## Troubleshooting Flow Chart —— Ignition Output Signal

Self-diagnosis LED indicator blinks fifteen times: A problem in the Ignition Output Signal circuit.

**— Check Engine (PGM-FI) warning light is on.**
**— LED indicates CODE 15.**

Turn the ignition switch OFF.

Remove CLOCK fuse in the under-hood relay box for 10 seconds to reset ECU.

Turn the ignition switch ON.

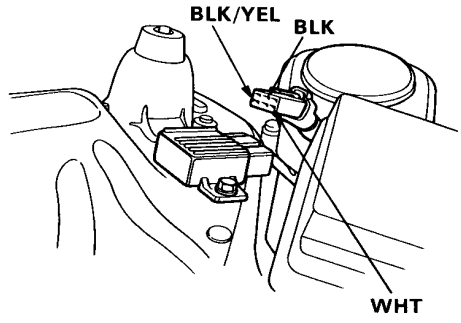
Is Check Engine warning light on and does LED indicate CODE 15?

NO → **Intermittent failure (test drive may be necessary).**

YES

Turn the ignition switch OFF.

Disconnect the 6P connector on the igniter unit.




Turn the ignition switch ON.

Measure voltage between the BLK/YEL (+) terminal and body ground.

Is there battery voltage ?

NO → **Repair open in the BLK/YEL wire between the igniter unit and ignition switch.**

YES

Turn the ignition switch OFF.

Connect the system checker harness between the ECU and connector.

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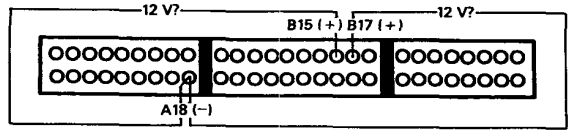
(cont'd)

## Troubleshooting Flow Chart — Ignition Output Signal (cont'd)

(From page 6-79)

Reconnect the 6P connector on the igniter unit.

Turn the ignition switch ON.




Measure voltage individually between B15 (+), B17 (+) terminals and A18 (–) terminal.

Is there battery voltage ?

NO → Turn the ignition switch OFF.

YES → **Substitute a known-good ECU and recheck. If symptom/indication goes away, replace the original ECU.**

Disconnect the 6P connector on the igniter unit and the system checker harness from the ECU.

Check for continuity of WHT wires between the ECU (B15, B17) and the igniter unit.

Does continuity exist ?

NO → **Repair open in WHT wires between the ECU (B15, B17) and the igniter unit.**

YES

Check for continuity between WHT terminal of 6P connector and body ground.

Does continuity exist ?

YES → ***Repair short in WHT wire.***

NO → **Replace the igniter unit.**