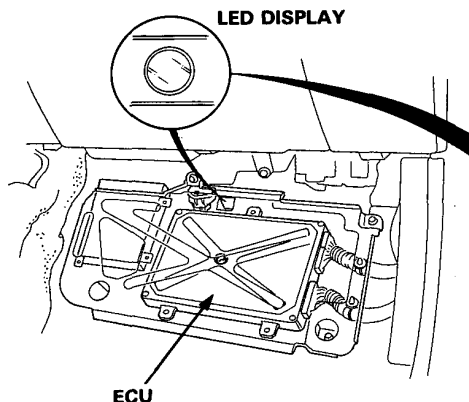


Troubleshooting Procedures

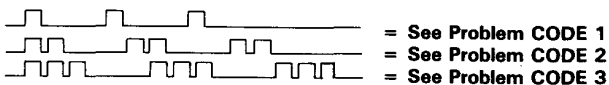


When the PGM-FI warning light has been reported on, turn the ignition on, pull down the passenger's side carpet inspection flap from under the dashboard and observe the LED on the top of the ECU. The LED indicates a system failure code by blinking frequency.

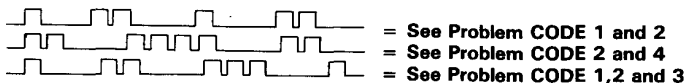
The ECU LED can indicate any number of simultaneous component problems by blinking separate codes, one after another.



Separate Problems:



Simultaneous Problems:



SELF-DIAGNOSIS INDICATOR BLINKS	SYSTEM INDICATED	PAGE
0	ECU	6-70
1	OXYGEN CONTENT A	—
2	OXYGEN CONTENT B	—
3	MANIFOLD ABSOLUTE PRESSURE	—
5		6-73, 75
4	CRANK ANGLE	—
6	COOLANT TEMPERATURE	6-77
7	THROTTLE ANGLE	—
8	TDC POSITION	—
9	No.1 CYLINDER POSITION	—
10	INTAKE AIR TEMPERATURE	—
11	IMA	—
12	EXHAUST GAS RECIRCULATION SYSTEM	—
13	ATMOSPHERIC PRESSURE	—
14	ELECTRONIC IDLE CONTROL	6-83
15	IGNITION OUTPUT SIGNAL	—
17	VEHICLE SPEED SENSOR	6-89

If CODE 16, or more than 17, 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 PGM-FI dash warning 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.

NOTE: Substitute a known-good ECU and check, if the PGM-FI dash warning light is on and does ECU LED stay on.