Figure 3

Figure 5

A. NORMAL

Self diagnosis start

0.4 0.4 0.4
  0.4 0.4 (sec.)

B. SIGNALING CODE "32"

Self diagnosis start

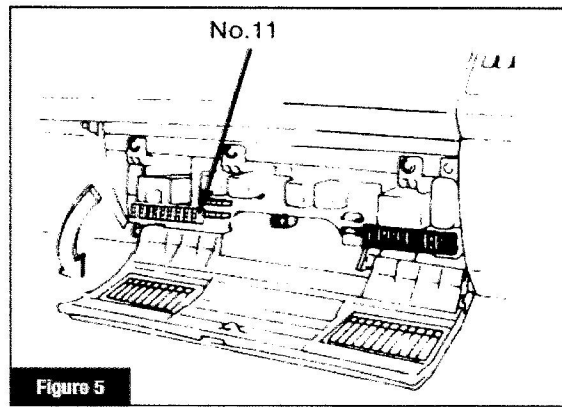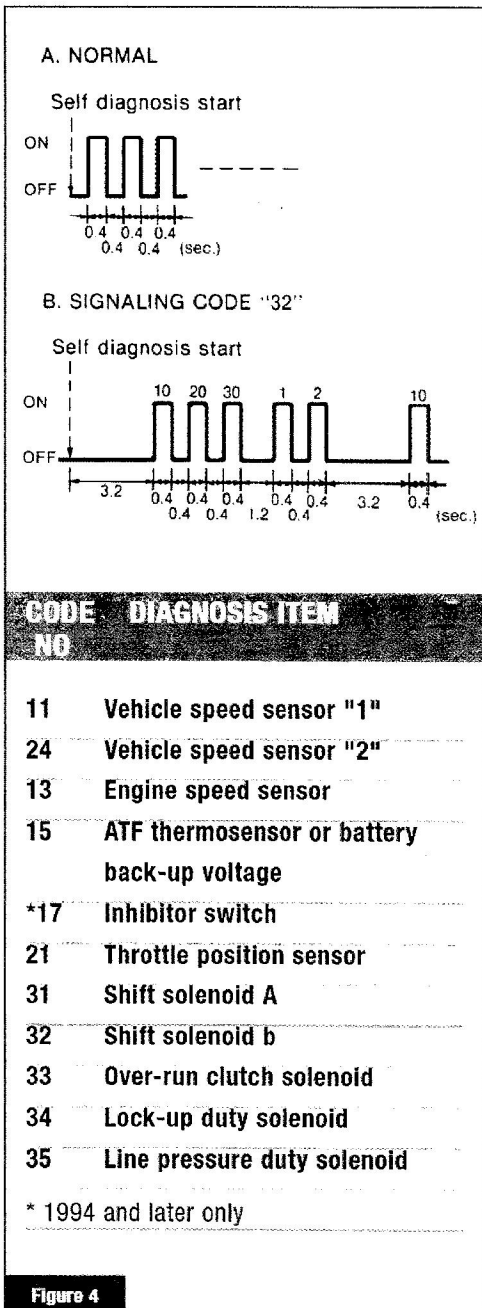| CODE NO.	DIAGNOSIS ITEM
11	Vehicle speed sensor "1"
24	Vehicle speed sensor "2"
13	Engine speed sensor
15	ATF thermosensor or battery back-up voltage
*17	Inhibitor switch
21	Throttle position sensor
31	Shift solenoid A
32	Shift solenoid b
33	Over-run clutch solenoid
34	Lock-up duty solenoid
35	Line pressure duty solenoid

* 1994 and later only

Figure 4

The system uses the ECONO light on the dash to indicate a problem. Normally, the ECONO light will come on once then go out. But if the computer recognizes a problem, it will flash the ECONO light sixteen times.

easy and has only six steps. But there's a brief precheck you should follow before beginning the code retrieval routine.

1. Turn off the ignition.
2. Put the shift selector in D.
3. Set the mode switch to Normal.

This precheck is simply to make sure the shifter and mode switch are in their proper position before starting the code retrieval routine. Follow the next six steps to get the codes.

1. Turn on the key, engine off.

2. Move the shifter to 2.
3. Move the Mode switch to Economy.
4. Move the shifter to 1.
5. Move the Mode switch to Normal.
6. Hold the throttle to the floor.

The computer will now display any codes stored by flashing the ECONO light on the dash.

The light will flash eleven times: The first flash is about two seconds long, and is simply used to identify the beginning of the code. Each of the next ten flashes represent a component of the computer's input or output. A short flash (0.1 seconds in length) indicates that circuit is okay. A long flash (0.6 seconds in length) indicates that circuit has failed; usually it's disconnected or shorted.

Sound confusing? It's really very simple. The illustrations in figure two show examples of codes being flashed, as well as the list of codes.

1992-and-later vehicles use a different method for retrieving codes. Instead of moving the shifter, mode switch and throttle, you simply short the diagnostic connector located under the brake fluid reservoir (figure 3).

It still reports codes through the ECONO light and monitors the same ten devices (eleven on 1994 and later vehicles), but now it uses two-digit codes and flashes the light just like a General Motors vehicle (figure 4).

To erase any stored trouble codes, simply remove the number eleven fuse located in the glove box (figure 5).

Once the codes have been erased, check