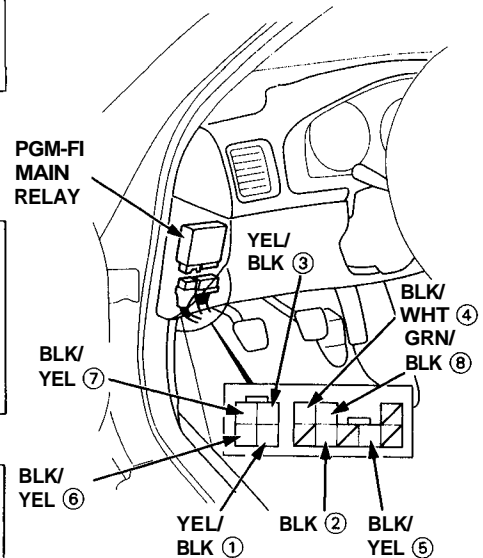
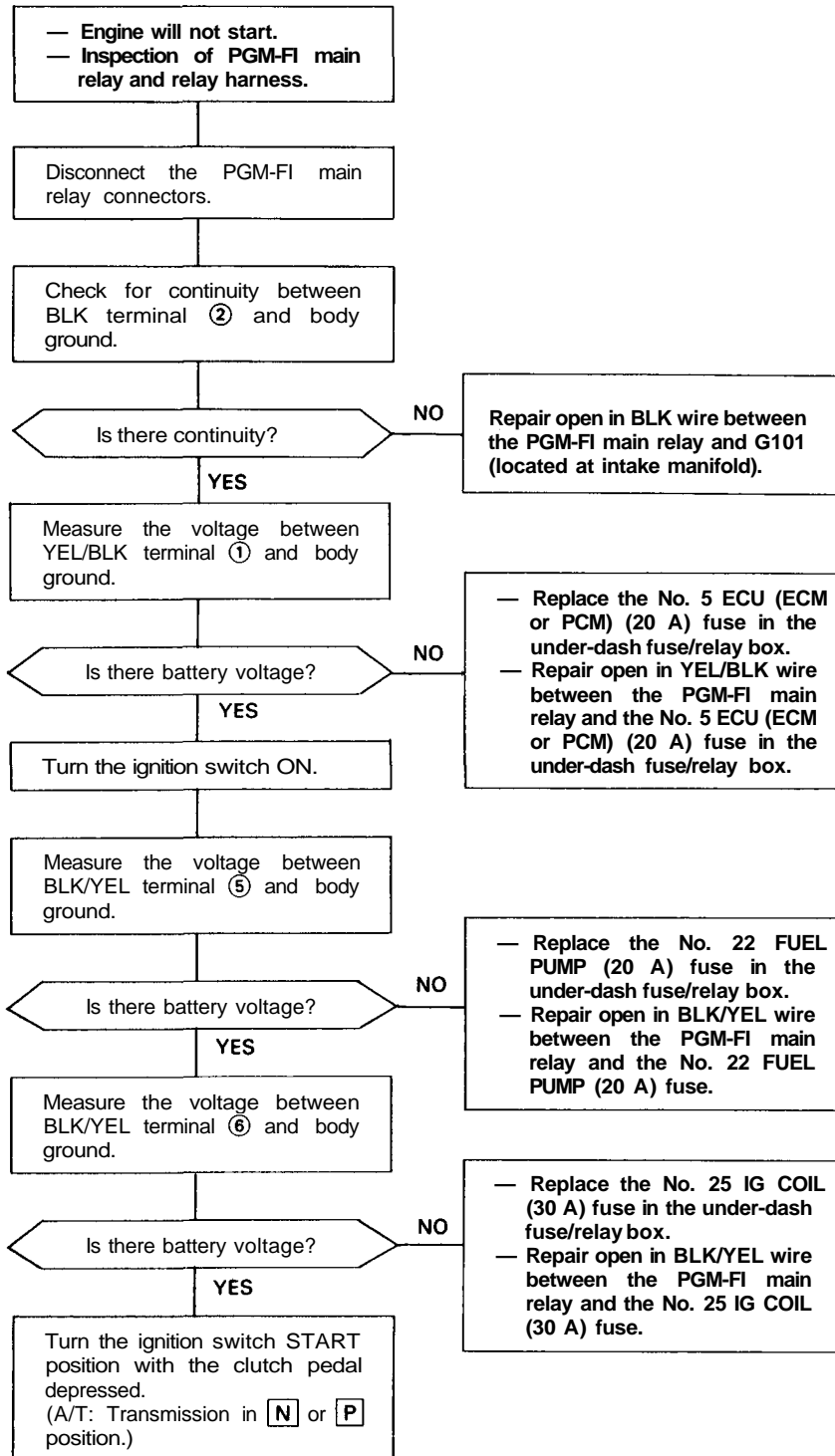


Fuel Supply System

PGM-FI Main Relay (cont'd)

Troubleshooting Flowchart



(To page 11-123)



(From page 11-122)

Measure the voltage between BLK/WHT terminal ④ and body ground.

Is there battery voltage?

YES

Turn the ignition switch OFF.

Connect the test harness between the ECM or PCM and connector. Disconnect "A" connector from the ECM or PCM only, not the main wire harness (see page 11-37).

Check for continuity between GRN/BLK terminal ⑧ and A7 terminal.

Is there continuity?

YES

Reconnect "A" connector to the ECM or PCM. Reconnect the PGM-FI main relay.

Turn the ignition switch ON.

Measure the voltage between A23 (-) terminal and the following terminals: A25 (+), C1 (+).

Is there battery voltage?

YES

Turn the ignition switch OFF.

Measure the voltage between A7 (+) terminal and A23 (-) terminal when the ignition switch is first turned ON for two seconds.

Is there 1.0 V or less?

YES

Check the PGM-FI main relay (see page 11-121).

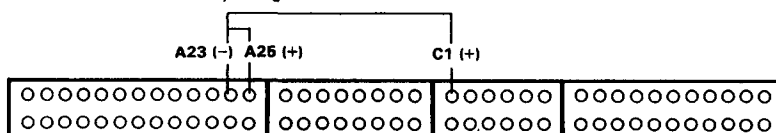
NO

- Replace the No. 14 STARTER SIGNAL (7.5 A) fuse in the under-dash fuse/relay box.
- Repair open in BLK/WHT wire between the PGM-FI main relay and the No. 14 STARTER SIGNAL (7.5 A) fuse.

NO

- Repair open in GRN/BLK wire between ECM or PCM (A7) and PGM-FI main relay.

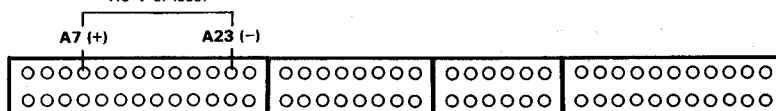
battery voltage?



NO

- Repair open in YEL/BLK wire (③) between the ECM or PCM (A25, CD and the PGM-FI main relay.
- Replace the PGM-FI main relay.

1.0 V or less?



NO

- Substitute a known-good ECM or PCM and recheck. If prescribed voltage is now available, replace the original ECM or PCM.