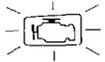
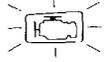


PGM-FI Control System

Troubleshooting Flowchart — Oxygen Sensor [With CATA]



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



- Check Engine warning light has been reported on.
- LED indicates CODE 1.

Turn the ignition switch OFF.

Remove HAZARD fuse in the main fuse box for 10 seconds to reset ECU.

Inspect pressure regulator (page 6-76).

Is it normal ?

NO

Replace the pressure regulator (page 6-77).

YES

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

Hold engine at 1500 min⁻¹ (rpm) for 15 minutes.
NOTE: Do not close throttle completely during this time.

Is Check Engine warning light on ?
Does LED indicate CODE 1 ?

NO

Intermittent failure (test drive may be necessary).

YES

(To page 6-25)



(From page 6-24)

Disconnect engine wire harness from O₂ sensor.

Warm up engine to normal operating temperature again, then open the throttle wide open then close it.

Measure voltage between the connector terminal and body ground.

Is voltage above 0.6V during wide open acceleration? Is voltage below 0.4V during closed throttle deceleration from 5,000 min⁻¹ (rpm)?

NO

Replace O₂ sensor.

YES

Stop engine.

Connect the PGM-FI test harness between the ECU and connector (page 6-19).

Restart and warm up engine to normal operating temperature, then open the throttle wide open then close it.

Measure voltage between C16 (+) and A18 (-) terminals.

Is voltage above 0.6V during wide open acceleration? Is voltage below 0.4V during closed throttle deceleration from 5,000 min⁻¹ (rpm)?

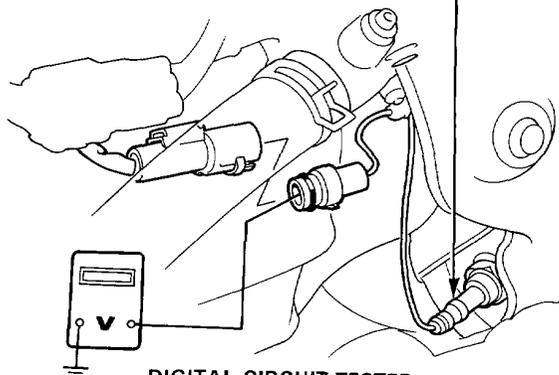
NO

Repair short or open in WHT wire between ECU (C16) and O₂ sensor.

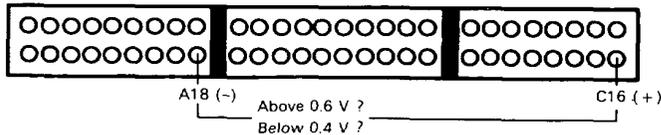
YES

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

O₂ SENSOR
45 N·m (4.5 kg·m, 33lb·ft)



DIGITAL CIRCUIT TESTER
07411-0020000



C16 (+)

A18 (-)

Above 0.6 V ?
Below 0.4 V ?