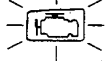
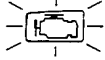


PGM-FI Control System

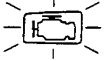
Troubleshooting Flow Chart — Oxygen Sensors [KX, KS, KZ, KQ]



Self-diagnosis LED blinks once: A problem in the Oxygen (O_2) Sensor A circuit.



Self-diagnosis LED blinks twice: A problem in the Oxygen (O_2) Sensor B circuit.



or



- PGM-FI warning light has been reported on.
- LED indicates CODE 1 (O_2 sensor A) or CODE 2 (O_2 sensor B).

Turn the ignition switch OFF.

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

Inspect pressure regulator (page 6-192).

Is it normal ?

NO

Replace the pressure regulator (page 6-193).

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 PGM-FI warning light on ?
Does LED indicate CODE 1 or 2 ?

NO

Intermittent failure (test drive may be necessary).

YES

(To page 6-143)



(From Page 6-142)

Disconnect engine wire harness from indicated 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 0.6 V at wide open throttle and below 0.4 V when the throttle is quickly released?

NO

Replace O₂ sensor.

YES

Stop engine.

Connect the system checker harness between the ECU and connector (page 6-137).

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

Measure voltage between:

- O₂ sensor A
C16 (+) and A18(-) terminals
- O₂ sensor B
B11 (+) and A18 (-) terminals

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

NO

Repair wire between ECU and O₂ sensor for short or open:

- O₂ sensor A
WHT wire to C16
- O₂ sensor B
RED/BLU wire to B11.

YES

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

