

Malfunction Indicator Light (MIL) Never Illuminates

1. If symptom is intermittent, check for:
 - Loose METER fuse No. 25 (7.5-amp) in underdash fuse/relay box.
 - Poor connection at PCM 32-pin connector terminal No. 18 (Green/Orange wire).
 - Intermittent open in Green/Orange wire between PCM and gauge assembly.

Perform repairs as necessary and recheck MIL operation. If no problems are found, go to next step.

2. Turn ignition on. If low oil pressure light illuminates, go to next step. If low oil pressure light does not illuminate, replace METER fuse No. 25 (7.5-amp) in underdash fuse/relay box. If necessary, repair short in Yellow wire between METER fuse No. 25 (7.5-AMP) and gauge assembly. See [WIRING DIAGRAMS](#) article.
3. If low oil pressure light illuminates, try to start engine. If engine starts, go to next step. If engine does not start, turn ignition on. Measure voltage between ground and PCM 32-pin connector terminals No. 10 (Black wire) and No. 23 (Black wire). If less than one volt is present at both wires, substitute a known-good PCM and recheck for symptom. If symptom goes away, replace original PCM. If one volt or more is present at either wire, repair open in Black wire(s) between PCM and G101 ground connection located at thermostat housing.
4. Turn ignition off. Using a jumper wire, connect PCM 32-pin connector terminal No. 18 (Green/Orange wire) to body ground. Turn ignition on. If MIL illuminates, substitute a known-good PCM and recheck for symptom. If MIL does not illuminate, replace MIL bulb or repair open in Green/Orange wire between PCM 32-pin connector terminal No. 18 and gauge assembly.