



Troubleshooting Flow Chart — Vacuum Switch



Self-diagnosis LED indicator blinks four times: A problem in the vacuum switch.

- Engine is warm and running.
- LED indicates CODE 4.

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 indicates CODE 4 ?

NO

Intermittent failure
(test drive may be necessary.)

YES

Turn the ignition switch OFF.

Remove #7 hose from the vacuum hose manifold and connect a T. fitting from a vacuum gauge between the vacuum hose manifold and the vacuum switch.

Start engine and raise engine speed to 3,500 min⁻¹ (rpm).

Is there vacuum ?

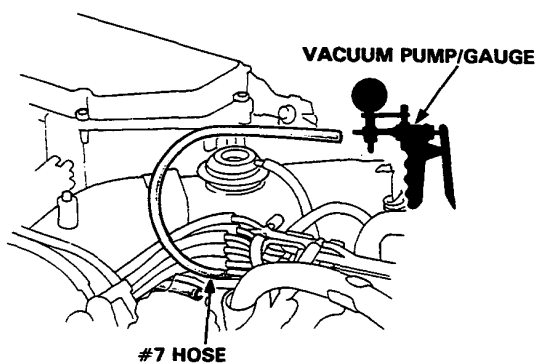
NO

Repair as necessary.

YES

Start engine.

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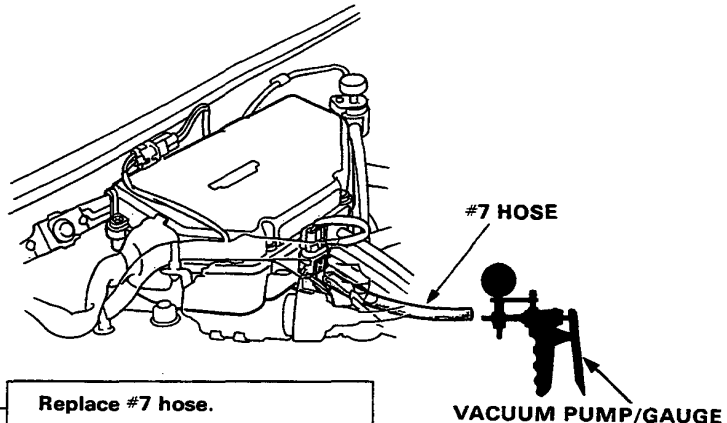
(cont'd)

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

Troubleshooting Flow Chat — Vacuum Switch (cont'd)

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Connect a vacuum pump to #7 hose and apply vacuum.



Does it hold vacuum ?

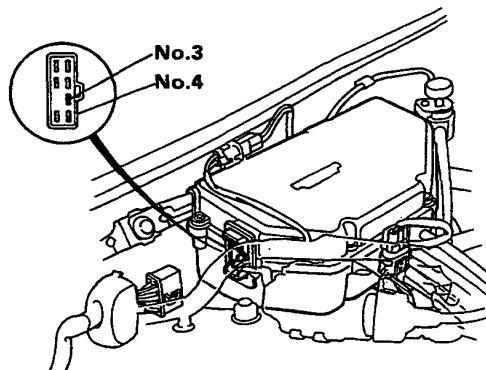
NO

Replace #7 hose.

YES

Disconnect the 8p connector on the control box.

Measure resistance between No.3 terminal and No.4 terminal on the control box.



Does continuity exist ?

NO

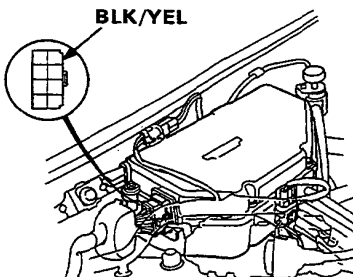
Replace vacuum switch.

YES

Reconnect the vacuum hose.

Turn the ignition switch ON.

Measure voltage between BLK/YEL terminal and body ground on the wire harness.



Is there battery voltage ?

NO

Inspect No. 12 fuse.

YES

Turn the ignition switch OFF.

Reconnect the 8p connector to the control box.

Is No. 12 fuse OK ?

NO

Replace fuse.

YES

Repair open BLK/YEL wire between No. 12 fuse and control box.

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(From page 6-102)

Connect the ECU check adaptor A and B between the control unit and connector (page 6-91).

Turn the ignition switch ON.

Measure voltage between A10 (+) terminal and B8 (-) terminal.

Is there battery voltage?

NO

Repair open in LT BLU wire between control unit (A10) and vacuum switch.

YES

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

