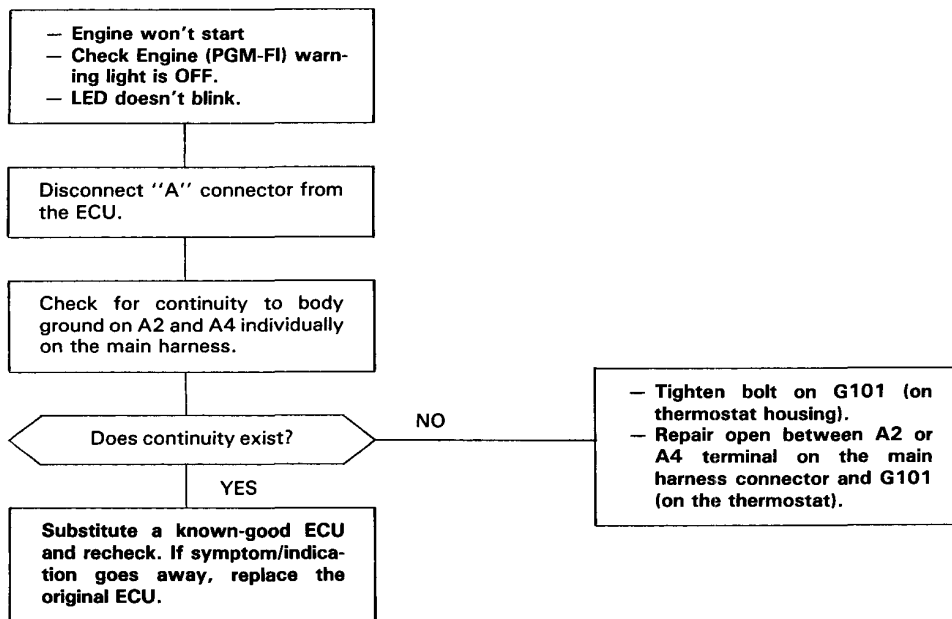
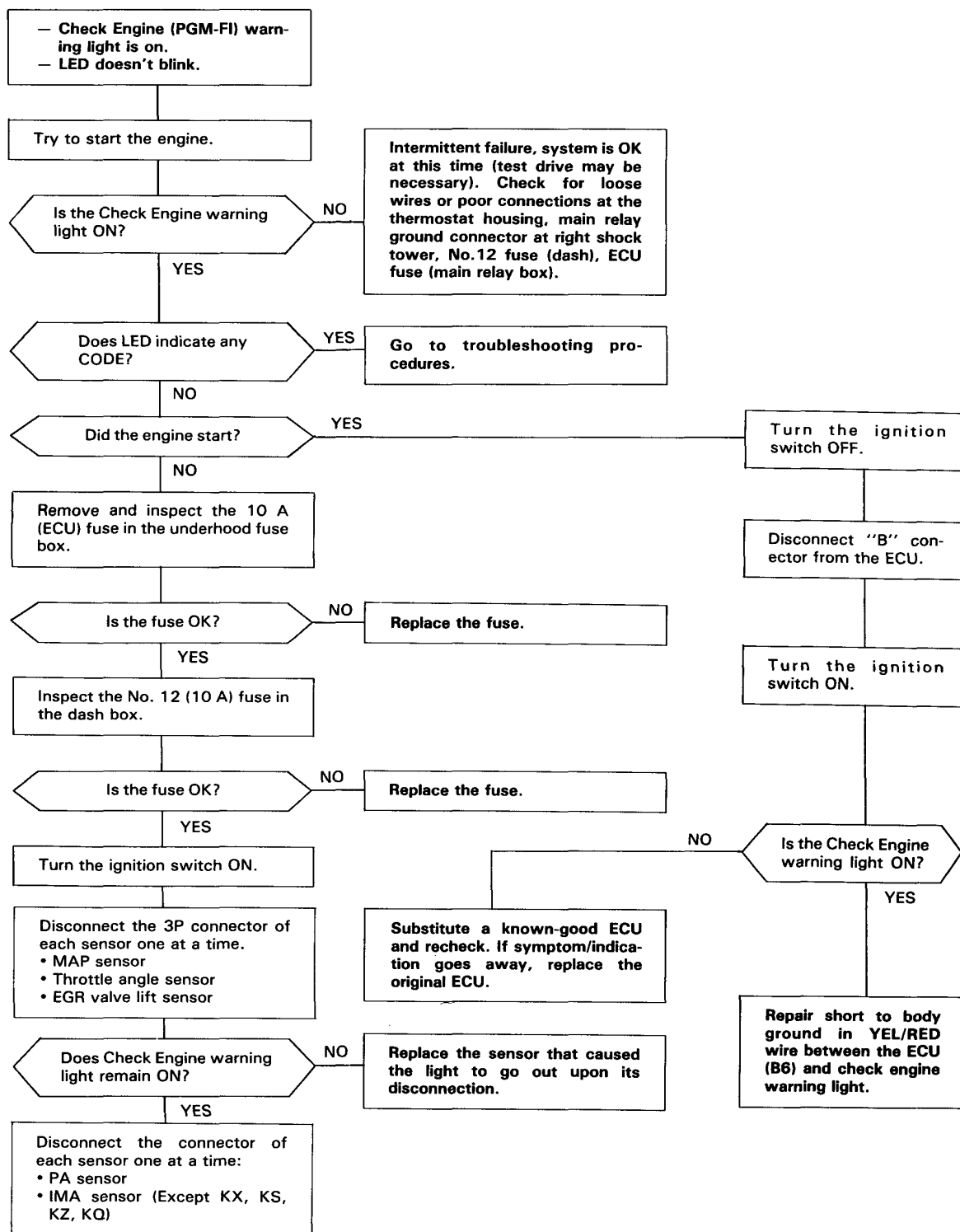


PGM-FI Control System

Troubleshooting Flow Chart — ECU





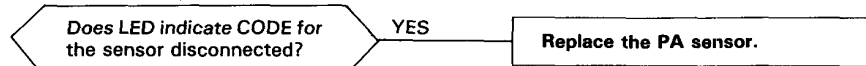
(To page 11-72)

(cont'd)

PGM-FI Control System

Troubleshooting Flow Chart — ECU (cont'd)

(From page 6-71)



NO

Reconnect the connector.

Turn the ignition switch OFF.

Connect the system checker harness. But disconnect the "C" connector from the ECU only, not the main wire harness.

Check for continuity between body ground and the following terminals: C13 • C15.

Does continuity exist?

YES

Disconnect the connector C116 and C235.

NO

Reconnect the all connectors. Reconnect the "C" connector to the ECU.

Turn the ignition switch ON.

Individually connect the following terminals to body ground: A16 • A18

Is the Check Engine warning light ON?

NO

- Tighten bolt on G101 (thermostat housing).
- Repair open in BLK/RED wire between ECU (A18) and G101.
- Repair open in BRN/BLK wire between ECU (A16) and G101.

YES

Measure voltage between A18 (–) and the following terminals: A13 (+) • A15 (+)

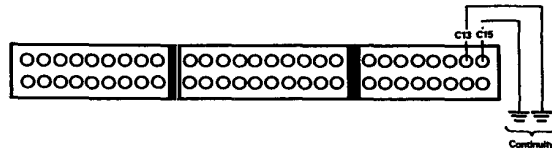
Is there battery voltage?

NO

- Repair open in YEL/BLK wire between ECU (A13, A15) and main relay.
- Check main relay and wiring connectors at main relay.

YES

Substitute a known-good ECU and recheck. If symptom/indication goes away, replace the original ECU.



- Does continuity exist?
- NO
- Repair short to body ground in YEL/WHT¹ wire between C116 and throttle angle sensor.
 - Repair short to body ground in YEL/WHT² wire between C116 and EGR valve lift sensor.