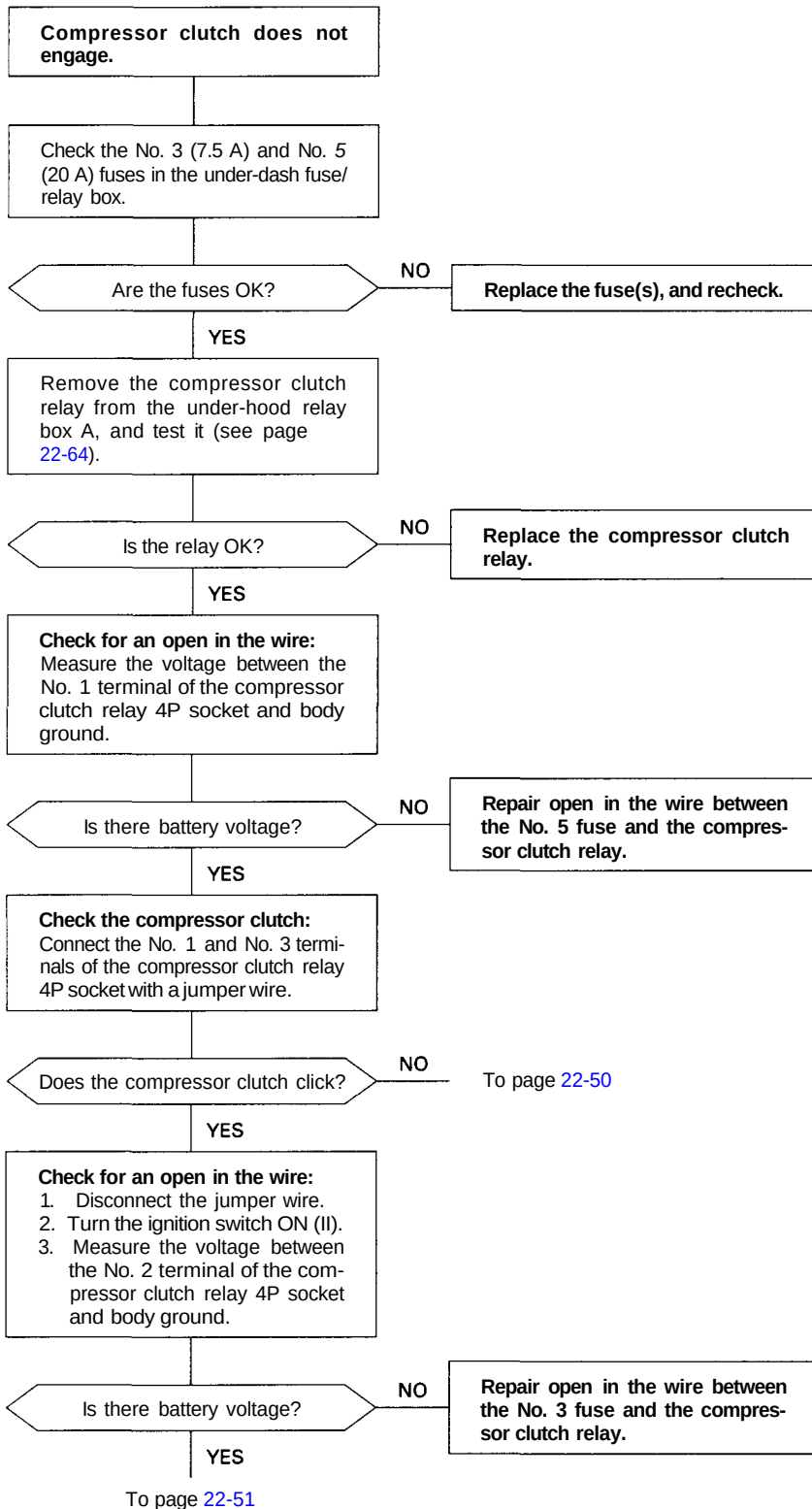
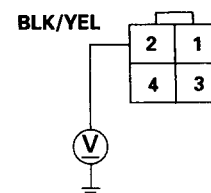
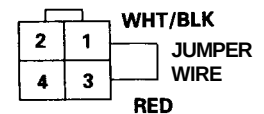
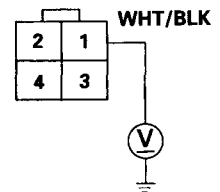


Compressor



COMPRESSOR CLUTCH RELAY
4P SOCKET



(cont'd)

Troubleshooting

Compressor (cont'd)

From page [22-49](#)

Check for an open in the wire:

1. Disconnect the jumper wire.
2. Disconnect the compressor clutch 1P connector.
3. Check for continuity between the No. 3 terminal of the compressor clutch relay 4P socket and the terminal of the compressor clutch 1P connector.

Is there continuity?

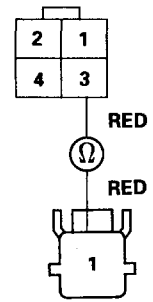
NO

Repair open in the wire between the compressor clutch relay and the compressor clutch.

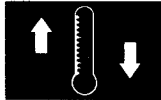
YES

Inspect the compressor clutch clearance and the compressor clutch field coil (see page [22-82](#)).

**COMPRESSOR CLUTCH RELAY
4P SOCKET**



COMPRESSOR CLUTCH 1P CONNECTOR
Wire side of female terminals



From page [22-49](#)

Check the PCM (ACC and ACS lines):

1. Turn the ignition switch OFF, then reinstall the compressor clutch relay.
2. Disconnect the fan control unit 12P connector.
3. Connect the No. 8 terminal and body ground with a jumper wire.
4. Turn the ignition switch ON (II), and start the engine.

Does the compressor clutch engage?

NO

To page [22-52](#)

YES

Check for a short in the wire:

1. Turn the ignition switch OFF, then disconnect the jumper wire.
2. Disconnect the radiator fan control sensor 2P connector.
3. Check for continuity between the No. 2 terminal and body ground.

Is there continuity?

YES

Repair short in the wire between the radiator fan control sensor and the fan control unit.

NO

Test the radiator fan control sensor (see Fan Controls in [section 10](#)).

Is the sensor OK?

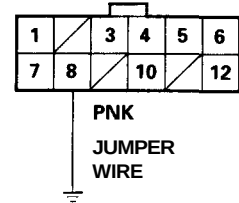
NO

Replace the radiator fan control sensor.

YES

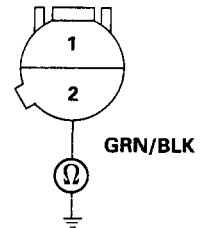
Check for loose wires or poor connections at the fan control unit 12P connector. If the connections are good, substitute a known-good fan control unit, and recheck. If the symptom/indication goes away, replace original fan control unit.

FAN CONTROL UNIT 12P CONNECTOR



Wire side of female terminals

RADIATOR FAN CONTROL SENSOR 2P CONNECTOR



Wire side of female terminals

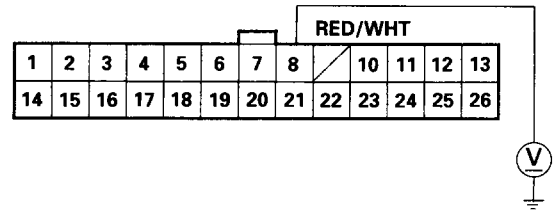
(cont'd)

Troubleshooting

Compressor (cont'd)

From page 22-51

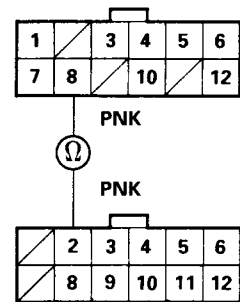
PCM CONNECTOR A (26P)



Wire side of female terminals

FAN CONTROL UNIT 12P CONNECTOR

Wire side of female terminals



PCM CONNECTOR C (12P)

Wire side of female terminals

Check for an open in the wire:

1. Turn the ignition switch OFF, then disconnect the jumper wire.
2. Make sure the A/C is OFF, then turn the ignition switch ON (II).
3. Using a *Backprobe Set (T/N 07SAZ-001000A), measure the voltage between the No. 8 terminal of the PCM connector A (26P) and body ground with the PCM connectors connected.

Is there battery voltage?

NO

Repair open in the wire between the compressor clutch relay and the PCM.

YES

Check for an open in the wire:

1. Turn the ignition switch OFF.
2. Disconnect the PCM connector C (12P).
3. Check for continuity between the No. 8 terminal of the fan control unit 12P connector and the No. 2 terminal of the PCM connector C (12P).

Is there continuity?

NO

Repair open in the wire between the fan control unit and the PCM.

YES

Check for loose wires or poor connections at the PCM connector A (26P) and C (12P). If the connections are good, substitute a known-good PCM, and recheck. If the symptom/indication goes away, replace the original PCM.

*How to use the backprobe sets

Connect the backprobe adapters to the stacking patch cords, and connect the cords to a multimeter. Using the wire insulation as a guide for the contoured tip of the backprobe adapter, gently slide the tip into the connector from the wire side until it comes in contact with the terminal end of the wire (see section 11).