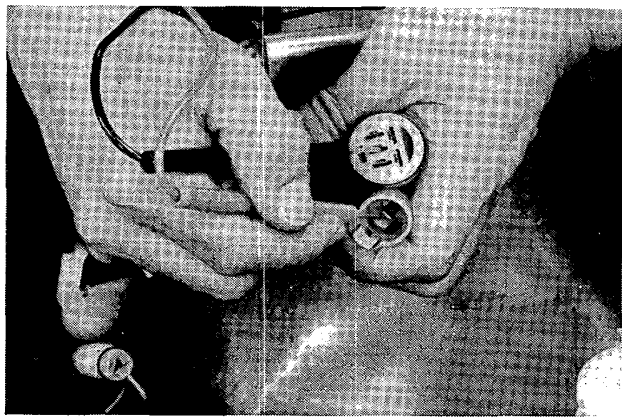
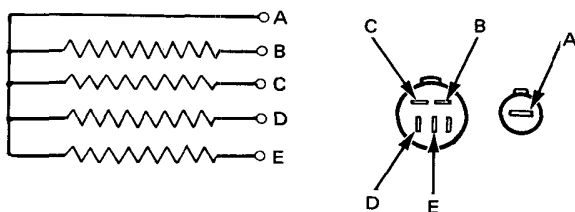


Resistor

Testing

1. Disconnect the connectors of the resistor.
2. Measure resistance between A terminal and each terminal.

Resistance should be 5–7 Ω

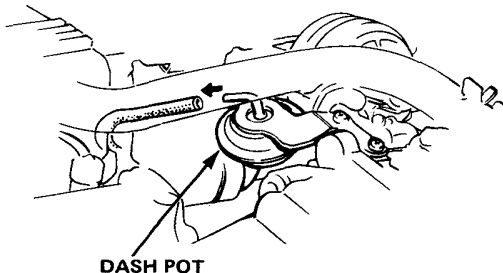


- If resistance is outside above ranges, replace the resistor.

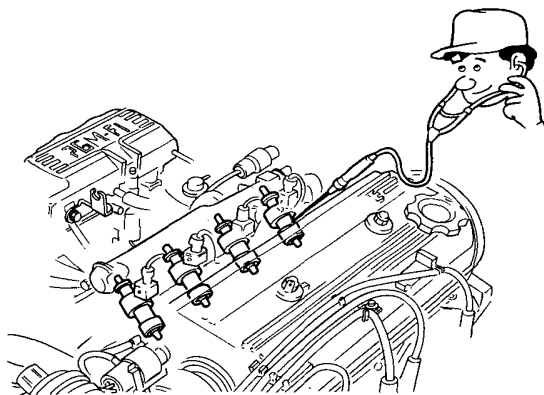
Fuel Cut-off System

Testing

1. Warm up the engine, and confirm that the idling speed is constant and stable.
2. Disconnect the vacuum tube from the dash pot.



3. Raise the engine speed to approximately 3,000 rpm, confirm the injector operation by monitoring ticking noises.



4. Check that the ticking noise of the injector stops momentarily when the accelerator pedal is released.

If the Injection does not stop, it is conceivable that the system is affected by a defect in the control unit, or a defect in the throttle sensor. Check the self-diagnosis lamps in the PGM-FI control unit, and carry out inspections according to the troubleshooting inspection chart. (See page 11–8).