



**1980-1983
DATSUN
280ZX**

**AUTOMATIC
TEMPERATURE
CONTROL
AIR CONDITIONING**



NISSAN AIR CONDITIONING

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AIR CONDITIONER (Auto temperature control type)

This air conditioner consists of the following six control systems:

(A) AUTOMATIC OUTLET AIR TEMPERATURE CONTROL

The opening of the air mix door is adjusted to control the outlet air temperature.

(B) AUTOMATIC AIR DISTRIBUTION CONTROL

This opens and closes the intake door, floor door, vent door and by-pass door for changing air outlet.

(C) AUTOMATIC BLOWER SPEED CONTROL

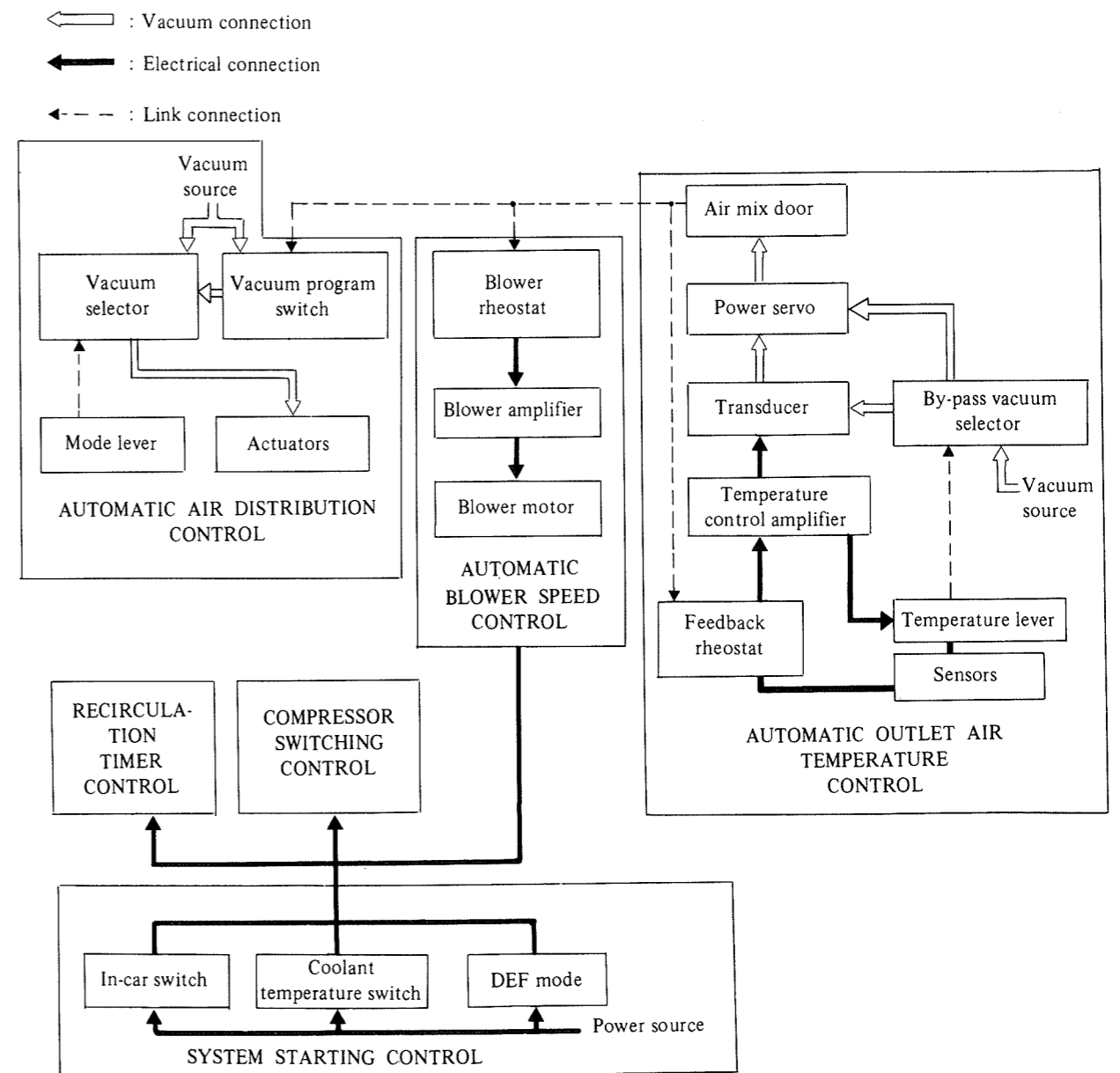
This changes rpm of the blower motor.

(D) SYSTEM STARTING CONTROL

(E) COMPRESSOR SWITCHING CONTROL

(F) RECIRCULATION CONTROL

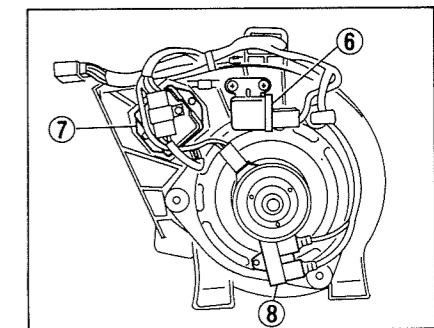
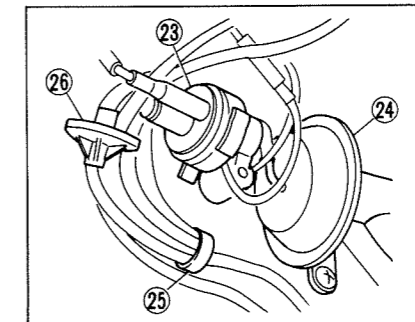
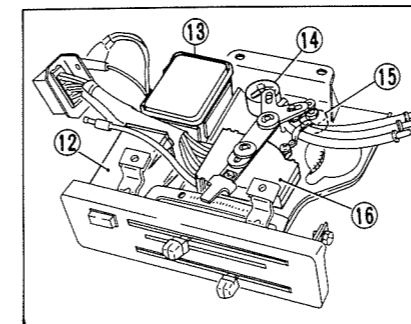
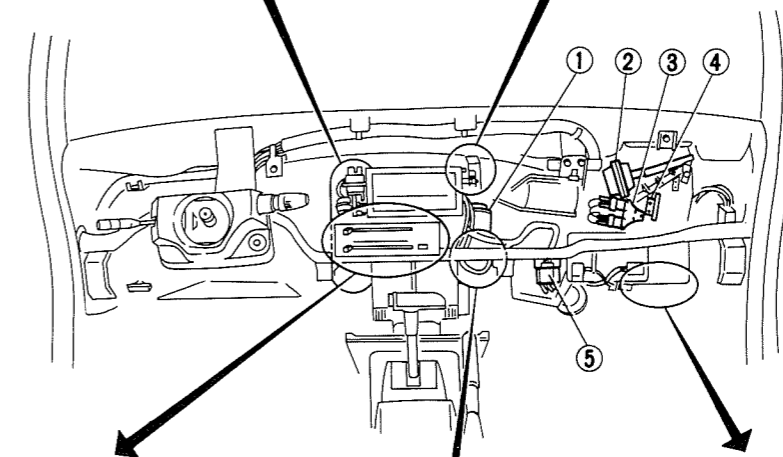
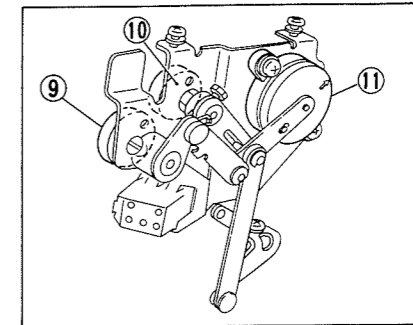
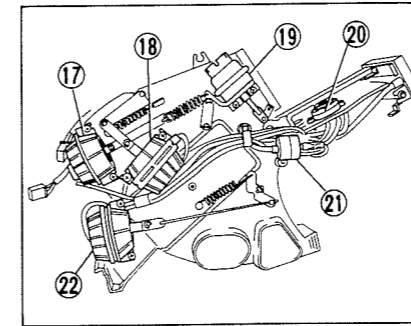
When the recirculation timer switch is depressed, the interior air will be recirculated for approximately 10 minutes.



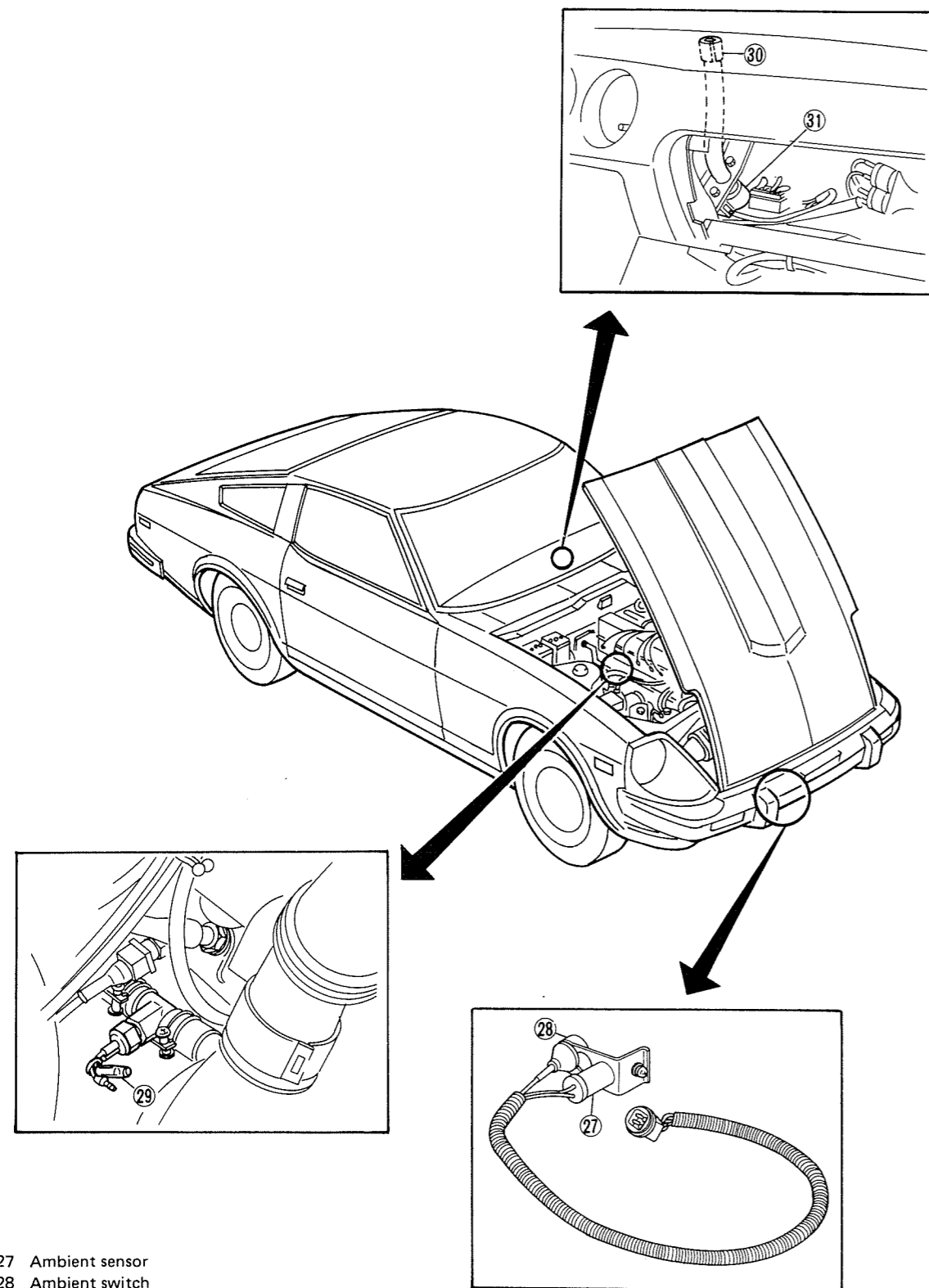
Function of the compressor and controls in each mode is as shown below.

Mode	Compressor	Automatic air distribution control	Automatic outlet air temperature control	Automatic blower speed control
OFF	Off	Off	Auto	Off
ECONOMY	Off	Auto	Auto	Auto
LO	On	Auto	Auto	Fixed at "LO" speed
AUTO	On	Auto	Auto	Auto
HI	On	Auto	Auto	Fixed at "HI" speed
BI-LEVEL	On	Fixed	Auto	Auto
DEF	On	Auto	Fixed at "HI" speed	

PARTS LOCATION



- | | | |
|---------------------------|----------------------------------|------------------------------|
| 1 Transducer | 11 Vacuum program switch | 21 Air valve (DEF clamp) |
| 2 Intake door actuator | 12 Recirculation timer | 22 Floor door actuator |
| 3 Air valve (Intake door) | 13 Temperature control amplifier | 23 Vacuum switch (DEF clamp) |
| 4 In-car switch | 14 By-pass vacuum selector | 24 Heater cock |
| 5 Check terminal | 15 Temperature control rheostat | 25 Vacuum divider |
| 6 Blower relay | 16 Program switch | 26 Vacuum lock valve |
| 7 Blower amplifier | 17 Power servo | |
| 8 Fuse (Blower motor) | 18 Ventilation door actuator | |
| 9 Blower control rheostat | 19 By-pass door actuator | |
| 10 Feedback rheostat | 20 Vacuum selector | |

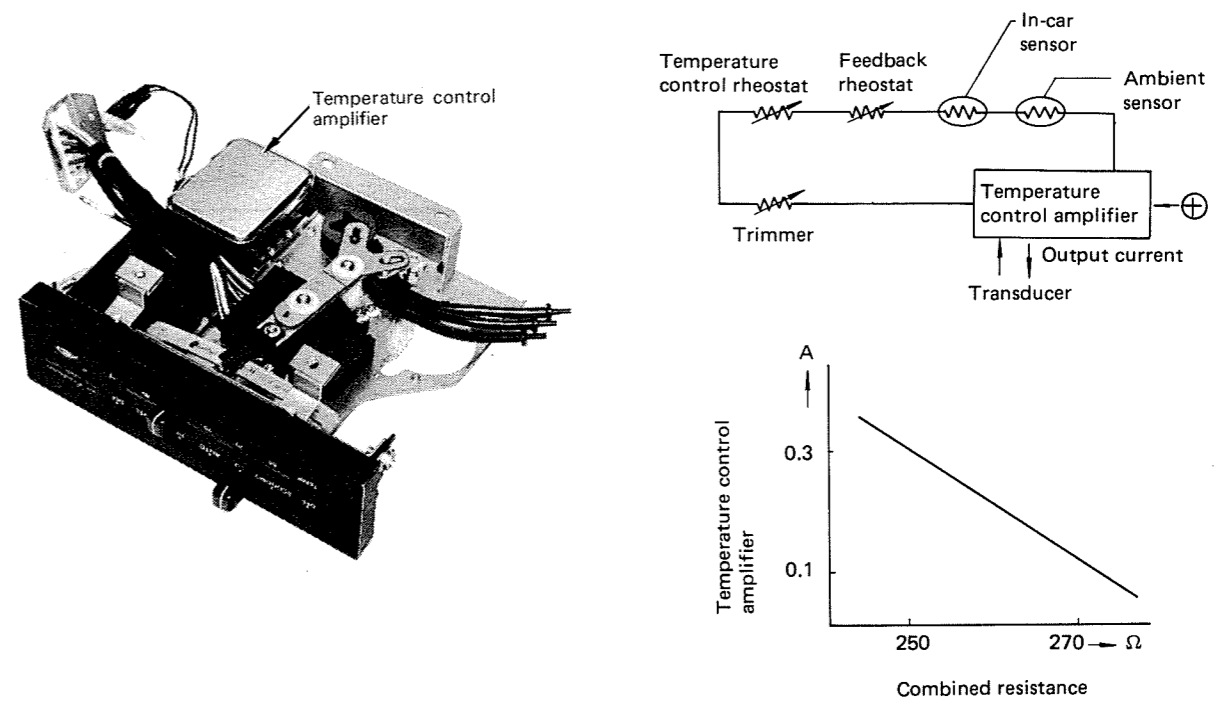


- 27 Ambient sensor
- 28 Ambient switch
- 29 Coolant temperature switch
- 30 In-car sensor
- 31 Aspirator fan

(A) AUTOMATIC AIR TEMPERATURE CONTROL

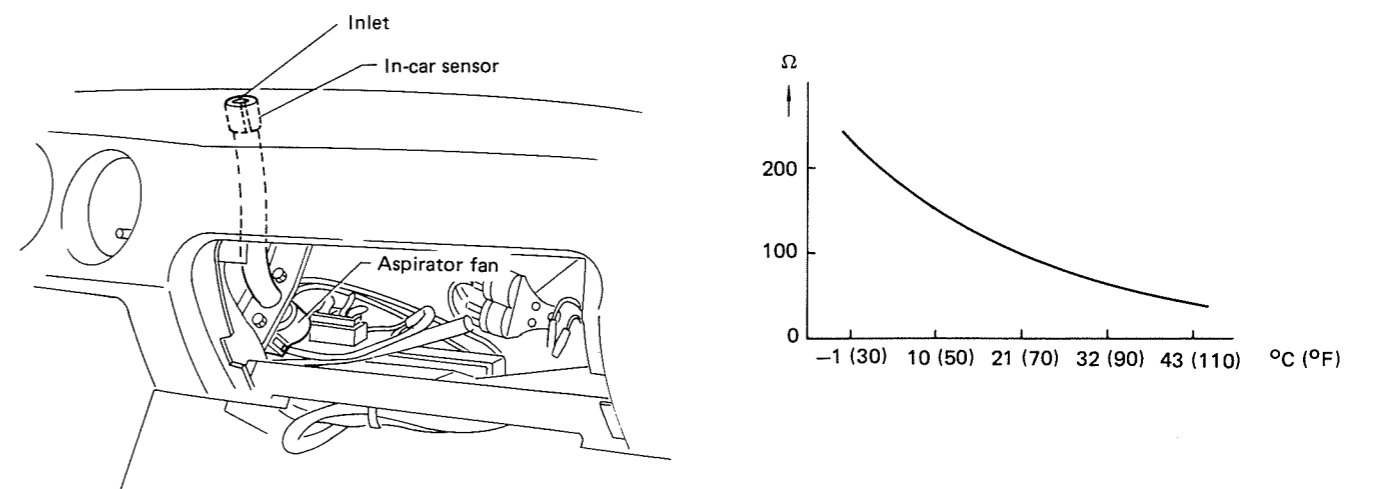
TEMPERATURE CONTROL AMPLIFIER

The in-car sensor, ambient sensor, temperature control rheostat, and trimmer are connected in series. The amplifier detects their combined resistance, and produces a current that is corresponding to the resistance.



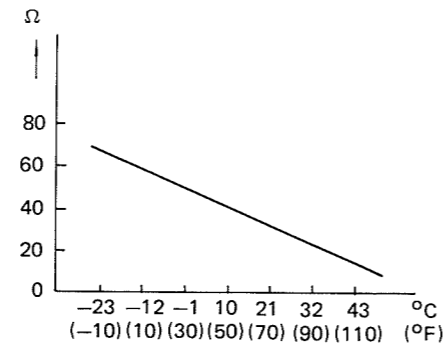
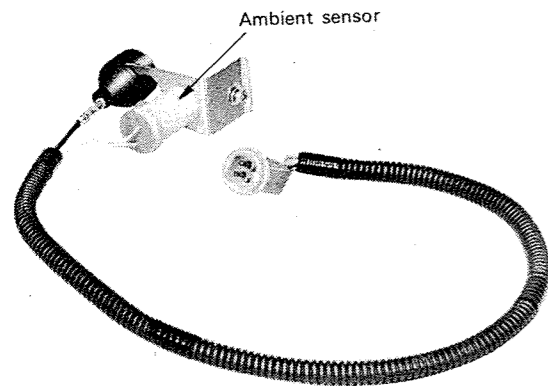
IN-CAR SENSOR

The in-car sensor, located inside the instrument panel, detects the quantity of heat resulting from sun light and the interior air temperature introduced by the aspirator fan.



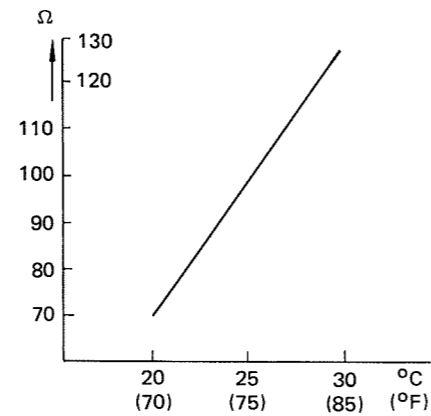
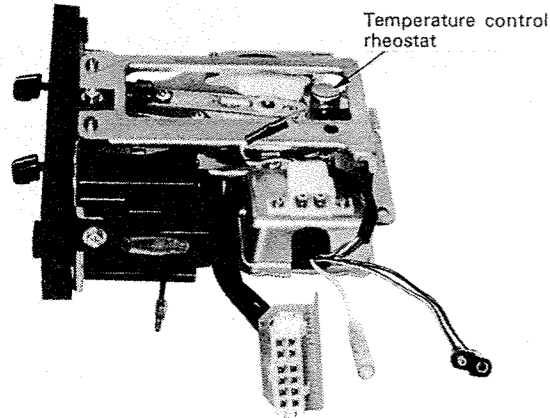
AMBIENT SENSOR

The ambient sensor, located behind the right side of the bumper, detects the temperature of ambient air. This sensor is built together with the ambient switch as a unit.



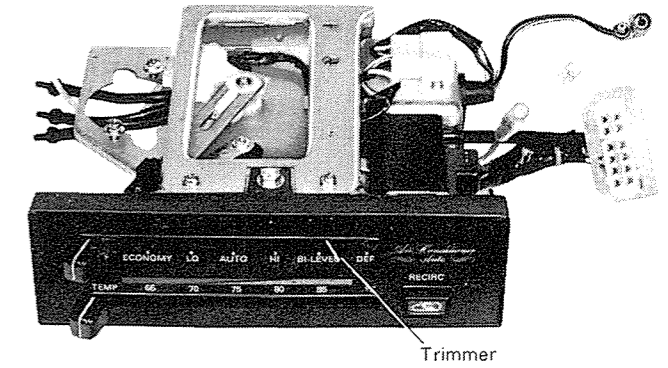
TEMPERATURE CONTROL RHEOSTAT

This rheostat is interlinked with the temperature control lever, and provides a resistance corresponding to the preset temperature. The higher the preset-temperature, the higher the resistance value, and vice versa.



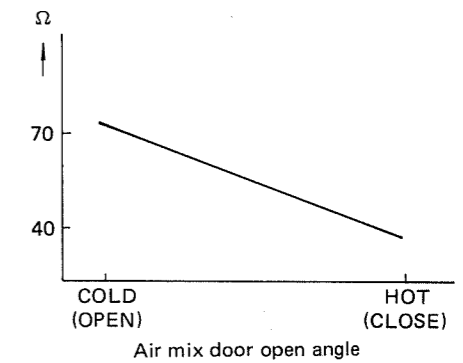
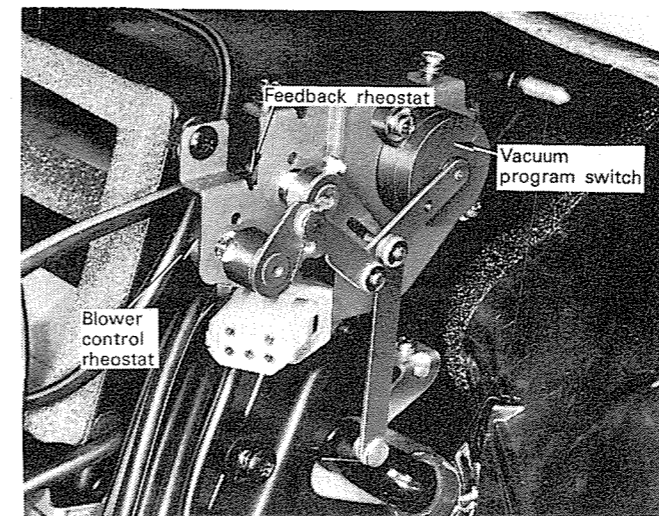
TRIMMER

The trimmer is used to adjust deviation of actual temperature from the preset temperature.



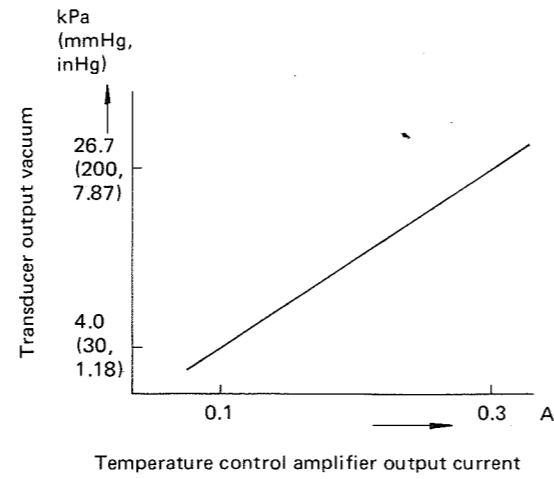
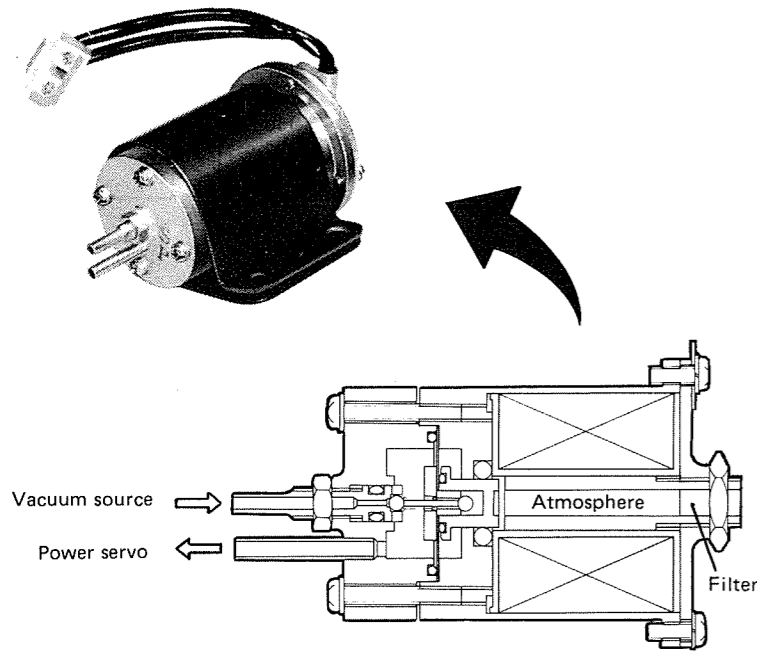
FEEDBACK RHEOSTAT

The feedback rheostat, interlinked with the air mix door, varies the resistance value. Unlike the in-car sensor and ambient sensor, resistance of this rheostat increases as the air mix door opens. For this reason, it is used to impede movement of the air mix door, that is, to stabilize its operation.



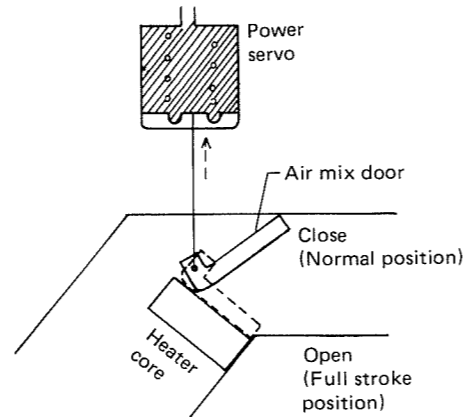
TRANSDUCER

The transducer is used to convert the output current of the temperature control amplifier to vacuum.



POWER SERVO AND AIR MIX DOOR

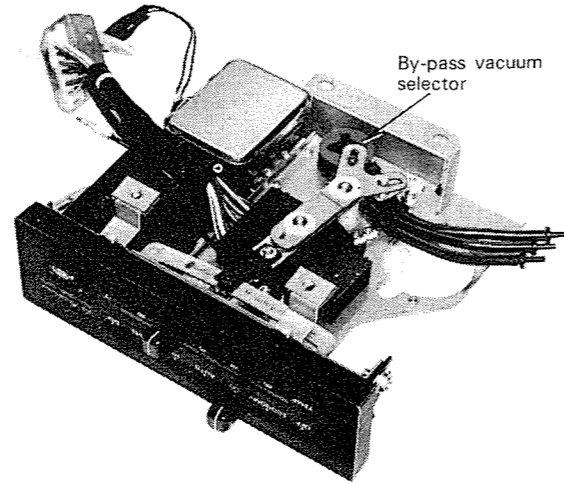
The power servo opens the air mix door with a stroke that is proportional to the vacuum sent from the transducer.



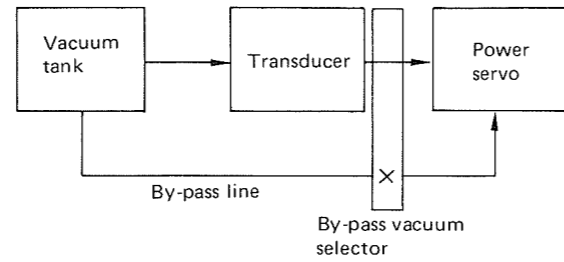
Condition	Resistance					Temperature control amplifier	Transducer	Power servo and air mix door
	R ₁	R ₂	R ₄	R ₅	TO-TAL			
Temperature control is set to 25°C (75°F) when interior air temperature and outside air temperature are both high.	Lo	Lo	M	Hi	Lo	Large current output	High pressure vacuum output	
(1) Temperature control is set to 25°C (75°F) when interior air temperature and outside air temperature are both low.	Hi	Hi	M	Lo	Hi	Small current output	Low pressure vacuum output	
(2) When ambient temperature rises as high as preset temperature of 25°C (75°F).	M	M	M	M	M	Medium level current output	Medium pressure vacuum output	

BY-PASS VACUUM SELECTOR

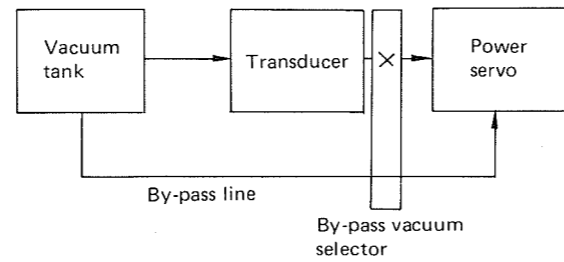
The by-pass vacuum selector is built in the vacuum line between power servo and transducer, and is interlinked with the temperature control lever.



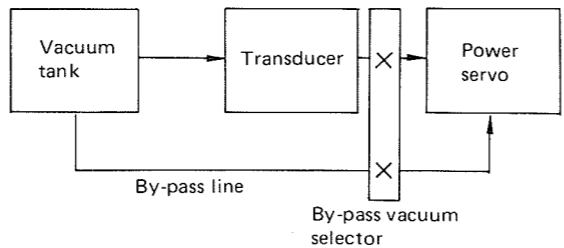
- When the temperature control lever is set between 20° C (65 and 85° F), this switch passes the vacuum line between power servo and transducer.



- When the temperature control lever is set below 20° C (65° F), this selector cuts off the line between the power servo and transducer, and connects the by-pass line between the vacuum tank and power servo. This by-pass line applies vacuum directly to the power servo, so that the air mix door is fixed at its full cool position.

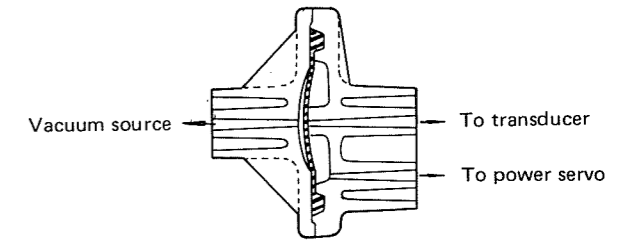
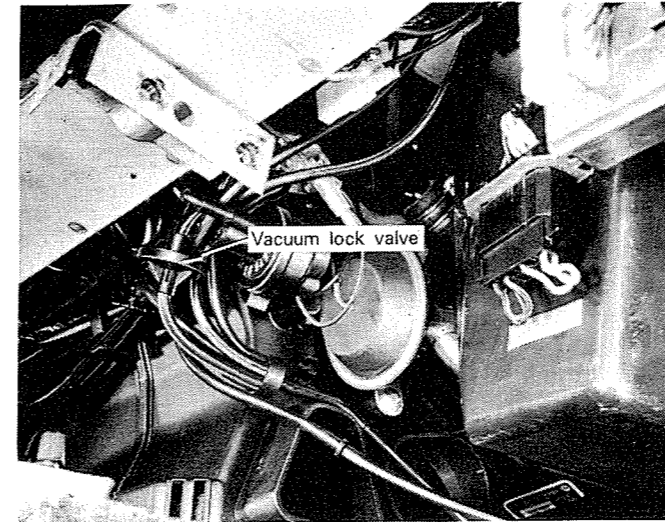


- When the temperature control lever is set higher than 30° C (85° F), this selector cuts off all vacuum lines to power servo, so that the door is fixed at its full hot position.



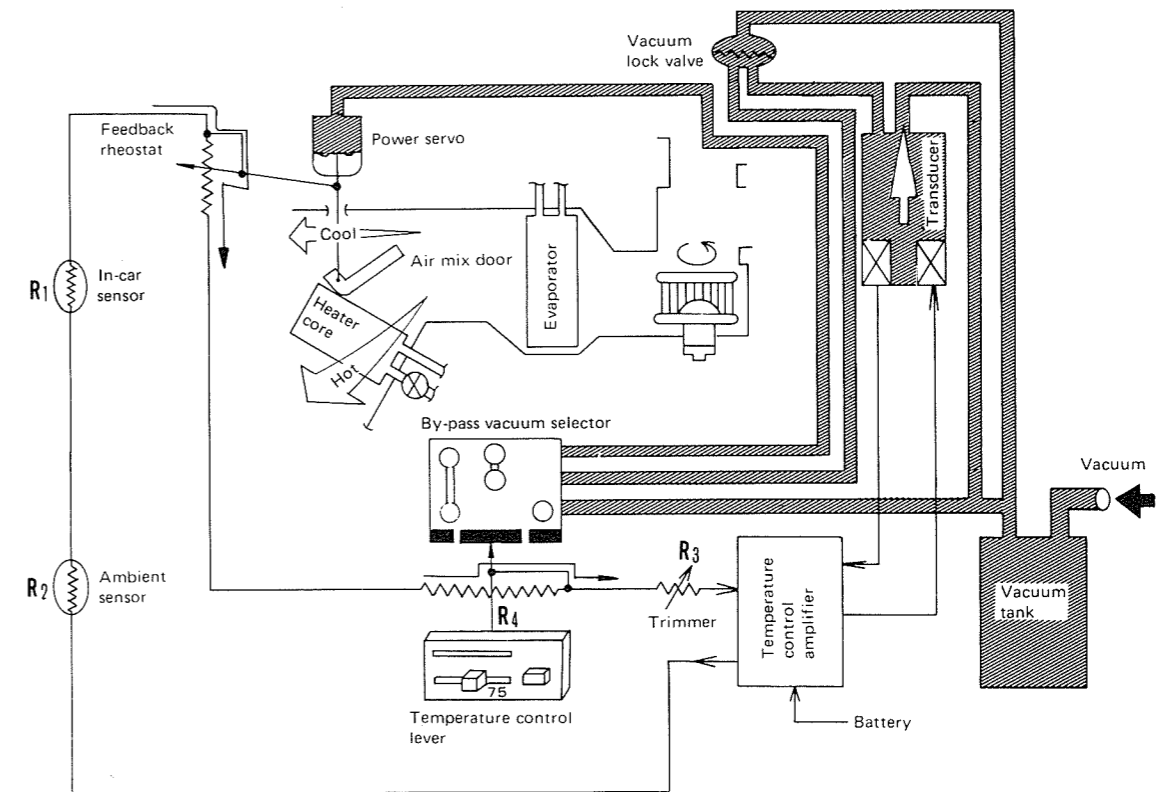
VACUUM LOCK VALVE

The vacuum lock valve, located between the power servo and transducer, prevents movement of the air mix door when vacuum tank pressure lowers temporarily.

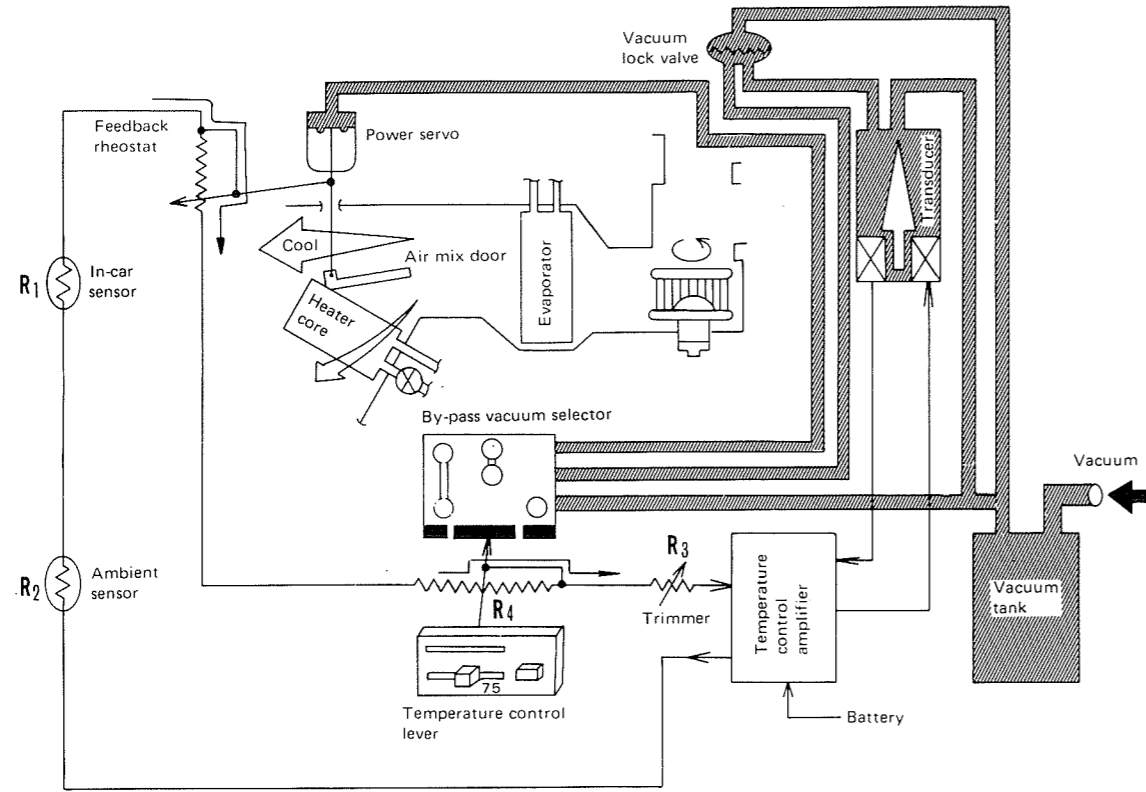


The function of each unit of the automatic outlet air temperature control is summarized in the following.

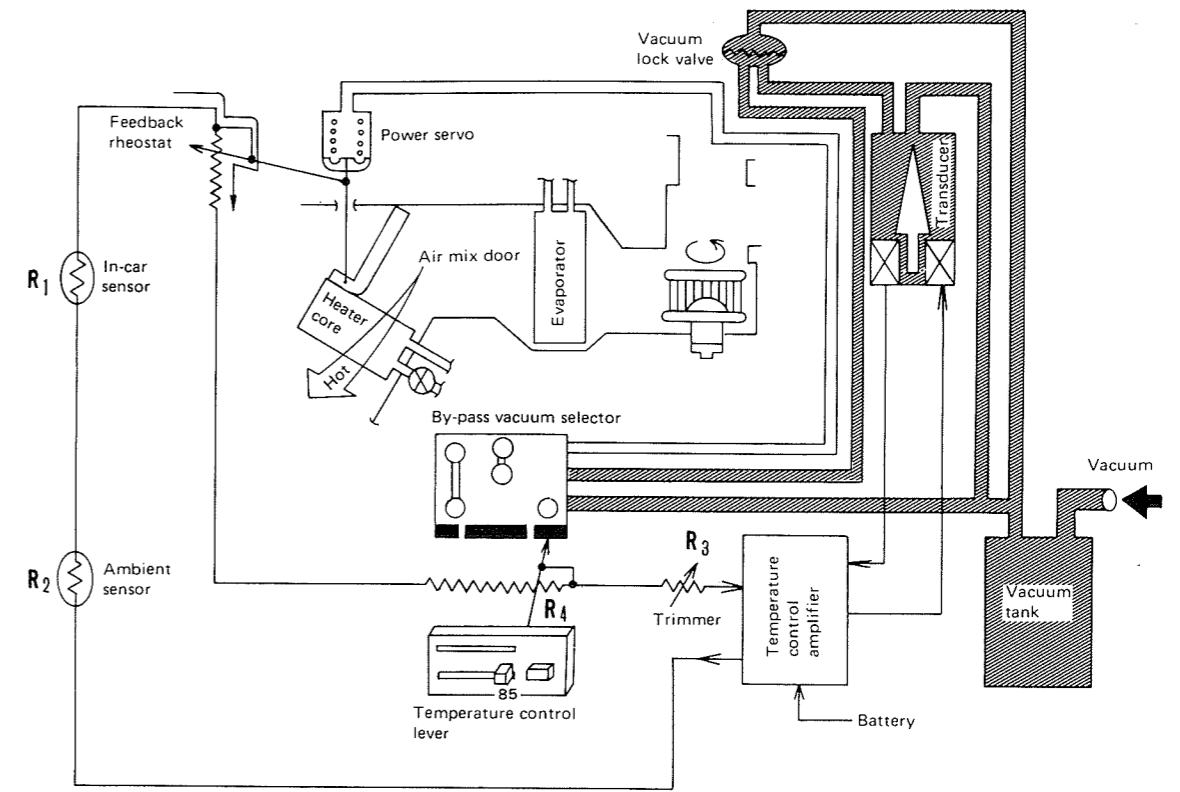
- When temperature control lever is set to 25° C (75° F) on cold day



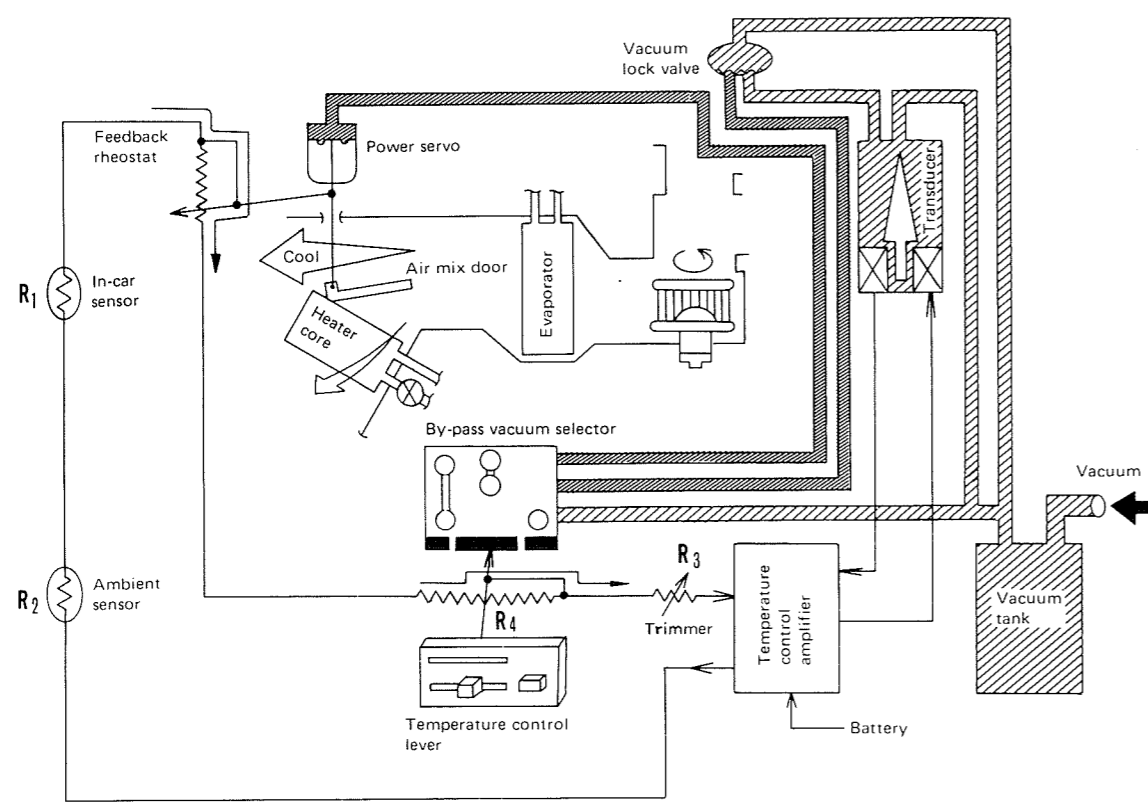
- When temperature control lever is set to 25°C (75°F) on hot day



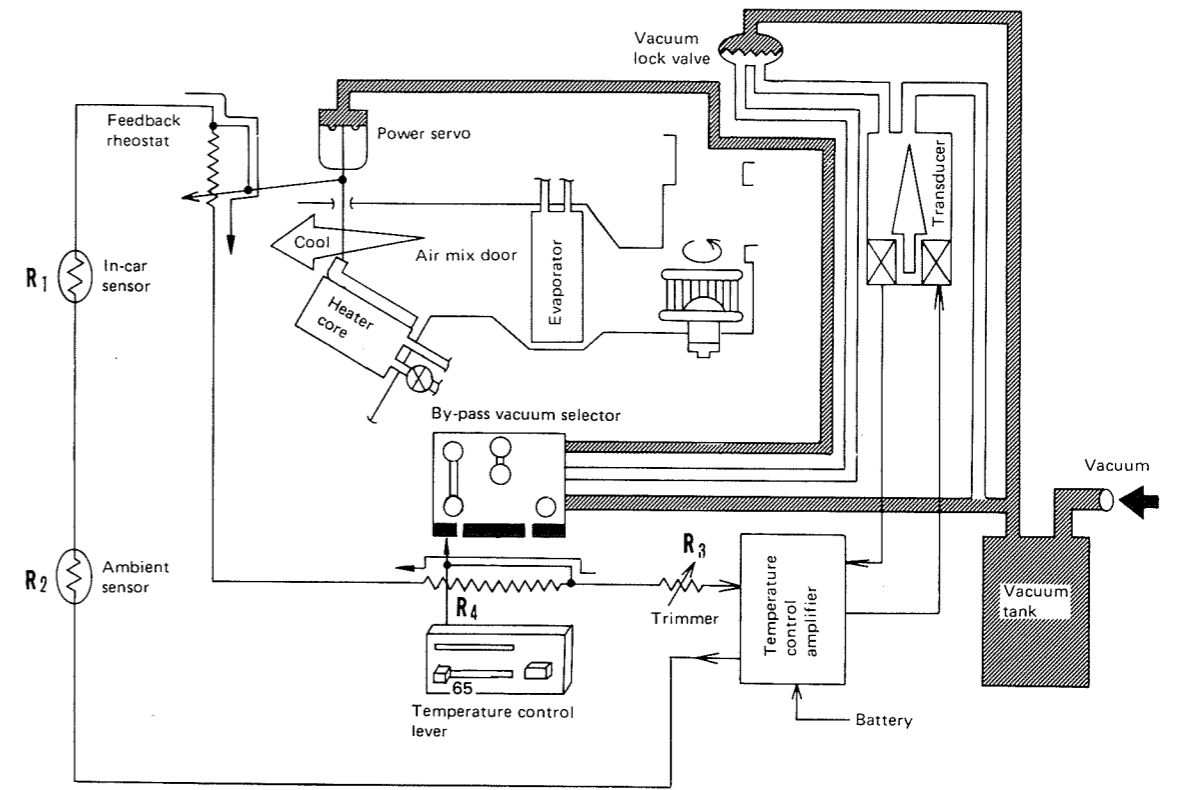
- When temperature control lever is set to higher than 30°C (85°F)



- When vacuum tank pressure drops temporarily



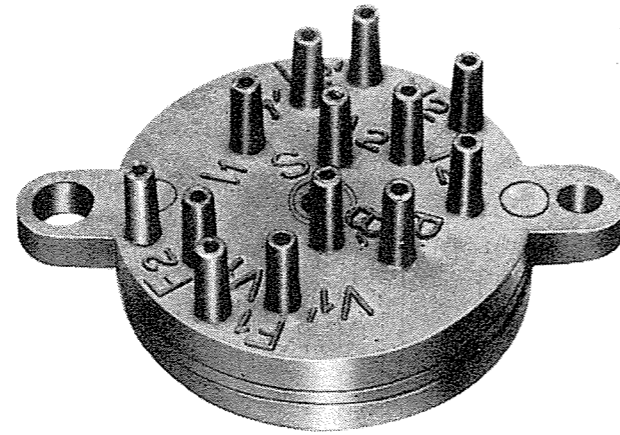
- When temperature control lever is set to below 20°C (65°F)



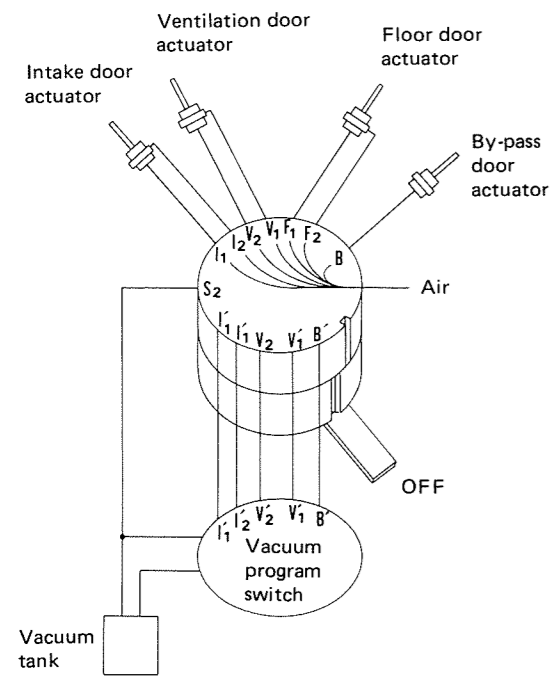
(B) AUTOMATIC AIR DISTRIBUTION CONTROL

VACUUM SELECTOR

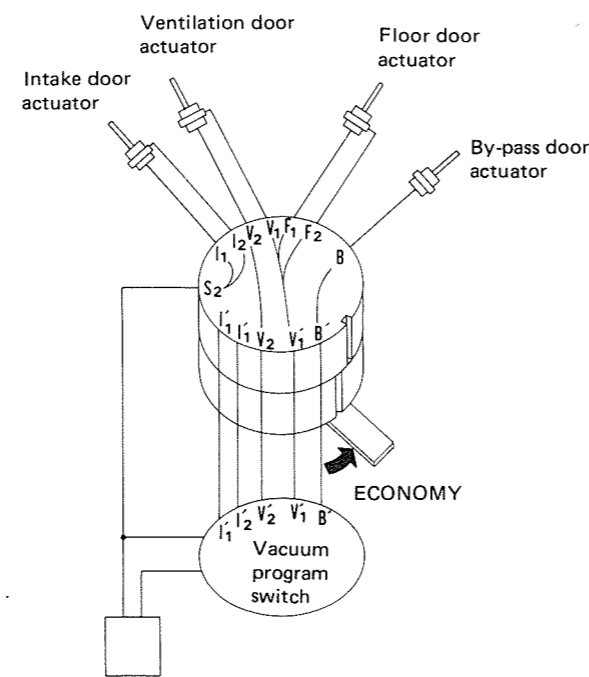
The vacuum selector is interlinked with the mode lever, and is used to switch over the vacuum line corresponding to the preset mode.



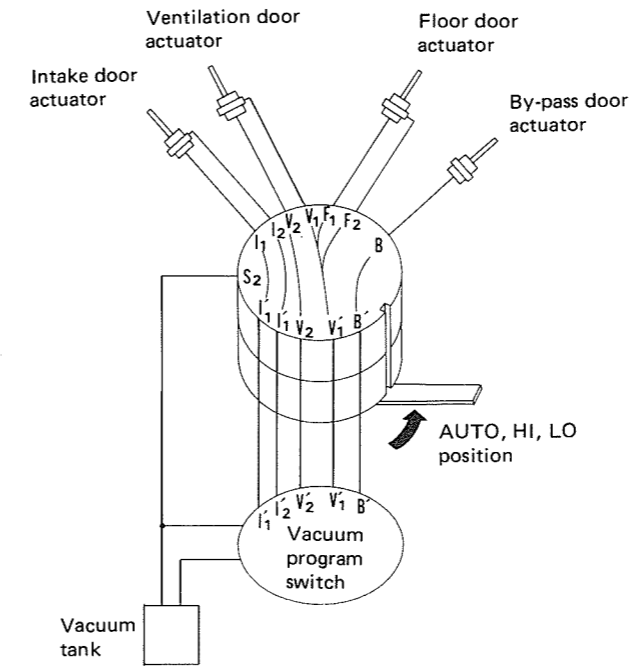
(A) OFF mode



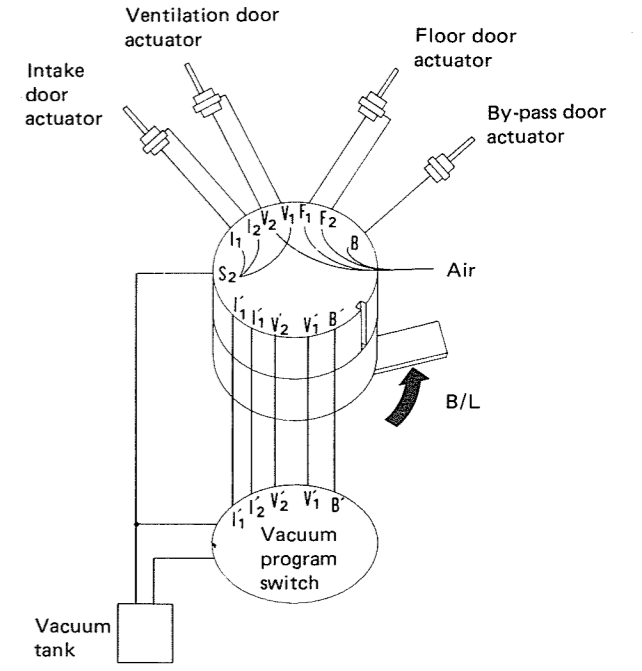
(B) ECONOMY mode



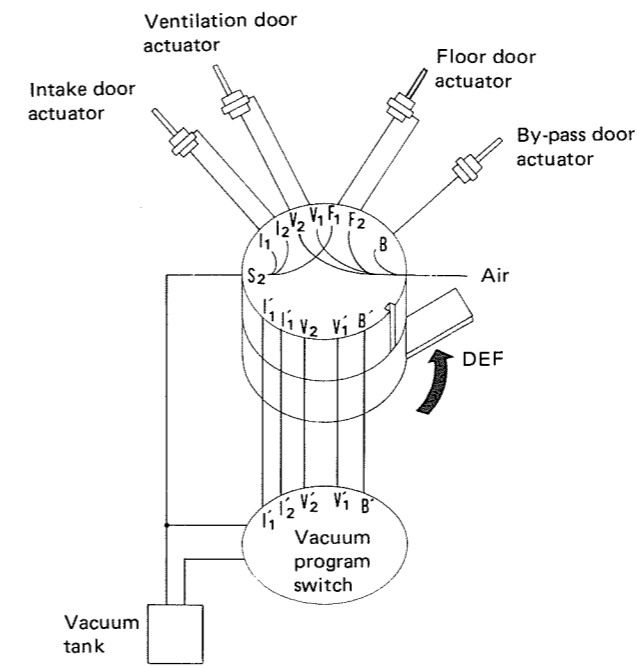
(C) AUTO, HI, LO mode



(D) B/L mode

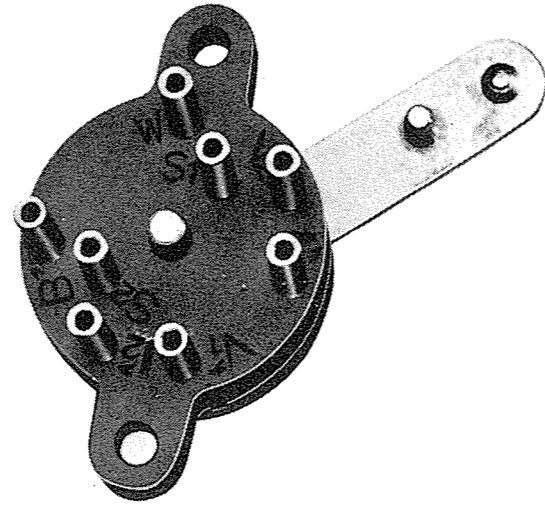


(E) DEF mode



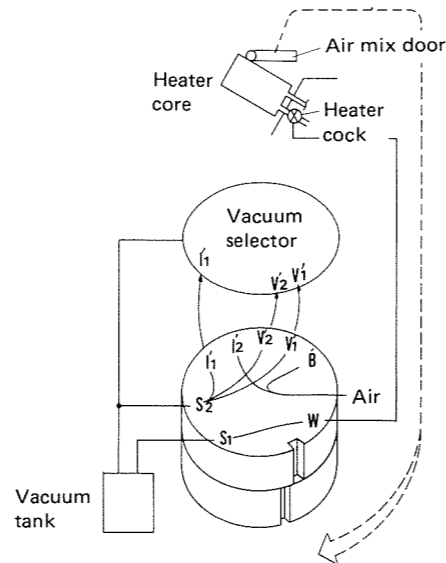
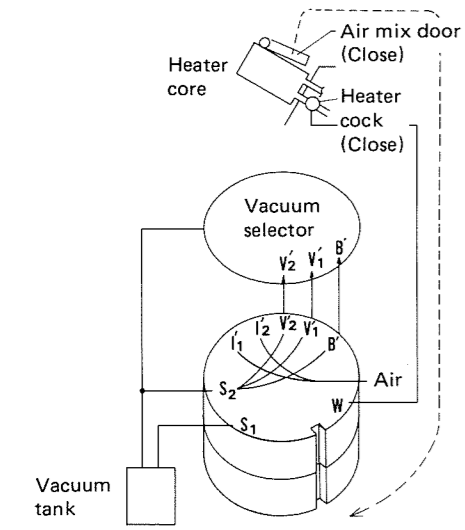
VACUUM PROGRAM SWITCH

Vacuum program switch is interlinked with the air mix door, and is used to open and close the heater cock and to determine air outlet, in correspondence to the opening of the air mix door.



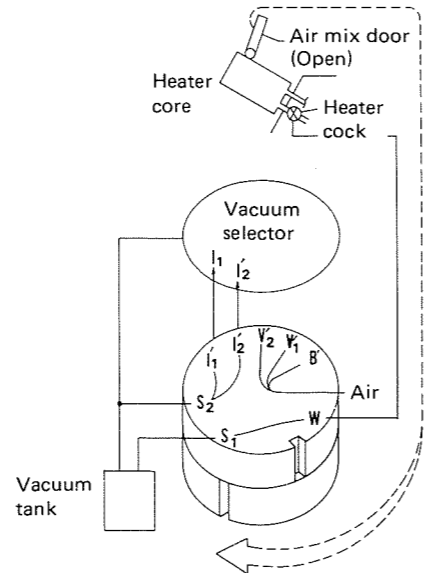
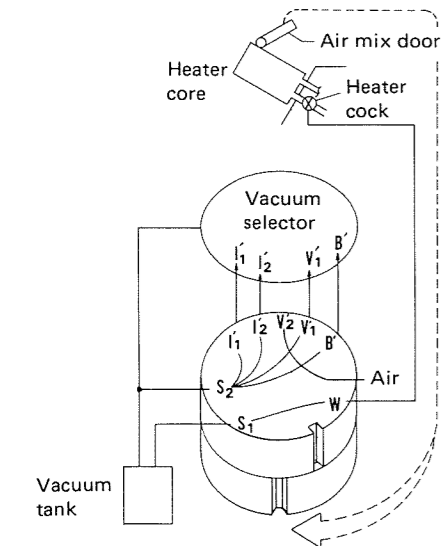
(A) When air mix door is slightly open

(B) When air mix door is partially open



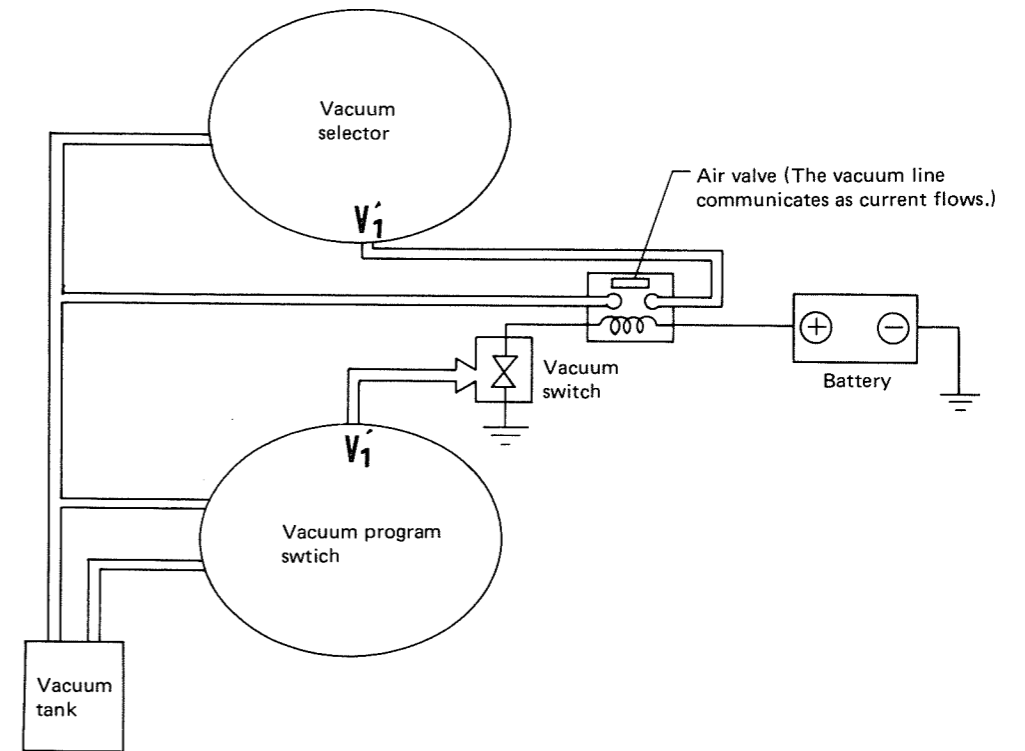
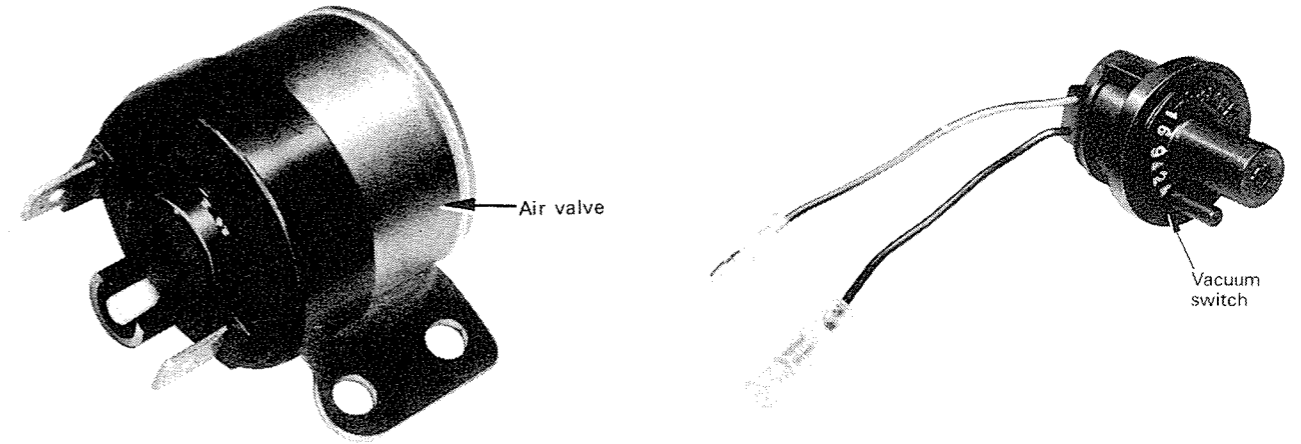
(C) When air mix door is nearly fully open

(D) When air mix door is fully open



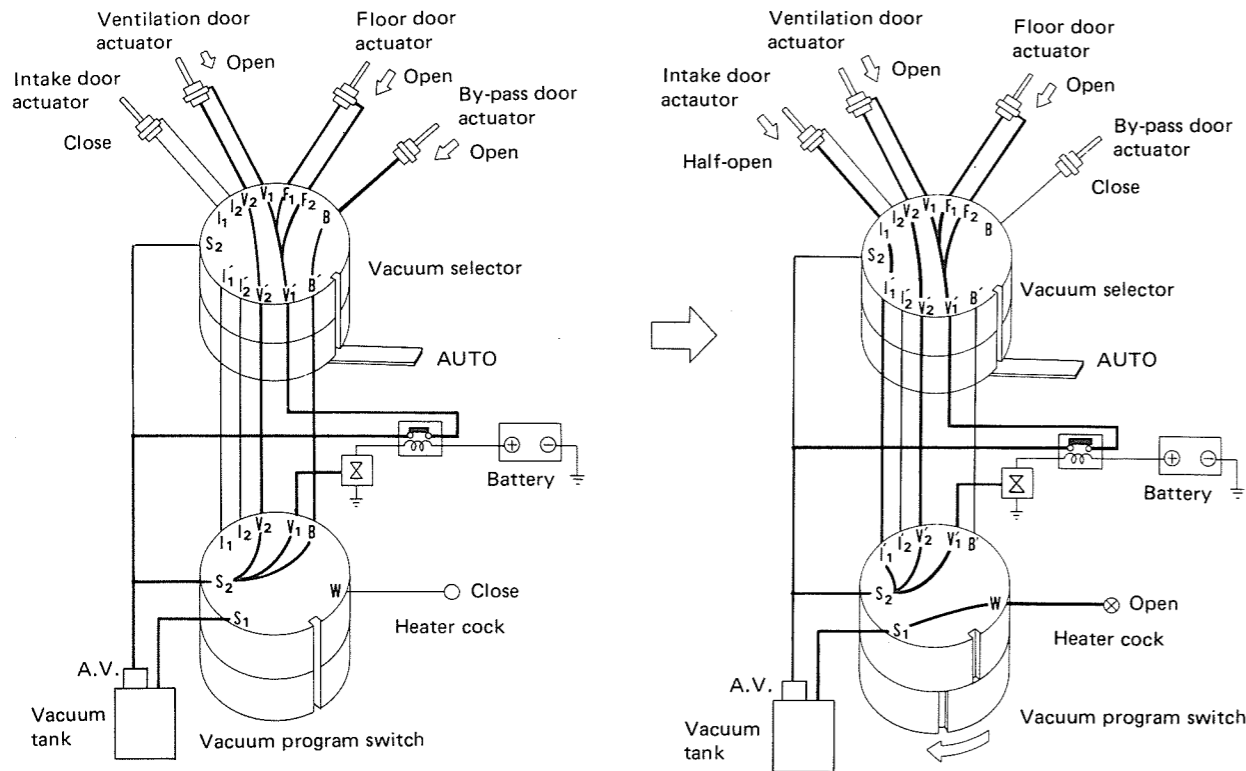
AIR VALVE AND VACUUM SWITCH (DEF CLAMP)

The V_1' point of vacuum program switch and the V_1' point of vacuum selector are connected via air valve and vacuum switch for obtaining positive operation of the floor door.

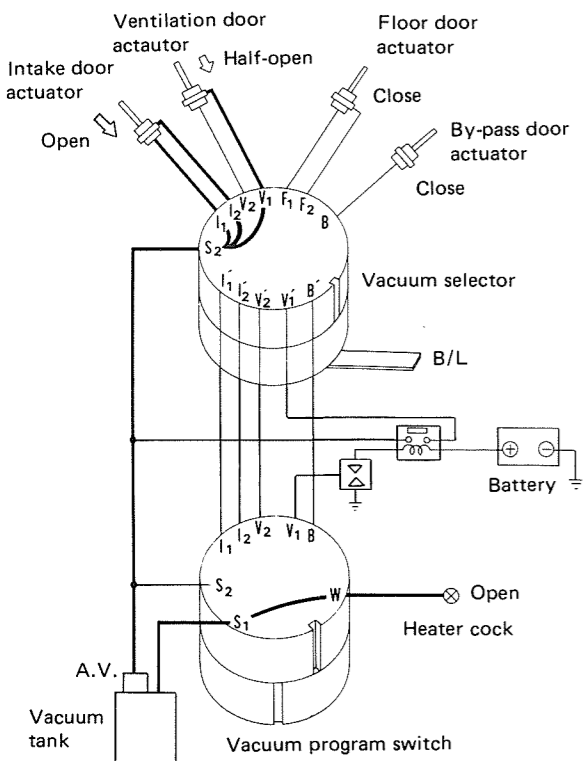


Operation of air distribution control is as follows:

- Selector is set to AUTO mode when the existing temperature is considerably higher than the pre-set temperature.
- Temperature approaches the preset temperature.



- When selector is set to B/L mode. (Without heater cock operation, this mode is irrelevant to vacuum program switch.)



- Operation of the vacuum selector and vacuum program switch can be explained by the following table.

	ECONOMY				AUTO, HI, LO				B/L*	DEF*	
	Air mix door opening				Air mix door opening						
	CLOSE ← OPEN				CLOSE ← OPEN						
I 1	○	○	○	○	○	○	○	○	○	○	To intake door actuator
I 2	○	○	○	○	○	○	○	○	○	○	
V 1	○	○	○	○	○	○	○	○	○	○	To ventilation door actuator
V 2	○	○	○	○	○	○	○	○	○	○	
F 1	○	○	○	○	○	○	○	○	○	○	To floor door actuator
F 2	○	○	○	○	○	○	○	○	○	○	
B	○	○	○	○	○	○	○	○	○	○	To by-pass door actuator
W	○	○	○	○	○	○	○	○	○	○	To heater cock
S1 S2	○	○	○	○	○	○	○	○	○	○	

*: When the air mix door is closed, the vacuum line leading to the heater cock is blocked.

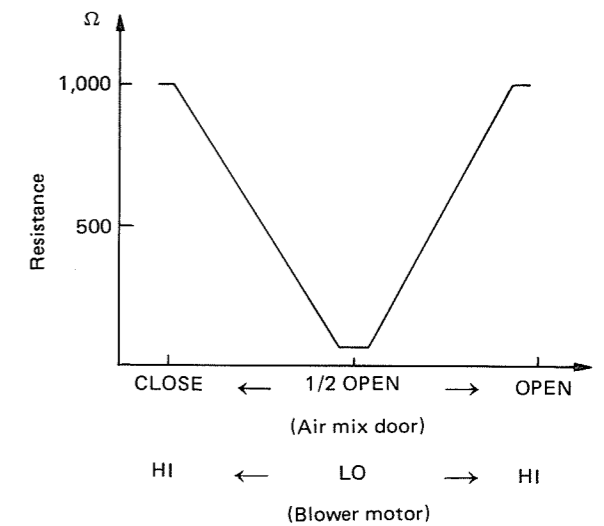
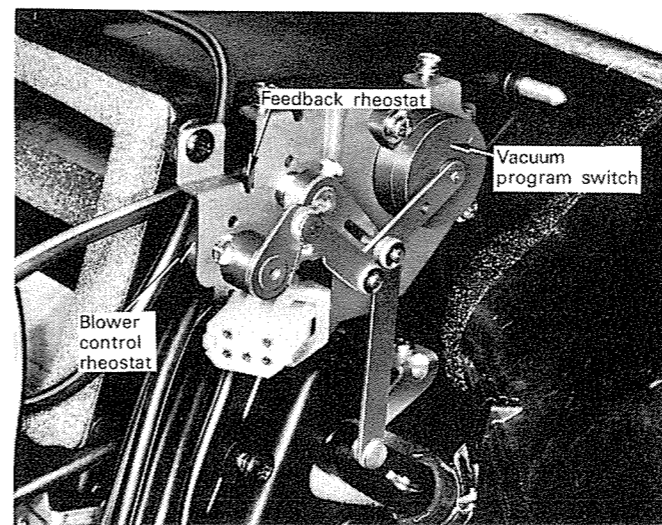
(C) AUTOMATIC BLOWER SPEED CONTROL

BLOWER CONTROL RHEOSTAT

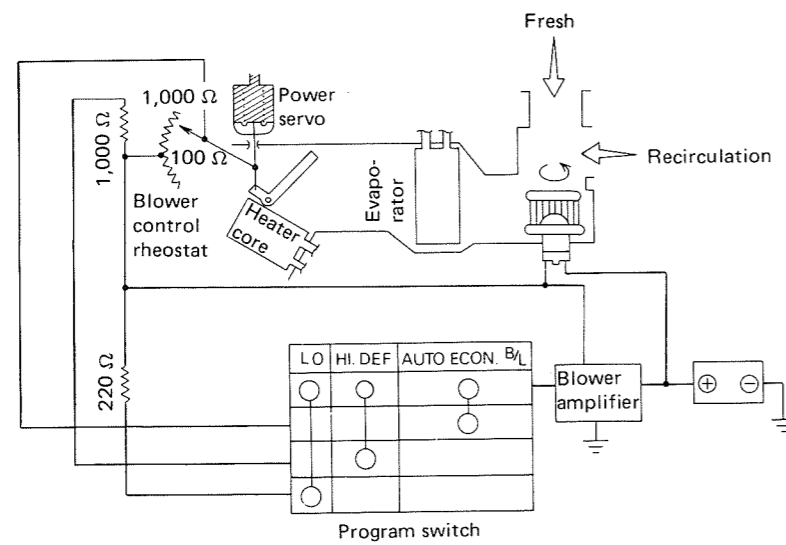
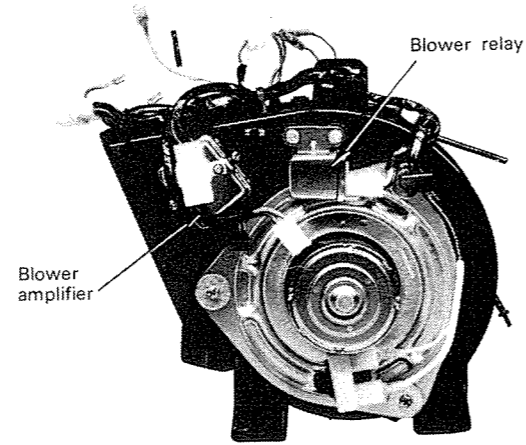
The blower control rheostat is interlinked with the air mix door and is able to provide resistance corresponding to the opening of the air mix door.

When the mode lever is set at AUTO, ECONOMY, or B/L, the blower speed will be determined by the position of the air mix door (which is monitored by the rheostat).

When the mode lever is in HI, DEF, or LO mode, the blower speed is irrelevant to the opening of air mix door.



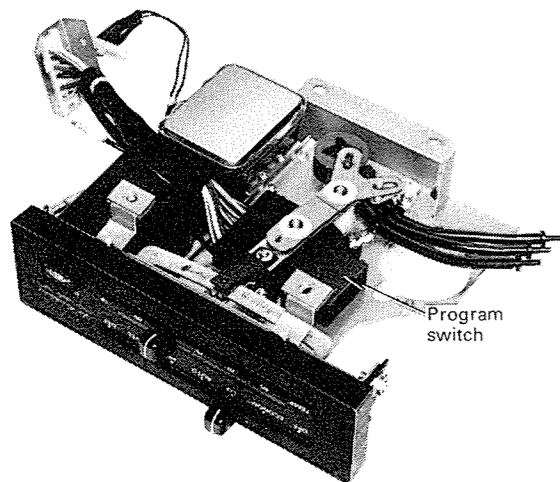
BLOWER AMPLIFIER AND BLOWER RELAY



(D) SYSTEM STARTING CONTROL

PROGRAM SWITCH

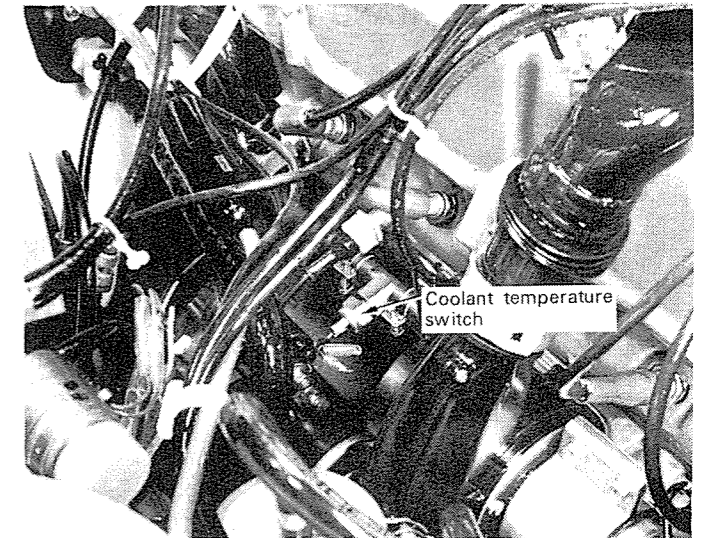
The program switch is interlinked with the mode lever.



	OFF	ECON	LO	AUTO	HI	B/L	DEF
1		○	○	○	○	○	○
2		○	○	○	○	○	○
5		○	○	○	○	○	○
6			○	○	○	○	○
7			○	○	○	○	○
8							○
9		○		○		○	○
10		○		○		○	○
11		○	○	○		○	○
12			○				

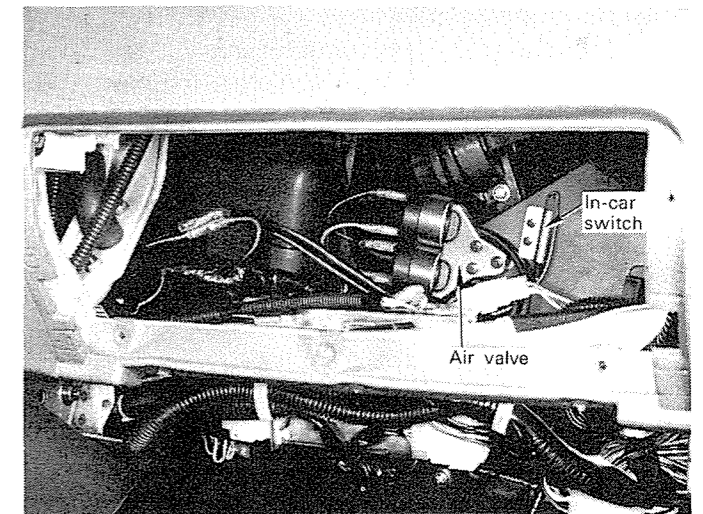
COOLANT TEMPERATURE SWITCH

This switch keeps the blower OFF until coolant temperature rises over 30°C (85°F) so that interior air can be warmed up quickly in winter. (Except DEF mode)



IN-CAR SWITCH

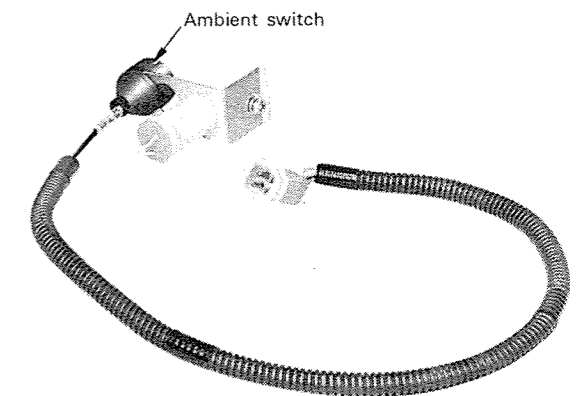
This switch causes the compressor and blower to be turned ON when the interior temperature is higher than 15°C (60°F) in summer, or even when the coolant temperature switch is OFF. (Except DEF mode)



(E) COMPRESSOR SWITCHING CONTROL

AMBIENT SWITCH

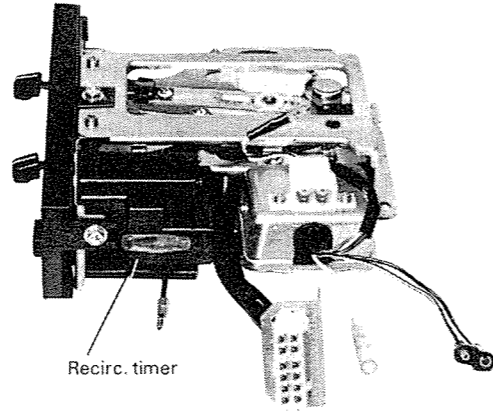
This switch is used to turn OFF the compressor when the ambient air temperature is low.



(F) RECIRCULATION CONTROL SYSTEM

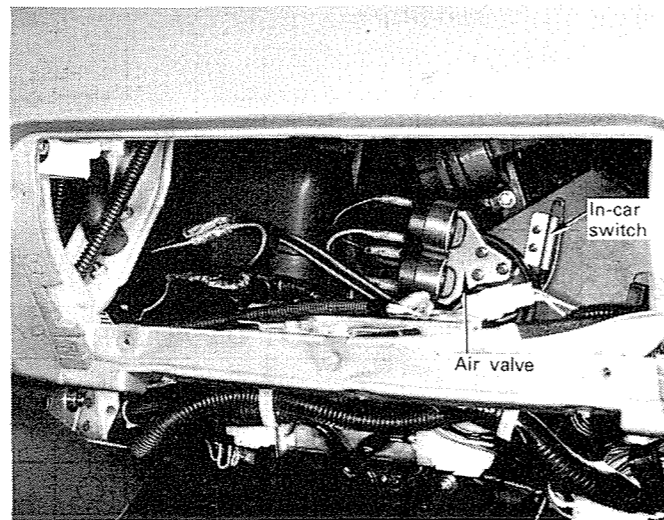
RECIRCULATION TIMER

When the recirculation timer switch is turned on, the air valve cuts off the vacuum line of the intake door actuator, and recirculation of inside air is continued for about 10 minutes.



AIR VALVE (Intake door actuator)

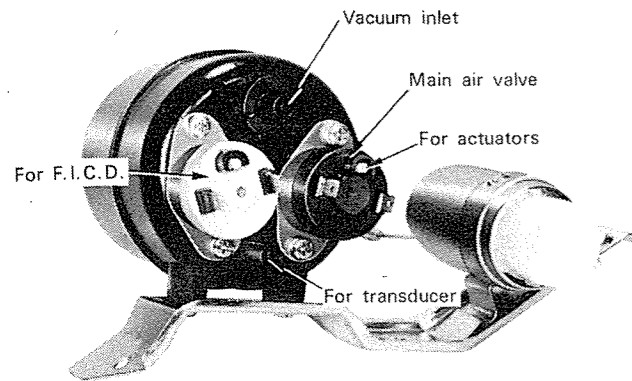
If the recirculation timer is turned on in any mode except DEF, the air valve turns off, and the line connecting the intake door actuator and air valve opens to atmosphere.



OTHER COMPONENTS

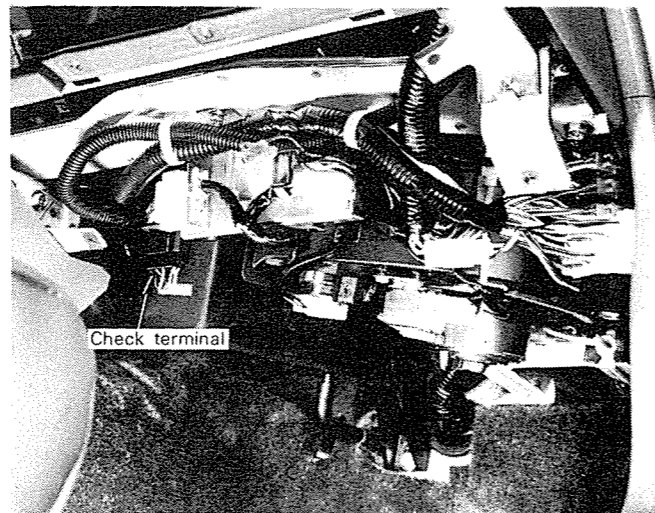
VACUUM TANK

This vacuum tank has been newly adopted for auto-temperature control type air conditioner.

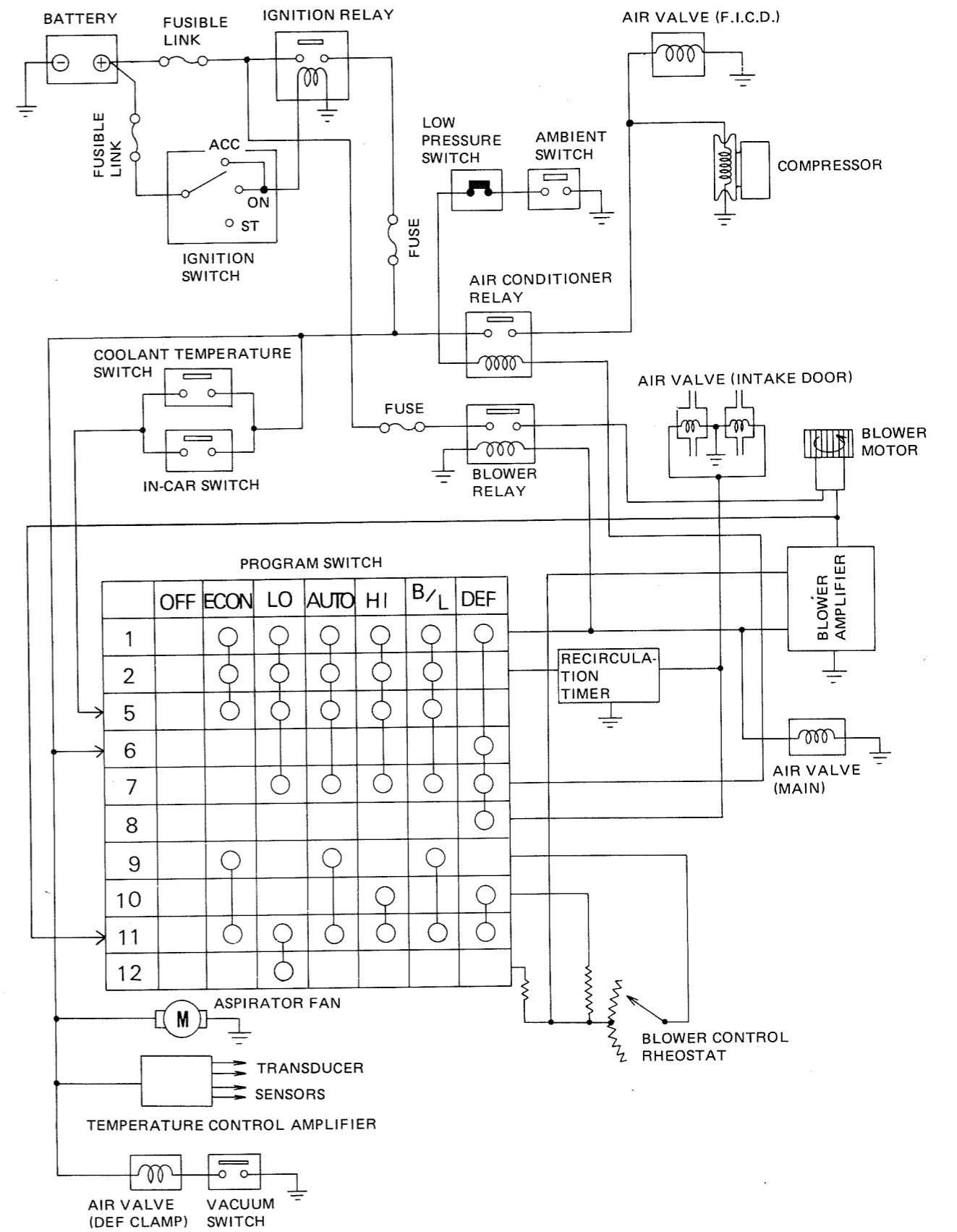


CHECK TERMINAL

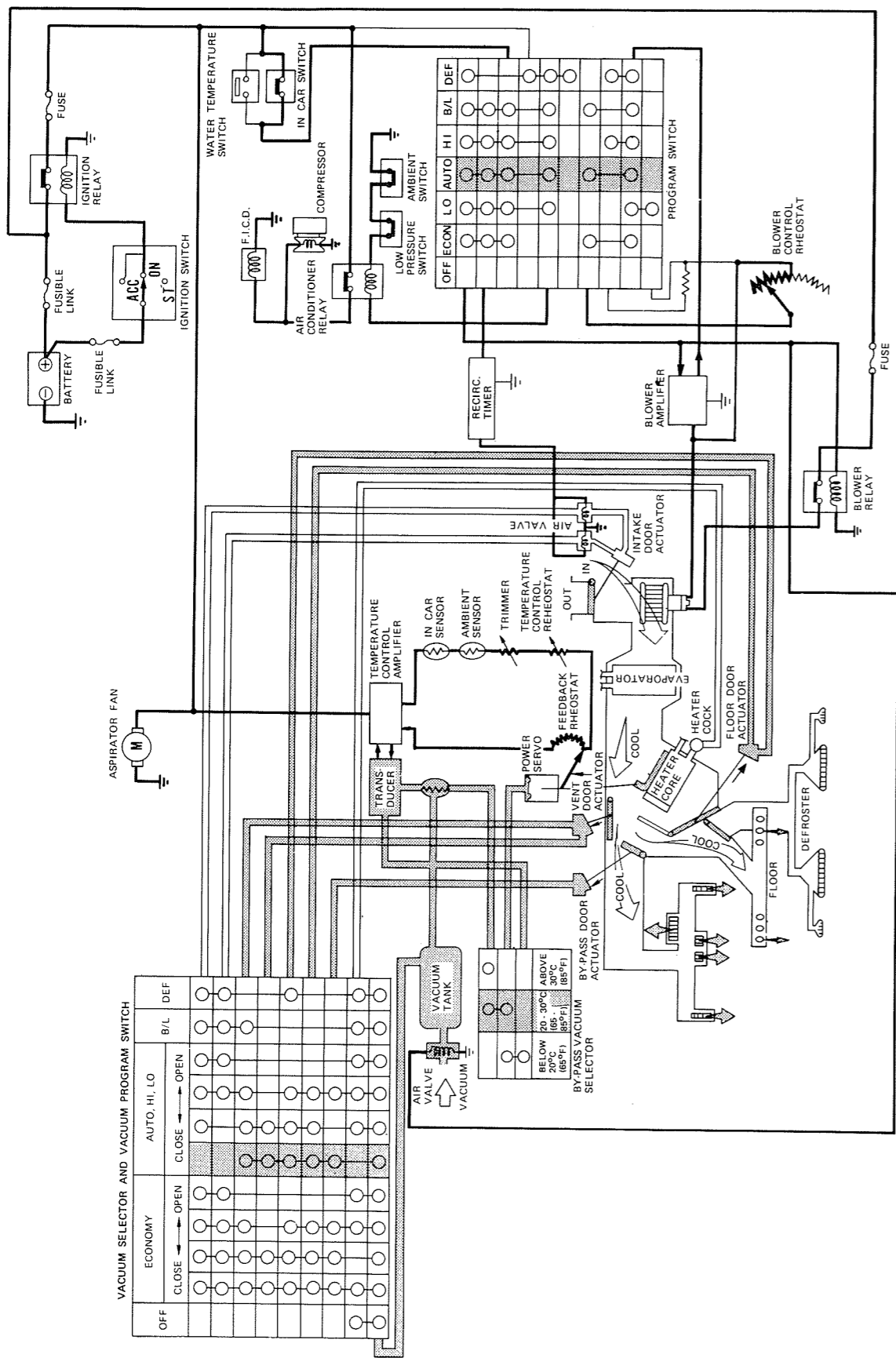
The check terminal has been adopted for facilitating trouble-shooting of electrical system.



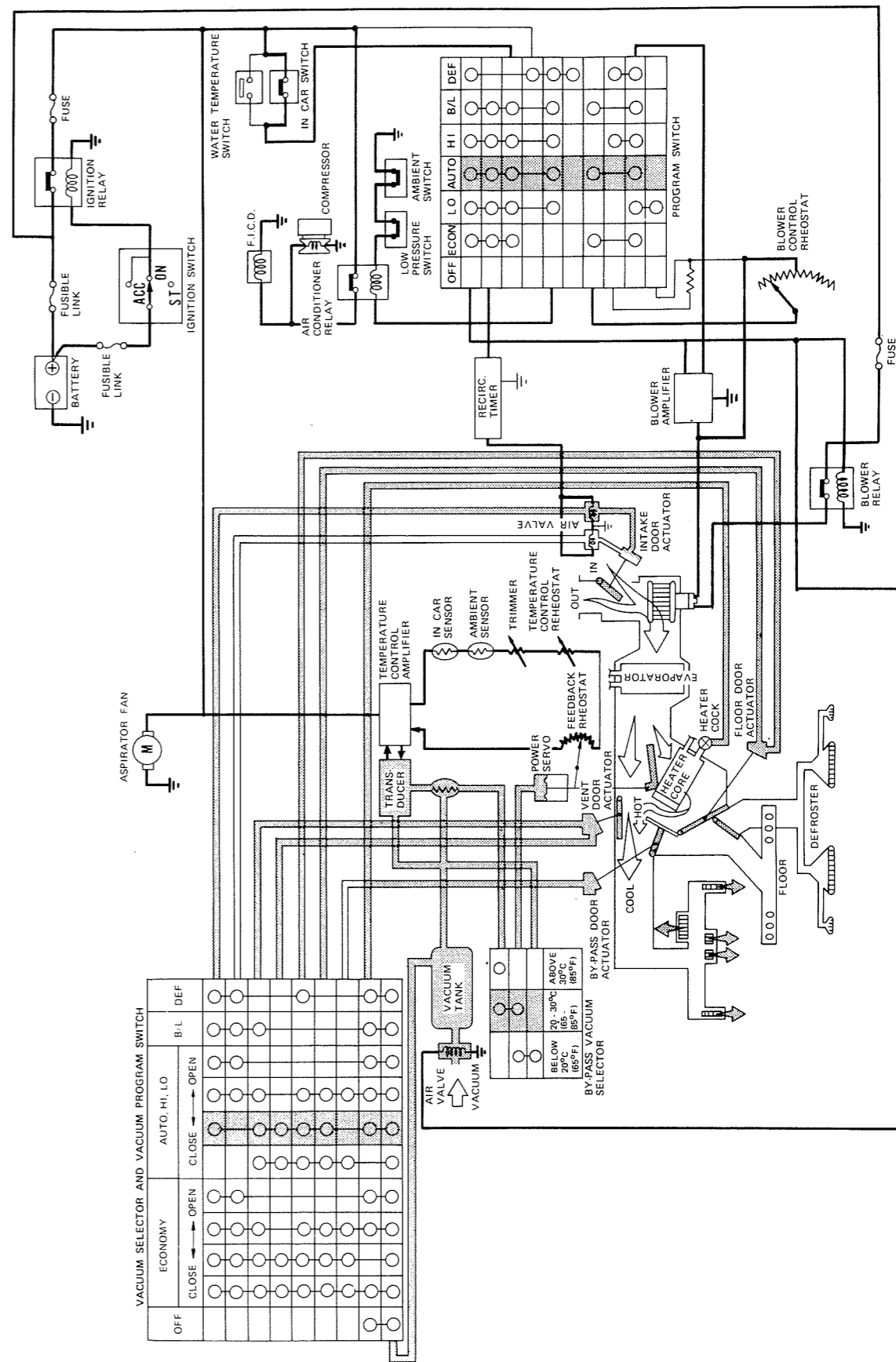
ELECTRICAL SCHEMATIC/AUTO TEMPERATURE CONTROL TYPE AIR CONDITIONER



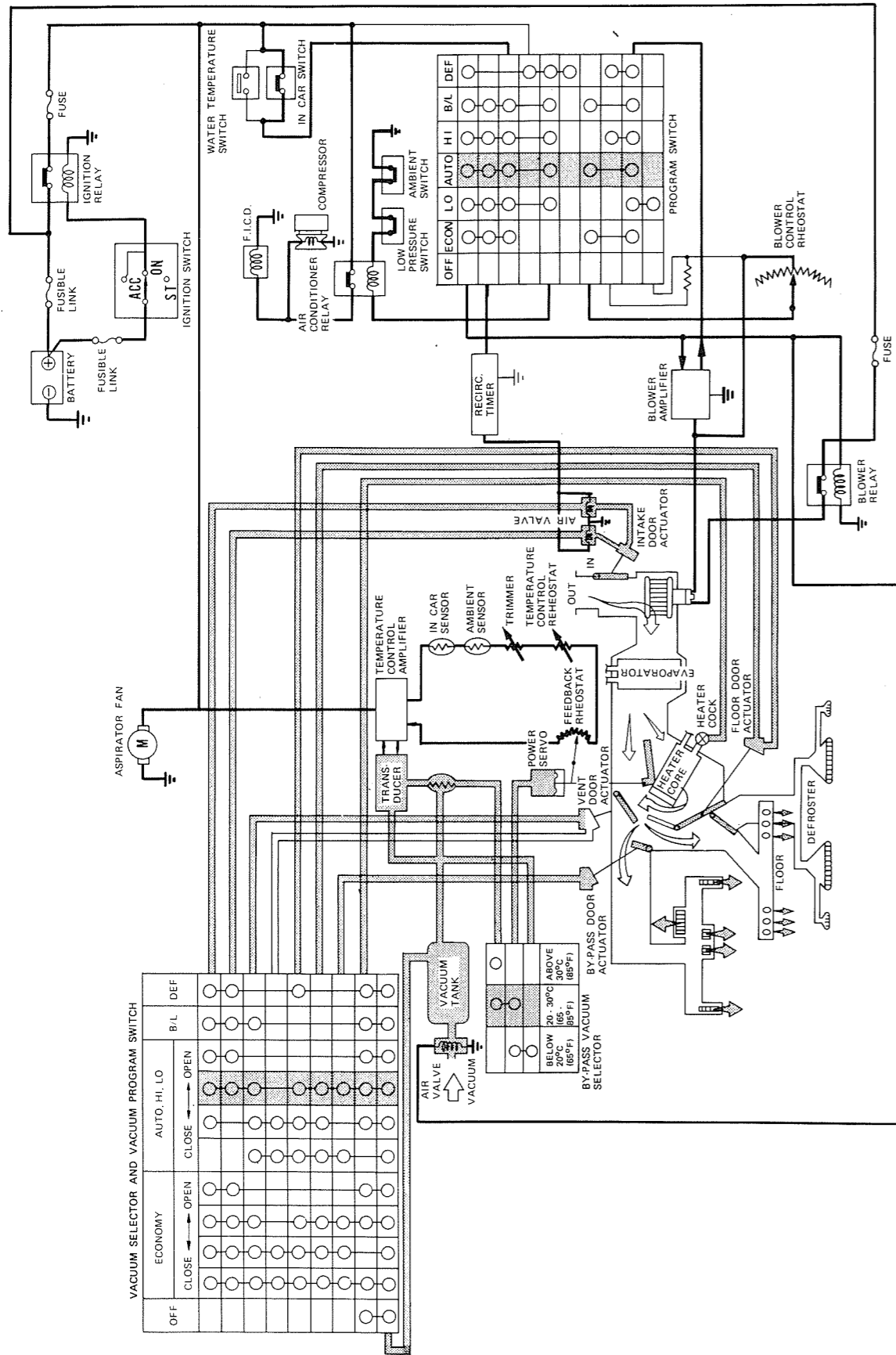
(1) Immediately after setting temperature lever to 25°C (75°F) in AUTO mode on hot day



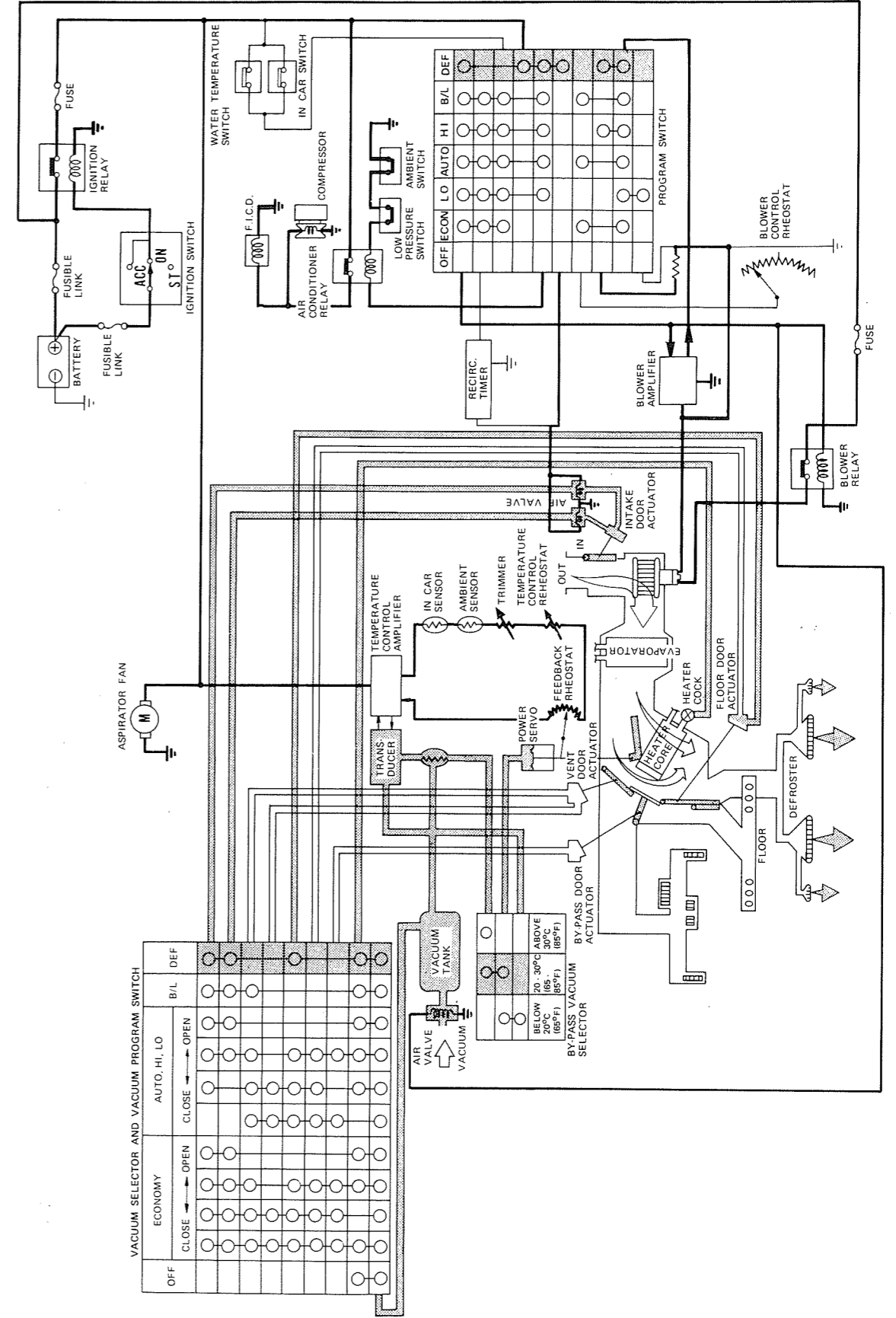
(2) When temperature approaches 25°C (75°F)



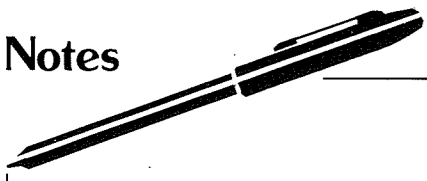
(3) When ambient air temperature lowers to approx. 25°C (75°F)



(4) When mode selector is set in DEF

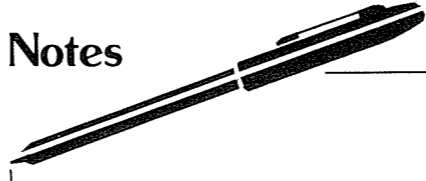


Notes



A large, empty rectangular box with rounded corners, intended for writing notes.

Notes



A large, empty rectangular box with rounded corners, intended for writing notes.



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TECHNICAL BULLETIN

Bulletin No.	TS83-066
Date	May 20, 1983
Classification	AC83-020
Section	Air Conditioning
Models	280ZX, 1983

**AUTO AIR CONDITIONER PRODUCTION CHANGE
1983 280ZX**

Beginning Serial Numbers

JN1HZ04S()DX557209
JN1HZ06S()DX502635
JN1CZ04S()DX752302
JN1CZ06S()DX700589

The following changes have been adopted on the 1983 280ZX Automatic Temperature Control air conditioner, effective with the given serial numbers.

1. The Bi-Level mode has been eliminated at the new Auto position.
2. The difference between floor duct air temperature and center vent air temperature has been reduced.

If a 280ZX, prior to these serial numbers, has an Automatic Temperature Control (ATC) air conditioner that exhibits severe fluctuation of floor duct air temperature with the same temperature control lever setting, the condition may be corrected by installing an ATC A/C Countermeasure Kit (P/N 27757-P9700). The installation procedure is contained in the Service Information section of this bulletin.

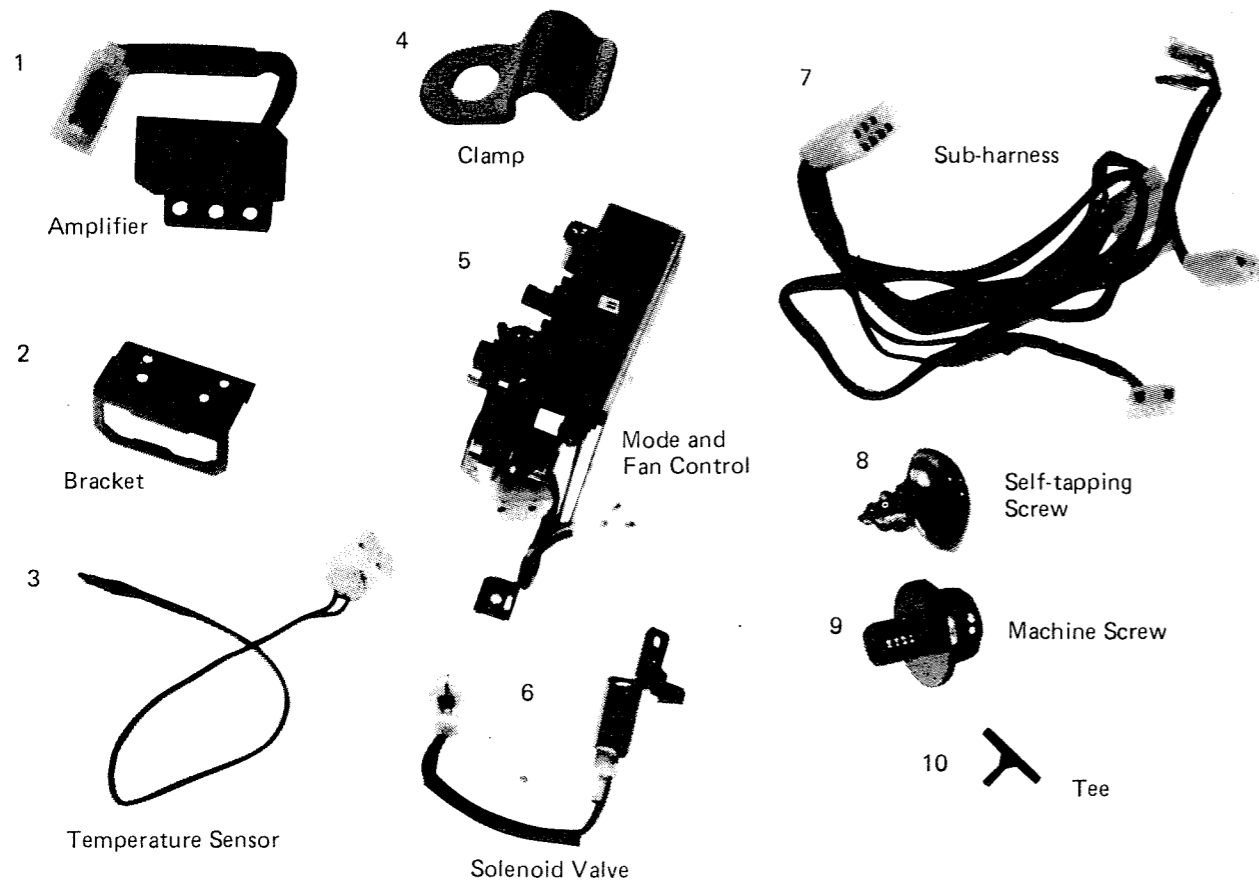
The countermeasure does not effect normal temperature cycling, but it does decrease air temperature variation at the floor duct. It also reduces the differences between floor duct air temperature and center vent air temperature when mode lever is set at AUTO position.

For details about the operation of the ATC system, see section HA of the Service Manual.

**S130 ATC AIR CONDITIONER
COUNTERMEASURE INSTALLATION**

I. Kit Parts List

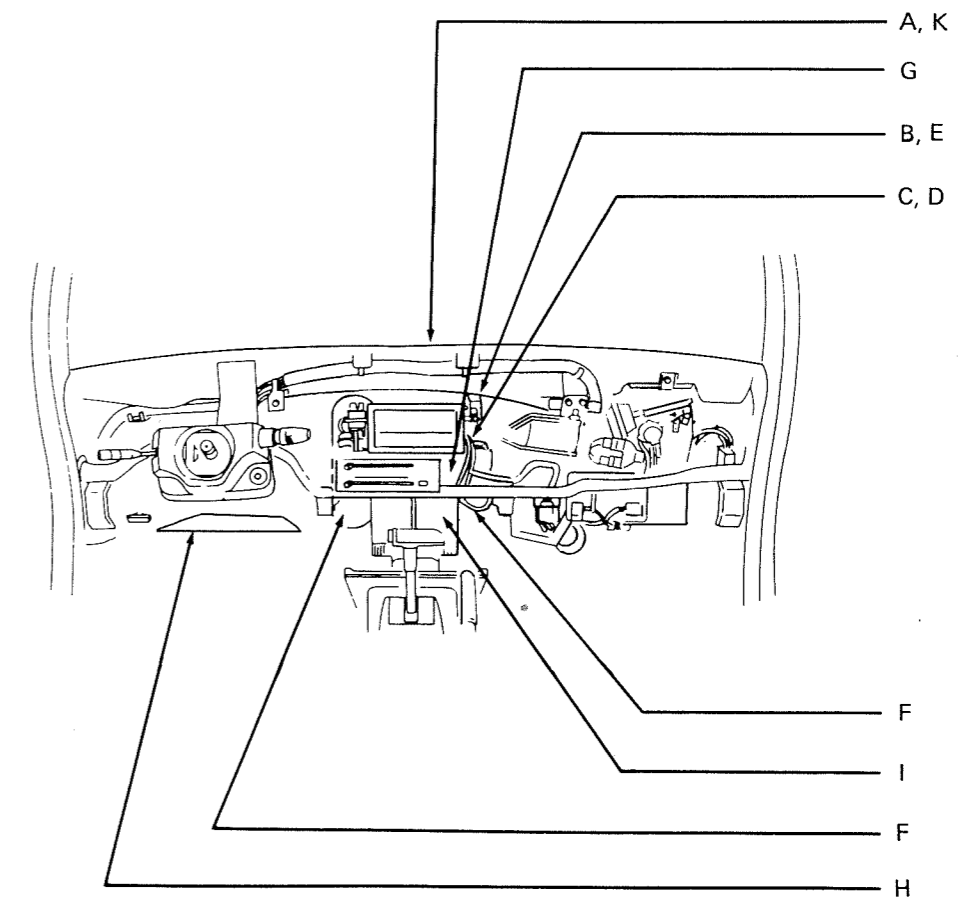
	<u>PART NAME</u>	<u>PART NUMBER</u>	<u>QUANTITY</u>
1.	Amplifier	27721-P9700	1
2.	Bracket	27041-P9700	1
3.	Temperature Sensor	27700-P9700	1
4.	Clamp	27042-P9700	2
5.	Mode and Fan Control	27740-P9700	1
6.	Solenoid Valve with Bracket	27099-P9700	1
7.	Sub-Harness	27040-P9700	1
8.	Screw (Self-Tapping)	08510-41010	2
9.	Screw (Machine)	08310-40825	1
10.	Tee	27029-P0100	1



**S130 ATC A/C COUNTERMEASURE PARTS
FIGURE 1**

II. Outline of Procedures (Refer to Figure 2)

- A. Removal of instrument panel.
- B. Removal of mode and fan control.
- C. Installation of solenoid valve.
- D. Connection of vacuum hose to solenoid valve.
- E. Installation of new mode and fan control.
- F. Connection of vacuum hoses to vacuum selector and vacuum switches.
- G. Installation of amplifier.
- H. Installation of duct temperature sensor.
- I. Connection of main harness and sub-harness.
- J. Function testing.
- K. Installation of instrument panel.



**PROCEDURE OUTLINE
FIGURE 2**

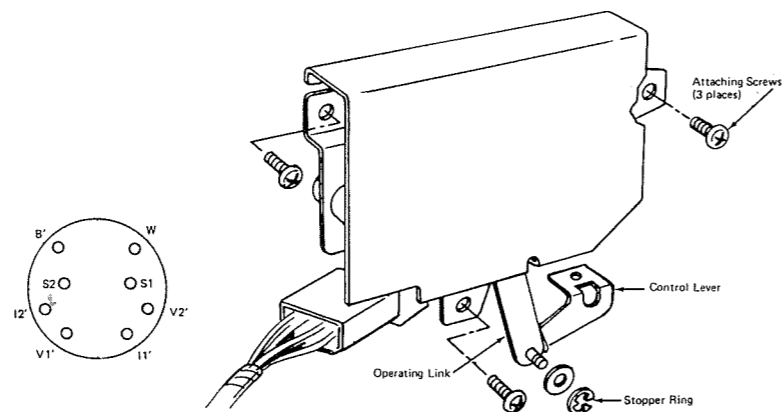
III. Procedures

A. Removal of Instrument Panel

1. Remove instrument panel by following the procedures described in the Datsun 280ZX Service Manual.

B. Removal of Mode and Fan Control (Refer to Figure 3)

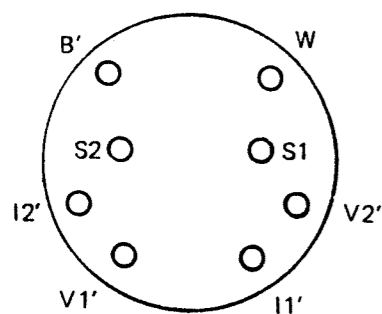
1. Disconnect mode and fan control lever from operating link by removing stopper ring.
2. Remove attaching screws (3 places).
3. Disconnect the vacuum hoses from the vacuum program switch on mode and fan control, one at a time, and transfer to the corresponding terminal on the new vacuum program switch of new mode and fan control. (Refer to Figure 4 and Table 1.)



MODE AND FAN CONTROL UNIT

FIGURE 3

- Notes:
1. W hose formerly connected to V1' of old vacuum program switch will now be connected to V2' of new vacuum program switch. V1' terminal of new switch is plugged.
 2. 2W hose formerly connected to V2' of old vacuum program switch will be pulled out and cut in step F1 and F2.
 4. Disconnect harness connector
Note: Do not install new Mode and Fan Control at this time.



NOTE: Refer to Datsun 280ZX Service Manual, A/C Section for vacuum hose color codes.

VACUUM PROGRAM SWITCH HOSE TERMINALS

FIGURE 4

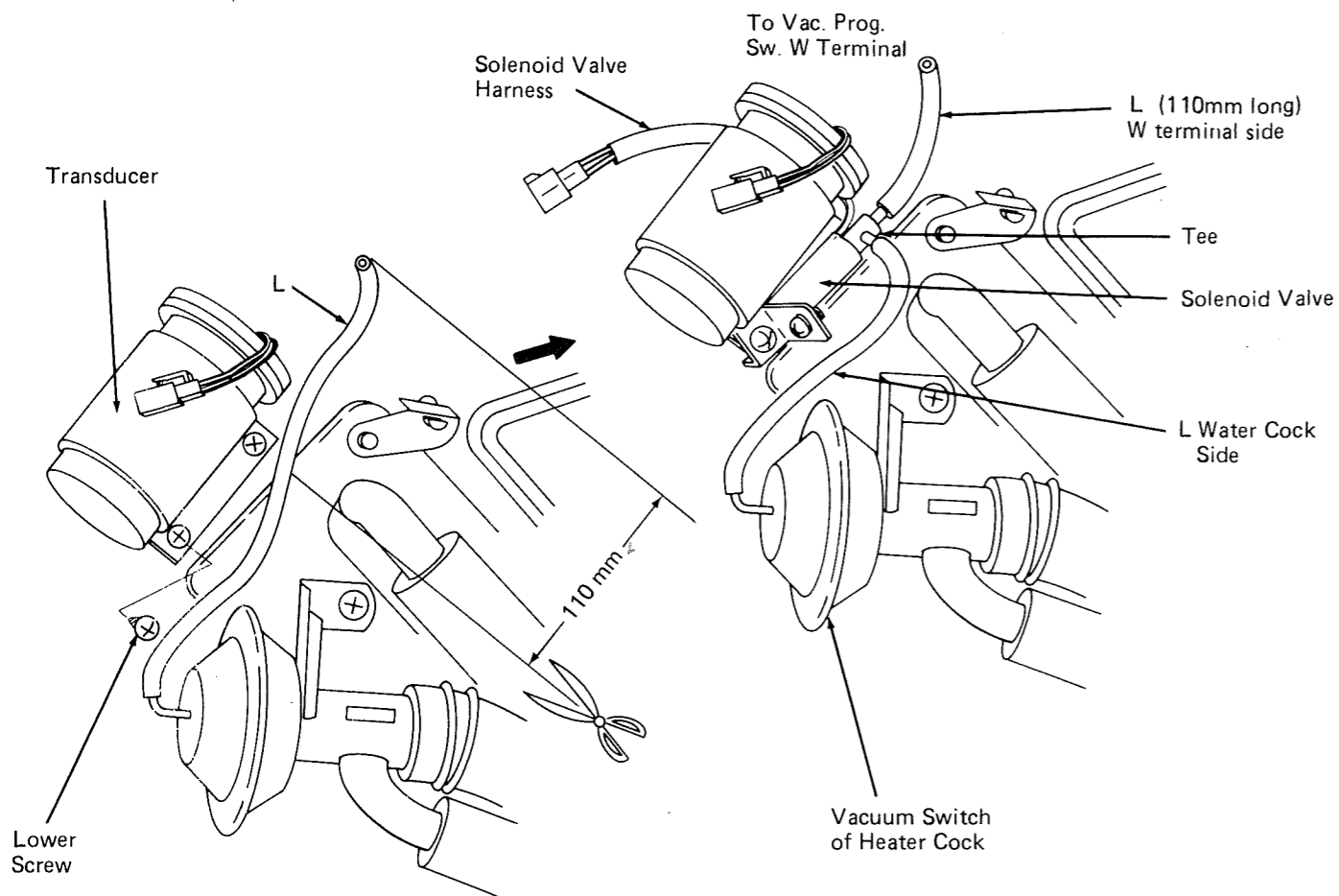
BEFORE		AFTER		REMARKS
TERMINAL	HOSE	TERMINAL	HOSE	
W	L	W	L	No Change
B'	B	B'	B	No Change
S1	L	S1	L	No Change
S2	*R or L	S2	*R or L	No Change
I1'	G	I1'	G	No Change
I2'	2G	I2'	2G	No Change
V1'	W	V1'	Plugged	New
V2'	2W	V2'	W	New

*R: Prior to 2/82 Production
L: Beginning 2/82 Production

VACUUM PROGRAM SWITCH HOSE CONNECTIONS

TABLE 1

- C. Installation of Solenoid Valve (Refer to Figure 5).
 1. Remove lower screw securing the transducer.
 2. Install solenoid valve on adapter bracket using one machine screw. Then install adapter bracket with lower transducer securing screw.
 3. Route the harness of solenoid valve between transducer and heater unit.
- D. Connection of Vacuum Hose to Solenoid Valve (Refer to Figure 5).
 1. Locate hose L which connects water cock and W terminal of vacuum program switch.
 2. Cut hose L at a location 110 mm from W terminal end.
 3. Connect hose L of water cock side to the nipple of solenoid valve as shown in Figure 5.
 4. Connect hose L (110 mm length) of W terminal to the other nipple of solenoid valve as shown in Figure 5.



HEATER COCK SOLENOID VALVE INSTALLATION

FIGURE 5

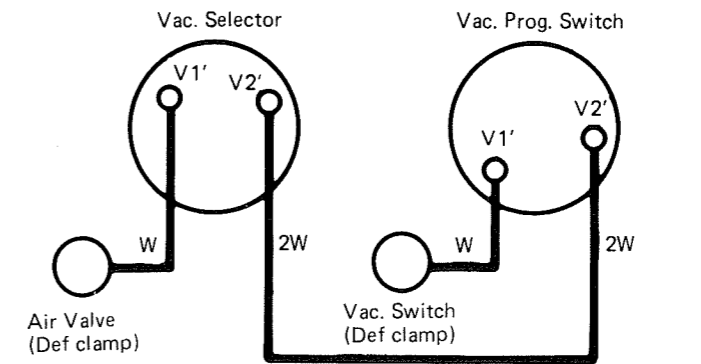
E. Installation of New Mode and Fan Control

1. Remove and discard the control lever from the new mode and fan control unit (Refer to Figure 3).
2. Install new mode and fan control on heater unit using 3 previously removed attaching screws.
3. Connect operating link to the existing control lever.

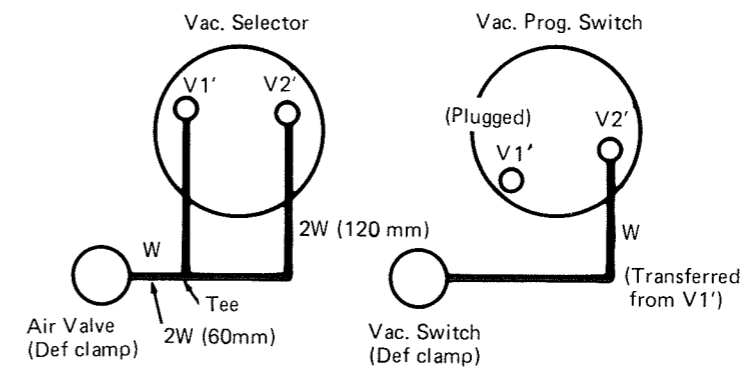
F. Connection of Vacuum Hoses to Def. Clamp Air Valve and Vacuum Switch

For vehicles prior to 2/82 production refer to Figures 6 and 7. Air valve (Def. Clamp) Vacuum Hose Connections

1. Cut 2W vacuum hose of vacuum selector at a location 4.8 inches (120mm) from V2' terminal of vacuum selector.
2. Pull out remaining section of 2W hose previously disconnected from old vacuum program switch V2' terminal.
3. Cut a 2.4 inch (60mm) length of 2W hose from the removed section (Refer to Figure 7).



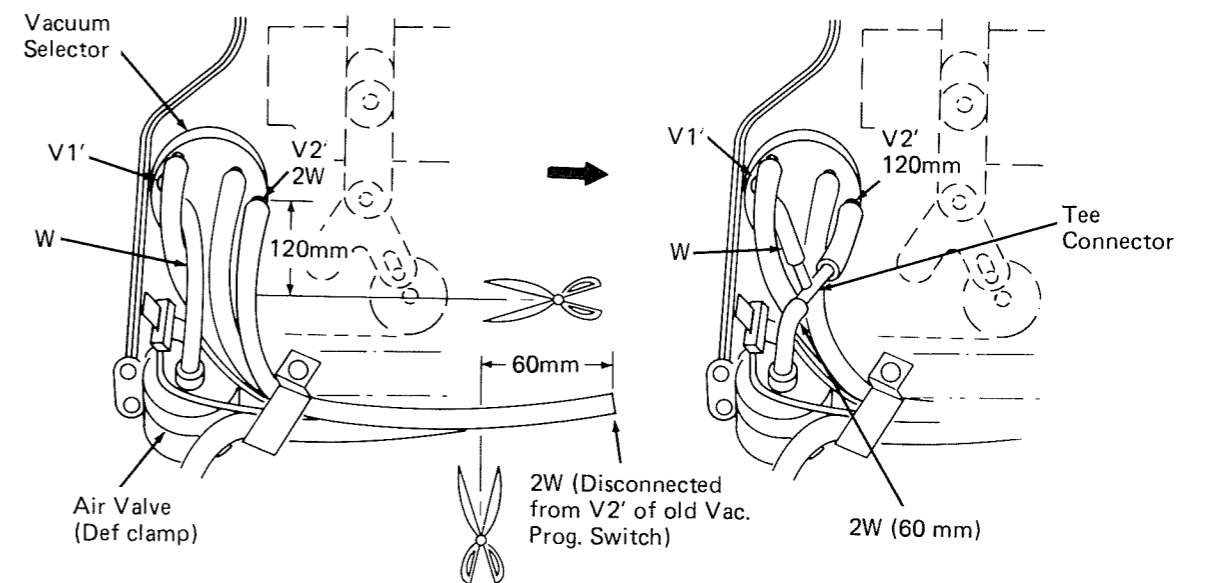
BEFORE



AFTER

VACUUM HOSE DIAGRAMS

FIGURE 6



AIR VALVE (DEF. CLAMP) VACUUM HOSE CONNECTIONS

FIGURE 7

4. Disconnect W hose connecting the vacuum selector and def. clamp air valve at the air valve. Using a tee connector, attach hose W and 2W, 4.8 inch (120mm) length, previously cut in step 1 to air valve (def. clamp) as shown in Figures 6 and 7.

Beginning 2/82 production (refer to Figures 7, 8 and 9) Air Valve (Def. Clamp) Vacuum Hose Connections

1. Cut 2W vacuum hose of vacuum selector at a location of 4.8 inches (120mm) V2' terminal of vacuum selector. (Refer to Figures 7 and 8)
2. Cut a 2.4 inch (60mm) length of 2W hose from the vacuum program switch side of the hose previously cut in Step 1. (Refer to Figure 7).

Note: 2W hose was disconnected from V2' of Vac. Prog. Switch in step B.3.

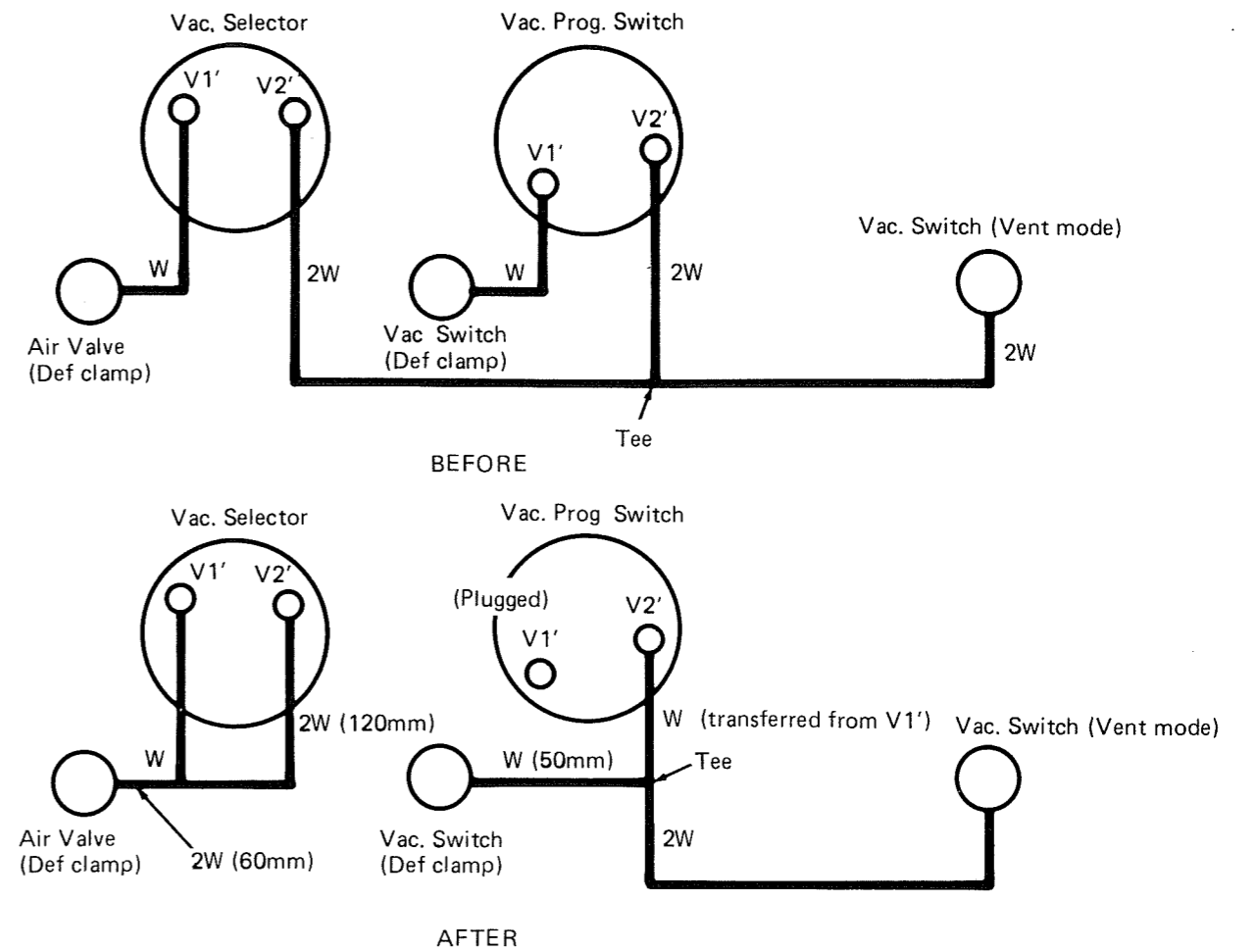
3. Disconnect W hose connecting the vacuum selector and air valve at the air valve (def. clamp). Using a tee connector, attach W and 2W hoses to air valve (def. clamp) as shown in Figures 7 and 8.

Vacuum Switch (Def. Clamp) Hose Connections

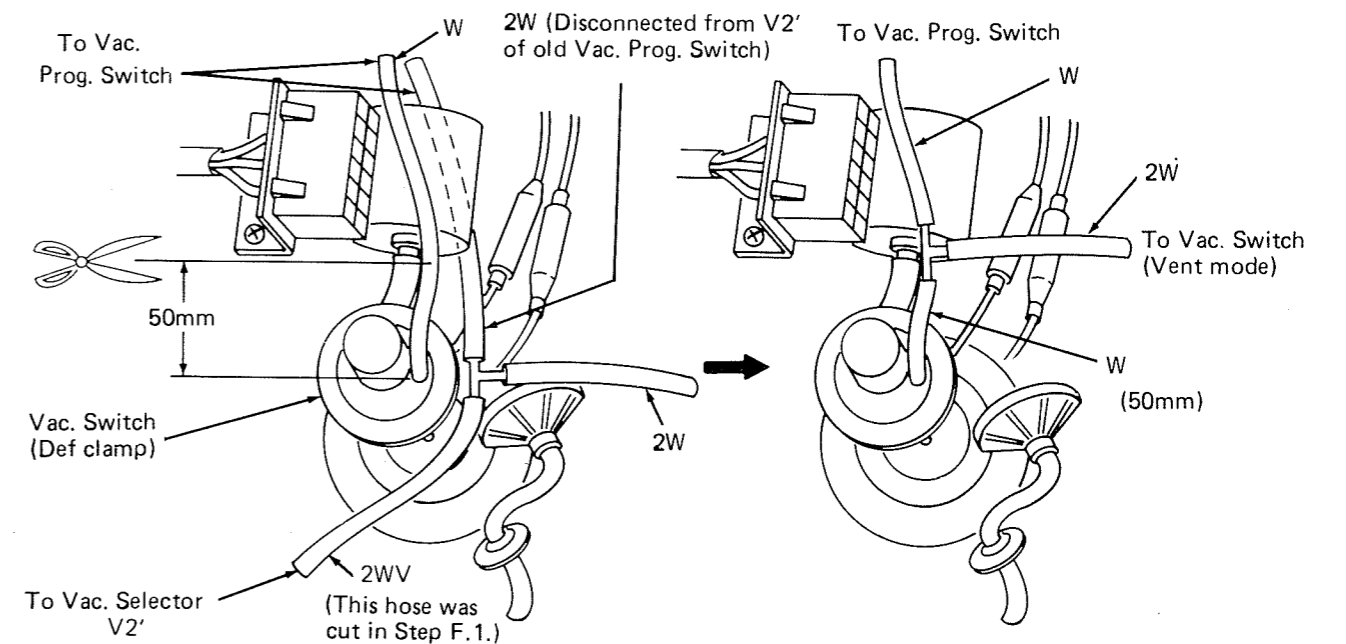
1. Remove remaining section of 2W hose between vacuum selector and tee connector. Remove 2W hose previously connected between tee connector and vacuum program switch V2' terminal. (Refer to Figures 8 and 9).
2. Cut W hose connecting vacuum switch (def. clamp) and vacuum program switch V2' terminal at a location 50mm from vacuum switch. (Refer to Figure 9).
3. Connect W and 2W hoses to vacuum switch (def. clamp) using the existing tee connector as shown in Figures 8 and 9.

G. Installation of Amplifier (Refer to Figure 10).

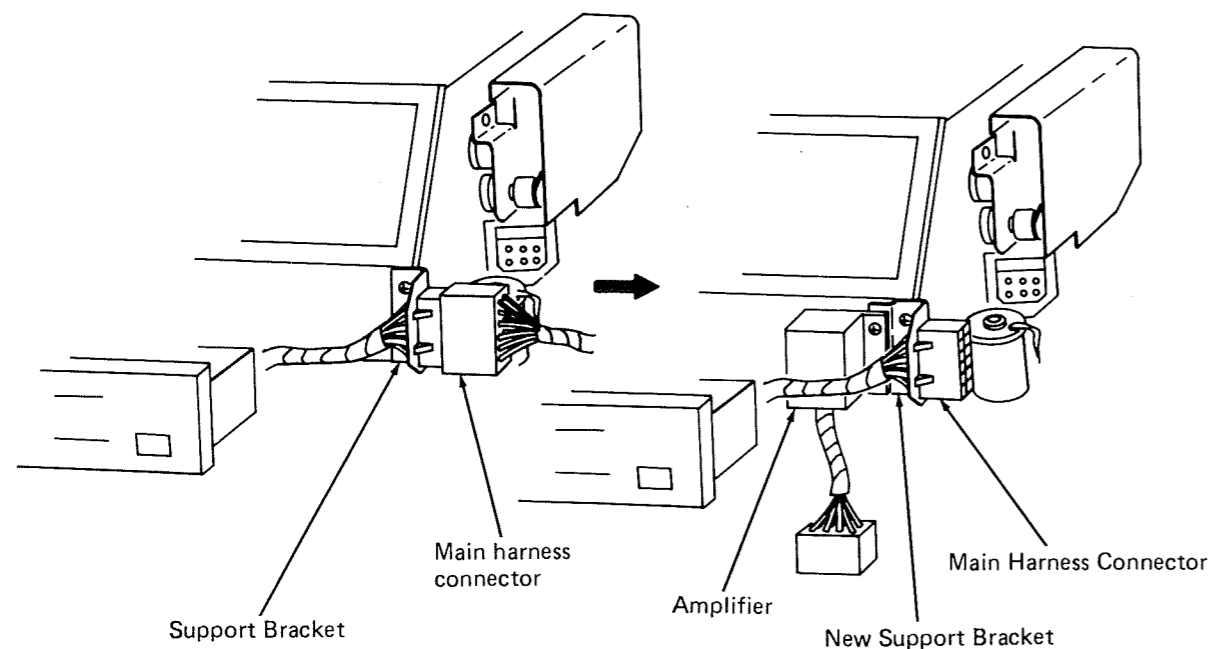
1. Remove main harness 12-pin connector located near right hand side of control panel from the support bracket.
2. Replace support bracket with new bracket.
3. Install main harness connector on new support bracket.
4. Install amplifier on the new bracket.



VACUUM HOSE DIAGRAMS
FIGURE 8



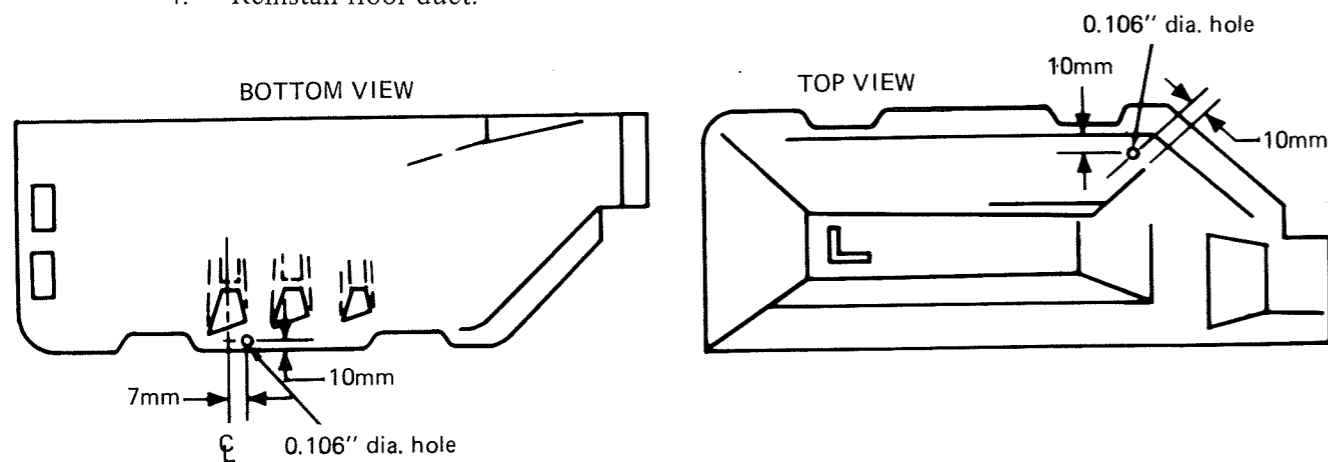
VACUUM SWITCH (DEF. CLAMP) VACUUM HOSE CONNECTIONS
FIGURE 9



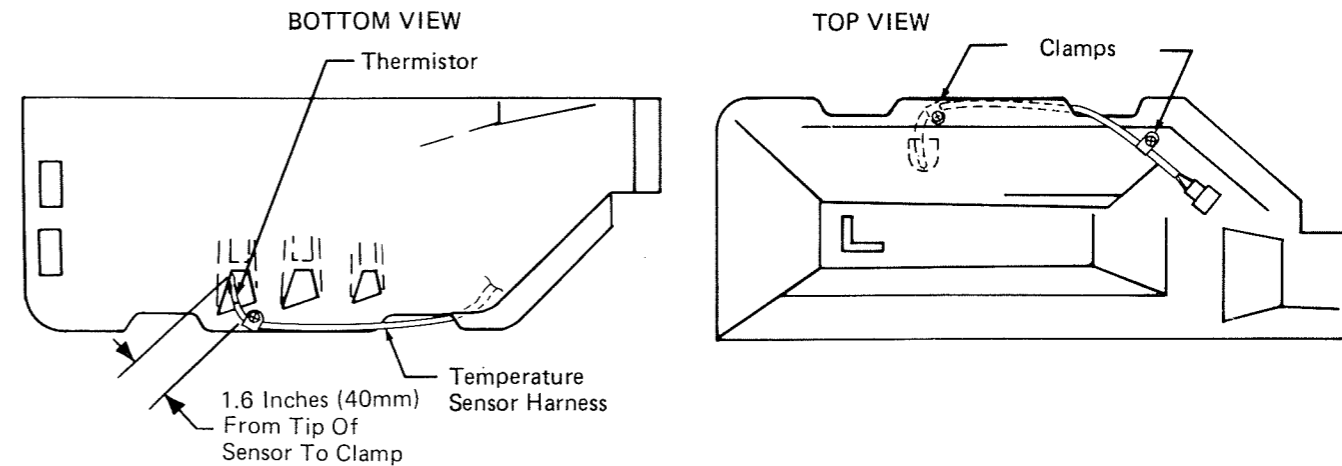
AMPLIFIER INSTALLATION
FIGURE 10

H. Installation of Duct Temperature Sensor

1. Remove floor duct at driver's side.
2. Drill 2 #36 (0.106") holes on the edge of floor duct for the temperature sensor clamp screws at the locations shown in Figure 11.
3. Install temperature sensor on the floor duct as shown in Figure 12. Secure temperature sensor harness with 2 clamps and self-tapping screws as shown in Figure 12.
4. Reinstall floor duct.



FLOOR DUCT SENSOR CLAMP SCREW LOCATIONS
FIGURE 11



FLOOR DUCT TEMPERATURE SENSOR INSTALLATION
FIGURE 12

I. Connection of Main Harness and Sub-Harness (Refer to Figure 13).

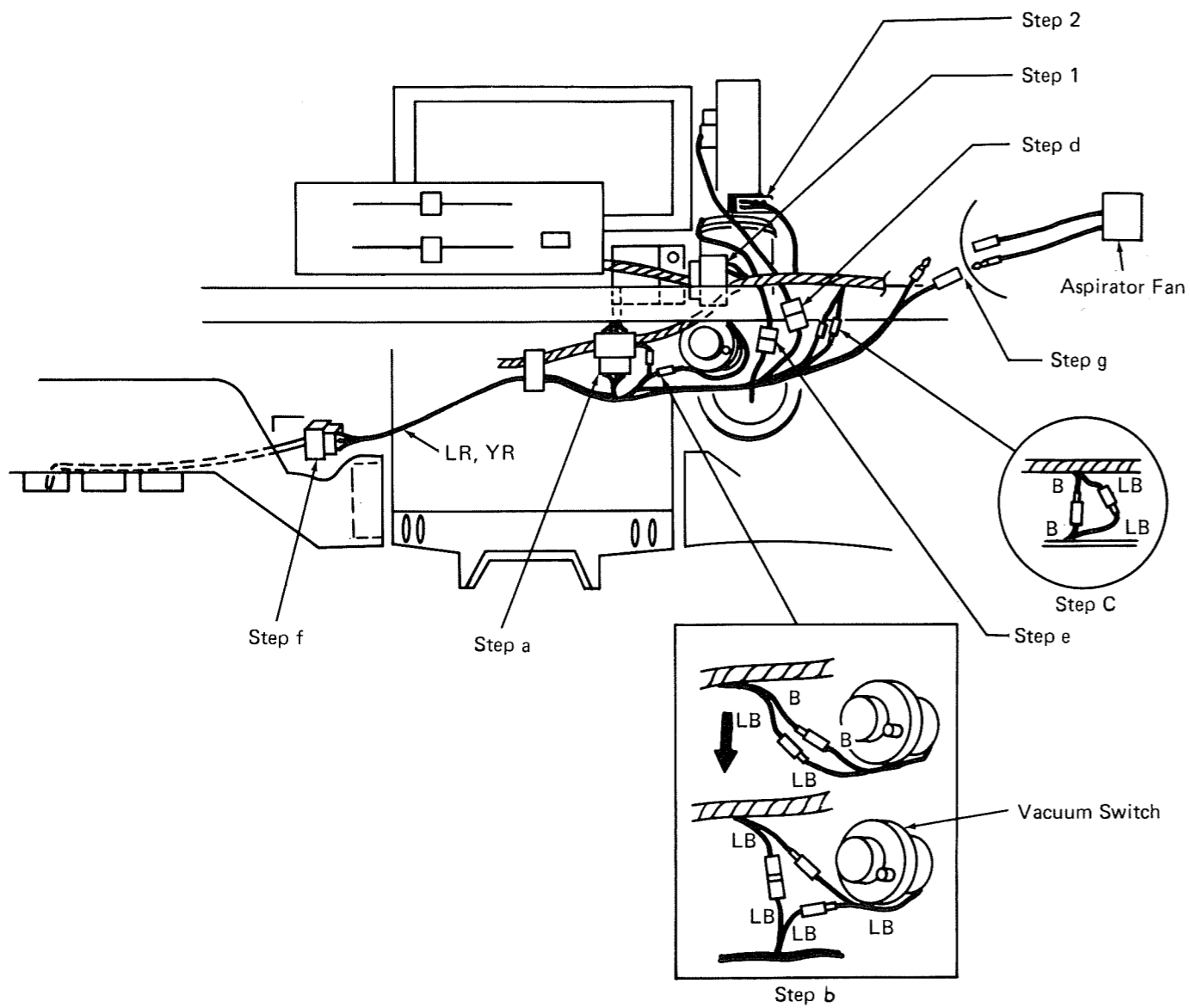
1. Reconnect 12-pin main harness connector.
2. Reconnect 4-pin connector of main harness to 4-pin connector of Mode and Fan Control Unit.
3. Connect sub-harness to the respective connectors as shown in Figure 13
 - a. Connect 7-pin connector of sub-harness with Amplifier.
 - b. Disconnect "LB" wire of main harness leading to Vacuum Switch (Def. Clamp). Connect "LB" wires of sub-harness to the "LB" wires by connecting the corresponding terminals.
 - c. Connect "LB" and "B" wires of sub-harness with the main harness wires leading to the Aspirator Fan.
 - d. Connect 3-pin (B, LR, YG) connectors of sub-harness and Mode and Fan Control Unit.
 - e. Connect 2-pin (LB, LG) connectors of heater cock Solenoid Valve and sub-harness.
 - f. Connect 2-pin (YR, LR) connectors of Duct Temperature Sensor and sub-harness.
 - g. When installing the instrument panel, connect "LB" and "B" wires with Aspirator Fan harness.

J. Perform function test in accordance with the Automatic Temperature Control Troubleshooting Guide.

Note: The aspirator fan and in-car sensor should be removed from the instrument panel and connected to the sub-harness before testing.

K. Installation of Instrument Panel

1. Install the instrument panel, following the procedures described in the service manual.



MAIN HARNESS AND SUB-HARNESS CONNECTIONS
FIGURE 13

Warranty Information

CS	PNC	CT	Operation No.	Flat Rate
9Y	27032	99	BE8899	4.0 hr.



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TECHNICAL BULLETIN

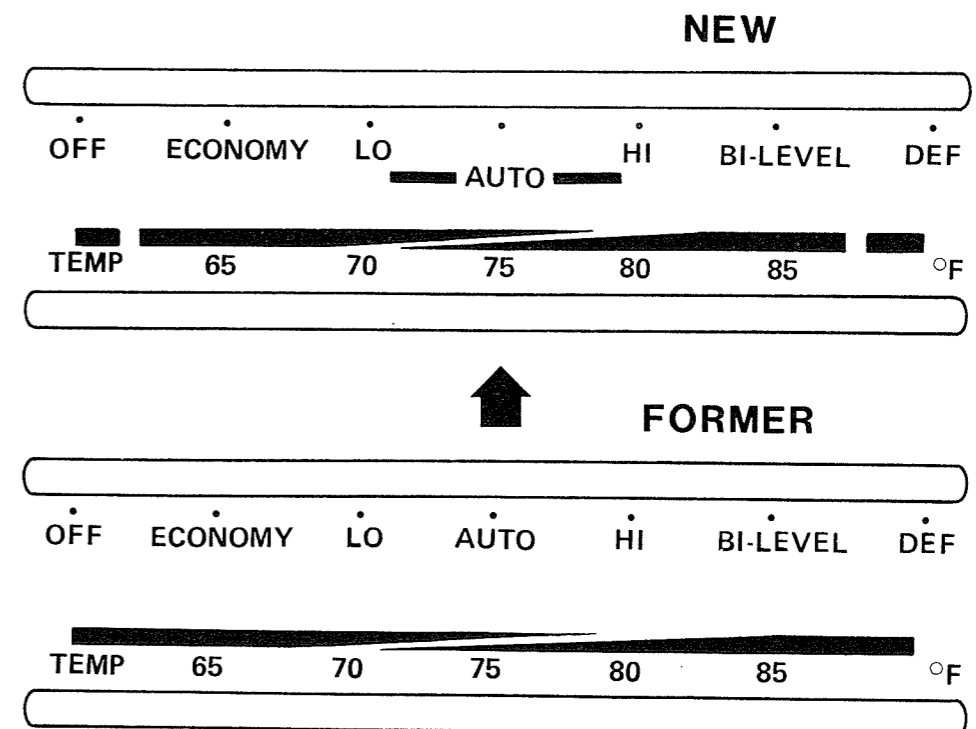
Bulletin No.	TS82-032
Date	May 24, 1982
Classification	AC82-002
Section	Air Conditioning
Models	280ZX

AUTO AIR CONDITIONER PRODUCTION CHANGE, 280ZX

Beginning Serial Numbers: JN1HZ04S()CX445632 JN1CZ04S()CX621671
JNLHZ06S()CX426828 JN1CZ06S()CX601562

The following changes were adopted on the 1982 280ZX air conditioner:

1. The in-car switch (see page HA-59, 1982 280ZX service manual) has been eliminated and the coolant temperature characteristic of the coolant temperature switch water sensor has been changed from 30°C (86°F) to 50°C (122°F).
2. Maximum fan speed at Economy and Auto modes has been reduced 20%.
3. The control panel indicator has been modified as indicated in the sketch below.





638-84