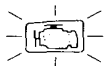


PGM-FI Control System

Troubleshooting Flow Chart — Mixture Compensation Resistor [Except KG, KX, KQ]



Self-diagnosis Red LED indicator blinks twice: A problem in the Mixture Compensation Resistor circuit.

- Check engine warning light is on.
- Red LED indicates CODE 2.

Turn the ignition switch OFF.

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

Turn the ignition switch ON.

Is Check engine warning light on?

NO

Intermittent failure
(test drive may be necessary.)

YES

Turn the ignition switch OFF.

Disconnect the 4P connector on mixture compensation resistor that has only 3 wires.

Measure resistance between A terminal and C terminal on the resistor.

Is there 3—6 k Ω ?

NO

Replace mixture compensation resistor.

YES

Measure resistance between A and C terminals and between B and C terminals.

Does the sum of the two resistance checks equal 3—6 k Ω ?

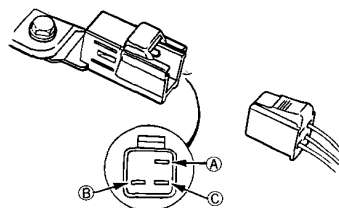
NO

Replace mixture compensation resistor.

YES

Turn the ignition switch ON.

(To page 6-31)





(From page 6-30)

Measure voltage between YEL/WHT (+) terminal and GRN/WHT (-) terminal on the R. side wire harness.

Is there approx. 5 V?

YES

Turn the ignition switch OFF.

Connect the PGM-FI test between the ECU and connector (page 6-23).

Turn the ignition switch ON.

Measure voltage between C10 (+) terminal and C14 (-) terminal.

Is there 0.5–4.5 V?

YES

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

NO

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

Is there approx. 5 V?

YES

Repair open in GRN/WHT wire between ECU (C14) and the resistor.

NO

Turn the ignition switch OFF.

Connect the PGM-FI test harness between the ECU and connector (page 6-23).

Turn the ignition switch ON.

Measure voltage between C13 (+) terminal and C12 (-) terminal.

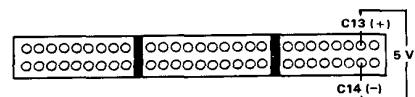
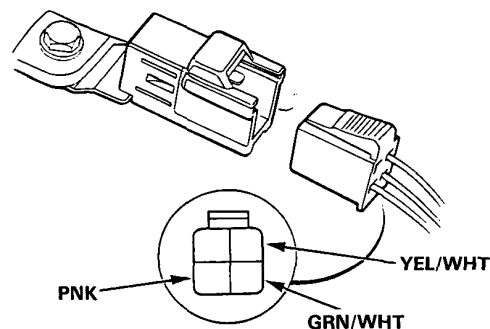
Is there approx. 5 V?

NO

Substitute a known-good ECU and re-check. If prescribed voltage is now available, replace the original ECU.

Repair open or short in PNK wire between ECU (C10) and the resistor.

NO



Repair open in YEL/WHT wire between ECU (C13) and the resistor.

YES