Code	Test Condition*	Probable Cause	
158	O, R.C	Mass Air Flow Sensor above maximum voltage	
159	0, R	Mass Air Flow Sensor out of self-test range	
167	R	Insufficient Throttle Position Sensor change during Dynamic Response Check	
171			
172	R.C.	Heated oxygen sensor indicates lean condition, right side	
173	R,C	Heated oxygen sensor indicates rich condition, right side	
174	C		
175	C	Heated oxygen sensor unable to switch, left side	
176	C		
177		Heated oxygen sensor indicates rich condition, left side	
178			
179			
181		Adaptive Fuel rich limit reached at part throttle, right side	
184	C		
185		Mass Air Flow lower than expected	
186	C	injector Pulse-width higher than expected	
		Injector Pulse-width lower than expected	
	С	Adaptive Fuel lean limit reached, left side	
189		Adaptive Fuel rich limit reached, left side	
	C	Actaptive Fuel lean limit reached at idle, left side	
192		Adaptive Fuel rich limit reached at idle, left side	
		Flexible Fuel (FF) sensor circuit failure	
193		Profile Ignition Pick-up circuit fault	
	C	Ignition module circuit failure/SPOUT circuit grounded	
212	C		
	R	SPOUT circuit open	
214	G	Cylinder identification (CID) circuit failure	
215		PCM detected coil 1 primary circuit failure	
216	C	PCM detected coil 2 primary circuit failure	
217	C	PCM detected coll 3 primary circuit failure	
	C	Loss of ignition diagnostic monitor (IDM) signal - left side	
219		Spark timing defaulted to 10 degrees SPOUT circuit open	
221	0	Soark timing error	
222	G	Loss of Ignition diagnostic monitor (IDM) signal - right side	
	C	Loss of dual plug Inhibit (DPI) control	
	C	PCM detected coil 1,2,3 or 4 primary circuit failure	
224		Knock sensor not detected during dynamic response test KOER	
225		Ignition Diagnostic Module (IDM) signal not received	
226	O	Signation Diagnosise Module (1000) agreed follows	
232	C	PCM detected coil 1,2,3 or 4 primary circuit failure	
238	C	PCM detected coil 4 primary circuit failure	
241	C	ICM to PCM - IDM pulse width transmission error	
244	R	CID circuit fault present when cylinder balance test requested	
			and medicines
312		AIR misdirected during KOER	
313		AR not bypassed during KOER	
	R	AIR system inoperative during KOER (Bank number 2 with dual heated dxyg	en sensor
326		EGR (PFE/DPFE) circuit voltage lower than expected	
		EGR (EGRP/EVP/PFE/DPFE) circuit below minimum voltage	
327		EGR valve position sensor voltage below closed limit	
	O, C, R	Insufficient EGR valve opening detected	
	O.R	EGR valve position sensor voltage above closed limit	
	O, C, R		
	o	EGR Sensor voltage out-of-range	
	R	EGR (PFE/DPFE) circuit higher than expected	
337	O, C, R	EGR (EGRP/EVP/PFE/DPFE) circuit above maximum voltage	
330 :		ECT lower than expected	
	R	ECT higher than expected	

Ford Mustang Obd1 Codes

Wenbin Ji

Ford Mustang Obd1 Codes:

How to Tune and Modify Ford Fuel Injection Ben Watson, Catalog of Mustang I. D. Numbers, 1964 1/2-1993 Cars & Parts,1994-02-26 Essential for rigid restorers who seek true authenticity This book of information includes exterior paint and interior trim samples VINs body plates Protect O Plates engine codes transmission codes and casting numbers for blocks heads intake and exhaust manifolds Ford Onboard Diagnostics Automotive Training Group,2009 Ford Mustang, 1989-93 Chilton Book Company, Chilton Automotive Books, The Nichols/Chilton,1996-11-01 All models How to Tune and Modify Your Ford 5.0 Liter Mustang Steve Turner, Introduced in 1979 the Fox chassis Mustang and the new Fox 4 have become some of the most popular Mustangs ever built The significant showroom success of these models is reflected in the automotive specialists cater to the 5 0 crowd Thorough and straightforward explanations combine with 300 no nonsense black and white photographs to guide the reader through absolutely every aspect of 5 0 Mustang performance modifications

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