DI9V1–01

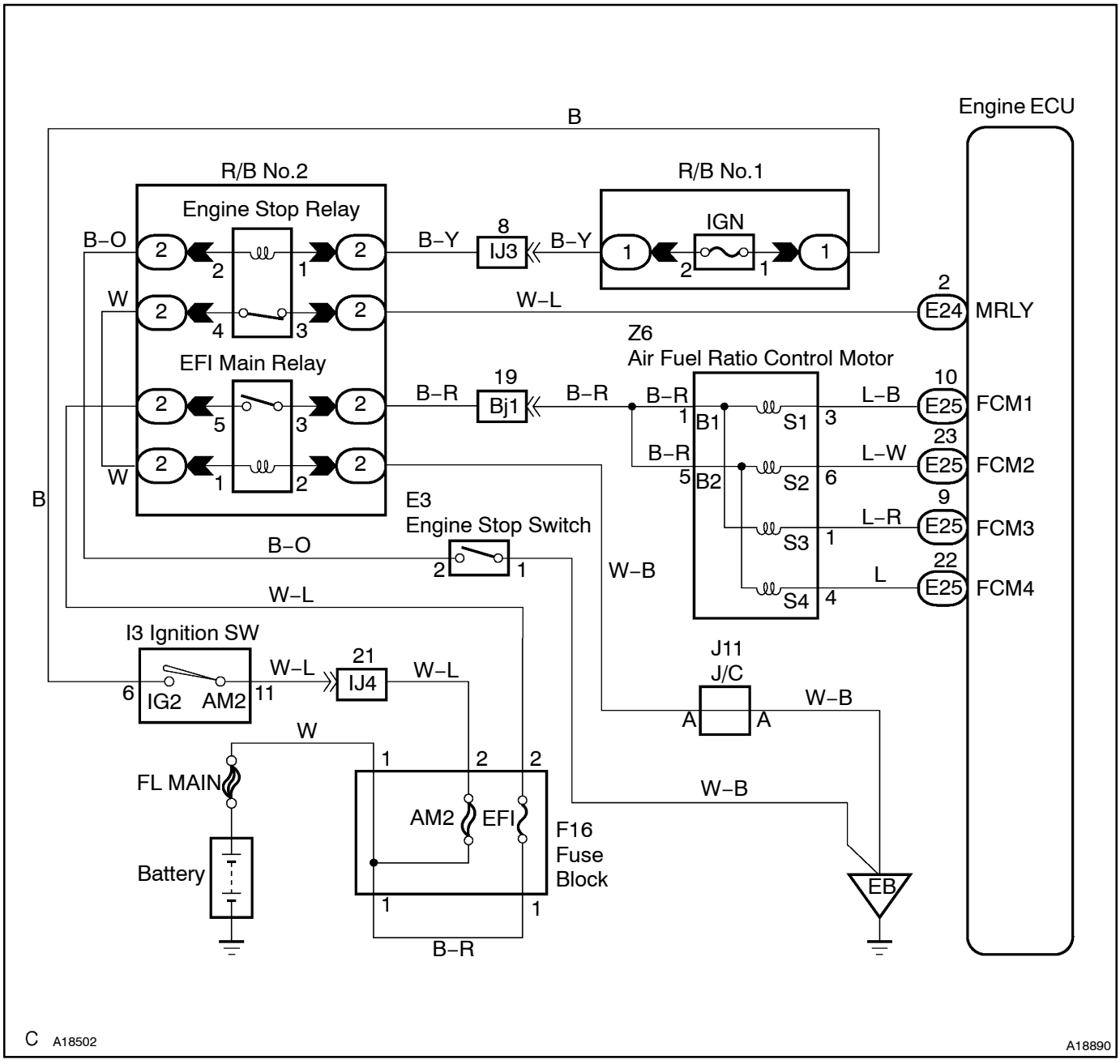
Air Fuel Ratio Control Motor System Malfunction

CIRCUIT DESCRIPTION

Slow fuel and main fuel sent from the LPG regulator are supplied to the intake passage through the part of venturi.

Mount the air–fuel ratio control motor (stepping motor) in the middle of this fuel passage, and move the needle valve tapered–shaped by the signal from engine ECU so that the area made with it and the seat of carburetor changes to alter the amount of fuel flow.

WIRING DIAGRAM



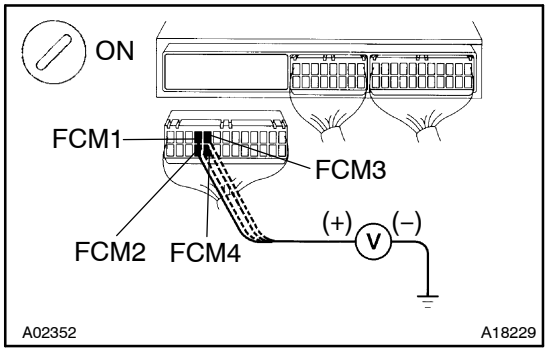
INSPECTION PROCEDURE

1	**Check air induction system (See page DI–87).**

OK → **Repair or replace.**

OK

2	**Check voltage between terminals FCM1, FCM2, FCM3 and FCM4 of engine ECU and body ground.**



PREPARATION:

(a) Remove the side trim bracket. (See page FU–48).
(b) Disconnect the E25 connector of engine ECU.
(c) Turn ignition switch ON.

CHECK:

Measure voltage between terminals FCM1, FCM2, FCM3 and FCM4 of engine ECU connector and body ground.

OK:

Voltage: 9 – 14 V

OK → **Go to step 11.**

NG

3	**Check air fuel ratio control motor. (See page FU–40).**

NG → **Replace air fuel ratio control motor.**

OK

4	**Check EFI main relay (Marking: EFI) (See page FU–41).**

NG → **Replace EFI main relay.**

OK

5	Check EFI fuse (See page DI–67).

NG → Check for short in all harness and components connected to EFI fuse.

OK

6	Check engine stop switch (See page DI–83).

NG → Repair engine stop switch.

OK

7	Check engine stop relay (See page FU–43).

NG → Repair engine stop relay.

OK

8	Check IGN fuse (See page DI–67).

NG → Check for short in all harness and components connected to IGN fuse.

OK

9	Check ignition switch (See page DI–67).

NG → Replace ignition switch.

OK

10	Check EFI fuse (See page DI–67).

NG → Check for short in all harness and components connected to EFI fuse.

OK →

Check for open and short in harness and connector (See page IN–20).

11	Check operation of the air fuel ratio control motor.

NG → Replace air fuel ratio control motor.

OK →

Check and replace engine ECU (See page IN–20).