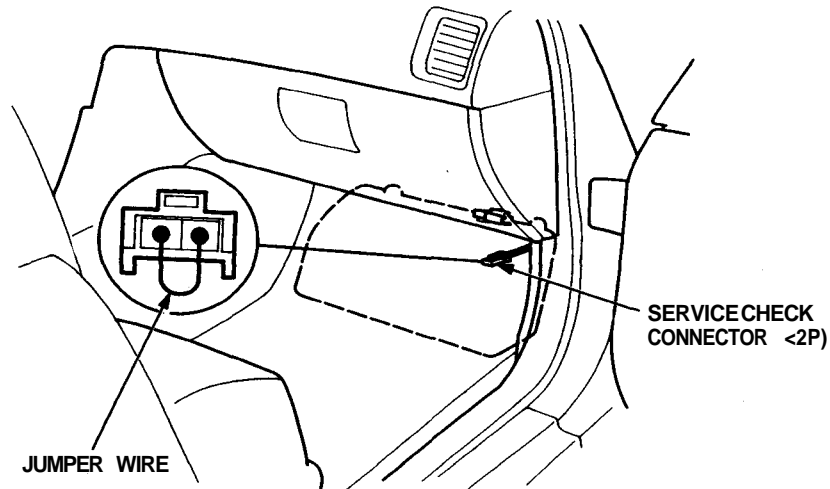


Troubleshooting

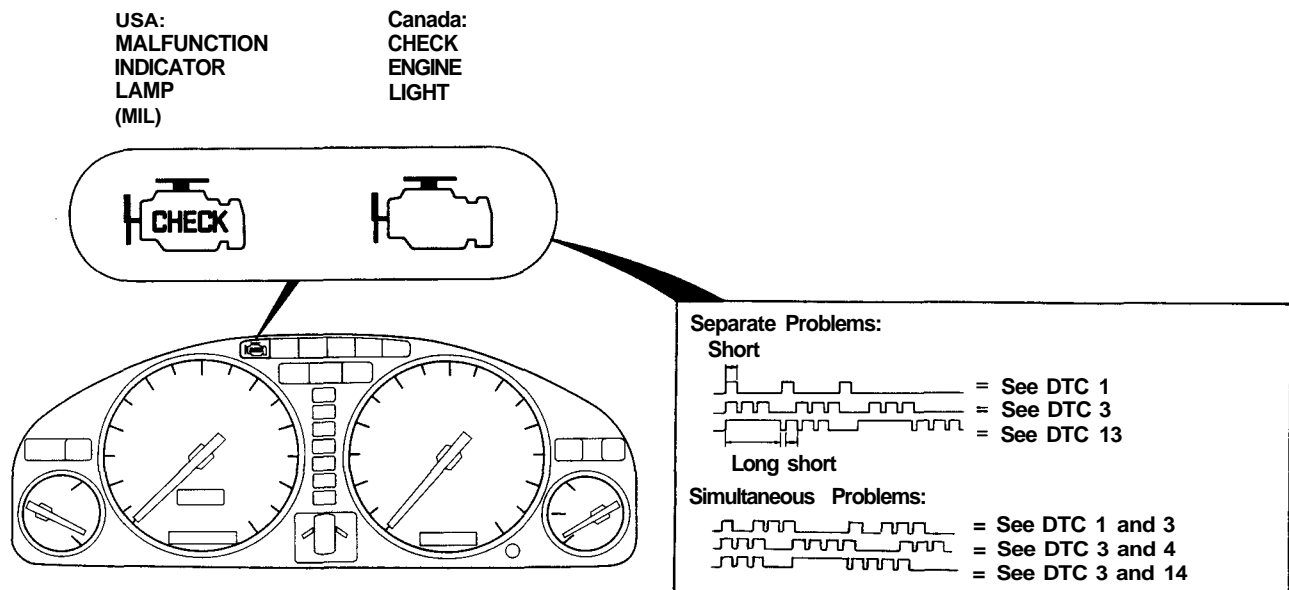
Self-diagnostic Procedures

I. When the Malfunction Indicator Lamp (MIL) has been reported on, do the following:

1. Connect the Service Check Connector terminals with a jumper wire as shown. (The 2P Service Check Connector is located under the dash on the passenger side of the car.) Turn the ignition switch on.



2. Note the Diagnostic Trouble Code (DTC): The MIL indicates a code by the length and number of blinks. The MIL can indicate simultaneous component problems by blinking separate codes, one after another. Codes 1 through 9 are indicated by individual short blinks. Codes 10 through 59 are indicated by a series of long and short blinks. The number of long blinks equals the first digit, the number of short blinks equals the second digit.

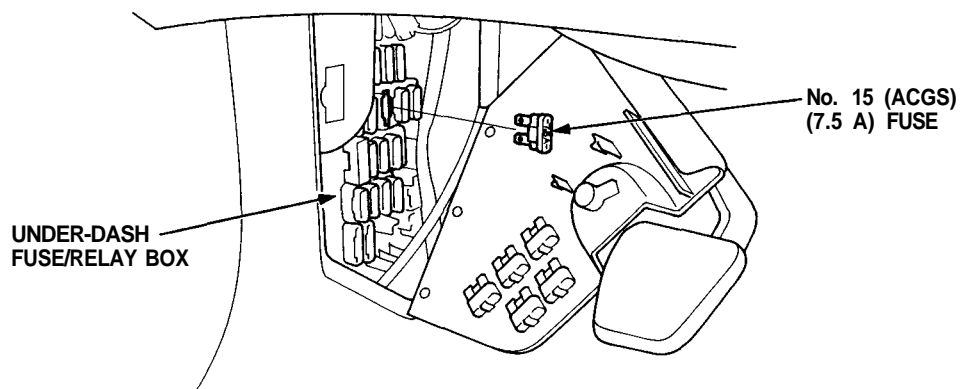




II. ECM Reset Procedure

1. Turn the ignition switch off.
2. Remove the No. 15 (ACGS) (7.5 A) fuse from the under-dash fuse/relay box for 10 seconds to reset the ECM.

NOTE: Disconnecting the No. 15 fuse also cancels the power seat setting.



III. Final Procedure (this procedure must be done after any troubleshooting)

1. Remove the Jumper Wire.

NOTE: If the Service Check Connector is jumped with the ignition switch ON, the MIL will stay on.

2. Do the ECM Reset Procedure.

(cont'd)

Troubleshooting

Self-diagnostic Procedures (cont'd)

DIAGNOSTIC TROUBLE CODE	SYSTEM INDICATED	PAGE
0	ENGINE CONTROL MODULE (ECM)	11-26 ('91-'92 Models) 11-42 ('93-'95 Models)
1	LEFT HEATED OXYGEN SENSOR (HO2S)	11-46
2	RIGHT HEATED OXYGEN SENSOR (HO2S)	11-46
3	MANIFOLD ABSOLUTE PRESSURE (MAP SENSOR)	11-56
5		
4	CRANKSHAFT POSITION 1 (CKP SENSOR)	11-62
6	ENGINE COOLANT TEMPERATURE (ECT SENSOR)	11-64
7	THROTTLE POSITION (TP SENSOR)	11-66
9	No. 1 CYLINDER POSITION 1 (CYP SENSOR)	11-62
10	INTAKE AIR TEMPERATURE (IAT SENSOR)	11-68
12	EXHAUST GAS RECIRCULATION (EGR VALVE LIFT SENSOR)	11-145
13	BAROMETRIC PRESSURE (BARO SENSOR)	11-70
14	IDLE AIR CONTROL (IAC VALVE)	11-84
15	IGNITION OUTPUT SIGNAL	11-72
16	FUEL INJECTOR	11-108
17	VEHICLE SPEED SENSOR (VSS)	11-74
18	IGNITION TIMING ADJUSTMENT (IGNITION TIMING ADJUSTER)	11-76
23	LEFT KNOCK SENSOR (KS)	11-78
35*	TC STB SIGNAL	19-117
36*	TCFC SIGNAL	19-119
41	LEFT HEATED OXYGEN SENSOR (HO2S) HEATER	11-48
42	RIGHT HEATED OXYGEN SENSOR (HO2S) HEATER	11-48
43	LEFT FUEL SUPPLY SYSTEM	11-52
44	RIGHT FUEL SUPPLY SYSTEM	11-52
45	LEFT FUEL METERING	11-54
46	RIGHT FUEL METERING	11-54
53	RIGHT KNOCK SENSOR (KS)	11-78
54	CRANKSHAFT POSITION 2 (CKP SENSOR)	11-62
59	No. 1 CYLINDER POSITION 2 (CYP SENSOR)	11-62

*: GS model

- If codes other than those listed above are indicated, verify the code. If the code indicated is not listed above, replace the ECM.
- The Malfunction Indicator Lamp (MIL) 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.
- A/T: The MIL and **D4** indicator light may come on simultaneously when the MIL blinks 6, 7 or 17. Check the PGM-FI system according to the PGM-FI system troubleshooting, then recheck the **D4** indicator light. If it comes on, see page 14-48, 49 ('91 Model) or 14-50, 51 ('92-'95 Models).
- The MIL and TCS indicator light may come on simultaneously when the code blinks 3, 5, 6, 13, 15, 16, 17, 35 and 36. Check the PGM-FI system according to the PGM-FI system troubleshooting, then recheck the TCS indicator light. If it comes on, see page 19-100.

Troubleshooting

Self-diagnostic Procedures (cont'd)

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.

