

MITSUBISHI · POWERTRAIN

**P1105**

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

## P1105 · Mitsubishi

### Fuel Pressure Solenoid

P1105 on Mitsubishi vehicles indicates that the engine control module (ECM) has detected an electrical fault in the fuel pressure solenoid circuit, which controls fuel pressure to the injectors. The ECM monitors the solenoid's voltage and current and sets this code when the signal falls outside the expected range, often due to an open or shorted circuit.

SYSTEM

Powertrain

CODE TYPE

Mitsubishi  
specific

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

AREA

Fuel and air  
metering

### Symptoms you may notice

- Illumination of the check engine light, often with no other noticeable symptoms
- Rough idle or stumbling, especially when the engine is cold
- Hesitation or flat spots during acceleration
- Poor fuel economy due to incorrect fuel pressure
- Difficulty starting or extended cranking times
- In rare cases, the engine may stall or enter limp mode

### Common causes, most likely first

- 1 Faulty fuel pressure solenoid (internal coil failure or sticking valve)
- 2 Damaged or corroded wiring harness or connector at the solenoid
- 3 Open or short circuit in the solenoid control circuit
- 4 Failed engine control module (ECM) driver for the solenoid
- 5 Clogged fuel filter or restricted fuel line causing abnormal pressure
- 6 Loose or poor ground connection for the solenoid circuit

### How to diagnose and fix it

- 1 Perform a visual inspection of the fuel pressure solenoid and its connector for damage or corrosion
- 2 Check the solenoid's resistance with a multimeter and compare to the manufacturer's specification
- 3 Test the solenoid circuit for continuity, shorts to ground, and shorts to power using a wiring diagram
- 4 Verify that the ECM is commanding the solenoid by backprobing the connector with a scope or test light
- 5 Inspect the fuel filter and lines for restrictions that could affect pressure
- 6 Replace the fuel pressure solenoid if it fails electrical or functional tests
- 7 Clear the code and perform a road test to confirm the repair



## What Mitsubishi Techs Check Before Replacing the Solenoid

- A stuck-open fuel pressure solenoid can cause rich running and black smoke, but often the only clue is the stored code and slightly elevated fuel trims.
- The solenoid is frequently misdiagnosed as a failed ECM; always verify the control signal at the solenoid before condemning the computer.
- Corrosion inside the connector pins is a common cause on older Mitsubishi models, especially in humid climates, and can mimic a failed solenoid.
- A restricted fuel filter can raise pressure and cause the solenoid to work outside its expected range, setting P1105 without any solenoid fault.
- On some models, the fuel pressure solenoid shares a ground with other sensors; a bad ground can set multiple codes, so check for companion codes.

## Can I keep driving with P1105?

You can usually drive with P1105, but avoid aggressive acceleration and heavy loads until it is repaired, as incorrect fuel pressure may cause poor performance and increased emissions. If the engine runs rough or stalls, have it checked promptly.

## Tools that help

- OBD-II scan tool
- Digital multimeter
- Wiring diagram for the specific Mitsubishi model
- Socket set and screwdrivers
- Fuel pressure gauge

## Reading P1105

- P** Powertrain: engine, transmission and emissions.
- 1** Manufacturer-specific code (Mitsubishi): its meaning depends on the make.
- 1** Fuel and air metering.
- 05** The exact fault within that area.

## Often seen with

**P1104** Oxygen Sensor Bank 1 Sensor 2 Voltage Too Low/Air Leak · **P1106** Oxygen Sensor Circuit Bank 2 Sensor 1 Voltage Too Low/Air Le · **P1104** Engine Torque Control Signal Circuit Malfunction · **P1106** Engine Torque Control Signal 2 Circuit Malfunction · **P1106** BARO Circuit Range Performance Malfunction · **P1104** Turbocharger Wastegate Solenoid · **P1104** Mass Air Flow Sensor Circuit Ground · **P1106** BARO Circuit Range Performance Malfunction · **P1106** MAP Sensor Circuit Voltage Intermittent · **P1106** Dual Alternator Lower Fault Manifold Absolute Pressure (MAP) · **P1106** MAP Sensor Circuit Intermittent High Voltage · **P0087** Fuel Rail/System Pressure - Too Low · **P0171** System Too Lean (Bank 1) · **P0172** System Too Rich (Bank 1)

## See it working

Watch the animated explainer [How an Oxygen Sensor Works: Live 3D Cutaway](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/mitsubishi-p1105/>

