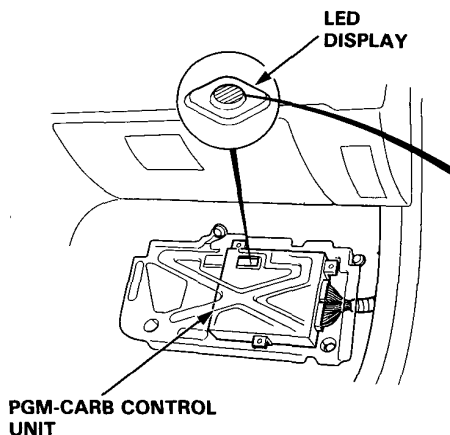


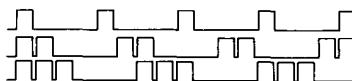
Self-Diagnostic Procedures



Turn the ignition on, pull down the passenger's side carpet inspection flap from under the dashboard and observe the LED on the top of the control unit. The LED indicates a system failure code by its blinking frequency.



Separate Problems:



- = See Problem CODE 1
- = See Problem CODE 2
- = See Problem CODE 3

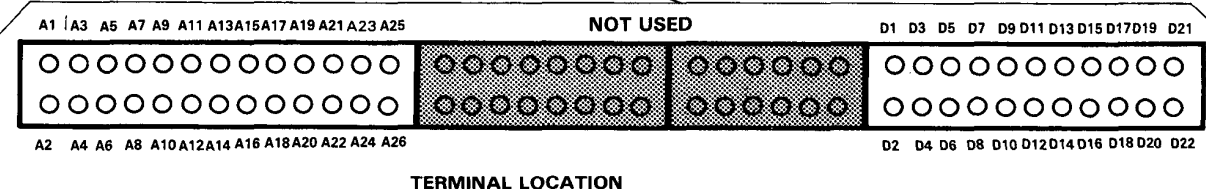
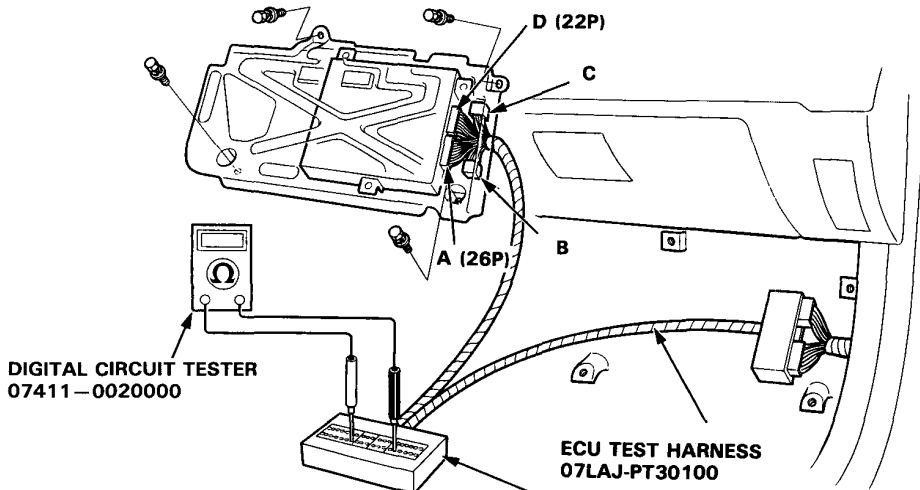
SELF-DIAGNOSIS INDICATOR BLINKS	SYSTEM INDICATED	PAGE
1	OXYGEN CONTENT	6-20
2	VEHICLE SPEED PULSER	6-22
3	MANIFOLD ABSOLUTE PRESSURE	6-24
4	VACUUM SWITCH SIGNAL	6-28
5	MANIFOLD ABSOLUTE PRESSURE	6-26
6	COOLANT TEMPERATURE	6-32
8	IGNITION COIL SIGNAL	6-34
10	INTAKE AIR TEMPERATURE	6-36
14	ELECTRONIC AIR CONTROL	6-86

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.

The control unit 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.

Self-Diagnostic Procedures

If the inspection for a particular failure code requires the ECU test harness, remove the right door sill molding, the small cover on the right kick panel, and pull the carpet back to expose the control unit. Unbolt the control unit bracket. Remove the control unit from the bracket. Connect the ECU 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 ECU 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.**

