

Idle Control System

System Troubleshooting Guide

NOTE:

- Across each row in the chart, the sub-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 system ②, etc.
- If the idle speed is out of specification and the Malfunction Indicator Lamp (MIL) does not blink code 14, go to inspection described on page 11-83.
- 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	SUB-SYSTEM	IDLE ADJUST-ING SCREW	IDLE AIR CONTROL VALVE	AIR CONDI-TIONING SIGNAL	ALTER-NATOR FR SIGNAL	AUTOMATIC TRANSAXLE GEAR POSITION SIGNAL	NEUTRAL SWITCH SIGNAL (M/T)	CLUTCH SWITCH SIGNAL (M/T)	STARTER SWITCH SIGNAL	BRAKE SWITCH SIGNAL	POWER STEERING PRESSURE SWITCH SIGNAL	FAST IDLE THERMO VALVE	STARTING AIR VALVE	HOSES AND CONNEC-TIONS
	SYMPTOM	11-103	11-84	11-86	11-88	11-90	11-92	11-94	11-96	11-98	11-100	11-101	11-102	•
	DIFFICULT TO START ENGINE WHEN COLD								③			①	②	
	WHEN COLD FAST IDLE OUT OF SPEC (1,000 – 2,000 rpm)	③	②									①		
	ROUGH IDLE		②											①
	WHEN WARM RPM TOO HIGH	③	①								③	②		③
WHEN WARM RPM TOO LOW	Idle speed is below specified rpm (no load)	②	①											
	Idle speed does not increase after initial start up.		①											
	On models with automatic transmis-sion, the idle speed drops in gear		②			①								
	Idle speeds drops when air conditioner is ON		②	①										
	Idle speed drops when steering wheel is turning		②								①			
	Idle speed fluctuates with electrical load		②		③									①
FREQUENT STALLING	WHILE WARMING UP	②	①											
	AFTER WARMING UP	①	②											
	FAILS EMISSION TEST													①