

## FUEL SYSTEM (Programmed Fuel Injection)

### 3. IAT Sensor Input Voltage Inspection

Turn the ignition switch "ON".

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

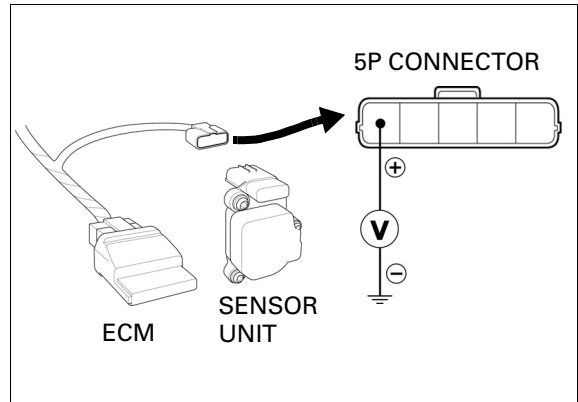
**CONNECTION: White/Blue (+) – Ground (-)**

**STANDARD: 4.75 – 5.25 V**

**Is the voltage within 4.75 – 5.25 V?**

**YES** – • Loose or poor contact on the ECM connector.  
• Intermittent failure.

**NO** – GO TO STEP 4.



### 4. IAT Sensor Circuit Continuity Inspection

Turn the ignition switch "OFF".

Disconnect the ECM 33P connector.

Check for continuity between the sensor unit 5P connector and the ECM 33P connector of the wire harness side.

| CONNECTION              | STANDARD   |
|-------------------------|------------|
| White/Blue – White/Blue | Continuity |

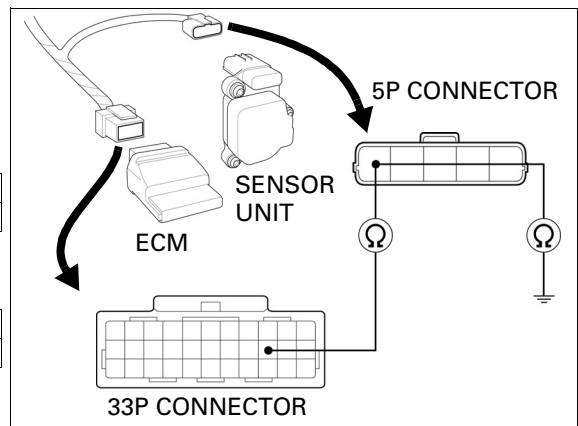
Check the continuity between the sensor unit 5P connector of the wire harness side and ground.

| CONNECTION          | STANDARD      |
|---------------------|---------------|
| White/Blue – Ground | No continuity |

**Are the above inspections normal?**

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

**NO** – • Open circuit in White/Blue wire.  
• Short circuit in White/Blue wire.



## MIL 12 BLINKS (INJECTOR)

### 1. Connector Inspection

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

Turn the ignition switch "OFF".

Disconnect the injector 2P connector.

Check for loose or poor contact on the injector 2P connector.

Connect the injector 2P connector.

Turn the ignition switch "ON".

Check if the MIL blinks.

**Does the MIL blink 12 times?**

**NO** – Loose or poor contact on the injector 2P connector.

**YES** – GO TO STEP 2.

