Fuel Injector

Testing / Replacement

Testing

NOTE: Check the engine tune-up condition before testing.

In Case the Engine can be Started

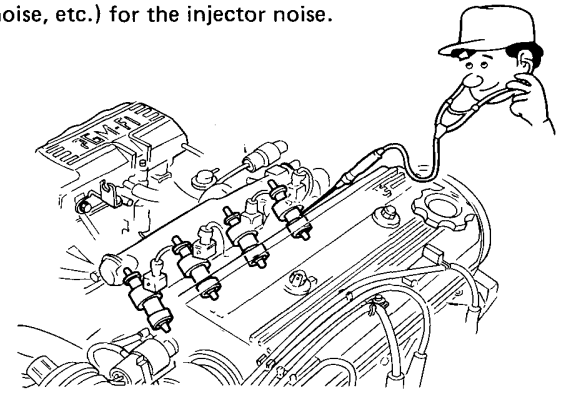
1. With the engine idling, disconnect one by one the coupler of the injector for each cylinder, and inspect the change in the idling speed.

   If the idling speed changes almost in the same way as in the case of other cylinder, the injector is normal.

2. Check the ticking noise of each injector by means of a sound scope (if unavailable, with a small screw driver) when the engine is idling.

   If the ticking noise is not generated on a injector, check the noise again after the replacement of the injector with a normal one. Check wiring between the control unit and the injector.

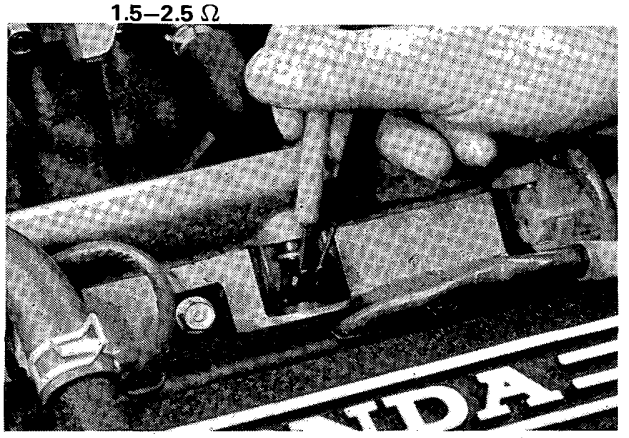
NOTE: Do not mistake other engine noises (tappet noise, etc.) for the injector noise.



In Case the Engine can not be Started

1. Remove the coupler of the injector, and measure the resistance value between the terminals of the injector.

   Resistance should be:
   1.5–2.5 Ω



If out of the limit, replace the injector.

If the resistance is normal, check the following:

- Whether there is any short circuiting, wire-breakage, or poor contact in the wiring between the injector and the resistor.
- Whether the resistor is normal.
- Whether there is any short-circuiting, wire-breakage, or poor connection in the wiring between the resistor and the control unit.

Replacement

WARNING Do not smoke while working on fuel system. Keep open flame away from work area. Drain fuel only into an approved container.

1. Relieve fuel pressure. (See page 11–25)
2. Disconnect fuel lines.
3. Disconnect the coupler of the injector.
4. Remove the two 6 mm bolts of the harness holder.
5. Remove the fuel-line retainer nuts.
6. Remove the fuel line and the injector holder from the intake manifold.
7. Remove the injector holder retainer bolts.
8. Remove the injector from the injector holder.