

NISSAN

**MICRA
PULSAR NX
MAXIMA
300ZX
TRUCK/
PATHFINDER**

1988 Models Introduction

NRD-AZ

GENERAL INFORMATION

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PDI SERVICE INFORMATION

In order to reduce inspection time, the following changes have been made.

- 1) Elimination of inspection items
 - Adjustment of valve clearances
 - Full throttle opening
- 2) Simplification of inspection method
 - "Tension" of engine drive belts has been altered to "Slip noise" so that you will be able to inspect it easily.
 - "Idle speed" inspection method has been changed to a feeling measure so that you will be able to readily check if the engine running is smooth and not excessive.

OUTLINE2-1
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MAINTENANCE SERVICE INFORMATION

ENGINE MAINTENANCE

- 1) Exhaust gas sensor inspection has been eliminated on all gasoline engine models. According to this change, the exhaust gas sensor warning light has been deleted.2-4
- 2) On model K10, the following changes have been made in accordance with the adoption of the catalytic converter:
 - The maintenance interval has been extended twice on inspection of choke mechanism and automatic temperature control air cleaner, and also on spark plug replacement.2-5
 - Maintenance of ignition timing and mixture ratio has been eliminated.2-6

CHASSIS & BODY

- Oil replacement of limited-slip differential (L.S.D.) gear has been added on models Z31 and D21 at every 48,000 km (30,000 miles) or 24 months, and also at half intervals when vehicle is driven under severe conditions.

1988 FEDERAL ECCS SELF DIAGNOSIS (MODE 3)

MALFUNCTION CODE	DETECTED ITEMS		NOTE
	11	12	
MODE & ENGINE	11	12	<input type="checkbox"/> NEW TROUBLE CODES <input type="checkbox"/> RENUMBERED TROUBLE CODES <input type="radio"/> DIAGNOSED CIRCUIT - NOT APPLICABLE TO THIS MODEL
	13	14	
SENTRA	15	16	<input type="checkbox"/> CRANK ANGLE SENSOR SIGNAL <input type="checkbox"/> AFR FLOW METER <input type="checkbox"/> WATER TEMP SENSOR (cyl. head temp. sensor) <input type="checkbox"/> VEHICLE SPEED SENSOR <input type="checkbox"/> IGNITION SIGNAL <input type="checkbox"/> FUEL PUMP <input type="checkbox"/> IDLE SWITCH <input type="checkbox"/> FULL SWITCH <input type="checkbox"/> IDLE SPEED CONTROL <input type="checkbox"/> CONTROL UNIT <input type="checkbox"/> OXYGEN SENSOR <input type="checkbox"/> DETONATION SENSOR <input type="checkbox"/> INLET AIR TEMP SENSOR <input type="checkbox"/> FUEL TEMP. SENSOR <input type="checkbox"/> THROTTLE SENSOR <input type="checkbox"/> INJECTION SIGNAL CIRCUIT OPEN <input type="checkbox"/> OK
	17	18	
PULSAR	19	20	<input type="checkbox"/> CRANK ANGLE SENSOR SIGNAL <input type="checkbox"/> AFR FLOW METER <input type="checkbox"/> WATER TEMP SENSOR (cyl. head temp. sensor) <input type="checkbox"/> VEHICLE SPEED SENSOR <input type="checkbox"/> IGNITION SIGNAL <input type="checkbox"/> FUEL PUMP <input type="checkbox"/> IDLE SWITCH <input type="checkbox"/> FULL SWITCH <input type="checkbox"/> IDLE SPEED CONTROL <input type="checkbox"/> CONTROL UNIT <input type="checkbox"/> OXYGEN SENSOR <input type="checkbox"/> DETONATION SENSOR <input type="checkbox"/> INLET AIR TEMP SENSOR <input type="checkbox"/> FUEL TEMP. SENSOR <input type="checkbox"/> THROTTLE SENSOR <input type="checkbox"/> INJECTION SIGNAL CIRCUIT OPEN <input type="checkbox"/> OK
	21	22	
SI ANZA	23	24	<input type="checkbox"/> CRANK ANGLE SENSOR SIGNAL <input type="checkbox"/> AFR FLOW METER <input type="checkbox"/> WATER TEMP SENSOR (cyl. head temp. sensor) <input type="checkbox"/> VEHICLE SPEED SENSOR <input type="checkbox"/> IGNITION SIGNAL <input type="checkbox"/> FUEL PUMP <input type="checkbox"/> IDLE SWITCH <input type="checkbox"/> FULL SWITCH <input type="checkbox"/> IDLE SPEED CONTROL <input type="checkbox"/> CONTROL UNIT <input type="checkbox"/> OXYGEN SENSOR <input type="checkbox"/> DETONATION SENSOR <input type="checkbox"/> INLET AIR TEMP SENSOR <input type="checkbox"/> FUEL TEMP. SENSOR <input type="checkbox"/> THROTTLE SENSOR <input type="checkbox"/> INJECTION SIGNAL CIRCUIT OPEN <input type="checkbox"/> OK
	25	26	
SI ANZA WAGON	27	28	<input type="checkbox"/> CRANK ANGLE SENSOR SIGNAL <input type="checkbox"/> AFR FLOW METER <input type="checkbox"/> WATER TEMP SENSOR (cyl. head temp. sensor) <input type="checkbox"/> VEHICLE SPEED SENSOR <input type="checkbox"/> IGNITION SIGNAL <input type="checkbox"/> FUEL PUMP <input type="checkbox"/> IDLE SWITCH <input type="checkbox"/> FULL SWITCH <input type="checkbox"/> IDLE SPEED CONTROL <input type="checkbox"/> CONTROL UNIT <input type="checkbox"/> OXYGEN SENSOR <input type="checkbox"/> DETONATION SENSOR <input type="checkbox"/> INLET AIR TEMP SENSOR <input type="checkbox"/> FUEL TEMP. SENSOR <input type="checkbox"/> THROTTLE SENSOR <input type="checkbox"/> INJECTION SIGNAL CIRCUIT OPEN <input type="checkbox"/> OK
	29	30	
200SX	31	32	<input type="checkbox"/> CRANK ANGLE SENSOR SIGNAL <input type="checkbox"/> AFR FLOW METER <input type="checkbox"/> WATER TEMP SENSOR (cyl. head temp. sensor) <input type="checkbox"/> VEHICLE SPEED SENSOR <input type="checkbox"/> IGNITION SIGNAL <input type="checkbox"/> FUEL PUMP <input type="checkbox"/> IDLE SWITCH <input type="checkbox"/> FULL SWITCH <input type="checkbox"/> IDLE SPEED CONTROL <input type="checkbox"/> CONTROL UNIT <input type="checkbox"/> OXYGEN SENSOR <input type="checkbox"/> DETONATION SENSOR <input type="checkbox"/> INLET AIR TEMP SENSOR <input type="checkbox"/> FUEL TEMP. SENSOR <input type="checkbox"/> THROTTLE SENSOR <input type="checkbox"/> INJECTION SIGNAL CIRCUIT OPEN <input type="checkbox"/> OK
	33	34	
MAXIMA	35	36	<input type="checkbox"/> CRANK ANGLE SENSOR SIGNAL <input type="checkbox"/> AFR FLOW METER <input type="checkbox"/> WATER TEMP SENSOR (cyl. head temp. sensor) <input type="checkbox"/> VEHICLE SPEED SENSOR <input type="checkbox"/> IGNITION SIGNAL <input type="checkbox"/> FUEL PUMP <input type="checkbox"/> IDLE SWITCH <input type="checkbox"/> FULL SWITCH <input type="checkbox"/> IDLE SPEED CONTROL <input type="checkbox"/> CONTROL UNIT <input type="checkbox"/> OXYGEN SENSOR <input type="checkbox"/> DETONATION SENSOR <input type="checkbox"/> INLET AIR TEMP SENSOR <input type="checkbox"/> FUEL TEMP. SENSOR <input type="checkbox"/> THROTTLE SENSOR <input type="checkbox"/> INJECTION SIGNAL CIRCUIT OPEN <input type="checkbox"/> OK
	37	38	
300ZX	39	40	<input type="checkbox"/> CRANK ANGLE SENSOR SIGNAL <input type="checkbox"/> AFR FLOW METER <input type="checkbox"/> WATER TEMP SENSOR (cyl. head temp. sensor) <input type="checkbox"/> VEHICLE SPEED SENSOR <input type="checkbox"/> IGNITION SIGNAL <input type="checkbox"/> FUEL PUMP <input type="checkbox"/> IDLE SWITCH <input type="checkbox"/> FULL SWITCH <input type="checkbox"/> IDLE SPEED CONTROL <input type="checkbox"/> CONTROL UNIT <input type="checkbox"/> OXYGEN SENSOR <input type="checkbox"/> DETONATION SENSOR <input type="checkbox"/> INLET AIR TEMP SENSOR <input type="checkbox"/> FUEL TEMP. SENSOR <input type="checkbox"/> THROTTLE SENSOR <input type="checkbox"/> INJECTION SIGNAL CIRCUIT OPEN <input type="checkbox"/> OK
	41	42	
TRUCK	43	44	<input type="checkbox"/> CRANK ANGLE SENSOR SIGNAL <input type="checkbox"/> AFR FLOW METER <input type="checkbox"/> WATER TEMP SENSOR (cyl. head temp. sensor) <input type="checkbox"/> VEHICLE SPEED SENSOR <input type="checkbox"/> IGNITION SIGNAL <input type="checkbox"/> FUEL PUMP <input type="checkbox"/> IDLE SWITCH <input type="checkbox"/> FULL SWITCH <input type="checkbox"/> IDLE SPEED CONTROL <input type="checkbox"/> CONTROL UNIT <input type="checkbox"/> OXYGEN SENSOR <input type="checkbox"/> DETONATION SENSOR <input type="checkbox"/> INLET AIR TEMP SENSOR <input type="checkbox"/> FUEL TEMP. SENSOR <input type="checkbox"/> THROTTLE SENSOR <input type="checkbox"/> INJECTION SIGNAL CIRCUIT OPEN <input type="checkbox"/> OK
	45	46	
PATRIINDER	47	48	<input type="checkbox"/> CRANK ANGLE SENSOR SIGNAL <input type="checkbox"/> AFR FLOW METER <input type="checkbox"/> WATER TEMP SENSOR (cyl. head temp. sensor) <input type="checkbox"/> VEHICLE SPEED SENSOR <input type="checkbox"/> IGNITION SIGNAL <input type="checkbox"/> FUEL PUMP <input type="checkbox"/> IDLE SWITCH <input type="checkbox"/> FULL SWITCH <input type="checkbox"/> IDLE SPEED CONTROL <input type="checkbox"/> CONTROL UNIT <input type="checkbox"/> OXYGEN SENSOR <input type="checkbox"/> DETONATION SENSOR <input type="checkbox"/> INLET AIR TEMP SENSOR <input type="checkbox"/> FUEL TEMP. SENSOR <input type="checkbox"/> THROTTLE SENSOR <input type="checkbox"/> INJECTION SIGNAL CIRCUIT OPEN <input type="checkbox"/> OK
	49	50	
VAN	51	52	<input type="checkbox"/> CRANK ANGLE SENSOR SIGNAL <input type="checkbox"/> AFR FLOW METER <input type="checkbox"/> WATER TEMP SENSOR (cyl. head temp. sensor) <input type="checkbox"/> VEHICLE SPEED SENSOR <input type="checkbox"/> IGNITION SIGNAL <input type="checkbox"/> FUEL PUMP <input type="checkbox"/> IDLE SWITCH <input type="checkbox"/> FULL SWITCH <input type="checkbox"/> IDLE SPEED CONTROL <input type="checkbox"/> CONTROL UNIT <input type="checkbox"/> OXYGEN SENSOR <input type="checkbox"/> DETONATION SENSOR <input type="checkbox"/> INLET AIR TEMP SENSOR <input type="checkbox"/> FUEL TEMP. SENSOR <input type="checkbox"/> THROTTLE SENSOR <input type="checkbox"/> INJECTION SIGNAL CIRCUIT OPEN <input type="checkbox"/> OK
	53	54	

* APPLIED ONLY FOR 4 WHEEL DRIVE EQUIPPED WITH A/T

NISSAN 300ZX

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OUTLINE

DELETION OF VARIABLE RESISTOR ENGINE

- Improved VG30E/VG30ET engine has been adopted.
- Self-diagnostic system has been modified in order to respond to legal requirements.

TRANSMISSION

MANUAL TRANSMISSION

- The double baulk ring type synchronizer system has been applied to the 2nd synchronizer assembly in FS5W71C manual transmissions. — For details, refer to the PRODUCT BULLETIN for 200SX.

AUTOMATIC TRANSMISSION

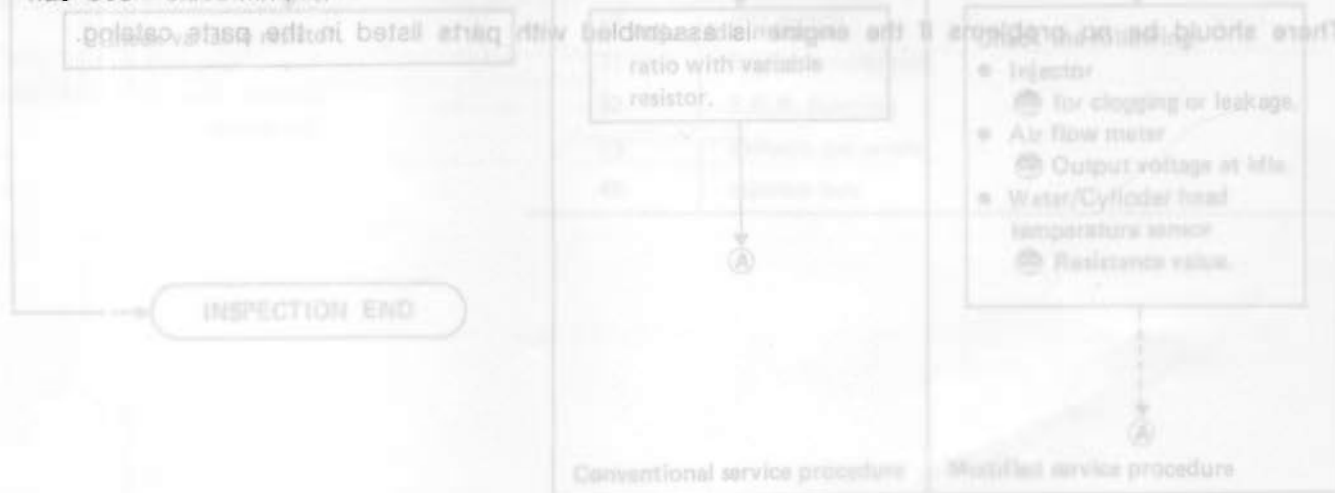
- Shift lock solenoid has been integrated into automatic transmission. This automatic transmission is designed so that the foot brake pedal must be depressed before shifting from "P" to any drive position while ignition switch is "ON".

DIFFERENTIAL GEAR

- Limited slip differential gear has been added to the Canada turbo model. (It was previously added to the U.S.A. model.)

ELECTRICAL EQUIPMENT

- Ignition key lamp and ashtray lamp have been discontinued.
- Bulb check function (fuel level warning lamp, washer fluid level warning lamp, door warning lamp) has been discontinued.



NOTICE: Broken lines refer to service procedures which have been modified due to elimination of the variable resistor.

VG30E & VG30ET ENGINES

IMPROVED MODEL OF VG ENGINE (hereafter VG Md.)

The VG engine has been improved to decrease noise and increase power output, but there are points to be aware of when servicing. For further details, refer to service information for the MAXI-MA model.

MAIN ALTERATIONS AND OBJECTIVES

BLOCK, HEAD, HEAD GASKET

- Improvement of water flow Increase in power output

PISTON, PISTON PIN, CONNECTING ROD

- Full float type ← Solid piston type Decrease in sound level and vibration level

CRANKSHAFT, PULLEY, BOLT, WASHER

- Increase in forward length of crankshaft
- Increase in bolt diameter (M14 ← M12) To standardize parts

OIL PAN, GASKET, OIL PAN BOLT

- Liquid gasket method ← Rubber gasket Improvement of seal

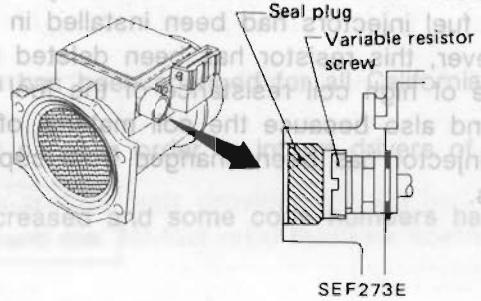
WAYS TO AVOID PROBLEMS

There should be no problems if the engine is assembled with parts listed in the parts catalog.

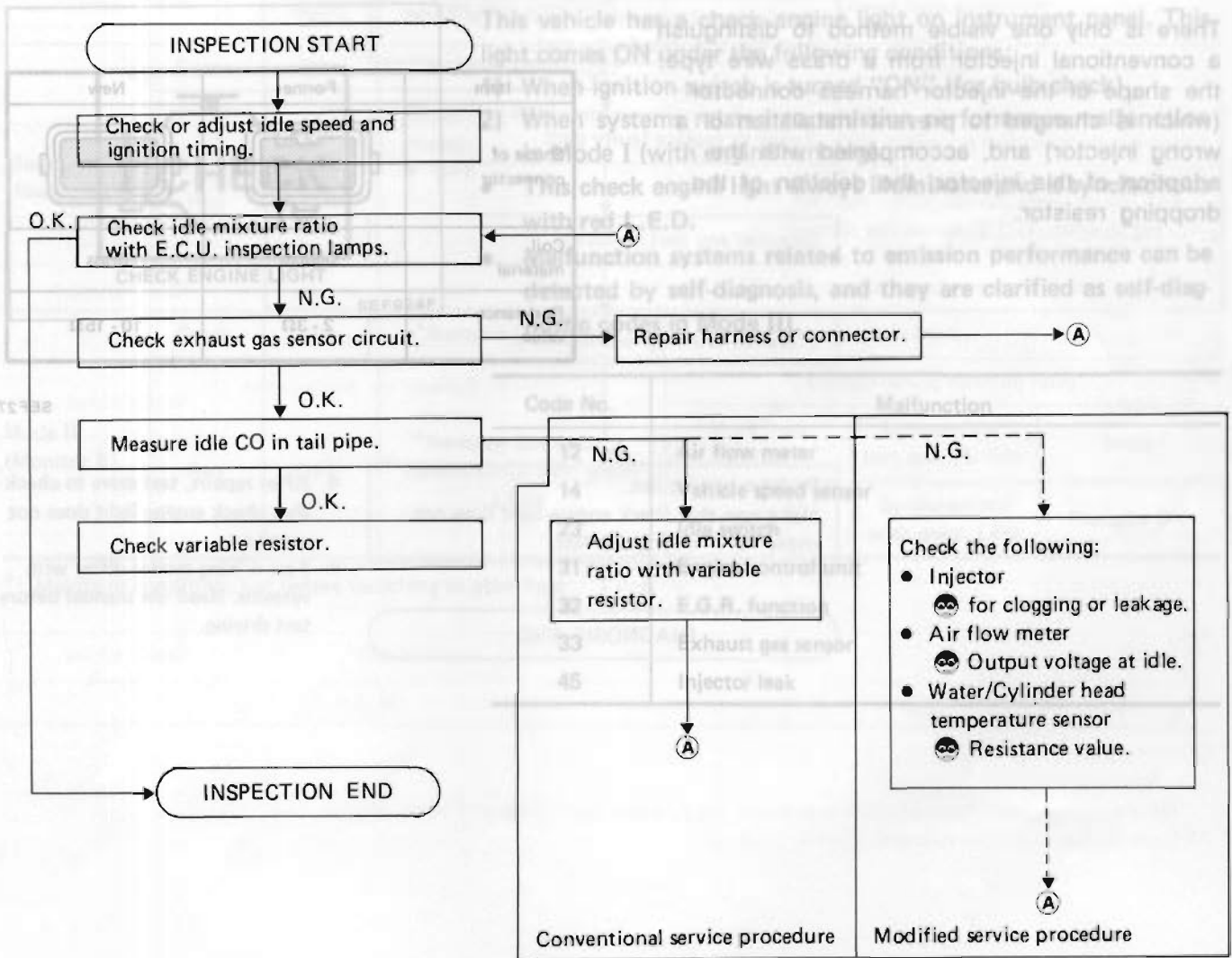
E.C.C.S. SYSTEM

DELETION OF VARIABLE RESISTOR

Due to the adoption of a mixture ratio control system with self-learning control, the variable resistor on air flow meter has been deleted. Because of this, there is no need to adjust idle mixture ratio by turning variable resistor. Service procedure for checking idle mixture ratio has been modified as follows:



CHECK ENGINE LIGHT (For California only)



NOTICE: Broken lines refer to service procedures which have been modified due to elimination of the variable resistor.

VG30E & VG30ED ENGINES

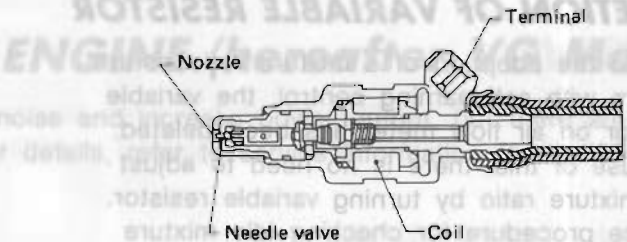
BRASS WIRE TYPE INJECTOR

A resistor to control electric current for actuating fuel injectors had been installed in E.C.U. However, this resistor has been deleted because of high coil resistance of the fuel injector and also because the coil material of the fuel injector has been changed from copper to brass.

MAIN ALTERATIONS AND OBJECTIVES

BLOCK, HEAD, HEAD GASKET

- Improvement of water flow

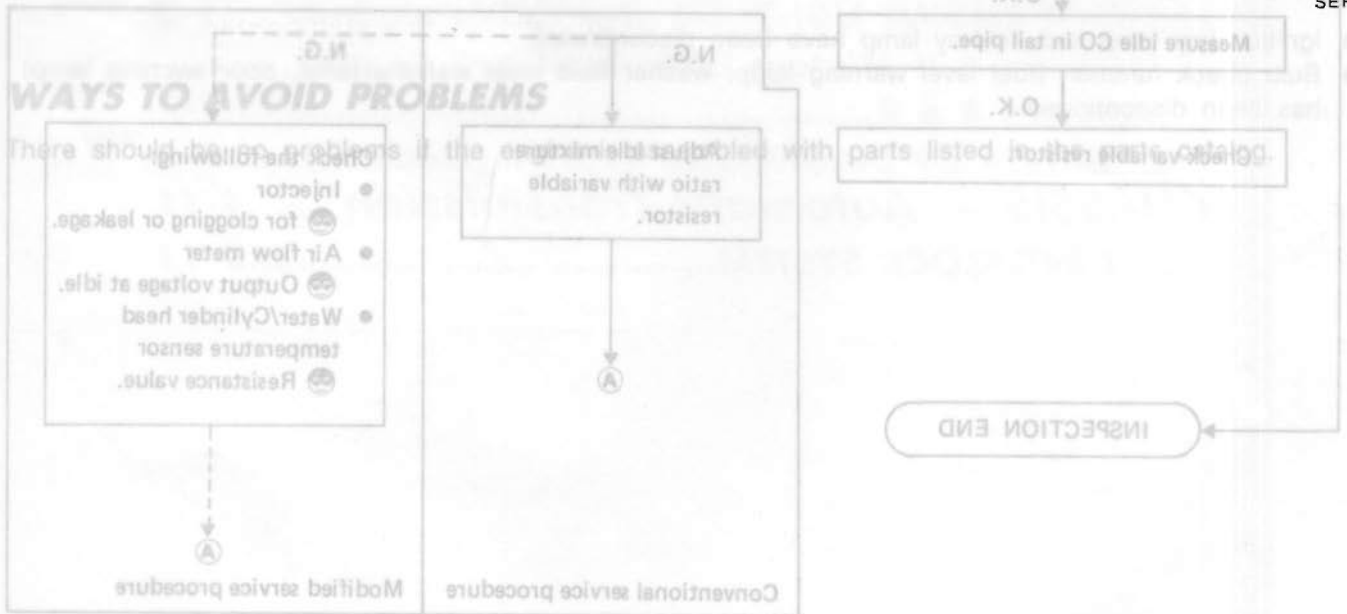


SEF627B

There is only one visible method to distinguish a conventional injector from a brass wire type: the shape of the injector harness connector (which is changed to prevent installation of a wrong injector) and, accompanied with the adoption of this injector, the deletion of the dropping resistor.

Item	Former	New
Shape of connector		
Coil material	Copper	Brass
Resistance value	2 - 3Ω	10 - 15Ω

SEF277G



NOTICE: Broken lines refer to service procedures which have been modified due to elimination of the variable resistor.

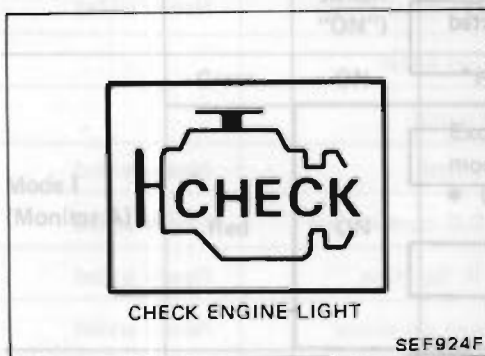
E.C.C.S. SELF-DIAGNOSTIC SYSTEM

OUTLINE

Due to legal requirements, the E.C.C.S. self-diagnostic system has been changed for all California models equipped with a three-way catalyst system.

- 1) A check engine light has been installed on the instrument panel in order to inform drivers of a malfunction of emission performance.
- 2) The number of diagnostic items in Mode III has been increased and some code numbers have been changed.

CHECK ENGINE LIGHT (For California only)



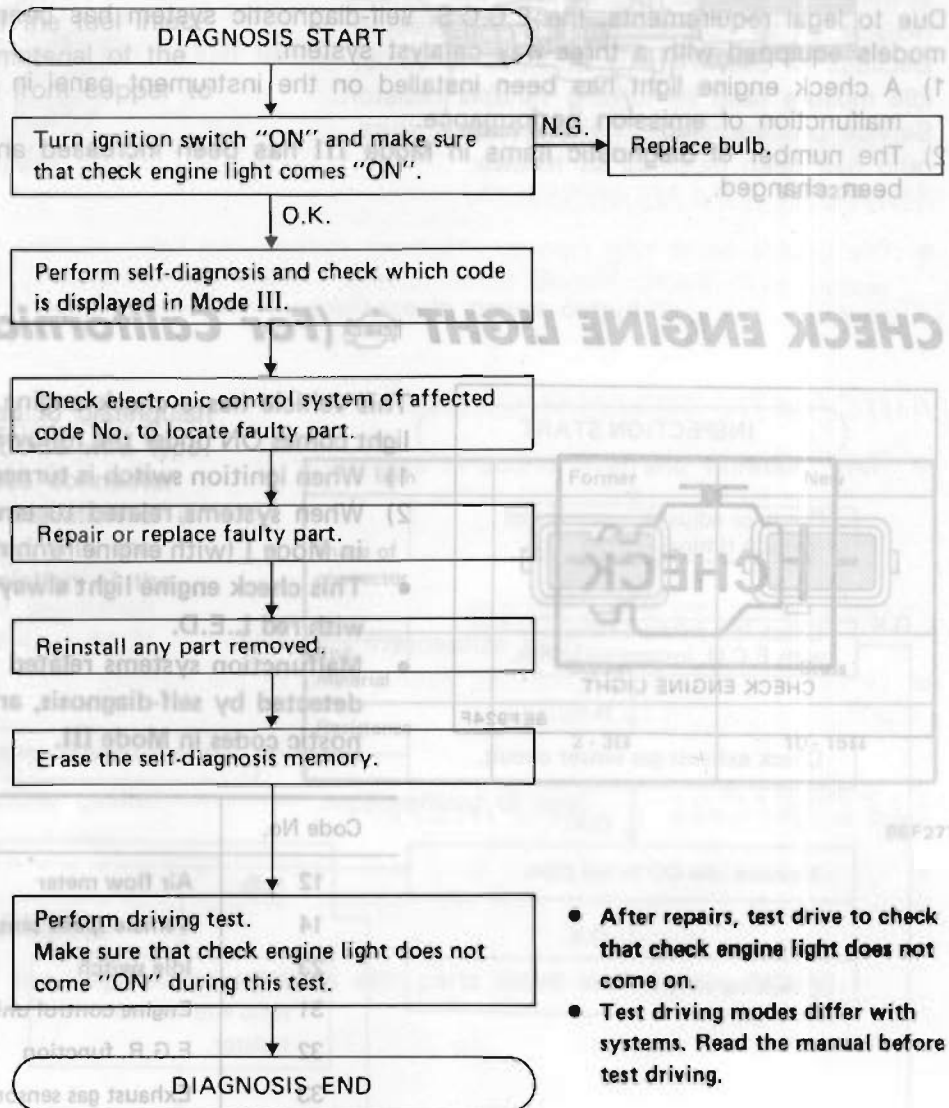
This vehicle has a check engine light on instrument panel. This light comes ON under the following conditions:

- 1) When ignition switch is turned "ON" (for bulb check).
 - 2) When systems related to emission performance malfunction in Mode I (with engine running).
- This check engine light always illuminates and is synchronous with red L.E.D.
 - Malfunction systems related to emission performance can be detected by self-diagnosis, and they are clarified as self-diagnostic codes in Mode III.

Code No.	Malfunction
12	Air flow meter
14	Vehicle speed sensor
23	Idle switch
31	Engine control unit
32	E.G.R. function
33	Exhaust gas sensor
45	Injector leak

E.C.S. SELF-DIAGNOSTIC SYSTEM

Use the following diagnostic flowchart to check and repair a malfunctioning system when the check engine light is ON at the time of vehicle delivery for service.



- After repairs, test drive to check that check engine light does not come on.
- Test driving modes differ with systems. Read the manual before test driving.

MODES I & II — Mixture Ratio Feedback Control Monitors A & B

According to the diagnostic system modifications, the illumination condition of the E.C.U. red L.E.D. has been changed as follows:

In these modes, the control unit provides the Air-fuel ratio monitor presentation and the Air-fuel ratio feedback coefficient monitor presentation.

Mode	LED	Engine stopped (Ignition switch "ON")	Engine running			
			Open loop condition	Closed loop condition		
Mode I (Monitor A)	Green	ON	* Remains ON or OFF	Blinks		
	Red	ON	Except for California model • OFF	For California model • ON: when the following malfunctions are stored in the E.C.U.: Air flow meter, vehicle speed sensor, idle switch, full switch, E.C.U., exhaust gas sensor • OFF: except for the above condition		
Mode II (Monitor B)	Green	ON	* Remains ON or OFF	Blinks		
	Red	OFF	* Remains ON or OFF (synchronous with green LED)	Compensating mixture ratio		
				More than 5% rich	Between 5% lean and 5% rich	More
				OFF	Synchronized with green LED	Remains ON

*: Maintains conditions just before switching to open loop

A MATRIX OF DIAGNOSTIC SYSTEM (Mode III)

Due to legal requirements, a new self-diagnostic system, which can detect a malfunctioning condition of emission performance, has been added to the conventional self-diagnosis. In accordance with this, the code numbers of some self-diagnostic items have been modified, as follows:

Malfunction code number	*Application		'87 Z31 VG30E & VG30ET	'88 Z31 VG30E & VG30ET	Remarks
	California model	Federal model			
11	○	○	Crank angle sensor	Crank angle sensor	
12	○	○	Air flow meter	Air flow meter	
13	○	○	Water temperature sensor	Water temperature sensor	
14	○	○	None	Vehicle speed sensor	Newly added
21	○	○	Ignition signal	Ignition signal	
22	○	○	Fuel pump	Fuel pump	
23	○	○	None	Idle switch	Newly added
31	○	○	None	E.C.C.S. control unit	Newly added
32	○	—	None	E.G.R. function	Newly added
33	○	○	None	Exhaust gas sensor	Newly added
34	○	○	Detonation sensor	Detonation sensor	For VG30ET only
35	○	—	None	Exhaust gas temperature sensor	Newly added
41	—	—	Fuel temperature sensor	** Deleted	
42	○	○		Fuel temperature sensor	
43	○	○	None	Throttle sensor	Newly added
44	—	—	O.K.	** Deleted	
45	○	—	None	Injector leak	Newly added
55	○	○	None	O.K.	

○ : Available

— : Not available

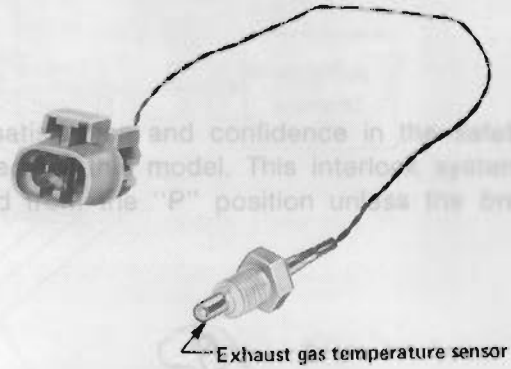
* Note that diagnostic items of California model are different from those of Federal model.

** Code number has been changed.

CHASSIS – Automatic Transmission

EXHAUST GAS TEMPERATURE SENSOR

The exhaust gas temperature sensor has been newly installed on exhaust gas passage gallery. This sensor checks whether E.G.R. system is operating normally. The temperature sensing unit uses a thermistor which is sensitive to the change in exhaust gas temperature. Electric resistance of the thermistor decreases in response to a temperature rise.



Exhaust gas temperature sensor

OPERATION

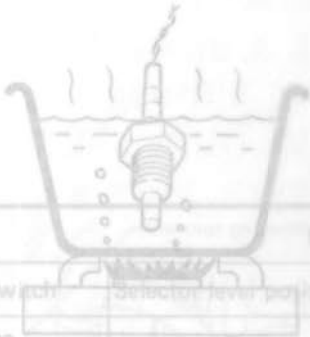
If the ignition switch is turned OFF while the selector lever is in the "P" range, the interlock solenoid on the A/T control valve will operate and prevent the shift pin (connected to the button located on the end of the selector lever) from moving downward. As a result, the selector lever cannot be shifted from the "P" range. When the brake pedal is depressed, the solenoid will not operate and the selector lever can be moved.

Temperature °C (°F)	Resistance kΩ
200 (392)	2.08 ± 0.21
180 (305)	1.78 ± 0.18
100 (212)	0.82 ± 0.08
80 (152)	0.62 ± 0.06
0 (32)	0.10 ± 0.01

REF. 2580



Exhaust gas temperature sensor



Ignition switch	Selector lever position	Brake pedal	Electric resistance at 100°C (212°F) should be	Interlock solenoid
OFF	P	Released	82.3 ± 0.28 kΩ	Locked
OFF	P	Applied	OFF	Unlocked
ON	R or D	Applied	OFF	Unlocked
ON	R or D	Released	OFF	Unlocked

Checkpoints

- 1) Electric resistance should change when the selector is submerged in heated water.
- 2) Electric resistance at 100°C (212°F) should be 82.3 ± 0.28 kΩ.

CHASSIS — Automatic Transmission

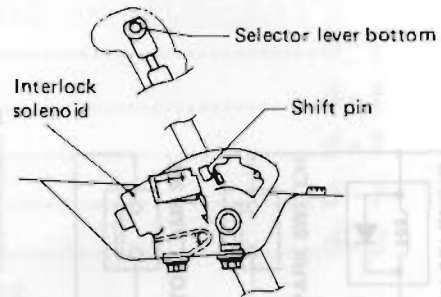
A/T INTERLOCK SYSTEM

FOREWORD

In order to maintain the current high levels of customer satisfaction and confidence in the safety of the model Z31, an A/T interlock system has been equipped on this model. This interlock system prevents the transmission selector lever from being shifted from the "P" position unless the brake pedal is depressed.

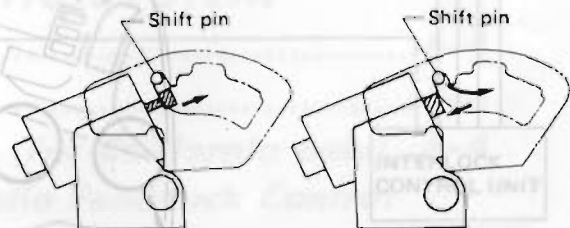
OPERATION

If the ignition switch is turned ON while the selector lever is in the "P" range, the interlock solenoid on the A/T control device will operate and prevent the shift pin (connected to the button located on the end of the selector lever) from moving downward. As a result, the selector lever cannot be shifted from the "P" range. When the brake pedal is applied, the solenoid will not operate, thus allowing the selector lever to be moved.



When the solenoid operates

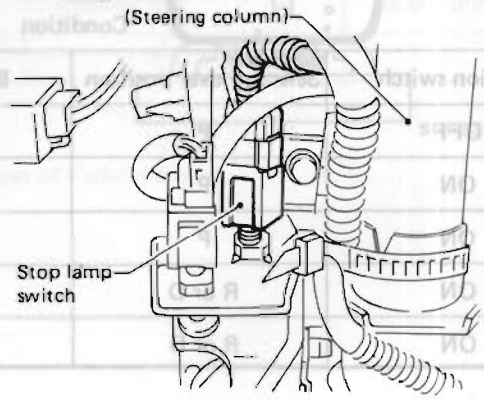
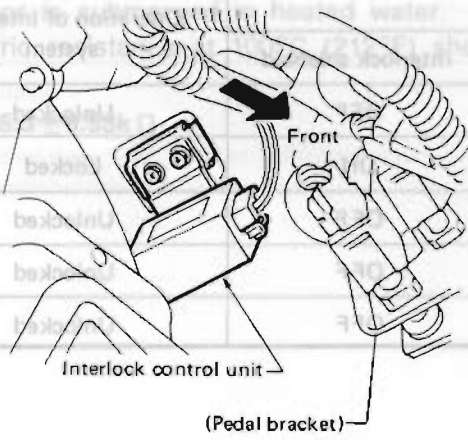
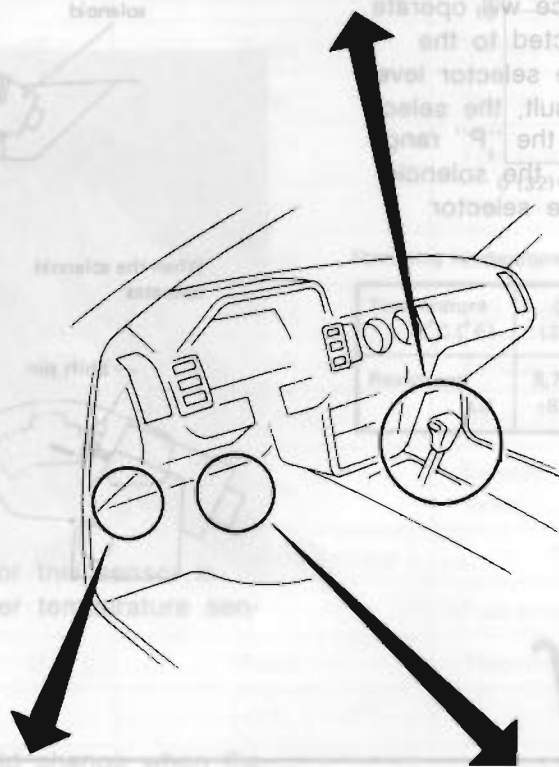
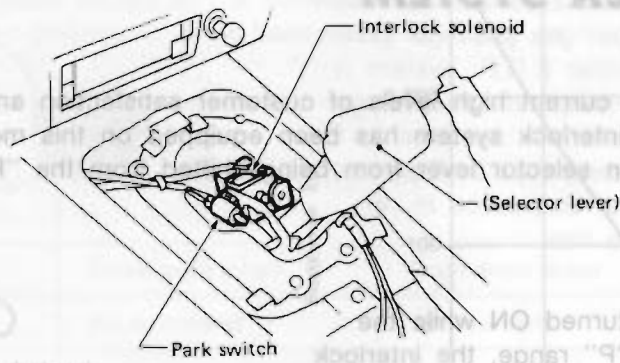
When the solenoid does not operate



Condition				Operation of interlock system
Ignition switch	Selector lever position	Brake pedal	Interlock solenoid	
OFF	P	Released	OFF	Unlocked
ON	P	Released	ON	Locked
ON	P	Applied	OFF	Unlocked
ON	R or D	Applied	OFF	Unlocked
ON	R or D	Released	OFF	Unlocked

CHASSIS — Automatic Transmission

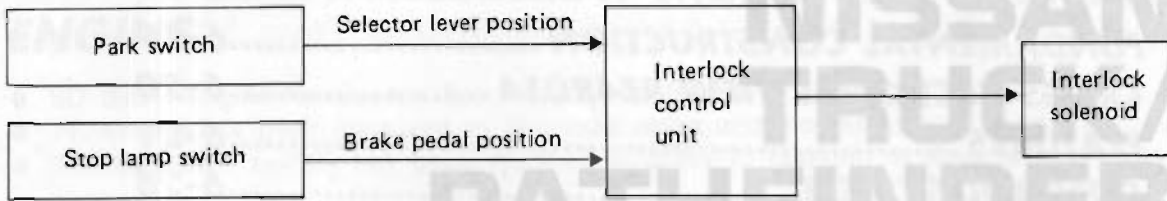
LOCATION OF COMPONENTS



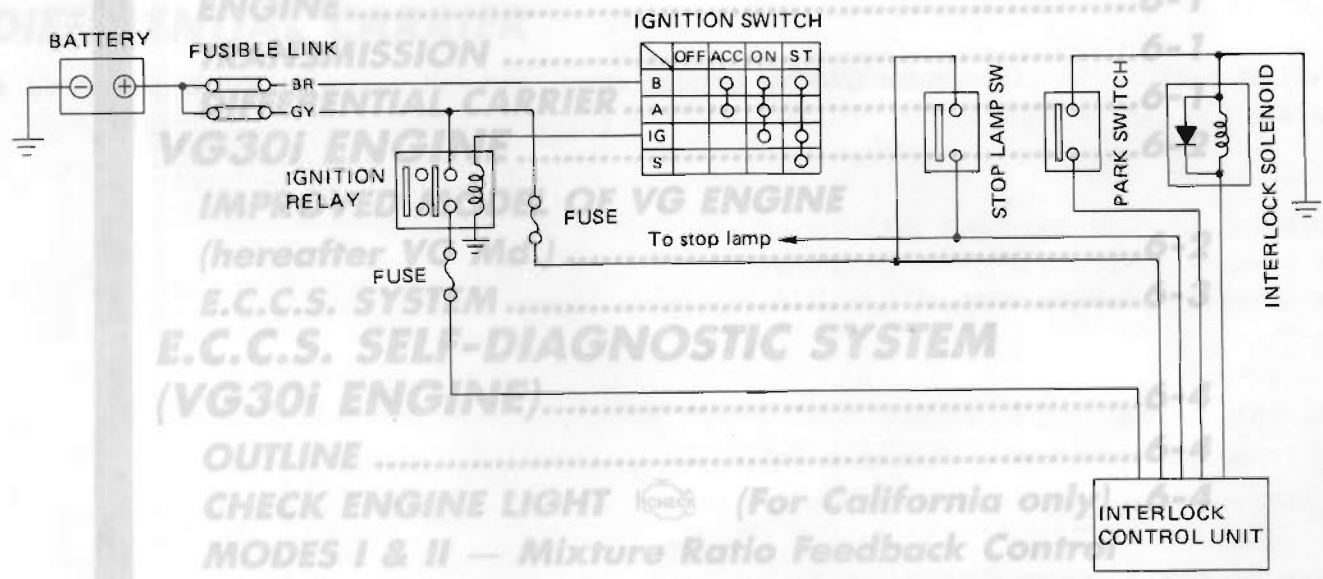
0	50	100	150	200
(32)	(122)	(212)	(302)	(392)
3.790	3.8	3.853	3.7	3.09
-879	+63.8	+8.8	1.78	+0.51

SEP278G

BLOCK DIAGRAM



SCHEMATIC



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SAT734A