Troubleshooting Flow Chart —— MAP Sensor [KX, KS, KZ]

– Check Engine (PGM-FI) warning light has been reported on.
– LED indicates CODE 5.

Turn the ignition switch OFF.

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

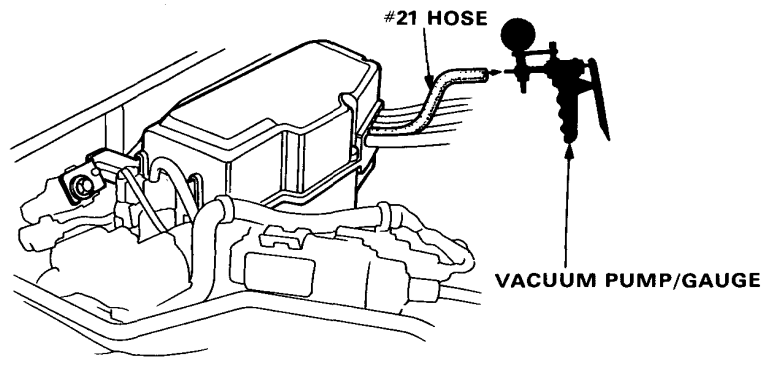
Start engine and keep engine speed at idle.

Is Check Engine warning light on and does LED indicate CODE 5?

NO → **Intermittent failure (test drive may be necessary).**

YES

Stop engine.



Connect vacuum pump to #21 hose and apply vacuum.

Does it hold vacuum ?

NO → **Replace #21 vacuum hose and recheck. If still no vacuum, replace MAP sensor.**

YES

Remove #21 hose from the vacuum hose manifold and connect a T. fitting from a vacuum gauge between the throttle body and the MAP sensor.

Start engine.

Is there vacuum ?

NO → **Repair vacuum hose manifold.**

YES

(To page 6-74)

(cont'd)

Troubleshooting Flow Chart — MAP Sensor [KX, KS, KZ] (cont'd)

(From page 6-73)

Stop engine.

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

Turn the ignition switch ON.

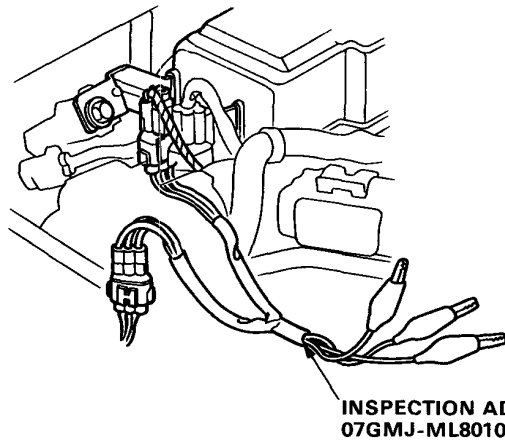
Measure voltage between WHT (+) terminal and GRN (–) terminal.

Is there approx. 3V ?

NO → **Replace MAP sensor.**

YES

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



INSPECTION ADAPTOR
07GMJ-ML80100

Troubleshooting Flow Chart — MAP Sensor [Except KX, KS, KZ]

- **Check Engine (PGM-FI) warning light has been reported on.**
- **LED indicates CODE 5.**

Turn the ignition switch OFF.

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

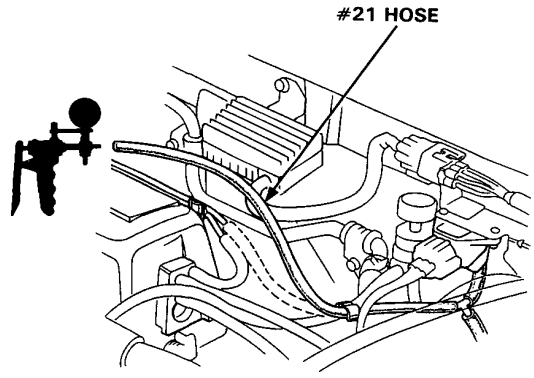
Start engine and keep engine speed at idle.

Is Check Engine warning light on and does LED indicate CODE 5?

NO → **Intermittent failure (test drive may be necessary).**

YES

Stop engine.



Connect vacuum pump to #21 hose and apply vacuum.

Does it hold vacuum ?

NO → **Replace #21 vacuum hose and recheck. If still no vacuum, replace MAP sensor.**

YES

Remove #21 hose from the vacuum hose manifold and connect a T. fitting from a vacuum gauge between the throttle body and the MAP sensor.

Start engine.

Is there vacuum ?

NO → **Repair vacuum hose manifold.**

YES

(To page 6-76)

(cont'd)

Troubleshooting Flow Chart — MAP Sensor [Except KX, KS, KZ] (cont'd)

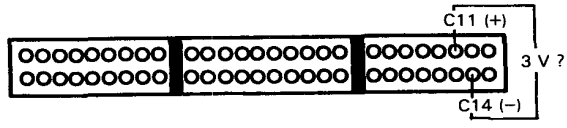
(From page 6-75)

Stop engine.

Connect the system checker harness between the ECU and connector.

Turn the ignition switch ON.

Measure voltage between C11 (+) terminal and C14 (−) terminal.



Is there approx. 3 V ?

NO → **Replace MAP sensor.**

YES

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