

Compressor Control Unit

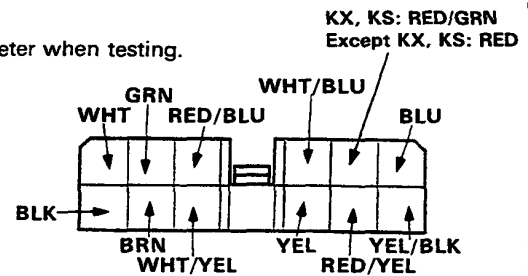
Troubleshooting

- All tests should be performed with the key "ON" (unless specified otherwise) and the A/C compressor control unit plugged in.
- All tests are made from the wire side of connector.
- Any abnormality must be corrected before continuing the test.
- Because of the precise measurements needed, use a voltmeter and ammeter when testing.

Before performing any troubleshooting procedures check:

- Fuse No. 18 (10A).
- For compressor seizure and proper belt tension.
- All electrical connections are clean and tight.

NOTE: If the warning light is "ON", perform the troubleshooting on page 15-31.



View from wire side

CIRCUIT	WIRE COLOR	TEST CONDITION	IF DESIRED RESULT(S) ARE NOT OBTAINED:
Ground	BLK	Check for continuity to ground.	Check for poor ground (G401) or open in BLK wire between the control unit and body ground (G401).
Power supply	YEL/BLK	Test for battery voltage to body ground	Check for open in YEL/BLK wire between the fuse box and control unit.
A/C switch	CARBURETED only: RED/BLU	With the A/C switch and heater fan switch on, check for continuity to body ground.	Check for open RED/BLU wire between the control unit and diode, faulty dual pressure switch or faulty thermostat (test on page 15-53) or faulty A/C switch (test on page 15-54). Check for open in BLU/RED, GRN/RED or GRN wires between the diode and A/C switch.
Ignition pulse	BLU	With engine running, check for system voltage to body ground.	Check for open in BLU wire between the control unit and control unit.
Alternator signal	WHT/BLU	With engine running, check for less than 1 volt to body ground.	Check for open in WHT/BLU between the control unit and alternator, if system voltage.
Compressor clutch relays	RED/YEL	With the ignition switch off, check for less than 200 Ω to body ground.	Check for open in RED/YEL wire between the control unit and clutch relay A.
	YEL	With the ignition switch off, check for less than 200 Ω to body ground.	Check for open in YEL wire between the control unit and clutch relay B.
Thermal protector	BRN	With the A/C system on, check for system voltage to body ground.	Check for faulty thermal protector (test on page 15-48) or compressor clutch (test on page 15-47). Go to troubleshooting flow chart (page 15-32).
Idle control	PGM-FI: RED/BLU CARB. KX, KS only: RED/GRN	With the A/C system ON, check for no voltage to ground. With the engine running check for battery voltage to ground.	Go to troubleshooting flow chart of idle control system (section 6).
	CARB Except KX, KS: RED	With the A/C system on and idle boost solenoid connector disconnected, check for battery voltage to ground.	
Warning light	WHT/YEL	With the A/C switch and heater fan switch on, check for continuity to body ground. NOTE: The warning light is LED, so the ohmmeter will register in only one polarity.	Check for open in WHT/YEL between the control unit and A/C switch (test on page 15-54).