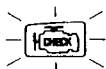


PGM-FI System

TroubleshootingFlowchart — Knock Sensors (KS)



23

The Malfunction Indicator Lamp (MIL) indicates Diagnostic Trouble Code (DTC) 23: A problem in the Left Knock Sensor (KS) circuit.



53

The Malfunction Indicator Lamp (MIL) indicates Diagnostic Trouble Code (DTC) 53: A problem in the Right Knock Sensor (KS) circuit.



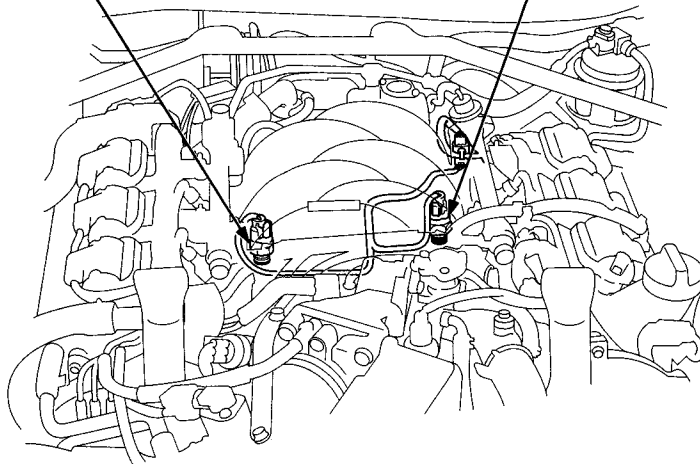
23

or

53

**RIGHT
KNOCK SENSOR (KS)**
32 Nm (3.2 kg-m, 23 lb-ft)

**LEFT
KNOCK SENSOR (KS)**
32 Nm (3.2 kg-m, 23 lb-ft)



- The MIL has been reported on.
- With service check connector jumped (see page 11-34), code 23 and/or 53 are indicated.

Do the ECM or PCM Reset Procedure (see page 11-35).

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

Hold engine at 3,000—4,000 rpm for 10 seconds.
(A/T: Transmission in **N** or **P** position.)

Is the MIL on and does it indicate code 23 and/or 53?

NO

Intermittent failure, system is OK at this time (test drive may be necessary).
Check for poor connections or loose wires at C353 (located at right shock tower), C120, C232, C233 (KS) and ECM or PCM.

YES

Turn the ignition switch OFF.

Connect the test harness to the main wire harness only, not to the ECM or PCM (see page 11-37).

Disconnect the KS connector from the engine wire harness.

Check for continuity between D4 or D3*¹, terminal and body ground.

Is there continuity?

YES

*¹: RIGHT KS

Repair short in RED/BLU or WHT*¹ wire between ECM or PCM (D4 or D3*¹) and the KS.

NO

(To page 11-79)

