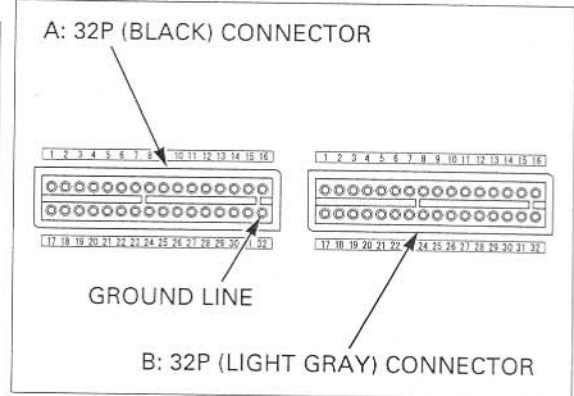


## FUEL SYSTEM (Programmed Fuel Injection)

### MIL 21 BLINKS (No.1 O<sub>2</sub> SENSOR): California type only

- Before starting the inspection, check for loose or poor contact on the O<sub>2</sub> sensor connector and recheck the MIL blinking.

MIL	O <sub>2</sub> SEN- SOR	GROUND LINE	SIGNAL LINE	SIGNAL AT ECM
21	No.1 O <sub>2</sub> Sensor	Green/ orange	Black/red	B13
22	No.2 O <sub>2</sub> Sensor	Green/ orange	Black/ orange	B28



#### 1. O<sub>2</sub> Sensor Output Voltage Inspection

Turn the ignition switch OFF.  
Connect the ECM test harness to the ECM connectors (page 6-10).

Turn the ignition switch ON and engine stop switch "Ω".  
Warm the engine until the coolant temperature is 80 °C (176 °F).

Check the voltage at the test harness terminal.

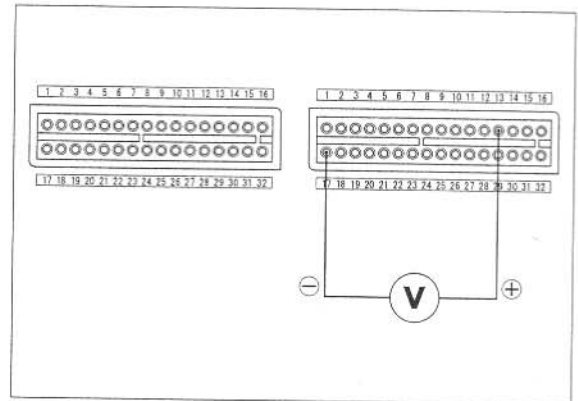
**Connection: SIGNAL AT ECM (+) – B17 (–)**

**Standard: 0.1 – 0.3 V**

*Is the voltage as specified?*

**YES** – Check the fuel pressure (page 6-56). If the system is correct, GO TO STEP 4.

**NO** – GO TO STEP 2.



#### 2. O<sub>2</sub> Sensor Open Circuit Inspection

Turn the ignition switch OFF.

Disconnect the O<sub>2</sub> sensor 4P connector.

Check the continuity between the test harness connector terminals and the O<sub>2</sub> sensor 4P connector.

**Connection: SIGNAL LINE – SIGNAL AT ECM**

*Is there continuity?*

**YES** – GO TO STEP 3.

**NO** – Open circuit in the SIGNAL wire

