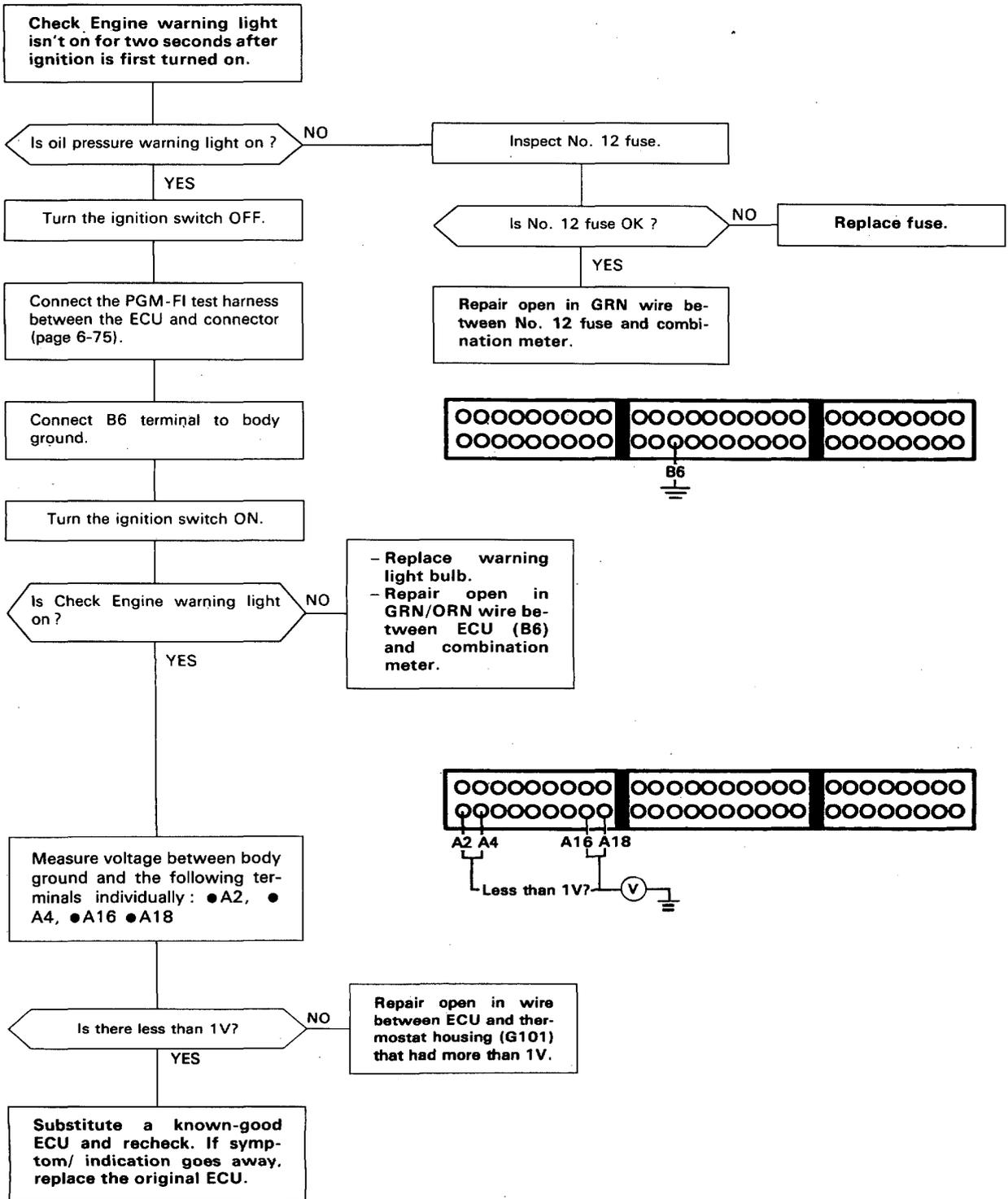
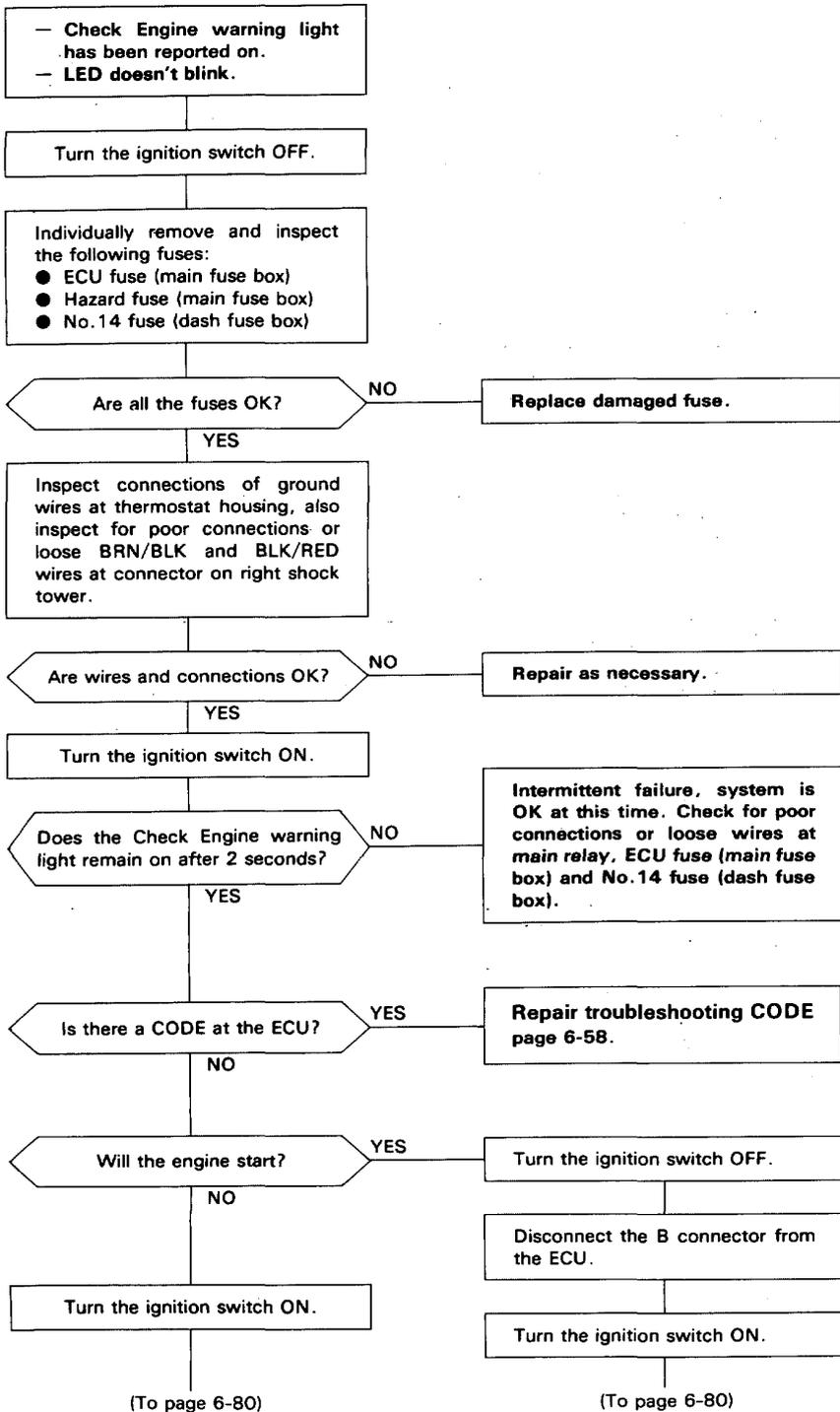


# PGM-FI Control System

## Troubleshooting Flowchart — ECU





(cont'd)

# PGM-FI Control System

## Troubleshooting Flowchart

## ECU (cont'd)

(From page 6-79)

(From page 6-79)

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

- MAP sensor
- Throttle angle sensor
- PA sensor
- IMA sensor (Without CATA)

Is Check Engine warning light on?

Repair short to ground in GRN/ORN wire between ECU (B6) and combination meter.

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

Does Check Engine light remain on?

Replace the sensor that, when disconnected caused the light to go out.

Disconnect the PA sensor.

Does LED indicate CODE 13?

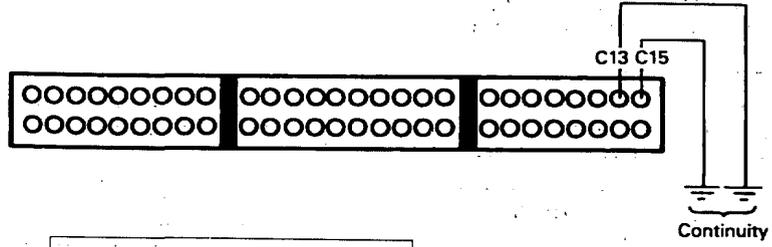
Replace PA sensor.

Turn the ignition switch OFF.

Connect the PGM-FI test harness to the main harness only, not to the ECU (page 6-75)

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

- C13 ● C15



- 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 or throttle angle sensor.
- Repair short to ground in YEL/WHT wire between ECU (C13) and IMA sensor.

Does continuity exist?

Reconnect the 3P connectors of all sensors. Connector the A, B and C connectors of PGM-FI test harness to ECU.

Turn the ignition switch ON.

Measure voltage between the following terminals individually to body ground: ● A16 ● A18

(To page 6-81)



(From page 6-80)

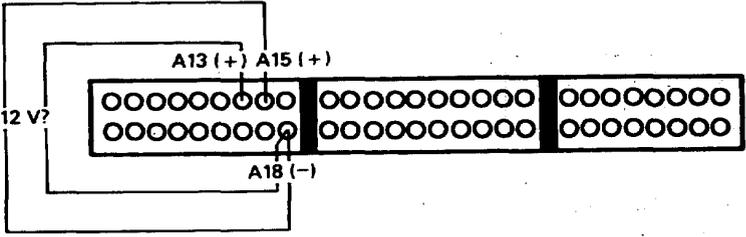
Is there less than 1V?

NO

Repair open in wire that between ECU (A16, A18) and thermostat housing (G101) that had more than 1V.

YES

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.

YES

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