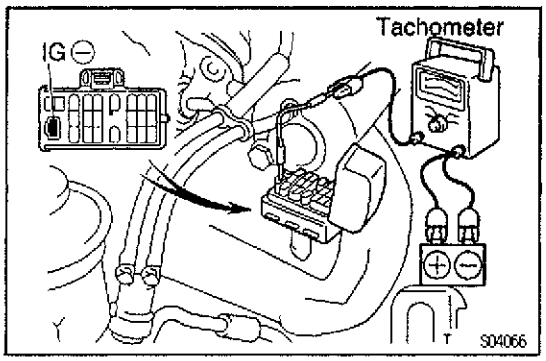
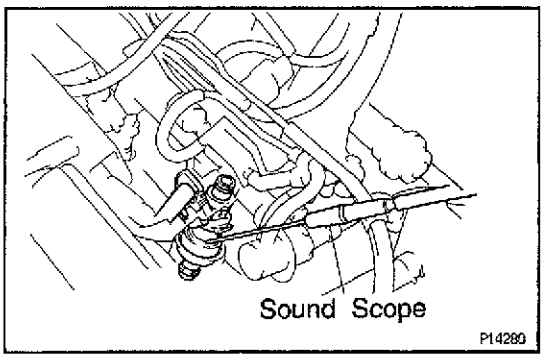




2. CONNECT TACHOMETER TO ENGINE

Connect the test probe of a tachometer to terminal IG ⊖ of the check connector.

NOTICE:

- **Never allow the tachometer terminal to touch ground as it could result in damage to the igniter and/or ignition coil.**
- **As some tachometers are not compatible with this ignition system, we recommend that you confirm the compatibility of your unit before use.**

3. INSPECT FUEL CUT OFF PRM

(a) Increase the engine speed to at least 3,500 rpm.

(b) Use a sound scope to check for injector operating noise.

(c) Check that when the throttle lever is released, injector operation noise stops momentarily and then resumes.

HINT: Measure with the A/C OFF.

Fuel return rpm:

M/T: 1,400 rpm A/T: 1,500 rpm

SERVICE SPECIFICATIONS

SERVICE DATA

E002A-16

Fuel pressure regulator	Fuel pressure	at no vacuum	265 – 304 kPa (2.7 – 3.1 kgf/cm², 38 – 44 psi)
Main fuel pump	Resistance	at 20°C (68°F)	0.2 – 3.0 Ω
Sub fuel pump	Resistance	at 20°C (68°F)	0.2 – 3.0 Ω
Injector	Resistance	at 20°C (68°F)	12 – 16 Ω
	Injection volume		69 – 88 cm³ (4.2 – 5.4 cu in.) per 15 seconds
	Difference between each cylinder		5 cm³ (0.3 cu in.) or less
	Fuel leakage		1 drop or less per 3 minutes
Throttle body	Throttle valve fully closed angle		6°
	Throttle opener setting speed		1,200 – 1,500 rpm
Throttle position sensor	Clearance between stop screw and lever		
	0 mm (0 in.)	VTA – E2	0.2 – 5.7 kΩ
	0.57 mm (0.022 in.)	IDL – E2	2.3 kΩ or less
	0.74 mm (0.029 in.)	IDL – E2	Infinity
	Throttle valve fully open	VTA – E2	2.0 – 10.2 kΩ
	–	VC – E2	2.5 – 5.9 kΩ
ISC valve	Resistance (+B – RSC or RSO)	at cold	17.0 – 24.5 Ω
		at hot	21.5 – 28.5 Ω
Fuel tank solenoid return valve		at 20°C (68°F)	33 – 39 Ω

Water temperature sensor and Intake air temperature sensor	Resistance	at −20°C (−4°F)	10 – 20 kΩ
		at 0°C (32°F)	4 – 7 kΩ
		at 20°C (68°F)	2 – 3 kΩ
		at 40°C (104°F)	0.9 – 1.3 kΩ
		at 60°C (140°F)	0.4 – 0.7 kΩ
		at 80°C (176°F)	0.2 – 0.4 kΩ
Oxygen sensor	Heater resistance	20°C (68°F)	11.7 – 14.3 Ω
Variable resistor		VCC – E2	4.5 – 5.5 V
	Resistance		4 – 6 kΩ
ECU	Condition	Terminal	Voltage
	IG switch ON	+B – E1	9 – 14 V
	–	BATT	9 – 14 V
	IG switch ON (Throttle valve fully closed)	IDL – E2	0 – 3.0 V
	IG switch ON (Throttle valve fully open)	IDL – E2	9 – 14 V
	IG switch ON (Throttle valve fully closed)	VTA – E2	0.3 – 0.8V
	IG switch ON (Throttle valve fully open)	VTA – E2	3.2 – 4.9 V
	IG switch ON	VCC – E2	4.5 – 5.5 V
	Intake air temp. 20°C (68°F)	THA – E2	0.5 – 3.4 V
	Engine coolant tempe. 20°C (68°F)	THW – E2	0.2 – 1.0 V
	Cranking	STA – E1	6.0 V or more
	Idring	IGF, IGT – E1	Pulse generation
	IG switch ON	IGF – E1	Below 2.0 V
	IG switch ON	RSO, RSC – E1	9 – 14 V
	Idring	NE+ – NE−, G+ – G−	Pulse generation
	No troudle (Check engine warning light off and engine ranning)	W – E1	9 – 14 V
	Idring	KNK – E1	0.27 ± 0.05
	IG swith ON	ACT – E1	9 – 14 V
	IG swith ON (A/C switch ON at idling)	AC1 – E1	Below 2.0
	IG swith ON (A/C switch OFF)	AC1 – E1	9 – 14 V
	IG swith ON (Chack connector TE1 – E1 not connected)	TE1 – E1	9 – 14 V
	IG swith ON (Chack connector TE1 – E1 connected)	TE1 – E1	3 V or less
	IG swith ON (Chack connector TE2 – E2 not connected)	TE2 – E2	9 – 14 V
	IG swith ON (Chack connector TE2 – E2 connected)	TE2 – E2	3 V or less
	IG switch ON (Maintain speed at 2,500 rpm for 180 sec. after warning up them return to idle)	TT, VF – E1	1.8 – 3.2
	Maintain engine speed at 2,500 rpm for 2 minutes after waning up	OX1 – E1	Pulse genaration

ECU (Cont'd)	Idling	OX1 — E1	Below 3.0
	IG switch ON	HT1 — E1	9 — 14 V
	Idling, A/C switch OFF	VG — E3	
	Idling (Fuel tank changeover switch is ON	FPLD — E01	1.0 — 1.5 V 9 — 14 V
	Idling (Fuel tank changeover switch is OFF	FPLD — E01	0 — 3 V
	Several secound afterengine starting	IMI, IMO — E1	Pulse generation
	IG switch ON	EVP — E1	9 — 14 V
	Neutral stert switch P or N range	NSW — E1	0 — 2 V
	Ex.neutral stert switch P or N range	NSW — E1	9 — 14 V
	Fuel tank changeover switch is ON	FPMV — E01	9 — 14 V
	Fuel tank changeover switch is OFF	FPMV — E01	0 — 2 V
	Idling	FPM2, FPMS — E01	9 — 14 V
	Idling	FPR1 — E01	0 — 2 V
	Idring (Fuel tank changeover switch is ON)	FPM1, FPM2 — E01	9 — 14 V
	Idring (Fuel tank changeover switch is OFF)	FPM1, FPM2 — E01	0 — 2 V
	Condition	Terminal	Resistance
	Throttle valve fully open	VTA — E2	2,000 — 10,200Ω
	Throttle valve fully closed	VTA — E2	200 — 5,700Ω
	Intake air temp. 20°C (68°F)	THA — E2	2.000 — 3,000Ω
	Coolant temp. 80°C (176°F)	THW — E2	200 — 400Ω
	Cold	G — G—	125 — 190Ω
	Cold (—10°C (14°F) to 50°C (122°F))	NE+ — NE—	370 — 550Ω
	Hot (50°C (122°F) to 100°C (212°F))	NE+ — NE—	475 — 650Ω
	Cold (—10°C (14°F) to 50°C (122°F))	RSC — +B	17.0 — 24.5Ω
	Hot (50°C (122°F) to 100°C (212°F))	RSO — +B	21.5 — 28.5Ω
	—	#10 — +B	13.2 — 14.2Ω
	—	#20 — +B	13.2 — 14.2Ω
Fuel cut RPM	Fuel return rpm	M/T	1,400 rpm
		A/T	1,500 rpm

EG0EE-2G

TORQUE SPECIFICATIONS

Part tightened		N·m	kgf·cm	ft·lbf
Fuel line (Union bolt type)		29	300	22
Fuel line (Flare nut type)	w/ SST	30	310	22
Fuel pump bracket assembly x Fuel tank		3.5	35	31 in.·lbf
Fuel pressure regulator x Delivery pipe		8.8	90	78 in.·lbf
Fuel inlet pipe x Fuel filter		29	300	22
Delivery pipe x Cylinder head		21	210	15
Fuel inlet pipe x Delivery pipe		29	300	22
MAF meter x Air cleaner cap		8.5	85	74 in.·lbf
Water temperature sensor x Cylinder head		20	200	14
Knock sensor x Cylinder block		44	450	33
Fuel filter x Cylinder block		20	200	14