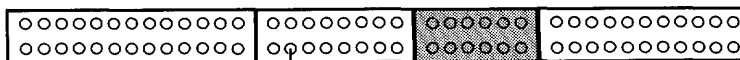




(From page 6-190)

Check for Continuity GRN wire  
between B4 and 22P connector of  
the A/T control unit.



B4

Does continuity exist ?

NO

Repair open in GRN wire  
between ECU (B4) and the A/T  
control unit.

YES

Substitute a known-good ECU  
and recheck. If symptom/indica-  
tion goes away, replace the orig-  
inal ECU.

# Idle Control System

## Symptom Troubleshooting Guide

### NOTE:

- Across each row in the chart, the sub systems that could be sources of a symptom are ranked in the order they should be inspected, starting with ①. Find the symptom in the left column, read across to the most likely source, then refer to the page listed at the top of that column. If inspection shows the system is OK, try the next system ②, etc.
- If the idle speed is out of specification and LED does not blink CODE 14, go to inspection described on page 6-193.

PAGE	SUB SYSTEM	IDLE ADJUST-ING SCREW	EACV	AIR CONDI-TIONING SIGNAL	ALTER-NATOR FR SIGNAL	A/T SHIFT POSITION SIGNAL (A/T ONLY)	STARTER SWITCH SIGNAL	P/S OIL PRESSURE SWITCH SIGNAL	FAST IDLE VALVE	AIR BOOST VALVE	HOSES AND CONNECTIONS
SYMPTOM		207	194	198	200	202	204	205	206	—	*
DIFFICULT TO START ENGINE WHEN COLD									①		
WHEN COLD FAST IDLE OUT OF SPEC [1,000–2,000min <sup>-1</sup> (rpm)]		③	②						①		
ROUGH IDLE			②								①
WHEN WARM RPM TOO HIGH		③	①					③	②		③
WHEN WARM RPM TOO LOW	Idle speed is below specified engine speed (no load)	②	①								
	Idle speed does not increase after initial start up.		①								
	On models with automatic transmis-sion, the idle speed drops in gear		②			①					
	Idle speeds drops when air conditioner in ON		②	①							
	Idle speed drops when steering wheel is turning		②					①			
	Idle speed fluctuates with electrical load		②								①
FREQUENT STALLING	WHILE WARMING UP		①								
	AFTER WARMING UP	①									
FAILS EMISSION TEST											①