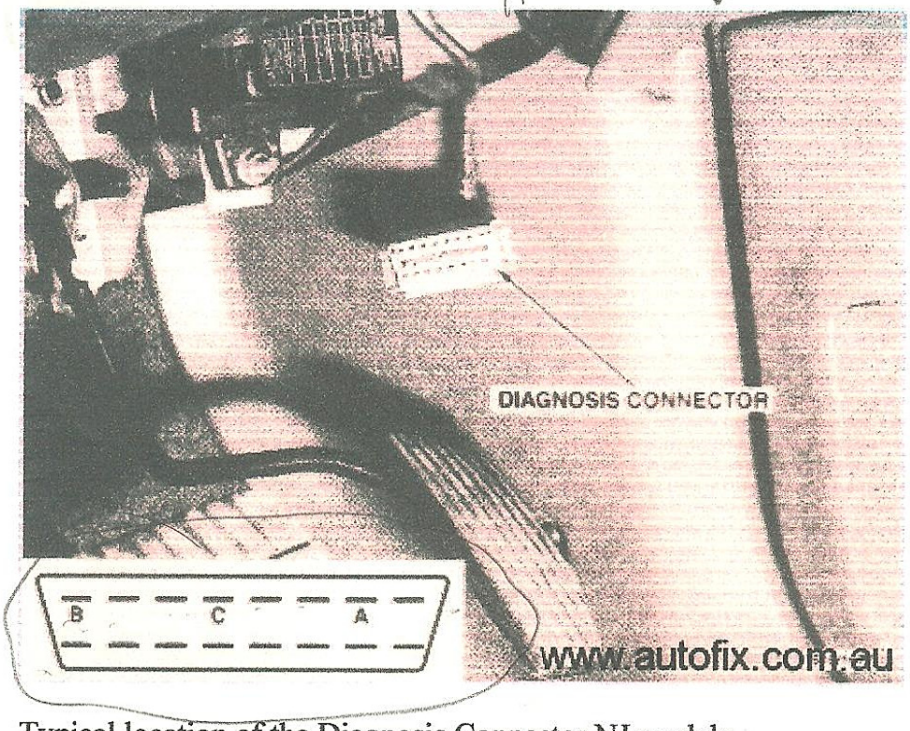
Has a NJ ECU.



Typical location of the Diagnosis Connector NJ models.

We don't have an image for the NF model but from the information we have here it is taped to the wiring loom behind the glove box.

Once you have located the Diagnosis Connector in your particular vehicle connect an analogue voltmeter or LED test light between terminals A and C (see above pics for terminal location). If your voltmeter or test light doesn't have a probe on both ends a split pin makes a good extension that you insert into the terminal and clip onto.

With the voltmeter/test light in place you can now switch the ignition to ON and start to read the code/s. Each code will display as a series of pulses separated by a pause.

The first series will be long pulses and they represent tens. The second series will be short pulses and they represent the units. For example, three long pulses followed by a pause, followed by one short pulse indicates code 31.

If there has been more than one code stored in the ecu memory each code will be displayed in sequence. Also, if the voltmeter or test light displays a constant voltage without pulsing the ecu should be renewed.

If there are no fault codes recorded in the ecu memory short pulses will be displayed continuously.

What the Fault Codes mean.

This list will give you a basic idea of where any faults lie, however for the majority of the components listed there is further tests that should be done before replacing it. If you have one of these fault codes present and would like to look into the problem further shoot us an email to [redacted] and we'll do what we can to guide you through the process.

- Code 11 – Oxygen Sensor (NJ and NH models)
- Code 12 – Air Flow Sensor
- Code 13 – Intake Air Temperature Sensor
- Code 14 – Throttle Position Sensor
- Code 21 – Coolant Temperature Sensor