

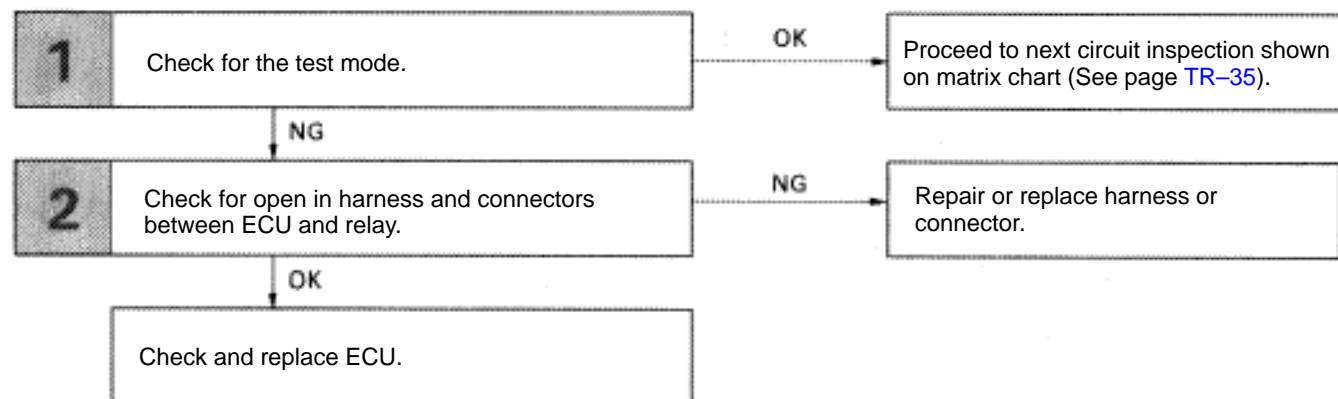
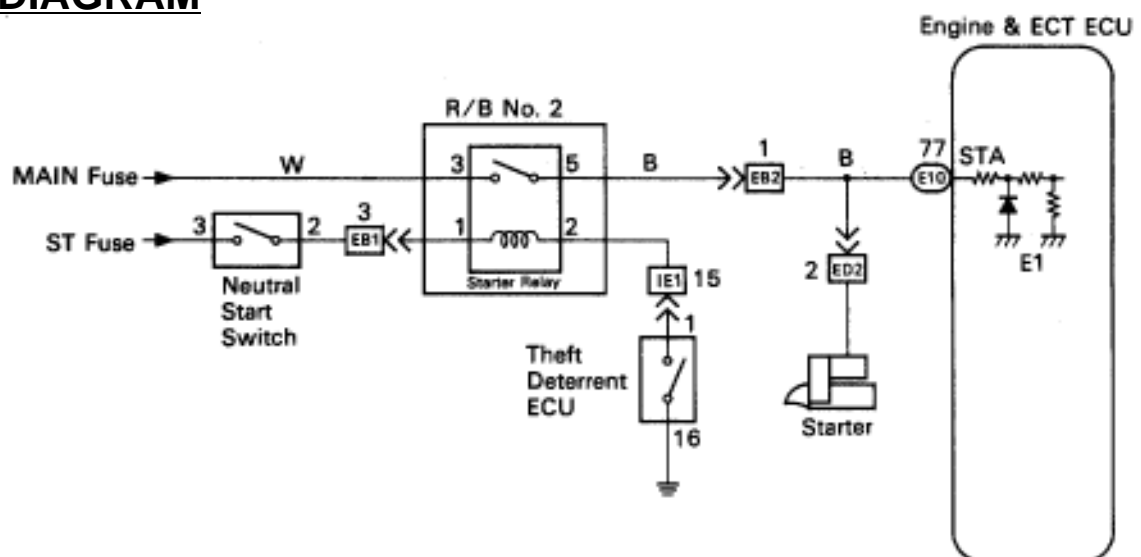
Diag. Code 43**Starter Signal Circuit****— CIRCUIT DESCRIPTION —**

When the engine is cranked, the intake air flow is slow, so fuel vaporization is poor. A rich mixture is therefore necessary in order to achieve good startability. While the engine is being cranked, the battery voltage is applied to terminal STA of the ECU. The starter signal is mainly used to increase the fuel injection volume for the starting injection control and after-start injection control.

Code No.	Diagnostic Code Detecting Condition	Trouble Area
43	No starter signal to ECU	<ul style="list-style-type: none"> •Open or short in starter signal circuit. •Open or short in ignition switch or main relay circuit. •ECU

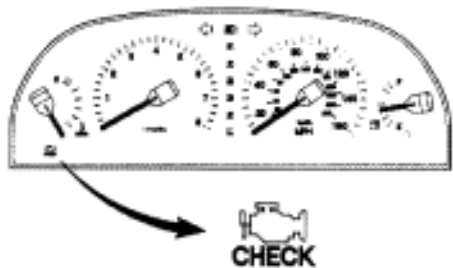
— DIAGNOSTIC CHART —

HINT: This diagnostic chart is based on the premise that the engine is cranked normally. If the engine is not cranked, proceed to the matrix chart of problem symptoms on page [TR-35](#).

**WIRING DIAGRAM**

INSPECTION PROCEDURE

1 Check output condition of diag. code 43.



P Setting the test mode.

- (2) Turn ignition switch OFF.
- (2) Connect terminals TE2 and E1 of TDCL.
- (2) Turn ignition switch ON.
(Don't start the engine)
- (2) Connect terminals TE1 and E1 of TDCL.

C Check if code "43" is output by the "CHECK" engine warning light.

OK Code "43" is output.

C Start the engine.
Check if the code "43" disappears.

OK Code "43" is not output.

NG

OK

Proceed to next circuit inspection shown on maxtric chart (See page [TR-35](#)).

2 Check for open in harness and connectors between engine & ECT ECU and starter relay (See page [IN-27](#)).

OK

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Repair or replace harness or connector.

Check and replace engine & ECT ECU.