

2. Injector Input Voltage Inspection

Turn the ignition switch "OFF".

Disconnect the injector 2P connector.

Turn the ignition switch "ON".

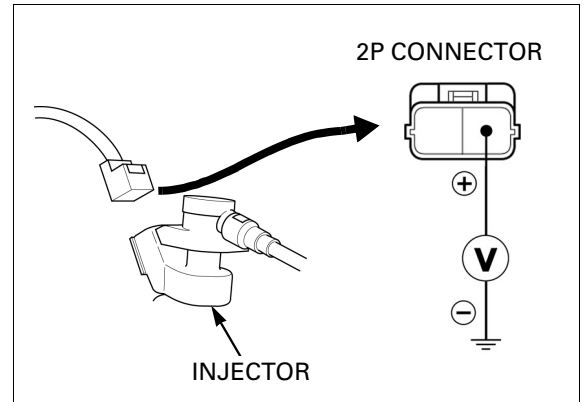
Measure the voltage between the injector connector of the wire harness side and ground.

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

Does the battery voltage exist?

NO – Open or poor contact in Black/White wire.

YES – GO TO STEP 3.



3. Injector Signal Line Circuit Inspection

Turn the ignition switch "OFF".

Disconnect the ECM 33P connector.

Check for continuity between the injector 2P connector and the ECM 33P connector of the wire harness side.

CONNECTION	STANDARD
Pink/Blue – Pink/Blue	Continuity

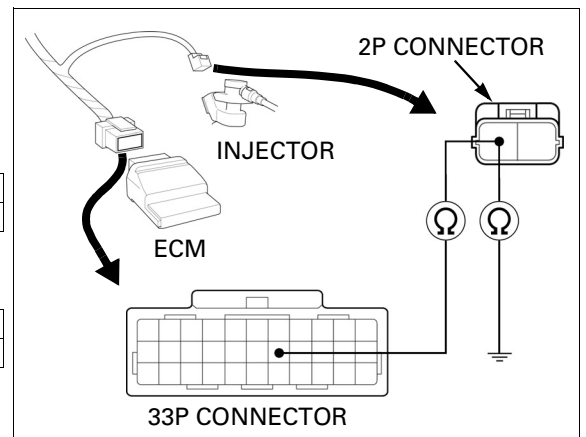
Check the continuity between the injector 2P connector of the wire harness side and ground.

CONNECTION	STANDARD
Pink/Blue – Ground	No continuity

Are the above inspections normal?

NO – • Open circuit in Pink/Blue wire.
• Short circuit in Pink/Blue wire.

YES – GO TO STEP 4.



4. Injector Resistance Inspection

Measure the resistance of the injector 2P connector terminals.

STANDARD: 9 – 12 Ω (20°C/68°F)

Is the resistance within 9 – 12 Ω (20°C/68°F)?

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

NO – Faulty injector.

