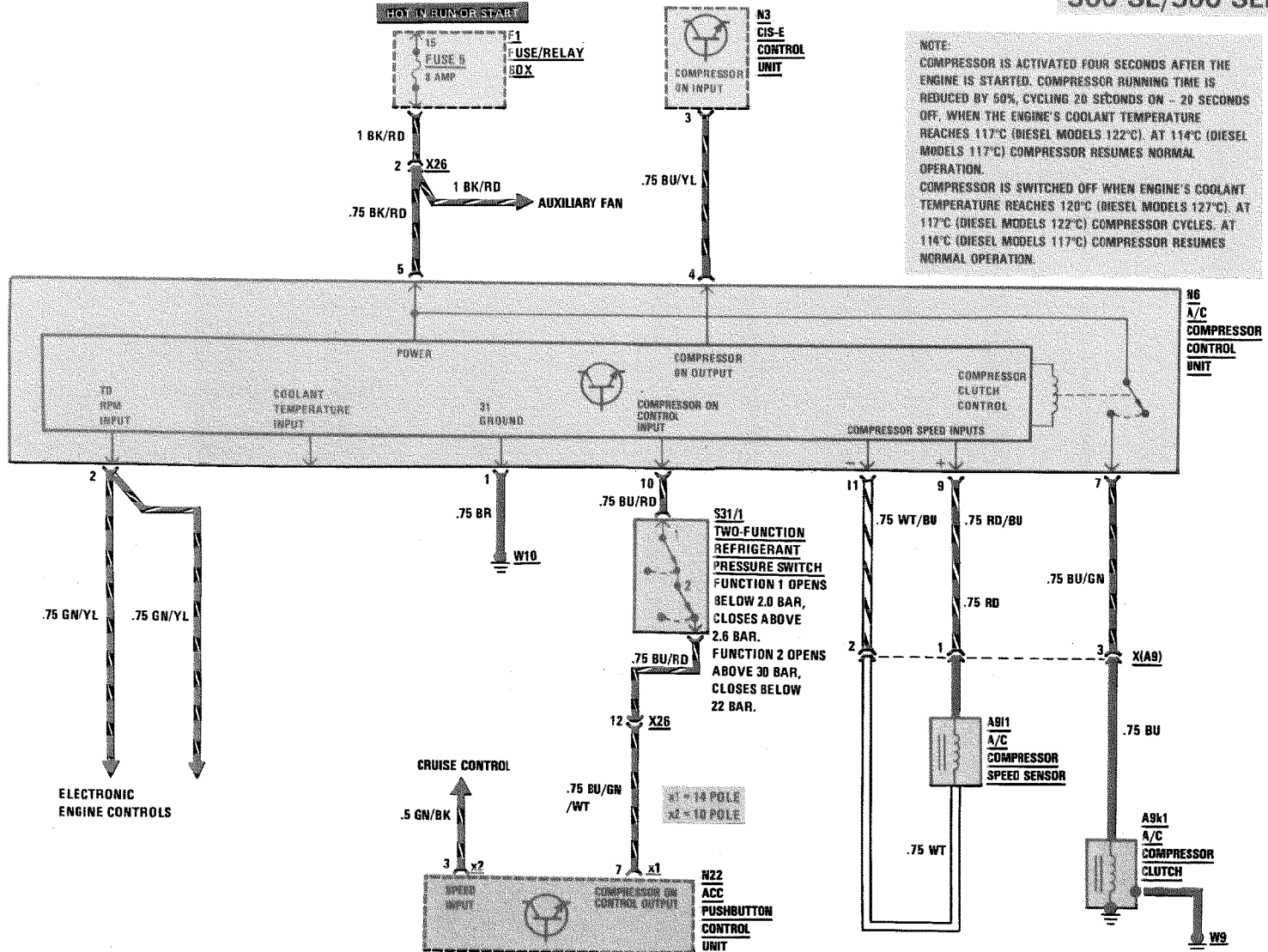
- AS OF MY 1988 SEE CRUISE CONTROL SECTION PAGE 110/3 FOR SPEED SIGNAL CIRCUIT
- MY 1986 AND MY 1987 ONLY
- MODEL YEAR 1988 PRODUCTION PHASE-IN

3/88

COMPRESSOR CLUTCH CONTROL

MY 1988/MY 1989

300 SE/300 SEL



NOTE:
 COMPRESSOR IS ACTIVATED FOUR SECONDS AFTER THE ENGINE IS STARTED. COMPRESSOR RUNNING TIME IS REDUCED BY 50%, CYCLING 20 SECONDS ON - 20 SECONDS OFF, WHEN THE ENGINE'S COOLANT TEMPERATURE REACHES 117°C (DIESEL MODELS 122°C). AT 114°C (DIESEL MODELS 117°C) COMPRESSOR RESUMES NORMAL OPERATION.
 COMPRESSOR IS SWITCHED OFF WHEN ENGINE'S COOLANT TEMPERATURE REACHES 120°C (DIESEL MODELS 127°C). AT 112°C (DIESEL MODELS 122°C) COMPRESSOR CYCLES. AT 114°C (DIESEL MODELS 117°C) COMPRESSOR RESUMES NORMAL OPERATION.

126.024/025

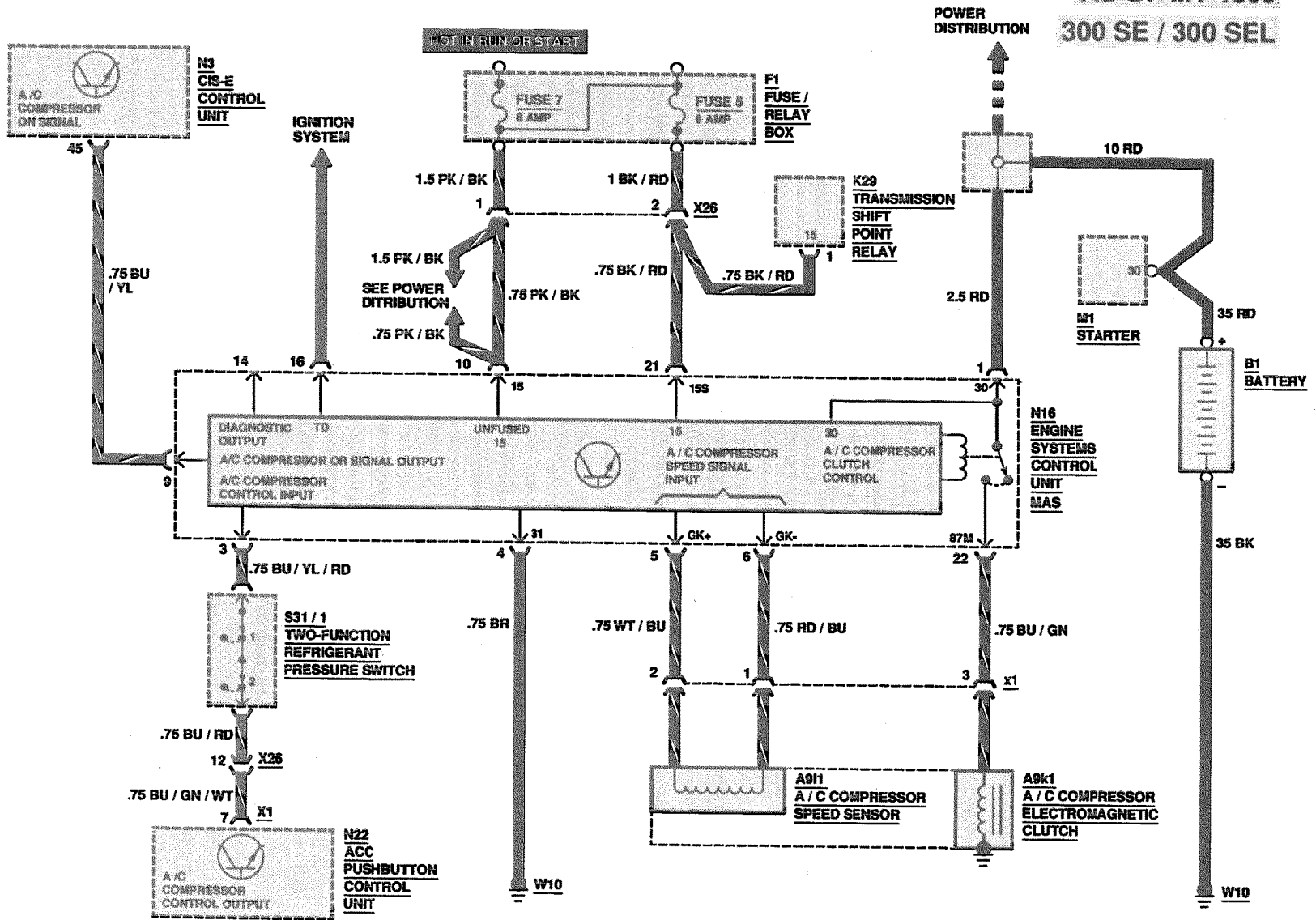
304/2

REVISIONS:

304/3

COMPRESSOR CLUTCH CONTROL

AS OF MY 1990
300 SE / 300 SEL



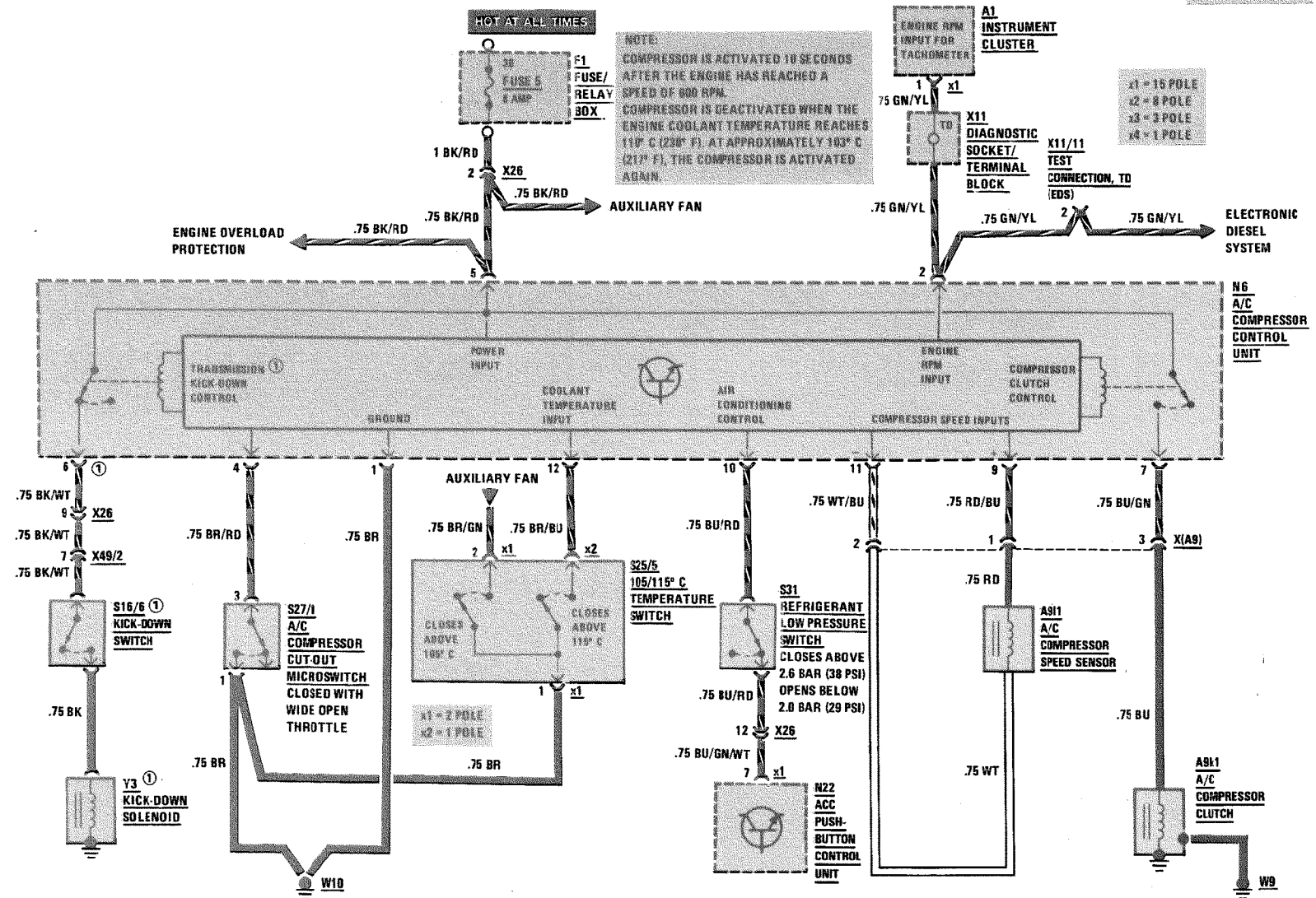
126.024/025

Supplement 9

REVISIONS:

COMPRESSOR CLUTCH CONTROL

MY 1986
300 SDL



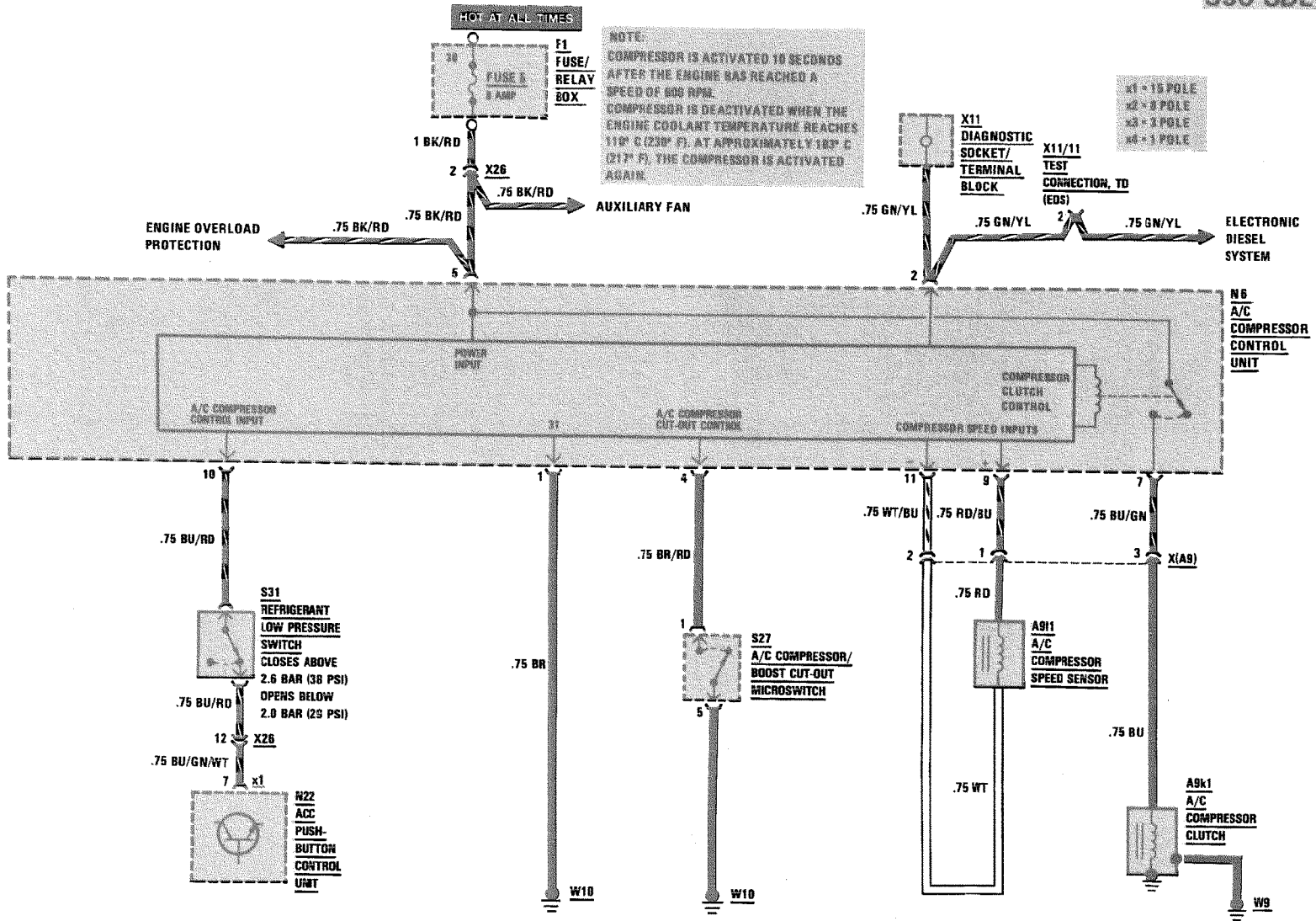
REVISIONS: ① MY 1986 ONLY

305/1

COMPRESSOR CLUTCH CONTROL

AS OF MY 1990

350 SDL



126.135

Supplement 9

REVISIONS:

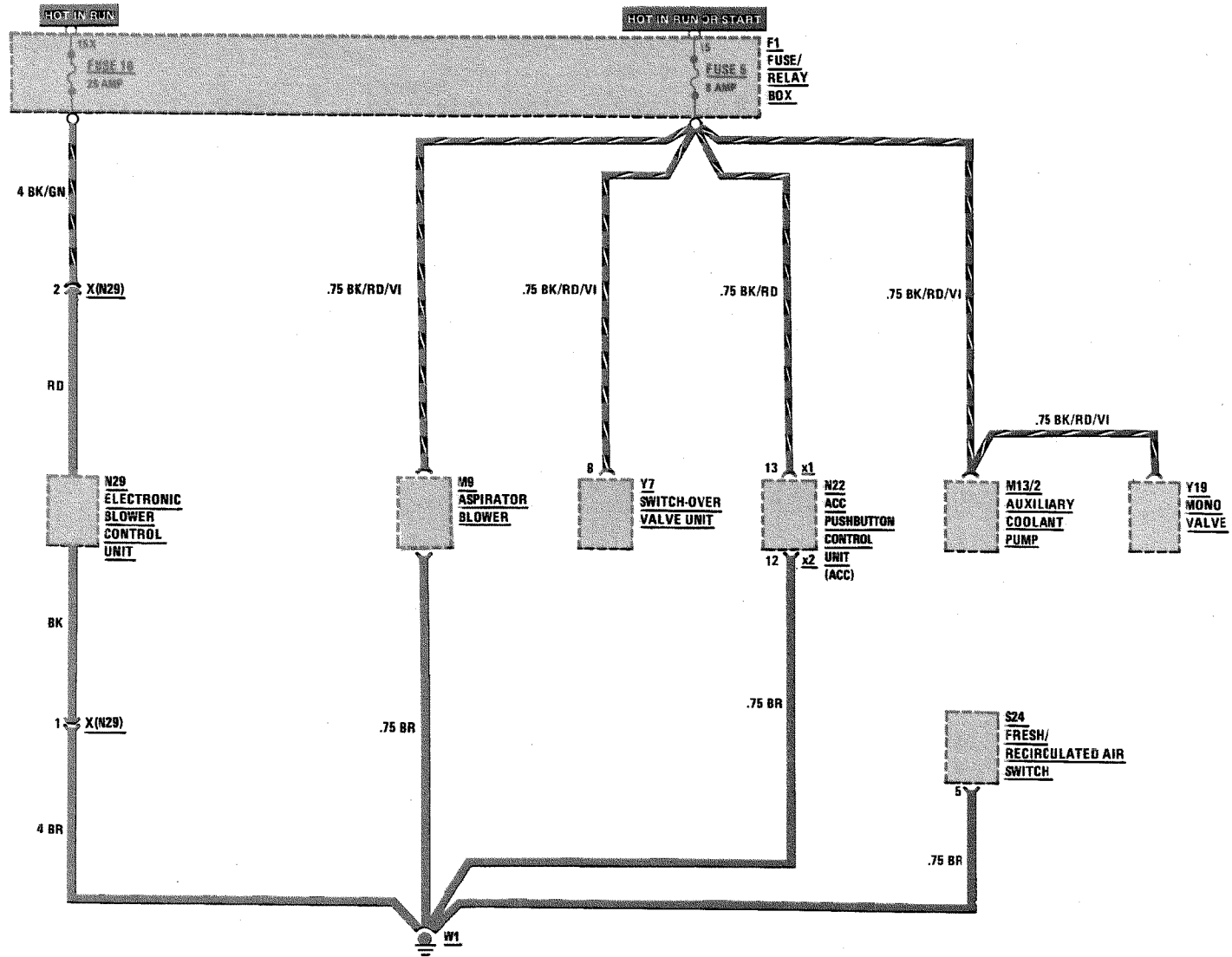
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AUTOMATIC CLIMATE CONTROL POWER AND GROUND DISTRIBUTION

MY 1986

1/87

126.0/1



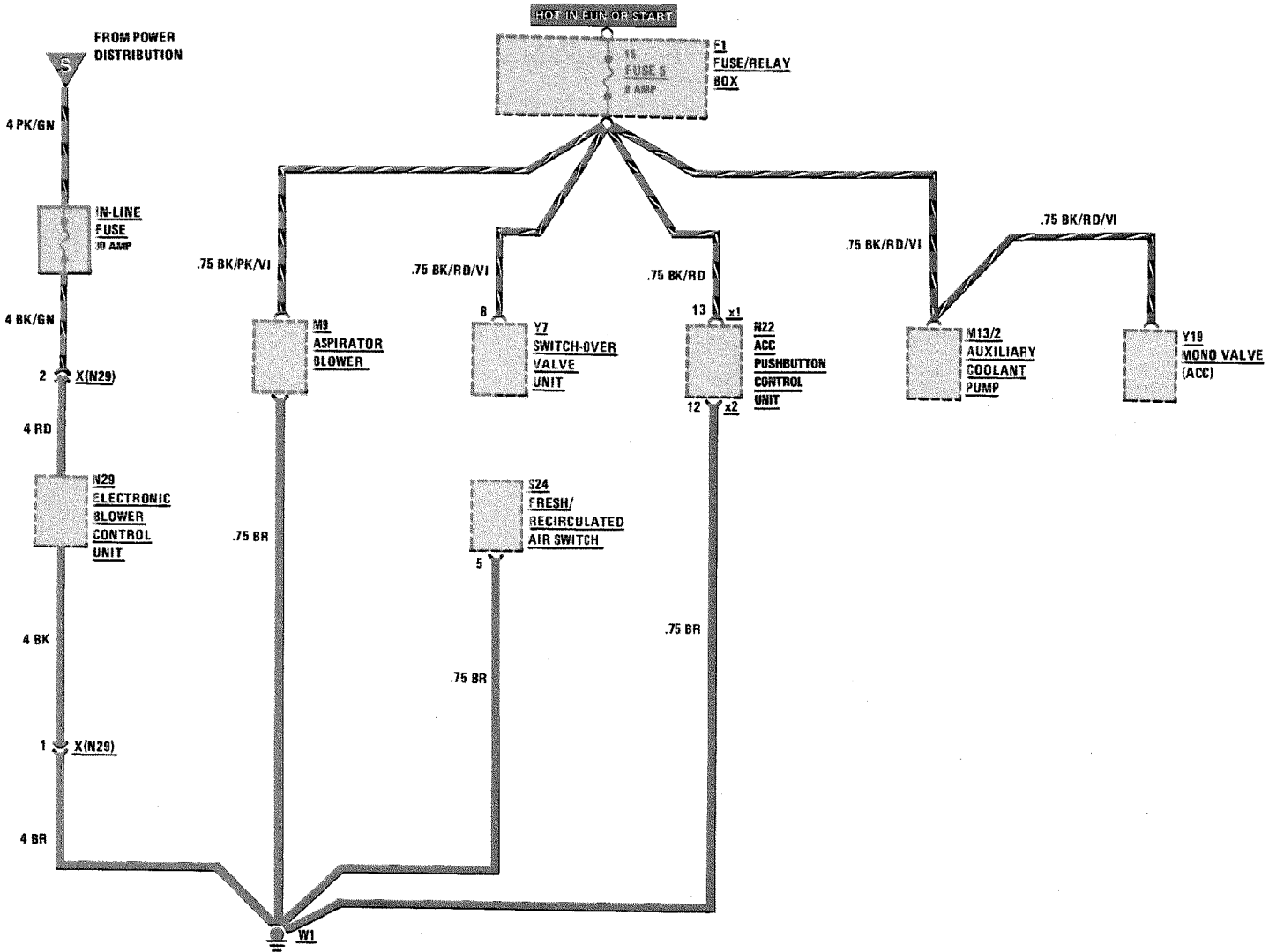
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REVISIONS:

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AUTOMATIC CLIMATE CONTROL (ACC) POWER AND GROUND DISTRIBUTION

AS OF MY 1987



REVISIONS:

306/1

126.0/1

1/87

COMPONENT LOCATION

Component	Component Designation	Location	Page - Figure
A9	A/C compressor	Lower left front of engine	
A9k1	Electromagnetic clutch	part of A9	
A9I1	RPM sensor	part of A9	308-3
B10/1	Heater core temperature sensor	Center of dashboard, below radio	
B10/4	In-car temperature sensor	Driver's footwell, above accelerator pedal	309-6
B10/5	Outside temperature sensor	Rear of engine compartment, next to wiper motor	309-4
B10/6	Evaporator temperature sensor	Driver's footwell, behind lower dash panel	
B10/8	Coolant temperature sensor (climate control)	Top of engine (6 cylinder)	311-4
		Top of engine (8 cylinder)	311-5
B13	Coolant temperature gauge sensor	Top front of engine	308-6
F1	Fuse and relay box	Left side of component compartment	311-2
F15	Auxiliary fuse holder, blower motor/automatic climate control/Tempmatic	Left side of component compartment	311-6
M2	Blower motor	Center of component compartment, below wiper motor	
M9	Aspirator blower, in-car temperature sensor	Top of passenger footwell, behind dashboard	310-2

COMPONENT LOCATION

Component	Component Designation	Location	Page - Figure
M13/2	Auxiliary coolant pump	Right side of engine compartment (MY 1986) Right side of component compartment (As of MY 1987)	308-4
N6	A/C compressor control unit	Left side of component compartment, next to K1/1	311-3 309-5
N8	Idle speed control unit	Front passenger footwell, behind kick panel	
N22	ACC pushbutton control unit	Center console, above radio	
N29	Electronic blower regulator	Center of component compartment, in blower housing	
S16/6	Kickdown switch	Under top of accelerator pedal	
S24	Fresh/recirculated air switch	Center console, above radio	
S25/5	105/115 °C Temperature switch auxiliary fan high speed/emergency cut-out	Top front of engine (Gasoline) Top front of engine (Diesel)	308-6 310-6
S27/1	A/C compressor cut-out microswitch	Left rear of engine	311-1
S31	Refrigerant low pressure switch, A/C compressor (off 2.0 bar/on 2.6 bar)	Lower left front of engine compartment	309-2
S31/1	Refrigerant pressure switch, 2 function (off 2.0/30.0 bar, on 2.6/22.0 bar)	Lower left front of engine compartment	309-2
W1	Main ground (behind instrument cluster)	Behind left side of instrument cluster	310-1
W7	Ground, right rear wheelhousing in trunk	Right rear wheel well, in trunk	310-4
W9	Ground, at left headlamp unit	Lower left front of engine compartment	308-1

COMPONENT LOCATION

Component	Component Designation	Location	Page - Figure
W10	Ground, battery	Right side of component compartment, rear of shock tower	308-5
X6/1	Terminal block, terminal 58D (1-pole)	Driver's footwell, behind right kick panel	309-3
X11	Diagnostic socket/terminal block (circuit TD)	Left side of engine compartment, on wheel well	309-1
X11/4	Test connection for diagnosis, (impulse readout, 16-pole)	Right side of component compartment, left of battery	
X11/11	Test connection, TD (EDS, 1-pole)	Right side of component compartment	310-5
X26	Connector, interior/engine (12-pole)	Rear of fuse/relay box	311-2
X49/2	Connector, backup lamp/starter lock-out switch	Driver's footwell, behind right kick panel	309-3
Y3	Kickdown valve (automatic transmission)	Right rear corner of transmission	308-2
Y7	Switchover valve unit (7 connections)	Above passenger footwell area	310-3
Y19	Mono valve (ACC)	Left rear corner of engine compartment, left of shock tower	

COMPONENT LOCATION

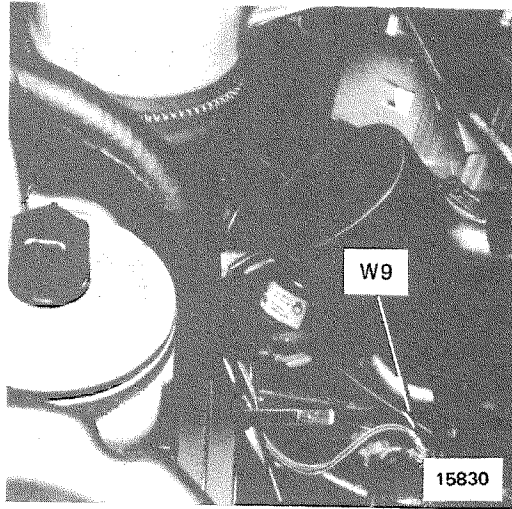


Figure 1

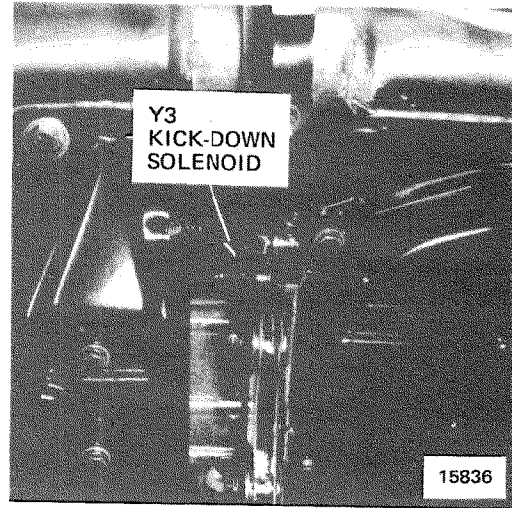


Figure 2

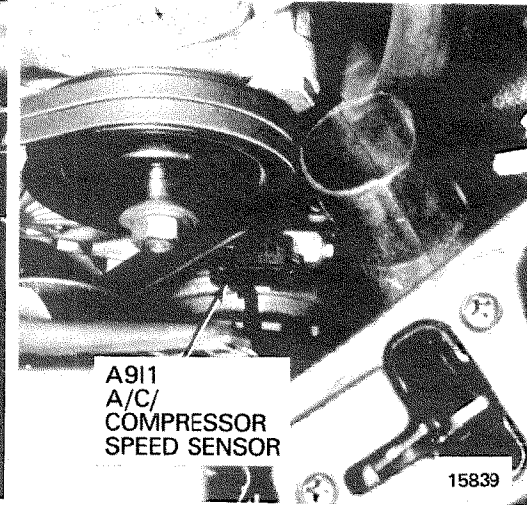


Figure 3

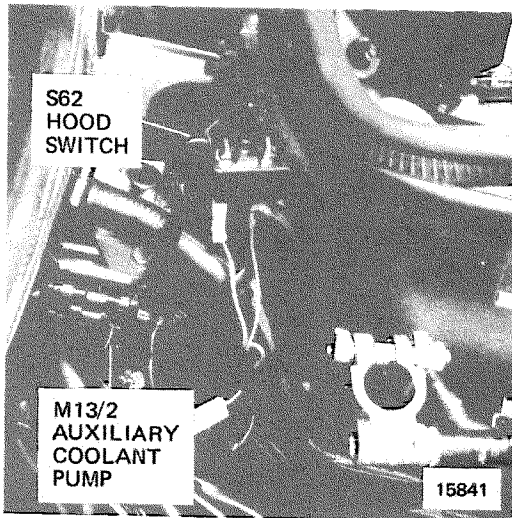


Figure 4

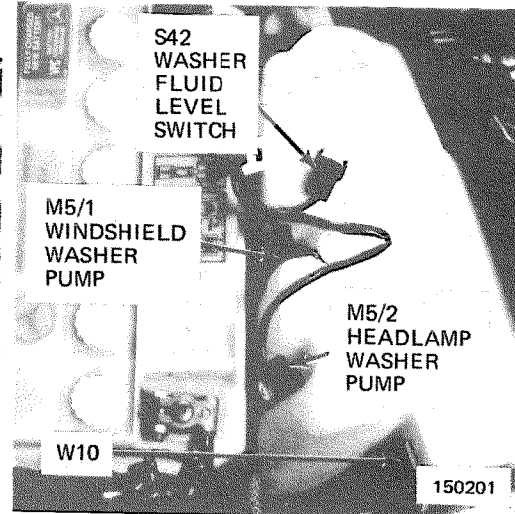


Figure 5

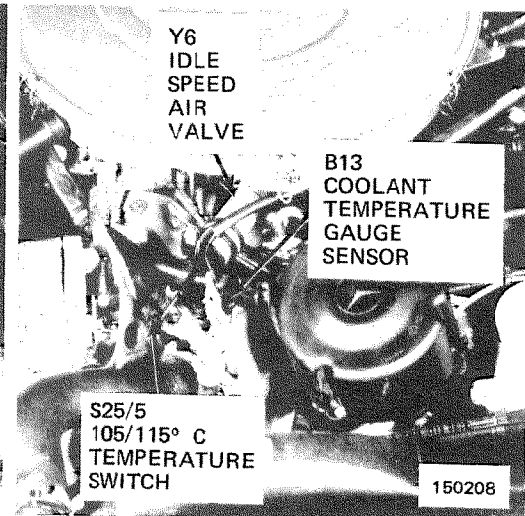


Figure 6

COMPONENT LOCATION

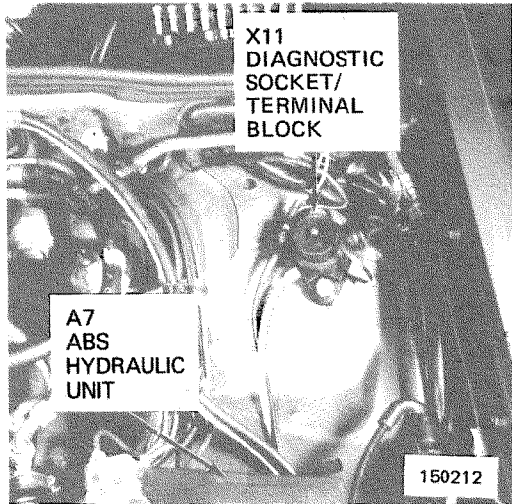


Figure 1



Figure 2

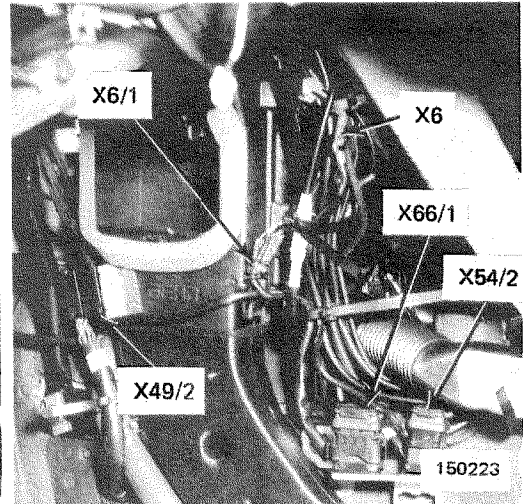


Figure 3

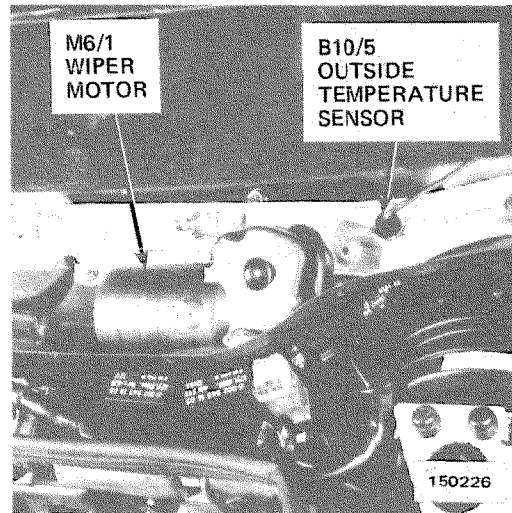


Figure 4

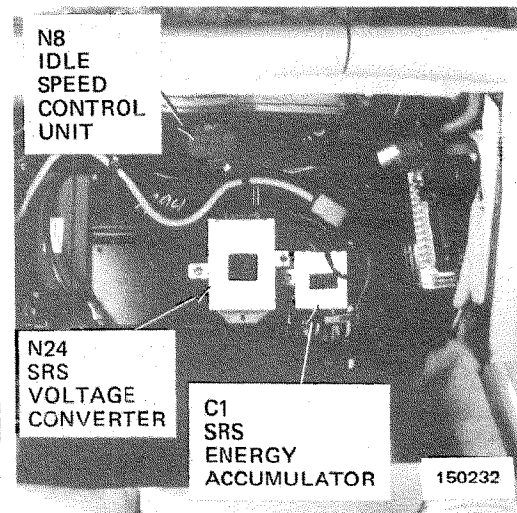


Figure 5

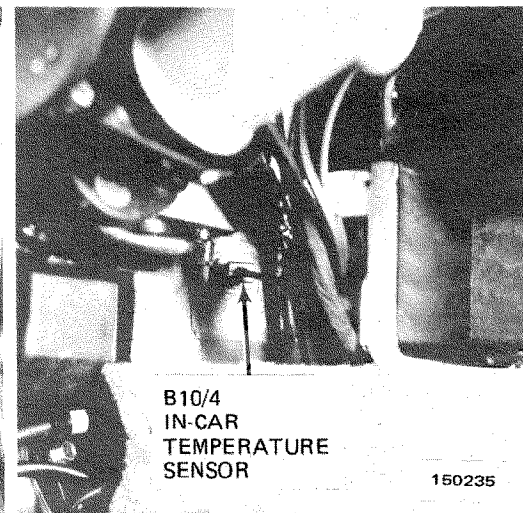


Figure 6

COMPONENT LOCATION

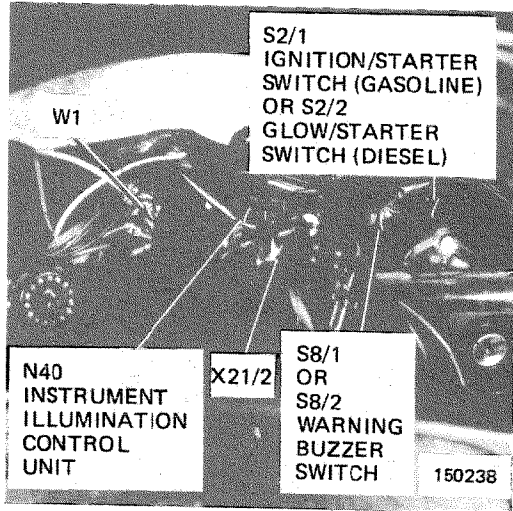


Figure 1

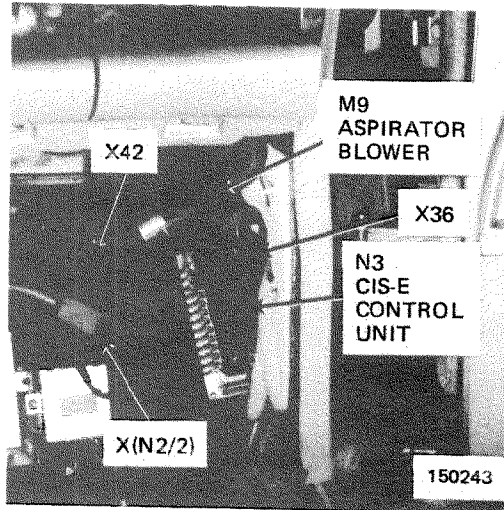


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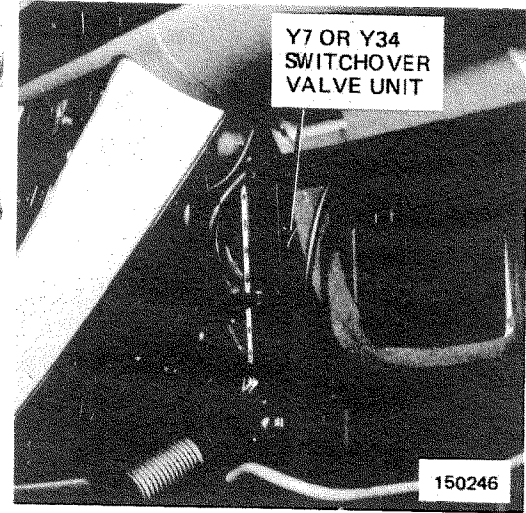


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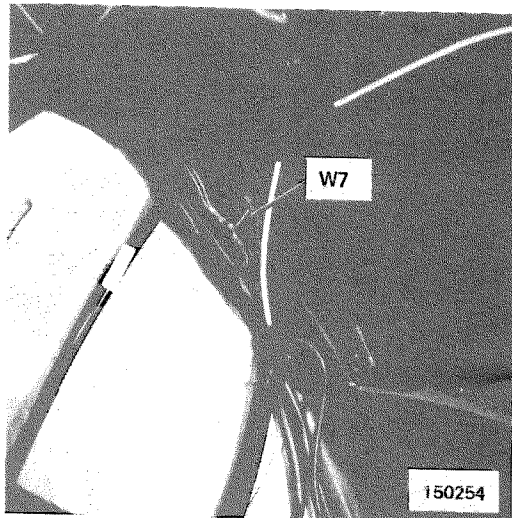


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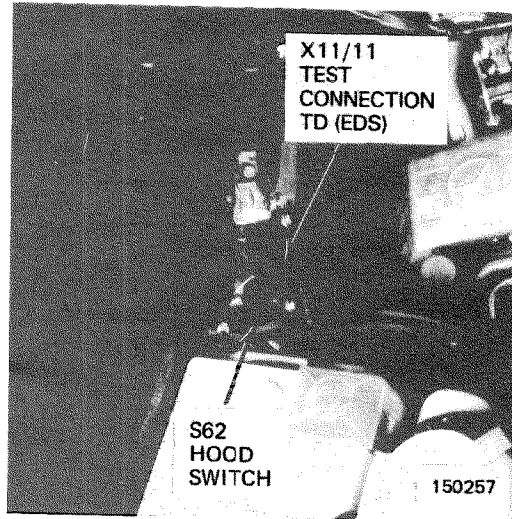


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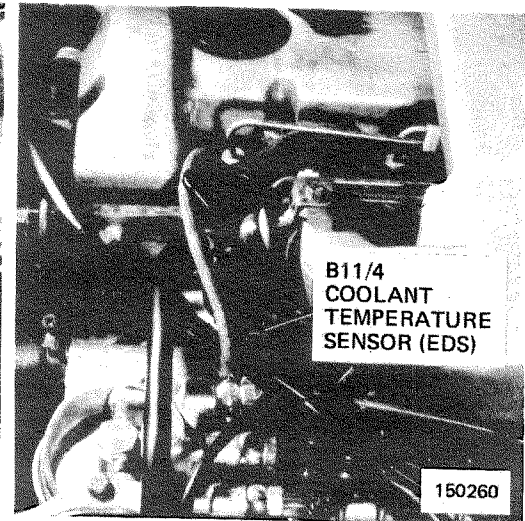


Figure 6

COMPONENT LOCATION

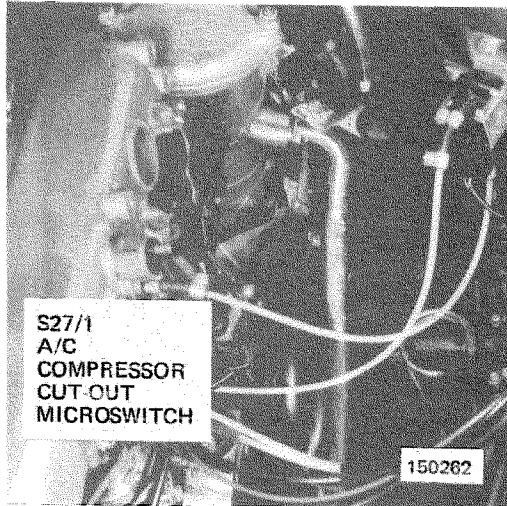


Figure 1

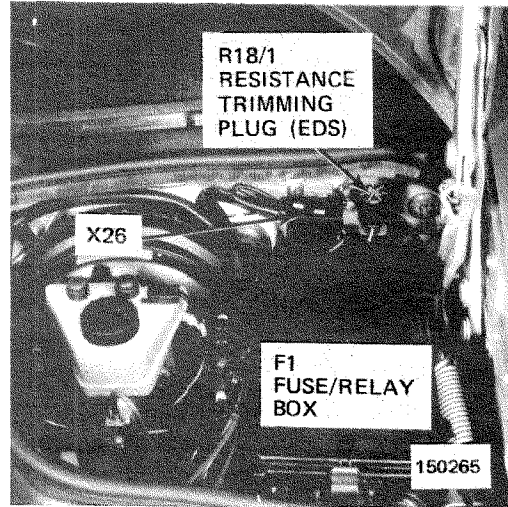


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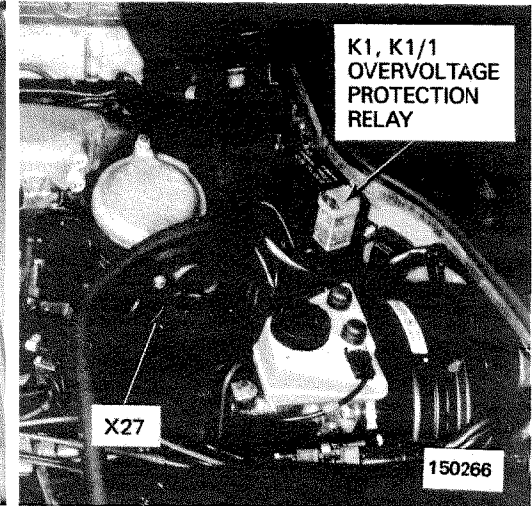


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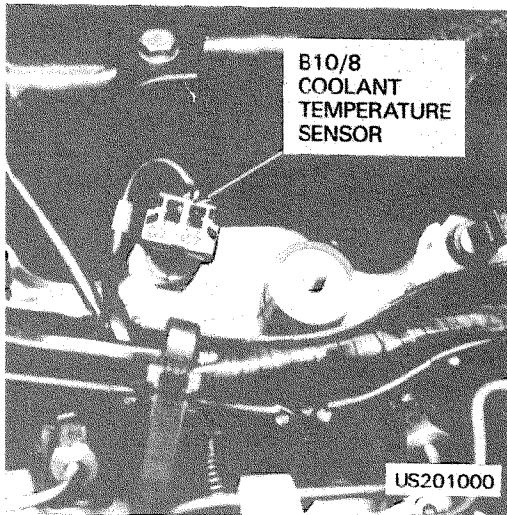


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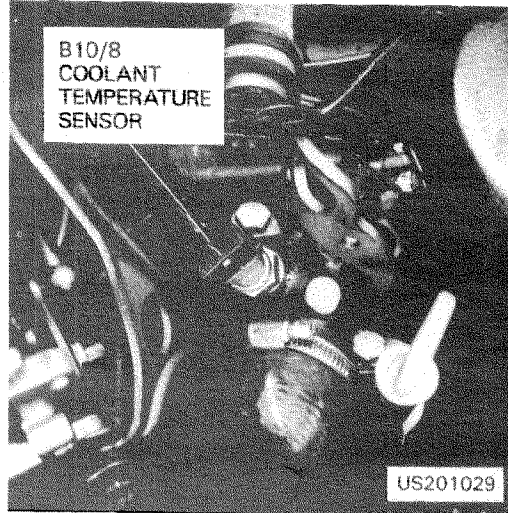


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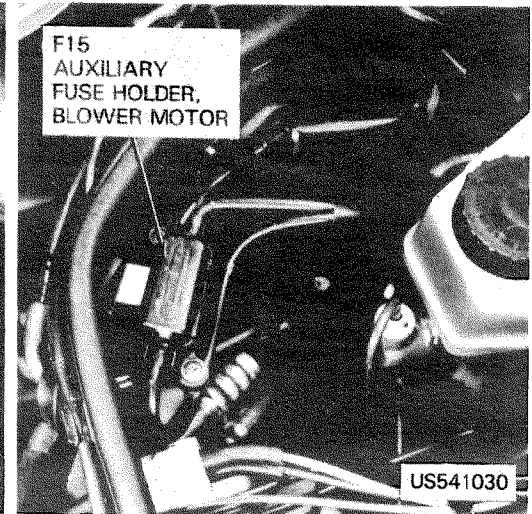


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