

**3. Injector Input Voltage Inspection**

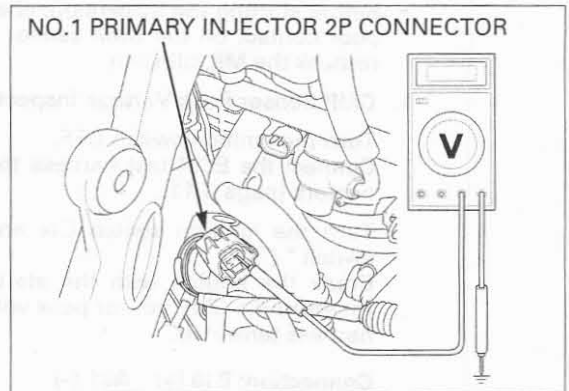
Turn the ignition switch ON and engine stop switch "  $\Omega$  ".

Measure the voltage between the No. 1 primary injector connector of the wire harness side and ground.

**Connection: POWER INPUT LINE (+) – ground (-)**

*Is there battery voltage?*

- YES** - Open circuit in SIGNAL LINE wire
- NO** - Open circuit in POWER INPUT LINE wire



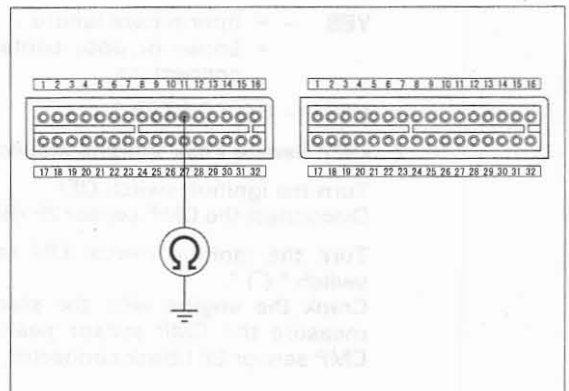
**4. Injector Signal Line Short Circuit Inspection**

Check for continuity between the test harness terminals and ground.

**Connection: SIGNAL AT ECM – ground**

*Is there continuity?*

- YES** - • Short circuit in the SIGNAL LINE wire
- Faulty injector
- NO** - Replace the ECM with a known good one, and recheck



**MIL 13 BLINKS  
(No.2 PRIMARY INJECTOR)**

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**MIL 14 BLINKS  
(No.3 PRIMARY INJECTOR)**

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**MIL 15 BLINKS  
(No.4 PRIMARY INJECTOR)**

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**MIL 16 BLINKS  
(No.1 SECONDARY INJECTOR)**

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**MIL 17 BLINKS  
(No.2 SECONDARY INJECTOR)**

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**MIL 48 BLINKS  
(No.3 SECONDARY INJECTOR)**

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**MIL 49 BLINKS  
(No.4 SECONDARY INJECTOR)**

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