

DIAGNOSIS AND TESTING (Continued)

**PINPOINT TEST A:**  
**INSUFFICIENT OR NO A/C COOLING—FIXED ORIFICE TUBE CYCLING CLUTCH SYSTEM (Continued)**

TEST STEP	RESULT	ACTION TO TAKE
<p><b>A6</b> CHECK COMPRESSOR CLUTCH</p> <ul style="list-style-type: none"> <li>● Use refrigerant system pressure / clutch cycle rate and timing evaluation charts.</li> <li>● After preparing vehicle as follows:                             <ul style="list-style-type: none"> <li>— Hook up manifold gauge set.</li> <li>— Set function control at MAX A/C.</li> <li>— Set blower switch on HIGH.</li> <li>— Set temperature lever full COLD.</li> <li>— Close doors and windows.</li> <li>— Use a thermometer to check temperature at center discharge register, record outside temperature.</li> <li>— Run engine at approximately 1500 rpm with compressor clutch engaged.</li> <li>— Stabilize with above conditions for 10-15 minutes.</li> </ul> </li> <li>● Compare readings with normal system pressure ranges.</li> </ul>	<p>Compressor cycles very rapidly (5 seconds on) (5 seconds off) Suction pressure within limits</p> <p>Clutch cycles within limits, system pressure within limits</p> <p>Compressor runs continuously (normal operation in ambient temperature above 27°C (80°F) depending on humidity conditions)</p> <p>Compressor cycles high or low ON above 259 kPa (52 psi) OFF below 144 kPa (20 psi)</p>	<p>▶ GO to A7.</p> <p>▶ System OK. GO to A1.</p> <p>▶ GO to A8.</p> <p>▶ REPLACE clutch cycling pressure switch. Do not discharge system. Switch fitting has Schrader valve. CHECK system. OK—GO to A1.</p> <p>▶ NOT OK—RE-INSTALL original switch. GO to A7.</p>
<p><b>A7</b> CHECK SYSTEM</p> <ul style="list-style-type: none"> <li>● Leak check system.</li> <li>● Is system leaking?</li> </ul>	<p>Yes</p> <p>No</p>	<p>▶ SERVICE, discharge, evacuate and charge system. System OK, GO to A1.</p> <p>▶ CHECK for restricted orifice tube or liquid line, SERVICE if necessary. GO to A1.</p>
<p><b>A8</b> CHECK CLUTCH CYCLING</p> <ul style="list-style-type: none"> <li>● Disconnect blower motor wire and check for clutch cycling off at 152 kPa (22 psi) (suction pressure).</li> </ul>	<p>Clutch cycles OFF at 152-193 kPa (22-28 psi)</p> <p>Pressure falls below 152 kPa (22 psi)</p>	<p>▶ If ambient temperature is below 27°C (80°F) RECYCLE refrigerant-12 and charge to specified weight. If temperature is above 27°C (80°F), system is OK. GO to A1.</p> <p>▶ REPLACE clutch cycling pressure switch. Do not discharge system. Switch fitting has Schrader valve. System OK, GO to A1.</p>

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