# TROUBLESHOOTING

Use the table below to help you find the cause of the problem. The numbers indicate the priority of the likely cause of the problem. Check each part in order. If necessary, replace these parts.

| | See page | IG–5 | IG–5 | EG–315 | EG–243 | EG–242 | EG–240 | EG–238 | EG–242 | – | – | – | EG–252 | EG–263 | EG–277 | EG–266 | EG–307 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Suspect area | RPM Signal Circuit | Ignition Circuit | Heated Oxygen Sensor Circuit | ECT Sensor Circuit | Intake Air Temp. Sensor Circuit | Volume Air Flow Circuit | Throttle Position Sensor Circuit | STA Signal Circuit | Knock Sensor Circuit | PNP Switch Circuit | A/C Signal Circuit | Fuel Pump | Fuel Pressure Regulator | Fuel Lines | Injectors | Fuel Pressure Control VSV Circuit |
| Symptom | | | | | | | | | | | | | | | | | |
| Does not start | Engine does not crank | | | | | | | | | | | | | | | | |
| | Starter runs – engine does not crank | | | | | | | | | | | | | | | | |
| | No initial combustion | 12 | 2 | | | | 5 | | | | | | 6 | | | | |
| | No complete combustion | | | | 5 | | 2 | | | | | | | 4 | | 10 | |
| Difficult to start | Engine cranks slowly | | | | | | | | | | | 2 | | | | | |
| | Under normal condition | 13 | 14 | | 5 | 15 | | | | | | | 8 | 7 | 9 | 17 | |
| | Cold engine | | | | 1 | 6 | | | 2 | | | | 8 | 7 | 9 | 10 | |
| | Hot engine | | | | 1 | 6 | | | | | | | 8 | 7 | 9 | 10 | 5 |
| Poor idling | Incorrect first idle | | | | 2 | | | | | | | | | | | | |
| | High engine idle speed | | | | 2 | 4 | | 5 | | | 7 | 6 | | | | 8 | |
| | Low engine idle speed | | | | 1 | | 4 | | | | | | | | | 5 | |
| | Rough idling | | 18 | | 3 | | 13 | | | | | | 8 | 7 | 9 | 17 | |
| | Misfire | | 5 | | 7 | | 9 | | | | | | | | | 10 | |
| Poor drivability | Hesitation Poor acceleration | | | 12 | 10 | 11 | 9 | 8 | | | | | 14 | 13 | 15 | 18 | |
| | Backfire | | | 7 | 4 | 8 | 6 | 5 | | | | | 10 | 9 | 11 | 12 | |
| | Muffler explosion (after fire) | | | 8 | 3 | 7 | 5 | 6 | | | | | | 4 | | 9 | |
| | Surging | | | | | | | | | | | | | 2 | | 5 | |
| | Knocking | | | | | | | | | 1 | | | | | | | |
| Engine stall | Soon after starting | | | | 9 | | 8 | | | | | | 4 | 3 | 5 | 10 | |
| | After accelerator pedal depressed | | | | | | 1 | 3 | | | | | | 5 | 6 | 7 | |
| | After accelerator pedal released | | | | | | 3 | | | | | | | | | | |
| | During AM operation | | | | | | | | | | | 1 | | | | | |
| | When N to D shift | | | | | | | | | | 1 | | | | | | |
| Others | Poor fuel economy | | | 19 | 14 | 20 | 16 | 15 | | | 17 | 18 | | | | 12 | 13 |
| | Engine overheat | | | | | | | | | 9 | | | | | | | |
| | Engine overcool | | | | | | | | | | | | | | | | |
| | Excessive oil consumption | | | | | | | | | | | | | | | | |
| | Low oil pressure | | | | | | | | | | | | | | | | |
| | Nigh oil pressure | | | | | | | | | | | | | | | | |
| | Starter keeps running | | | | | | | | | | | | | | | | |
| | Battery often discharges | | | | | | | | | | | | | | | | |

V03874

| EG–294 | EG–297 | EG–298 | EG–321 | EG–317 | – | – | – | – | – | AX– | ST–1 | IG–12 | IG–17 | EG–184 | – | – | EG–351 | EG–127 | EG–14 | EG–73 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| IAC Valve | EFI Main Relay | Circuit Opening Relay | Fuel Cut System | EMC | Fuel Quality | Fuel Leakage | Coolant Leakage | Vacuum Leakage | Oil Leakage | Park/Neutral Position Switch | Starter | Spark Plug | EGR System | EGR System | Accelerator Pedal Link | Brakes Drag Even when Released | Cooling Fan System | Compression | Valve Clearance | Valve Timing |
| | | | | | | | | | | 2 | 1 | | | | | | | | | |
| | | | | | | | | | | | 1 | | | | | | | | | |
| 8 | 3 | 4 | | 13 | 7 | | | | | | | | 1 | | | | | 9 | | 10 |
| 3 | | | | | | | | | 1 | | | | | | | | | 6 | | 8 |
| | | | | | | | | | | | 1 | | | | | | | | | |
| 4 | | | | 18 | 2 | | | | 1 | | | 3 | 16 | 6 | | | | 10 | | 12 |
| 5 | | | | 11 | 4 | | | | 3 | | | | | | | | | | | |
| 4 | | | | 11 | 3 | | | | 2 | | | | | | | | | | | |
| 3 | | | | 4 | | | | | | | | | | | 1 | | | | | |
| 3 | | | | 9 | | | | | | | | | | | 1 | | | | | |
| 2 | | | | 6 | | | | | | | | | | 3 | | | | | | |
| 10 | | | | 19 | 2 | | | | 1 | | | 5 | 6 | 4 | | | | 11 | 14 | 15 |
| | | | | 11 | 2 | | | | 1 | | | 4 | 6 | 3 | | | | 8 | | |
| | | | | 19 | 3 | | | | 1 | | | 5 | 6 | 4 | | 2 | | 7 | 16 | 17 |
| | | | | 13 | | | | | 1 | | | | | 2 | | | | | | 3 |
| | | | 1 | 10 | | | | | | | | | | | | | | | | 2 |
| | | | | 6 | | | | | 1 | | | 3 | 4 | | | | | | | |
| | | | | 10 | 2 | | | | | | | 3 | | 4 | | | 7 | | | 5 |
| 7 | | | | 11 | 2 | | | | 1 | | | | | 6 | | | | | | |
| | | | | 8 | | | | | | | | 4 | | 2 | | | | | | |
| 1 | | | | 4 | | | | | | | | | | 2 | | | | | | |
| 2 | | | | 3 | | | | | | | | | | | | | | | | |
| 2 | | | | 3 | | | | | | | | | | | | | | | | |
| | | | 6 | 2 | 2 | 1 | | | | | | 7 | 8 | 5 | 3 | 4 | | 9 | | 11 |
| | | | | | | | 1 | | | | | 8 | | | | | 2 | | | 7 |
| | | | | | | | | | | | | | | | | | 1 | | | |
| | | | | | | | | 1 | | | | | | | | | | 3 | | |
| | | | | | | | | 1 | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | 2 | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |

| Symptom \ Suspect area | | Timing Chain | Water Pump | Valve Stem Guide Bushing | Oil Pump | Connecting Rod Bearing | Crankshaft gearing | Cylinder Head | Piston Ring | Drive Plate | Radiator and Radiator Cap | Thermostat | Drive Belt | ECT Sender Gauge | Oil Pressure Switch | Generator | Cylinder Block |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | See page | EG–87 | EG–332 | EG–53 | E G–357 | EG–122 | EG–125 | E G–51 | EG–134 | – | E G–337 | EG–354 | CH–5 | BE–53 | BE–51 | CH–1 | EG–130 |
| Does not start | Engine does not crank | | | | | | | | | | | | | | | | |
| | Starter runs – engine does not crank | | | | | | | | | 2 | | | | | | | |
| | No initial combustion | 11 | | | | | | | | | | | | | | | |
| | No complete combustion | 9 | | | | | | | 7 | | | | | | | | |
| Difficult to start | Engine cranks slowly | | | | | 3 | 4 | | | | | | | | | | |
| | Under normal condition | | | | | | | | 11 | | | | | | | | |
| | Cold engine | | | | | | | | | | | | | | | | |
| | Hot engine | | | | | | | | | | | | | | | | |
| Poor idling | Incorrect first idle | | | | | | | | | | | | | | | | |
| | High engine idle speed | | | | | | | | | | | | | | | | |
| | Low engine idle speed | | | | | | | | | | | | | | | | |
| | Rough idling | 16 | | | | | | 20 | 12 | | | | | | | | |
| | Misfire | | | | | | | | | | | | | | | | |
| Poor drivability | Hesitation Poor acceleration | | | | | | | | | | | | | | | | |
| | Backfire | | | | | | | | | | | | | | | | |
| | Muffler explosion (after fire) | | | | | | | | | | | | | | | | |
| | Surging | | | | | | | | | | | | | | | | |
| | Knocking | | 9 | | | | | | | | 6 | 8 | | | | | |
| Engine stall | Soon after starting | | | | | | | | | | | | | | | | |
| | After accelerator pedal depressed | | | | | | | | | | | | | | | | |
| | After accelerat6r pedal released | | | | | | | | | | | | | | | | |
| | During A/C operation | | | | | | | | | | | | | | | | |
| | When N to D shift | | | | | | | | | | | | | | | | |
| Others | Poor fuel economy | | | | | | | | 10 | | | | | | | | |
| | Engine overheat | 5 | 6 | | 10 | | | 11 | | | 3 | 4 | | 13 | | | 12 |
| | Engine overcool | | | | | | | | | | | 2 | | 3 | | | |
| | Excessive oil consumption | | | 2 | | | | 5 | 4 | | | | | | | | 6 |
| | Low oil pressure | | | | 2 | 3 | 4 | | | | | | | | 5 | | |
| | High oil pressure | | | | 1 | | | | | | | | | | 2 | | |
| | Starter keeps running | | | | | | | | | | | | | | | | |
| | Battery often discharges | | | | | | | | | | | | 1 | | | 2 | |