

PGM-FI Control System

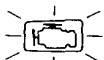
Troubleshooting Flowchart — MAP Sensor



Self-diagnosis Check Engine warning light indicates code 3: Most likely an electrical problem in the Manifold Absolute Pressure (MAP) Sensor system.



Self-diagnosis Check Engine warning light indicates code 5: Most likely a mechanical problem (broken hose) in the Manifold Absolute Pressure (MAP) Sensor system.



—Engine is warm and running.
—Check Engine warning light has been reported on, with service check connector jumped (page 6-84), CODE 3 is indicated.

Turn the ignition switch OFF.

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

Warm up engine to normal operating temperature (cooling fan comes on).

Is Check Engine warning light on and does it indicate CODE 3 ?

NO

YES

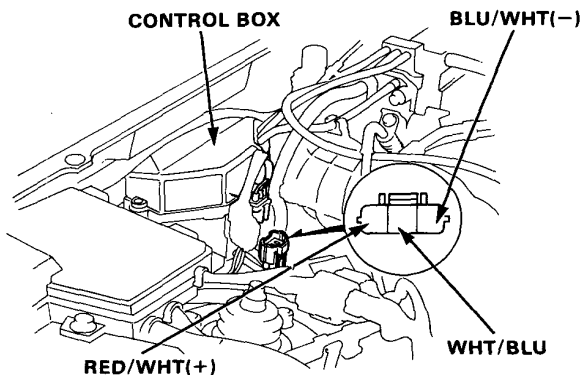
Turn the ignition switch OFF.

Disconnect the 3P connector from the MAP sensor.

Turn the ignition switch ON.

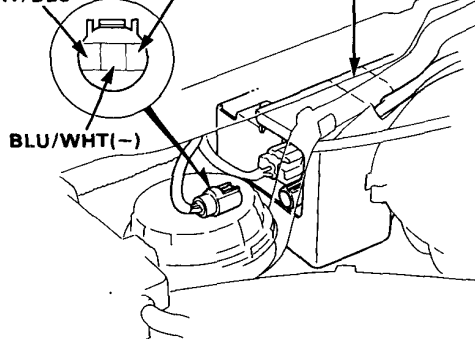
(To page 6-93)

2.0 L WITH CATA AND
2.2 L EXCEPT KE, KQ, KY :



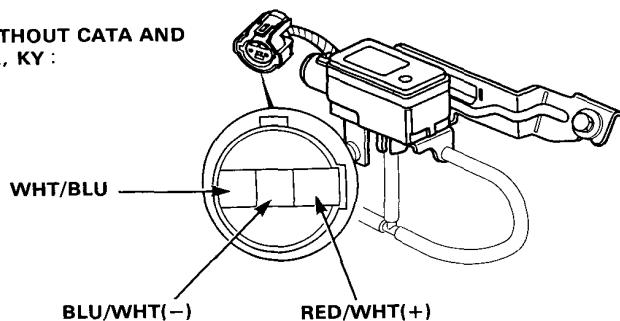
Intermittent failure, system is OK at this time (test drive may be necessary).
Check for poor connection or loose wires at MAP sensor connector and ECU.

2.2 L KE :
WHT/BLU RED/WHT(+) CONTROL BOX





2.0L WITHOUT CATA AND
2.2L KQ, KY :



(From page 6-92)

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 avail-
able, 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, substi-
tute a known-good ECU
and recheck. If pre-
scribed 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, substi-
tute 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.

Turn the ignition switch ON.

(To page 6-94)

(cont'd)