Troubleshooting

Troubleshooting Guide [With CATA]

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.

PAGE / SYSTEM / SYMPTOM		PGM-FI							
		ECU	OXYGEN SENSOR	MANIFOLD ABSOLUTE PRESSURE SENSOR	TDC/ CRANK SENSOR	CYL SENSOR	COOLANT TEMPERATURE SENSOR	THROTTLE ANGLE SENSOR	INTAKE AIR TEMPERATURE SENSOR
		18	22	24	26	40	36	38	42
CHECK ENGINE WARNING LIGHT TURNS ON		□ or ☼	K	K	K	K	K	K	K
SELF-DIAGNOSIS INDICATOR (LED) BLINKS		⓪ or ✱	①	③ or ⑤	④ or ⑧	⑨	⑥	⑦	⑩
ENGINE WON'T START		③							
DIFFICULT TO START ENGINE WHEN COLD		(BU)		③			①		
IRREGULAR IDLING	WHEN COLD FAST IDLE OUT OF SPEC	(BU)					②		
	ROUGH IDLE	(BU)		③					
	WHEN WARM IDLE SPEED TOO HIGH	(BU)							
	WHEN WARM IDLE SPEED TOO LOW	(BU)							
FREQUENT STALLING	WHILE WARMING UP	(BU)							
	AFTER WARMING UP	(BU)							
POOR PERFORM-ANCE	MISFIRE OR ROUGH RUNNING	(BU)							
	FAILS EMISSION TEST	(BU)		②					
	LOSS OF POWER	(BU)		③					②

* 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.

(BU): When the Check Engine warning light and the self-diagnosis indicator are on, the back-up system is in operation. Substitute a known-good ECU and recheck. If the indication goes away, replace the original ECU.

PGM-FI			IDLE CONTROL		FUEL SUPPLY			
ATMO-SPHERIC PRESSURE SENSOR	IGNITION OUTPUT SIGNAL	VEHICLE SPEED SENSOR	ELEC-TRONIC AIR CONTROL VALVE	OTHER IDLE CONTROLS	FUEL INJECTOR	OTHER FUEL SUPPLY	AIR INTAKE	EMISSION CONTROL
44	46	48	—	50	60	59	64	71
(13)	(15)	(17)	(14)		(16)			
					②	①		
				②				
			①	②				
			①		②			
			②	①				
			①		②			
			①	②		③		
			①	②		③		
			②		①			
					①			
						①		

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PAGE / SYSTEM / SYMPTOM		PGM-FI							
		ECU	MANIFOLD ABSOLUTE PRESSURE SENSOR	TDC/ CRANK SENSOR **	CYL SENSOR **	TDC/CRANK/CYL SENSOR *	COOLANT TEMPERATURE SENSOR	THROTTLE ANGLE SENSOR	INTAKE AIR TEMPERATURE SENSOR
		18	22	26	40	30	36	38	42
CHECK ENGINE WARNING LIGHT TURNS ON		□ or ☼	K	K	K	K	K	K	K
SELF-DIAGNOSIS INDICATOR (LED) BLINKS		⓪ or ✱	③ or ⑤	④ or ⑧	⑨	④ or ⑧ or ⑨	⑥	⑦	⑩
ENGINE WON'T START		②							
DIFFICULT TO START ENGINE WHEN COLD		(BU)	③				①		
IRREGULAR IDLING	WHEN COLD FAST IDLE OUT OF SPEC	(BU)					②		
	ROUGH IDLE	(BU)	③						
	WHEN WARM IDLE SPEED TOO HIGH	(BU)							
	WHEN WARM IDLE SPEED TOO LOW	(BU)							
FREQUENT STALLING	WHILE WARMING UP	(BU)							
	AFTER WARMING UP	(BU)							
POOR PERFORM-ANCE	MISFIRE OR ROUGH RUNNING	(BU)							
	FAILS EMISSION TEST	(BU)	②						
	LOSS OF POWER	(BU)	③					②	

* 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.

(BU): When the Check Engine warning light and the self-diagnosis indicator are on, the back-up system is in operation. Substitute a known-good ECU and recheck. If the indication goes away, replace the original ECU.

* : SOHC, ** : DOHC

PGM-FI				IDLE CONTROL				
IMA SENSOR	ATMO-SPHERIC PRESSURE SENSOR	IGNITION OUTPUT SIGNAL	VEHICLE SPEED SENSOR	ELEC-TRONIC AIR CONTROL VALVE	OTHER IDLE CONTROLS	FUEL SUPPLY	AIR INTAKE	EMISSION CONTROL
—	44	46	48	—	50	59	64	—
⑪	⑬	⑮	⑰	⑭				
						①		
					②			
				①	②			
				①		②		
				②	①			
				①		②		
				①	②	③		
				①	②	③		
				②		①		
						①		
						①		