

PGM-FI System

MIL Circuit Troubleshooting

Turn the ignition switch ON (II) and watch the Malfunction Indicator Lamp (MIL).

NOTE:

If this symptom is intermittent, check for the following problems.

- The MIL never comes on after the ignition switch is turned ON (II).
 - A loose No. 6 ECU (PCM) (20 A) fuse in the under-dash fuse/relay box
 - A loose No. 22 FUEL PUMP (20 A) fuse in the under-dash fuse/relay box
 - An intermittent short in the wire between the PCM (A7) and the gauge assembly
 - An intermittent short in the wire between the PCM (D10) and the MAP sensor
 - An intermittent short in the wire between the PCM (D21) and the TP sensor, EGR valve position sensor, fuel tank pressure sensor, TCS control valve angle sensor
 - A loose No. 25 IG COIL (30 A) fuse in the under-dash fuse/relay box
 - PGM-FI main relay
- The MIL stays on or comes on after 2 seconds with the ignition switch turned ON (II).
 - An intermittent short in the wire between the PCM (C5) and the service check connector, data link connector
 - An intermittent open in the wire between the PCM (D22) and the service check connector
 - An intermittent short in the wire between the PCM (A7) and the gauge assembly.
- See the HDS or the scan tool user's manuals for specific operating instructions.

Does the MIL come on and stay on?

YES

NO



(To page 11-73)

Check the fuse:

1. Turn the ignition switch OFF.
2. Turn the ignition switch ON (II).

Does the low oil pressure indicator light come on?

NO

YES

Check the engine starting:
Try to start the engine.

- Repair short or open in the wire between gauge relay and gauge assembly.
- Repair short or open in the wire between METER (15A) fuse and gauge relay.
- Repair short or open in the wire between NO. 13 METER (7.5A) fuse and gauge relay.
- Test the gauge relay.
- Replace METER (15A) fuse and/or No.13 METER (7.5A) fuse.

Does the engine start?

YES

NO

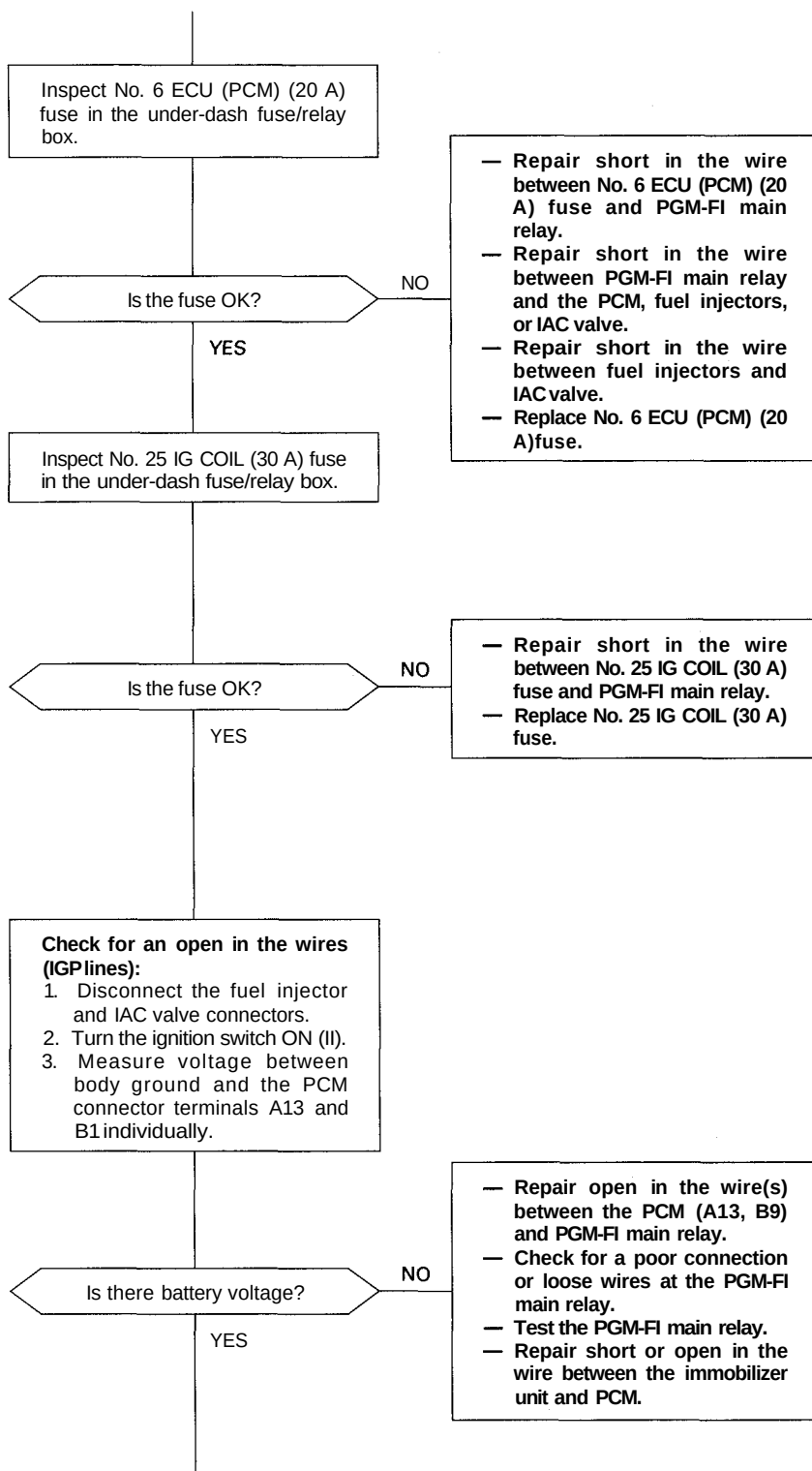


(To page 11-71)

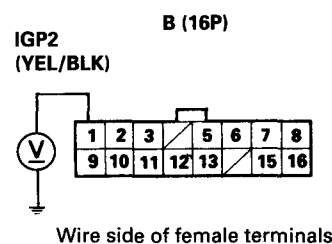
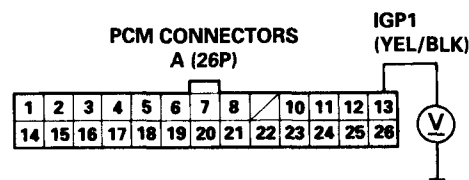
(To page 11-75)



(From page 11-70)



(To page 11-72)

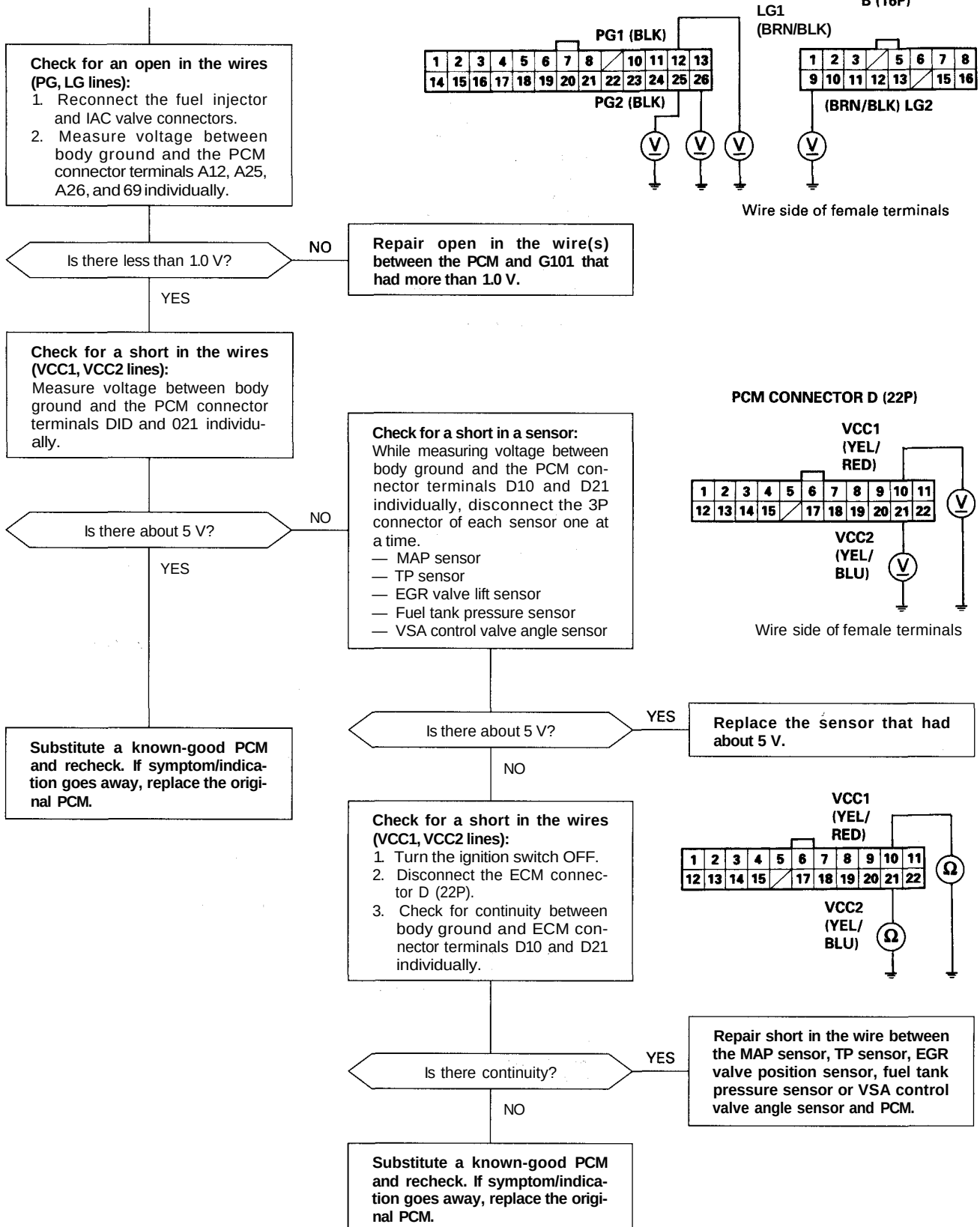


(cont'd)

PGM-FI System

MIL Circuit Troubleshooting (cont'd)

(From page 11-71)





(From page 11-70)

**Check the Diagnostic Trouble Code(DTC):**

1. Turn the ignition switch OFF.
2. Connect the scan tool or the HDS.
3. Turn the ignition switch ON (II).
4. Read the DTC with the scan tool or the HDS.

Are any DTC(s) indicated?

YES

Go to the DTC Troubleshooting Index (see page 11-41).

NO

Check for a short in the wire (SCS line):

1. Turn the ignition switch OFF.
2. Turn the ignition switch ON (II).
3. Measure voltage between PCM connector terminal C5 and body ground.

Is there about 5 V (or battery voltage)?

NO

Repair short in the wire between the service check connector, data link connector and PCM (C5).

YES

Check for a short in the wire (K-line):

1. Turn the ignition switch OFF.
2. Disconnect the PCM connector D (22P).
3. Check for continuity between the Data link connector (DLC) 16P connector terminal No. 7 and body ground.

Is there continuity?

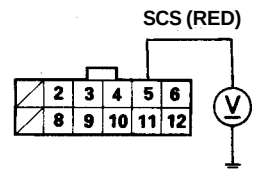
YES

Repair short in the wire between the DLC and PCM (D4).

NO

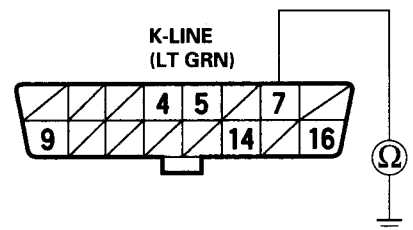
(To page 11-74)

PCM CONNECTOR C (12P)



Wire side of female terminals

DATA LINK CONNECTOR (DLC)



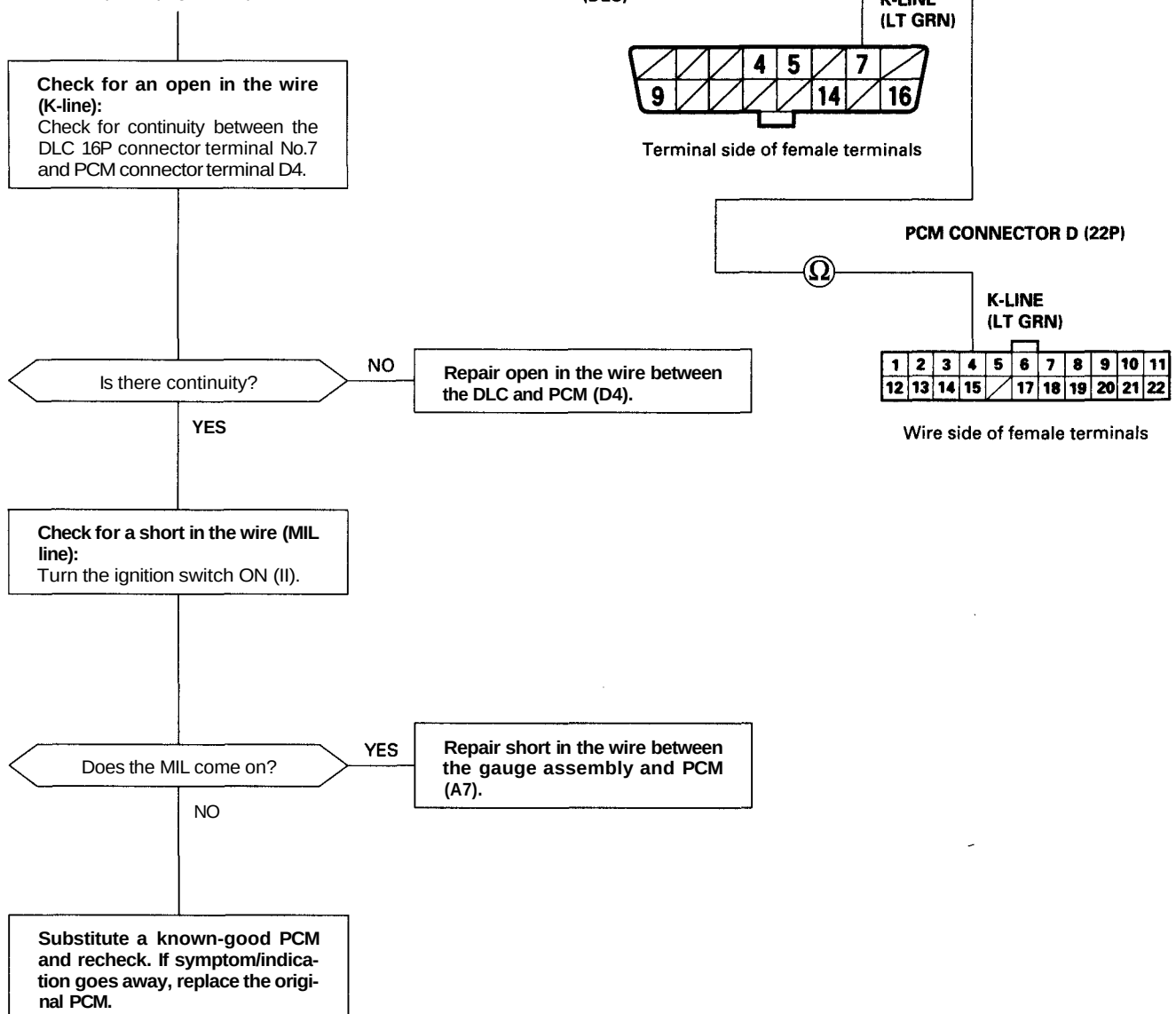
Terminal side of female terminals

(cont'd)

PGM-FI System

MIL Circuit Troubleshooting (cont'd)

(From page 11-73)





(From page 11-70)

B

Check for an open in the wire or bulb (MIL line):

1. Turn the ignition switch OFF.
2. Connect PCM connector terminal A7 and body ground with a jumper wire.
3. Turn the ignition switch ON (II).

PCM CONNECTOR A (26P)

JUMPER WIRE

MIL (LT GRN/RED)

1	2	3	4	5	6	7	8	9	10	11	12	13
14	15	16	17	18	19	20	21	22	23	24	25	26

Wire side of female terminals

Does the MIL come on?

NO

- Repair open in the wires between the PCM (A7) and gauge assembly.
- Replace the MIL bulb.

YES

Substitute a known-good PCM and recheck. If symptom/indication goes away, replace the original PCM.