

# HEATER SYSTEM

## Article Text

1992 Dodge Colt

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Saturday, April 27, 2002 07:28PM

### ARTICLE BEGINNING

1990-92 HEATER SYSTEMS

Chrysler Motors, Mitsubishi

Chrysler Motors; Colt, Summit

Mitsubishi; Mirage

### DESCRIPTION

Heater control system incorporates a sliding air selection lever and individual temperature and mode selection knobs. Heater unit is located at center of dashboard, and blower motor is located beneath glove box. System incorporates blend-air principle.

A foot shower duct provides warmed air to driver's and passenger's foot and knee areas. Rear ducts provide heat to rear seat leg areas.

### OPERATION

Air taken in by blower motor is passed through ducting for forced supply to heater unit. At right of heater unit is the blend-air door, which is controlled by the temperature control knob.

Temperature control knob setting varies the amount of blend-air that passes through the heater core and the amount of cool air that does not pass through the heater core, thus regulating the temperature. The area within the vehicle to which air flows is selected by the position of the mode selection door.

### SYSTEM CONTROLS

Fresh/Recirculated Air Selection Lever

When air selection lever is placed in the fresh air position, the fresh/recirculated air door moves to close the recirculation air inlet, leaving the outside air inlet open. When lever is moved to recirculate position, air door moves to cover the outside air inlet passage, leaving recirculated air inlet passage open.

Mode Selection Knob

Depending on position selected, air can be directed to both front and rear of passenger compartment. Selection capabilities include individual areas or a combination of windshield, upper body, knee and/or foot area airflow. Rear passenger air distribution is limited to foot area only.

Temperature Control Knob

When the temperature control knob is rotated fully counterclockwise, toward cool air position, the upper side of heater core is blocked by the blend-air door. As a result, all air from blower motor by-passes heater core, and flows into passenger compartment as cool air.

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When temperature control knob is rotated fully clockwise, toward warm air position, blend-air door will block cool air path. Cool air from blower motor now passes through heater core for maximum heating.

With temperature knob in middle position, blend-air door will split air stream into two branches, one passing through the heater core and one by-passing the heater core. Various combinations of warm and cool air are available to meet various temperature requirements.

#### Blower Speed Lever

Blower speed is controlled by a multi-position, rotating blower switch.

## ADJUSTMENTS

### BLEND-AIR DOOR

With temperature control wire disconnected at blend-air door, move temperature control lever to COOL (far left) position. With blend-air door lever pressed completely downward, connect temperature control wire inner cable to the end of blend-air door lever, and then secure outer cable with clip.

### MODE DOOR

1) With mode selection control wire disconnected at mode door, move mode selection lever to the control panel position showing an arrow pointing to head of illustrated person.

2) With mode selection damper lever pulled outward, connect inner cable of mode selection control wire to end of mode selection lever. Secure outer cable with clip.

### FRESH/RECIRCULATED AIR DOOR

With air selection control wire disconnected at air selection door, move air selection control lever to recirculation position. With air selection damper lever pressed inward, connect inner cable of air selection control wire to end of air selection damper lever. Secure outer cable with clip.

## TESTING

### BLOWER RESISTOR TEST

Remove glove box. Disconnect connector from resistor. Using an ohmmeter, measure resistance between terminals specified in BLOWER MOTOR RESISTOR RESISTANCE TEST table. See Fig. 1.

#### BLOWER MOTOR RESISTOR RESISTANCE TEST TABLE

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Terminals

Ohms

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4 & 2	.....	1.79-2.06
4 & 3	.....	1.10-1.26
4 & 1	.....	0.38-0.44

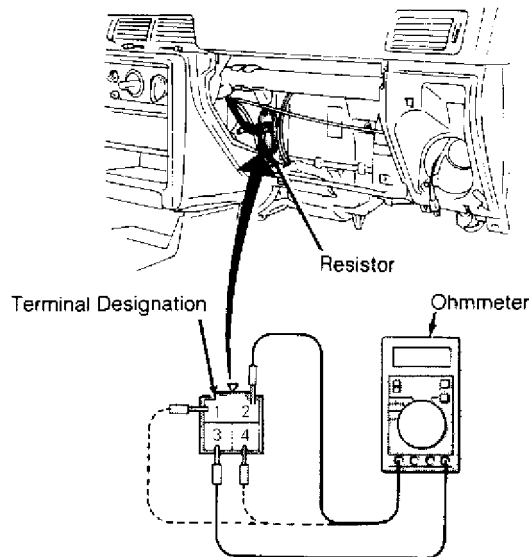


Fig. 1: Locating & Testing Blower Motor Resistor  
Courtesy of Chrysler Motors.

### BLOWER SWITCH TEST

Disconnect blower switch harness. Using an ohmmeter, check continuity between switch terminals while operating switch. See Fig. 2. If continuity is not as specified, replace switch. See BLOWER SWITCH CONTINUITY TEST table.

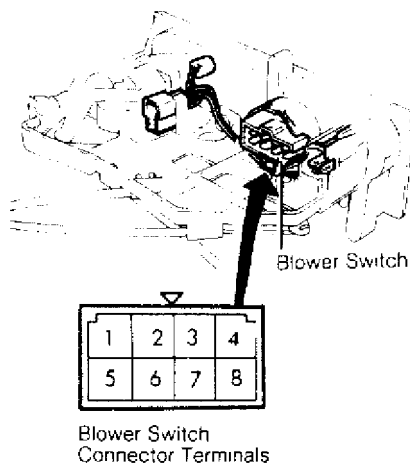


Fig. 2: Identifying Blower Switch Terminals  
Courtesy of Chrysler Motors.

### BLOWER SWITCH CONTINUITY TEST TABLE

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Switch Position	Terminals	Continuity
Off		No
Low	5 & 3, 1 & 8	Yes
Medium Low	5 & 6, 1 & 8	Yes
Medium High	1 & 4, 1 & 8, 4 & 8, 5 & 7	Yes
High	1 & 4, 1 & 8, 4 & 8, 5 & 7	Yes

### HEATER RELAY TEST

Heater relay is top left relay in relay panel/junction block, located under left side of dash. Remove relay, and connect 12-volt battery. See Fig. 3. Using an ohmmeter, check continuity between terminals. See HEATER RELAY CONTINUITY TEST table. If continuity is not as specified, replace relay.

#### HEATER RELAY CONTINUITY TEST TABLE

Battery Voltage	Terminals	Continuity
On	1 & 3	Yes
Off	1 & 3	No
Off	2 & 4	Yes

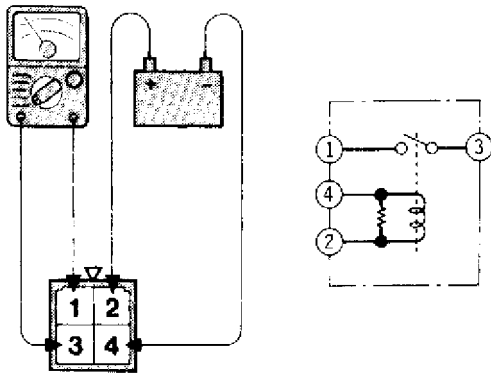


Fig. 3: Identifying Heater Relay Terminals  
Courtesy of Chrysler Motors.

### REMOVAL & INSTALLATION

#### BLOWER MOTOR & RESISTOR

##### Removal & Installation

1) Remove glove box. Resistor is mounted on dash and is visible with glove box removed. Remove 2 screws, and remove resistor. See Fig. 1.

2) Remove right speaker cover, cowl trim, knee protector and glove box frame. Disconnect ventilator outlet at right side of blower housing. Disconnect electrical connector at blower motor. Remove

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engine control unit. Remove 3 screws, and remove blower motor assembly. To install, reverse removal procedure.

## INSTRUMENT PANEL

### Removal & Installation

Remove cowl side trim. Removal and installation procedure is not available from manufacturer. Refer to illustration for guide when removing and installing instrument panel. See Fig. 4.

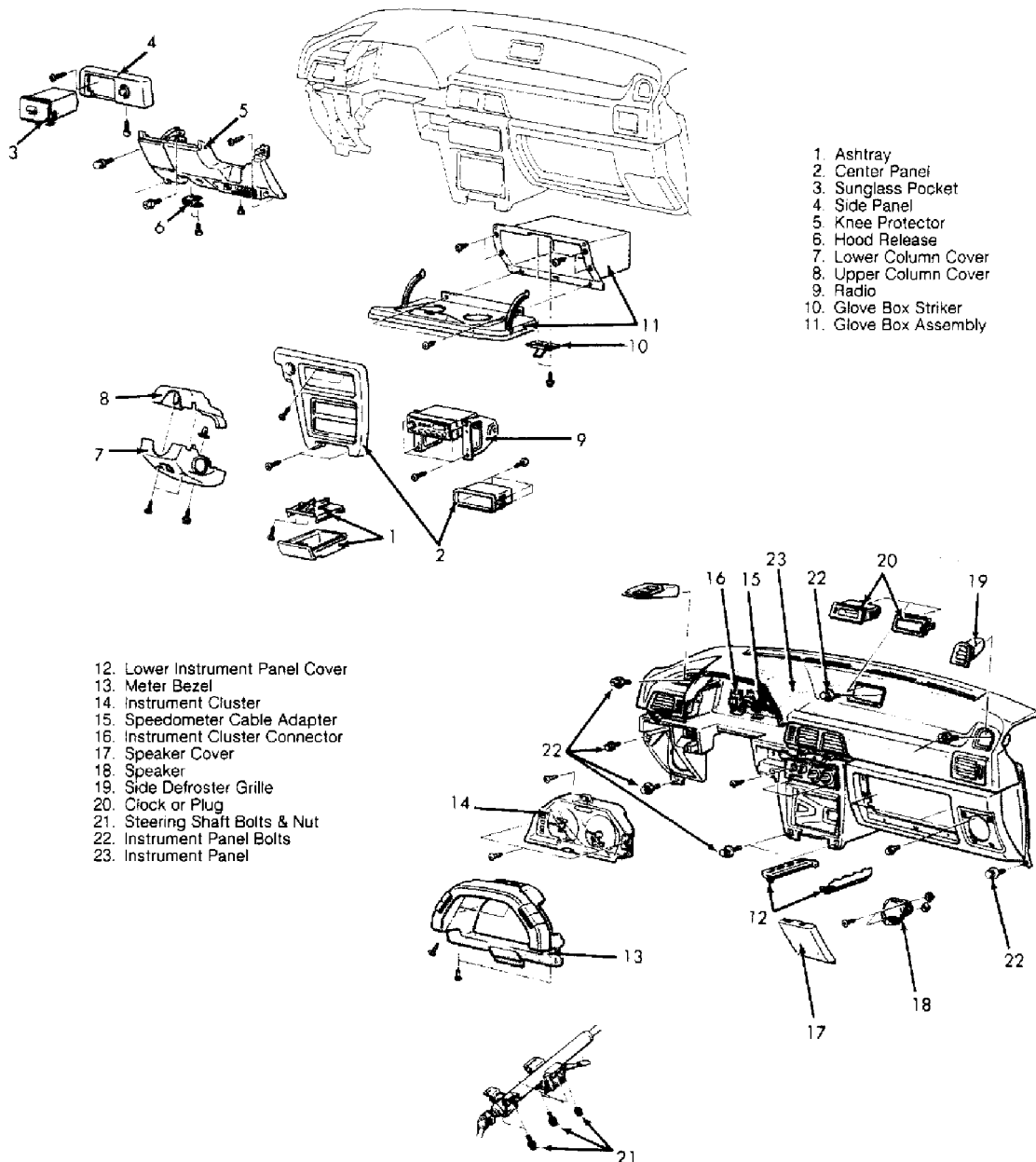


Fig. 4: Exploded View of Instrument Panel  
Courtesy of Chrysler Motors.

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## HEATER CONTROL PANEL

### Removal & Installation

1) Disconnect battery negative cable. Remove glove box and ashtray. Remove radio. Disconnect air selector control wire, temperature control wire and mode selection control wire. Remove screws, and detach heater control panel from instrument panel center stay.

2) Reaching in from glove box opening, press bracket under heater control panel forward. Press bracket above heater control panel forward. Once heater control panel is released, pull out heater control panel. Disconnect electrical connectors. Remove heater control panel. To install, reverse removal procedure.

## HEATER CORE

### Removal & Installation

1) Drain cooling system. Disconnect heater hoses at firewall. Remove front seats, floor console and instrument panel. See INSTRUMENT PANEL under REMOVAL & INSTALLATION. Disconnect all control wires at heater unit. See Fig. 5.

2) Remove control assembly and electrical connections at rear of assembly. Remove instrument panel center stay, rear heater duct, lap heater duct, shower duct, foot duct and center ventilation duct. Remove heater unit mounting nuts, and remove heater unit. To install, reverse removal procedure.

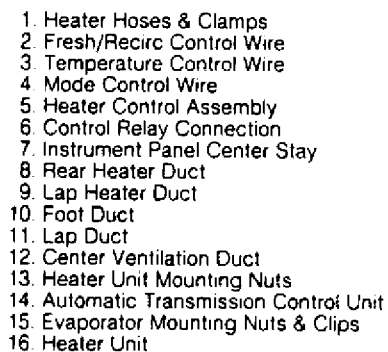
## FRESH/RECIRCULATED AIR DOOR VACUUM SOLENOID & ACTUATOR

### Removal & Installation

Remove instrument panel and heater unit. See HEATER CORE under REMOVAL & INSTALLATION. See Figs. 4 and 5. Remove 4 retaining screws, and remove vacuum solenoid and actuator. To install, reverse removal procedure. Fill cooling system.

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Courtesy of Chrysler Motors.

## WIRING DIAGRAM

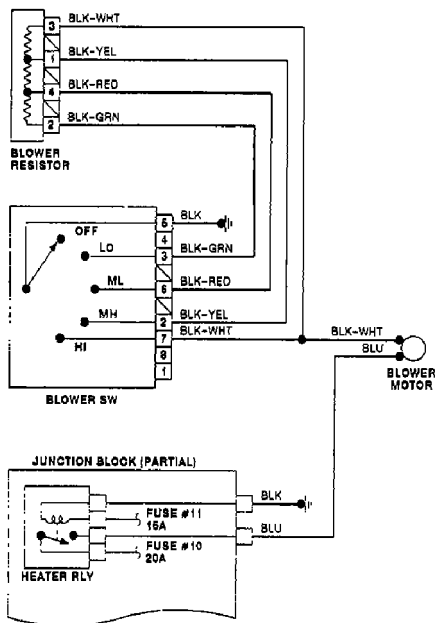


Fig. 6: Heater System Wiring Diagram (1990 Models)

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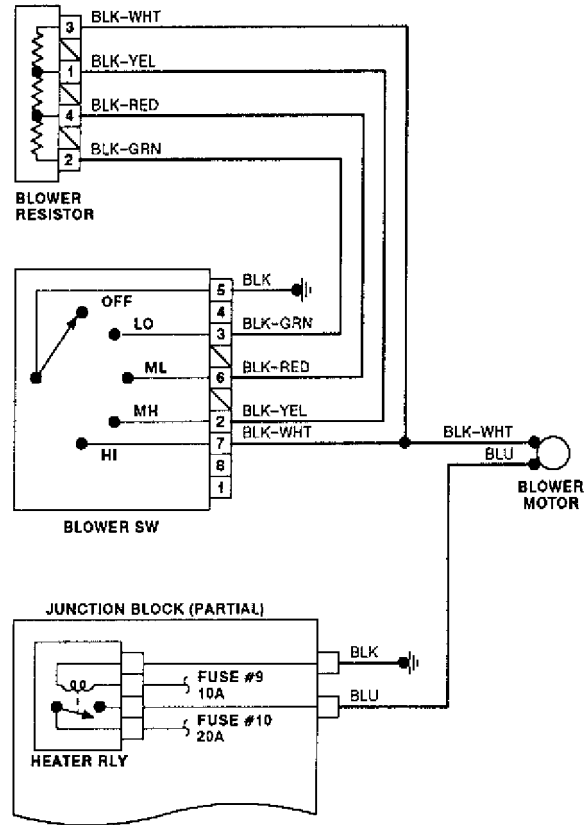


Fig. 7: Heater System Wiring Diagram (1991 Models)



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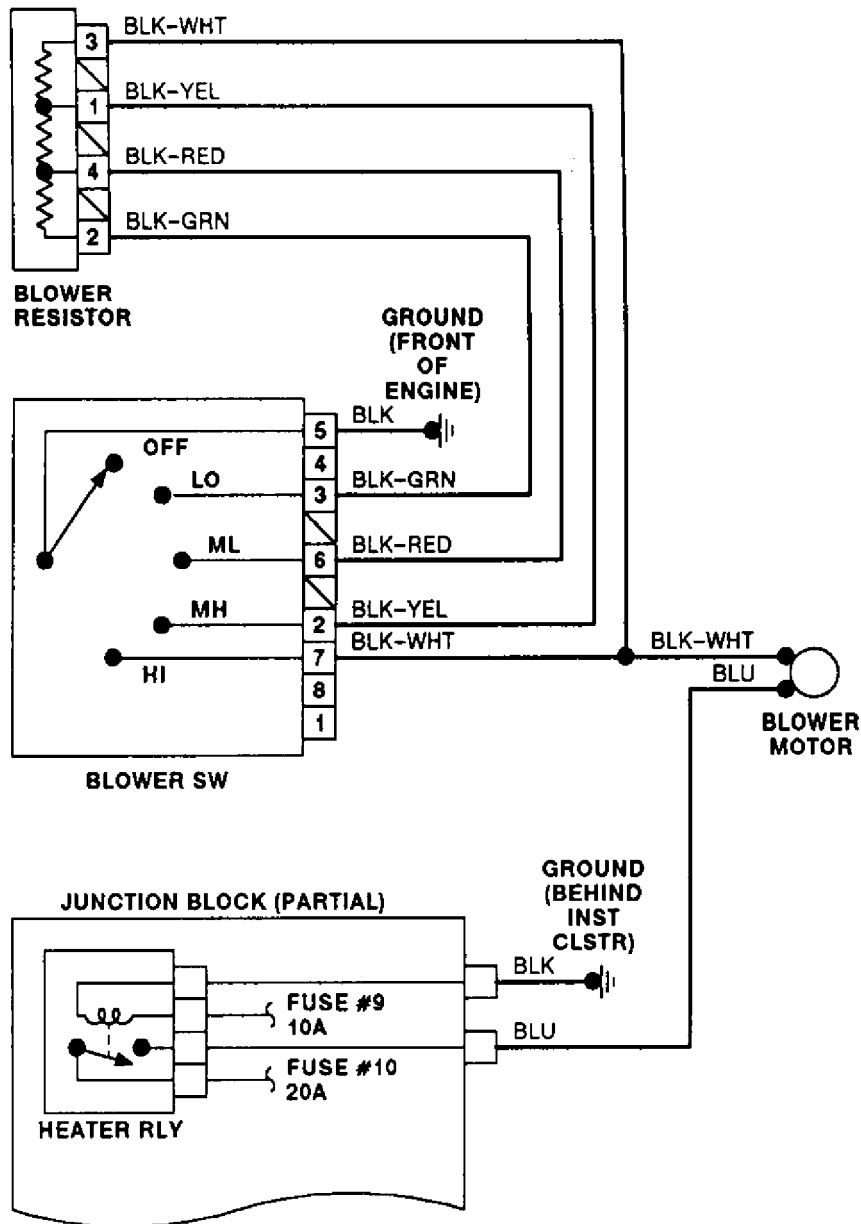
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Fig. 8: Heater System Wiring Diagram (1992 Models)

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