

PGM-FI System

Troubleshooting Chart

CAUSAL PART SYMPTOM		ENGINE	AIR CLEANER	BLOW-BY SYSTEM	IGNITION	ELC. POWER SOURCE	CONTROL UNIT	INJECTOR	FUEL PUMP	FUEL LINE
DIFFICULT TO START ENGINE	WHEN COLD				DISTRIB'TR /IG COIL FAILURE	BLOWN FUSE MAIN RELAY FAILURE	CONTROL UNIT FAILURE	OPEN/SHORT CIRCUIT DAMAGED INJECTOR	PUMP/MAIN RELAY FAIL- URE POOR GND	FROZEN FUEL LINE CLOGGED FILTER
	AT RESTART- ING WHEN HOT						↑	STUCK IN- JECTOR CURRENT LEAKAGE VAPOR LOCK		VAPOR LOCK
IRREGULAR IDLING	WHEN COLD	LACK OF TAPPET CL. EXCESSIVE PLUG GAP			DISTRIB'TR /IG COIL FAILURE DISCONN'TD VAC'M TUBE		↑	OPEN/SHORT CIRCUIT EXCESSIVE CONTACT RESISTANCE		
	AFTER WARMING UP	↑		CLOG'D TUBE /PCV VALVE STUCK PCV VALVE	↑		↑	↑		
	AFTER RESTARTING WHEN HOT	↑		↑	↑		↑	↑ VAPOR LOCK		VAPOR LOCK
	RPM TOO HIGH			↑						
TEND TO STALL	WHILE WARMING UP						CONTROL UNIT FAILURE	OPEN/SHORT CIRCUIT	PUMP/MAIN RELAY FAILURE POOR GND	INCORRECT FUEL PRES- SURE CLOGGED FILTER
	AFTER WARMING UP	LACK OF TAPPET CL. EXCESSIVE PLUG GAP		CLOG'D TUBE /PCV VALVE STUCK PCV VALVE			↑	↑		↑
POOR PERFORM- ANCE	POOR DRIV- ABILITY LARGE FUEL CONSUMPT'N	INCORRECT TAPPET ADJUSTMENT	LARGE SUCTION RESISTANCE		DISTRIB'TR FAILURE DISCONN'TD VAC'M TUBE		↑	OPEN/SHORT CIRCUIT EXCESSIVE CONTACT RESISTANCE		↑
	AFTER BURN	LACK OF TAPPET CL.			DISCONN'TD /TORN VAC'M TUBE		↑			
	BACK FIRE				↑		↑	WRONG WIR- ING EXCESSIVE CONTACT RESISTANCE	PUMP/MAIN RELAY FAILURE POOR GND	INCORRECT FUEL PRES- SURE CLOGGED FILTER
	KNOCKING						↑	↑		↑
	LACK OF POWER AT LOW RPM	INCORRECT TAPPET CL. LACK OF COMPRESS'N			DISTRIB'TR FAILURE DISCONN'TD VAC'M TUBE		↑	↑		↑
	LACK OF POWER AT MID RPM	↑	LARGE SUCTION RESISTANCE		↑		↑	↑		↑
	LACK OF POWER AT HIGH RPM		↑		DISTRIB'TR FAILURE		↑			
WARNING LAMP TURNS ON	PGM-FI LAMP						(ON)			
	SELF DIAG- NOSIS LAMP									



THROTTLE BODY	TDC/CYL SENSOR	MAP SENSOR	PA SENSOR	TW SENSOR	THROTTLE SENSOR	TA SENSOR	IMA SENSOR	IDLE CONTROL SOL'ND	IMPORTANT NOTES
STUCK AIR BY-PASS VALVE	OPEN/SHORT CIRCUIT SENSOR FAILURE			OPEN/SHORT CIRCUIT SENSOR FAILURE					CHECK FUEL PUMP AND INJECTOR, POSSIBLE TO START BY OPENING THROTTLE? (STUCK AIR BY-PASS VALVE)
	↑								VAPOR LOCK (FUEL LINE) POSSIBLE TO START BY OPENING THROTTLE? (VAPOR LOCK IN INJECTOR)
STUCK AIR BY-PASS VALVE				OPEN/SHORT CIRCUIT SENSOR FAILURE					CHECK IGNITION SPARK AND INJECTORS
STUCK AIR BY-PASS VALVE	OPEN/SHORT CIRCUIT SENSOR FAILURE	OPEN/SHORT CIRCUIT SENSOR FAILURE						SOLENOID VALVE REMAINS CLOSED	
	↑	↑						↑	CHECK VAPOR LOCK IN FUEL LINE PCV VALVE CLOGGED?
STUCK AIR BY-PASS VALVE		↑						SOLENOID VALVE REMAINS OPEN	CHECK FAST IDLE VALVE
				OPEN/SHORT CIRCUIT SENSOR FAILURE		OPEN/SHORT CIRCUIT SENSOR FAILURE			CHECK FAST IDLE VALVE CHECK TW SENSOR
	OPEN/SHORT CIRCUIT SENSOR FAILURE								IDLING O.K.? FUEL CUT O.K.?
	↑	OPEN/SHORT CIRCUIT SENSOR/TUBING FAILURE	OPEN/SHORT CIRCUIT SENSOR FAILURE	OPEN/SHORT CIRCUIT SENSOR FAILURE	OPEN/SHORT CIRCUIT SENSOR FAILURE	OPEN/SHORT CIRCUIT SENSOR FAILURE	OPEN/SHORT CIRCUIT SENSOR FAILURE	IDLE CONTROL SYSTEM FAILURE	
		↑		↑	↑				IGNITION TIMING O.K.? FUEL CUT O.K.?
		↑		↑					IGNITION TIMING MAP SENSOR INJECTORS O.K.?
				↑	OPEN/SHORT CIRCUIT SENSOR FAILURE				IGNITION TIMING O.K.?
				↑	↑				IGNITION TIMING (VAC. ADVANCER TUBE) INJECTORS
		OPEN/SHORT CIRCUIT SENSOR/TUBING FAILURE		↑	↑				IGNITION TIMING
SECONDARY VALVE NOT OPENING FULLY		↑							SECONDARY THROTTLE VALVE OPENS FULLY? MAP SENSOR THROTTLE SENSOR
			(ON)			(ON)	(ON)		
	TDC ○○○○ CYL ○○○○	○○○○ ○○○○	○○○○ ○○○○	○○○○	○○○○	○○○○	○○○○		