

PGM-FI System

Selfdiagnosis System

No.	LAMP PATTERN	PGM-FI LAMP	FAILURE ATTRIBUTABLE TO:	SYMPTOM
0	○○○○	☼	* Control Unit * Short-circuit in combination meter	* Engine cannot be started * No noticeable symptom
3	○○☼☼		* MAP sensor * Disconnected MAP sensor coupler * Open/shorted MAP sensor wiring	* Poor pick-up response of engine * Idle speed lowers * Engine tend to stall
5	☼☼○○☼		* Disconnected MAP sensor vacuum tube	* Spark plugs tend to foul * Idle speed lowers * Engine tend to stall
6	○○☼☼○		* TW sensor * Disconnected TW sensor coupler * Open circuit in TW sensor wiring	* Difficult to start when cold * Idle speed too high when warming-up
7	○○☼☼☼		* Throttle sensor * Disconnected throttle sensor coupler * Open/Shorted throttle sensor wiring	* Poor pick-up response when cold * Poor quick revving response * Starting car not smooth when cold
8	☼○○○○		* TDC sensor * Open/shorted wiring of the sensor * Disconnected coupler of the sensor	* Irregular idle speed * Poor pick-up response
9	☼○○☼		* CYL sensor * Open/Shorted wiring of the sensor * Disconnected coupler of the sensor	* Irregular idle speed * Poor pick-up response
10	☼○☼○	☼	* TA sensor * Disconnected TA sensor coupler * Open-circuit in TA sensor wiring	* Irregular idle speed when cold
11	☼○☼☼	☼	* IMA sensor * Disconnected IMA sensor coupler * Open/shorted IMA sensor wiring	* No particular symptom noticeable
13	☼☼○○☼	☼	* PA sensor * Disconnected PA sensor coupler * Open/shorted PA sensor wiring	* Poor performance at high altitude

- Notes:
1. The self-diagnosis lamps are located in on the control unit which is attached under the right hand side front seat.
 2. The PGM-FI lamp (warning lamp) is provided in the combination meter.
 3. To measure voltage, use the digital circuit tester (No. 07411-0020000) or equivalent. (DC Voltage accuracy is 0.2% at 2,000 m V range)
 4. To check the control system, use the special tool, System Checker Harness (No. 07999-PE70000).

