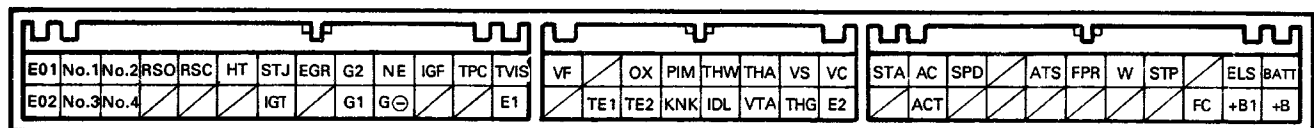
**SFI SYSTEM CHECK PROCEDURE (3S-GTE)****HINT:**

- Perform all voltage measurements with the connectors disconnected.
 - Verify that the battery voltage is 11 V or more when the ignition switch is in "ON" position.
- Using a voltmeter with high impedance (10 kΩ/V minimum), measure the voltage at each terminal of the wiring connectors.

Terminals of ECM (3S-GTE)

Symbol	Terminal Name	Symbol	Terminal Name	Symbol	Terminal Name
E01	POWER GROUND	TPC	TURBOCHARGING PRESSURE VSV	AC	A/C MAGNET SWITCH
E ₂	POWER GROUND		—	ACT	A/C AMPLIFIER
No.1	INJECTOR (No.1)	T-VIS	T-VIS VSV	SPD	SPEED SENSOR
No.3	INJECTOR (No.3)	E1	ENGINE GROUND		—
No.2	INJECTOR (No.2)	VF	DATA LINK CONNECTOR 1		—
No.4	INJECTOR (No.4)				—
RSO	IAC VALVE			ATS	A/C AMPLIFIER
	—	TE1	DATA LINK CONNECTOR 1		—
RSC	IAC VALVE	OX	OXYGEN SENSOR	FPR	FUEL PUMP RELAY
	—	TE2	DATA LINK CONNECTOR 1		—
HT	OXYGEN SENSOR HEATER	PI M	TURBOCHARGING PRES-SURE SENSOR	W	MALFUNCTION INDICATOR LAMP
	—	KNK	KNOCK SENSOR		—
STJ	COLD START INJECTOR	THW	ENGINE COOLANT TEMP. SENSOR	STP	STOP LIGHT SWITCH
IGT	IGNITER	IDL	THROTTLE POSITION SENSOR		—
EGR	EGR VSV	THA	AIR TEMP. SENSOR		—
	—	VTA	THROTTLE POSITION SENSOR	FC	CIRCUIT OPENING RELAY
G2	DISTRIBUTOR	VS	VOLUME AIR FLOW METER	E LS	HEADLIGHT DEFOGGER
G1	DISTRIBUTOR	*THG	EGR GAS TEMP. SENSOR	+B I	SFI MAIN RELAY
NE	DISTRIBUTOR	VC	SENSOR POWER SOURCE	BATT	BATTERY
G ⊖	DISTRIBUTOR	E2	SENSOR GROUND	+B	SFI MAIN RELAY
IGF	IGNITER	STA	STARTER SWITCH	*CALIF. only	
	—		—		

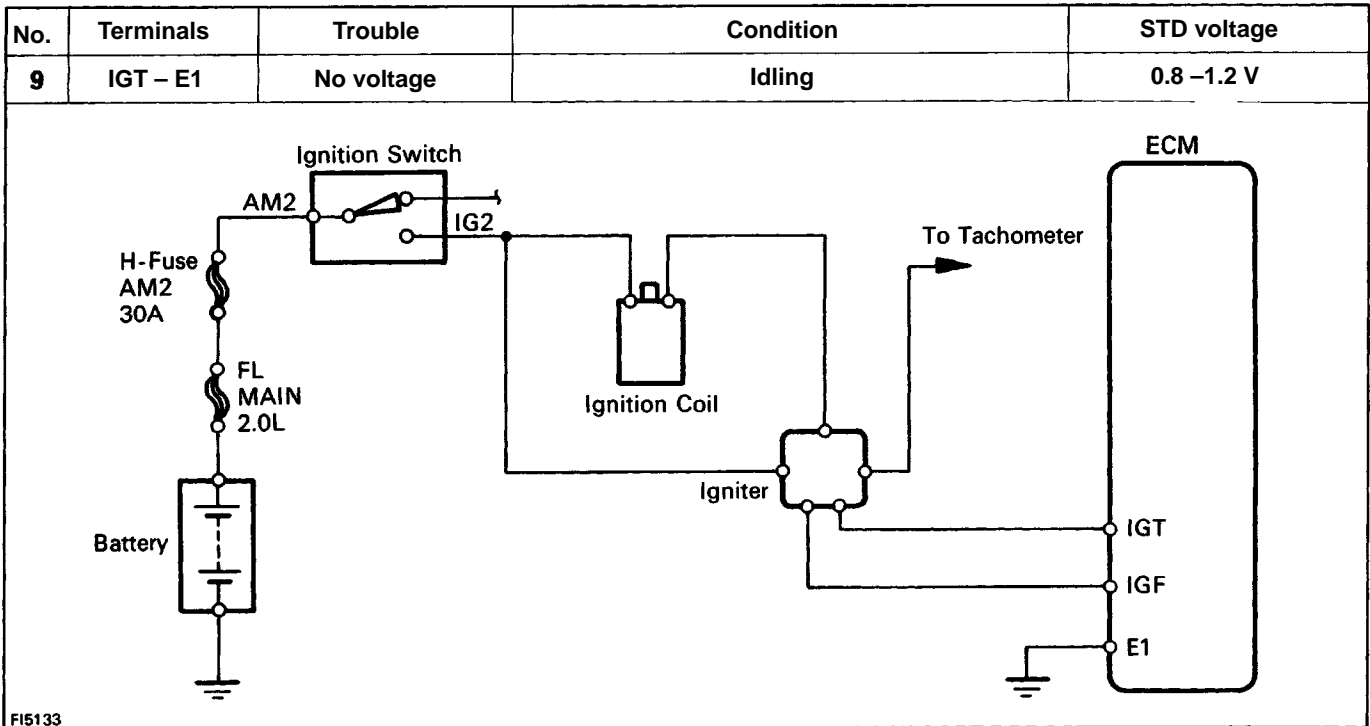
ECM Terminals

Voltage at ECM Wiring Connectors (3S–GTE)

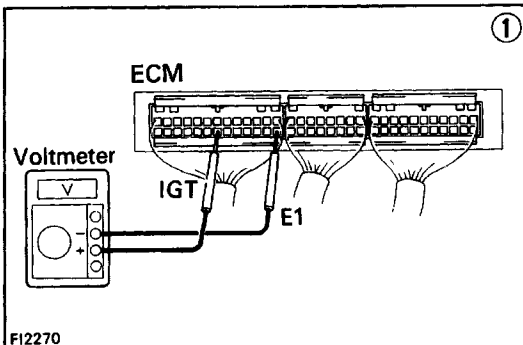
No.	Terminals	Condition		STD voltage (V)	See page
1	+ B – E1 + B1	IG SW ON		10–14	FI–7s
2	BATT – E1	–		10–14	FI–77
3	I D L – E2	IG SW ON	Throttle valve open	4.5–5.5	FI–7 s
	VC – E2		–	4.5–5.5	
	VTA – E 2		Throttle valve fully closed (Throttle opener must be cancelled first)	0.1 –1.0	
			Throttle valve fully open	3.2–4.2	
4	VC – E2	IG SW ON	–	4.5–5.5	FI–80
	VS – E2		Measuring plate fully closed	3.7–4.3	
			Measuring plate fully open	0.2–0.5	
			Idling	1.6–4.1	
		3,000 rpm	1.0–2.0		
5	No:1 No.2 E01 No.3 E02 No.4	IG SW ON		10–14	FI–81
6	THA – E2	IG SW ON	Intake air temp. 20°C (68°F)	1 –3	FI–82
7	TH W – E2		Engine coolant temp. 80°C (176°F)	0.1 –1.1	FI–83
8	STA – E 1	Cranking		6–14	FI–84
9	IGT – E1	Cranking or idling		0.8–1.2	FI–85
10	RSC – E1 RSO	IG SW ON	ECM connectors disconnected	8–14	FI–85
11	W –EI	No trouble (malfunction indicator lamp off) and engine running		10–14	F1–87
12	PIM – E2	IG SW ON		2.5–4.5	FI–88
	VC – E2			4.5–5.5	
13	AC – E 1	IG SW ON	Air conditioning ON	8–14	FI–89

ECM Terminals

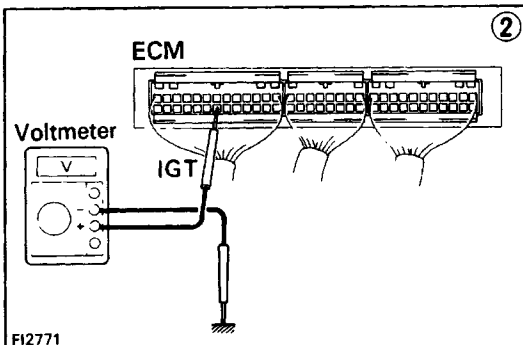
E01	No.1	No.2	RSO	RSC	HT	STJ	EGR	G2	NE	IGF	TPC	TVIS	VF	OX	PIM	THW	THA	VS	VC	STA	AC	SPD	ATS	FPR	W	STP	ELS	BATT			
E02	No.3	No.4				IGT		G1	G⊖			E1	TE1	TE2	KNK	IDL	VTA	THG	E2		ACT							FC	+B1	+B	



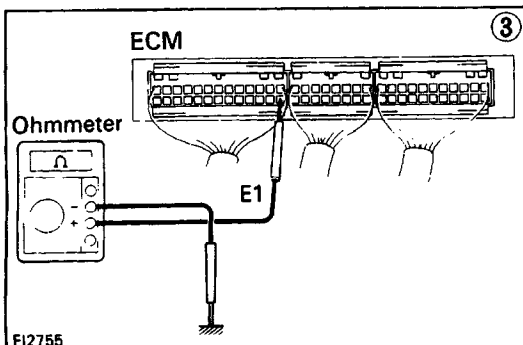
FI5133



FI2270



FI2771



FI2755

(1) There is no voltage between ECM terminals IGT and E1. (idling)

(2) Check that there is voltage between ECM terminal IGT and body ground. (idling)

NO OK

(3) Check wiring between ECM terminal E1 and body ground.

BAD → Repair or Replace.

OK

Try another ECM

Check H-fuse, fusible link and ignition switch.

BAD → Repair or replace.

OK

Check distributor. (See page IG-14)

BAD → Repair or replace.

OK

Check wiring between ECM and battery.

BAD → Repair or replace.

OK

Check igniter. (See page IG-14)

BAD → Repair or replace.