

Old Design- Analog



New Design- Digital



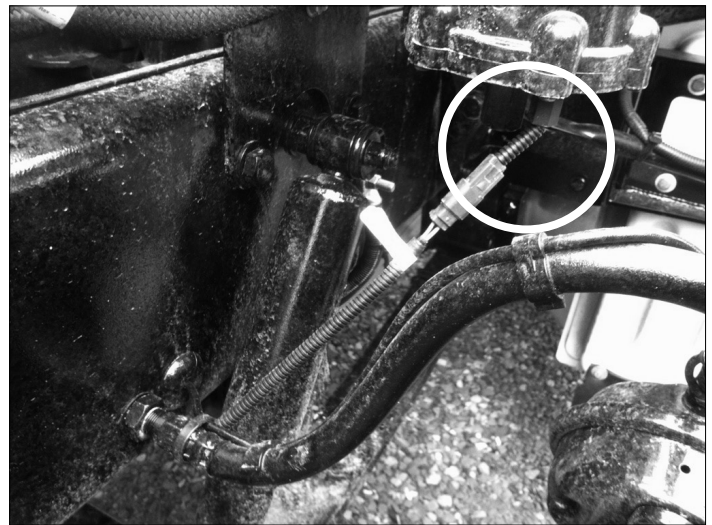
1. Drain the DAVCO Fuel Pro.
2. Disconnect the WIF sensor from the chassis harness.
3. Remove the WIF sensor.
4. Inspect the WIF sensor.
 - a. Inspect the probe tips for deposits, corrosion or missing (clean or replace as needed).



- b. Inspect the connector terminals for damage or corrosion (replace as needed).



- c. Inspect the wiring at the WIF body (improper harness routing can result in failure at this location).



5. Test the WIF sensor at the connector using a Digital Volt Meter. Set the meter to the OHM mode auto range or select manual mode range 0-100.



6. The WIF sensor resistance value should be $82\text{k}\Omega \pm 5\%$ (or $77.9\text{k}\Omega$ to $86.1\text{k}\Omega$). Replace the sensor if the reading is outside of the specification. If the resistance test falls within specification the sensor is good and the issue is unrelated to the DAVCO Fuel Pro WIF.

Note: The ECM is looking for the $82\text{k}\Omega$ load to confirm the sensor is connected. Therefore with a good WIF an existing WIF related code can also indicate an issue with chassis wiring.

7. Proceed to troubleshooting the chassis wiring for potential issues.
8. Refill Fuel Pro, prime and check for leaks.