DIAGNOSTIC CODES

Code No.	Number of Check engine blinks	System	Diagnosis	Trouble area	See page
—	 FI1604	Normal	This appears when none of the other codes are identified.		—
12	 FI1606	RPM Signal	No "NE" or "G" signal to ECU within 2 seconds after engine has been cranked.	• Distributor circuit 1 Distributor • Starter signal circuit • ECU	IG–4
13	 FI1607	RPM Signal	No "NE" signal to ECU when engine speed is above 1,000 rpm.	• Distributor circuit 1 Distributor • ECU	–
14	 FI1608	Ignition Signal	No "IGF" signal to ECU 6 – 8 times in succession.	• Igniter and ignition coil circuit • Igniter and ignition coil • ECU	FI–41
21	 FI1609	Oxygen Sensor Signal	During air–Fuel ratio feedback correction, voltage output from the oxygen sensor does not exceed a set value on the lean side and the rich side continuously for a certain period.	• Oxygen sensor circuit • Oxygen sensor • ECU	FI–44
		Oxygen Sensor Heater Signal	Open or short circuit in oxygen sensor heater.	• Oxygen sensor heater circuit • Oxygen sensor heater • ECU	
22	 FI1610	Water Temp. Sensor Signal	Open or short circuit in water temp. sensor signal.	• Water temp. sensor circuit • Water temp. sensor • ECU	FI–37
24	 FI1611	Intake Air Temp. Sensor Signal	Open or short circuit in intake air temp. sensor signal.	• Intake air temp. sensor circuit • Intake air temp. sensor • ECU	FI–36
25	 FI2562	Air–fuel Ratio Lean Malfunction	(1) When air–Fuel ratio feedback compensation value or adaptive control value continues at the upper (lean) or lower (rich) limit. (2) When air–Fuel ratio feedback compensation value or adaptive control value feedback frequency is abnormally high during feedback condition. HINT: For condition (2), neither a lean (Code No. 25) nor a rich (Code No. 26) diagnosis is displayed consecutively.	• Injector circuit • Injector • Fuel line pressure • Air flow meter • Air induction system • Oxygen sensor circuits • Oxygen sensors • Ignition system • ECU	—
26	 FI2563	Air–fuel Ratio Rich Malfunction		• Injector circuit • Injector • Fuel line pressure • Air flow meter • Cold start injector • ECU	—

DIAGNOSTIC CODES (Cont'd)

Code No.	Number of Check engine blinks	System	Diagnosis	Trouble area	See page
28	 FI2698	N o. 2 Oxygen Sensor Signal N o. 2 Oxygen Sensor Heater	Same as code No. 21	Same as code No. 21	FI–44
31	 FI1612	Air flow Meter Signal	Open circuit in VC and VS signal of short circuit between VS and E2 when idle contacts are closed.	• Air flow meter circuit • Air flow meter • ECU	FI–35
32	 FI1613	Air Flow Meter Signal	Open circuit in E2 or short circuit between VC and VS.	• Air flow meter circuit • Air flow meter 9 ECU	FI–35
35	 FI2699	HAC Sensor Signal	Open circuit in altitude compensation sensor signal.	• ECU	
41	 FI1614	Throttle Position Sensor Signal	Open or short circuit in throttle position sensor signal.	• Throttle position sensor circuit • Throttle position sensor • ECU	FI–33
42	 FI1615	Vehicle Speed Sensor Signal	No "SPD" signal for 8 seconds when engine speed is between 2,000 rpm and 5,000 rpm and coolant temp. is below 80˚C (1 760F) except when racing the engine.	• Vehicle speed sensor cir-cuit • Vehicle speed sensor • ECU	—
43	 FI1616	Starter Signal	No "STA" signal to ECU until engine speed reaches 800 rpm with vehicle not moving	• Ignition switch circuit a Ignition switch • ECU	FI–39
71	 FI2622	EG R System Malfunction	EG R gas temp. below predetermined level during EGR operation.	• EGR valve • EGR hose • EGR gas temp. sensor circuit • EGR gas temp. sensor • VSV for EG R • VSV circuit for EG R • ECU	FI–45
51	 FI1617	Switch Condition Signal	No "IDL" signal, "NSW" signal or "A/C" signal to ECU, with the check terminals E1 and TE1 connected.	• A/C switch circuit • A/C switch • A/C amplifire • Throttle position sensor circuit • Throttle position sensor • Neutral start switch • Neutral start switch • Acceleration pedal and cable • ECU	—

" California vehicles only