

## PROBLEM SYMPTOMS TABLE

When the malfunction code is not confirmed in the diagnostic trouble code check and the problem still can not be confirmed in the basic inspection, proceed to this problem symptoms table and troubleshoot according to the numbered order given below.

Symptom	Suspect Area	See page
Engine does not crank (Does not start)	1. Starter 2. Starter relay 3. Neutral start switch circuit	*1 <a href="#">ST-1</a> <a href="#">DI-83</a>
No initial combustion (Does not start)	1. ECU power source circuit 2. Igniter circuit 3. Fuel pump control circuit 4. Injector circuit	<a href="#">DI-88</a> <a href="#">DI-68</a> <a href="#">DI-65</a> <a href="#">DI-75</a>
No complete combustion (Does not start)	1. Fuel pump control circuit 2. Igniter circuit 3. Injector circuit	<a href="#">DI-65</a> <a href="#">DI-68</a> <a href="#">DI-75</a>
Engine cranks normally (Difficult to start)	1. Starter signal circuit 2. ISC valve circuit 3. Fuel pump control circuit 4. Ignition coil (w/ igniter) 5. Spark plug 6. Compression 7. Injector circuit	<a href="#">DI-79</a> <a href="#">DI-59</a> <a href="#">DI-65</a> <a href="#">DI-68</a> <a href="#">IG-1</a> *2 <a href="#">DI-75</a>
Cold engine (Difficult to start)	1. Starter signal circuit 2. ISC valve circuit 3. Fuel pump control circuit 4. Injector circuit 5. Ignition coil (w/ igniter) 6. Spark plug	<a href="#">DI-79</a> <a href="#">DI-59</a> <a href="#">DI-65</a> <a href="#">DI-75</a> <a href="#">DI-68</a> <a href="#">IG-1</a>
Hot engine (Difficult to start)	1. Starter signal circuit 2. ISC valve circuit 3. Fuel pump control circuit 4. Injector circuit 5. Ignition coil (w/ igniter) 6. Spark plug	<a href="#">DI-79</a> <a href="#">DI-59</a> <a href="#">DI-65</a> <a href="#">DI-75</a> <a href="#">DI-68</a> <a href="#">IG-1</a>
Incorrect first idle (Poor idling)	1. ISC valve circuit	<a href="#">DI-59</a>
High engine idle speed (Poor idling)	1. ISC valve circuit 2. ECU power source circuit 3. Neutral start switch circuit 4. Back up power source circuit	<a href="#">DI-59</a> <a href="#">DI-88</a> <a href="#">DI-83</a> <a href="#">DI-81</a>
Low engine idle speed (Poor idling)	1. ISC valve circuit 2. Neutral start switch circuit 3. Fuel pump control circuit 4. Injector circuit 5. Vacuum sensor circuit 6. Back up power source circuit	<a href="#">DI-59</a> <a href="#">DI-83</a> <a href="#">DI-65</a> <a href="#">DI-75</a> <a href="#">DI-23</a> <a href="#">DI-81</a>

\*1: See Pub. No. RM436E

\*2: See Pub. No. RM321E

Symptom	Suspect Area	See page
Rough idling (Poor idling)	1. ISC valve circuit 2. Vacuum sensor circuit 3. Injector circuit 4. Variable resistor circuit 5. Igniter circuit 6. Compression 7. Fuel pump control circuit 8. Back up power source circuit	<a href="#">DI-59</a> <a href="#">DI-23</a> <a href="#">DI-75</a> <a href="#">DI-96</a> <a href="#">DI-68</a> * <a href="#">DI-65</a> <a href="#">DI-81</a>
Hunting (Poor idling)	1. ISC valve circuit 2. Vacuum sensor circuit 3. ECU power source circuit 4. Fuel pump control circuit	<a href="#">DI-59</a> <a href="#">DI-23</a> <a href="#">DI-88</a> <a href="#">DI-65</a>
Hesitation/Poor acceleration (Poor driveability)	1. Vacuum sensor circuit 2. Injector circuit 3. Fuel pump control circuit 4. Variable resistor circuit 5. Igniter circuit 6. A/T faulty	<a href="#">DI-23</a> <a href="#">DI-75</a> <a href="#">DI-65</a> <a href="#">DI-96</a> <a href="#">DI-68</a> –
Muffler explosion, after fire (Poor driveability)	1. Ignition coil (w/ igniter) 2. Spark plug 3. Injector circuit	<a href="#">DI-68</a> <a href="#">IG-1</a> <a href="#">DI-75</a>
Surging (Poor driveability)	1. Fuel pump control circuit 2. Variable resistor circuit 3. Spark plug 4. Injector circuit	<a href="#">DI-65</a> <a href="#">DI-96</a> <a href="#">IG-1</a> <a href="#">DI-75</a>
Soon after starting (Engine stall)	1. Fuel pump control circuit 2. Vacuum sensor circuit 3. ISC valve circuit	<a href="#">DI-65</a> <a href="#">DI-96</a> <a href="#">DI-59</a>
After accelerator pedal depressed (Engine stall)	1. Vacuum sensor circuit	<a href="#">DI-23</a>
After accelerator pedal released (Engine stall)	1. Injector circuit 2. ISC valve circuit 3. Engine ECU	<a href="#">DI-75</a> <a href="#">DI-59</a> <a href="#">IN-19</a>
During A/C operation (Engine stall)	1. ISC valve circuit 2. A/C signal circuit 3. Engine ECU	<a href="#">DI-59</a> – <a href="#">IN-19</a>
When shifting N to D (Engine stall)	1. Neutral start switch circuit 2. ISC valve circuit	<a href="#">DI-83</a> <a href="#">DI-59</a>

\*: See Pub. No. RM321E