

FUEL SYSTEM (Programmed Fuel Injection)

3. Injector Input Voltage Inspection

Turn the ignition switch ON and engine stop switch " Ω ".

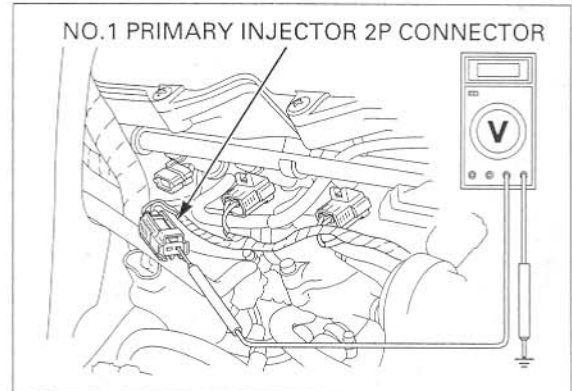
Measure the voltage between the No. 1 primary injector connector of the wire harness side and ground.

Connection: POWER INPUT LINE (+) – Ground (-)

Is there battery voltage?

YES – Open circuit in SIGNAL LINE wire

NO – Open circuit in POWER INPUT LINE wire



4. Injector Signal Line Short Circuit Inspection

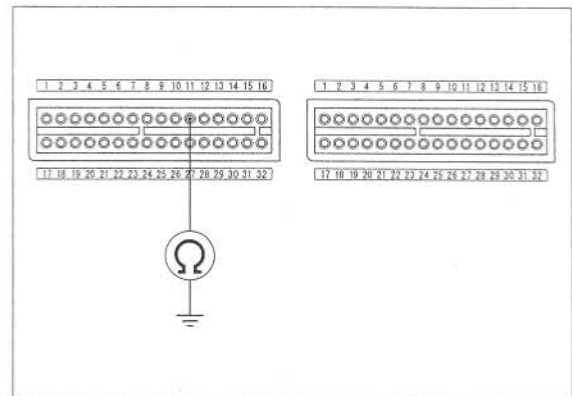
Check for continuity between the test harness terminals and ground.

Connection: SIGNAL AT ECM – Ground

Is there continuity?

YES – • Short circuit in the SIGNAL LINE wire
• Faulty injector

NO – Replace the ECM with a known good one, and recheck



MIL 13 BLINKS (No.2 PRIMARY INJECTOR)

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MIL 14 BLINKS (No.3 PRIMARY INJECTOR)

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MIL 15 BLINKS (No.4 PRIMARY INJECTOR)

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MIL 16 BLINKS (No.1 SECONDARY INJECTOR)

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MIL 17 BLINKS (No.2 SECONDARY INJECTOR)

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MIL 48 BLINKS (No.3 SECONDARY INJECTOR)

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MIL 49 BLINKS (No.4 SECONDARY INJECTOR)

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