




# PGM-FI System

## Troubleshooting Flowchart — Fuel Metering System

 **45** The Malfunction Indicator Lamp (MIL) indicates Diagnostic Trouble Code (DTC) 45: A problem in the Left Fuel Metering System.

 **46** The Malfunction Indicator Lamp (MIL) indicates Diagnostic Trouble Code (DTC) 46: A problem in the Right Fuel Metering System.

 **45** or **46**

- The MIL has been reported on.
- With service check connector jumped (see page 11-34), code 45 and/or 46 are indicated.

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

Start the engine.

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

Do the Road Test.\*

Is the MIL on and does it indicate code 45 and/or 46?

YES

Turn the ignition switch OFF.

Relieve fuel pressure (see page 11-106).

Attach the fuel pressure gauge and measure the fuel pressure at idle (see page 11-107).

Is the pressure less than 255 kpa (2.55 kg/cm<sup>2</sup>, 36 psi) [GS model], 195 kpa (1.95 kg/cm<sup>2</sup>, 28 psi) [L, LS model]?

YES

See page 11-118 for fuel filter replacement and page 11-120 for fuel pump testing.

NO

Substitute a known-good MAP sensor.

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

Do the Road Test.\*

Intermittent failure, system is OK at this time.

### \*RoadTest

- Manual Transmission in 3rd gear (A/T: **D3** position), cruise at exactly 35 mph (56 km/h) for at least 10 seconds.
- Remove your foot from the throttle until the vehicle decels below 30 mph (48 km/h.)
- Accelerate to 35 mph (56 km/h) and cruise at exactly 35 mph (56 km/h) for at least 10 seconds.
- The cruise/decel procedure must be repeated 10 times.
- Stop the vehicle, and turn off the ignition switch.
- Start the engine.
- The cruise/decel procedure must be repeated 5 times.

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