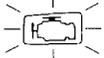


Fuel Supply System

Fuel Injectors

Troubleshooting Flowchart



With CATA Self-diagnosis LED indicator blinks sixteen times: A problem in the fuel injector circuit.



With CATA

- Check Engine warning light is on.
- LED indicates CODE 16.

NOTE: On With CATA models, start the troubleshooting from this procedure.

Turn the ignition switch OFF.

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

Turn the ignition switch to START position.

NOTE: On Without CATA models, start the troubleshooting from this procedure.

Does the engine start ?

NO

YES

Is Check Engine warning light on?
Does LED indicate CODE 16 ?

NO

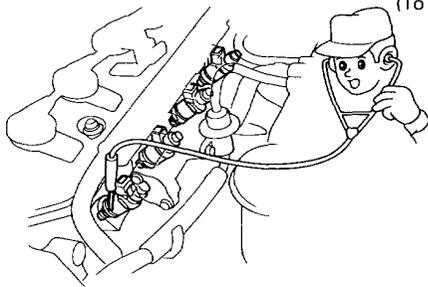
Intermittent failure
(Test drive may be necessary.)

With CATA only

YES

Check the clicking sound of each injector by means of a stethoscope when the engine is idling.

(To page 6-73)



Do the injectors click ?

YES

Substitute a known-good ECU and re-check. If symptom/indication goes away, replace the original ECU.

NO

(To page 6-73)



(From page 6-72)

Turn the ignition switch OFF.

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

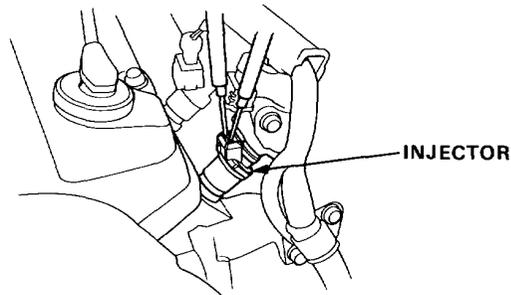
Measure resistance between the 2 terminals of the injector.

(From page 6-72)

Turn the ignition switch OFF.

Disconnect the 2P connector from each injector.

Measure resistance between the 2 terminals of the injector.



Is there 1.5—2.5Ω ?

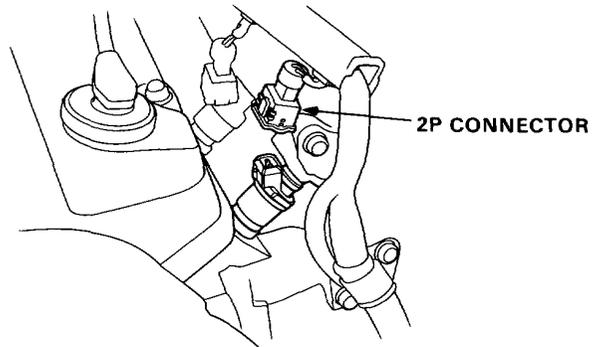
NO

Replace the injector.

YES

Turn the ignition switch ON.

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



(To page 6-74)

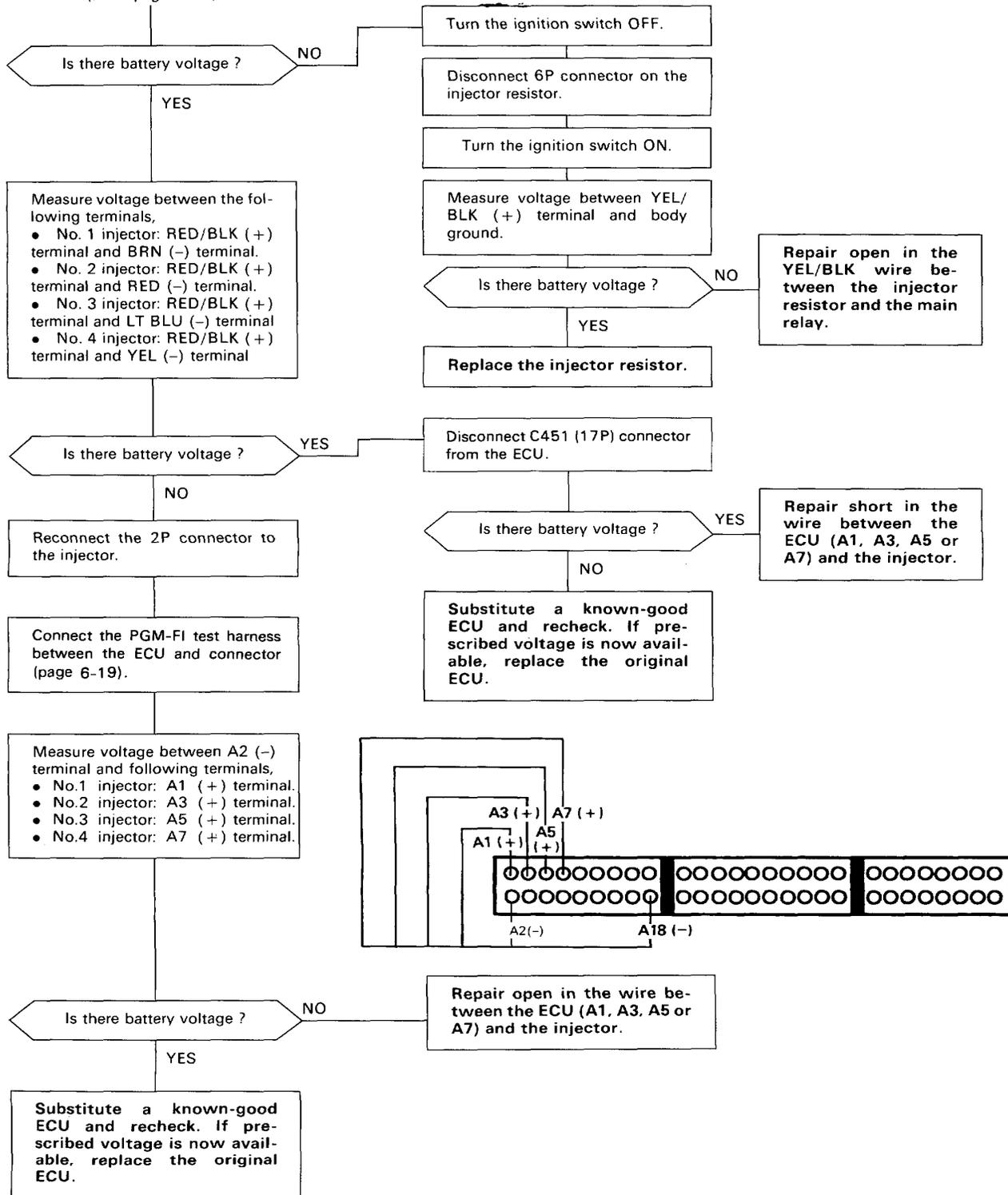
(cont'd)

Fuel Supply System

Fuel Injector

Troubleshooting Flowchart (cont'd)

(From page 6-73)





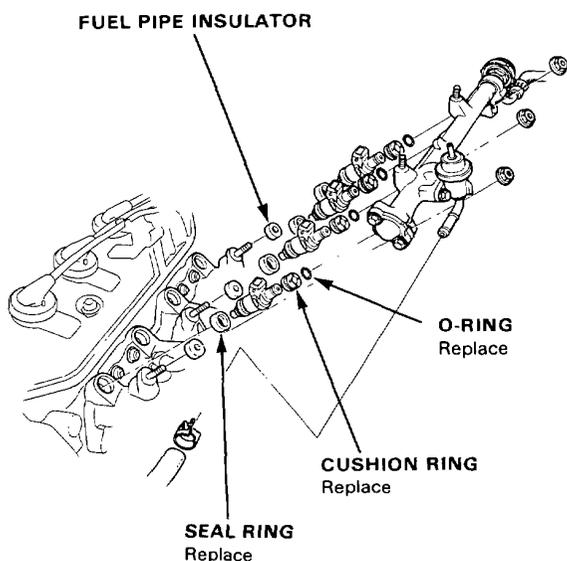
Replacement

WARNING Do not smoke during the work. Keep open flames away from your work area.

1. Disconnect the battery negative cable from the battery negative terminal.
2. Relieve fuel pressure (page 6-71).
3. Disconnect the connectors from the injectors.
4. Disconnect the vacuum hose and fuel return hose from the pressure regulator.

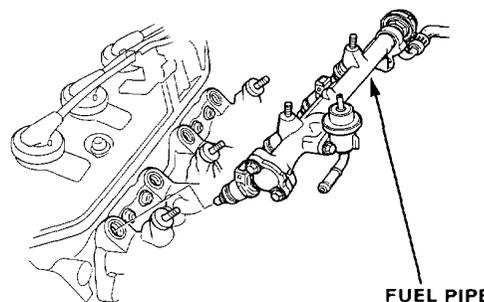
NOTE: Place a rag or shop towel over the hoses before disconnecting them.

5. Loosen the retainer nuts on the fuel pipe and harness holder.
6. Disconnect the fuel pipe.
7. Remove the injectors from the intake manifold.

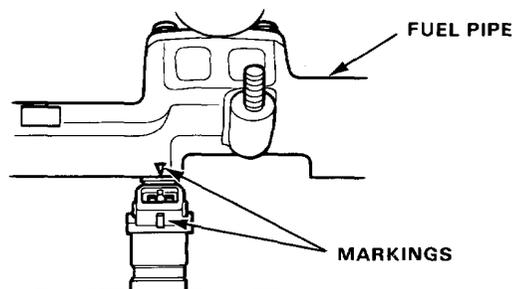


8. Slide new cushion rings onto the injectors.
9. Coat new O-rings with clean engine oil and put them on the injectors.
10. Insert the injectors into the fuel pipe first.
11. Coat new seal rings with clean engine oil and press them into the intake manifold.
12. Install the injectors and fuel pipe assembly in the manifold.

CAUTION: To prevent damage to the O-ring, install the injectors in the fuel pipe first, then install them in the intake manifold.



13. Align the center line on the connector with the mark on the fuel pipe.



14. Install and tighten the retainer nuts.
15. Connect the vacuum hose and fuel return hose to the pressure regulator.
16. Install the connectors on the injectors.
17. Turn the ignition switch ON but do not operate the starter. After the fuel pump runs for approximately two seconds, the fuel pressure in the fuel line rises. Repeat this two or three times, then check whether there is any fuel leakage.