

# Fuel Supply System

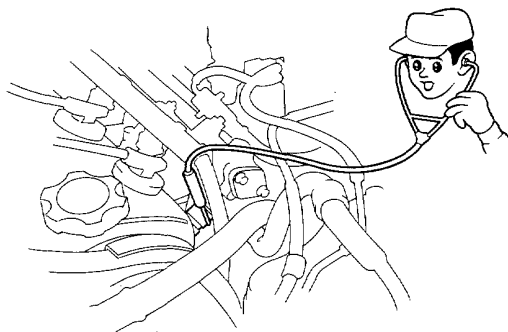
## Fuel Injectors

### Testing

NOTE: Check the following items before testing: idle speed, ignition timing and idle CO %

#### If the engine will run:

1. With the engine idling, disconnect each injector connector individually and inspect the change in the idling speed.
  - If the idle speed drop is almost the same for each cylinder, the injectors are normal.
  - If the idle speed or quality remains the same when you disconnect a particular injector, replace the injector and re-test.
2. Check the clicking sound of each injector by means of a stethoscope when the engine is idling.



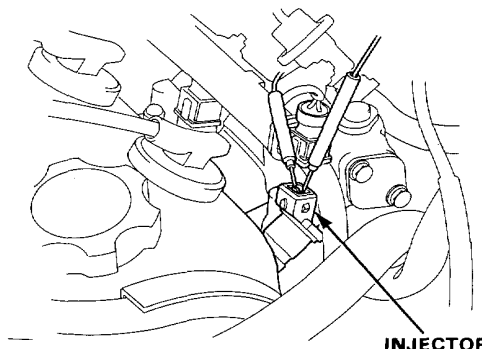
- If any injector fails to make the typical clicking sound, check the sound again after replacing the injector.
- If clicking sound is still absent, check the following.
  - Whether there is any short-circuiting, wire breakage or poor connection in the YEL/BLK wire between the main relay and the resistor.
  - Whether the resistor is open or corroded (page 6-212).
  - Whether there is any short-circuiting, wire breakage or poor connection in the RED/BLK wire between the resistor and the injector.
  - Whether there is any short-circuiting, wire breakage or poor connection in the wire between the injector and the ECU.

If all is OK, check the ECU (page 6-144).

#### If the engine cannot be started:

1. Remove the connector of the injector, and measure the resistance between the 2 terminals of the injector.

Resistance should be: 1.5–2.5  $\Omega$



- If the resistance is not as specified, replace the injector.
- If the resistance is as specified, check the fuel pressure (page 6-209).
- If the fuel pressure is as specified, check the following:
  - Whether there is any short-circuiting, wire breakage or poor connection in the YEL/BLK wire between the main relay and the resistor.
  - Whether the resistor is open or corroded (page 6-212).
  - Whether there is any short-circuiting, wire breakage, or poor connection in the RED/BLK wire between the resistor and the injector
  - Whether there is any short-circuiting, wire breakage or poor connection in the wire between the injector and the ECU.

If all is OK, check the ECU (page 6-144).