

Troubleshooting

Troubleshooting Guide [1.5 l]

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 SENSOR	COOLANT TEMPERATURE SENSOR	THROTTLE ANGLE SENSOR	INTAKE AIR TEMPERATURE SENSOR	ATMOSPHERIC PRESSURE SENSOR
SYMPTOM		78	82	84, 88	90	100	102	106	110
CHECK ENGINE WARNING LIGHT TURNS ON		□ or 							
SELF-DIAGNOSIS INDICATOR (LED) BLINKS		① or *	①	③ or ⑤	④ or ⑧	⑥	⑦	⑩	⑬
ENGINE WON'T START		③							
DIFFICULT TO START ENGINE WHEN COLD		BU		③		①			
IRREGULAR IDLING	WHEN COLD FAST IDLE OUT OF SPEC	BU				③			
	ROUGH IDLE	BU		③					
	WHEN WARM IDLE SPEED TOO HIGH	BU				③			
	WHEN WARM IDLE SPEED TOO LOW	BU							
FREQUENT STALLING	WHILE WARMING UP	BU		③					
	AFTER WARMING UP	BU							
POOR PERFORMANCE	MISFIRE OR ROUGH RUNNING	BU							
	FAILS EMISSION TEST	BU	③	②					
	LOSS OF POWER	BU					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.



IGNITION OUTPUT SIGNAL	PGM-FI		IDLE CONTROL		FUEL SUPPLY		AIR INTAKE	EMISSION CONTROL
	VEHICLE SPEED SENSOR	LOCK-UP CONTROL SOLENOID VALVE	ELEC- TRONIC AIR CONTROL VALVE	OTHER IDLE CONTROLS	FUEL INJECTOR	OTHER FUEL SUPPLY		
112	114	116	122	120	138	135	154	171
								
⑮	⑰	⑲	⑭		⑯			
					②	①		
			②					
			①	②				
			①		②			
			②	①				
			①		②			
②			①					
			①		②	③		
			③		①	②		
						①		
					③	①		

Troubleshooting

Troubleshooting Guide [1.6 l 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 SENSOR **	CYL SENSOR **	TDC/CRANK/CYL SENSOR *	COOLANT TEMPERATURE SENSOR	THROTTLE ANGLE SENSOR
	SYMPTOM	78	82	84, 88	90	118	94	100	102
	CHECK ENGINE WARNING LIGHT TURNS ON	□ or							
	SELF-DIAGNOSIS INDICATOR (LED) BLINKS	① or *①	①	③ or ⑤	④ or ⑧	⑨	④ or ⑧ or ⑨	⑥	⑦
	ENGINE WON'T START	②							
	DIFFICULT TO START ENGINE WHEN COLD	BU					①		
IRREGULAR IDLING	WHEN COLD FAST IDLE OUT OF SPEC	BU					②		
	ROUGH IDLE	BU		②					
	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		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.

* : SOHC, ** : DOHC



PGM-FI					IDLE CONTROL		FUEL SUPPLY		AIR INTAKE	EMISSION CONTROL
INTAKE AIR TEMPERATURE SENSOR	ATMOSPHERIC PRESSURE SENSOR	IGNITION OUTPUT SIGNAL	VEHICLE SPEED SENSOR	LOCK-UP CONTROL SOLENOID VALVE	ELECTRONIC AIR CONTROL VALVE	OTHER IDLE CONTROLS	FUEL INJECTOR	OTHER FUEL SUPPLY		
106	110	112	114	116	122	120	143	135	154	171
⑩	⑬	⑮	⑰	⑲	⑭		⑯			
		③					②	①		
						②				
					①	②				
					③	①				
					②	①				
					①	②				
					①	②		③		
					①	②		③		
							②	①		
								①		
							③	①		

Troubleshooting

Troubleshooting Guide [1.6 l Without CATA]

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PAGE	SYSTEM	PGM-FI						
		ECU	MANIFOLD ABSOLUTE PRESSURE SENSOR	TDC/ CRANK SENSOR	CYL SENSOR	COOLANT TEMPERATURE SENSOR	THROTTLE ANGLE SENSOR	INTAKE AIR TEMPERATURE SENSOR
	SYMPTOM	78	84, 88	90	118	100	102	106
	CHECK ENGINE WARNING LIGHT TURNS ON	 or 						
	SELF-DIAGNOSIS INDICATOR (LED) BLINKS	① or *	③ or ⑤	④ or ⑧	⑨	⑥	⑦	⑩
	ENGINE WON'T START	②						
	DIFFICULT TO START ENGINE WHEN COLD	BU	③			①		
IRREGULAR IDLING	WHEN COLD FAST IDLE OUT OF SPEC	BU				②		
	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	②					
	FAILS EMISSION TEST	BU	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
IMA SENSOR	ATMO-SPHERIC PRESSURE SENSOR	IGNITION OUTPUT SIGNAL	VEHICLE SPEED SENSOR	LOCK-UP CONTROL SOLENOID VALVE	ELEC-TRONIC AIR CONTROL VALVE	OTHER IDLE CONTROLS			
108	110	112	114	116	122	120	135	154	171
									
⑪	⑬	⑮	⑰	⑲	⑭				
		②					①		
						②			
					①	②			
					③	①			
					②	①			
					①	②			
					①	②			
					①	②	③		
							①		
							①		
							①		