

PGM-FI Control System



Troubleshooting Flowchart — ECU

Check Engine warning light isn't on for two seconds after ignition is first turned on.

Is oil pressure warning light on?

YES

Turn the ignition switch OFF.

Connect the PGM-FI test harness between the ECU and connector (page 6-13).

Connect B6 terminal to body ground.

Turn the ignition switch ON.

Is Check Engine warning light on?

YES

Measure voltage between body ground and the following terminals individually to: ●A2, ●A4, ●A16, ●A18

Is there less than 1V?

YES

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

NO

Inspect No.1 fuse.

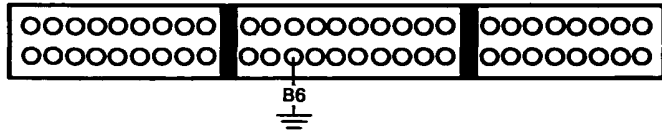
Is No.1 fuse OK?

YES

Repair open in YEL wire between No.1 fuse and combination meter.

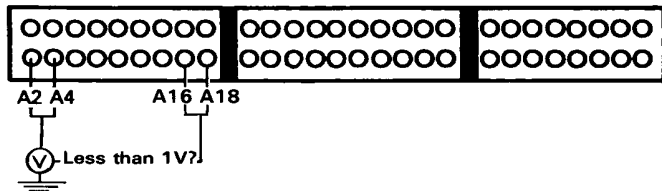
NO

Replace fuse.



- Replace warning light bulb.
- Repair open in GRN/ORN wire between ECU (B6) and combination meter.

NO



NO

Repair open in wire between ECU and thermostat housing (G101) that had more than 1V.

PGM-FI Control System

Troubleshooting Flowchart — ECU (cont'd)

— Check Engine warning light is on.
— LED doesn't blink.

Try to start the engine.

Is the Check Engine warning light still ON 2 seconds after the ignition switch is turned ON ?

NO

Intermittent failure, system is OK at this time. (Test drive may be necessary) Check for loose wires or poor connections at the thermostat housing, main relay connector ECU fuse (main fuse box), and No. 14 fuse (dash fuse box).

YES

Does LED indicate any CODE ?

YES

Go to troubleshooting procedures (page 6-10).

NO

Did the engine start ?

YES

Turn the ignition switch OFF.

NO

Remove and inspect the ECU (15 A) fuse in the main fuse box.

Disconnect "B" connector from the ECU.

Is the fuse OK ?

NO

Replace the fuse.

YES

Inspect the No. 14 (10 A) fuse in the dash box.

Turn the ignition switch ON.

Is the fuse OK ?

NO

Replace the fuse.

YES

Turn the ignition switch ON.

Is the Check Engine warning light ON ?

NO

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

YES

Disconnect the 3P connector of each sensor one at a time:
● MAP sensor
● Throttle angle sensor

Repair short to body ground in GRN/ORN wire between the ECU (B6) and check engine warning light.

Does Check Engine warning light remain ON ?

NO

Replace the sensor that caused the light to go out upon its disconnection.

YES

(To page 6-17)



(From page 6-16)

Turn the ignition switch OFF.

Connect the PGM-FI test harness (page 6-13). 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

NO

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

Turn the ignition switch ON.

Individually connect the following terminal to Body Ground. A16 · A18

Is the Check Engine warning light still ON after 2 seconds ?

NO

YES

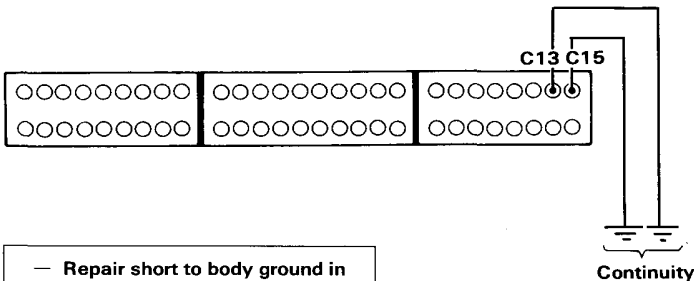
Measure voltage between A18 (-) and the following: A13 (+) and A15 (+).

Is there battery voltage ?

NO

YES

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



- Repair short to body ground in YEL/WHT wire between ECU (C13) and throttle angle sensor.
- Repair short to body ground in YEL/RED wire between ECU (C15) and MAP sensor.

- Repair open in BLK/RED wire between ECU (A18) and G101.
- Repair open in BRN/BLK wire between ECU (A16) and G101.

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