

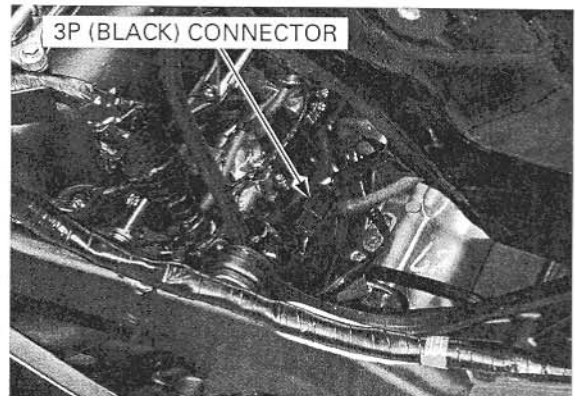
FUEL SYSTEM (Programmed Fuel Injection)

PEAK VOLTAGE INSPECTION PROCEDURE

- Use this procedure for the ignition pulse generator and cam pulse generator inspection.
- Check all system connections before inspection. If the system is disconnected, incorrect peak voltage might be measured.
- Check cylinder compression and check that all spark plugs are installed correctly.
- Use the recommended digital multimeter or commercially available digital multimeter with an impedance of 10 M Ω /DCV minimum.
- If the Imrie diagnostic tester (model 625) is used, follow the manufacturer's instruction.
- The display value differs depending upon the internal impedance of the multimeter.
- Disconnect the fuel pump connector before checking the peak voltage.

Lift and support the fuel tank (page 6-61).

Disconnect the fuel pump unit 3P (Black) connector.



Avoid touching the tester probes to prevent electric shock.

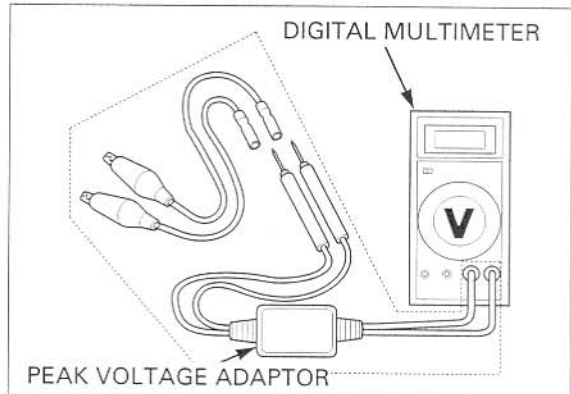
Connect the peak voltage adaptor to the digital multimeter.

TOOLS:

IgnitionMate peak voltage tester MTP07-0286
(U.S.A. only) or
07HGJ-0020100
(not available in
U.S.A.)

Peak voltage adaptor

with commercially available digital multimeter
(impedance 10 M Ω /DCV minimum)



TEST HARNESS CONNECTION

Remove the following:

- Fuel tank cover (page 3-15)
- ECM cover (page 6-94)

Disconnect the ECM 32P (Black) and 32P (Light gray) connectors from the ECM.

