

# Fuel Supply System

## Fuel Injectors [1.5 l]

### Troubleshooting Flowchart



Self-diagnosis LED indicates code 16: A problem in the fuel injector circuit.



—Check Engine warning light has been reported on.  
—LED indicates CODE 16.

Turn the ignition switch OFF.

Check for loose wires or connectors at injectors.

Are connections OK? **NO** → Repair as necessary.

**YES**

Remove HAZARD fuse in the main fuse box for 10 seconds to reset ECU.

Start engine and hold at 2000 min<sup>-1</sup> (rpm) for 1 minute.

NOTE: If engine will not start, continue cranking for at least 15 seconds to reproduce CODE on ECU.

Does the engine start and run at 2000 min<sup>-1</sup> (rpm) for 1 minute? **NO** → Is Check Engine warning light on and does LED indicate CODE 16 ?

**YES**

**NO** → See Troubleshooting Guide (page 6-135).

Is Check Engine warning light on and does LED indicate CODE 16 ? **NO** → Intermittent failure (test drive may be necessary).

**YES**

Turn the ignition switch OFF.

Turn the ignition switch OFF.

(To page 6-139)

(To page 6-139)



(From page 6-138)

Disconnect the 2P connector from the main injector.

Measure resistance between the 2 terminals of the injector.

Is resistance 0.6–1.6  $\Omega$ ?  
NO  
YES

Replace the injector.

Connect voltmeter positive to the main injector's YEL/BLK wire and the negative to body ground.

Turn the ignition switch ON.

Is there battery voltage for two seconds?  
NO  
YES

Repair open in YEL/BLK wire between main injector and main relay.

Turn the ignition switch OFF.

Disconnect the 2P connector from the auxiliary injector.

Measure resistance between the 2 terminals of the injector.

Is resistance 6-10  $\Omega$ ?  
NO  
YES

Replace the injector.

Connect voltmeter positive to YEL/BLK wire of auxiliary injector and negative to body ground.

Turn the ignition switch ON.

(To page 6-140)

(From page 6-138)

Disconnect the 2P connector from the auxiliary injector.

Measure resistance between the 2 terminals of the injector.

Is resistance 6-10  $\Omega$ ?  
NO  
YES

Replace the injector.

Turn the ignition switch ON.

Measure voltage between the auxiliary injectors YEL wire and body ground.

Is there approx. 10V?  
NO  
YES

— Repair open or short in YEL wire between aux. injector and ECU (A1, A3).  
— Substitute a known-good ECU and recheck. If prescribed voltage is now available, replace the original ECU.

Disconnect the 2P connector from the main injector.

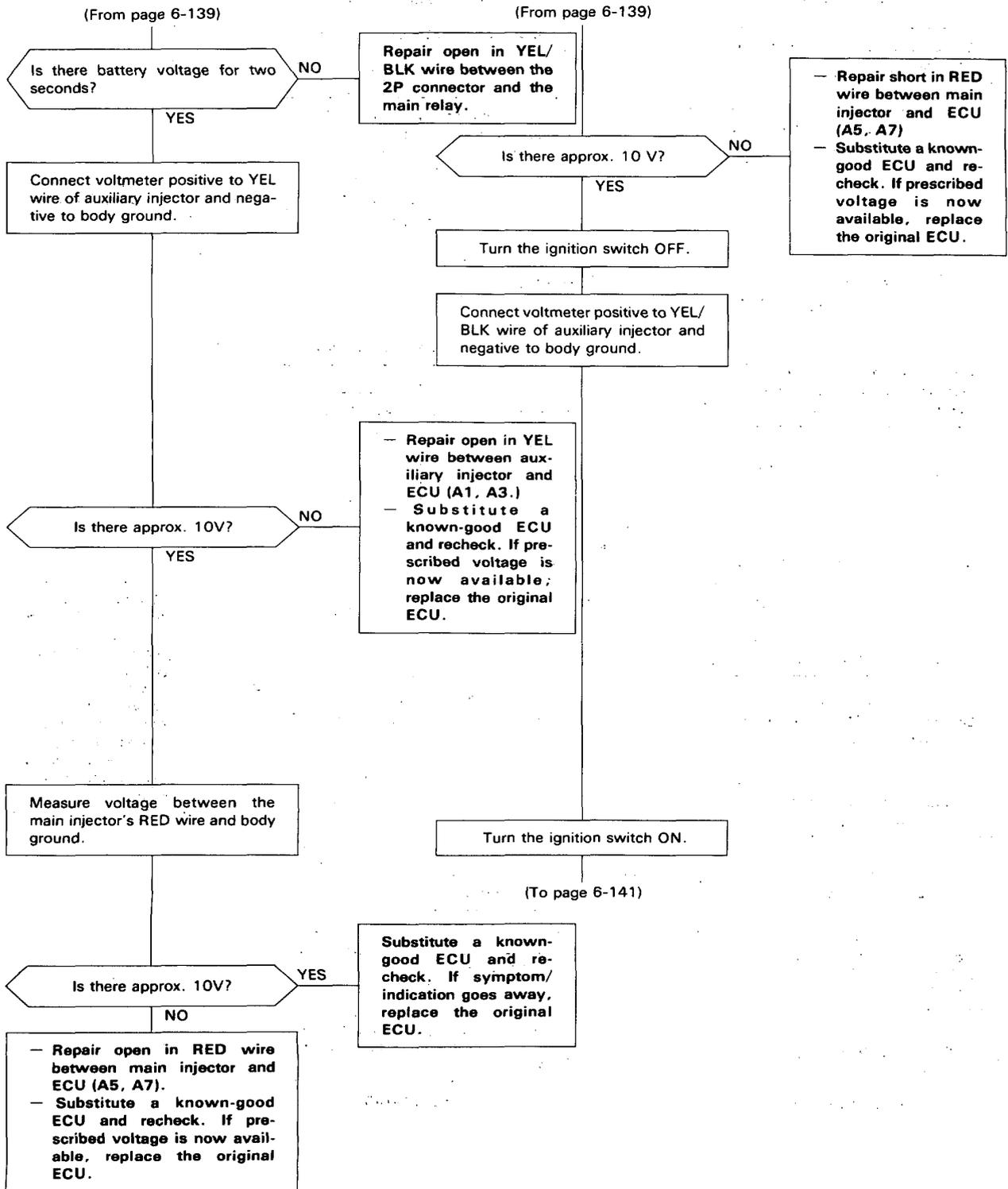
Measure voltage between the main injector's RED wire and body ground.

(To page 6-140)

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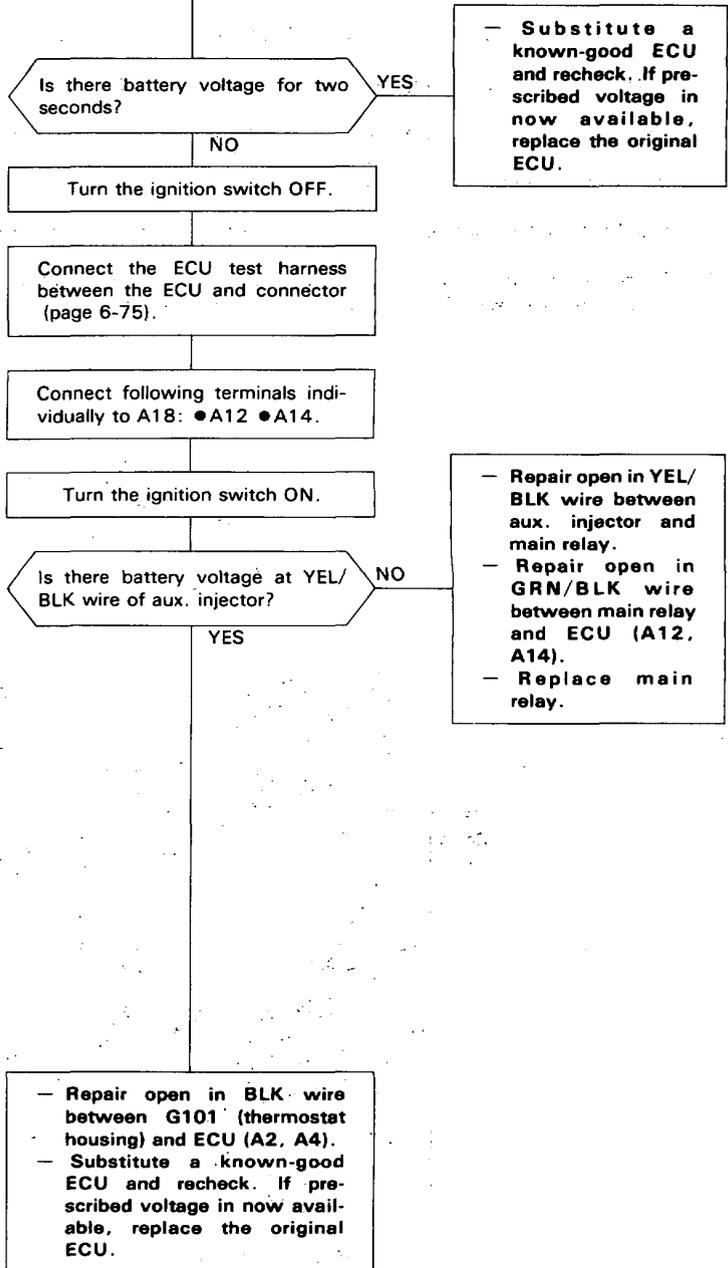
# Fuel Supply System

## Fuel Injectors [1.5 l] (cont'd)





(From page 6-140)



(cont'd)

# Fuel Supply System

## Fuel Injectors [1.5 l] (cont'd)

### Replacement

**⚠ WARNING** Do not smoke while working on fuel system. Keep open flame away from work area.

1. Relieve fuel pressure (page 6-136).
2. Remove the air intake chamber.
3. Disconnect the 2P connector from the injector.
4. Loosen the screws, then remove the injector from the throttle body.

NOTE: Place a rag or shop towel over the throttle body.

5. Coat new O-rings with clean engine oil and put them on the injector.
6. Insert the injector into the throttle body.

NOTE: After the injector is inserted, be sure that it turns smoothly about 30°.

7. Turn the ignition switch ON but do not operate the starter. After the fuel pump runs for approx. 2 seconds, the fuel pressure in the fuel line rises. Repeat this two or three times, then check whether there is any fuel leakage.

