

Troubleshooting

How to Read Flowcharts

A flowchart is designed to be used from start to final repair. It's like a map showing you the shortest distance. But beware: if you go off the "map" anywhere but a "stop" symbol, you can easily get lost.

START

(bold type)

Describes the conditions or situation to start a troubleshooting flowchart.

ACTION

Asks you to do something; perform a test, set up a condition, etc.

DECISION

Asks you about the result of an action by giving an "answer" and asking did you get the same answer: Yes or No.

STOP

(bold type)

The end of a series of actions and decisions, describes a final repair action and sometimes directs you to an earlier part of the flow to confirm your repair.

NOTE:

- The term "Intermittent Failure" is used several times in these charts. It simply means a system may have had a failure, but it checks out OK through all your tests. You may need to road test the car to reproduce the failure or if the problem was a loose connection, you may have unknowingly solved it while doing the tests.
- "Open" and "Short" are common electrical terms. An open is a break in a wire or at a connection. A short is an accidental connection of a wire to ground. In simple electronics, this usually means something won't work at all. In complex electronics (like ECUs), this can sometimes mean something works, but not the way it's supposed to.
- If the electrical readings are not as specified when using the PGM-FI test harness, check the test harness connections before proceeding.



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 6-19).

Connect B6 terminal to body ground.

Turn the ignition switch ON.

Is Check Engine warning light on?

YES
Connect the following terminals individually to B6: ● A2, ● A4

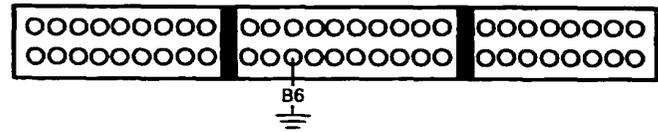
Is Check Engine warning light on?

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

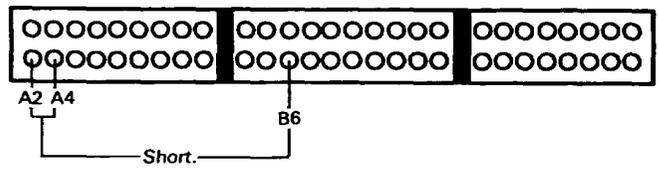
Inspect No. 1 fuse.

Is No. 1 fuse OK?

NO → Replace fuse.
YES → Repair open in YEL wire between No. 1 fuse and combination meter.



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



- Repair open in BLK wire between ECU (A2) and G101.
- Repair open in BLK wire between ECU (A4) and G101.

(cont'd)