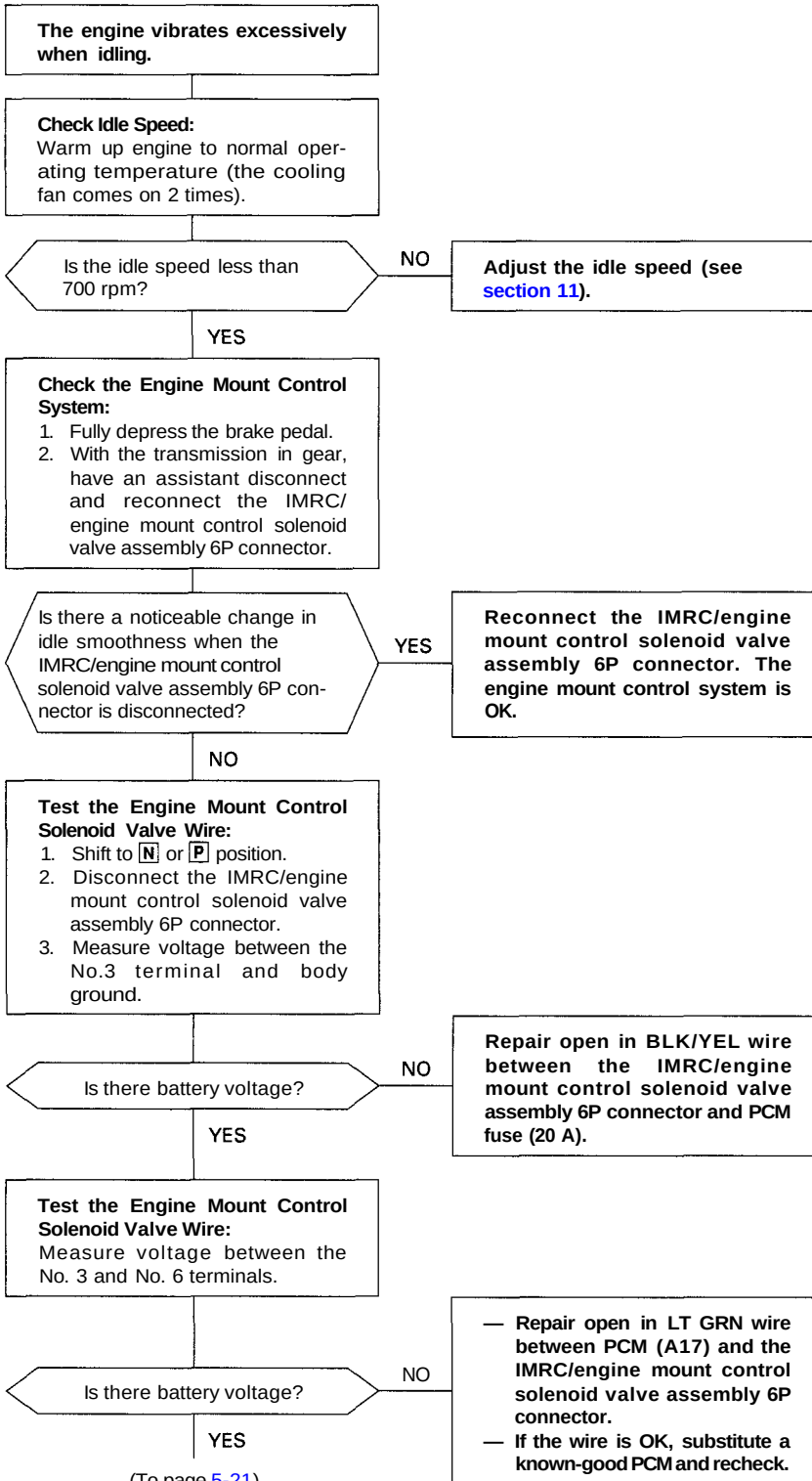


Engine Mount Control System

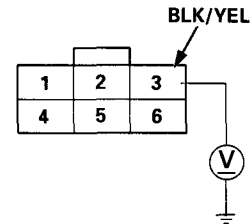
Troubleshooting Flowchart

NOTE:

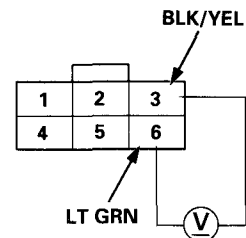
- Check the vacuum hoses and lines for damage and proper connections.
- Refer to the Troubleshooting Procedures (see [section 11](#)).



IMRC/ENGINE MOUNT CONTROL SOLENOID VALVE ASSEMBLY 6P CONNECTOR



Wire side of female terminals





(From page 5-20)

Test the Engine Mount Control Solenoid Valve Wire:

1. Raise the engine speed above 1,000 rpm.
2. Measure voltage between the No. 3 and No. 6 terminals.

Is there battery voltage?

YES

NO

- Repair short to body ground in LT GRN wire between PCM (A17) and the IMRC/engine mount control solenoid valve assembly 6P connector.
- If the wire is OK, substitute a known-good PCM and recheck.

Test the Engine Mount and Vacuum Hose:

Disconnect the upper vacuum hose from the engine mount control solenoid valve, and connect a vacuum pump/gauge to the hose. Apply vacuum for 20 seconds.

Does the engine mount hold vacuum?

NO

YES

- Inspect the vacuum hose.
- Replace the left and/or right engine mount.

Test the Engine Mount:

Release the vacuum, then apply vacuum again.

Is there a noticeable change in idle smoothness with and without vacuum applied?

NO

YES

Replace the left and/or right engine mount.

Test the Engine Mount Control Solenoid Valve:

Disconnect the lower vacuum hose from the engine mount control solenoid valve, and connect a vacuum gauge to the hose.

Is there manifold vacuum?

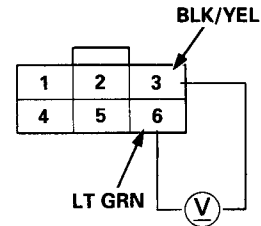
NO

YES

Repair as needed.

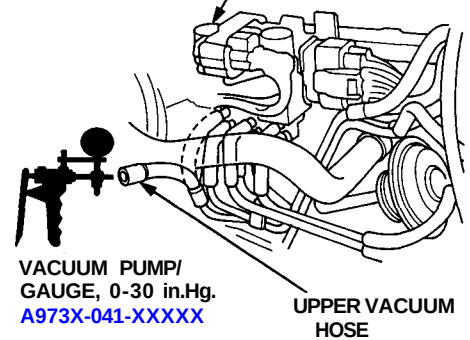
Replace the engine mount control solenoid valve.

IMRC/ENGINE MOUNT CONTROL SOLENOID VALVE ASSEMBLY 6P CONNECTOR



Wire side of female terminals

ENGINE MOUNT CONTROL SOLENOID VALVE



ENGINE MOUNT CONTROL SOLENOID VALVE

