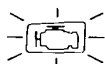
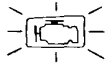


# PGM-FI Control System

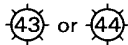
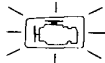
## Troubleshooting Flowchart — Fuel Supply System (KX, KS, KG)



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



Self-diagnosis LED indicates code 44: Most likely a problem in the Oxygen (O<sub>2</sub>) Sensor circuit B or a problem in the Fuel Supply System.



- Check Engine warning light has been reported on.
- LED indicates CODE 43 (O<sub>2</sub> sensor A) or CODE 44 (O<sub>2</sub> sensor B).
- or continued from CODE 1 (O<sub>2</sub> sensor A) or CODE 2 (O<sub>2</sub> sensor B).

Turn the ignition switch OFF.

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

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

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

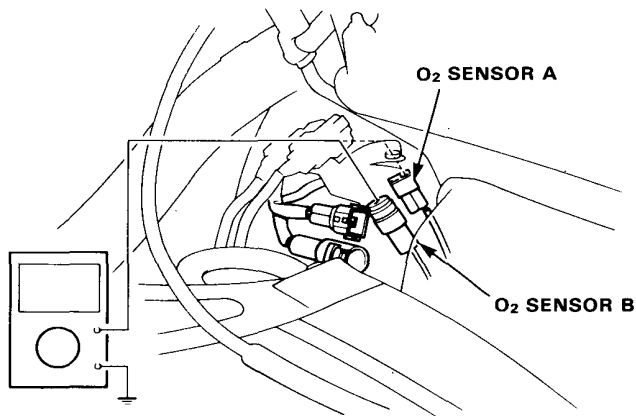
Is the Check Engine warning light on and does LED indicate CODE 43 or 44 ?

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 A or B C210 (round connector located at right shock tower), and ECU.

YES

Disconnect the O<sub>2</sub> sensor connector and measure voltage between the O<sub>2</sub> sensor connector and body ground.

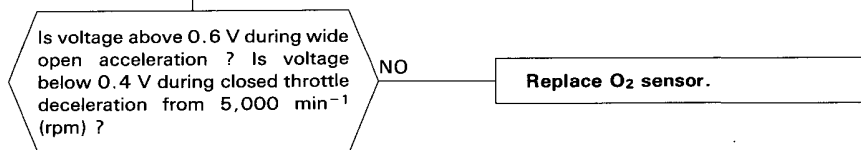


DIGITAL CIRCUIT TESTER  
07411-0020000

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YES  
Stop engine.

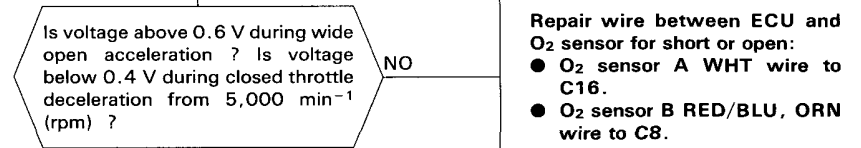
Reconnect the O<sub>2</sub> sensor connector to engine wire harness.

Connect the PGM-FI test harness between the ECU and connector (page 6-13).

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

Measure voltage between:

- O<sub>2</sub> sensor A  
C16 (+) and A18 (-) terminals
- O<sub>2</sub> sensor B  
C8 (+) and A18 (-) terminals



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

