

# Fuel Supply System

## PGM-FI Main Relay

### Troubleshooting Flowchart

— Engine will not start.  
— Inspection of PGM-FI main relay and relay harness.

Disconnect the PGM-FI main relay connectors.

Check for continuity between BLK terminal ② and body ground.

Is there continuity?

NO

Repair open in BLK wire between the PGM-FI main relay and G101 (located at intake manifold).

YES

Measure the voltage between YEL/BLK terminal ① and body ground.

Is there battery voltage?

NO

— Replace the No. 5 ECU IECM or PCM) (20 A) fuse in the under-dash fuse/relay box.  
— Repair open in YEL/BLK wire between the PGM-FI main relay and the No. 5 ECU (ECM or PCM) (20 A) fuse in the under-dash fuse/relay box.

YES

Turn the ignition switch ON.

Measure the voltage between BLK/YEL terminal ⑤ and body ground.

Is there battery voltage?

NO

— Replace the No. 22 FUEL PUMP (20 A) fuse in the under-dash fuse/relay box.  
— Repair open in BLK/YEL wire between the PGM-FI main relay and the No. 22 FUEL PUMP (20 A) fuse.

YES

Measure the voltage between BLK/YEL terminal ⑥ and body ground.

Is there battery voltage?

NO

— Replace the No. 25 IG COIL (30 A) fuse in the under-dash fuse/relay box.  
— Repair open in BLK/YEL wire between the PGM-FI main relay and the No. 25 IG COIL (30 A) fuse.

YES

Turn the ignition switch START position with the clutch pedal depressed.  
(A/T: Transmission in **N** or **P** position.)

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