



Ignition Control Module (ICM) Input Test

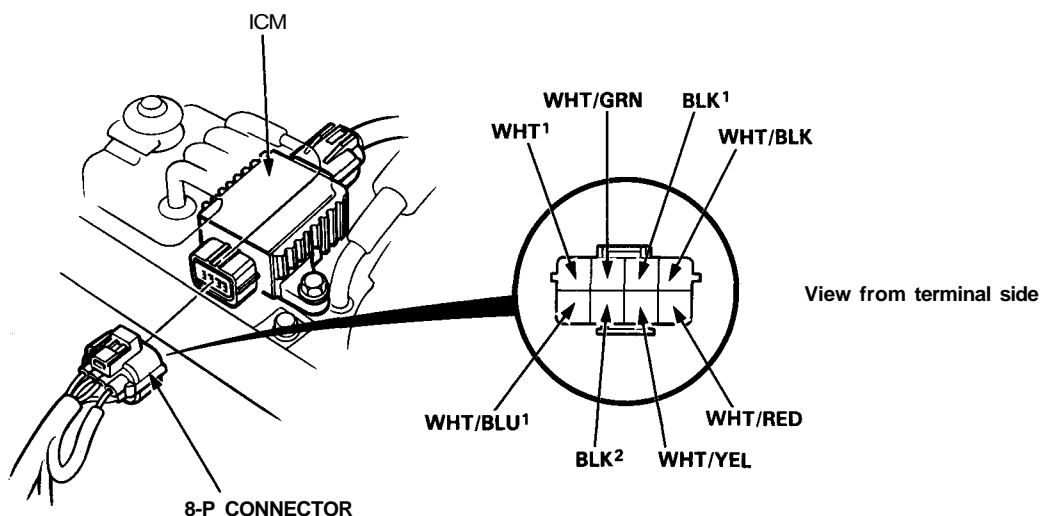
Disconnect the 8-P connector from the ignition control module (ICM).

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 | BLK ¹ | Under all conditions | Check for continuity to ground: There should be continuity. | <ul style="list-style-type: none"> • Poor ground (G103) • An open in the wire |
| 2 | BLK ² | | | |
| 3 | WHT ¹ | Ignition switch "ON (II)" | Check for voltage to ground: There should be battery voltage. | <ul style="list-style-type: none"> • 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/BLU ¹ | | | |
| 7 | WHT/YEL | | | |
| 8 | WHT/RED | | | |