

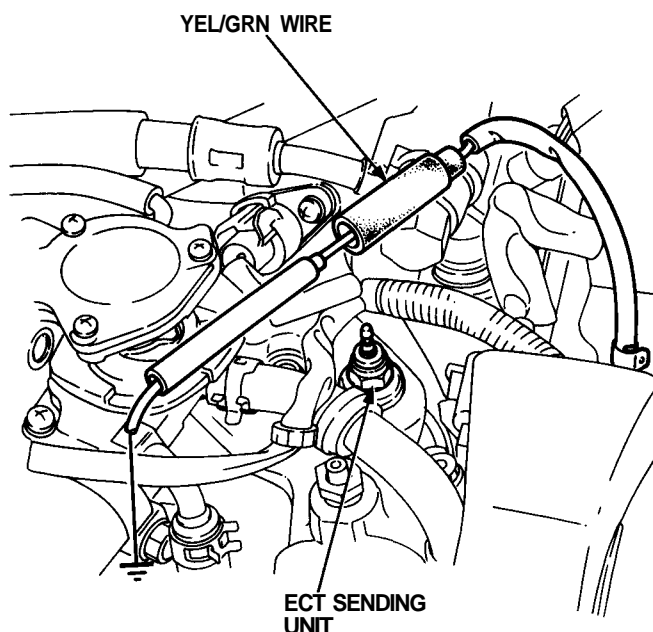


Engine Coolant Temperature (ECT) Gauge

ECT Gauge Test

NOTE: Refer to page 23-134 for a diagram of the engine coolant temperature (ECT) gauge circuit.

1. Before testing, check the No. 13 (7.5 A) fuse in the under-dash fuse/relay box.
2. Make sure the ignition switch is OFF, then disconnect the YEL/GRN wire from the ECT gauge sending unit, and ground it with a jumper wire.



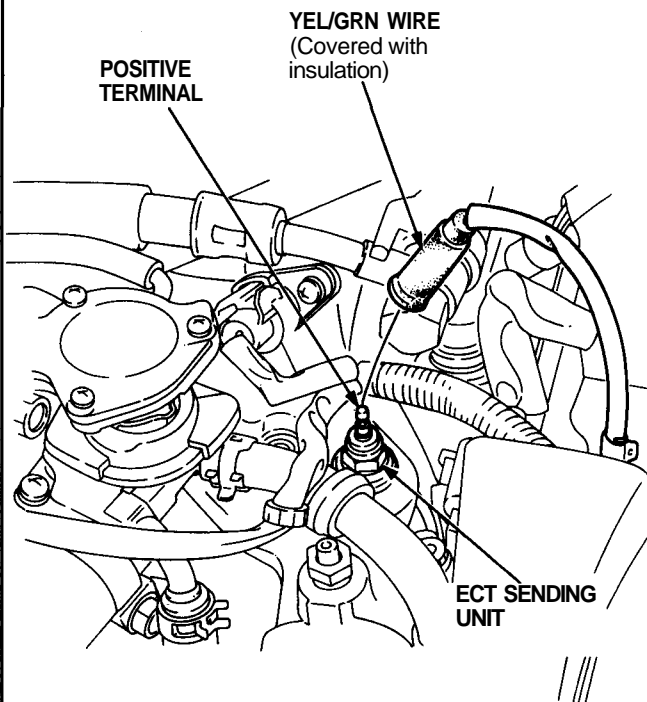
3. Turn the ignition switch ON (II). Check that the pointer of the ECT gauge starts moving toward the "H" mark.

CAUTION: Turn the ignition switch OFF before the pointer reaches "H" on the gauge dial; if you don't, you may damage the gauge.

- If the pointer of the gauge does not move at all, check for:
 - an open in the YEL or YEL/GRN wire.
 - replace the ECT gauge if the fuse and wiring is OK.
- If the ECT gauge is OK, check the sending unit.

ECT Sending Unit Test

1. Disconnect the YEL/GRN wire from the sending unit, and with the engine cold, use an ohmmeter to measure resistance between the positive terminal and the engine (ground).



2. Check the temperature of the engine coolant.
3. Run the engine, and measure the change in resistance with the engine at operating temperature (the radiator fan comes on).

| Temperature | 133°F (56°C) ["C" mark] | 185°F (85°C) – 212°F (100°C) |
|----------------|----------------------------|---------------------------------|
| Resistance (Ω) | 142 | 49 – 32 |

4. If the readings you get are substantially different from the specifications above, replace the ECT sending unit.