

# PGM-FI Control System

## Troubleshooting Flowchart — Throttle Angle Sensor



Self-diagnosis LED indicator blinks seven times: Most likely a problem in the Throttle Angle Sensor circuit.



- Engine is running
- Check Engine warning light is on
- LED indicates CODE 7

Turn the ignition switch OFF.

Remove HAZARD fuse in the main fuse box for 10 seconds to reset ECU.

Start engine.

Is Check Engine warning light on and does LED indicate CODE 7?

NO

**Intermittent failure, system is OK at this time (test drive may be necessary). Check for poor connections or loose wires at throttle angle sensor and C210 (round connector located at the right shock tower).**

YES

Turn the ignition switch OFF.

Disconnect the 3P connector from the throttle angle sensor.

Turn the ignition switch ON.

Measure voltage between YEL/WHT (+) terminal and GRN/WHT (-) terminal.

Is there approx. 5V ?

NO

Measure voltage between YEL/WHT (+) terminal and body ground.

YES

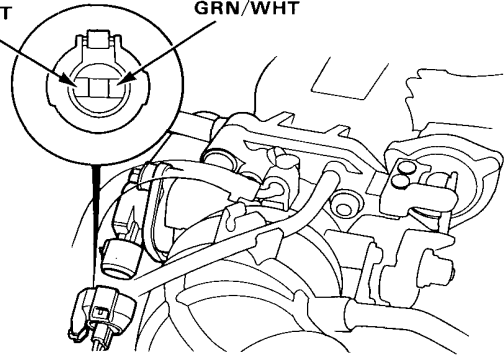
Turn the ignition switch OFF.

Reconnect the 3P connector.

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YEL/WHT

GRN/WHT



Is there approx. 5V ?

YES

**Repair open in GRN/WHT wire between ECU (C12) and throttle angle sensor.**

NO

Turn the ignition switch OFF.

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Connect the PGM-FI test harness between the ECU and connector (page 6-16).

Turn the ignition switch ON.

Disconnect #6 hose from the dashpot diaphragm and connect a vacuum pump to the diaphragm.

Apply 500 mm in. Hg to the diaphragm.

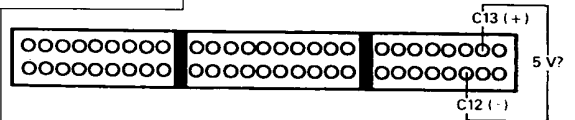
Measure voltage between C7(+) terminal and C12(-) terminal.

(From page 6-38)

Connect the PGM-FI test harness between the ECU and connector (page 6-16).

Turn the ignition switch ON.

Measure voltage between C13 (+) terminal and C12 (-) terminal.



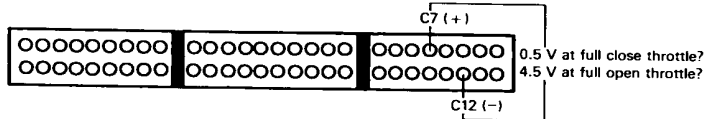
Is there approx. 5V?

YES

Repair open in YEL/WHT wire between ECU(C13) and throttle angle sensor.

NO

Substitute a known-good ECU and recheck. If prescribed voltage is now available, replace the original ECU.



Is voltage approx. 0.5 V at full close throttle (applying vacuum to the dashpot diaphragm), and approx. 4.5 V at full open throttle?  
NOTE: There should be a smooth transition from 0.5 V to 4.5 V as the throttle is depressed.

NO

- Replace throttle angle sensor.  
- Repair open or short in RED/BLU wire between ECU (C7) and throttle angle sensor.

YES

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