

## Ignition Control Module (ICM) Input Test

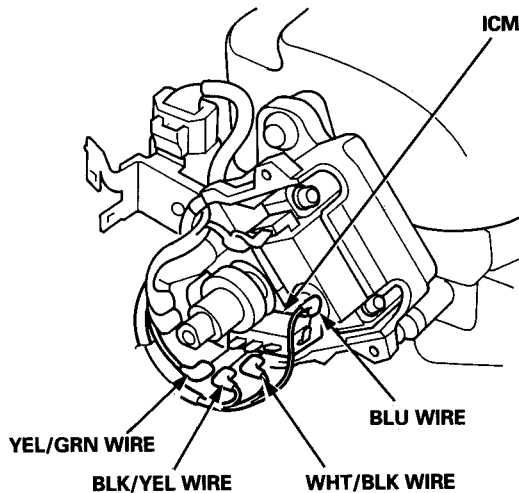
### NOTE:

- See section 11 when the malfunction indicator lamp (MIL) comes on.
- Perform an input test for the ignition control module (ICM) after finishing the fundamental tests for the ignition system and the fuel and emissions systems.
- The tachometer should operate normally if the ICM is OK.

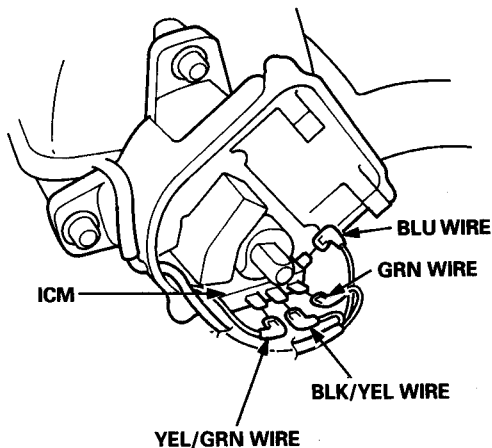
1. Remove the distributor ignition (DI) cap, the distributor ignition (DI) rotor, and the leak cover.

2. Disconnect the wires from the ICM.

### F22B1 engine:



### F2282 engine:



3. Turn the ignition switch ON (II). Check for voltage between the BLK/YEL wire and body ground. There should be battery voltage.

- If there is no battery voltage, check the BLK/YEL wire between the ignition switch and the ICM.
- If there is battery voltage, go to step 4.

4. Turn the ignition switch ON (II). Check for voltage between the GRN (WHT/BLK)\* wire and body ground. There should be battery voltage.

- If there is no battery voltage, check:
  - ignition coil.
  - GRN (WHT/BLK)\* wire between the ICM and ignition coil.
- If there is battery voltage, go to step 5.

5. Disconnect the 32-P connector from the ECM/PCM, and check for continuity on the YEL/GRN wire between the ICM and ECM/PCM. There should be continuity.

6. Check for continuity on the YEL/GRN wire to body ground. There should be no continuity.

7. Reconnect the ECM/PCM 32-P connector.

8. Disconnect the 22-P connector from the gauge assembly, and check for continuity on the BLU wire between the ICM and tachometer. There should be continuity.

9. Check for continuity on the BLU wire to body ground. There should be no continuity.

10. If all the tests are normal, reconnect the 22-P connector to the gauge, and replace the ICM.

\*: F22B1 engine