



## Ignition Control Module (ICM) Input Test

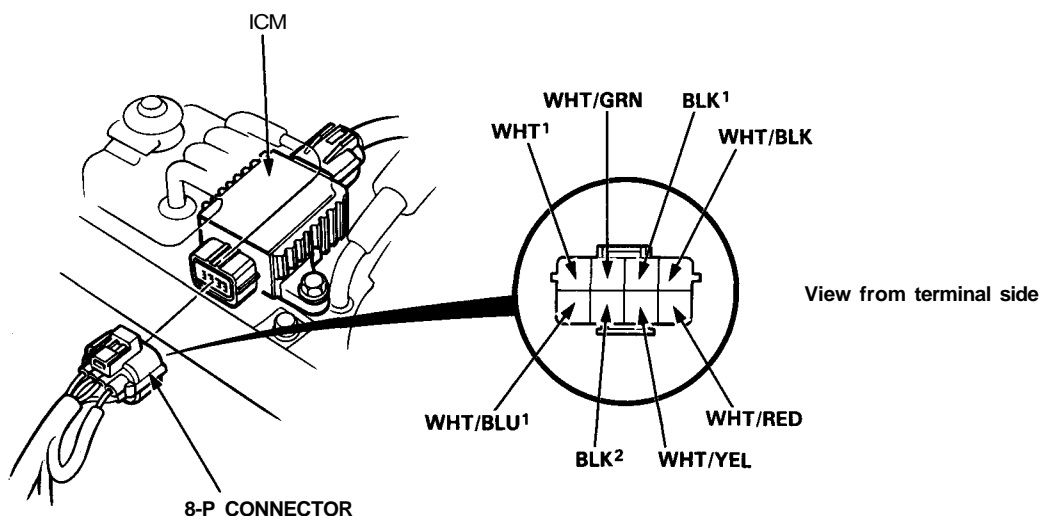
Disconnect the 8-P connector from the ignition control module (ICM).

Inspect the connector and socket terminals to be sure they are all making good contact.

- If the terminals are bent, loose, or corroded, repair them as necessary, and recheck the system.
- If the terminals look OK, make the following input tests at the connector.
  - If any test indicates a problem, find and correct the cause, then recheck the system.
  - If all the input tests prove OK, the ICM must be faulty; replace it.

### NOTE:

- The tachometer should operate normally.
- See [section 11](#) when the malfunction indicator lamp (MIL) blinks.
- If necessary, perform an input test on the ICM after finishing the fundamental tests for the ignition system and fuel and emission systems.



No.	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
1	BLK <sup>1</sup>	Under all conditions	Check for continuity to ground: There should be continuity.	<ul style="list-style-type: none"> <li>• Poor ground (G103)</li> <li>• An open in the wire</li> </ul>
2	BLK <sup>2</sup>			
3	WHT <sup>1</sup>	Ignition switch "ON (II)"	Check for voltage to ground: There should be battery voltage.	<ul style="list-style-type: none"> <li>• Blown No. 13 (30 A) fuse in the engine compartment fuse/relay box</li> <li>• Faulty ignition coil</li> <li>• An open in the wire</li> </ul>
4	WHT/GRN			
5	WHT/BLK			
6	WHT/BLU <sup>1</sup>			
7	WHT/YEL			
8	WHT/RED			