



Troubleshooting Flowchart

Inspection of Fuel Pressure Regulator Control Solenoid Valve.

Check for vacuum at idle:

1. Start the engine. Hold the engine at 3,000 rpm with no load (in Park or neutral) until the radiator fan comes on.
2. Disconnect the No. 1 vacuum hose from the fuel pressure regulator and connect a vacuum gauge to the hose.

Is there manifold vacuum?

YES

Check the Fuel Pressure Regulator Control Solenoid Valve:

1. Turn the ignition switch OFF.
2. Disconnect the 4P connector from the control box.
3. Connect battery positive to terminal No. 4 and battery negative to terminal No. 3 on the 4P connector.
4. Start the engine and allow it to idle.

Is there manifold vacuum?

NO

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NO

Disconnect the 4P connector from the control box.

Is there vacuum?

YES

Inspect for a short to ground in wire between PCM (A10) and the 4P connector. If the wire is OK, substitute a known-good PCM and recheck (see page 11-42 for immobilizer information). If symptom goes away, replace the original PCM.

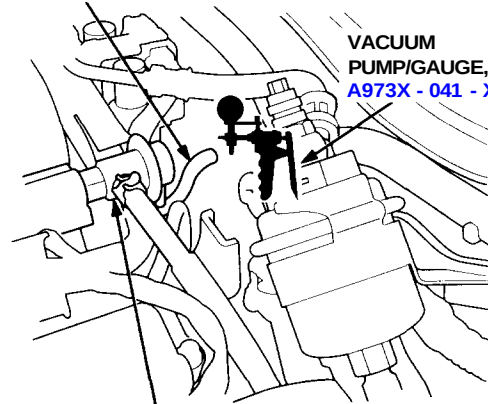
NO

Check the No. 1 and No. 3 vacuum hose. If hoses are OK, replace the fuel pressure regulator control solenoid valve.

YES

Replace the fuel pressure regulator control solenoid valve.

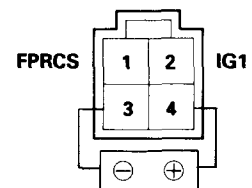
No. 1 VACUUM HOSE



VACUUM PUMP/GAUGE, 0 - 30 in.Hg
A973X - 041 - XXXXX

FUEL PRESSURE REGULATOR

CONTROL BOX
4P CONNECTOR



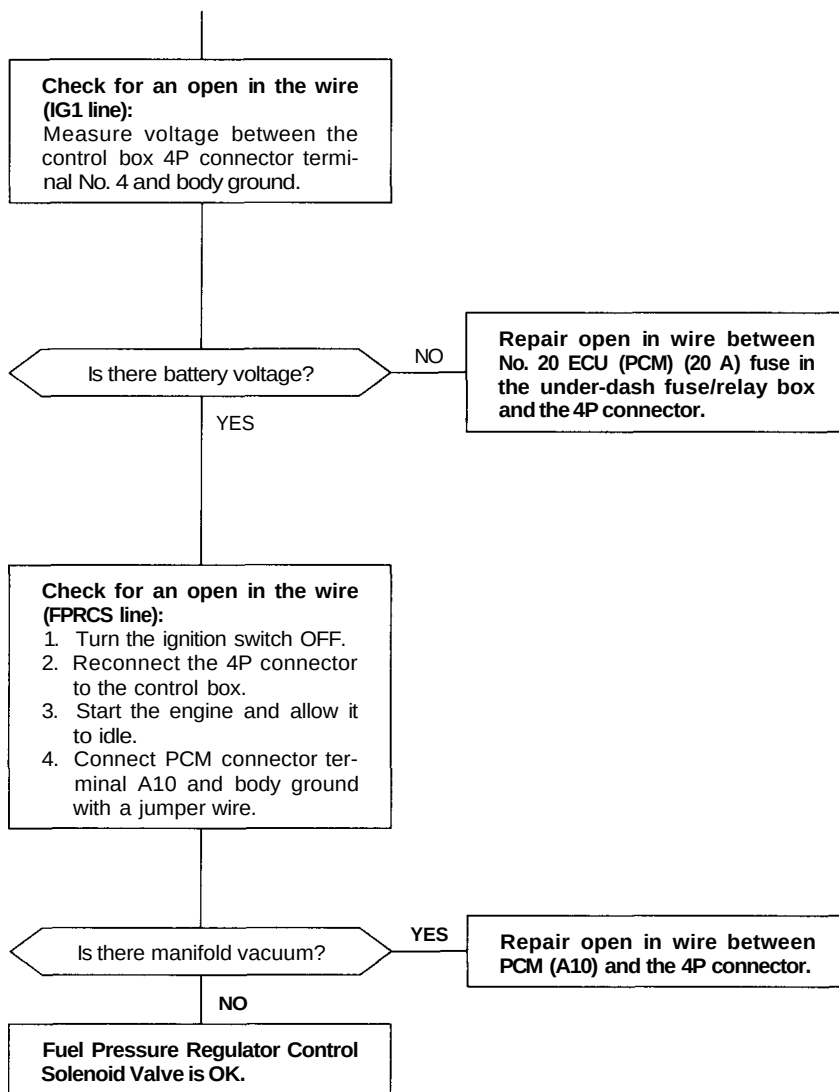
Terminal side of male terminals

(cont'd)

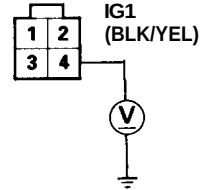
Fuel Supply System

Fuel Pressure Regulator (cont'd)

(From page 11-137)

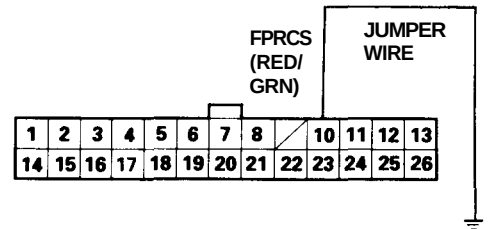


CONTROL BOX
4P CONNECTOR (C257)



Wire side of female terminals

PCM CONNECTOR A (26P)



Wire side of female terminals