














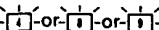







Troubleshooting

Troubleshooting Guide [With CATA]

NOTE: Across each row in the chart, the systems that could be sources of a symptom are ranked in the order they should be inspected starting with ①. Find the symptom in the left column, read across to the most likely source, then refer to the page listed at the top of that column. If inspection shows the system is OK, try the next most likely system ②, etc.

| PAGE | | SYSTEM | PGM-FI | | | | | | |
|-------------------------------------|---------------------------------|--|--|--|--|--|---|---|---|
| | | | ECU | OXYGEN SENSOR | MANIFOLD ABSOLUTE PRESSURE SENSOR | TDC/CRANK/CYL SENSOR | COOLANT TEMPERATURE SENSOR | THROTTLE ANGLE SENSOR | INTAKE AIR TEMPERATURE SENSOR |
| SYMPTOM | | — | 24, 28 | — | — | — | — | — | — |
| CHECK ENGINE WARNING LIGHT TURNS ON | |  or  |  |  |  |  |  |  |  |
| CHECK ENGINE WARNING LIGHT BLINKS | |  or  |  or  |  or  |  or  |  |  |  |  |
| ENGINE WON'T START | | ③ | | | ③ | | | | |
| DIFFICULT TO START ENGINE WHEN COLD | | (BU) | | ③ | ③ | ① | | | ③ |
| IRREGULAR IDLING | WHEN COLD FAST IDLE OUT OF SPEC | (BU) | | | | ③ | | | |
| | ROUGH IDLE | (BU) | | ③ | | | | | |
| | WHEN WARM IDLE SPEED TOO HIGH | (BU) | | | | | | | |
| | WHEN WARM IDLE SPEED TOO LOW | (BU) | | | | | | | |
| FREQUENT STALLING | WHILE WARMING UP | (BU) | | | | ③ | | | |
| | AFTER WARMING UP | (BU) | | | | | | | ③ |
| POOR PERFORMANCE | MISFIRE OR ROUGH RUNNING | (BU) | | | ③ | | | | |
| | FAILS EMISSION TEST | (BU) | ③ | ② | | | | | |
| | LOSS OF POWER | (BU) | | ③ | | | ② | | |

- if codes other than those listed above are indicated, count the number of blinks again. If the indicator is in fact blinking these codes, substitute a known-good ECU and recheck. If the indication goes away, replace the original ECU.

(BU): When the Check Engine warning light and the self-diagnosis indicator are on, the back-up system is in operation.

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



| PGM-FI | | | | IDLE CONTROL | | FUEL SUPPLY | AIR INTAKE | EMISSION CONTROL | |
|------------------------|----------------------|-----------------|-----------------|------------------------------|---------------------|-------------|------------|--------------------|-------------------------|
| IGNITION OUTPUT SIGNAL | VEHICLE SPEED SENSOR | A/T FI Signal A | A/T FI Signal B | ELECTRONIC AIR CONTROL VALVE | OTHER IDLE CONTROLS | | | EGR CONTROL SYSTEM | OTHER EMISSION CONTROLS |
| — | — | — | — | — | — | — | — | — | — |
| | | | | | | | | | |
| | | | | | | | | | |
| ① | | | | | | ② | | | |
| | | | | | ② | | | | |
| | | | | ① | ② | | | | |
| | | | | ① | | ② | | ③ | |
| | | | | ① | ② | | | | |
| | | | | ① | | ② | | | |
| | | | | ① | ② | ③ | | | |
| | | | | ③ | ① | ② | | ③ | |
| | | | | ③ | | ① | | ③ | |
| | | | | | | ② | | | ① |
| | | | | | | ① | ③ | | ③ |