

Checking a Keihin Fuel Injector (KTM/Husky)

First time ever it didn't start, fuel smelt like a freshly opened Solex carb from a jag that hadn't run since '68.



Orange wire is live, it's always live until the main [light delay] relay kicks off, check there's at least 9 – 13V there first – it could be a fuse! And check the earths. Firing (opening) is controlled by the computer via the earth; the other wire. To bench test you'd need to adapt an old multi pin plug (MPP), note this and the TPS MPP's will be similar to other Keihin fuel injection system motorcycles such as R1's. To test on the bike without a spare MPP, assuming your fuel pump works, splice into the ground wire (not the orange one) and use that to earth, one jab of the starter button will give you 10 seconds or so until the relay switches off and the fuel pressure subsides. You will see a fine circular spray pattern. (don't forget to hold it all firmly in the holder to prevent it separating). Assuming your fuel pressure is ok and no spray pattern is observed, dismantle the whole thing and back flush using 9V to hold the injector open. Use a small length of hose attached to the nozzle end, spot of petrol or carb cleaner and the air line (if you can't figure that out, you shouldn't be here). Use grease on the o-rings to reassemble using a circular motion. Do not force them.

Supply voltage: 9V – 12.5V

Resistance between terminals: 10.5 – 13 ohms

Orange wire is always live.

Bear in mind this is for a keyless bike – with an ignition key you probably won't have to jab the starter button.

Be sure your s/plug is in and the cap on, surprising how many engine bays catch fire.



As an aside, the link to my 'make your own' Throttle Position Sensor tool:
http://www.acproducts.co.uk/docs/Husqvarna_KTM_TPS_tool.pdf
Setting the TPS is critical and rarely correct from the factory on a new machine.