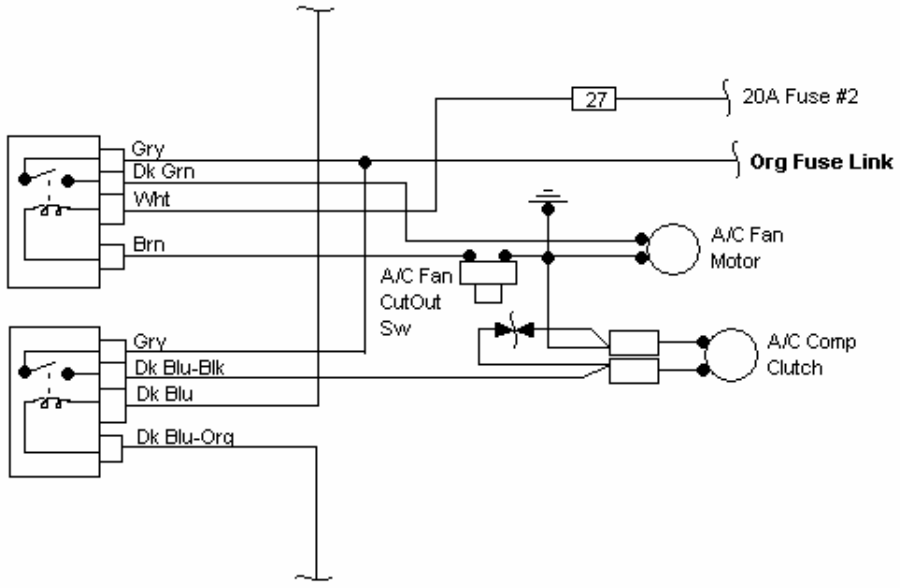
FACTORY AIR™ by 4 SEASONS

TECH TIP

Chrysler's Inline Fuse

In 1986, Chrysler began using an orange colored, inline fuse link to protect the A\C compressor and radiator fan circuits. The fuse link supplied power to the gray wire of a double throw relay, which controlled both the A/C compressor and radiator fan. Around 1988 Chrysler replaced the double throw relay with two separate relays. Again, an orange fuse link powered the relays through the gray wires. In the early 1990's, Chrysler went to another design. Some vehicles utilized a 20-amp fuse in the power distribution center powered by the orange fuse link. The fuse link was finally phased out around 1994.

A common cause for an inoperative compressor and cooling fan (at the same time) was the orange fuse link burned out. The fuse link is usually located near the battery or left strut tower. An easy test would be to check for voltage at the gray wire(s) of the compressor/fan relay or check for voltage at both ends of the orange link. Replacing the fuse link is just the beginning to the repair. After installing a new fuse link, the system needs to be properly diagnosed as to why the link burned out. The compressor or radiator fan motor may need to be replaced due to too much amperage draw.

Below is an example of one wiring diagram. Refer to OE schematics for specific vehicle wiring diagram.