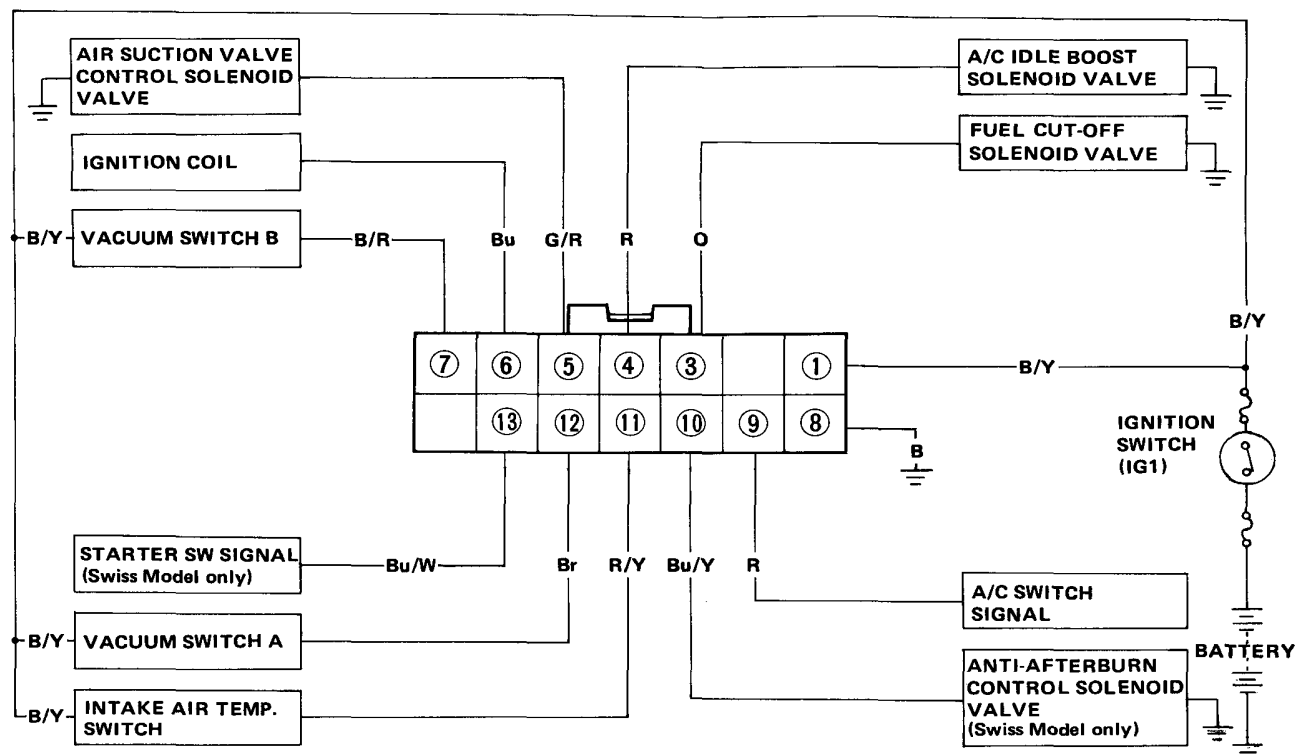




Device Control Unit

Electrical Connections

[Australian and Swiss Model]



Troubleshooting

If there is no voltage from the control unit when there should be voltage or if there is voltage from the unit when there shouldn't be voltage, inspect as follows. If no defects can be found, replace the control unit and re-test.

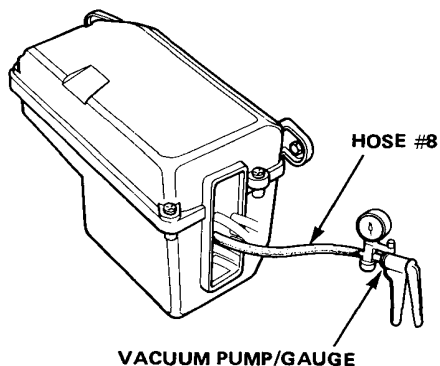
PROBLEMATIC CIRCUIT	REFER TO:	CHECK
To fuel cut-off solenoid valve (③ Orange)	1, 2, 3, 6.	1. Check for voltage at the control unit connectors ① and ⑧ with the ignition switch ON. There should be voltage. ● If no voltage, check the wiring and fuse.
To air suction control solenoid valve (⑤ Green/Red)	1, 2, 5, 6, 7.	2. Check the ⑧ wire for continuity between the control unit and a suitable ground. There should be continuity.
To A/C idle boost solenoid valve (④ Red)	1, 2, 3, 6, 8.	3. Check for voltage at the control unit connectors ⑥ and ⑧ with ignition switch ON. There should be voltage. ● If no voltage, check the wiring and ignition coil (26-2).
To anti-afterburn control solenoid valve (Swiss Model only) (⑩ Blue/Yellow)	1, 2, 4.	4. Check for voltage at the control unit connectors ⑬ and ⑧ with the ignition switch turn to III (start). There should be voltage. ● If no voltage, check the wiring and ignition switch. 5. Inspect vacuum switch A (12-24). 6. Inspect vacuum switch B (12-24). 7. Inspect intake air temperature switch (12-25). 8. Inspect the air conditioner switch signal (12-25).

Device Control Unit

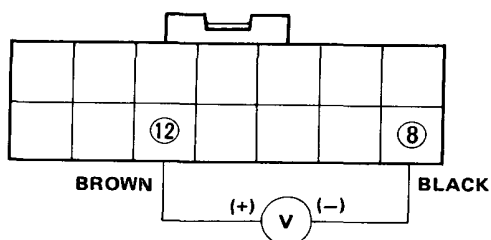
Vacuum Switches

Vacuum Switch A

1. Disconnect hose #8 from vacuum hose manifold and connect a vacuum pump/gauge to the hose #8.



2. Attach the positive probe of a voltmeter or test light to ⑫ terminal (Brown) and the negative probe to ⑧ terminal (Black) of device control unit connector.

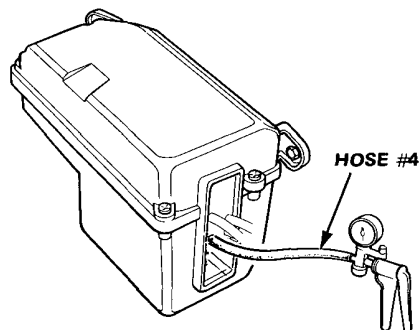


3. Turn the ignition switch ON and check for voltage. Voltage should be available under the following conditions:

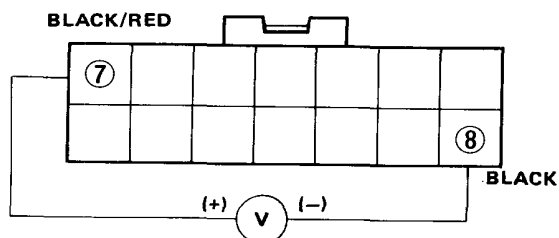
Transmission		Condition
Manual	Australian Model	above 400mmHg (15.7 in.Hg)
	Swiss Model	above 350mmHg (13.8 in.Hg)
Hondamatic		above 350mmHg (13.8 in.Hg)

Vacuum Switch B

1. Disconnect hose #4 from vacuum hose manifold and connect a vacuum pump/gauge to the hose #4.



2. Attach the positive probe of a voltmeter or test light to ⑦ terminal (Black/Red) and the negative probe to ⑧ terminal (Black) of device control unit connector.

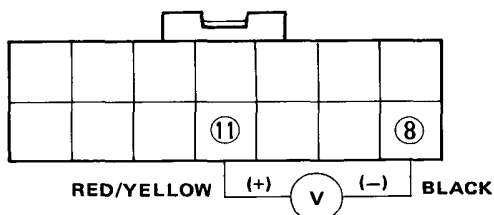


3. Turn the ignition switch ON and check for voltage. There should be no voltage when vacuum above 50 mmHg (2.0 in.Hg) is applied, and voltage should be available when vacuum is released.



Intake Air Temperature Switch

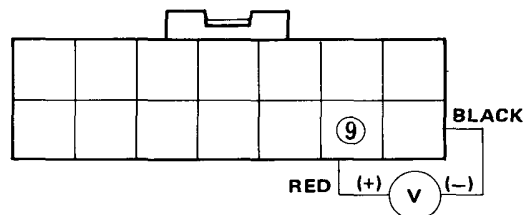
1. Attach the positive probe of a voltmeter or test light to ⑪ terminal (Red/Yellow), and the negative probe to ⑧ terminal (Black) of the device control unit connector.



2. Measure the voltage with the ignition switch ON. The voltmeter should show battery voltage below 2°C (35.6°F), and no voltage above 20°C (68°F).
 - If there is voltage below 2°C (35.6°F), and there is no voltage above 20°C (68°F), the temperature switch is OK.
 - If the voltmeter readings do not correspond to the above temperature range, replace the temperature switch and re-test.
 - If there is no voltage during intake air temperature switch test, go on to step 4.
4. Check for loose or improper wire (Red/Yellow) connections and faulty temperature switch. Replace or repair as necessary.

Air Conditioner Switch Signal

1. Attach the positive probe of a voltmeter or test light to ⑨ terminal (Red), and negative probe to ⑧ terminal (Black) of the device control unit connector.



2. Start the engine and make sure that the compressor and cooling fan operate with the blower and air conditioner switch ON. Check the voltage.

There should be voltage.

- If no voltage, check the wiring (Red) and A/C circuit.