

Mazda B2200 Blower Motor and Blower Resistor Check Out and Replacement

Written by Cusser

Confirm that the blower motor itself is OK. My 1988 B2200 factory manual and it details how to check the blower motor; bad news, it doesn't state how to replace it. I had also copied a few pages for B2200s out of an older Chilton AC manual but that got the replacement instructions wrong, or at least more difficult than necessary.

Blower motor is under dash, passenger side. I replaced my own so I've done this before (my motor brushes were worn out, and I'm not aware where to get replacements).

First, checking: (1) remove front right plastic panel.

(2) undo the wire connector

(3) turn on the engine and heat/AC and check for voltage at wires with a test light or voltmeter. If the wire doesn't have positive voltage, you have a different issue.

The blue wire on the blower motor is positive and the other negative, so test the blower motor itself to the battery by hot-wiring those two wires to battery positive and negative. The blower motor should also work in highest fan speed, as there is no resistor in the blower resistor module for that, it's straight through.



Second, replacement: (1) remove front right plastic panel.

(2) undo the wire connector

(3) remove the three screws, either 8mm socket (1/4 drive better) or Phillips head.

(4) ease out blower motor assembly

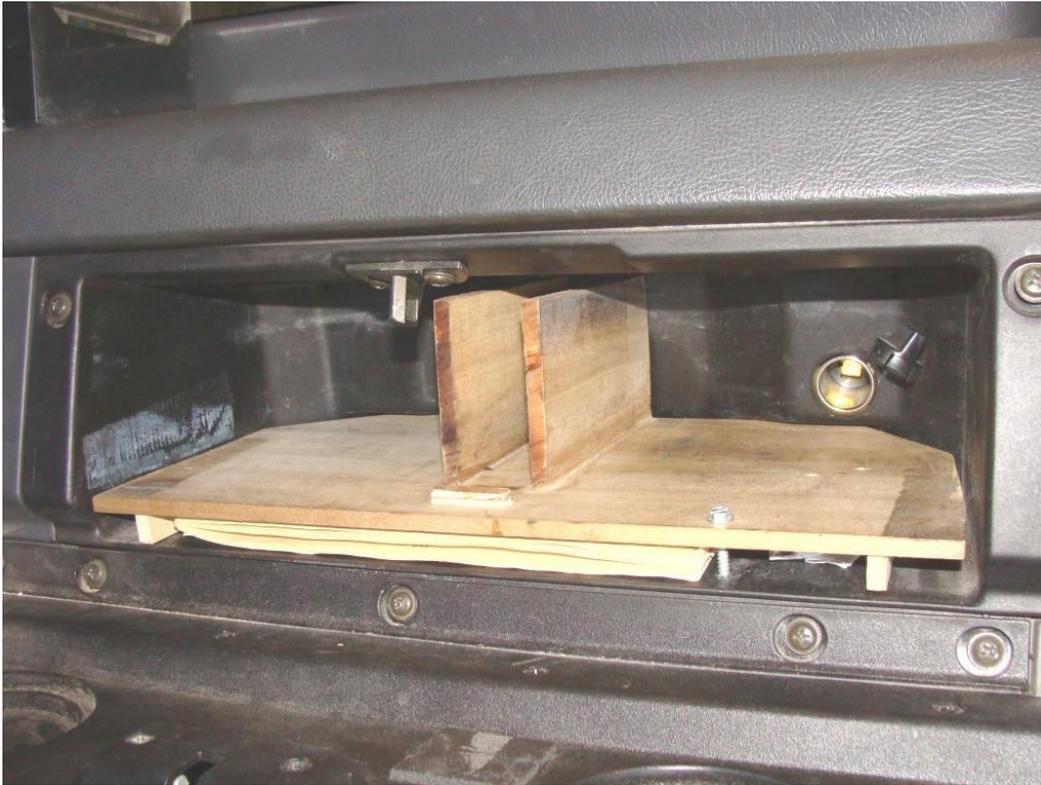
(5) transfer fan blade to new blower motor

(6) install in reverse order.

You do not need to remove the ECU computer from the truck panel as my one source said. My replacement came from Autozone, #PM3715.

OK, my blower resistor finally went out, had blower speeds on 3rd and highest speeds, but no AC compressor operation. On speeds 1 and 2, AC compressor kicked on but no blower motor.

So I fixed that today. First, I cleaned out the glove box. The little wooden divider I made stays installed. Note the accessory 12 V receptacle where I keep my cell phone plugged in.



Glove box comes out. Remember which way the latch points before you unscrew the two screws holding it. Keep the door retainers on their correct sides when you unscrew those. For mine, I also removed the two push-on connectors to that receptacle. View from rear, showing that receptacle.



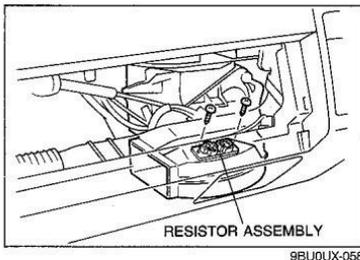
View after removing glove box, note the relays and switches for the AC.



The blower resistor is more to the outside and more difficult to see, its coils are hidden inside the air box assembly. See this from the manual. The screws do face straight down, as shown. There are two wire harness connectors to it.

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BLOWER UNIT



RESISTOR ASSEMBLY

Removal

1. Remove the glove compartment. (Refer to page S-23.)
2. Disconnect the resistor assembly connectors.
3. Remove the screws and the resistor assembly.

It removes by unscrewing two Phillips head screws, then removing the two harnesses. Well, I said two harnesses, but mine had one harness, one block-off, and a thicker blue wire. Visually inspect the resistance coils; a break is bad. The side of the blower resistor with the terminals has markings C, L, M, H2 AND H1. Here's about what the blower resistor should test, with an ohmmeter, all in ohms, all measured from the C terminal to the ones listed:

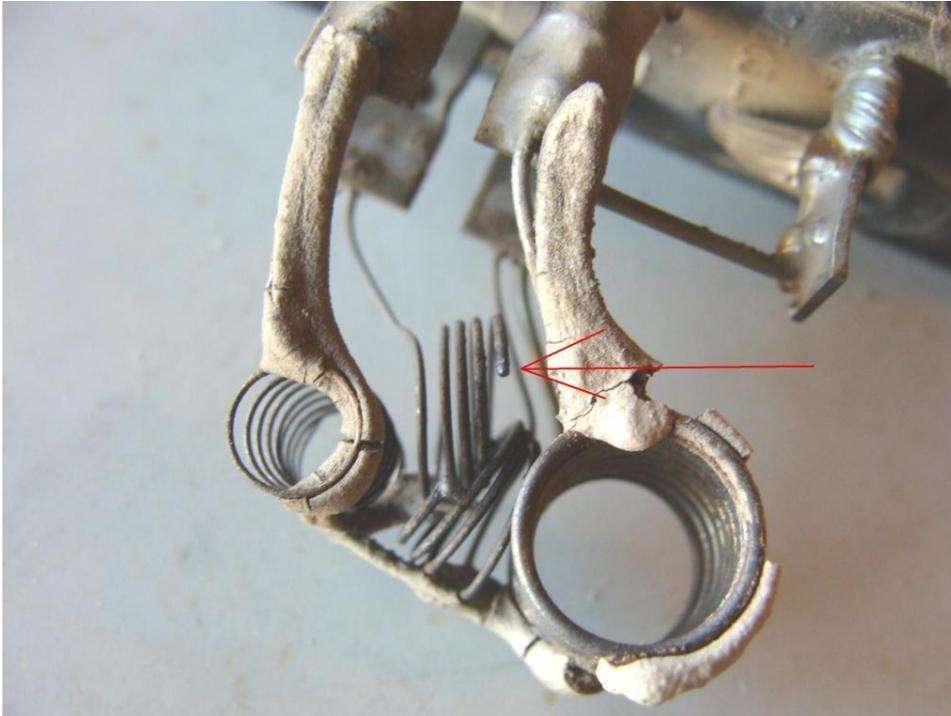
L about 2.0

M about 0.9

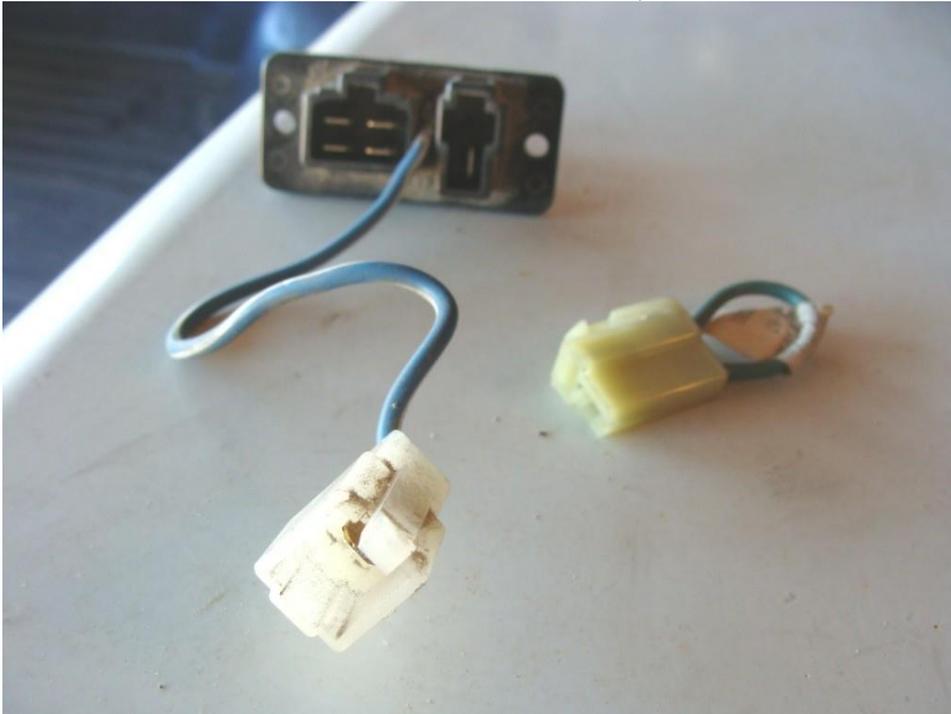
H2 about 0.3

H1 continuity (0 to 0.1)

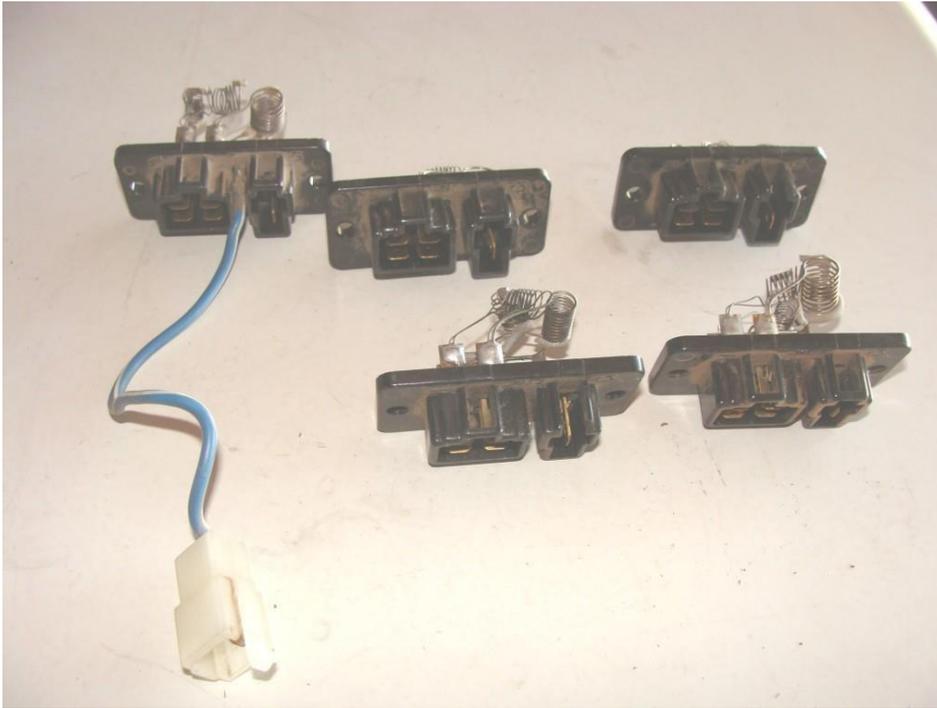
Note the broken middle coil on mine.



Note that mine contained a "harness to nowhere", some are like that.



Of course, all four of my parts yard spares were different than mine, and didn't have that wire.



Using Electronics 101, I saw that wire also went to the terminal on the blower resistor, so I cut the wire off my broken one, and crimped on a female push-on connector and attached that to the terminal in place of that harness to nowhere;



Then I buttoned it all up, and it works.