

Fuel Solenoid coil testing with a volt-ohm meter..

set the meter for Rx100 and touch your meter leads together..

you get 000 which is a no resistance reading..

now touch the leads to the terminals on the solenoid coil..

you should get "some" resistance, if the coil is NOT burned out.

..like 60 ohms ? It's been a while since I (had to) check one.

the point is, it is either a "load", or an open circuit.

If it's good,

set that voltmeter for 20 volts, and stick the leads into the connector that you removed from the coil..

when you energize the flow/pressure switch and have the temp control turned up,

you should get 12 volts or better on a 12 volt system...

not 11 ! unless your battery is low, from a charging issue,

Or, you could have a switch with burned contacts..

especially pressure switches are overloaded, the way several manufacturers "Miswire" things at the factory.

If your pressure switch is used to power the HV and fuel solenoid,

the starting-current of the HV kills switches, then the switch kills the HV.

several mfr's have this cancer.