



PGM-CARB Control System [KX, KS, KZ]

Troubleshooting Flow Chart — Oxygen Sensor

 Self-diagnosis LED blinks once: A problem in the Oxygen (O₂) Sensor circuit.

LED indicates CODE 1

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

Turn the ignition switch OFF.

Remove EFI, ECU fuse in the under-hood relay box for 10 seconds to reset control unit.

Start engine and allow to idle for 1 minute.

Raise engine speed to 3,000 min⁻¹ (rpm).

Remove #2 and #7 hoses quickly from the vacuum hose manifold and plugs the vacuum hose manifold.

Hold engine speed steady at 3,000 min⁻¹ (rpm) for 20 seconds.

Does LED indicate CODE 1?

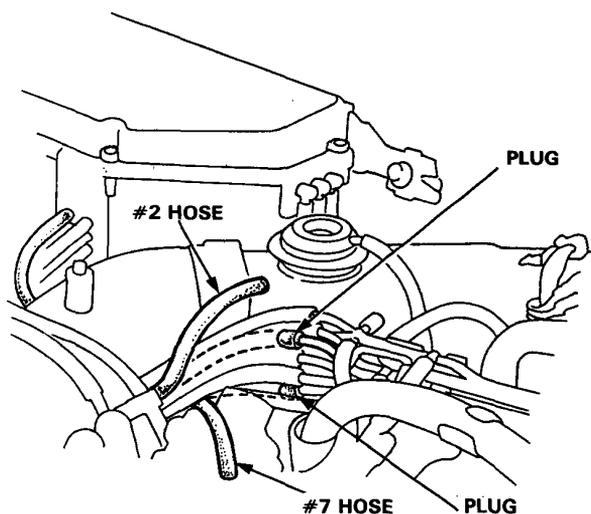
NO

Intermittent failure, check and seat connectors at O₂ sensor, at the battery and at the control unit.

YES

Turn the ignition switch OFF.

(To page 6-46)



(cont'd)

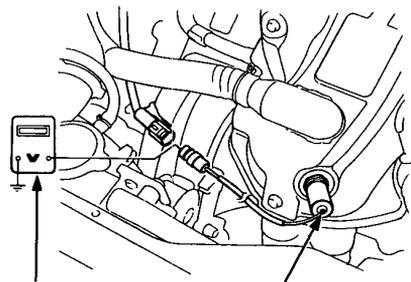
PGM-CARB Control Unit [KX, KS, KZ]

Troubleshooting Flow Chart — O₂ Sensor (cont'd)

(From page 6-45)

Disconnect the wire harness from the O₂ sensor and connect a voltmeter between the O₂ sensor connector and engine ground.

Start the engine and measure the voltage between O₂ sensor connector and engine ground.



DIGITAL CIRCUIT TESTER
07411-0020000

O₂ SENSOR
45 N·m (4.5 kg-m, 33 lb-ft)

Is voltage above 0.6 V at wide open throttle and below 0.4 V when the throttle is quickly released?

NO

Replace O₂ sensor.

YES

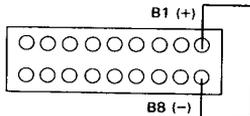
Turn the ignition switch OFF.

Reconnect O₂ sensor.

Connect the ECU check adaptor B between the control unit and connector.

Start the engine.

Measure voltage between B1 (+) terminal and B8 (-) terminal.



Above 0.6 V at full throttle ?
Below 0.4 V when quickly released ?

Is voltage above 0.6 V at wide open throttle and below 0.4 V when the throttle is quickly released?

NO

Repair open or short in WHT wire between the control unit (B1) and O₂ sensor.

YES

Substitute a known-good control unit and recheck. If symptom/indication goes away, replace the original control unit.