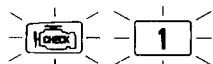
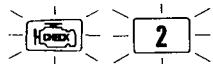


PGM-FI System

Troubleshooting Flowchart — Heated Oxygen Sensors (HO2S)

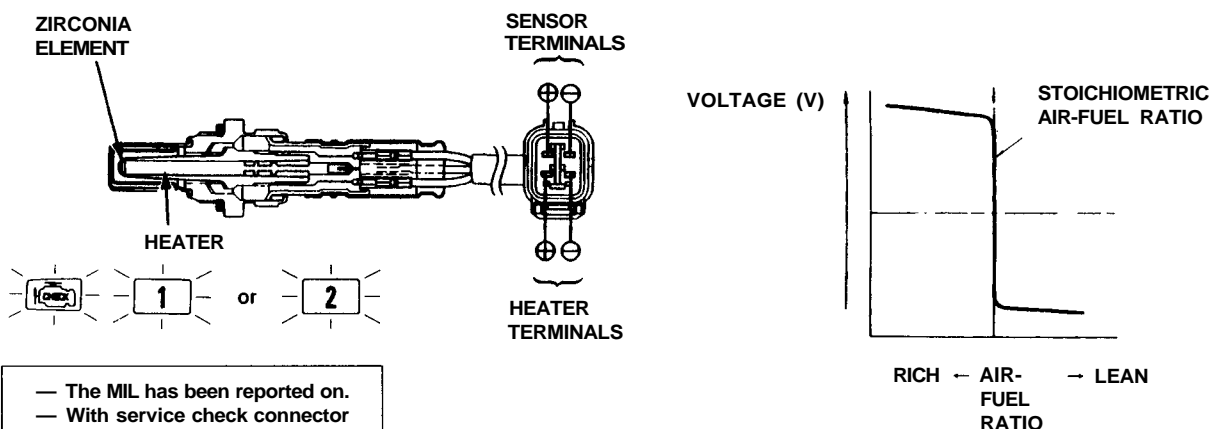


The Malfunction Indicator Lamp (MIL) indicates Diagnostic Trouble Code (DTC) 1: A problem in the Left Heated Oxygen Sensor (HO2S) circuit.



The Malfunction Indicator Lamp (MIL) indicates Diagnostic Trouble Code (DTC) 2: A problem in the Right Heated Oxygen Sensor (HO2S) circuit.

The heated oxygen sensor detects the oxygen content in the exhaust gas and signals the ECM or PCM. In operation, the ECM or PCM receives the signals from the sensor and varies the duration during which fuel is injected. The heated oxygen sensor has an internal heater. The heater stabilizes the sensor's output. The heated oxygen sensor is installed in the exhaust manifold.



- The MIL has been reported on.
- With service check connector jumped (see page 11-34), code 1 (Left HO2S) and/or 2 (Right HO2S) are indicated.

Do the ECM or PCM Reset Procedure (see page 11-35).

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

Run engine for 60 seconds.

Road test with the manual transmission in 4th gear (A/T: **2** position). Starting at 1,200 rpm, accelerate using wide open throttle for at least 5 seconds. Then decelerate for at least 5 seconds with the throttle completely closed.

Is the MIL on and does it indicate code 1 and/or 2?

NO

Intermittent failure, system is OK at this time. Check for poor connections or loose wires at C353 (located at right shock tower), the C111, C123 (HO2S) and ECM or PCM.

YES

Go to page 11-52 and perform test for code 43 and/or 44.