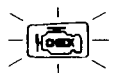


Fuel Supply System

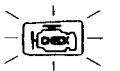
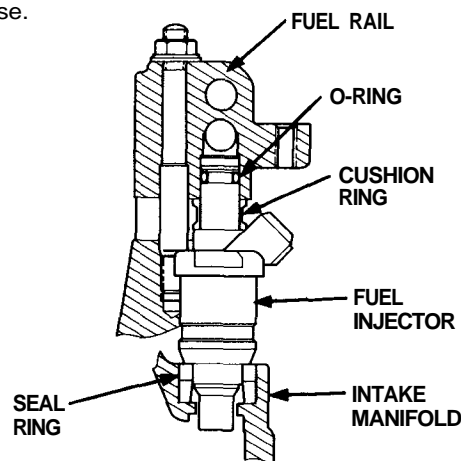
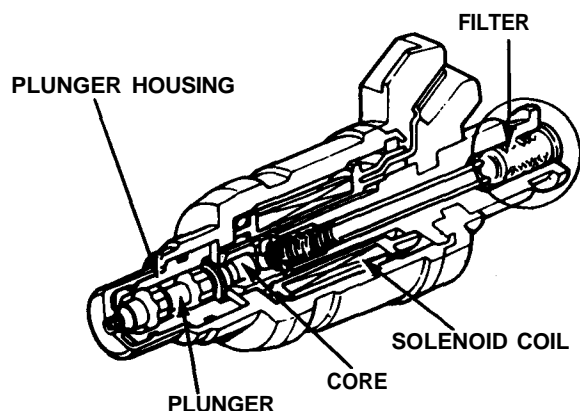
Troubleshooting Flowchart — Fuel Injectors



16

The Malfunction Indicator Lamp (MIL) indicates Diagnostic Trouble Code (DTC) 16: A problem in the Fuel Injector circuit.

The fuel injectors are a solenoid-actuated constant-stroke pintle type consisting of a solenoid, plunger needle valve and housing. When current is applied to the solenoid coil, the valve lifts up and pressurized fuel is injected. Because the needle valve lift and the fuel pressure are constant, the injection quantity is determined by the length of time that the valve is open (i.e., the duration the current is supplied to the solenoid coil). The fuel injector is sealed by an O-ring and seal ring at the top and bottom. These seals also reduce operating noise.



16

- The MIL has been reported on.
- With service check connector jumped (see page 11-34), code 16 is indicated.

Do the ECM or PCM Reset Procedure (see page 11-35).

Start the engine.

Is the MIL on and does it indicate code 16?

YES

(To page 11-109)

NO

Intermittent failure, system is OK at this time (test drive may be necessary).
Check for poor connections or loose wires at C354, C356 (located at right shock tower), C136, C137, C138, C139, C140, C141 (fuel injectors), C125 (injector resistor) and ECM or PCM.



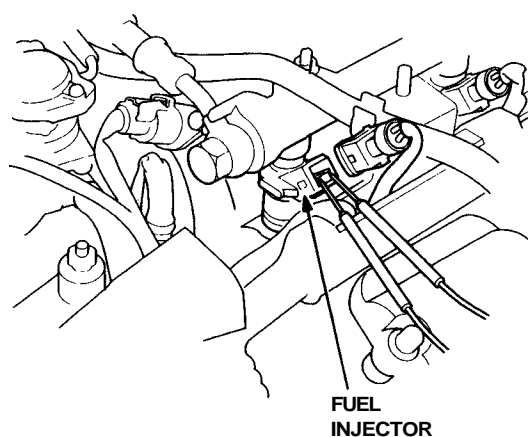
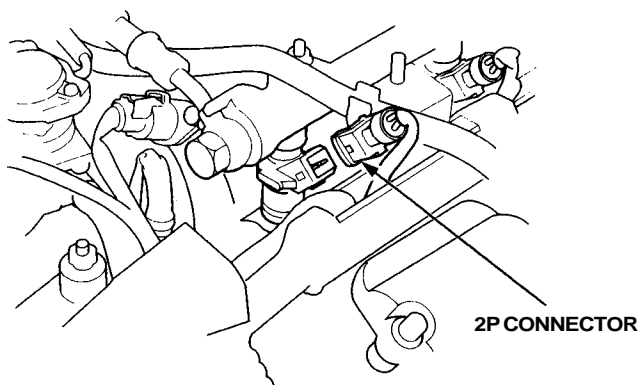
(From page 11-108)

Start the engine and listen at each fuel injector for a clicking sound.

Turn the ignition switch OFF.

Disconnect the 2P connector from the fuel injector that does not click.

Measure resistance between the 2 terminals of fuel injector.



Is there 1.5-2.5 Ω ?

NO

Replace the fuel injector/injectors that are not 1.5 — 2.5 Ω .

YES

Turn the ignition switch ON.

Measure voltage between RED/BLK (+) terminal in the 2P connector and body ground.

Is there battery voltage?

NO

Turn the ignition switch OFF.

Disconnect 8P connector on the injector resistor.

Turn the ignition switch ON.

Measure voltage between YEL/BLK (+) terminal and body ground.

YES

(To page 11-110)

(To page 11-110)

(cont'd)

Fuel Supply System

Troubleshooting Flowchart — Fuel Injectors (cont'd)

(From page 11-109)

Turn the ignition switch OFF.

Reconnect the 2P connector to the fuel injector.

Connect the test harness between the ECM or PCM and connectors (see page 11-37).

Turn the ignition switch ON.

Measure voltage between A23 (–) terminal and following terminal:

- No. 1 fuel injector: A1 (+) terminal.
- No. 2 fuel injector: A3 (+) terminal.
- No. 3 fuel injector: A5 (+) terminal.
- No. 4 fuel injector: A2 (+) terminal.
- No. 5 fuel injector: A4 (+) terminal.
- No. 6 fuel injector: A6 (+) terminal.

Is there battery voltage?

YES

Substitute a known-good ECM or PCM and recheck. If symptom/indication goes away, replace the original ECM or PCM.

(From page 11-109)

Is there battery voltage?

NO

Repair open in the YEL/BLK wire between the injector resistor and the PGM-FI main relay.

YES

Test the injector resistor (see page 11-113).

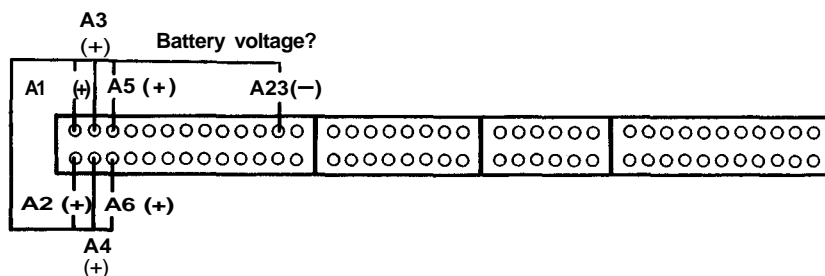
Is the injector resistor OK?

NO

Replace the injector resistor.

YES

Repair open in RED/BLK wire between 2P connector and injector resistor.



NO

Repair open in the wire between the ECM or PCM (A1, A3, A5, A2, A4 or A6) and the fuel injector.