
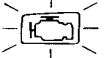


# PGM-FI Control System

## Troubleshooting Flowchart — Fuel Supply System

 **43** 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.

 **43**

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

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.

Connect the test harness between the ECU and connectors.

With the ignition switch OFF, wait for at least 2 minutes.

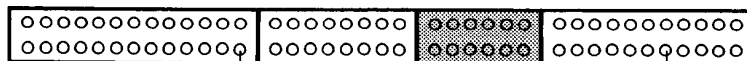
Turn the ignition switch ON.

Measure voltage between D14 (+) terminal and A26 (−) terminal as soon as the ignition switch is turned on.

From code 1 troubleshooting (page 6-8).

### NOTE:

- Use DIGITAL CIRCUIT TESTER (07411—0020000)
- Use 2 Volt range.



A26 (−)

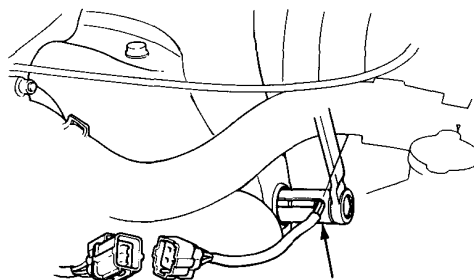
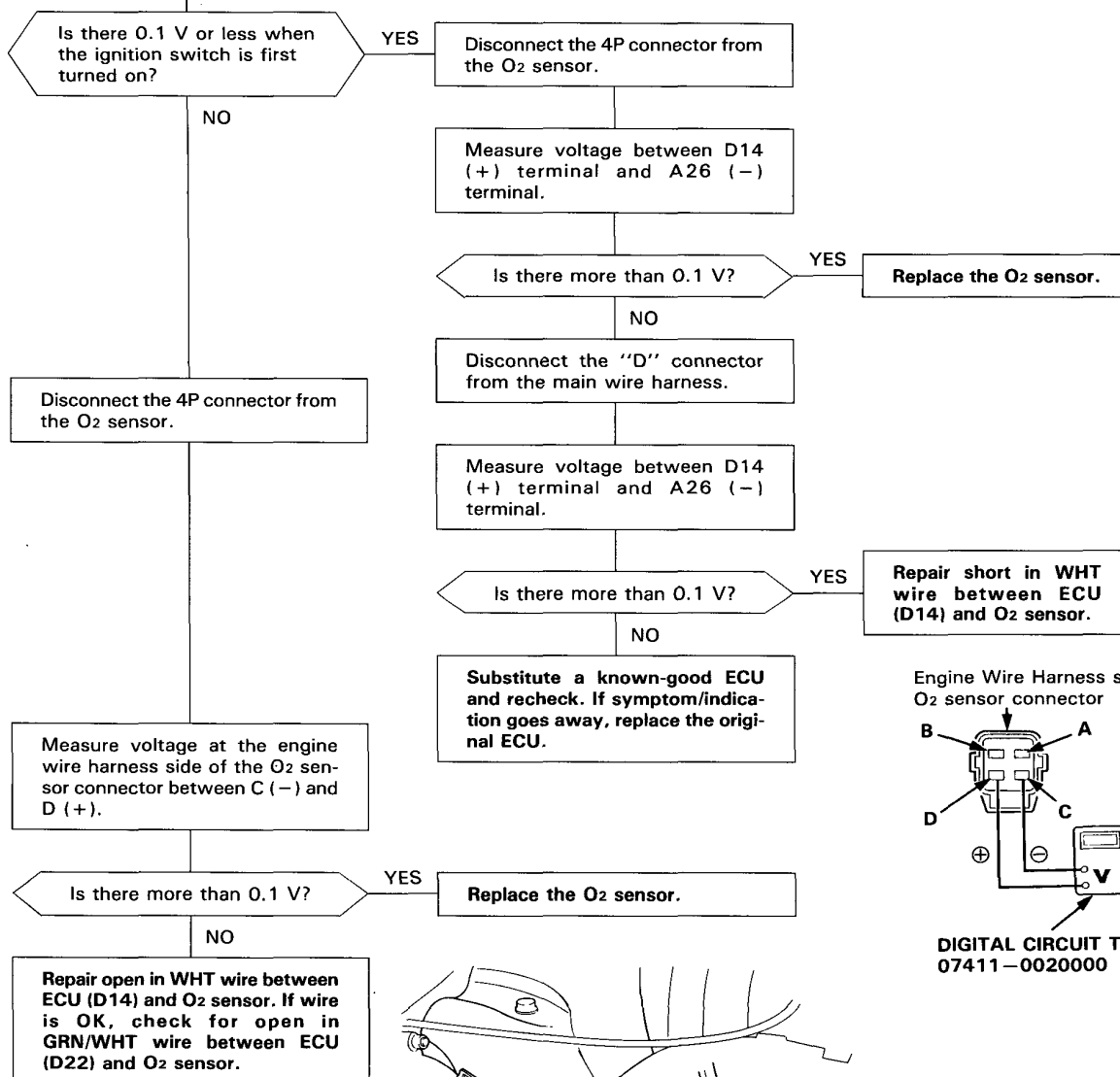
D14 (+)

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.

(To page 6-13)

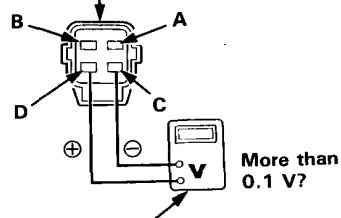


(From page 6-12)



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

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



**DIGITAL CIRCUIT TESTER**  
07411-0020000