




























Troubleshooting

Troubleshooting Guide

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.
- M/T-equipped cars use an Engine Control Module (ECM). A/T-equipped cars use a Powertrain Control Module (PCM), which also controls transmission functions. When working on an A/T-equipped car, all references to ECM in this section actually refer to the PCM.

PAGE		SYSTEM	PGM-FI								
			ENGINE CONTROL MODULE	HEATED OXYGEN SENSOR	MANIFOLD ABSOLUTE PRESSURE SENSOR	CRANKSHAFT POSITION/ CYLINDER POSITION SENSOR	ENGINE COOLANT TEMPERATURE SENSOR	THROTTLE POSITION SENSOR	INTAKE AIR TEMPERATURE SENSOR	BAROMETRIC PRESSURE SENSOR	IGNITION OUTPUT SIGNAL
SYMPTOM		11-42	11-46, 48	11-56	11-62	11-64	11-66	11-68	11-70	11-72	
MALFUNCTION ** INDICATOR LAMP (MIL) TURNS ON		 or 									
MALFUNCTION INDICATOR LAMP (MIL) BLINKS		 or 	 or   or 	 or 	 or   or 						
ENGINE WON'T START		①								③	
DIFFICULT TO START ENGINE WHEN COLD		③		③	③	①			③		
IRREGULAR IDLING	WHEN COLD FAST IDLE OUT OF SPEC	③				②					
	ROUGH IDLE	③		③							
	WHEN WARM RPM TOO HIGH	③				②					
	WHEN WARM RPM TOO LOW	③									
FREQUENT STALLING	WHILE WARMING UP	③				③					
	AFTER WARMING UP	③							③		
POOR PERFORMANCE	MISFIRE OR ROUGH RUNNING	③		②	③						
	FAILS EMISSION TEST	③	③	②							
	LOSS OF POWER	③		③			②				

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

③ If the MIL is on while the engine is running, jump the service check connector. If no code is displayed (MIL stays on steady), the back-up system is in operation. Substitute a known-good ECM and recheck. If the indication goes away, replace the original ECM.

** USA:

Malfunction
Indicator
Lamp (MIL)



Canada:

Check
Engine
Light





PGM-FI					IDLE CONTROL		FUEL SUPPLY			INTAKE AIR	EMISSION CONTROL	
VEHICLE SPEED SENSOR	IGNITION TIMING ADJUSTER	KNOCK SENSOR	TC STB SIGNAL	TCFC SIGNAL	IDLE AIR CONTROL VALVE	OTHER IDLE CONTROLS	FUEL INJECTOR	FUEL METERING	OTHER FUEL SUPPLY		EXHAUST GAS RECIRCULATION CONTROL SYSTEM	OTHER EMISSION CONTROLS
11-74	11-76	11-78	19-117	19-119	11-84	11-80	11-108	11-52, 54	11-105	11-125	11-145	11-139
							②		③			
						①			②			
						①						
						①	②					
						①						
						①	②					
						①			②			
						①			②		③	
					③		①				③	
							②	③	③			①
							③		①	③		③