

PGM-CARB Control System

Troubleshooting Flow Chart — Vacuum Switch

- ④ Self-diagnosis LED indicator blinks four times: A problem in the vacuum switch.
(KX, KS, KG)

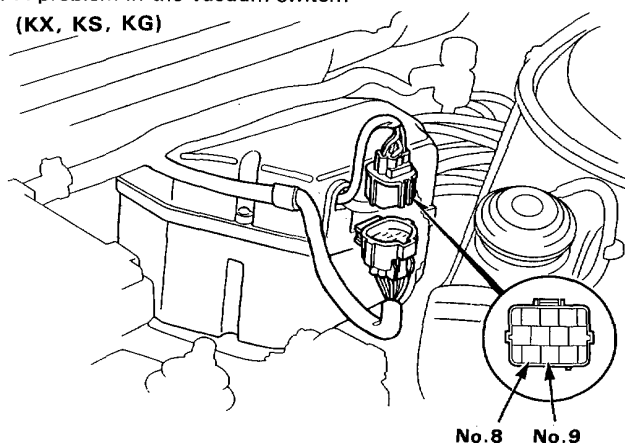
—Engine is warm running.
—LED indicates CODE 4.

Turn the ignition switch OFF.

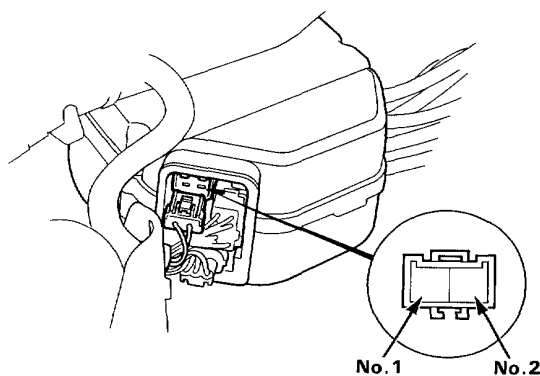
Remove BACK UP fuse in the under-hood relay box for 10 seconds to reset control unit.

KX, KS, KG:
Disconnect the 10P connector on the control box.
KQ:
Disconnect the 2P connector on the control box.

KX, KS, KG:
Measure resistance between No.8 terminal and No.9 terminal on the control box.
KQ:
Measure resistance between No.1 terminal and No.2 terminal on the control box.



(KQ)



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(KX, KS, KG)

(From page 6-32)

Does continuity exist ?

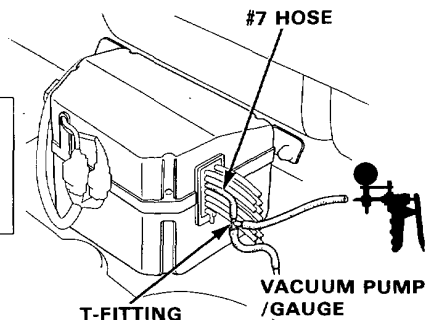
YES

NO

Turn the ignition switch ON.

Measure voltage between BLK/
YEL terminal and body ground on
the wire harness.

Remove #7 hose from the vacuum
hose manifold and connect a T-
fitting from a vacuum gauge
between the vacuum hose mani-
fold and the vacuum switch.



Is there more than 30 mmHg of
vacuum ?

NO

YES

Check routing of #7 hose.

—Replace vacuum
switch.
—Repair open BLK/
YEL or WHT wire in
the control box.

Is there battery voltage ?

NO

YES

Turn the ignition switch OFF.

Reconnect the connector to the
control box.

Connect the ECU test harness
between the control unit and con-
nector (page 6-20).

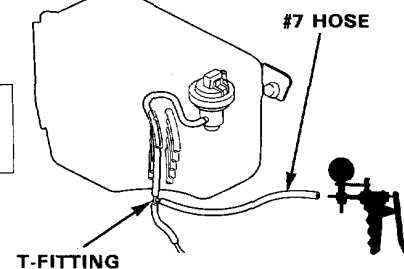
Turn the ignition switch ON.

Remove #7 hose from the vacuum
hose manifold and connect a vac-
uum pump.

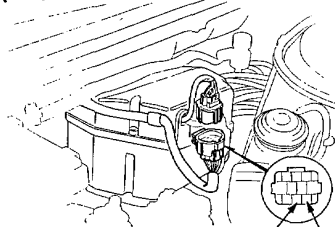
Apply vacuum.

Measure voltage between D7 (+)
terminal and D21 (–) terminal.

Repair open in BLK/YEL wire
between connector and No.2
fuse.

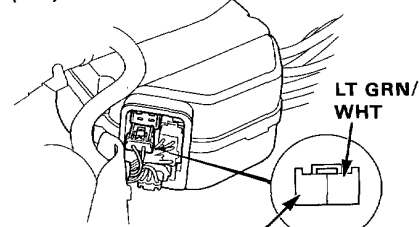


(KX, KS, KG)

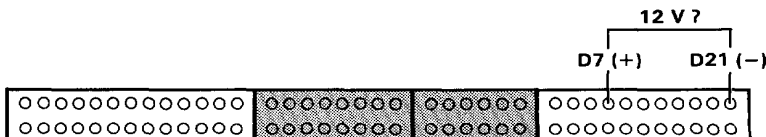


BLK/YEL LT GRN/
WHT

(KQ)



BLK/YEL LT GRN/
WHT



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(cont'd)

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Troubleshooting Flow Chart — Vacuum Switch (cont'd)

