

## H - TESTS W/O CODES

### Article Text

1993 Honda Prelude

For Cadi Centre Nsk CA 95051

Copyright © 1998 Mitchell Repair Information Company, LLC

Sunday, July 08, 2001 11:30AM

## ARTICLE BEGINNING

### 1993 ENGINE PERFORMANCE

#### Honda Trouble Shooting - No Codes

Accord, Civic, Civic Del Sol, Prelude

## INTRODUCTION

Before diagnosing symptoms or intermittent faults, perform steps in F - BASIC TESTING and G - TESTS W/ CODES articles in the ENGINE PERFORMANCE Section. Use this article to diagnose driveability problems existing when a hard fault code is not present.

**NOTE:** Some driveability problems may have been corrected by manufacturer with a revised Engine Control Module (ECM). Check with manufacturer for latest ECM application.

Symptom checks can direct the technician to malfunctioning component(s) for further diagnosis. A symptom should lead to a specific component, system test, or adjustment.

Use intermittent test procedures to locate driveability problems that DO NOT occur when the vehicle is being tested. These test procedures should also be used if a soft (intermittent) trouble code was present, but no problem was found during self-diagnostic testing.

**NOTE:** For specific testing procedures, see I - SYS/COMP TESTS article in the ENGINE PERFORMANCE Section. For specifications, see D - ADJUSTMENTS or C - SPECIFICATIONS articles in the ENGINE PERFORMANCE Section..

## SYMPTOMS

### SYMPTOM DIAGNOSIS

Symptom checks cannot be used properly unless the problem occurs while the vehicle is being tested. To reduce diagnostic time, ensure steps in F - BASIC TESTING and G - TESTS W/ CODES articles in the ENGINE PERFORMANCE Section have been performed before diagnosing a symptom. Symptoms available for diagnosis include:

- \* Engine Will Not Start
- \* Difficult Cold Start
- \* Fast Idle Out Of Specification
- \* Rough Idle When Warm
- \* Idle RPM High When Warm

- \* Idle RPM Low When Warm
- \* Stalling During Warm-Up
- \* Stalling After Warm-Up
- \* Misfire Or Rough Operation
- \* Emission Test Failure
- \* Lack Of Power

Recommended system and component checks may not apply to all vehicles.

#### ENGINE WILL NOT START

Check spark and fuel systems as outlined in F - BASIC TESTING and I - SYS/COMP TESTS articles in the ENGINE PERFORMANCE Section. Test ECM power and ground circuits. Check TDC/CRANK/CYL sensor and ignition output circuits.

#### DIFFICULT COLD START

Check coolant temperature, MAP, and TDC/CKP/CYP sensor circuits for malfunctions. On Accord, check fast idle valve for proper operation.

#### FAST IDLE OUT OF SPECIFICATION

Check idle adjusting screw setting. Check Idle Air Control (IAC) valve and fast idle valve for proper operation. Check coolant temperature sensor circuit for short circuit to power or ground.

#### ROUGH IDLE WHEN WARM

Check Idle Air Control (IAC) valve, MAP sensor, fuel injectors, and EGR system for proper operation.

#### IDLE RPM HIGH WHEN WARM

Check idle adjuster screw. Check Idle Air Control (IAC) valve, fast idle valve, oil pressure switch signal, vacuum hose connections, and A/C signal circuit.

#### IDLE RPM LOW WHEN WARM

Check idle adjuster screw. Check Idle Air Control (IAC) valve, fuel injector circuit, A/C signal circuit, oil pressure switch, A/T position signal, and electric load detector. Check lock-up control solenoid (if equipped) circuit.

#### STALLING DURING WARM-UP

Check Idle Air Control (IAC) valve, fast idle valve, and fuel system. Check coolant temperature sensor.

#### STALLING AFTER WARM-UP

Check fuel system, Idle Air Control (IAC) valve, and EGR control system.

#### MISFIRE OR ROUGH OPERATION

Check fuel injectors, MAP sensor, Idle Air Control (IAC) valve, and EGR system. Check TDC/CKP/CYP sensor and circuitry.

#### EMISSION TEST FAILURE

Check MAP sensor and oxygen sensor (or linear air/fuel ratio sensor). Check catalytic converter, EVAP, and fuel systems.

#### LACK OF POWER

Check MAP sensor, throttle position sensor, fuel injectors, air intake system, and catalytic converter. Check Variable Valve Timing (VTEC) spool valve (if equipped) and oil pressure switch operation (if equipped).

#### INTERMITTENTS

##### INTERMITTENT PROBLEM DIAGNOSIS

Intermittent fault testing requires duplicating circuit or component failure to identify problem. These procedures may lead to computer setting a fault code (on some systems) which may help in diagnosis.

If problem vehicle does not produce fault codes, monitor voltage or resistance with DVOM while attempting to reproduce conditions causing intermittent fault. A status change on DVOM indicates a fault has been located.

Use a DVOM to pinpoint faults. When monitoring voltage, ensure ignition is on or engine is running. Ensure ignition is off or negative battery cable is disconnected when monitoring circuit resistance. Status changes on DVOM during test procedures indicate area of fault.

#### TEST PROCEDURES

##### Intermittent Simulation

To reproduce conditions creating an intermittent fault, use

following methods:

- \* Lightly vibrate component.
- \* Heat component.
- \* Wiggle or bend wiring harness.
- \* Spray component with water mist.
- \* Remove/apply vacuum source.

Monitor circuit/component voltage or resistance while simulating intermittent. If engine is running, monitor for self-diagnostic codes. Use test results to identify a faulty component or circuit.

END OF ARTICLE