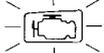
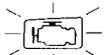


# PGM-FI Control System

## Troubleshooting Flow Chart — CRANK/CYL Sensor



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



Self-diagnosis Red LED indicator blinks nine times: A problem in the CYL circuit of the CRANK/CYL Sensor.

-Check engine warning light has been reported on.

-Red LED indicates CODE 4.

Turn the ignition switch OFF.

Remove ALTERNATOR SENSE fuse in the under-hood relay box for 10 seconds to reset ECU.

Start engine.

Is Check engine warning light on?

NO

Intermittent failure  
(test drive may be necessary.)

YES

Stop engine.

Disconnect the 4P connector near the CRANK/CYL sensor.

Measure resistance between BLU/YEL terminal and BLU/GRN terminal.

Is there 500-1,000  $\Omega$ ?

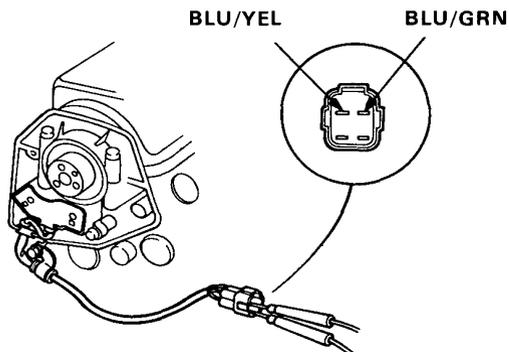
NO

Replace CRANK/CYL sensor (page 6-39).

YES

Check for continuity to body ground on BLU/YEL terminal and BLU/GRN terminal individually.

(To page 6-37)





(From page 6-36)

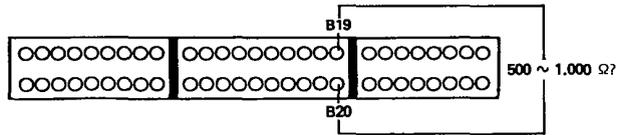
Does continuity exist? YES → Replace CRANK/CYL sensor (page 6-39).

NO

Reconnect the connector.

Connect the system checker harness only to the R. side wire harness, but not to the ECU (page 6-23).

Measure resistance between B19 terminal and B20 terminal.



Is there 500-1,000 Ω? NO → Repair open in BLU/YEL and/or BLU/GRN wires.

YES

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

(cont'd)

# PGM-FI Control System

## Troubleshooting Flow Chart — CRANK/CYL sensor (cont'd)



- Check engine warning light has been reported on.
- Red LED indicates CODE 9.

Turn the ignition switch OFF.

Remove ALTERNATOR SENSE fuse in the under-hood relay box for 10 seconds to reset ECU.

Start engine.

Is Check engine warning light on?

NO

Intermittent failure  
(test drive may be necessary.)

YES

Stop engine.

Disconnect the 4P connector near the CRANK/CYL sensor.

Measure resistance between ORN terminal and WHT terminal.

Is there 500—1,000  $\Omega$ ?

NO

Replace CRANK/CYL sensor (page 6-39).

YES

Check for continuity to body ground on ORN terminal and WHT terminal individually.

Does continuity exist?

YES

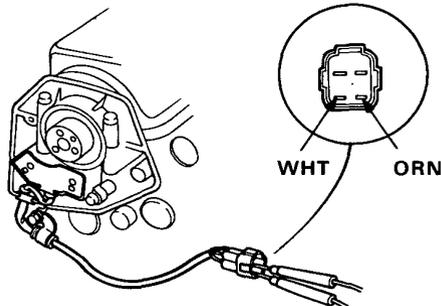
Replace CRANK/CYL sensor (page 6-39).

NO

Reconnect the connector.

Connect the PGM-FI test harness only to the R. side wire harness, but not to the ECU (page 6-23).

(To page 6-39)





(From page 6-38)

Measure resistance between C1 terminal and C2 terminal.

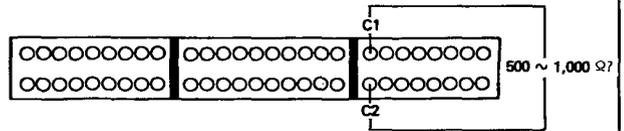
Is there 500–1,000Ω?

NO

Repair open in ORN and/or WHT wires.

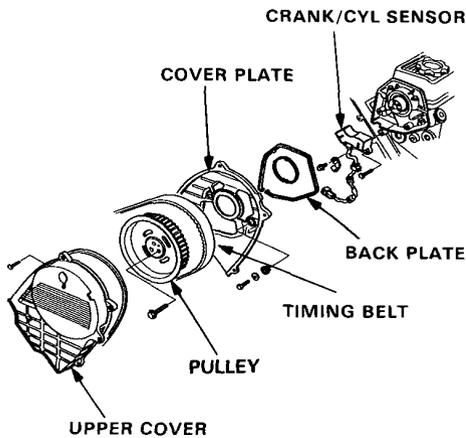
YES

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



#### Removal:

1. Remove the cruise control actuator.
2. Remove the upper cover at the front side of the timing belt.
3. Remove the timing belt (section 6).
4. Remove 3 bolts and detach the pulley.
5. Remove 4 bolts and detach the front side cover plate of the timing belt.



#### Installation:

1. Install the CRANK/CYL sensor on the cylinder head.
2. Align the cam pulley pin with the camshaft hole to install the cam pulley.

