

PGM-FI Control System

Troubleshooting Flowchart — TDC/CRANK/CYL Sensors



Self-diagnosis Check Engine warning light indicates code 4: A problem in the circuit of the CRANK Sensor.



Self-diagnosis Check Engine warning light indicates code 8: A problem in the circuit of the TDC Sensor.



Self-diagnosis Check Engine warning light indicates code 9: A problem in the circuit of the CYL Sensor.



—Check Engine warning light has been reported on, with service check connector jumped (page 6-84), CODE 4 is indicated.

Turn the ignition switch OFF.

Remove BACK UP fuse in the under-hood relay box for 10 seconds to reset ECU.

Start engine.

Is Check Engine warning light on and does it indicate CODE 4 ?

NO

Intermittent failure, system is OK at this time (test drive may be necessary).
Check for poor connections or loose wires at distributor connector.

YES

Stop engine.

Disconnect the 8P connector from the TDC/CRANK/CYL sensor.

Measure resistance between B terminal and F terminal.

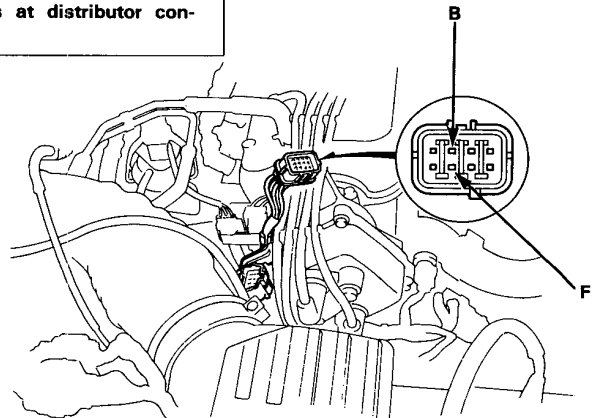
Is there 260–500 Ω ?

NO

Replace the distributor assembly (section 16).

YES

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(From page 6-96)

Check for continuity to body ground on B terminal and F terminal individually.

Does continuity exist ?

YES

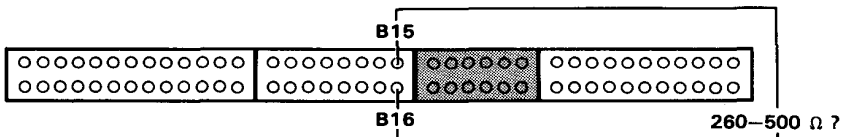
Replace the distributor assembly (section 16).

NO

Reconnect the connector.

Connect the ECU test harness only to the main wire harness, not to the ECU .

Measure resistance between B15 terminal and B16 terminal.



Is there 260-500 Ω ?

NO

Repair open in BLU/GRN and/or BLU/YEL wires.

YES

Check for continuity to body ground on B15 terminal.

Does continuity exist ?

YES

Repair short in BLU/GRN wire between ECU (B15) and distributor connector.

NO

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

(Cont'd)

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Troubleshooting Flowchart — TDC/CRANK/CYL Sensors (cont'd)



—Check Engine warning light has been reported on, with service check connector jumped (page 6-84), CODE 8 is indicated.

Turn the ignition switch OFF.

Remove BACK UP fuse in the under-hood relay box for 10 seconds to reset ECU.

Start engine.

Is Check Engine warning light on and does it indicate CODE 8 ?

NO

Intermittent failure, system is OK at this time (test drive may be necessary).
Check for poor connections or loose wires at distributor connector.

YES

Stop engine.

Disconnect the 8P connector from the TDC/CRANK/CYL sensor.

Measure resistance between C terminal and G terminal.

Is there 260–500 Ω ?

NO

Replace the distributor assembly (section 16).

YES

Check for continuity to body ground on C terminal and G terminal individually.

Does continuity exist ?

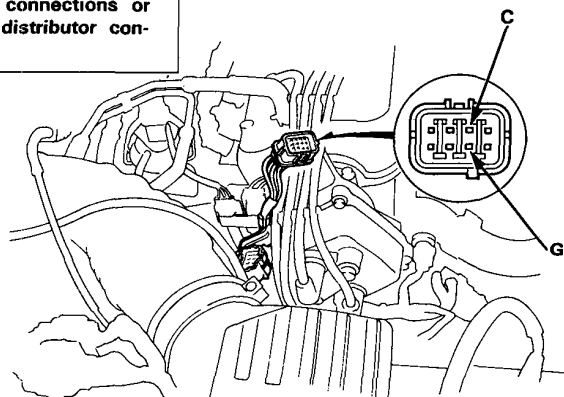
YES

Replace the distributor assembly (section 16).

NO

Reconnect the connector.

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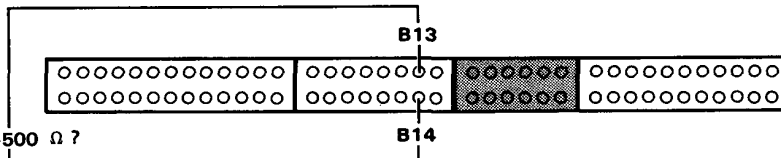


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Connect the ECU test harness only to the main wire harness, not to the ECU.

Measure resistance between B13 terminal and B14 terminal.

260—500 Ω ?



Is there 260—500 Ω ?

NO

Repair open in ORN/BLU and/or WHT/BLU wires.

YES

Check for continuity to body ground on B13 terminal.

Does continuity exist ?

YES

Repair short in ORN/BLU wire between ECU (B13) and distributor connector.

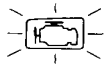
NO

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

(Cont'd)

PGM-FI Control System

Troubleshooting Flowchart — TDC/CRANK/CYL Sensors (cont'd)



—Check Engine warning light has been reported on, with service check connector jumped (page 6-84), CODE 9 is indicated.

Turn the ignition switch OFF.

Remove BACK UP fuse in the under-hood relay box for 10 seconds to reset ECU.

Start engine.

Is Check Engine warning light on and does it indicate CODE 9 ?

NO

Intermittent failure, system is OK at this time (test drive may be necessary).
Check for poor connections or loose wires at the distributor connector.

YES

Stop engine.

Disconnect the 8P connector from the TDC/CRANK/CYL sensor.

Measure resistance between D terminal and H terminal.

Is there 260—500 Ω ?

NO

Replace the distributor assembly (section 16).

YES

Check for continuity to body ground on D terminal and H terminal individually.

Does continuity exist ?

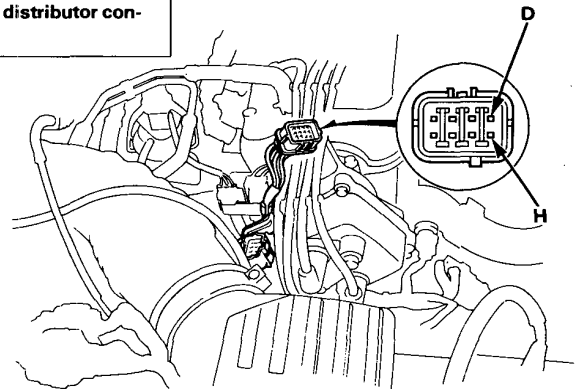
YES

Replace the distributor assembly (section 16).

NO

Reconnect the connector.

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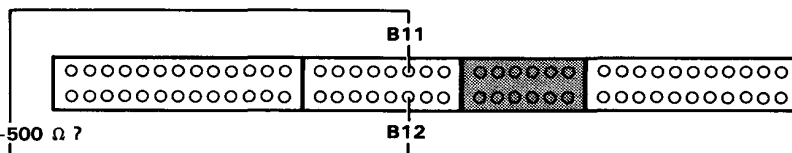


(From page 6-100)

Connect the ECU test harness only to the main wire harness, not to the ECU.

Measure resistance between B11 terminal and B12 terminal.

260–500 Ω ?



Is there 260–500 Ω ?

NO

Repair open in ORN and/or WHT wires.

YES

Check for continuity to body ground on B11 terminal.

Does continuity exist ?

YES

Repair short in ORN wire between ECU (B11) and distributor connector.

NO

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