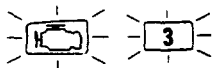


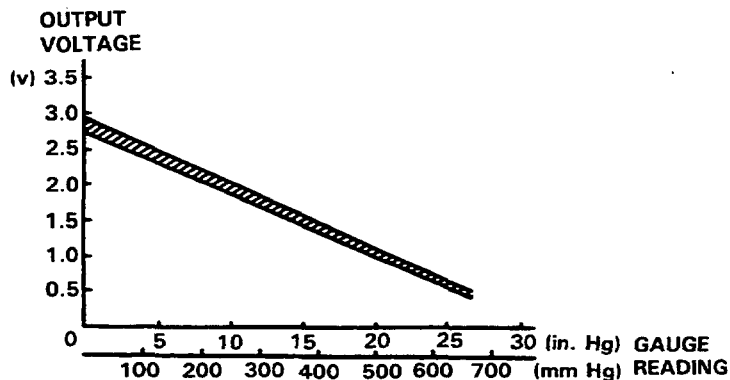
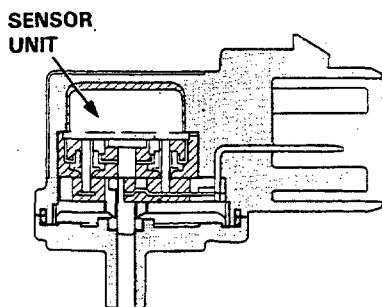
# PGM-FI System

## Manifold Absolute Pressure (MAP) Sensor



The Malfunction Indicator Lamp (MIL) indicates Diagnostic Trouble Code (DTC) 3: An electrical problem in the Manifold Absolute Pressure (MAP) Sensor circuit.

The MAP sensor converts manifold absolute pressure into electrical signals and inputs the ECM.



- The MIL has been reported on.
- With the SCS short connector connected (see page 11-14), code 3 is indicated.

Do the ECM Reset Procedure (see page 11-15).

Start the engine and allow it to idle.

Is the MIL on and does it indicate code 3?

NO

Intermittent failure, system is OK at this time (test drive may be necessary).  
Check for poor connection or loose wires between MAP sensor and ECM.

YES

Turn the ignition switch OFF.

Disconnect the 3P connector from the MAP sensor.

Turn the ignition switch ON.

Measure voltage between YEL/WHT (+) terminal and body ground.

Is there approx. 5 V?

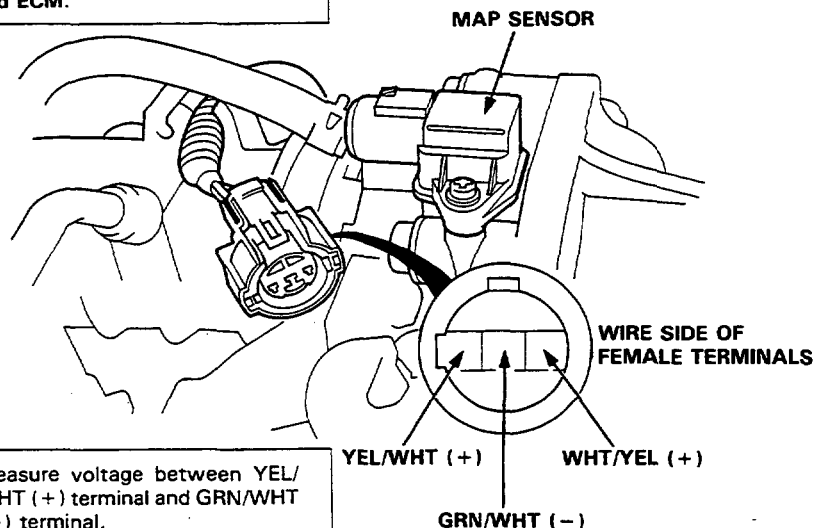
YES

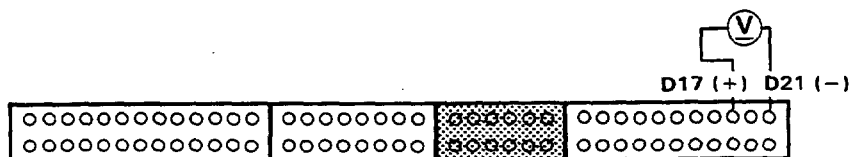
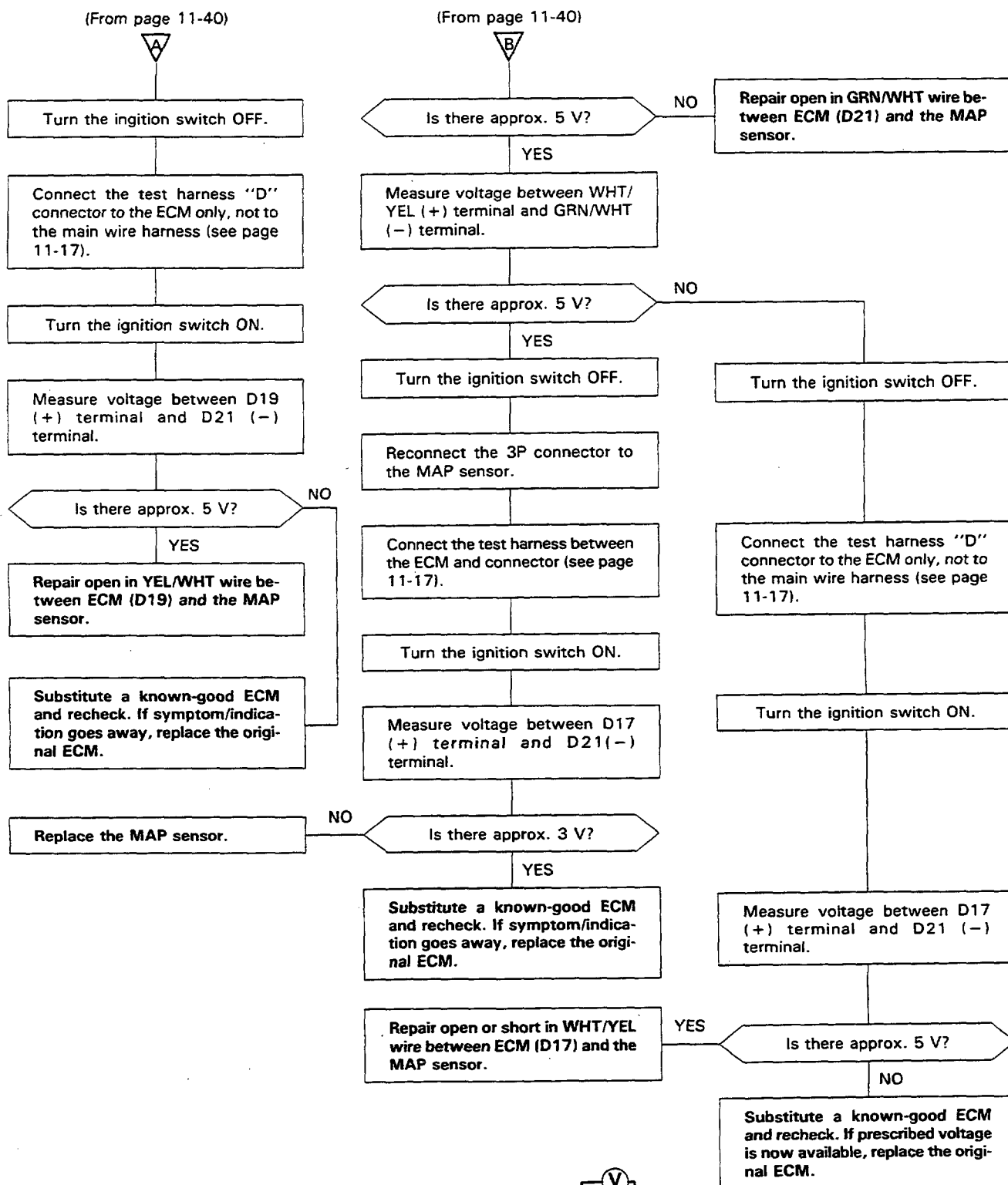
Measure voltage between YEL/WHT (+) terminal and GRN/WHT (–) terminal.

NO

(To page 11-41)

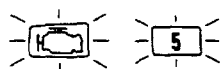
(To page 11-41)





# PGM-FI System

## Manifold Absolute Pressure (MAP) Sensor



The Malfunction Indicator Lamp (MIL) indicates Diagnostic Trouble Code (DTC) 5: A mechanical problem (vacuum leak) in the Manifold Absolute Pressure (MAP) Sensor System.

The MAP sensor converts manifold absolute pressure into electrical signals and inputs the ECM.

- The MIL has been reported on.
- With the SCS short connector connected (see page 11-14), code 5 is indicated.

Do the ECM Reset Procedure (see page 11-15).

Start the engine and keep engine speed at 2,000 rpm ( $\text{min}^{-1}$ ) for one minute with the manual transmission in neutral (A/T: **P** or **N** position).

Is the MIL on and does it indicate code 5?

NO

- Intermittent failure, system is OK at this time (test drive may be necessary).
- Check vacuum connections.
- Make sure all connectors are secure.

YES

Turn the ignition switch OFF.

Remove the MAP sensor from throttle body.

Connect a vacuum pump to the MAP sensor and apply vacuum.

Does it hold vacuum?

NO

Replace the MAP sensor.

YES

Disconnect the vacuum pump from the MAP sensor.

Start the engine.

Put your finger over the MAP sensor port on the throttle body.

(To page 11-43)

