Symptom-to-System Chart

[KX, KS, KZ model]

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 / SYMPTOM		PGM-CARB CONTROL SYSTEM						
		PGM-CARB CONTROL UNIT	OXYGEN SENSOR	VEHICLE SPEED PULSER	MANIFOLD ABSOLUTE PRESSURE SENSOR	VACUUM SWITCH	COOLANT TEMPERATURE SENSOR	IGNITION COIL SIGNAL
		38	20	22	24, 26	28	32	34
SELF DIAGNOSIS INDICATOR (LED) BLINKS		⓪ or ✳	①	②	③ or ⑤	④	⑥	⑧
ENGINE WON'T START								
DIFFICULT TO START ENGINE WHEN COLD		(BU)					②	
IRREGULAR IDLING	WHEN COLD FAST IDLE OUT OF SPECIFIC	(BU)					②	
	ROUGH IDLE	(BU)			②			
	WHEN WARM ENGINE SPEED TOO HIGH	(BU)						
	WHEN WARM ENGINE SPEED TOO LOW	(BU)						
FREQUENT STALLING	WHILE WARMING UP	(BU)			②		③	
	AFTER WARMING UP	(BU)			②			
POOR PERFORMANCE	MISFIRE OR ROUGH RUNNING	(BU)	③	③	②			
	FAILS EMISSION TEST	(BU)	③		①			
	LOSS OF POWER	(BU)			③			

* If codes other than those listed above are indicated, count the number of blinks again. If the indicator is in fact blinking these codes, replace the original control unit.

(BU): When the self-diagnosis indicator are on, the back-up system is in operation. Substitute a known-good control unit and recheck. If the indication goes away, replace the original control unit.

PGM-CARB CONTROL SYSTEM								EMISSION CONTROL	
INTAKE AIR TEMPERATURE SENSOR	A/C SIGNAL	CLUTCH SWITCH SIGNAL	A/T SHIFT POSITION SIGNAL	P/S OIL PRESSURE SWITCH (4WS)	CARBURETOR	FUEL SUPPLY	AIR INTAKE	ELECTRONIC AIR CONTROL VALVE	OTHER EMISSION CONTROL
36	40	42	44	46	48	81	——	86	83
⑩								⑭	
						①			
					①				
					①				③
③					①			③	③
	③		②	③	①				
					①			②	
					①			③	
					①				
					①	③			
					②		③	③	③
					③	②	①		③