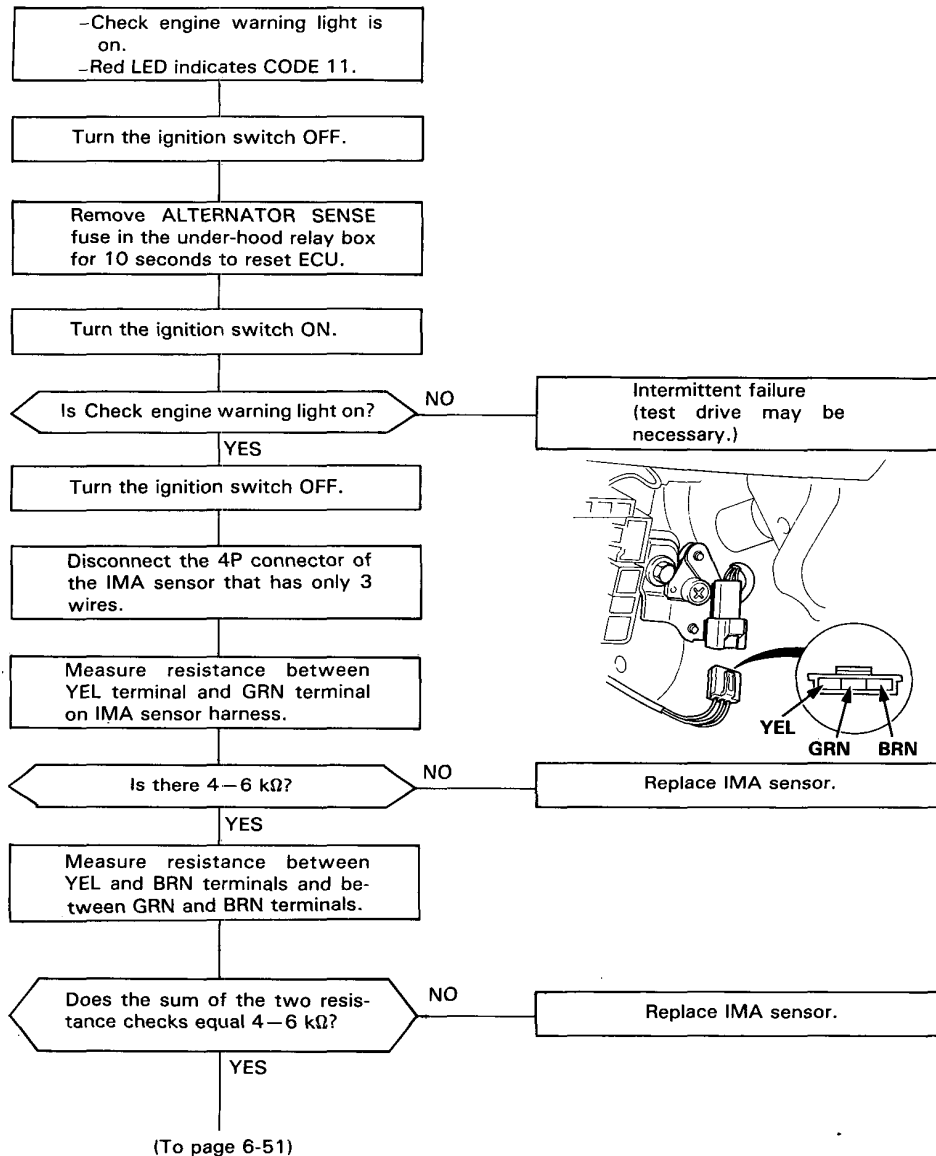


# PGM-FI Control System

## Troubleshooting Flow Chart — IMA Sensor



Self-diagnosis Red LED indicator blinks eleven times: A problem in the IMA Sensor circuit.





(From page 6-50)

Turn the ignition switch ON.

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 harness between the ECU and connector (page 6-23).

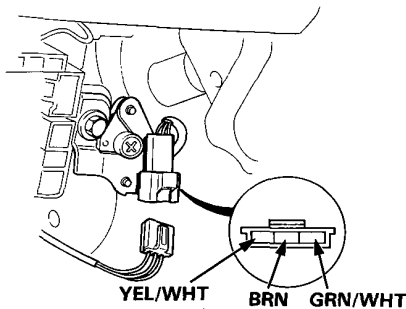
Turn the ignition switch ON.

Measure voltage between C12 (+) 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.



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 IMA sensor.

NO

Turn the ignition switch ON.

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

Turn the ignition switch OFF.

Measure voltage between C13 (+) terminal and C14 (-) terminal.

Repair open or short in BRN wire between ECU (C12) and IMA sensor.

Is there approx. 5 V?

YES

Repair open in YEL/WHT wire between ECU (C13) and IMA sensor.

NO

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

