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.

PAGE / SYSTEM / SYMPTOM		PGM-FI						
		ECU	OXYGEN SENSOR	MANIFOLD ABSOLUTE PRESSURE SENSOR	TDC/CRANK/CYL SENSOR	COOLANT TEMPERATURE SENSOR	THROTTLE ANGLE SENSOR	INTAKE AIR TEMPERATURE SENSOR
		15	18, 20	22, 26	28,30, 32	34	36	38
CHECK ENGINE WARNING LIGHT TURNS ON		▭ or ▭	K	K	K	K	K	K
SELF-DIAGNOSIS INDICATOR (LED) BLINKS		⓪ or ✻	① or ② or ㊸※※ or ㊹※※	③ or ⑤	④ or ⑧ or 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				③		
	ROUGH IDLE	BU		③				
	WHEN WARM ENGINE SPEED TOO HIGH	BU						
	WHEN WARM ENGINE 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	③	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.

※※;KX, KS, KG only

PGM-FI			IDLE CONTROL		VALVE TIMMING CONTROL				
ATMO-SPHERIC PRESSURE SENSOR	IGNITION OUTPUT SIGNAL	VEHICLE SPEED SENSOR	ELEC-TRONIC AIR CONTROL VALVE	OTHER IDLE CONTROLS	SPOOL SOLENOID VALVE	OIL PRESSURE SWITCH	FUEL SUPPLY	AIR INTAKE	EMISSION CONTROL
40	42	44	47	45	5-32	5-34	60	74	80
⑬	⑮	⑰	⑭		㉑	㉒			
							①		
				②					
			①	②					
			①				②		
			②	①					
			①				②		
			①	②			③		
			①	②			③		
			②				①		
							①		
							①		