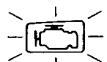


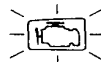
PGM-FI Control System

Troubleshooting Flowchart — Fuel Supply System



43

Self-diagnosis LED indicates code 43: Most likely a problem in the Oxygen (O₂) Sensor circuit or a problem in the Fuel Supply System.



43

NOTE: If 43 code is accompanied by the check engine warning light and poor driveability, go to Fuel Supply System.

- Check Engine warning light has been reported on.
- LED indicates CODE 43.
- or continued from code 1.

Turn the ignition switch OFF.

Remove CLOCK fuse in the under-hood relay box for 10 seconds to reset ECU.

Warm up engine to normal operating temperature (cooling fan comes on).

Hold engine at 3,000 min⁻¹ (rpm) for 2 minutes.
(A/T: Transmission is **N** or **P**.)

Is the Check Engine warning light on and does LED indicate CODE 43?

NO

Intermittent failure, system is OK at this time (test drive may be necessary).
Check for poor connections or loose wires at O₂ sensor C236 (located at right shock tower), and ECU.

YES

Turn the ignition switch OFF.

Connect the ECU test harness between the ECU and connector (page 6-116).

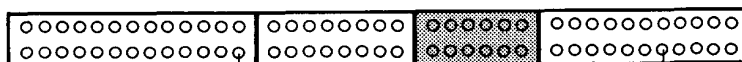
With the ignition switch OFF, wait for at least two minutes.

Turn the ignition switch ON.

Measure voltage between D14 (+) terminal and A26 (-) terminal as soon as the ignition switch is turned on.

NOTE

- Use DIGITAL CIRCUIT TESTER (07411-0020000) or equivalent.
- Use 2 Volt range.



A26 (-)

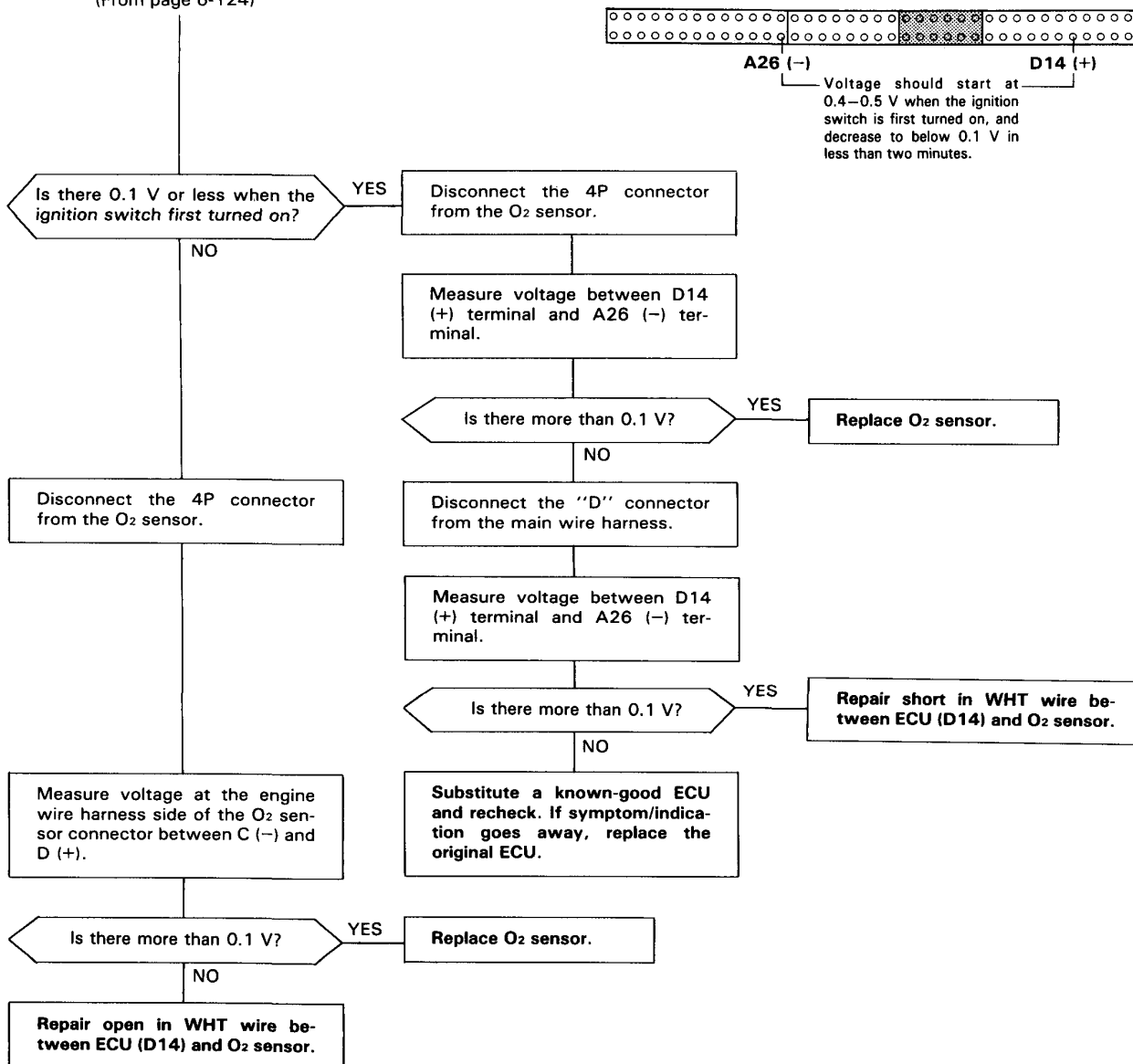
D14 (+)

Voltage should start at 0.4–0.5 V when the ignition switch is first turned on, and decrease to below 0.1 V in less than two minutes.

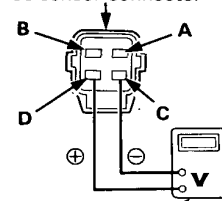
(To page 6-125)



(From page 6-124)



Engine Wire Harness side of the O₂ sensor connector



DIGITAL MULTIMETER
KS-AHM-32-003