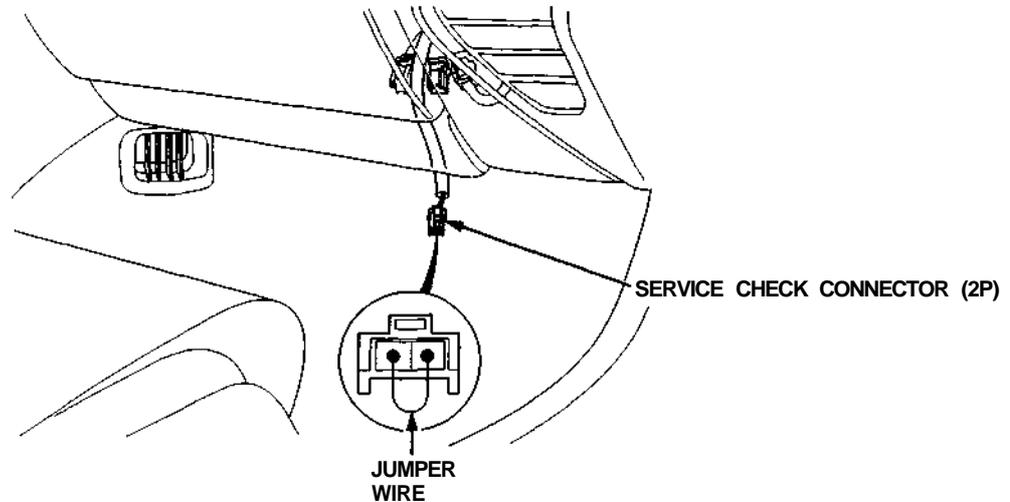


Troubleshooting

Self-diagnostic Procedures

- I. When the Malfunction Indicator Lamp (MIL) has been reported on, do the following:
 1. Connect the Service Check Connector terminals with a jumper wire as shown (the Service Check Connector is located under the dash on the passenger side of the car). Turn the ignition switch ON.



2. Note the Diagnostic Trouble Code (DTC): the MIL indicates a code by the length and number of blinks. The MIL can indicate any number of simultaneous component problems by blinking separate codes, one after another. Codes 1 through 9 are indicated by individual short blinks. Codes 10 through 59 are indicated by a series of long and short blinks. The number of long blinks equals the first digit, the number of short blinks equals the second digit.

USA:
MALFUNCTION
INDICATOR
LAMP
(MIL)

CANADA:
CHECK
ENGINE
LIGHT

The diagram shows a car's instrument cluster with a callout box pointing to the MIL. The callout box contains two diagrams of the MIL: one labeled "CHECK" and one labeled "CHECK ENGINE LIGHT". Below the callout box is a box containing blink patterns for DTCs. The patterns are: a single short blink (DTC 1), a single long blink (DTC 3), a long blink followed by a short blink (DTC 13), a long blink followed by two short blinks (DTC 1 and 3), a long blink followed by three short blinks (DTC 3 and 4), and a long blink followed by four short blinks (DTC 3 and 14).

Separate Problems:

Short

- = See DTC 1
- = See DTC 3
- = See DTC 13

Long short

Simultaneous Problems:

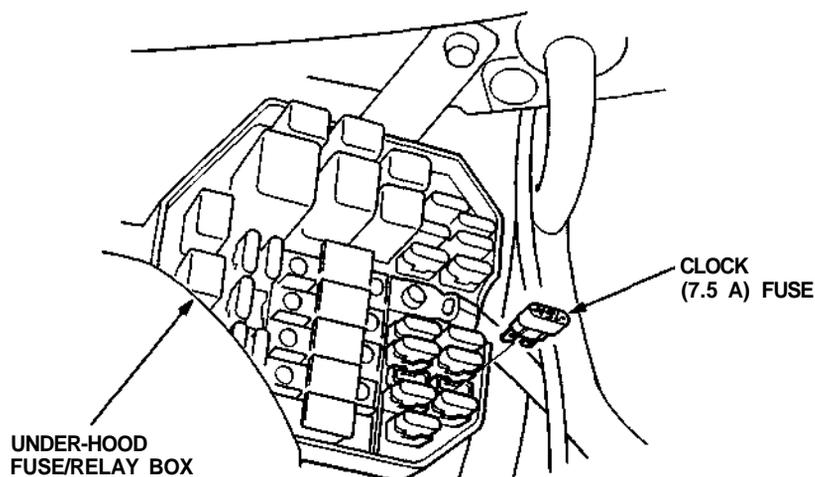
- = See DTC 1 and 3
- = See DTC 3 and 4
- = See DTC 3 and 14



II. ENGINE CONTROL MODULE (ECM) Reset Procedure

1. Turn the ignition switch off.
2. Remove the CLOCK (7.5 A) fuse from the under-hood fuse/relay box for 10 seconds to reset ECM.

NOTE: Disconnecting the CLOCK fuse also cancels the radio preset stations and the clock setting. Make note of the radio presets before removing the fuse so you can reset them.



III. Final Procedure (this procedure must be done after any troubleshooting)

1. Remove the Jumper Wire.

NOTE: If the Service Check Connector is jumped, the MIL will stay on.

2. Do the ECM Reset Procedure.
3. Set the radio preset stations and the clock setting.

(cont'd)

Troubleshooting

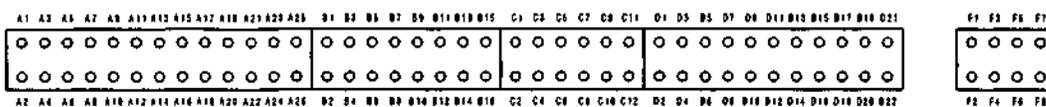
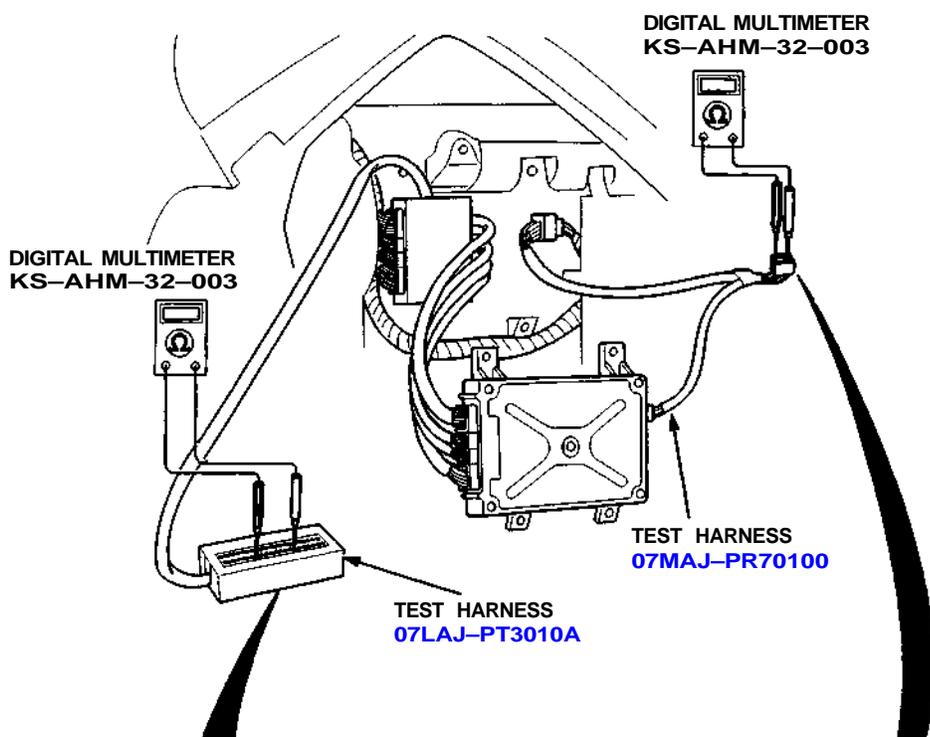
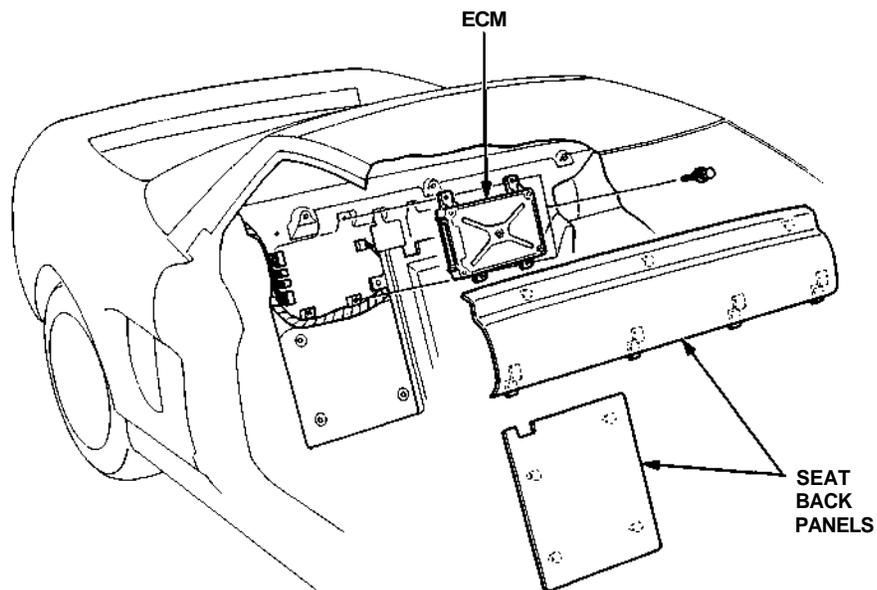
Self-diagnostic Procedures (cont'd)

DIAGNOSTIC TROUBLE CODE	SYSTEM INDICATED	PAGE
0	ENGINE CONTROL MODULE (ECM)	11-42
1	FRONT HEATED OXYGEN SENSOR (HO2S)	11-48
2	REAR HEATED OXYGEN SENSOR (HO2S)	11-48
3	MANIFOLD ABSOLUTE PRESSURE (MAP SENSOR)	11-58
5		
4	CRANKSHAFT POSITION A (CKP SENSOR)	11-64
6	ENGINE COOLANT TEMPERATURE (ECT SENSOR)	11-66
7	THROTTLE POSITION (TP SENSOR)	11-68
9	No. 1 CYLINDER POSITION A (CYP SENSOR)	11-64
10	INTAKE AIR TEMPERATURE (IAT SENSOR)	11-70
12	EXHAUST GAS RECIRCULATION (EGR VALVE LIFT SENSOR)	11-145
13	BAROMETRIC PRESSURE (BARO SENSOR)	11-72
14	IDLE AIR CONTROL (IAC VALVE)	11-88
15	IGNITION OUTPUT SIGNAL	11-74
16	FUEL INJECTOR	11-107
17	VEHICLE SPEED SENSOR (VSS)	11-76
18	IGNITION TIMING ADJUSTMENT (IGNITION TIMING ADJUSTER)	11-78
21	FRONT VARIABLE VALVE TIMING & VALVE LIFT ELECTRONIC CONTROL SOLENOID VALVE (VTEC SOLENOID VALVE)	6-15
22	FRONT VARIABLE VALVE TIMING & VALVE LIFT ELECTRONIC CONTROL PRESSURE SWITCH (VTEC PRESSURE SWITCH)	6-17
23	FRONT KNOCK SENSOR (KS)	11-80
30	A/T FI SIGNAL A	11-82
31	A/T FI SIGNAL B	11-82
35	TC STB SIGNAL	19-100
36	TCFC SIGNAL	19-102
41	FRONT HEATED OXYGEN SENSOR (HO2S) HEATER	11-50
42	REAR HEATED OXYGEN SENSOR (HO2S) HEATER	11-50
43	FRONT FUEL SUPPLY SYSTEM	11-54
44	REAR FUEL SUPPLY SYSTEM	11-54
45	FRONT FUEL METERING	11-56
46	REAR FUEL METERING	11-56
47	FUEL PUMP	11-116
51	REAR VARIABLE VALVE TIMING & VALVE LIFT ELECTRONIC CONTROL SOLENOID VALVE (VTEC SOLENOID VALVE)	6-15
52	REAR VARIABLE VALVE TIMING & VALVE LIFT ELECTRONIC CONTROL PRESSURE SWITCH (VTEC PRESSURE SWITCH)	6-17
53	REAR KNOCK SENSOR (KS)	11-80
54	CRANKSHAFT POSITION B (CKP SENSOR)	11-64
59	No. 1 CYLINDER POSITION B (CYP SENSOR)	11-64

- If codes other than those listed above are indicated, verify the code. If the code indicated is not listed above, replace the ECM.
- The Malfunction Indicator Lamp (MIL) 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.
- A/T: The MIL and D indicator light may come on simultaneously when the code blinks 6, 7 and 17. Check the PGM-FI system according to the PGM-FI system troubleshooting, then recheck the D indicator light. If it comes on, see page 14-52.
- The MIL and TCS indicator light may come on simultaneously when the code blinks 3, 5, 6, 13, 15, 16, 17, 35 and 36. Check the PGM-FI system according to the PGM-FI system troubleshooting, then recheck the TCS indicator light. If it comes on, see page 19-84.
- The MIL does not come on when there is a malfunction in the A/T FI signal. However, when the two terminals of the service check connector are connected with a jumper wire, the MIL will indicate the codes.



If the inspection for a particular code requires the test harness, remove the seat back panels. Unbolt the ECM. Connect the test harness. Then check the system according to the procedure described for the appropriate code(s) listed on the following pages.



TERMINAL LOCATION

(cont'd)

Troubleshooting

Self-diagnostic Procedures (cont'd)

CAUTION:

- Puncturing the insulation on a wire can cause poor or intermittent electrical connections.
- For testing at connectors other than the test harness, bring the tester probe into contact with the terminal from the connector side of wire harness connectors in the engine compartment. For female connectors, just touch lightly with the tester probe and do not insert the probe.

