



(From page 6-162)

Measure voltage between RED/WHT (+) terminal and body ground.

Is there approx. 5 V ?

YES

NO

Repair open in RED/WHT wire between ECU (D19) and MAP sensor.
If wire is OK, substitute a known-good ECU and recheck. If prescribed voltage is now available, replace the original ECU.

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

Is there approx. 5 V ?

NO

YES

Repair open in BLU/WHT wire between ECU (D21) and MAP sensor.
If wire is OK, substitute a known-good ECU and recheck. If prescribed voltage is now available, replace the original ECU.

Measure voltage between WHT/BLU (+) terminal and BLU/WHT (-) terminal.

Is there approx. 5 V ?

NO

YES

Repair open or short in WHT/BLU wire between ECU (D17) and MAP sensor.
If wire is OK, substitute a known-good ECU and recheck. If prescribed voltage is now available, replace the original ECU.

Turn the ignition switch OFF.

Reconnect the 3P connector to the MAP sensor.

Connect the ECU test harness between the ECU and connector (page 6-150).

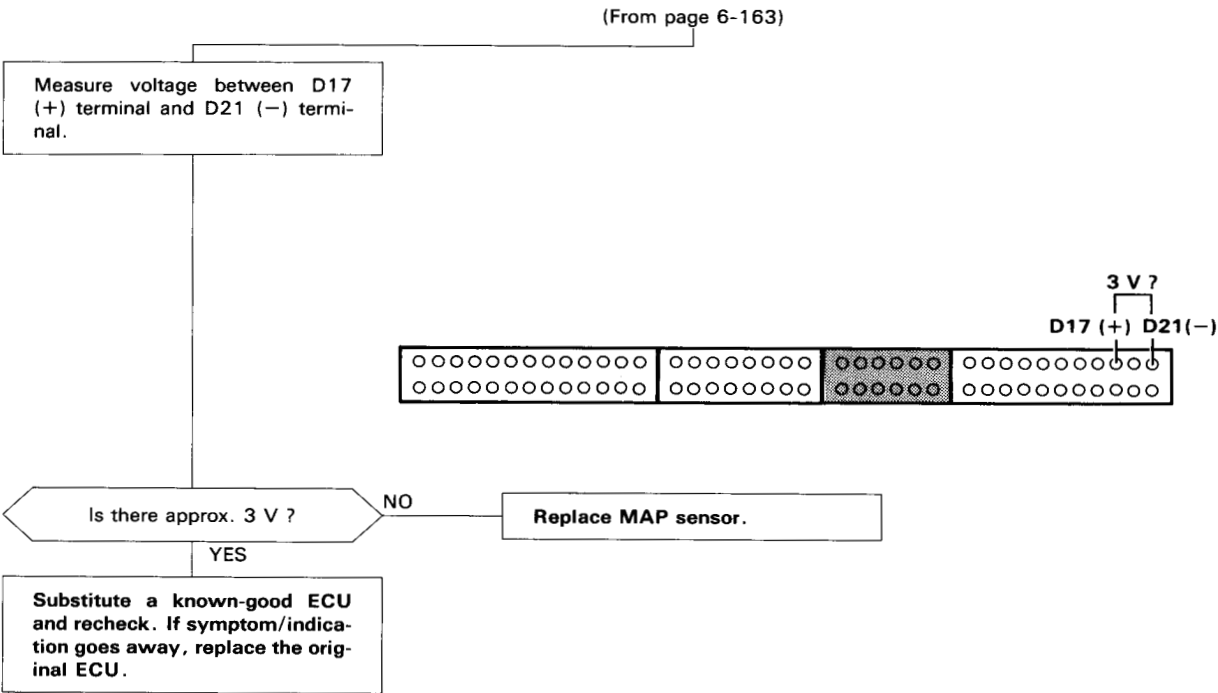
Turn the ignition switch ON.

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(cont'd)

PGM-FI Control System

Troubleshooting Flowchart — MAP Sensor (cont'd)





PGM-FI Control System

Troubleshooting Flowchart — MAP Sensor (cont'd)



- Check Engine warning light has been reported on.
- LED indicates CODE 5.

Turn the ignition switch OFF.

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

Start the engine.

Is Check Engine warning light on and does LED indicate CODE 5 ?

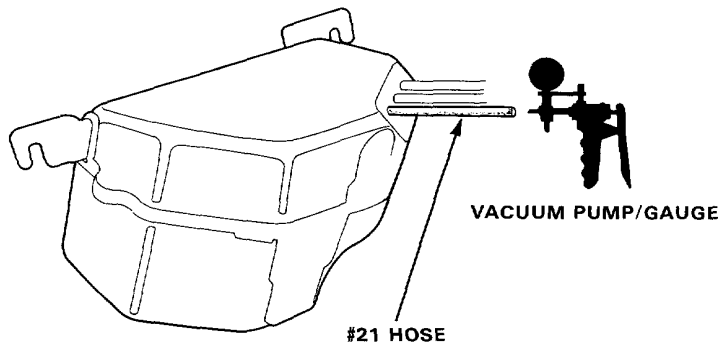
NO

YES

Stop engine.

Disconnect #21 hose from the throttle body, connect vacuum pump to the hose and apply vacuum.

- Intermittent failure, system is OK at this time (test drive may be necessary).
- Check vacuum hoses, pipes and connections.
- Make sure all connectors are secure.



Does it hold vacuum ?

NO

YES

Connect a T-fitting from a vacuum gauge between the throttle body and MAP sensor.

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Connect a vacuum pump to the MAP sensor and apply vacuum.

Does it hold vacuum ?

NO

YES

Replace #21 hose.

Replace MAP sensor.



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Start engine.

Is there manifold vacuum ?

NO

—Remove restriction from throttle body.
—Replace throttle body.

YES

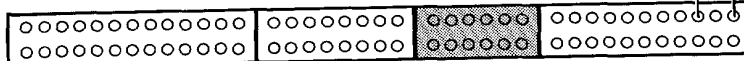
Stop engine.

Connect the ECU test harness between the ECU and connector (page 6-150).

Turn the ignition switch ON.

Measure voltage between D17 (+) terminal and D21 (–) terminal.

3 V ?
D17(+) D21(–)



Is there approx. 3V ?

NO

Replace the MAP sensor.

YES

Start the engine and allow it to idle.

Is there approx. 1V ?

NO

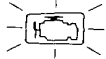
Replace MAP sensor.

YES

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

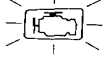
PGM-FI Control System

Troubleshooting Flowchart — TDC/CRANK/CYL Sensors



4

Self-diagnosis LED indicates code 4: A problem in the circuit of the CRANK Sensor.



8

Self-diagnosis LED indicates code 8: A problem in the circuit of the TDC Sensor.



9

Self-diagnosis LED indicates code 9: A problem in the circuit of the CYL Sensor.



4

—Check Engine warning light has been reported on.
—LED indicates CODE 4.

Turn the ignition switch OFF.

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

Start engine.

Is Check Engine warning light on and does LED indicate CODE 4 ?

NO

Intermittent failure, system is OK at this time (test drive may be necessary).
Check for poor connections or loose wires at distributor connector.

YES

Stop engine.

Disconnect the 8P connector from the TDC/CRANK/CYL sensor.

Measure resistance between B terminal and F terminal.

Is there 350—700 Ω ?

NO

Replace the distributor assembly (section 16).

YES

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