

ENGINE COOLING FAN

Article Text

1992 Mitsubishi Mirage

For a a a a

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Monday, April 01, 2002 10:12AM

ARTICLE BEGINNING

1992 ENGINE COOLING
Electric Cooling Fans

Mitsubishi: Diamante, Eclipse, Expo, Galant,
Mirage, Montero, Pickup, Precis, 3000GT

ELECTRIC COOLING FAN

COMPONENT TESTING

Motor

Disconnect electric cooling fan motor at junction. Using 2 jumper wires, ground one lead and apply battery voltage to other. Fan should rotate. If fan does not rotate, replace motor.

Radiator Fan Switch

Using an ohmmeter, check switch continuity in hot water. Switch should be open at less than 180°F (82°C) and continuity should exist at more than 185°F (85°C). Replace radiator fan switch if it does not test as specified.

Electric Cooling Fan Relay (Typical)

Remove relay from relay box in front of right suspension tower. Connect battery between terminals No. 1 & 2. See Fig. 1. Continuity should exist between terminals No. 3 and 4. With battery disconnected, continuity should exist between terminals No. 1 and 2 and should not exist between terminals No. 3 and 4. Replace relay if it does not test as specified.

Electric Cooling Fan Relay (Diamante, 3000GT)

1) Remove radiator fan motor relay from relay box located at right side of engine compartment. Check for continuity between terminals with battery power applied to terminal No. 2 and terminal No. 4 grounded. See Fig. 2.

2) With power on, there should be continuity between terminals No. 1 and No. 3. With power disconnected, there should be no continuity between terminals No. 1 and 3, and there should be continuity between terminals No. 2 and 4. Replace relay if it does not test as specified.

Electric Cooling Fan Relay (Expo)

Remove relay from relay box in front of right suspension tower. Check continuity between terminals No. 4 and 5 with battery connected between terminals No. 1 and 3. See Fig. 3. With battery connected, there should be continuity between terminals 4 and 5. With battery disconnected, there should be continuity between terminals No. 1 and 3 and no continuity between terminals No. 4 and 5. Replace relay if it does not test as specified.

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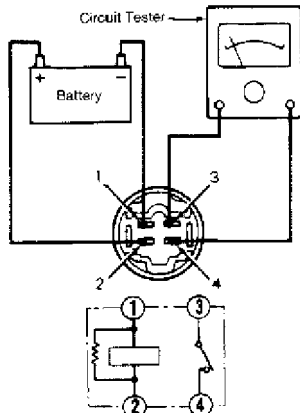
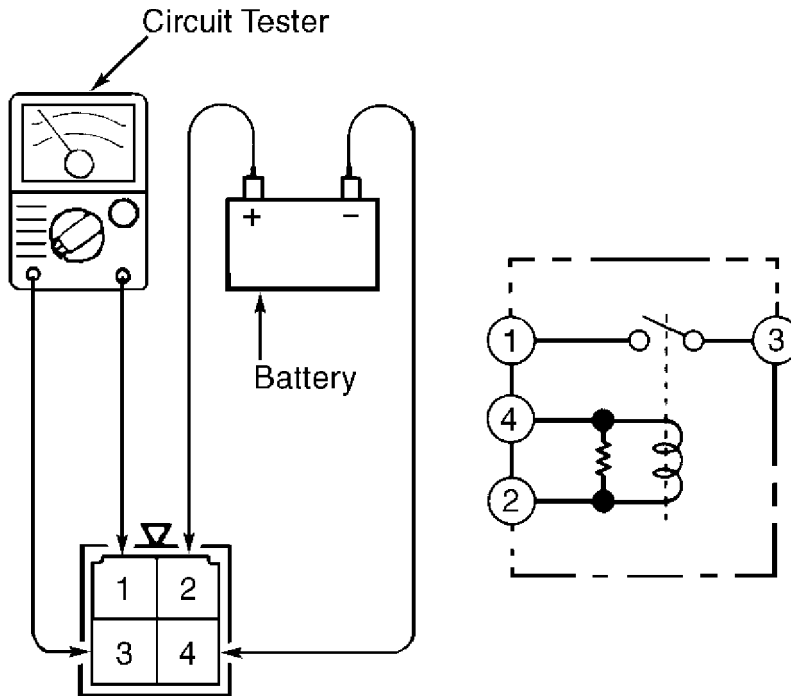


Fig. 1: Testing Electric Cooling Fan Relay Eclipse, Galant, Mirage, Montero, Pickup, Precis & Summit



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Fig. 2: Testing Electric Cooling Fan Relay Diamante, 3000GT
Courtesy of Mitsubishi Motor Sales of America.

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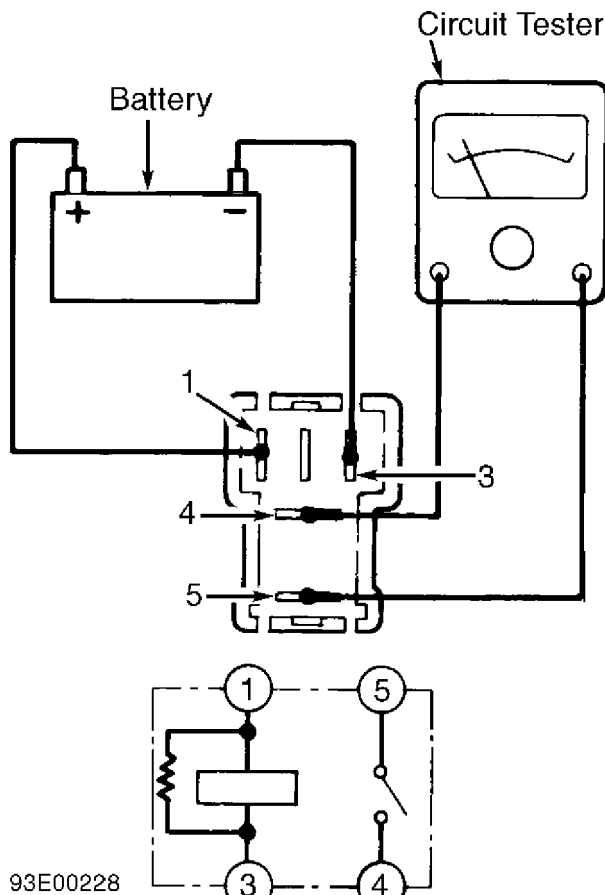


Fig. 3: Testing Electric Cooling Fan Relay (Expo)
Courtesy of Mitsubishi Motor Sales of America.

SYSTEM TESTING

Mirage 1.5L

1) With A/C on LOW position, ignition on and engine coolant temperature greater than 185°F (85°C), thermosensor completes path to ground, closing radiator fan motor relay contacts and providing current to radiator fan motor. See Fig. 1.

2) With A/C switch in HIGH position and ignition on, power supply from automatic compressor control unit causes condenser fan motor relay and condenser fan motor control relay to turn on, causing condenser fan and radiator cooling fan to operate.

Diamante

1) With ignition on, A/C switch off and engine coolant temperature greater than 185°F (85°C), thermosensor completes path to ground, closing radiator fan motor relay contacts and providing current to radiator fan motor (low) but not condenser fan motor. With coolant temperature 208°F (98°C), current path will turn both radiator and condenser fans on high.

2) With ignition on, A/C switch on and coolant temperature less than 185°F (85°C), radiator and condenser fans are on low. With

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coolant temperature over 185°F (85°C), radiator and condenser fans run on high. See Fig. 2.

Eclipse, Galant, Precis, & 3000GT

With ignition on and engine coolant temperature greater than 185°F (85°C), thermosensor completes path to ground, closing radiator fan motor relay contacts and providing current to radiator fan. See Figs. 1 or 2.

Expo, Mirage 1.6L

1) With A/C switch in LOW position, ignition on and engine coolant temperature greater than 185°F (85°C), thermosensor completes path to ground, closing radiator fan motor relay contacts and providing current to radiator fan motor. See Figs. 1 or 3.

2) With A/C switch in HIGH position and ignition on, power supply from auto compressor control unit causes condenser fan motor relay to turn on, using a resistor to cause condenser fan and radiator cooling fan to operate at a low speed.

3) If pressure switch is activated by excessive pressure or if thermosensor is on when engine coolant temperature exceeds 185°F (85°C), condenser fan motor control relay is activated, causing condenser fan and radiator cooling fan to operate at a high speed.

WIRING DIAGRAMS

See Figs. 4-12. For additional wiring diagrams, see appropriate chassis wiring diagrams in WIRING DIAGRAMS Section.

WIRE COLOR CODES

WIRE COLOR CODES

| Wire Color | Code |
|-------------|------|
| Black | B |
| Brown | BR |
| Green | G |
| Gray | GR |
| Blue | L |
| Light Blue | LI |
| Light Green | LG |
| Orange | O |
| Pink | P |
| Red | R |
| Sky Blue | SB |
| Violet | V |
| White | W |
| Yellow | Y |

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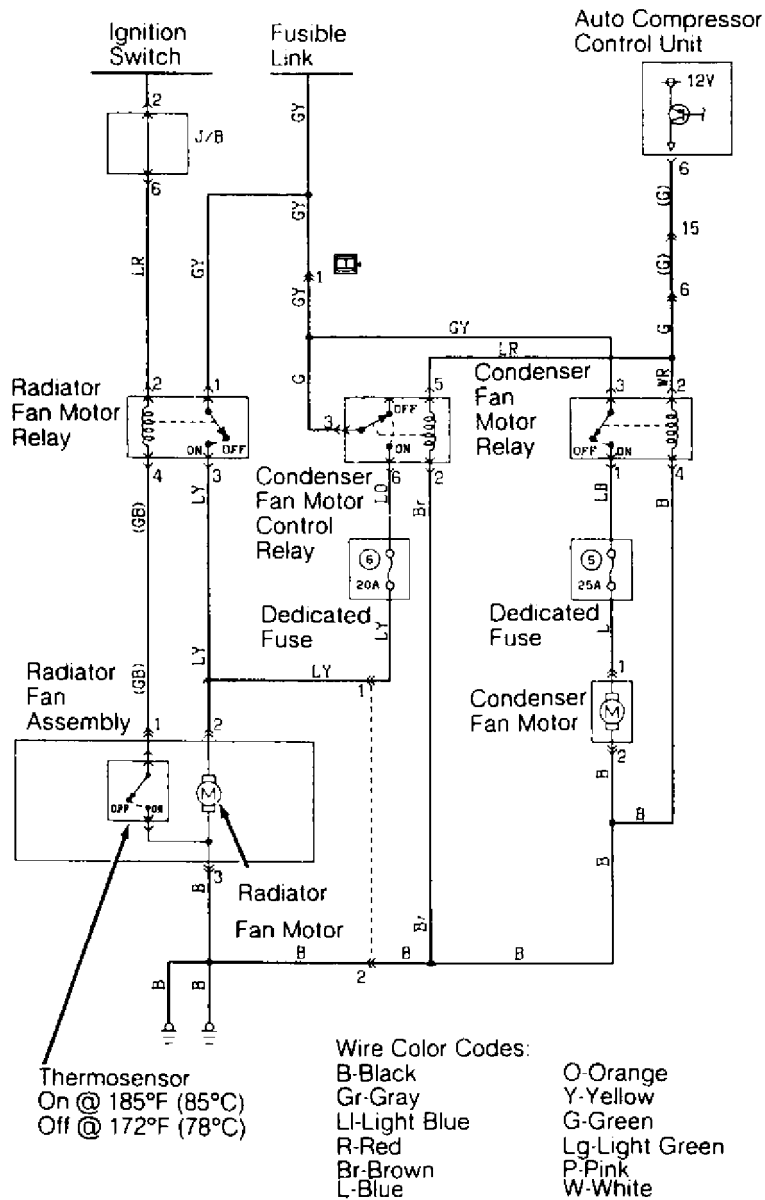
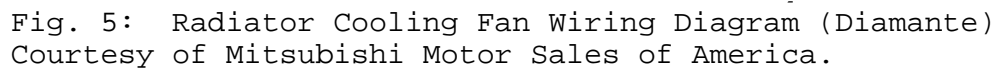


Fig. 4: Radiator Cooling Fan Wiring Diagram (Mirage 1.5L)
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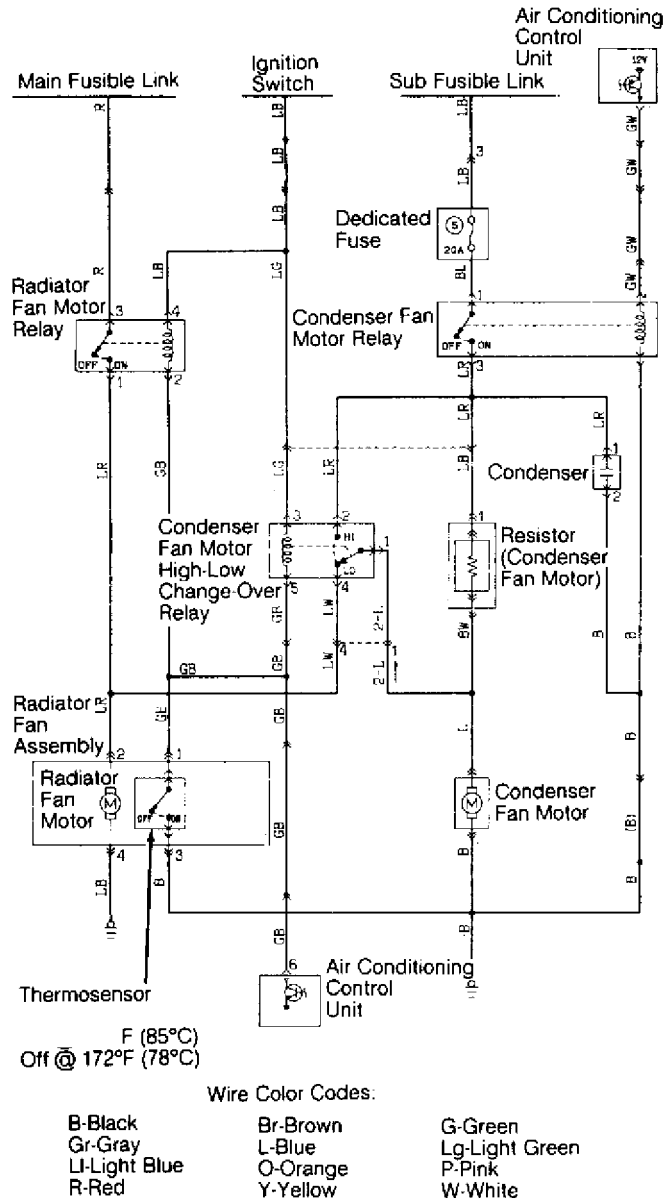


Fig. 6: Radiator Cooling Fan Wiring Diagram (Eclipse)
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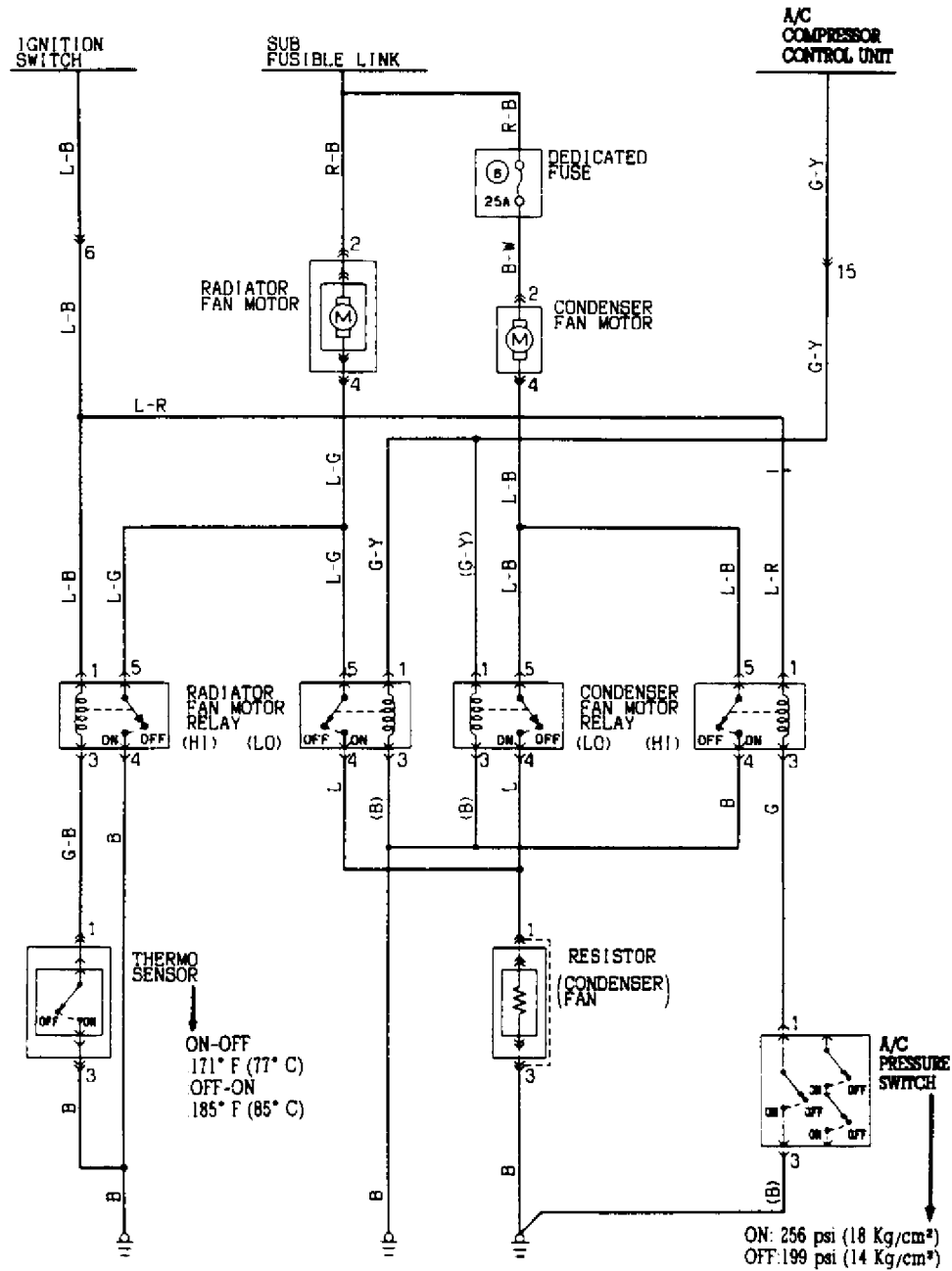
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Fig. 7: Radiator Cooling Fan Wiring Diagram (Expo)
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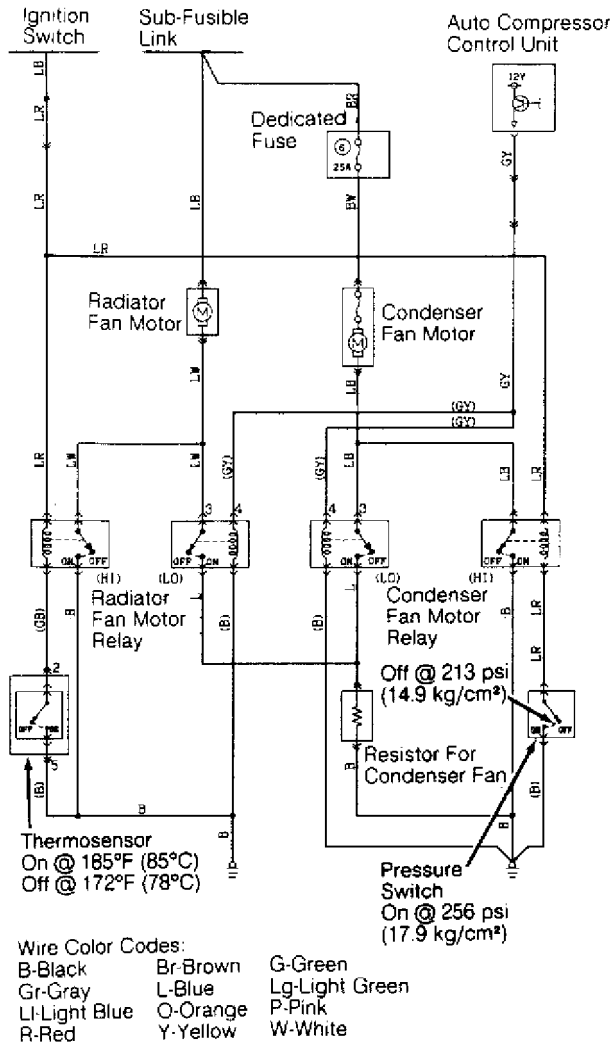


Fig. 8: Radiator Cooling Fan Wiring Diagram (Galant AWD - A/T)
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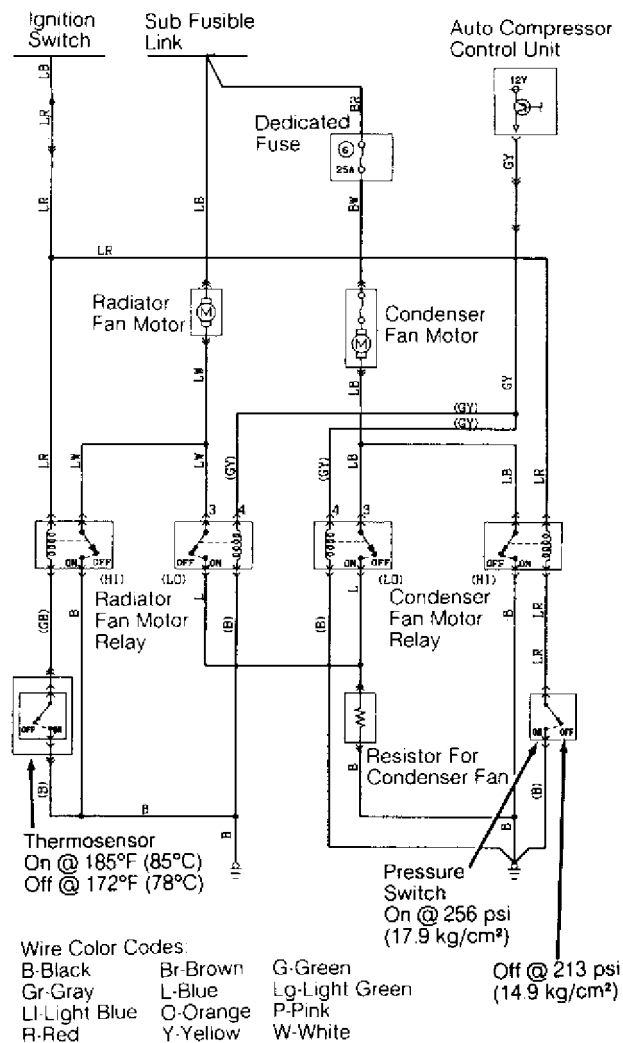


Fig. 9: Radiator Cooling Fan Wiring Diagram (Galant AWD/FWD - M/T)
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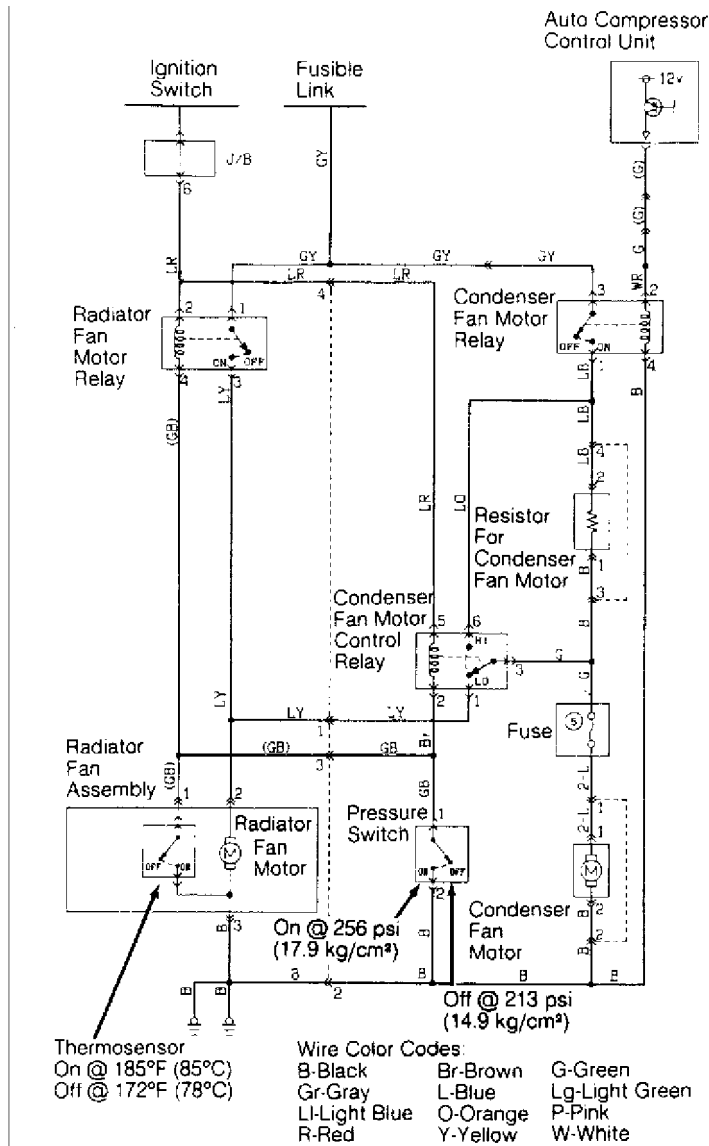


Fig. 10: Radiator Cooling Fan Wiring Diagram (Mirage 1.6L)
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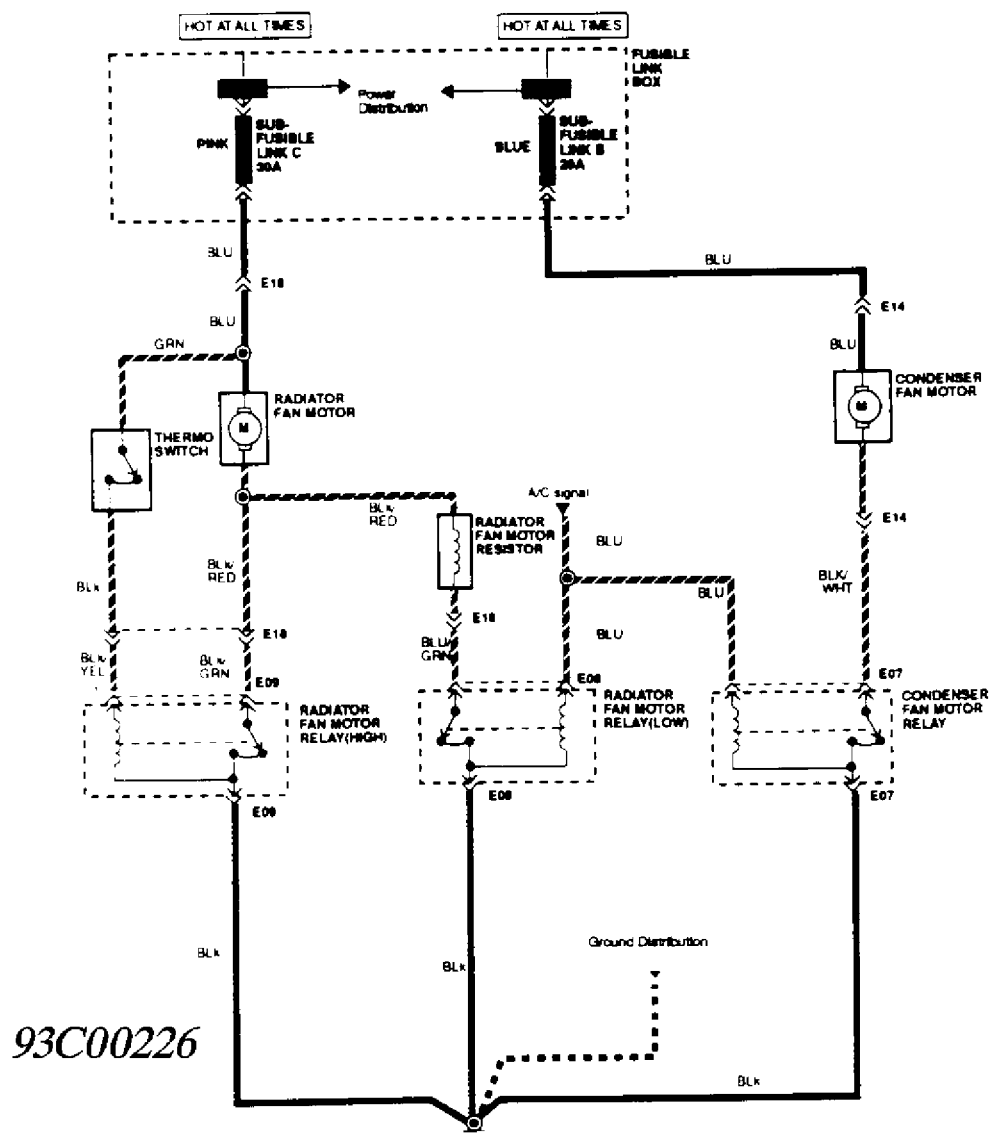
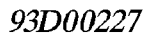


Fig. 11: Radiator Cooling Fan Wiring Diagram (Precis)
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