



Idle Control System

System 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 6-60.

PAGE	SUB SYSTEM	IDLE ADJUSTING SCREW	EACV	AIR CONDITIONING SIGNAL	ALTERNATOR FR SIGNAL	STARTER SWITCH SIGNAL	HOSES AND CONNECTIONS
	SYMPTOM	69	61	64	66	68	*
	ENGINE WON'T START		②				①
	DIFFICULT TO START ENGINE WHEN COLD	②	①				
	WHEN COLD FAST IDLE OUT OF SPEC (1,000–2,000 min ⁻¹ , rpm)	②	①				
	ROUGH IDLE		②				①
	WHEN WARM ENGINE SPEED TOO HIGH	③	②	③			①
WHEN WARM ENGINE SPEED TOO LOW	Idle speed is below specified (no load)	②	①		③		③
	Idle speed does not increase after initial start up.		①			②	
	Idle speed drops when blipping throttle with electrical load		②		①		
	Idle speeds drops when air conditioner in ON		②	①			③
FREQUENT STALLING	WHILE WARMING UP		①				③
	AFTER WARMING UP	③	②				①
	FAILS EMISSION TEST		②				①

Idle Control System

1. When the idle speed is out of specification and LED does not blink CODE 14, check the following items:
 - Adjust the idle speed (page 6-69)
 - Air conditioning signal (page 6-64)
 - Alternator FR signal (page 6-66)
 - Starter switch signal (page 6-68)
 - Hoses and connections
 - EACV and O-rings for mounting conditions.
2. If the above items are normal, substitute a known-good EACV and readjust the idle speed (page 6-69).
 - If the idle speed still cannot be adjusted to specification (and LED does not blink CODE 14) after EACV replacement, substitute a known-good ECU and recheck. If symptom goes away, replace the original ECU.