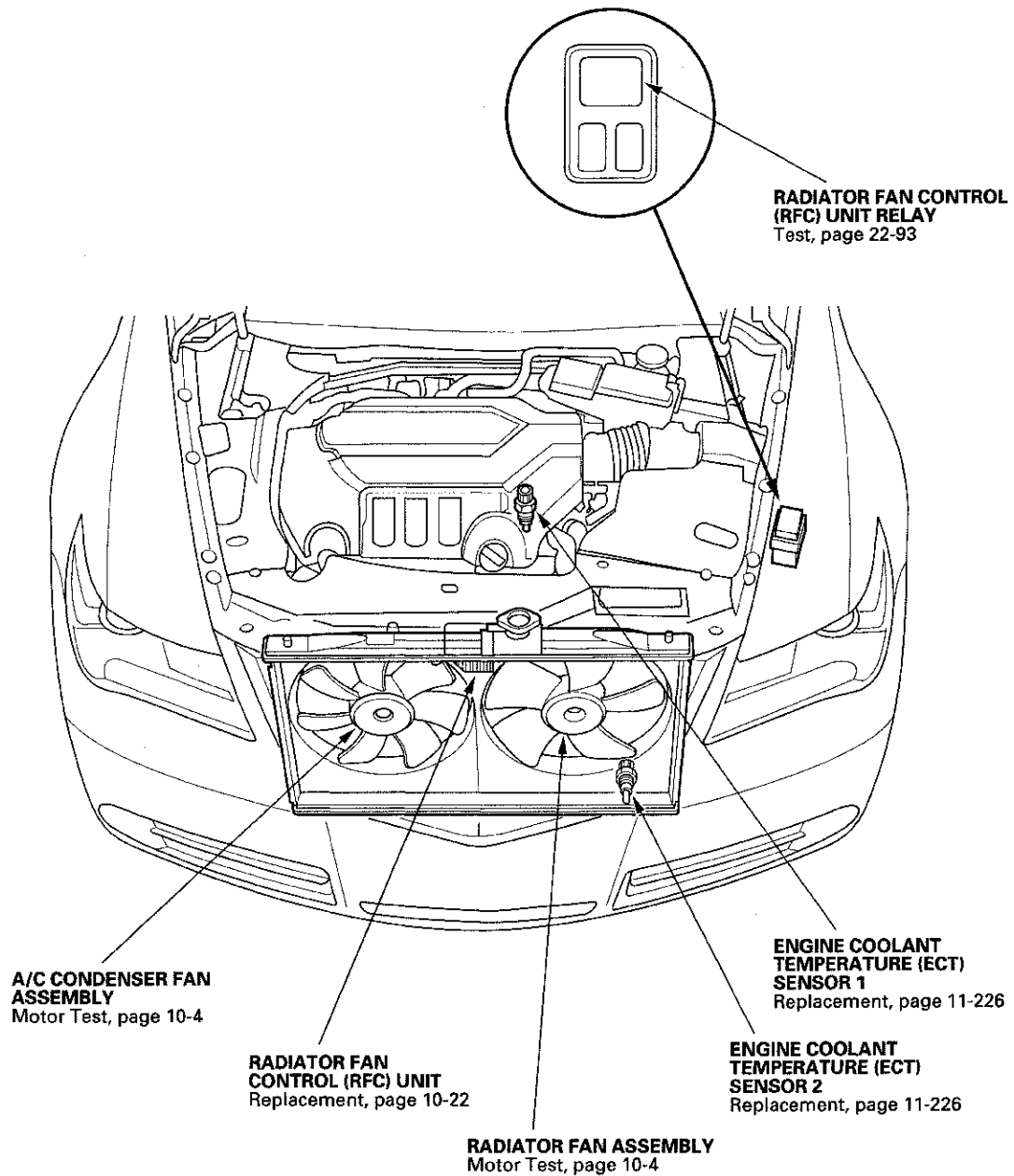


Fan Controls



Component Location Index



Fan Controls

Symptom Troubleshooting Index

Symptom	Diagnostic Procedure	Also check for
Engine overheats	1. Check the coolant level. 2. Check for the coolant leakage (from gaskets, hoses, O-rings, etc.). 3. Check for dirt, leaves, or insects on radiator and condenser. 4. Check for deteriorated coolant. 5. Check for damaged or deformed fan shroud. 6. Inspect the fan motors (see page 10-4) or fan relay (see page 22-93). 7. Check the radiator cap (see page 10-3). 8. Check the thermostat (see page 10-4). 9. Inspect the water pump (see page 10-5). 10. Check for plugged or deteriorated radiator hoses. 11. Check for plugged heater core or hose(s). 12. Check for a damaged cylinder head gasket.	Proper radiator and condenser fan control and operation
Both the radiator fan and the A/C condenser fan do not run when the engine coolant temperature is above 207 °F (97 °C)	1. Check for PGM-FI DTCs. 2. Radiator fan and A/C condenser fan circuit troubleshooting (see page 10-20).	Cleanliness and tightness of all connectors
The A/C condenser fan runs, but the radiator fan does not run at all	1. Check for PGM-FI DTCs. 2. Radiator fan circuit troubleshooting (open) (see page 10-20).	Cleanliness and tightness of all connectors
The radiator fan runs, but the A/C condenser fan does not run at all	1. Check for PGM-FI DTCs. 2. A/C condenser fan circuit troubleshooting (open) (see page 10-21).	Cleanliness and tightness of all connectors
The radiator fan runs with the ignition switch in ON (II), the A/C off, and the engine coolant temperature below 201 °F (94 °C)	1. Check for PGM-FI DTCs. 2. Radiator fan circuit troubleshooting (Short) (see page 10-21).	Cleanliness and tightness of all connectors
The A/C condenser fan runs with the ignition switch in ON (II), the A/C off, and the engine coolant temperature below 201 °F (94 °C)	1. Check for PGM-FI DTCs. 2. A/C condenser fan circuit troubleshooting (Short) (see page 10-22).	Cleanliness and tightness of all connectors

Fan Controls

Radiator Fan and A/C Condenser Fan Circuit Troubleshooting

1. Connect the Honda Diagnostic System (HDS) to the data link connector (DLC) (see step 2 on page 11-3).
2. Turn the ignition switch to ON (II), and select the PGM-FI, INSPECTION, and then RADIATOR FAN on the HDS.

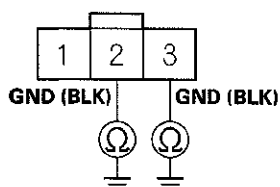
Does the radiator fan and the A/C condenser fan run?

YES—Fan circuit is OK. ■

NO—Go to step 3.

3. Turn the ignition switch to LOCK (0).
4. Disconnect the radiator fan control (RFC) unit 3P connector.
5. Check for continuity between RFC unit 3P connector terminal No. 2 and body ground, then terminal No. 3 and body ground.

RFC UNIT 3P CONNECTOR



Wire side of female terminals

Is there continuity?

YES—Replace the RFC unit (see page 10-22). ■

NO—Check for an open in the wire between RFC unit 3P connector terminals No. 2, No. 3, and body ground. If the wire is OK, check for a poor ground at G301. ■

Radiator Fan Circuit Troubleshooting (Open)

1. Test the radiator fan motor (see page 10-4).

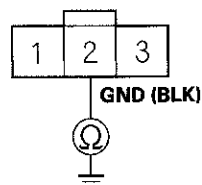
Is the radiator fan motor OK?

YES—Go to step 2.

NO—Replace the radiator fan motor. ■

2. Disconnect the radiator fan control (RFC) unit 3P connector.
3. Check for continuity between RFC unit 3P connector terminal No. 2 and body ground.

RFC UNIT 3P CONNECTOR



Wire side of female terminals

Is there continuity?

YES—Replace the RFC unit (see page 10-22). ■

NO—Check for an open in the wire between RFC unit 3P connector terminal No. 2 and body ground. If the wire is OK, check for a poor ground at G301. ■



A/C Condenser Fan Circuit Troubleshooting (Open)

1. Test the A/C condenser fan motor (see page 10-4).

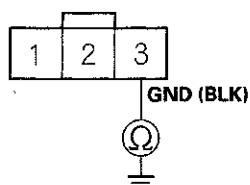
Is the A/C condenser fan motor OK?

YES—Go to step 2.

NO—Replace the A/C condenser fan motor. ■

2. Disconnect the radiator fan control (RFC) unit 3P connector.
3. Check for continuity between RFC unit 3P connector terminal No. 3 and body ground.

RFC UNIT 3P CONNECTOR



Wire side of female terminals

Is there continuity?

YES—Replace the RFC unit (see page 10-22). ■

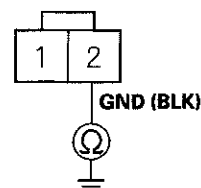
NO—Check for an open in the wire between RFC unit 3P connector terminal No. 3 and body ground. If the wire is OK, check for a poor ground at G301. ■

Radiator Fan Circuit Troubleshooting (Short)

NOTE: A short in the radiator fan circuit causes the fan to run constantly whenever the ignition switch is ON (II).

1. Disconnect the radiator fan motor 2P connector from the radiator fan control (RFC) unit.
2. Check for continuity between radiator fan motor 2P connector terminal No. 2 and body ground.

RADIATOR FAN MOTOR 2P CONNECTOR



Wire side of female terminals

Is there continuity?

YES—Repair a short in the wire between radiator fan motor 2P connector terminal No. 2 and body ground. ■

NO—Replace the RFC unit (see page 10-22). ■

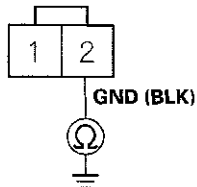
Fan Controls

A/C Condenser Fan Circuit Troubleshooting (Short)

NOTE: A short in the A/C condenser fan circuit causes the fan to run constantly whenever the ignition switch is ON (II).

1. Disconnect the A/C condenser fan motor 2P connector from the radiator fan control (RFC) unit.
2. Check for continuity between A/C condenser fan motor 2P connector terminal No. 2 and body ground.

A/C CONDENSER FAN MOTOR 2P CONNECTOR



Wire side of female terminals

Is there continuity?

YES—Repair a short in the wire between A/C condenser fan motor 2P connector terminal No. 2 and body ground. ■

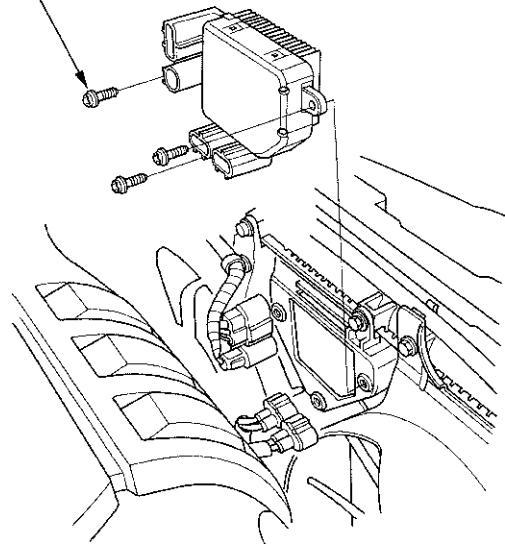
NO—Replace the RFC unit (see page 10-22). ■

RFC Unit Replacement

1. Remove the grille cover (see page 20-163).
2. Disconnect the connectors from the radiator fan control (RFC) unit, then remove the RFC unit.

NOTE: When removing the RFC unit mounting screws take care not to damage the screw heads.

2.6 N·m (0.27 kgf·m, 2.0 lbf·ft)



3. Install the RFC unit in the reverse order of removal.