



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?

NO

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.

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?

NO

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

YES

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

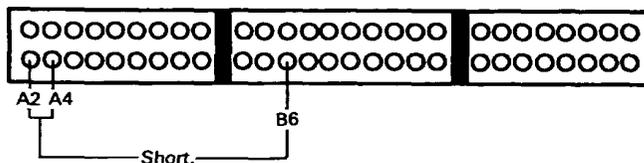
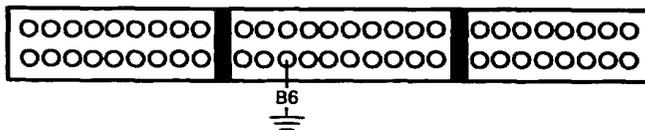
Is Check Engine warning light on?

NO

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

YES

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



(cont'd)

PGM-FI Control System

Troubleshooting Flowchart — ECU (cont'd)

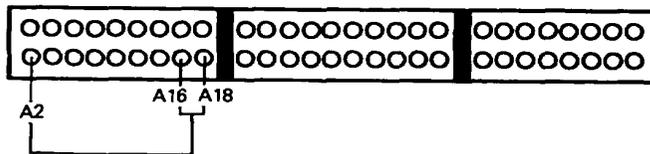
- Check Engine warning light is on.
- LED doesn't blink.

Connect the PGM-FI test harness between the ECU and connector (page 6-19). Disconnect "B" connector from ECU only, not the main wire harness.

Turn the ignition switch ON.

Does Check Engine warning light remain on? **YES** → Repair short to ground in GRN/ORN wire between ECU (B6) and combination meter.

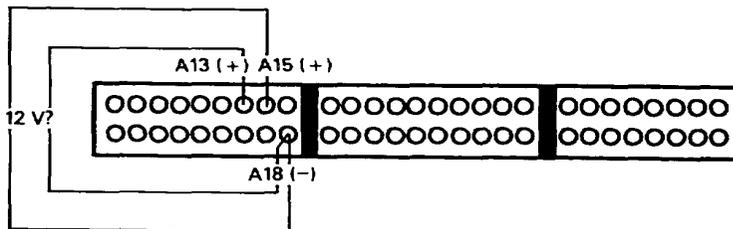
Reconnect "B" connector to ECU.



Connect following terminals individually to A2: • A16, • A18.

Is Check Engine warning light on? **NO** → - Repair open in BLK/RED wire between ECU (A18) and G101.
- Repair open in BRN/BLK wire between ECU (A16) and G101.

Measure voltage between A13 (+), A15 (+) terminals and A18 (-) terminal.



Is there battery voltage? **NO** → - Repair open in YEL/BLK wire between ECU (A13, A15) and main relay.
- Check main relay and wiring connectors at main relay (page 6-79).

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(From page 6-22)

Turn the ignition switch OFF.

Disconnect the 3P connector of each sensor one at a time:

- MAP sensor
- Throttle angle sensor
- PA sensor (Ex. KQ)
- IMA sensor (Without CATA)

Start the engine.

Does LED indicate the CODE for the sensor disconnected?

NO

Replace the sensor that did not cause the CODE to appear upon its disconnection.

YES

Reconnect all connectors.

Turn the ignition switch OFF.

Connect the PGM-FI test harness between the ECU and connector (page 6-19). Disconnect "C" connector from ECU only, not the main wire harness.

Check for continuity between the body ground and the following terminals individually:

- C13
- C15

Does continuity exist?

YES

- Repair short to ground in YEL/RED wire between ECU (C15) and MAP sensor.
- Repair short to ground in YEL/WHT wire between ECU (C13) and PA sensor (Ex. KQ) or throttle angle sensor.
- Repair short to ground in YEL/WHT wire between ECU (C13) and IMA sensor (Without CATA)

NO

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

