



Electrical Troubleshooting

Troubleshooting Flowchart

Self-diagnosis LED indicator blinks once.

Disconnect the 26P connector from the control unit.

Turn the ignition switch ON.

Measure the voltage between the A24 (RED/WHT) and A1 (BRN/BLK) terminals.

Is there voltage?

YES
Repair short to power source in RED/WHT wire between the A24 terminal and the lock-up control solenoid valve A.

NO
Turn the ignition switch OFF.

Disconnect the 2P connector from the lock-up control solenoid valve assembly.

Check for continuity between the A24 (RED/WHT) and A1 (BRN/BLK) terminals.

Is there continuity?

YES
Repair short to ground in RED/WHT wire between the A24 terminal and the lock-up control solenoid valve A.

NO
Connect the 2P connector to the lock-up control solenoid valve assembly.

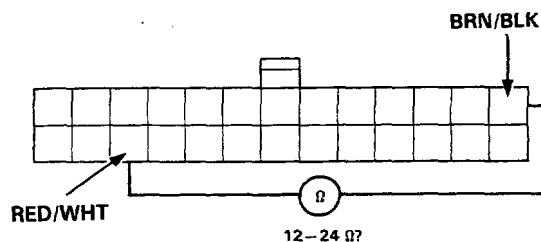
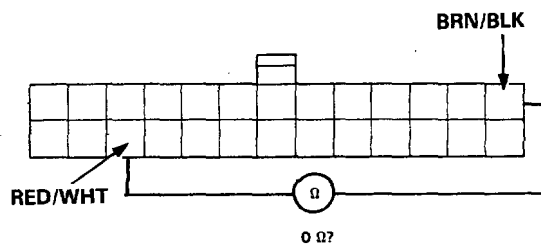
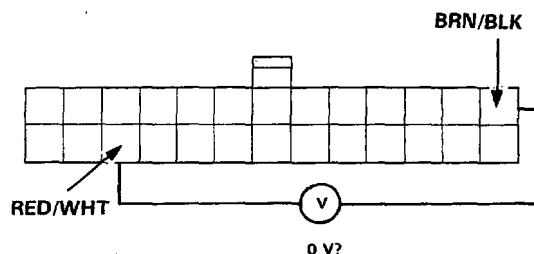
Measure the resistance between the A24 (RED/WHT) and A1 (BRN/BLK) terminals.

Is the resistance 12 – 24 Ω ?

NO
Check for open in RED/WHT wire between the A24 terminal and the lock-up control solenoid valve A. If wire is OK, check the Lock-up Control Solenoid Valve A.

YES
Check for loose control unit connectors. If necessary, substitute a known-good control unit and recheck.

NOTE: View from wire side.



(cont'd)

Electrical Troubleshooting

Troubleshooting Flowchart (cont'd)

Self-diagnosis LED indicator blinks twice.

Disconnect the 26P connector from the control unit.

Turn the ignition switch ON.

Measure the voltage between the A25 (WHT/BLK) and A1 (BRN/BLK) terminals.

Is there voltage?

YES

Repair short to power source in WHT/BLK wire between the A25 terminal and the lock-up control solenoid valve B.

NO

Turn the ignition switch OFF.

Measure the resistance between the A25 (WHT/BLK) and A1 (BRN/BLK) terminals.

Is the resistance 12 – 24 Ω ?

NO

Check for open in WHT/BLK wire between the A25 terminal and the lock-up control solenoid valve B. If wire is OK, check the Lock-Up Control Solenoid Valve B.

YES

Disconnect the 2P connector from the lock-up control solenoid valve assembly.

Check for continuity between the A25 (WHT/BLK) and A1 (BRN/BLK) terminals.

Is there continuity?

YES

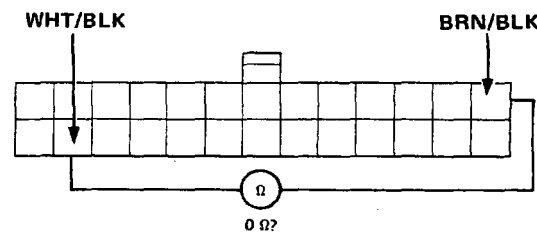
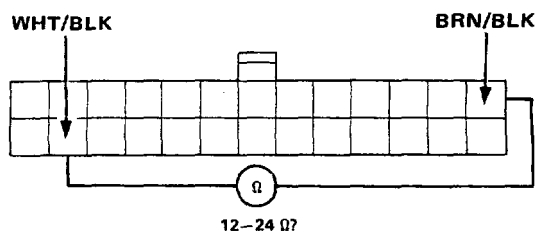
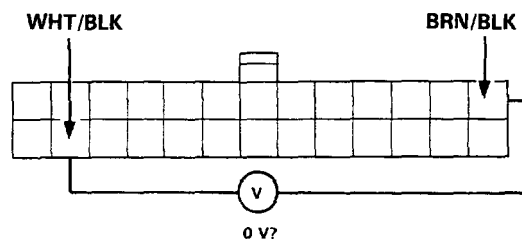
Repair short to ground in WHT/BLK wire between the A25 terminal and the lock-up control solenoid valve B.

NO

Connect the 2P connector to the lock-up control solenoid valve assembly.

Check for loose control unit connectors. If necessary, substitute a known-good control unit and recheck.

NOTE: View from wire side.





Self-diagnosis LED indicator blinks three times.

Turn the ignition switch ON.

Check whether the PGM-FI LED display blinks.

Does the LED blink?

YES
Repair the PGM-FI System.

NO

Turn the ignition switch OFF.

Disconnect the 26P and 22P connectors from the control unit.

Turn the ignition switch ON.

Measure the voltage between the B14 (ORN) and A1 (BRN/BLK) terminals.

Is the voltage 4.75 – 5.25 V?

NO
Repair open or short in ORN wire between the B14 terminal and the D14 terminal of the PGM-FI ECU.

YES

Turn the ignition switch OFF.

Connect the 26P and 22P connectors to the control unit.

Turn the ignition switch ON.

Measure the voltage between the B8 (RED/YEL) and A1 (BRN/BLK) terminals.

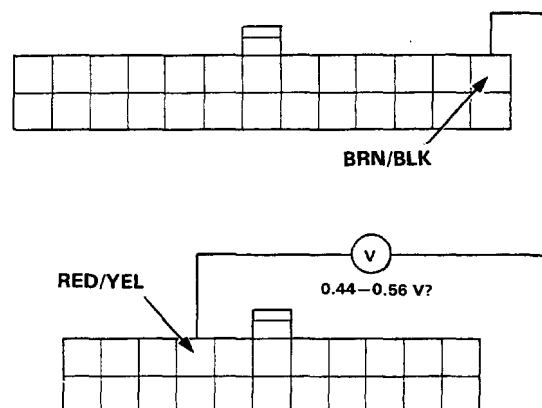
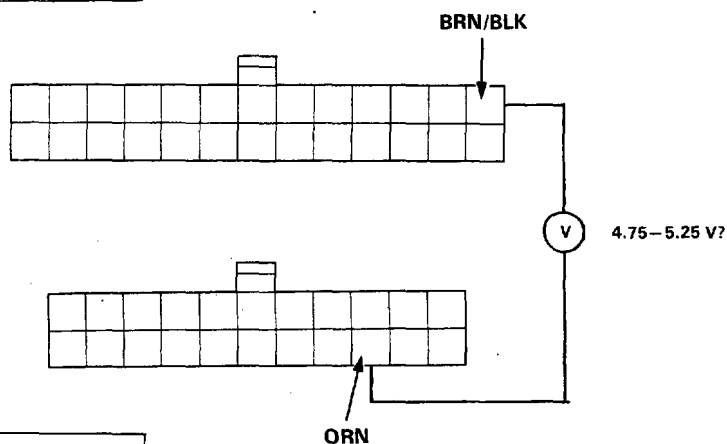
Is the voltage 0.44 – 0.56 V? *

NO
Repair open or short in RED/YEL wire between the B8 terminal and the throttle angle sensor.

YES * $\pm 10\%$

Check for loose control unit connectors. If necessary, substitute a known-good control unit and recheck.

NOTE: View from wire side.



(cont'd)

Electrical Troubleshooting

Troubleshooting Flowchart (cont'd)

NOTE: For EC models

Self-diagnosis LED indicator blinks four times.

Jack up the front of the car and block one wheel.

Turn the ignition switch ON.

Rotate the front wheel and measure the voltage between the B7 (YEL/RED) and A1 (BRN/BLK) terminals.

Does the voltage 0–5 V appear alternately?

YES

Substitute a known-good control unit and recheck.

NO

Turn the ignition switch OFF.

Disconnect the 26P and 22P connectors from the control unit.

Rotate the front wheel and check for continuity between the A1 (BRN/BLK) and B7 (YEL/RED) terminals.

Do continuity and infinity alternately appear?

YES

Check for loose control unit connectors. If necessary, substitute a known-good control unit and recheck.

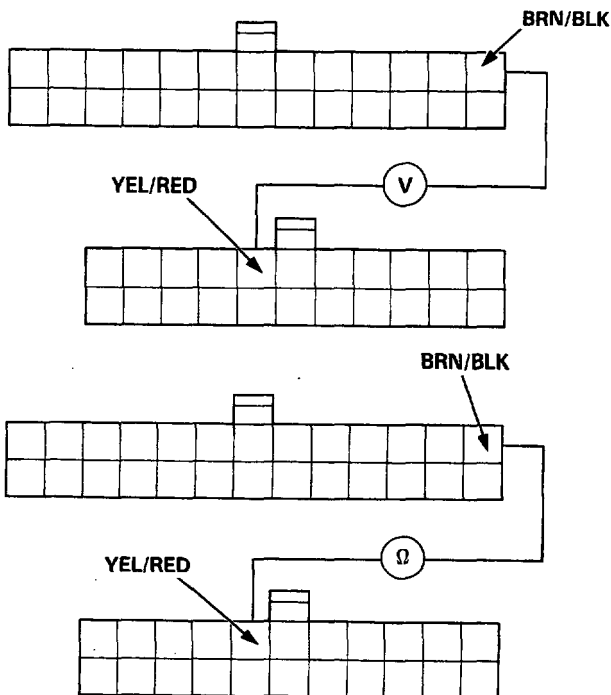
NO

Check for short or open in YEL/RED wire between the B7 terminal and the gauge assembly. If wire is OK, check the Speed Pulser.

⚠ WARNING

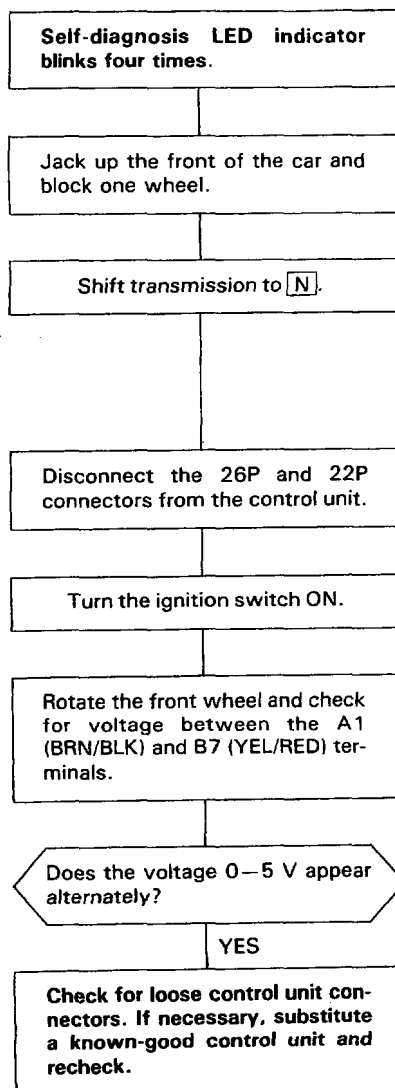
- Set the parking brake securely and block the rear wheels.
- Jack up the front of the car and support with a rigid rack.

NOTE: View from wire side.



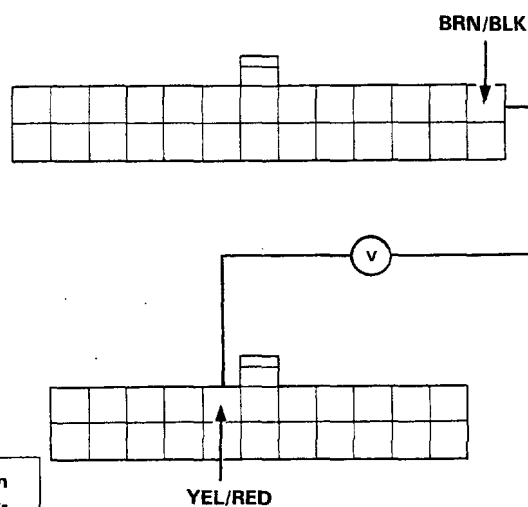


NOTE: Except EC models



⚠ WARNING

- Set the parking brake securely and block the rear wheels.
- Jack up the front of the car and support with a rigid rack.



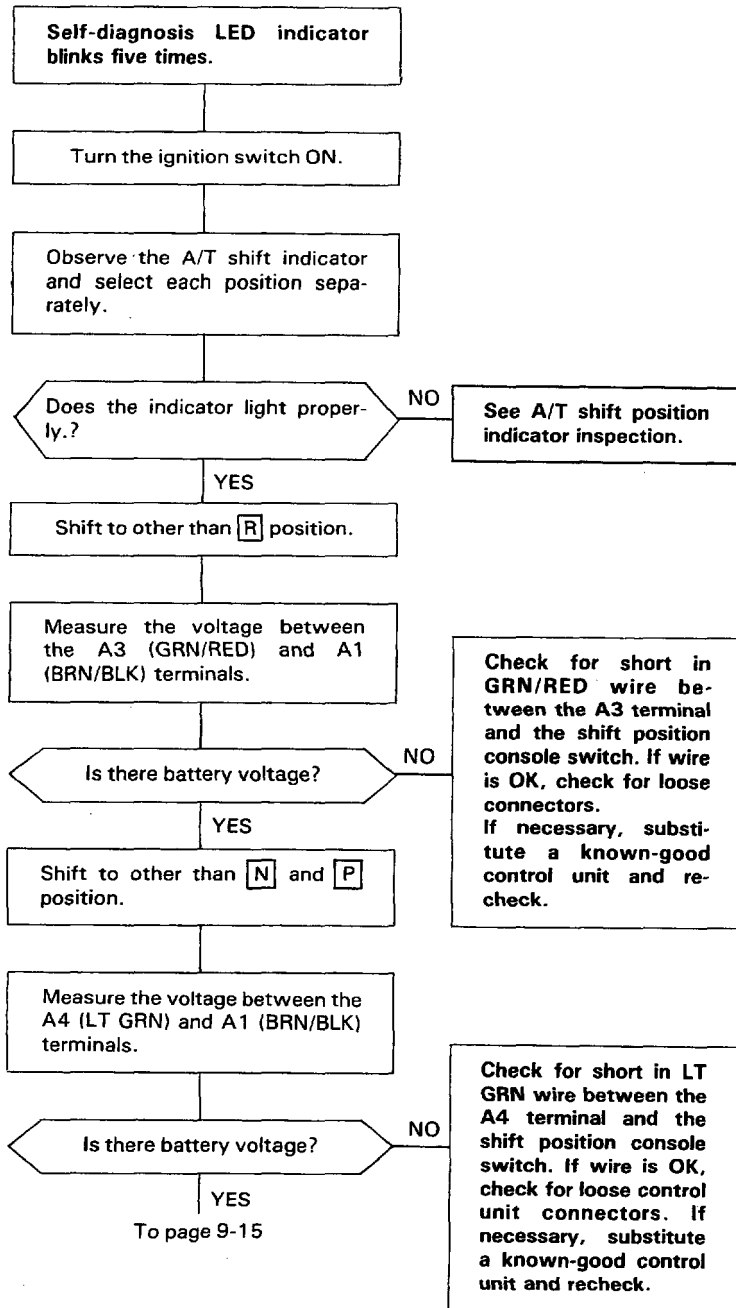
Check for short or open in YEL/RED wire between the B7 terminal and the Speed Sensor. If wire is OK, check the Speed Sensor.

NOTE: View from wire side.

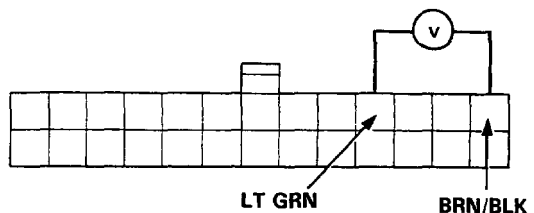
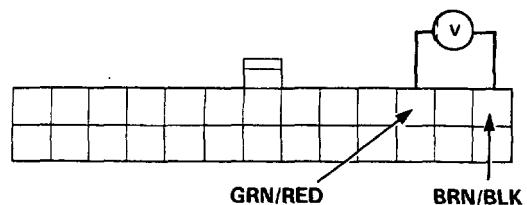
(cont'd)

Electrical Troubleshooting

Troubleshooting Flowchart (cont'd)



NOTE: View from wire side.





From page 9-14

NOTE: View from wire side.

Shift to other than **D** position.

Measure the voltage between the A5 (GRN/BLK) and A1 (BLK/RED) terminals.

Is there battery voltage?

NO

YES

Shift to other than **S** position.

Measure the voltage between the A6 (GRN/BLU) and A1 (BRN/BLK) terminals.

Is there battery voltage?

NO

YES

Shift to other than **2** position.

Measure the voltage between the A7 (GRN/YEL) and A1 (BRN/BLK) terminals.

Is there battery voltage?

NO

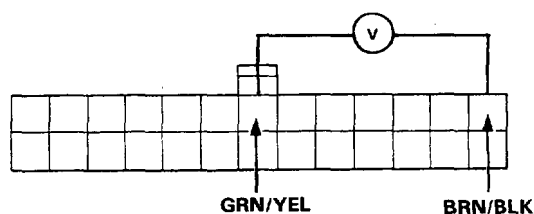
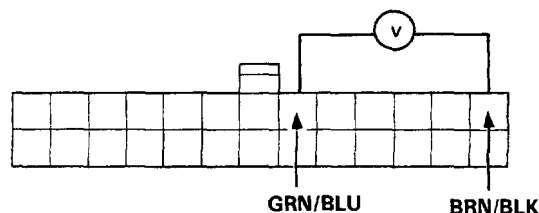
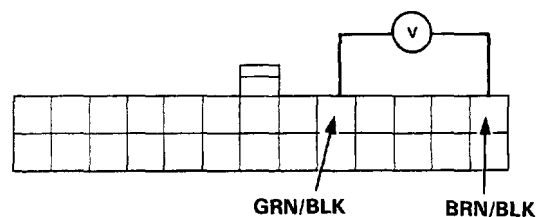
YES

Substitute a known-good control unit and recheck.

Check for short in GRN/BLK wire between the A5 terminal and the shift position console switch. If wire is OK, check for loose control unit connectors. If necessary, substitute a known-good control unit and recheck.

Check for short in GRN/BLU wire between the A6 terminal and the shift position console switch. If wire is OK, check for loose control unit connectors. If necessary, substitute a known-good control unit and recheck.

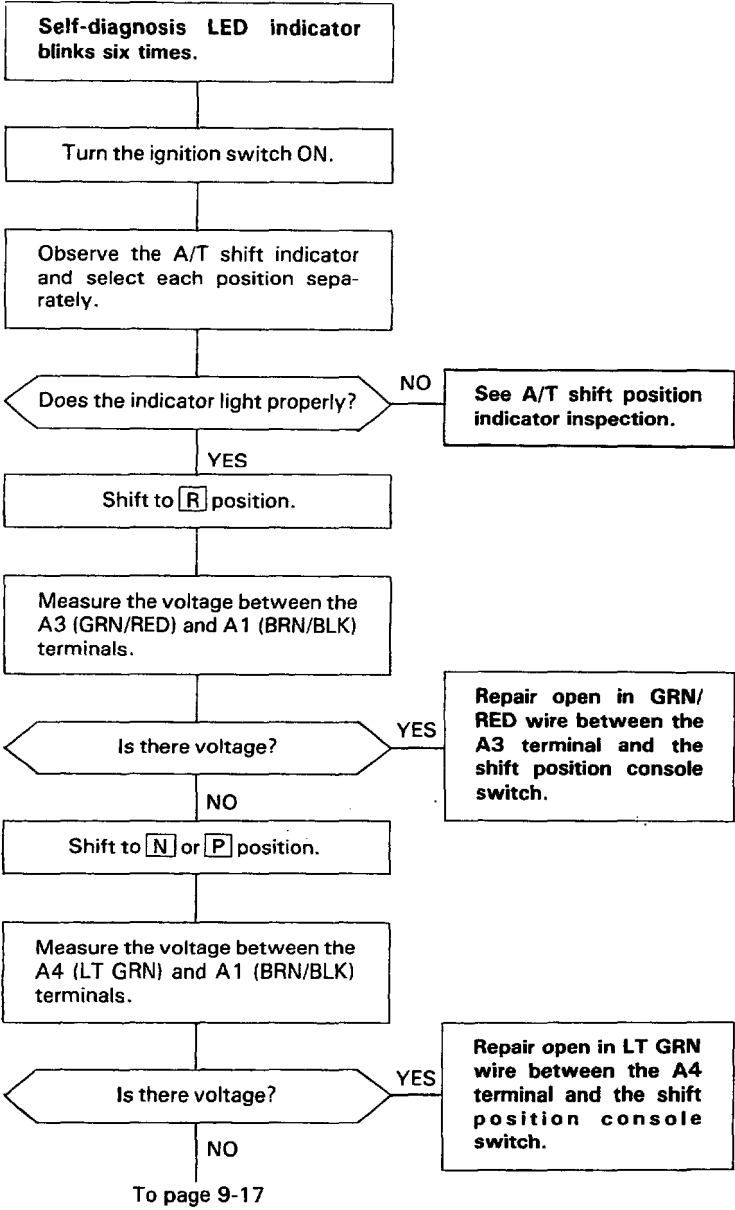
Check for short in GRN/YEL wire between the A7 terminal and the shift position console switch. If wire is OK, check for loose control unit connectors. If necessary, substitute a known-good control unit and recheck.



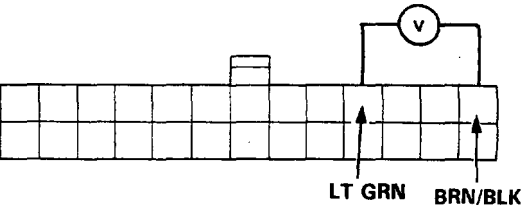
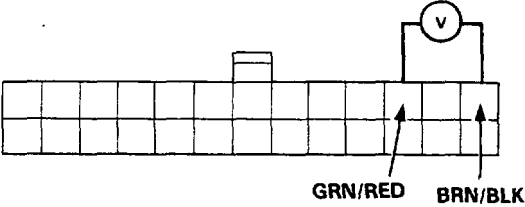
(cont'd)

Electrical Troubleshooting

Troubleshooting Flowchart (cont'd)



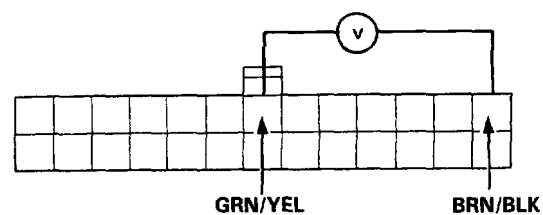
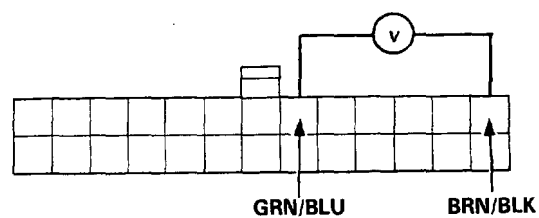
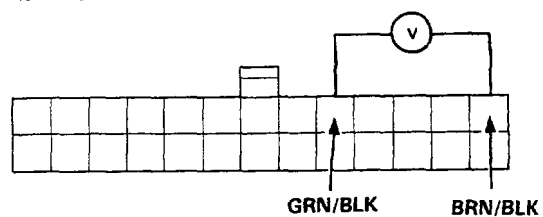
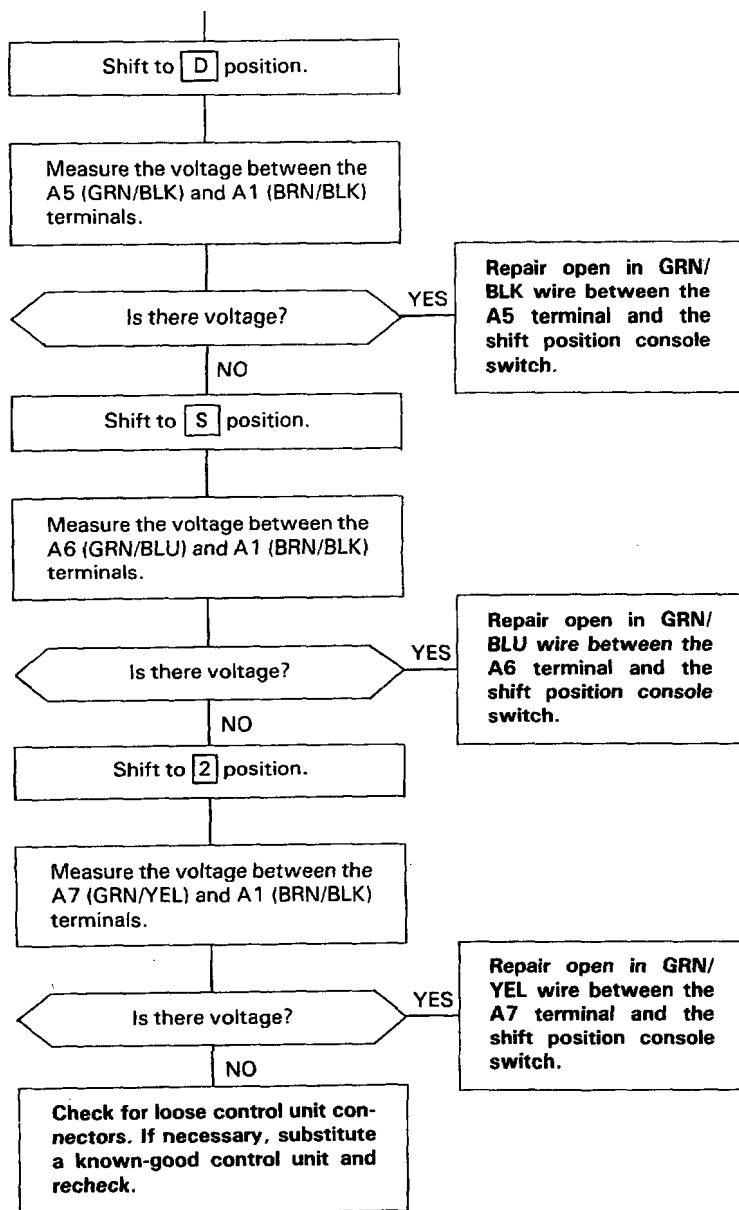
NOTE: View from wire side.





From page 9-16

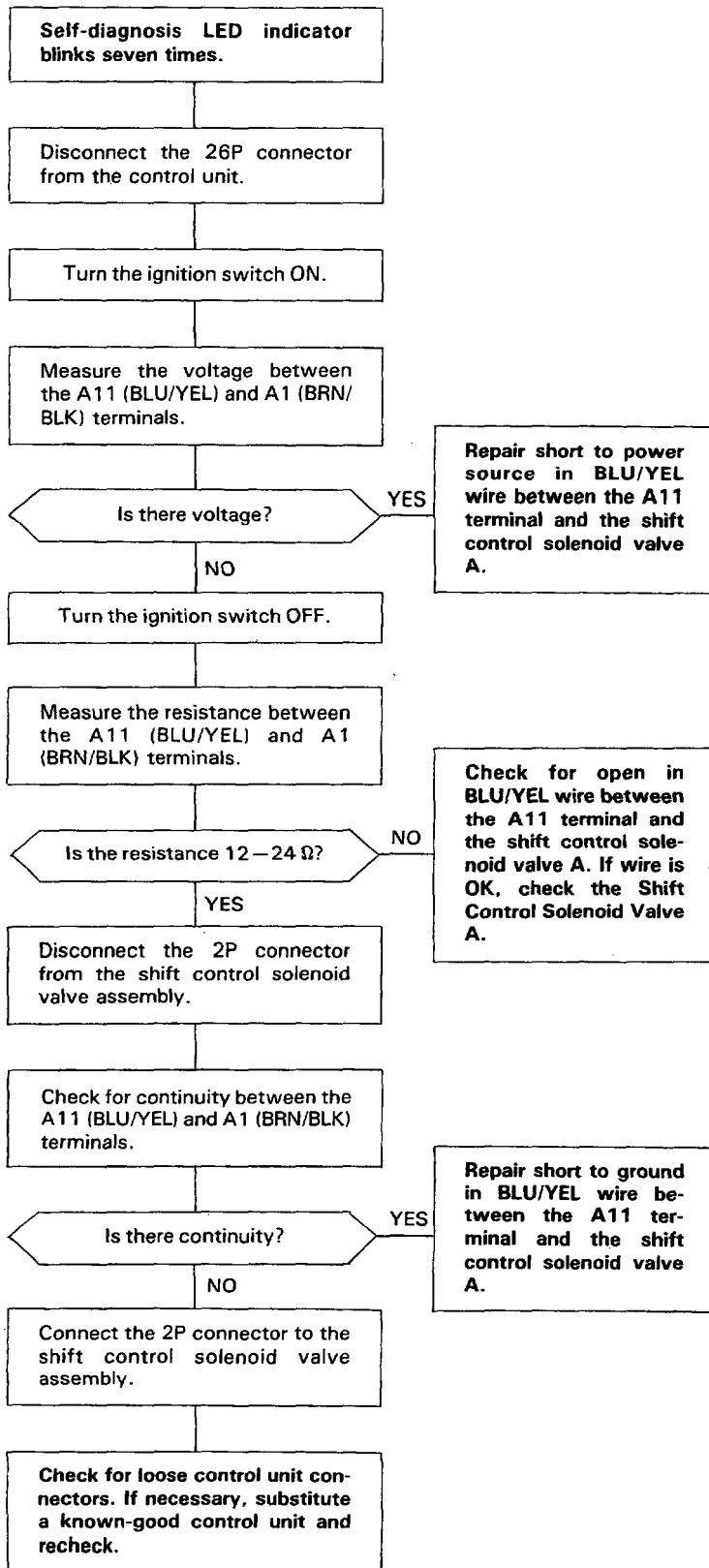
NOTE: View from wire side.



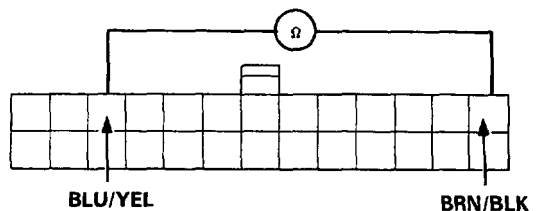
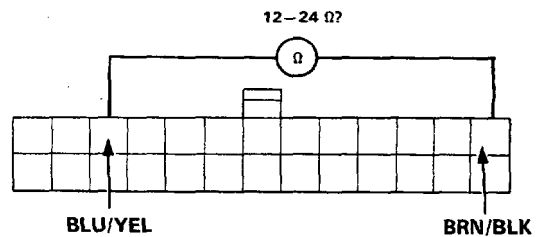
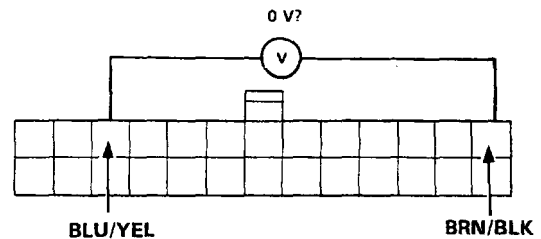
(cont'd)

Electrical Troubleshooting

Troubleshooting Flowchart (cont'd)



NOTE: View from wire side.





Self-diagnosis LED indicator blinks eight times.

Disconnect the 26P connector from the control unit.

Turn the ignition switch ON.

Measure the voltage between the A12 (GRN/WHT) and A1 (BRN/BLK) terminals.

Is there voltage?

YES

Repair short to power source in GRN/WHT wire between the A12 terminal and shift control solenoid valve B.

NO

Turn the ignition switch OFF.

Measure the resistance between the A12 (GRN/WHT) and A1 (BRN/BLK) terminals.

Is the resistance 12–24 Ω ?

NO

Check for open in GRN/WHT wire between the A12 terminal and the shift control solenoid valve B. If wire is OK, check the Shift Control Solenoid Valve B.

YES

Disconnect the 2P connector from the shift control solenoid valve assembly.

Check for continuity between the A12 (GRN/WHT) and A1 (BRN/BLK) terminals.

Is there continuity?

YES

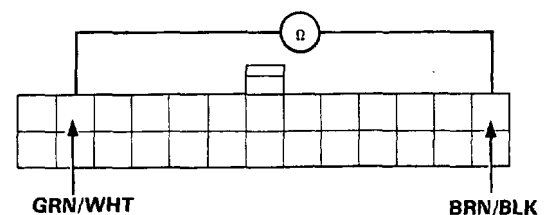
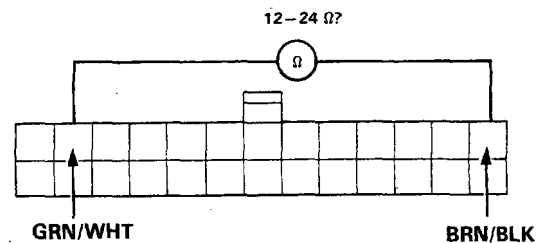
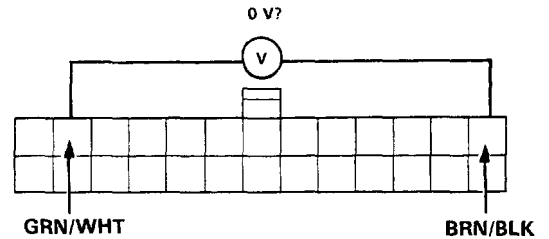
Repair short to ground in GRN/WHT wire between the A12 terminal and the shift control solenoid valve B.

NO

Connect the 2P connector to the shift control solenoid valve assembly.

Check for loose control unit connectors. If necessary, substitute a known-good control unit and recheck.

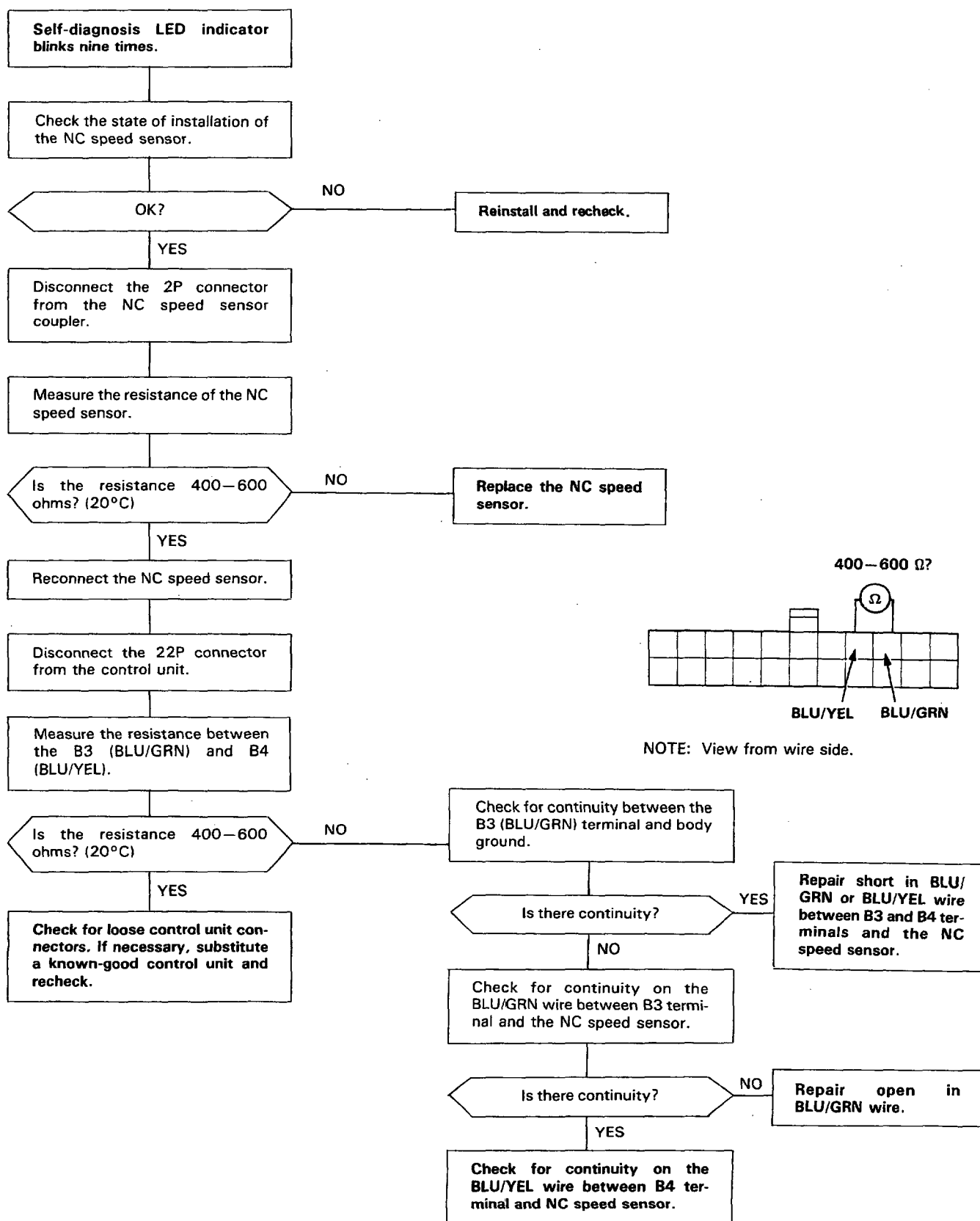
NOTE: View from wire side.

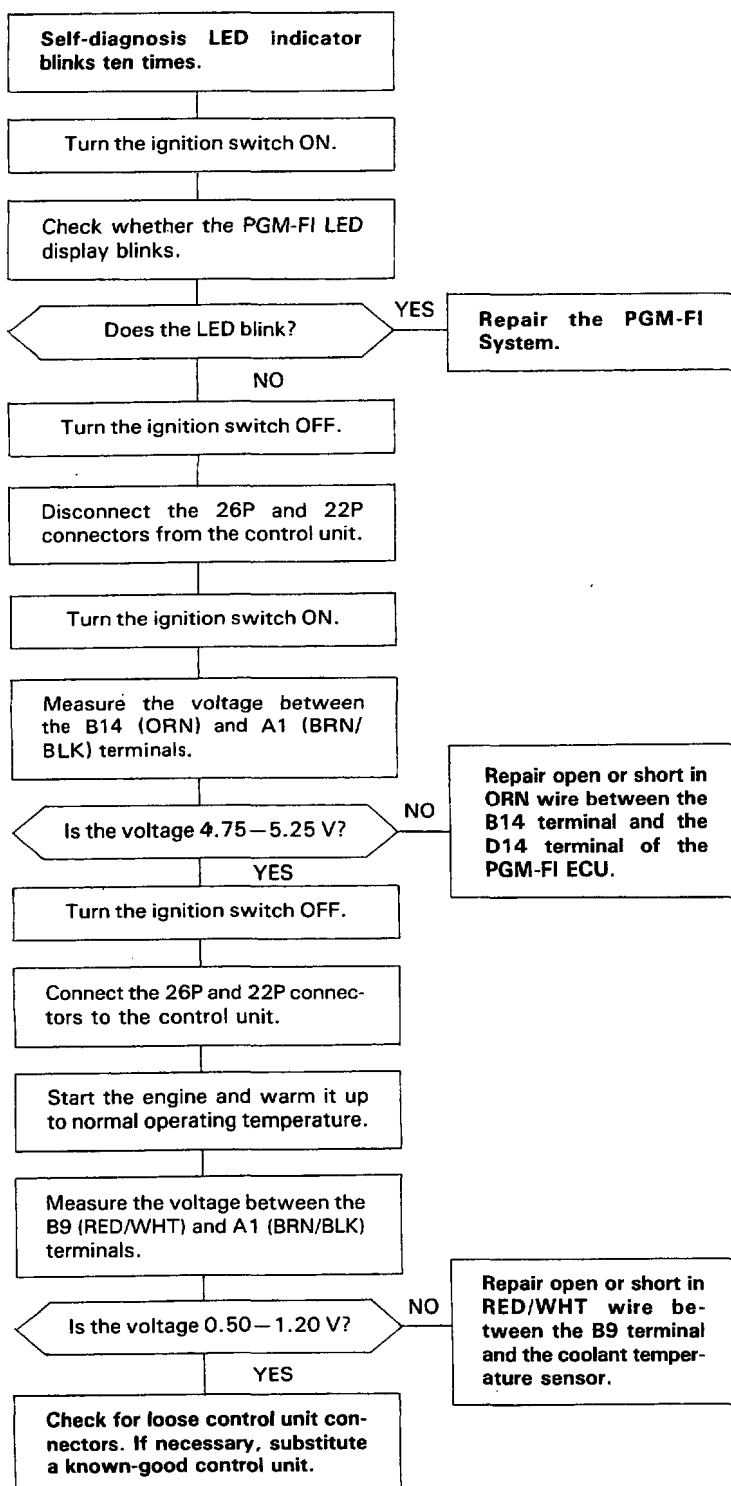


(cont'd)

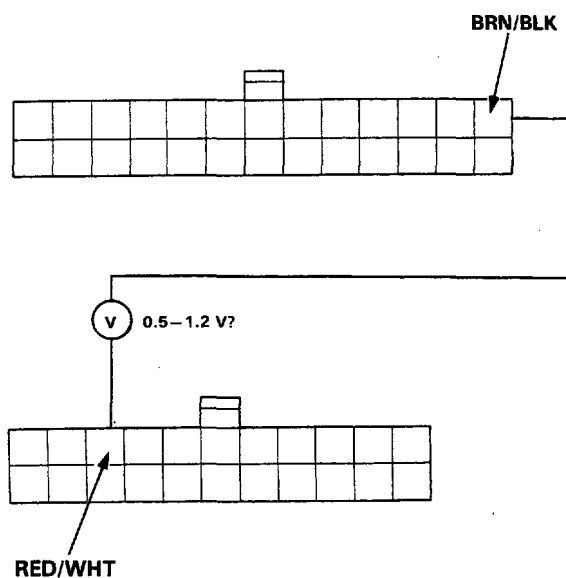
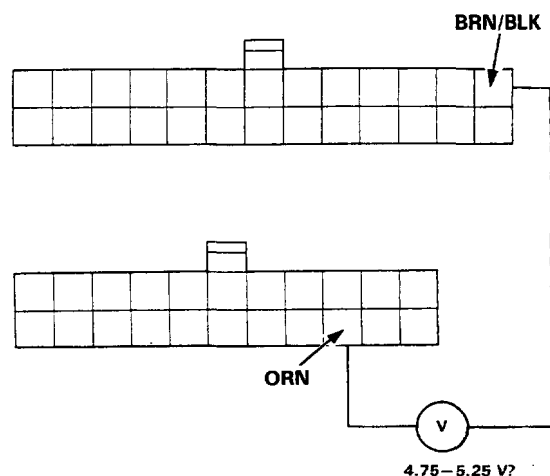
Electrical Troubleshooting

Troubleshooting Flowchart (cont'd)





NOTE: View from wire side.



Electrical Troubleshooting

Troubleshooting Flowchart (cont'd)

Self-diagnosis LED indicator
blinks eleven times.

Disconnect the 26P connectors
from the control unit.

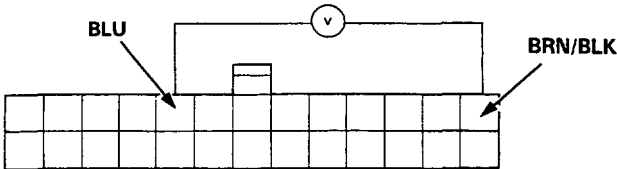
Start the engine.

Measure the voltage between the
A9 (BLU) and A1 (BRN/BLK) ter-
minals.

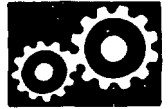
Is there battery voltage?

NO
Repair open or short in
BLU wire between the
A9 terminal and the ig-
nition coil.

YES
Check for loose control unit con-
nectors. If necessary, substitute
a known-good control unit and
recheck.



NOTE: View from wire side.



Self-diagnosis LED indicator blinks twelve.

Turn the ignition switch ON.

Measure the voltage between the A20 (YEL) and A1 (BRN/BLK) terminals.

Is there battery voltage?

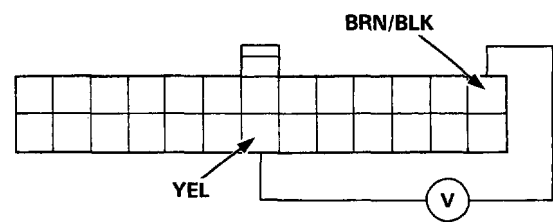
YES

Substitute a known-good control unit and recheck.

NO

Repair short in YEL wire between the A20 terminal and the cooling fan control unit. If wire is OK, check the cooling fan control unit.

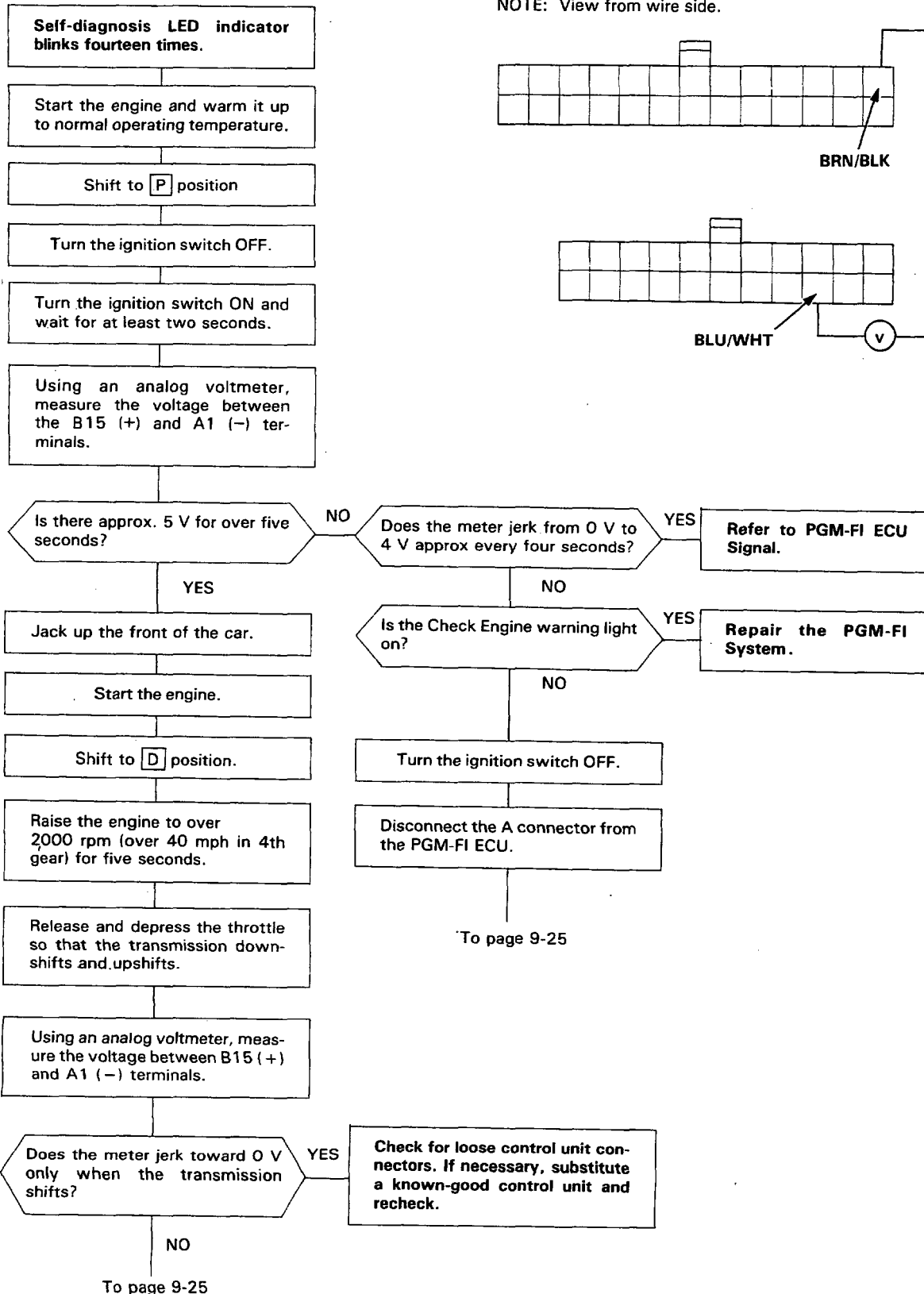
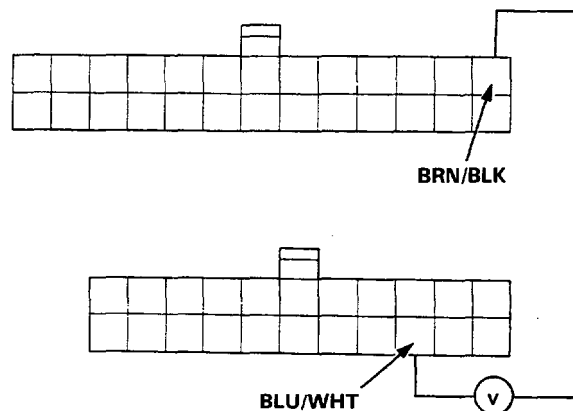
NOTE: View from wire side.

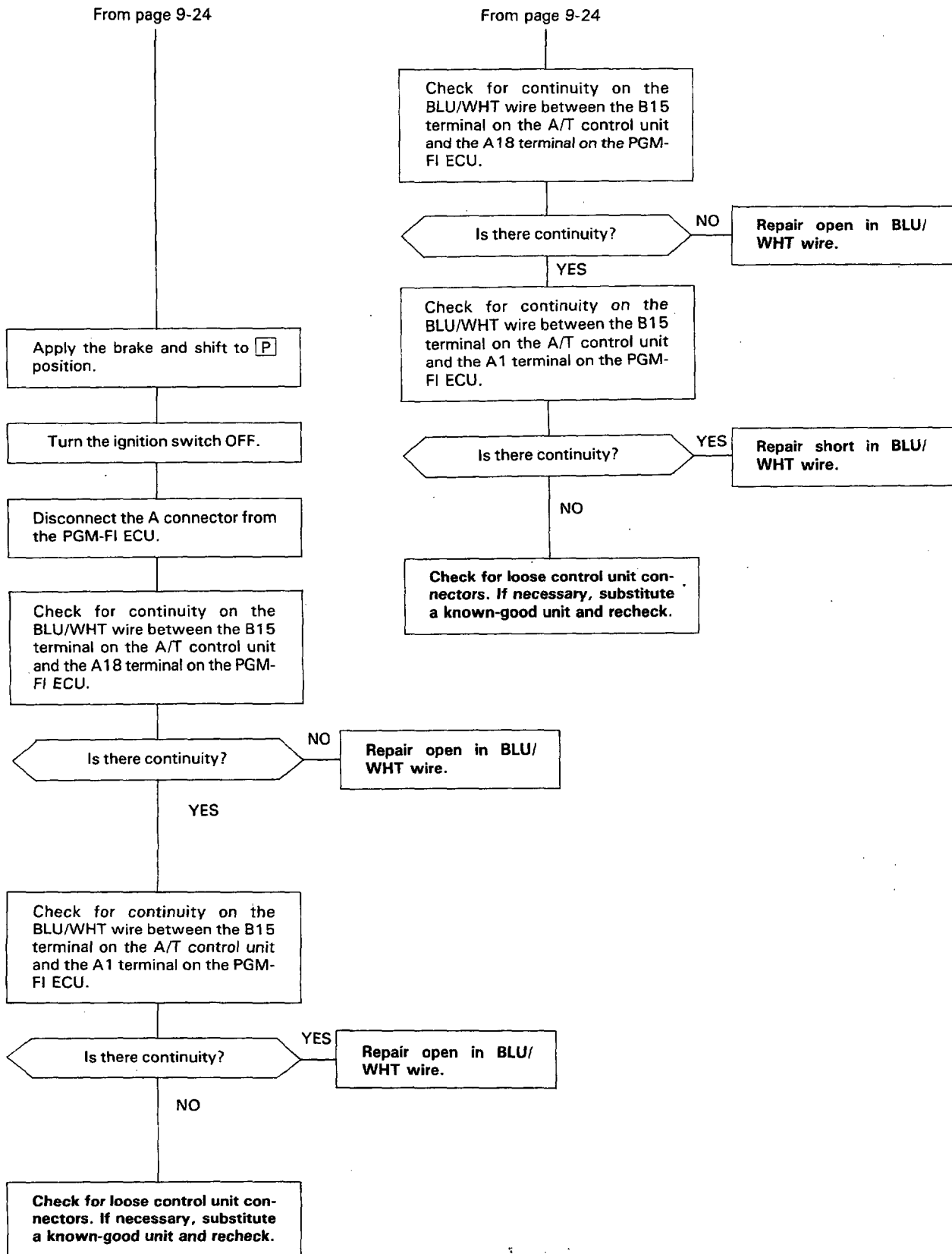


Electrical Troubleshooting

Troubleshooting Flowchart (cont'd)

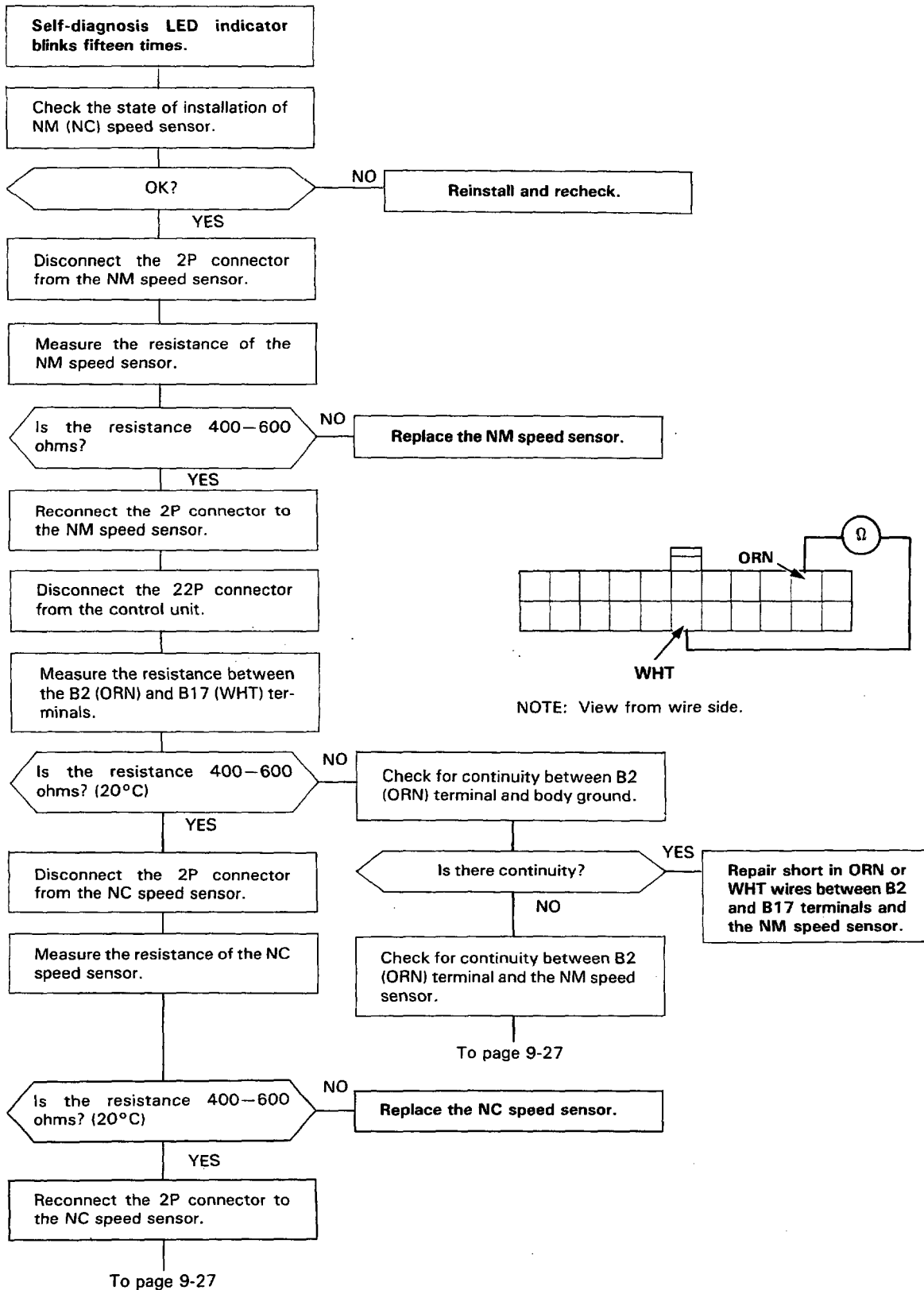
NOTE: View from wire side.

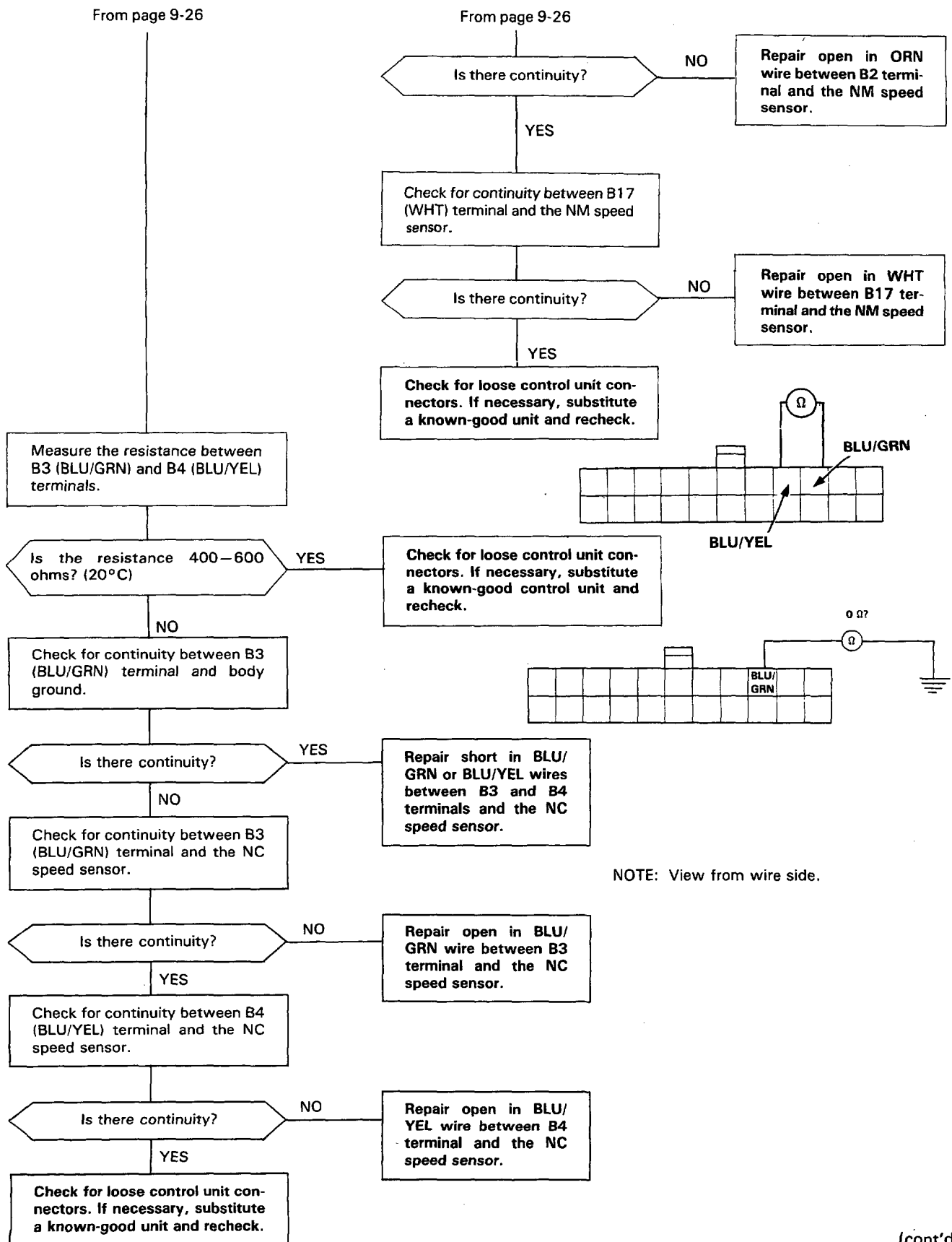




Electrical Troubleshooting

Troubleshooting Flowchart (cont'd)

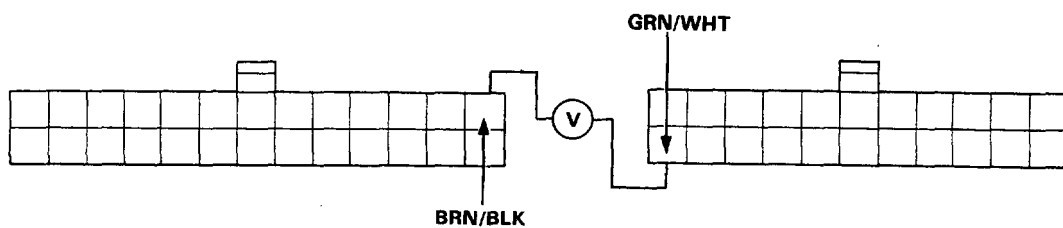
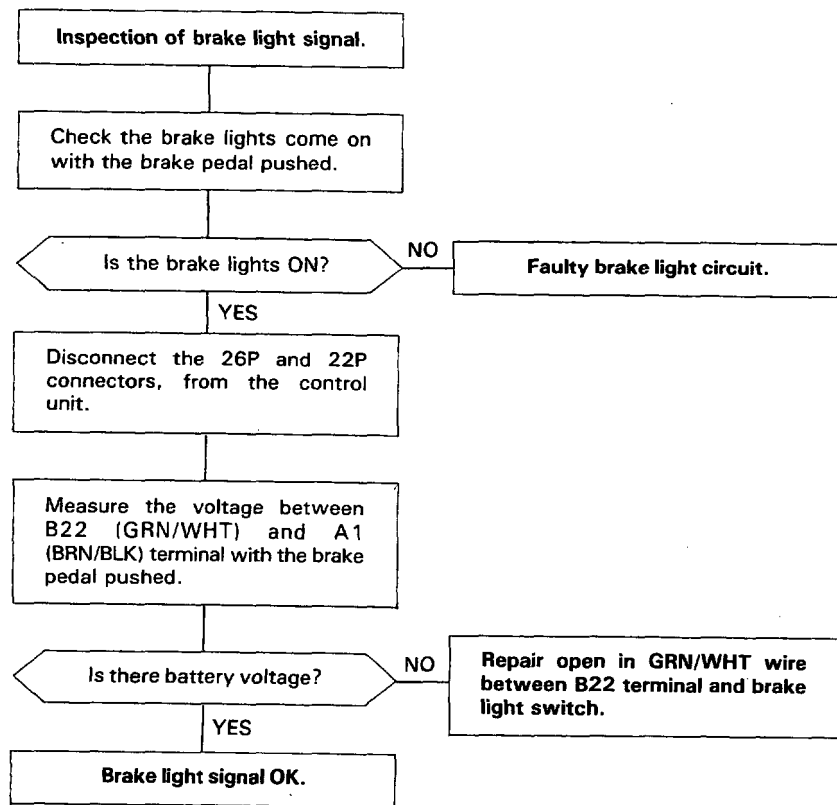




(cont'd)

Electrical Troubleshooting

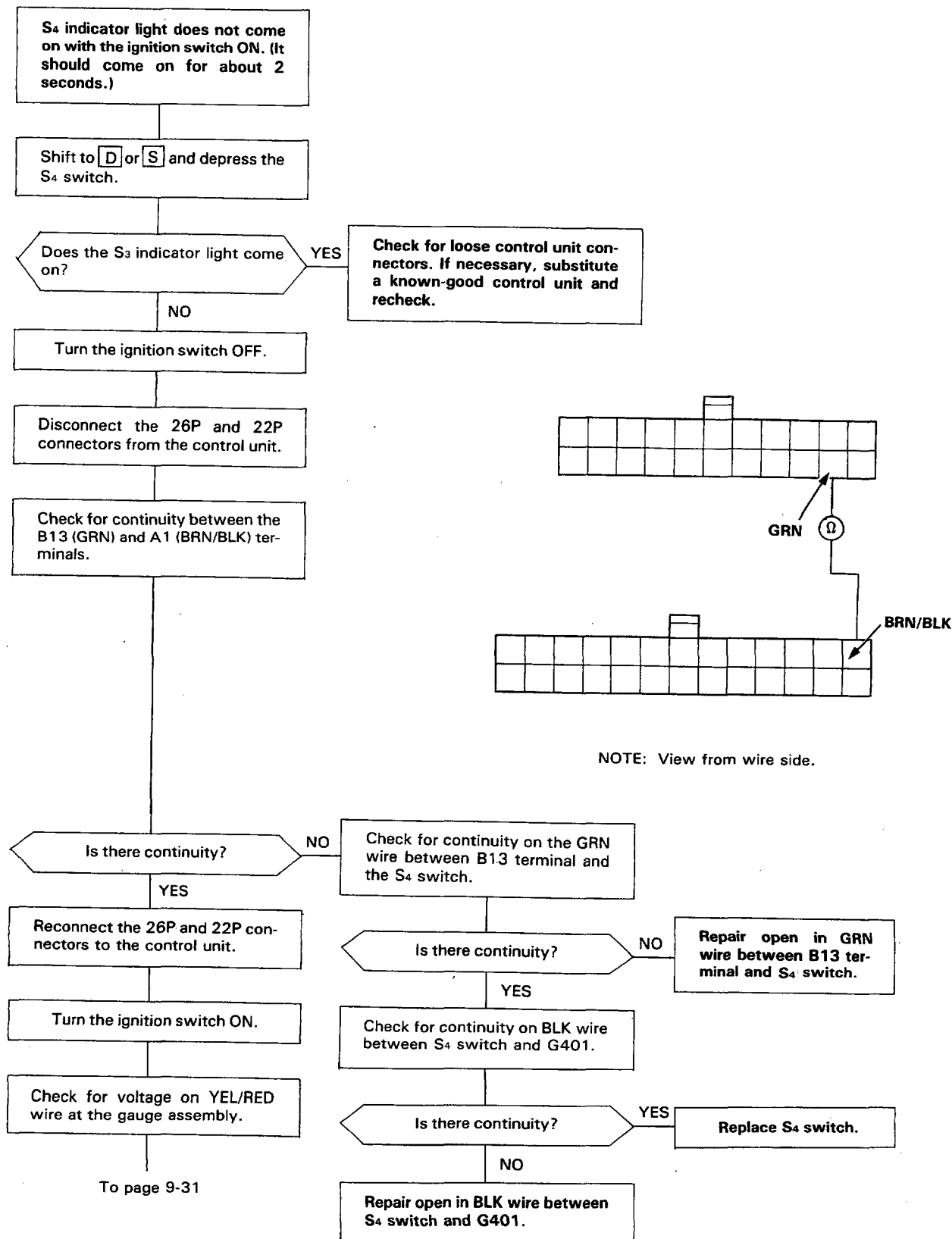
Troubleshooting Flowchart (cont'd)

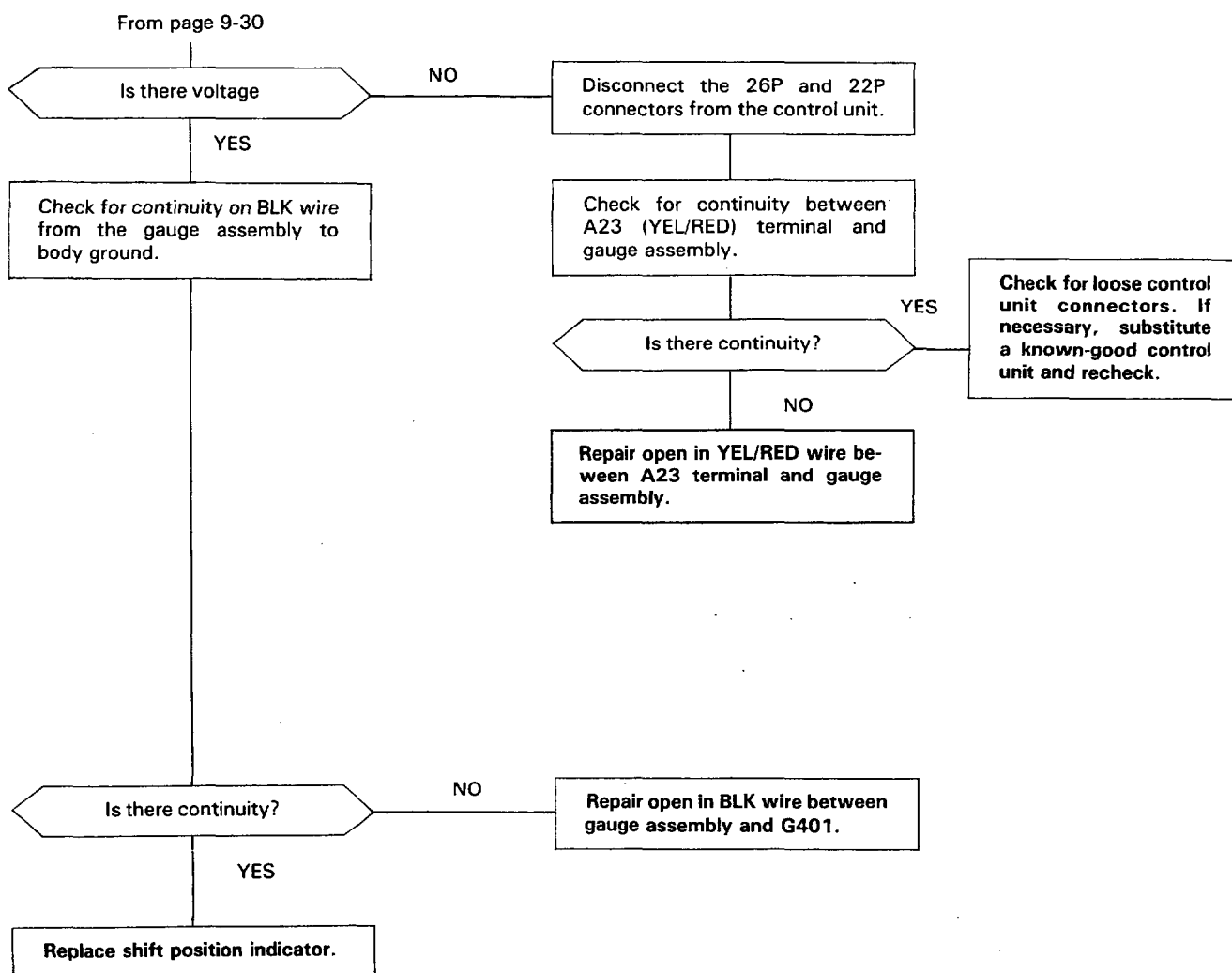


NOTE: View from wire side.

Electrical Troubleshooting

Troubleshooting Flowchart (cont'd)





Electrical Troubleshooting

Troubleshooting Flowchart (cont'd)

NOTE: View from wire side.

