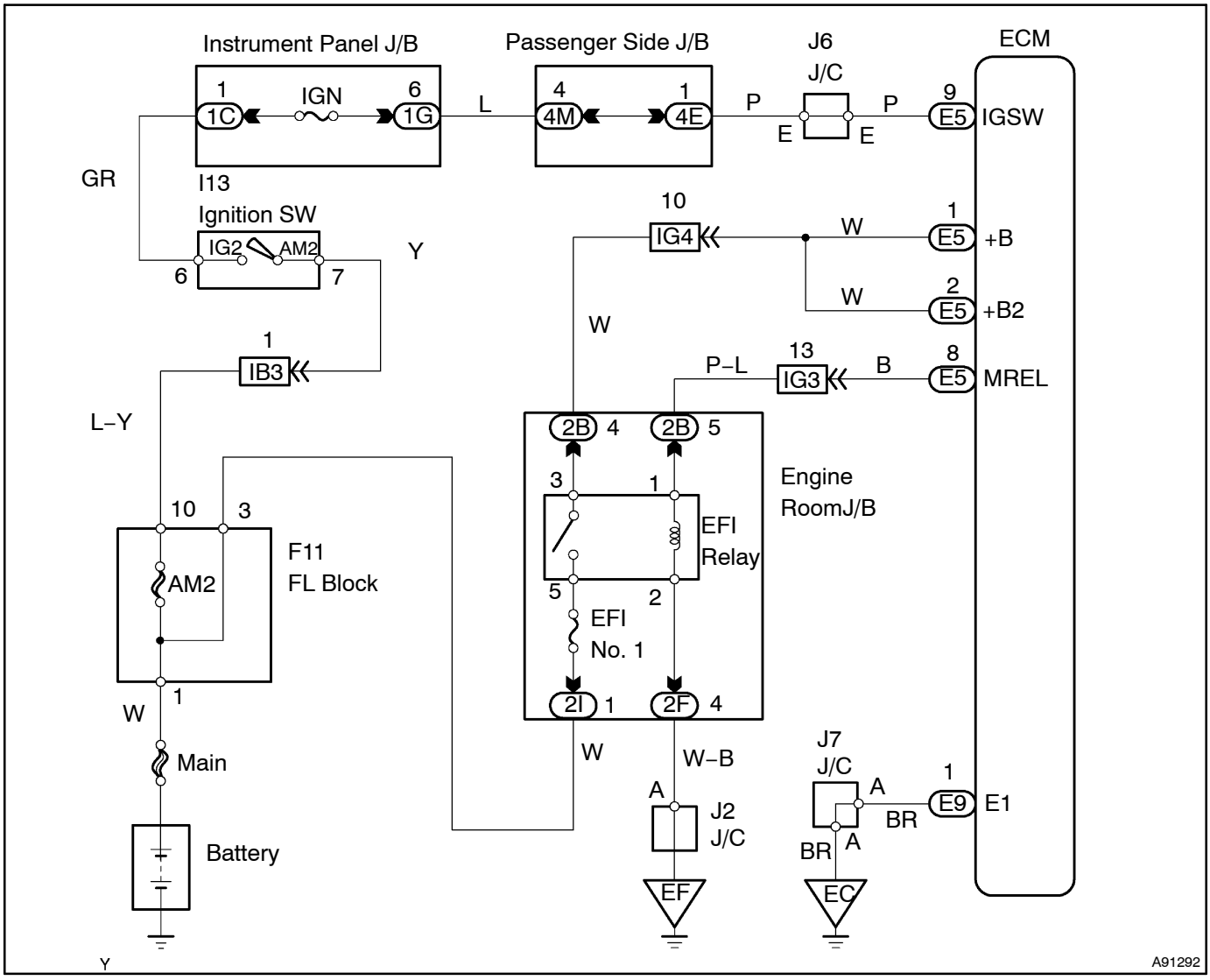
ECM POWER SOURCE CIRCUIT

CIRCUIT DESCRIPTION

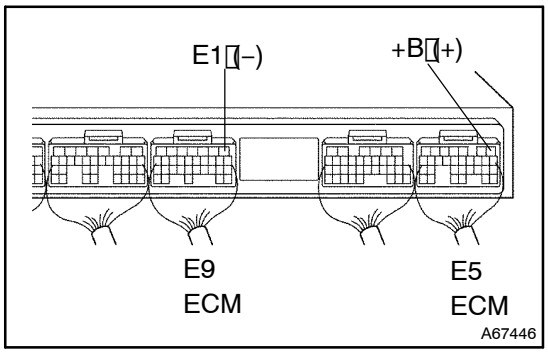
When the ignition switch is turned ON, battery voltage is applied to terminal IGSW of the ECM. The ECM "MREL" output signal causes current to flow to the coil, closing the contacts of the EFI relay (Marked: EFI) and supplying power to terminal +B of the ECM.
If the ignition switch is turned OFF, the ECM holds the EFI relay ON for a maximum of 2 seconds to allow for the initial setting of the throttle valve.

WIRING DIAGRAM



INSPECTION PROCEDURE

1 INSPECT ECM (+B VOLTAGE)



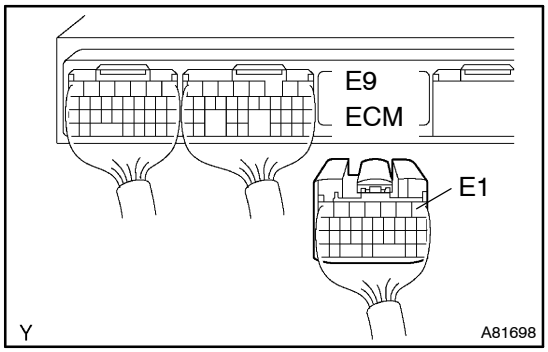
(a) Turn the ignition switch ON.
(b) Check the voltage of the ECM connectors.
Standard:

Tester Connection	Specified Condition
E5–1 (+B) – E9–1 (E1)	9 to 14 V

OK → **PROCEED TO NEXT CIRCUIT INSPECTION SHOWN ON PROBLEM SYMPTOMS TABLE (See page 05–11)**

NG

2 CHECK WIRE HARNESS (ECM – BODY GROUND)



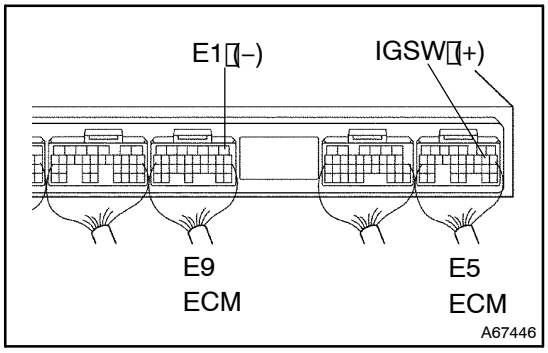
(a) Disconnect the E9 ECM connector.
(b) Check the resistance of the wire harness side connectors.
Standard:

Tester Connection	Specified Condition
E9–1 (E1) – Body ground	Below 1 Ω

NG → **REPAIR OR REPLACE HARNESS OR CONNECTOR**

OK

3 INSPECT ECM (IGSW VOLTAGE)



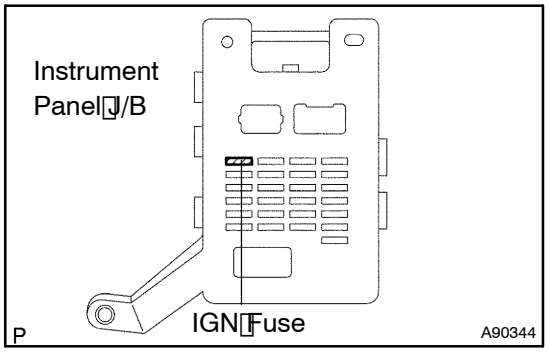
(a) Turn the ignition switch ON.
(b) Check the voltage of the ECM connectors.
Standard:

Tester Connection	Specified Condition
E5–9 (IGSW) – E9–1 (E1)	9 to 14 V

OK → **Go to step 6**

NG

4 CHECK FUSE (IGN FUSE)

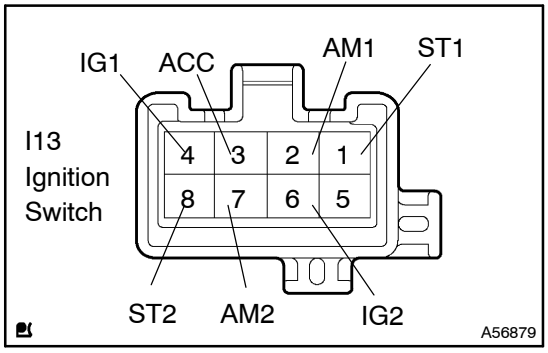


(a) Remove the IGN fuse from the instrument panel J/B.
(b) Check the resistance of the IGN fuse.
Standard: Below 1 Ω

NG → **REPLACE FUSE**

OK

5 INSPECT IGNITION OR STARTER SWITCH ASSY



(a) Check the resistance of the switch terminals shown in the chart below.
Standard:

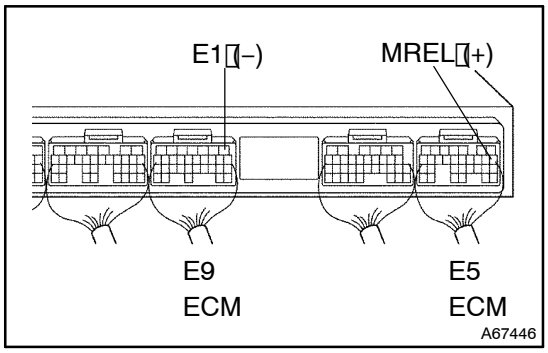
Switch Condition	Tester Connection	Specified Condition
LOCK	6 (IG2) – 7 (AM2)	10 kΩ or higher
START	6 (IG2) – 7 (AM2)	Below 1 Ω

NG → **REPLACE IGNITION OR STARTER SWITCH ASSY**

OK

CHECK AND REPAIR HARNESS AND CONNECTOR (BATTERY – IGNITION SWITCH, IGNITION SWITCH – ECM)

6 INSPECT ECM (MREL VOLTAGE)



(a) Turn the ignition switch ON.
(b) Check the voltage of the ECM connectors.
Standard:

Tester Connection	Specified Condition
E5–8 (MREL) – E9–1 (E1)	9 to 14 V

NG → **REPLACE ECM (See page 10–13)**

OK

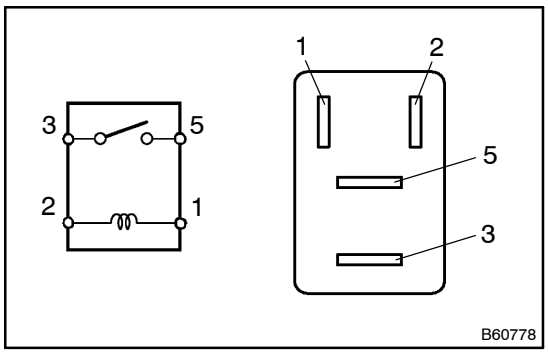
7	CHECK FUSE (EFI NO. 1 FUSE)

(a) Remove the EFI No. 1 fuse from the engine room J/B.
(b) Check the resistance of the EFI No. 1 fuse.
Standard: Below 1 Ω

NG → **REPLACE FUSE**

OK

8	INSPECT EFI RELAY (EFI)



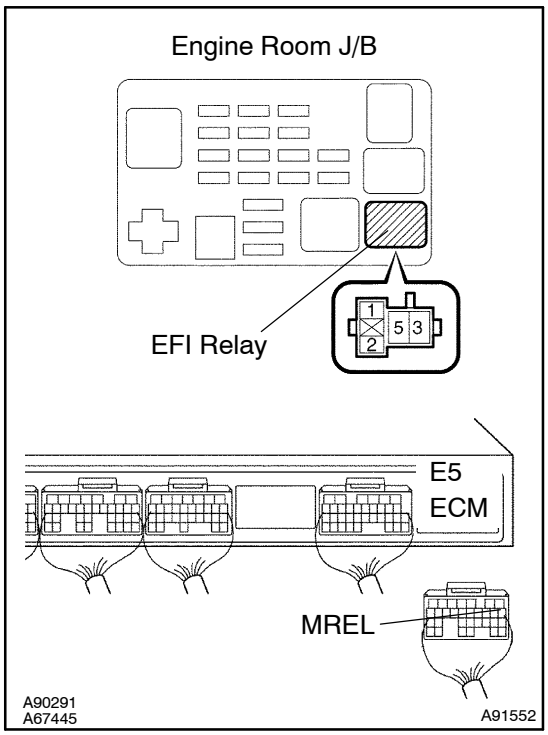
(a) Remove the EFI relay from the engine room J/B.
(b) Check the resistance of the EFI relay.
Standard:

Tester Connection	Specified Condition
3 – 5	10 kΩ or higher
3 – 5	Below 1 Ω (When battery voltage is applied to terminals 1 and 2)

NG → **REPLACE EFI RELAY**

OK

9	CHECK WIRE HARNESS (EFI RELAY – ECM, EFI RELAY – BODY GROUND)



(a) Check the wire harness between the EFI relay and ECM.
(1) Remove the EFI relay from the engine room J/B.
(2) Disconnect the E5 ECM connector.
(3) Check the resistance of the wire harness side connectors.
Standard:

Tester Connection	Specified Condition
J/B EFI relay terminal 1 – E5–8 (MREL)	Below 1 Ω
J/B EFI relay terminal 1 or E5–8 (MREL) – Body ground	10 kΩ or higher

(b) Check the wire harness between the EFI relay and body ground.
(1) Remove the EFI relay from the engine room J/B.
(2) Check the resistance of the wire harness side connector and body ground.
Standard:

Tester Connection	Specified Condition
J/B EFI relay terminal 2 – Body ground	Below 1 Ω

OK → **REPAIR OR REPLACE HARNESS OR CONNECTOR**

NG

CHECK AND REPAIR HARNESS AND CONNECTOR (TERMINAL +B OF ECM – BATTERRY POSITIVE TERMINAL)