



Ignition Control Module (ICM) Input Test

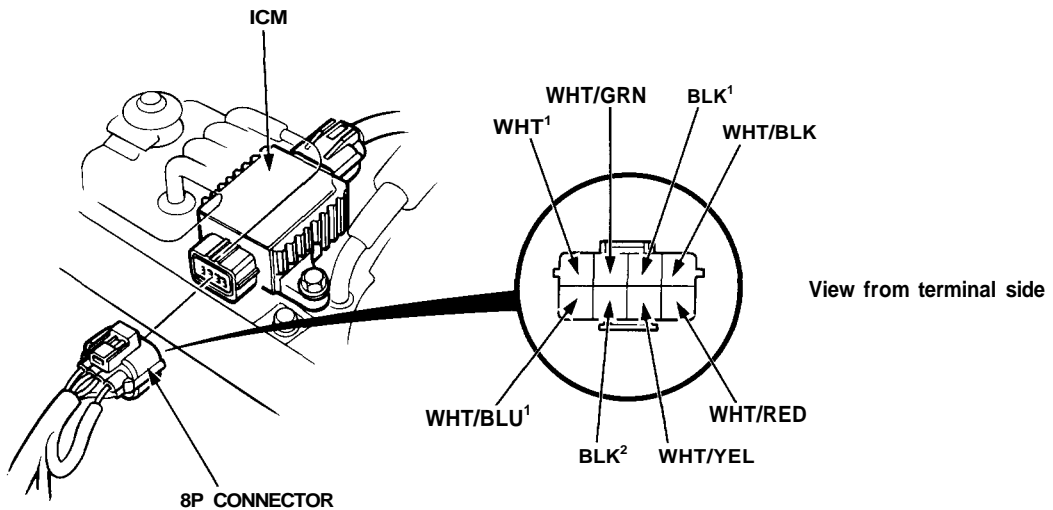
Disconnect the 8P connector from the ignition control module (ICM).

Inspect the connector and socket terminals to be sure they are all making good contact.

- If the terminals are bent, loose, or corroded, repair them as necessary, and recheck the system.
- If the terminals look OK, make the following input tests at the connector.
- If any test indicates a problem, find and correct the cause, then recheck the system.
- If all the input tests prove OK, the ICM must be faulty; replace it.

NOTE:

- The tachometer should operate normally.
- See [section 11](#) when the malfunction indicator lamp (MIL) blinks.
- If necessary, perform an input test on the ICM after finishing the fundamental tests for the ignition system and fuel and emission systems.



No.	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
1	BLK¹	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G103) • An open in the wire
2	BLK²			
3	WHT¹	Ignition switch "ON (ID"	Check for voltage to ground: There should be battery voltage.	• Blown No. 13 (30 A) fuse in the engine compartment fuse/relay box • Faulty ignition coil • An open in the wire
4	WHT/GRN			
5	WHT/BLK			
6	WHT/BLU¹			
7	WHT/YEL			
8	WHT/RED			