

PGM-FI Control System

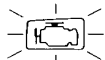
Troubleshooting Flow Chart — TDC/CRANK Sensor



Self-diagnosis LED indicates code 4: A problem in the CRANK circuit of the TDC/CRANK Sensor.



Self-diagnosis LED indicates code 8: A problem in the TDC circuit of the TDC/CRANK Sensor.



- Check Engine warning light has been reported on.
- LED indicates CODE 4.

Turn the ignition switch OFF.

Remove CLOCK fuse in the under-hood relay box for 10 seconds to reset ECU.

Start the engine.

Is Check Engine warning light on and does LED indicate CODE 4 ?

NO

YES

Stop engine.

Disconnect the 4P connector from the TDC/CRANK sensor.

Measure resistance between C terminal and D terminal.

Is there 700–1,000 Ω ?

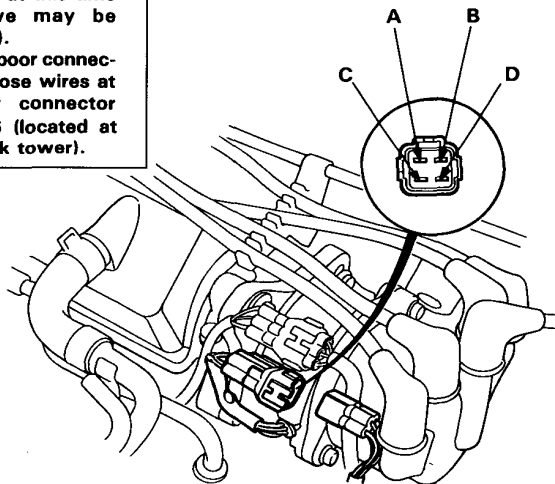
NO

YES

Replace pulse generator assembly (section 16).

(To page 6-133)

Intermittent failure, system is OK at this time (test drive may be necessary).
Check for poor connections or loose wires at distributor connector and C236 (located at right shock tower).





(From page 6-132)

Check for continuity to body ground on C terminal and D terminal individually.

Does continuity exist?

YES

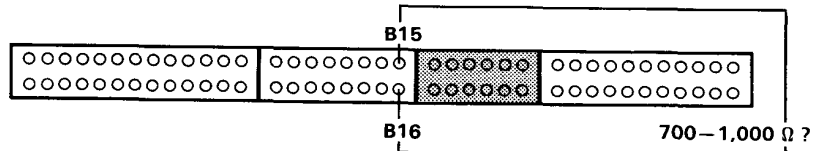
Replace pulse generator assembly (section 16).

NO

Reconnect the connector.

Connect the ECU test harness only to the main wire harness, but not to the ECU (page 6-116).

Measure resistance between B15 terminal and B16 terminal.



Is there 700-1,000 Ω ?

NO

Repair open in BLU/YEL and/or BLU/GRN wires.

YES

Check for continuity to body ground on B15 terminal.

Does continuity exist?

YES

Repair short in BLU/GRN wire between ECU (B15) and distributor connector.

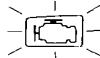
NO

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

(cont'd)

PGM-FI Control System

Troubleshooting Flow Chart — TDC/CRANK sensor (cont'd)



- Check Engine warning light has been reported on.
- LED indicates CODE 8.

Turn the ignition switch OFF.

Remove CLOCK fuse in the under-hood relay box for 10 seconds to reset ECU.

Start engine.

Is Check Engine warning light on and does LED indicate CODE 8 ?

NO

Intermittent failure, system is OK at this time (test drive may be necessary).
Check for poor connections or loose wires at distributor connector and C236 (located at right shock tower).

YES

Stop engine.

Disconnect the 4P connector from the TDC/CRANK sensor.

Measure resistance between A terminal and B terminal.

Is there 700—1,000 Ω ?

NO

Replace pulse generator assembly (Section 16).

YES

Check for continuity to body ground on A terminal and B terminal individually.

Does continuity exist ?

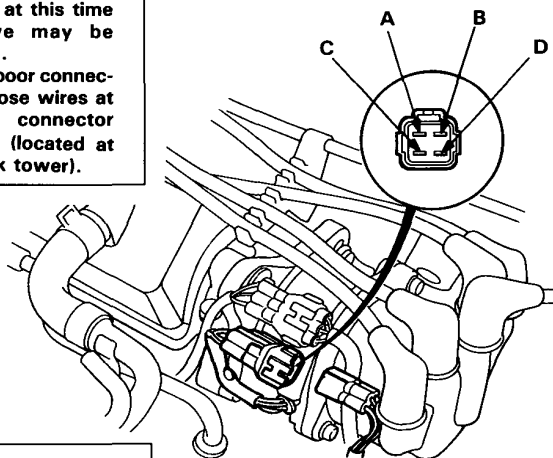
YES

Replace pulse generator assembly (Section 16).

NO

Reconnect the connector.

(To page 6-135)

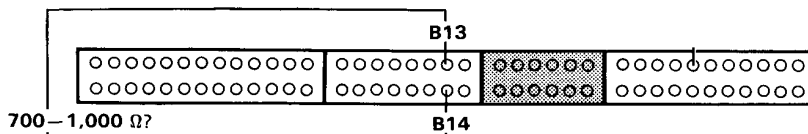




(From page 6-134)

Connect the ECU test harness only to the main wire harness, but not to the ECU (page 6-116).

Measure resistance between B13 terminal and B14 terminal.



Is there 700 — 1,000 Ω ?

NO

Repair open in ORN/BLU and/or WHT/BLU wires between the ECU and distributor connector.

YES

Check for continuity to body ground on B13 terminal.

Does continuity exist?

YES

Repair short in ORN/BLU wire between ECU (B13) and distributor connector.

NO

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