

# Symptom-to System Chart

(KE with CATA)

NOTE: Across each row in the chart, the 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 most likely system ②, etc.

PAGE		SYSTEM	PGM-CARB CONTROL SYSTEM					
			PGM-CARB CONTROL UNIT	OXYGEN SENSOR	VEHICLE SPEED PULSER	MANIFOLD ABSOLUTE PRESSURE SENSOR	VACUUM SWITCH	COOLANT TEMPERA- TURE SENSOR
SYMPTOM		—	—	—	22, 24	26	—	—
SELF-DIAGNOSIS INDICATOR (LED) BLINKS		① or *	①	②	③ or ⑤	④	⑥	⑧
ENGINE WON'T START								
DIFFICULT TO START ENGINE WHEN COLD		(BU)						
IRREGULAR IDLING	WHEN COLD FAST IDLE OUT OF SPECIFIC	(BU)						
	ROUGH IDLE	(BU)	③		②			
	WHEN WARM ENGINE SPEED TOO HIGH	(BU)						
	WHEN WARM ENGINE SPEED TOO LOW	(BU)						
FREQUENT STALLING	WHILE WARMING UP	(BU)			②		③	
	AFTER WARMING UP	(BU)			②			
POOR PERFORMANCE	MISFIRE OR ROUGH RUNNING	(BU)	③	③	②			
	FAILS EMISSION TEST	(BU)	②		①			
	LOSS OF POWER	(BU)			③			

- \* 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 ECU.

(BU): When the self-diagnosis indicator is on, the back-up system is in operation.

Substitute a known-good control unit and recheck. If the indication goes away, replace the original ECU.



PGM-CARB CONTROL SYSTEM					CARBURETOR	FUEL SUPPLY	AIR INTAKE	EMISSION CONTROL	
INTAKE AIR TEMPERATURE SENSOR	A/T SHIFT POSITION SIGNAL	CLUTCH SWITCH SIGNAL	P/S OIL PRESSURE SWITCH	A/C SIGNAL				ELECTRONIC AIR CONTROL VALVE	OTHER EMISSION CONTROL
—	—	—	—	—	30	50	51	—	52
⑩								⑭	
					②	①			
					①				
③					①				③
③					①			③	③
			③	③	①				
					①				
					①			③	
					①			①	
					①	②			
					②		③	③	③
					③	②	①		②