

# PGM-FI Control System

## Troubleshooting Flowchart — TDC/CRANK Sensor [DOHC]



Self-diagnosis LED indicator blinks four times: A problem in the CRANK circuit of the TDC/CRANK Sensor.



Self-diagnosis LED indicator blinks eight times: A problem in the TDC circuit of the TDC/CRANK Sensor.



– Check Engine warning light has been reported on.  
– LED indicates CODE 4.

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 4?

NO

YES

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

Stop engine.

Disconnect 6P connector from the TDC/CRANK sensor.

Measure resistance between D terminal and E terminal.

Is there 350–550  $\Omega$  ?

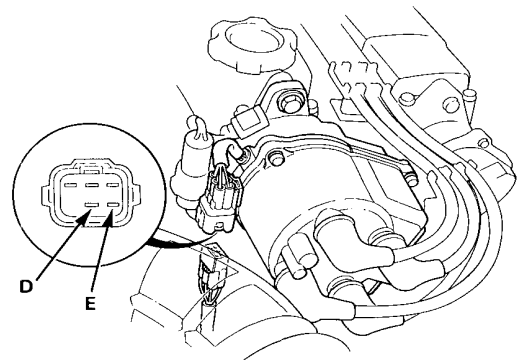
NO

YES

**Replace the distributor assembly (section 16).**

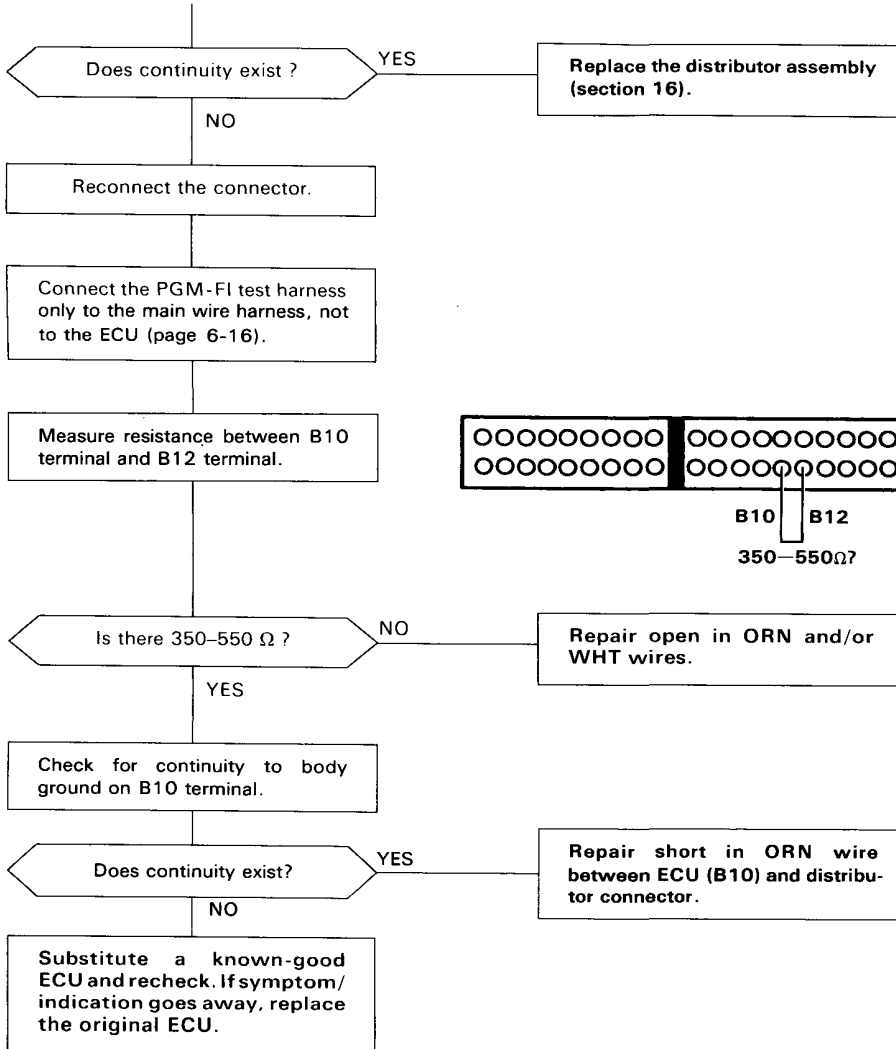
Check for continuity to body ground on D terminal and E terminal individually.

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(cont'd)

# PGM-FI Control System

## Troubleshooting Flowchart — TDC/CRANK sensor [DOHC] (cont'd) —



- Check Engine warning light has been reported on.
- LED indicates CODE 8.

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 8?

YES

Stop engine.

Disconnect the 6P connector from the TDC/CRANK sensor.

Measure resistance between B terminal and C terminal.

Is there 350—550  $\Omega$  ?

YES

Check for continuity to body ground on B terminal and C terminal individually.

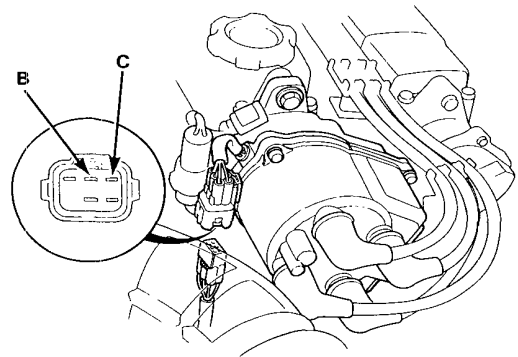
Does continuity exist ?

NO

Reconnect the connector.

Intermittent failure, system is OK at this time (test drive may be necessary).

Check for poor connections or loose wires at distributor connector and C210 (round connector located at the right shock tower).



Replace the distributor assembly (section 16).

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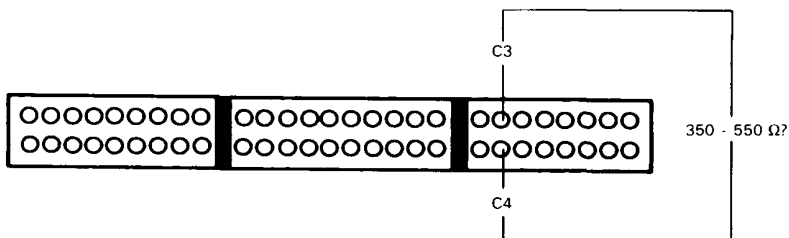
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Connect the PGM-FI test harness only to the main wire harness, not to the ECU (page 6-16).

Measure resistance between C3 terminal and C4 terminal.



Is there 350 — 550 Ω ?

NO

Repair open in ORN/  
BLU and/or WHT/  
BLU wires.

YES

Check for continuity to body ground on C3 terminal.

Does continuity exist?

YES

Repair short in ORN/  
BLU wire between  
ECU (C3) and distribu-  
tor connector.

NO

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