NOTE: If the service check connector is jumped the Check Engine light will stay on.

Check Engine light stays on after two seconds.

Turn the ignition switch ON.

Connect the service check connector with a jumper wire.

Does Check Engine light indicate any CODE?

YES → **Go to self-diagnostic procedures (page 11-36).**

NO

Remove the jumper wire from the service check connector.

Try to start the engine.

Did the engine start?

YES → Turn the ignition switch OFF.

NO

Remove and inspect the No. 5 (20 A) fuse in the dash fuse box.

Is the fuse OK?

NO → **Replace the fuse.**

YES

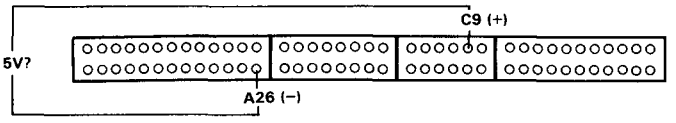
(To page 11-28)

Turn the ignition switch OFF.

Connect the test harness between the ECU and connector (page 11-37).

Turn the ignition switch ON.

Measure voltage between C9 (+) terminal and A26 (–) terminal.



Is there approx. 5V?

YES → Connect the service check connector with a jumper wire.

NO → **Repair short to body ground in WHT wire between the ECU (C9) and service check connector.**

Measure voltage between C9 (+) terminal and A26 (-) terminal.

Is there approx. 5V?

YES → **– Repair open in WHT wire between ECU (C9) and service check connector.**
– Repair open in BLK wire between service check connector and G304.

NO → Remove the jumper wire from the service check connector.

(To page 11-28)

* NOTE: After repair, reconnect the service check connector with a jumper wire, turn the ignition switch on, and recheck the Check Engine light for a code.

(cont'd)

PGM-FI Control System

Troubleshooting Flowchart — ECU (cont'd)

(From page 11-27)

Inspect the IG COIL (30 A) fuse in the dash fuse box.

Is the fuse OK?

NO → **Replace the fuse.**

YES

Turn the ignition switch ON.

Disconnect the 3P connector of each sensor one at a time:
- MAP sensor
- EGR valve lift sensor

Does Check Engine light remain ON?

NO → **Replace the sensor that caused the light to go out.**

YES

Connect the service check connector with a jumper wire.

Disconnect the 3P connector of each sensor one at a time:
- Throttle angle sensor
- Ignition timing adjuster

Does Check Engine light indicate CODE 7 or 18?

YES → **Replace the throttle angle sensor (code 7) or ignition timing adjuster (code 18).**

NO

Turn the ignition switch OFF.

Remove the jumper wire from the service check connector.

Connect the test harness. Disconnect the "D" connector from the ECU only, not the main wire harness (page 11-37).

Check for continuity between body ground and following terminals D19, D20.

(To page 11-29)

(From page 11-27)

Turn the ignition switch OFF.

Disconnect "A" connector from the ECU.

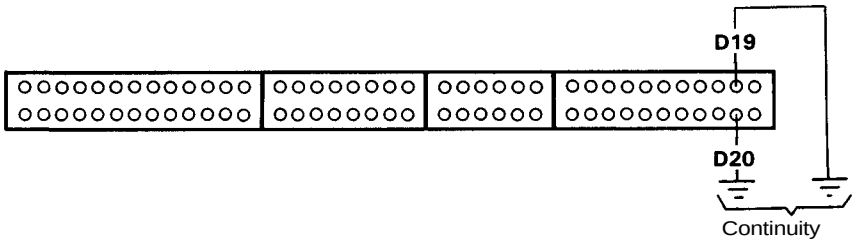
Turn the ignition switch ON.

Is the Check Engine light ON?

NO → **Substitute a known-good ECU and recheck. If symptom/indication goes away, replace the original ECU.**

YES

Repair short to body ground in BLU wire between the ECU (A13) and Check Engine light.



(From page 11-28)

Does continuity exist?

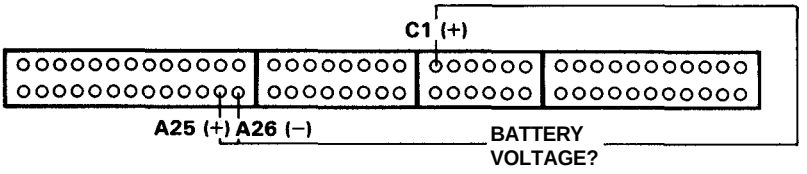
YES → **Repair short to body ground in YEL/WHT wire between ECU (D19, D20) and throttle angle sensor, EGR valve lift sensor, MAP sensor and Ignition timing Adjuster.**

NO ↓

Reconnect all the sensor connectors.
Reconnect the "D" connector to the ECU.

Turn the ignition switch ON.

Measure voltage between A26 (–) and the following: C1 (+) and A25 (+).



Is there battery voltage?

NO → **— Repair open in YEL/BLK wire between ECU (A25, CD and main relay.**
— Check main relay and wiring connectors at main relay.

YES ↓

Substitute a known-good ECU and recheck. If symptom/indication goes away, replace the original ECU.