



DIESEL PERFORMANCE SPECIALISTS, INC.

616.642.6064

7211 CENTERLINE RD. SARANAC, MI 48881

www.dps-performance.com

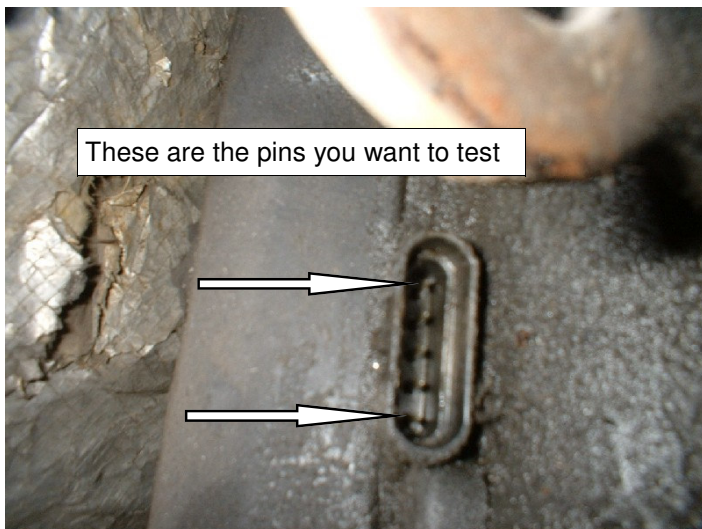
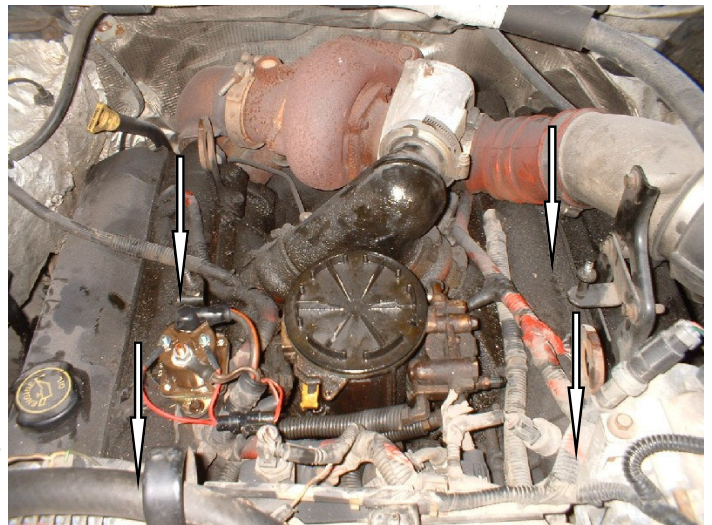
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Checking/Testing the glow plugs on a '94-'97 Ford Powerstroke Diesel

The glow plugs on the Powerstroke engine reside under the valve covers. The PCM powers the glow plugs by energizing the glow plug relay. Lines run from the relay to the glow plugs through special connectors that pass through the valve cover gaskets. These are the same connectors that the injectors get their power from.

It's best to perform the test when the engine is cold. Remove the "Powerstroke" dress-up cover from the engine. Note the position of the connectors. Disconnect one of the plugs. (To make the driver's side plug closest to the firewall easy to access, it is recommend to remove the air inlet tube to the turbocharger.)

You'll notice that there are 5 pins in each connector. The pins that run to the glow plugs (the pins you want to test) are the outermost 2.



Use an Ohm meter and stick one of the probes on one of the outer pins, and the other probe on a good grounding surface. **The resistance should be .01 - 6 Ohms depending on engine temperature.** A high reading means that you're going to have to pull the valve cover and check the harness/connections under it. If the connections and harness are fine, re-check the resistance at the glow plug itself. A high reading means a defective plug. If you find more than 3 defective plugs, replace all 8.

