





PGM-FI System

Troubleshooting Flowchart — Fuel Supply System

 **43** The Malfunction Indicator Lamp (MIL) indicates Diagnostic Trouble Code (DTC) 43: A problem in the Left Heated Oxygen Sensor (HO2S) circuit or a problem in the Left Fuel Supply System.

 **44** The Malfunction Indicator Lamp (MIL) indicates Diagnostic Trouble Code (DTC) 44: A problem in the Right Heated Oxygen Sensor (HO2S) circuit or a problem in the Right Fuel Supply System.

 **43** or  **44**

- The MIL has been reported on.
- With service check connector jumped (see page 11-34), code 43 and/or 44 are indicated.

NOTE: If 43 or 44 code are accompanied by the MIL and poor driveability, go to Fuel Supply System.

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

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

Hold engine at 3,000 rpm for 2 minutes.
(A/T: transmission in **N** or **P** position.)

Is the MIL on and does it indicate code 43 and/or 44?

NO

Intermittent failure, system is OK at this time (test drive may be necessary).
Check for poor connections or loose wires at C353, C355, C356 (located at right shock tower), C111, C123 (HO2S) and ECM or PCM.

From code 1 troubleshooting (page 11-46).

YES

Turn the ignition switch OFF.

Connect the test harness between the ECM or PCM and connectors (see page 11-37).

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

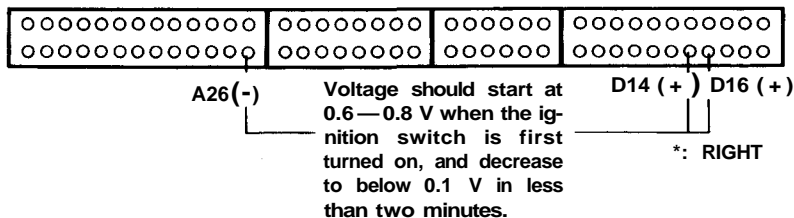
Install a jumper wire on the test harness between A10 and A26 (left) or A12 and A26 (right).

Turn the ignition switch ON.

Measure voltage between D14 (+) (left) or D16 (+) (right) terminal and A26 (-) terminal as soon as the ignition switch is turned on.

NOTE:

- Use DIGITAL MULTIMETER. Commercially available or KS — AHM — 32 — 003.
- Use 2 Volt range.



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