

Resonator Control System

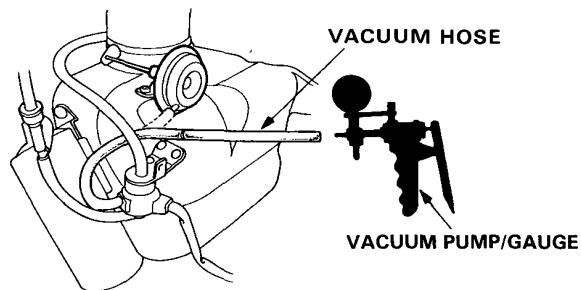


Troubleshooting Flow Chart

Inspect of Resonator Control System.

Start engine and allow to idle.

Remove the vacuum hose from the resonator diaphragm and connect a vacuum gauge to the hose.



Is there vacuum?

NO

YES

Remove resonator control vacuum hose from surge tank, and check for vacuum at the tank.

Is there vacuum?

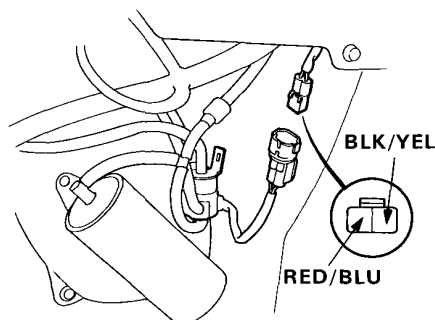
NO

YES

Repair the blockage or vacuum leak between surge tank and intake manifold.

Disconnect the 2P connector from the resonator control solenoid valve.

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



Is there battery voltage?

YES

NO

Replace the resonator control solenoid valve.

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

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(cont'd)

Troubleshooting Flow chart (cont'd)

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Raise engine speed to 3,800 rpm.

Check for vacuum at resonator diaphragm vacuum hose.

Is there vacuum?

NO

Resonator control system is OK.

Is there battery voltage?

NO

Repair open in wire between the 2P connector and No. 11 (7.5A) fuse.

YES

Turn the ignition switch OFF.

Connect the PGM-FI test harness between the ECU and connector (page 6-23).

Check for continuity of wire between ECU (B3) and the 2P connector.

Does continuity exist?

NO

Repair open in wire between ECU (B3) 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 vacuum?

YES

Replace resonator control solenoid valve.

NO

Turn the ignition switch OFF.

Disconnect " B " connector from ECU only, not the R, engine compartment wire harness.

Check for continuity to ground on the wire.

Is there continuity to ground?

YES

Replace short to ground at wire between ECU (B3) and the 2P connector.

NO

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