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When you read wiring diagrams:

- Read GI section, "HOW TO READ WIRING DIAGRAMS".
- See EL section, "POWER SUPPLY ROUTING" for power distribution circuit.

When you perform trouble diagnoses, read GI section, "HOW TO FOLLOW FLOW CHART IN TROUBLE DIAGNOSES" and "HOW TO PERFORM EFFICIENT DIAGNOSIS FOR AN ELECTRICAL INCIDENT".

PRECAUTIONS AND PREPARATION

Supplemental Restraint System (SRS) "AIR BAG"

The Supplemental Restraint System "Air Bag", used along with a seat belt, helps to reduce the risk or severity of injury to the driver and front passenger in a frontal collision. The Supplemental Restraint System consists of air bag modules (located in the center of the steering wheel and in the instrument panel on the passenger side), a diagnosis sensor unit, warning lamp, wiring harness and spiral cable. Information necessary to service the system safely is included in the **RS section** of this Service Manual.

WARNING:

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system.
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses are covered with yellow insulation just before the harness connectors for easy identification.

Precautions for Working with R-134a

WARNING:

- CFC-12 (R-12) refrigerant and R-134a refrigerant are not compatible. These refrigerants must never be mixed, even in the smallest amounts. If the refrigerants are mixed, compressor malfunction is likely.
- Use only specified lubricant for the R-134a A/C system and R-134a components. If lubricant other than that specified is used, compressor malfunction is likely.
- The specified R-134a lubricant rapidly absorbs moisture from the atmosphere. The following handling precautions must be observed:
 - a: When removing refrigerant components from a vehicle, immediately cap (seal) the component to minimize the entry of moisture from the atmosphere.
 - b: When installing refrigerant components to a vehicle, do not remove the caps (unseal) until just before connecting the components. Connect all refrigerant loop components as quickly as possible to minimize the entry of moisture into the system.
 - c: Only use the specified lubricant from a sealed container. Immediately reseal containers of lubricant. Without proper sealing, lubricant will become moisture saturated and should not be used.
 - d: Avoid breathing A/C refrigerant and lubricant vapor or mist. Exposure may irritate eyes, nose and throat. Remove R-134a from the A/C system using certified service equipment meeting requirements of SAE J2210 (R-134a recycling equipment) or J2209 (R-134a recovery equipment). If accidental system discharge occurs, ventilate work area before resuming service. Additional health and safety information may be obtained from refrigerant and lubricant manufacturers.
 - e: Do not allow lubricant to contact styrofoam parts. Damage may result.

WARNING:

General Refrigerant Precautions

- Do not release refrigerant into the air. Use approved recovery/recycling equipment to capture the refrigerant every time an air conditioner system is discharged. Always follow the manufacturers recommendations for use of the recovery/recycling equipment.
- Always wear eye and hand protection (goggles and gloves) when working with any refrigerant or air conditioner system.
- Do not store or heat refrigerant containers above 52°C (125°F).
- Do not heat a refrigerant container with an open flame; if container warming is required, place the bottom of the container in a pail of warm water.
- Do not intentionally drop, puncture, or incinerate refrigerant containers.
- Keep refrigerant away from open flames: poisonous gas will be produced if refrigerant burns.
- Refrigerant will displace oxygen, therefore be certain to work in well ventilated areas to prevent suffocation.
- Do not introduce compressed air to any refrigerant container or refrigerant component.

PRECAUTIONS AND PREPARATION

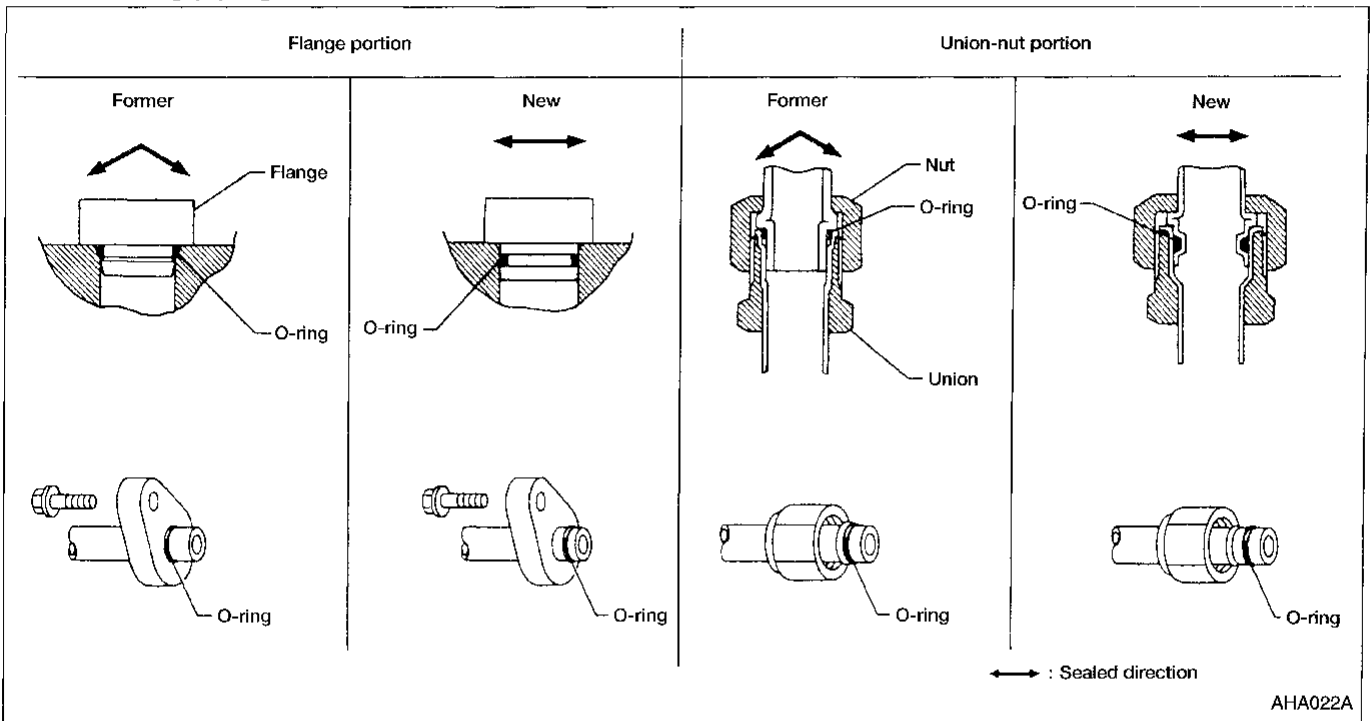
Precautions for Refrigerant Connection

A new type refrigerant connection has been introduced to all refrigerant lines except the following location:

- Expansion valve to cooling unit.

FEATURES OF NEW TYPE REFRIGERANT CONNECTION

- The O-ring has been relocated. It has also been provided with a groove for proper installation. This eliminates the chance of the O-ring being caught in, or damaged by, the mating part. The sealing direction of the O-ring is now set vertically in relation to the contacting surface of the mating part to improve sealing characteristics.
- The reaction force of the O-ring will not occur in the direction that causes the joint to pull out, thereby facilitating piping connections.



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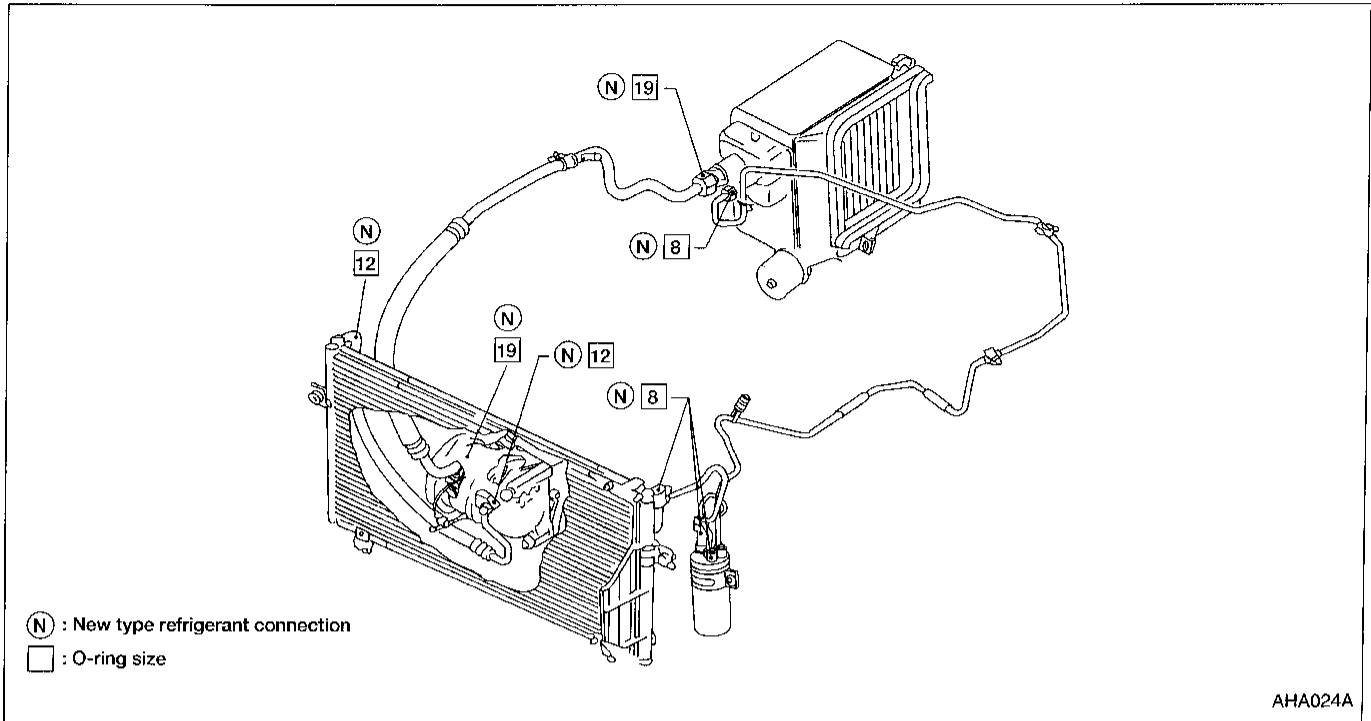
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PRECAUTIONS AND PREPARATION

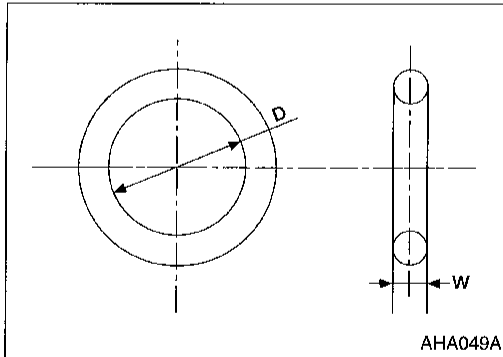
Precautions for Refrigerant Connection (Cont'd)

O-RING AND REFRIGERANT CONNECTION



CAUTION:

The new and former refrigerant connections use different O-ring configurations. Do not confuse O-rings since they are not interchangeable. If a wrong O-ring is installed, refrigerant will leak at, or around, the connection.



O-ring part numbers and specifications

| Connection type | O-ring size | Part number | D mm (in) | W mm (in) |
|-----------------|-------------|-------------|----------------|---------------|
| New | 8 | 92471 N8210 | 6.8 (0.268) | 1.87 (0.0736) |
| Former | | 92470 N8200 | 6.07 (0.2390) | 1.78 (0.0701) |
| New | 12 | 92472 N8210 | 10.9 (0.429) | 2.43 (0.0957) |
| Former | | 92475 71L00 | 11.0 (0.433) | 2.4 (0.094) |
| New | 16 | 92473 N8210 | 13.6 (0.535) | 2.43 (0.0957) |
| Former | | 92475 72L00 | 14.3 (0.563) | 2.3 (0.0906) |
| New | 19 | 92474 N8210 | 16.5 (0.650) | 2.43 (0.0957) |
| Former | | 92477 N8200 | 17.12 (0.6740) | 1.78 (0.0701) |

PRECAUTIONS AND PREPARATION

Precautions for Refrigerant Connection (Cont'd)

WARNING:

Make sure all refrigerant is discharged into the recycling equipment and the pressure in the system is less than atmospheric pressure. Then gradually loosen the discharge side hose fitting and remove it.

CAUTION:

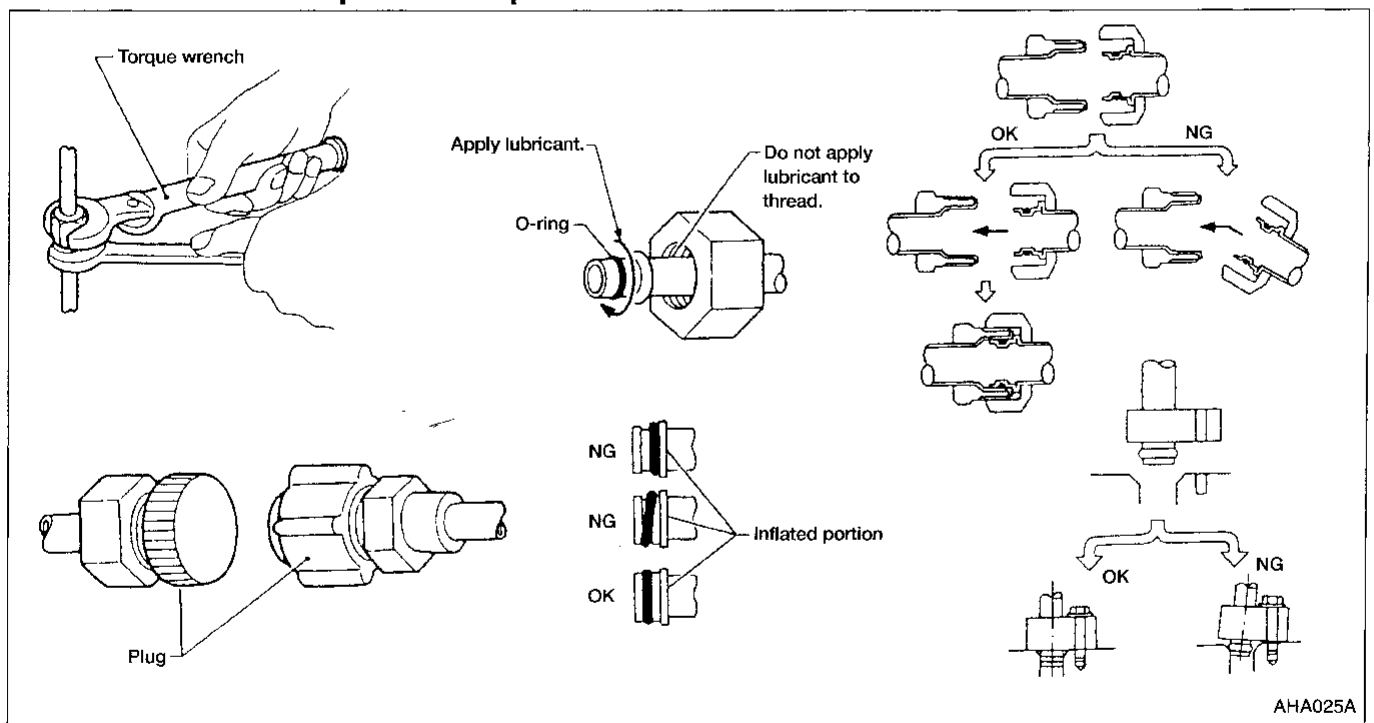
When replacing or cleaning refrigerant cycle components, observe the following.

- Do not leave compressor on its side or upside down for more than 10 minutes. Compressor lubricant will enter low pressure chamber.
- When connecting tubes, always use a torque wrench and a back-up wrench.
- After disconnecting tubes, plug all openings immediately to prevent entry of dirt and moisture.
- When installing an air conditioner unit in the vehicle, connect the pipes as the final stage of the operation. Do not remove seal caps from pipes and other components until just before connection.
- Allow components stored in cool areas to warm to working area temperature before removing seal caps. This prevents condensation from forming inside A/C components.
- Thoroughly remove moisture from the refrigeration system before charging the refrigerant.
- Always replace used O-rings.
- When connecting tube, apply lubricant to portions shown in illustration. Be careful not to apply lubricant to threaded portion.

Name: Nissan A/C System Lubricant Type R

Part No.: KLH00-PAGR0

- O-ring must be closely attached to inflated portion of tube.
- After inserting tube into union until O-ring is no longer visible, tighten nut to specified torque.
- After connecting line, conduct leak test and make sure that there is no leakage. When the gas leaking point is found, disconnect that line and replace the O-ring. Then tighten connections of seal seat to the specified torque.



PRECAUTIONS AND PREPARATION

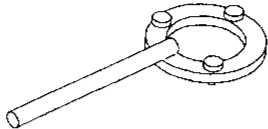
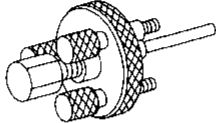
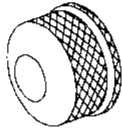
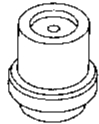
Precautions for Servicing Compressor

- **Plug all openings to prevent moisture and foreign matter from entering.**
- **Do not keep the compressor in the upside down position or laid on its side for more than 10 minutes.**
- **When replacing or repairing compressor, be sure to remove lubricant from the compressor and check the lubricant quantity extracted.**
- **When replacing or repairing compressor, follow lubricant checking and adjusting procedure exactly. Refer to "Compressor Lubricant Quantity", "SERVICE PROCEDURES", HA-63.**
- **Keep friction surfaces between clutch and pulley clean. If the surface is contaminated with oil, wipe it off by using a clean waste cloth moistened with thinner.**
- **After compressor service operation, turn the compressor shaft by hand more than five turns in both directions. This will equally distribute lubricant inside the compressor. After the compressor is installed, let the engine idle and operate the compressor for one hour.**
- **After replacing the compressor magnet clutch, apply voltage to the new one and check for normal operation.**

PRECAUTIONS AND PREPARATION

Special Service Tools

The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

| Tool number (Kent-Moore No.) Tool name | Description | Note |
|---|---|------------------------------------|
| KV99231260 (J-38874) Clutch disc wrench |  NT204 | Removing shaft nut and clutch disc |
| KV99232340 (J-38874) Clutch disc puller |  NT206 | Removing clutch disc |
| KV99234330 (J-39024) Pulley installer |  NT207 | Installing pulley |
| KV99233130 (J-39023) Pulley puller |  NT208 | Removing pulley |

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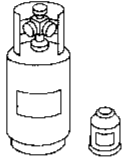

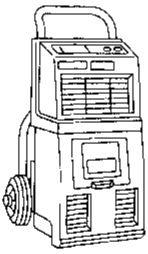
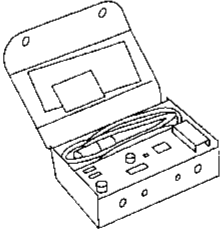
PRECAUTIONS AND PREPARATION

R-134a Service Tools and Equipment

Never mix R-134a refrigerant and/or its specified lubricant with CFC-12 (R-12) refrigerant and/or its lubricant.

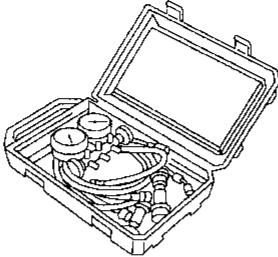
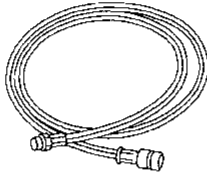
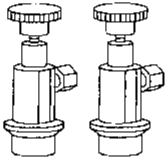

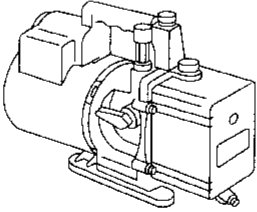
Separate and non-interchangeable service equipment must be used for each type of refrigerant/lubricant. Refrigerant container fittings, service hose fittings, and service equipment fittings (equipment which handles refrigerant and/or lubricant) are different between CFC-12 (R-12) and R-134a. This is to avoid mixed use of the refrigerants/lubricants.

Adapters to convert from one size fitting to the other must never be used: refrigerant/lubricant contamination will occur and compressor failure will result.

| Tool number (Kent-Moore No.) Tool name | Description | Note |
|---|--|---|
| R-134a refrigerant |  NT196 | Container color: Light blue Container marking: R-134a Fitting size: Thread size ● large container 1/2"-16 ACME |
| KLH00-PAGR0 (—) Nissan A/C System Lubri- cant Type R |  NT197 | Type: Polyalkylene glycol oil (PAG), type R Application: R-134a vane rotary compres- sors (Nissan only) Lubricity: 40 ml (1.4 US fl oz, 1.4 Imp fl oz) |
| (J-39500-NI) Recovery/Recycling equip- ment (ACR4) |  NT195 | Function: Refrigerant Recovery and Recy- cling and Recharging |
| (J-39400) Electronic leak detector |  NT198 | Power supply: ● DC 12 V (Cigarette lighter) |

PRECAUTIONS AND PREPARATION

R-134a Service Tools and Equipment (Cont'd)

| Tool number (Kent-Moore No.) Tool name | Description | Note |
|---|--|--|
| (J-39183) Manifold gauge set (with hoses and couplers) |  NT199 | Identification: ● The gauge face indicates R-134a. Fitting size: Thread size ● 1/2"-16 ACME |
| Service hoses ● High-side hose (J-39501-72) ● Low-side hose (J-39502-72) ● Utility hose (J-39476-72) |  NT201 | Hose color: ● Low hose: Blue with black stripe ● High hose: Red with black stripe ● Utility hose: Yellow with black stripe or green with black stripe Hose fitting to gauge: ● 1/2"-16 ACME |
| Service couplers ● High-side coupler (J-39500-20) ● Low-side coupler (J-39500-24) |  NT202 | Hose fitting to service hose: ● M14 x 1.5 fitting (optional) or permanently attached |
| (J-39650) Refrigerant weight scale |  NT200 | For measuring of refrigerant Fitting size: Thread size ● 1/2"-16 ACME |
| (J-39649) Vacuum pump (Including the isolator valve) |  NT203 | Capacity: ● Air displacement: 4 CFM ● Micron rating: 20 microns ● Oil capacity: 482 g (17 oz) Fitting size: Thread size ● 1/2"-16 ACME |

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PRECAUTIONS AND PREPARATION

Precautions for Service Equipment

RECOVERY/RECYCLING EQUIPMENT

Follow the manufacturer's instructions for machine operation and machine maintenance. Never introduce any refrigerant other than that specified into the machine.

ELECTRONIC LEAK DETECTOR

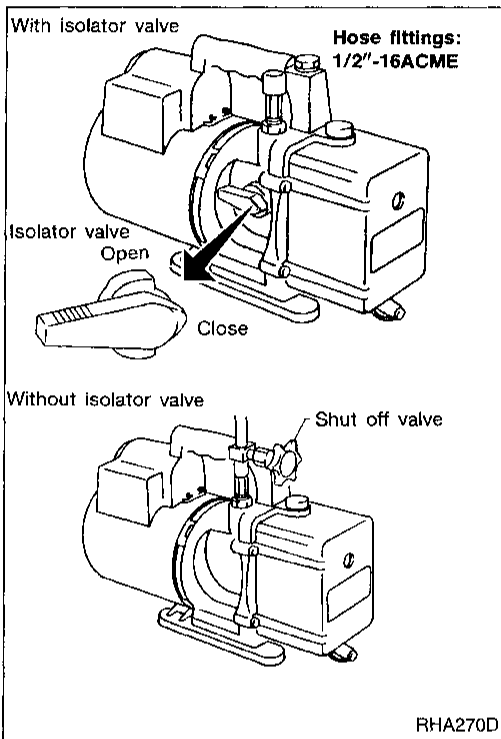
Follow the manufacturer's instructions for tester operation and tester maintenance.

VACUUM PUMP

The lubricating oil contained inside the vacuum pump is not compatible with the specified lubricant for R-134a A/C systems. The vent side of the vacuum pump is exposed to atmospheric pressure. Therefore, if the pump is switched off after evacuation the lubricating oil may migrate into the hose. To prevent this, isolate the pump from the hose after evacuation (vacuuming). This migration is avoided by placing a manual shut-off valve near the hose-to-pump connection, as follows:

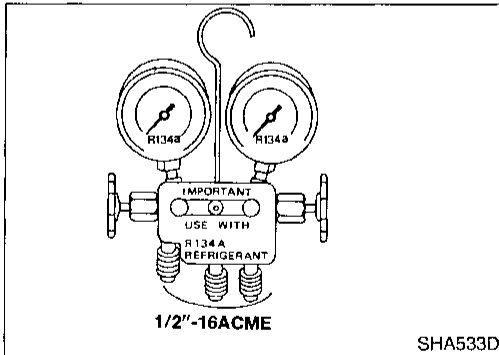
- Usually vacuum pumps have a manual isolator valve as part of the pump. Close this valve to isolate the service hose from the pump.
- For pumps without an isolator valve, use a hose equipped with a manual shut-off valve near the pump end. Close the valve to isolate the hose from the pump.
- If the hose has an automatic shut-off valve, disconnect the hose from the pump. As long as the hose is connected, the valve is open and lubricating oil may migrate.

Some one-way valves open when vacuum is applied and close under a no vacuum condition. Such valves may restrict the pump's ability to pull a deep vacuum and are not recommended.



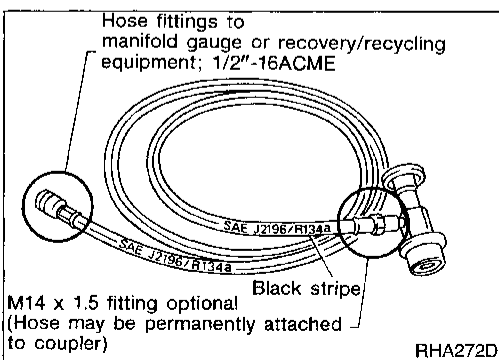
MANIFOLD GAUGE SET

Be sure the gauge set has 1/2"-16 ACME threaded connections for service hoses. Confirm the set has been used only with refrigerant R-134a along with specified lubricants.



SERVICE HOSES

Be certain that the service hoses display the markings described (colored hose with black stripe). Be certain that all hoses include positive shut-off devices (either manual or automatic) near the end of the hoses opposite the manifold gauge.

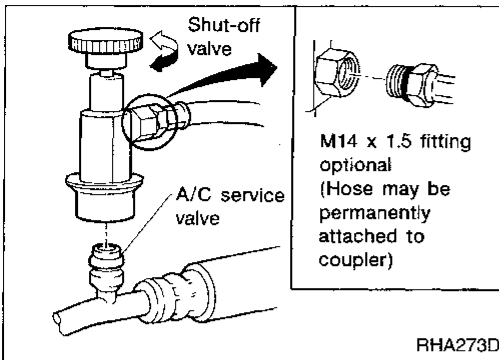


PRECAUTIONS AND PREPARATION

Precautions for Service Equipment (Cont'd)

SERVICE COUPLERS

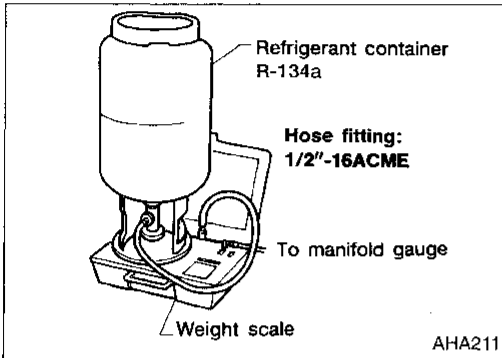
Never attempt to connect R-134a service couplers to a CFC-12 (R-12) A/C system. The R-134a couplers will not properly connect to the CFC-12 (R-12) system. However, if an improper connection is attempted, discharging and contamination can occur.



REFRIGERANT WEIGHT SCALE

When using a scale which controls refrigerant flow electronically, assure the following:

- Hose fitting size is 1/2"-16 ACME
- No refrigerant other than R-134a (along with specified lubricant) has been used with the scale.



CHARGING CYLINDER

Using a charging cylinder is not recommended. Refrigerant may be vented into the air through the cylinder's top valve when filling the cylinder.

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DESCRIPTION

Refrigeration Cycle

REFRIGERANT FLOW

The refrigerant flow is in the standard pattern. Refrigerant flows through the compressor, condenser, liquid tank, evaporator, and back to the compressor.

The refrigerant evaporation through the evaporator coil is controlled by an externally equalized expansion valve, located inside the evaporator case.

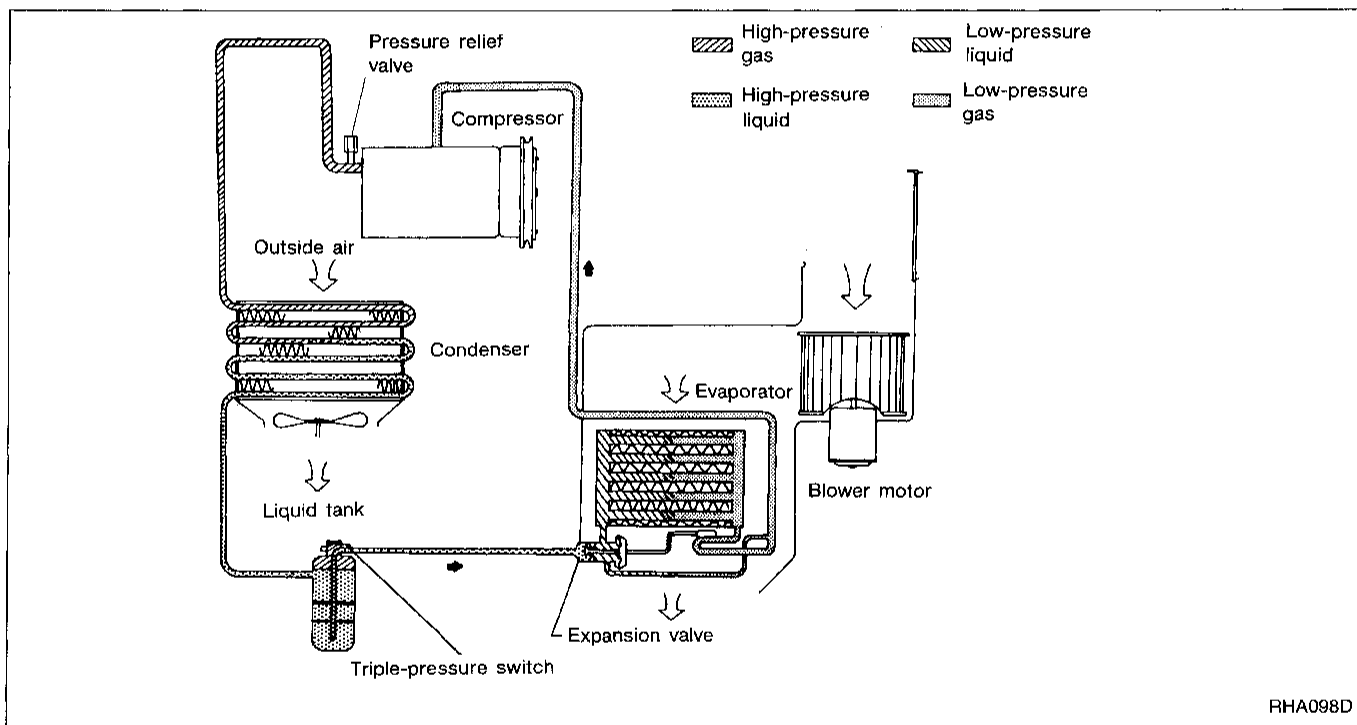
REFRIGERANT SYSTEM PROTECTION

Triple-pressure switch

The triple or dual-pressure switch is located on the liquid tank. If the system pressure rises or falls out of specifications, the switch opens to interrupt compressor clutch operation. The triple-pressure switch closes to turn on the cooling fan to reduce system pressure.

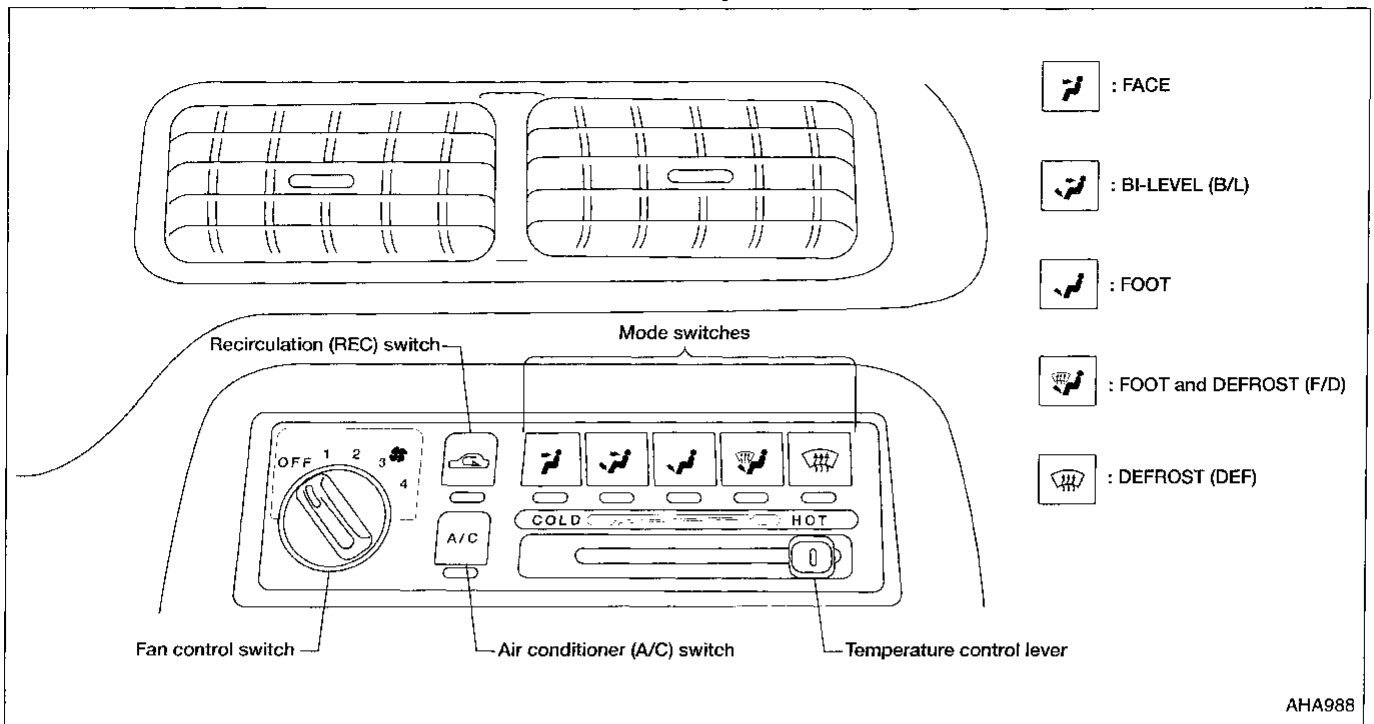
Pressure relief valve

The refrigerant system is protected by a pressure relief valve. The valve is located on the end of the flexible high pressure hose near the compressor. When refrigerant system pressure increases abnormally [over 3,727 kPa (38 kg/cm², 540 psi)], the relief valve's port opens. The valve then releases refrigerant into the atmosphere.



DESCRIPTION

Control Operation





FAN CONTROL SWITCH

This switch turns the fan ON and OFF, and controls fan speed.

MODE SWITCHES

These switches control the outlet air flow.

The indicator lamp will also light when the switch is depressed.

When DEF  or F/D  mode is selected, the push control unit sets the intake door to FRESH.

The compressor turns on when DEF  mode is selected.

TEMPERATURE CONTROL LEVER

This lever allows you to adjust the temperature of the discharge air.

RECIRCULATION (REC) SWITCH


OFF position: Outside air is drawn into the passenger compartment.

ON position: Interior air is recirculated inside the vehicle.

The indicator lamp will also light.

Recirculation is canceled when DEF  or F/D  mode is selected, and resumes when another mode is chosen.

Recirculation automatically occurs when the following conditions are met:

1. FACE  mode.
2. Full cold position.
3. Fan switch to 4 speed.
4. A/C switch on.

Recirculation indicator will not illuminate.

AIR CONDITIONER (A/C) SWITCH

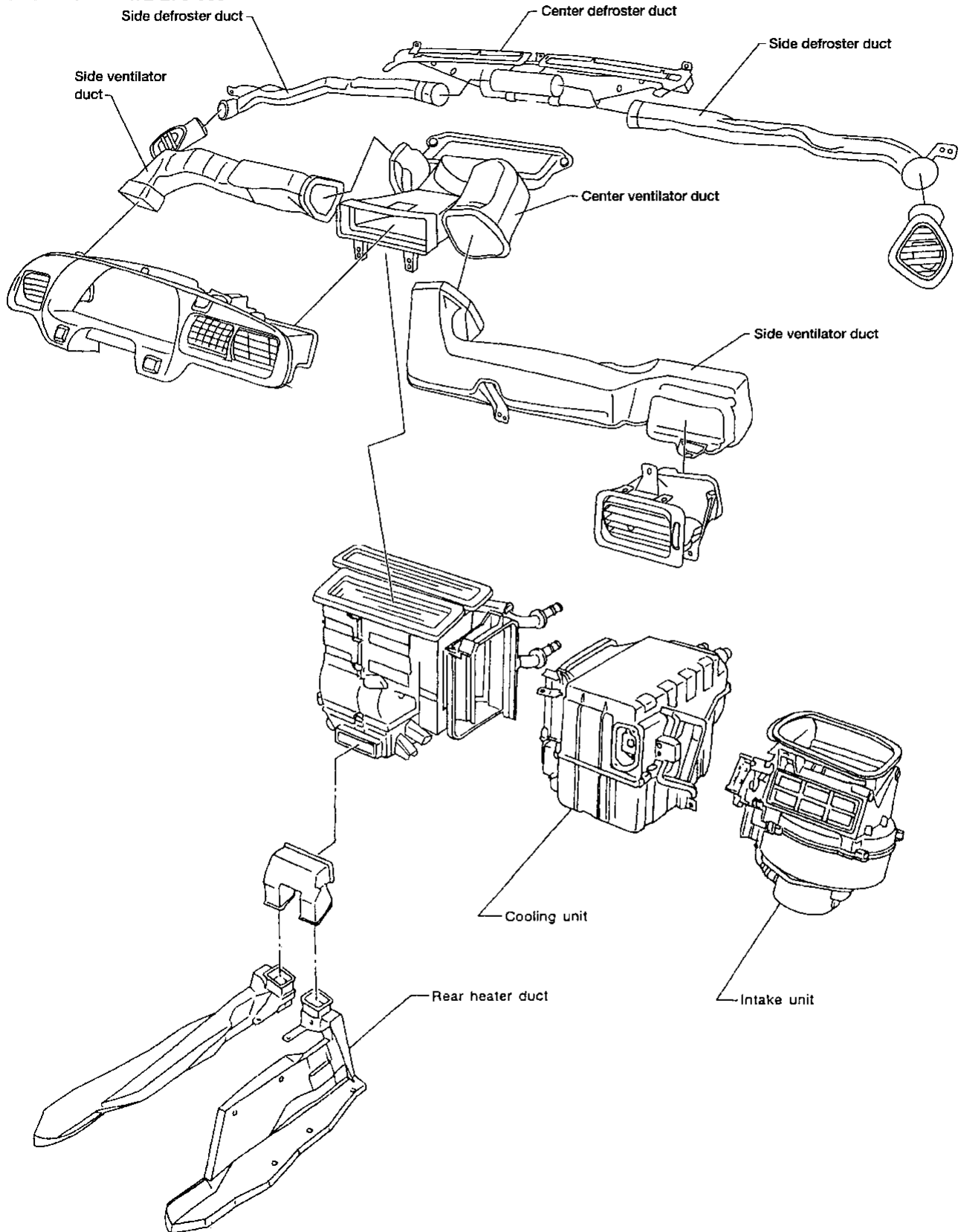
The air conditioner switch controls the A/C system. When the switch is depressed with the fan ON, the compressor will turn ON. The indicator lamp will also light.

The air conditioner cooling function operates only when the engine is running.

DESCRIPTION

Component Layout

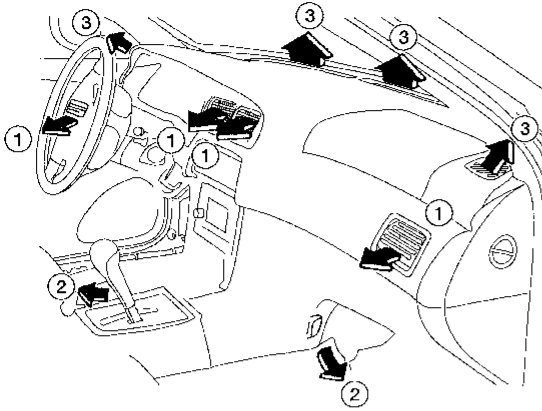
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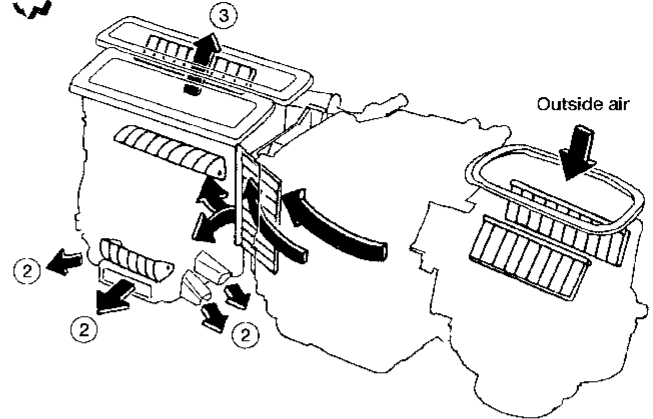
DESCRIPTION

Discharge Air Flow

Air outlets

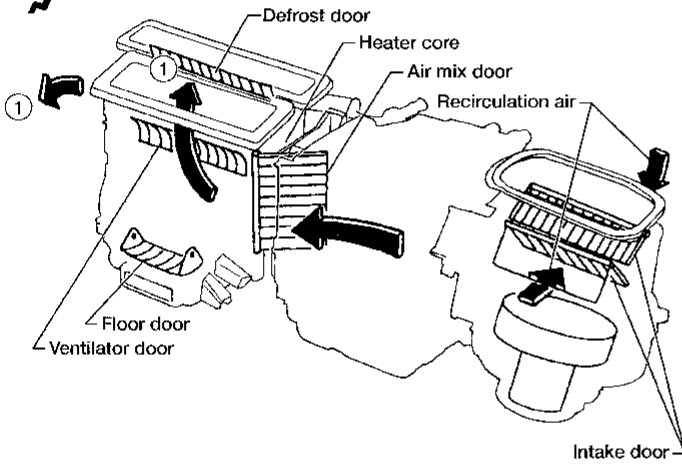


Foot

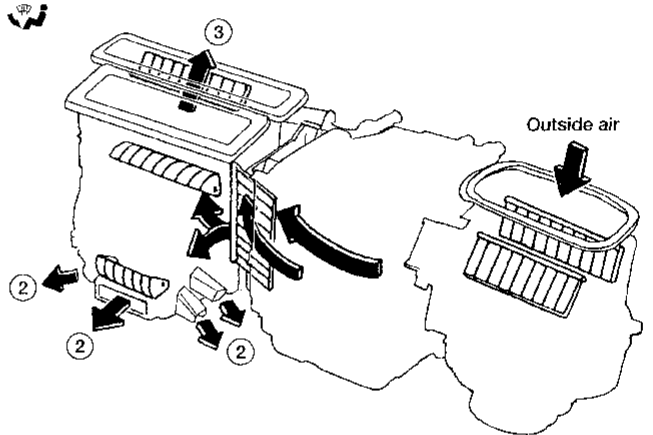


Face

Switch "on"

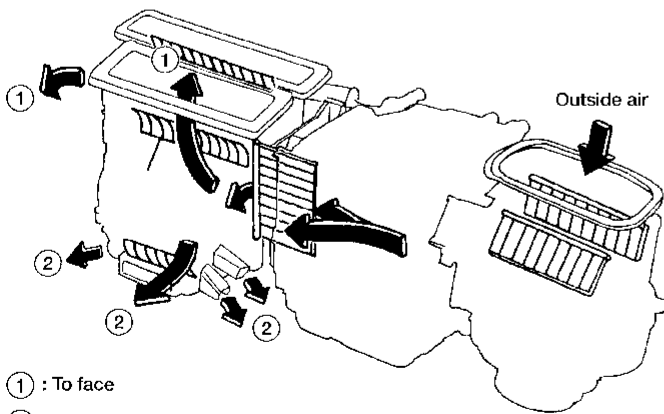


Foot and defrost

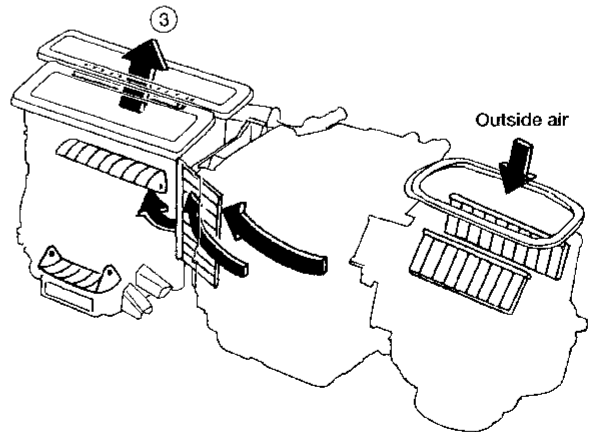


Bi-level

Switch "off"



Defrost



- ① : To face
- ② : To foot
- ③ : To defrost

For air flow %, refer to "Operational Check,"
"TROUBLE DIAGNOSES."

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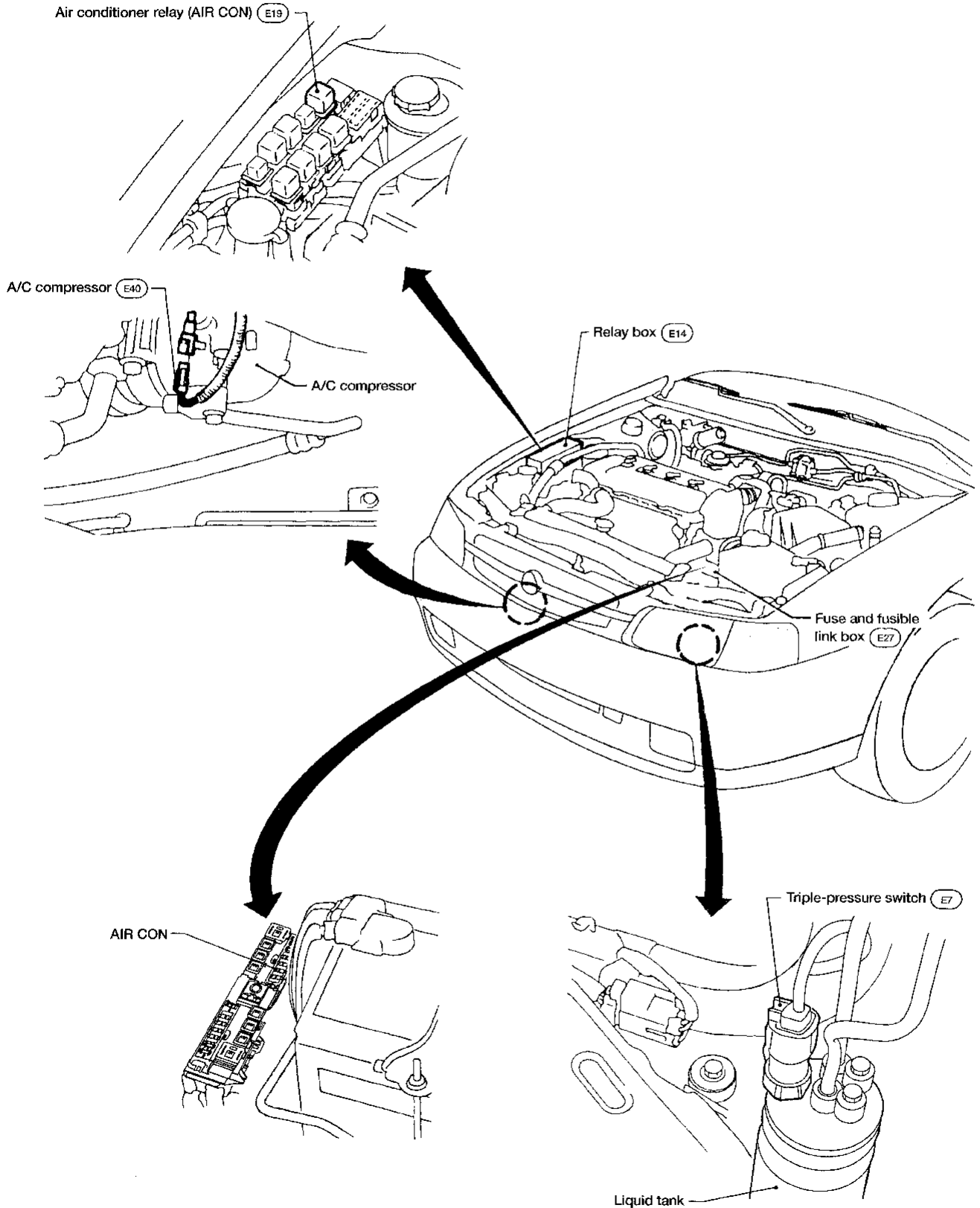
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Harness Layout

Engine compartment

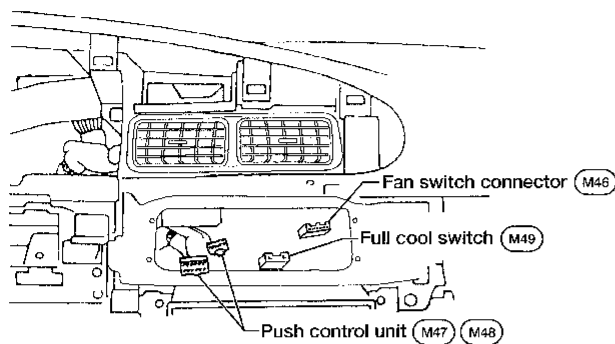


DESCRIPTION

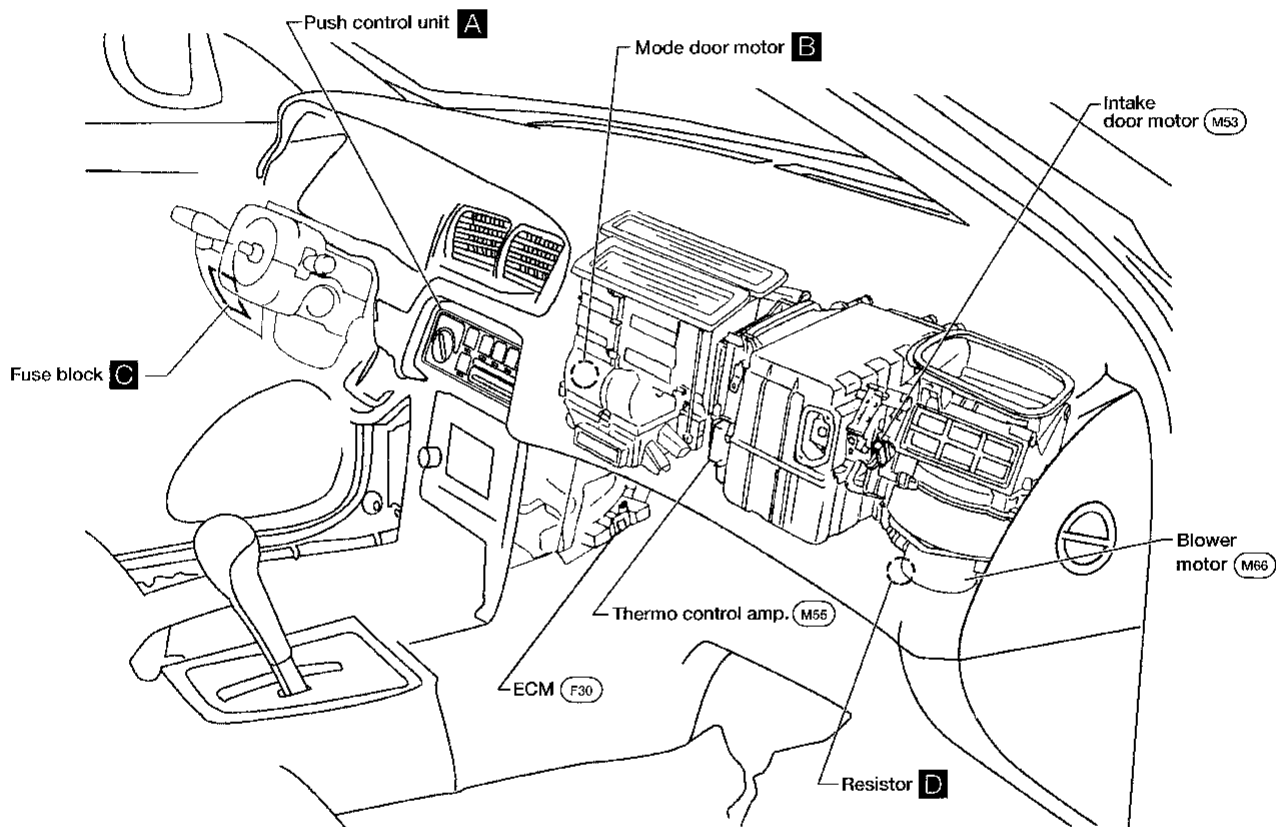
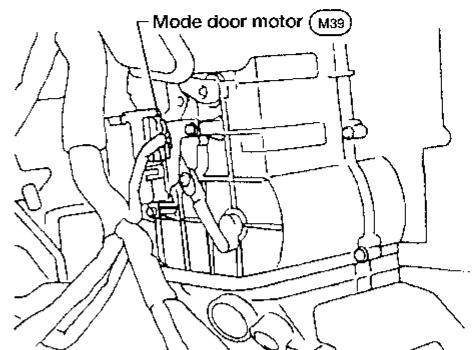
Harness Layout (Cont'd)

Passenger compartment

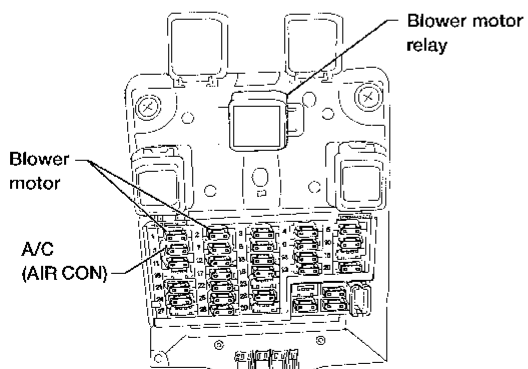
A Push control unit



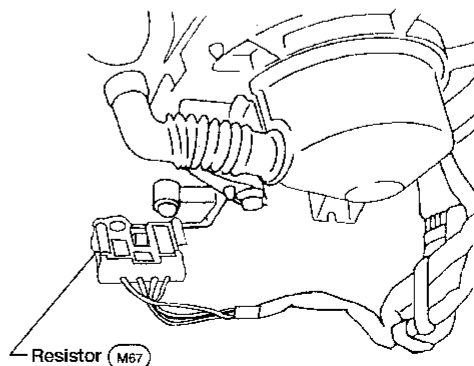
B Mode door motor



C Fuse block



D Resistor



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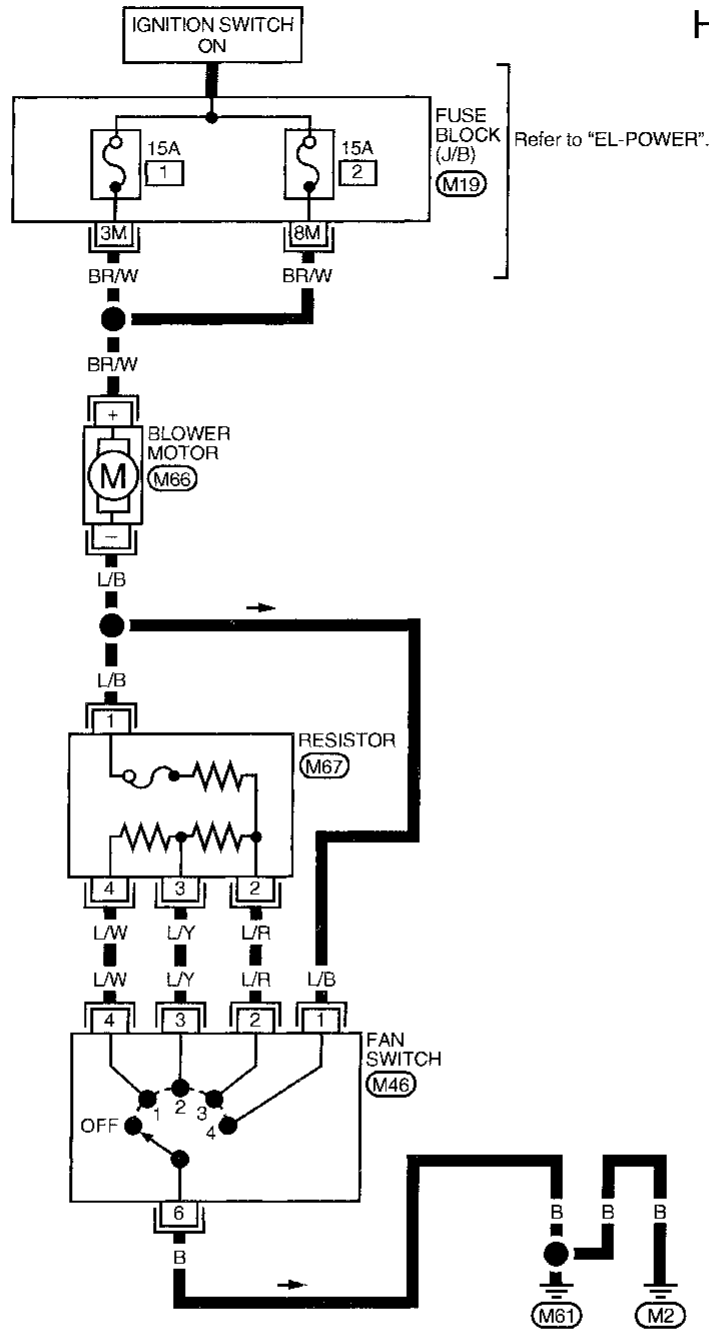
EL

IDX

DESCRIPTION

Wiring Diagram -HEATER-

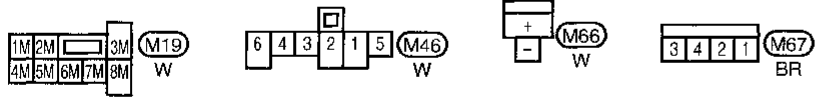
HA-HEATER-01



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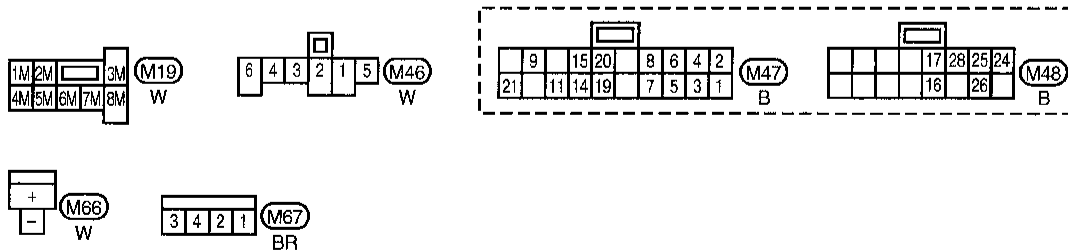
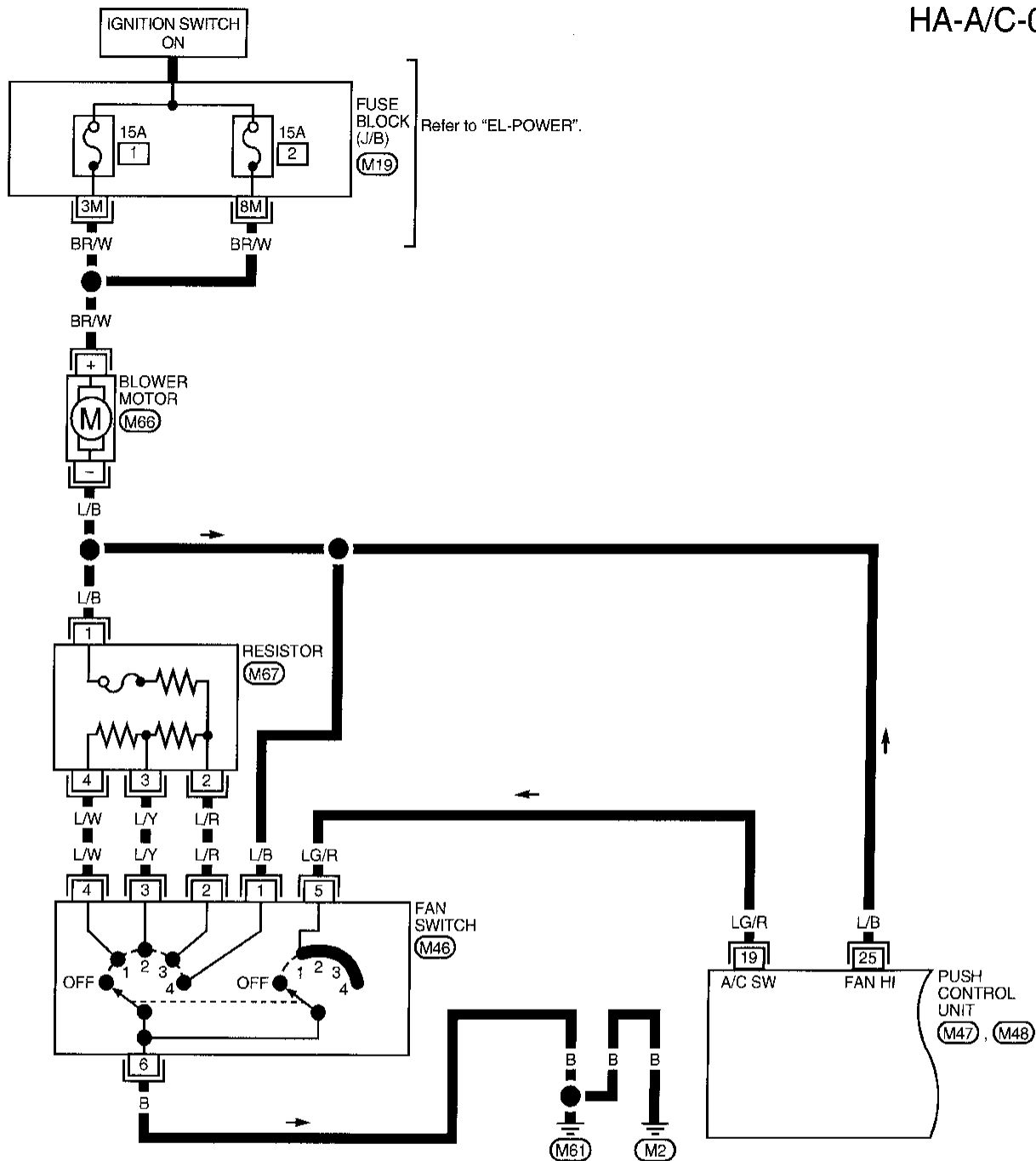
EL
IDX



DESCRIPTION

Wiring Diagram -A/C-

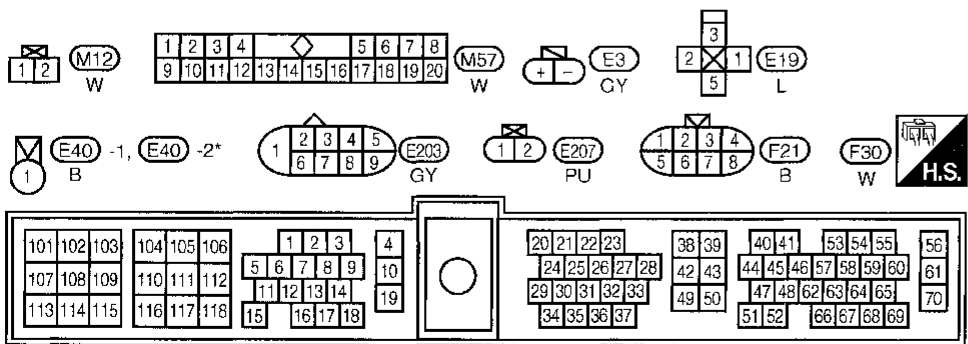
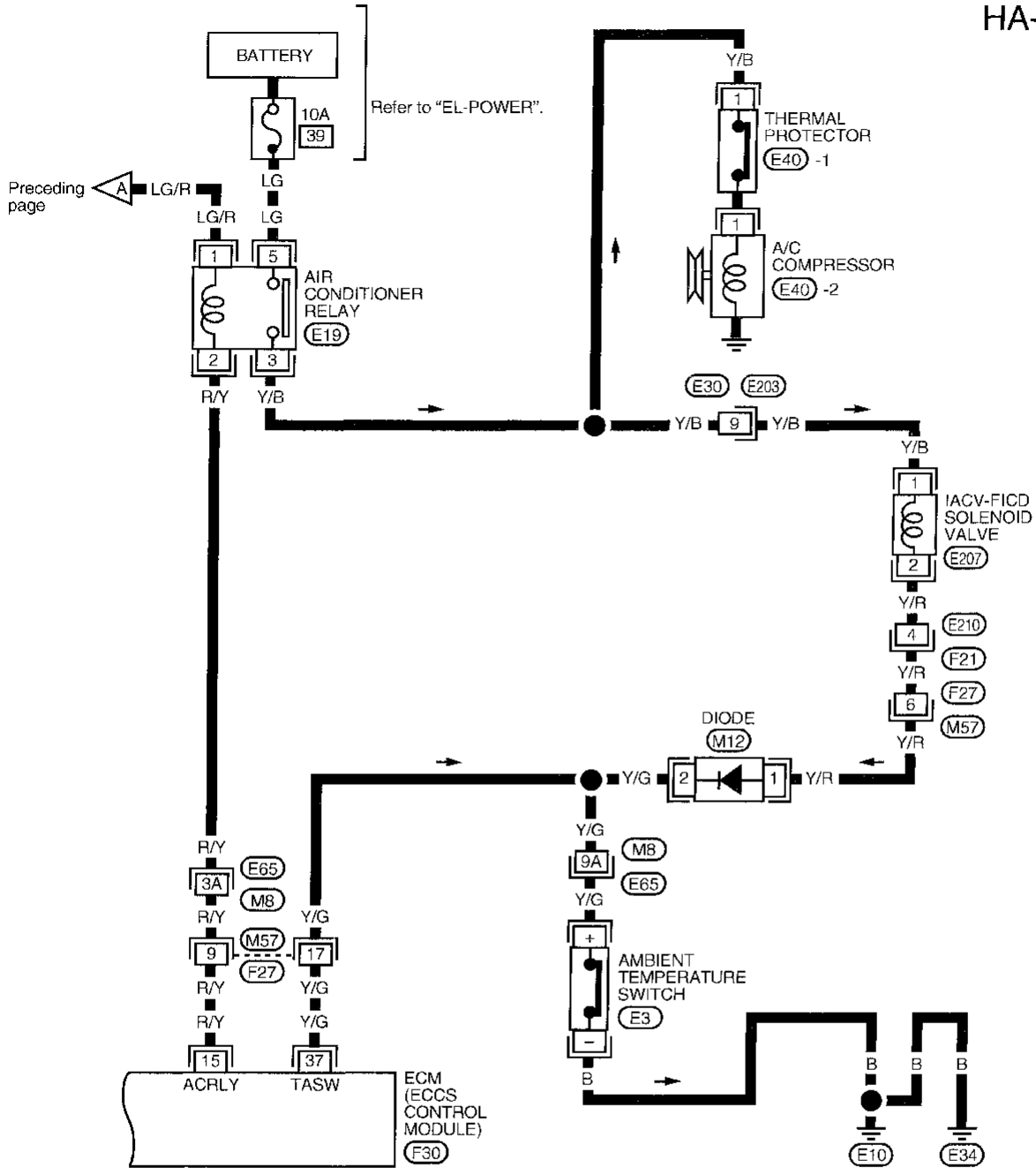
HA-A/C-01



DESCRIPTION

Wiring Diagram -A/C- (Cont'd)

HA-A/C-03



Refer to last page (Foldout page).

(M8, E65)

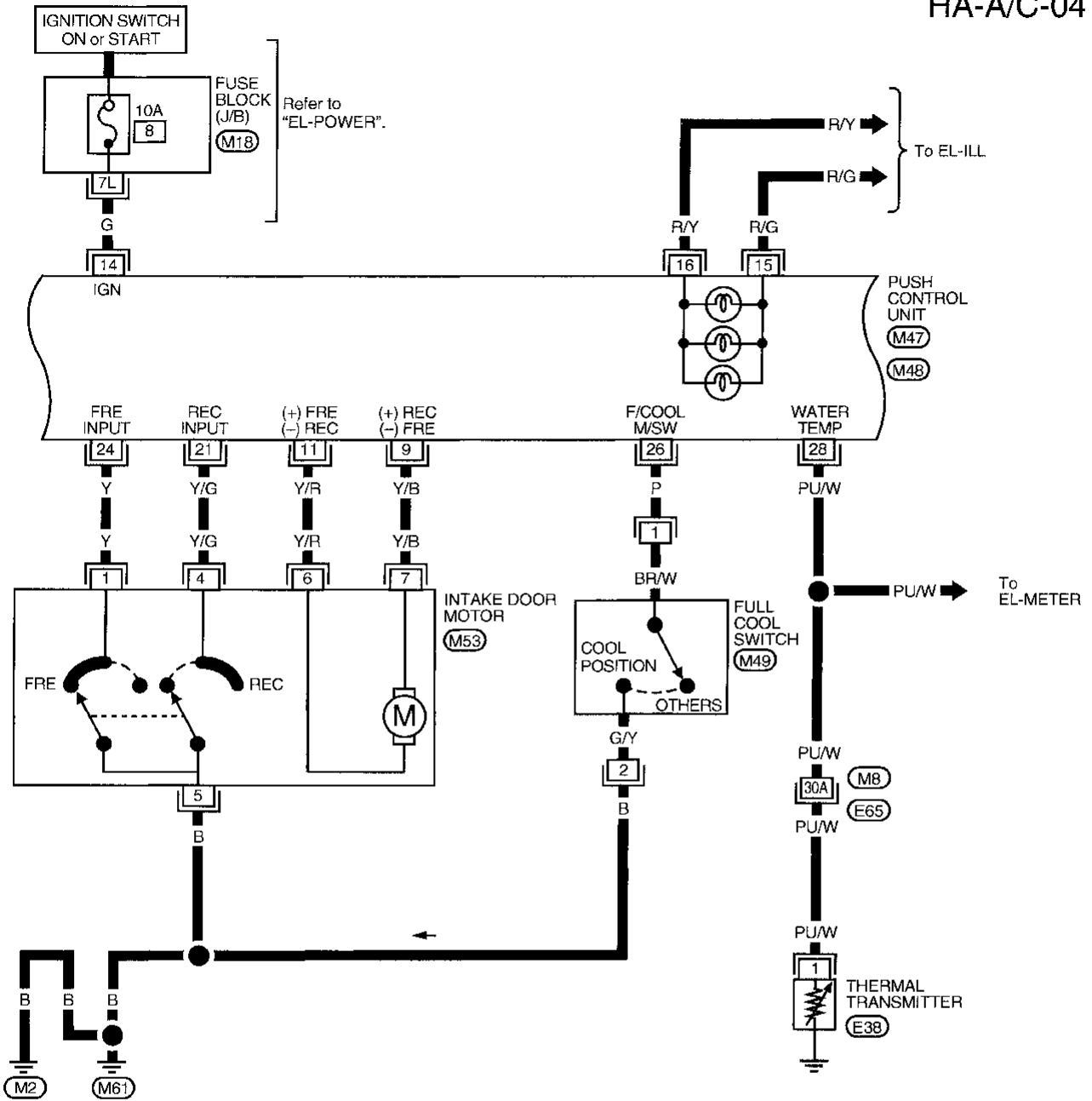


*This connector is not shown in "HARNESS LAYOUT" of EL-section.

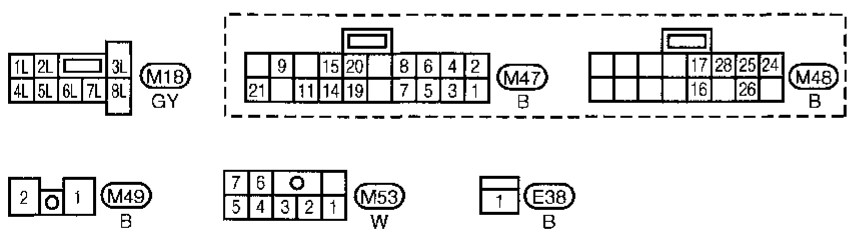
DESCRIPTION

Wiring Diagram -A/C- (Cont'd)

HA-A/C-04



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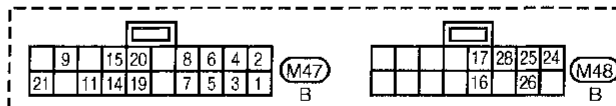
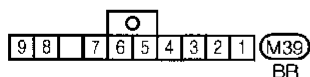
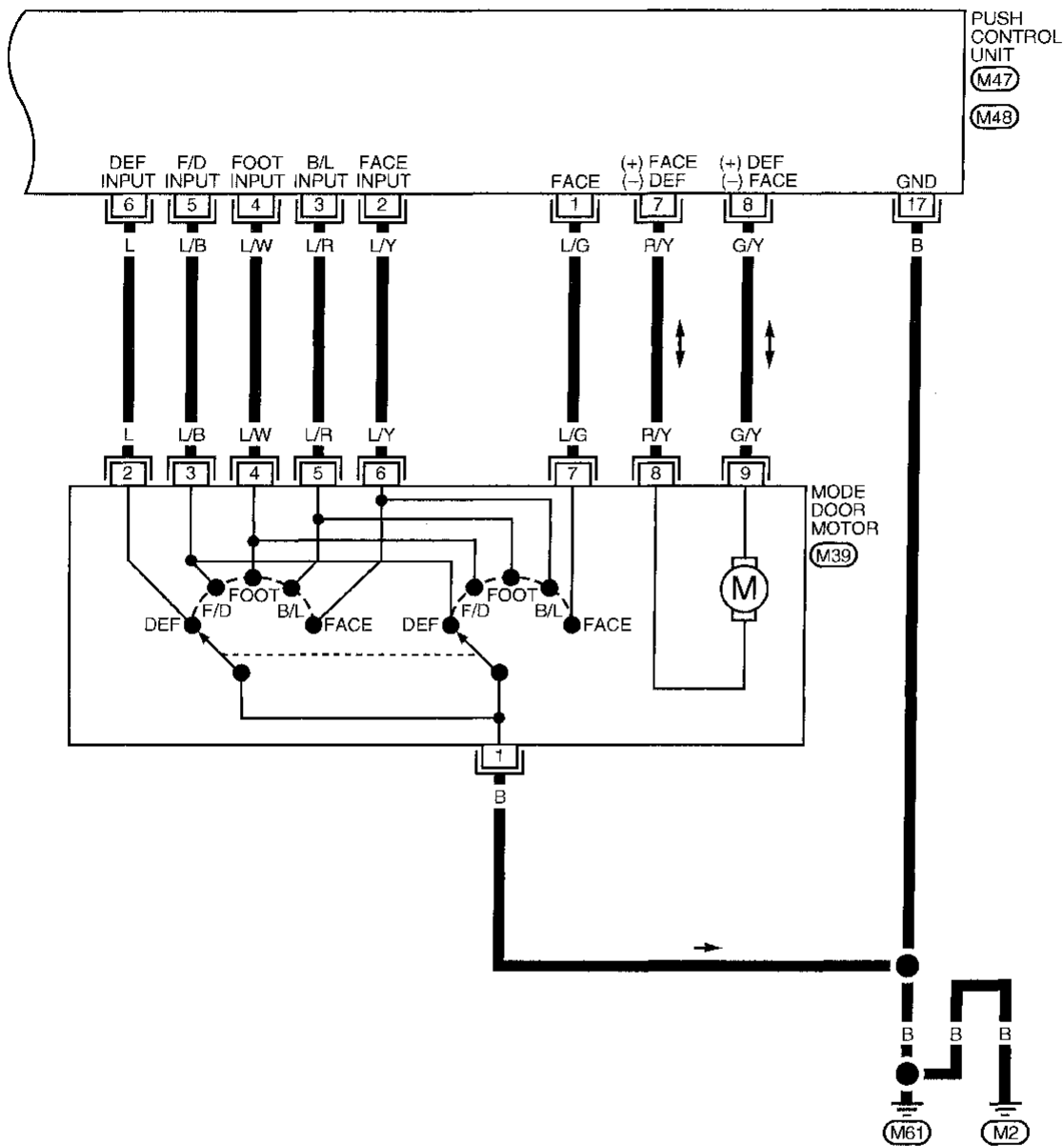
Refer to last page (Foldout page).
(M8), (E65)

HA
EL
IDX

DESCRIPTION

Wiring Diagram -A/C- (Cont'd)

HA-A/C-05



DESCRIPTION

Operational Check

The purpose of the operational check is to confirm that the system operates properly.

After operational check is completed, go to SYMPTOM TABLE in How to Perform Trouble Diagnoses for Quick and Accurate Repair, HA-27.

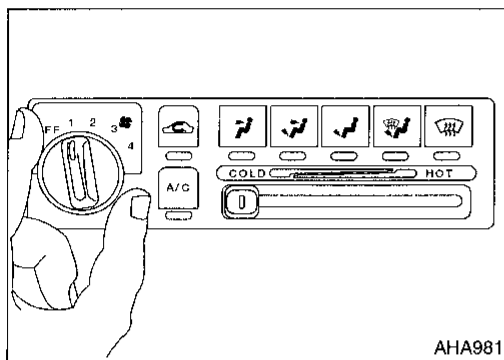
CONDITIONS:

- Engine running and at normal operating temperature.

PROCEDURE:

1. Check blower

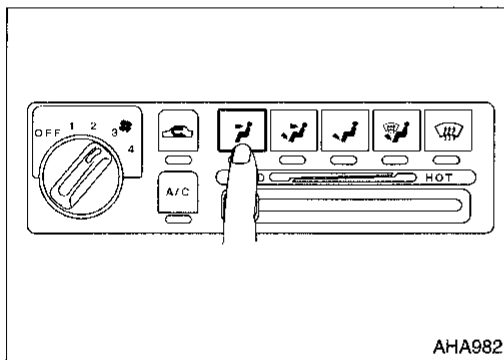
- Turn fan switch to 1-speed. Blower should operate on 1-speed.
- Then turn fan switch to 2-speed, and continue checking blower speed until all speeds are checked.
- Leave blower on 4-speed.



AHA981

2. Check discharge air

- Press each mode switch.



AHA982

Discharge air flow

| Switch mode/ indicator | Air outlet/distribution | | |
|---------------------------|-------------------------|------|---------|
| | Face | Foot | Defrost |
| | 100% | — | — |
| | 60% | 40% | — |
| | — | 80% | 20% |
| | — | 60% | 40% |
| | — | — | 100% |

AHA983

- Confirm that discharge air comes out according to the air distribution table at left, and that the indicator lamp illuminates.

Refer to “Discharge Air Flow”, HA-15.

NOTE:

Confirm that the compressor clutch is engaged (visual inspection) and intake door position is at FRESH when the DEF mode is selected.

Confirm that the intake door position is at FRESH when the F/D mode is selected.

Intake door position is checked in the next step.

GI

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DESCRIPTION

Operational Check (Cont'd)

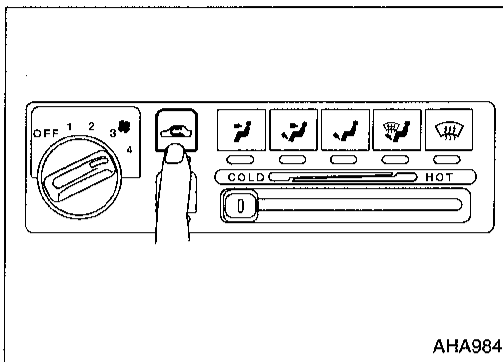
3. Check recirculation

- Press REC  switch. Recirculation indicator should illuminate.
- Listen for intake door position change (you should hear blower sound change slightly).

NOTE:

- Recirculation does not operate in DEF  and F/D  modes.
- Recirculation automatically occurs when the following conditions are met:
 - FACE  mode.
 - Full cold position.
 - Fan switch to 4 speed.
 - A/C switch on.

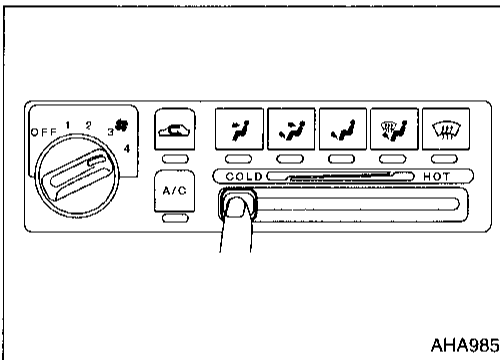
Recirculation indicator will not illuminate.



AHA984

4. Check temperature decrease

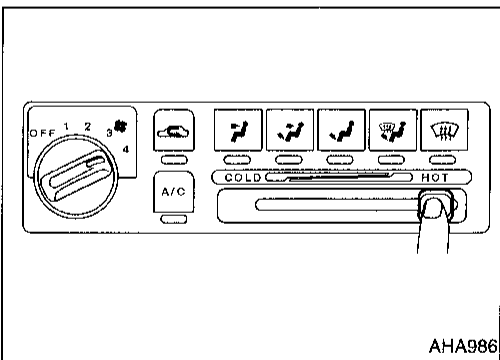
- Slide temperature control lever to full cold.
- Check for cold air at discharge air outlets.



AHA985

5. Check temperature increase

- Slide temperature control lever to full hot.
- Check for hot air at discharge air outlets.

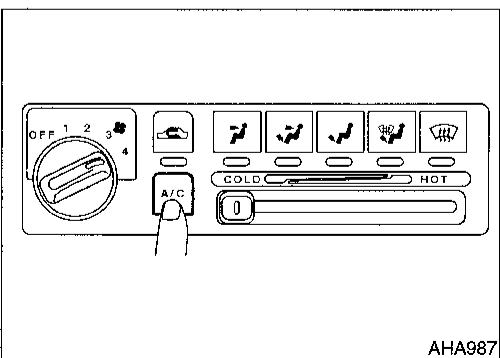


AHA986

6. Check air conditioner switch

Turn the fan control switch to the desired (1 to 4 speed) position and push the A/C switch to turn ON the air conditioner.

The indicator lamp should come on when air conditioner is ON.

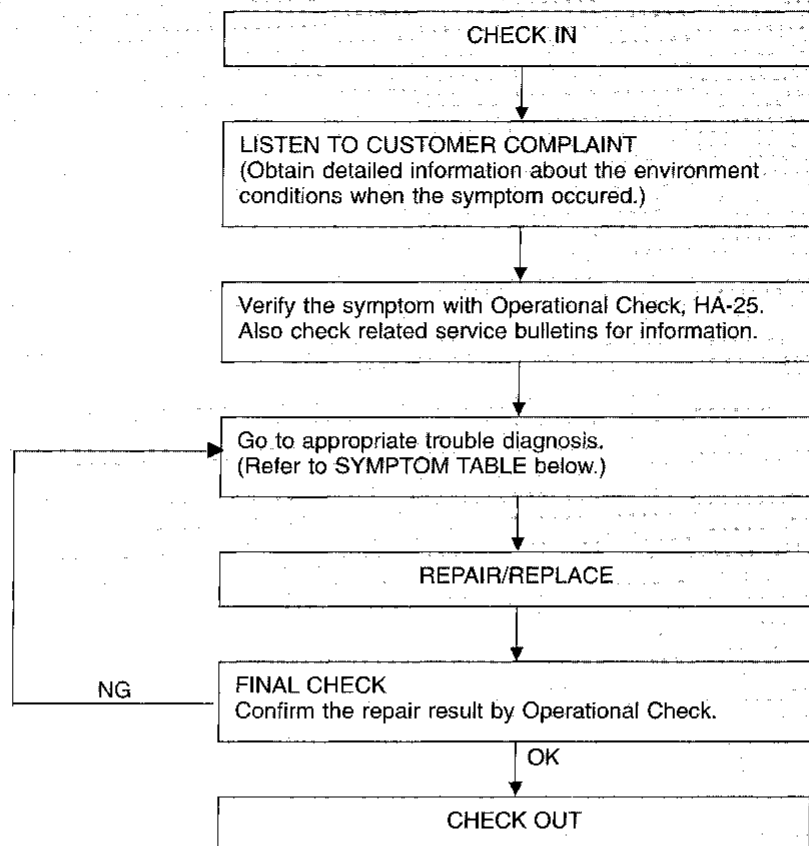


AHA987

TROUBLE DIAGNOSES

How to Perform Trouble Diagnoses for Quick and Accurate Repair

WORK FLOW



SYMPTOM TABLE

| Symptom | Reference page |
|--|--|
| ● A/C push control unit does not operate. | ● Go to Trouble Diagnoses for A/C System, HA-29. |
| ● Blower motor does not rotate. | ● Go to Blower Motor Circuit, HA-30. |
| ● Air outlet does not change. | ● Go to Mode Door Circuit, HA-36. |
| ● Intake door does not change in FACE, B/L or FOOT mode. | ● Go to Intake Door Motor Circuit, HA-40. |
| ● Intake door is not set at FRESH in DEF or F/D mode. | |
| ● Intake door is not set at RECIRC in A/C full cool mode. | |
| ● Magnet clutch does not engage when A/C switch and fan switch are ON. | ● Go to Magnet Clutch Circuit, HA-44. |
| ● Magnet clutch does not engage in DEF mode. | |
| ● Air mix door does not change. | ● Go to Air Mix Door, HA-47. |
| ● Insufficient Cooling. | ● Go to Trouble Diagnosis for Insufficient Cooling, HA-48. ● Go to Performance Test Diagnosis, HA-49. ● Go to Performance Chart, HA-51. ● Go to Trouble Diagnoses for Abnormal Pressure, HA-55. |
| ● Insufficient heating. | ● Go to Trouble Diagnoses for Insufficient Heating, HA-56. |
| ● Noise. | ● Go to Trouble Diagnoses for Noise, HA-57. |

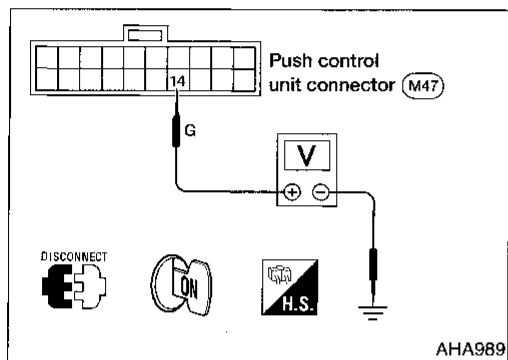
TROUBLE DIAGNOSES

Main Power Supply and Ground Circuit Check

POWER SUPPLY CIRCUIT CHECK

Check power supply circuit for air conditioner system.

Refer to EL section (“Wiring Diagram”, “POWER SUPPLY ROUTING”).

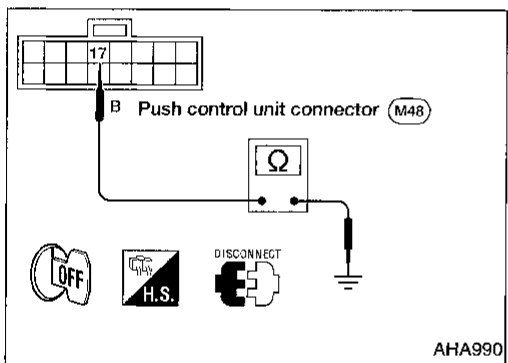


PUSH CONTROL UNIT CHECK

Check power supply circuit for push control unit with ignition switch ON.

1. Disconnect push control unit harness connector.
2. Connect voltmeter from harness side.
3. Measure voltage across terminal No. ⑭ and body ground.

| Voltmeter terminal | | Voltage |
|--------------------|-------------|-------------|
| ⊕ | ⊖ | |
| ⑭ | Body ground | Approx. 12V |



Check body ground circuit for push control unit with ignition switch OFF.

1. Disconnect push control unit harness connector.
2. Connect ohmmeter from harness side.
3. Check for continuity between terminal No. ⑰ and body ground.

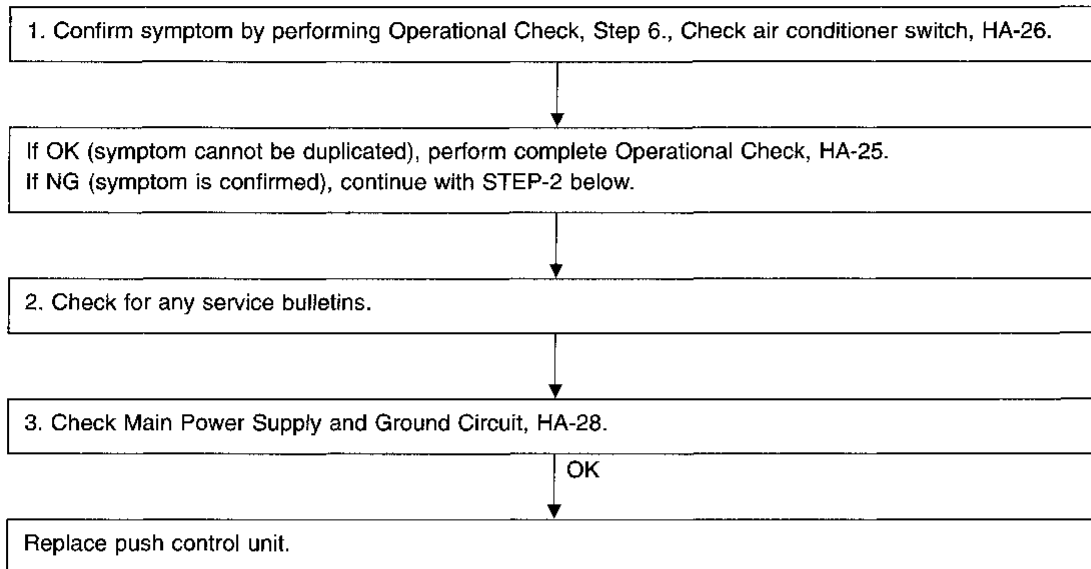
| Ohmmeter terminal | | Continuity |
|-------------------|-------------|------------|
| ⊕ | ⊖ | |
| ⑰ | Body ground | Yes |

TROUBLE DIAGNOSES

Push Control Unit

SYMPTOM: A/C push control unit does not operate.

INSPECTION FLOW



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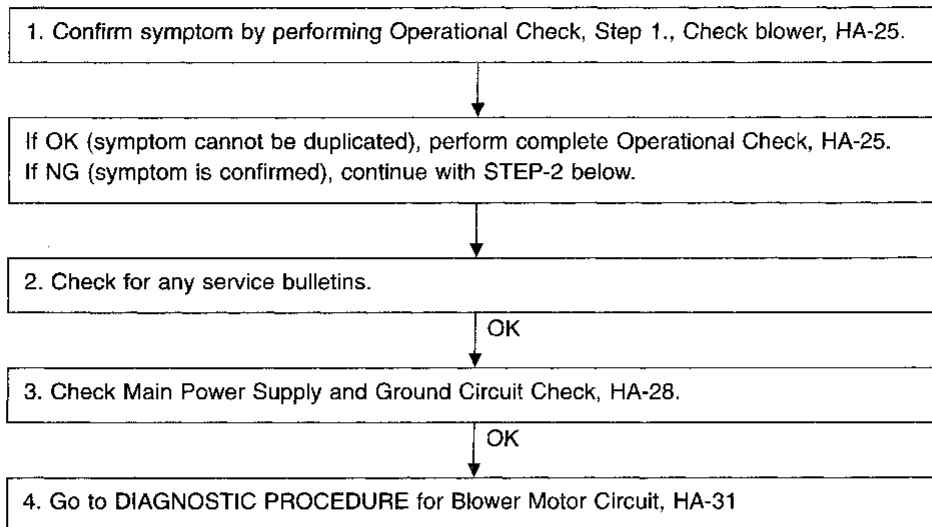
IDX

TROUBLE DIAGNOSES

Blower Motor Circuit

SYMPTOM: Blower motor does not rotate.

INSPECTION FLOW



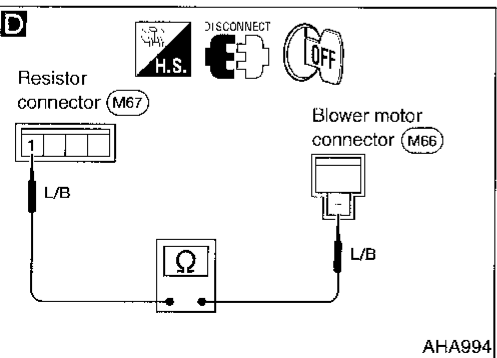
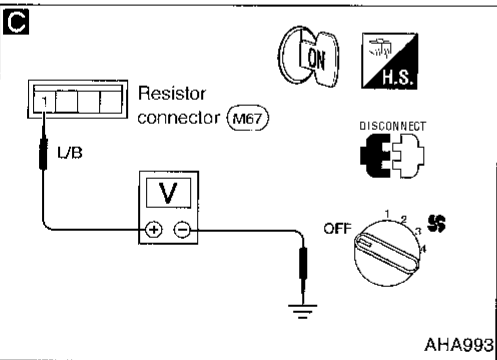
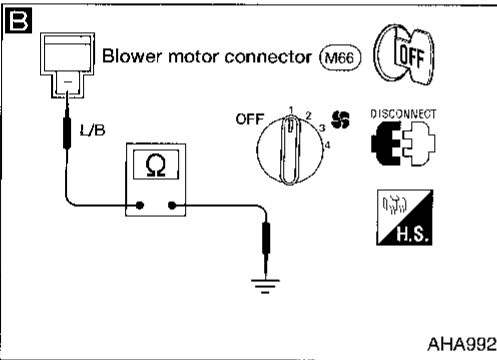
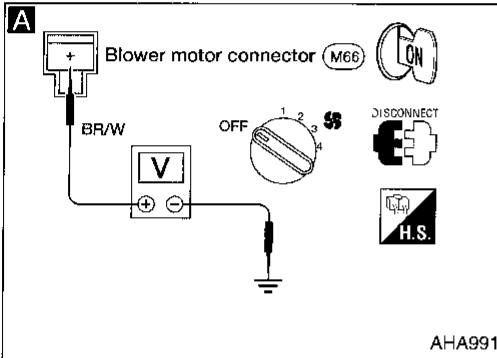
TROUBLE DIAGNOSES

Blower Motor Circuit (Cont'd) DIAGNOSTIC PROCEDURE

| | INCIDENT | Flow chart |
|---|---------------------------------|------------|
| 1 | Fan fails to rotate. | 1 |
| 2 | Fan does not rotate at 1-speed. | 2 |
| 3 | Fan does not rotate at 2-speed. | 3 |
| 4 | Fan does not rotate at 3-speed. | 4 |
| 5 | Fan does not rotate at 4-speed. | 5 |

Check if blower motor rotates properly at each fan speed.
Conduct check as per flow chart at left.

2 3 4 5
(Go to next page.)



A
CHECK POWER SUPPLY FOR BLOWER MOTOR.
Disconnect blower motor harness connector.
Does approx. 12 volts exist between blower motor harness terminal ⊕ and body ground?

No → Check 15A fuses at fuse block.
Refer to EL section ("Wiring Diagram", "POWER SUPPLY ROUTING").

B
Check circuit continuity between blower motor harness terminal ⊖ and body ground.

OK → Check blower motor. Refer to HA-33.

NG → Replace blower motor.

Reconnect blower motor harness connector.

C
CHECK BLOWER MOTOR CIRCUIT BETWEEN BLOWER MOTOR AND RESISTOR.
Do approx. 12 volts exist between resistor harness terminal ① and body ground?

No → Disconnect blower motor and resistor harness connectors.

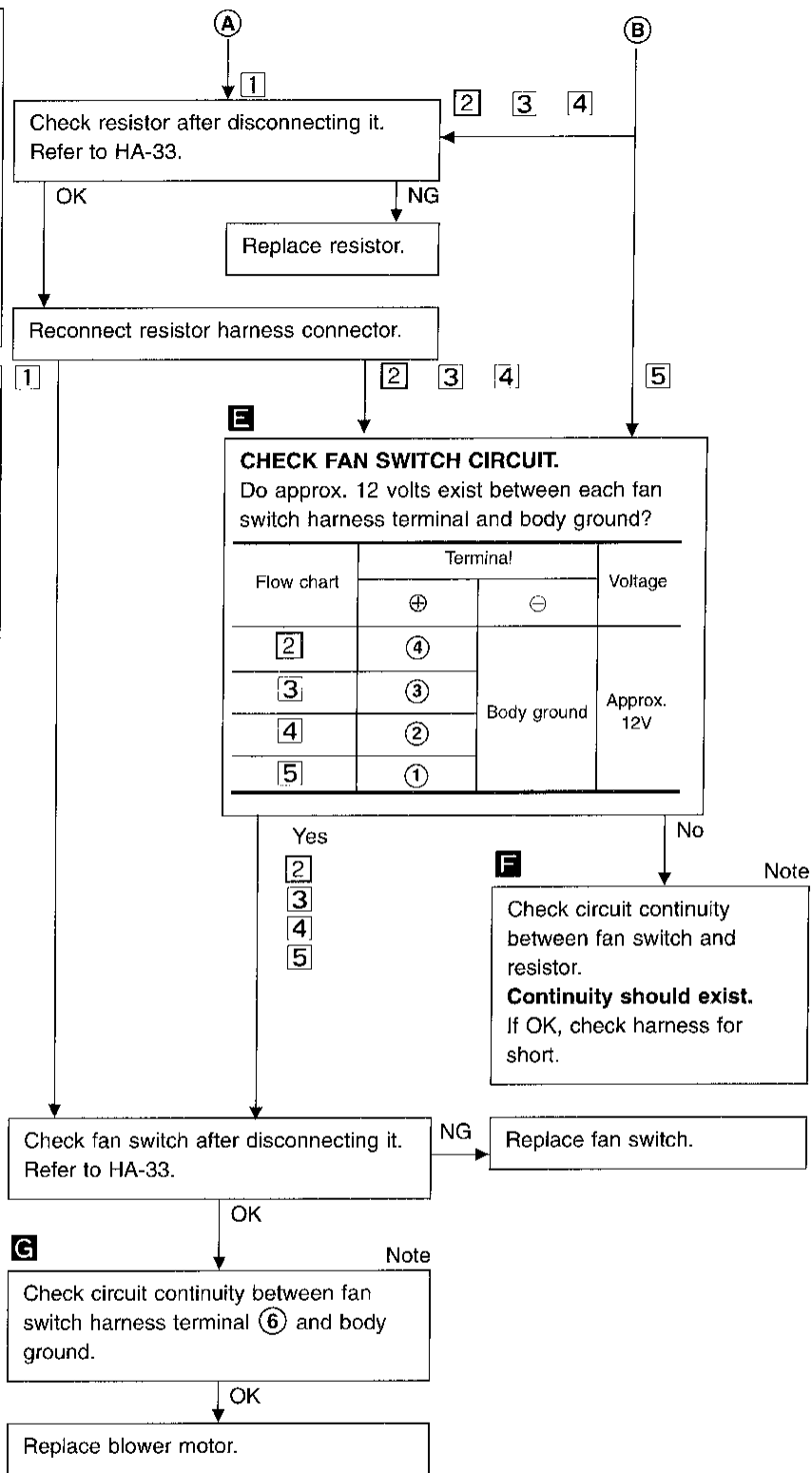
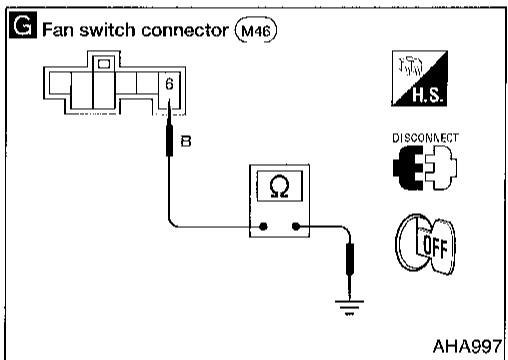
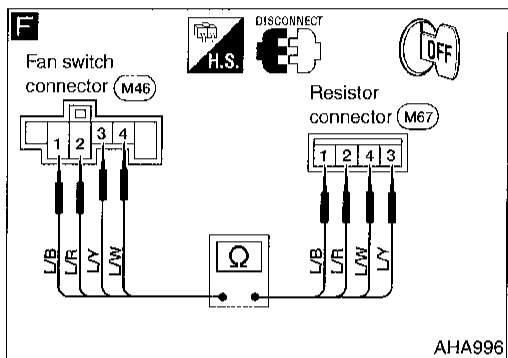
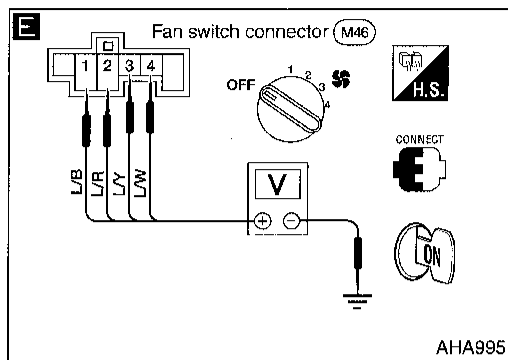
D Note
Check circuit continuity between blower motor harness terminal ⊖ and resistor harness terminal ①. **Continuity should exist.** If OK, check harness for short.

Yes → (Go to next page.)

Note:
If the result is NG or No after checking circuit continuity, repair harness or connector.

TROUBLE DIAGNOSES

Blower Motor Circuit (Cont'd)



Note:
If the result is NG or No after checking circuit continuity, repair harness or connector.

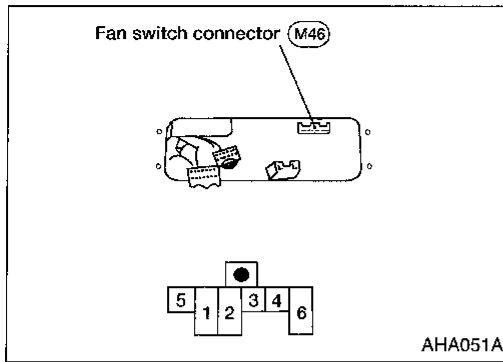
TROUBLE DIAGNOSES

Blower Motor Circuit (Cont'd)

COMPONENT INSPECTION

Fan switch

Check continuity between terminals at each position.



| TERMINAL | POSITION | | | | |
|----------|----------|---|---|---|---|
| | OFF | 1 | 2 | 3 | 4 |
| 1 | | | | | ○ |
| 2 | | | | ○ | ○ |
| 3 | | | ○ | ○ | ○ |
| 4 | | ○ | ○ | ○ | ○ |
| 5 | | ○ | ○ | ○ | ○ |
| 6 | | ○ | ○ | ○ | ○ |

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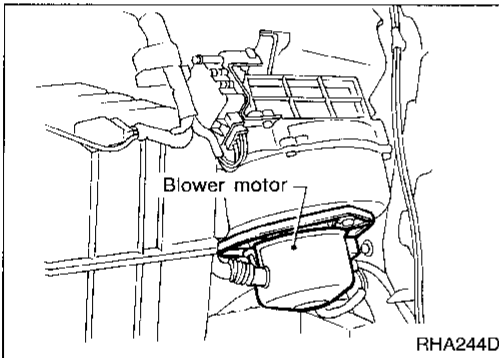
RS

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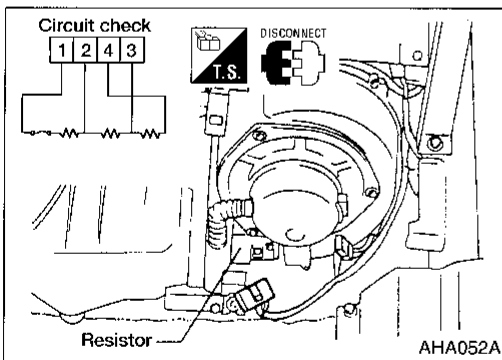
IDX



Blower motor

Confirm smooth rotation of the blower motor.

- Check that there are no foreign particles inside the intake unit.



Blower resistor

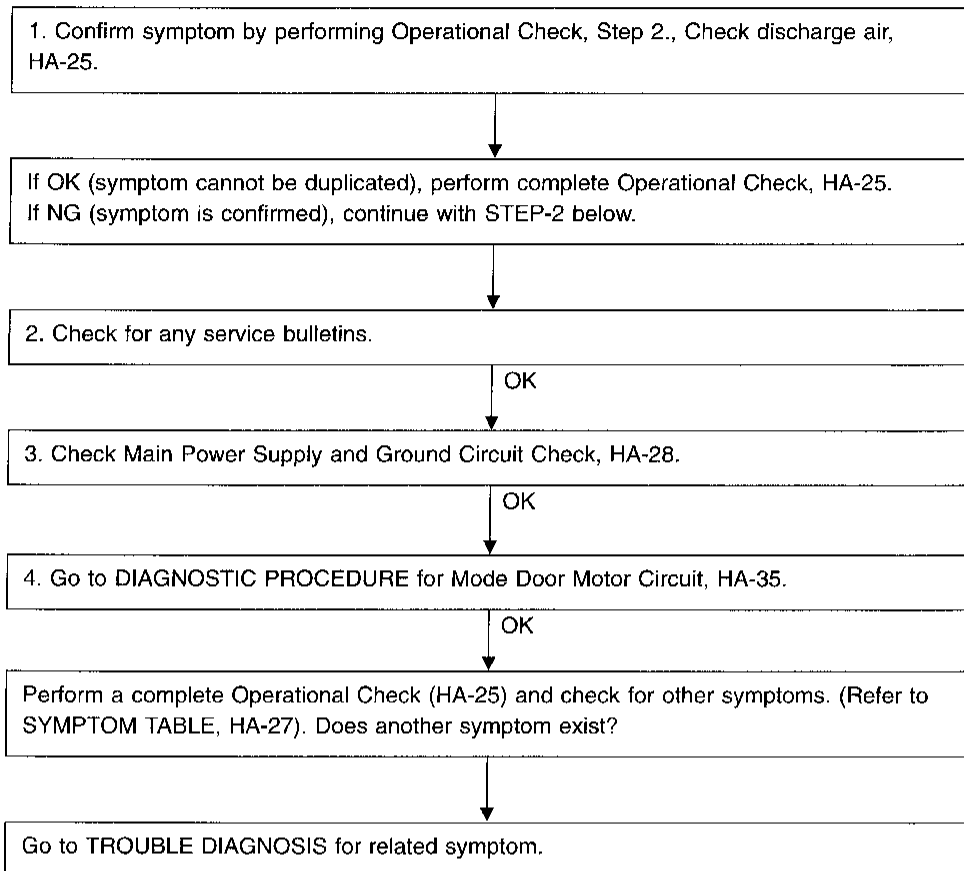
Check continuity between terminals.

TROUBLE DIAGNOSES

Mode Door Motor Circuit

SYMPTOM: Air outlet does not change.

INSPECTION FLOW

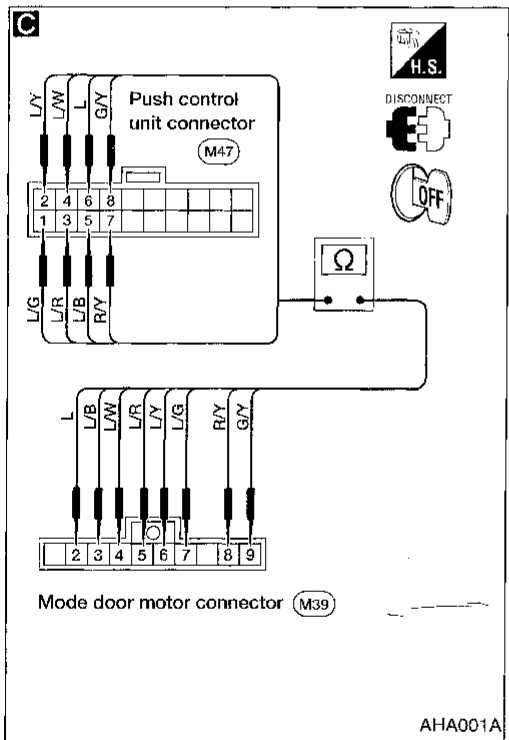
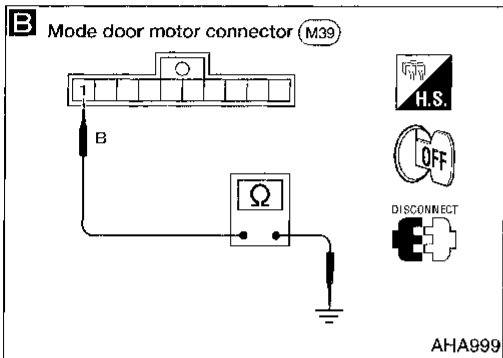
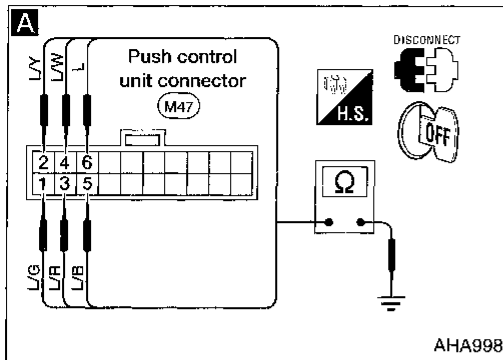


TROUBLE DIAGNOSES

Mode Door Motor Circuit (Cont'd)

DIAGNOSTIC PROCEDURE

SYMPTOM: Air outlet does not change.



A

CHECK MODE DOOR MOTOR POSITION SWITCH.

1. Press FACE switch ON with ignition switch ON.

2. Turn ignition switch OFF.

3. Check for continuity between terminal ① or ② of push control unit harness connector and body ground.

4. Using above procedures, check for continuity in any other mode, as indicated in chart.

OK → CHECK SIDE LINK Refer to HA-36.

| Mode switch | Terminal No. | | Continuity |
|-------------|--------------|-------------|------------|
| | ⊕ | ⊖ | |
| FACE | ① or ② | Body ground | Yes |
| B/L | ② or ③ | | |
| FOOT | ③ or ④ | | |
| F/D | ④ or ⑤ | | |
| DEF | ⑤ or ⑥ | | |

NG

B

CHECK BODY GROUND CIRCUIT FOR MODE DOOR MOTOR.

1. Disconnect mode door motor harness connector.

2. Check continuity between mode door motor harness terminal ① and body ground.

Note

OK

C

Note

Check circuit continuity between each terminal on push control unit and on mode door motor.

| Terminal No. | | Continuity |
|-------------------|-----------------|------------|
| ⊕ | ⊖ | |
| Push control unit | Mode door motor | Yes |
| ① | ⑦ | |
| ② | ⑥ | |
| ③ | ⑤ | |
| ④ | ④ | |
| ⑤ | ③ | |
| ⑥ | ② | |
| ⑦ | ⑧ | |
| ⑧ | ⑨ | |

If OK, check harness for short.

OK

A

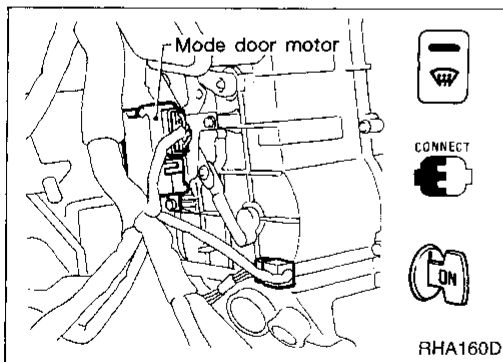
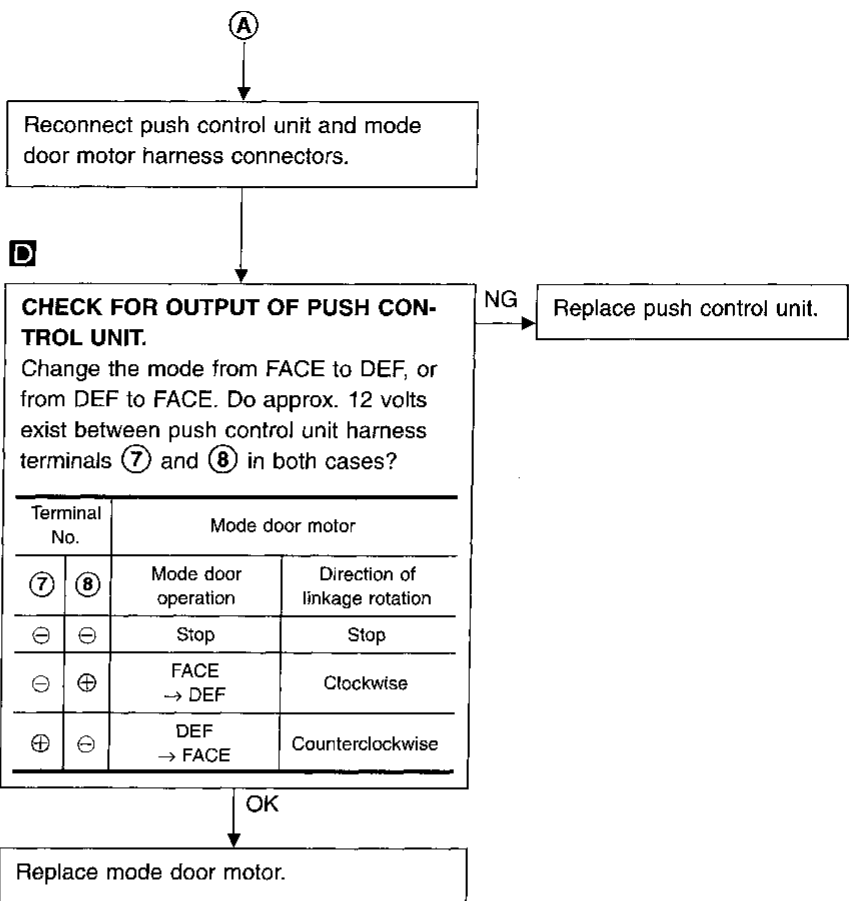
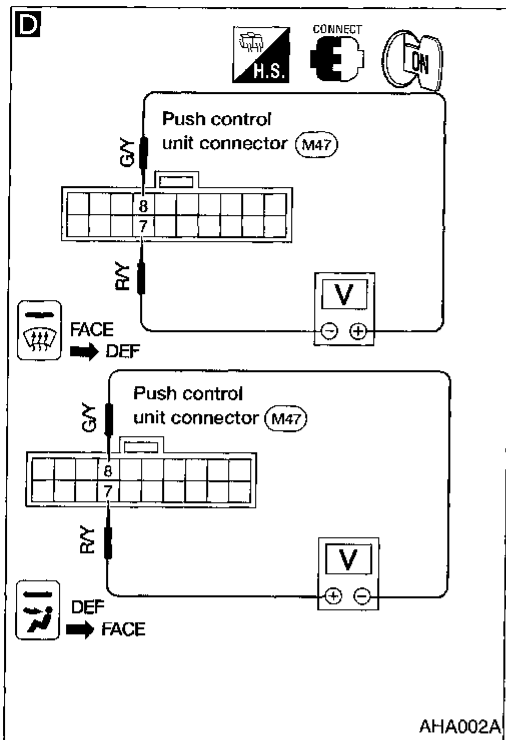
(Go to next page.)

Note:
If the result is NG or No after checking circuit continuity, repair harness or connector.

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TROUBLE DIAGNOSES

Mode Door Motor Circuit (Cont'd)



CONTROL LINKAGE ADJUSTMENT

Mode Door

1. Move side link by hand and hold mode door in DEF mode.
2. Connect door motor to main harness.
3. Turn ignition switch ON.
4. Select DEF mode.
5. Install mode door motor on heater unit.
6. Attach mode door motor rod to side link rod holder.

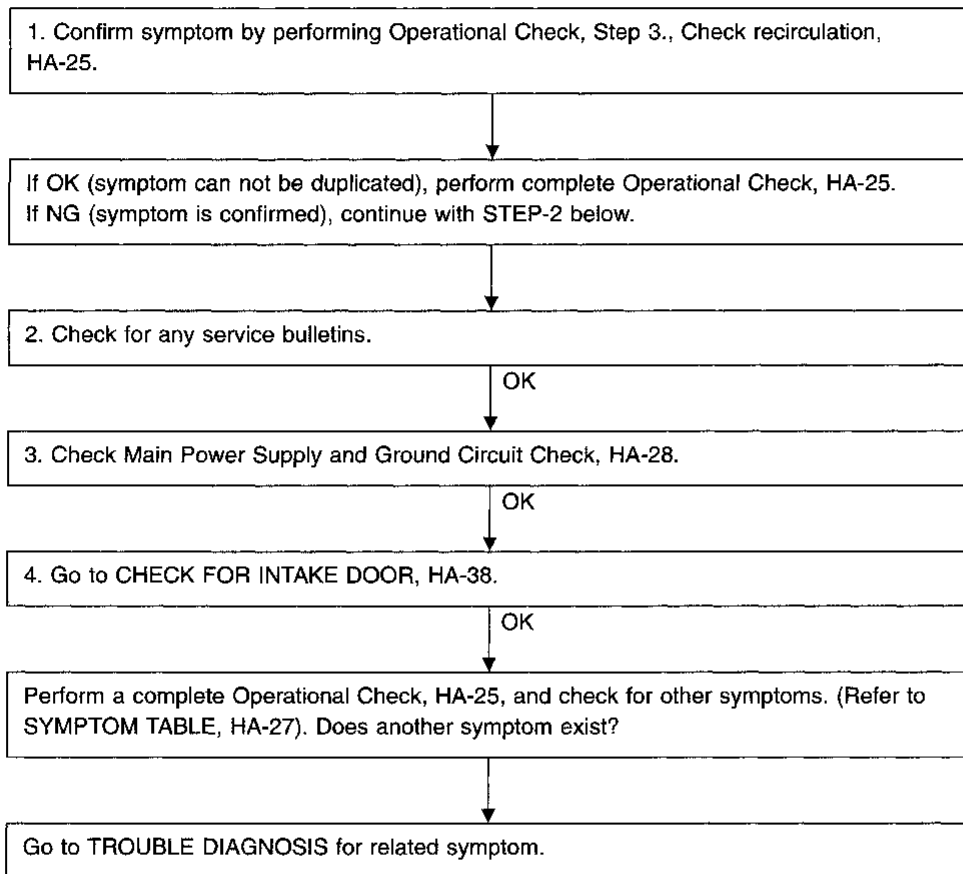
After installing the mode door motor, check for proper operation.

TROUBLE DIAGNOSES

Intake Door Motor Circuit

SYMPTOM: Intake door does not change in FACE, B/L or FOOT mode.
Intake door is not set at FRESH in DEF or F/D mode.
Intake door is not set at RECIRC in A/C full cool mode.

INSPECTION FLOW



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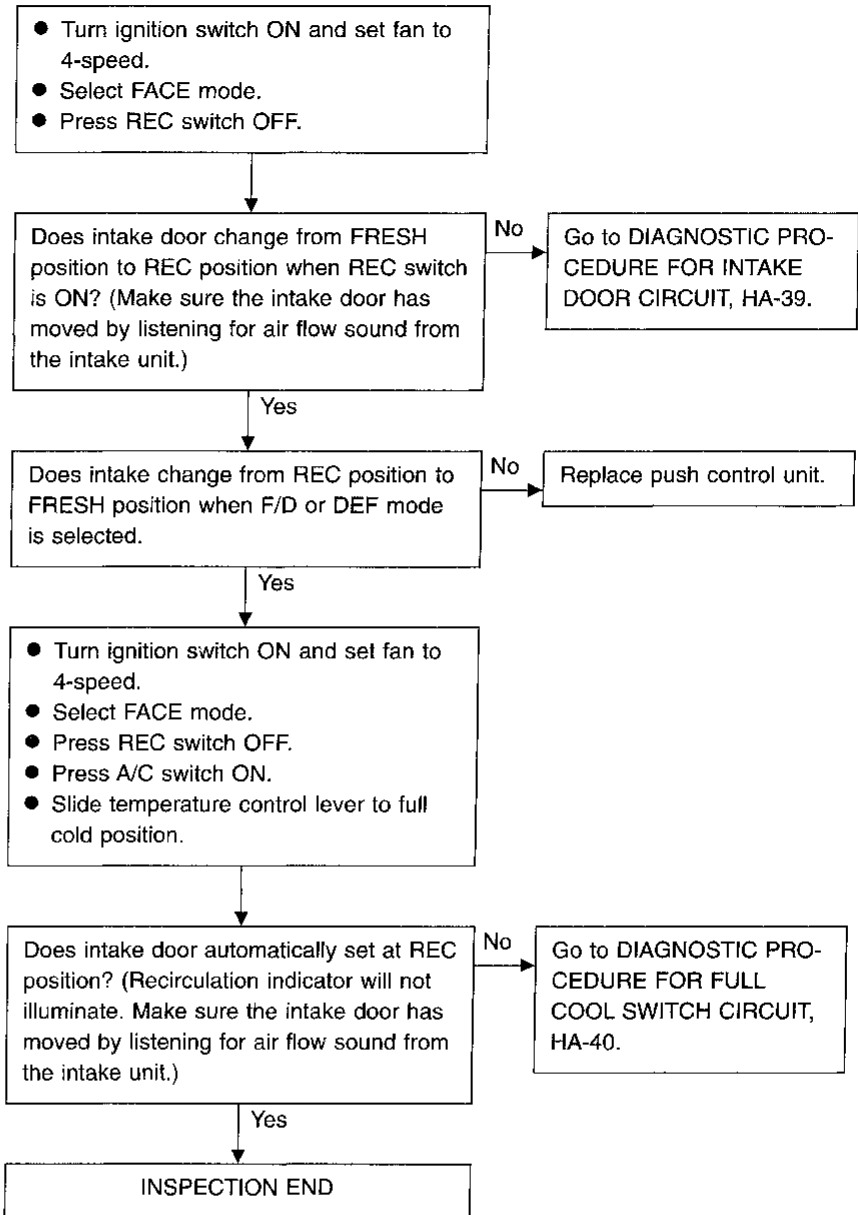
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TROUBLE DIAGNOSES

Intake Door Motor Circuit (Cont'd)

CHECK FOR INTAKE DOOR

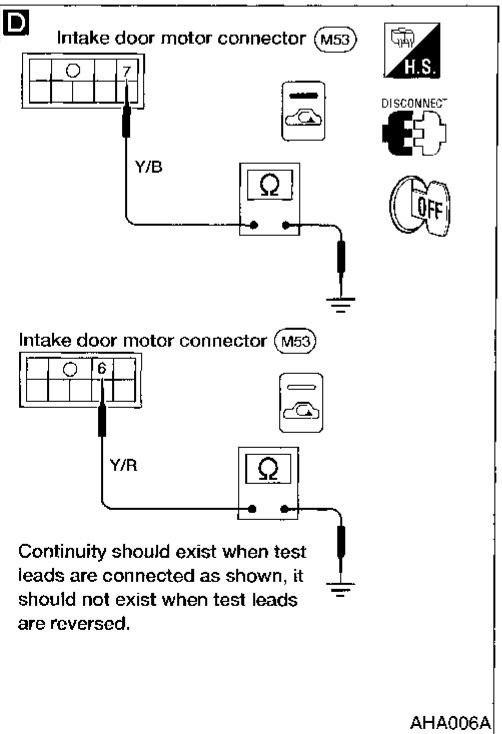
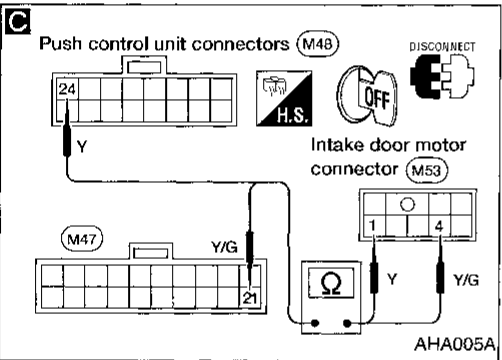
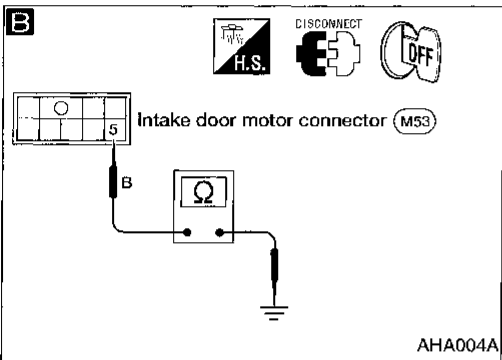
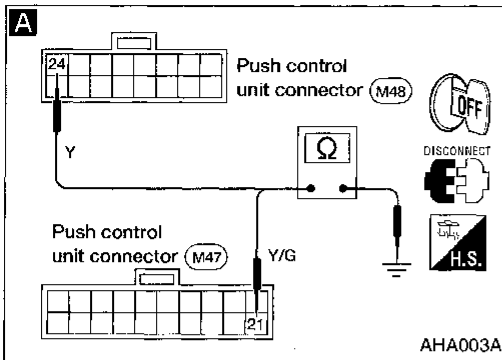


TROUBLE DIAGNOSES

Intake Door Motor Circuit (Cont'd)

DIAGNOSTIC PROCEDURE FOR INTAKE DOOR CIRCUIT

SYMPTOM: Intake door does not change in FACE, B/L or FOOT mode.



A **CHECK INTAKE DOOR MOTOR POSITION SWITCH.**
 OK → CHECK INTAKE DOOR LINKAGE ADJUSTMENT. Refer to HA-40.

1. Press REC switch ON with ignition switch ON.
2. Turn ignition switch OFF. Disconnect push control unit connector.
3. Check if continuity exists between terminal (21) of push control unit harness connector and body ground.
4. Using above procedures, check for REC switch OFF position as indicated in chart.

| REC switch | Terminal No. | Continuity |
|------------|--------------|-------------|
| ON | (21) | Body ground |
| OFF | (24) | Body ground |

If OK, check harness for short.

B NG Note

C **CHECK BODY GROUND CIRCUIT FOR INTAKE DOOR MOTOR.**
 1. Disconnect intake door motor harness connector.
 2. Check continuity between intake door motor harness terminal (5) and body ground.

C Note
 Check circuit continuity between push control unit harness terminal (21) (24) and intake door motor harness terminal (4) (1).
Continuity should exist.
 If OK, check harness for short.

OK
 Reconnect push control unit and intake door motor harness connector.

D No → Replace push control unit.

D **CHECK BODY GROUND CIRCUIT FOR INTAKE DOOR MOTOR.**
 ● Press REC switch ON. Does continuity exist between intake door motor harness terminal (7) and body ground? If OK, check harness for short.
 ● Press REC switch OFF. Does continuity exist between intake door motor harness terminal (6) and body ground? If OK, check harness for short.

Yes
 Replace intake door motor.

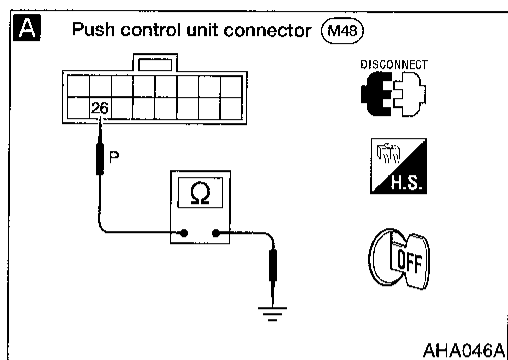
Note:
 If the result is NG or No after checking circuit continuity, repair harness or connector.

TROUBLE DIAGNOSES

Intake Door Motor Circuit (Cont'd)

DIAGNOSTIC PROCEDURE FOR FULL COOL SWITCH CIRCUIT

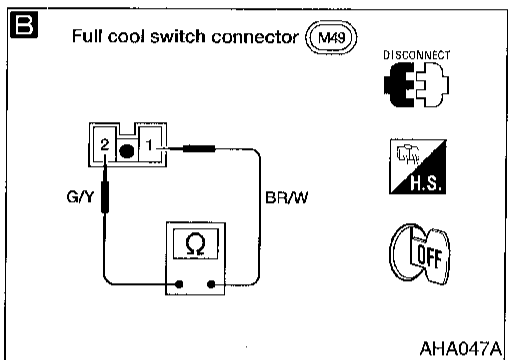
SYMPTOM: Intake door is not set at REC in A/C full cool mode.



- A**
- CHECK FULL COOL SWITCH CIRCUIT**
1. Turn ignition switch to OFF .
 2. Disconnect push control unit connector.
 3. Check continuity from push control unit connector terminal 26 to body ground.

OK → CHECK INTAKE DOOR LINKAGE ADJUSTMENT. Refer to procedure below.

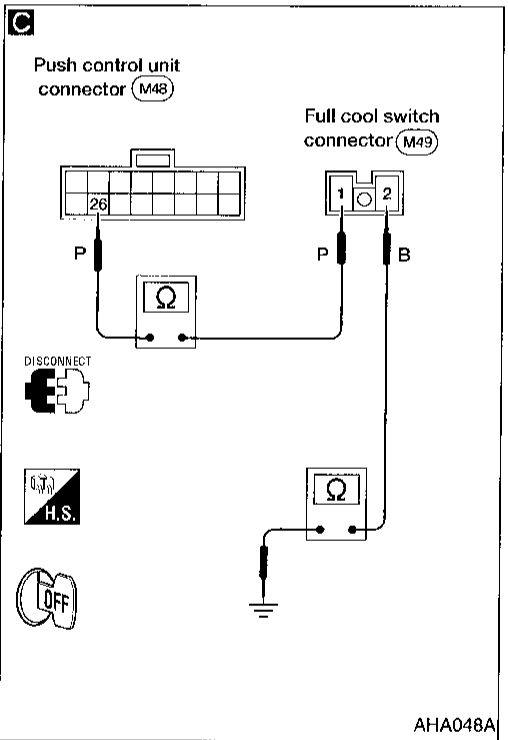
| Temperature control lever position | Terminal | Continuity | |
|------------------------------------|----------|------------|-----|
| Full cold | 26 | Ground | Yes |
| Other | 26 | Ground | No |



- NG
- B**
1. Disconnect full cool switch connector.
 2. Check continuity of full cool switch.

NG → Replace full cool switch.

| Temperature control lever position | Terminal | Continuity | |
|------------------------------------|----------|------------|-----|
| Full cold | 1 | 2 | Yes |
| Other | 1 | 2 | No |



- OK
- C**
1. Disconnect push control unit connector.
 2. Disconnect full cool switch connector.
 3. Check continuity from push control unit connector terminal 26 to full cool switch connector terminal 1.
 4. Check continuity from full cool switch connector terminal 2 to body ground.

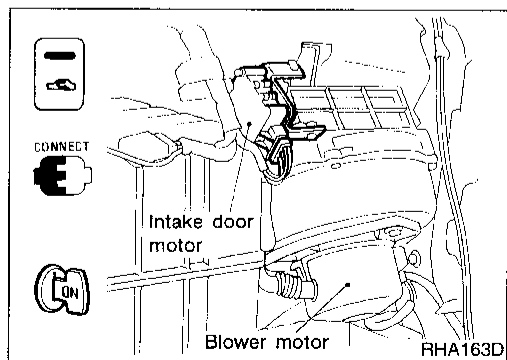
NG → 1. Repair harness or connectors.
2. Repair body grounds M2 and M61 .

Continuity should exist.

CONTROL LINKAGE ADJUSTMENT

Intake Door

- Control linkage for intake door is not adjustable.
- Check for free movement or intake door linkage. Remove intake door motor and move linkage by hand.
- If any stiffness or binding is detected, remove the blower case. Refer to HA-73.
- Inspect intake door and linkage. Replace parts as necessary.



TROUBLE DIAGNOSES

Magnet Clutch Circuit

SYMPTOM: Magnet clutch does not engage when A/C switch and fan switch are ON.
Magnet clutch does not engage in DEF mode.

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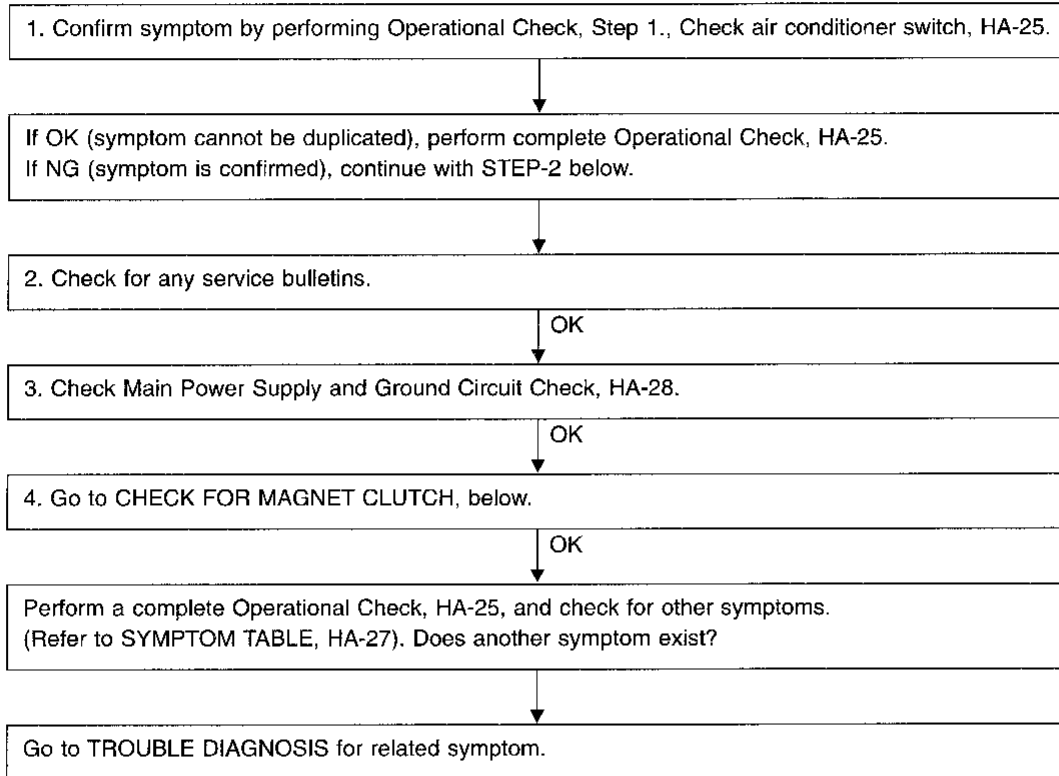
BT

HA

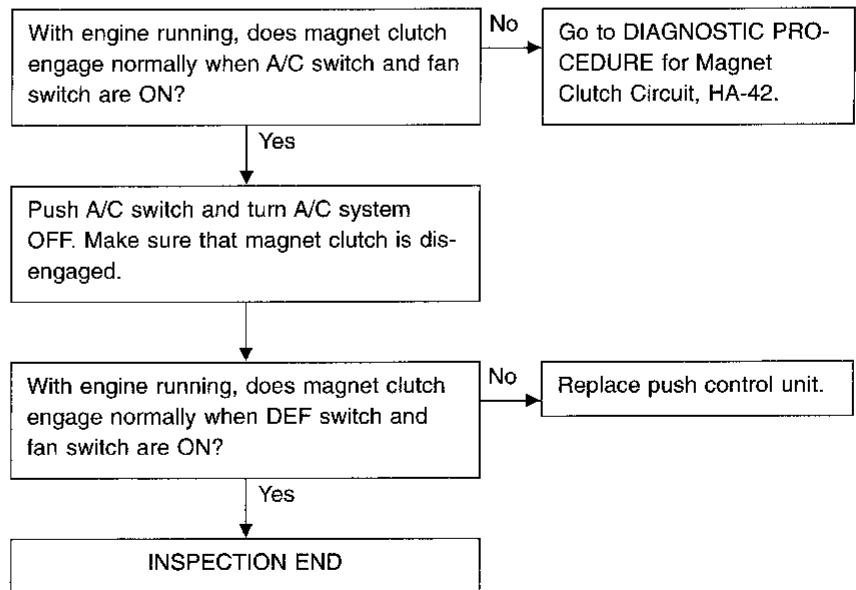
EL

IDX

INSPECTION FLOW



CHECK FOR MAGNET CLUTCH

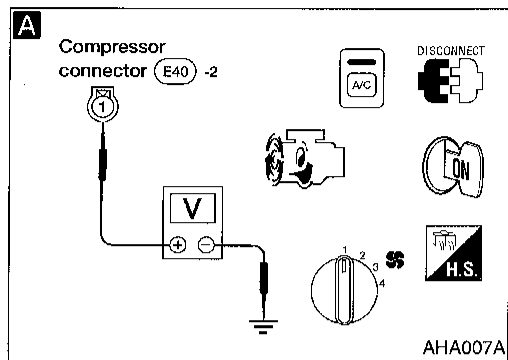


TROUBLE DIAGNOSES

Magnet Clutch Circuit (Cont'd)

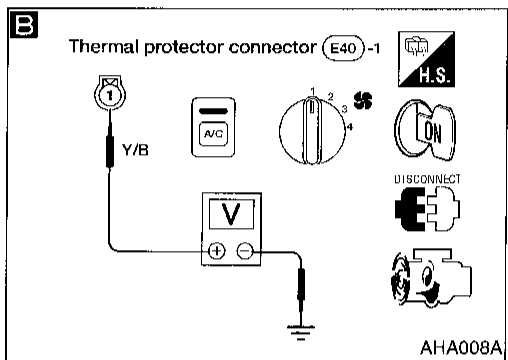
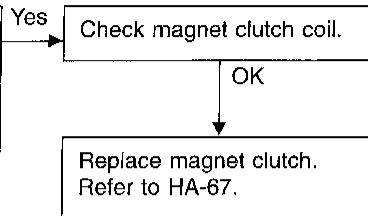
DIAGNOSTIC PROCEDURE

SYMPTOM: Magnet clutch does not engage when A/C switch and fan switch are ON.



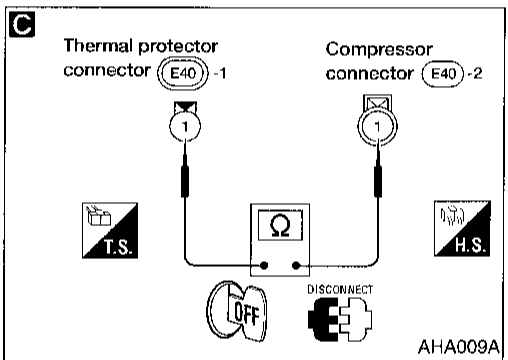
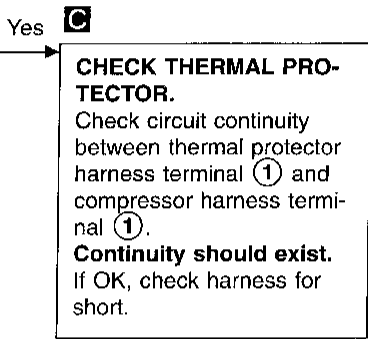
A

CHECK POWER SUPPLY FOR COMPRESSOR.
Disconnect compressor harness connector. Do approx. 12 volts exist between compressor harness terminal ① and body ground?



B

CHECK POWER SUPPLY FOR THERMAL PROTECTOR.
Disconnect thermal protector harness connector. Do approx. 12V exist between thermal protector harness terminal ① and body ground?



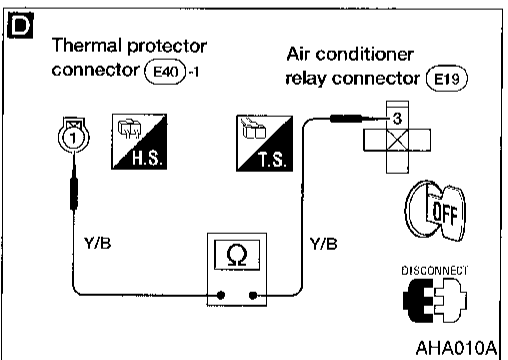
No → **D**

CHECK AIR CONDITIONER RELAY.
Disconnect air conditioner relay.

D

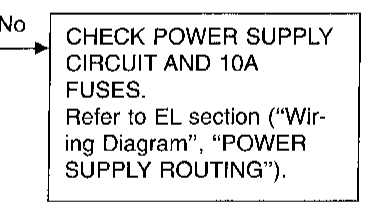
Note

Check circuit continuity between air conditioner relay harness terminal ③ and thermal protector harness terminal ①. **Continuity should exist.** If OK, check harness for short.

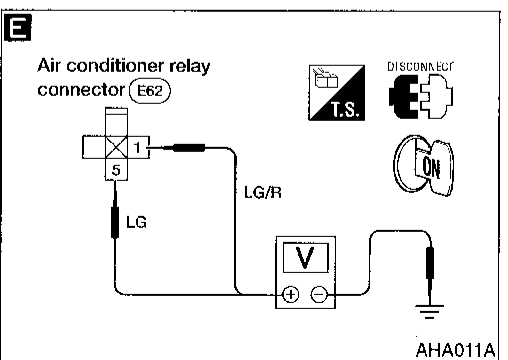
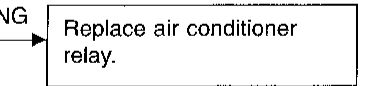


OK → **E**

CHECK POWER SUPPLY FOR AIR CONDITIONER RELAY.
Do approx. 12 volts exist between air conditioner relay harness terminals ⑤, ① and body ground?



Yes → **CHECK AIR CONDITIONER RELAY AFTER DISCONNECTING IT.** Refer to HA-46.



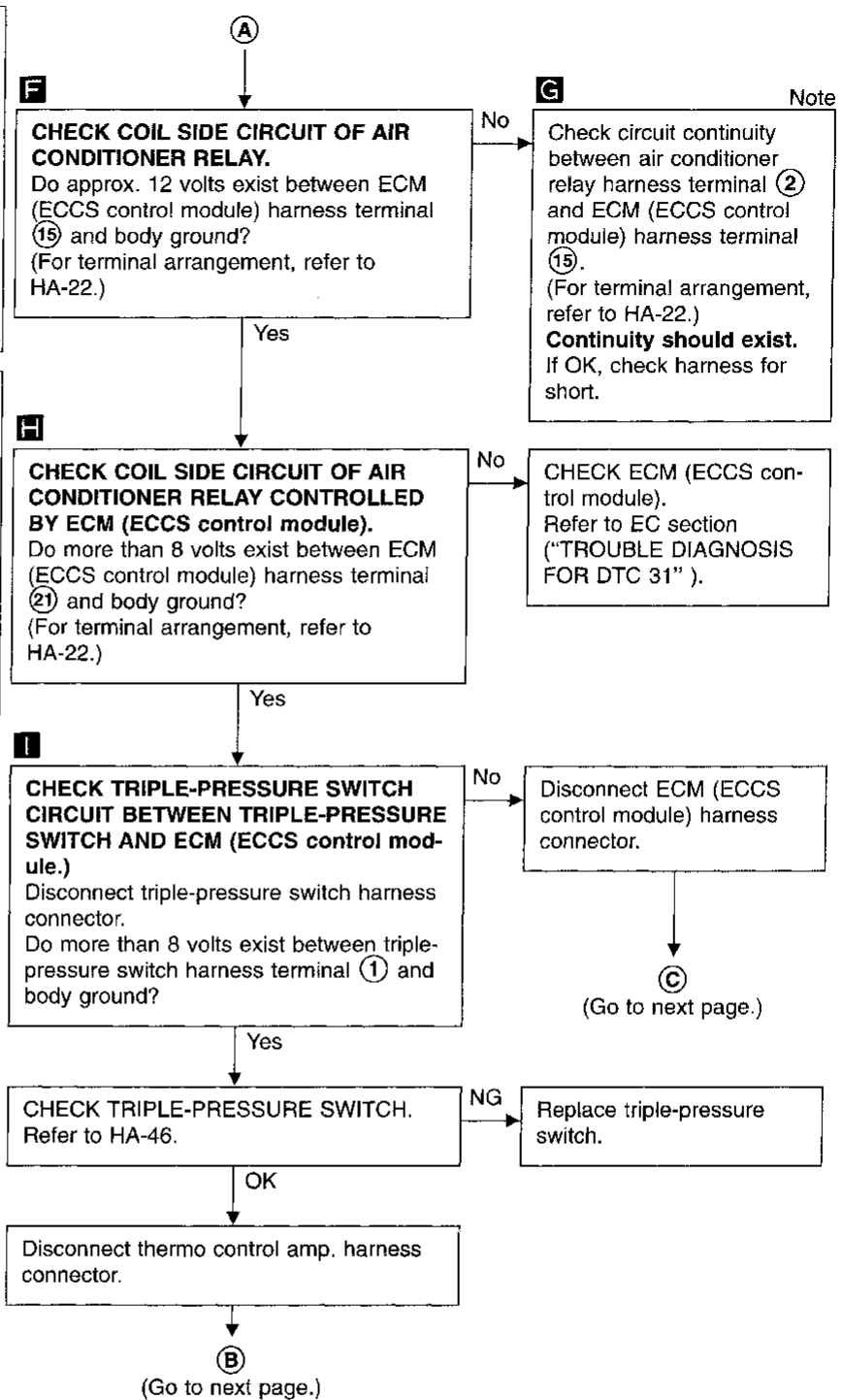
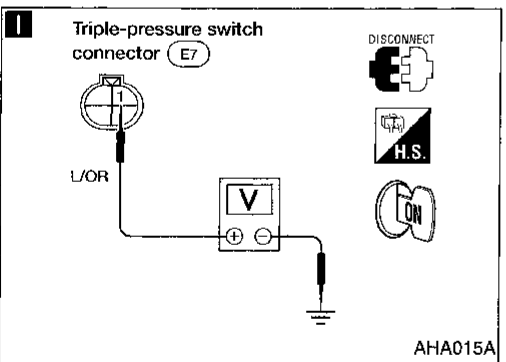
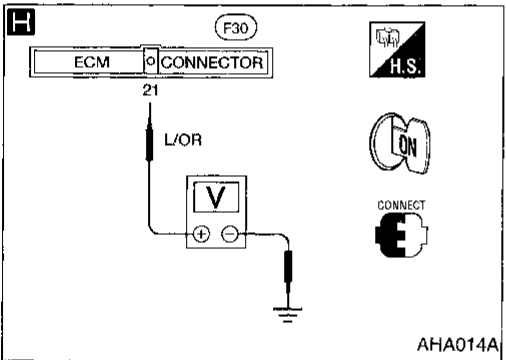
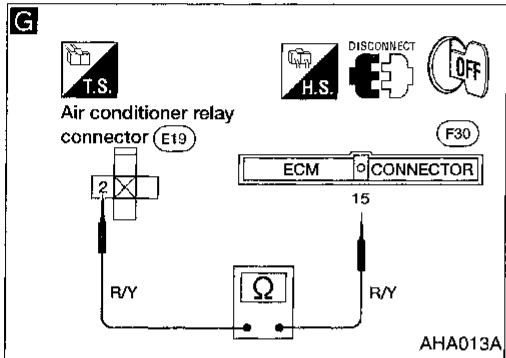
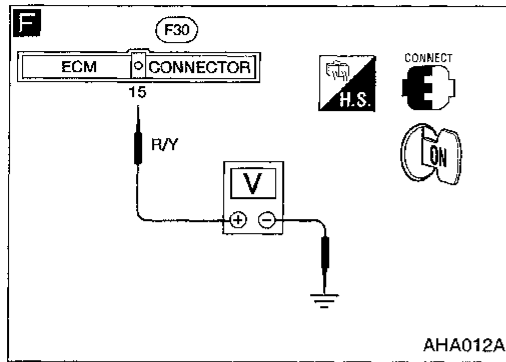
OK → Reconnect air conditioner relay.



Note: If the result is NG or No after checking circuit continuity, repair harness or connector.

TROUBLE DIAGNOSES

Magnet Clutch Circuit (Cont'd)

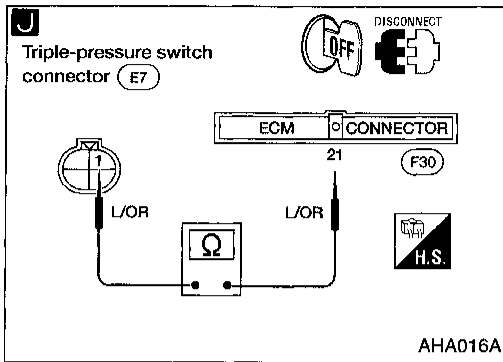


Note:
If the result is NG or No after checking circuit continuity, repair harness or connector.

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TROUBLE DIAGNOSES

Magnet Clutch Circuit (Cont'd)



K Note

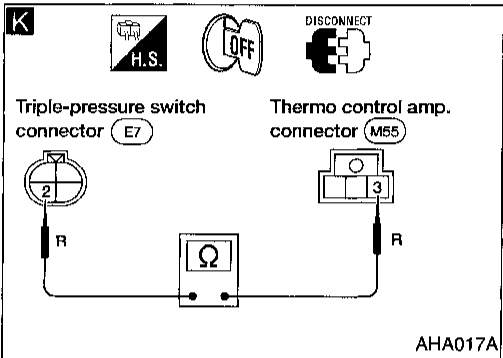
Check circuit continuity between triple-pressure switch harness terminal ② and thermo control amp. harness terminal no. ③.

Continuity should exist.
If OK, check harness for short.

J Note

Check circuit continuity between ECM (ECCS control module) harness terminal ②① and triple-pressure switch harness terminal ①. (For terminal arrangement, refer to HA-21.)

Continuity should exist.
If OK, check harness for short.



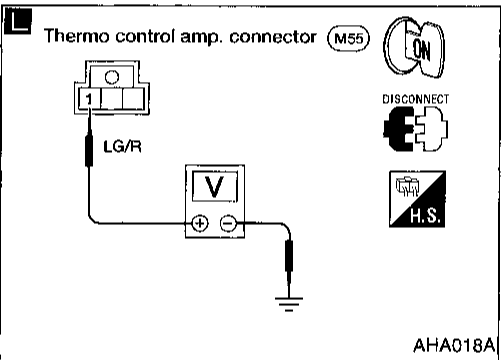
OK

L

CHECK POWER SUPPLY FOR THERMO CONTROL AMP.
Disconnect thermo control amp. harness connector.
Do approx. 12 volts exist between thermo control amp. harness terminal ① and body ground?

OK

Check ECM (ECCS control module). Refer to EC section ("TROUBLE DIAGNOSIS FOR DTC 31").



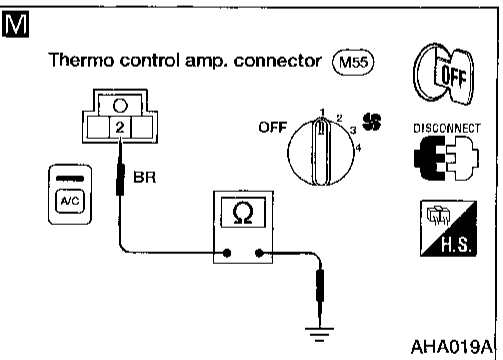
No

Check 10A fuse at fuse block. Refer to EL section ("Wiring Diagram", "POWER SUPPLY ROUTING").

Yes

OK

Check ECM (ECCS control module). Refer to EC section ("TROUBLE DIAGNOSIS FOR DTC 31").



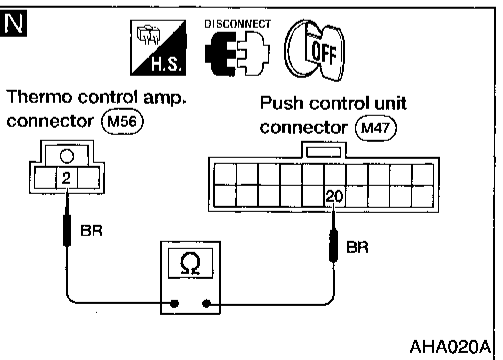
M

CHECK BODY GROUND CIRCUIT FOR THERMO CONTROL AMP.
Check harness continuity between thermo control amp. harness terminal ② and body ground.

Continuity should exist.
If OK, check harness for short.

OK

Replace thermo control amp.



NG

Disconnect push control unit harness connector.

N Note

Check circuit continuity between thermo control amp. harness terminal ② and push control unit harness terminal ②①.

Continuity should exist.
If OK, check harness for short.

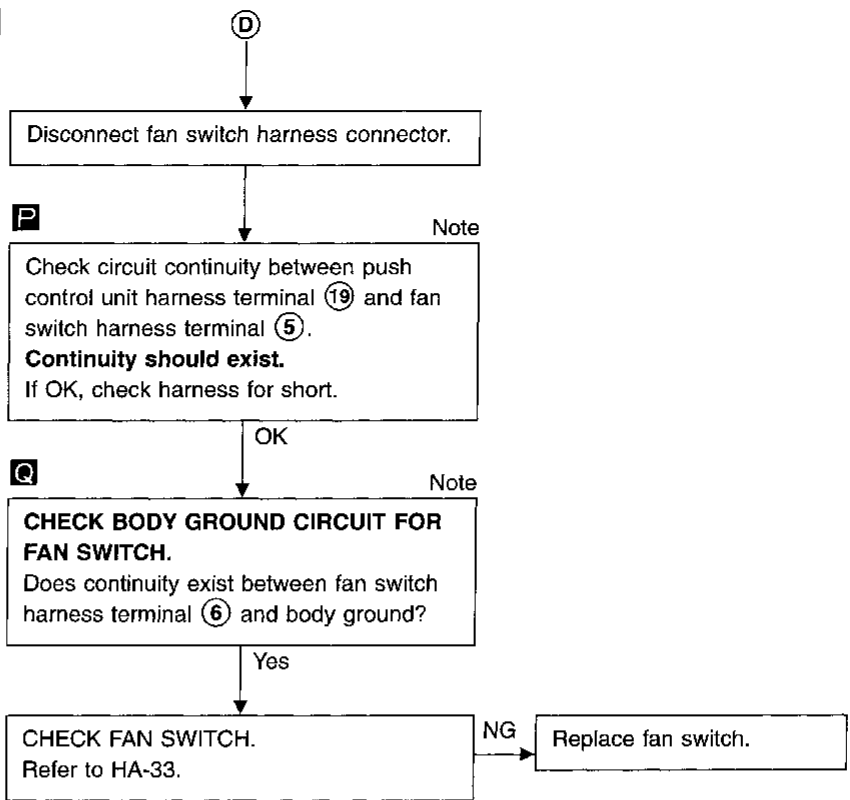
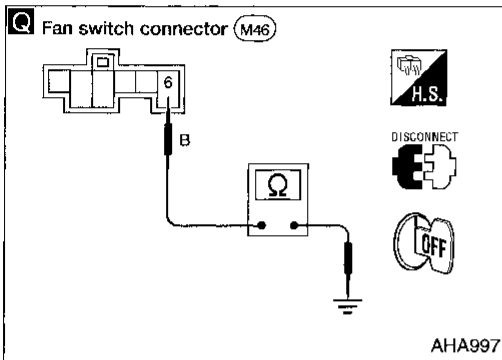
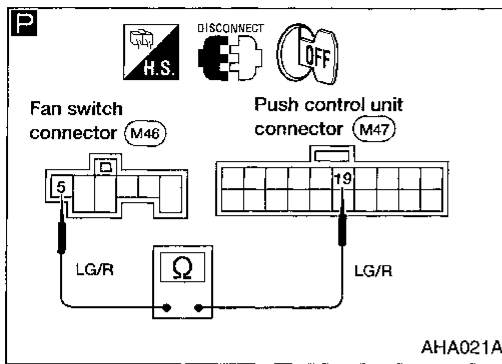
OK

D
(Go to next page.)

Note:
If the result is NG or No after checking circuit continuity, repair harness or connector.

TROUBLE DIAGNOSES

Magnet Clutch Circuit (Cont'd)



Note:
If the result is NG or No after checking circuit continuity, repair harness or connector.

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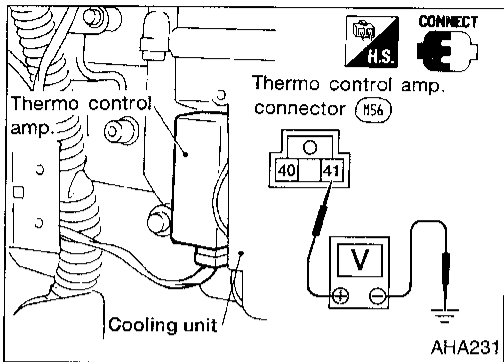
TROUBLE DIAGNOSES

Magnet Clutch Circuit (Cont'd)

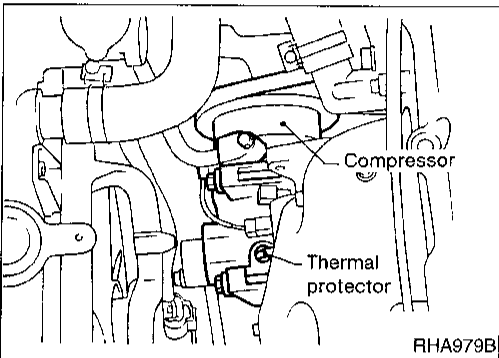
ELECTRICAL COMPONENT INSPECTION

Thermo control amp.

1. Run engine, and operate A/C system.
2. Connect the voltmeter from harness side.
3. Check thermo control amp. operation shown in the table.



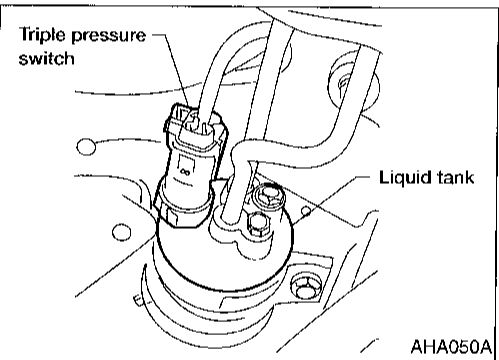
| Evaporator outlet air temperature °C (°F) | Thermo amp. operation | Tester |
|--|-----------------------|-------------|
| Decreasing to 2.5 - 3.5 (37 - 38) | Turn OFF | Approx. 12V |
| Increasing to 4.0 - 5.0 (39 - 41) | Turn ON | Approx. 0V |



Thermal protector

| Temperature of compressor °C (°F) | Operation |
|---|-----------|
| Increasing to approx. 145 - 155 (293 - 311) | Turn OFF |
| Decreasing to approx. 130 - 140 (266 - 284) | Turn ON |

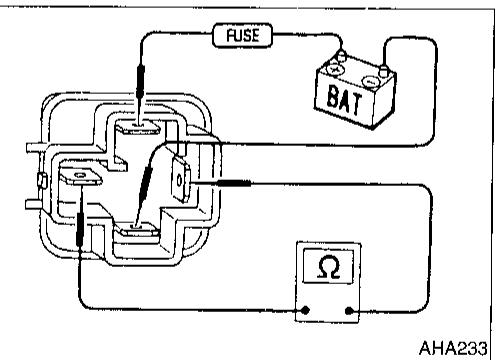
If NG, replace thermal protector.



Triple-pressure switch

| | ON kPa (kg/cm ² , psi) | OFF kPa (kg/cm ² , psi) |
|-----------------------|---|---|
| Low-pressure side | 157 - 226 (1.6 - 2.3, 23 - 33) | 152.0 - 201.0 (1.55 - 2.05, 22.0 - 29.2) |
| Medium-pressure side* | 1,422 - 1,618 (14.5 - 16.5, 206 - 235) | 1,128 - 1,422 (11.5 - 14.5, 164 - 206) |
| High-pressure side | 1,667 - 2,059 (17 - 21, 242 - 299) | 2,452 - 2,844 (25 - 29, 356 - 412) |

* For cooling fan motor operation.



Air conditioner relay

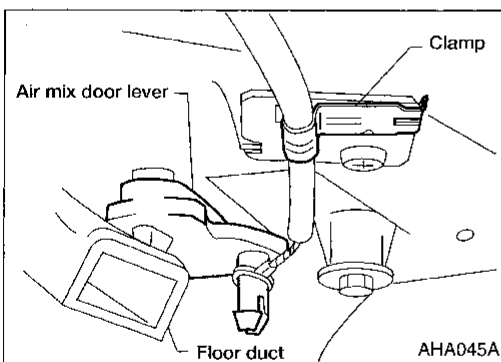
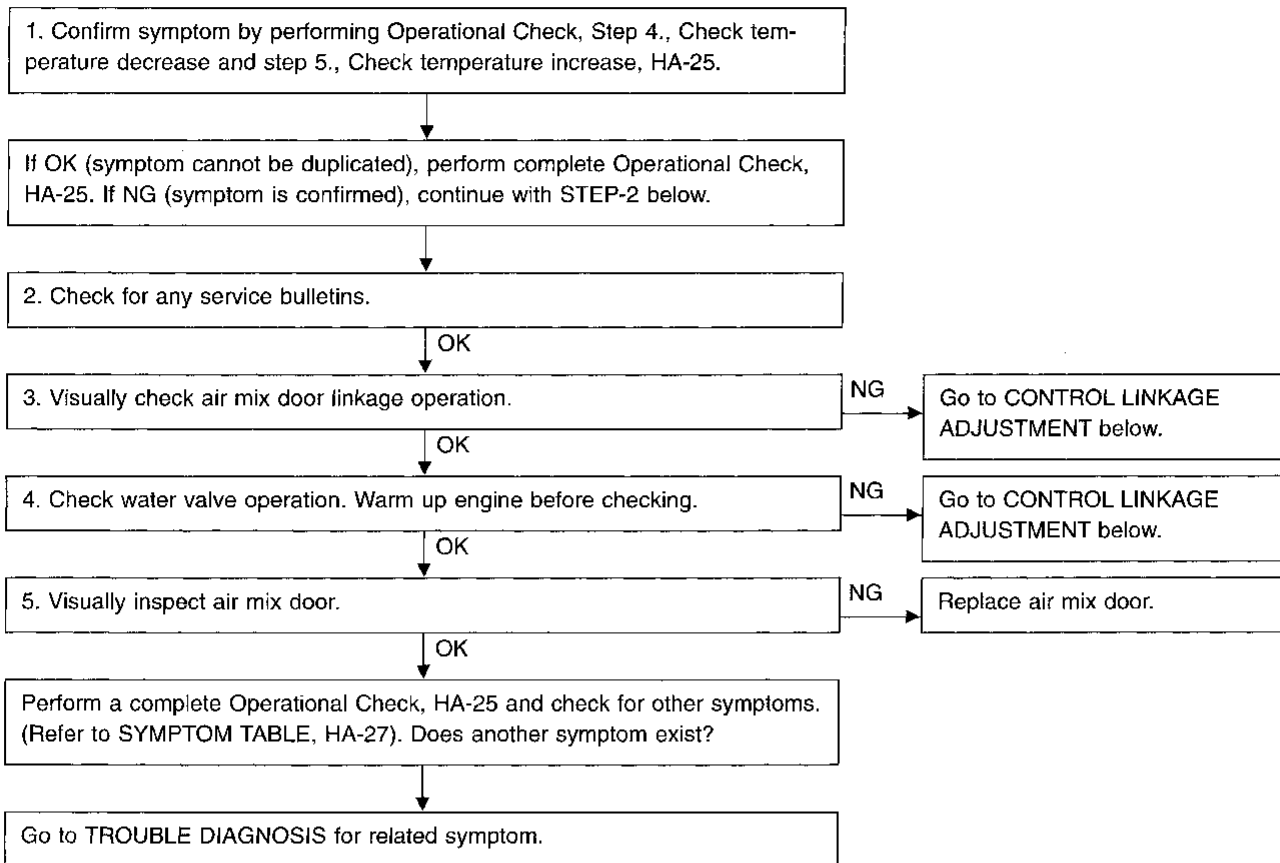
Check circuit continuity between terminals by supplying 12 volts to coil side terminals of air conditioner relay.

TROUBLE DIAGNOSES

Air Mix Door

SYMPTOM: Air mix door does not change.

INSPECTION FLOW

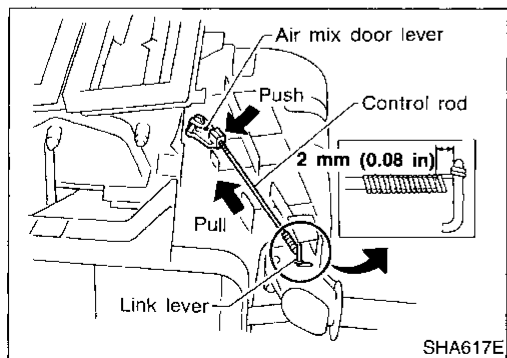


CONTROL LINKAGE ADJUSTMENT

Temperature control cable

1. Move temperature control knob to full hot position.
2. Unclamp temperature control cable.
3. Move air mix door lever rearward, to full hot position.
4. Install the clamp.

After positioning control cable, check for proper operation.



Water valve control rod

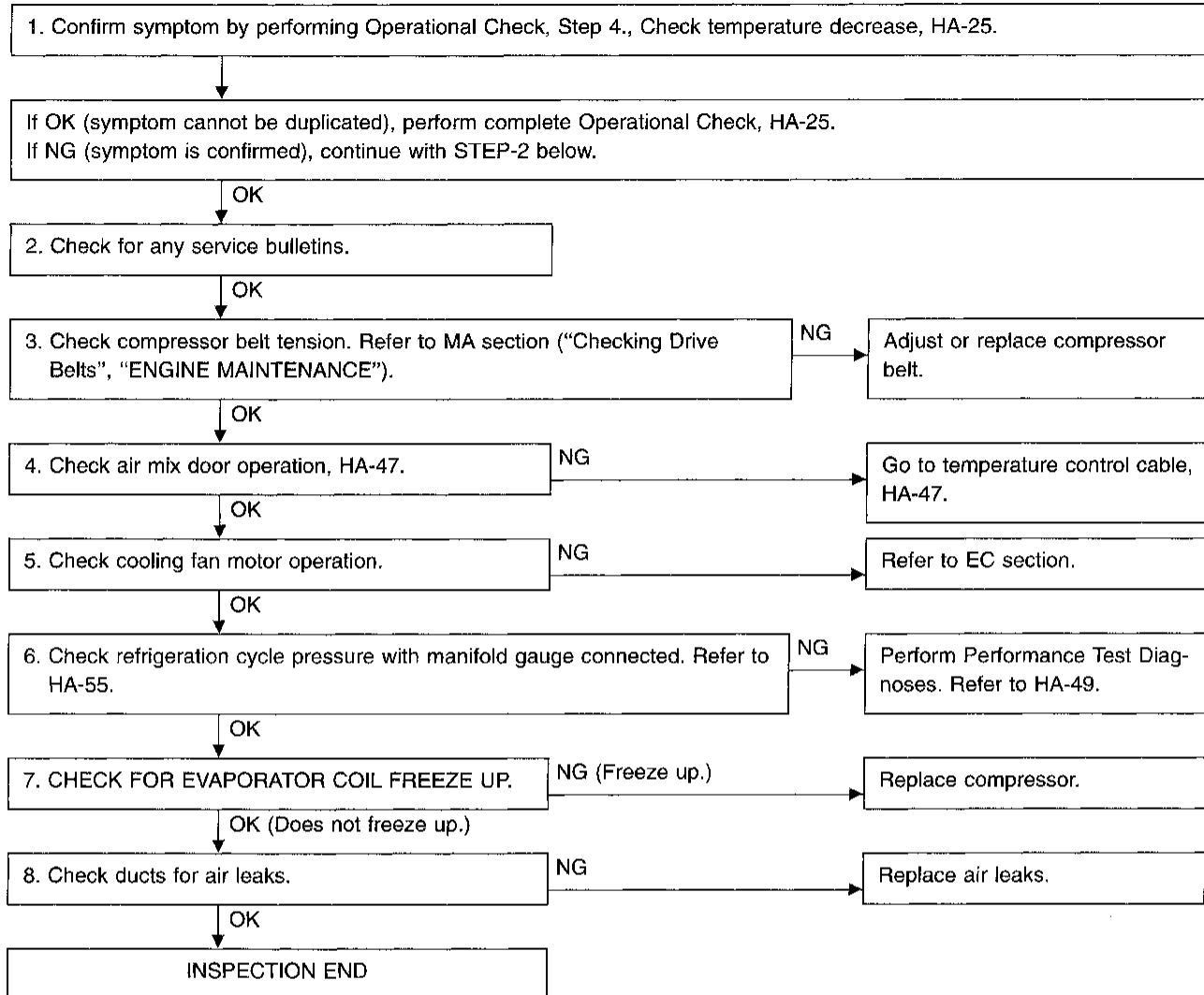
1. Remove heater unit, refer to HA-71.
2. Push air mix door in the direction of arrow.
3. Pull control rod in the direction of the arrow to a clearance of about 2 mm (0.08 in) between ends of rod and link lever. Connect the rod to door lever.

After connecting the control rod, move the air mix door by hand and check for proper operation.

TROUBLE DIAGNOSES

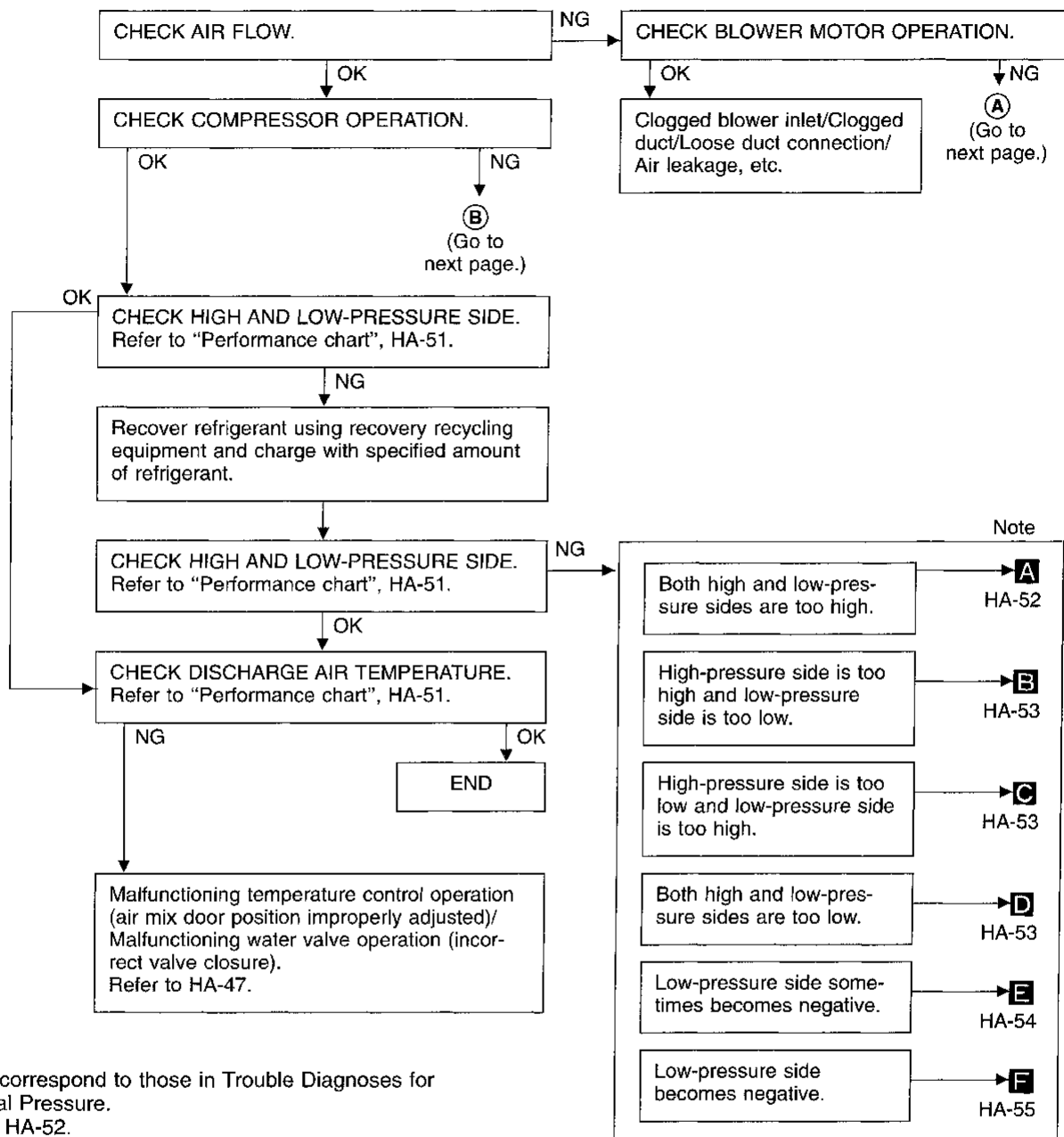
Trouble Diagnosis For Insufficient Cooling

INSPECTION FLOW



Performance Test Diagnoses

INSUFFICIENT COOLING

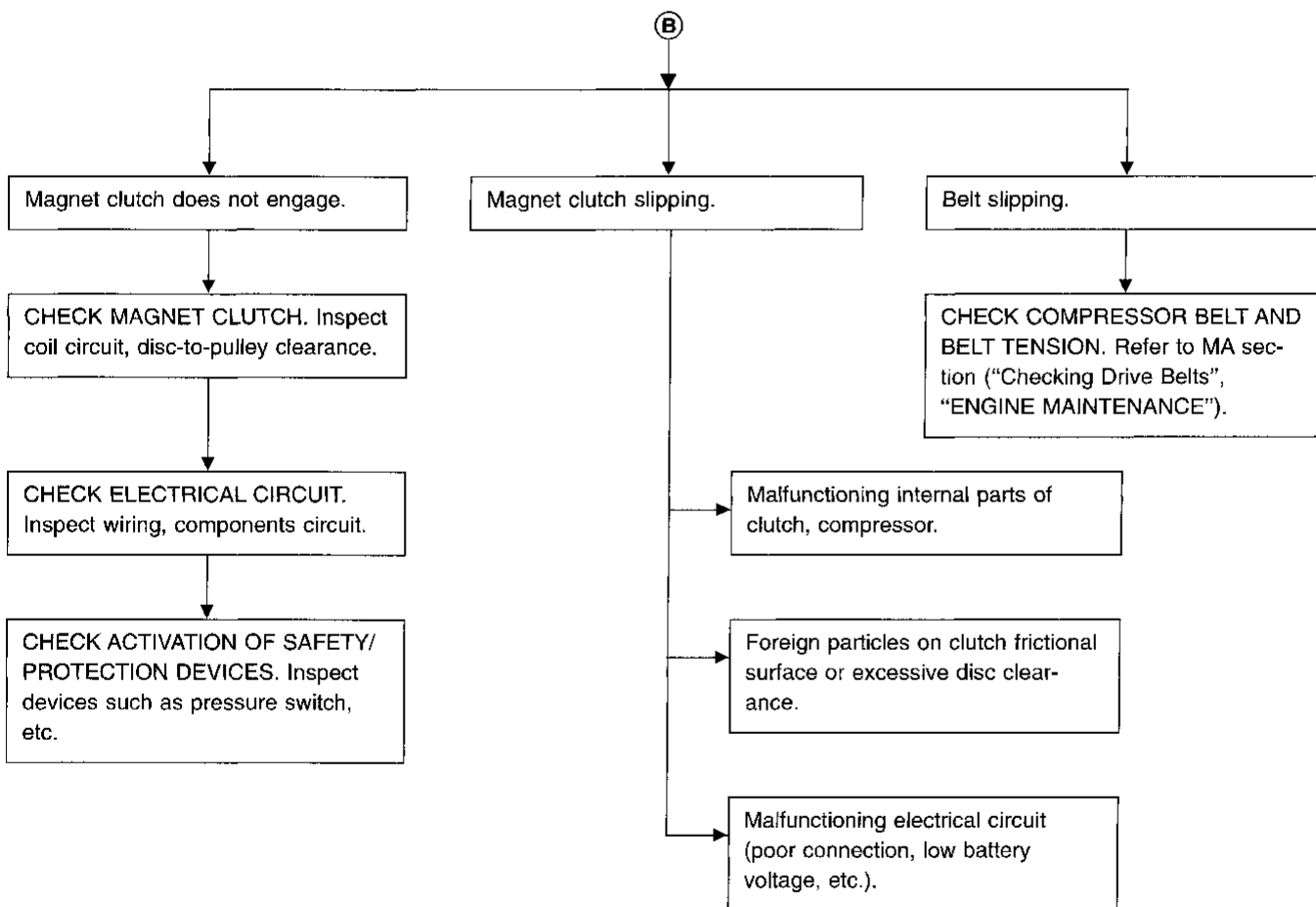
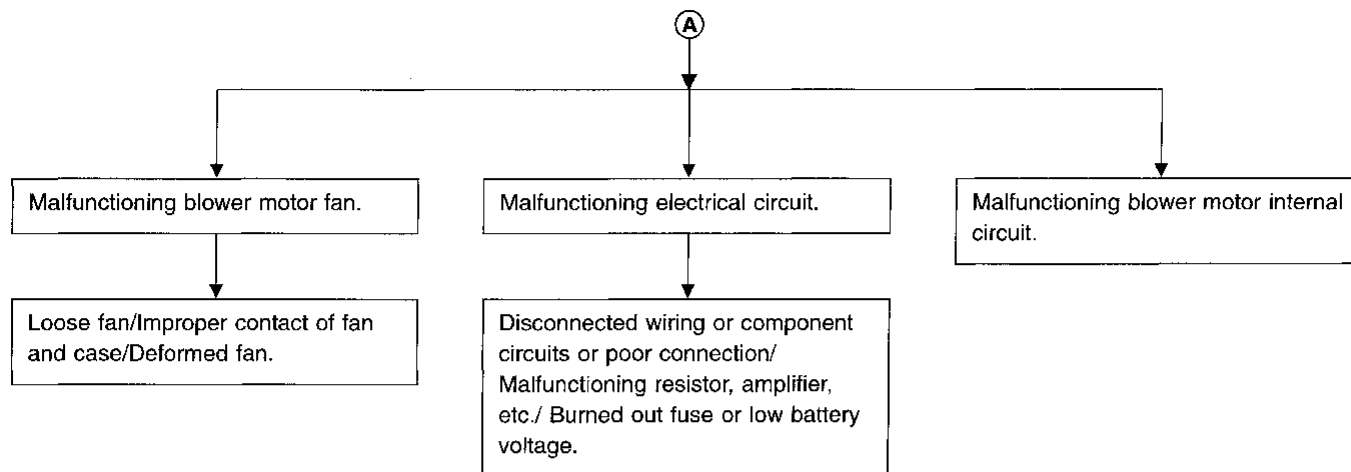


Note: **A-F** correspond to those in Trouble Diagnoses for Abnormal Pressure. Refer to HA-52.

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TROUBLE DIAGNOSES

Performance Test Diagnoses (Cont'd)



TROUBLE DIAGNOSES

Performance Chart

TEST CONDITION

Testing must be performed as follows:

Vehicle location: Indoors or in the shade (in a well ventilated place)

Doors: Closed

Door window: Open

Hood: Open

TEMP. setting: Max. COLD

Discharge Air: Face Vent

REC switch: (Recirculation) set

Fan speed: High speed

A/C switch: ON

Engine speed: 1,500 rpm

Operate the air conditioner system for 10 minutes before taking measurements.

GI

MA

EM

LC

EC

FE

TEST READING

Recirculating-to-discharge air temperature table

| Inside air at blower assembly inlet for recirculation* | | Discharge air temperature at center ventilator °C (°F) |
|---|----------------------------|---|
| Relative humidity % | Air temperature °C (°F) | |
| 50 - 60 | 20 (68) | 4.0 - 5.4 (39 - 42) |
| | 25 (77) | 4.2 - 5.6 (40 - 42) |
| | 30 (86) | 8.5 - 11.1 (47 - 52) |
| | 35 (95) | 13.5 - 16.7 (56 - 62) |
| | 40 (104) | 18.5 - 22.3 (65 - 72) |
| 60 - 70 | 20 (68) | 5.4 - 6.8 (42 - 44) |
| | 25 (77) | 5.6 - 8.0 (42 - 46) |
| | 30 (86) | 11.1 - 14.1 (52 - 57) |
| | 35 (95) | 16.7 - 20.3 (62 - 69) |
| | 40 (104) | 22.3 - 26.5 (72 - 80) |

CL

MT

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FA

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BR

ST

* Thermometer should be placed at intake unit RH side of instrument panel.

Ambient air temperature-to-operating pressure table

| Ambient air | | High-pressure (Discharge side) kPa (kg/cm ² , psi) | Low-pressure (Suction side) kPa (kg/cm ² , psi) |
|------------------------|----------------------------|--|---|
| Relative humidity % | Air temperature °C (°F) | | |
| 50 - 70 | 20 (68) | 834 - 1,098 (8.5 - 11.2, 121 - 159) | 122.6 - 161.8 (1.25 - 1.65, 17.8 - 23.5) |
| | 25 (77) | 1,049 - 1,363 (10.7 - 13.9, 152 - 198) | 137.3 - 181.4 (1.4 - 1.85, 19.9 - 26.3) |
| | 30 (86) | 1,226 - 1,618 (12.5 - 16.5, 178 - 235) | 152.0 - 201.0 (1.55 - 2.05, 22.0 - 29.2) |
| | 35 (95) | 1,255 - 1,716 (12.8 - 17.5, 182 - 249) | 166.7 - 230.5 (1.7 - 2.35, 24.2 - 33.4) |
| | 40 (104) | 1,540 - 2,030 (15.7 - 20.7, 223 - 294) | 201.0 - 289.3 (2.05 - 2.95, 29.2 - 41.9) |

RS

BT

HA

EL

IDX

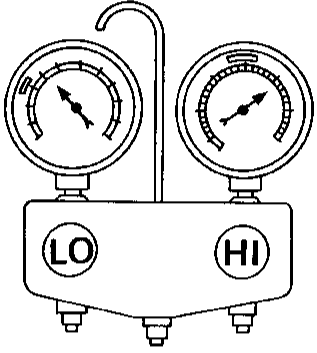
If pressure is not within range, refer to HA-55 "Trouble Diagnoses for Abnormal Pressure".

TROUBLE DIAGNOSES

Trouble Diagnoses for Abnormal Pressure

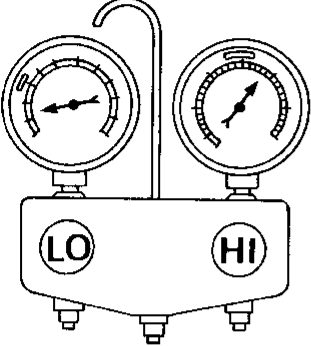
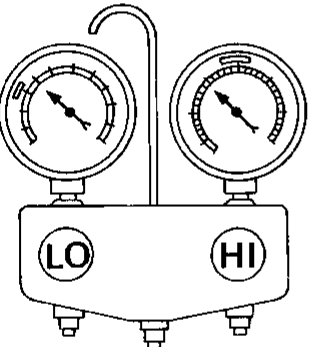
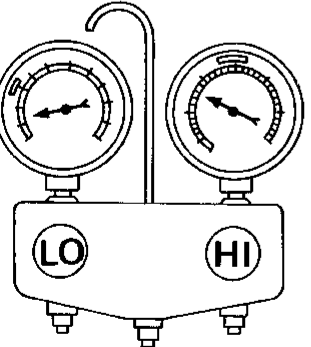
Whenever system's high or low-side pressure is abnormal, diagnose using a manifold gauge. The marker above the gauge scale in the following table indicates the standard normal pressure range. Since the standard normal pressure differs from vehicle to vehicle, refer to HA-51 "Ambient air temperature-to-operating pressure table".

Pressure measurements are effective only when ambient temperature is in the range indicated under the Performance Chart.

| Gauge indication | Refrigerant cycle | Probable cause | Corrective action |
|---|--|--|--|
| Both high and low-pressure sides are too high. A  AC359A | <ul style="list-style-type: none"> ● Pressure is reduced soon after water is splashed on condenser. | Excessive refrigerant charge in refrigeration cycle. | Reduce refrigerant until specified pressure is obtained. |
| | Air suction by radiator or cooling fan is insufficient. | Insufficient condenser cooling performance. ↓ ① Condenser fins are clogged. ② Improper rotation of cooling fan. | <ul style="list-style-type: none"> ● Clean condenser. ● Check and repair radiator or cooling fan as necessary. |
| | <ul style="list-style-type: none"> ● Low-pressure pipe is not cold. ● When compressor is stopped high-pressure value quickly drops by approximately 196 kPa (2 kg/cm², 28 psi). It then decreases gradually thereafter. | Poor heat exchange in condenser. (After compressor operation stops, high-pressure decreases too slowly.) ↓ Air in refrigeration cycle. | Evacuate repeatedly and recharge system. |
| | Engine tends to overheat. | Engine cooling systems malfunction. | Check and repair each engine cooling system. |
| | <ul style="list-style-type: none"> ● An area of the low-pressure pipe is colder than near the evaporator outlet. ● Plates are sometimes covered with frost. | <ul style="list-style-type: none"> ● Excessive liquid refrigerant on low-pressure side. ● Excessive refrigerant discharge flow. ● Expansion valve is open a little compared with the specification. ↓ ① Improper thermal valve installation. ② Improper expansion valve adjustment. | Replace expansion valve. |

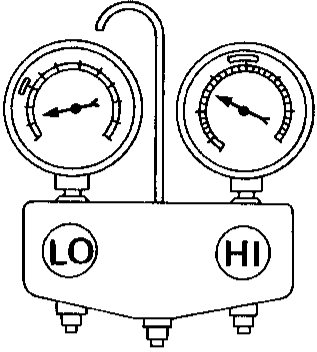
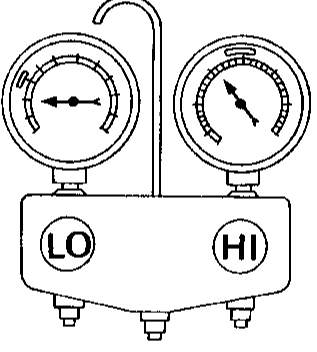
TROUBLE DIAGNOSES

Trouble Diagnoses for Abnormal Pressure (Cont'd)

| Gauge indication | Refrigerant cycle | Probable cause | Corrective action | |
|--|---|---|--|--|
| <p>High-pressure side is too high and low-pressure side is too low.</p> <p>B</p>  <p>AC360A</p> | <p>Upper side of condenser and high-pressure side are hot, however, liquid tank is not as hot.</p> | <p>High-pressure tube or parts located between compressor and condenser are clogged or crushed.</p> | <ul style="list-style-type: none"> ● Check and repair or replace malfunctioning parts. ● Check lubricant for contamination. | <p>GI MA EM LC EC FE</p> |
| <p>High-pressure side is too low and low-pressure side is too high.</p> <p>C</p>  <p>AC356A</p> | <p>High and low-pressure sides become equal soon after compressor operation stops.</p> | <p>Compressor pressure operation is improper.</p> <p style="text-align: center;">↓</p> <p>Damaged inside compressor packings.</p> | <p>Replace compressor.</p> | <p>CL MT AT FA</p> |
| <p>Both high and low-pressure sides are too low.</p> <p>D</p>  <p>AC353A</p> | <ul style="list-style-type: none"> ● There is a big temperature difference between liquid tank outlet and inlet. Outlet temperature is extremely low. ● Liquid tank inlet and expansion valve are frosted. ● Temperature of expansion valve inlet is extremely low as compared with areas near liquid tank. ● Expansion valve inlet may be frosted. ● Temperature difference occurs somewhere in high-pressure side. | <p>Liquid tank is partly clogged.</p> <p>High-pressure pipe located between liquid tank and expansion valve is clogged.</p> | <ul style="list-style-type: none"> ● Replace liquid tank. ● Check lubricant for contamination. ● Check and repair malfunctioning parts. ● Check lubricant for contamination. | <p>ST RS BT HA</p> |
| | <ul style="list-style-type: none"> ● Expansion valve and liquid tank are warm or only cool to the touch. | <p>Low refrigerant charge.</p> <p style="text-align: center;">↓</p> <p>Leaking fittings or components.</p> | <ul style="list-style-type: none"> ● Check for refrigerant leaks. Refer to "Checking Refrigerant Leaks", HA-58. | <p>EL IDX</p> |

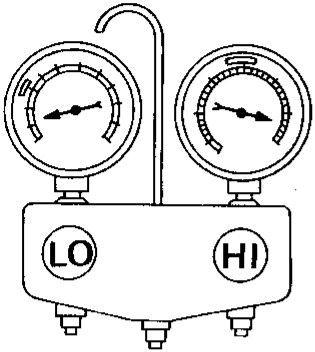
TROUBLE DIAGNOSES

Trouble Diagnoses for Abnormal Pressure (Cont'd)

| Gauge indication | Refrigerant cycle | Probable cause | Corrective action |
|---|---|---|--|
| <p>Both high and low-pressure sides are too low.</p> <p>D</p>  <p>AC353A</p> | <p>There is a big temperature difference between expansion valve inlet and outlet while the valve itself is frosted.</p> <p>An area of low-pressure pipe is colder than areas near the evaporator outlet.</p> <p>Air flow volume is not enough or is too low.</p> | <p>Expansion valve closed and past the specification.</p> <p style="text-align: center;">↓</p> <p>① Improper expansion valve adjustment.</p> <p>② Malfunctioning thermal valve.</p> <p>③ Outlet and inlet may be clogged.</p> <p>Low-pressure pipe is clogged or crushed.</p> <p>Evaporator is frozen.</p> <p style="text-align: center;">↓</p> <p>Compressor discharge capacity does not change. (Compressor stroke is set at maximum length.)</p> | <ul style="list-style-type: none"> ● Remove foreign particles by using compressed air. ● Check lubricant for contamination. ● Check and repair malfunctioning parts. ● Check lubricant for contamination. Replace compressor. |
| <p>Low-pressure side sometimes becomes negative.</p> <p>E</p>  <p>AC354A</p> | <ul style="list-style-type: none"> ● Air conditioner system does not function and does not cyclically cool the compartment air. ● The system constantly functions for a certain period of time after compressor is stopped and restarted. | <p>Refrigerant does not discharge cyclically.</p> <p style="text-align: center;">↓</p> <p>Moisture is frozen at expansion valve outlet and inlet.</p> <p style="text-align: center;">↓</p> <p>Water is mixed with refrigerant.</p> | <ul style="list-style-type: none"> ● Replace refrigerant. ● Replace liquid tank. |

TROUBLE DIAGNOSES

Trouble Diagnoses for Abnormal Pressure (Cont'd)

| Gauge indication | Refrigerant cycle | Probable cause | Corrective action |
|---|--|---|---|
| <p>Low-pressure side becomes negative.</p> <p>F</p>  <p style="text-align: right; margin-right: 20px;">AC362A</p> | <p>Liquid tank or front/rear side of expansion valve's pipe is frosted or dewed.</p> | <p>High-pressure side is closed and refrigerant does not flow.</p> <p style="text-align: center;">↓</p> <p>Expansion valve or liquid tank is frosted.</p> | <p>Leave the system at rest until no frost is present. Start it again to check whether or not the problem is caused by water or foreign particles.</p> <ul style="list-style-type: none"> ● If water is the cause, initial cooling is okay. Then the water freezes causing a blockage. ● Replace refrigerant. ● If due to foreign particles, remove expansion valve and remove particles with dry, compressed air (not shop air). ● If either of the above methods cannot correct the problem, replace expansion valve. ● Replace liquid tank. ● Check lubricant for contamination. |

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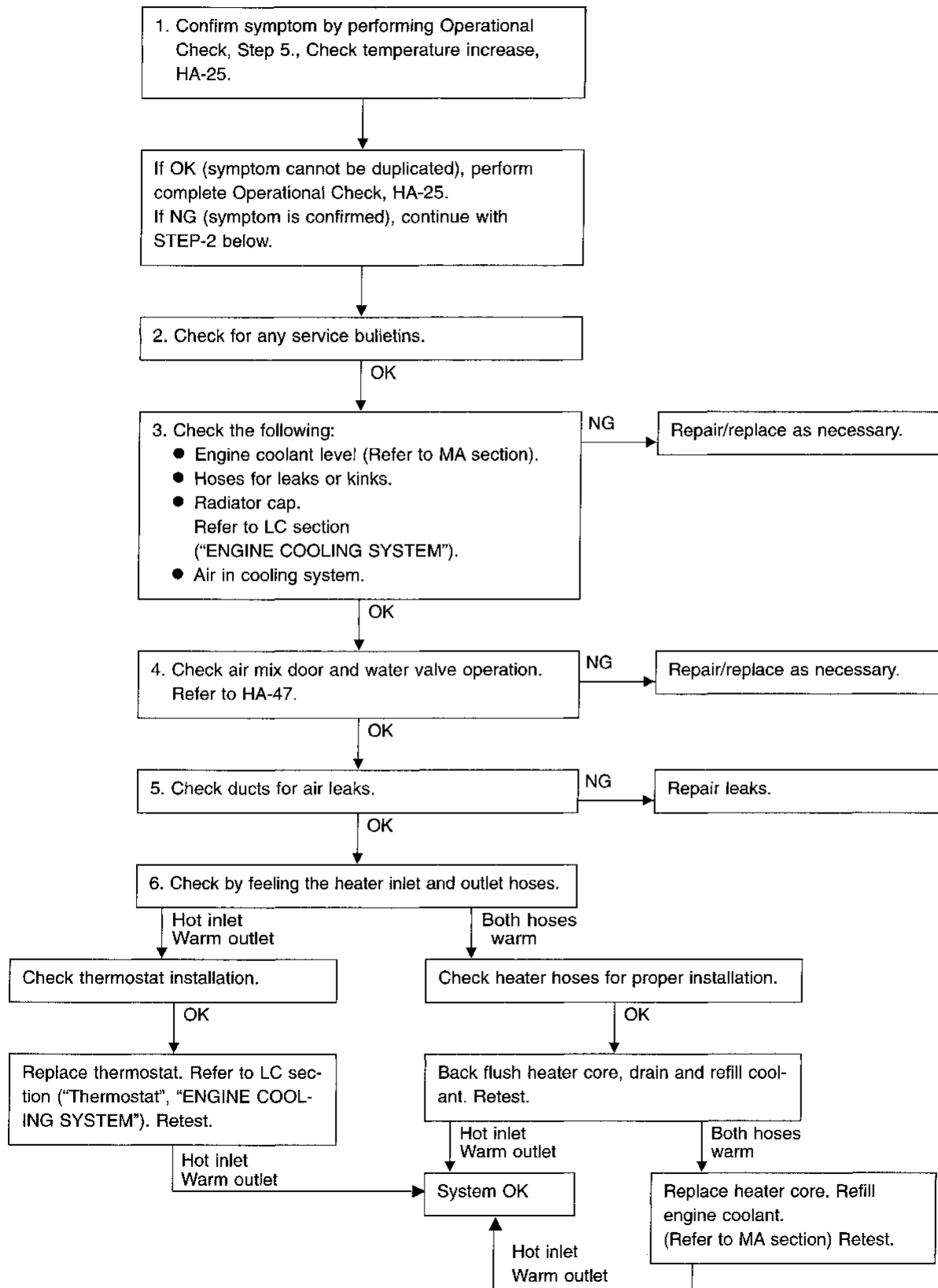
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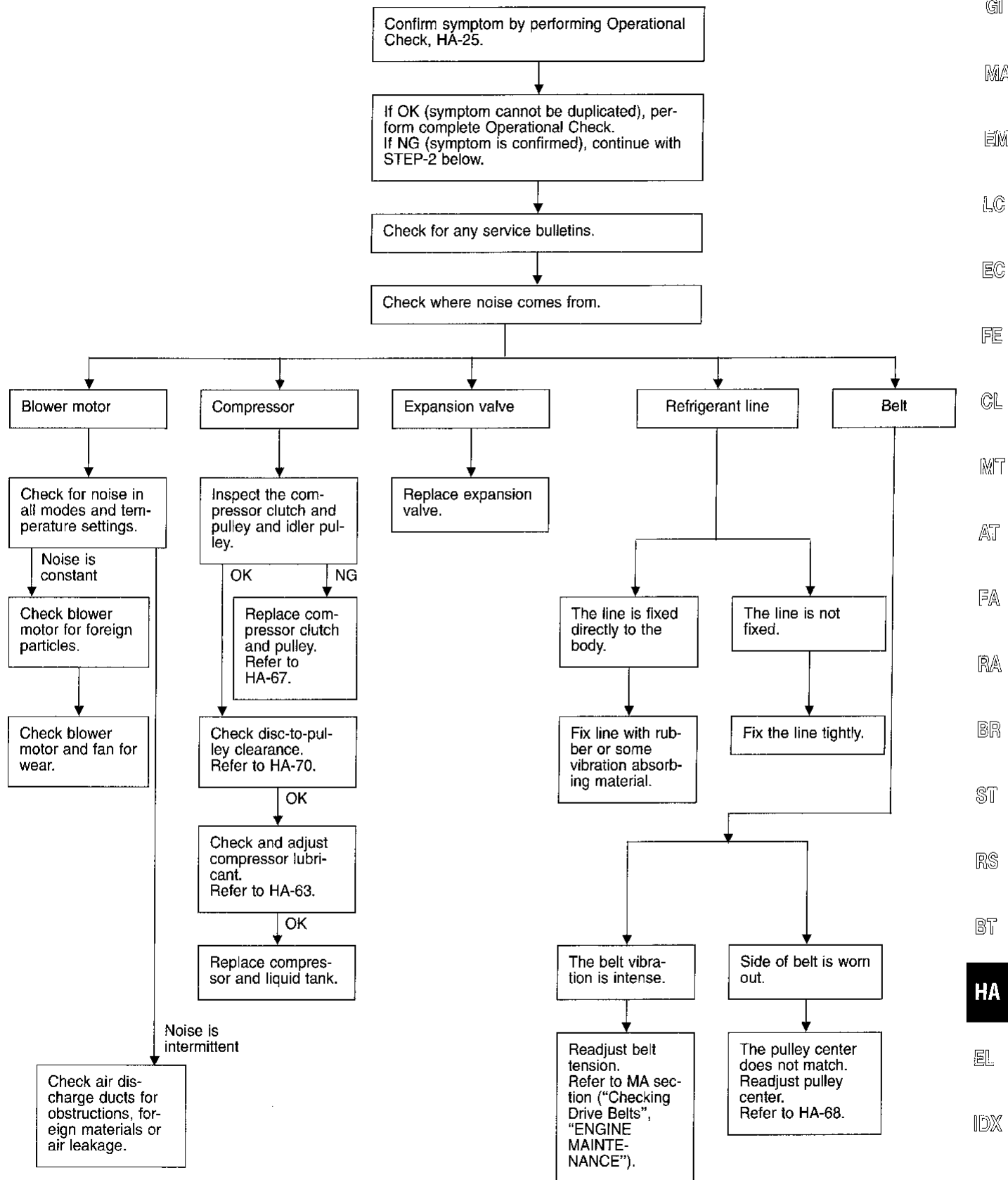
Trouble Diagnosis for Insufficient Heating

INSPECTION FLOW



Trouble Diagnosis for Noise

INSPECTION FLOW

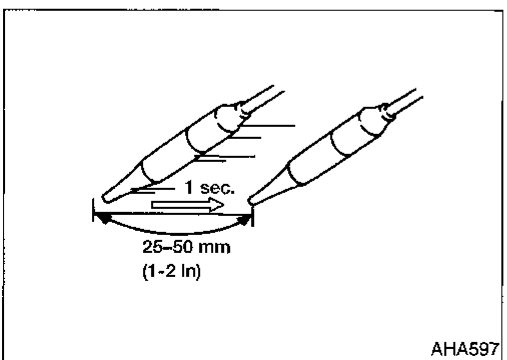
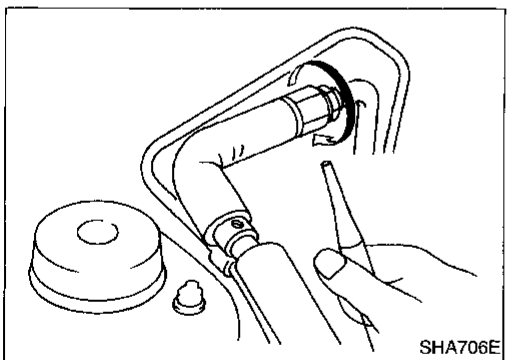
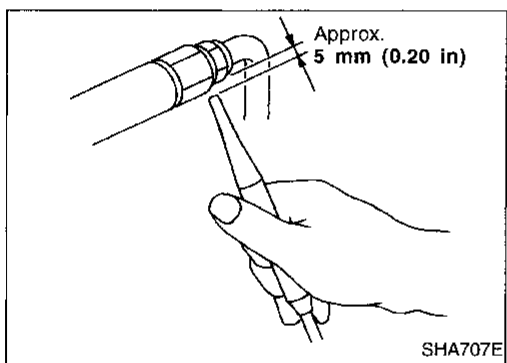
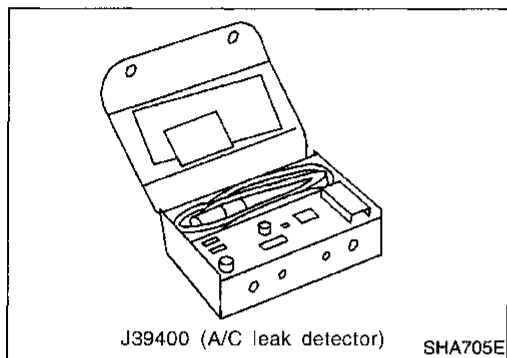


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Checking Refrigerant Leaks

PRELIMINARY CHECK

Perform a visual inspection of all refrigeration parts, fittings, hoses, and components for signs of A/C lubricant leakage, damage and corrosion.



PRECAUTIONS FOR HANDLING LEAK DETECTOR

When performing a refrigerant leak check, use a J39400 A/C leak detector or equivalent. Ensure that the instrument is calibrated and set properly per the operating instructions.

The leak detector is a delicate device. In order to use the leak detector properly, read the operating instructions and perform any specified maintenance.

Other gases in the work area or substances on the A/C components, for example, anti-freeze, windshield washer fluid, solvents and cleaners, may falsely trigger the leak detector. Make sure the surfaces to be checked are clean. Do not allow the sensor tip of the detector to come into contact with any substance. This can also cause false readings and may damage the detector.

1. Position probe approximately 5 mm (0.20 in) away from point to be checked.
2. When testing, circle each fitting completely with probe.
3. Move probe along component approximately 25-50 mm/sec. (1-2 in./sec).

SERVICE PROCEDURES

Checking Refrigerant Leaks (Cont'd)

CHECKING PROCEDURE

To prevent inaccurate or false readings, make sure there is no refrigerant vapor or tobacco smoke in the vicinity of the vehicle. Perform the leak test in calm area (low air/wind movement) so that the leaking refrigerant is not dispersed.

1. Turn engine off.
2. Connect a suitable A/C manifold gauge set to the A/C service ports.
3. Check if the A/C refrigerant pressure is at least 345 kPa (50 psi) above 16°C (60°F). If less than specification, evacuate and recharge the system with the specified amount of refrigerant.

NOTE: At temperatures below 16°C (60°F), leaks may not be detected since the system may not reach 345 kPa (50 psi).

4. Conduct the leak test from the high side to the low side at points (a) through (k). Refer to HA-3.

Perform a leak check for the following areas carefully. Clean the component to be checked and move the leak detector probe completely around the connection/component.

- **Compressor**

Check the fittings of high and low-pressure hoses, relief valve, and shaft seal.

- **Liquid tank**

Check the pressure switch, tube fitting, weld seams and the fusible plug mounts.

- **Service valves**

Check all around the service valves. Ensure service valve caps are secured on the service valves (to prevent leaks).

NOTE: After removing A/C manifold gauge set from service valves, wipe any residue from valves to prevent any false readings by leak detector.

- **Cooling unit (Evaporator)**

Turn blower fan on "High" for at least 15 seconds to dissipate any refrigerant trace in the cooling unit. Insert the leak detector probe into the drain hose immediately after stopping engine. (Keep the probe inserted for at least ten seconds.)

5. If the leak detector detects a leak, verify at least once by blowing compressed air into area of suspected leak, then repeat check.
6. Do not stop when one leak is found. Continue to check for additional leaks at all system components.
7. Start engine.
8. Set the heater A/C control as follows:
 - a. A/C switch ON
 - b. Face mode
 - c. Recirculation switch ON
 - d. Max cold temperature
 - e. Fan speed high

9. Run engine at 1500 rpm for at least 2 minutes.

10. Turn engine off and perform leak check again following steps 4 through 6 above.

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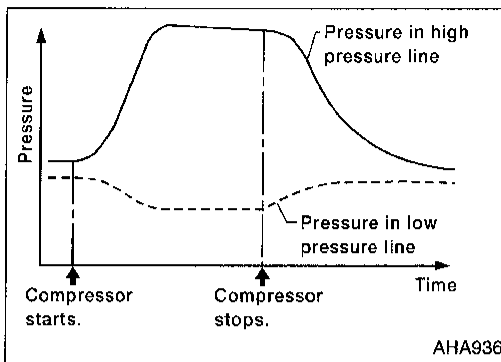
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SERVICE PROCEDURES

Checking Refrigerant Leaks (Cont'd)



Refrigerant leaks should be checked immediately after stopping the engine. Begin with the leak detector on the high-pressure line. The pressure in the high pressure line will gradually drop after refrigerant circulation stops and pressure in the low pressure line will gradually rise, as shown in the graph. Leaks are more easily detected when pressure is high.

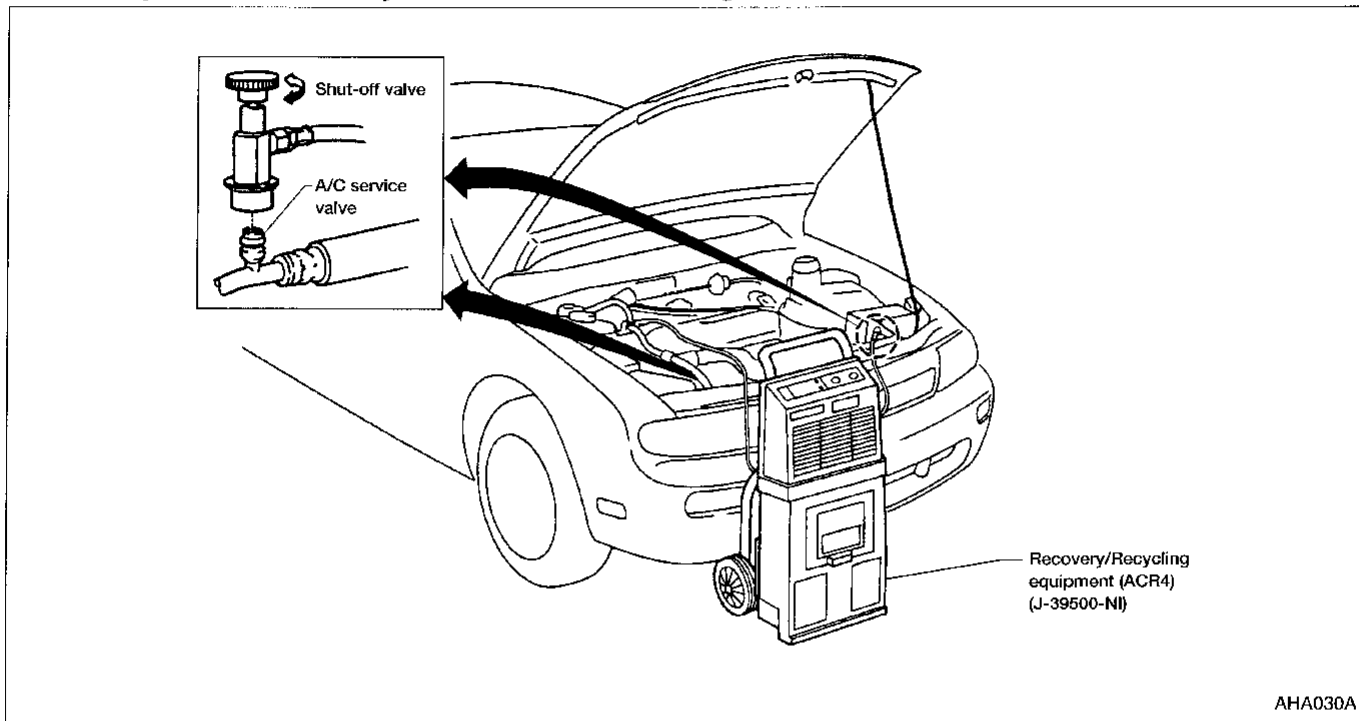
11. Discharge A/C system using approved refrigerant recovery equipment. Repair the leaking fitting or component as necessary.
12. Evacuate and recharge A/C system and perform the leak test to confirm no refrigerant leaks.
13. Conduct A/C performance test to ensure system works properly.

R-134a Service Procedure

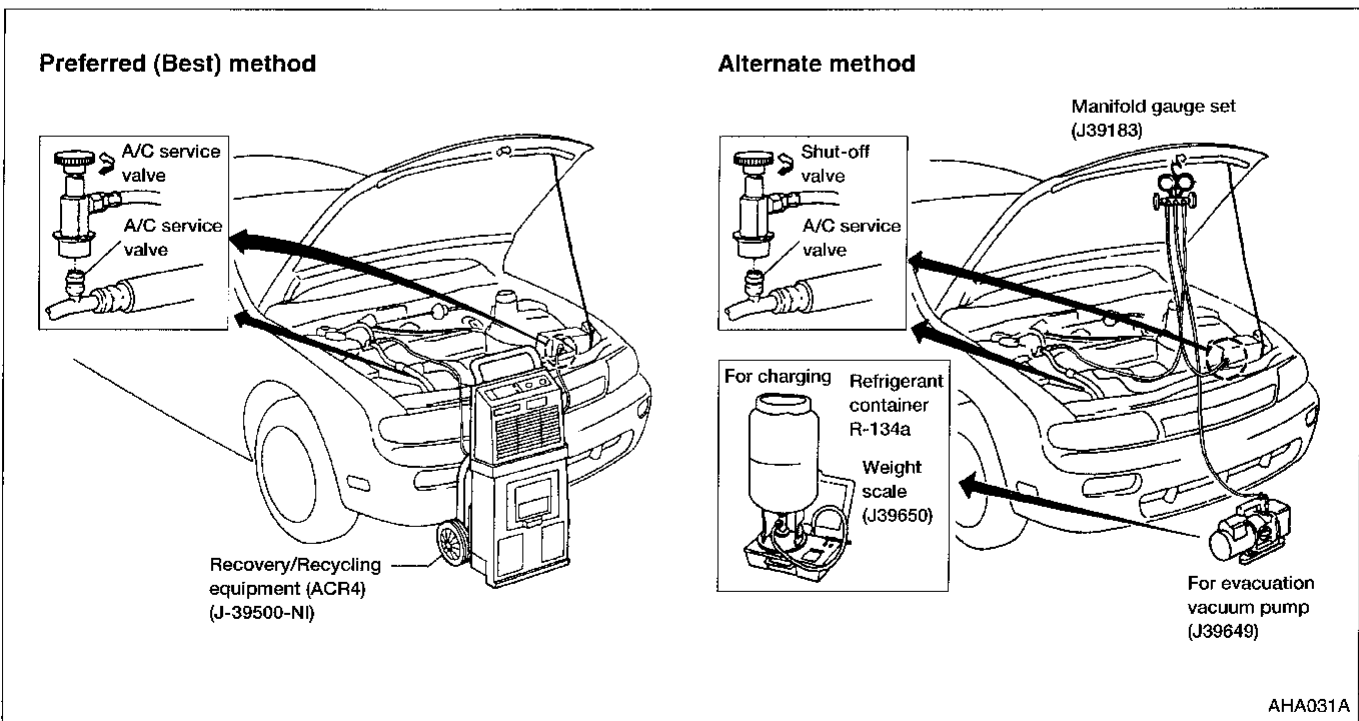
DISCHARGING REFRIGERANT

WARNING:

Avoid breathing A/C refrigerant and lubricant vapor or mist. Exposure may irritate eyes, nose and throat. Remove R-134a from the A/C system using certified service equipment meeting requirements of SAE J2210 (R-134a recycling equipment) or J2209 (R-134a recovery equipment). If accidental system discharge occurs, ventilate work area before resuming service. Additional health and safety information may be obtained from refrigerant and lubricant manufacturers.

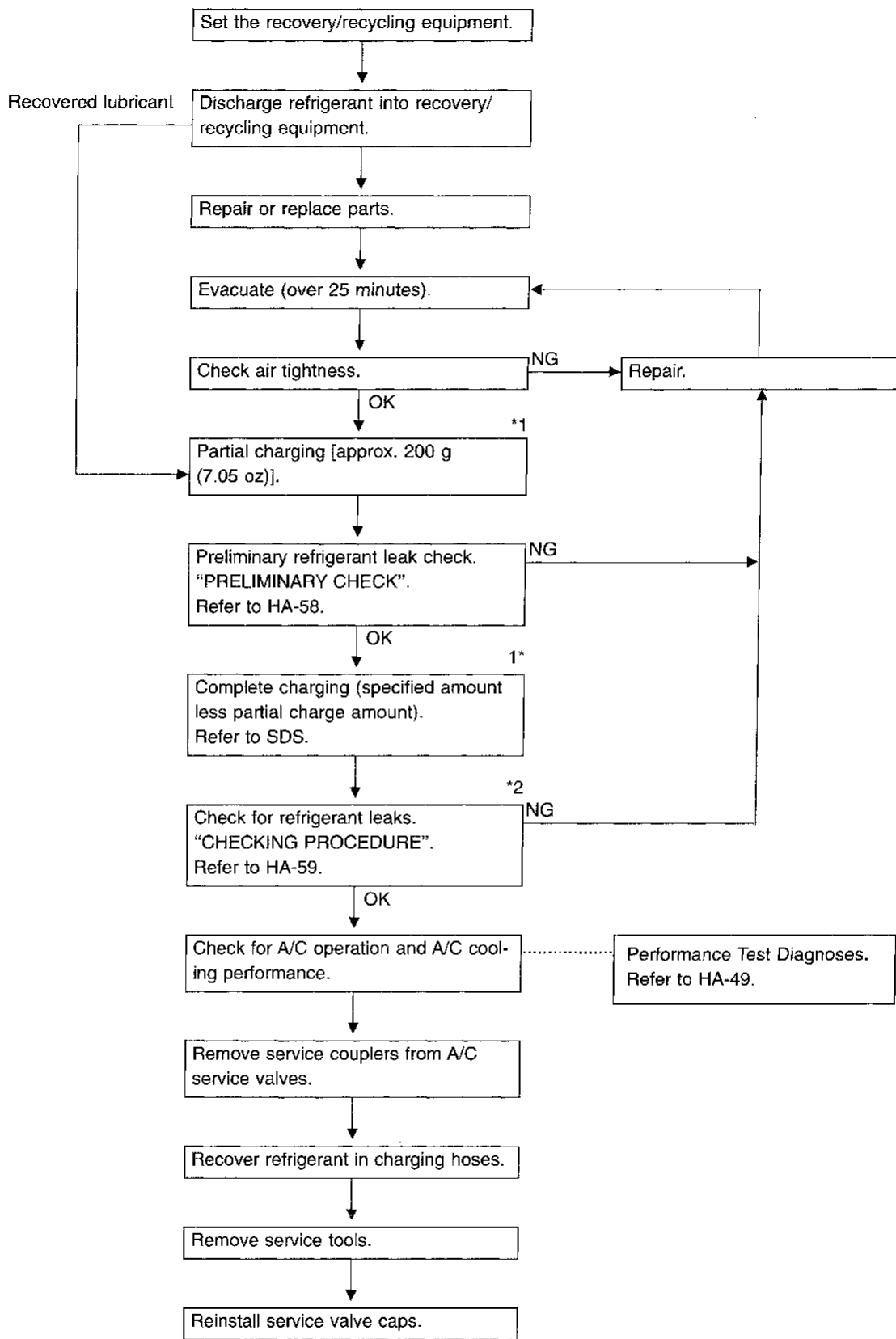


EVACUATING SYSTEM AND CHARGING REFRIGERANT



SERVICE PROCEDURES

R-134a Service Procedure (Cont'd)



Note: *1 Before charging refrigerant, ensure engine is OFF.

*2 Before checking for leaks, start engine to activate air conditioner system then turn engine OFF. Service valve caps must be installed to prevent leakage.

Compressor Lubricant Quantity

The lubricant used to lubricate the compressor circulates through the system with the refrigerant. Whenever any A/C component is replaced or gas leakage occurs, lubricant must be added.

If lubricant quantity is not maintained properly, the following malfunctions may result:

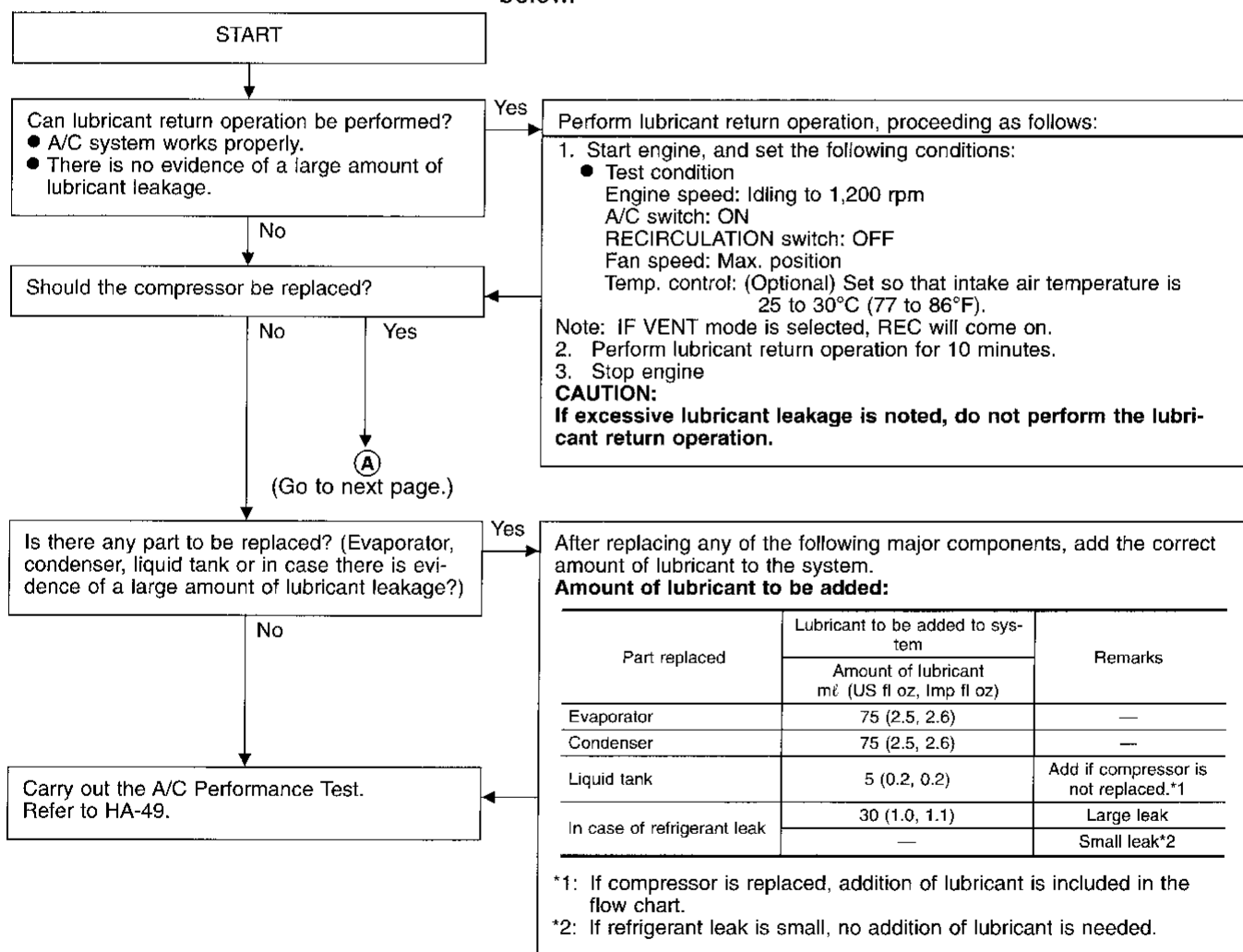
- Lack of lubricant: May lead to a seized compressor
- Excessive lubricant: Inadequate cooling (thermal exchange interference)

LUBRICANT

Name: Nissan A/C System Lubricant Type R
Part No.: KLH00-PAGR0

CHECKING AND ADJUSTING

Adjust the lubricant quantity according to the flowchart shown below.



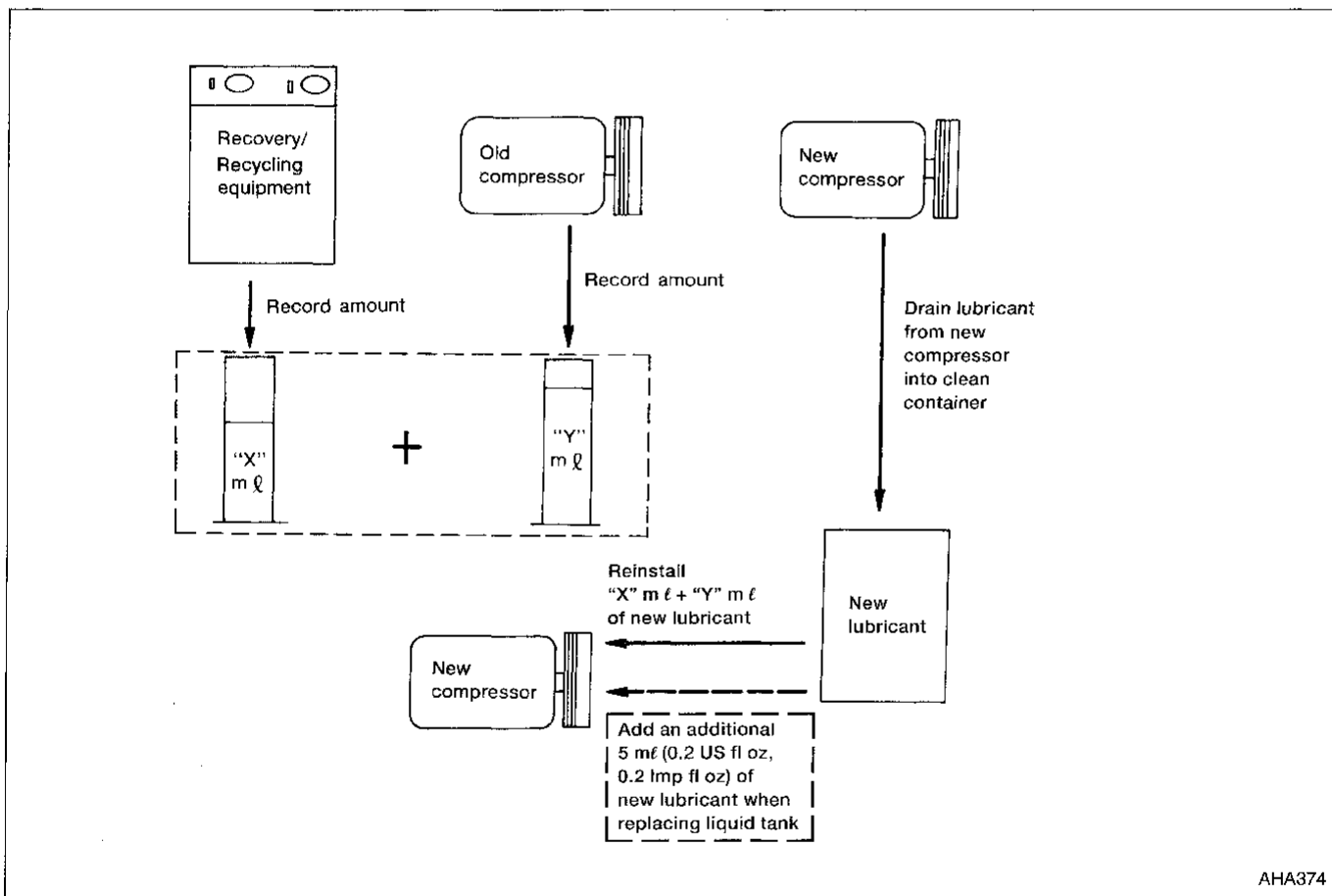
SERVICE PROCEDURES

Compressor Lubricant Quantity (Cont'd)

(A)

1. Discharge refrigerant into refrigerant recovery/recycling equipment. Measure lubricant discharged into the recovery/recycling equipment.
2. Drain the lubricant from the old (removed) compressor into a graduated container and record the amount of lubricant drained.
3. Drain the lubricant from the new compressor into a separate, clean container.
4. Measure an amount of new lubricant equal to amount drained from old compressor. Add this lubricant to new compressor through the suction port opening.
5. Measure an amount of new lubricant equal to the amount recovered during discharging. Add this lubricant to new compressor through the suction port opening.
6. If the liquid tank also needs to be replaced, add an additional 5 ml (0.2 US fl oz, 0.2 Imp fl oz) of lubricant at this time.
Do not add this 5 ml (0.2 US fl oz, 0.2 Imp fl oz) of lubricant if only replacing the compressor.

Lubricant adjusting procedure for compressor replacement



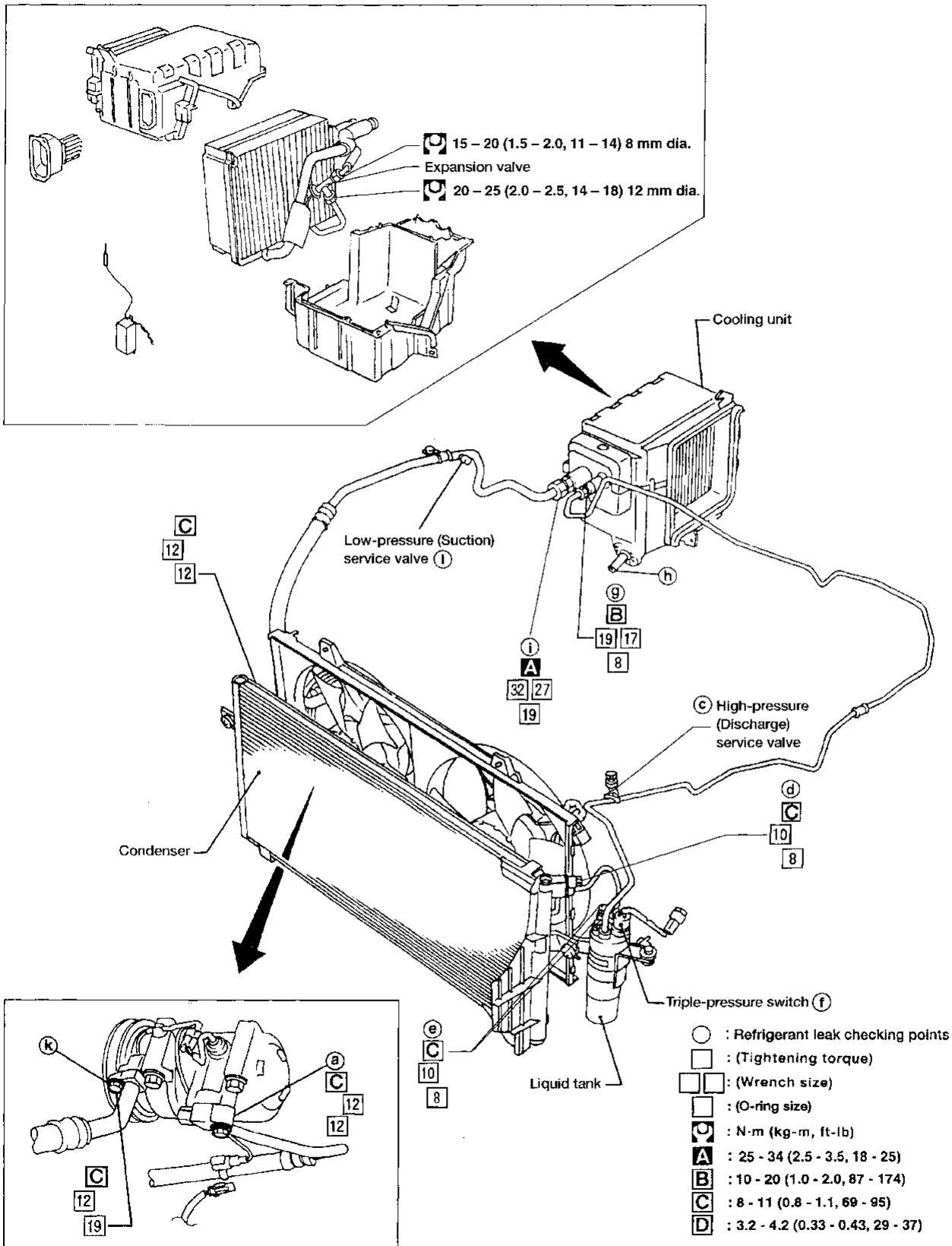
AHA374

SERVICE PROCEDURES

Refrigerant Lines

● Refer to HA-3.

SEC. 214-271-274-276



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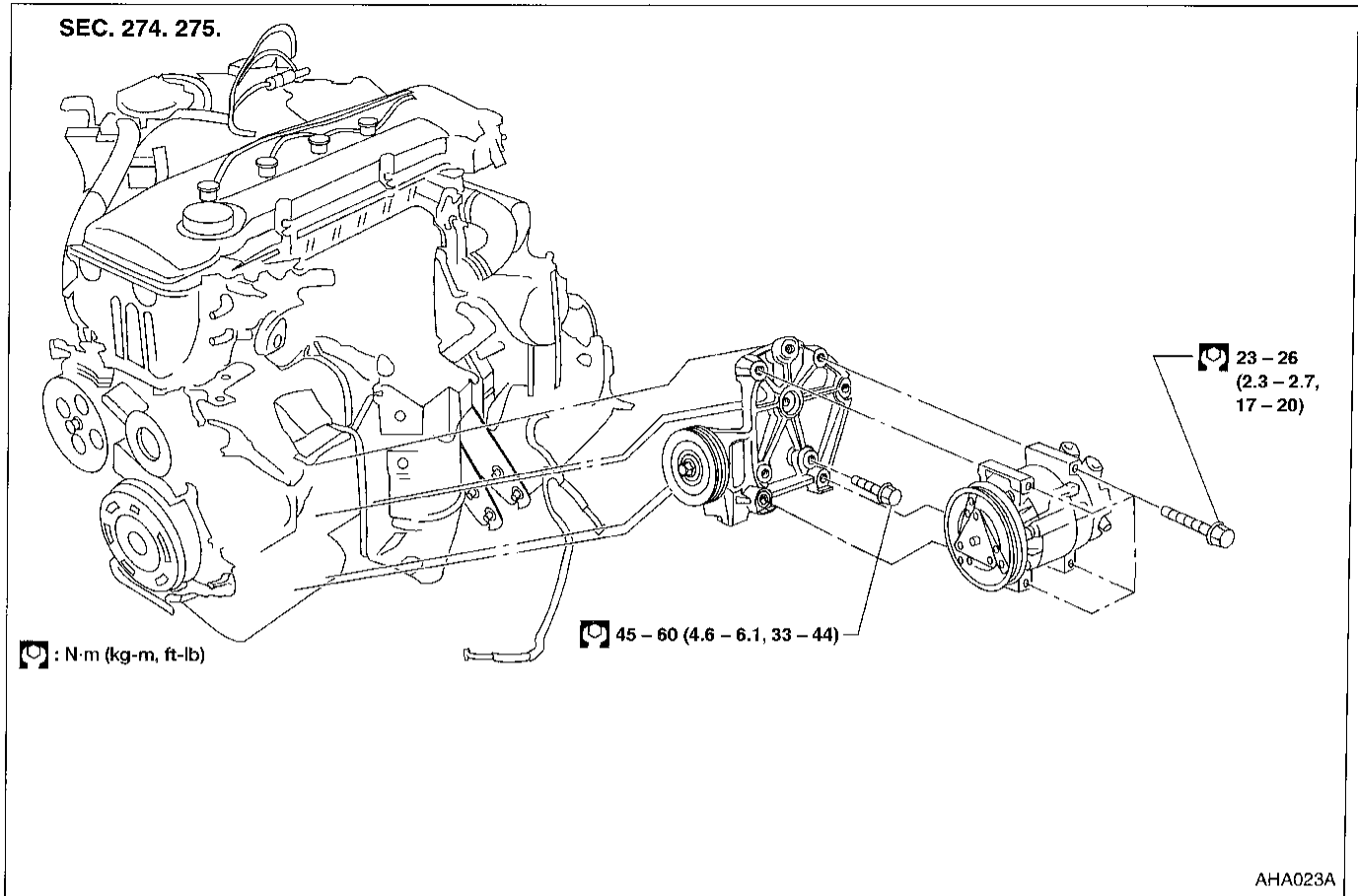
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Compressor Mounting



Belt Tension

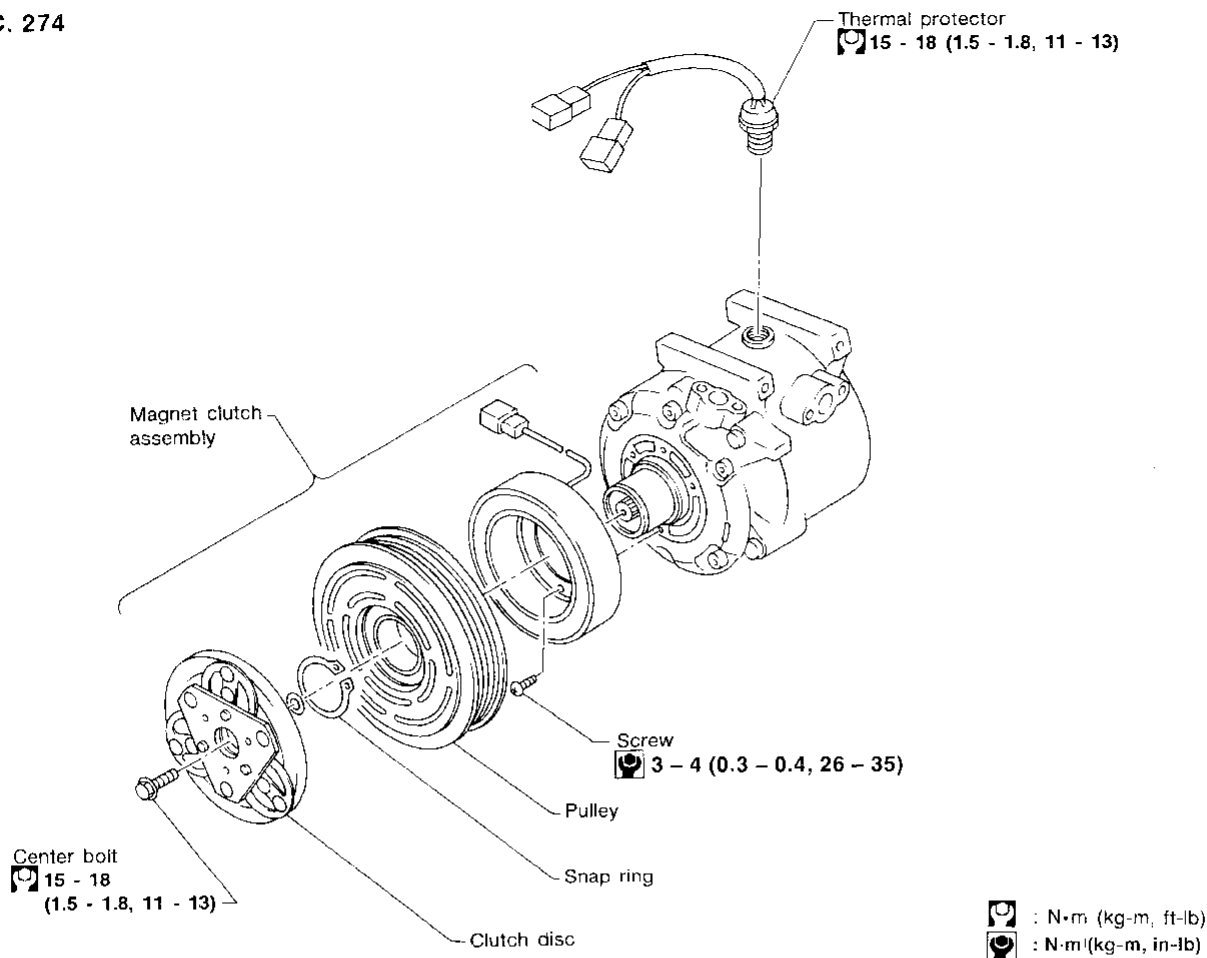
- Refer to MA section (“Checking Drive Belts”, “ENGINE MAINTENANCE”).

Fast Idle Control Device (FICD)

- Refer to EC section (“IACV-FICD Solenoid Valve”, “TROUBLE DIAGNOSIS FOR NON-DETECTIVE ITEMS”).

Compressor

SEC. 274

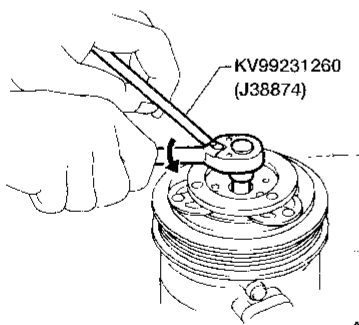


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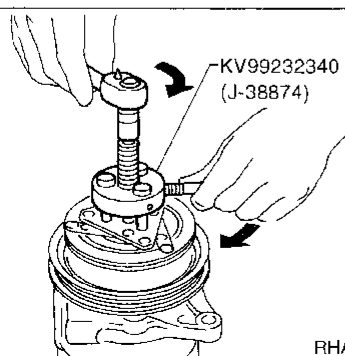
Compressor Clutch

REMOVAL

- When removing center bolt, hold clutch disc with clutch disc wrench.



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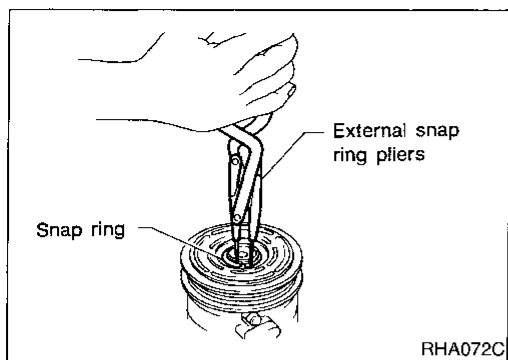
RHA124F

- Remove the drive plate using the clutch disc puller. Insert holder's three pins into the drive plate. Rotate the holder clockwise to hook it onto the plate. Then, tighten the center bolt to remove the drive plate. While tightening the center bolt, insert a round bar (screwdriver, etc.) between two of the pins (as shown in the figure) to prevent drive plate rotation. After removing the drive plate, remove the shims from either the drive shaft or the drive plate.

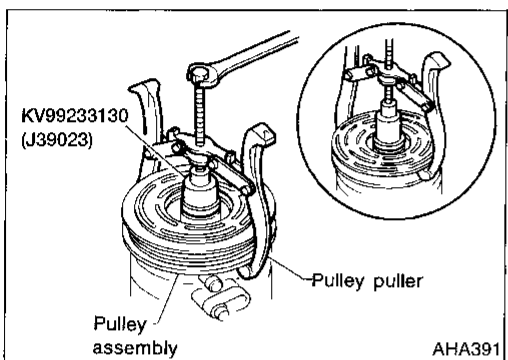
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SERVICE PROCEDURES

Compressor Clutch (Cont'd)



- Remove the snap ring using external snap ring pliers.

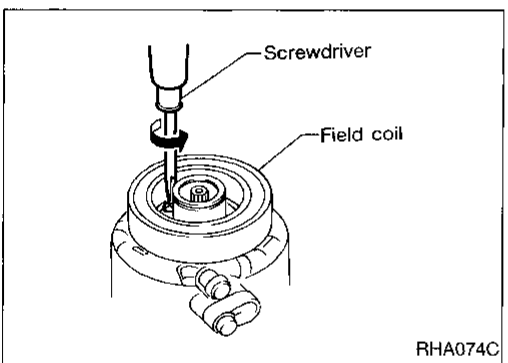


- Pulley removal
Use a commercially available pulley puller. Position the center of the puller on the end of the drive shaft. Remove the pulley assembly with the puller.

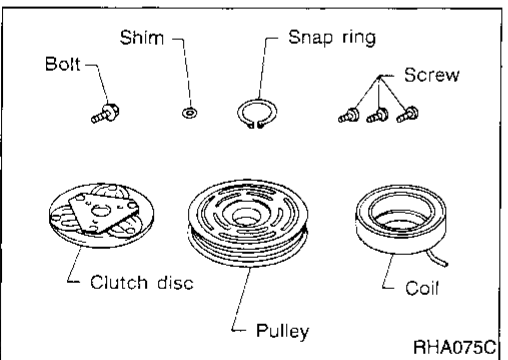
For Pressed Pulleys:

To prevent deformation of the pulley groove, the puller claws should be hooked under (not into) the pulley groove.

- Remove the field coil harness clip using a screwdriver.



- Remove the three field coil fixing screws and remove the field coil.



INSPECTION

Clutch disc

If the contact surface shows signs of damage due to excessive heat, replace clutch disc and pulley.

Pulley

Check the appearance of the pulley assembly. If contact surface of pulley shows signs of excessive grooving, replace clutch disc and pulley. The contact surfaces of the pulley assembly should be cleaned with a suitable solvent before reinstallation.

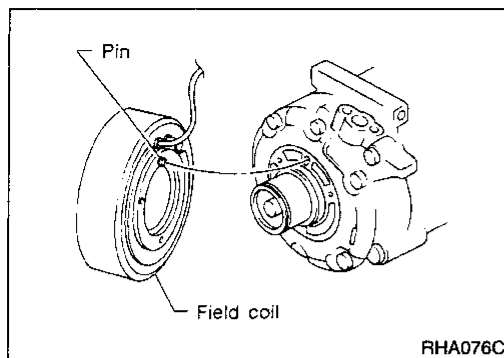
Coil

Check coil for loose connection or cracked insulation.

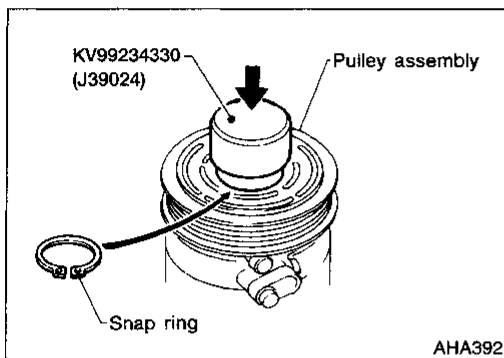
SERVICE PROCEDURES

Compressor Clutch (Cont'd)

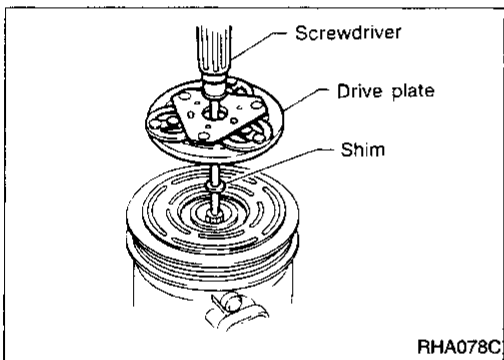
INSTALLATION



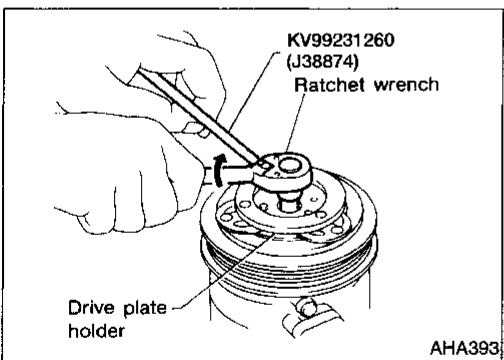
- Install the field coil.
- **Be sure to align the coil's pin with the hole in the compressor's front head.**
- Install the field coil harness clip using a screwdriver.



- Install the pulley assembly using the installer and a hand press, and then install the snap ring using snap ring pliers.



- Install the drive plate on the drive shaft, together with the original shim(s). Press the drive plate down by hand.



- Using the holder to prevent drive plate rotation, tighten the bolt to 12 to 15 N·m (1.2 to 1.5 kg·m, 9 to 11 ft·lb) torque.
- **After tightening the bolt, check that the pulley rotates smoothly.**

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SERVICE PROCEDURES

Compressor Clutch (Cont'd)

- Check clearance all the way around the clutch disc.

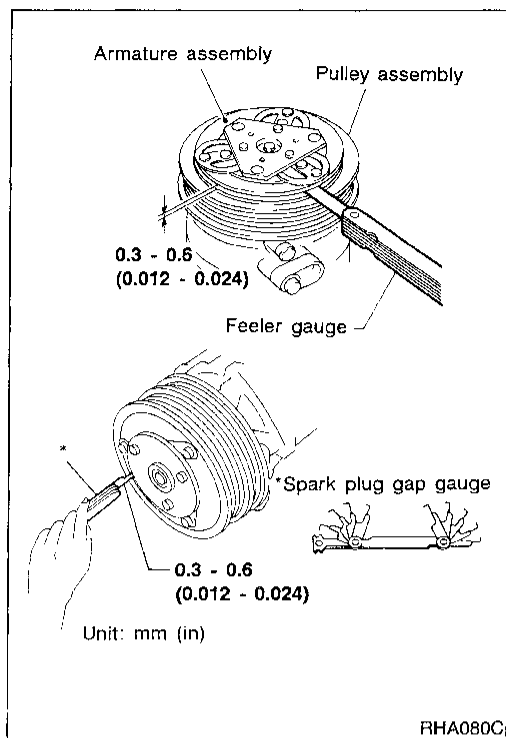
Disc-to-pulley clearance:

0.3 - 0.6 mm (0.012 - 0.024 in)

If the specified clearance is not obtained, replace adjusting spacer and recheck.

BREAK-IN OPERATION

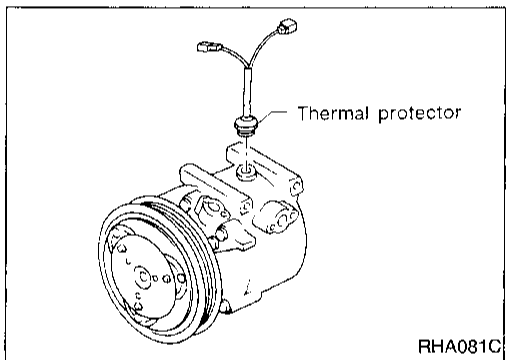
When replacing compressor clutch assembly, always conduct the break-in operation. This is done by engaging and disengaging the clutch about thirty times. Break-in operation raises the level of transmitted torque.



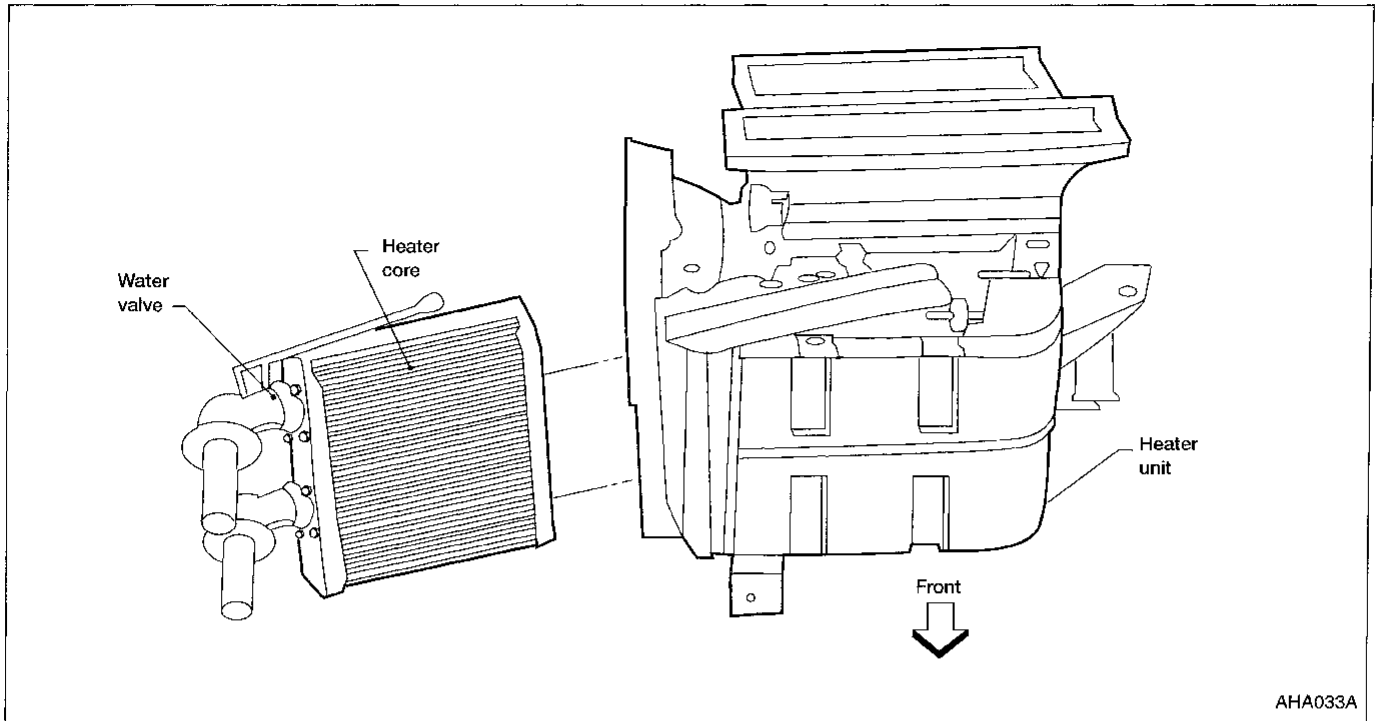
Thermal Protector

INSPECTION

- When servicing, do not allow foreign matter to get into compressor.
- Check continuity between two terminals.



Heater Unit (Heater Core)



REMOVAL

1. Drain the cooling system. Refer to MA section, ("Changing Engine Coolant").
2. Disconnect the two heater hoses from inside the engine compartment.
3. Remove the cooling unit. Refer to HA-72.
4. Remove the steering member assembly. Refer to BT section ("Instrument Panel").
5. Remove the heater unit.
6. Remove the heater core.

INSTALLATION

Installation is basically the reverse order of removal.

When filling radiator with coolant, refer to MA section ("Changing Engine Coolant").

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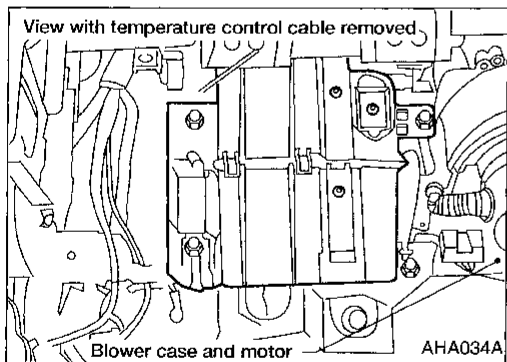
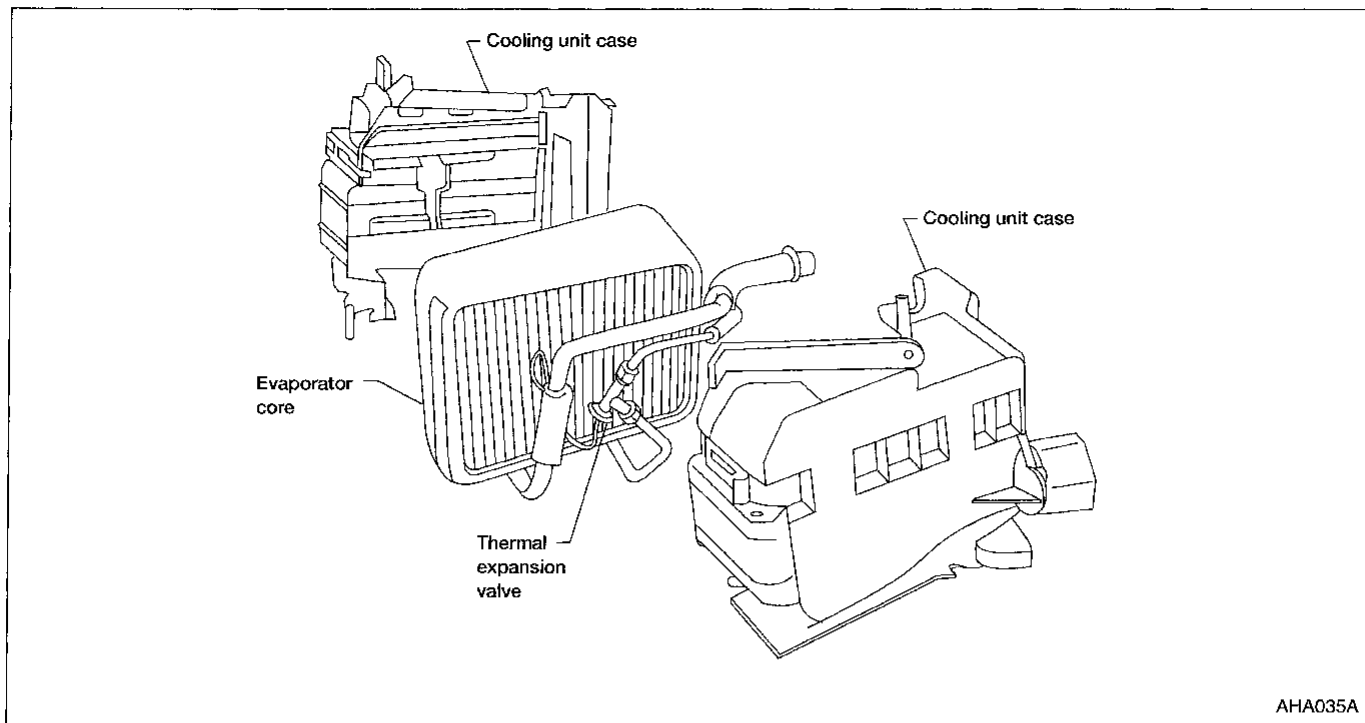
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Cooling Unit (A/C Evaporator)



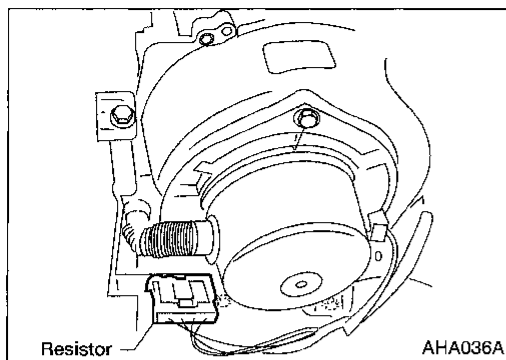
REMOVAL

1. Evacuate the A/C system. Refer to HA-61.
2. Disconnect the two refrigerant lines from the engine compartment.
 - Cap the A/C lines to prevent moisture from entering the system.
3. Remove the glove box and mating trim. Refer to BT section ("Instrument Panel").
4. Disconnect the thermal amp. connector.
5. Remove the cooling unit.
6. Separate the cooling unit case, and remove the evaporator.

INSTALLATION

Installation is basically the reverse order of removal.

Recharge the A/C system. Refer to HA-61.



Blower Case and Motor

REMOVAL

1. Remove the glove box and mating trim. Refer to BT section ("Instrument Panel").
2. Remove the cooling unit. Refer to HA-720.
3. Disconnect the fan motor resistor.
4. Disconnect the fan motor.
5. Remove the blower case and motor.
6. Remove the three bolts and remove the motor from the blower case.

INSTALLATION

Installation is basically the reverse order of removal.

Recharge the A/C system. Refer to HA-61.

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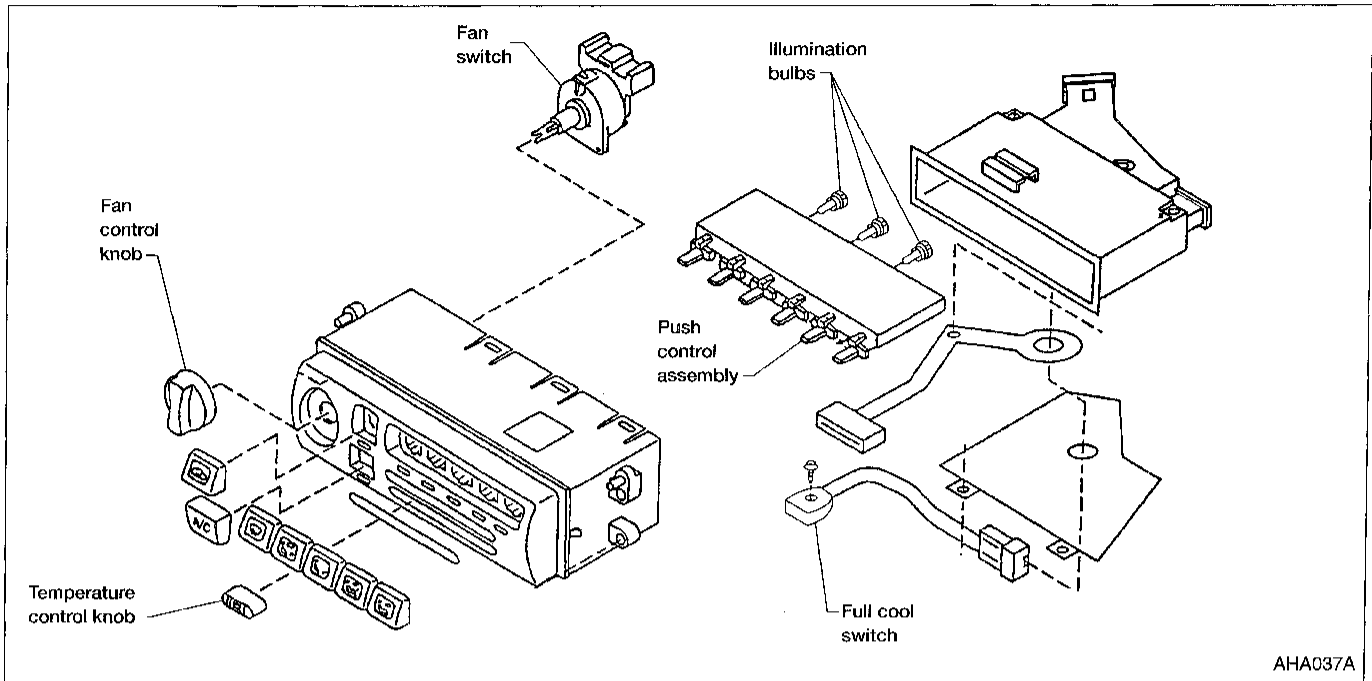
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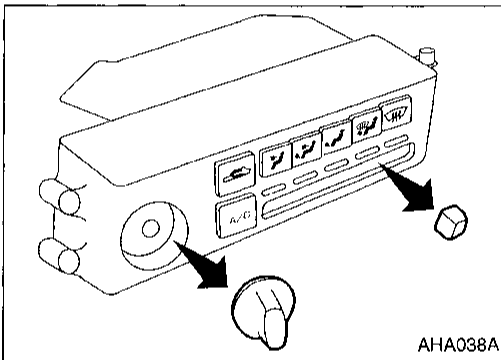
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Fan Switch and Illumination Bulbs



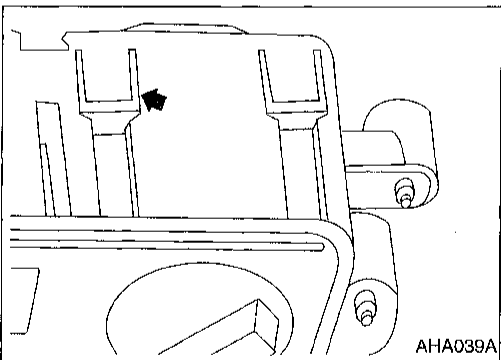
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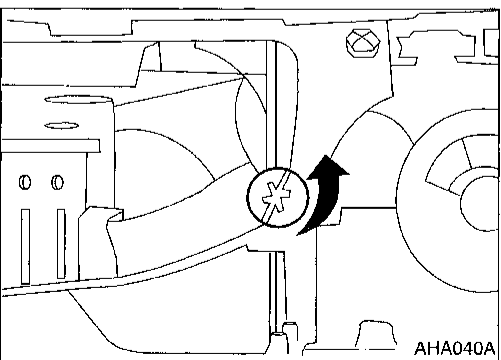
REMOVAL

1. Remove A/C & Heat control. Refer to BT section ("Instrument Panel").
2. Remove fan control knob and temperature control knob. **Wrap knobs with a cloth and pull in direction as shown at left. Be careful not to scratch knob during removal.**



AHA039A

3. Remove fan switch by lifting tabs with a small, flat-bladed screwdriver.



AHA040A

4. Twist illumination bulbs counterclockwise and lift out.

INSTALLATION

Installation is the reverse order of removal.

SERVICE DATA AND SPECIFICATIONS (SDS)

General Specifications

COMPRESSOR

| | |
|---|-----------------------------------|
| Model | DKV-14C |
| Type | Vane rotary |
| Displacement cm ³ (cu in)/Rev | 140 (8.54) |
| Direction of rotation | Clockwise (Viewed from drive end) |
| Drive belt | Poly V type |

LUBRICANT

| | |
|--|---------------------------------------|
| Model | ZEXEL make DKV-14C |
| Name | Nissan A/C System Lubricant Type R |
| Part No. | KLH00-PAGR0 |
| Capacity ml (US fl oz, Imp fl oz) | |
| Total in system | 200 (6.8, 7.0) |
| Compressor (Service part) charging amount | 200 (6.8, 7.0) |

REFRIGERANT

| | |
|-----------------------------|---------------------------|
| Type | R-134a |
| Capacity kg (lb) | 0.70 - 0.80 (1.54 - 1.76) |
| g (oz) | 700 - 800 (24.69 - 28.22) |

Inspection and Adjustment

ENGINE IDLING SPEED

When A/C is ON

- Refer to EC section ("Inspection and Adjustment", "SERVICE DATA AND SPECIFICATIONS").

BELT TENSION

- Refer to MA section ("Checking Drive Belts", "ENGINE MAINTENANCE").

COMPRESSOR CLUTCH

| | |
|---|------------------------------|
| Model | DKV-14C |
| Clutch disc-pulley clearance mm (in) | 0.3 - 0.6 (0.012 - 0.024) |

GI

MA

EM

LC

EC

FE

CL

MT

AT

FA

RA

BR

ST

RS

BT

HA

EL

IDX