





Troubleshooting Flow Chart — MAP Sensor

-  Self-diagnosis LED indicator blinks three times: Most likely an electrical problem in the Manifold Absolute Pressure (MAP) Sensor system.
-  Self-diagnosis LED indicator blinks five times: Most likely a mechanical problem (broken hose) in the Manifold Absolute Pressure (MAP) Sensor system.



—Engine is warm and running.
—LED indicates CODE 3.

Turn the ignition switch OFF.

Remove EFI,ECU fuse in the under-hood relay box for 10 seconds to reset control unit.

Start the engine and allow to idle.

Does LED indicate CODE 3 ?

NO

Intermittent failure
(test drive may be necessary.)

YES

Turn the ignition switch OFF.

Connect the inspection adaptor between the MAP sensor and wire harness.

Turn the ignition switch ON.

Measure voltage between RED (+) terminal and GRN (-) terminal.

Is there approx. 5V ?

NO

Measure voltage between RED (+) terminal and body ground.

Is there approx. 5V ?

YES

Repair open in GRN/WHT wire between control unit (A16) and MAP sensor.

NO

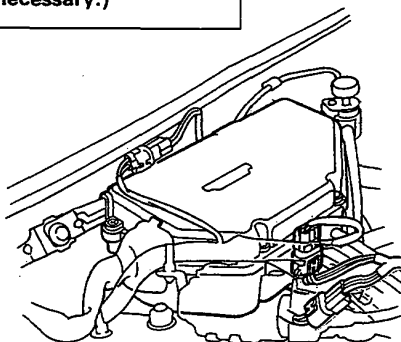
Turn the ignition switch OFF.

Measure voltage between WHT (+) terminal and GRN (-) terminal.

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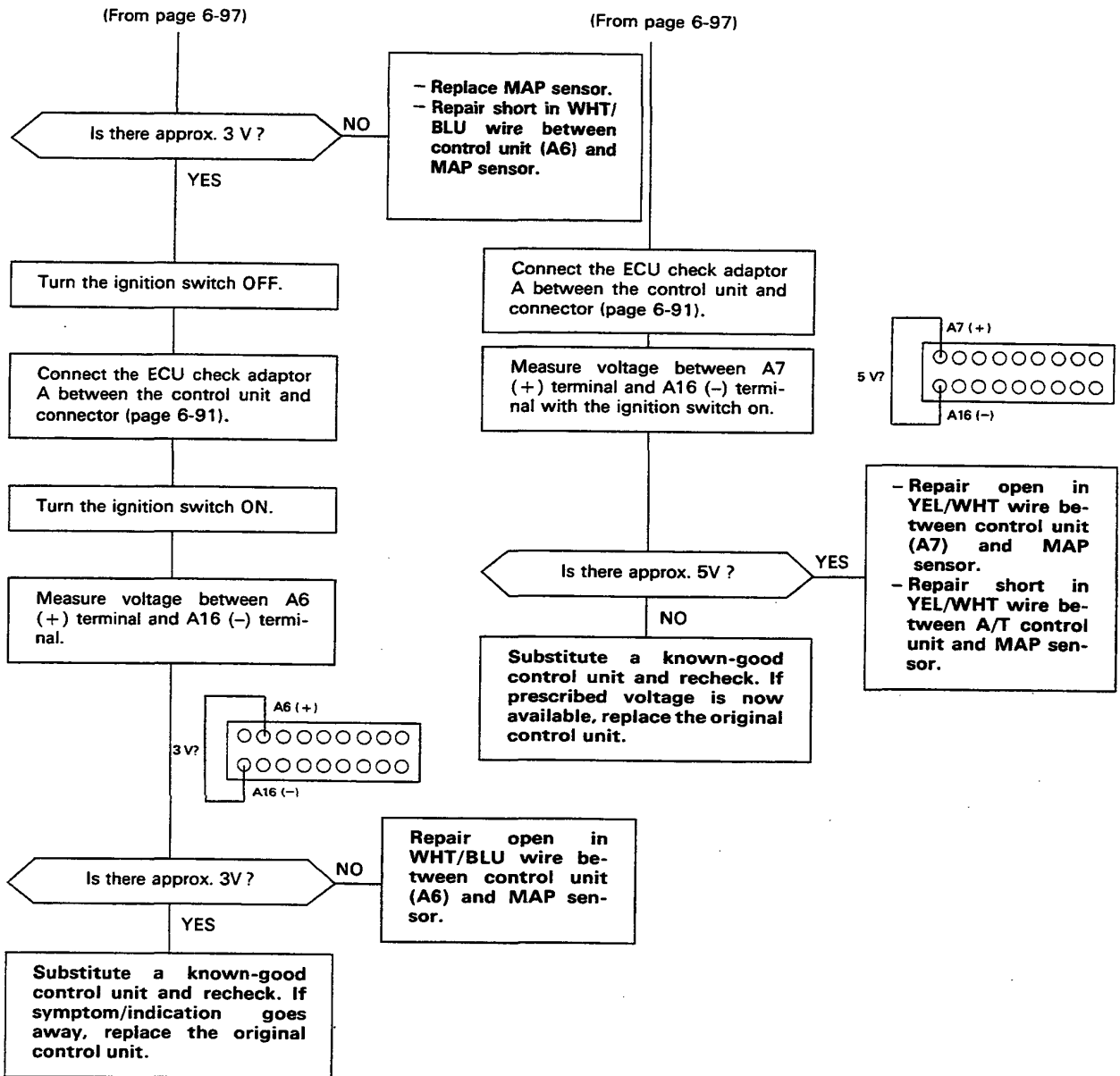
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INSPECTION ADAPTOR
07GMJ-ML80100

PGM-CARB Control System [KX, KS, KZ model]

Troubleshooting Flow Chart MAP Sensor (cont'd)





LED indicates CODE 5.

Turn the ignition switch OFF.

Remove EFI,ECU fuse in the under-hood relay box for 10 seconds to reset control unit

Start engine and keep engine rpm at idle.

Does LED indicate CODE 5 ?

NO

Intermittent failure
(test drive may be necessary.)

YES

Stop engine.

Remove #2 hose from the vacuum hose manifold and connect a T. fitting from a vacuum gauge between the vacuum hose manifold and the MAP sensor.

Start engine.

Is there vacuum ?

NO

Repair as necessary.

YES

Connect a vacuum pump to #2 hose and apply vacuum.

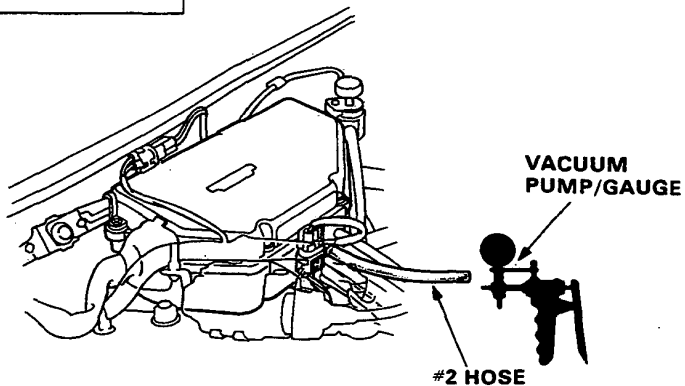
Does it hold vacuum ?

NO

Replace #2 hose.

YES

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PGM-CARB Control System [KX, KS, KZ model]

Troubleshooting Flow Chart — MAP Sensor (cont'd)

(From page 6-99)

Stop engine.

Connect the inspection adaptor between the MAP sensor and wire harness.

Turn the ignition switch ON.

Measure voltage between WHT (+) terminal and GRN (-) terminal.

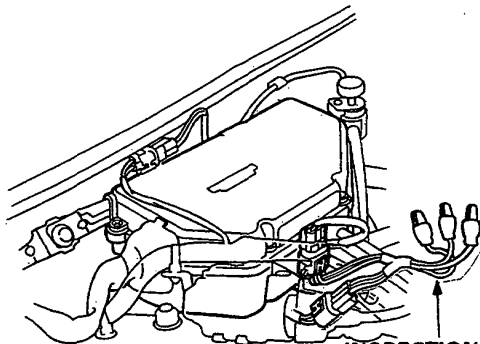
Is there approx. 3V ?

NO

Replace MAP sensor.

YES

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



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