

FUEL PUMP

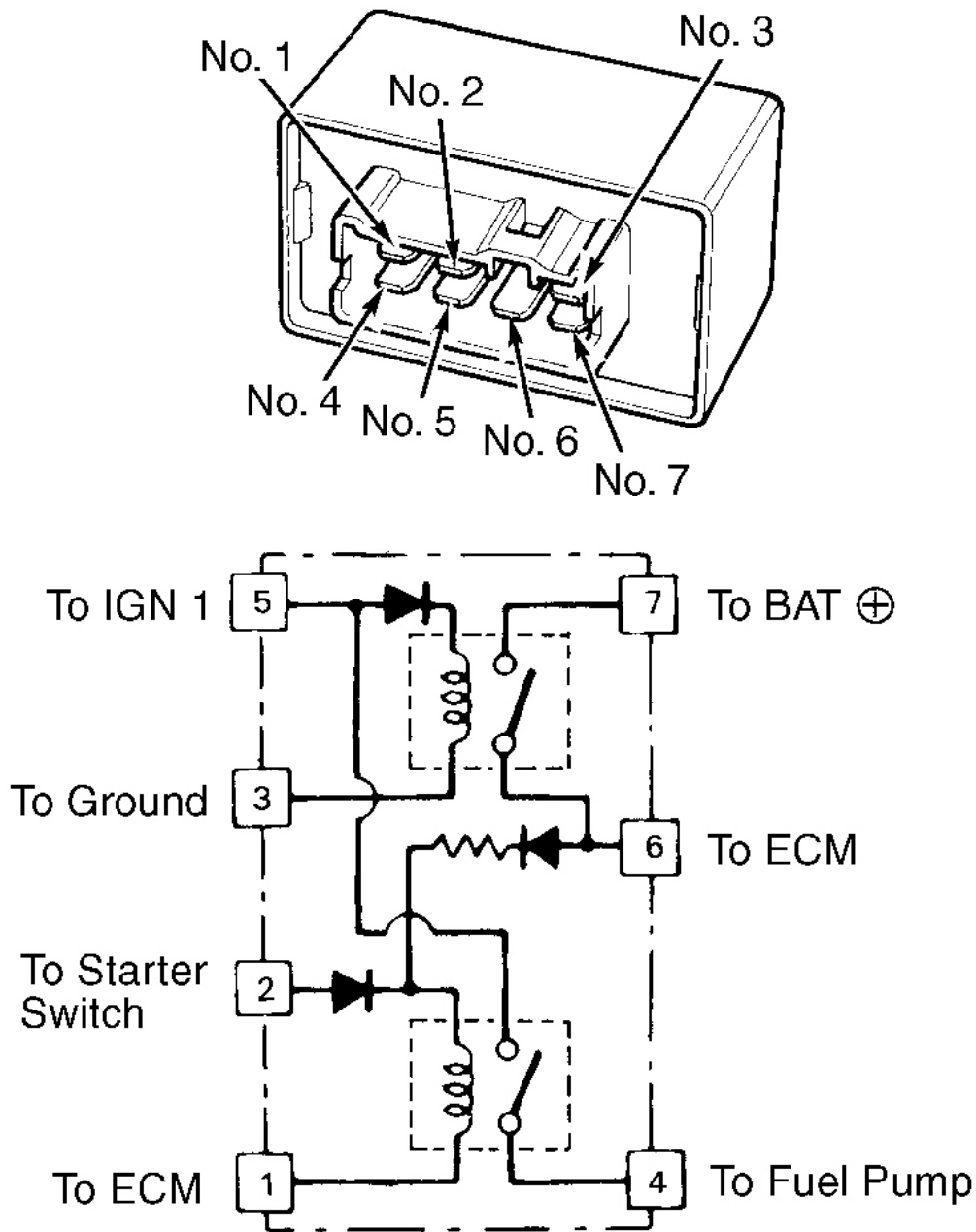
1. Remove fuel tank filler cap. Listen for fuel pump operation noise at fuel tank filler. Fuel pump should operate for 2 seconds after ignition switch is turned on. If fuel pump operates as specified, fuel pump is okay. If fuel pump does not operate as specified, go to next step.
2. Turn ignition switch off. Remove rear seat or trunk floor to gain access to fuel pump connector. Disconnect fuel pump connector. Disconnect PGM-FI main relay connector. Connect a fused jumper wire between PGM-FI main relay connector FUEL PUMP fuse side terminal and fuel pump side terminal. See **L - WIRING DIAGRAMS** article.
3. Turn ignition switch on. Using a voltmeter connected to ground, check for battery voltage at fuel pump harness side connector. See **L - WIRING DIAGRAMS** article. If battery voltage is not present, check harness between fuel pump and FUEL PUMP fuse. Repair as necessary. If battery voltage is present, check fuel pump ground. Repair as necessary. If ground is okay, replace fuel pump.

PGM-FI MAIN RELAY

NOTE: If engine starts and continues to operate, PGM-FI main relay is okay. On 3.5RL, if engine does not start and PGM-FI main relay is okay, check fuel pump relay and fuel pump resistor. See **FUEL PUMP RELAY (3.5RL)** and **FUEL PUMP RESISTOR (3.5RL)** .

Integra, 2.3CL, 2.5TL & 3.0CL

1. Remove PGM-FI relay, located under left side of instrument panel. Connect battery voltage to relay terminal No. 2. Connect terminal No. 1 to ground. See **Fig. 1** .
2. Test for continuity between relay terminals No. 4 and 5. If continuity exists, go to next step. If continuity does not exist, replace relay.
3. Connect battery voltage to relay terminal No. 5. Connect terminal No. 3 to ground. Test for continuity between relay terminals No. 6 and 7. If continuity exists, go to next step. If continuity does not exist, replace relay.
4. Connect battery voltage to terminal No. 6. Connect terminal No. 1 to ground. Test for continuity between relay terminals No. 4 and 5. If continuity exists, relay is okay. If continuity does not exist, replace relay.



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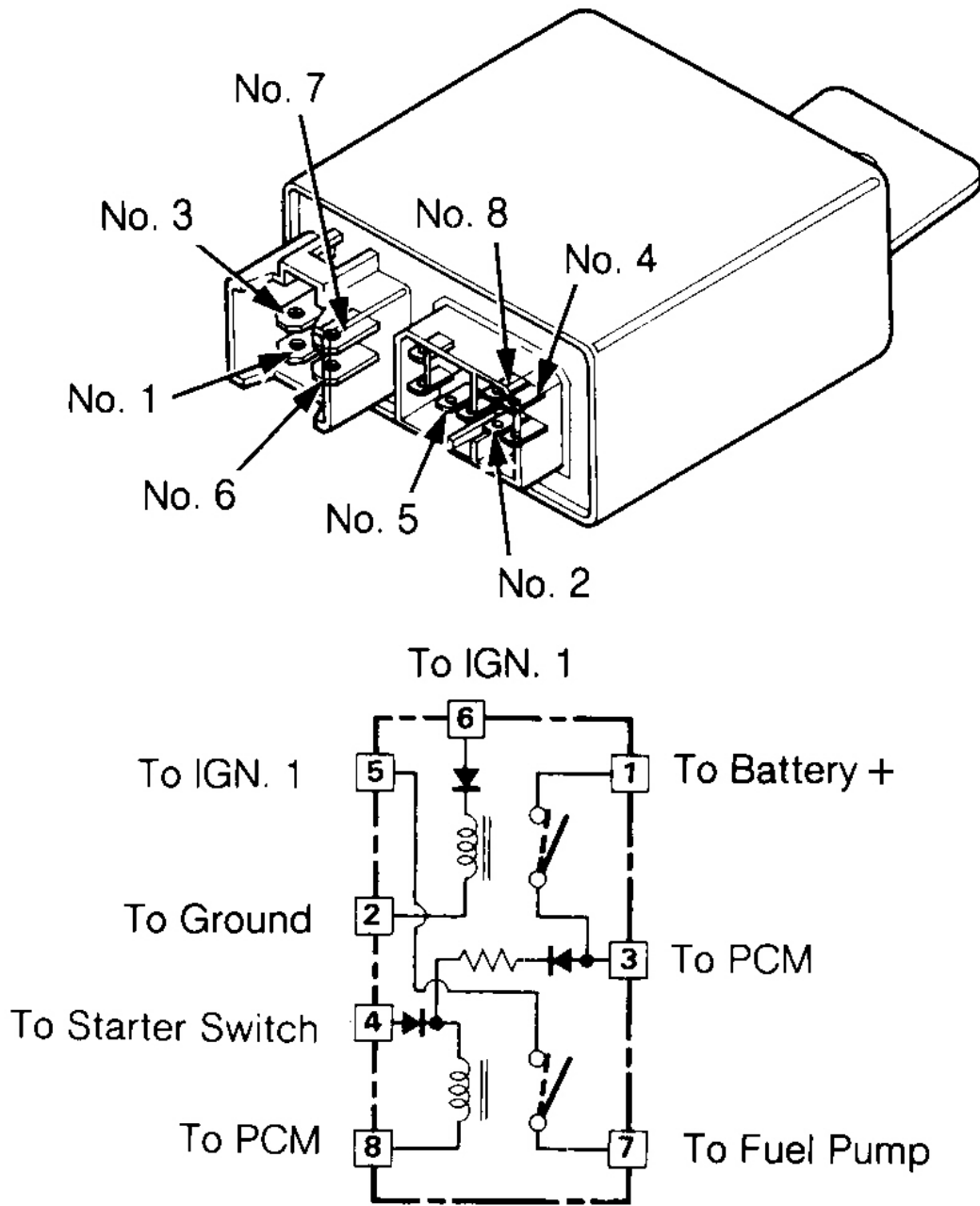
Fig. 1: PGM-FI Relay Terminals (Integra, 2.3CL, 2.5TL & 3.0CL)
Courtesy of AMERICAN HONDA MOTOR CO., INC.

3.2TL & 3.5RL

1998 Acura 3.5RL

F - BASIC TESTING' '1998 ENGINE PERFORMANCE Acura - Basic Diagnostic Procedures

1. Remove PGM-FI main relay located under left side of instrument panel. Connect battery voltage to relay terminal No. 4. Connect terminal No. 8 to ground. See **Fig. 2**.
2. Test for continuity between relay terminals No. 5 and 7. If continuity exists, go to next step. If continuity does not exist, replace relay.
3. Connect battery voltage to relay terminal No. 6. Connect terminal No. 2 to ground. Test for continuity between relay terminals No. 1 and 3. If continuity exists, go to next step. If continuity does not exist, replace relay.
4. Connect battery voltage to relay terminal No. 3. Connect terminal No. 8 to ground. Test for continuity between relay terminals No. 5 and 7. If continuity exists, relay is okay. If continuity does not exist, replace relay.



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Fig. 2: PGM-FI Relay Terminals (3.2TL & 3.5RL)
 Courtesy of AMERICAN HONDA MOTOR CO., INC.

FUEL PUMP RELAY (3.5RL)

1998 Acura 3.5RL

F - BASIC TESTING '1998 ENGINE PERFORMANCE Acura - Basic Diagnostic Procedures

1. Fuel pump relay is located in the front of the trunk. Turn ignition switch to START position. If engine starts, go to next step. If engine does not start, go to **FUEL PUMP RESISTOR (3.5RL)**.
2. Turn engine off and ignition on. Measure voltage between ground and PCM 12-pin connector terminal No. 4 (Green wire). If battery voltage is present, go to next step. If battery voltage is not present, go to step 4).
3. Start engine and run at 3000 RPM with no loads and transmission in Park or Neutral, until radiator fan comes on. Allow engine to idle for at least one minute. Turn engine off. Disconnect vacuum hose No. 21 from vacuum manifold. Apply 8-12 in. Hg (27-40 kPa) vacuum to Manifold Absolute Pressure (MAP) sensor. Start engine and run at 6500 RPM with no loads and transmission in Park or Neutral. Measure voltage between ground and PCM 12-pin connector terminal No. 4 (Green wire). If less than one volt is present, fuel pump relay circuit is okay. If one volt or more is present, substitute a known good PCM, then recheck. If symptom or indication goes away, replace original PCM.

CAUTION: In the next step PCM will be damaged if PCM 26-pin connector is not disconnected.

4. Turn ignition off. Disconnect PCM 26-pin and 12-pin connectors. Disconnect fuel pump relay 4-pin connector. Using a fused jumper wire, connect fuel pump relay connector terminals No. 2 (Red/White wire) and No. 4 (Green wire). Turn ignition on. Measure voltage between ground and PCM 12-pin connector terminal No. 4 (Green wire). If battery voltage is not present, go to next step. If battery voltage is present, replace fuel pump relay.
5. Remove jumper wire. Measure voltage between ground and fuel pump relay 4-pin connector terminal No. 2 (Red/White wire). If battery voltage is present, repair open or short in Green wire between PCM and fuel pump relay. If battery voltage is not present, repair open in Red/White wire between fuel pump relay and FUEL PUMP fuse No. 22 (20-amp), located in underdash fuse/relay box.

FUEL PUMP RESISTOR (3.5RL)

1. Fuel pump resistor is located in the left corner of the trunk. Disconnect fuel pump resistor 2-pin connector. Turn ignition on and measure voltage between ground and fuel pump resistor connector terminal No. 2 (Yellow wire) within 2 seconds. If battery voltage is present for 2 seconds after ignition is turned on, go to next step. If battery voltage is not present as specified, check PGM-FI relay. See **PGM-FI MAIN RELAY**.
2. Turn ignition off. Using a jumper wire, connect fuel pump resistor connector terminals No. 1 (Black/Yellow wire) and No. 2 (Yellow wire). Turn ignition switch to START position. If engine does not start, go to next step. If engine starts, replace fuel pump resistor.
3. Turn ignition off. Disconnect fuel unit sub-harness Gray, 10-pin connector located in front of trunk, above fuel pump access panel, next to Gray, 20-pin connector. Turn ignition on and measure voltage between ground and sub-harness connector terminal No. 7 (Black/Yellow wire) within 2 seconds. If battery voltage is present for 2 seconds after ignition is turned on, check fuel pump. If battery voltage is present as specified, repair open in Black/Yellow wire between fuel pump resistor and fuel pump.