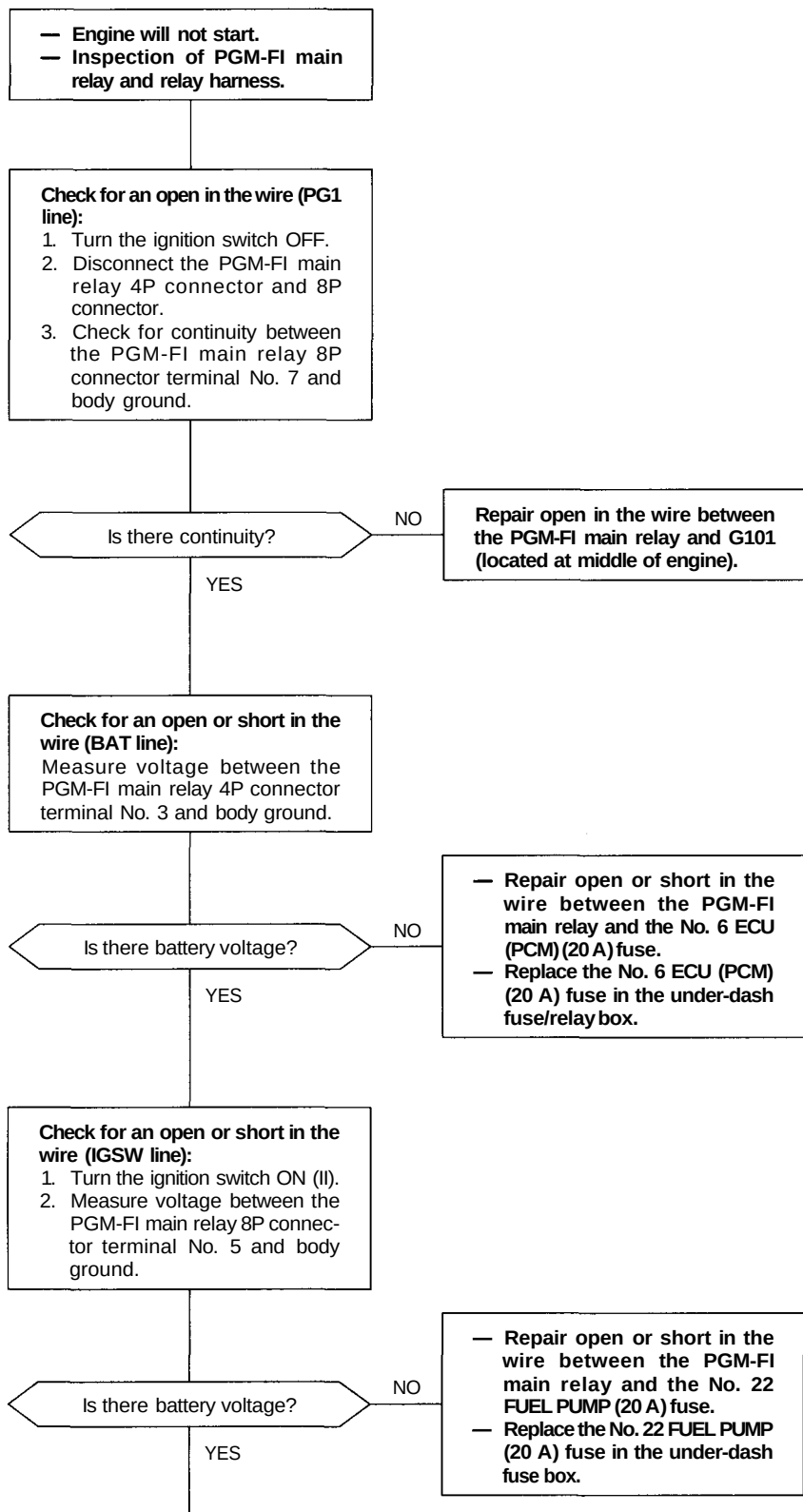


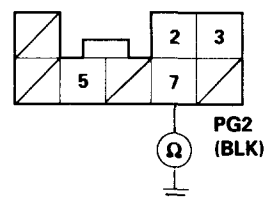


Troubleshooting Flowchart



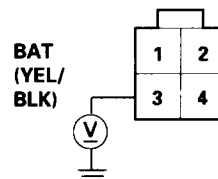
(To page 11-148)

PGM-FI MAIN RELAY 8P CONNECTOR (C433)

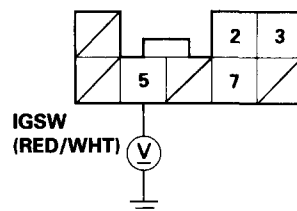


Wire side of female terminals

PGM-FI MAIN RELAY 4P CONNECTOR (C432)



Wire side of female terminals

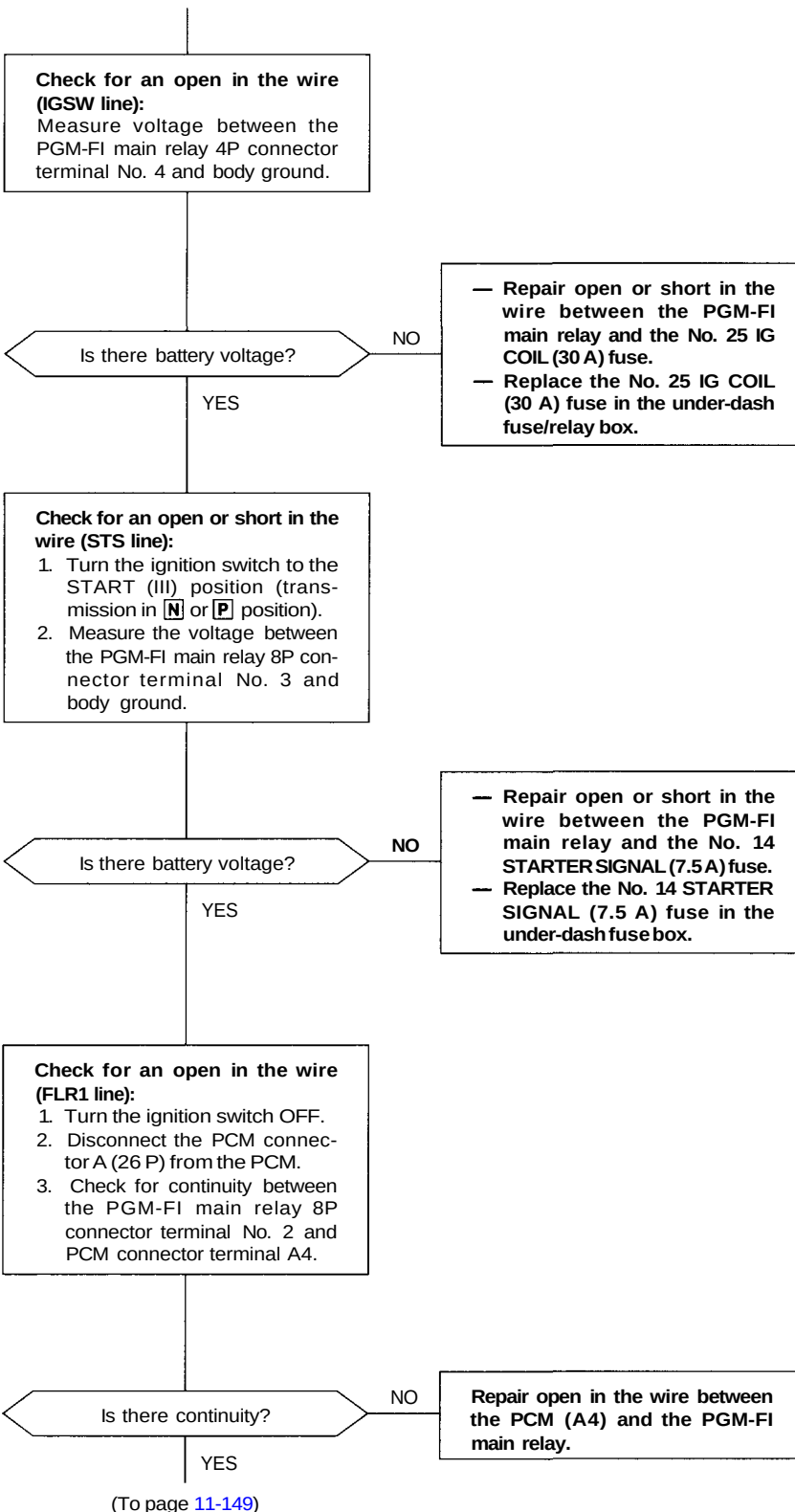


(cont'd)

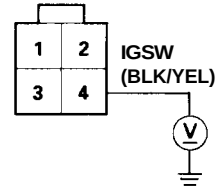
Fuel Supply System

PGM-FI Main Relay (cont'd)

(From page 11-147)

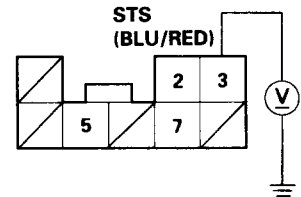


PGM-FI MAIN RELAY 4P CONNECTOR (C432)

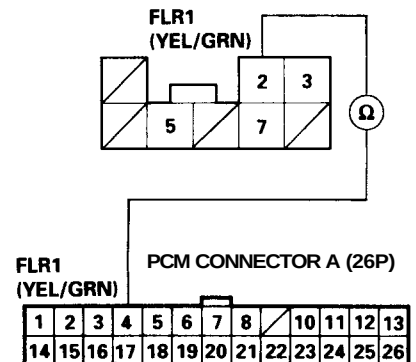


Wire side of female terminals

PGM-FI MAIN RELAY 8P CONNECTOR (C433)



Wire side of female terminals



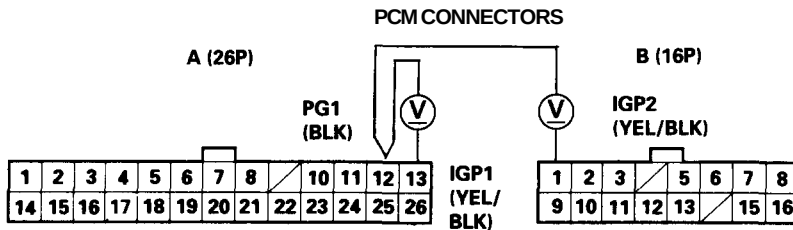
Wire side of female terminals



(From page 11-148)

Check for an open in the wires (IGP1, IGP2 lines):

1. Reconnect the PCM connector A (26P).
2. Reconnect the PGM-FI main relay 4P and 8P connectors.
3. Turn the ignition switch ON (II).
4. Measure voltage between PCM connector terminals A13, B1, and A12.



Wire side of female terminals

Is there battery voltage?

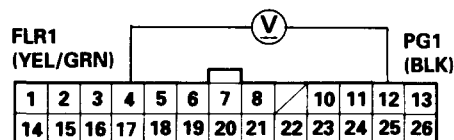
NO

- Repair open in the wire between the PCM (A13, B1) and the PGM-FI main relay.
- Replace the PGM-FI main relay.

YES

Check for an open in the PCM:

1. Turn the ignition switch OFF.
2. Measure voltage between PCM connector terminals A4 and A12 when the ignition switch is first turned on for 2 seconds.



Is there 1.0V or less?

NO

Substitute a known-good PCM and recheck (see page 11-42 for immobilizer information). If prescribed voltage is now available, replace the original PCM.

YES

Check the PGM-FI main relay (see page 11-146).