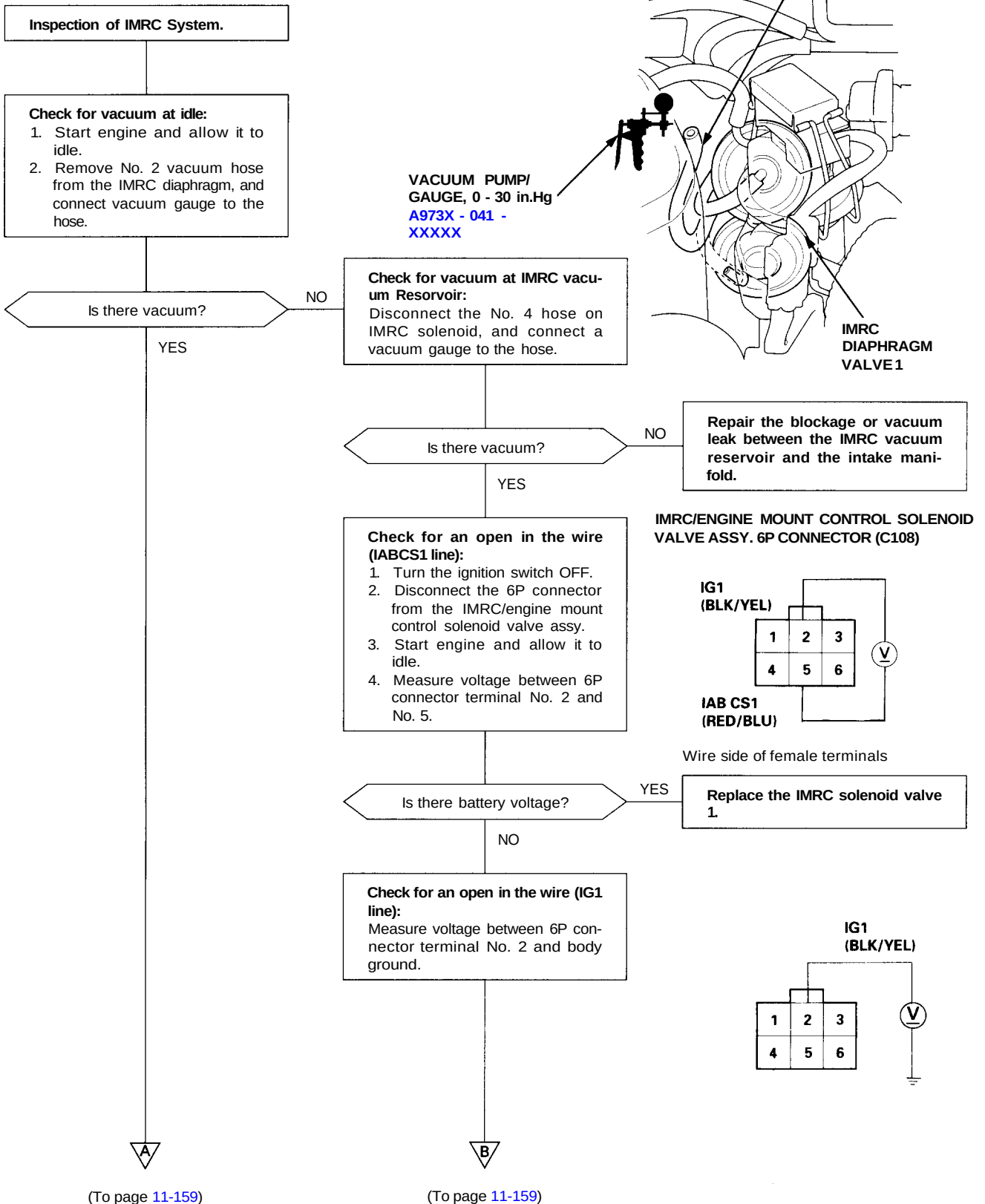


Intake Air System

Intake Manifold Runner Control (IMRC) System (cont'd)

Troubleshooting Flowchart





(From page 11-158)

**Check for vacuum at idle:**

Remove No. 8 vacuum hose from the IMRC diaphragm 2 and connect a vacuum gauge to the hose.

Is there vacuum?

YES



(To page 11-160)

(From page 11-158)



Is there battery voltage?

NO

Repair open in wire between the 6P connector and No. 20 ECU (PCM) (20 A) fuse in the under-dash fuse/relay box.

YES

Check for an open in the wire (IABCS1 line):

1. Turn the ignition switch OFF.
2. Check for continuity between PCM connector terminal A20 and body ground.

PCM CONNECTOR A (26P)

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

IAB CS1
(RED/
BLU)



Wire side of
female
terminals

Is there continuity?

NO

Repair open in wire between PCM (A20) and the 6P connector.

YES

Substitute a known-good PCM and recheck (see page 11-42 for immobilizer information). If symptom goes away, replace the original PCM.

Check for vacuum at IMRC vacuum reservoir:

Disconnect the No. 4 hose on IMRC solenoid valve 1 and connect a vacuum gauge to the hose.

Is there vacuum?

NO

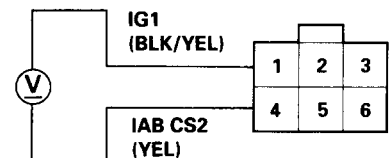
Repair the blockage or vacuum leak between the IMRC vacuum reservoir and the intake manifold.

YES

Check for an open in the wire (IABCS2 line):

1. Turn the ignition switch OFF.
2. Disconnect the 6P connector from the IMRC/engine mount control solenoid valve assy.
3. Start engine and allow it to idle.
4. Measure voltage between 6P connector terminal No. 1 and No. 4.

IAB/ENGINE MOUNT CONTROL SOLENOID VALVE ASSY. 6P CONNECTOR (C108)



Wire side of female terminals

VACUUM
PUMP/
GAUGE
A973X - 041 -
XXXXX

No. 8 VACUUM
HOSE

IMRC
DIAPHRAGM 2

(cont'd)

Intake Air System

Intake Manifold Runner Control (IMRC) System (cont'd)

(From page 11-159)



Check for vacuum at 3,400 rpm:

1. Raise engine speed to 3,400 rpm.
2. Check for vacuum at No. 2 vacuum hose.

Is there vacuum?

NO



(To page 11-161)

(From page 11-159)



Is there battery voltage?

YES

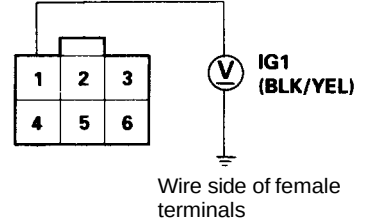
Replace the IMRC solenoid valve 2.

NO

Check for an open in the wire (IG1 line):

Measure voltage between 6P connector terminal No. 1 and body ground.

IMRC/ENGINE MOUNT CONTROL SOLENOID VALVE ASSY. 6P CONNECTOR (C108)



Is there battery voltage?

NO

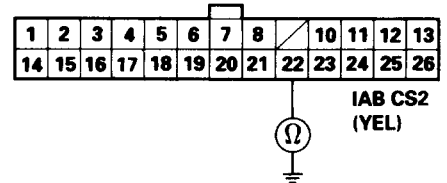
Repair open in wire between the 6P connector and No. 20 ECU (PCM) (20A) fuse in the under-dash fuse/relay box.

YES

Check for an open in the wire (IABCS2 line):

1. Turn the ignition switch OFF.
2. Check for continuity between PCM connector terminal A22 and body ground.

PCM CONNECTOR A (26P)



Is there continuity?

NO

Repair open in wire between PCM (A22) and the 6P connector.

YES

Substitute a known-good PCM and recheck (see page 11-42 for immobilizer information). If symptom goes away, replace the original PCM.

Check the IMRC Solenoid Valve 1:

Disconnect the 6P connector from the IMRC/engine mount control solenoid valve assembly.

Is there vacuum?

YES

Replace the IMRC solenoid valve 1.

NO



(To page 11-161)



(From page 11-160)

A

Check for vacuum at 4,000 rpm:

1. Raise engine speed to 4,000 rpm.
2. Check for vacuum at No. 8 vacuum hose.

Is there vacuum?

NO

IMRC system is OK.

YES

Check the IMRC Solenoid Valve 2:

Disconnect the 6P connector from the IMRC/engine mount control solenoid valve assy.

Is there vacuum?

NO

Check for a short in the wire (IABCS2 line):

1. Turn the ignition switch OFF.
2. Disconnect the PCM connector A (26P) from the PCM.
3. Check for continuity between PCM connector terminal A22 and body ground.

Is there continuity to ground?

NO

Substitute a known-good PCM and recheck (see page 11-42 for immobilizer information). If symptom goes away, replace the original PCM.

(From page 11-160)

B

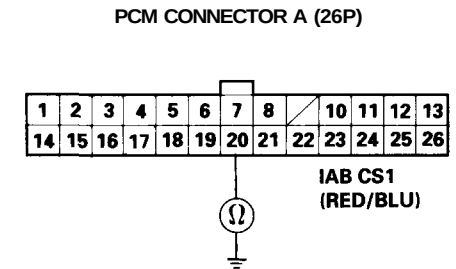
Check for a short in the wire (IABSC1 line):

1. Turn the ignition switch OFF.
2. Disconnect the PCM connector A (26P) from the PCM.
3. Check for continuity between PCM connector terminal A20 and body ground.

Is there continuity?

NO

Substitute a known-good PCM and recheck (see page 11-42 for immobilizer information). If symptom goes away, replace the original PCM.



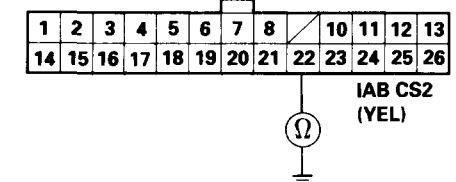
Wire side of female terminals

YES

Repair short to ground at wire between PCM (A20) and the 4P connector.

YES

Replace the IMRC solenoid valve 2.



YES

Repair short to ground at wire between PCM (A22) and the 4P connector.

(cont'd)