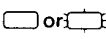








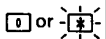










# Troubleshooting

## Troubleshooting Guide

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		—	16, 20	—	—	—	—	—	—
CHECK ENGINE WARNING LIGHT TURNS ON		 or 							
CHECK ENGINE WARNING LIGHT BLINKS		 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
—	—	—	—	—	—	—	—	26	—
									
									
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