

Troubleshooting [KX, KS, KZ model]

How to Read Flow Charts

A flow chart is designed to be used from start to final repair. It's like a map showing you the shortest distance. But beware; if you go off the "map" anywhere but a "stop" symbol, you can easily get lost.

START

(bold type)

Describes the conditions or situation to start a troubleshooting flow chart.

ACTION

Asks you to do something; perform a test, set up a condition, etc.

DECISION

Asks you about the result of an action by giving an "answer" and asking did you get the same answer: Yes or No.

STOP

(bold type)

The end of a series of actions and decisions, describes a final repair action and sometimes directs you to an earlier part of the flow to confirm your repair.

NOTE:

- The term "Intermittent Failure" is used several times in these charts. It simply means a system may have had a failure, but it checks out OK through all your tests. You may need to road test the car to reproduce the failure or if the problem was a loose connection, you may have unknowingly solved it while doing the tests.
- "Open" and "Short" are common electrical terms. An open is a break in a wire or at a connection. A short is an accidental connection of a wire to ground. In simple electronics, this usually means something won't work at all. In complex electronics (like electronic control units), this can sometimes mean something works, but not the way it's supposed to.
- If the electrical readings are not as specified when using the ECU check adaptor, check the ECU check adaptor connections before proceeding.



SELF-DIAGNOSIS INDICATOR BLINKS	POSSIBLE CAUSE	PAGE
①	<ul style="list-style-type: none">• Spark plug mis-fire• Short or open circuit in O₂ sensor circuit• Faulty O₂ sensor• Carburetor	6-94
②	<ul style="list-style-type: none">• Faulty speed sensor• Short or open circuit in combination meter or speed sensor wire• Disconnected speedometer circuit	6-96
③	<ul style="list-style-type: none">• Short or open circuit in MAP sensor wire• Faulty MAP sensor	6-97
④	<ul style="list-style-type: none">• Faulty vacuum switch• Short or open circuit in vacuum switch wire• Disconnected vacuum switch piping	6-101
⑤	<ul style="list-style-type: none">• Disconnected MAP sensor piping	6-99
⑥	<ul style="list-style-type: none">• Open or short circuit in TW sensor wire• Faulty TW sensor	6-104
⑧	<ul style="list-style-type: none">• Open or short circuit in ignition coil wire	6-106
⑩	<ul style="list-style-type: none">• Open or short circuit in TA sensor wire• Faulty TA sensor	6-107
⑭	<ul style="list-style-type: none">• Open or short circuit in EACV wire	6-109

* CODE 7, 9, 11, 12, 13 or exceeds 14: count the number of blinks again. If the indicator is in fact blinking these codes, substitute a known-good control unit and recheck. If the indication goes away, replace the original control unit.