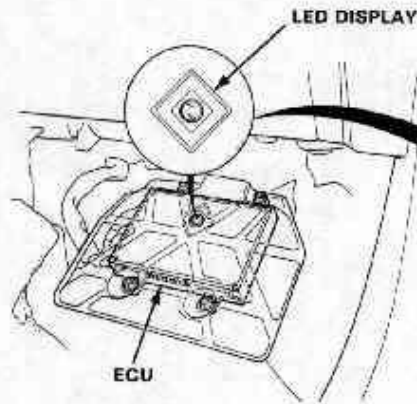


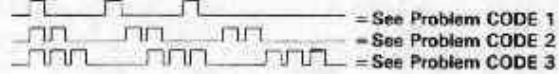
Troubleshooting

Self-diagnostic Procedure

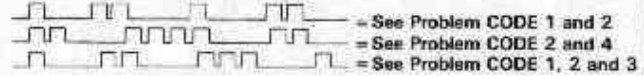
When the Check Engine light has been reported on, turn the ignition on, pull down the passenger's side carpet from under the dashboard and observe the LED on the top of the ECU. The LED indicates a system failure code by blinking frequency.



Separate Problems:



Simultaneous Problems:



SELF-DIAGNOSIS INDICATOR BLINKS	SYSTEM INDICATED	PAGE
0	ECU	11-31
1	OXYGEN CONTENT	11-36
3	MANIFOLD ABSOLUTE PRESSURE	11-38
5		11-42
4	CRANK ANGLE	11-44, 48
6	COOLANT TEMPERATURE	11-54
7	THROTTLE ANGLE	11-56
8	TDC POSITION	11-46, 50
9	No. 1 CYLINDER POSITION (HF and Si)	11-52
10	INTAKE AIR TEMPERATURE	11-58
12	EXHAUST GAS RECIRCULATION SYSTEM (HF and Std. CAL. A/T)	11-136
13	ATMOSPHERIC PRESSURE	11-60
14	ELECTRONIC AIR CONTROL	11-75
15	IGNITION OUTPUT SIGNAL	11-62
16	FUEL INJECTOR	11-95, 100
17	VEHICLE SPEED SENSOR	11-64
19	LOCK-UP CONTROL SOLENOID VALVE	11-66
20	ELECTRIC LOAD	11-68

If codes other than those listed above are indicated, count the number of blinks again. If the indicator is in fact blinking these codes, substitute a known-good ECU and recheck. If the indication goes away, replace the original ECU.

The Check Engine light and ECU 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.

If the Check Engine light is on and LED stays on, replace the ECU.