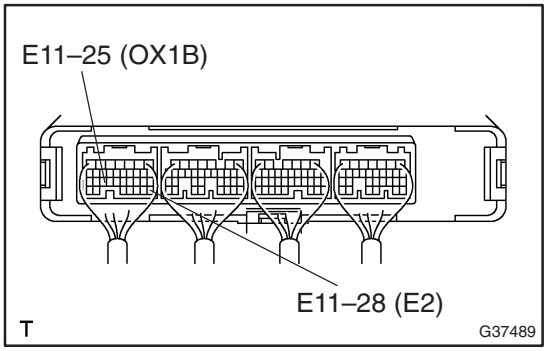
120HB–01

# ON–VEHICLE INSPECTION

**1. INSPECT A/F COMPENSATION SYSTEM (UNLEADED GASOLINE)**

HINT:

This system can also be checked using the intelligent tester II. Switch to DATA MONITOR mode and select O2 SENSOR OUTPUT VOLTAGE.




(a) Connect the intelligent tester II to terminals E11–25 (OX1B) and E11–28 (E2) of the ECM.

**NOTICE:**

**Connect test leads to the connector's backside. The connectors should not be disconnected from the ECM.**

(b) Warm up the heated oxygen sensor with the engine speed at 2,500 rpm for approximately 2 minutes.

(c) Check that the voltage changes between 0 V and 1 V with the engine speed at 2,500 rpm.

**OK:**

**The voltage has changed more than 8 times in 10 seconds.**

**NOTICE:**

- **Check the voltage immediately after warming up the heated oxygen sensor.**
- **If change of voltage could not be confirmed, warm up the heated oxygen sensor again.**

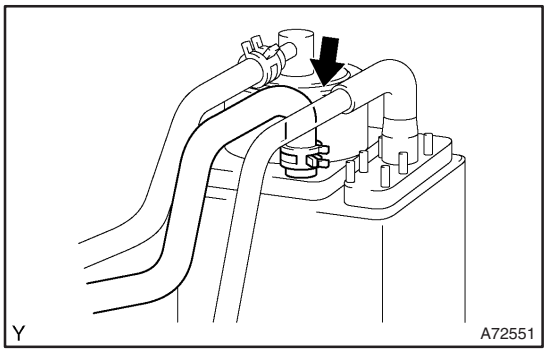
**2. INSPECT FUEL CUT OFF RPM**

(a) Increase the engine speed to 3,000 rpm or more.

(b) Use a sound scope to check the injector operation noise.

**OK:**

**When the throttle lever is released, the injector operation noise stops momentarily but starts again soon.**




**3. INSPECT EVAPORATIVE EMISSION CONTROL SYSTEM (UNLEADED GASOLINE)**

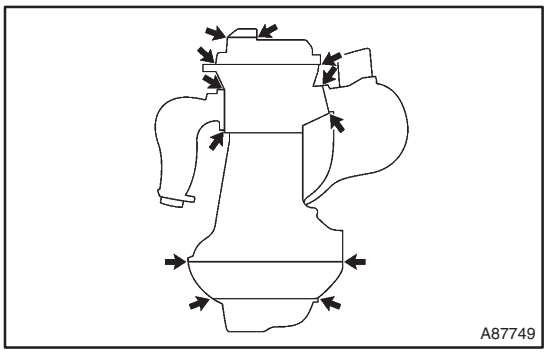
(a) After starting the engine, disconnect the vacuum hose shown in the illustration.

(b) Confirm that vacuum generates at the VSV port, when slecting "ACTIVE TEST" and "PURGE VSV" according to the display on the intelligent tester II.

(c) After completing "ACTIVE TEST", connect the vacuum hose again.

(d) After entering "DATA MONITOR" on the intelligent tester II, select "PURGE VSV" to check the operation of the PURGE VSV.

(e) After warming up the engine, drive the vehicle to confirm the VSV turns from off to on.




**4. VISUALLY INSPECT HOSES, CONNECTIONS AND GASKETS**

(a) Check for cracks, leaks or damage.

HINT:

Separation of the engine oil dipstick, oil filler cap, PCV hose, etc. may cause the engine to run improperly. Disconnection, looseness or cracks in the parts of the air induction system between the throttle body and cylinder head will allow air suction and cause the engine to run improperly.