

## FUEL SYSTEM (Programmed Fuel Injection)

### 2. ECT Sensor Input Voltage Inspection

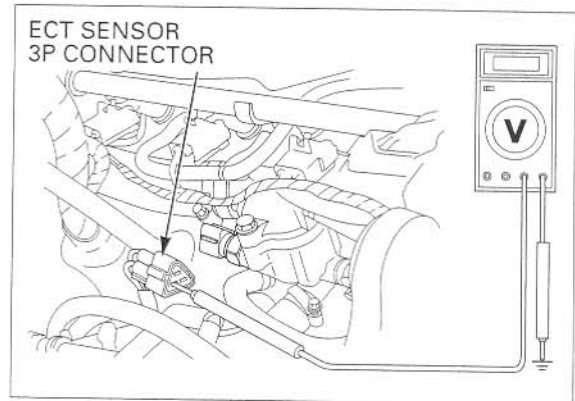
Turn the ignition switch OFF.  
Disconnect the ECT sensor 3P connector.  
Turn the ignition switch ON and engine stop switch "  $\Omega$  ".  
Measure the voltage at the wire harness side of ECT sensor connector.

**Connection: Pink (+) – Ground (-)**

**Is the voltage within 4.75 – 5.25V?**

**YES** – Inspect the ECT sensor (page 20-16)

**NO** – GO TO STEP 3.



### 3. ECT Sensor Resistance Inspection

Turn the ignition switch OFF.  
Disconnect the ECT sensor connector.  
Measure the resistance at the ECT sensor terminals.

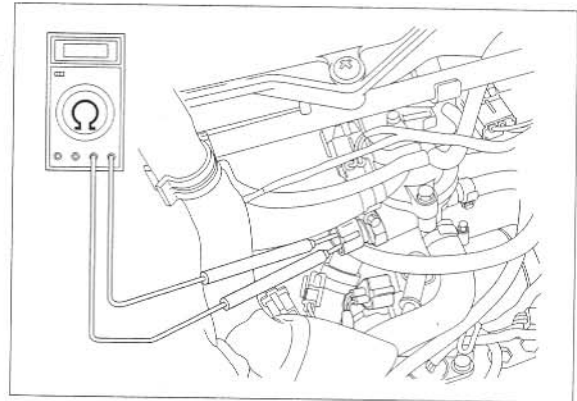
**Connection: Pink (+) – Green/orange (-) (sensor side terminals)**

**Standard: 2.3 – 2.6  $\Omega$  (20 °C/68 °F)**

**Is the resistance within 2.3 – 2.6  $\Omega$  20 °C/68 °F?**

**NO** – Faulty ECT sensor.

**YES** – GO TO STEP 4.



### 4. ECT Sensor Open Circuit Inspection

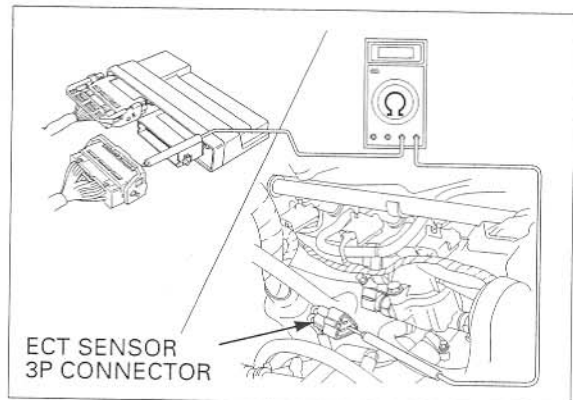
Turn the ignition switch OFF.  
Check for continuity at the Pink and Green/orange wires between the ECT sensor 3P connector terminal and the ECM 32P (Light gray) connector terminal.

**Connection: B17 – Pink  
B27 – Green/orange**

**Is there continuity?**

**YES** – GO TO STEP 5.

**NO** – • Open circuit in Pink or Pink/white wire  
• Open circuit in Green/orange wire



### 5. ECT Sensor Output Line Short Circuit Inspection

Check for continuity between the ECT sensor 3P connector terminal of the wire harness side and ground.

**Connection: Pink – Ground**

**Is there continuity?**

**YES** – Short circuit in Pink wire

**NO** – Replace the ECM with a known good one, and recheck.

