



2.2 l except KQ:

(From page 6-156)

Turn the ignition switch OFF.

Disconnect the O₂ sensor connector and connect A (−) terminal to B (+) terminal with a battery.

After two minutes, measure voltage between C (−) terminal and D (+) terminal.

Start the engine.

Is the voltage above 0.6 V at wide open throttle to 4,500 min^{−1}(rpm) and below 0.4 V when the throttle is quickly released from 4,500 min^{−1}(rpm) ?

NO

Replace O₂ sensor.

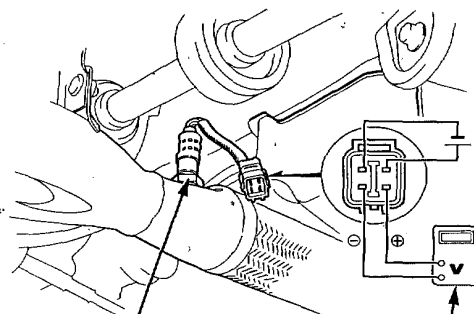
YES

Stop engine.

Connect the O₂ sensor connector to engine wire harness.

Connect the ECU test harness between the ECU and connector (page 6-150).

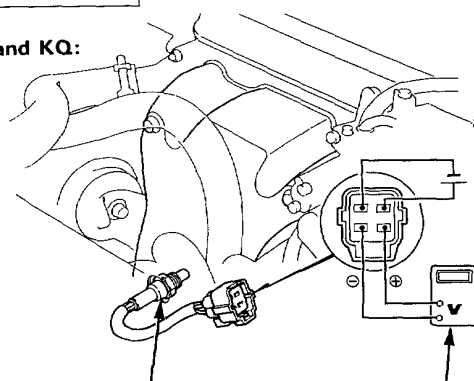
(To page 6-158)



O₂ SENSOR
45 N·m (4.5 kg-m, 33 lb-ft)

DIGITAL MULTIMETER
07411-0020000

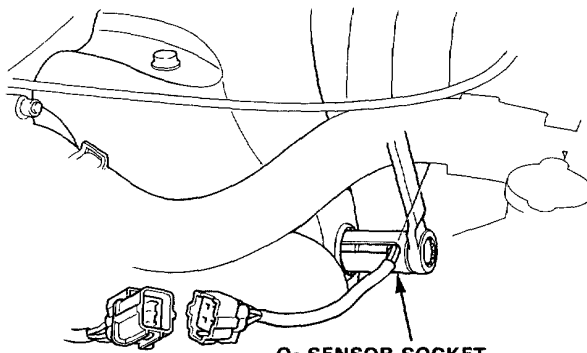
2.0 l and KQ:



O₂ SENSOR

DIGITAL MULTIMETER

2.0 l and KQ:



O₂ SENSOR SOCKET
WRENCH
07LAA-PT50100
45 N·m (4.5 kg-m, 33 lb-ft)

(cont'd)

PGM-FI Control System

Troubleshooting Flowchart — Oxygen Sensor (cont'd)

(From page 6-157)

Restart and warm up engine to normal operating temperature (cooling fan comes on).

Measure voltage between D14 (+) and A26 (-) terminal.

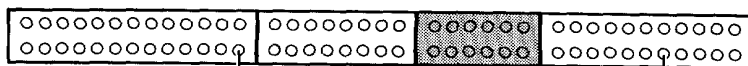
Is the voltage above 0.6 V at wide open throttle to 4,500 min⁻¹(rpm) and 0.4 V when the throttle is quickly released from 4,500 min⁻¹(rpm) ?

NO

Repair short or open in WHT wire between ECU (D14) and O₂ sensor.

YES

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



A26 (-)

Above 0.6 V at wide open throttle to 4,500 min⁻¹(rpm).
Below 0.4 V when the throttle is quickly released from 4,500 min⁻¹(rpm).

D14 (+)