

FUEL SYSTEM (Programmed Fuel Injection)

GENERAL TROUBLESHOOTING

INTERMITTENT FAILURE

The term "intermittent failure" means a system may have had a failure, but it checks OK now. If the MIL does not come on, check for poor contact or loose pins at all connectors related to the circuit. If the MIL was on, but then went out, the original problem may be intermittent.

OPENS AND SHORTS

"Opens" and "Shorts" are common electrical terms. An open is a break in a wire or at a connection. A short is an accidental connection of a wire to ground or to another wire. In simple electronics, this usually means something will not work at all. With ECMs this can sometimes mean something works, but not the way it's supposed to.

If the Engine has problem, and MIL comes on

Refer to FAILURE CODE READOUT (page 6-14).

If the Engine has problem, but MIL does not stay on or blink

Do the SYMPTOM TROUBLESHOOTING (page 6-17).

CIRCUIT INSPECTION

INSPECTION AT ECM, SENSOR UNIT AND IACV CONNECTOR

- Always clean around and keep any foreign material away from the connector before disconnecting it.
- A faulty PGM-FI system is often related to poorly connected or corroded connections. Check those connections before proceeding.
- When testing at connector (wire harness side) terminal, always use the test probe. Insert the test probe into the connector terminal, then connect the digital multimeter probe to the test probe.

TOOL:

Test probe 07ZAJ-RDJA110

