Flow Chart — Compressor

Warning light comes ON.

Start the engine and turn on the A/C switch and heater fan switch.

Does the compressor clutch click one time?

NO → **Replace the compressor clutch.**

YES

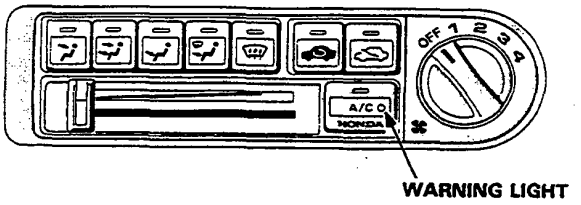
Disconnect the compressor connector and check for 450-600Ω between the pick-up sensor terminals (page 15-48).

Is there continuity?

NO → **Replace the pick-up sensor.**

YES

Repair open in GRN or WHT between the control unit and compressor.



WARNING LIGHT

(cont'd)

Flow Chart — Compressor (cont'd)

Compressor does not come on and warning light does not come on.

Turn the A/C switch and heater fan switch on and turn the ignition switch on.

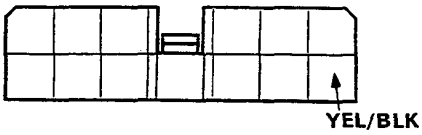
Does the compressor click one time?

YES → **Repair open or short in BLU wire between the control unit and ignition coil.**

NO

Disconnect the 13-P connector from the control unit.

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



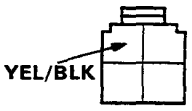
View from wire side

Is there battery voltage?

NO → **Repair open in YEL/BLK wire between the fuse box and control unit.**

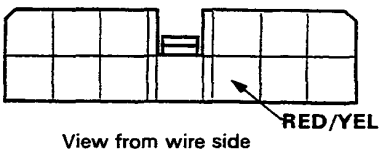
YES

Disconnect the 4-P connector from the compressor clutch relay A.



View from wire side

Measure voltage between the YEL/BLK terminal (+) and body ground.



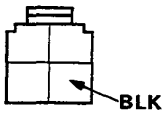
View from wire side

Is there battery voltage?

NO → **Repair open in YEL/BLK wire between the fuse box and compressor clutch relay A.**

YES

Turn the ignition switch off and connect the 4-P connector to the relay A and check for continuity from RED/YEL terminal of control unit 13-P connector to body ground.



View from wire side

Is there continuity?

NO → Turn the ignition switch off and remove the compressor clutch relay A and test (page 15-53).

Is the relay OK?

NO → **Replace the relay A.**

YES

Check for continuity between the BLK terminal of the 4-P relay A connector and body ground.

Is there continuity?

YES → **Repair open in RED/YEL wire between the control unit and relay A.**

NO

Repair open in BLK wire between the relay A and body ground or poor ground (G202).

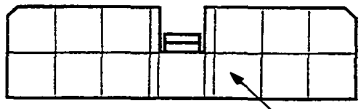
YES

(to page 15-33)

(From page 15-32)

Check for continuity from YEL terminal of the 13-P control unit connector to body ground.

Is there continuity? NO → Turn the ignition switch off and remove the compressor clutch relay B and test (page 15-53).



View from wire side

Is the relay OK? NO → **Replace the relay B.**

YES

Check for continuity between the BLK terminal of the 4-P relay B connector and body ground.

Is there continuity? YES → **Repair open in YEL wire between the control unit and relay B.**

NO

Repair open in BLK wire between the relay B and body ground or poor ground (G202).

YES

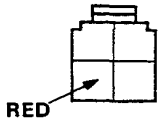
View from wire side

Check for continuity between the GRY terminals of the 4-P connectors of the relays.

Is there continuity? NO → **Repair open in the GRY wire.**

YES

Measure the resistance between the RED terminal and body ground.



View from wire side

Is there 2.5—3.5 Ω resistance? YES → With 13-P control unit connector disconnected, turn the ignition switch and A/C and heater fan switches ON.

NO

Check thermal protector (page 15-48).

Inspect the cooling fans.

Do the cooling fans run? YES → **Replace the compressor control unit.**

NO

Is the thermal protector OK? NO → **Replace the thermal protector.**

YES

Replace the compressor clutch.

- **PGM-CARB:**
  Go to Cooling fan troubleshooting (page 15-34).
- **PGM-FI:**
  Go to Air conditioning signal flow chart (Section 6).