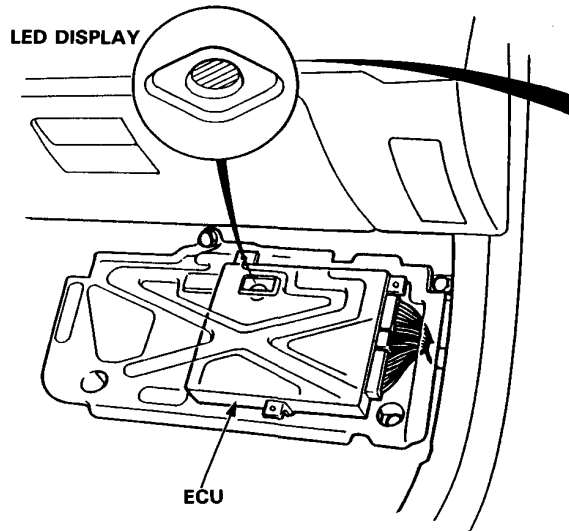


Troubleshooting

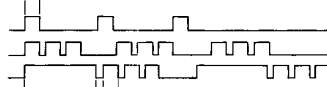
Self-diagnostic Procedure

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 LED indicates a system failure code by blinking separate frequency. 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 43 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.



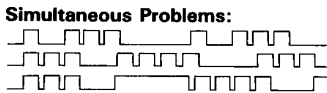
Separate problems:

Short



= See problem CODE 1
= See problem CODE 3
= See Problem CODE 13

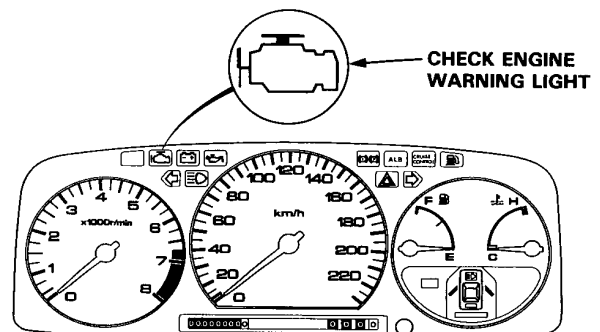
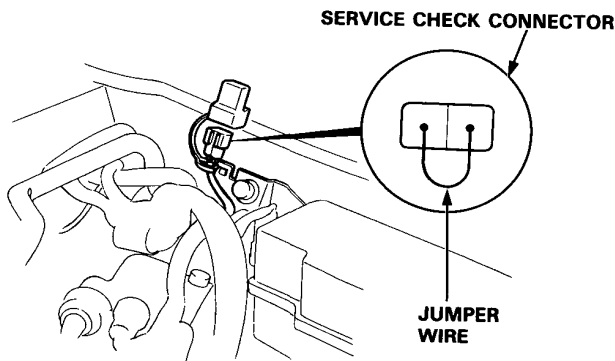
Long | short



Simultaneous Problems:

= See Problem CODE 1 and 3
= See Problem CODE 3 and 4
= See Problem CODE 3 and 14

When the two terminals of the service check connector are connected with jumper wire the LED on the ECU and, the check engine warning light will indicate the same code.



NOTE: If the Service Check Connector is jumped the Check Engine warning light will stay on.

After making the repair, disconnect the CLOCK fuse (10A) from the under-hood relay box for 10 seconds to reset ECU.

NOTE: Disconnecting the CLOCK fuse also cancels the radio preset stations and the clock setting. Make note of the radio presets before removing the fuse so you can reset them.



SELF-DIAGNOSIS INDICATOR BLINKS	SYSTEM INDICATED	PAGE
0	ECU	6-117
1	OXYGEN CONTENT	6-120
3	MANIFOLD ABSOLUTE PRESSURE	6-126
5		6-130
4	CRANK ANGLE	6-132
6	COOLANT TEMPERATURE	6-136
7	THROTTLE ANGLE	6-138
8	TDC POSITION	6-134
9	No. 1 CYLINDER POSITION	6-140
10	INTAKE AIR TEMPERATURE	6-142
12	EXHAUST GAS RECIRCULATION SYSTEM	6-179
13	ATMOSPHERIC PRESSURE	6-144
14	ELECTRONIC AIR CONTROL	6-155
15	IGNITION OUTPUT SIGNAL	6-146
16	FUEL INJECTOR	6-168
17	VEHICLE SPEED SENSOR	6-148
41	OXYGEN SENSOR HEATER	6-122
43	FUEL SUPPLY SYSTEM	6-124

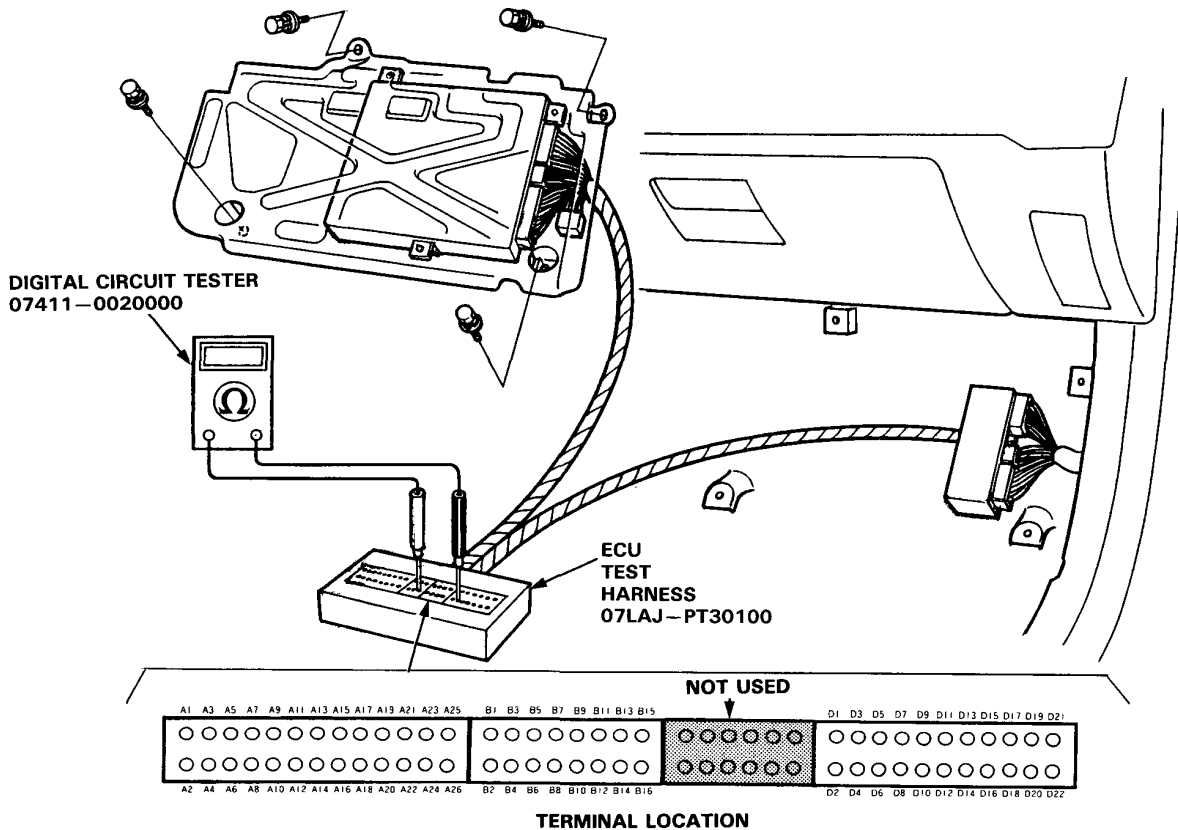
- If codes other than those listed above are indicated, verify the code. If the code indicated is not listed above, replace the ECU.
- The Check Engine warning light may come on, indicating a system problem, when, in fact, there is a poor or intermittent electrical connection. First, check the electrical 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 page 9-31.

(cont'd)

Troubleshooting

Self-diagnostic Procedure (cont'd)

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 ECU. Unbolt the ECU 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.**

