

Heater and Air Conditioner

Heater 21-1

This vehicle has a compact heater assembly with the heater and evaporator together. Also refer to 22 section (Automatic Climate Control).

Automatic Climate Control 22-1



Automatic Climate Control

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*: Read SRS precautions before working in these areas.

SUPPLEMENTAL RESTRAINT SYSTEM (SRS)

The Legend includes a driver's side Airbag, located in the steering wheel hub. Information necessary to safely service the SRS is included in this Shop Manual. Items marked * in each section table of contents include, or are located near, SRS components. Servicing, disassembling or replacing these items will require special precautions and tools, and should therefore be done only by an authorized HONDA dealer.

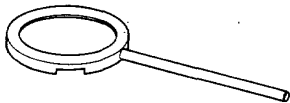
⚠ WARNING

- To avoid rendering the SRS inoperative, which can lead to personal injury or death in the event of a severe frontal collision, all maintenance must be performed by an authorized HONDA dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the Airbag.
- All SRS electrical wiring harnesses are covered with yellow outer insulation. Related components are located in the steering column, center armrest and dashboard lower panel. Do not use electrical test equipment on these circuits.

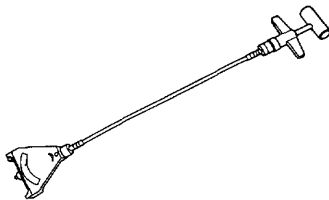


Special Tools

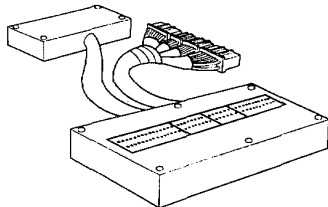
Ref. No.	Tool Number	Description	Q'ty	Page Reference
①	07LAB-SK70100	A/C Clutch Holder	1	22-91
②		Belt Tension Gauge	1	22-89
③	07LAJ-PT30100	ECU Test Harness	1	22-49



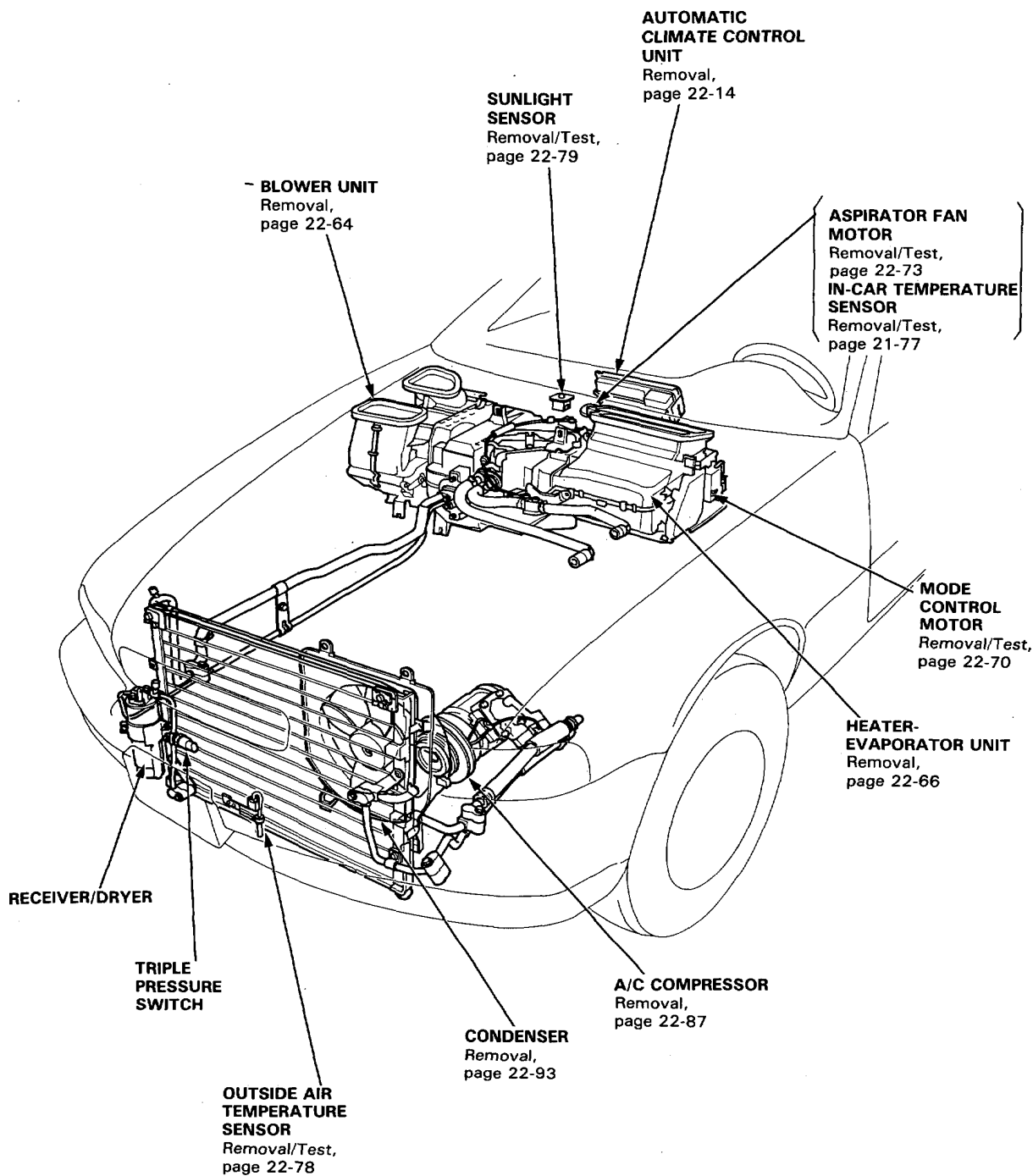
①



②



③



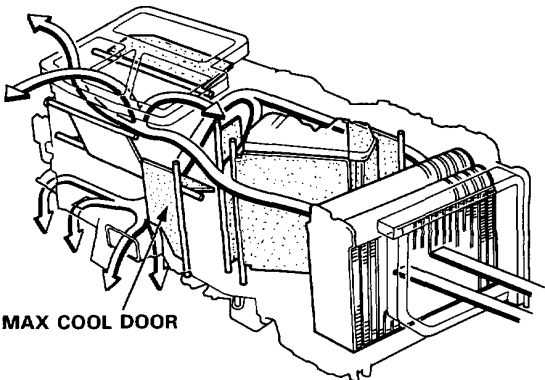
Heater-Evaporator Door Positions

LH Type

-  HOT
-  COLD



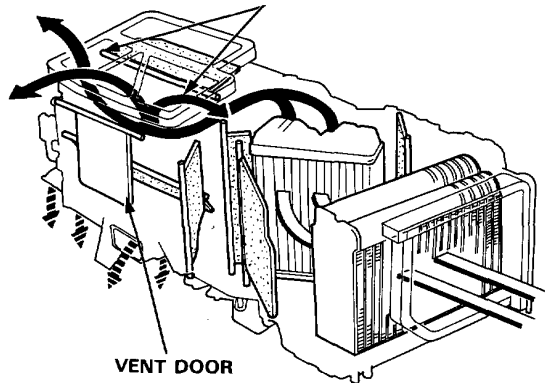
(MAX COOL)



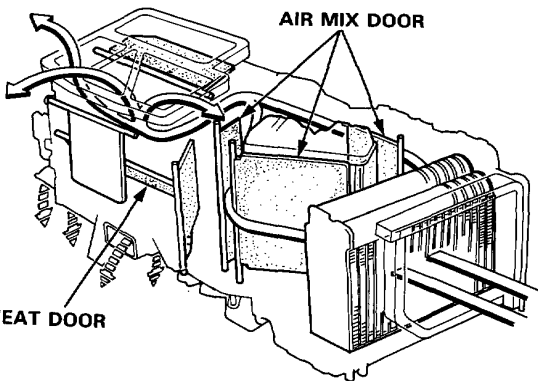
MAX COOL DOOR



THESE ARE ALWAYS
OPEN TO THE CORNER
VENTS

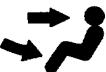


VENT DOOR

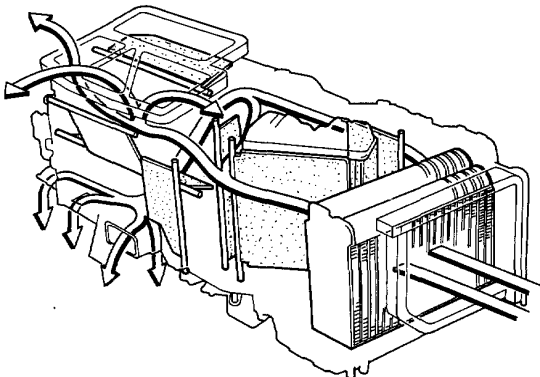
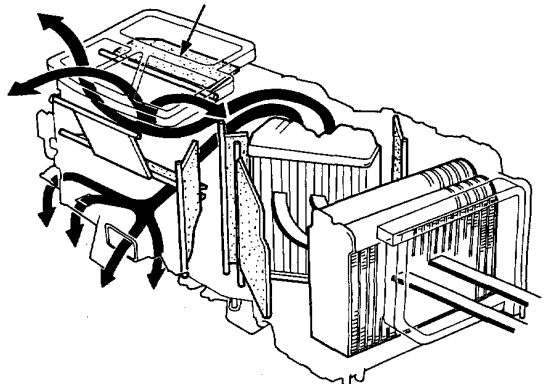


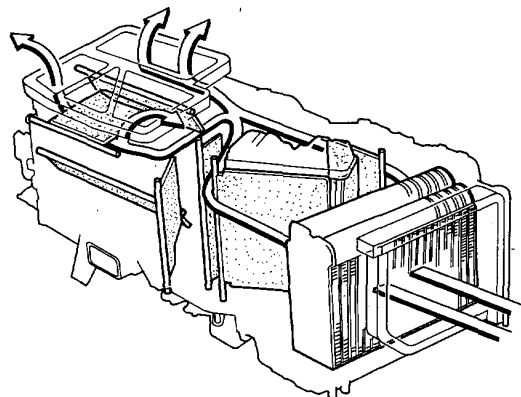
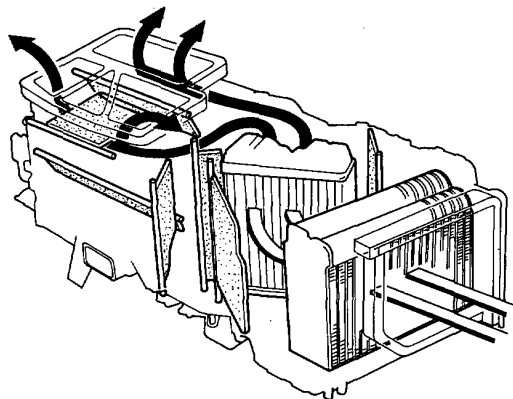
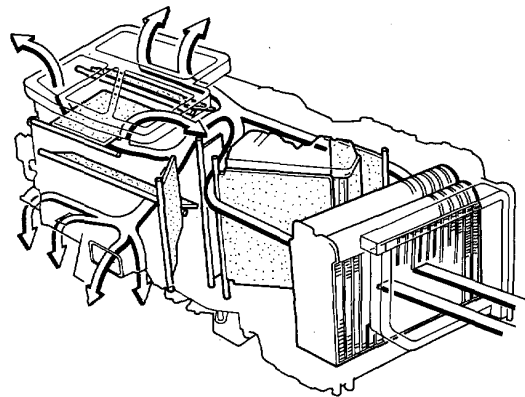
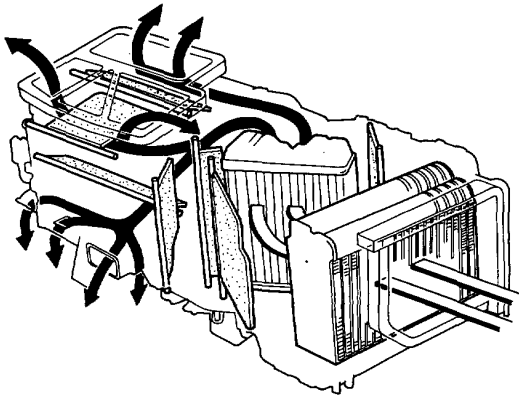
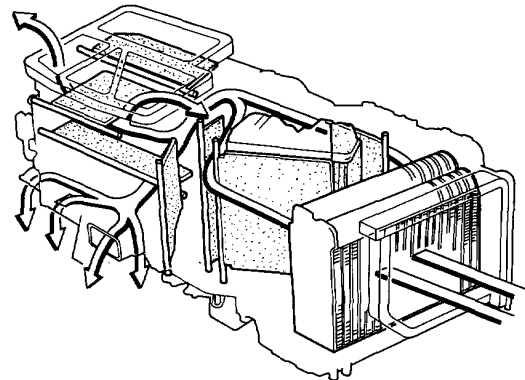
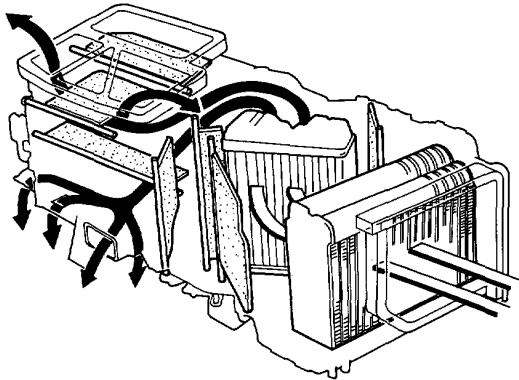
AIR MIX DOOR

HEAT DOOR



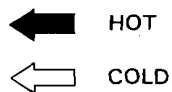
DEFROSTER DOOR



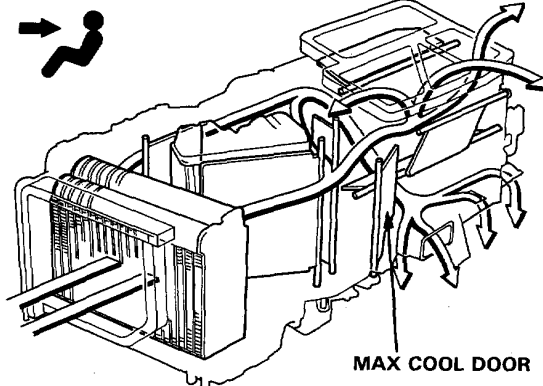


Heater-Evaporator Door Positions

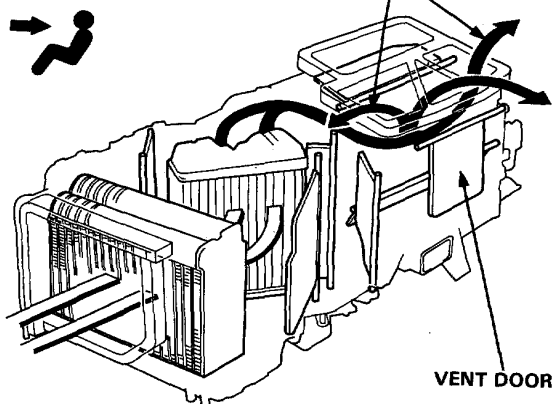
RH Type



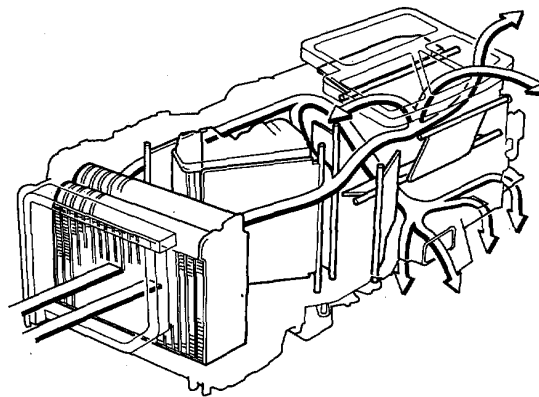
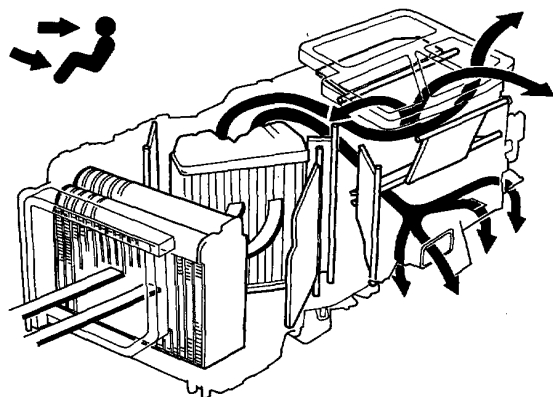
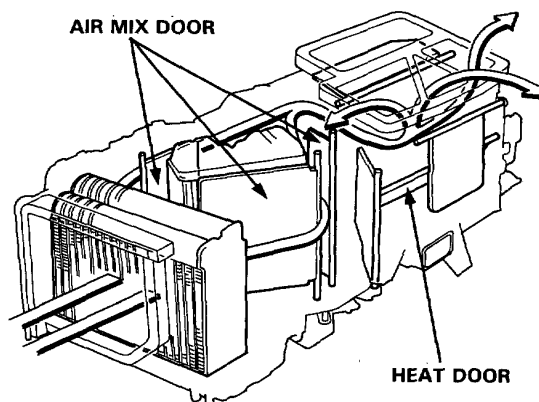
MAX COOL

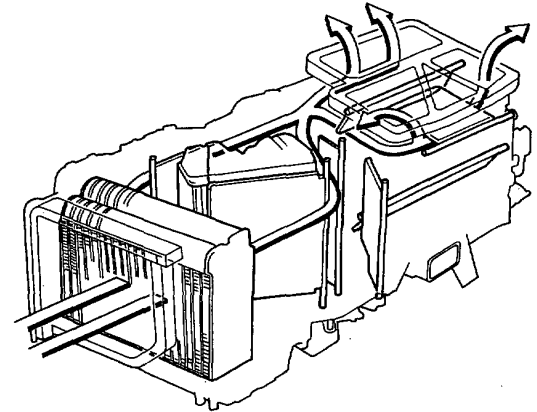
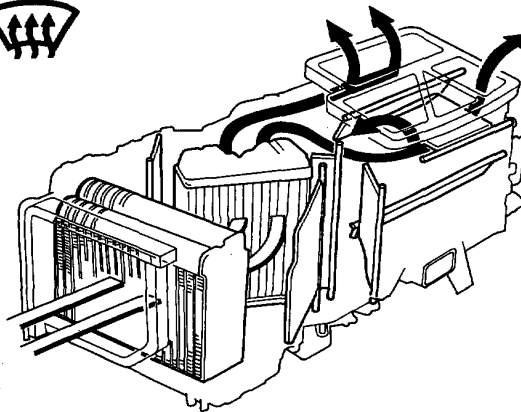
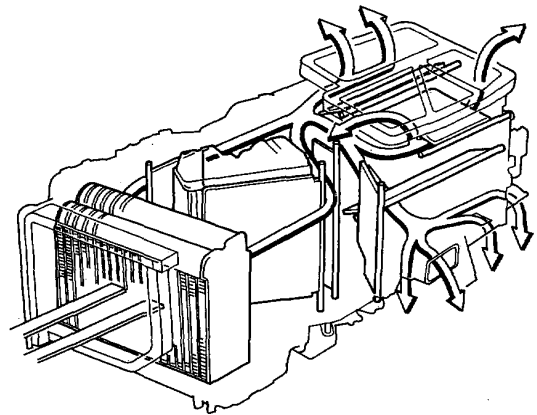
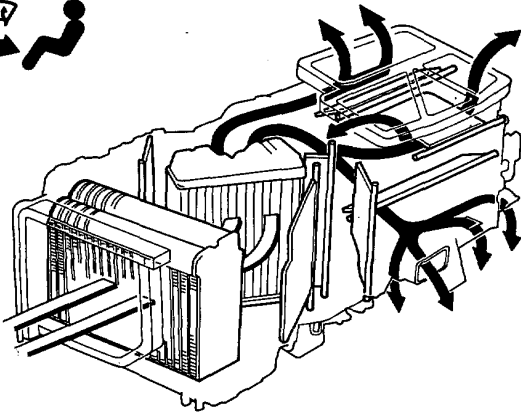
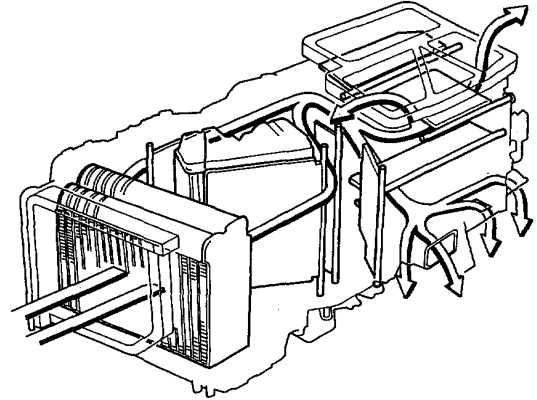
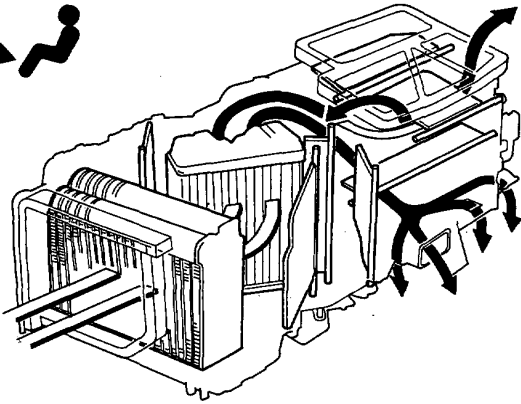


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OPEN TO THE CORNER
VENTS



AIR MIX DOOR

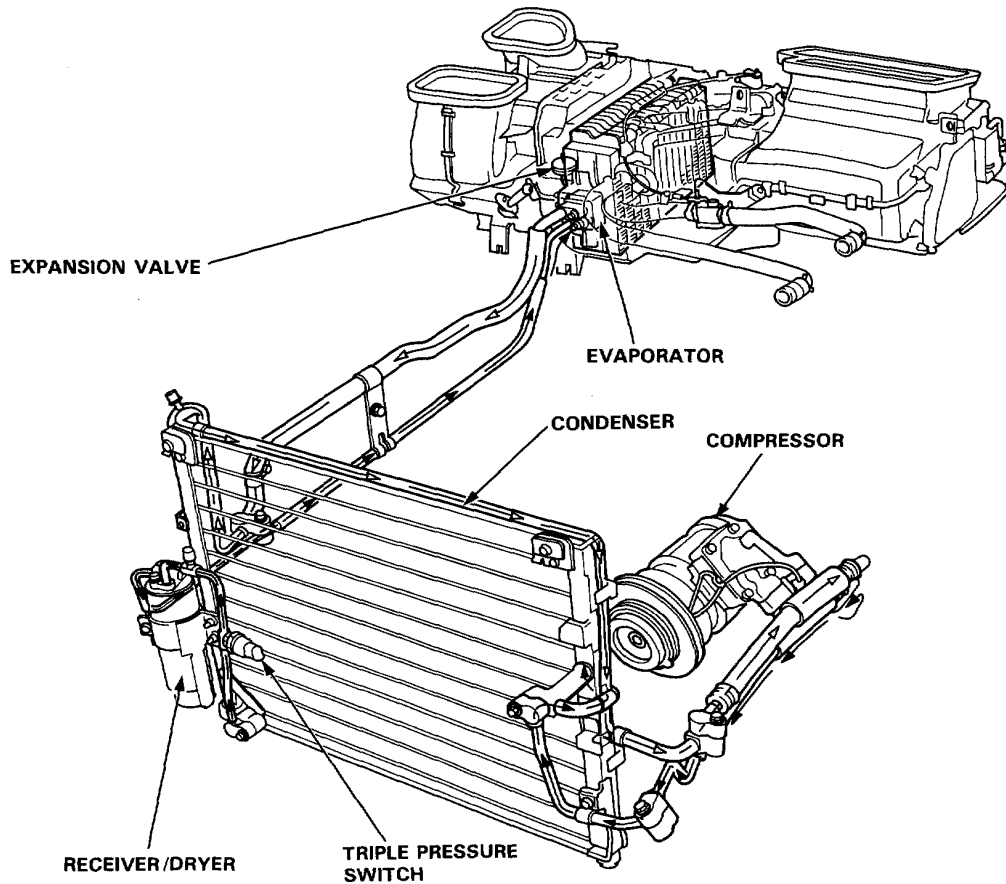
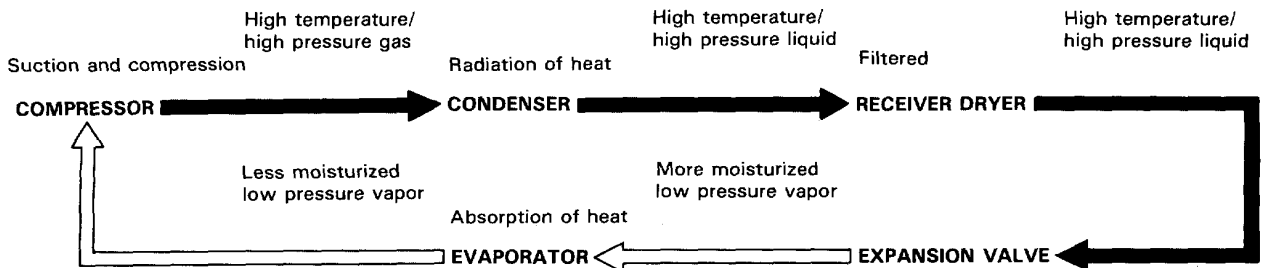




Description

Air Conditioner

The air conditioner delivers cooled air into the passenger compartment by circulating refrigerant through the system as shown below.



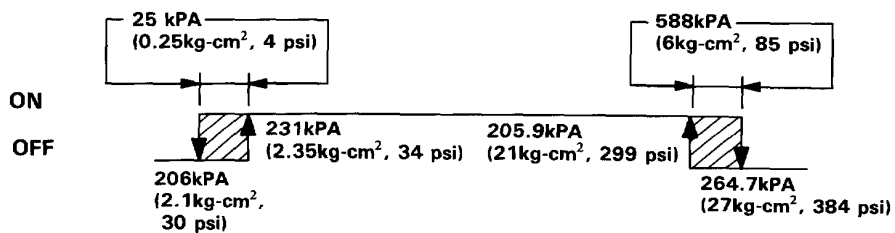


Triple Pressure Switch

The triple pressure switch consists of a Hi-Low pressure switch and a middle pressure switch.

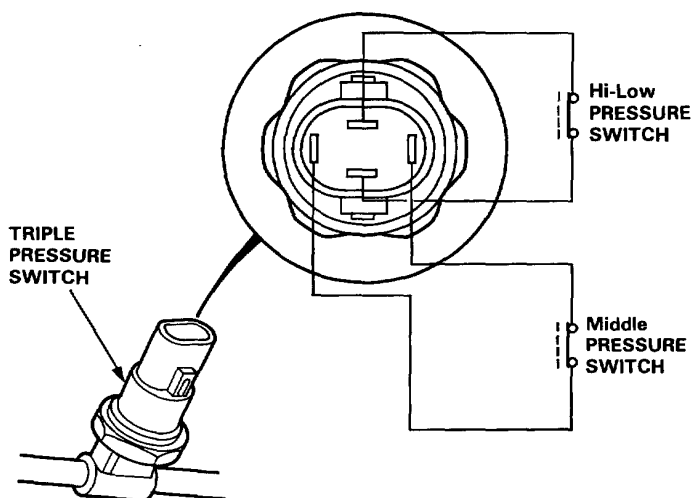
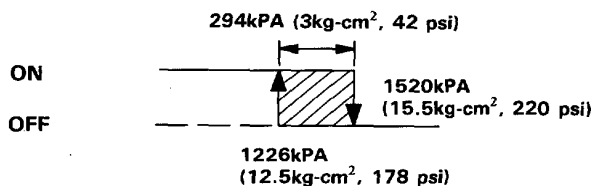
- Hi-Low pressure switch

If the refrigerant pressure becomes too high (due to blockage), or too low (due to leakage), the triple pressure switch sends a signal to the fan control unit to prevent the compressor from operating.



- Middle pressure switch

If the refrigerant pressure goes above or below 1520 kpa (15.5kg-cm², 220 psi), the triple pressure switch sends a signal to the fan control unit to change the speed of the condensor fan and radiator fan (Hi-Low).

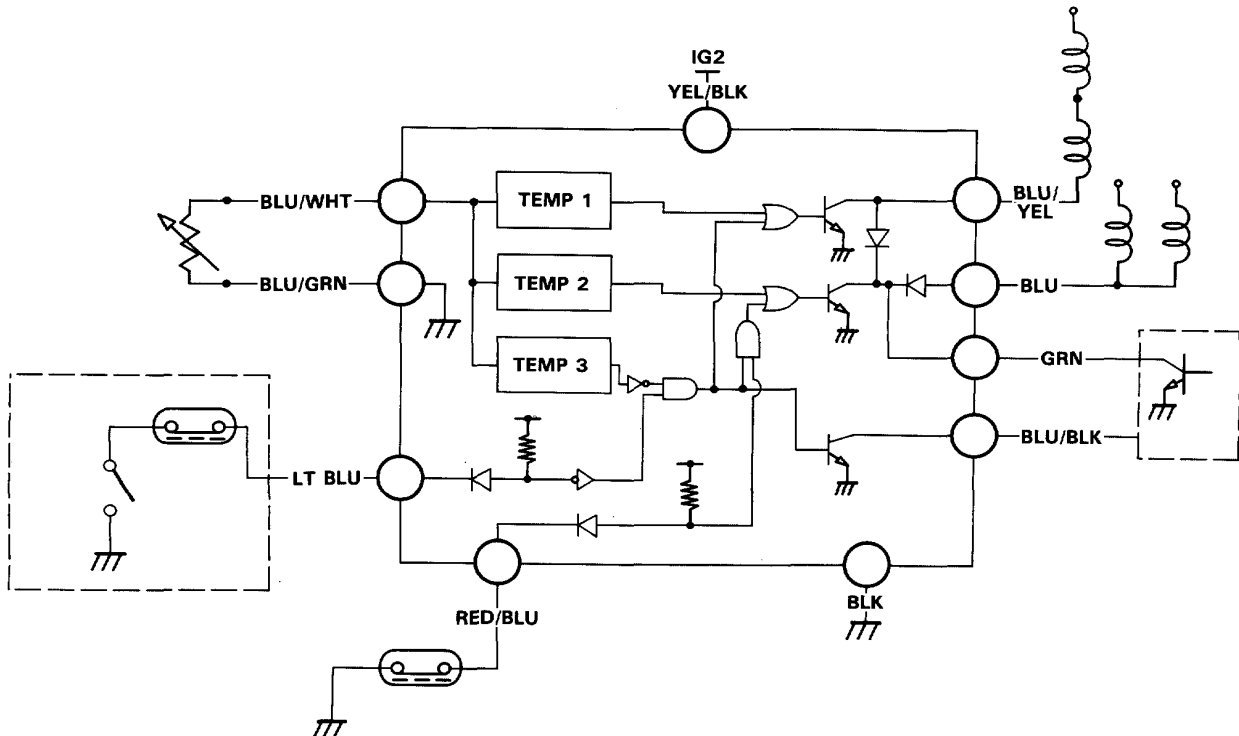
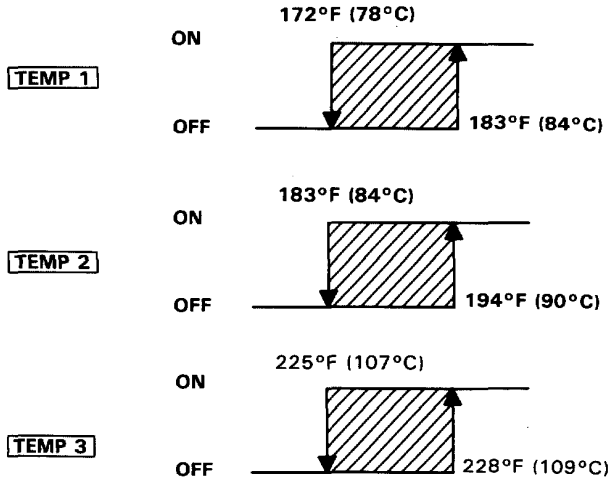


Description

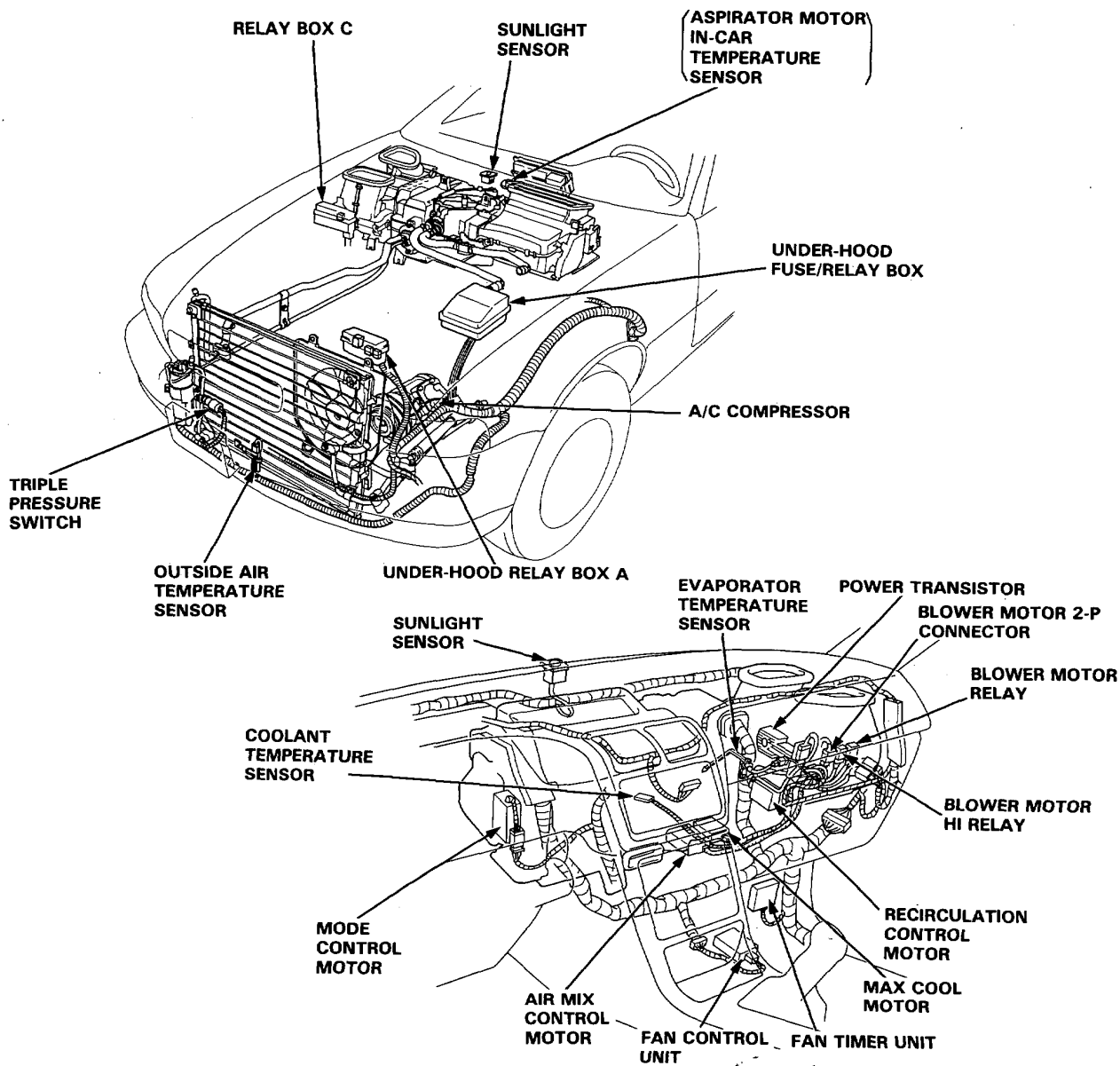
Fan Control Unit

The fan control unit makes calculations based on signals from the water temperature sensor. It then controls the operation of the radiator fan, condenser fan and A/C system.

- TEMP 1: When radiator coolant temperature is above 183°F (84°C), the control unit turns Tr₁ ON then the radiator fan (Lo) and condenser fan runs (Lo).
- TEMP 2: When radiator coolant temperature is above 194°F (90°C), the control unit turns Tr₂ ON then the radiator fan (Hi) runs, and the condenser fan (Hi) goes on.
- TEMP 3: When radiator coolant temperature is above 268°F (109°C), the control unit turns Tr₃ OFF then stops the A/C compressor.



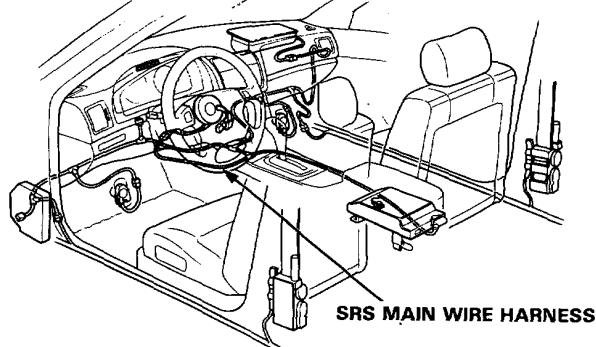
Wiring and Connector Locations



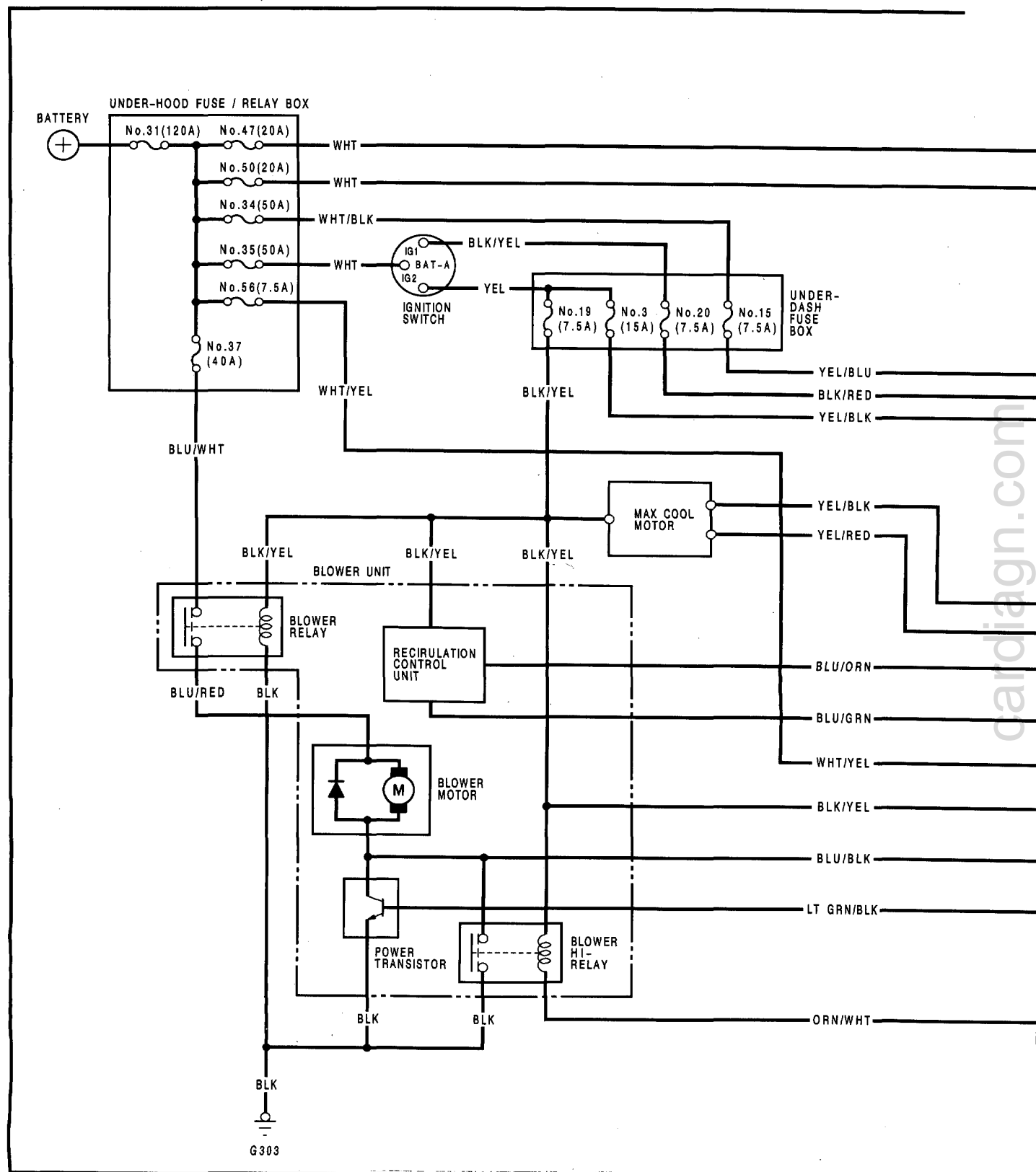
The SRS wire harness is routed near the air conditioner harness.

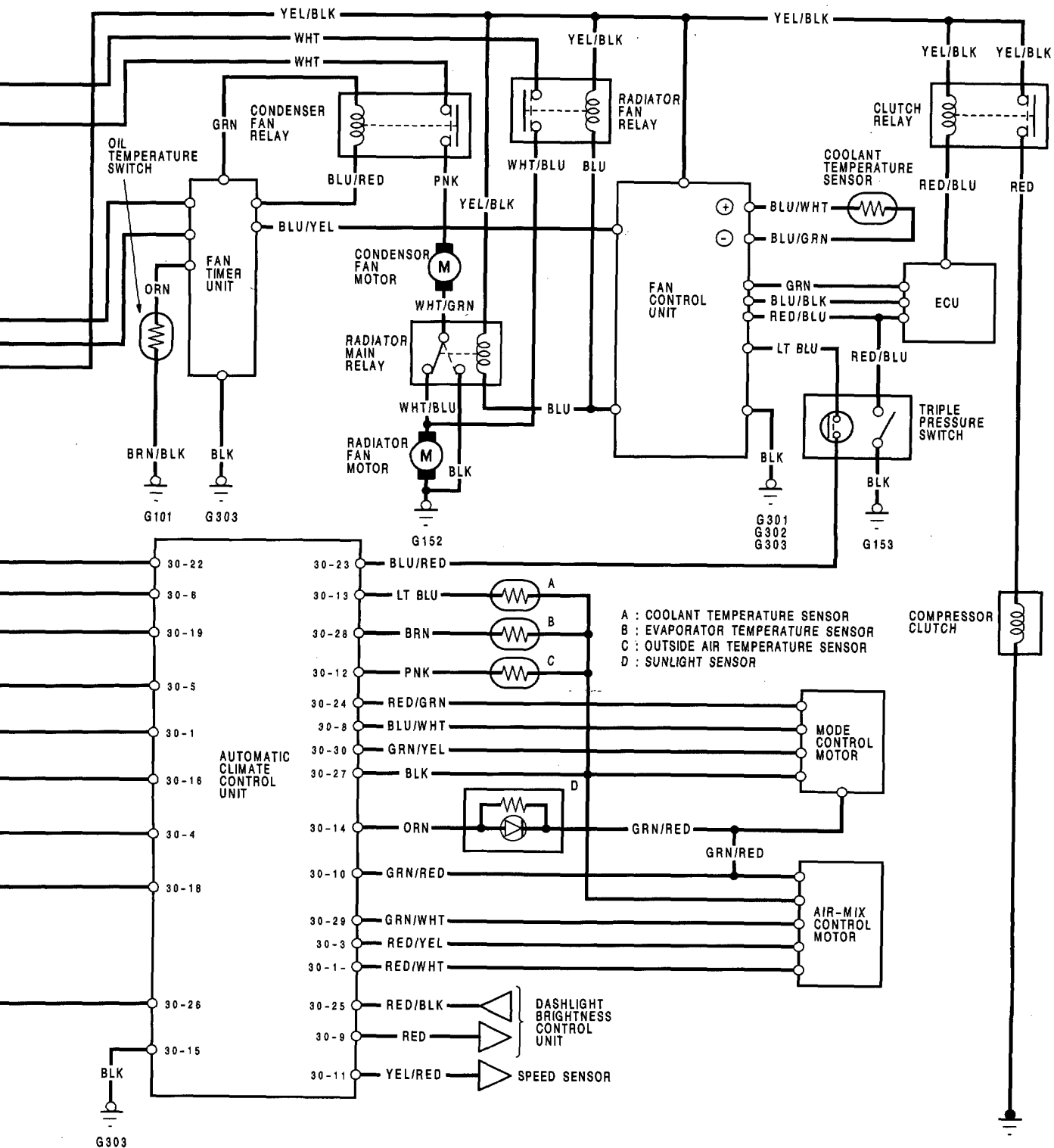
⚠ WARNING All SRS wire harnesses and connectors are colored yellow. Do not use electrical test equipment on these circuits.

CAUTION: Be careful not to damage the SRS wire harnesses when servicing the air conditioner harness.



Circuit Diagram





Climate Control Unit

Removal

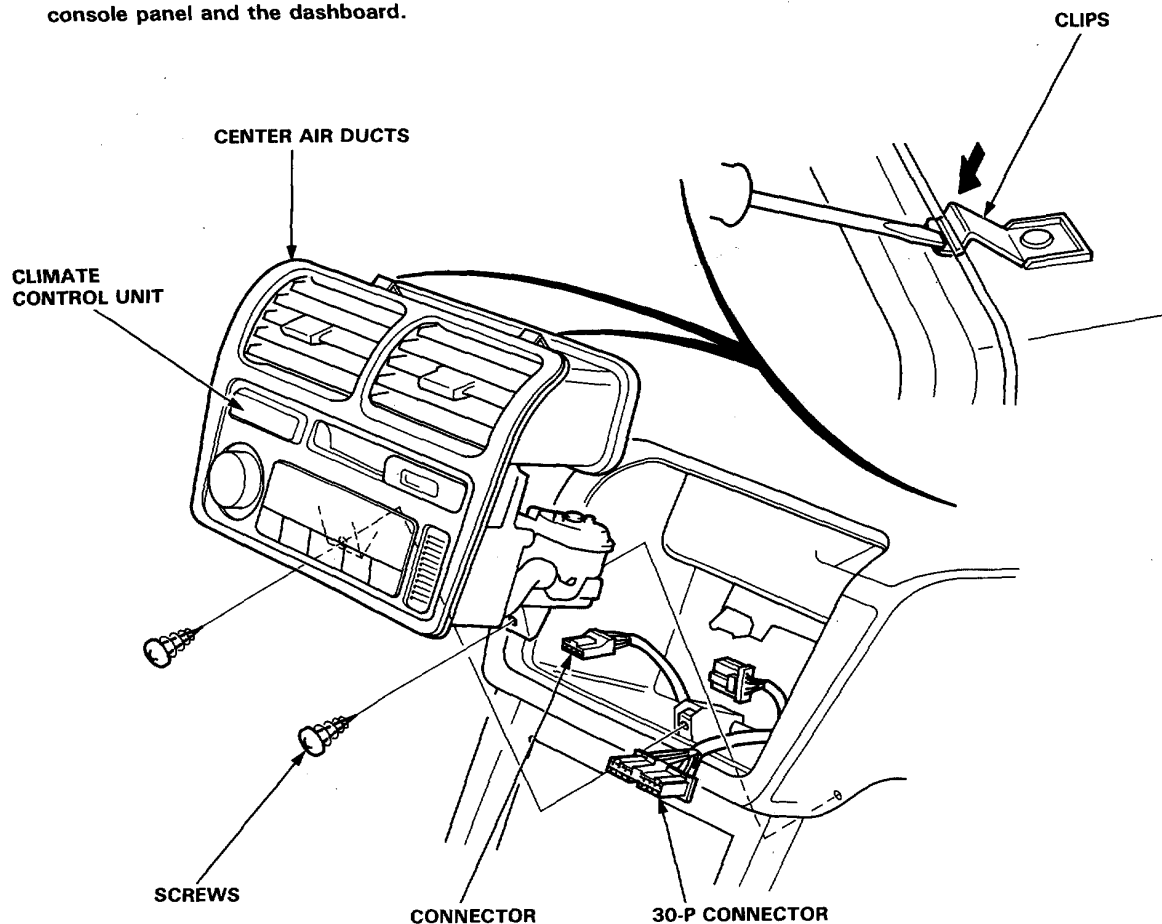
SRS wire harness is routed near the console.

⚠ WARNING All SRS wire harnesses and connectors are colored yellow. Do not use electrical test equipment on these circuits.

CAUTION: Be careful not to damage the SRS wire harnesses when servicing the console.

1. Remove the radio cassette unit (See section 23).
2. Remove the screws then disconnect the automatic climate control unit connectors.
3. Remove the climate control unit assembly by pushing the clips down as shown.

CAUTION: Be careful not to damage the center console panel and the dashboard.

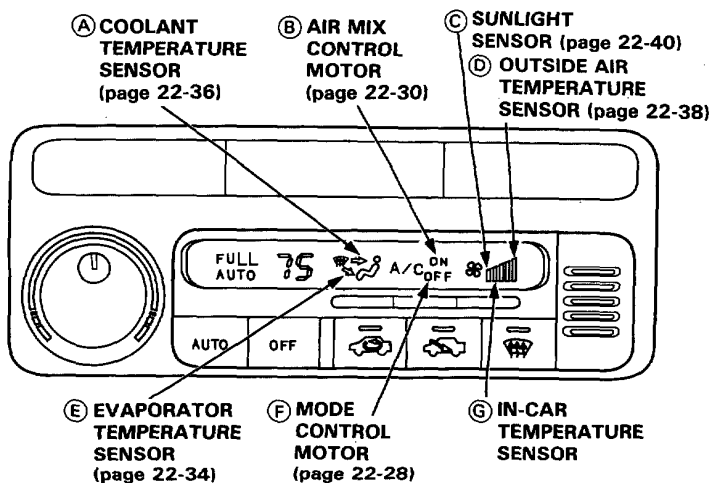


Troubleshooting



Self-diagnosis Circuit Check/Function Selection and Operation Check

- The Automatic Climate Control System has a built-in self-diagnosis feature. To run it, turn the ignition switch ON and turn the FAN switch to AUTO position. Wait for at least one minute on each TEMP display 18°C (64°F)–32°C(90°F). Then, push both the AUTO and OFF buttons on the control unit at the same time. Any problems in circuits "A" through "G" listed below will be indicated by the respective indicator coming on. The climate control unit does not memorize which self-diagnosis indicator lights come on. If you turn the ignition switch OFF, the indicator light memory will be lost.



	INDICATOR	COMPONENT WITH PROBLEM
A		COOLANT TEMPERATURE SENSOR
B	A/C ON	AIR MIX CONTROL MOTOR
C		SUNLIGHT SENSOR
D		OUTSIDE AIR TEMPERATURE SENSOR
E		EVAPORATOR TEMPERATURE SENSOR
F	A/C OFF	MODE CONTROL MOTOR
G		IN-CAR TEMPERATURE SENSOR

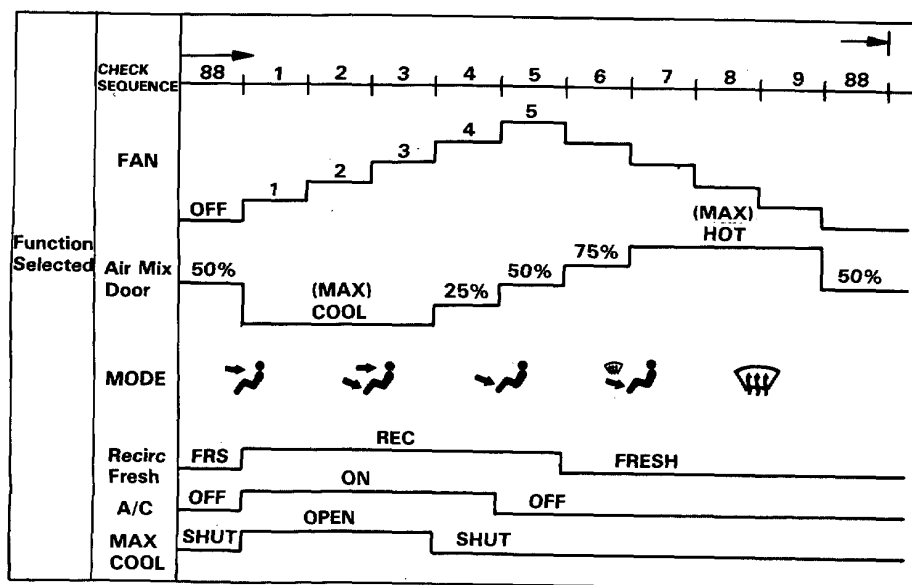
- This check will quickly and automatically select and operate all functions of the climate control system, in the combinations and sequence shown below. It may help clarify a problem, or identify one that didn't show up when you ran the self-diagnosis circuit check.

Turn the FAN switch to AUTO, then push in both the MODE and AUTO buttons and hold them in while you start the engine. The control unit will then automatically run the check in eight steps, one step every 5 seconds.

To stop at one of those steps, push the MODE button; to continue, push it again for each step after that.

Pushing the OFF button or turning the ignition OFF, will turn off the check.

Check the temperature, volume, and source of the air flow, and compare it to what the chart shows it should be.



Troubleshooting

Reference Chart

Use this chart if the self-diagnosis checks don't identify any cause for the symptom.

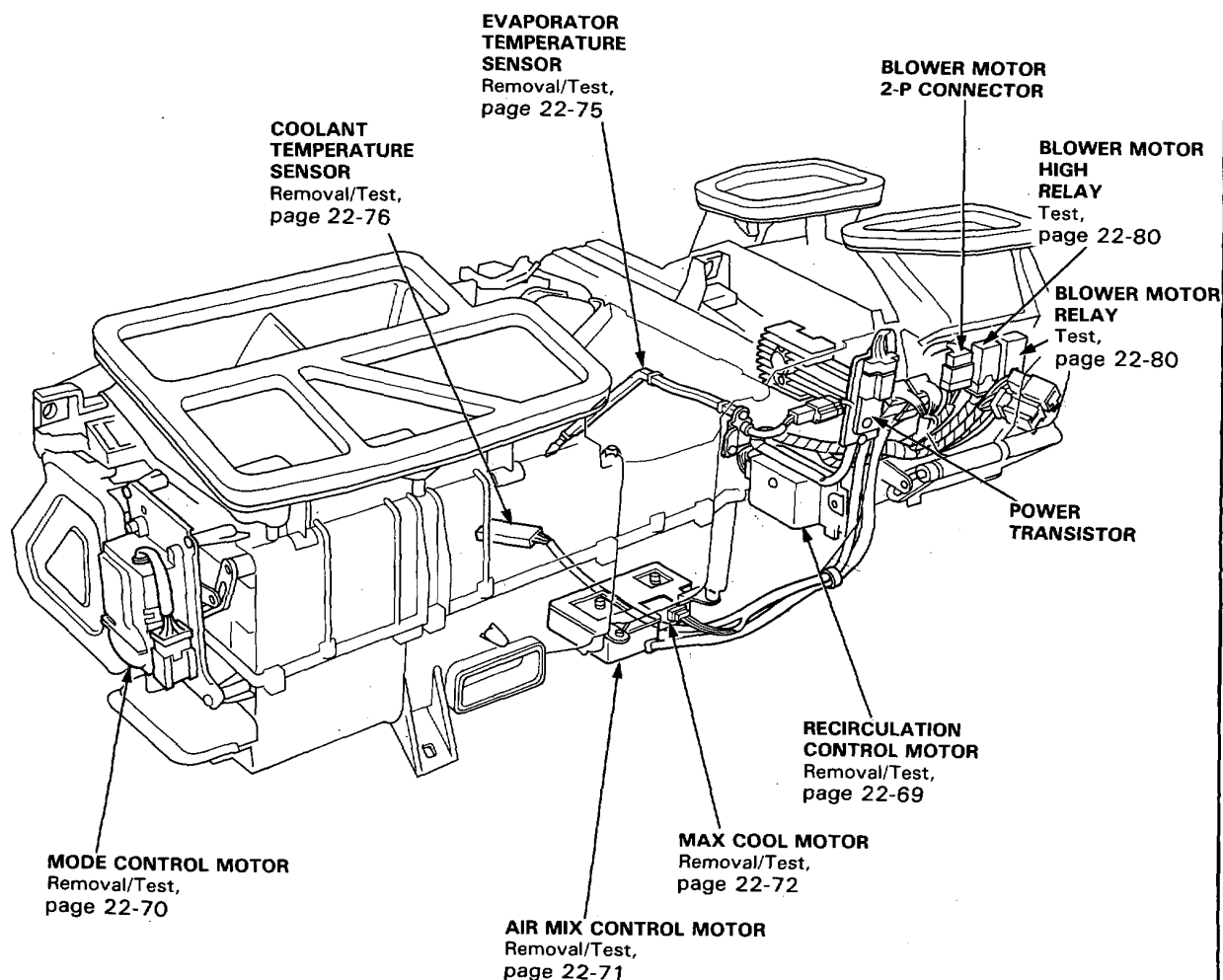
Across each row in the chart, the potential sources of a symptom are ranked in the order they should be inspected, starting with ①. Find the symptom in the left column, read across to the most likely source, then refer to the page listed at the top of that column. If inspection shows the component is OK, try component ②, etc.

PAGE	SYSTEM	BLOWER MOTOR	POWER TRANSISTOR	RECIRCULATION CONTROL MOTOR	MODE CONTROL MOTOR	AIR MIX CONTROL MOTOR	EVAPORATOR TEMPERATURE SENSOR	OUTSIDE AIR TEMPERATURE SENSOR	CLIMATE CONTROL UNIT
SYMPTOM		22-20	22-24	22-26	22-28	22-30	22-34	22-38	22-42
Climate control system does not work at all.									①
Blower motor does not run at all.		①							②
Blower motor speed does not change.			①						②
Recirc control does not work.				①					②
Mode controls do not work					①				②
No cold air from blower.							②	①	
No hot air from blower.						①		②	
Actual temperature is different from set temperature.							①	①	②

SYSTEM	FAN MOTORS	FAN TIMER UNIT	A/C SYSTEM PRESSURE	TRIPLE PRESSURE SWITCH	FAN CONTROL UNIT	CLIMATE CONTROL UNIT	PAGE
SYMPTOM							
Both fan motors do not run at all.	①	②			③		22-50
Both fan motors do not run at high speed.			①	②	③		22-56
Both fan motors do not run at low speed		①	②	③	④		22-62
A/C compressor clutch does not engage.			①	②	③	④	22-46

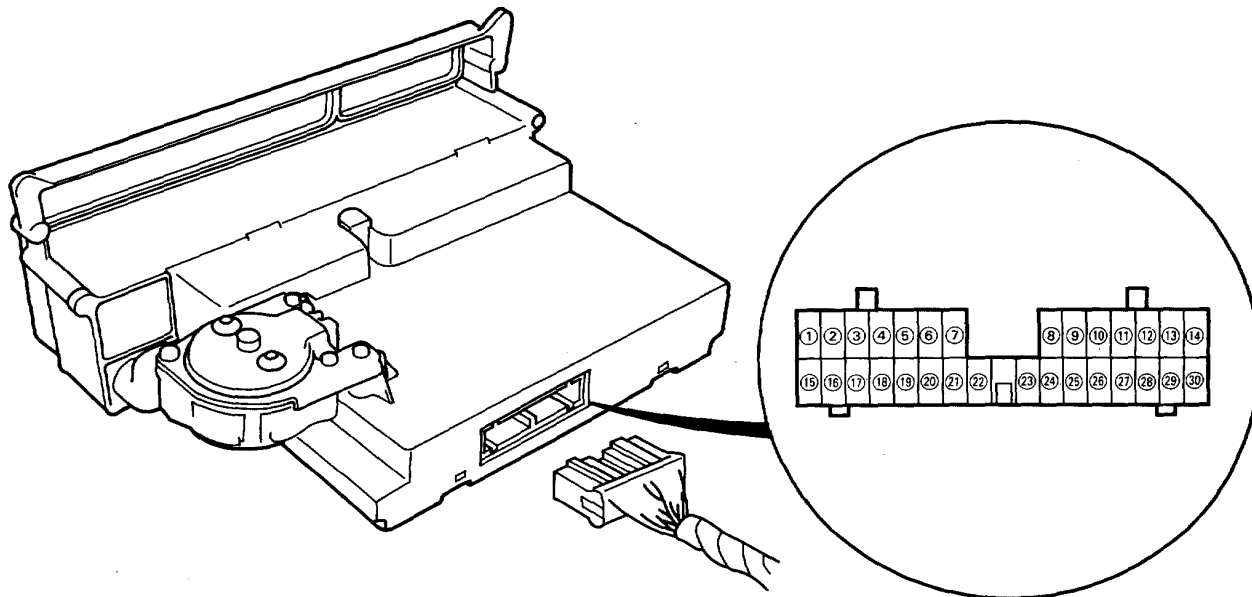


Heater-Evaporator Illustrated Index



Troubleshooting

Climate Control Unit Input/Output Signals

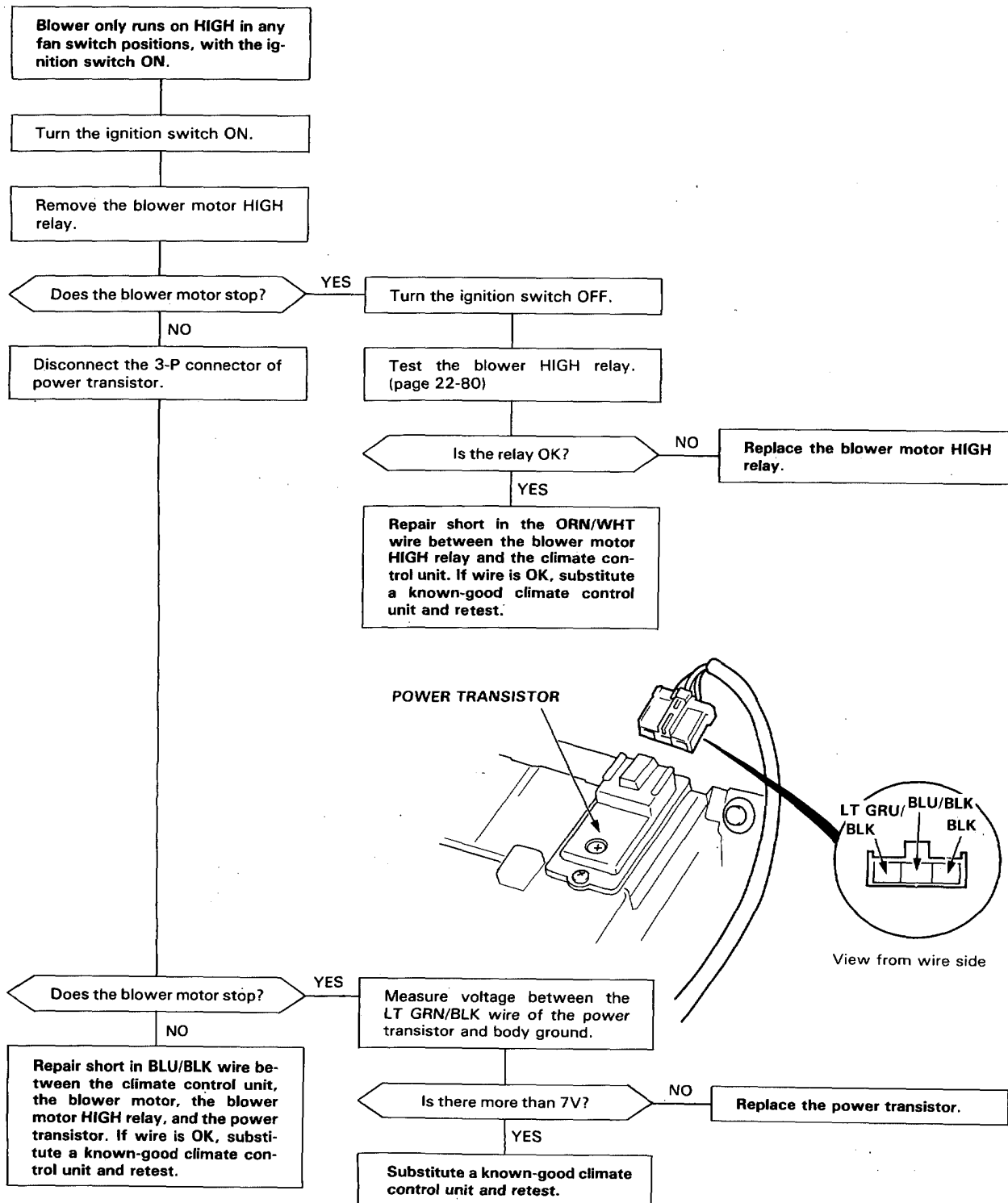


30-P

No.	Signal	No.	Signal	No.	Signal
①	+B	⑪	SPEED SENSOR	⑳	
②		⑫	OUTSIDE AIR SENSOR	㉑	MAX COOL SHUT
③	AIR MIX HOT	⑬	COOLANT TEMPERATURE SENSOR	㉒	A/C ON
④	BLOWER FEEDBACK	⑭	SUNLIGHT SENSOR	㉓	MODE VENT
⑤	FRESH	⑮	GND	㉔	ILLUMINATION ⊕
⑥	MAX COOL OPEN	⑯	IG2	㉕	EX-HI
⑦		⑰	AIR MIX COOL	㉖	SENSOR GND
⑧	MODE DEFROST	⑱	POWER TRANSISTOR BASE	㉗	EVAPORATOR SENSOR
⑨	ILLUMINATION CONTROL ⊖	㉚	RECIRC	㉘	AIR MIX POSITION
⑩	⊕ 5 V SENSOR	㉛		㉙	MODE MOTOR POSITION



Blower Motor



Troubleshooting

Blower Motor

Blower motor does not run at all.

Check for blown No. 37 (40 A) and No. 19 (7.5 A) fuses.

Are fuse(s) OK?

NO

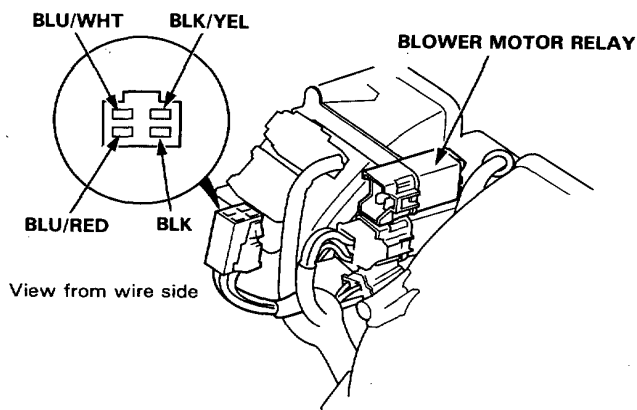
Replace blown fuses.

YES

Remove the blower relay and blower HIGH relay.

Turn the ignition switch ON.

Measure voltage between the BLK/YEL wire terminal (+) of blower relay and body ground (-).



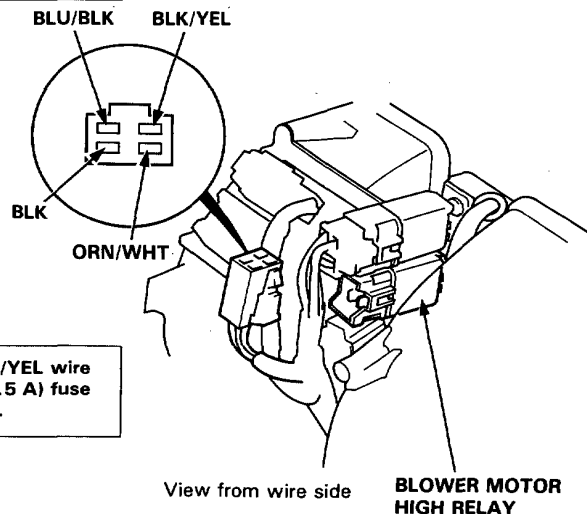
Is there battery voltage?

NO

Repair open in the BLK/YEL wire between the No. 19 (7.5 A) fuse and blower relay.

YES

Measure voltage between the BLK/YEL wire terminal (+) of blower HIGH relay and body ground (-).



Is there battery voltage?

NO

Repair open in the BLK/YEL wire between the No. 19 (7.5 A) fuse and blower HIGH relay.

YES

Turn the ignition switch OFF.

(To page 22-21)



(From page 22-20)

Check for continuity in the BLK wire between the blower HIGH relay and body ground.

Is there continuity?

NO

Repair open in the BLK wire between blower HIGH relay and body ground. If wire is OK, check for poor ground at G303.

YES

Check for continuity in the BLK wire between the blower relay and body ground.

Is there continuity?

NO

Repair open in the BLK wire between the blower relay and body ground. If wire is OK, check for poor ground at G303.

YES

Measure voltage between the BLU/WHT wire terminal of blower relay and body ground.

Is there battery voltage?

NO

Repair open in the BLU/WHT wire between the No. 37 (40 A) fuse and blower relay.

YES

Disconnect the 2-P connector from blower motor.

Check for continuity in the BLU/RED wire between the blower relay and blower motor.

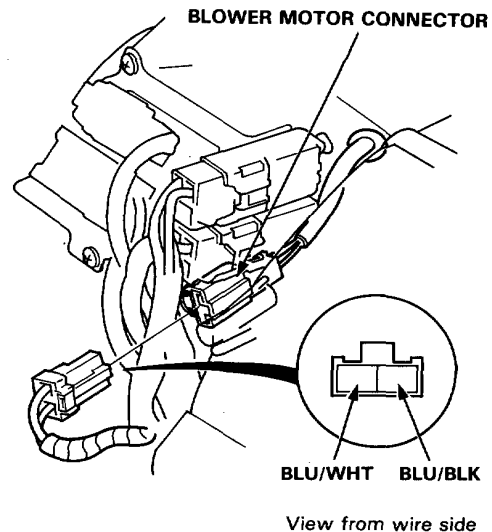
Is there continuity?

NO

Repair open in BLU/RED wire between the blower relay and blower motor.

YES

(To page 22-22)



(cont'd)

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Troubleshooting

Blower Motor (cont'd)

(From page 22-21)

Test the blower motor.
Connect the battery power to the BLU wire terminal and connect the BLK wire terminal to body ground. The blower motor should run.

Is the motor OK?

NO

Replace the blower motor.

YES

Test the blower relay. (page 22-80)

Is the relay OK?

NO

Replace the blower relay.

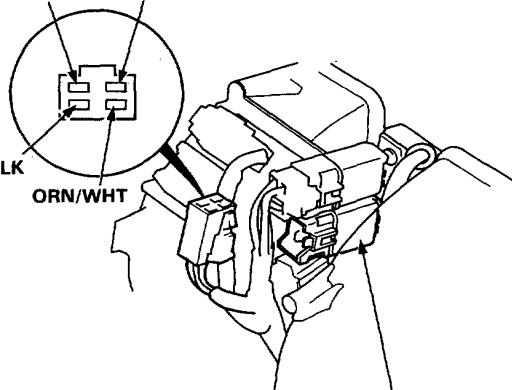
YES

Check for continuity in the BLU/BLK wire between the blower HIGH relay and blower motor.

BLU/BLK BLK/YEL

BLK

ORN/WHT



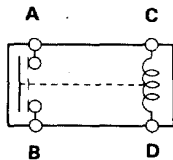
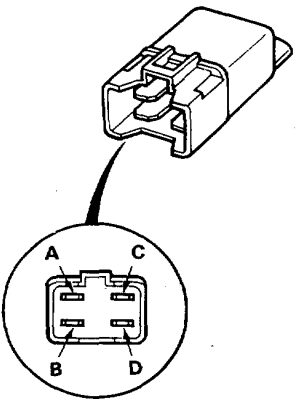
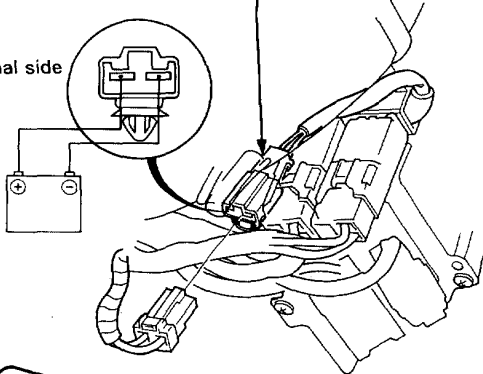
(To page 22-23)

View from wire side

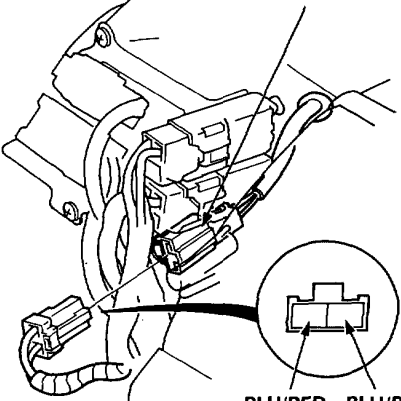
BLOWER HIGH RELAY

BLOWER MOTOR CONNECTOR

View from terminal side

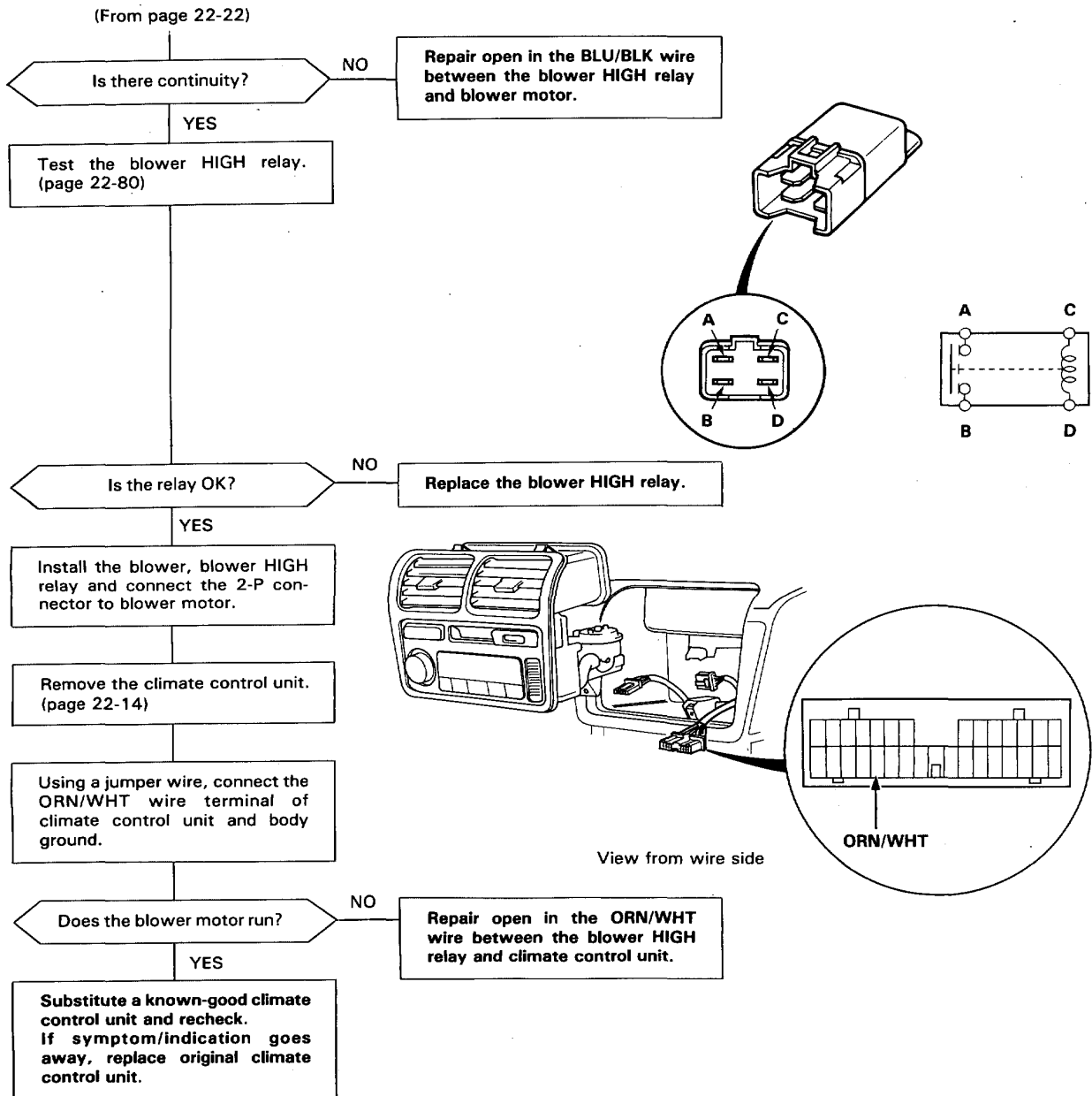
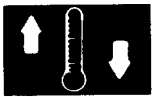


BLOWER MOTOR CONNECTOR



BLU/RED BLU/BLK

View from wire side



Troubleshooting

Blower Motor Speed

Blower motor only runs in TOP (5) speed position; does not run in any other speed positions.

Connect a jumper wire between the BLU/BLK wire of power transistor and body ground.

Turn the ignition switch ON.

Does the blower motor run at HIGH speed?

NO

Repair open in BLU/BLK wire between the power transistor and blower motor.

YES

Connect a jumper wire between the BLU/BLK and BLK wires of the power transistor.

Does the blower motor run at HIGH speed?

NO

Repair open in BLK wire between the power transistor and body ground. If wire is OK, check for poor ground at G303.

YES

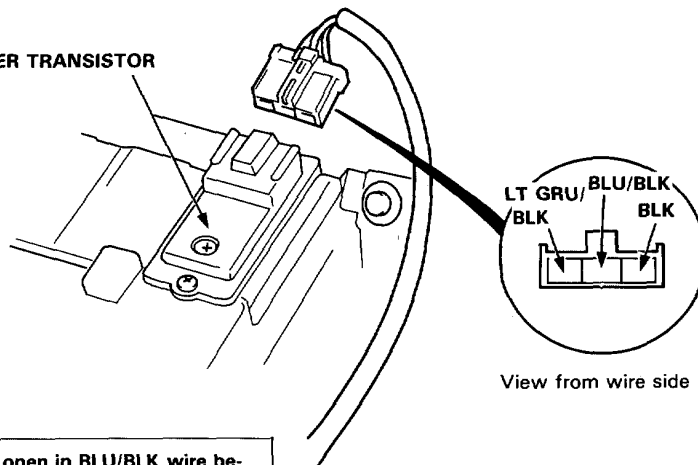
Turn the ignition switch OFF.

Power the LT GRN/BLK wire terminal of the power transistor through a test light.

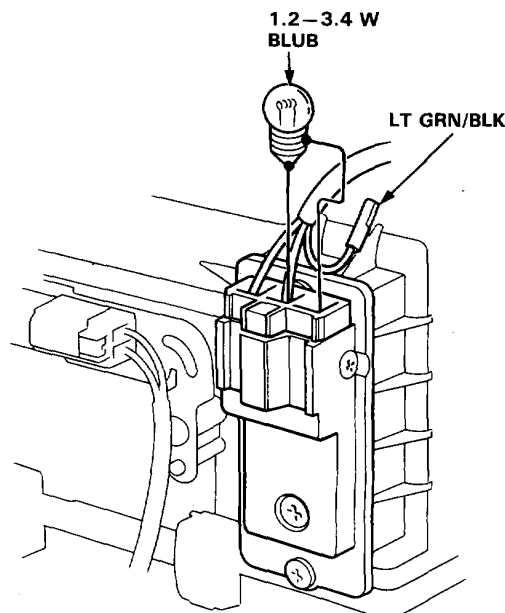
Turn the ignition switch ON.

(To page 22-25)

POWER TRANSISTOR



View from wire side





(From page 22-24)

Does the blower motor run at less than HIGH speed?

NO

Repair short in the LT GRN/BLK wire between the power transistor and climate control unit. If wire is OK, replace the power transistor.

YES

Turn the ignition switch OFF

Remove the climate control unit.

Turn the ignition switch ON.

Using a jumper wire, connect the BLU/BLK wire terminal of climate control unit to body ground.

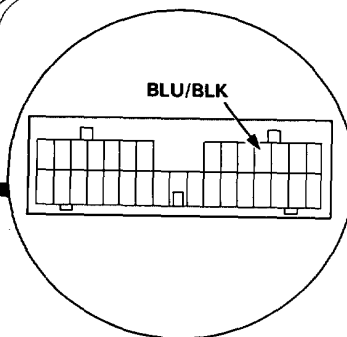
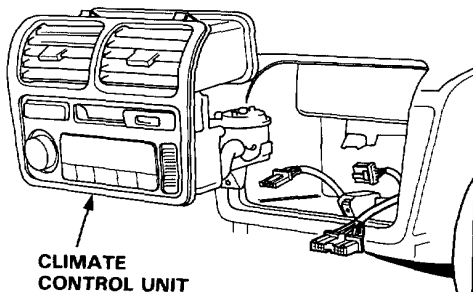
Does the blower motor run at HIGH speed?

NO

Repair open in the BLU/BLK wire between the climate control unit and blower motor.

YES

Repair open in the LT GRN/BLK wire between the power transistor and the climate control unit. If wire is OK, substitute a known-good climate control unit and re-test.



View from wire side

Troubleshooting

Recirculation Control Motor

Recirculation function does not work properly.

Remove the dashboard lower cover. (page 22-69)

Disconnect the 4-P connector from the recirculation control motor.

Turn the ignition switch ON.

Measure voltage between the BLK/YEL wire terminal in the recirculation control motor connector harness half and body ground.

Is there battery voltage?

NO

Repair open in the BLK/YEL wire between the No. 19 (7.5 A) fuse and recirculation control motor.

YES

Turn the ignition switch OFF.

Test the recirculation control motor. (page 22-69)

Is the recirculation control motor OK?

NO

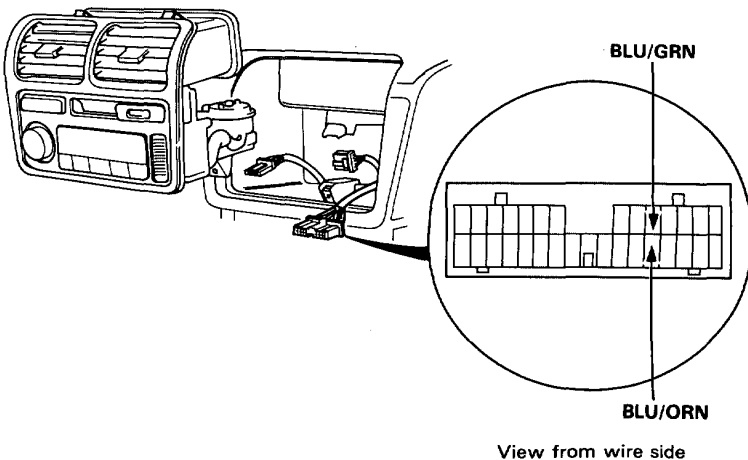
Replace the recirculation control motor. If the recirculation control door is stuck, repair it.

YES

Remove the climate control unit. (page 22-14)

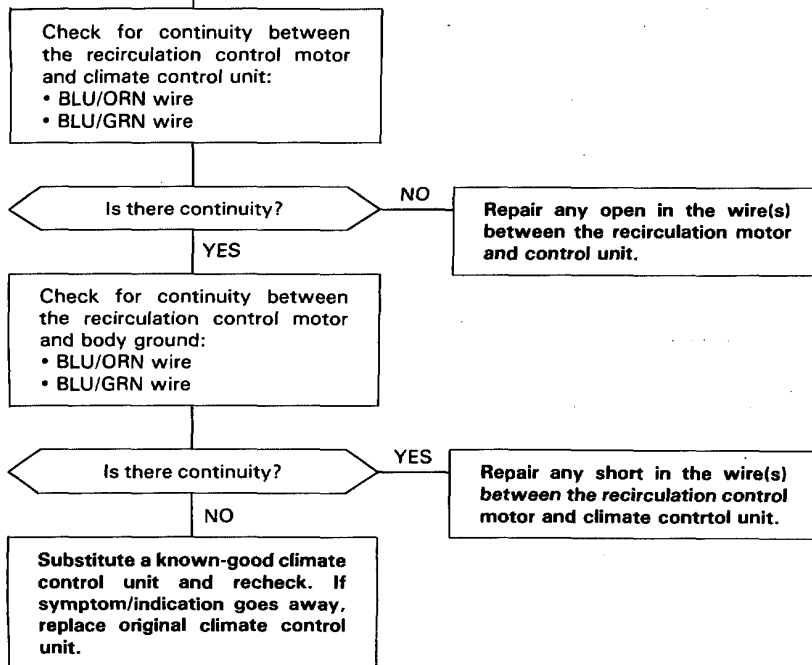
Disconnect the 30-P connector from the climate control unit.

(To page 22-27)





(From page 22-26)



Troubleshooting

Mode Control Motor

Self-diagnosis circuit check indicates a problem in the mode control motor.

Disconnect the 6-P connector from the mode control motor.

Test the mode control motor.
(page 22-70)

Is the motor OK?

NO

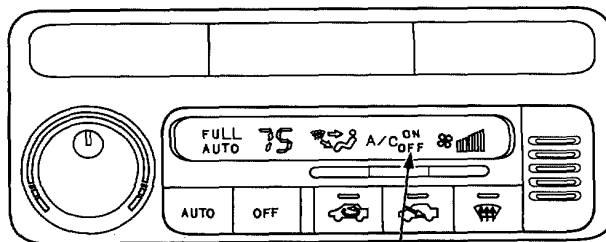
Replace the mode control motor.
If any mode control door is stuck, repair it.

YES

Remove the climate control unit.
(page 22-14)

Disconnect the 30-P connector from the climate control unit.

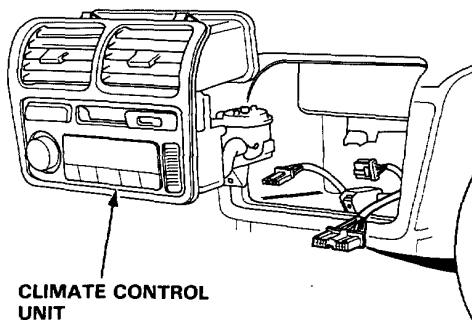
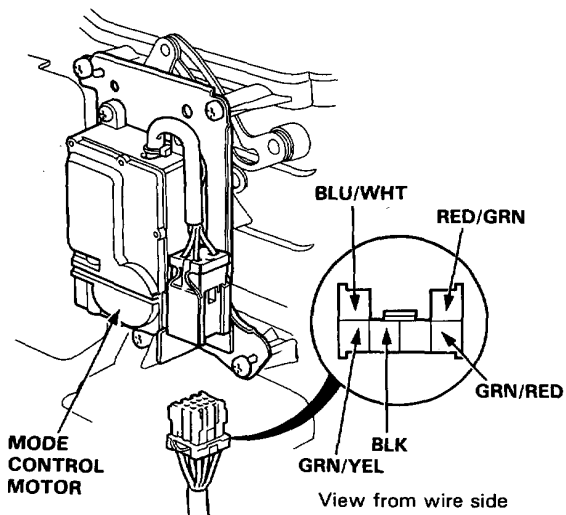
(To page 22-29)



MODE CONTROL MOTOR INDICATOR



(From page 22-28)



Check each wire for continuity between the mode control motor and climate control unit:

- RED/GRN wire
- GRN/RED wire
- BLU/WHT wire
- GRN/YEL wire
- BLK wire

Is there continuity?

NO

Repair any open in the wire(s) between the mode control motor and climate control unit.

YES

At either connector, check each wire for continuity to body ground.

- RED/GRN wire
- GRN/RED wire
- BLU/WHT wire
- GRN/YEL wire

Is there continuity?

YES

Repair any short in the wire(s) between the mode control motor and climate control unit.

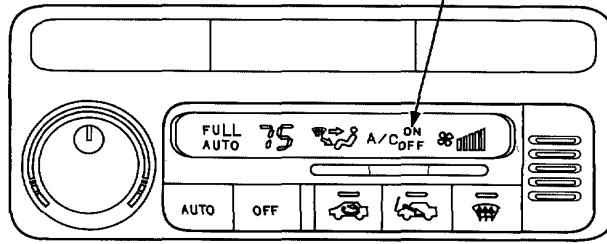
NO

Substitute a known-good climate control unit and recheck. If symptom/indication goes away, replace the original climate control unit.

Troubleshooting

Air Mix Control Motor

AIR MIX MOTOR INDICATOR



Self-diagnosis circuit check indicates a problem in the air mix control motor.

Disconnect the 6-P connector from the air mix control motor.

Test the air mix control motor. (page 22-71)

Is the motor OK?

NO

Replace the air mix control motor. If the air mix control door is stuck, repair it.

YES

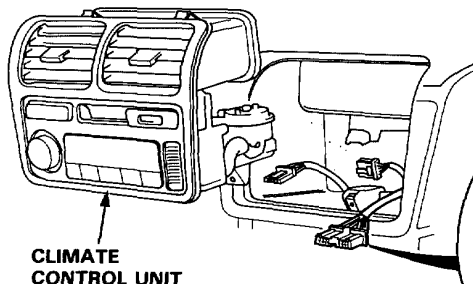
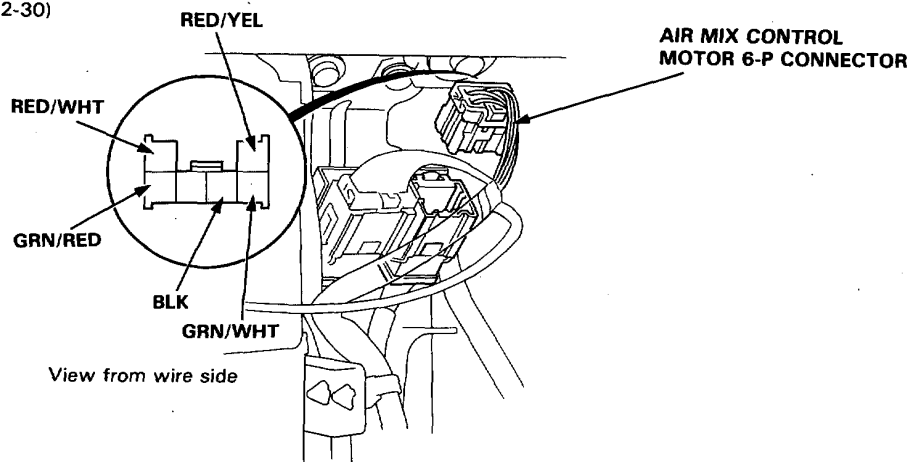
Remove the climate control unit. (page 22-14)

Disconnect the 30-P connector from the climate control unit.

(To page 22-31)



(From page 22-30)



Check each wire for continuity between the air mix motor and climate control unit:

- RED/WHT wire
- GRN/RED wire
- GRN/WHT wire
- RED/YEL wire
- BLK wire

Is there continuity?

NO

Repair any open in the wire(s) between the air mix control motor and climate control unit.

YES

At either connector, check each wire for continuity to body ground.

- RED/WHT wire
- GRN/RED wire
- GRN/WHT wire
- RED/YEL wire

Is there continuity?

YES

Repair any short in the wire(s) between the air mix control motor and climate control unit.

NO

Substitute a known-good climate control unit and recheck. If symptom/indication goes away, replace the original climate control unit.

Troubleshooting

Max Cool Motor

Problem in the max cool motor circuit.

Remove the dashboard lower cover. (page 22-64)

Disconnect the 4-P connector from the max cool motor.

Turn the ignition switch ON.

Measure voltage between the BLK/YEL wire terminal in the max cool motor connector (harness half) and body ground.

Is there battery voltage?

NO

Repair open in the BLK/YEL wire between the No. 19 (7.5 A) fuse and the max cool motor.

YES

Turn the ignition switch OFF.

Test the max cool motor. (page 22-72)

Is the max cool motor OK?

NO

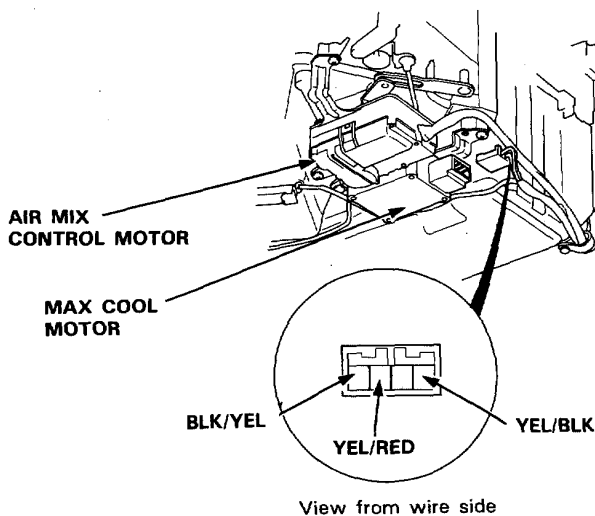
Replace the max cool motor. If the max cool door is stuck, repair it.

YES

Remove the climate control unit. (page 22-14)

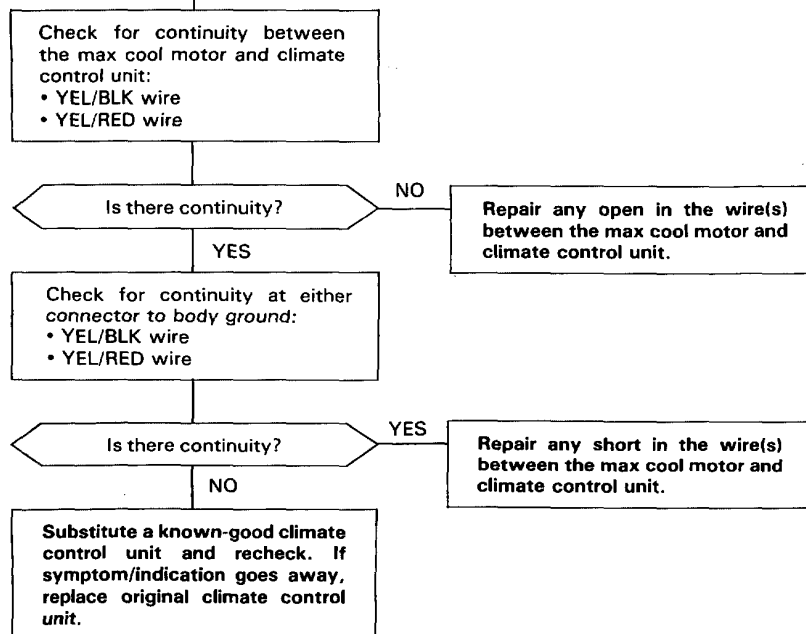
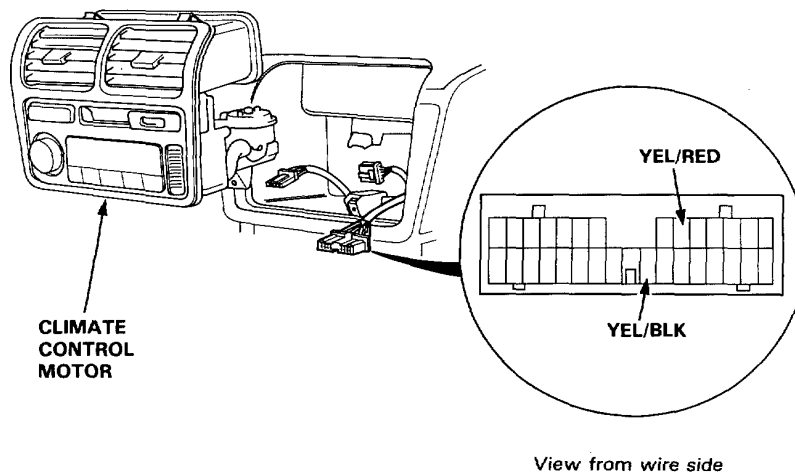
Disconnect the 30-P connector from the climate control unit.

(To page 22-33)





(From page 22-32)



Troubleshooting

Evaporator Temperature Sensor

Self-diagnosis circuit check indicates a problem in the evaporator temperature sensor.

Disconnect 2-P connector from the evaporator temperature sensor.

Measure resistance between the No. 1 and No. 2 wire terminal of sensor.

Is the sensor within the range of resistance shown on the chart?

NO

Replace the evaporator temperature sensor.

YES

Turn the ignition switch ON.

Measure voltage between the BRN wire terminal of evaporator temperature sensor (harness half) and body ground.

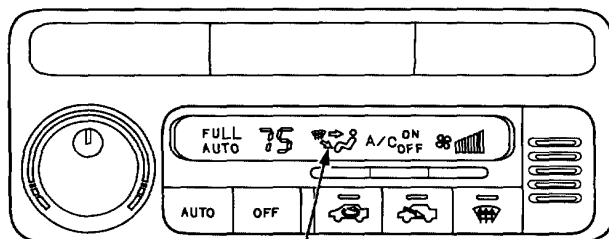
Is there approx. 5 V?

NO

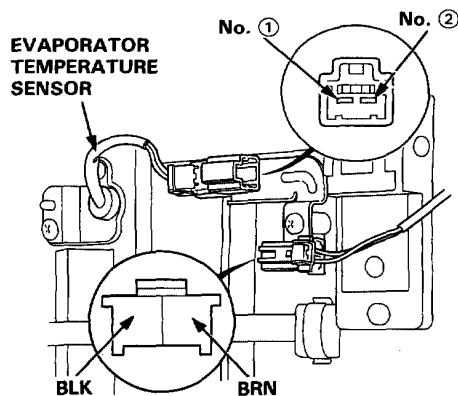
(To page 22-35)

YES

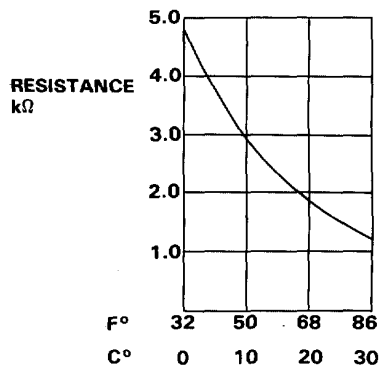
Substitute a known-good climate control unit and recheck. If symptom/indication goes away, replace original climate control unit.



EVAPORATOR TEMPERATURE SENSOR INDICATOR



View from wire side



CAUTION: The sensor uses a thermistor which can be damaged if high current is applied to it during testing. Therefore, use a circuit tester that puts out a measuring current of 1 mA or less. (At the 20 kΩ ranged.)



(From page 22-34)

Turn the ignition switch OFF.

Remove the climate control unit.
(page 22-14)

Disconnect the 30-P connector
from the control unit.

Check the BRN wire for continuity
to body ground.

Is there continuity?

YES

Repair short in the BRN wire between
the temperature sensor
and climate control unit.

NO

Check for continuity in the BRN
wire between the temperature
sensor and climate control unit.

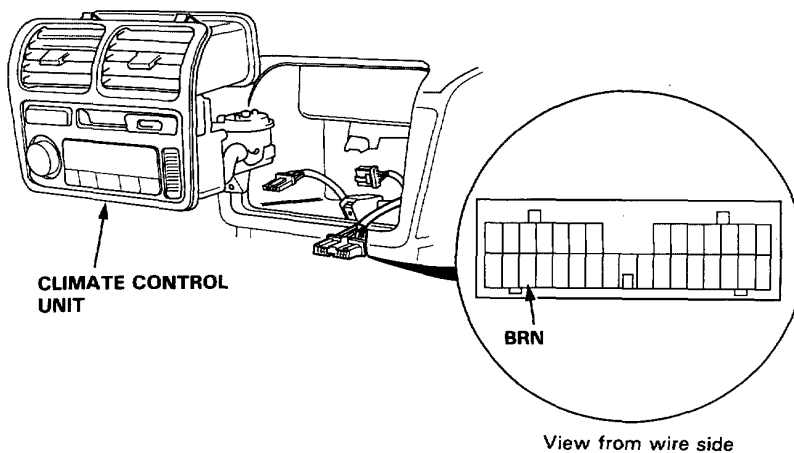
Is there continuity?

NO

Repair open in the BRN wire between
the evaporator temperature
sensor and the climate control
unit.

YES

Substitute a known-good climate
control unit and recheck. If
symptom/indication goes away,
replace the original climate control
unit.



Troubleshooting

Coolant Temperature Sensor

Self-diagnosis circuit check indicates a problem in the coolant temperature sensor circuit.

Disconnect the 8-P connector from the max cool motor/coolant temperature sensor.

Measure resistance between the BLK and LT BLU wire terminals of the sensor.

Is the resistance within the range shown on the chart?

NO

Replace the coolant temperature sensor.

YES

Turn the ignition switch ON.

Measure voltage between the LT BLU wire terminal of coolant temperature sensor (harness half) and body ground.

Is there approx. 5 V?

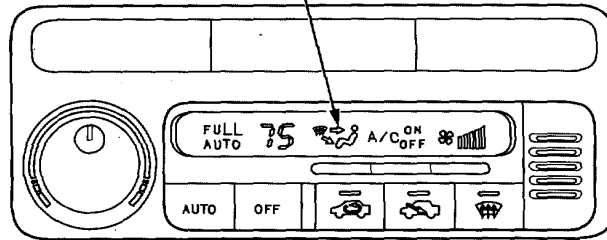
NO

(To page 22-37)

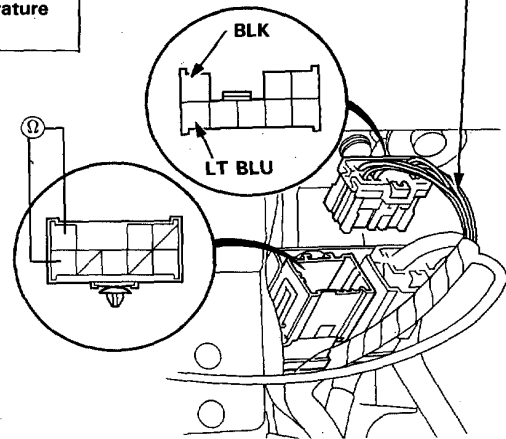
YES

Substitute a known-good climate control unit and recheck. If symptom/indication goes away, replace the original climate control unit.

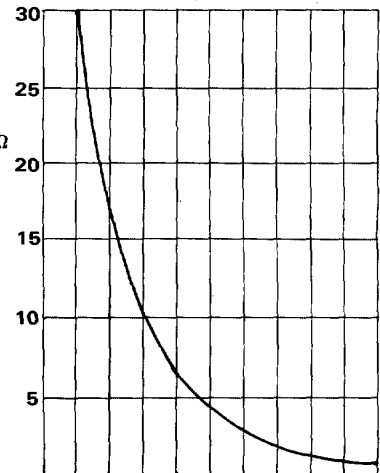
COOLANT TEMPERATURE SENSOR INDICATOR



MAX COOL MOTOR/COOLANT TEMPERATURE SENSOR



RESISTANCE $k\Omega$



F° 32 50 68 86 104 122 140 158 176
C° 0 10 20 30 40 50 60 70 80

CAUTION: The sensor uses a thermistor which can be damaged if high current is applied to it during testing. Therefore, use a circuit tester that puts out a measuring current of 1 mA or less. (At the 20 $k\Omega$ range.)



(From page 22-36)

Turn the ignition switch OFF.

Remove the climate control unit.
(page 22-14)

Disconnect the 30-P connector
from the control unit.

Check the LT BLU wire for continuity
to body ground.

Is there continuity?

YES

Repair short in the LT BLU wire
between the temperature sensor
and climate control unit.

NO

Check for continuity in the
LT BLU wire between the coolant
temperature sensor and climate
control unit.

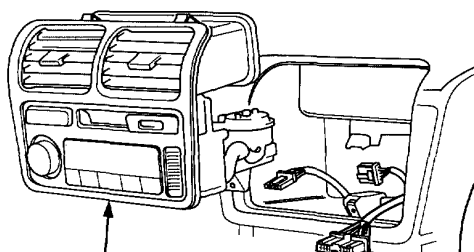
Is there continuity?

NO

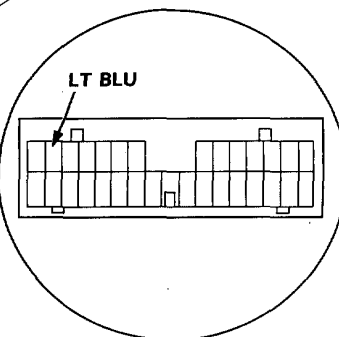
Repair open in the LT BLU wire
between the coolant temperature
sensor and the climate control
unit.

YES

Substitute a known-good climate
control unit and recheck. If
symptom/indication goes away,
replace the original climate control
unit.



CLIMATE
CONTROL UNIT

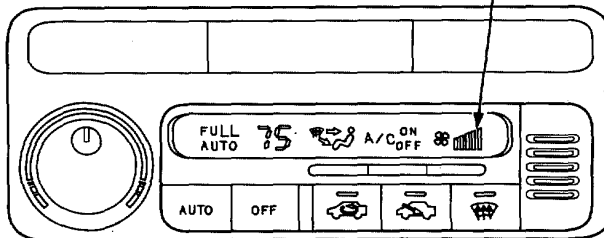


View from wire side

Troubleshooting

Outside Air Temperature Sensor

OUTSIDE AIR TEMPERATURE
SENSOR INDICATOR



Self-diagnosis circuit check indicates a problem in the outside air temperature sensor circuit.

Disconnect the 2-P connector from the outside air temperature sensor.

Measure resistance between the BLK and PNK wire terminal of the sensor.

Is the resistance within the range shown on the chart?

NO

Replace the outside temperature sensor.

YES

Turn the ignition switch ON.

Measure voltage between the PNK wire terminal of outside temperature sensor (harness half) and body ground.

Is there approx. 5 V?

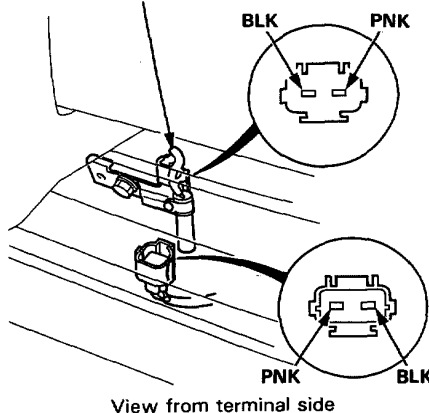
NO

(To page 22-39)

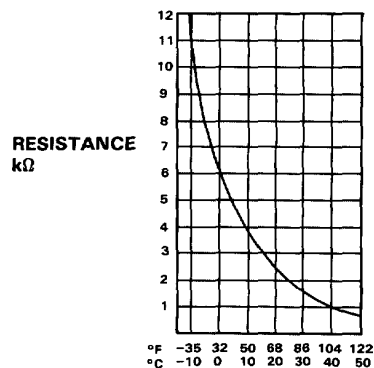
YES

Substitute a known-good climate control unit and recheck. If symptom/indication goes away, replace original climate control unit.

OUTSIDE AIR
TEMPERATURE
SENSOR



View from terminal side



CAUTION: The sensor uses a thermistor which can be damaged if high current is applied to it during testing. Therefore, use a circuit tester that puts out a measuring current of 1 mA or less. (At 20 kΩ range)



(From page 22-38)

Turn the ignition switch OFF.

Remove the climate control unit.
(page 22-14)

Disconnect the 30-P connector
from the climate control unit.

Check the PNK wire for continui-
ty to body ground.

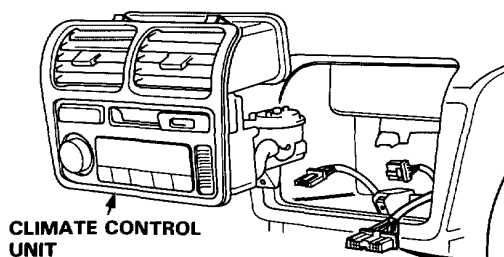
Is there continuity?

YES

Repair short in the PNK wire be-
tween the outside air tempera-
ture sensor and climate control
unit.

NO

Using a jumper wire, connect the
PNK wire terminal in the outside
air temperature sensor connector
(harness half) to body ground.



Check for continuity in the PNK
wire between the climate control
unit connector and body ground.

Is there continuity?

NO

Repair open in the PNK wire be-
tween the outside air tempera-
ture sensor and climate control
unit.

YES

Substitute a known-good climate
control unit and recheck. If
symptom/indication goes away,
replace the original climate con-
trol unit.

View from wire side

Troubleshooting

Sunlight Sensor

Self-diagnosis circuit check indicates a problem in the sunlight sensor circuit.

Remove the sunlight sensor.
(page 22-79)

Disconnect the 2-P connector from the sunlight sensor.

Test the sunlight sensor. (page 22-79)

Is the sensor OK?

NO

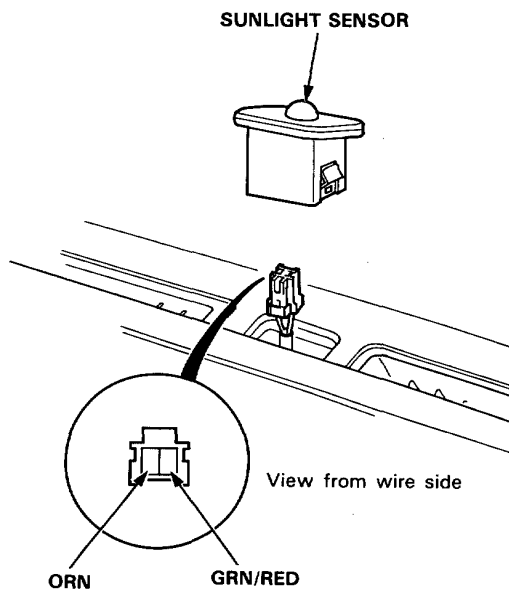
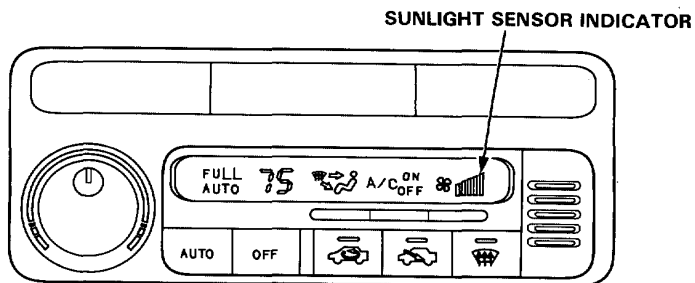
Replace the sunlight sensor.

YES

Remove the climate control unit.
(page 22-14)

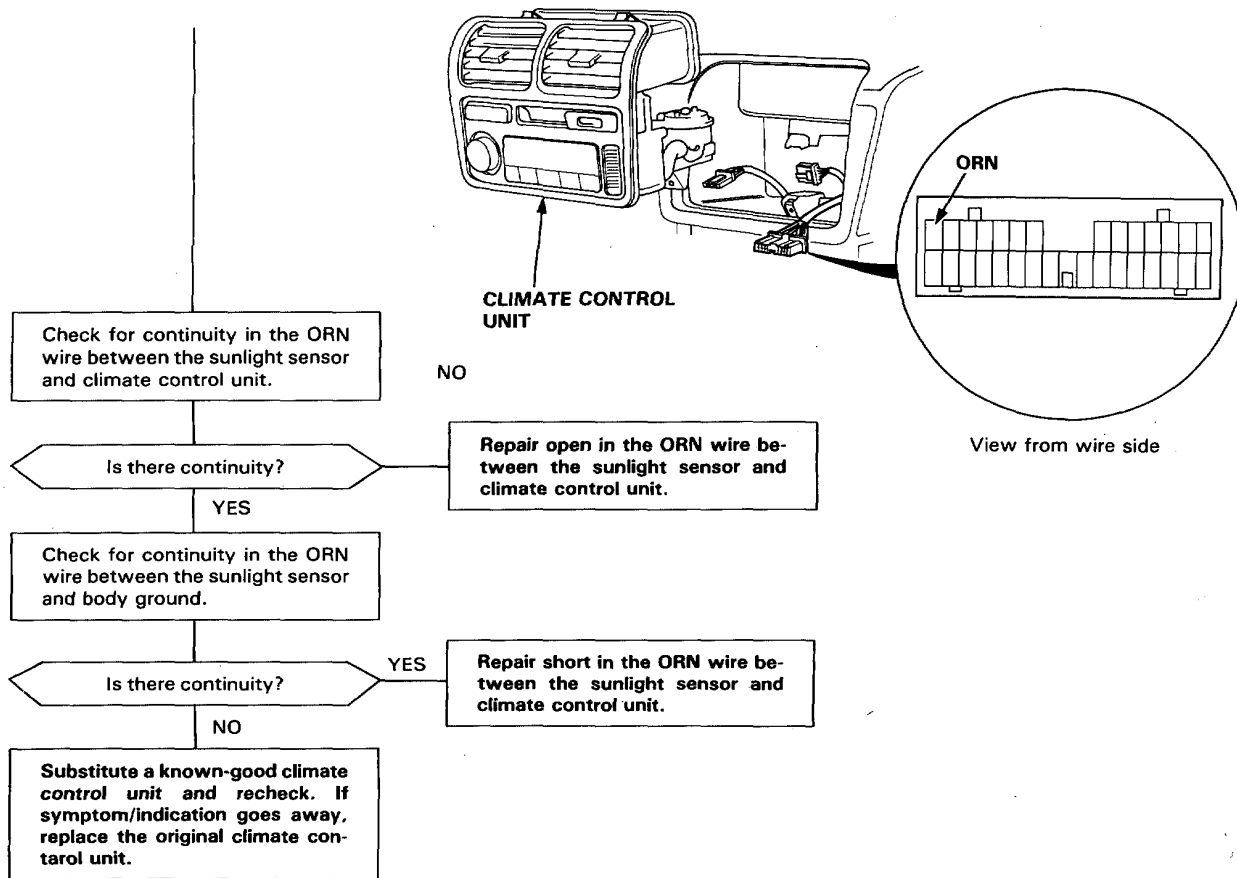
Disconnect the 30-P connector from the climate control unit.

(To page 22-41)



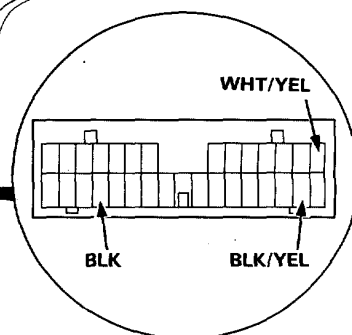
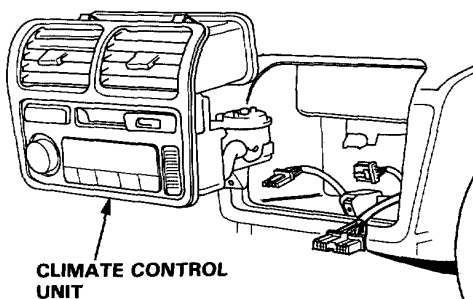
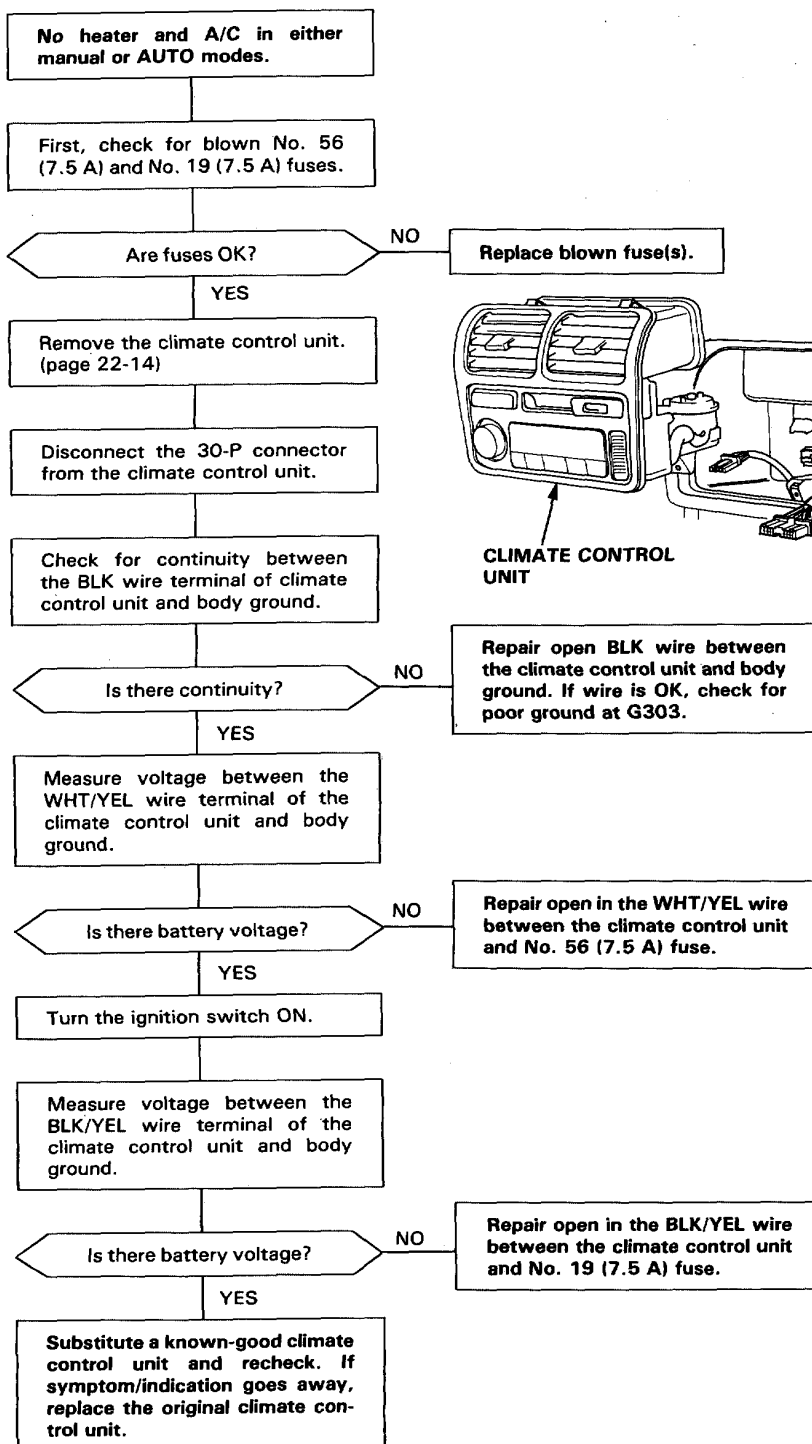


(From page 22-40)



Troubleshooting

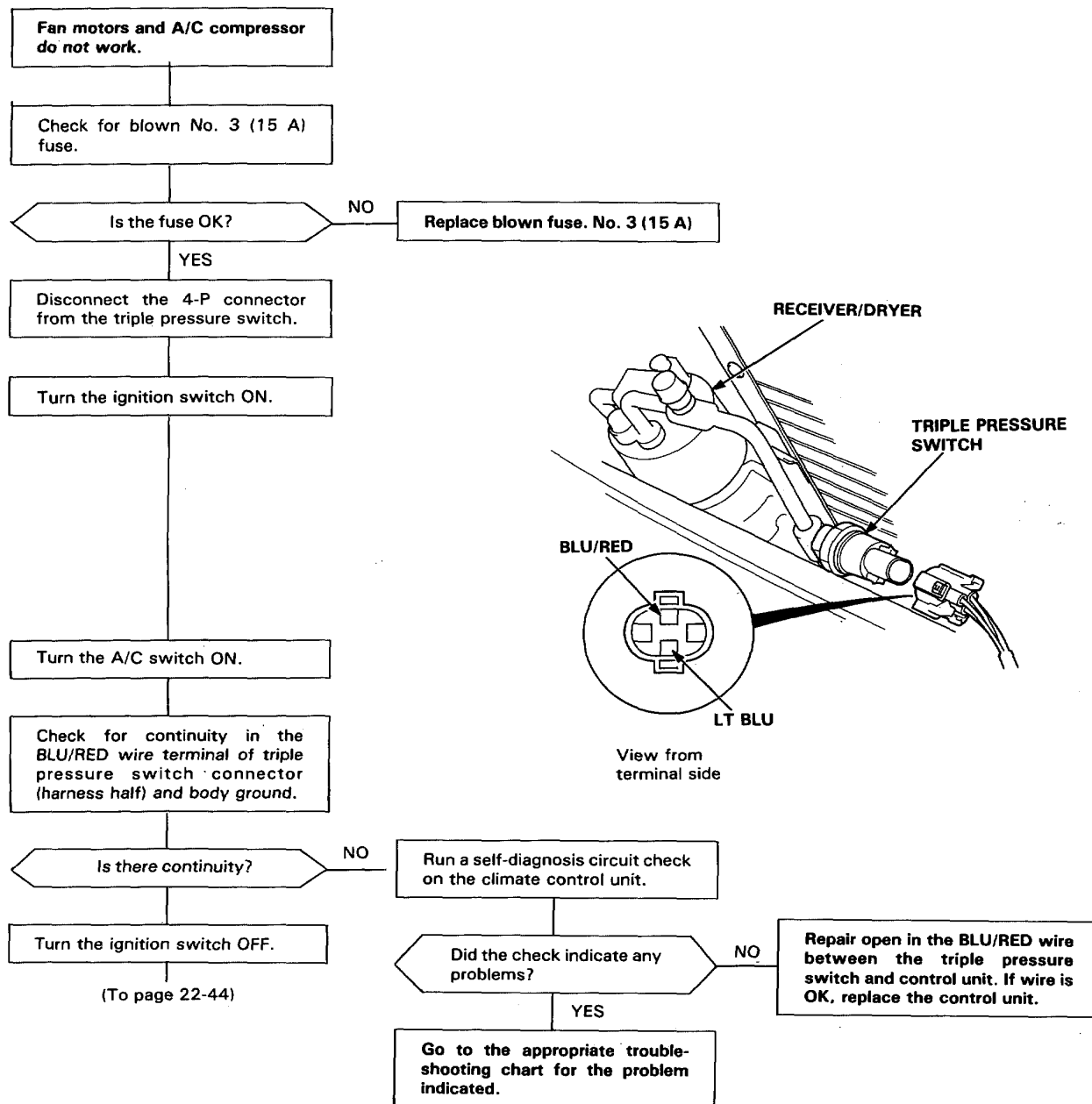
Climate Control Unit



View from wire side



Fan Motors and A/C Compressor



(cont'd)

Troubleshooting

Fan Motors and A/C Compressor (cont'd)

(From page 22-43)

Check for continuity between the No. 1 terminal and No. 2 terminal of the triple pressure switch.

Is there continuity?

NO

(To page 22-45)

YES

Disconnect the 12-P connector from the fan control unit.

Check for continuity between in the BLK wire terminal in the fan control unit connector and body ground.

Is there continuity?

NO

Repair open in the BLK wire between the fan control unit and body ground. If the wire is OK, check for poor ground at G301, 302, 303.

YES

Check A/C system pressure.

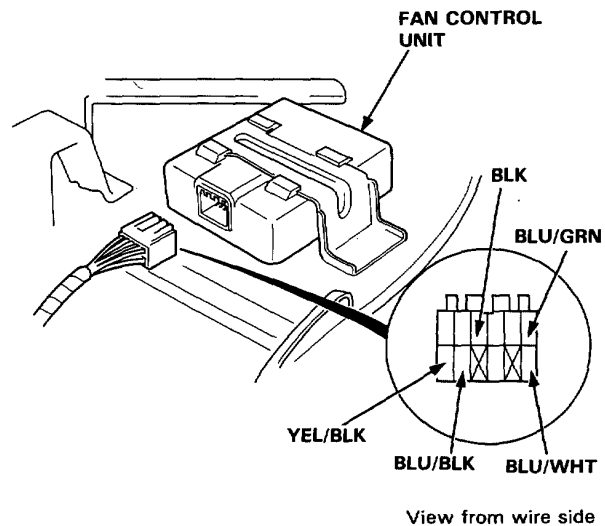
Is the pressure OK?

NO

Start the Leak test. (page 22-97)

YES

Replace the triple pressure switch.





(From page 22-44)

Turn the ignition switch ON.

Measure voltage between the YEL/BLK wire terminal (+) in of the fan control unit connector and body ground (-)

Is there battery voltage?

NO

Repair open in the YEL/BLK wire between the fan control unit and No. 3 (15 A) fuse.

YES

Turn the ignition switch OFF.

Using a jumper wire, connect the LT BLU wire terminal of the triple pressure switch connector to body ground.

Check for continuity between in the LT BLU wire terminal of the fan control unit and body ground.

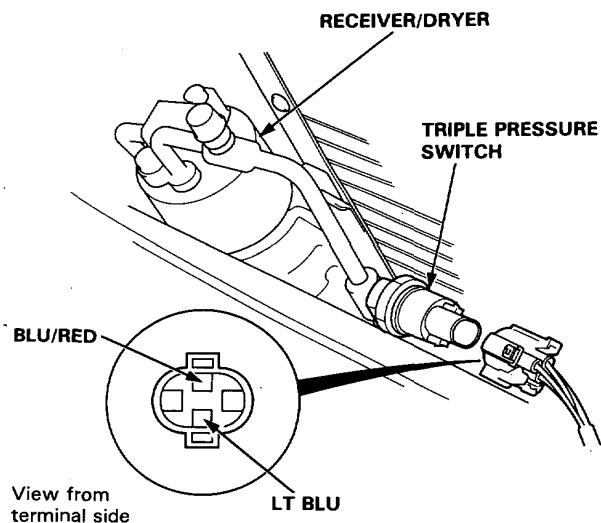
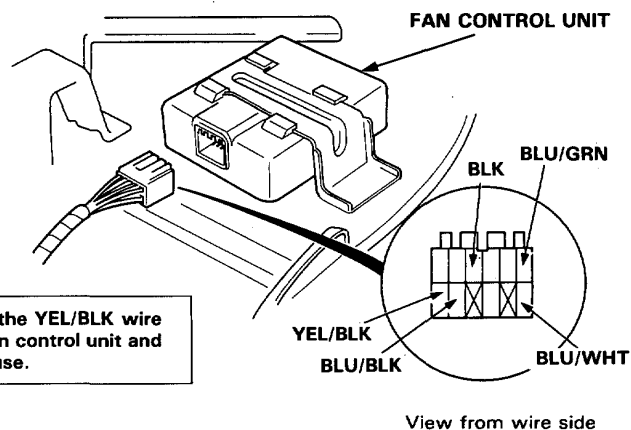
Is there continuity?

NO

Repair open in the LT BLU wire between the triple pressure switch and fan control unit.

YES

Substitute a known-good fan control unit and recheck. If symptom/indication goes away, replace original fan control unit.



Troubleshooting

Compressor

A/C Compressor does not work.

Remove the compressor clutch relay from under-hood relay box C.

Turn the ignition switch ON.

Measure voltage between the No. ④ terminal (+) in the compressor clutch relay connector and body ground (-).

Is there battery voltage?

YES

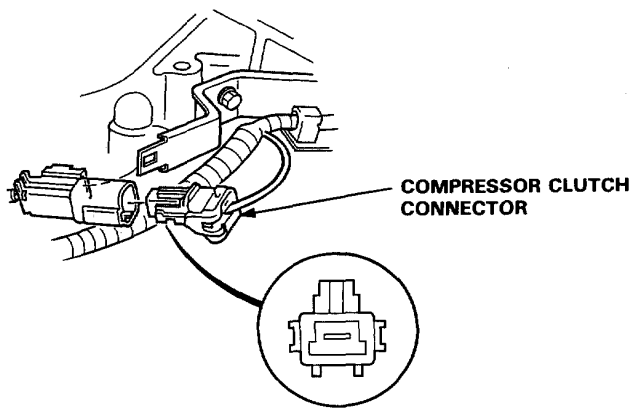
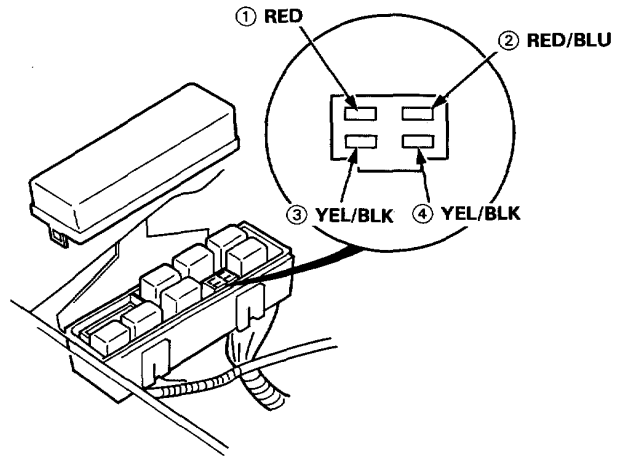
Measure voltage between the No. ③ terminal (+) in the compressor clutch relay connector and body ground (-).

Is there battery voltage?

NO

(To page 22-47)

Repair open in the YEL/BLK wire between the compressor clutch relay and No. 3 (15 A) fuse.





(From page 22-46)

Using a jumper wire, connect the No. ① and No. ③ terminals of the compressor clutch relay.

Does the compressor clutch engage?

NO

Repair open in the RED wire between the compressor clutch relay and compressor clutch. If the wire is OK, inspect the clutch air gap. If the gap is OK, replace the compressor clutch.

YES

Turn the ignition switch OFF.

Remove and test the compressor clutch relay. (page 22-80)

Is the relay OK?

NO

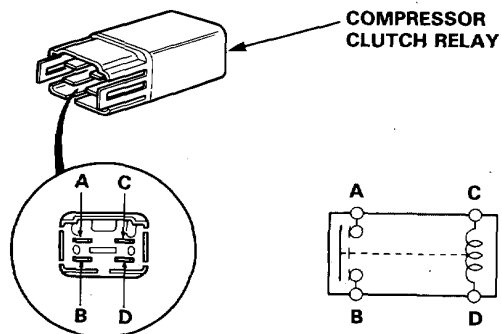
Replace the compressor clutch relay.

YES

Reinstall the compressor clutch relay.

Disconnect the 12-P connector from the fan control unit.

(To page 22-48)



COMPRESSOR CLUTCH RELAY

Troubleshooting

Compressor (cont'd)

(From page 22-47)

Start the engine.

Using a jumper wire, connect the BLU/BLK wire terminal in the fan control unit connector to body ground.

Does the compressor clutch engage?

NO

(To page 22-49)

YES

Check the resistance between the BLU/WHT and BLU/GRN wires.

Is there 0.5 to 1.2 k Ω resistance?

NO

Check the BLU/WHT and BLU/GRN wires for an open between the fan control unit and radiator fan temperature sensor. If the wires are OK, replace the sensor.

YES

Disconnect the radiator fan temperature sensor.

At the 12-P fan control unit connector, check for continuity to ground at the BLU/WHT wire terminal and the BLU/GRN wire terminal.

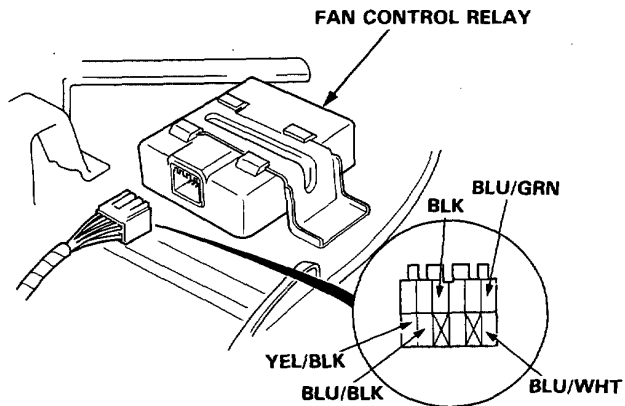
Is there continuity?

NO

Replace the fan control unit.

YES

Repair short to ground in the BLU/WHT or BLU/GRN wire.



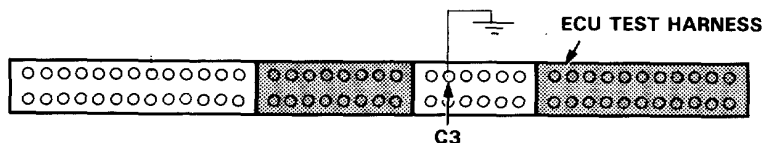
View from wire side



(From page 22-48)

STOP the engine.

Disconnect the 4 connectors from PGM-FI-ECU connect the ECU test harness connectors to the ECU.



Check for continuity in the BLU/BLK wire between the fan control unit and C3 of ECU test harness terminal.

Is there continuity?

NO

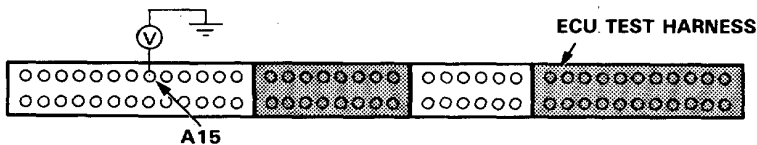
Repair open in the BLU/BLK wire between the fan control unit and ECU.

YES

Install the compressor clutch relay.

Turn the ignition switch ON.

Measure voltage between ECU test harness terminal A15 and body ground.



Is there battery voltage?

NO

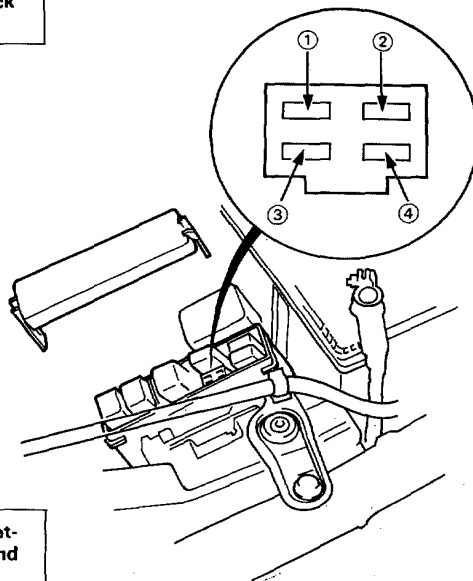
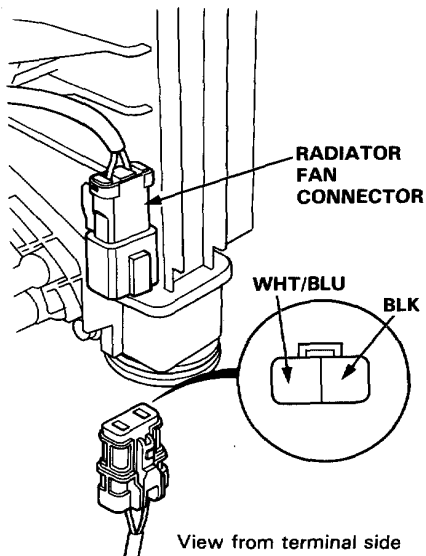
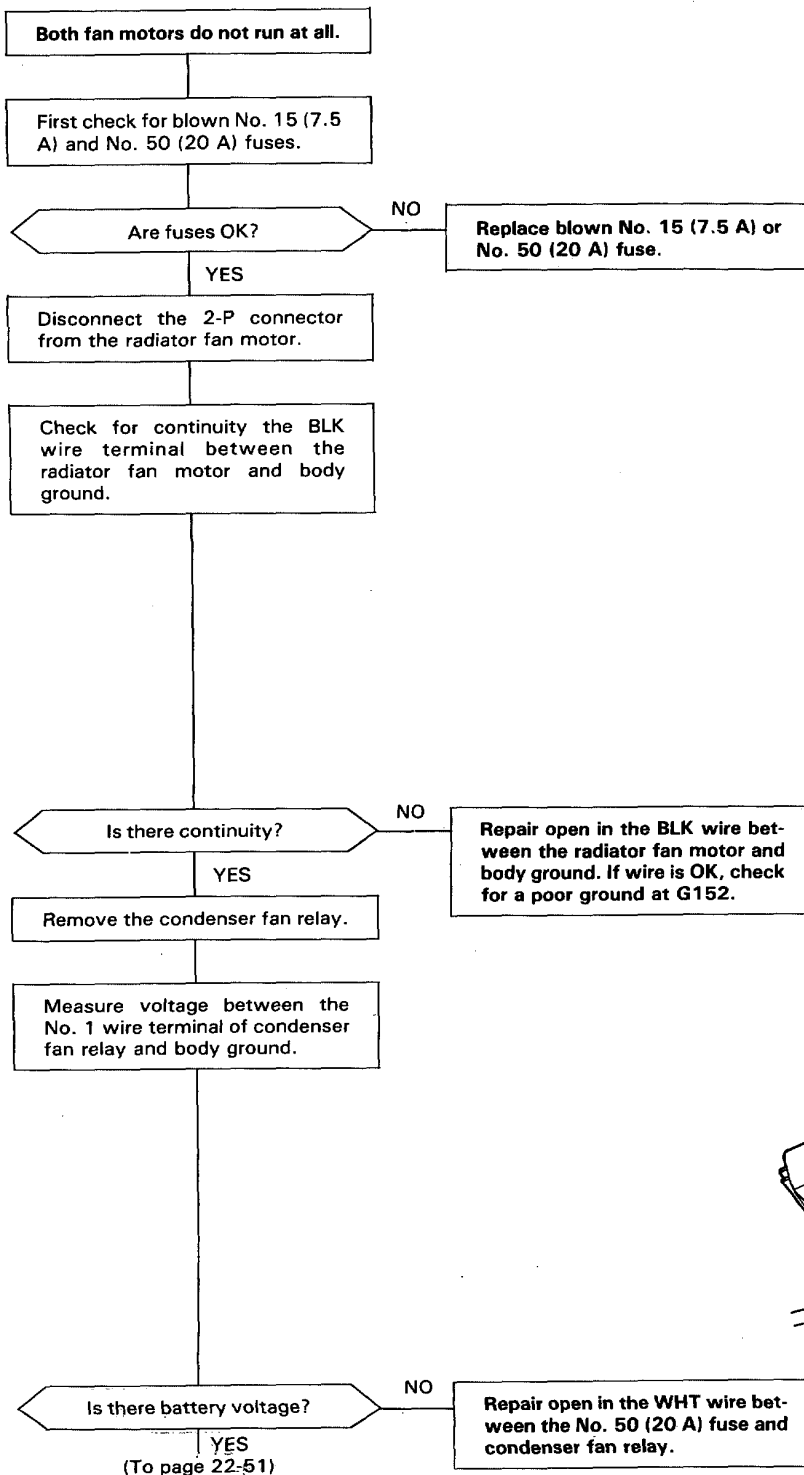
Repair open in the RED/BLU wire between the compressor clutch relay and ECU.

YES

Substitute a known-good ECU and recheck. If symptom/indication goes away, replace the original ECU.

Troubleshooting

Fan Motors





(From page 22-50)

Test the condenser fan motor. Connect the battery power to the BLU wire terminal and connect the BLK wire terminal to body ground. The condenser fan motor should run.

Is the motor OK?

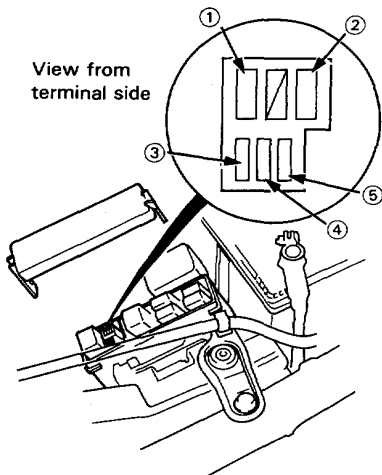
NO

Replace the condenser fan motor.

YES

Check for continuity on the WHT/BLU wire between the No. ④ terminal of the fan control relay and the radiator fan motor.

View from terminal side



Is there continuity?

NO

Repair open in the WHT/BLU wire between the fan control relay and radiator fan motor.

YES

Test the radiator fan motor. Connect the battery power to the BLU wire terminal and connect the BLK wire terminal to body ground. The radiator fan motor should run.

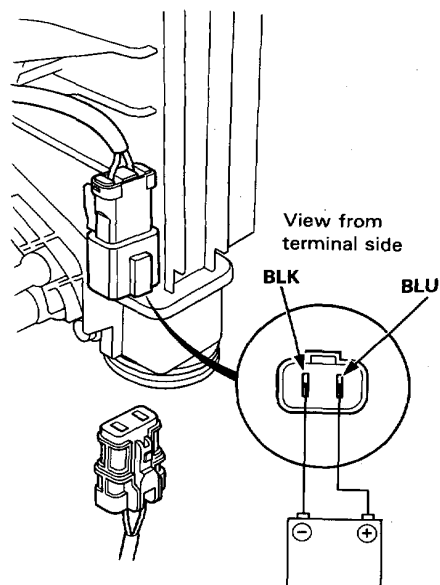
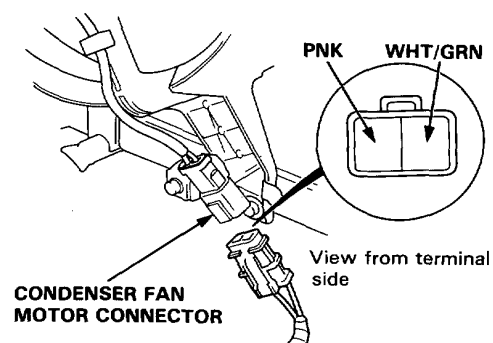
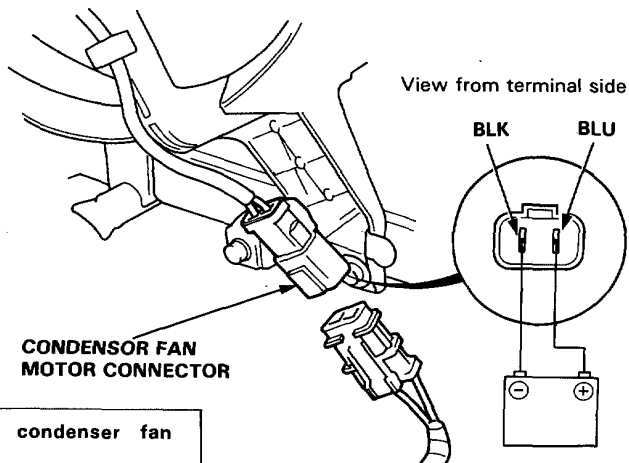
Is the motor OK?

NO

Replace the radiator fan motor.

YES

(To page 22-52)



(cont'd)

Troubleshooting

Fan Motors (cont'd)

(From page 22-51)

Disconnect the 2-P connector from condenser fan motor.

Check for continuity on the PNK wire between the No. ③ terminal of the condenser fan relay and the condenser fan motor.

Is there continuity?

YES

Test the condenser fan relay.
(see page 22-80)

Is the relay OK?

YES

Remove the fan control relay.

Check for continuity the WHT/GRN wire between the No. ② terminal of the fan control relay and the condenser fan motor.

Is there continuity?

YES

(To page 22-53)

NO

Repair open in the PNK wire between the condenser fan relay and condenser fan motor.

CONDENSER FAN MOTOR CONNECTOR

PNK

WHT/GRN

View from terminal side

CONDENSER FAN RELAY

NO

Replace the condenser fan relay.

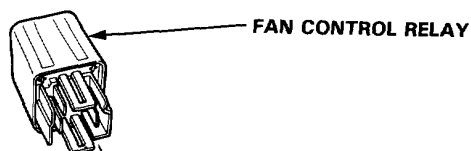
NO

Repair open in the WHT/GRN wire between the fan control relay and condenser fan motor.



(From page 22-52)

Test the fan control relay. (see page 22-80)



FAN CONTROL RELAY

Is the relay OK?

NO

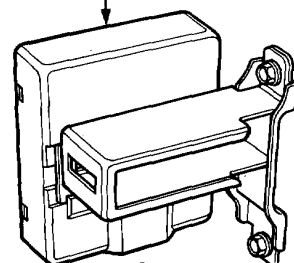
Replace the fan control relay.

YES

Disconnect 8-P connector from the fan timer unit.

Check for continuity the BLK wire terminal between the fan timer unit and body ground.

FAN TIMER UNIT



View from wire side

Is there continuity?

NO

Repair open in the BLK wire between the fan timer unit and body ground. If wire is OK, check for a poor ground at G303.

YES

Measure voltage between the YEL/BLU wire terminal of fan timer unit and body ground.

Is there battery voltage?

NO

Repair open in the YEL/BLU wire between the No. 15 (7.5 A) fuse and fan timer unit.

YES

(To page 22-54)

(cont'd)

Troubleshooting

Fan Motors (cont'd)

(From page 22-53)

Check for continuity the GRN wire between the fan timer unit and body ground.

Is there continuity?

YES

Using a jumper wire, connect the No. ② terminal of condenser fan relay and body ground.

Check for continuity on the GRN wire between the fan timer unit and body ground.

Is there continuity?

YES

Check for continuity on the BLU/RED wire between the No. ② terminal of condenser fan relay and fan timer unit.

Is there continuity?

YES

(To page 22-55)

NO

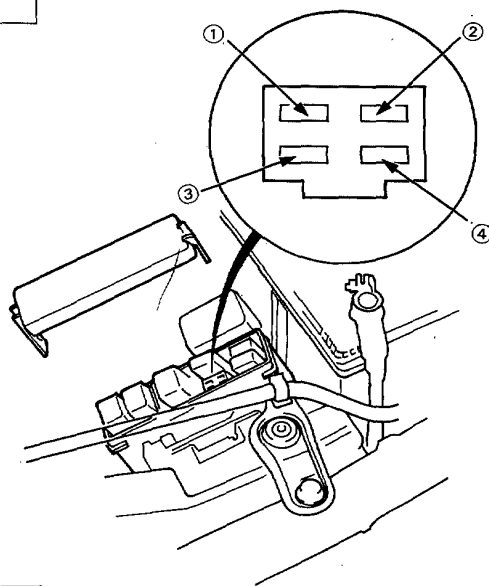
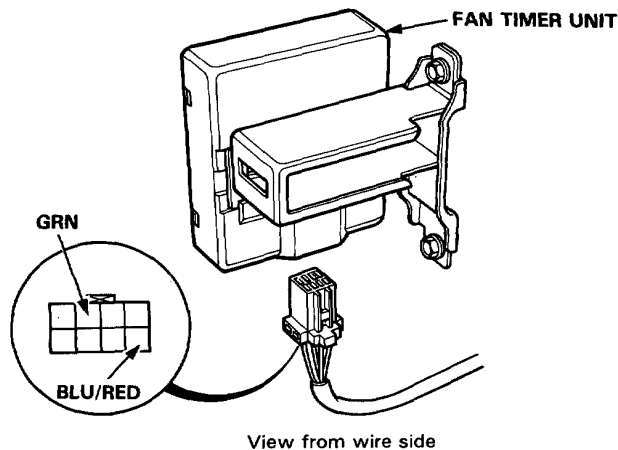
Repair short in the GRN wire between the fan timer unit and condenser fan relay.

NO

Repair open in the GRN wire between the condenser fan relay and fan timer unit.

NO

Repair open in the BLU/RED wire between the condenser fan relay and fan timer unit.





(From page 22-54)

Disconnect the 12-P connector from fan control unit.

Check for continuity on the BLU/YEL wire between the fan timer unit and fan control unit.

Is there continuity?

YES

Reinstall both relays, reconnect the both fan motors and the fan timer unit.

Using a jumper wire, connect the BLU/YEL wire terminal of fan control unit and body ground.

Do both fan motors run at low speed?

YES

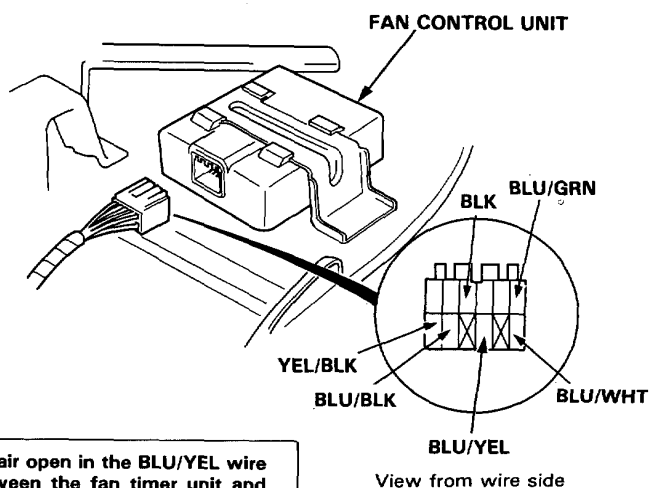
Substitute a known-good fan control unit and recheck. If symptom/indication goes away, replace original fan control unit.

NO

Repair open in the BLU/YEL wire between the fan timer unit and fan control unit.

NO

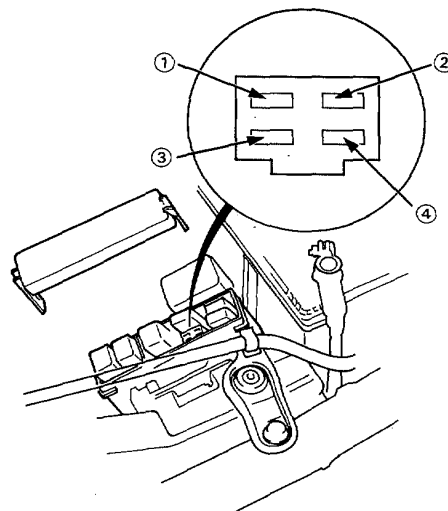
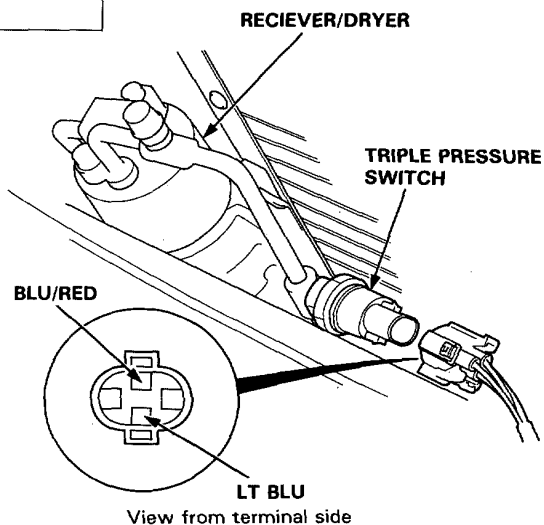
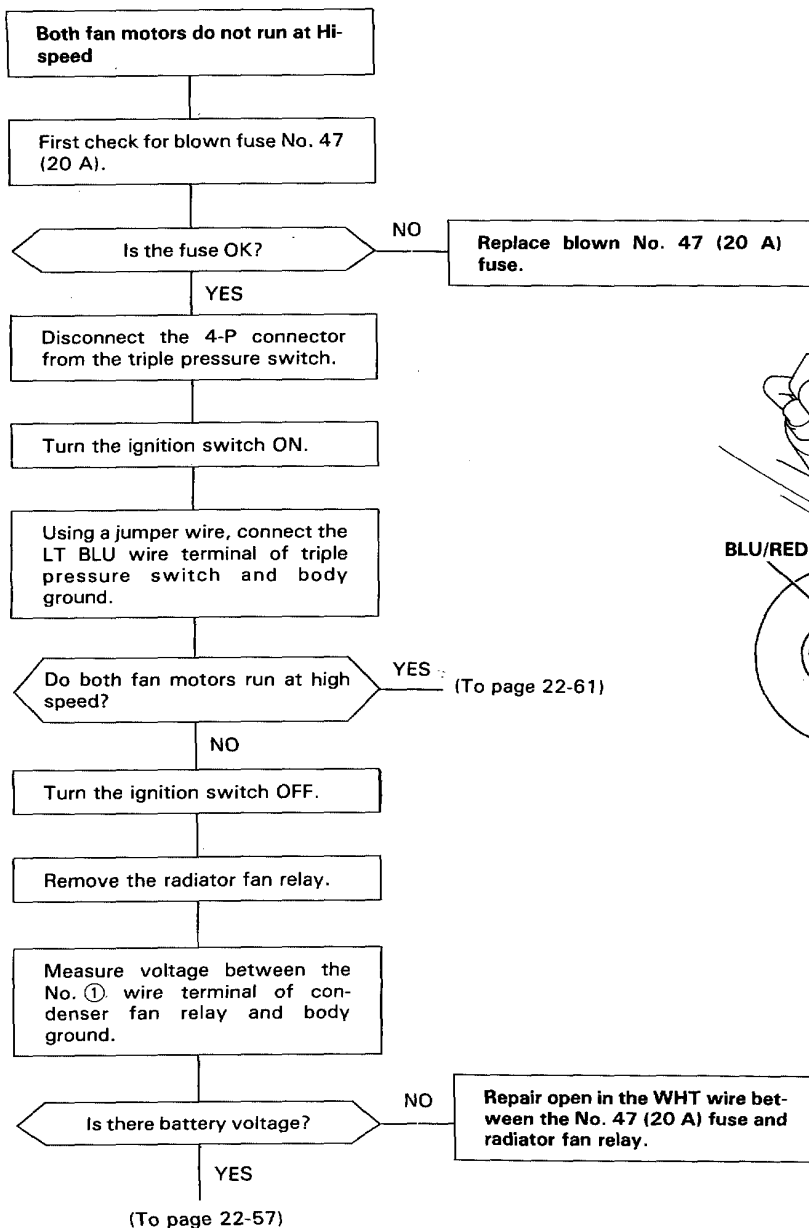
Replace the fan timer unit.



(cont'd)

Troubleshooting

Fan Motors (cont'd)





(From page 22-56)

Turn the ignition switch ON.

Measure voltage between the No. ④ wire terminal of radiator fan relay and body ground.

Is there battery voltage?

NO

Repair open in the YEL/BLK wire between the No. 3 (15 A) fuse and radiator fan relay.

YES

Turn the ignition switch OFF.

Test the radiator fan relay. (see page 22-80)

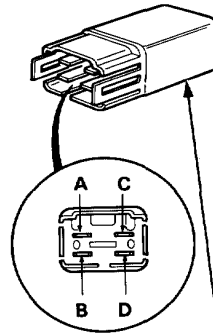
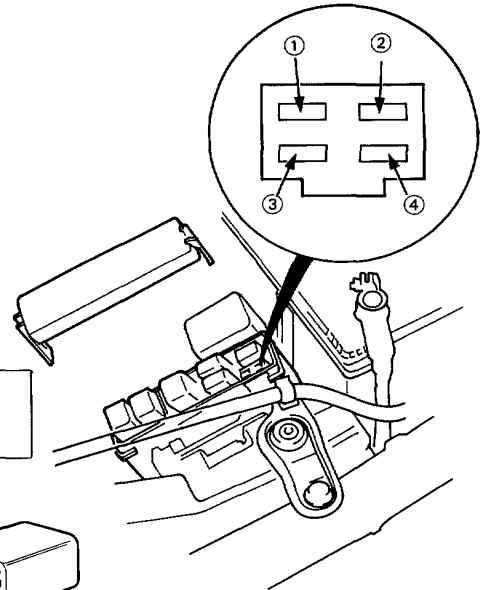
Is the relay OK?

NO

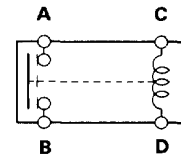
Replace the radiator fan relay.

YES

(To page 22-58)



RADIATOR FAN RELAY



(cont'd)

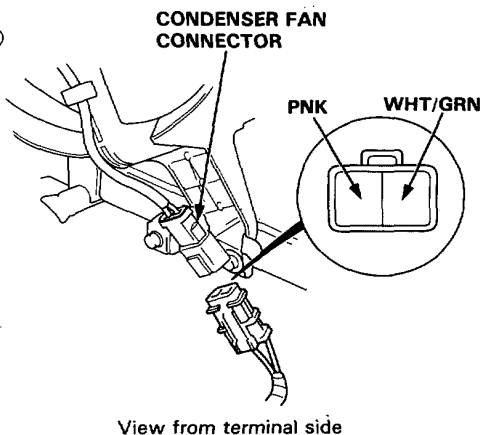
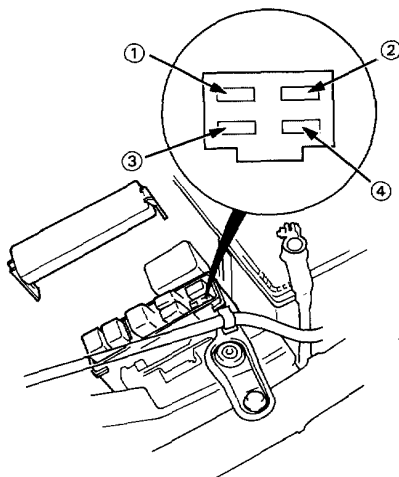
Trouble shooting

Fan Motors (cont'd)

(From page 22-57)

Disconnect 2-P connector from the radiator fan motor.

Check for continuity on the WHT/BLU wire between the No. ③ terminal of the radiator fan relay and radiator fan motor.



Is there continuity?

NO

Repair open in the WHT/BLU wire between the radiator fan relay and radiator fan motor.

YES

Remove the fan control relay.

Turn the ignition switch ON.

Measure voltage between the No. ⑤ terminal of fan control relay and body ground.

Is there battery voltage?

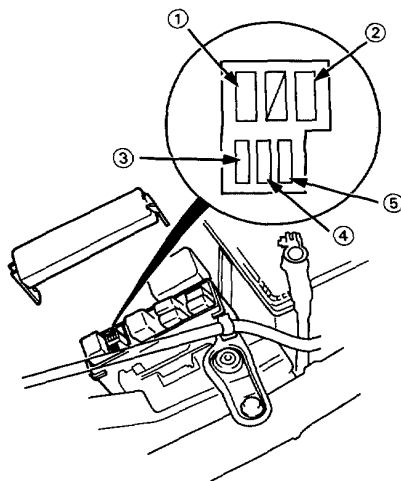
NO

Repair open in the YEL/BLK wire between the No. 3 (15 A) fuse and fan control relay.

YES

Turn the ignition switch OFF.

(To page 22-59)





(From page 22-58)

Check for continuity on the BLK wire between the No. ① terminal of the fan control relay and body ground.

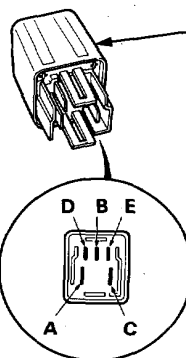
Is there continuity?

NO

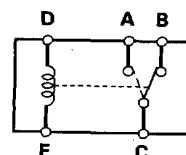
Repair open in the BLK wire between the fan control relay and body ground at G152.

YES

Test the fan control relay.
(see page 22-80)



FAN CONTROL RELAY



Is the relay OK?

NO

Replace the radiator fan relay.

YES

Reinstall the radiator fan relay and fan control relay, reconnect the 2-P connector to the radiator fan motor.

(To page 22-60)

(cont'd)

Troubleshooting

Fan Motors (cont'd)

(From page 22-59)

Disconnect the 12-P connector from the fan control unit.

Turn the ignition switch ON.

Using a jumper wire, connect the BLU wire terminal and the BLU/YEL wire terminal of fan control unit and body ground.

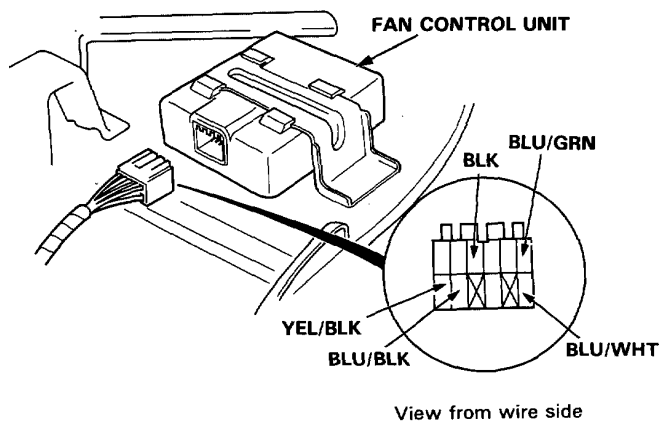
Do both fan motors run at high speed?

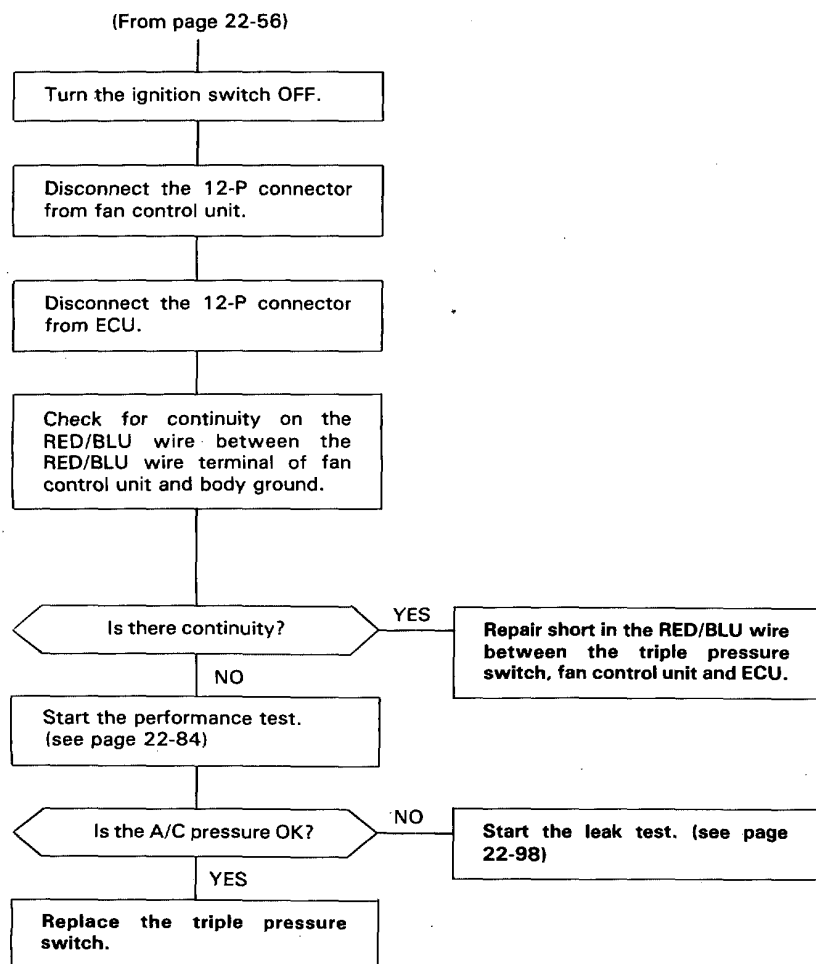
NO

Repair open in the BLU wire between the radiator fan relay, fan control relay and fan control unit.

YES

Substitute a known-good fan control unit and recheck. If symptom/indication goes away, replace original fan control unit.





(cont'd)

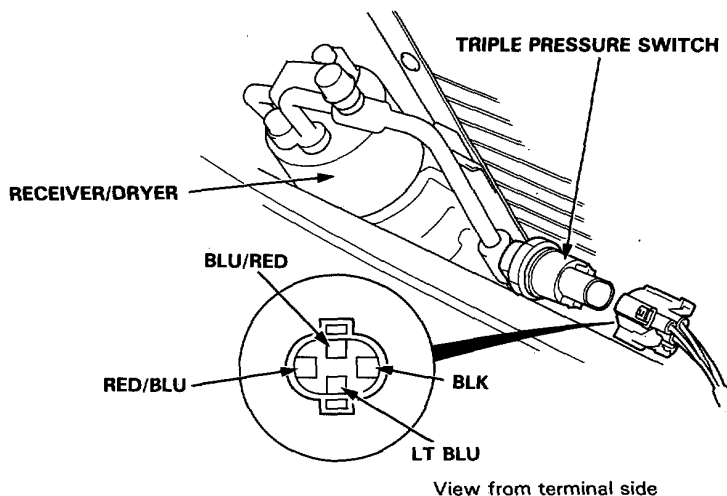
Troubleshooting

Fan Motors (cont'd)

Both fan motors do not run at low-speed.

Disconnect 4-P connector from the triple pressure switch.

Check for continuity on the BLK wire between the triple pressure switch and body ground.



Is there continuity?

NO

Repair open in the BLK wire between the triple pressure switch and body ground. If wire is OK, check for a poor ground at G153.

YES

Turn the ignition switch ON.

Using a jumper wire, connect the LT BLU wire terminal, the RED/BLU wire terminal of triple pressure switch and body ground.

Do the both fan motors run at low speed?

YES

Turn the ignition switch OFF.

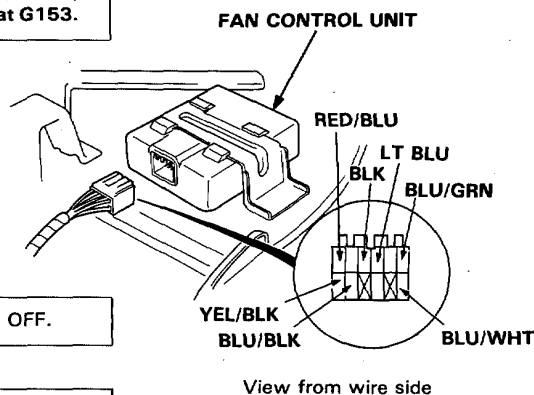
NO

Turn the ignition switch OFF.

Remove the fan control relay.

Disconnect 2-P connector from the radiator fan motor.

(To page 22-63)



Disconnect the 12-P connector from fan control unit.

Check for continuity on the RED/BLU wire between the triple pressure switch and fan control unit.

Is there continuity?

NO

Repair open in the RED/BLU wire between the triple pressure switch and fan control unit.

YES

Replace the triple pressure switch.



(From page 22-62)

Check for continuity on the WHT/BLU wire between the No. ④ terminal of the fan control relay and radiator fan motor.

Is there continuity?

NO

Repair open in the WHT/BLU wire between the fan control relay and radiator fan motor.

YES

Test the fan control relay.
(see page 22-80)

Is the relay OK?

NO

Replace the radiator fan relay.

YES

Remove the radiator fan relay.

Disconnect 12-P connector from fan control unit.

Check for continuity on the BLU wire between the No. ③ terminal of the fan control relay and body ground.

Is there continuity?

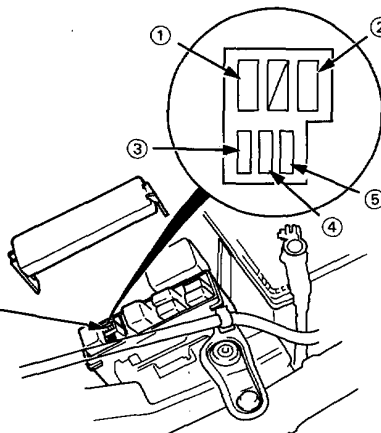
YES

Repair short the BLU wire between the fan control relay, radiator fan relay and fan control unit.

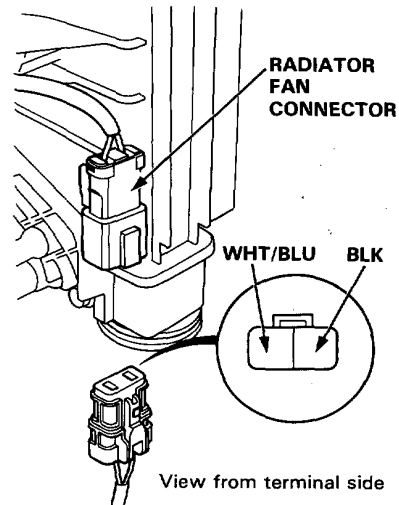
NO

Substitute a known-good fan control unit and recheck.
If symptom/indication goes away, replace original fan control unit.

RADIATOR FAN RELAY WIRE TERMINALS

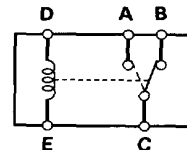
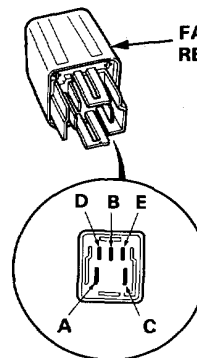


RADIATOR FAN CONNECTOR



View from terminal side

FAN CONTROL RELAY



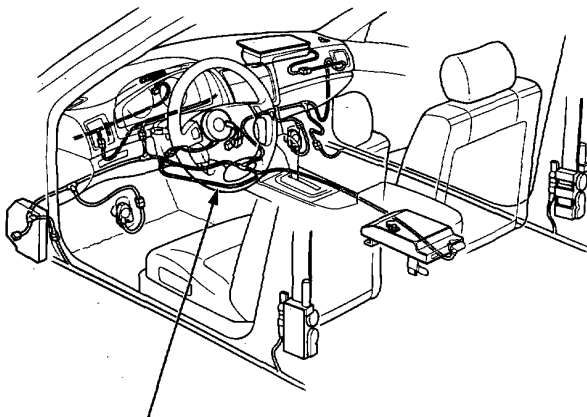
Blower

Removal

SRS wire harness is routed near the heater.

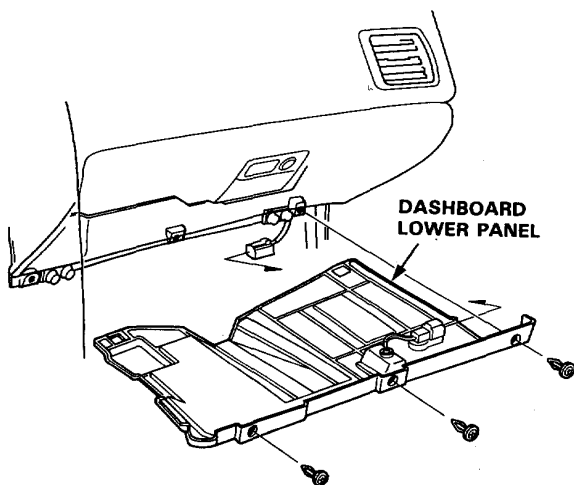
⚠ WARNING All SRS wire harnesses and connectors are colored yellow. Do not use electrical test equipment on these circuits.

CAUTION: Be careful not to damage the SRS wire harnesses when servicing the heater.



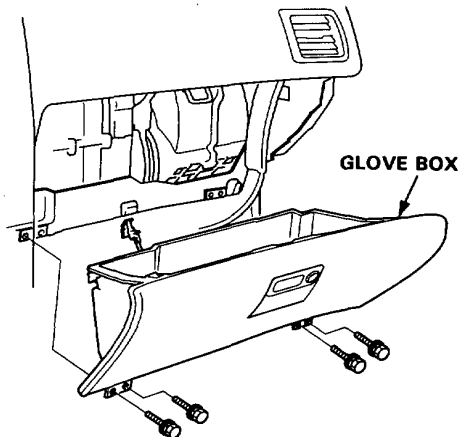
SRS MAIN WIRE HARNESS

1. Remove the dashboard lower panel and disconnect the connector from it.



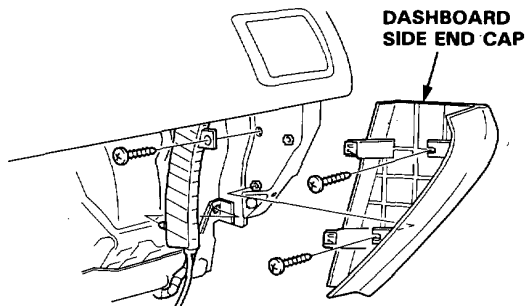
DASHBOARD
LOWER PANEL

2. Disconnect the glove box light connector and glove box mounting bolts, then remove the glove box.

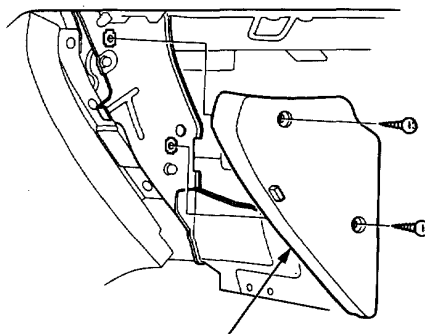


GLOVE BOX

3. Remove both dashboard right end cap and the left side panel in the glove box opening.



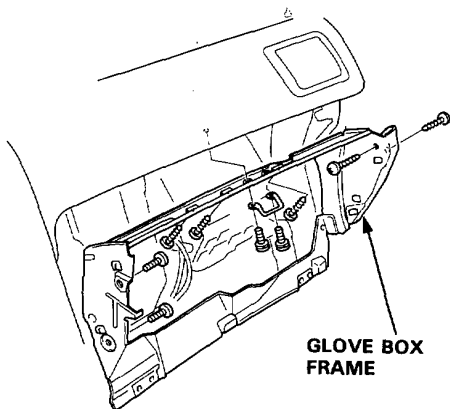
DASHBOARD
SIDE END CAP



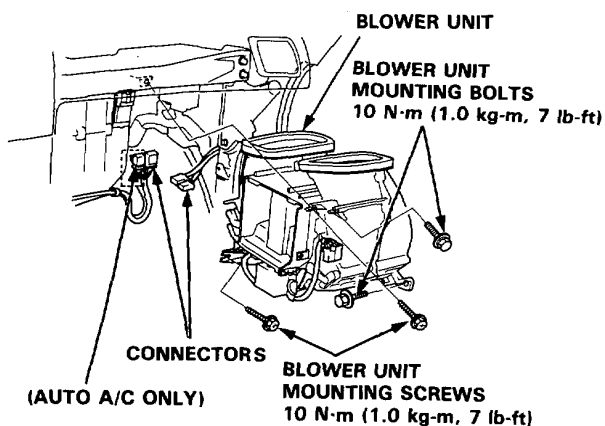
DASHBOARD
SIDE END CAP



4. Remove the glove box frame mounting bolts and nuts, then remove the glove box frame.

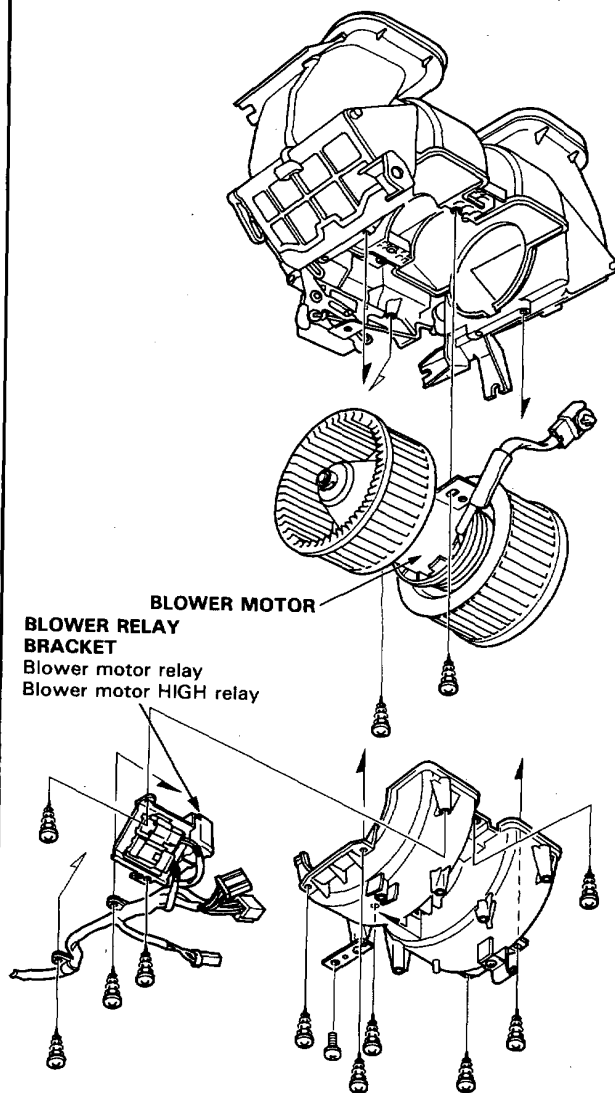


5. Disconnect the connectors as shown.



6. Remove the blower mounting bolts and screws, then remove the blower.
7. Install the blower in the reverse order of removal, then make sure it runs and doesn't leak any air.

Overhaul



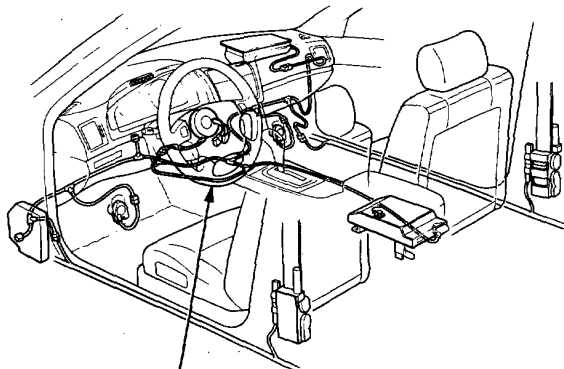
Heater-Evaporator Unit

Removal

SRS wire harness is routed near the heater.

▲ WARNING All SRS wire harnesses and connectors are colored yellow. Do not use electrical test equipment on these circuits.

CAUTION: Be careful not to damage the SRS wire harnesses when servicing the heater.



SRS MAIN WIRE HARNESS

1. Remove the dashboard. (section 20).
2. Remove the blower (page 22-64).
3. When the engine is cool, drain the coolant from the radiator (Section 10).

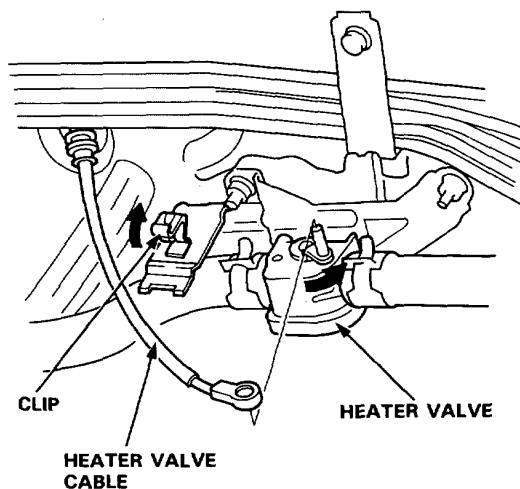
▲ WARNING

- Do not remove the radiator cap when the engine is hot; the coolant is under pressure and could severely scald you.
- Keep hands away from the radiator fan. The fan may start automatically without warning and run for up to 30 minutes, even after the engine is turned off.

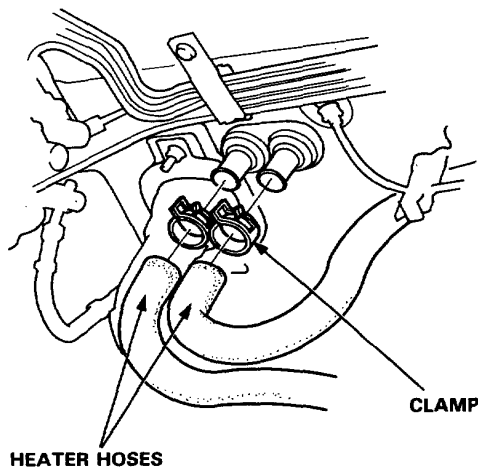
CAUTION: Radiator coolant will damage paint. Quickly rinse any spilled coolant off painted surfaces.

4. Disconnect the heater hoses at the heater. Coolant will run out when the hoses are disconnected, drain it into a clean drip pan.

5. Disconnect the heater valve cable from the heater valve.



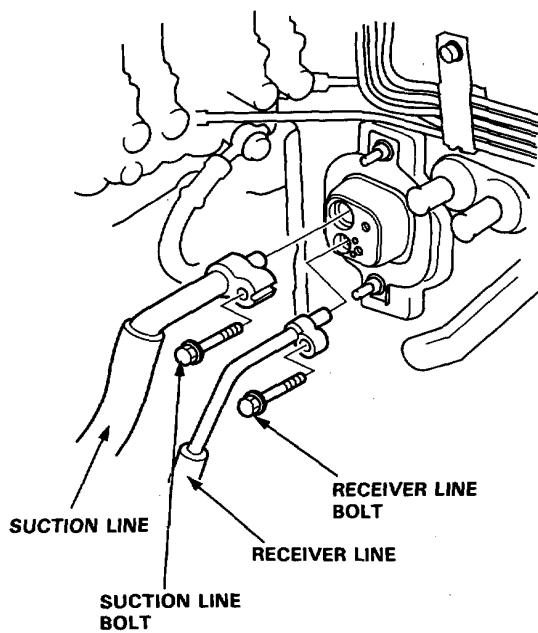
6. Release the clamps, then disconnect the heater hoses.



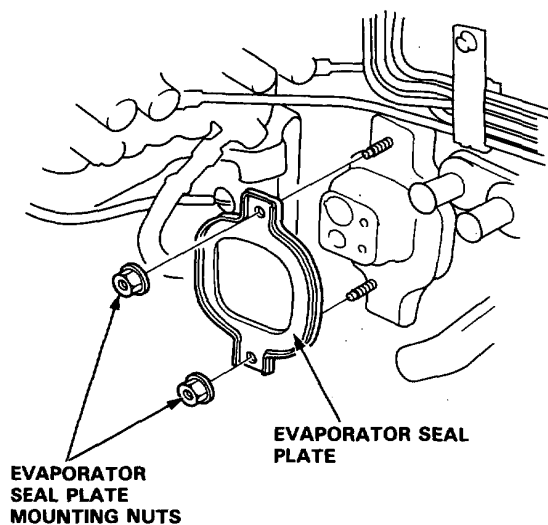
Remove all refrigerant from the A/C system with a refrigerant recovery system.



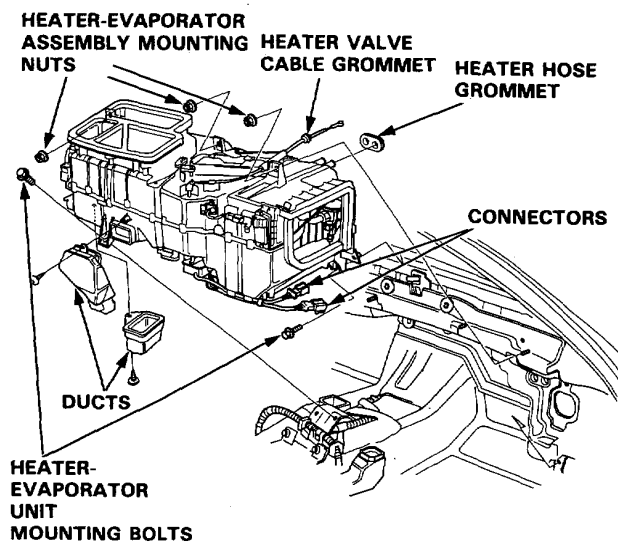
7. Remove the A/C suction line bolt and the receiver line bolt, then remove the suction line and receiver line.



8. Remove the nuts and evaporator seal plate.



9. Remove the ducts and disconnect the connectors, then remove the heater-evaporator mounting nuts and bolts.



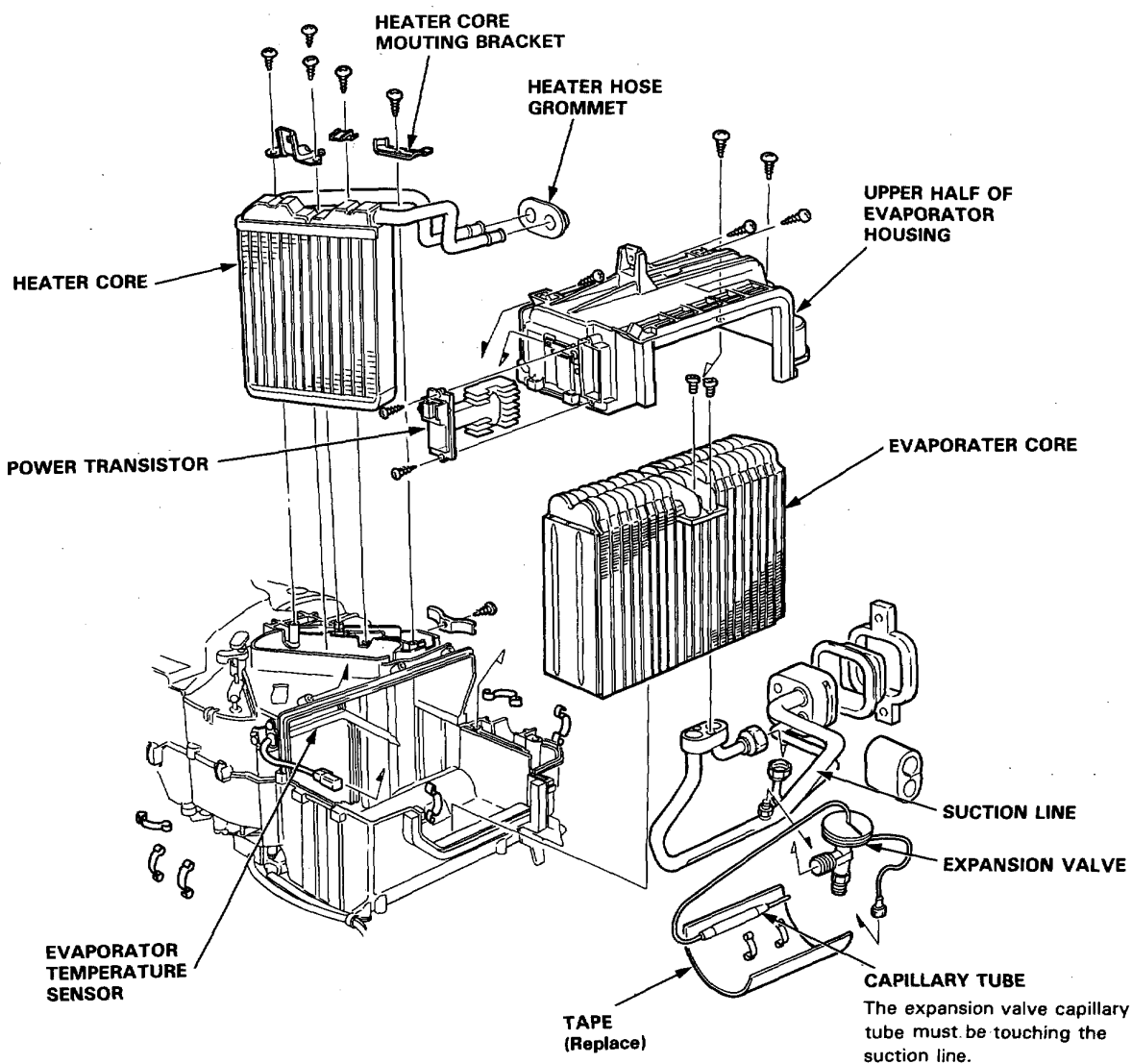
10. Disconnect the air-mix control motor connector and max cool motor connector. Then remove the heater-evaporator assembly.

CAUTION: After reinstalling the heater-evaporator follow the sequence described in the air bleed procedure. If you don't, you may leave air in the system which could damage the engine.

Heater-Evaporater

Overhaul

1. Remove the heater core cover, remove the clamps from the inlet and outlet lines, then lift out the heater core.
2. Remove the upper half of the housing, then remove the evaporater.
3. Remove the expansion valve if necessary.
4. Assemble the heater-evaporater unit in the reverse order of disassembly. Hold the expansion valve capillary tube down against the suction line, and wrap it with tape to hold it there.

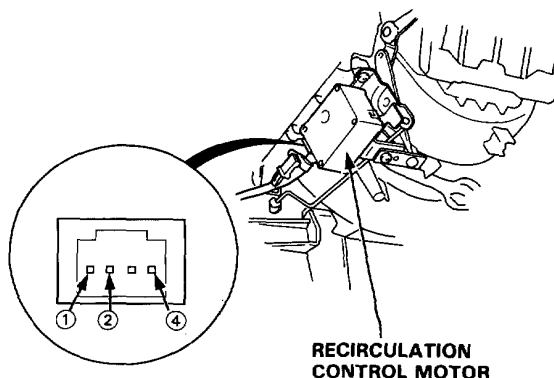




Recirculation Control Motor

Test

1. Connect battery power to the No. 1 terminal of the recirculation control motor, and connect the No.2 terminal to ground.
The motor should run. If it doesn't, reverse the connections; the motor should then run.

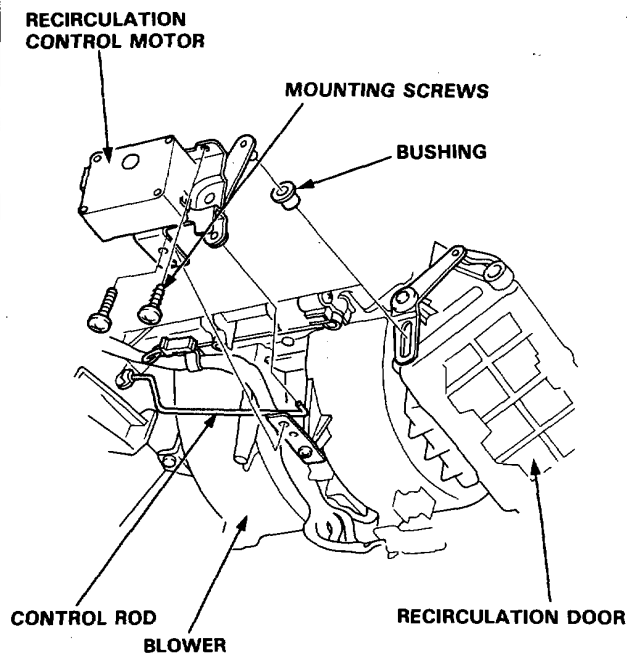


2. Check for continuity between the terminals of the recirculation control motor according to the table.

Terminal Position	1	2	4

Removal

1. Remove the dashboard lower panel (page 22-64).
2. Disconnect the recirculation motor connector.
3. Remove the recirculation control motor mounting screws and the recirculation control motor.

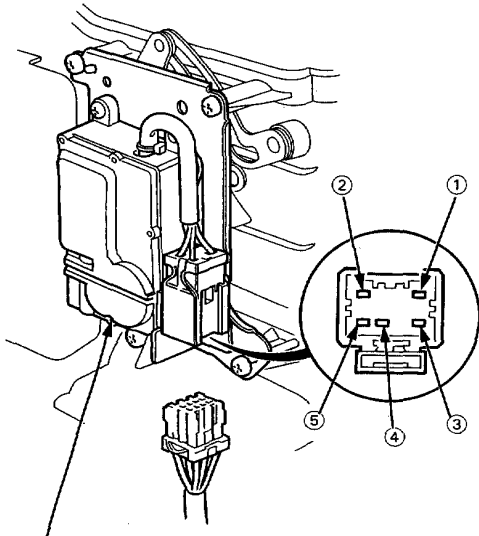


Mode Control Motor

Test

1. Measure the resistance between the No. 3 and 5 terminals.

● Resistance: approx. 6 k Ω



MODE CONTROL MOTOR

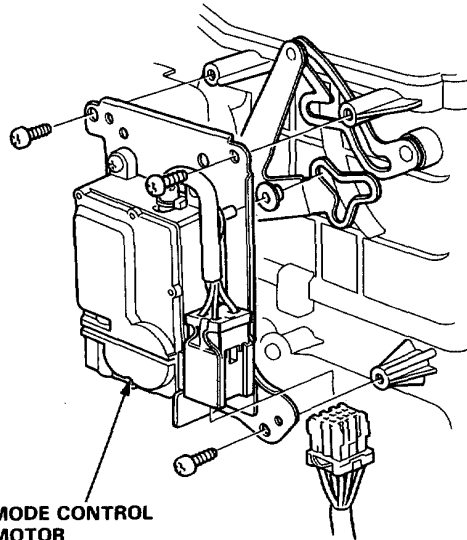
2. Check the motor operation by briefly connecting battery power to the No. 2 terminal and grounding the No. 1 terminal.
3. Reverse the wires to be sure the motor will run in both directions.

CAUTION: Be sure to disconnect power from the motor as soon as the motor has started. Failure to do so will damage the motor.

4. While repeating step 2, measure the resistance between terminals No. 4 and No. 5. Resistance should be approximately 1.2 k Ω at VENT and 4.8 k Ω at DEF. Also check the resistances with the battery polarity reversed.

Removal

1. Remove the heater-evaporator unit. (page 22-66)
2. Disconnect the mode control motor connector.



MODE CONTROL MOTOR

3. Remove its mounting screws and the mode control motor.

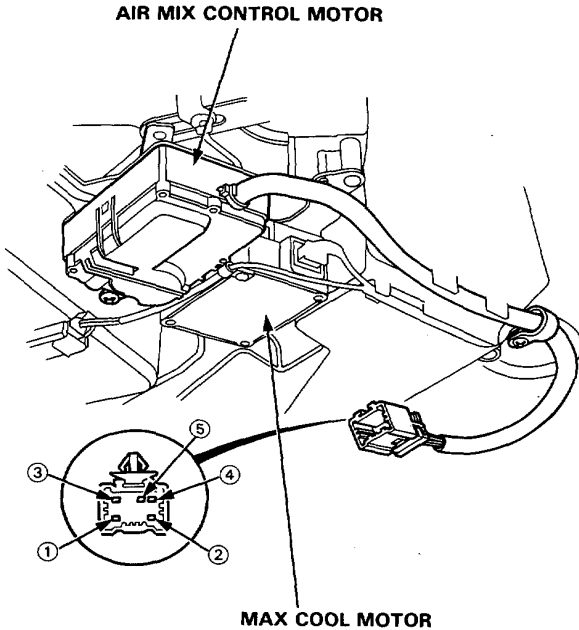
Air Mix Control Motor



Test

1. Measure the resistance between the No. 3 and 5 terminals.

● Resistance: approx. 6 k Ω



2. Check the motor operation by briefly connecting battery power to the No. 2 terminal and grounding the No. 1 terminal.
3. Reverse the wires to be sure the motor will run in both directions.

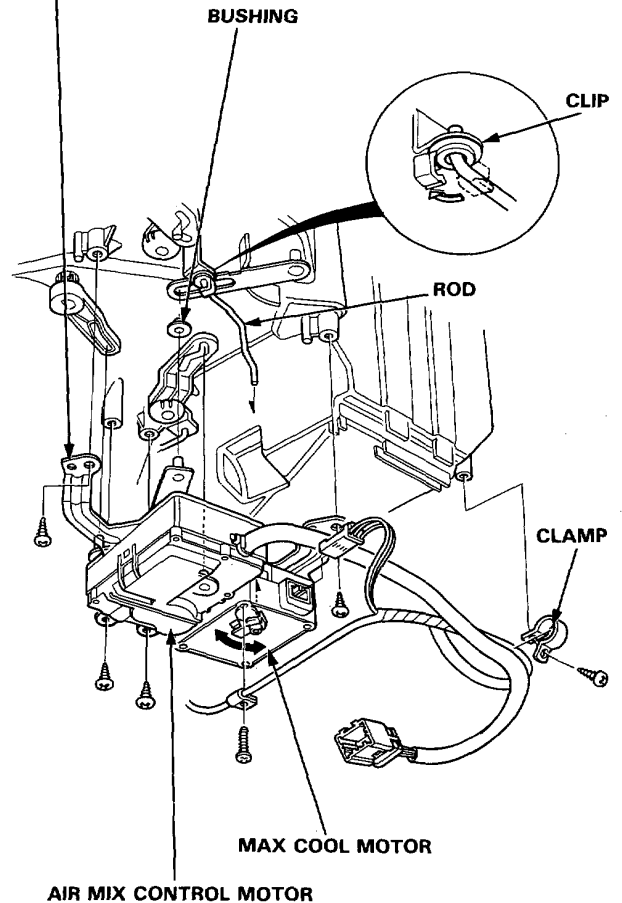
CAUTION: Be sure to disconnect power from the motor as soon as the motor has started. Failure to do so will damage motor.

4. While repeating step 2, measure the resistance between terminals No. 4 and No. 5. Resistance should be approx. 1.2 k Ω at COOL and approx. 4.8 k Ω at HOT. Also check the resistances with the battery polarity reversed.

Removal

1. Remove the dashboard lower panel and disconnect the connector from it.
2. Disconnect the air mix control motor connector and clamp.

AIR MIX CONTROL MOTOR MOUNTING BRACKET

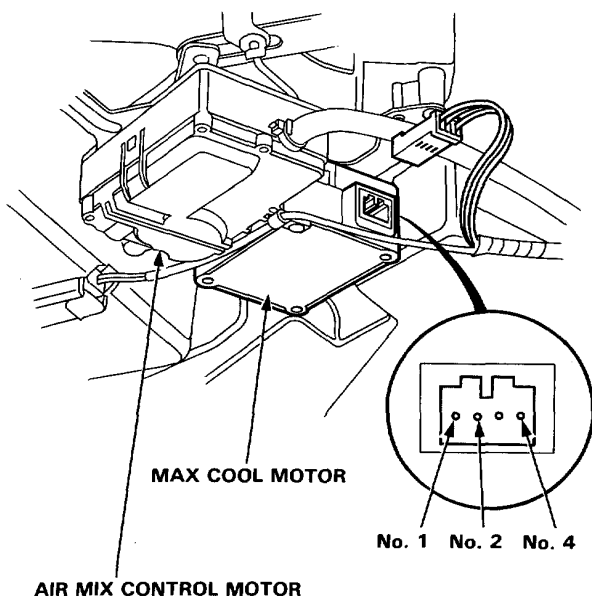


3. Unhook the clips from the max cool motor rod, then remove its mounting screws and the air mix control motor mounting bracket.
4. Remove the air mix control motor from the max cool motor as shown on the next page.

Max Cool Motor

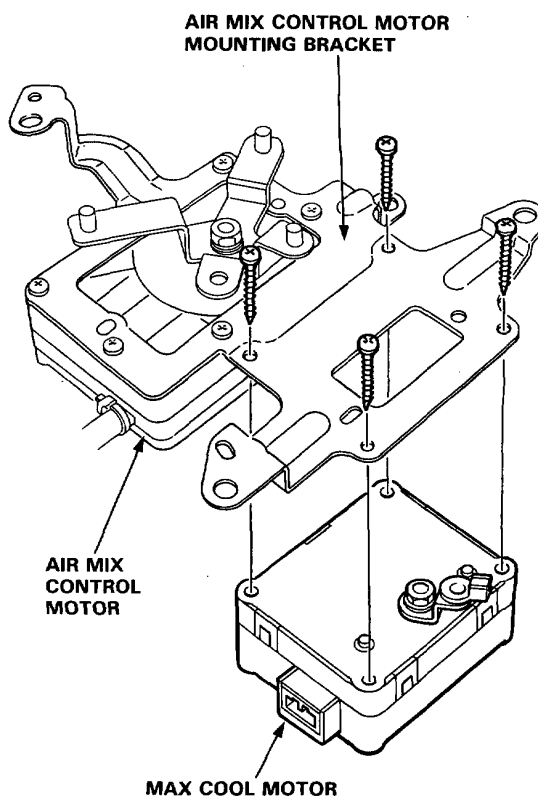
Test

1. Connect battery power to the No. 1 terminal of the max cool motor, and connect the No. 2 terminal to ground.
2. The max cool motor should run. If it doesn't connect the No. 4 terminal; the motor should then run.



Removal

1. Remove the air mix motor mounting bracket (previous page).
2. Remove the max cool motor from the air mix motor mounting bracket as shown.





Aspirator Fan Motor

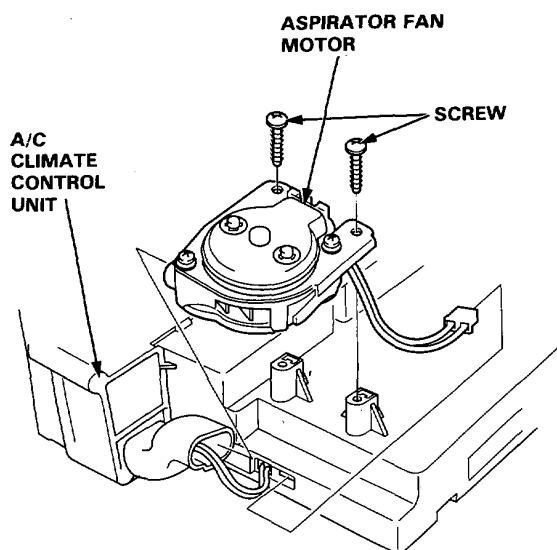
Removal

SRS wire harness is routed near the console.

⚠ WARNING All SRS wire harnesses and connectors are colored yellow. Do not use electrical test equipment on these circuit.

CAUTION: Be careful not to damage the SRS wire harnesses when servicing the console.

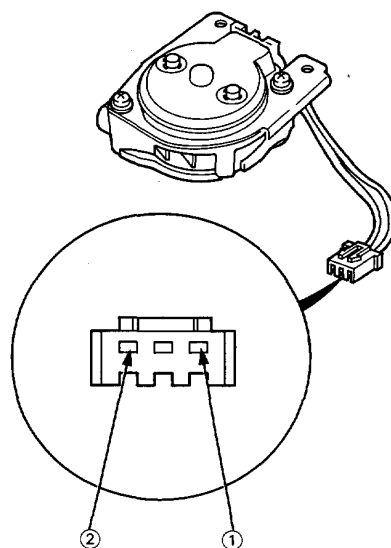
1. Remove the climate control unit. (page 22-14)
2. Disconnect the aspirator fan connector as shown.



3. Remove its mounting screws, then remove the aspirator fan.

Test

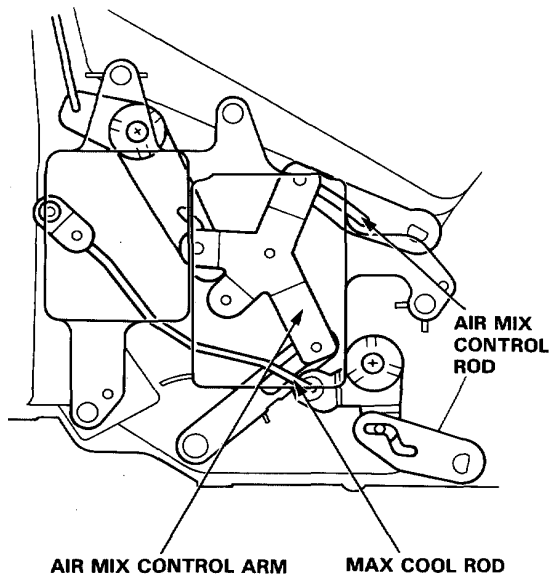
Connect battery power to the No. ① terminal of the connector, and connect the No. ② terminal to ground. The fan should run.



Air Mix Control Door Adjustment

Control Rod and Arm Positions

1. Set the control unit to HOT.
2. Then make sure the air mix control rod, the max cool rod, and the air mix control arm are in the positions shown.

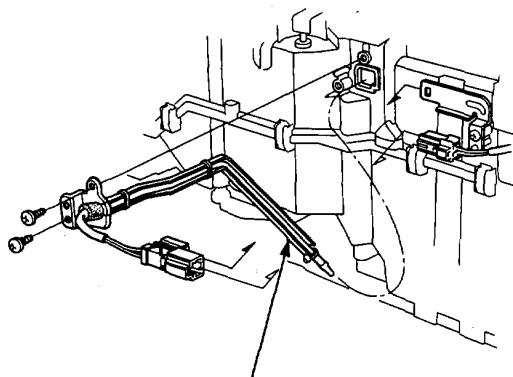


Evaporator Temperature Sensor



Removal

1. Disconnect the evaporator temperature sensor connector.



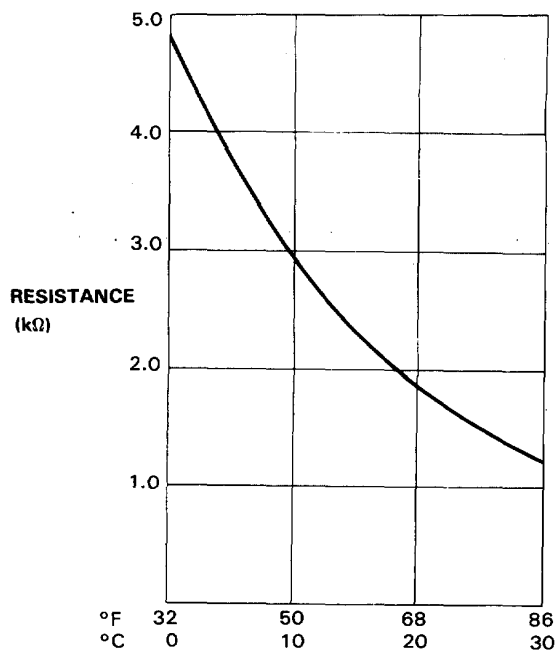
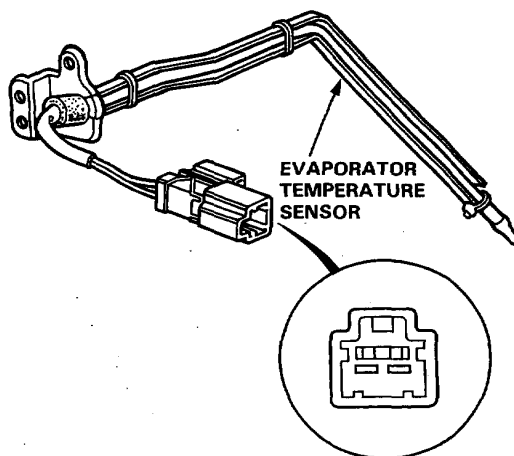
EVAPORATOR TEMPERATURE SENSOR

2. Remove the evaporator temperature sensor by removing the clips and screws.

Test

Compare the resistance reading between terminals of the evaporator temperature sensor with the specifications shown in the following graph: It should be within specifications.

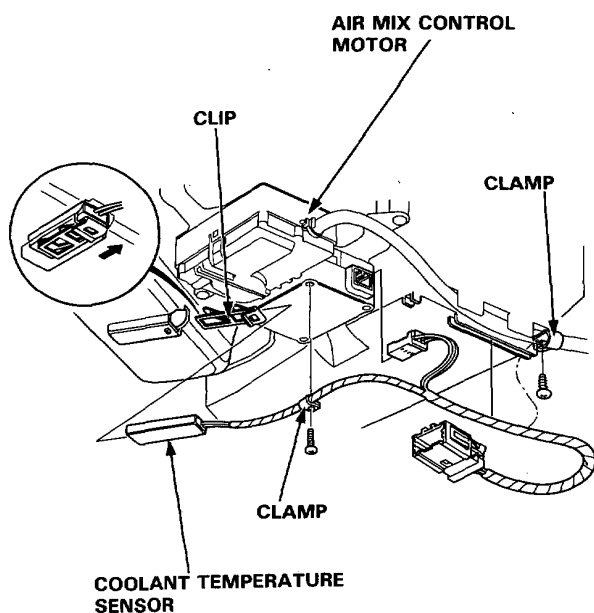
CAUTION: The sensor uses a thermistor which can be damaged if high current is applied to it during testing. Therefore, use a circuit tester that puts out a measuring current of 1 mA or less. (At the 20 k Ω range)



Coolant Temperature Sensor

Removal

1. Remove the dashboard lower panel.
2. Disconnect the 7-P connector from the max cool motor.

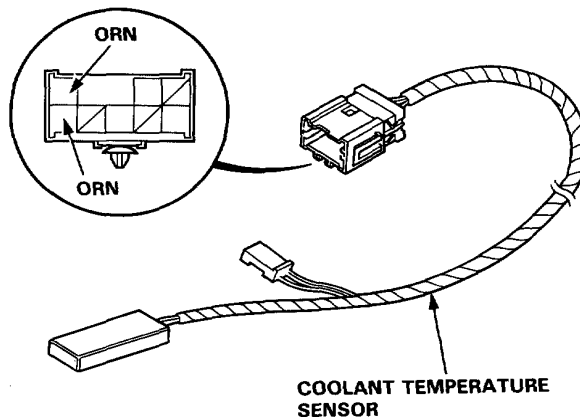


3. Remove the screw from the harness clamp, then pull the retaining clip out of the slot the sensor sits in and remove the sensor.

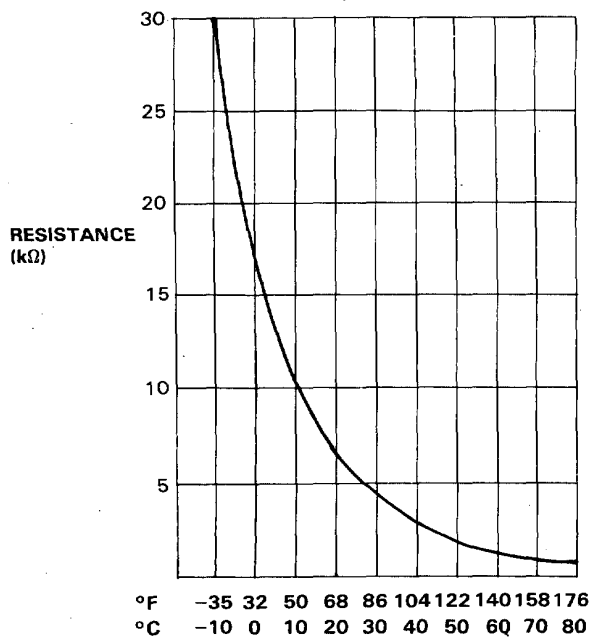
Test

Compare the resistance reading between terminals of the coolant temperature sensor with specifications shown in the following graph: It should be within specifications.

- Use DIGITAL MULTIMETER (KS—AHM—32—003) or equivalent.
- Use 20 k Ω range.



Resistance at 68°F (20°C): approx. 7k Ω .





In-car Temperature Sensor

Removal

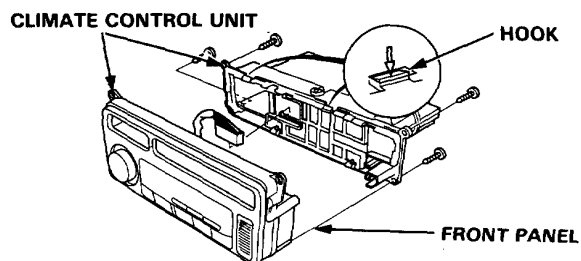
The in-car temperature sensor assembly includes a small fan (aspirator fan) to draw air past the sensor.

SRS wire harness is routed near the console.

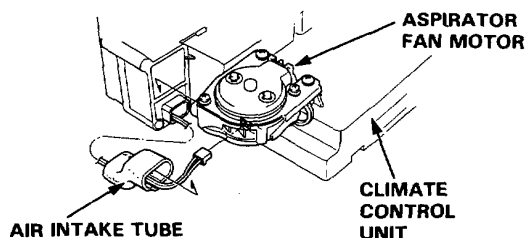
⚠ WARNING All SRS wire harnesses and connectors are colored yellow. Do not use electrical test equipment on these circuit.

CAUTION: Be careful not to damage the SRS wire harnesses when servicing the console.

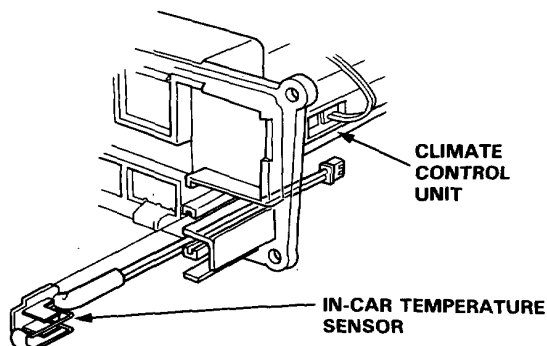
1. Remove the climate control unit. (page 22-14)
2. Remove the front panel of climate control unit.



3. Disconnect the in-car sensor connector from the side of the climate control unit.



4. Remove the air intake tube.
5. Release the holder claws, then pull out the sensor.

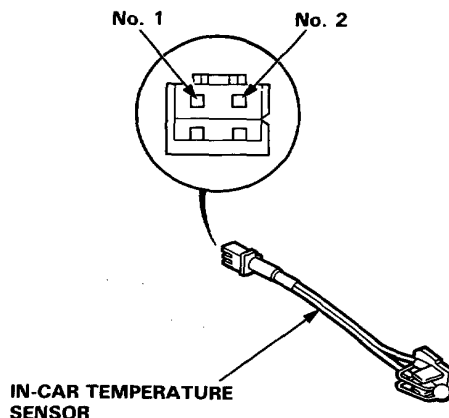


Test

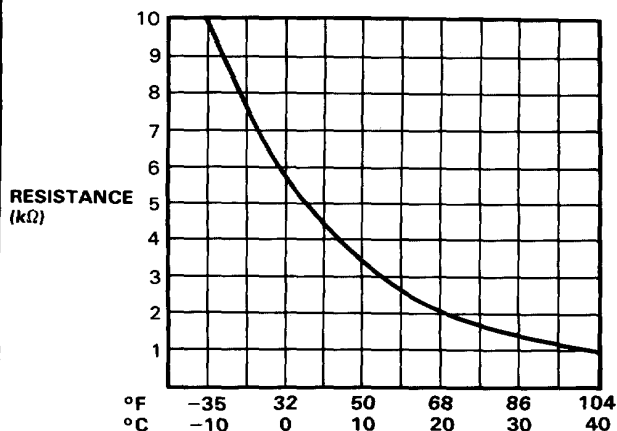
NOTE: It is not necessary to remove the sensor from the control panel to test it.

Compare the resistance reading between No. 1 and No. 2 terminals of the in-car temperature sensor with specifications shown in the following graph: It should be within specifications.

CAUTION: The sensor uses a thermistor which can be damaged if high current is applied to it during testing. Therefore, use a circuit tester that puts out a measuring current of 1 mA or less. (At the 20 k Ω range)



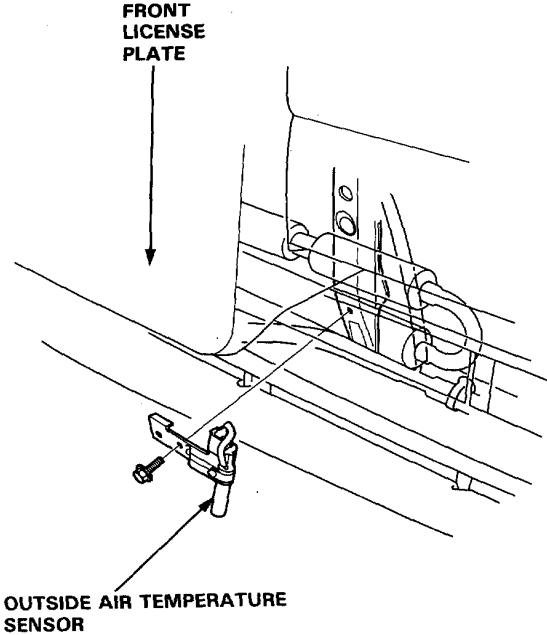
Resistance at 68°F (20°C): approx. 2 k Ω .



Outside Air Temperature Sensor

Removal

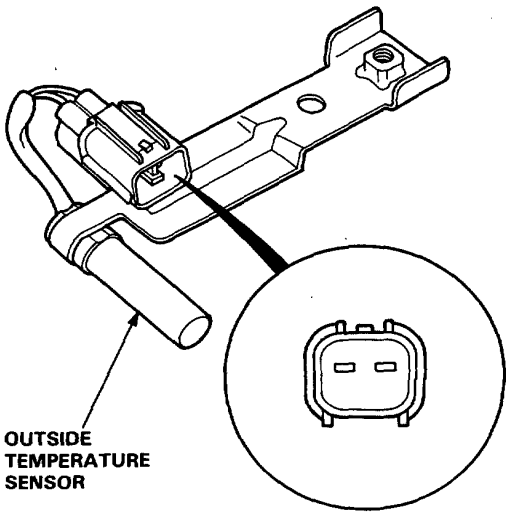
Remove the screw, disconnect the wire harness, then remove the outside air temperature sensor. Be careful not to damage the front grille and front bumper.



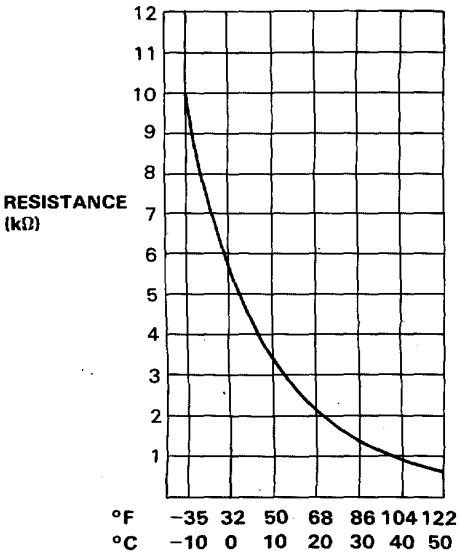
Test

Compare the resistance reading between terminals of the outside air temperature sensor with specifications shown in the following graph: It should be within specifications.

CAUTION: The sensor uses a thermistor which can be damaged if high current is applied to it during testing. Therefore, use a circuit tester that puts out a measuring current of 1 mA or less. (At 20 kΩ range)



Resistance at 68°F (20°C): approx. 2 kΩ.

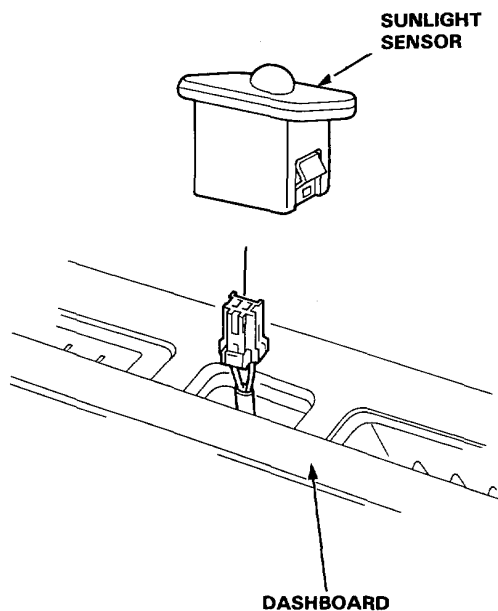


Sunlight Sensor



Removal

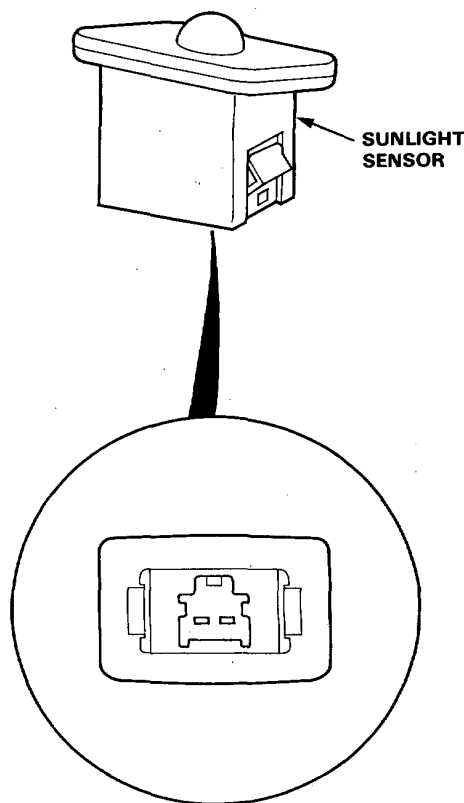
With a small screwdriver, carefully pry the sunlight sensor out of the dashboard and disconnect its wire harness. Protect the dashboard; cover it with a shop towel before you pry against it.



Test

Measure the voltage between the terminals with the sensor out of direct sunlight.

- The voltage should be 1.4 ± 0.2 V.

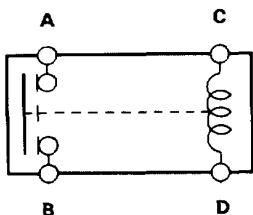
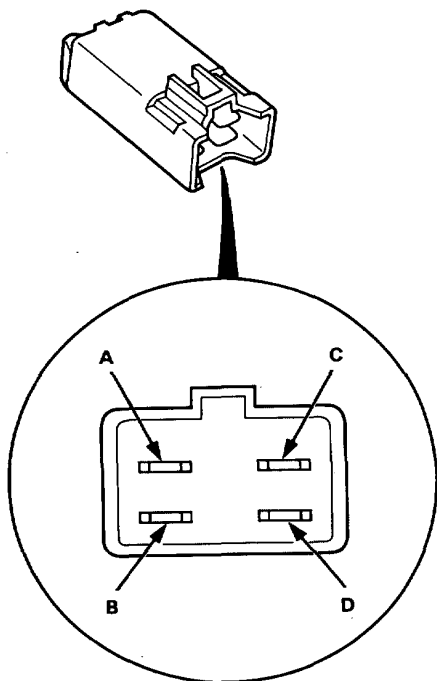


Relay Testing

Blower, Condenser, Radiator Fans

There should be continuity between the A and B terminals when the battery is connected to the C and D terminals.

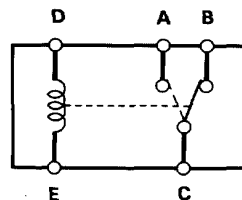
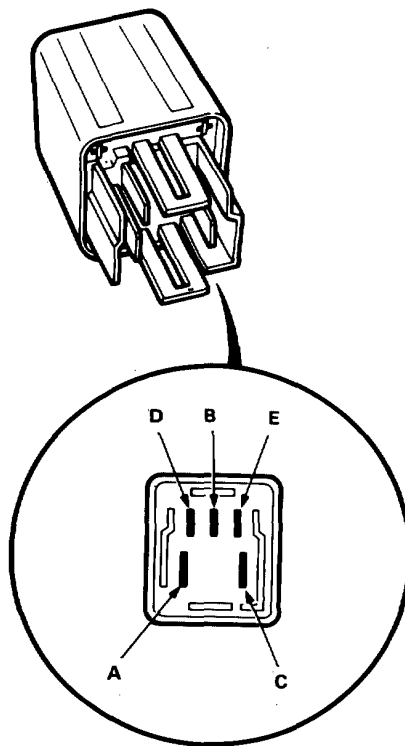
There should be no continuity when the battery is disconnected.



Fan Control

There should be continuity between the A and C terminals when the battery is connected to the D and E terminals. There should be no continuity when the battery is disconnected.

FAN CONTROL RELAY





Power Transistor

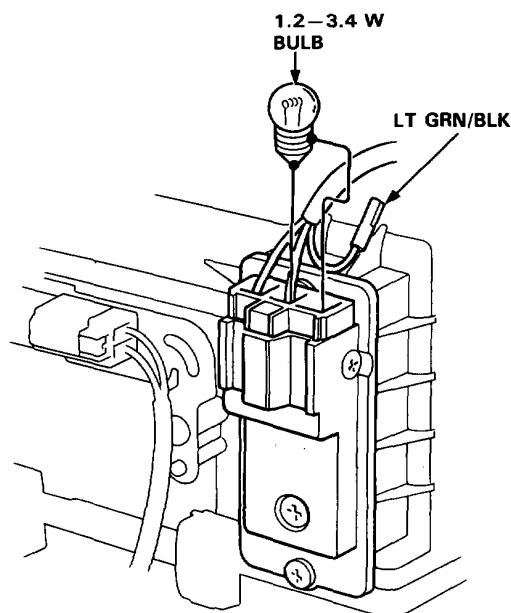
Test

NOTE: The power transistor cannot be tested with ordinary circuit testers. If the blower motor does not operate and you feel that the problem may be the power transistor, test it as described below.

1. Check the blower motor and its wire harness.
 - If they are not OK, repair or replace them as necessary, then retest.
 - If they are OK, go to step 2.
2. Disconnect the wire harness from the power transistor. Pull out the LT GRN/BLK lead from the connector and connect a 1.2—3.4 watt bulb as shown. Then, reconnect the wire harness to the transistor.

CAUTION:

- To avoid a loose or disconnected terminal, be careful not to damage the locking tab when disconnecting and connecting the terminal.
- Insulate the LT GRN/BLK lead terminal from the body until the testing is completed.



3. Turn the ignition on.
 - If the blower motor now operates, the controller is faulty. Replace it and retest.
 - If the blower motor still does not operate, the power transistor is faulty. Replace it and retest.

A/C Service Tips and Precautions

1. Always disconnect the negative cable from the battery whenever replacing air conditioner parts.
2. Keep moisture and dust out of the system. When disconnecting any lines, plug or cap the fittings immediately; don't remove the caps or plugs until just before you reconnect each line.
3. Before connecting any hose or line, apply a few drops of refrigerant oil to the O-ring.
4. When tightening or loosening a fitting, use a second wrench to support the matching fitting.
5. When discharging the system, use a refrigerant recovery system; don't release refrigerant into the atmosphere.
6. Add refrigerant oil after replacing the following parts:

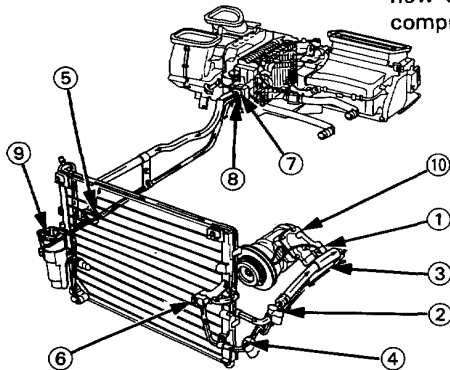
Condenser 30 cc (1/2 fl oz)

Evaporator 60 cc (1/2 fl oz)

Line or hose 10 cc (1/3 fl oz)

Receiver 10 cc (1/3 fl oz)

Compressor On compressor replacement, subtract the volume of oil drained from the removed compressor from 100 cc (3 fl oz), and drain the calculated volume of oil from the new compressor: 100 cc (3 fl oz) minus the Volume of oil from the removed compressor = Volume to drain from new compressor.



Don't overtighten fittings; you could damage them. Leaks are caused by faulty O-rings; overtightening won't stop them.

- | | |
|--|--|
| ① Suction hose at the compressor
29 N·m (2.9 kg—21 lb-ft) | ⑥ Discharge hose at the condenser
29 N·m (2.9 kg—21 lb-ft) |
| ② Suction hose and suction line
9 N·m (0.9 kg—6.5 lb-ft) | ⑦ Suction line at the heater unit
10 N·m (1.0 kg—7.2 lb-ft) |
| ③ Discharge hose at the compressor
29 N·m (2.9 kg—21 lb-ft) | ⑧ Receiver line at the heater unit
10 N·m (1.0 kg—7.2 lb-ft) |
| ④ Discharge hose to the Discharge line
9 N·m (0.9 kg—6.5 lb-ft) | ⑨ Receiver line at the receiver/dryer
10 N·m (1.0 kg—7.2 lb-ft) |
| ⑤ Suction line to suction line
10 N·m (1.0 kg—7.2 lb-ft) | ⑩ Compressor mounting bolts
25 N·m (2.5 kg—18 lb-ft) |

⚠ WARNING

When handling refrigerant (R-12):

- Always wear eye protection.
- Do not let refrigerant get on your skin or in your eyes. If it does:
 - Do not rub your eyes or skin.
 - Splash large quantities of cool water in your eyes or on your skin.
 - Rush to a physician or hospital for immediate treatment. Do not attempt to treat it yourself.
- Keep refrigerant containers stored below 40°C (100°F).
- Do not handle or discharge refrigerant in an enclosed area near an open flame: it may ignite and produce a poisonous gas.
- Chlorine from chemicals called chlorofluorocarbons (CFCs) destroys the ozone in the stratosphere. Automotive air conditioning systems currently use chlorofluorocarbons as the refrigerant. Auto air conditioning service equipment has been developed to minimize the release of CFCs to the atmosphere. All service procedures should be performed using this equipment and the manufacturer's instructions.

A/C System Service



Discharge

⚠ WARNING

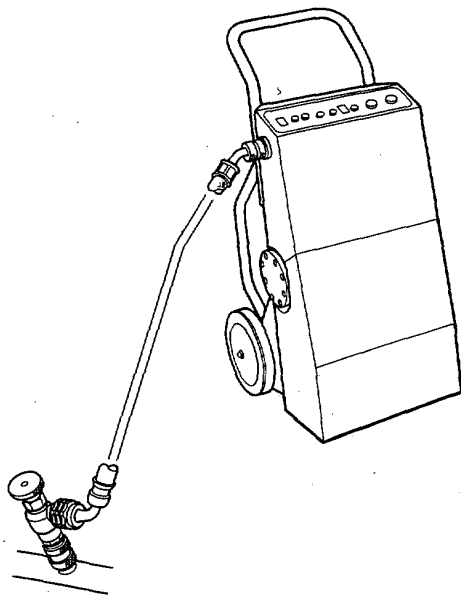
- Keep away from open flames. The refrigerant, although nonflammable, will produce a poisonous gas if burned.
- Work in a well-ventilated area. Refrigerant evaporates quickly, and can force all the air out of a small enclosed area.

1. Connect a Refrigerant Recovery System to the A/C system.
2. Operate the Refrigerant Recovery System according to the manufacturer's instructions.

IMPORTANT: Do not vent refrigerant to the atmosphere. The chlorofluorocarbons (CFCs) used in conventional refrigerant (R-12) may damage the earth's ozone layer.

Always use UL-listed, refrigerant recovery/recycling equipment to extract the refrigerant before you open an A/C system to make repairs. Follow the equipment manufacturer's instructions.

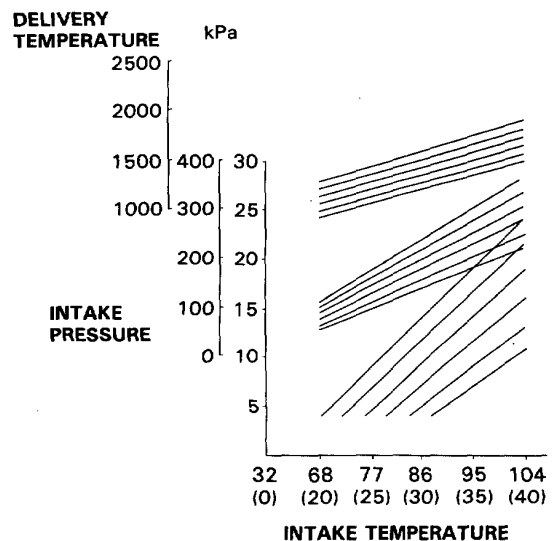
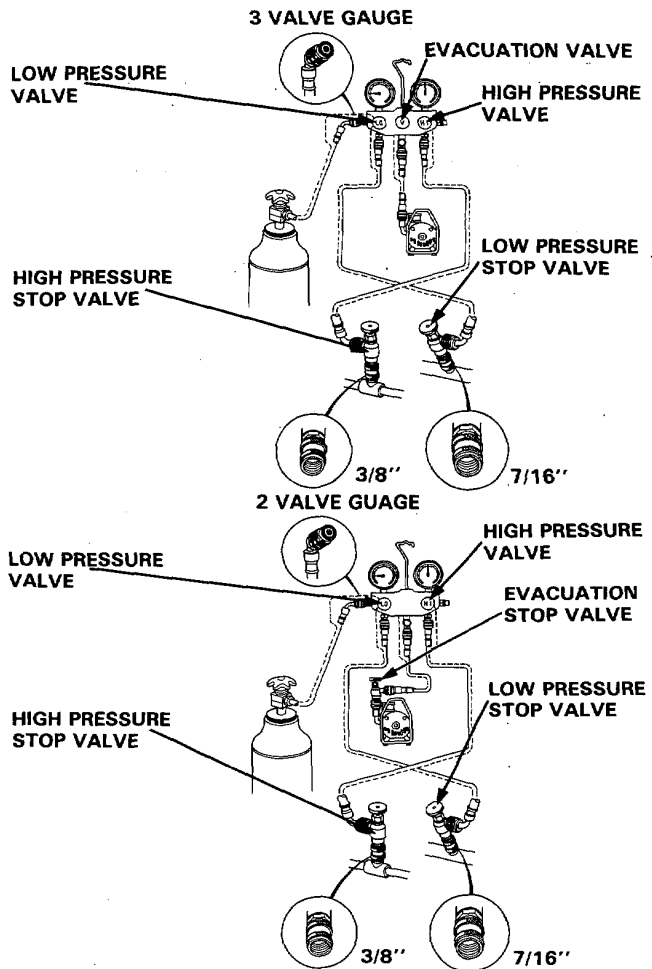
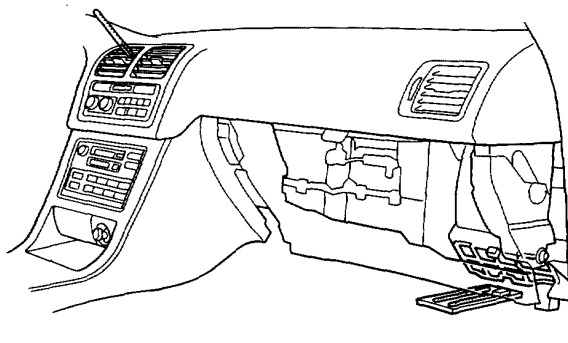
Refrigerant Recovery/Recycling System.



Performance Test

The performance test will help determine if the air conditioning system is operating within specifications.

1. Connect the hoses as shown.
2. Insert a thermometer in the vent outlet. Determine the relative humidity and air temperature by calling the local weather information line.
3. Test conditions:
 - Avoid direct sunlight.
 - Open engine cover.
 - Open front doors.
 - Set the temperature control dial to max cold and push the VENT and fresh air buttons.
 - Turn the fan switch to MAX.
 - Run the engine at 1,500 RPM.
 - No driver or passengers in vehicle.
4. After running the air conditioning for 10 minutes under the above conditions, read the delivery temperature from the thermometer in the dash vent and the high and low system pressure from the A/C gauges.
5. To complete the charts:
 - Mark the delivery temperature along the vertical line.
 - Mark the intake temperature (air temperature) along the bottom line.
 - Draw a line straight up from the air temperature to the humidity.
 - Mark a point one line above and one line below the humidity level. (10% above and 10% below the humidity level)
 - From each point, draw a horizontal line across to the delivery temperature.
 - The delivery temperature should fall between the two lines.
 - Complete the low side pressure test and high side pressure test in the same way.



A/C System Service



Pressure Test Chart

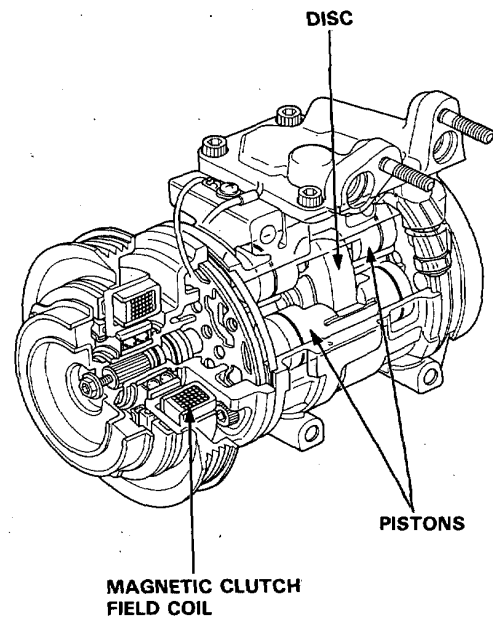
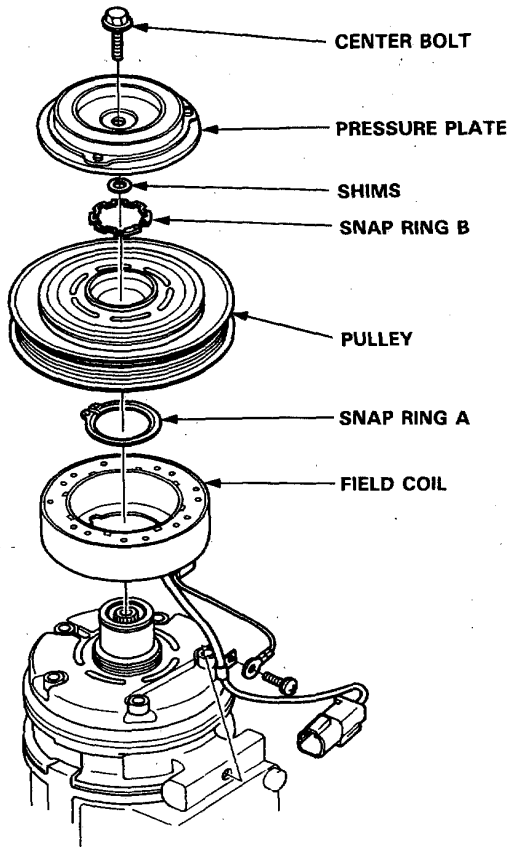
NOTE: Performance Test on next page.

TEST RESULTS	RELATED SYMPTOMS	PROBABLE CAUSE	REMEDY
Discharge (high) pressure abnormally high	After stopping compressor, pressure drops to about 196 kPa (28 psi) quickly, and then falls gradually	Air in system	Evacuate system; then recharge Evacuation: page 21-67 Recharging: page 21-68
	No bubbles in sight glass when condenser is cooled by water	Excessive refrigerant in system	Discharge refrigerant as necessary
	Reduced or no air flow through condenser	• Clogged condenser or radiator fins • Condenser or radiator fan not working properly	• Clean • Check voltage and fan rpm
	Line to condenser is excessively hot	Restricted flow of refrigerant in system	Expansion valve
Discharge pressure abnormally low	Excessive bubbles in sight glass; condenser is not hot	Insufficient refrigerant in system	• Check for leak • Charge system
	High and low pressures are balanced soon after stopping compressor	• Faulty compressor discharge or inlet valve • Faulty compressor seal	Replace
	Outlet of expansion valve is not frosted, low pressure gauge indicates vacuum	• Faulty expansion valve	Replace
Suction (low) pressure abnormally low	Excessive bubbles in sight glass; condenser is not hot	Insufficient refrigerant	Check for leaks. Charge as required.
	Expansion valve is not frosted and low pressure line is not cold. Low pressure gauge indicates vacuum	• Frozen expansion valve • Faulty expansion valve	Replace expansion valve
	Discharge temperature is low and the air flow from vents is restricted	Frozen evaporator	Run the fan with compressor off then check capillary tube.
	Expansion valve frosted	Clogged expansion valve	Clean or Replace
	Receiver dryer is cool (should be warm during operation)	Clogged receiver dryer	Replace
Suction pressure abnormally high	Low pressure hose and check joint are cooler than around evaporator	• Expansion valve open too long • Loose expansion valve	Repair or Replace.
	Suction pressure is lowered when condenser is cooled by water	Excessive refrigerant in system	Discharge refrigerant as necessary
	High and low pressure are equalized as soon as the compressor is stopped	• Faulty gasket • Faulty high pressure valve • Foreign particle stuck in high pressure valve	Replace compressor
Suction and discharge pressures abnormally high	Reduced air flow through condenser	• Clogged condenser or radiator fins • Condenser or radiator fan not working properly	• Clean condenser and radiator • Check voltage and fan rpm
	No bubbles in sight glass when condenser is cooled by water	Excessive refrigerant in system	Discharge refrigerant as necessary.
Suction and discharge pressure abnormally low	Low pressure hose and metal end areas are cooler than evaporator	Clogged or kinked low pressure hose parts	Repair or Replace
	Temperature around expansion valve is too low compared with that around receiver dryer	Clogged high pressure line	Repair or Replace
Refrigerant leaks	Compressor clutch is dirty	Compressor shaft seal leaking	Replace compressor
	Compressor bolt(s) are dirty	Leaking around bolt(s)	Tighten bolt(s) or replace compressor
	Compressor gasket is wet with oil	Gasket leaking	Replace compressor

Compressor

Description

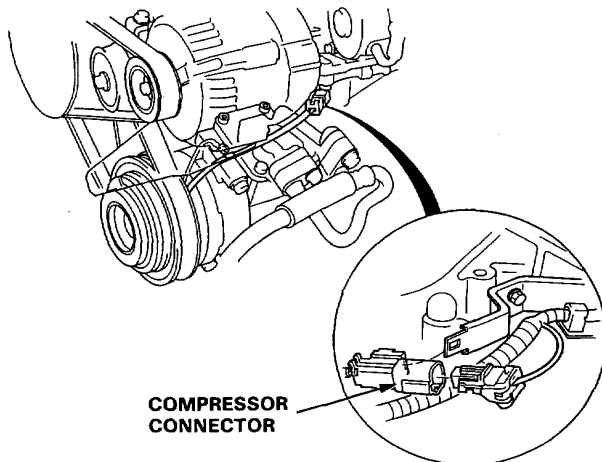
The compressor is a Nippondenso piston type. A revolving inclined disc drives the surrounding 10 reciprocating pistons. As the inclined disc revolves, it pushes the pistons, protected by a ceramic shoe, thus compressing the refrigerant.



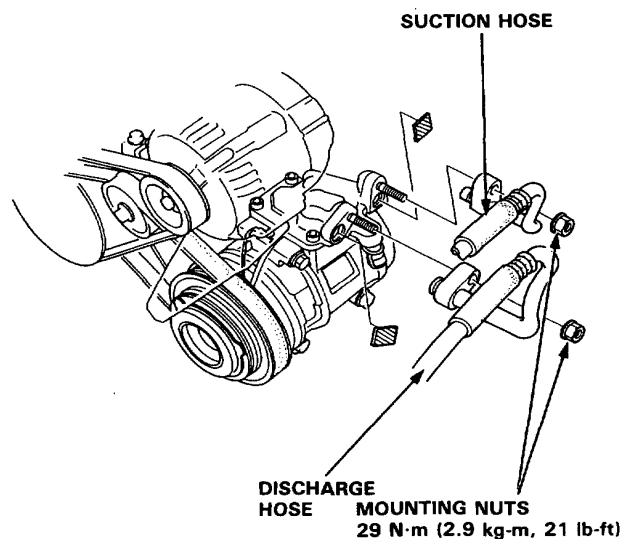


Replacement

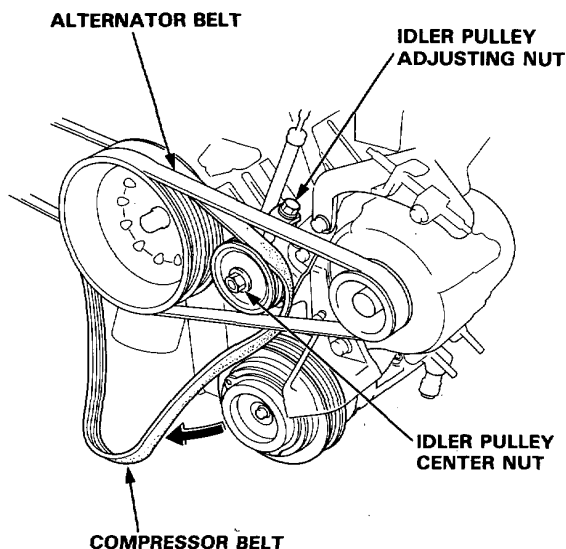
1. If the compressor still works, run the engine at idle for a few minutes with the A/C ON, then shut the engine off and disconnect the negative cable from the battery.
2. Use a refrigerant recovery system to discharge the refrigerant from the systems (page 22-83)..
3. Disconnect the compressor connector.



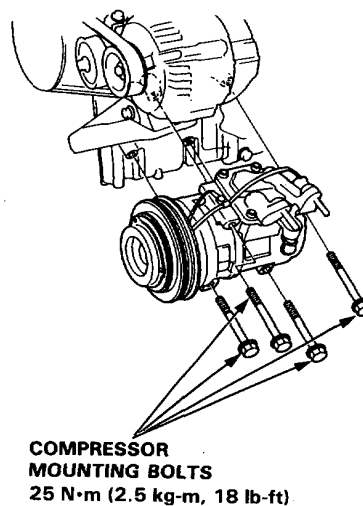
4. Raise the car on a hoist. Make sure it's properly supported (Section 1).
5. Disconnect the sections and discharge hoses from the compressor. Cap the open fitting immediately to keep moisture and dirt out of the system.



6. Loosen the idler pulley center nut and adjusting bolt, then remove the belt from the compressor.



7. Support the front of the car on safety stands and remove the engine splash shield.
8. Remove the four compressor mounting bolts and the compressor.

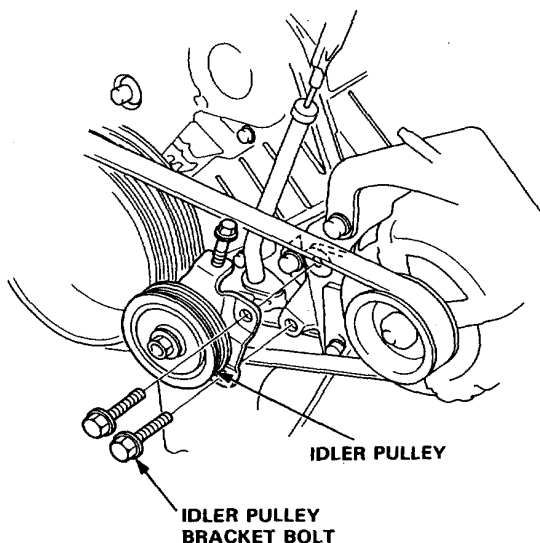


(cont'd)

Compressor

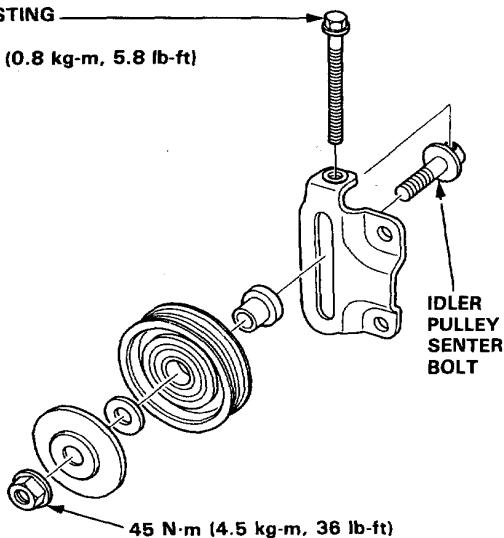
Replacement (cont'd)

9. If necessary remove the idler pulley.



Check the idler pulley bearing for play and drag. Replace it with a new one if it's noisy or has excessive play or drag.

ADJUSTING
BOLT
8 N·m (0.8 kg-m, 5.8 lb-ft)



10. Install the compressor in the reverse order of removal. If you're installing a new compressor, drain all the refrigerant oil out of the old compressor and measure its volume.
11. Subtract the volume of old oil from 100 cc (3 fl oz); the result is the amount of oil you should drain from the new compressor (through the suction fitting).
12. Adjust the compressor belt (next page). After adjusting the belt, tighten the pulley center nut. Then tighten the adjusting bolt securely.
13. Charge the system (page 22-98). Test system performance (page 22-84).



Compressor Belt Adjustment

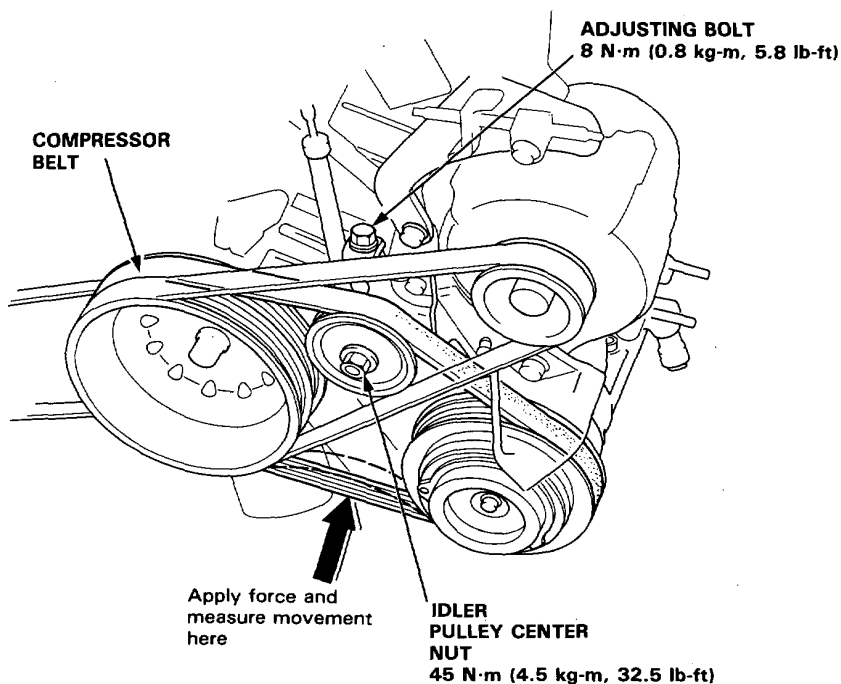
1. Loosen the idler pulley center nut and the adjusting bolt.
2. Adjust the compressor belt tension by turning the adjusting bolt.
3. Tighten the pulley center nut, then tighten the adjusting bolt securely.
 - "New belt" refers to a belt which has been used less than 5 minutes on a running engine.
 - "Used belt" refers to a belt which has been used on a running engine for 5 minutes or more.

NOTE:

Check for belt damage. If necessary, replace the belt.

Belt movement under a force of 100N (10 kg, 22 lb)	
New belt	Used belt
0.30 ~ 0.26 in 5.0 ~ 6.5 mm	0.32 ~ 0.40 8.0 ~ 10.0 mm

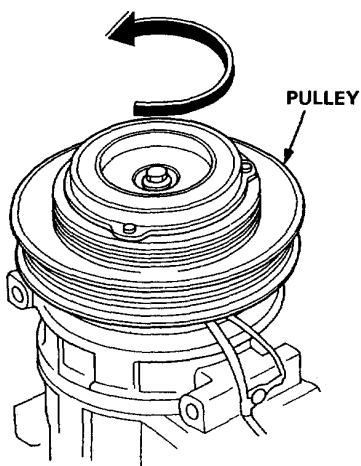
Belt tension (kg)	
New belt	Used belt
80~100	40~60



Compressor

Clutch Inspection

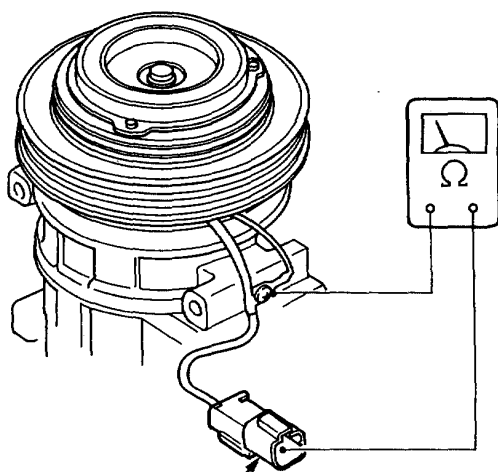
1. Check pulley bearing play and drag by rotating the pulley by hand. Replace the pulley with a new one if it is noisy or has excessive play/drag.



2. Check resistance of the field coil:

Field Coil Resistance: 3.6 ± 0.2 ohm at 20°C (68°F)

If resistance is not within specifications replace the coil.



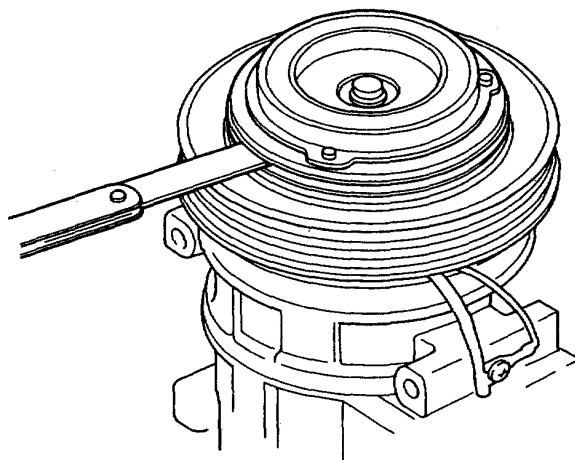
COMPRESSOR CLUTCH 1-P
CONNECTOR

3. Measure the clearance between the pulley and pressure plate all the way around. If the clearance is not within specified limits, the pressure plate must be removed and shims added or removed as required, following the procedure on the next page.

CLEARANCE: 0.5 ± 0.15 (0.020 ± 0.006 in)

NOTE:

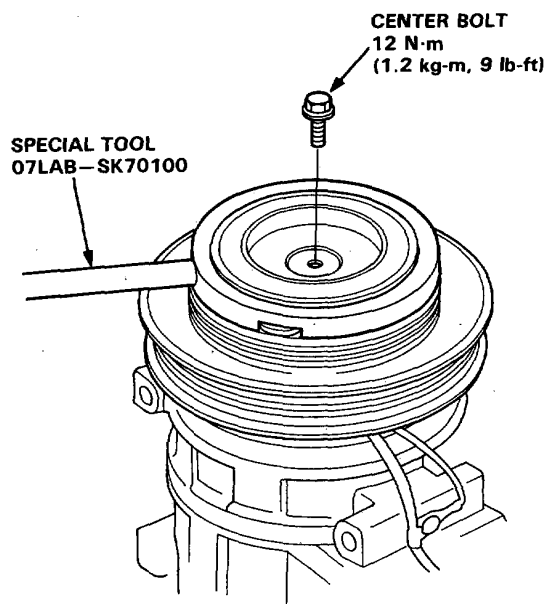
The shims are available in three sizes: 0.1 mm, 0.2 mm and 0.5 mm thick.



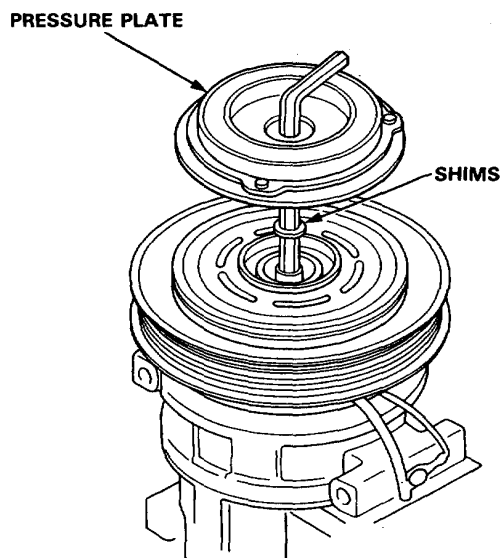


Replacement/Overhaul

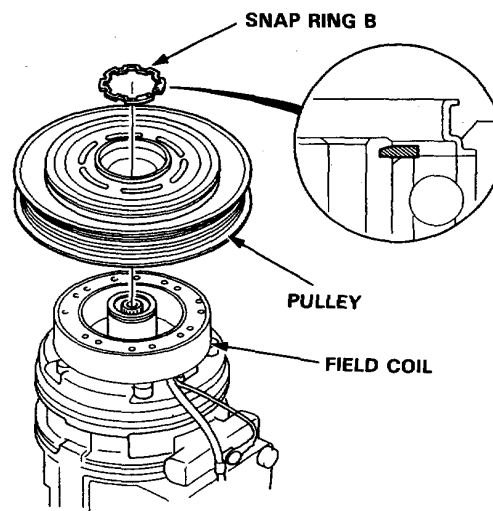
1. Remove the center bolt.



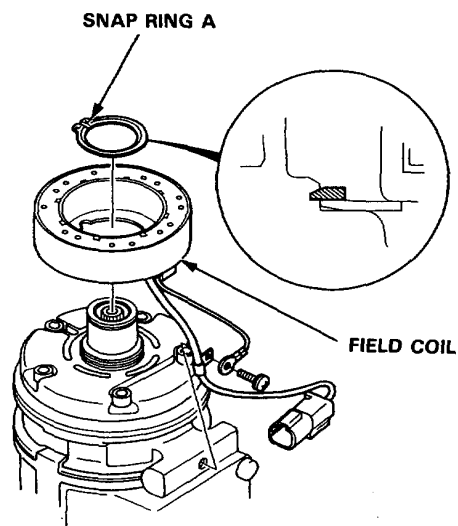
2. Remove the pressure plate and shim(s) taking care not to lose the shims.



3. Use circlip pliers to remove snap ring B, then remove the pulley.



4. Remove snap ring A and the field coil.



(cont'd)

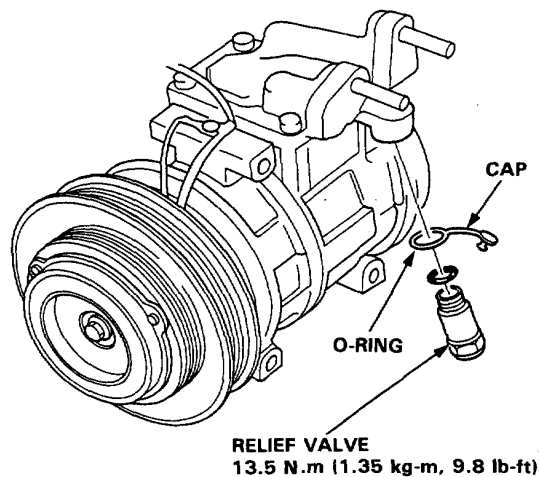
Compressor

Clutch Replacement/Overhaul (cont'd)

5. Install parts in the reverse order of removal, and:
 - Install the field coil with the wire side facing up (see step 4).
 - Clean the pulley and compressor sliding surfaces with non-petroleum solvent.
 - Check the pulley bearings for excessive play.
 - Make sure the circlip fits in its groove properly.
 - Apply locking agent to the threads on the center bolt.
 - Make sure that the pulley turns smoothly, after it's reassembled.

Relief Valve Replacement

1. Remove the relief valve and O-ring.
Don't let any compressor oil run out.



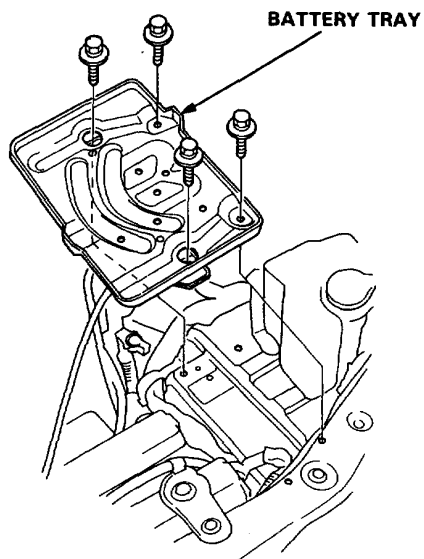
2. Clean off the O-ring seating surface.
3. Apply compressor oil to the new O-ring.
4. Install and tighten the relief valve.
5. Charge the system and check for leaks, then push the cap into the valve.

Condenser

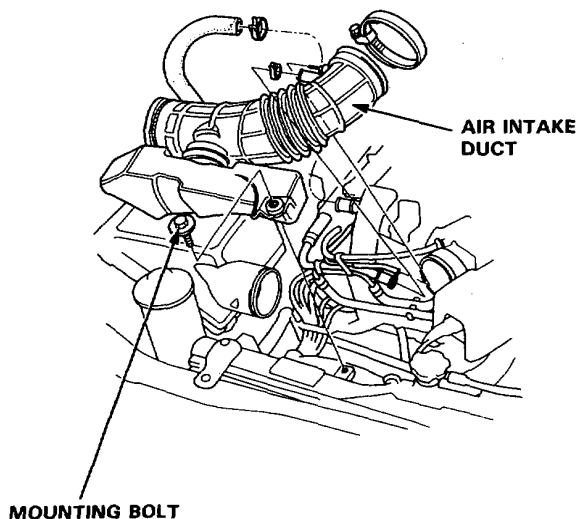
Replacement



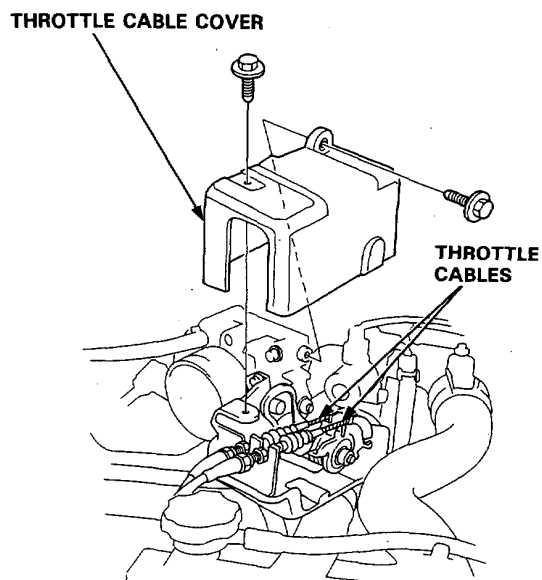
1. Use a refrigerant recovery system to discharge the refrigerant (page 22-83).
2. Remove the battery and battery tray.



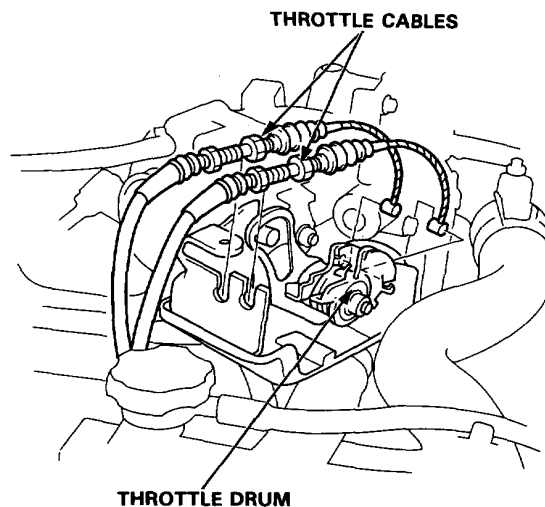
3. Remove the air intake duct.



4. Remove the throttle cable cover (2 bolts).



5. Loosen their locknut's and remove the throttle cables from the cable holder. Then disconnect the cables from the throttle drum.

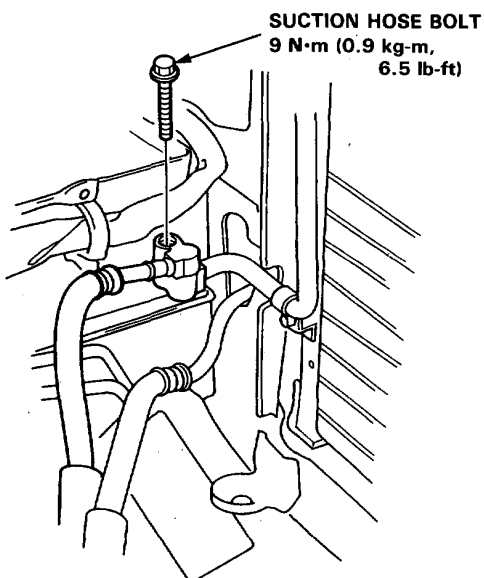


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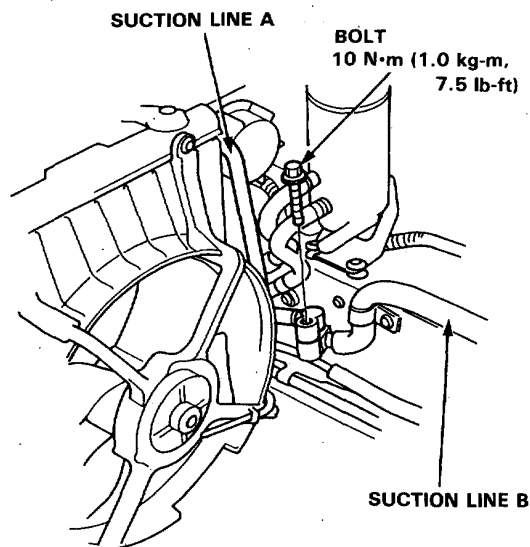
Condenser

Replacement (cont'd)

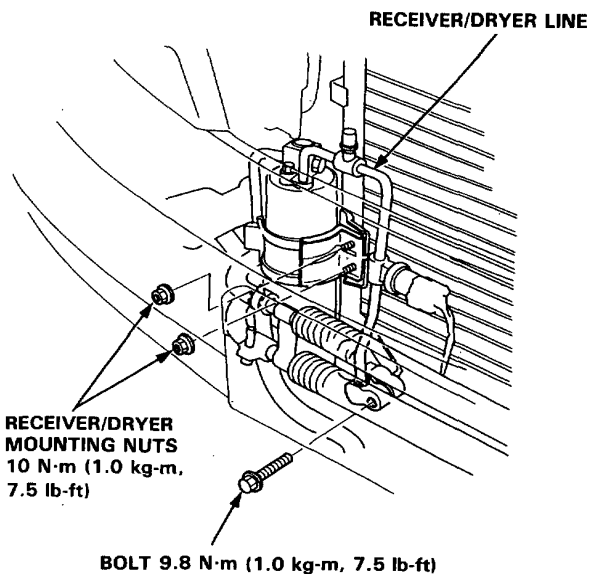
6. Remove the bolt from the suction hose fitting.



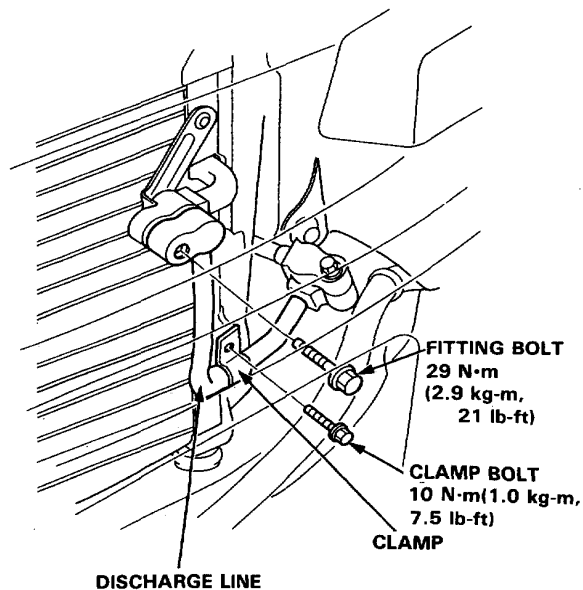
7. Remove the bolt holding suction line A and suction line B together.



8. Remove the receiver/dryer mounting nuts. Remove the receiver/dryer pipe line bolt.

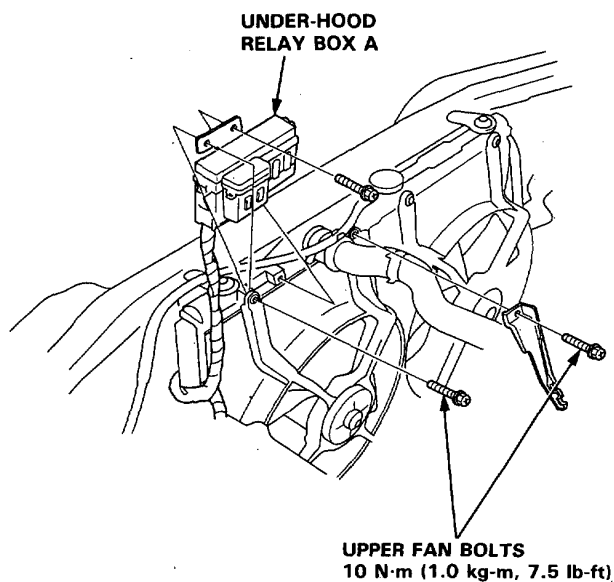


9. Remove the discharge line fitting bolt and the clamp bolt.

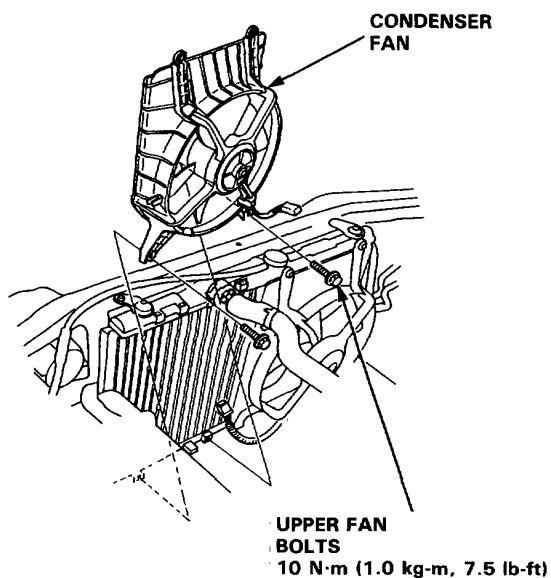




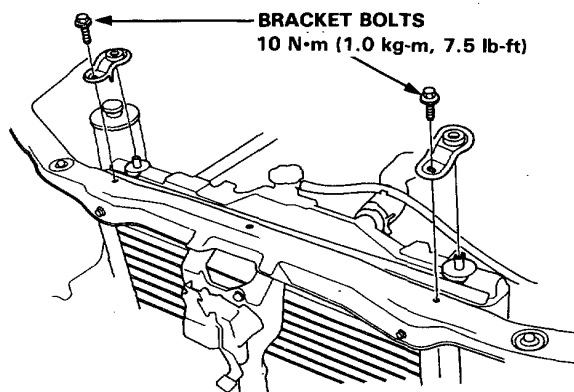
10. Remove the under-hood relay box A and upper condenser fan bolt as shown.



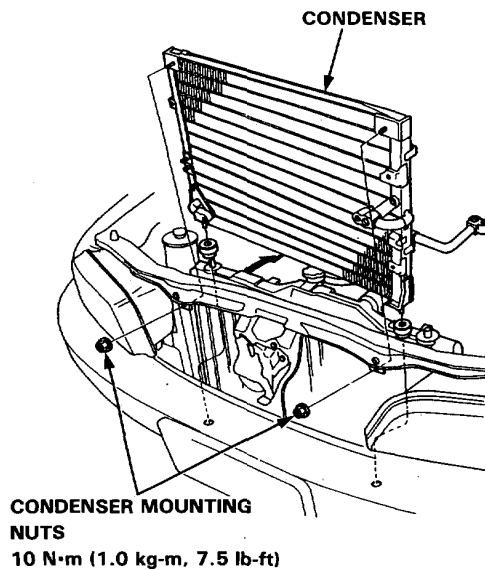
11. Disconnect the condenser fan connector, then remove the lower mounting bolts and the condenser fan.



12. Remove the condenser mount brackets as shown.



13. Remove the condenser mounting nuts, then, lift out the condenser as shown.



14. Install the condenser in reverse order of removal, and:

- Replace all O-rings with new ones.
- Change the system (page 22-98) and test its performance (page 22-84).

System Service

System Evacuation

The following are the procedures to be adhered to when servicing air conditioners to reduce the amount of Freon R-12 into the atmosphere.

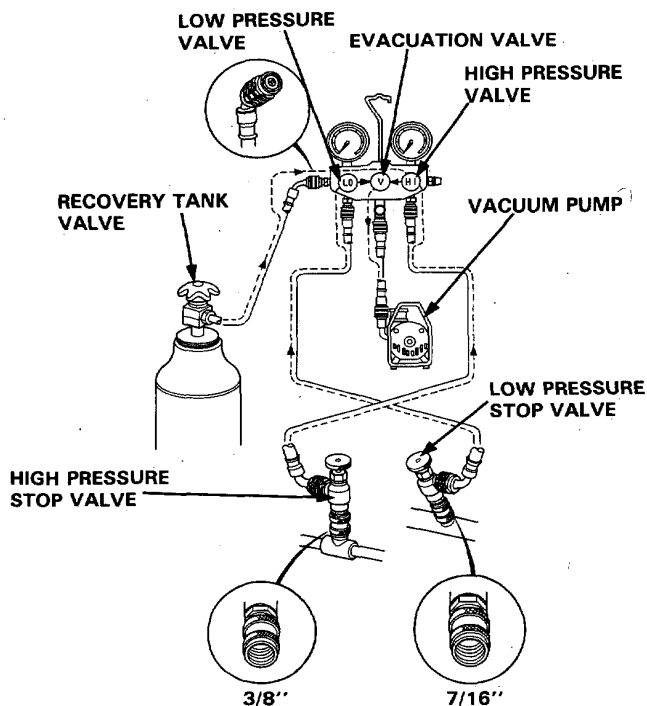
1. When an A/C System has been opened to the atmosphere, such as during installation or repair, it must be evacuated using a vacuum pump. (If the system has been open for several days, the receiver/dryer should be replaced).
2. Connect a gauge, pump and refrigerant containers (recovery tank of R-12) as shown.
NOTE: Do not open the recovery tank.
3. Start the pump, then open the both pressure valves, both pressure stop valves and evacuation valve (2 valve gauge: evacuation stop valve). Run the pump for about 15 minutes. Close the both pressure valves and

evacuation valve (2 valve gauge: evacuation stop valve) and stop the pump. The low gauge should indicate above 700mmHg (27 in-Hg) and remain steady with the valves closed.

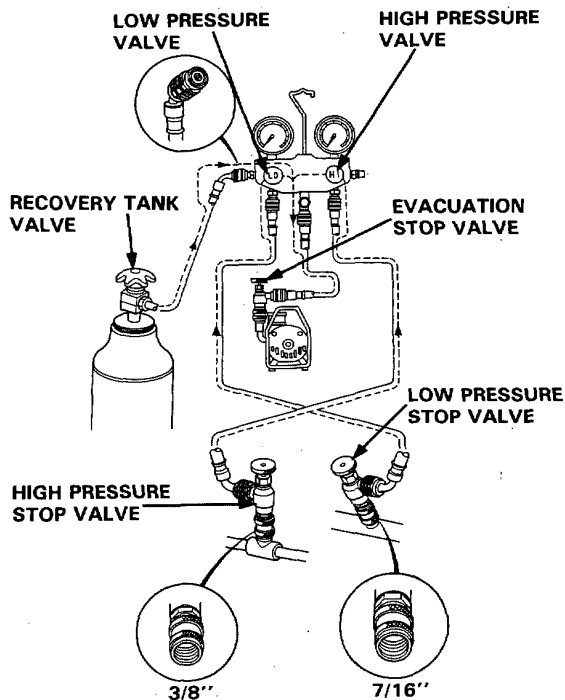
NOTE: If low pressure does not reach more than 700 mmHg (27 in-Hg) in 15 minutes, there is probably a leak in the system. Check for leaks, and repair (see Leak Test).

4. If there are no leaks open the valves and continue pumping for at least another 15 minutes, then close both valves, stop the pump.

3 VALVE GAUGE



2 VALVE GAUGE



System Service



Leak Test

The following are the procedures to be adhered to when servicing air conditioners to reduce the amount of Freon R-12 into the atmosphere.

WARNING When handling refrigerant (R-12):

- Always wear eye protection.
- Do not let refrigerant get on your skin or in your eyes. If it does:
 - Do not rub your eyes or skin.
 - Splash large quantities of cool water in your eyes or on your skin.
 - Rush to a physician or hospital for immediate treatment. Do not attempt to treat it yourself.

- Keep refrigerant containers stored below 40°C (100°F)

- Keep away from open flame. Refrigerant, although non-flammable, will produce poisonous gas if burned.

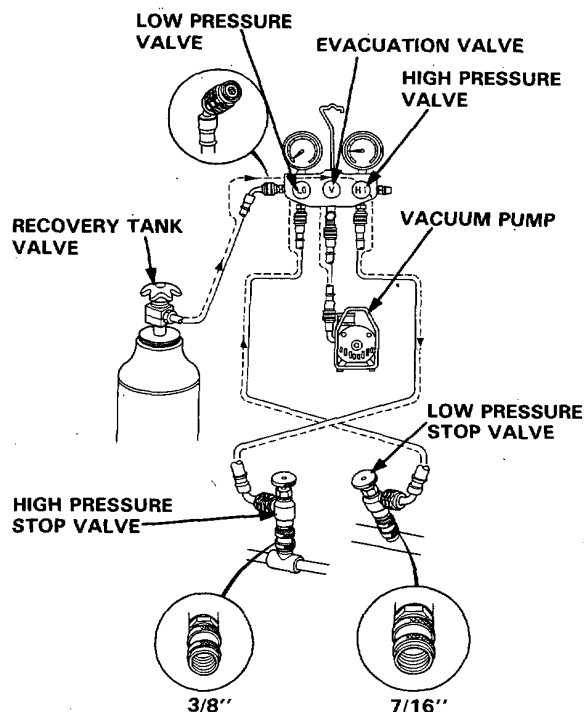
- Work in well-ventilated area. Refrigerant evaporates quickly, and can force all the air out of a small, enclosed area.

NOTE: Check for leaks after evacuation.

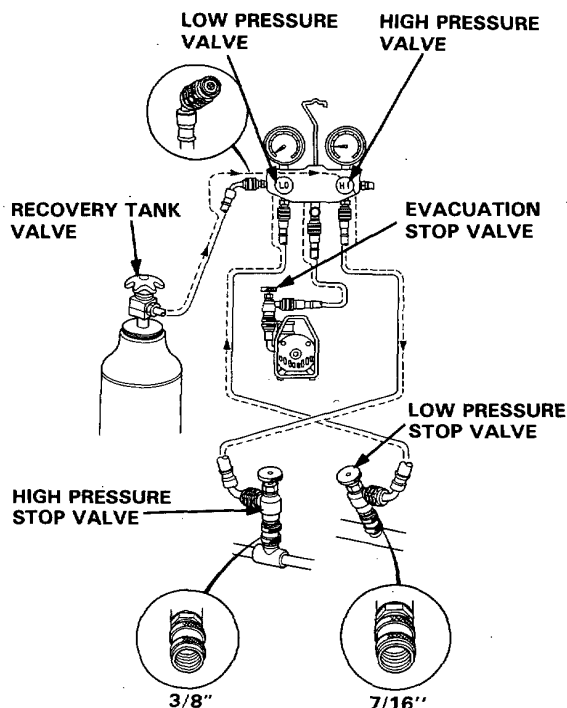
1. Close the evacuation valve (2 valve gauge; evacuation stop valve).

2. Open the recovery tank.
3. Open high pressure valve to charge the system to about 100 kPa (14 psi), then close the supply valve. NOTE: Close the low pressure valve.
4. Check the system for leaks using a leak detector. NOTE: Particularly check for leaks around the compressor, condenser, and receiver-dryer.
5. If you find any leaks, tighten the joint nuts and bolts to the specified torque.
6. Recheck the system for leaks using a leak detector.
7. If you find leaks that require the system to be opened (to repair or replace hoses, fittings, etc.), release any charge in the system according to the Discharge Procedure on page 22-83.
8. After checking and repairing leaks, the system must be evacuated (see System Evacuation on page 22-96).

3 VALVE GAUGE



2 VALVE GAUGE



System Service

Charging Procedures

The following are the procedures to be adhered to when servicing air conditioners to reduce the amount of Freon R-12 into the atmosphere.

⚠ WARNING When handling refrigerant (R-12):

- Always wear eye protection.
- Do not let refrigerant get on your skin or in your eyes. If it does:
 - Do not rub your eyes or skin.
 - Splash large quantities of cool water in your eyes or on your skin.
 - Rush to a physician or hospital for immediate treatment. Do not attempt to treat it yourself.
- Keep refrigerant containers stored below 40°C (100°F)
- Keep away from open flame. Refrigerant, although non-flammable, will produce poisonous gas if burned.
- Work in well-ventilated area. Refrigerant evaporates quickly, and can force all the air out of a small, enclosed area.

CAUTION: Do not overcharge the system; the compressor will be damaged.

1. After leak test, check that the high pressure valve is closed and start the engine.

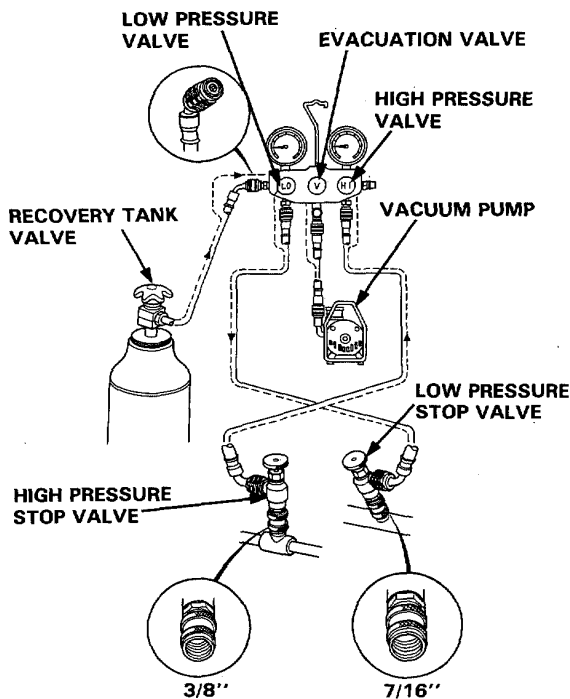
NOTE: Run the engine below 1500 rpm.

2. Open the front door.
 - Turn the A/C switch on.
 - Turn the air mix dial (lever) to COOL.
 - Turn function control switch (lever) on .
 - Turn the heater fan switch on "E" (MAX).
3. Open the low pressure valve and charge with refrigerant.

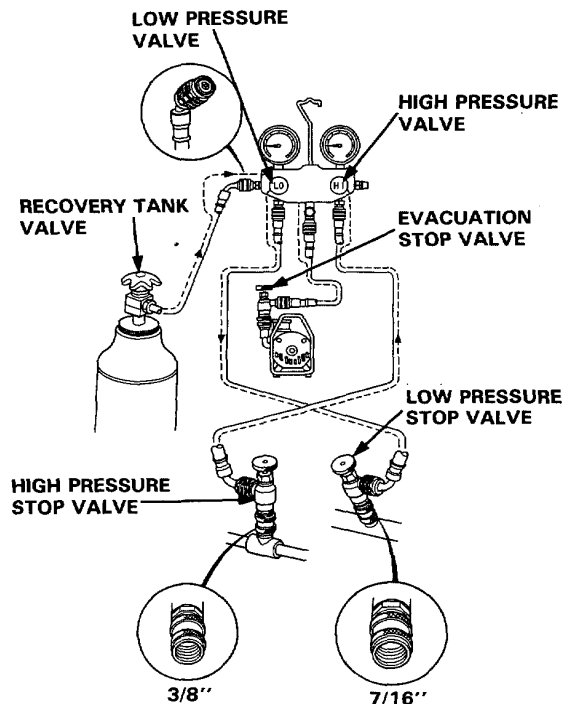
⚠ WARNING

- Do not open the high gauge valve.
 - Do not turn the cans upside down.
4. Charge the system with refrigerant capacity. Refrigerant capacity: 700–750 g (24–26 oz)
 - * Measure the charged refrigerant capacity using a weighing instrument.
 5. When fully charged, close the low pressure valve and the refrigerant cans. Check the system.
 6. Close the high pressure stop valve.
 7. Open the low pressure valve and gradually open the high pressure valve. When both pressure gauge are the same, close the low pressure stop valve and stop the engine.
 8. Disconnect the charge hose quickly.
 9. Check the system for leaks using a leak detector.
- NOTE: Particularly check for leaks around the compressor, condenser, and receiver-dryer.

3 VALVE GAUGE



2 VALVE GAUGE





The following are the procedures to be adhered to when servicing air conditioners to reduce the amount of Freon R-12 into the atmosphere.

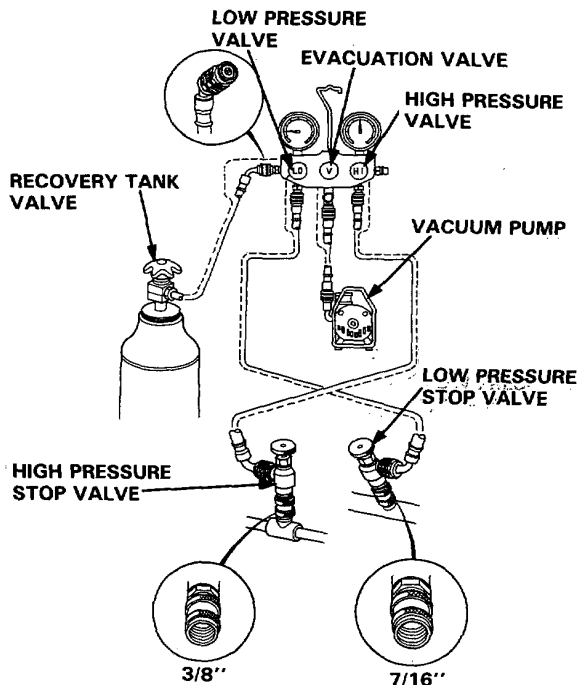
▲ WARNING When handling refrigerant (R-12):

- Always wear eye protection.
- Do not let refrigerant get on your skin or in your eyes. If it does:
 - Do not rub your eyes or skin.
 - Splash large quantities of cool water in your eyes or on your skin.
 - Rush to a physician or hospital for immediate treatment. Do not attempt to treat it yourself.
- Keep refrigerant containers stored below 40°C (100°F)
- Keep away from open flame. Refrigerant, although non-flammable, will produce poisonous gas if burned.
- Work in well-ventilated area. Refrigerant evaporates quickly, and can force all the air out of a small, enclosed area.

CAUTION: Do not overcharge the system; the compressor will be damaged.

1. Connect the gauge as shown, close both pressure stop valves. Purge air from the charge hose A, then loosen the stop valve connector.
2. Attach a pump and refrigerant containers as shown. NOTE: Do not open recovery tank.
3. Open both pressure valves and evacuation valve (2 valve gauge: evacuation stop valve), start the pump. The low gauge should indicate above 700 mmHg (27 in-Hg), then run the pump about 1 minute.

3 VALVE GAUGE



4. Close both pressure valves and evacuation valve (2 valve gauge: evacuation stop valve). Open both pressure stop valve.
5. Start the engine and turn on A/C switch.
6. Stop the engine and check for leaks using a leak detector.

NOTE: Particularly check for leaks around the compressor, condenser, and receiver-dryer.

7. Test the system using the pressure test and inspection data.

Test condition:

- Start the engine.
- Turn the air mix dial (lever) to COOL.
- Turn the function control switch (lever) on.
- Turn the recirculation control switch on.
- Turn the heater fan switch on "E" (MAX).

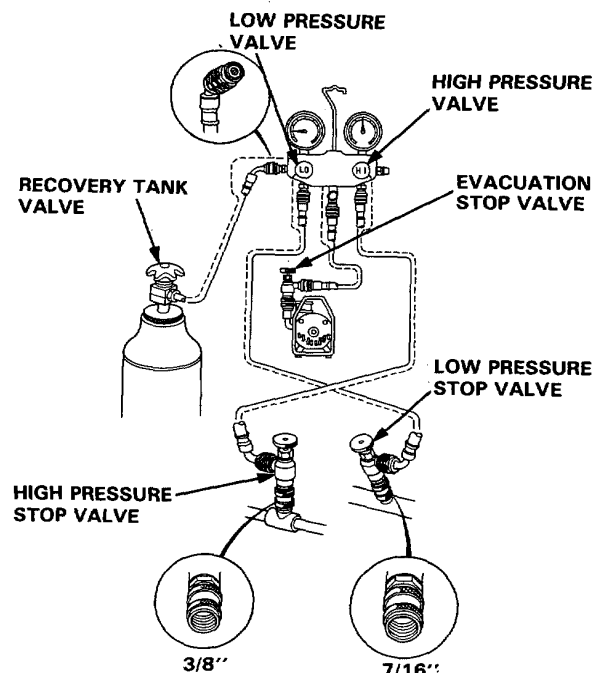
If there is insufficient refrigerant in system, continue to charge system.

8. Open one or two cans, open the low pressure gauge. Charge the system until there are no bubbles in the sight glass.

▲ WARNING

- Do not open the high gauge valve.
 - Do not turn the cans upside down.
9. After adding supplemental refrigerant, close the high pressure stop valve. Open the low pressure valve and gradually open the high pressure valve. When pressure gauges read same, close the low pressure stop valve and stop the engine.
 10. Disconnect the charge hose quickly.
 11. Check the system for leaks using a leak detector.

2 VALVE GAUGE



SUPPLEMENTAL RESTRAINT SYSTEM (SRS) (if electrical maintenance is required)

The Legend includes a driver's side Airbag, located in the steering wheel hub. Information necessary to safely service the SRS is included in this Shop Manual. Items marked * in each section table of contents include, or are located near, SRS components. Servicing, disassembling or replacing these items will require special precautions and tools, and should therefore be done only by an authorized HONDA dealer.

⚠ WARNING

- To avoid rendering the SRS inoperative, which can lead to personal injury or death in the event of a severe frontal collision, all maintenance must be performed by an authorized HONDA dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the Airbag.
- All SRS electrical wiring harnesses are covered with yellow outer insulation. Related components are located in the steering column, center armrest and dashboard lower panel. Do not use electrical test equipment on these circuits.