

Emission Control System

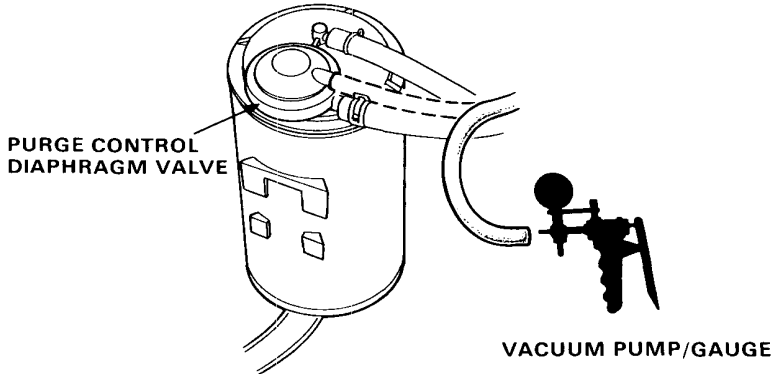
Evaporative Emission Controls [With CATA Ex. KQ]

Troubleshooting Flowchart

Inspection of Evaporative Emission Controls

Disconnect #7 hose from the purge control diaphragm valve (on the charcoal canister) and connect a vacuum gauge to the hose.

Start the engine and allow to idle.
NOTE: Engine coolant temperature must be below 57 °C (135 °F).

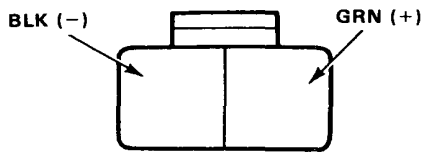


Is there vacuum ?

YES

Disconnect the 2P connector.

NO



Measure voltage between GRN (+) terminal and BLK (-) terminal.

Is there battery voltage ?

YES

Replace purge cut-off solenoid valve.

NO

Measure voltage between GRN (+) terminal and body ground.

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Warm up the engine to normal operating temperature (cooling fan comes on).

Check for vacuum at #7 hose 5 seconds after starting the engine.

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Is there battery voltage?

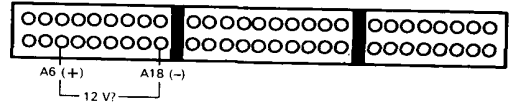
YES

Repair open in BLK wire between the 2P connector and G201.

NO

Turn the ignition switch OFF.

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



Turn the ignition switch ON.

Measure voltage between A6 (+) terminal and A18 (-) terminal.

Is there battery voltage?

YES

Repair open in GRN wire between ECU (A6) and the 2P connector.

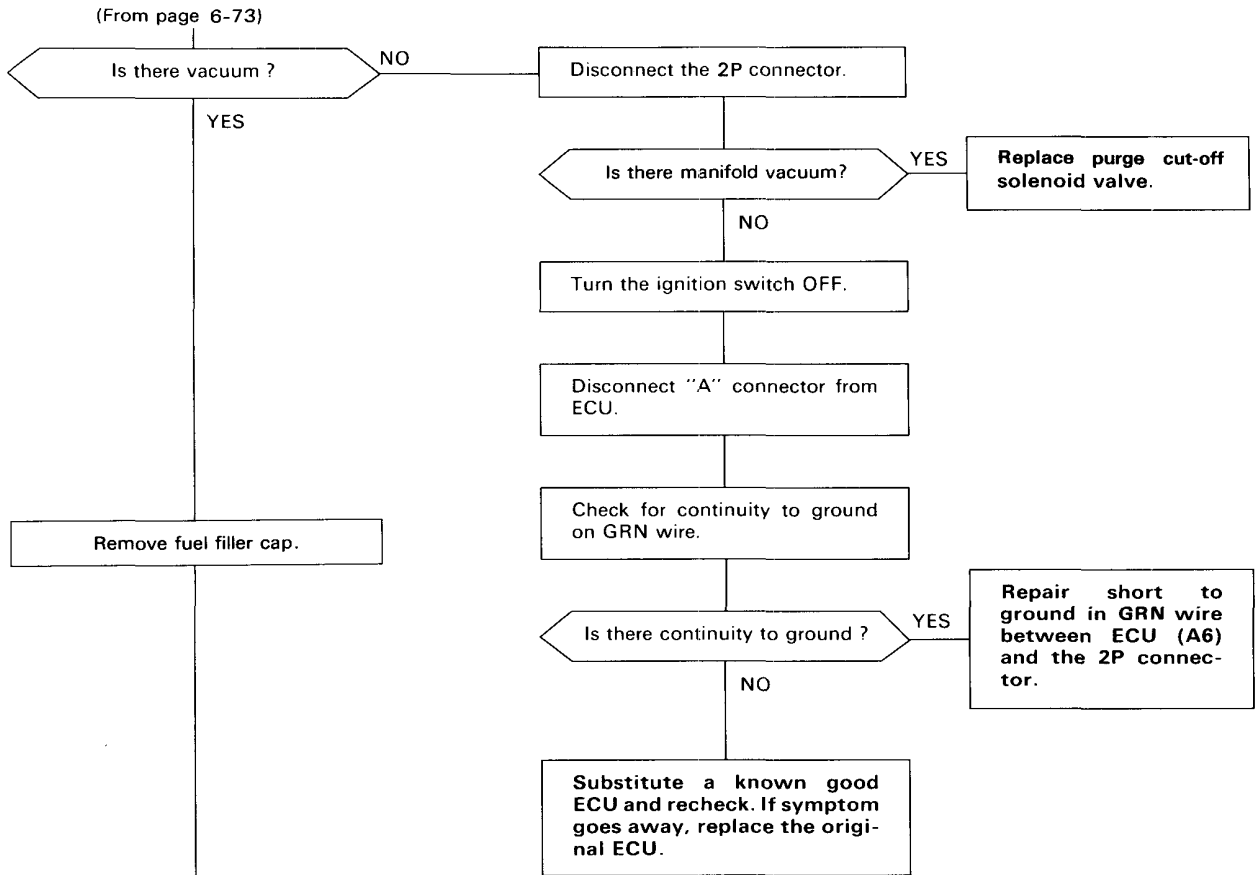
NO

Inspect for a short on GRN wire between ECU (A6) and 2P connector. If wire is OK, substitute a known-good ECU and recheck. If prescribed voltage is now available, replace the original ECU.

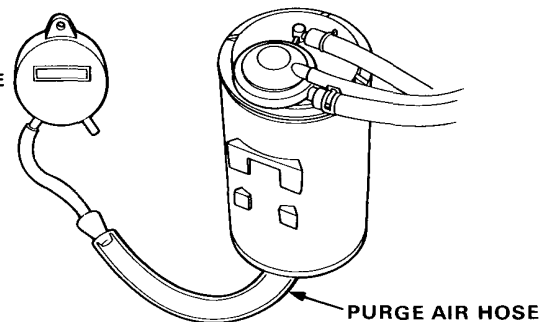
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Emission Control System

Evaporative Emission Controls [With CATA Ex. KQ] (cont'd)



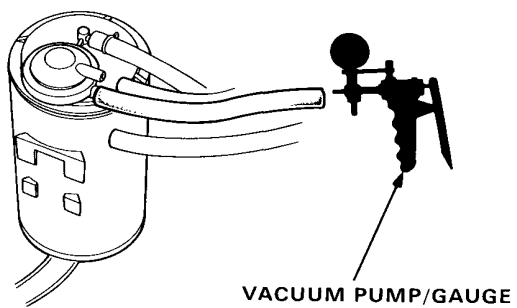
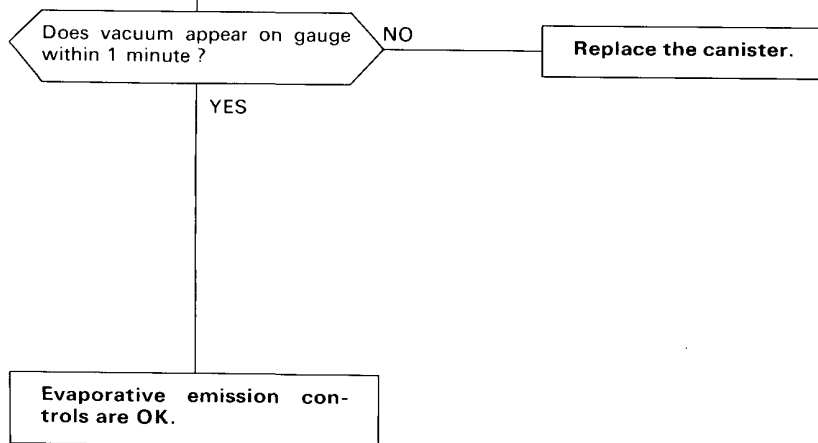
VACUUM/PRESSURE GAUGE



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Emission Control System

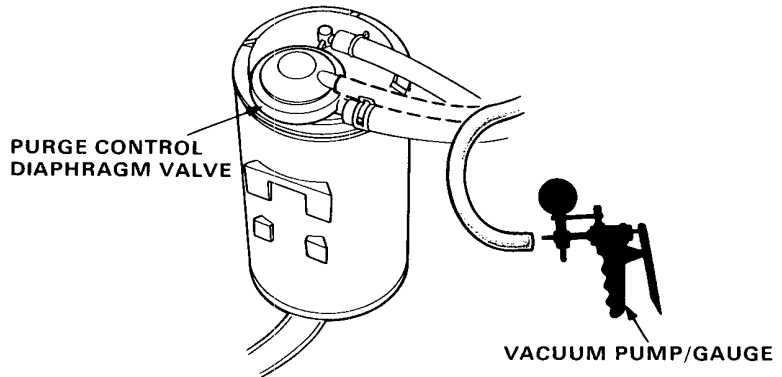
Evaporative Emission Controls [KQ]

Troubleshooting Flowchart

Inspection of Evaporative Emission Controls

Disconnect #7 hose from the purge control diaphragm valve (on the charcoal canister) and connect a vacuum gauge to the hose.

Start the engine and allow to idle. NOTE: Engine coolant temperature must be below 80°C (176°F).



Is there vacuum?

YES

Disconnect the 2P connector.

NO

BLK/YEL (+)

GRN (-)

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

Is there battery voltage?

YES

Inspect #7 hose routing. If OK, replace purge cut-off solenoid valve.

NO

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

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Warm up the engine to normal operating temperature (cooling fan comes on).

Check for vacuum at #7 hose 5 seconds after starting the engine with the throttle valve is slightly opened.

Is there manifold vacuum ?

YES

Reconnect the hose.

Remove fuel filler cap.

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Is there battery voltage ?

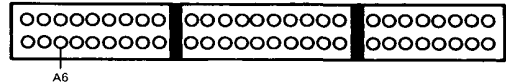
NO

Repair open in BLK/YEL wire between No. 14 fuse and the 2P connector.

YES

Turn the ignition switch OFF.

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



Check for continuity of GRN wire between ECU (A6) and the 2P connector.

Does continuity exist ?

NO

Repair open in GRN wire between ECU (A6) and the 2P connector.

YES

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

Disconnect the 2P connector.

Is there manifold vacuum ?

NO

Inspect #7 hose routing. If OK, purge cut-off solenoid valve.

YES

Turn the ignition switch OFF.

Disconnect "A" connector from ECU.

Check for continuity to ground on GRN wire.

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Evaporative Emission Controls [KQ] (cont'd)

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