



## Symptom Troubleshooting Index

These symptoms DO NOT trigger Diagnostic Trouble Codes (DTCs) and cause the Malfunction Indicator Lamp (MIL) to come on. If the MIL is reported on, check for DTCs. If the vehicle has one of these symptoms, do the diagnostic procedure for it, in the sequence listed, until you find the cause.

Symptom	Diagnostic procedure	Also check for
Engine will not start (MIL works OK, no DTCs set)	<ol style="list-style-type: none"> <li>1. Test the battery (see page 22-51)</li> <li>2. Test the starter (see page 4-5)</li> <li>3. Test the fuel pump (see page 11-117)</li> <li>4. Test the ignition wires (see page 4-25)</li> <li>5. Test the ignition coil (see page 4-24)</li> <li>6. Check the ICM (ignition control module) inputs (see page 4-23)</li> <li>7. Troubleshoot the PGM-FI main relay circuit (see page 11-112)</li> </ol>	<ul style="list-style-type: none"> <li>• Low compression</li> <li>• No ignition spark</li> <li>• Intake air leaks</li> <li>• Locked up engine</li> <li>• Slipped/broken timing belt</li> <li>• Contaminated fuel</li> </ul>
Engine will not start (MIL comes on and stays on, or never comes on at all, no DTCs set)	Troubleshoot the MIL circuit (see page 11-91)	
Engine will not start (immobilizer indicator light comes on)	Troubleshoot the immobilizer system (see page 22-204)	
Hard starting (MIL works OK, no DTCs set)	<ol style="list-style-type: none"> <li>1. Test the battery (see page 22-51)</li> <li>2. Check the fuel pressure (see page 11-115)</li> <li>3. Test the ignition wires (see page 4-25)</li> <li>4. Test the ignition coil (see page 4-24)</li> <li>5. Check the ICM (ignition control module) inputs (see page 4-24)</li> </ol>	<ul style="list-style-type: none"> <li>• Low compression</li> <li>• Intake air leaks</li> <li>• Contaminated fuel</li> <li>• Weak ignition spark</li> </ul>
Cold fast idle too low (MIL works OK, no DTCs set)	Check/adjust the idle speed (see page 11-110)	
Cold fast idle too high (MIL works OK, no DTCs set)	<ol style="list-style-type: none"> <li>1. Check/adjust the idle speed (see page 11-110)</li> <li>2. Inspect/adjust the throttle cable (see page 11-134)</li> <li>3. Inspect and test the throttle body (see page 11-132)</li> </ol>	
Idle speed fluctuates (MIL works OK, no DTCs set)	<ol style="list-style-type: none"> <li>1. Check/adjust the idle speed (see page 11-110)</li> <li>2. Inspect/adjust the throttle cable (see page 11-134)</li> <li>3. Inspect and test the throttle body (see page 11-132)</li> </ol>	Intake air leaks
Low power (MIL works OK, no DTCs set)	<ol style="list-style-type: none"> <li>1. Check the fuel pressure (see page 11-115)</li> <li>2. Inspect and test the throttle body (see page 11-132)</li> <li>3. Inspect/adjust the throttle cable (see page 11-134)</li> </ol>	Low compression
Engine stalls (MIL works OK, no DTCs set)	<ol style="list-style-type: none"> <li>1. Check the fuel pressure (see page 11-115)</li> <li>2. Test the ignition wires (see page 4-25)</li> <li>3. Check/adjust the idle speed (see page 11-110)</li> <li>4. Troubleshoot the brake pedal position switch signal circuit (see page 11-109)</li> </ol>	<ul style="list-style-type: none"> <li>• Intake air leaks</li> <li>• Faulty harness and sensor connections</li> </ul>
Difficult to refuel (MIL works OK, no DTCs set)	<ol style="list-style-type: none"> <li>1. Test the fuel tank vapor control valve (see page 11-160)</li> <li>2. Inspect the fuel tank vapor control signal tube between the fuel pipe and the fuel tank vapor control valve</li> <li>3. Inspect the fuel tank vapor vent tube between the EVAP canister and the fuel tank vapor control valve</li> <li>4. Check the EVAP canister (see page 11-138)</li> </ol>	Malfunctioning gas station filling nozzle
Fuel overflows during refueling (No DTCs set)	Replace the fuel tank vapor control valve (see page 11-162)	Malfunctioning gas station filling nozzle