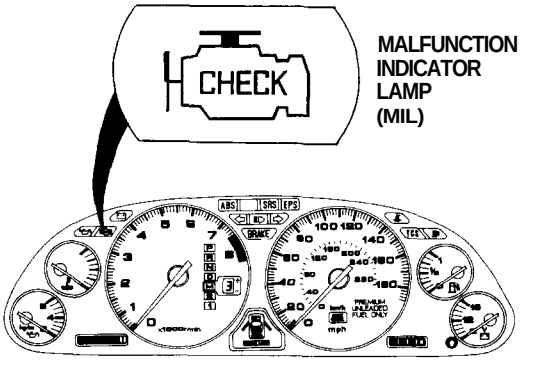
Troubleshooting

Troubleshooting Procedures

I. How To Begin Troubleshooting

When the Malfunction Indicator Lamp (MIL) has been reported on, or there is a driveability problem, use the appropriate procedure below to diagnose and repair the problem.



A. When the MIL has come on:

1. Connect the Honda PGM Tester or an OBD II scan tool to the 16P Data Link Connector (DLC) located under the glove box behind a removable cover.
2. Turn the ignition switch ON (II).
3. Check the DTC and note it. Also check and note the freeze frame data. Refer to the Diagnostic Trouble Code Chart and begin troubleshooting.

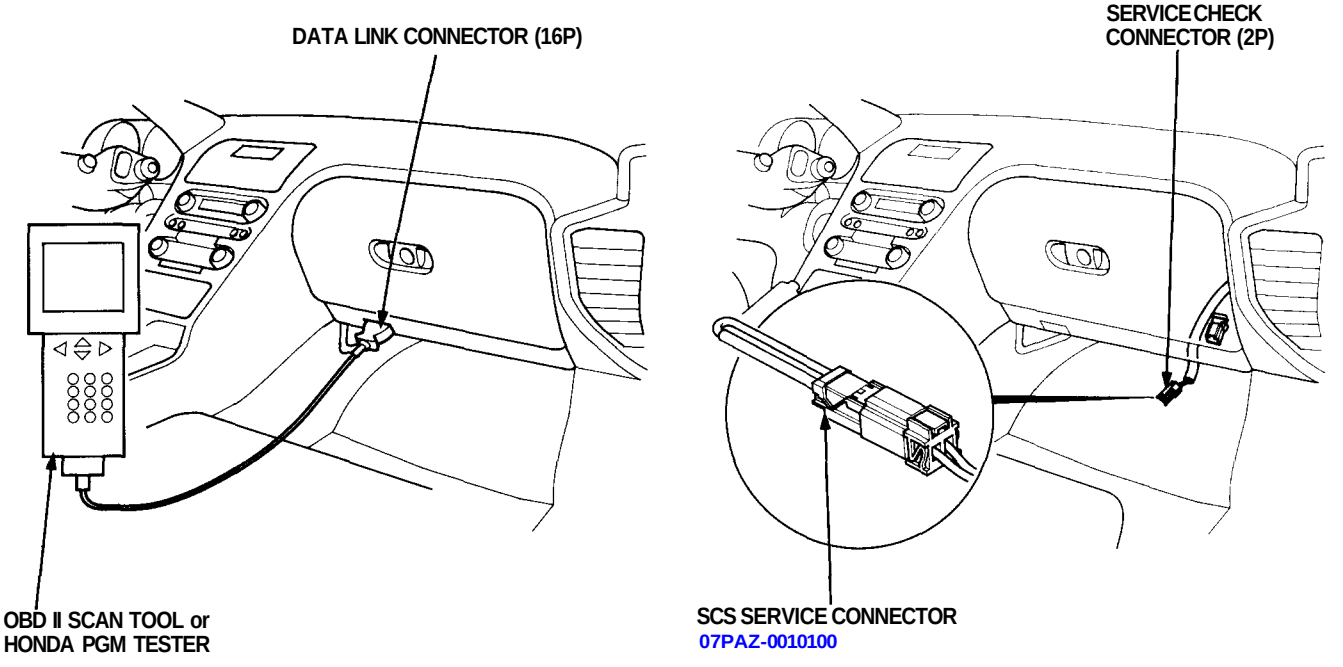
NOTE:

- See the OBD II scan tool or Honda PGM Tester user's manuals for specific operating instructions.
- The scan tool or tester can read the Diagnostic Trouble Codes (DTC), freeze frame data, current data, and other Engine Control Module (ECM) data.
- Freeze frame data indicates the engine conditions when the first malfunction, misfire or fuel trim malfunction was detected. It can be useful information when troubleshooting.

B. When the MIL has not come on, but there is a driveability problem, refer to the Symptom Chart on page 11-40.

C. DTCs will be indicated by the blinking of the Malfunction Indicator Lamp (MIL) with the SCS service connector connected.

Connect the SCS service connector to Service Check Connector as shown. (The 2P Service Check Connector is located under the dash on the passenger's side of the vehicle.) Turn the ignition switch on (II).



II. Engine Control Module (ECM) Reset Procedure

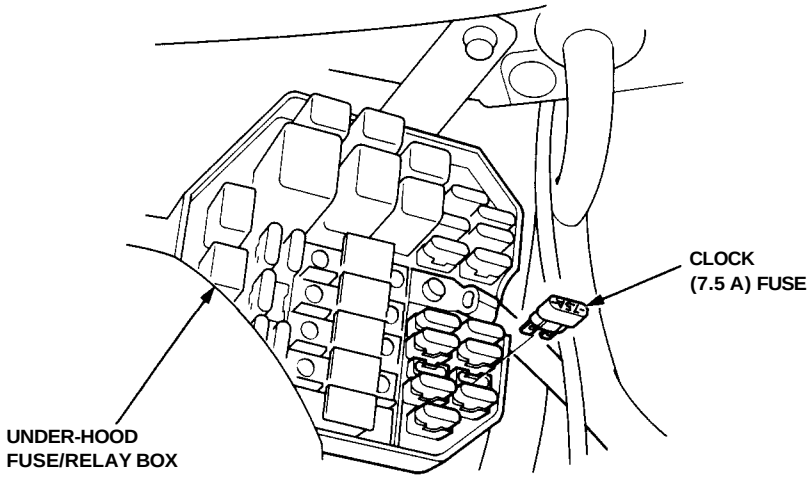
Either of the following actions, will reset the ECM.

- Using the OBD II scan tool or Honda PGM Tester to clear the ECM's memory.

  NOTE: See the OBD II scan tool or Honda PGM Tester user's manuals for specific operating instructions.

- Turn the ignition switch OFF. Remove the CLOCK (7.5 A) fuse from the under-hood fuse/relay box for 10 seconds.

  NOTE: If the CLOCK (7.5 A) fuse is removed when the ignition switch is in the ON (II) position, the MIL will come on and the ECM will store a DTC.



III. Final Procedure (this procedure must be done after any troubleshooting)

1. Remove the SCS Service Connector if it is connected. If the SCS service connector is connected and there are no DTCs stored in the ECM, the MIL will stay on when the ignition switch is turned on.
2. Do the ECM Reset Procedure.
3. Turn the ignition switch OFF.
4. Disconnect the OBD II scan tool or Honda PGM Tester from the Data Link Connector (16P).

IV. Known-Good ECM Substitution

The ECM is part of the immobilizer system. If you substitute a known-good ECM, the ECM will have a different immobilizer code. In order for the engine to start, you must rewrite the immobilizer code with the Honda PGM Tester.

(cont'd)

Troubleshooting

Troubleshooting Procedures (cont'd)

Symptom Chart

Listed below are symptoms and probable causes for problems that do not cause the Malfunction Indicator Lamp (MIL) to come on.

If the MIL was reported on, go to page 11-38.

Troubleshoot each probable cause in the order listed (from left to right) until the symptom is eliminated.

The probable cause and troubleshooting page reference can be found on the next page.

SYMPTOM	PROBABLE CAUSE
Engine will not start	4, 2, 3, 5, 19, 13, 1
Hard starting	2, 4, 10, 12, 18
Cold fast idle too low	7, 6
Cold fast idle too high	7, 9, 8
Idle speed fluctuates	7, 9, 8
Misfire or rough running	Troubleshoot for misfire
Low power	2, 8, 9, 11, 16, 15, 17, 10
Engine stalls	2, 4, 10, 19, 7, 5, 14
Difficult to refuel	18, 20
Fuel overflows during refueling	18, 20

Other Probable Causes:

Engine will not start

— Compression
— Engine locked up
— Timing belt
— Starting system
— Overheating
— Battery

Probable Cause List (For the DTC chart, see page 11-52.)

Probable Cause	Page	System
1	———	Engine Control Module (ECM)
2	———	Fuel pressure and fuel pump relay
3	———	PGM-FI main relay
4	Section 23	Ignition system
5	———	Crankshaft Position/Cylinder Position sensor circuit
6	———	Intake Air Temperature (IAT) sensor circuit
7	———	Idle speed adjustment
8	———	Throttle body
9	———	Throttle cable
10	———	Manifold Absolute Pressure (MAP) sensor
11	———	Throttle Position (TP) sensor
12	———	Barometric pressure (BARO) sensor
13	———	A/T gear position signal or clutch switch signal
14	———	Brake switch signal
15	———	Air Cleaner
16	———	Intake Air Bypass (IAB) control system and intake air pipe
17	———	Three Way Catalytic Converter (TWC)
18	11-58	Evaporative emission (EVAP) control
19	———	Contaminated fuel
20	See DTC chart	ORVR vent shut valve