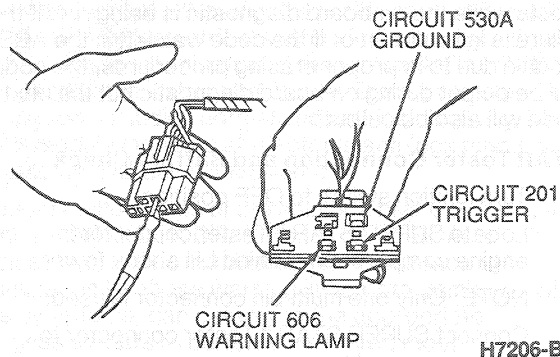
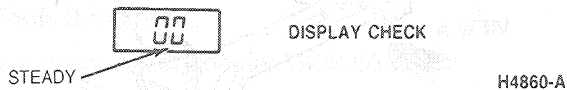


DIAGNOSIS AND TESTING (Continued)

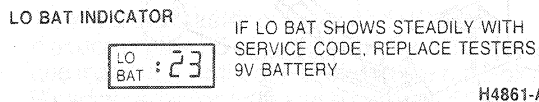
SUPER STAR II Tester Connections



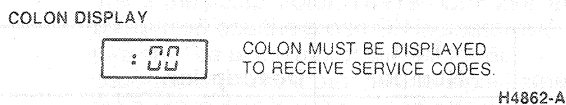
- Turn on power switch on RH side of SUPER STAR II Tester. A steady 00 or blank screen will appear to signify that SUPER STAR II Tester is ready to start on-board diagnostics and receive DTCs.



NOTE: If the message LO BAT appears in upper LH corner of read-out display and stays on, replace SUPER STAR II Tester's 9-volt battery before continuing with on-board diagnostic. The message LO BAT will appear momentarily when power switch is turned off.



- With ignition still off, push self-test button in center of SUPER STAR II Tester.
- Push self-test button again. This deactivates self-test sequence.



- If SUPER STAR II Tester passes above test (00 or blank screen with button in TEST position), proceed with On-Board Diagnostic procedure. If any DTCs appear during On-Board Diagnostic, refer to the On-Board Diagnostic Trouble Code Index.

On-Board Self-Test Procedure

The anti-lock brake system has self-diagnostic capabilities, however, the module as received from manufacturing is equipped with a stored error code (61). This will affect the service procedure.

The error codes can be retrieved from the ABS module in the following manner.

- Connect SUPER STAR II Tester to connector located in engine compartment behind LH shock tower.
- Turn on SUPER STAR II Tester and latch button down in TEST position.
- Turn ignition switch to RUN position.
- Read first code output. After approximately 15 seconds the next code will be output. Leave button latched until all codes are output.

NOTE: Ensure that all codes are written down.

The diagnostic procedure should be as follows providing that the CHECK ANTI-LOCK BRAKE indicator stays on all the time or flashes intermittently.

NOTE: If the BRAKE warning indicator is on or intermittently comes on, refer to the warning indicator symptom chart in this Section.

- If the first code received is in the 20s and no other code is received, service the indicated component. No other codes can be output if a 20s DTC exists. After servicing the indicated 20s code, repeat the procedure for retrieving error codes.

NOTE: If there are more codes stored in the ABS module memory, no codes will erase until all codes have been output by the SUPER STAR II Tester, all malfunctions have been serviced and the vehicle is driven above 40 Km/h (25 mph). This means that if a 20s code originally existed and was serviced, it can be ignored when running the On-Board Diagnostic the second time.

- If a Code 61 is received with any other code, ignore the code 61 and service the other indicated malfunctions. If after correcting all other indicated malfunctions, the CHECK ANTI-LOCK BRAKE indicator is still on, service the FLS circuit.
- If a Code 61 is received and no other DTCs are received, service the FLS Circuit.
- If no code, or only a Code 11 is received, use the Anti-Lock Quick Check Sheet since some possibilities are not recognized and retained in the ABS module memory.

Memory Erasing

- The original error codes in the ABS module from the assembly plant will erase automatically if everything is in working order and the vehicle is driven above 40 Km/h (25 mph).

NOTE: If self diagnostic PINPOINT TEST STEPS continually lead to REVERIFY symptom, go to ANTI-LOCK QUICK TEST CHECK.

- All error codes must be output, all malfunctions corrected (anti-lock indicator off), and vehicle driven above 40 Km/h (25 mph) before the memory will clear.

NOTE: Each time the engine is started the ABS module will count 2 run cycles.

- The ABS module will erase all stored codes if it counts 250 consecutive run cycles without recognizing a malfunction.