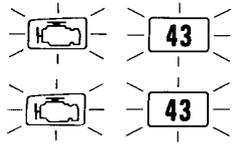


# PGM-FI Control System

## Troubleshooting Flowchart — Fuel Supply System



Self-diagnosis Check Engine light indicates code 43: A problem in the Oxygen (O<sub>2</sub>) Sensor circuit or a problem in the Fuel Supply System.

— Check Engine light has been reported on.  
— With service check connector jumped, CODE 43 is indicated.

From code 1 troubleshooting (page 6-8).

Is the 43 code accompanied by the Check Engine light and poor driveability? **YES** → Go to Fuel Supply System.

**NO**  
Do the ECU Reset Procedure.

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

Hold engine at 3,000 min<sup>-1</sup> (rpm) for 2 minutes.

Is the Check Engine light on and does it 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 O<sub>2</sub> sensor and ECU.

**YES** → Turn the ignition switch OFF.

Turn the ignition switch OFF.

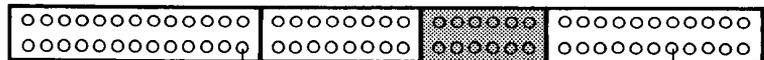
Connect the test harness between the ECU and connectors.

With the ignition switch OFF, wait for at least 2 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)  
• Use 2 Volt range.

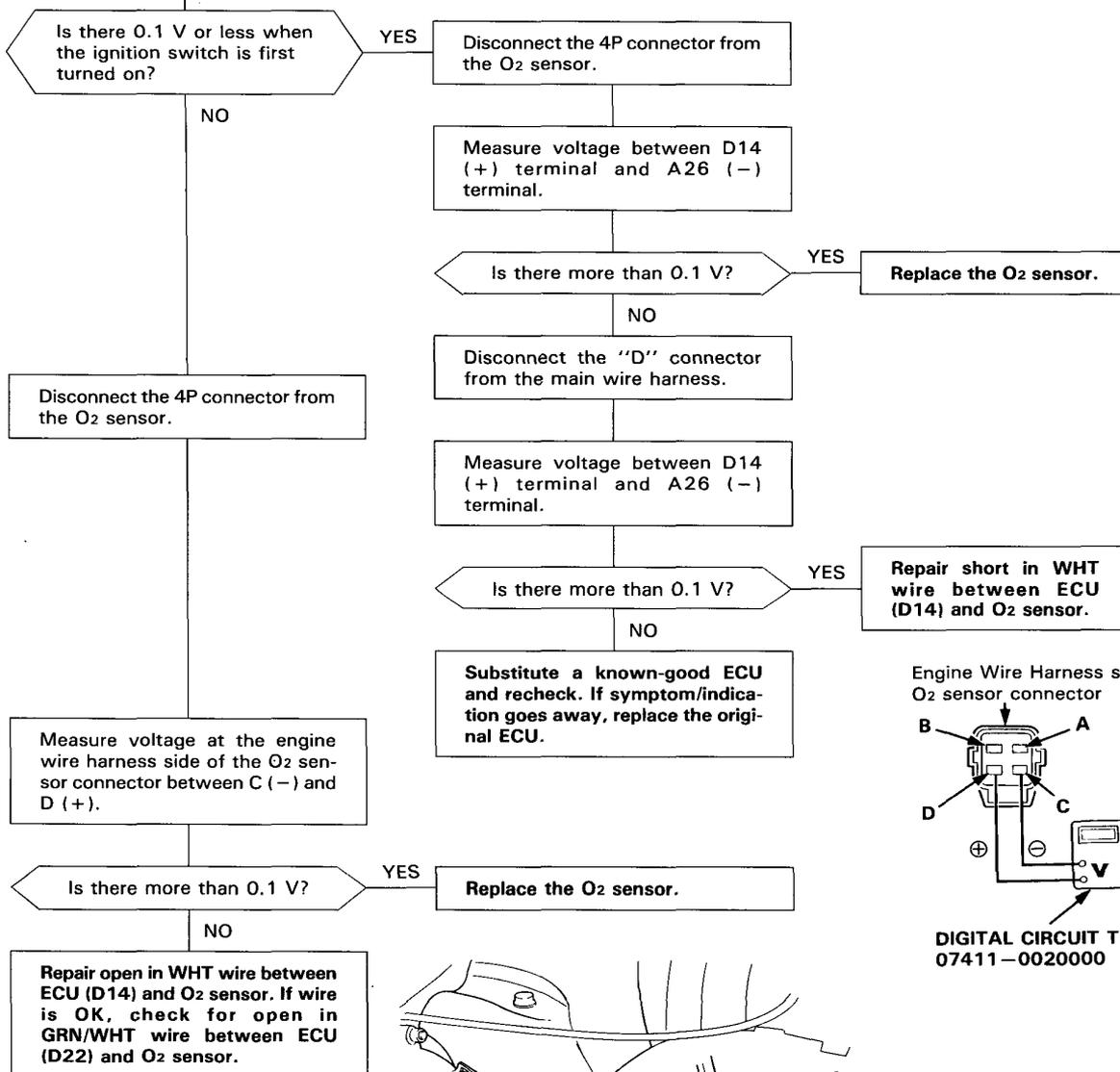


A26 (-) — Voltage should start at 0.4–0.5 V when the ignition switch is first turned on, and decrease to below 0.1 V in less than 2 minutes. — D14 (+)

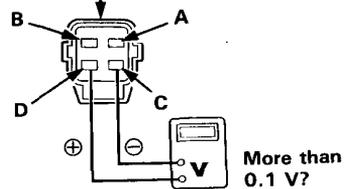
(To page 6-13)



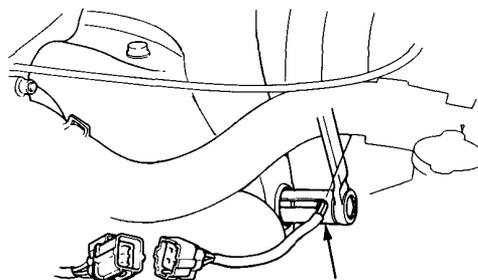
(From page 6-12)



Engine Wire Harness side of the O<sub>2</sub> sensor connector



DIGITAL CIRCUIT TESTER  
07411-0020000



O<sub>2</sub> SENSOR SOCKET  
WRENCH  
07LAA-PT50100  
45 N·m (4.5 kg·m, 33 lb·ft)