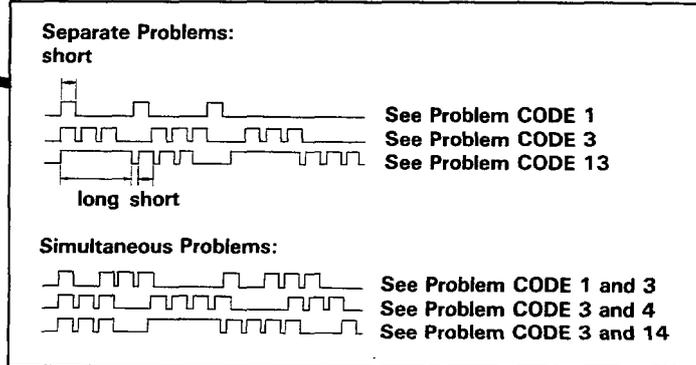
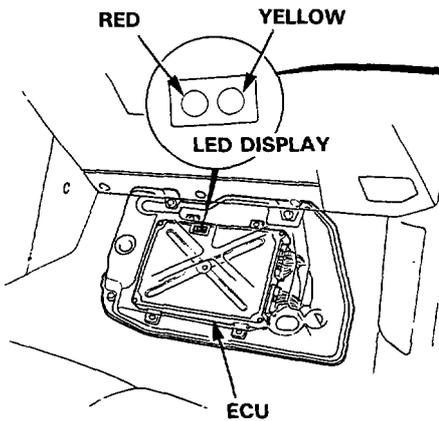


Troubleshooting Procedures

When the Check engine warning light has been reported on, turn the ignition on, pull down the passenger's side carpet from under the dashboard and observe the LED on the top of the ECU. The Red LED indicates a system failure code by blinking frequency. (The Yellow LED is for idle speed adjustment and is not related to the following troubleshooting codes.)

The ECU LED can indicate any number of simultaneous component problems by blinking separate codes, one after another. Problem codes 1 through 9 are indicated by individual short blinks. Problem codes 10 through 31 are indicated by a series of long and short blinks. One long blink equals 10 short blinks. Add the long and short blinks together to determine the problem code.

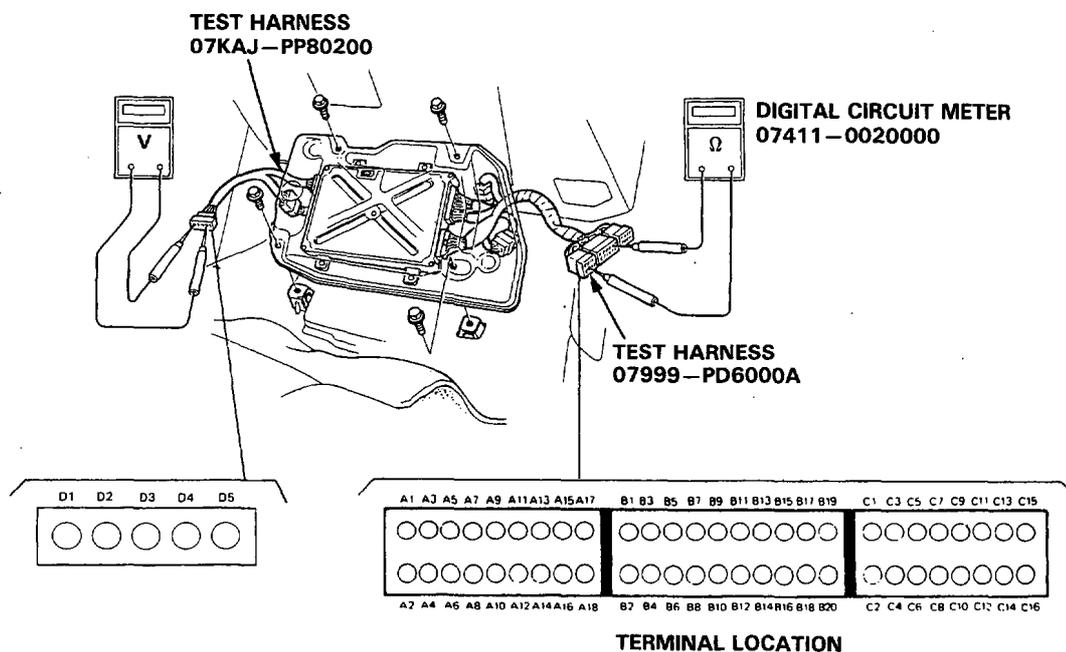


| SELF-DIAGNOSIS INDICATOR BLINKS | SYSTEM INDICATED | PAGE |
|---------------------------------|---|------|
| 0 | ECU | — |
| 1 | FRONT OXYGEN CONTENT (KG, KX, KQ) | — |
| 2 | REAR OXYGEN CONTENT (KG, KX, KQ) | — |
| | MIXTURE COMPENSATION RESISTANCE (Except KG, KX, KQ) | — |
| 3 | MANIFOLD ABSOLUTE PRESSURE | — |
| 5 | | — |
| 4 | CRANK ANGLE | — |
| 6 | COOLANT TEMPERATURE | 6-10 |
| 7 | THROTTLE ANGLE | 6-12 |
| 8 | TDC POSITION | — |
| 9 | No. 1 CYLINDER POSITION | — |
| 10 | INTAKE AIR TEMPERATURE | — |
| 11 | IMA (Except KG, KX, KQ) | — |
| 12 | EXHAUST GAS RECIRCULATIONS SYSTEM (Except KQ) | — |
| 13 | ATMOSPHERIC PRESSURE | — |
| 14 | ELECTRONIC IDLE CONTROL | — |
| 15 | IGNITION OUTPUT SIGNAL | — |
| 17 | VEHICLE SPEED PULSER | — |
| 18 | IGNITION TIMING ADJUSTMENT | — |
| 30 | A/T FI SIGNAL A | 6-14 |
| 31 | A/T FI SIGNAL B | 6-16 |



- 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. The Check Engine dash warning light and ECU Red LED may come on, indicating a system problem, when, in fact, there is a poor or intermittent electrical connection. First, check the electrical connections, clean or repair connections if necessary.
- The Check Engine warning light and S warning light may light simultaneously when the self-diagnosis indicator blinks 6, 7 and 17. Check the PGM-FI system according to the PGM-FI control system troubleshooting, then recheck the S warning light. If it lights, see section 9.
- The Check Engine warning light does not come on when there is a malfunction in the A/T FI signal. However, the ECU LED will indicate the codes.

If the inspection for a particular failure code requires the test harness, remove the right door sill molding, the small cover on the right kick panel, and pull the carpet back to expose the ECU. Unbolt the ECU bracket and disconnect the 7P connector from the Cooling Fan Timer Unit near the upper left corner of the ECU bracket. Connect the test harness. Then check the system according to the procedure described for the appropriate code(s) listed on the following pages.



CAUTION :

- Puncturing the insulation on a wire can cause poor or intermittent electrical connections.
- For testing at connectors other than the test harness, bring the tester probe into contact with the terminal from the connector side of wire harness connectors in the engine compartment. For female connectors, just touch lightly with the tester probe and do not insert the probe.

