

PGM-FI Control System

Troubleshooting Flowchart — Oxygen Sensor



Self-diagnosis LED indicates code 1: 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 11-101).

Is it normal ?

NO
Replace the pressure regulator (page 6-148).

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

1.5 ℓ

Block rear wheels and set the parking brake. Jack up the front of car and support with safety stands.

WARNING Block rear wheels before jacking up front of car.

Warm up engine to normal operating temperature again, then put the transmission into second gear and run the engine at 2,000 min⁻¹ (rpm) for 15 minutes.
NOTE: Do not close throttle completely during this time.

1.6 ℓ

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 and does LED indicate CODE 1?

NO
Intermittent failure, system is OK at this time (test drive may be necessary). Check for poor connections or loose wires at the thermostat housing, O₂ sensor.

Inspect for poor connection or loose ground wires at thermostat housing.

Are connections and wires OK?

NO
Repair as necessary.

(To page 6-83)



(From page 6-82)

Disconnect engine wire harness from O₂ sensor.

Connect a voltmeter between the O₂ sensor (+) and body ground (-).

Warm up engine to normal operating temperature again, then hold engine speed at 4,000 for 10 seconds then release throttle completely while watching the voltmeter.

Was voltage above 0.6V at 4,000 min⁻¹ (rpm)? Was voltage below 0.4V during closed throttle deceleration from 4,000 min⁻¹ (rpm)?

NO

Replace O₂ sensor.

Stop engine.

Reconnect O₂ sensor.

Connect the PGM-FI test harness between the ECU and connector (page 6-75).

Connect a voltmeter between C16 (+) and A18 (-) terminals.

Restart and warm up engine to normal operating temperature, then hold engine rpm at 4,000 min⁻¹ (rpm) for 10 seconds then release throttle completely while watching the voltmeter.

Was voltage above 0.6V at 4,000 min⁻¹ (rpm)? Was voltage below 0.4V during closed throttle deceleration from 4,000 min⁻¹ (rpm)?

NO

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

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)

