

Blower Concerns

Blower Motor Inoperative Unit with Front Switch Only GM, Ford, and Dodge Standard Switch

1. All speeds:
 - a. Check fuses (GM in-line and rear A/C in fuse block).
 - b. Check fuse block connector; make sure it is properly seated.
 - c. Check switch connections.
 - d. Check switch for 12 volts at corresponding terminals: L, low blower; M, medium blower; H, high blower.
 - e. Check ground wire at rear unit; it must be tight and not corroded.
 - f. Check harness for power at rear connector plug: red, low; yellow, medium; orange, high. All should light a 12-volt test light. If not, check wiring harness for cuts, tears, burns, etc. Repair or replace as necessary.
 - g. If power is present at plug, replace blower motor.
2. One or more speeds inoperative:
 - a. Check wire connections at switch.
 - b. Check switch for 12 volts at terminal of non-functioning speed: L, low; M, medium; H, high. If no power, replace blower switch.
 - c. Check for power at rear connector. If no power is found on corresponding plug, check for shorts or burns in wiring harness. If this is all right, replace blower motor.

Most Common Blower Problems

1. Wires not on blower switch properly.
2. Poor ground.
3. Defective blower motor.
4. Burnt, cut, or torn wiring.

Blower Motor Noise

1. Blower wheels misaligned or broken.
2. Screw or other foreign object in blower housing or duct hose area.
3. Duct hose restricted behind sidewall.