

FUEL SYSTEM (Programmed Fuel Injection)

MIL 21 BLINKS (O₂ SENSOR)

- Before starting the inspection, check for loose or poor contact on the O₂ sensor cap connector and recheck the MIL.

1. O₂ Sensor Line Open Circuit Inspection

Turn the ignition switch OFF.

Disconnect the ECM 33P connector and O₂ sensor 2P connector.

Check the continuity between the ECM 33P connector of the wire harness side and O₂ sensor 2P connector of the wire harness side.

Connection: Black/Orange – Black/Orange
STANDARD: Continuity

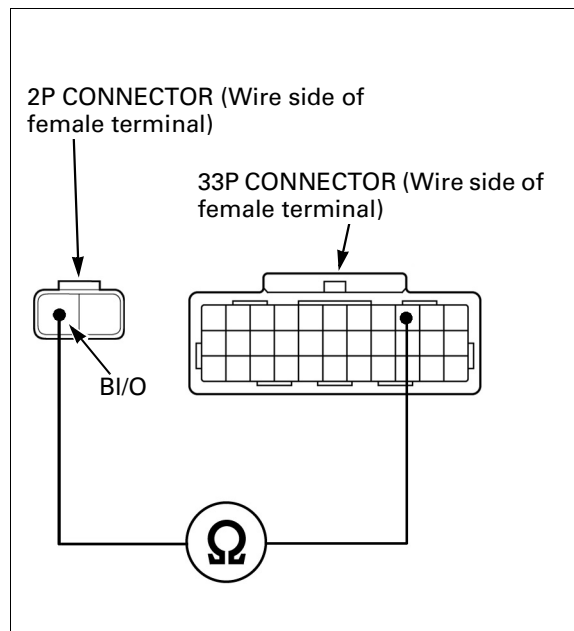
TOOL:

Test probe 07ZAJ-RDJA110

Is there continuity?

YES – GO TO STEP 2.

NO – Open circuit in Black/orange wire



2. O₂ Sensor Line Short Circuit Inspection

Disconnect the ECM 33P connector.

Check for continuity between the ECM 33P connector of the wire harness side and ground.

Connection: Black/orange – Ground
STANDARD: No continuity

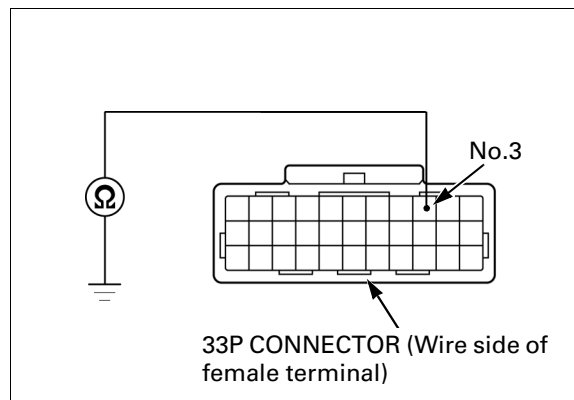
TOOL:

Test probe 07ZAJ-RDJA110

Is there continuity?

YES – Short circuit in the Black/Orange wire

NO – GO TO STEP 3.



3. O₂ Sensor Inspection

Replace the O₂ sensor/O₂ sensor wire with known good one (page 6-54).

Reset the ECM (page 6-15).

Start the engine and warm the engine up to coolant temperature is 80 °C (176 °C).

Test-ride the scooter and check the MIL blinks.

Does the MIL blink 21 times?

YES – Replace the ECM with new one and recheck

NO – Faulty original O₂ sensor/O₂ sensor wire