

FUEL SYSTEM (Programmed Fuel Injection)

5. ECT Sensor Circuit Continuity Inspection

Turn the ignition switch "OFF".

Disconnect the ECM 33P connector.

Check for continuities between the ECT sensor 3P connector and the ECM 33P connector of the wire harness side.

CONNECTION	STANDARD
Pink/White – Pink/White	Continuity
Green/Orange – Green/Orange	

Check the continuity between the ECT sensor 3P connector of the wire harness side and ground.

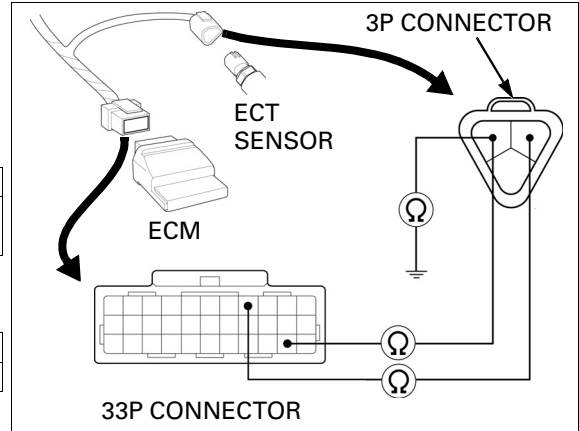
CONNECTION	STANDARD
Pink/White – Ground	No continuity

Are the above inspections normal?

YES – Replace the ECM with a new one, and recheck.

NO –

- Open circuit in Pink/White wire.
- Open circuit in Green/Orange wire.
- Short circuit in Pink/White wire.



MIL 8 BLINKS (TP SENSOR)

1. Recheck MIL Blinks

Erase the self diagnosis memory data from the ECM (page 6-15).

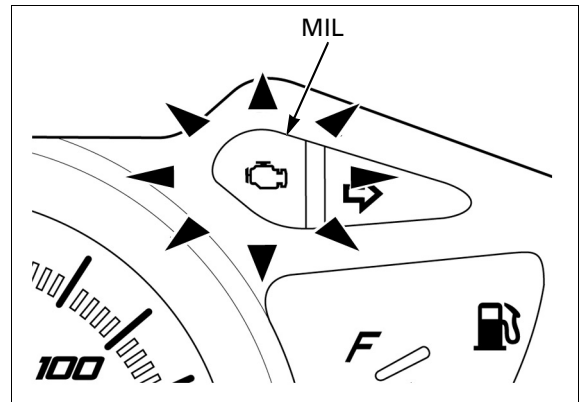
Turn the ignition switch "ON".

Check the MIL blinks.

How many times does MIL blink?

1 and 8 or 1,8,9 all blinks – GO TO SENSOR UNIT POWER/GROUND CIRCUIT INSPECTION (page 6-21).

8 blinks – GO TO STEP 2.



2. TP Sensor Output Voltage Line Inspection

Turn the ignition switch "OFF".

Disconnect the sensor unit 5P connector.

Turn the ignition switch "ON".

Measure the voltage between the sensor unit 5P connector of the wire harness side and ground.

CONNECTION: White/Red (+) – Ground (-)

STANDARD: 20 – 220 mV

Is the voltage within 20 – 220 mV?

YES – Replace the sensor unit with a new one, and recheck. (Faulty TP sensor)

NO – GO TO STEP 3.

