Test performed on disconnected control unit multiple-pin plug. Testing equipment: high quality voltmeter and ohmmeter.

All resistance test values apply at 20 °C (68 °F) ambient temperature.

Ohmmeter at Terminals	Test Values	Components	
Term. 5 + term. 13	2–3 k-ohms	Temperature sensor II	
Term. 2 + term. 18	0 ohms1)	Idle microswitch A	
Term. 2 + term. 18	ohms ²⁾	Idle microswitch A	
Term. 3 + term. 18	ohms ³⁾	Full throttle microswitch B	
Term. 3 + term. 18	0 ohms ⁴⁾	Full throttle microswitch B	
Term. 6 + term. 9	200-400 ohms	Air flow sensor	
Term. 6 + term. 8	130-260 ohms	Air flow sensor	
Term. 8 + term. 9	70-140 ohms	Air flow sensor	
Term. 6 + term. 7	40-300 ohms	Air flow sensor	
Term. 7 + term. 8	100-500 ohms	Air flow sensor	
Term. 27 + term. 6	2–3 k-ohms	Air flow sensor/temp. sensor I	
Term. 10 + term. 15	1-1.5 ohms ⁵⁾	Fuel injectors 1 + 5	
Term. 10 + term. 14	1-1.5 ohms ⁵⁾	Fuel injectors 4 + 8	
Term. 10 + term. 32	1-1.5 ohms ⁵⁾	Fuel injectors 3 + 7	
Term. 10 + term. 33	1—1.5 ohms ⁵⁾	Fuel injectors 2 + 6	
Term. 16 + ground	0 ohms	Ground (camshaft housing)	
Term. 17 + ground	0 ohms	Ground (camshaft housing)	
Term. 35 + ground	0 ohms	Ground (camshaft housing)	
Term. 5 + ground	0 ohms	Ground (camshaft housing)	

Voltmeter at Terminals	Test Values	Comments	
Term. 1 + ground Term. 10 + ground Term. 29 + ground Term. 4 + ground Term. 1 + ground	ca. 1 volt ca. 12 volts ca. 12 volts min.8 volts ca. 2.5 volts (reading varies)	Ignition turned on Ignition turned on Ignition turned on Starter activated Starter activated	

¹⁾ Accelerator pedal released.

Refer to Group 24 of Type 928 Repair Manual for other tests and adjustments on A. F. C. Fuel Injection System.

²⁾ Accelerator pedal slightly depressed (throttle linkage play eliminated).

³⁾ Accelerator pedal released.

⁴⁾ Accelerator pedal depressed (until throttle open more than 30°).

^{5) 2-3} ohms for each fuel injector when checked separately.