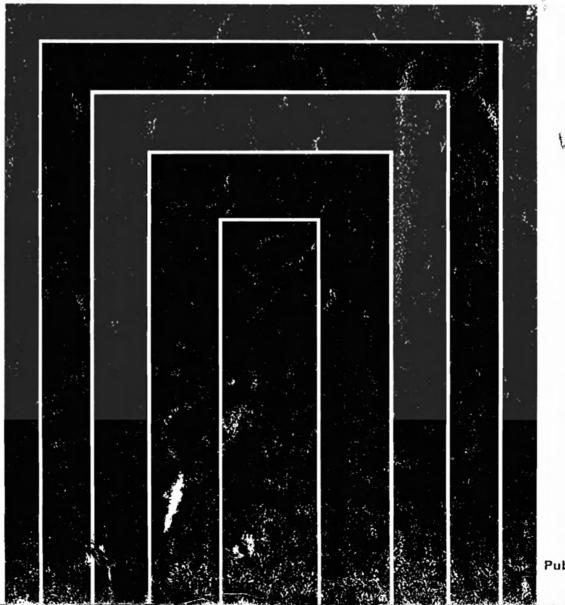
# ΤΟΥΟΤΑ



## **REPAIR MANUAL SUPPLEMENT**

Aug., 1988



Pub.No.RM134E

## FOREWORD

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This supplement has been prepared to provide information covering general service repairs for the 3F-E engine equipped on the TOYOTA LAND CRUISER.

Application models: FJ62 series

For basic engine service repair, refer to the following repair manual

3F Engine Repair Manual (Pub. No. 36253E)

Please note that the publications below have also been prepared as relevant service manuals to the components and systems in this engine.

Manual Name	Pub. No.
<ul> <li>3F-E Engine Emission Control Repair Manual</li> </ul>	ERM045E

All information in this manual is based on the latest product information at the time of publication. However, specifications and procedures are subject to change without notice.

#### TOYOTA MOTOR CORPORATION

## TOYOTA 3F-E ENGINE REPAIR MANUAL SUPPLEMENT

NOTE: The following screen toning letters sections refer to the 3F Engine Repair Manual (Pub. No. 36253E)

## 

## ENGINE MECHANICAL

EFI SYSTEM

## COOLING SYSTEM

LUBRICATION SYSTEM

## **IGNITION SYSTEM**

STARTING SYSTEM

## CHARGING SYSTEM

SERVICE SPECIFICATIONS STANDARD BOLT TORQUE SPECIFICATIONS SST AND SSM

IN EM F1 CO LU IG ST CH A B C

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## INTRODUCTION

	Page
HOW TO USE THIS MANUAL	IN-2
IDENTIFICATION INFORMATION	IN-4
GENERAL REPAIR INSTRUCTIONS	IN-4
PRECAUTIONS FOR VEHICLES EQUIPPED WITH A CATALYTIC CONVERTER	IN-7
ABBREVIATIONS USED IN THIS MANUAL	IN-8

### HOW TO USE THIS MANUAL

To assist in finding your way through this manual, the section title and major heading are given at the top of every page.

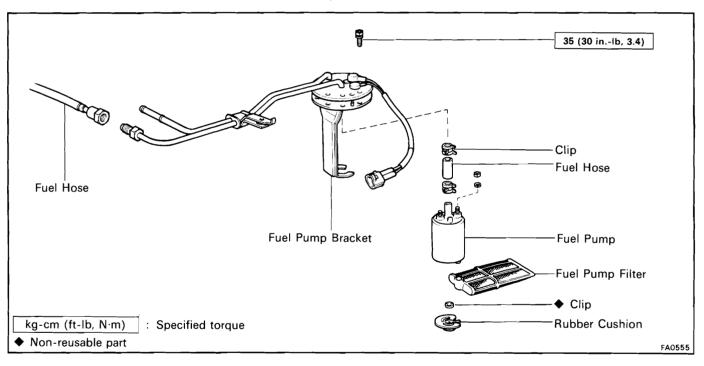
An **INDEX** is provided on the 1st page of each section to guide you to the item to be repaired.

At the beginning of each section, **PRECAUTIONS** are given that pertain to *all* repair operations contained in that section. *Read these precautions before starting any repair task.* 

**TROUBLESHOOTING** tables are included for each system to help you diagnose the problem and find the cause. The repair for each possible cause is referenced in the remedy column to quickly lead you to the solution.

#### **REPAIR PROCEDURES**

Most repair operations begin with an overview illustration. It identifies the components and shows how the parts fit to-gether.



Example:

The procedures are presented in a step-by-step format:

- The illustration shows what to do and where to do it.
- The task heading tells what to do.
- The detailed text tells *how* to perform the task and gives other information, such as specifications and warnings.

Example:

*\_\_\_\_\_Task heading: what to do* 

- 3. INSTALL FUEL PUMP BRACKET TO FUEL TANK
  - (a) Install a new gasket and the pump bracket with the screws.

Torque: 35 kg-cm (30 in.-lb, 3.4 N·m)

Torque Specification

Detailed text: how to do task

This format provides the experienced technician with a FAST TRACK to the information needed. The upper case task heading can be read at a glance when necessary, and the text below it provides detailed information. Important specifications and warnings always stand out in bold type.

#### REFERENCES

References have been kept to a minimum. However, when they are required you are given the page to refer to.

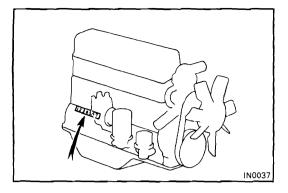
#### SPECIFICATIONS

Specifications are presented in bold type throughout the text where needed. You never have to leave the procedure to look up your specifications. They are also found in Appendix A, for quick reference.

#### CAUTIONS, NOTICES, HINTS

- CAUTIONS are presented in bold type, and indicate there is a possibility of injury to you or other people.
- NOTICES are also presented in bold type, and indicate there is a possibility of damage to the components being repaired.
- HINTS are separated from the text but do not appear in bold. They provide additional information to help you perform the repair more efficiently.

Illustration: what to do and where



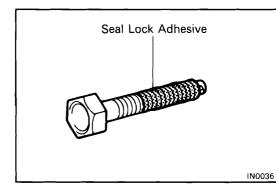
## IDENTIFICATION INFORMATION ENGINE SERIAL NUMBER

## The engine serial number is stamped on the right side of the cylinder block.

## **GENERAL REPAIR INSTRUCTIONS**

- 1. Use fender, seat and floor covers to keep the vehicle clean and prevent damage.
- 2. During disassembly, keep parts in order to facilitate reassembly.
- 3. Observe the following:
  - (a) Before performing electrical work, disconnect the cable from the battery terminal.
  - (b) If it is necessary to disconnect the battery for inspection or repair, always disconnect the cable from the negative (-) terminal which is grounded to the vehicle body.
  - (c) To prevent damage to the battery terminal post, loosen the terminal nut and raise the cable straight up without twisting or prying it.
  - (d) Clean the battery terminal posts and cable terminal with a shop rag. Do not scrape them with a file or such.
  - (e) Install the cable terminal to the battery post with the nut loose and tighten the nut after installation. Do not use a hammer or such to tap the terminal onto the post.
  - (f) Be sure the cover for the positive (+) terminal is properly in place.
- 4. Check all hose and wiring connectors to make sure they are securely and correctly connected.
- 5. Non-reusable Parts
  - (a) Always replace cotter pins, gaskets, O-ring and oil seals, etc. with new ones.
  - (b) Non-reusable parts are indicated in the component illustrations by the "♦" symbol.

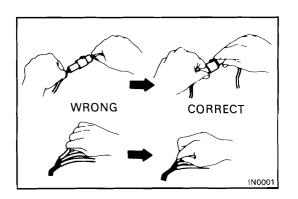
IN-4



#### 6. Precoated Parts

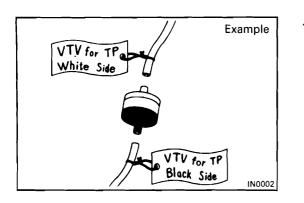
Precoated parts are bolts, nuts, etc. that are coated with a seal lock adheasive at the factory.

- (a) If a precoated part is tightened, loosened or caused to move in any way, if must be recoated with the specified adhesive.
- (b) Recoating of Precoated Parts
  - (1) Clean off the old adhesive from the bolts, nut or installation part threads.
  - (2) Dry with compressed air.
  - (3) Apply the specified seal lock adhesive to the bolt or nut threads.
- (c) Precoated parts are indicated in the component illustrations by the "★" symbol.
- 7. When necessary, use a sealer on gaskets to prevent leaks.
- 8. Carefully observe all specifications for bolt tightening torques. Always use a torque wrench.
- 9. Use of special service tools (SST) and special service materials (SSM) may be required depending on the nature of the repair. Be sure to use SST and SSM where specified and follow the proper work procedure. A list of SST and SSM can be found at the back of this manual.
- 10. When replacing fuses, be sure the new fuse is the correct amperage rating. DO NOT exceed the rating or use one of a lower rating.
- 11. Care must be taken when jacking up and supporting the vehicle. Be sure to lift and support the vehicle at the proper locations.
  - (a) If the vehicle is to be jacked up only at the front or rear end, be sure to block the wheels in order to ensure safety.
  - (b) After the vehicle is jacked up, be sure to support it on stands. It is extremely dangerous to do any work on the vehicle raised on one jack alone, even for a small job that can be finished quickly.



- 12. Observe the following precautions to avoid damage to parts:
  - (a) To disconnect vacuum hoses, pull on the end, not the middle of the hose.
  - (b) To pull apart electrical connectors, pull on the connector itself, not the wires.
  - (c) Be careful not to drop electrical components, such as sensors or relays. If they are dropped on a hard floor, they should be replaced and not reused.

- (d) When steam cleaning an engine, protect the distributor, coil, air filter, and VCV from water.
- (e) Never use an impact wrench to remove or install temperature switches or temperature sensors.
- (f) When checking continuity at the wire connector, insert the tester probe carefully to prevent terminals from bending.
- (g) When using a vacuum gauge, never force the hose onto a connector that is too large. Use a step-down adapter instead. Once the hose has been stretched, it may leak.
- 13. Tag hoses before disconnecting them:
  - (a) When disconnecting vacuum hoses, use tags to identify how they should be reconnected.
  - (b) After completing a job, double check that the vacuum hoses are properly connected. A label under the hood shows the proper layout.



## PRECAUTIONS FOR VEHICLES EQUIPPED WITH A CATALYTIC CONVERTER

CAUTION: If large amounts of unburned gasoline flow into the converter, it may overheat and create a fire hazard. To prevent this, observe the following precautions and explain them to your customer.

- 1. Use only unleaded gasoline.
- 2. Avoid prolonged idling.

Avoid running the engine at idle speed for more than 20 minutes.

- 3. Avoid spark jump test.
  - (a) Perform a spark jump test only when absolutely necessary and as quickly as possible.
  - (b) Never race the engine, while testing.
- 4. Avoid prolonged engine compression measurement. Engine compression tests must be made as quickly as possible.
- 5. Do not run engine when fuel tank is nearly empty. This may cause the engine to misfire and create an extra load on the converter.
- 6. Avoid coasting with ignition turned off and prolonged braking.
- 7. Do not dispose of used catalyst along with parts contaminated with gasoline or oil.

## ABBREVIATIONS USED IN THIS MANUAL

VSV Vacuum Switching Valve VSV Vacuum Transmitting Valve w/ With	VTV	Vacuum Transmitting Valve
w/o Without	•••	

## **ENGINE MECHANICAL**

#### REFER TO 3F ENGINE REPAIR MANUAL (Pub. No. 36253E)

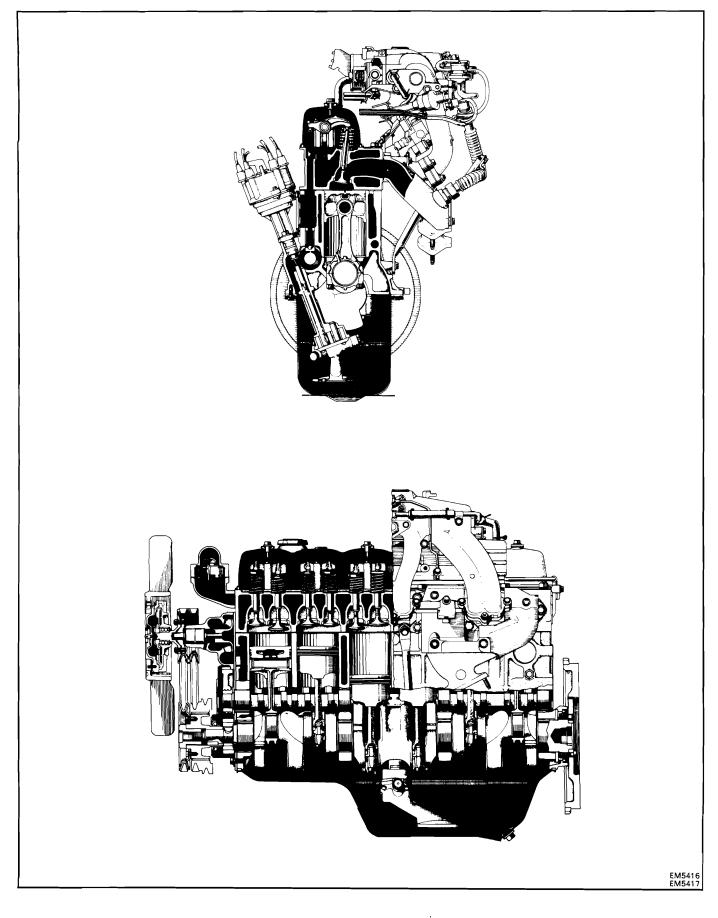
NOTE: The following pages contain only the points which differ from the above listed manual.

	Page
DESCRIPTION	EM-2
TROUBLESHOOTING	EM-4
ENGINE TUNE-UP	EM-8
IDLE HC/CO CONCENTRATION CHECK METHOD	EM-13
INSPECTION AND ADJUSTMENT OF DASH POT (DP) SETTING SPEED	EM-15
COMPRESSION CHECK	EM-16
CYLINDER HEAD	EM-17
TIMING GEARS AND CAMSHAFT	EM-32
CYLINDER BLOCK	EM-40

## EM

## DESCRIPTION

The 3F-E engine is an in-line 6-cylinder 4.0 liter OHV 12-valve engine.



The 3F-E engines are an in-line 6-cylinder engine with the cylinders numbered 1-2-3-4-5-6 from the front. The crankshaft is supported by 4 bearings specified by the inside of the crankcase.

The crankshaft is integrated with 9 weights which are cast along with it for balance. Oil holes are built into the center of the crankshaft for supplying oil to the connecting rods, pistons and other components.

These engine's ignition order is 1-5-3-6-2-4. The cylinder head is made of case iron, with a counter-flow type intake and exhaust layout and with wedge type combustion chambers. The spark plugs are lo-cated in the right side of the combustion chambers.

Exhaust and intake valves are equipped with irregular pitch springs which are capable of following the valves even at high engine speeds.

Each valve lifter is lifted up by the rotation of the camshaft so that valve is driven via a push rod and rocker arm.

The camshaft is located in the cylinder block. The camshaft is turned by the crankshaft by means of the timing gears. To rotate the camshaft once, the crankshaft must rotate twice because the camshaft timing gear has twice as many teeth as the crankshaft timing gear.

Pistons are made of high temperature-resistant aluminum alloy.

Piston pins are the full-floating type, with the pins fastened to neither the piston boss nor the connecting rods. Instead, snap rings are fitted on both ends of the pins, preventing the pins from falling out.

The No. 1 compression ring is made of steel and the No. 2 compression ring is made of cast iron. The oil ring is made of a combination of steel and stainless steel. The outer diameter of each piston ring is slightly larger than the diameter of the piston and the flexibility of the rings allows them to hug the cylinder walls when they are mounted on the piston. Compression rings No. 1 and No. 2 work to prevent the leakage of gas from the cylinder and the oil ring works to scrape oil off the cylinder walls to prevent it from entering the combustion chamber.

The cylinder block is made of cast iron. It has 6 cylinders which are approximately 1.6 times the length of the piston stroke. The top of the cylinders is closed off by the cylinder head and the lower end of the cylinders becomes the crankcase, in which the crankshaft is installed. In addition, the cylinder block contains a water jacket, through which coolant is pumped to cool the cylinders.

The oil pan is bolted onto the bottom of the cylinder block. The oil pan is an oil reservoir made of pressed steel sheet. A dividing plate is included inside the oil pan to keep sufficient oil in the bottom of the pan even when the vehicle is tilted. This dividing plate also prevents the oil from making waves when the vehicle is stopped suddenly and thus shifting the oil away from the oil pump suction pipe.

## **TROUBLESHOOTING** ENGINE OVERHEATING

Problem	Possible cause	Remedy	Page
Engine overheats	Cooling system faulty Incorrect ignition timing	Troubleshoot cooling system Reset timing	EM-11

### HARD STARTING

Problem	Possible cause	Remedy	Page
Engine will not crank or cranks slowly	Starting system faulty	Troubleshoot starting system	
Engine will not start / hard to start (cranks OK)	No fuel supply to injector No fuel in tank Fuel pump no working Fuel filter clogged Fuel line clogged or leaking	Troubleshoot EFI system	FI-9
	EFI system problems	Repair as necessary	
	Ignition problems <ul> <li>Ignition coil</li> <li>Igniter</li> <li>Distributor</li> </ul>	Perform spark test	IG-5
	Spark plug faulty	Inspect plugs	IG-6
	High-tension cords disconnected broken	Inspect cords	IG-6
	Vacuum leaks PCV line EGR line Intake manifold Air intake chamber Throttle body ISC valve Brake booster line	Repair as necessary	
	Pulling in air between air flow meter and throttle body	Repair as necessary	
	Low compression	Check compression	EM-16

## **ROUGH IDLING**

Problem	Possible cause	Remedy	Page
Rough idle, stalls or	Spark plug faulty	Inspect plugs	IG-6
misses	High-tension cord faulty	Inspect cords	IG-6
	Ignition problems Ignition coil Igniter Distributor Incorrect ignition timing	Inspect coil Inspect igniter Inspect distributor Reset timing	IG-7 IG-5 IG-7 EM-11
	Vacuum leaks • PCV line • EGR line • Intake manifold • Air intake chamber	Repair as necessary	

### ROUGH IDLING (Cont'd)

Problem	Possible cause	Remedy	Page
Rough idle, stalls or misses (Cont'd)	<ul> <li>Throttle body</li> <li>ISC valve</li> <li>Brake booster line</li> </ul>		
	Pulling in air between air flow meter and throttle body		
	Incorrect idle speed	Check ISC system	FI-40,67
	Incorrect valve clearance	Adjust valve clearance	EM-10
	EFI system problems	Repair as necessary	
	Engine overheats	Check cooling system	
	Low compression	Check compression	EM-16

#### **ENGINE HESITATES/POOR ACCELERATION**

Problem	Possible cause	Remedy	Page
Engine hesitates /	Spark plug faulty	Inspect plugs	IG-6
poor acceleration	High-tension cord faulty	Inspect cords	IG-6
	Vacuum leaks PCV line EGR line Intake manifold Air intake chamber Throttle body ISC valve Brake booster line	Repair as necessary	
	Pulling in air between air flow meter and throttle body	Repair as necessary	
	Incorrect ignition timing	Reset timing	EM-11
	Incorrect valve clearance	Adjust valve clearance	EM-10
	Fuel system clogged	Check fuel system	
	Air cleaner clogged	Check air cleaner	EM-8
	EFI system problems	Repair as necessary	
	Emission control system problem (Cold engine) • EGR system always on	Check EGR system	
	Engine overheats	Check cooling system	ļ
	Low compression	Check compression	EM-16

#### **ENGINE DIESELING**

Problem	Possible cause	Remedy	Page
Engine diesels (runs after ignition switch turned off)	EFI system problems	Repair as necessary	

### AFTER FIRE, BACKFIRE

Problem	Possible cause	Remedy	Page
Muffler explosion (after fire) on deceleration only	Deceleration fuel cut system always off	Check EFI (fuel cut) system	
Muffler explosion (after fire) all the time	Air cleaner clogged EFI system problem Incorrect ignition timing	Check air cleaner Repair as necessary Reset timing	EM-8 EM-11
Engine backfires	EFI system problem Vacuum leak PCV line EGR line Intake manifold Air intake chamber Throttle body ISC valve Brake booster line	Repair as necessary Check hoses and repair as necessary	
	Pulling in air between air flow meter and throttle body Insufficient fuel flow Incorrect ignition timing Incorrect valve clearance Carbon deposits in combustion chambers	Repair as necessary Troubleshoot fuel system Reset timing Adjust valve clearance Inspect cylinder head	FI-9 EM-11 EM-10

#### **EXCESSIVE OIL CONSUMPTION**

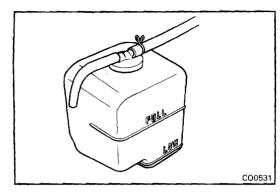
Problem	Possible cause	Remedy	Page
Excessive oil	Oil leak	Repair as necessary	
consumption	PCV line clogged	Check PCV system	
	Piston ring worn or damaged	Check rings	EM-45
	Valve stem and guide bushing worn	Check valves and guide bushing	
	Valve stem oil seal worn	Check seals	

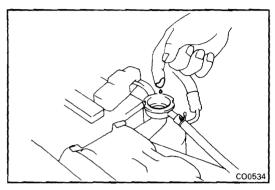
Problem	Possible cause	Remedy	Page
Poor gasoline	Fuel leak	Repair as necessary	
mileage	Air cleaner clogged	Check air cleaner	EM-8
	Incorrect ignition timing	Reset timing	EM-11
	<ul><li>EFI system problems</li><li>Injector faulty</li><li>Deceleration fuel cut system faulty</li></ul>	Repair as necessary	
	Idle speed too high	Check ISC system	FI-40,67
	Spark plug faulty	Inspect plugs	IG-6
	EGR system always on	Check EGR system	
	Low compression	Check compression	EM-16
	Tires improperly inflated	Inflate tires to proper pressure	
	Brakes drag	Troubleshoot brakes	

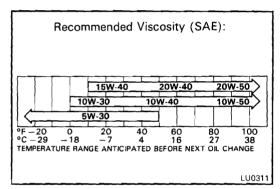
#### POOR GASOLINE MILEAGE

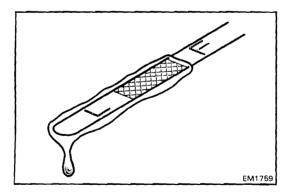
#### UNPLEASANT ODOR

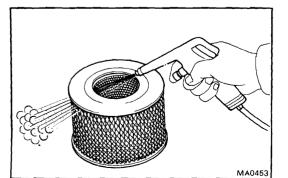
Problem	Possible cause	Remedy	Page
Unpleasant odor	Incorrect idle speed	Check ISC system	FI-40,67
	Incorrect ignition timing	Reset timing	EM-11
	Vacuum leaks PCV line EGR line Intake manifold Air intake chamber Throttle body ISC valve Brake booster line	Repair as necessary	
	EFI system problems	Repair as necessary	











## **ENGINE TUNE-UP**

### **INSPECTION OF ENGINE COOLANT**

## 1. CHECK ENGINE COOLANT LEVEL AT RESERVE TANK

The coolant level should be between the "LOW" and "FULL" lines.

If low, check for leaks and add coolant up to the "FULL" line.

#### 2. CHECK ENGINE COOLANT QUALITY

There should not be any excessive rust deposits or scales around the radiator cap or radiator filler hole, and the coolant should be free from oil.

If excessively dirty, replace the coolant.

### INSPECTION OF ENGINE OIL

#### 1. CHECK ENGINE OIL QUALITY

Check the oil for deterioration, entry of water, discoloring or thinning.

If the quality is poor, replace the oil.

Use API grade SC, SD, SE, SF or better and recommended viscosity oil.

#### 2. CHECK ENGINE OIL LEVEL

The oil level should be between the  $^{\prime\prime}L^{\prime\prime}$  and  $^{\prime\prime}F^{\prime\prime}$  marks on the dipstick.

If low, check for leakage and add oil up to the "F" mark.

### **INSPECTION OF AIR FILTER**

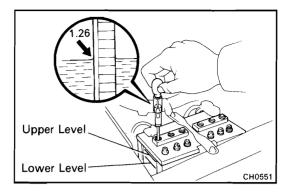
#### **INSPECT AIR FILTER**

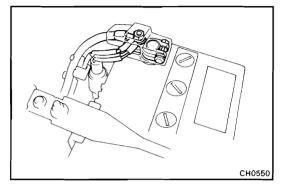
(a) Visually check that the air cleaner element is not excessively dirty, damaged or oily.

If necessary, replace the air cleaner element.

(b) Clean the element with compressed air.

First blow from inside thoroughly, then blow off the outside of the element.





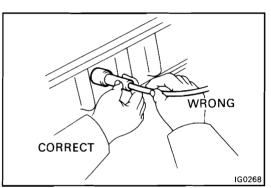
### **INSPECTION OF BATTERY**

#### 1. CHECK BATTERY SPECIFIC GRAVITY

- (a) Check the specific gravity of each cell.
- Standard specific gravity When fully charged at 20°C (68°F): 1.25 – 1.27
- If not within specification, charge the battery.
- (b) Check the electrolyte quantity of each cell.
- If insufficient, refill with distilled (or purified) water.

#### 2. CHECK BATTERY TERMINALS, FUSIBLE LINKS AND FUSES

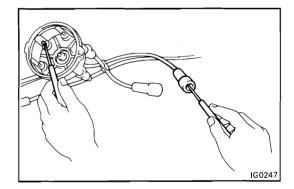
- (a) Check that the battery terminals are not loose or corroded.
- (b) Check the fusible links and fuses for continuity.



### **INSPECTION OF HIGH-TENSION CORDS**

1. CAREFULLY REMOVE HIGH-TENSION CORDS BY THEIR RUBBER BOOTS FROM SPARK PLUGS

NOTICE: Pulling on or bending the cords may damage the conductor inside.

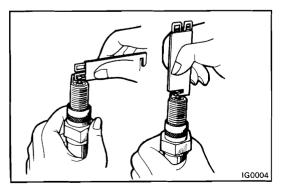


#### 2. INSPECT HIGH-TENSION CORD RESISTANCE

Using an ohmmeter, measure the resistance without disconnecting the distributor cap.

#### Maximum resistance: 25 k $\Omega$ per cord

If resistance is greater than maximum, check the terminals. If necessary, replace the high-tension cord and/or distributor cap.



### **INSPECTION OF SPARK PLUGS**

(See page IG-6)

Recommended spark plug: ND W16EXR-U NGK BPR5EY

Correct electrode gap: 0.8 mm (0.031 in.)

#### **INSPECTION OF ALTERNATOR DRIVE BELT**

(See page CH-4)

Drive belt deflection: New belt 7.0 - 9.0 mm (0.278 - 0.354 in.) Used belt 9.0 - 12.0 mm (0.354 - 0.472 in.) Drive belt tension: New belt 55 - 65 kg

Used belt 30 - 45 kg

## INSPECTION AND ADJUSTMENT OF VALVE CLEARANCE

HINT: Inspect and adjust the valve clearance after engine has reached normal operating temperature.

- 1. REMOVE AIR CLEANER HOSE
- 2. REMOVE CYLINDER HEAD COVER (See step 21 on page EM-19)

#### 3. SET NO. 1 CYLINDER TO TDC/COMPRESSION

- (a) Align the TDC mark of the drive plate with the timing pointer by turning the crankshaft clockwise with a wrench.
- (b) Check that the rocker arms on the No. 1 cylinder are loose and rocker arms on the No. 6 are tight.

If not, turn the crankshaft one revolution (360°) and align the mark as above.

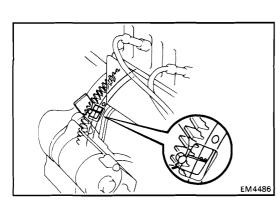
#### 4. INSPECT AND ADJUST VALVE CLEARANCE

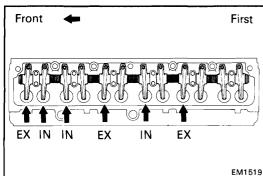
(a) Measure only those valves indicated by arrows.

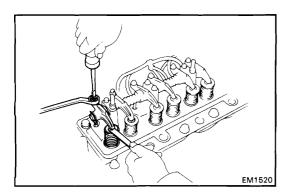
#### Valve clearance (Hot):

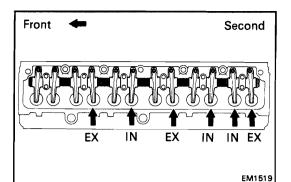
Intake	0.20 mm	(0.008 in.)
Exhaust	0.35 mm	(0.014 in.)

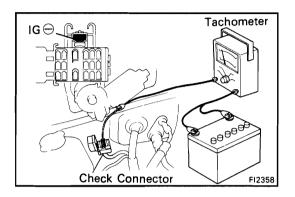
- Using a thickness gauge, measure the valve clearance between the valve stem and rocker arm. Loosen the lock nut and turn the adjusting screw to set the proper clearance. Hold the adjusting screw in position and tighten the lock nut.
- Recheck the valve clearance. The thickness gauge should slide with a very slight drag.











- (b) Turn the crankshaft pulley one revolution (360°) and align the mark as above.
   Adjust only the valves indicated by arrows.
- 5. INSTALL CYLINDER HEAD COVER (See step 6 on page EM-29)
- 6. INSTALL AIR CLEANER HOSE

## INSPECTION AND ADJUSTMENT OF IGNITION TIMING

1. WARM UP ENGINE

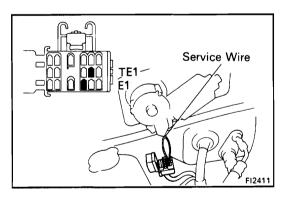
Allow the engine to reach normal operating temperature.

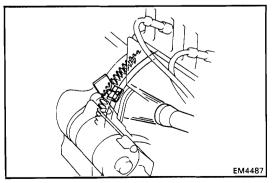
2. CONNECT TACHOMETER AND TIMING LIGHT TO ENGINE

Connect the tachometer test probe to terminal  $\mathsf{IG} \ominus$  of the check connector.

#### NOTICE:

- NEVER allow the tachometer terminals 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 using.





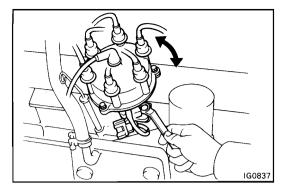
#### 3. INSPECT AND ADJUST IGNITION TIMING

- (a) Using a service wire, connect terminals TE1 and E1 of the check connector.
- (b) Check the idle speed.

Idle speed: 650 rpm

(c) Using a timing light, check the ignition timing.

Ignition timing: 7° BTDC @ idle (w/ connected TE1-E1, Transmission in N position)



If necessary, loosen the distributor bolts and turn the distributor until the timing on the drive plate is aligned with the  $7^{\circ}$  mark.

(d) Tighten the distributor bolt and recheck the ignition timing,

Torque: 175 kg-cm (13 ft-lb, 17 N·m)

(e) Remove the service wire.

- 4. FURTHER CHECK IGNITION TIMING Ignition timing: 12° BTDC @ idle (Transmission in N range)
- 5. DISCONNECT TACHOMETER AND TIMING LIGHT FROM ENGINE

## IDLE HC/CO CONCENTRATION CHECK METHOD

HINT: This check is used only to determine whether or not the idle HC/CO complies with regulations.

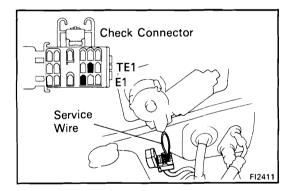
#### 1. INITIAL CONDITIONS

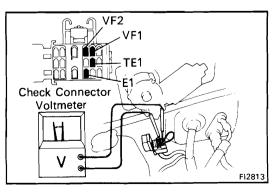
- (a) Engine at normal operating temperature
- (b) Air cleaner installed
- (c) All pipes and hoses of air induction system connected
- (d) All accessories switched OFF
- (e) All vacuum lines properly connected

HINT: All vacuum hoses for EGR systems, etc. should be properly connected.

- (f) EFI system wiring connectors fully plugged
- (g) Ignition timing set correctly
- (h) Transmission in "N" range
- (i) Tachometer and HC / CO meter at hand and calibrated

#### 2. START ENGINE





#### 3. CHECK OXYGEN SENSORS OPERATION

- (a) Using a service wire, connect terminals TE1 and E1 of the check connector.
- (b) Connect the positive (+) probe of a voltmeter to terminal VF1 (VF2) of the check connector, and negative (-) probe to terminals E1.
- (c) Hold the engine speed at 2,500 rpm for approx. 2 minutes.
- (d) Then, maintaining engine at 2,500 rpm, count how many times needle of voltmeter fluctuates between 0 and 5 V.

#### Minimum needle fluctuation:

8 times for every 10 seconds

If the fluctuation is less than minimum, check the air induction system for leakage. If necessary, see EFI SYS-TEM.

- 4. RACE ENGINE AT 2,500 RPM FOR APPROX. 2 MINUTES
- 5. INSERT HC/CO METER TESTING PROBE INTO TAIL PIPE AT LEAST 40 cm (1.3 ft)
- 6. MEASURE HC/CO CONCENTRATION AT IDLE

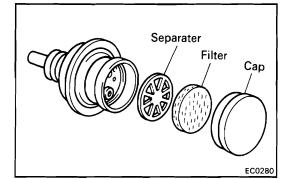
Wait at least one minute before measuring to allow the concentration to stabilize.

Complete the measuring within three minutes.

If the HC/CO concentration does not conform to regulations, see the table below for possible causes.

#### Troubleshooting

нс	со	Problem	Cause
High	Normal	Rough idle	<ol> <li>Faulty ignition:         <ul> <li>Incorrect timing</li> <li>Fouled, shorted or improperly gapped plugs</li> <li>Open or crossed high-tension cords</li> <li>Cracked distributor cap</li> </ul> </li> </ol>
			2. Incorrect valve clearance
			3. Leaky EGR valve
			4. Leaky intake and exhaust valves
			5. Leaky cylinder
High	Low	Rough idle (Fluctuating HC reading)	<ol> <li>Vacuum leak:         <ul> <li>PCV hose</li> <li>EGR valve</li> <li>Intake manifold</li> <li>Air intake chamber</li> <li>Throttle body</li> <li>ISC valve</li> <li>Brake booster line</li> </ul> </li> <li>Lean mixture causing misfire</li> </ol>
High	High	Rough idle (Black smoke from exhaust)	<ol> <li>Restricted air filter</li> <li>Faulty EFI system         <ul> <li>Faulty pressure regulator</li> <li>Clogged fuel return line</li> <li>Defective water temp. sensor</li> <li>Defective air temp. sensor</li> <li>Faulty ECU</li> <li>Faulty cold start injector</li> <li>Faulty throttle position sensor</li> <li>Air flow meter</li> </ul> </li> </ol>





- 1. WARM UP ENGINE
- 2. CHECK IDLE SPEED
- 3. DISCONNECT ISC CONNECTOR
- 4. REMOVE CAP, FILTER AND SEPARATER FROM DP

#### 5. CHECK DP SETTING SPEED

- (a) Maintain engine speed at 2,500 rpm.
- (b) Plug the VTV hole with your finger.

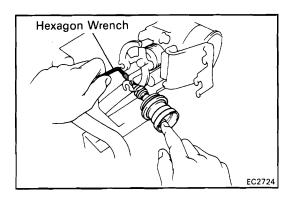
1,200 rpm RPM Tachometer EC0137

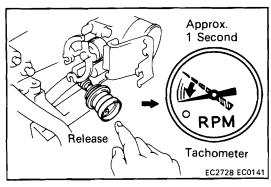
EC0137 EC2779

Plug

3,000 rpm

Tachometer





- (c) Release the throttle valve.
- (d) Check that the DP is set.
- DP setting speed: 1,200 rpm.

If not as specified, adjust with the DP adjusting screw.

#### 6. CHECK OPERATION OF VTV

- (a) Set the DP speed in the same procedure as above;(a) to (c).
- (b) Release the plugged hole and check that the engine returns to idle in approx. 1 second.
- 7. REINSTALL DP SEPARATER, FILTER AND CAP
- 8. RECONNECT ISC CONNECTOR

## **COMPRESSION CHECK**

HINT: If there is lack of power, excessive oil consumption or poor fuel economy, measure the cylinder compression pressure.

- 1. WARM UP AND STOP ENGINE
- 2. DISCONNECT DISTRIBUTOR CONNECTOR
- 3. DISCONNECT COLD START INJECTOR CONNECTOR

#### 4. REMOVE SPARK PLUGS

#### 5. CHECK CYLINDER COMPRESSION PRESSURE

- (a) Insert a compression gauge into the spark plug hole.
- (b) Fully open the throttle valve.
- (c) While cranking the engine with the starter, measure the compression pressure.

HINT: Always use a fully charged battery to obtain engine revolutions of more than 200 rpm.

## NOTICE: This measurement must be done for as short a time as possible.

(d) Repeat steps (a) through (c) for each cylinder.

**Compression pressure:** 

10.5 kg/cm<sup>2</sup> (149 psi, 1,030 kPa) or more Minimum pressure:

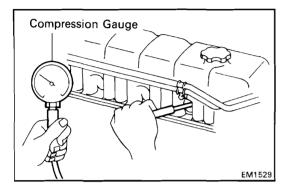
8.0 kg/cm<sup>2</sup> (114 psi, 785 kPa) Difference between each cylinder:

0.5 kg/cm² (7 psi, 49 kPa) or less

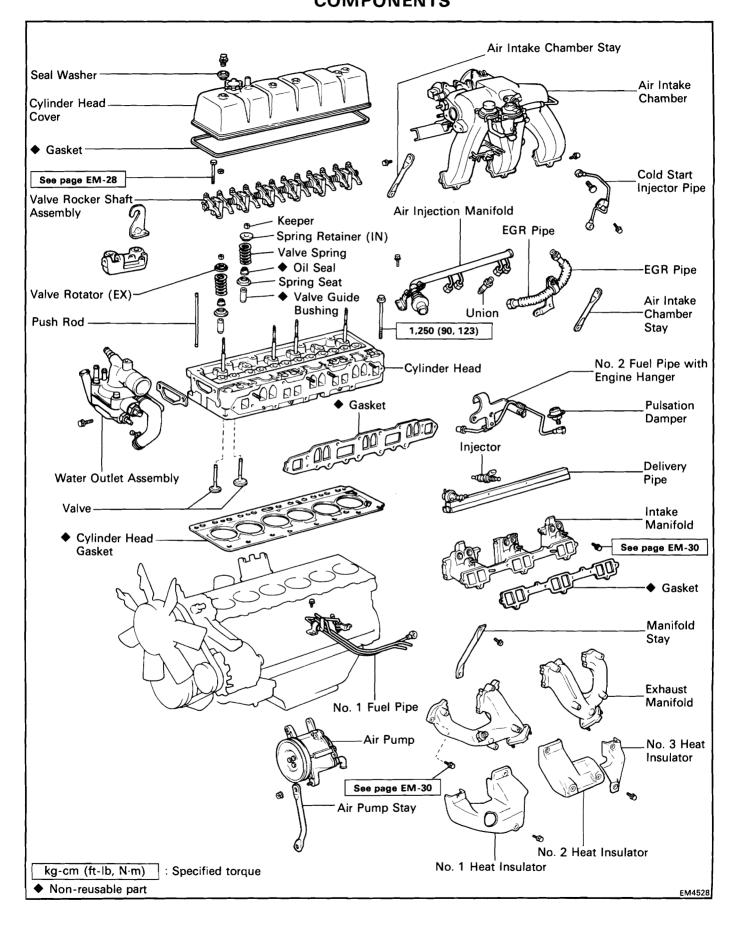
- (e) If compression of one or more cylinders is low, pour a small amount of engine oil into that cylinder through the spark plug hole and repeat steps (a) through (c) for the cylinder with low compression.
  - If adding oil helps the compression, probably the piston rings and / or cylinder bore are worn or damaged.
  - If pressure stays low, a valve may be sticking or seated improperly, or there may be leakage past the gasket surface.
- 6. REINSTALL SPARK PLUGS

Torque: 180 kg-cm (13 ft-lb, 18 N·m)

- 7. RECONNECT COLD START INJECTOR CONNECTOR
- 8. RECONNECT DISTRIBUTOR CONNECTOR



## CYLINDER HEAD COMPONENTS



## **REMOVAL OF CYLINDER HEAD**

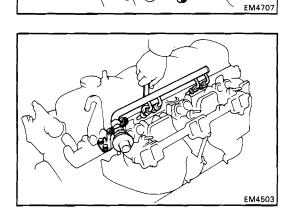
(See page EM-17)

- 1. DRAIN ENGINE COOLANT
- 2. REMOVE PS PUMP BRACKETS
- 3. DISCONNECT HIGH-TENSION CORDS FROM SPARK PLUGS AND IGNITION COIL

#### 4. REMOVE AIR PUMP

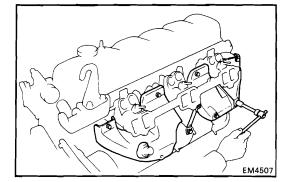
- (a) Disconnect the air hose.
- (b) Remove the bolt, nut and air pump stay.
- (c) Remove the through bolt, nut and air pump.

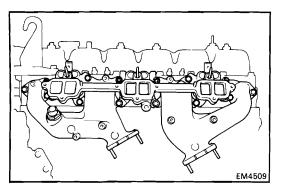
#### 5. REMOVE DELIVERY PIPE AND INJECTORS (See steps 4 to 9 on pages FI-56 and 57)



#### 6. **REMOVE AIR INJECTION MANIFOLD** Remove the two bolts, four union nuts and

Remove the two bolts, four union nuts and air injection manifold.

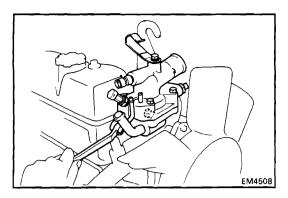




#### 7. REMOVE INTAKE AND EXHAUST MANIFOLDS

- (a) Remove the two bolts and manifold stay.
- (b) Remove the six bolts and three manifold heat insulators.

- (c) Remove the ten bolts, four nuts, intake manifold, exhaust manifolds and gasket.

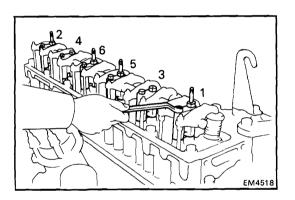


#### 8. REMOVE WATER OUTLET ASSEMBLY

- (a) Disconnect the water by-pass hose from the water outlet.
- (b) Remove the two bolts holding the water outlet housing to the cylinder head, and remove the water outlet assembly and gasket.
- 9. REMOVE SPARK PLUGS

#### **10. REMOVE CYLINDER HEAD COVER**

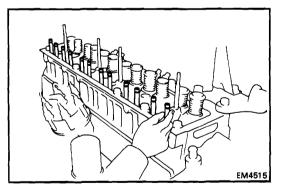
Remove the four cap nuts, seal washers, cylinder head cover and gasket.



EM4511

#### 11. REMOVE VALVE ROCKER SHAFT ASSEMBLY

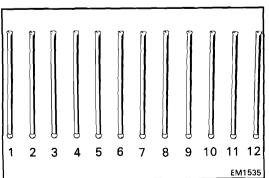
- (a) Uniformly loosen and remove the eight bolts and four nuts in several passes, in the sequence shown.
- (b) Remove the rocker shaft assembly.

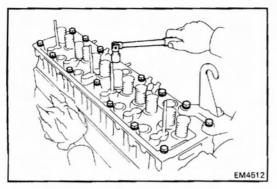


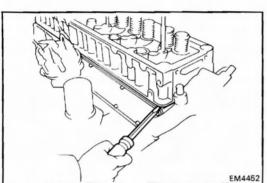
#### 12. REMOVE PUSH RODS

Remove the twelve push rods in order, beginning from the No. 1 push rod.

HINT: Arrange the push rods in correct order.







#### **13. REMOVE CYLINDER HEAD**

(a) Uniformly loosen and remove the fifteen head bolts in several passes, in the sequence shown.

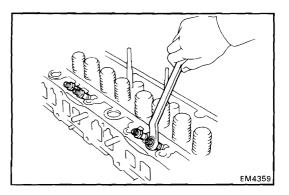
NOTICE: Head warpage or cracking could result from removing the bolts in incorrect order.

- (b) Remove the air pump bracket with engine hanger.
- (c) Lift the cylinder head from the dowels on the cylinder block and place it on wooden blocks on a bench.

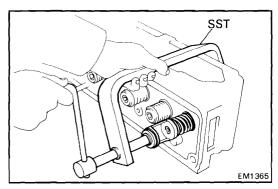
HINT: If the cylinder head is difficult to lift off, pry with a screwdriver between the cylinder head and block saliences.

NOTICE: Be careful not to damage the cylinder head and block surface on the cylinder and head gasket sides.



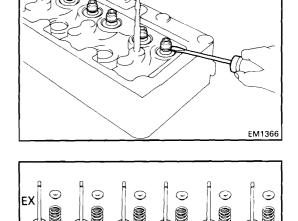


- DISASSEMBLY OF CYLINDER HEAD (See page EM-17)
- 1. REMOVE AIR INJECTION MANIFOLD UNIONS



#### 2. REMOVE VALVES

- (a) Using SST, press the valve springs and remove the two keepers.
- SST 09202-43013
- (b) Remove the spring retainer (or valve rotator), valve springs and valve.
- (c) Using a screwdriver, pry out the valve stem oil seal.
- (d) Remove the valve spring seat.



IN

1

2

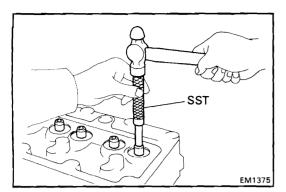
3

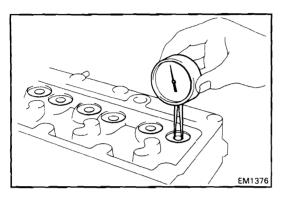
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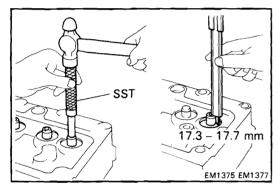
6

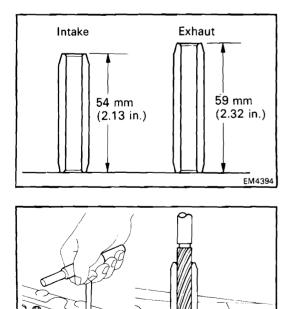
EM1413

NOTE: Arrange the valves, valve springs and spring retainers (or valve rotators) in correct order.









EM1378 EM1516

## INSPECTION, CLEANING AND REPAIR OF CYLINDER HEAD COMPONENTS

#### 10. IF NECESSARY, REPLACE VALVE GUIDE BUSHINGS

- (a) Using SST and a hammer, drive out the valve guide bushing.
- SST 09201-60011
- (b) Using a caliper gauge, measure the bushing bore diameter of the cylinder head.

#### Standard valve guide bore (cold): 14.000 - 14.018 mm (0.5512 - 0.5519 in.)

If the bushining bore diameter of the cylinder head is more than 14.018 mm (0.5512 in.), machine the bore to the following dimensions and install an oversized bushing (0/S 0.05).

#### Rebored cylinder head bushing bore dimension: 14.050 – 14.068 mm (0.5531 – 0.5539 in.)

If the bushing bore diameter of the cylinder head is greater than 14.068 mm (0.5539 in.), replace the cylinder head.

(c) Using SST and a hammer, drive in a new valve guide bushing so it is protruding 17.3 – 17.7 mm (0.681 – 0.697 in.) from the cylinder head.

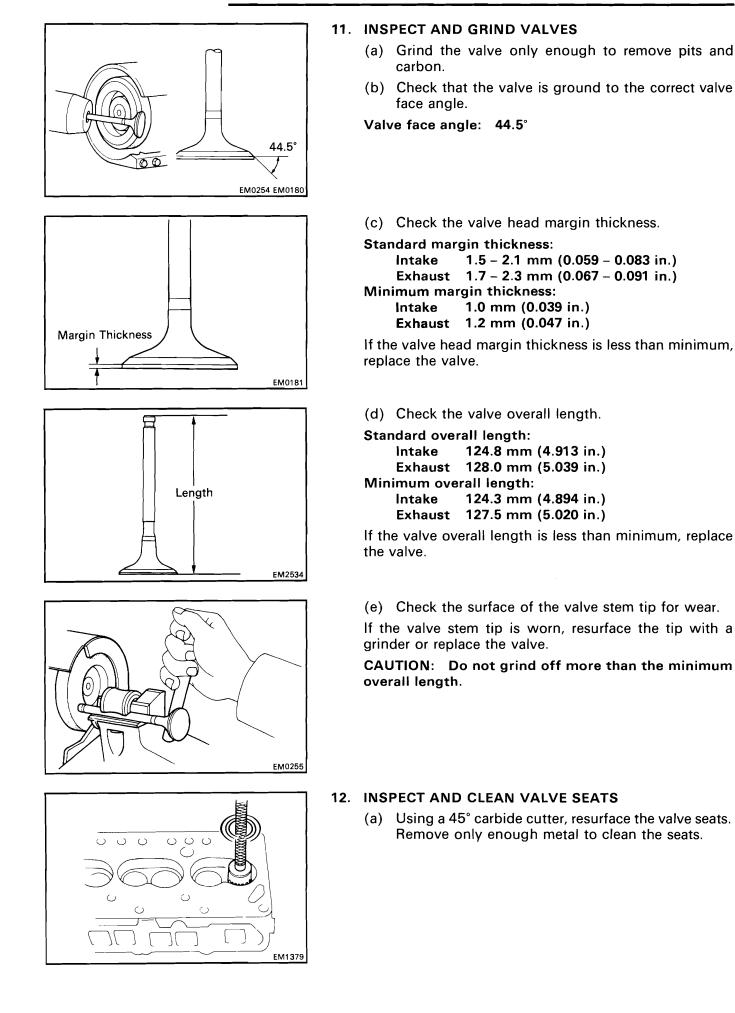
SST 09201-60011

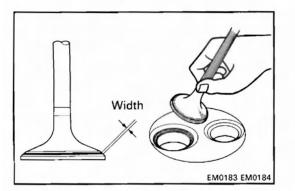
HINT: Different bushings are used for the intake and exhaust.

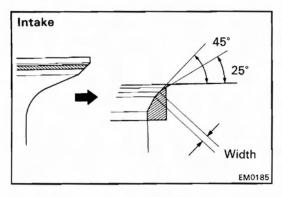
(d) Using a sharp 8.0 mm reamer, ream the valve guide bushing to obtain the specified clearance between the valve guide bushing and the new valve.

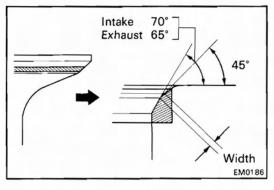
Intake clearance:	0.025 – 0.060 mm
	(0.0010 – 0.0024 in.)
Exhaust clearance:	0.035 – 0.070 mm
	(0.0014 – 0.0028 in.)

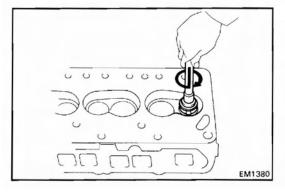












(b) Check the valve seating position.

Apply a thin coat of prussian blue (or white lead) to the valve face. Install the valve. While applying light pressure to the valve, rotate the valve against the seat.

- (c) Check the valve face and seat for the following:
  - If blue appears 360° around the face, the valve is concentric. If not, replace the valve.
  - If blue appears 360° around the valve seat, the guide and seat are concentric. If not, resurface the seat.
  - Check that the seat contact is on the middle of the valve face with the following width:

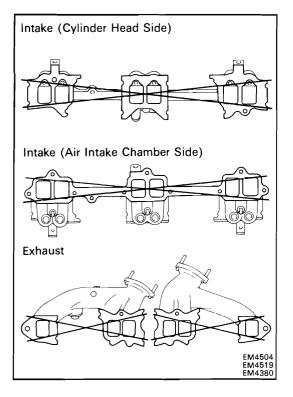
### Intake 1.1 – 1.7 mm (0.043 – 0.067 in.)

Exhaust 1.4 – 2.0 mm (0.055 – 0.079 in.)

If not, correct the valve seat as follows:

- (1) (Intake)
   If the seating is too high on the valve face, use 25° (IN) and 45° cutters to correct the seat.
- (2) If the seating is too low on the valve face, use 70° (IN) or 65° (EX) and 45° cutters to correct the seat.

- (d) Hand-lap the valve and valve seat with an abrasive compound.
- (e) After hand-lapping, clean the valve and valve seat.

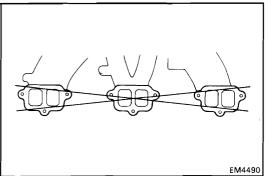


#### 16. INSPECT INTAKE AND EXHAUST MANIFOLDS

Using a precision straight edge and thickness gauge, measure the surfaces contacting the cylinder head and air intake chamber for warpage.

#### Maximum warpage: 0.50 mm (0.0197 in.)

If the warpage is greater than maximum, replace the manifold.



#### 17. INSPECT AIR INTAKE CHAMBER

Using a precision straight edge and thickness gauge, measure the surfaces contacting the intake manifold for warpage.

Maximum warpage: 0.2 mm (0.008 in.)

If the warpage is greater than maximum, replace the air intake chamber.

# ASSEMBLY OF CYLINDER HEAD

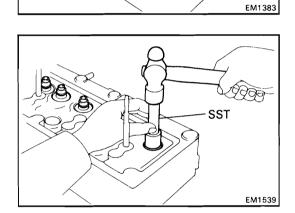
#### (See page EM-17)

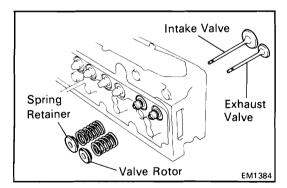
HINT:

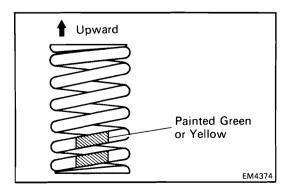
- Thoroughly clean all parts to be assembled.
- Before installing the parts, apply new engine oil to all sliding and rotating surfaces.
- Replace all gaskets and oil seals with new ones.

#### 1. INSTALL VALVES

(a) Place the valve spring seat on spring seat.



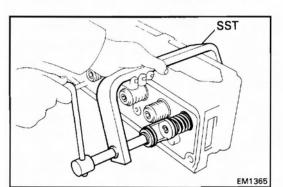




(b) Using SST and a hammer, tap in a new oil seal. SST 09201-31010

(c) Install the valve, spring and spring retainer (or valve rotator).

HINT: Install the spring in the correct direction as shown.



w/ Spring Retainer

w/ Valve Rotator

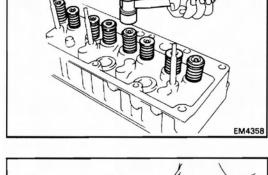
EM1540 EM1541

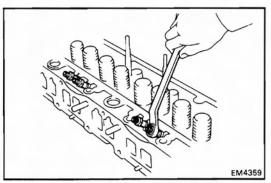
- (d) Using SST, compress the valve spring and place the two keepers around the valve stem.
- SST 09202-43013

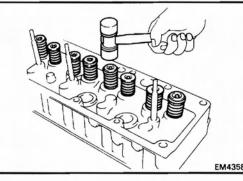
HINT: Different keepers are used for the spring retainer and valve rotator.

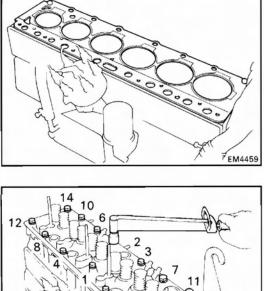
(e) Using a plastic-faced hammer, lightly tap the valve stem tip to assure proper fit.

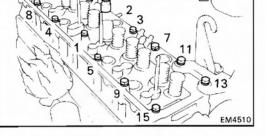
2. INSTALL AIR INJECTION MANIFOLD UNIONS

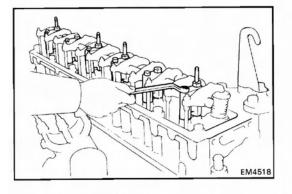


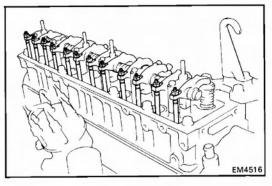


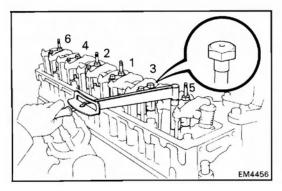












# INSTALLATION OF CYLINDER HEAD

(See page EM-17)

#### 1. INSTALL CYLINDER HEAD

(a) Place a new cylinder head gasket on the cylinder block.

#### NOTICE: Be careful of the installation direction.

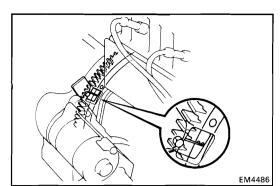
- (b) Place the cylinder head on the cylinder head gasket.
- (c) Apply a light coat of engine oil on the threads and under the cylinder head bolts.
- (d) Install and uniformly tighten the ten cylinder head bolts with the plate washers in several passes, in the sequence shown.
- Torque: 1,250 kg-cm (90 ft-lb, 123 N·m)
- 2. INSTALL PUSH RODS Install the twelve push rods.

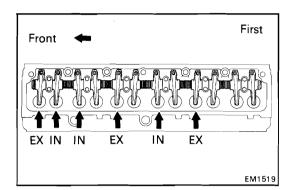
#### 3. INSTALL VALVE ROCKER SHAFT ASSEMBLY

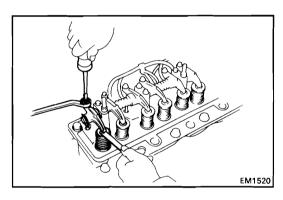
- (a) Place the rocker shaft assembly on the cylinder head.
- (b) Align the rocker arm adjusting screws with the heads of the push rods.
- (c) Install and uniformly tighten the eight bolts and four nuts in several passes, in the sequence shown.

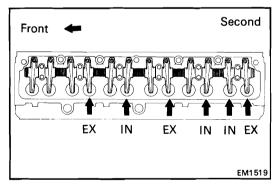
#### Torque:

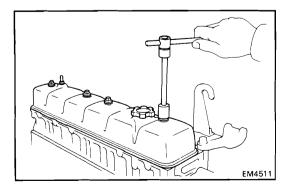
12 mm bolt head 240 kg-cm (17 ft-lb, 24 N⋅m) 14 mm bolt head and nut 340 kg-cm (25 ft-lb, 33 N⋅m)











#### 4. ADJUST VALVE CLEARANCE

(a) Set the No. 1 cylinder to TDC/compression.

- Align the TDC mark of the drive plate with the timing pointer by turning the crankshaft clockwise with a wrench.
- Check that the rocker arms on the No. 1 cylinder are loose and rocker arms on the No. 6 are tight.

If not, turn the crankshaft one revolution (360°) and align the mark as above.

(b) Adjust only those valves indicated by arrows.

#### Valve clearance:

```
Intake 0.20 mm (0.008 in.)
Exhaust 0.35 mm (0.014 in.)
```

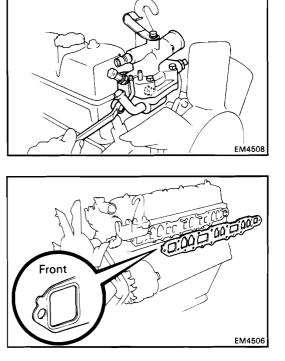
NOTE: After warm up, readjust the valve clearance.

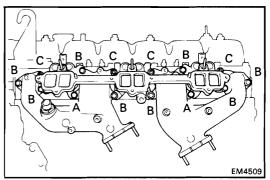
- Using a thickness gauge, measure the valve clearance between the valve stem and rocker arm. Loosen the lock nut and turn the adjusting screw to set the proper clearance. Hold the adjusting screw in position and tighten the lock nut.
- Recheck the valve clearance. The thickness gauge should slide with a very slight drag.
- (c) Turn the crankshaft pulley one revolution (360°) and align the mark as above.
   Adjust only the valves indicated by arrows.
- 5. INSTALL SPARK PLUGS

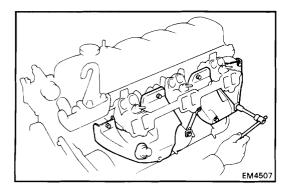
#### 6. INSTALL CYLINDER HEAD COVER

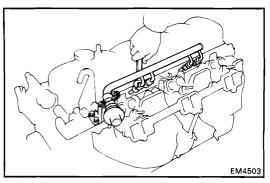
- (a) Install a new gasket to the cylinder head cover.
- (b) Install the cylinder head cover with four seal washer and cap nuts.

Torque: 90 kg-cm (78 in.-lb, 8.8 N·m)









### 7. INSTALL WATER OUTLET ASSEMBLY

(a) Install a new gasket and the water outlet assembly with the two bolts.

#### Torque: 250 kg-cm (18 ft-lb, 25 N·m)

(b) Connect the water by-pass hose.

#### 8. INSTALL INTAKE AND EXHAUST MANIFOLDS

(a) Place a new gasket so that the front mark is toward the front side.

(b) Install the intake manifold and exhaust manifolds with the ten bolts, four plate washers and nuts. Torque the bolts and nuts.

```
Torque:
```

 17 mm bolt (A)
 700 kg-cm (51 ft-lb, 69 N⋅m)

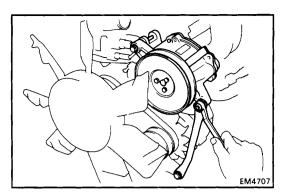
 14 mm bolt (B)
 510 kg-cm (37 ft-lb, 50 N⋅m)

 Nut (C)
 570 kg-cm (41 ft-lb, 56 N⋅m)

- (c) Install the three manifold heat insulators with the six bolts.
- Torque: 120 kg-cm (9 ft-lb, 12 N·m)
- (d) Install the manifold stay with the two bolts.
- Torque: 300 kg-cm (22 ft-lb, 29 N·m)
- **9. INSTALL AIR INJECTION MANIFOLD** Install the air injection manifold with the four union nuts and two clamp bolts.

Torque: 210 kg-cm (15 ft-lb, 21 N·m)

10. INSTALL INJECTORS AND DELIVERY PIPE (See steps 1 to 6 on pages FI-59 to 61)



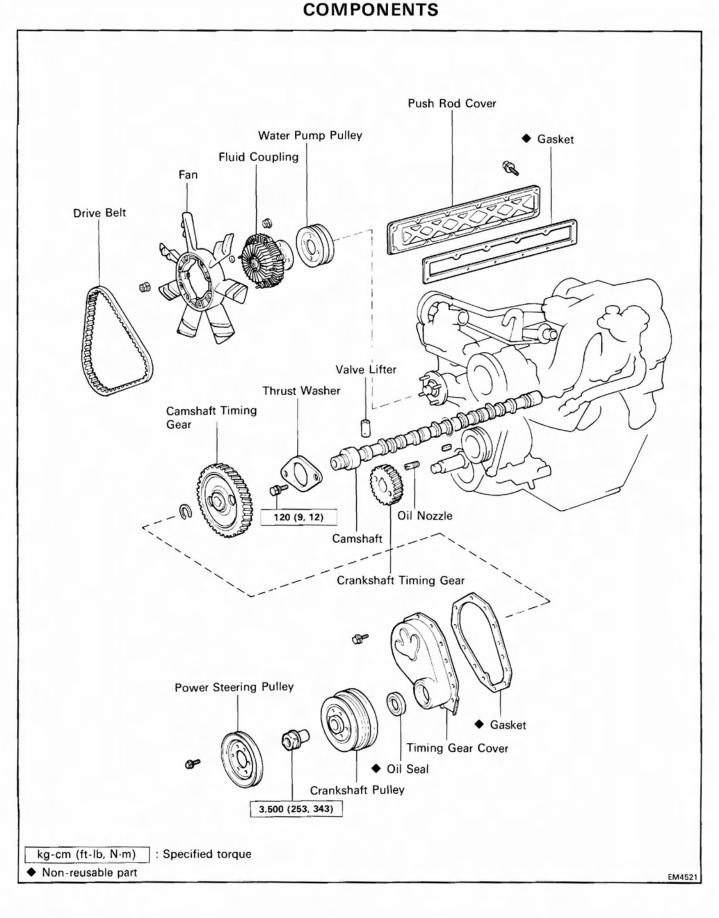
### 11. INSTALL AIR PUMP

- (a) Install the air pump with the through bolt and nut.
- (b) Install the air pump stay with the bolt and nut.
- (c) Connect the air hose.
- 12. CONNECT HIGH-TENSION CORDS TO SPARK PLUGS AND IGNITION COIL
- **13. INSTALL PS PUMP BRACKETS**
- 14. REFILL WITH ENGINE COOLANT Capacity:

w/ Front heater

- 17.5 liters (18.5 US qts, 15.4 lmp. qts)
- w/ Front and rear heaters
  - 19.5 liters (20.6 US qts, 17.2 lmp. qts)

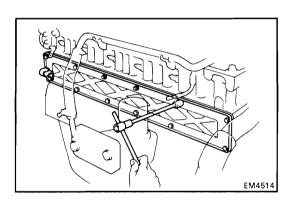
# TIMING GEARS AND CAMSHAFT



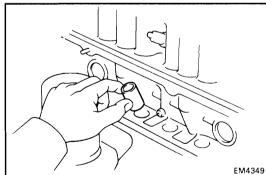
# REMOVAL OF TIMING GEARS AND CAMSHAFT

(See page EM-32)

- 1. DRAIN ENGINE COOLANT
- 2. REMOVE FLUID COUPLING WITH FAN AND WATER PUMP PULLEY
- 3. REMOVE PS BRACKETS
- 4. **REMOVE DISTRIBUTOR**
- 5. REMOVE VALVE ROCKER SHAFT ASSEMBLY (See steps 10 to 12 on pages EM-19)

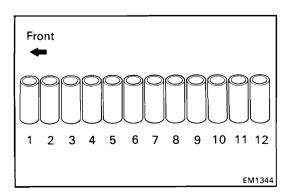


# REMOVE PUSH ROD COVER Remove the ten bolts, two nuts, push rod cover and gasket.

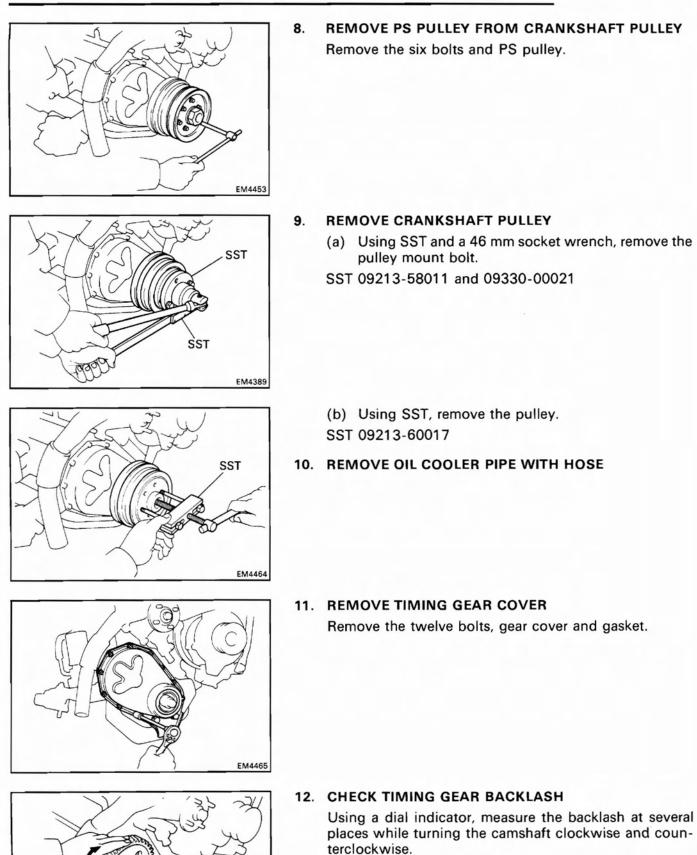


# 7. REMOVE VALVE LIFTERS

Remove the twelve valve lifters in order, beginning from the No. 1 valve lifter.



HINT: Arrange the valve lifters in correct order.



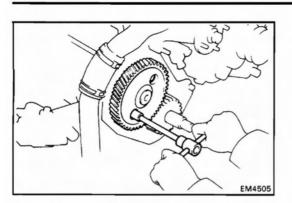
EM4356

Standard backlash: 0.100 – 0.183 mm (0.0039 – 0.0072 in.) Maximum backlash: 0.25 mm (0.0098 in.)

If the backlash is greater than maximum, replace the camshaft timing gears.

EM4350

EM4354



#### 13. REMOVE CAMSHAFT TIMING GEAR AND CAMSHAFT ASSEMBLY

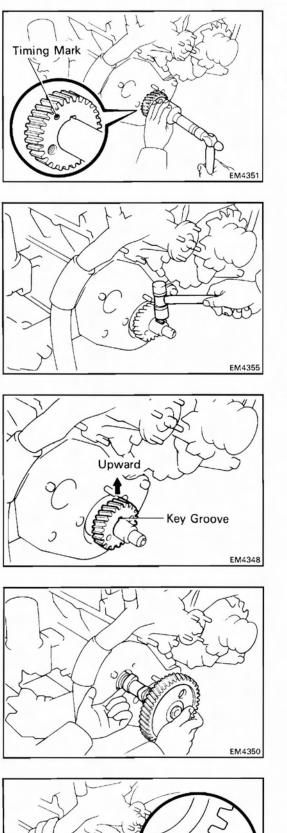
(a) Remove the two bolts mounting the thrust plate to the cylinder block.

(b) Carefully pull out the camshaft and timing gear assembly.

NOTICE: Be careful not to damage the camshaft bearing.

- 14. REMOVE CRANKSHAFT TIMING GEAR
  - (a) Using a screwdriver and hammer, tap out the crankshaft pulley set key.

- SST EM4353
- (b) Using SST, remove the timing gear.
   SST 09213-60017 (09213-00020, 09213-00030, 09213-00090)
- 15. IF NECESSARY, REMOVE OIL NOZZLE



Timing Mark

EM4352

# INSTALLATION OF TIMING GEARS AND CAMSHAFT

(See page EM-32)

- 1. INSTALL CRANKSHAFT TIMING GEAR
  - (a) Put the timing gear on the crankshaft with timing mark facing forward.
  - (b) Align the timing gear set key with the key groove of the timing gear.
  - (c) Using SST and a hammer, tap in the timing gear.
  - SST 09214-60010
  - (d) Using a plastic-faced hammer, tap in the crankshaft pulley set key.

#### 2. INSTALL CAMSHAFT TIMING GEAR AND CAMSHAFT ASSEMBLY

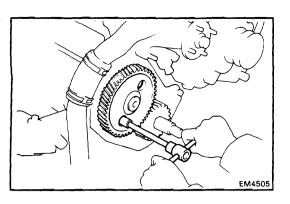
(a) Set the crankshaft timing gear with the key groove facing upward by turning the crankshaft clockwise.

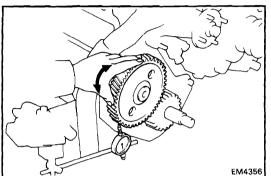
(b) Insert the camshaft into the cylinder block.

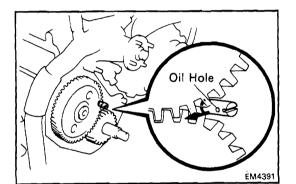
NOTICE: Be careful not to damage the camshaft bearings.

(c) Align the timing marks of the crankshaft and camshaft timing gears and mesh the gears.

HINT: At this time, No 6 cylinder should be at TDC / compression.









3.

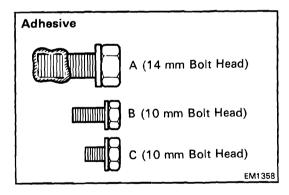
# CHECK TIMING GEAR BACKLASH

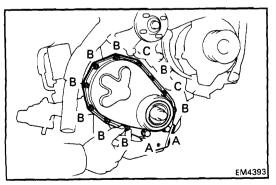
Using a dial indicator, measure the backlash at several places while turning the camshaft clockwise and counterclockwise.

Standard backlash: 0.100 - 0.183 mm (0.0039 - 0.0072 in.) Maximum backlash: 0.25 mm (0.0098 in.)

#### **INSTALL OIL NOZZLE** 4.

- (a) Install and set the oil nozzle in position.
- (b) Using a chisel and hammer, stake the threads of the oil nozzle.





#### INSTALL TIMING GEAR COVER AND 5. **CRANKSHAFT PULLEY**

HINT: There are three sizes of timing gear cover bolts indicated A, B and C.

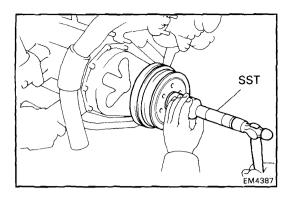
(a) Apply adhesive to the threads of the two A bolts.

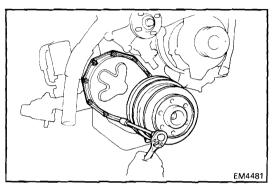
Adhesive: Part No. 08833-00080, THREE BOND 1344, LOCTITE 242 or equivalent

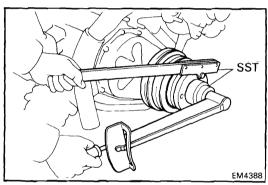
(b) Install a new gasket and the gear cover with the twelve bolts. Finger tighten all bolts.

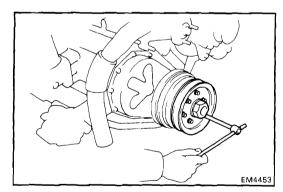
(d) Install the two bolts mounting the thrust washer to the cylinder block. Torque the bolts.

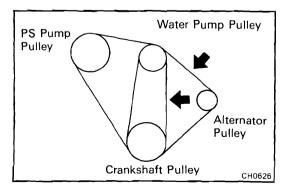
Torque: 120 kg-cm (9 ft-lb, 12 N·m)











- (c) Align the pulley set key with the key groove of the pulley.
- (d) Using SST and a hammer, tap in the pulley.
- SST 09214-60010

(e) After installing the pulley, torque the cover bolts.

Torq	11101
1014	uc.

Bolts A	250 kg-cm (18 ft-lb, 25 N⋅m)
Bolts B and C	50 kg-cm (43 in-lb, 4.9 N⋅m)

(f) Using SST and a 46-mm socket wrench, install and torque the pulley mount bolt.

SST 09213-58011 and 09330-00021

Torque: 3,500 kg-cm (253 ft-lb, 343 N·m)

 6. INSTALL PS PULLEY TO CRANKSHAFT PULLEY Install the PS pulley with the six bolts. Torque the bolts. Torque: 185 kg-cm (13 ft-lb, 18 N·m)

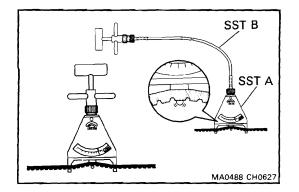
#### 7. INSTALL AND ADJUST DRIVE BELTS

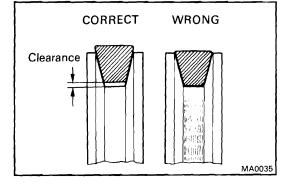
Check the drive belt deflection by pressing on the belt at the points indicated in the figure with 10 kg (22.0 lb, 98 N) of pressure.

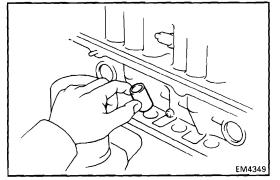
#### Drive belt deflection:

Alternator to water pump – New belt 7.0 – 9.0 mm (0.278 – 0.354 in.)

- Used belt 9.0 12.0 mm (0.354 0.472 in.)
- PS pump to crankshaft
  - New belt 7.0 9.5 mm (0.278 0.374 in.)
  - Used belt 8.0 10.0 mm (0.315 0.393 in.)







#### (Reference)

Using SST, check the drive belt tension.

- SST A 09216-00020 SST B 09216-00030
- Drive belt tension:

```
Alternator to water pump -
```

```
New belt 55 – 65 kg
Used belt 30 – 45 kg
PS pump to crankshaft –
New belt 45 – 55 kg
```

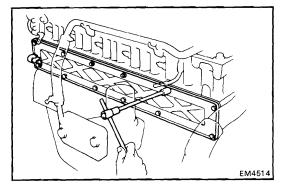
```
Used belt 20 – 35 kg
```

HINT:

- "New belt" refers to a belt which has been used, less than 5 minutes on a running engine.
- "Used belt" refers to a belt which has been used on a running engine for 5 minutes or more.
- Check that the belt does not touch the bottom of the pulley groove.
- After installing a new belt, run the engine for about 5 minutes and then recheck the deflection (tension).

### 8. INSTALL VALVE LIFTERS

Carefully insert the twelve lifters into the lifter bore.



# 9. INSTALL PUSH ROD COVER

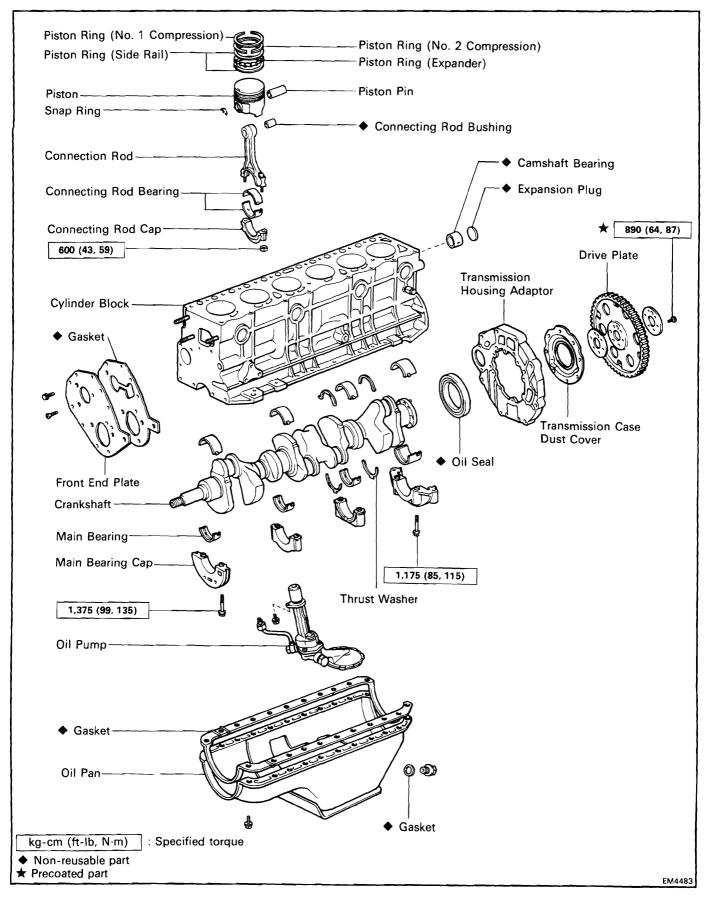
Install a new gasket and the push rod cover with the ten bolts and two nuts.

Torque: 40 kg-cm (35 in.-lb, 3.9 N·m)

- 10. INSTALL VALVE ROCKER SHAFT ASSEMBLY (See steps 2 to 4 on pages EM-28, 29)
- 11. INSTALL DISTRIBUTOR (See page IG-10)
- 12. INSTALL WATER PUMP PULLEY AND FLUID COUPLING WITH FAN
- **13. INSTALL PS BRACKETS**
- 14. REFILL WITH ENGINE COOLANT

# CYLINDER BLOCK

### COMPONENTS



## PREPARATION FOR DISASSEMBLY

- 1. REMOVE DRIVE PLATE
- 2. REMOVE TRANSMISSION HOUSING ADAPTOR
- 3. INSTALL ENGINE TO ENGINE STAND FOR DISASSEMBLY
- 4. REMOVE CYLINDER HEAD (See page EM-18)
- 5. **REMOVE ALTERNATOR**
- 6. REMOVE WATER PUMP
- 7. REMOVE TIMING GEAR AND CAMSHAFT (See page EM-32)
- 8. REMOVE OIL COOLER AND OIL FILTER BRACKET
- 9. REMOVE OIL PAN AND OIL PUMP



(See page EM-40)

- 15. REMOVE MAIN BEARING CAPS AND CHECK OIL CLEARANCE
  - (a) Uniformly loosen and remove the main bearing cap bolts in several passes, in the sequence shown.
  - (b) Using the removed main bearing cap bolts, wiggle the cap back and forth, and remove the caps, lower bearings and lower thrust washers (No. 3 cap only).

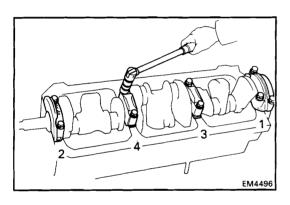
HINT:

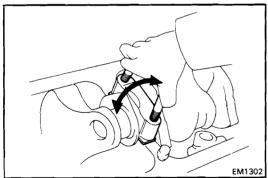
- Keep the lower bearing and main bearing cap together.
- Arrange the main bearing caps and lower thrust washers in correct order.
- (c) Lift out the crankshaft.

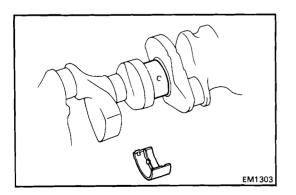
HINT: Keep the upper bearings and upper thrust washers together with the cylinder block.

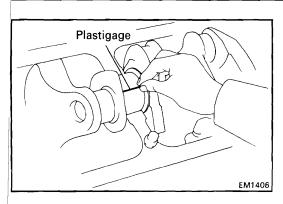
- (d) Clean each journal and bearing.
- (e) Check each journal and bearing for pitting and scratches.

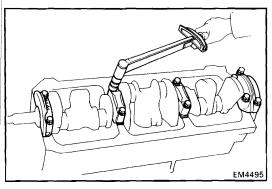
If the journal or bearing is damaged, replace the bearings. If necessary, grind or replace the crankshaft.

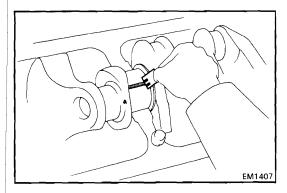


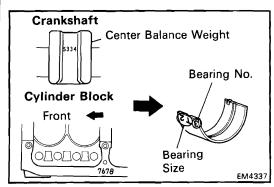












- (f) Place the crankshaft on the cylinder block.
- (g) Lay a strip of Plastigage across each journal.

- (h) Install the main caps.
- Torque:

19 mm bolt head 1,375 kg-cm (99 ft-lb, 135 N⋅m)

17 mm bolt head

1,175 kg-cm (85 ft-lb, 115 N⋅m)

- HINT: Do not turn the crankshaft.
- (i) Remove the main bearing caps.
- (j) Measure the Plastigage at its widest point.

Standard oil clearance:

STD size U/S 0.25 and 0.50 0.020 - 0.044 mm (0.0008 - 0.0017 in.) 0.021 - 0.067 mm (0.0008 - 0.0026 in.) 0.10 mm (0.0039 in.)

Maximum oil clearance:

HINT: If replacing the cylinder block subassembly the bearing standard clearance will be:

0.004 - 0.060 mm (0.002 - 0.0024 in.)

If the oil clearance is greater than maximum, replace the bearings. If necessary, grind or replace the crankshaft.

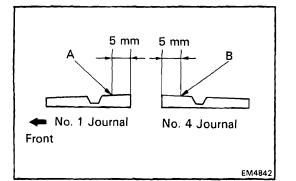
HINT: If replacing a standard size bearing with a standard oil clearance, replace with one having the same number. If the number of the bearing cannot be determined, select a bearing from the table below according to the numbers imprinted on the cylinder block and crankshaft.

There are five sizes of standard bearings, marked T1, T2, T3, T4 and T5.

		Number marked							
Crankshaft		3			4			5	
Cylinder block	6	7	8	6	7	8	6	7	8
Bearing	Т3	T4	T5	Т2	Т3	T4	T1	T2	Т3

Example: Crankshaft "5", Cylinder Block "7" = Bearing "T2"

#### (Reference) Crankshaft journal diameter: Mark "3" No.1 66.972 - 66.980 mm (2.6367 - 2.6370 in.) 68.472 - 68.480 mm No.2 (2.6957 - 2.6961 in.) 69.972 - 69.980 mm No.3 (2.7548 - 2.7551 in.) 71.472 – 71.480 mm No.4 (2.8139 - 2.8142 in.) Mark "4" 66.980 - 66.988 mm No.1 (2.6370 - 2.6373 in.) No.2 68.480 - 68.488 mm (2.6961 - 2.6964 in.)69.980 - 69.988 mm No.3 (2.7551 - 2.7554 in.) 71.480 – 71.488 mm No.4 (2.8142 - 2.8145 in.) Mark "5" No.1 66.988 - 66.996 mm (2.6373 - 2.6376 in.) 68.488 - 68.496 mm No.2 (2.6964 - 2.6967 in.) No.3 69.988 – 69.996 mm (2.7554 - 2.7557 in.) 71.488 – 71.496 mm No.4 (2.8145 - 2.8148 in.) Cylinder block main journal bore diameter: Mark "6" No.1 72.010 - 72.018 mm (2.8350 - 2.8353 in.) No.2 73.510 – 73.518 mm (2.8941 - 2.8944 in.) 75.010 - 75.018 mm No.3 (2.9531 - 2.9535 in.) No.4 76.510 - 76.518 mm (3.0122 - 3.0125 in.) 72.018 - 72.026 mm Mark "7" No.1 (2.8353 - 2.8357 in.) No.2 73.518 – 73.526 mm (2.8944 - 2.8947 in.) 75.018 – 75.026 mm No.3 (2.9535 – 2.9538 in.) 76.518 – 76.526 mm No.4 (3.0125 - 3.0128 in.) Mark "8" 72.026 - 72.034 mm No.1 (2.8357 - 2.8360 in.) 73.526 – 73.534 mm No.2 (2.8947 - 2.8950 in.) No.3 75.026 – 75.034 mm (2.9538 - 2.9541 in.) No.4 76.526 - 76.534 mm (3.0128 - 3.0131 in.)

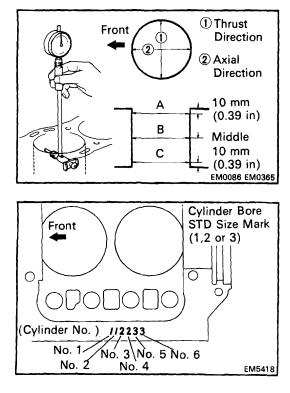


#### Standard bearing thickness (at center wall):

Mark "T1"	2.493 – 2.497 mm
	(0.0981 – 0.0983 in.)
Mark "T2"	2.497 – 2.501 mm
	(0.0983 – 0.0985 in.)
Mark ″T3″	2.501 – 2.505 mm
	(0.0985 – 0.0986 in.)
Mark ″T4″	2.505 – 2.509 mm
	(0.0986 – 0.0988 in.)
Mark ″T5″	2.509 – 2.513 mm
	(0.0988 – 0.0989 in.)

HINT: Check the bearing thickness of No. 1 and No. 4 journals in the positions A, B shown in the illustration.

(k) completely remove the Plastigage.



# **INSPECTION OF CYLINDER BLOCK**

#### 5. INSPECT CYLINDER BORE DIAMETER

Using a cylinder gauge, measure the cylinder bore diameter at positions A, B and C in the thrust and axial directions.

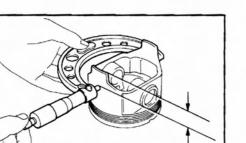
HINT: There are 3 standard sizes for the cylinder bore diameter which are marked on the cylinder block as shown in the illustration.

#### Standard diameter:

STD size	Mark ″1″	94.000 – 94.010 mm
		(3.7008 – 3.7012 in.)
	Mark ″2″	94.010 – 94.020 mm
		(3.7012 – 3.7016 in.)
	Mark ″3″	94.020 – 94.030 mm
		(3.7016 – 3.7020 in.)
Maximum dian	neter:	

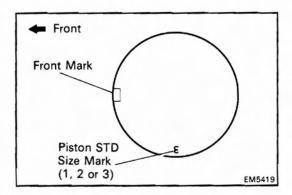
STD size94.23 mm (3.7098 in.)O/S0.5094.73 mm (3.7295 in.)O/S1.0095.23 mm (3.7492 in.)O/S1.5095.73 mm (3.7689 in.)

If the diameter is greater than maximum, rebore all six cylinders. If necessary, replace the cylinder block.



16 mm

EM1318



#### INSPECTION OF PISTON AND CONNECTING ROD ASSEMBLIES

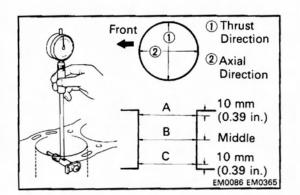
#### 2. INSPECT PISTON DIAMETER AND OIL CLEARANCE

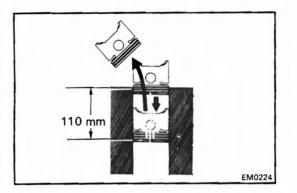
(a) Using a micrometer, measure the piston diameter at a right angle to the piston pin hole center line, 16 mm (0.63 in.) below the skirt bottom edge.

HINT: There are 3 sizes of standard pistons, marked 1, 2 or 3 as shown in the illustration.

#### Standard diameter:

STD size	Mark	"1"	93.963 – 93.973 mm
			(3.6993 - 3.6997 in.)
	Mark	"2"	93.973 - 93.983 mm
			(3.6997 - 3.7001 in.)
	Mark	"3"	93.983 - 93.993 mm
			(3.7001 - 3.7005 in.)
	O/S	0.50	94.463 - 94.493 mm
			(3.7190 - 3.7202 in.)
	O/S	1.00	94.963 - 94.993 mm
			(3.7387 - 3.7399 in.)
	O/S	1.50	95.463 - 95.493 mm
			(3.7584 - 3.7596 in.)





- (b) Measure the cylinder bore diameter in thrust directions (See step 5 on page EM-44)
- (c) Subtract the piston diameter measurement from the cylinder bore diameter measurement.

Oil clearance: 0.027 – 0.047 mm (0.0011 – 0.0019 in.)

If the oil clearance is not within specification, replace the piston. If necessary, rebore all six cylinders and replace all six pistons. If necessary, replace the cylinder block, install a piston with the same mark as marked on the cylinder block.

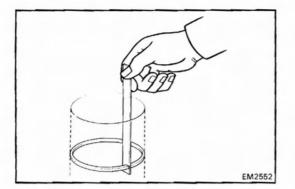
#### 4. INSPECT PISTON RING END GAP

(a) Insert the piston ring into the cylinder bore.

(b) Using a piston, push the piston ring a little beyond the bottom of the ring travel.

(110 mm or 4.33 in. from top surface of cylinder block)

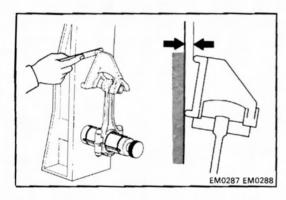
#### EM-46



(c) Using a thickness gauge, measure the end gap.

0.200 – 0.420 mm
(0.0079 - 0.0165 in.)
0.500 – 0.720 mm
(0.0197 – 0.0283 in.)
0.200 – 0.820 mm
(0.0079 - 0.0323 in.)
1.02 mm (0.0402 in.)
1.32 mm (0.0520 in.)
1.42 mm (0.0559 in.)

If the gap is greater than maximum, replace the piston ring. If the gap is greater than maximum, even with a new piston ring, rebore the cylinder and use an O/S piston ring.



#### 6. INSPECT CONNECTING RODS

- (a) Using a rod aligner and thickness gauge, check the connecting rod alignment.
  - · Check for bend.

#### Maximum bend:

#### 0.05 mm (0.0020 in.) per 100 mm (3.94 in.)

If bend is greater than maximum, replace the connecting rod assembly.

· Check for twist.

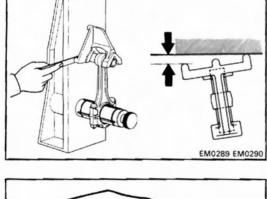
Maximum twist:

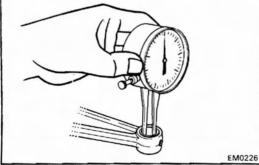
0.15 mm (0.0059 in.) per 100 mm (3.94 in.)

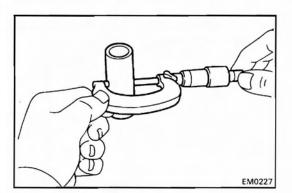
If twist is greater than maximum, replace the connecting rod assembly.

(b) Using a caliper gauge, measure the inside diameter of the connecting rod bushing.

Bushing inside diameter: 22.012 – 22.027 mm (0.8666 – 0.8672 in.)







(c) Using a micrometer, measure the piston pin diameter.

Piston pin diameter: 22.004 – 22.019 mm (0.8663 – 0.8669 in.)

(d) Subtract the piston pin diameter measurement from the busing inside diameter measurement.

Standard oil clearance:

Maximum oil clearance:

0.005 - 0.011 mm (0.0002 - 0.0004 in.) 0.03 mm (0.0012 in.)

If the oil clearance is greater than maximum, replace the connecting rod bushing. If necessary, replace the piston and piston pin assembly.

### **BORING OF CYLINDERS**

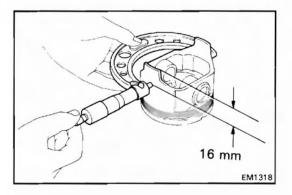
HINT:

- Bore all six cylinders for the oversized piston outside diameter.
- Replace the piston rings with ones to match the oversized pistons.

#### 1. SELECT OVERSIZED PISTONS

Oversized piston diameter:

0/S	0.50	94.463 – 94.493 mm
		(3.7190 - 3.7202 in.)
O/S	1.00	94.963 – 94.993 mm
		(3.7387 - 3.7399 in.)
O/S	1.50	95.463 – 95.493 mm
		(3.7584 - 3.7596 in.)



#### 2. CALCULATE AMOUNT TO BORE CYLINDER

- (a) Using a micrometer, measure the piston diameter at a right angle to the piston pin hole center line, 16 mm (0.63 in.) below the skirt bottom edge.
- (b) Calculate the amount each cylinder is to be rebored as follows:

Size to be rebored = P + C - H

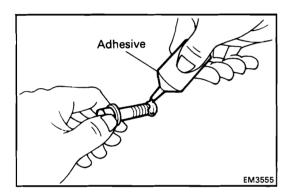
- P = Piston diameter
- C = Piston clearance
  - 0.027 0.047 mm (0.0012 0.0020 in.)
- H = Allowance for honing 0.02 mm (0.0008 in.) or less
- 3. BORE AND HONE CYLINDERS TO CALCULATED DIMENSIONS

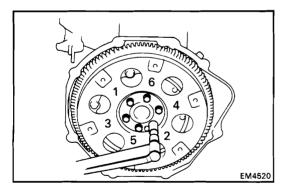
Maximum honing: 0.02 mm (0.0008 in.)

NOTICE: Excess honing will destroy the finished roundness.

### **POST ASSEMBLY**

- 1. INSTALL OIL PUMP AND OIL PAN
- 2. INSTALL OIL COOLER AND OIL FILTER BRACKET
- 3. INSTALL TIMING GEARS AND CAMSHAFT (See page EM-36)
- 4. INSTALL WATER PUMP
- 5. INSTALL CYLINDER HEAD (See page EM-28)
- 6. REMOVE ENGINE STAND
- 7. INSTALL TRANSMISSION HOUSING ADAPTOR





#### 8. INSTALL DRIVE PLATE

- (a) Clean the mount bolt threads and crankshaft bolt holes of any residual sealer, oil or foreign particles. Remove any oil with kerosene or gasoline.
- (b) Apply adhesive to two or three threads of the mount bolt end.

# Adhesive: Part No. 08833-00070, THREE BOND 1324 or equivalent

HINT:

- This sealant will not harden while exposed to air.
- It will act as a sealer or binding agent only when applied to threads, etc. when the air is cut off.
- (c) Install the drive plate on the crankshaft.
- (d) Install and uniformly tighten the bolts in several passes, in the sequence shown.

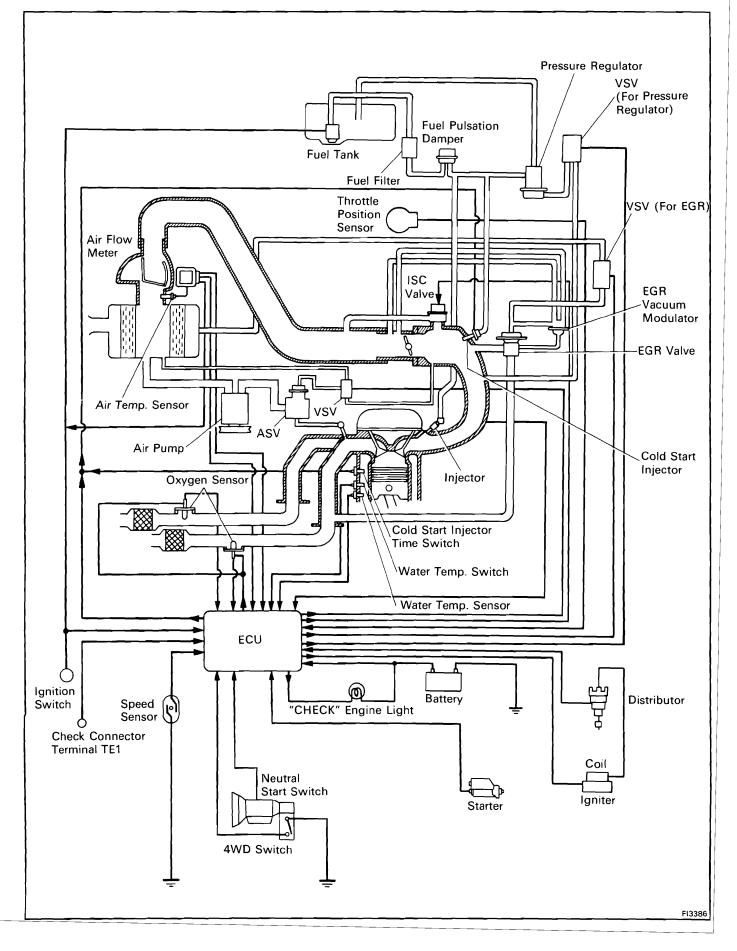
Torque: 890 kg-cm (64 ft-lb, 87 N·m)

# **EFI SYSTEM**

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# SYSTEM DESCRIPTION



The EFI system is composed of three basic subsystems: Fuel, Air Induction and Electronic Control Systems.

### **FUEL SYSTEM**

Fuel is supplied under constant pressure to the EFI injectors by an electric fuel pump. The injectors inject a measured quantity of fuel into the intake manifold in accordance with signals from the ECU (Electronic Control Unit).

# AIR INDUCTION SYSTEM

The air induction system provides sufficient air for engine operation.

## ELECTRONIC CONTROL SYSTEM

The 3F-E engine is equipped with a Toyota Computer Control System (TCCS) which centrally controls the EFI, ESA, ISC, Diagnosis systems, etc. by means of an Electronic Control Unit (ECU – formerly EFI computer) employing a microcomputer.

By means of the ECU, the TCCS controls the following functions:

1. Electronic Fuel Injection (EFI)

The ECU receives signals from various sensors indicating changing engine operating conditions such as:

Intake air volume Intake air temperature Coolant temperature Engine rpm Acceleration / deceleration Exhaust oxygen content etc.

These signals are utilized by the ECU to determine the injection duration necessary for an optimum air-fuel ratio.

2. Electronic Spark Advance (ESA)

The ECU is programmed with data for optimum ignition timing under any and all operating conditions. Using data provided by sensors which monitor various engine functions (rpm, coolant temperature, etc.), the microcomputer (ECU) triggers the spark at precisely the right instant. (See IG section) 3. Idle Speed Control (ISC)

The ECU is programmed with target idling speed values to respond to different engine conditions (coolant temperature, air conditioner on/off, etc.). Sensors transmit signals to the ECU which control the flow of air through the bypass of the throttle value and adjust idle speed to the target value. (See pages FI-40, 71)

- Exhaust Gas Recirculation (EGR) The ECU controls the EGR system according to coolant temperature, engine rpm, throttle angle, vehicle speed and inlet air flow rate.
- 5. Air Injection (AI)

The ECU controls the AI system according to coolant temperature, engine rpm, throttle angle, vehicle speed and inlet air rate.

6. Diagnosis

The ECU detects any malfunctions or abnormalities in the sensor network and lights a "CHECK" engine warning light on the instrument panel. At the same time, the trouble is identified and a diagnostic code is recorded by the ECU. The diagnostic code can be read by the number of blinks of the "CHECK" engine warning light when terminals TE1 and E1 are short-circuited. The diagnostic codes are referred to in a later page. (See pages FI-24, 25)

7. Fail-Safe Function

When an abnormality occurs in any of the ECU input signals, the ECU substitutes a standard valve stored in the microcomputer memory in order to prevent engine malfunction. Also, if the abnormality is serious, the ECU stops the engine.

8. Back-Up Function

Even when an abnormality occurs in the ECU, it provides regular fuel injection and control of the ignition timing to provide vehicle driveability.

# PRECAUTIONS

1. Before working on the fuel system, disconnect the cable from the negative (-) terminal of the battery.

HINT: Any diagnostic code retained by the computer will be erased when the battery terminal is removed. Therefore, if necessary, read the diagnosis before removing the battery terminal.

- 2. Do not smoke or work on open flame when working on the fuel system.
- 3. Keep gasoline off rubber or leather parts.

# INSPECTION PRECAUTIONS MAINTENANCE PRECAUTIONS

1. CHECK CORRECT ENGINE TUNE-UP (See page EM-11)

### 2. PRECAUTIONS WHEN CONNECTING GAUGE

- (a) Use the battery as the power source for the timing light, tachometer, etc.
- (b) Connect the test probe of a tachometer to the terminal  $IG \ominus$  of the check connector.
- WRONG CORRECT IG0268

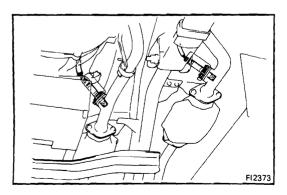
- IG ⊖

**Check Connector** 

Tachometer

eeeee

F12358



#### 3. IN EVENT OF ENGINE MISFIRE FOLLOWING PRECAUTIONS SHOULD BE TAKEN

- (a) Check proper connection of battery terminals, etc.
- (b) Handle high-tension cords carefully.
- (c) After repair work, check that the ignition coil terminals and all other ignition system lines are reconnected securely.
- (d) When cleaning the engine compartment, be especially careful to protect the electrical system from water.

#### 4. PRECAUTIONS WHEN HANDLING OXYGEN SENSORS

- (a) Do not allow oxygen sensor to drop or hit against an object.
- (b) Do not allow the sensor to come into contact with water.

## IF VEHICLE IS EQUIPPED WITH MOBILE RADIO SYSTEM (HAM, CB, ETC.)

The ECU has been designed so that it will not be affected by outside interference.

However, if your vehicle is equipped with a CB radio transceiver, etc. (even one with about 10 W output), it may, at times, have an affect upon ECU operation, especially if the antenna and feeder are installed nearby.

Therefore, observe the following precautions:

- 1. Install the antenna as far as possible from the ECU. The ECU is located behind the glove box, so the antenna should be installed at the rear side of the vehicle.
- 2. Keep the antenna feeder as far away as possible from the ECU wires at least 20 cm (7.87 in.) and, especially, do not wind them together.
- 3. Check that the feeder and antenna are properly adjusted.
- 4. Do not equip your vehicle with a powerful mobile radio system.
- 5. Do not open the cover or the case of the ECU unless absolutely necessary.

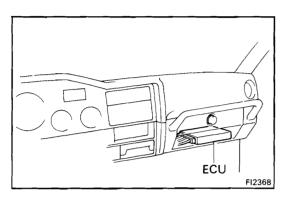
(If the IC terminals are touched, the IC may be destroyed by static electricity.)

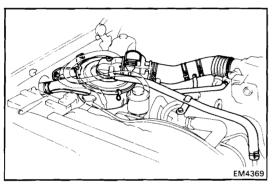
# AIR INDUCTION SYSTEM

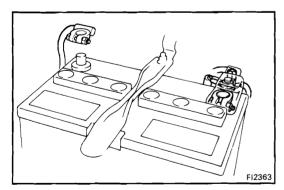
- Separation of the engine oil dipstick, oil filler cap, PCV hose, etc. may cause the engine to run out of tune.
- 2. Disconnection, looseness or cracks in the parts of the air induction system between the air flow meter and cylinder head will allow air suction and cause the engine to run out of tune.

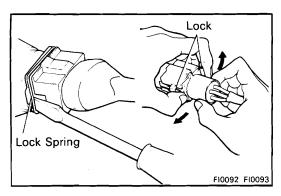
# **ELECTRONIC CONTROL SYSTEM**

- 1. Before removing EFI wiring connectors, terminals, etc., first disconnect the power by either turning the ignition switch OFF or disconnecting the battery terminals.
- 2. When installing the battery, be especially careful not to incorrectly connect the positive (+) and negative (-) cables.
- 3. Do not jolt parts during removal or installation. Handle all EFI parts carefully, especially the ECU.
- 4. Do not be careless during troubleshooting as there are numerous transistor circuits and contact with terminal can cause further trouble.
- 5. When inspecting during rainy weather, take care to prevent entry of water. Also, when washing the engine compartment, prevent water from getting on EFI parts and wiring connectors.
- 6. Parts should be replaced as an assembly.

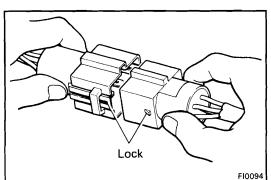




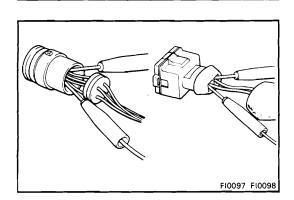


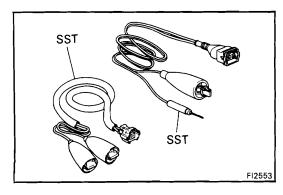


- 7. Care is required when pulling out and inserting wiring connectors.
  - (a) Release the lock and pull out the connector.



FI0095 FI0096

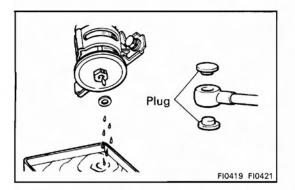


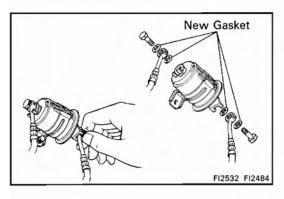


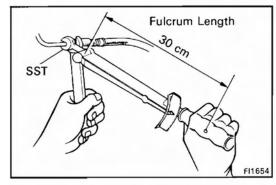
(b) Fully insert the connector and check that it is locked.

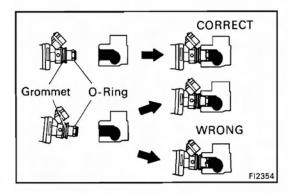
- 8. When inspecting a connector with a volt/ohmmeter.
  - (a) Carefully take out the water-proofing rubber if it is a water-proof type connector.

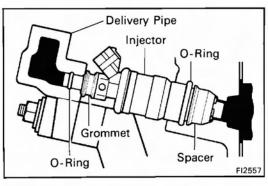
- (b) Insert the test probe into the connector from the wiring side when checking continuity, amperage or voltage.
- (c) Do not apply unnecessary force to the terminal.
- (d) After checking, install the water-proofing rubber on the connector securely.
- Use SST for inspection or test of the injector, cold start injector or its wiring connector. SST 09842-30050 and 09842-30070











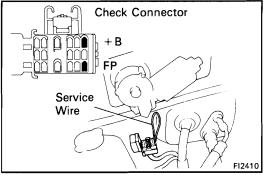
# FUEL SYSTEM

- When disconnecting the high fuel pressure line, a large amount of gasoline will spill out, so observe the following procedure:
  - (a) Put a container under the connection.
  - (b) Slowly loosen the connection.
  - (c) Disconnect the connection.
  - (d) Plug the connection with a rubber plug.
- When connecting the flare nut or union bolt on the high pressure pipe union, observe the following procedure: (Union Bolt Type)
  - (a) Always use a new gasket.
  - (b) Tighten the union bolt by hand.
  - (c) Tighten the union bolt to the specified torque.
  - Torque: 300 kg-cm (22 ft-lb, 29 N·m)
  - (Flare Nut Type)
  - (a) Apply a light coat of engine oil to the flare and tighten the flare nut by hand.
  - (b) Using SST, tighten the flare nut to specified torque. SST 09631-22020

#### Torque: 310 kg-cm (22 ft-lb, 30 N·m)

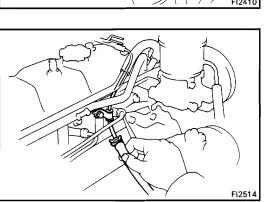
HINT: Use a torque wrench with a fulcrum length of 30 cm (11.81 in.).

- 3. Observe the following precautions when removing and installing the injectors.
  - (a) Never reuse the O-ring.
  - (b) When placing a new O-ring on the injector, take care not to damage it in any way.
  - (c) Coat the new O-ring with spindle oil or gasoline before installing – never use engine, gear or brake oil.
- 4. Install the injector to delivery pipe and cylinder head as shown in the illustration.



- 5. Check that there are no fuel leaks after performing any maintenance on the fuel system.
  - (a) With engine stopped, turn the ignition switch ON.
  - (b) Using a service wire, short terminals + B and FP of the check connector.
  - (c) When the fuel return hose is pinched, the pressure within high pressure line will rise to approx. 4 kg/  $cm^2$  (57 psi, 392 kPa). In this state, check to see that there are no leaks from any part of the fuel system.

NOTICE: Always pinch the hose. Avoid bending as it may cause the hose to crack.



# TROUBLESHOOTING

# **TROUBLESHOOTING HINTS**

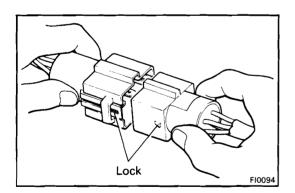
- 1. Engine troubles are usually not caused by the EFI system. When troubleshooting, always first check the condition of the other systems.
  - (a) Electronic source
    - Battery
    - Fusible links
    - Fuses
  - (b) Body ground
  - (c) Fuel supply
    - Fuel leakage
    - Fuel filter
    - Fuel pump
  - (d) Ignition system
    - Spark plugs
    - High-tension cords
    - Distributor
    - Ignition coil
    - Igniter
  - (e) Air induction system
    - Vacuum leaks
  - (f) Emission control system
    - PCV system
    - EGR system
    - Al system
  - (g) Others
    - Ignition timing (ESA system)
    - Idle speed (ISC system)
    - etc.

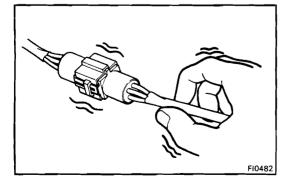
2

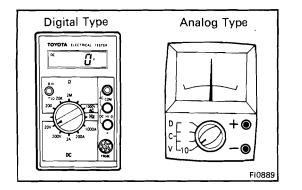
The most frequent cause of problems is simply a bad contact in wiring connectors. Always check that connections are secure.

When inspecting the connector, pay particular attention to the following points:

- (a) Check to see that the terminals are not bent.
- (b) Check to see that the connector is pushed in completely and locked.
- (c) Check to see that there is no signal change when the connector is slightly tapped or wiggled.
- 3. Sufficiently troubleshoot for other causes before replacing the ECU, as the ECU is of high quality and it is expensive.



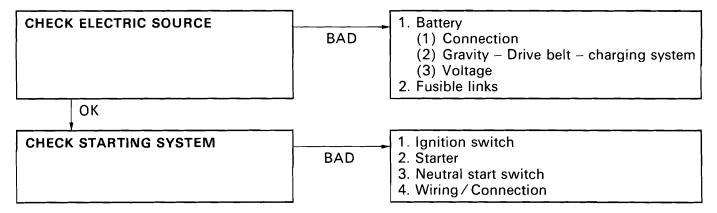




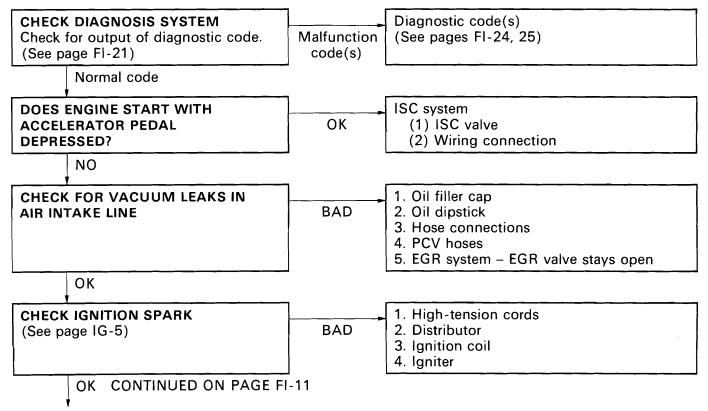
4. Use a volt / ohmmeter with high impedance (10 k $\Omega$  / V minimum) for troubleshooting of the electrical circuit. (See page FI-27)

## **TROUBLESHOOTING PROCEDURES**

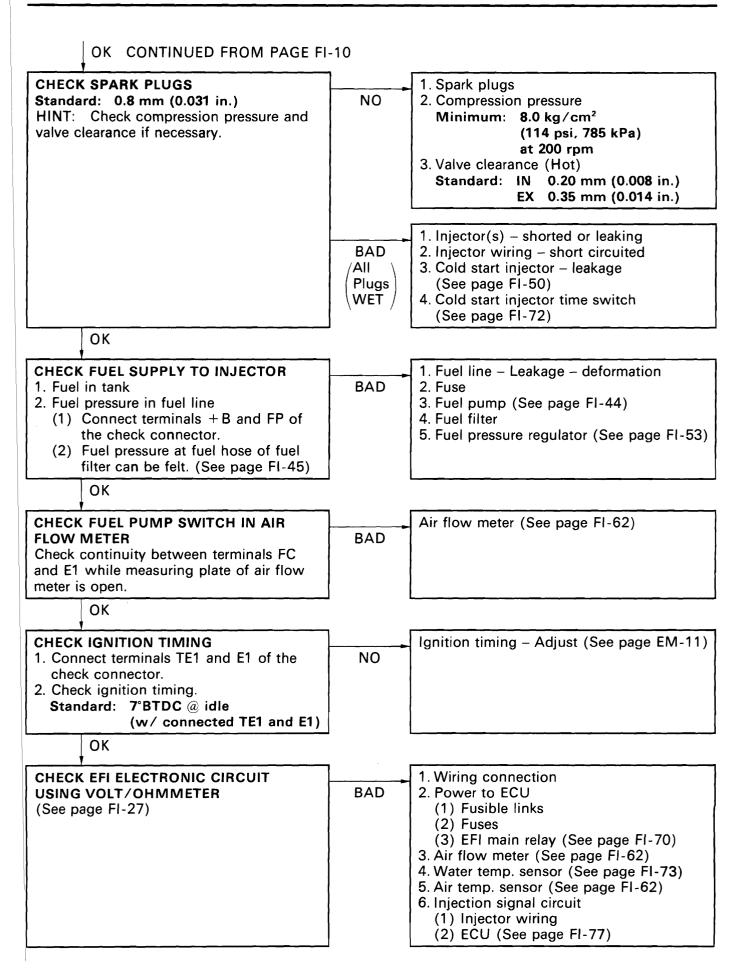
### SYMPTOM – DIFFICULT TO START OR NO START (ENGINE WILL NOT CRANK OR CRANKS SLOWLY)



# SYMPTOM - DIFFICULT TO START OR NO START (CRANKS OK)

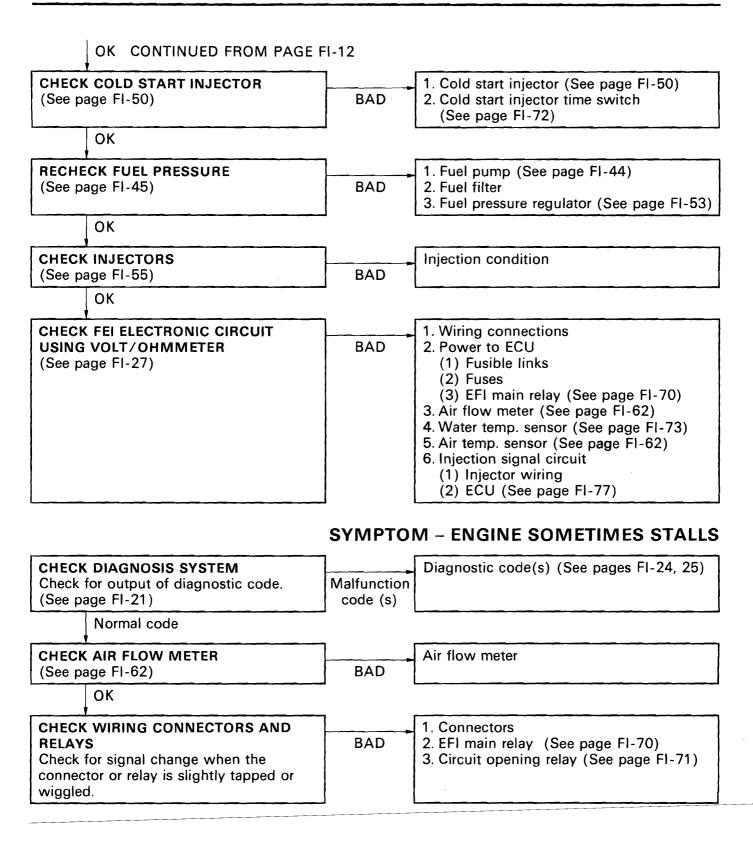


**EFI SYSTEM** – Troubleshooting



#### Diagnostic code(s) (See pages FI-24, 25) CHECK DIAGNOSIS SYSTEM Malfunction Check for output of diagnostic code. (See page FI-21) code(s) Normal code CHECK FOR VACUUM LEAKS IN AIR 1. Oil filler cap 2. Oil dipstick BAD **INTAKE LINE** 3. Hose connections 4. PCV hoses 5. EGR system – EGR valve stays open OK CHECK FUEL SUPPLY TO INJECTOR 1. Fuel line - Leakage - Deformation BAD 1. Fuel in tank 2. Fuses 3. Fuel pump (See page FI-44) 2. Fuel pressure in fuel line (1) Connect terminals + B and FP of 4. Fuel filter the check connector. 5. Fuel pressure regulator (See page FI-53) (2) Fuel pressure at fuel hose of fuel filter can be felt. (See page FI-45) OK CHECK AIR FILTER ELEMENT Element - Clean or replace BAD OK CHECK IDLE SPEED ISC system BAD (1) Wiring connections Standard: 650 rpm (2) ISC valve (See page FI-67) (3) ECU (test by substitution) OK CHECK IGNITION TIMING Ignition timing – Adjust (See page EM-11) 1. Connect terminals TE1 and E1 of the NO service connector. 2. Check ignition timing. Standard: 7° BTDC @ idle (w/ connected TE1 and E1) OK CHECK SPARK PLUGS 1. Spark plugs NO Plug gap: 0.8 mm (0.031 in.) 2. Compression pressure HINT: Check compression pressure and Minimum: 8.0 kg/cm<sup>2</sup> valve clearance if necessary. (114 psi, 785 kpa) at 200 rpm 3. Valve Clearance (Hot) Standard: IN 0.20 mm (0.008 in.) EX 0.35 mm (0.014 in.) OK **CONTINUED ON PAGE FI-13**

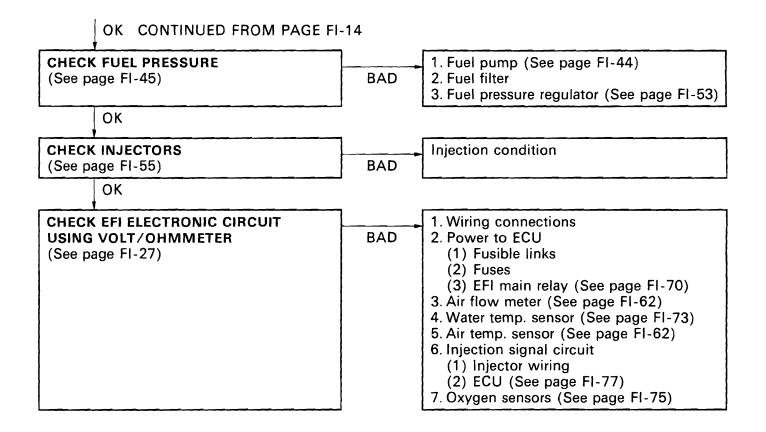
# SYMPTOM – ENGINE OFTEN STALLS



### EFI SYSTEM - Troubleshooting

### SYMPTOM – ROUGH IDLING AND/OR MISSING

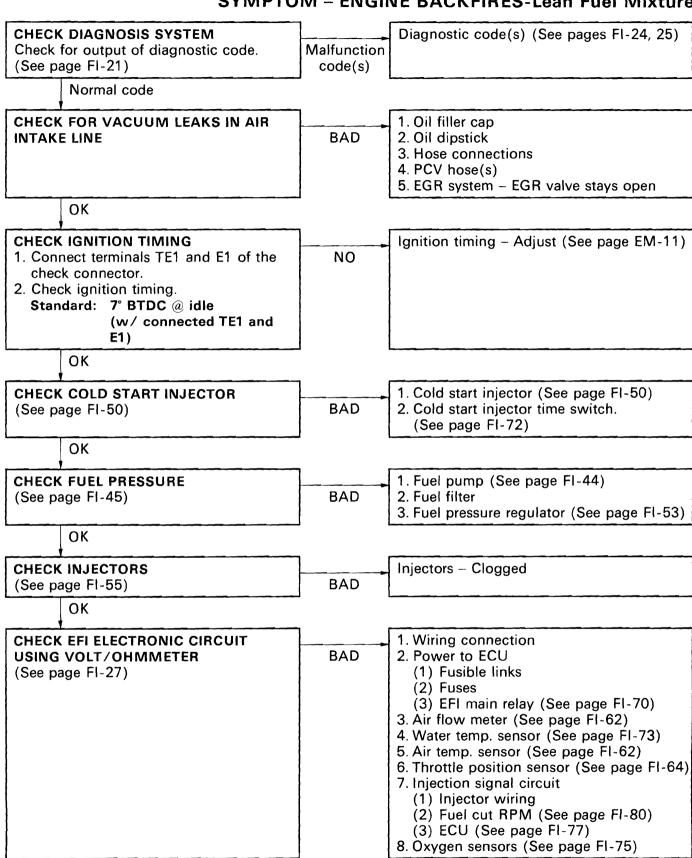
	7						
CHECK DIAGNOSIS SYSTEM Check for output of diagnostic code. (See page FI-21)	Malfunction code (s)	Diagnostic code(s) (See pages FI-24, 25)					
Normal code	-						
CHECK FOR VACUUM LEAKS IN AIR INTAKE LINE	BAD	<ol> <li>1. Oil filler cap</li> <li>2. Oil dipstick</li> <li>3. Hose connections</li> <li>4. PCV hoses</li> <li>5. EGR system – EGR valve stays open</li> </ol>					
ОК	-						
CHECK AIR FILTER ELEMENT	BAD	Element – Clean or replace					
ОК	-						
CHECK IDLE SPEED STD: 650 rpm	NO	ISC system (1) Wiring connections (2) ISC valve (See page FI-67) (3) ECU					
ОК	-						
<ul> <li>CHECK IGNITION TIMING</li> <li>1. Connect terminals TE1 and E1 of the check connector.</li> <li>2. Check ignition timing.</li> <li>Standard: 7° BTDC @ idle (w/ connected TE1 and E1)</li> </ul>	NO	Ignition timing – Adjust (See page EM-11)					
ОК	-						
CHECK SPARK PLUGS Plug gap: 0.8 mm (0.043 in.) HINT: Check compression pressure and valve clearance if necessary.	BAD	1. Spark plugs and high-tension cords 2. Compression pressure Minimum: 8.0 kg/cm <sup>2</sup> (114 psi, 785 kpa) at 200 rpm 3. Valve clearance (Hot) Standard: IN 0.20 mm (0.008 in.) EX 0.35 mm (0.014 in.)					
ОК							
CHECK COLD START INJECTOR (See page FI-50)	BAD	<ol> <li>Cold start injector (See page FI-50)</li> <li>Cold start injector time switch. (See page FI-72)</li> </ol>					
OK CONTINUED ON PAGE FI-1	5						



#### EFI SYSTEM - Troubleshooting

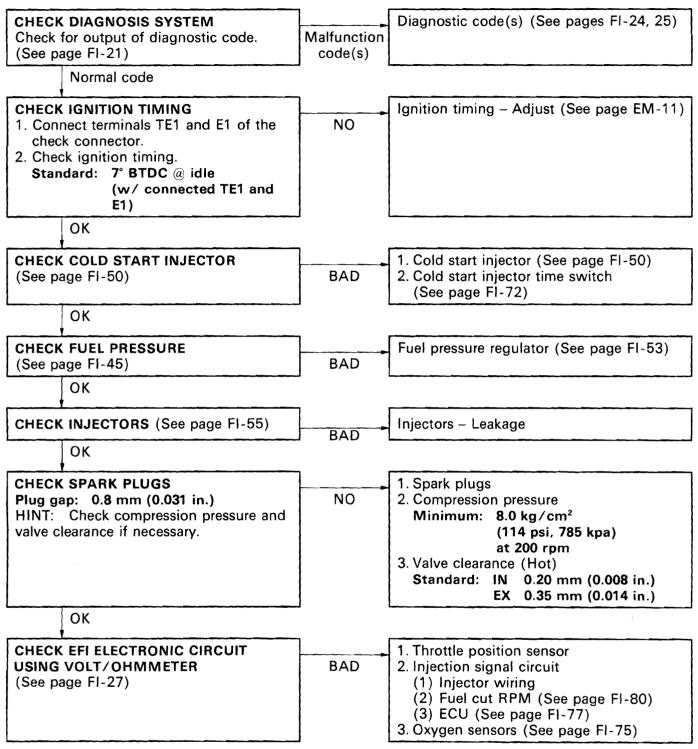
## SYMPTOM – HIGH ENGINE IDLE SPEED (NO DROP)

	-						
CHECK ACCELERATOR LINKAGE	BAD	Linkage – Stuck					
ОК							
CHECK AIR CONDITIONER IDLE-UP CIRCUIT	BAD	ISC valve					
ОК							
CHECK DIAGNOSIS SYSTEM Check for output of diagnostic code. (See page FI-21)	Malfunction code(s)	Diagnostic code(s) (See pages FI-24, 25)					
Normal code							
CHECK ISC SYSTEM	BAD	1. Wiring connections 2. ISC valve (See page FI-67) 3. Air conditioner switch					
ОК							
CHECK THROTTLE POSITION SENSOR (See page FI-64)	BAD	Throttle body					
ОК							
CHECK FUEL PRESSURE (See page FI-45)	BAD	Fuel pressure regulator – High pressure					
ОК							
CHECK COLD START INJECTOR (See page FI-50)	BAD	Cold start injector – linkage					
ОК	-						
CHECK INJECTORS (See page FI-55)	BAD	Injectors – Leakage, Injection quantity					
ОК	_						
CHECK EFI ELECTRONIC CIRCUIT USING VOLT/OHMMETER (See page FI-27)	BAD	<ol> <li>Wiring connection</li> <li>Power to ECU         <ol> <li>Fusible links</li> <li>Fuses</li> <li>EFI main relay (See page FI-70)</li> </ol> </li> <li>Air flow meter (See page FI-62)</li> <li>Water temp. sensor (See page FI-73)</li> <li>Air temp. sensor (See page FI-62)</li> <li>Injection signal circuit         <ol> <li>Injector wiring</li> <li>ECU (See page FI-77)</li> </ol> </li> </ol>					

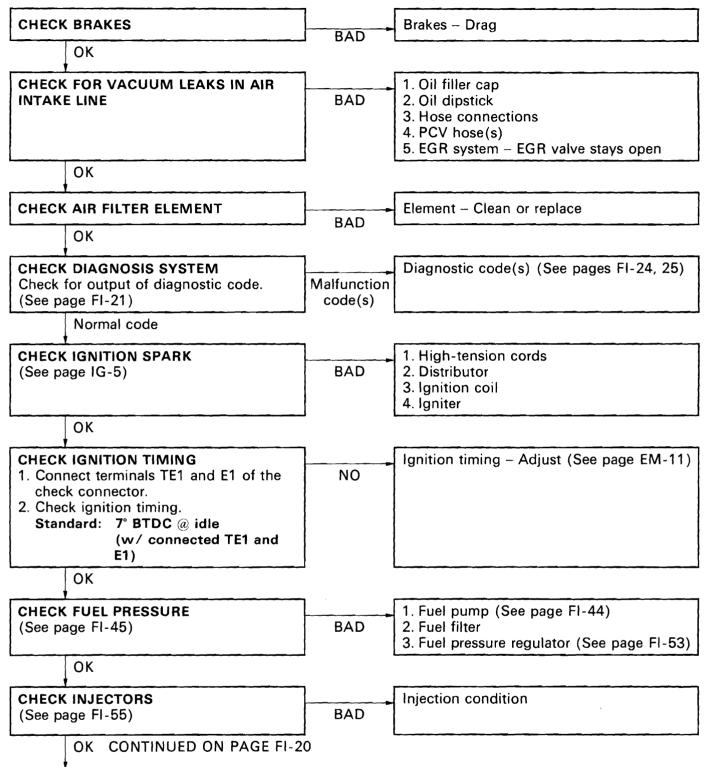


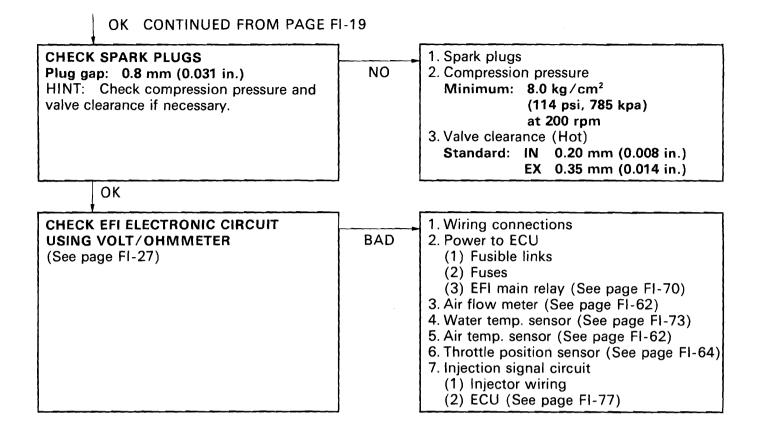
FI-17

### SYMPTOM – MUFFLER EXPLOSION (AFTER FIRE)-Rich Fuel Mixture-Misfire



### SYMPTOM – ENGINE HESITATES AND/OR POOR ACCELERATION





## **DIAGNOSIS SYSTEM**

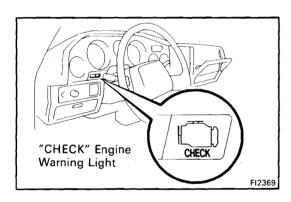
### DESCRIPTION

The ECU contains a built-in self-diagnosis system by which troubles with the engine signal network are detected and a "CHECK" engine warning light on the instrument panel flashes.

By analyzing various signals as shown in the later tables (See pages FI-24, 25) the ECU detects system malfunctions which are related to the various operating parameter sensors or actuator. The ECU stores the failure code associated with the detected failure until the diagnosis system is cleared by removing the EFI fuse with the ignition switch OFF.

The "CHECK" engine warning light on the instrument panel informs the driver that a malfunction has been detected.

The light goes out automatically when the malfunction has been cleared.



#### "CHECK" ENGINE WARNING LIGHT CHECK

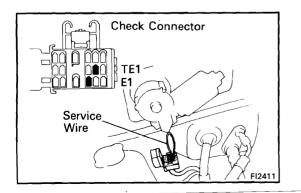
- 1. The "CHECK" engine warning light will come on when the ignition switch is placed at ON and the engine is not running.
- 2. When the engine is started, the "CHECK" engine warning light should go out.

If the light remains on, the diagnosis system has detected a malfunction or abnormality in the system.

## **OUTPUT OF DIAGNOSTIC CODES**

To obtain an output of diagnostic codes, proceed as follow:

- 1. Initial conditions
  - (a) Battery voltage 11 volts or more
  - (b) Throttle valve fully closed (throttle position sensor IDL points closed)
  - (c) Transmission in neutral
  - (d) Accessories switched OFF
  - (e) Engine at normal operating temperature
- 2. Turn the ignition switch to ON. Do not start the engine.
- 3. Using a service wire, connect terminals TE1 and E1 of the check connector.

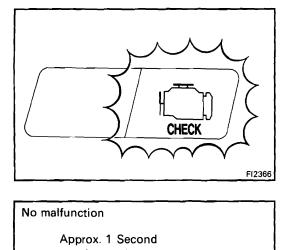


AT0716

F10524

4.5 seconds

2.5 seconds

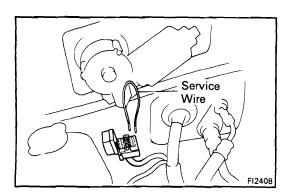


4. Read the diagnostic code as indicated by the number of flashes of the "CHECK" engine warning light.

- Diagnostic Codes (See pages FI-24, 25)
- (a) Normal System Operation (no malfunction)
  - The light will alternately blink ON and OFF 2 times per second.

- (b) Malfunction Code Indication
  - In the event of a malfunction, the light will blink every 0.5 seconds. The first number of blinks will equal the first digit of a 2-digit diagnostic code and, after a 1.5 second pause, the 2nd number of blinks will equal the 2nd. If there are two or more codes, there will be a 2.5 second pause between each.
  - After all the codes have been output, there will be a 4.5 second pause and they will all be repeated as long as the terminals TE1 and E1 of the check connector are connected.

HINT: In the event of a number of trouble codes, indication will begin from the smaller value and continue to the larger.



5. After the diagnosis check, remove the service wire.

ON

OFF

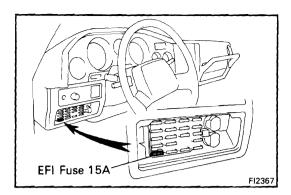
Code No. 21 and No. 32

1.5 seconds

0.5 seconds

ON

OFF



### CANCELLING DIAGNOSTIC CODE

1. After repair of the trouble area, the diagnostic code retained in memory by the ECU must be cancelled out by removing the EFI fuse (15A) for 30 seconds or more, depending on ambient temperature (the lower the temperature, the longer the fuse must be left out) with the ignition switch OFF.

HINT:

- Cancellation can also be done by removing the battery negative (-) terminal, but in this case, other memory systems (clock, etc.) will also be cancelled out.
- If the diagnostic code is not cancelled out, it will be retained by the ECU and appear along with a new code in the event of future trouble.
- If it is necessary to work on engine components requiring removal of the battery terminal, a check must first be made to see if a diagnostic code has been recorded.
- After cancellation, road test the vehicle to check that a "normal" code is now read on the "CHECK" engine warning light.

If the same diagnostic code appears, it indicates that the trouble area has not been repaired thoroughly.

### DIAGNOSIS INDICATION

- 1. Including "normal", the ECU is programmed with the following 18 diagnostic codes.
- 2. When 2 or more codes are indicated, the lowest number (code) will appear first.

However, no other code will appear along with code No.11.

- 3. All detected diagnostic codes, except code No.51, will be retained in memory by the ECU from the time of detection until cancellation.
- 4. Once the malfunction is cleared, the "CHECK" engine warning light on the instrument panel will go out but the diagnostic code(s) remains stored in ECU memory (except for code No.51).

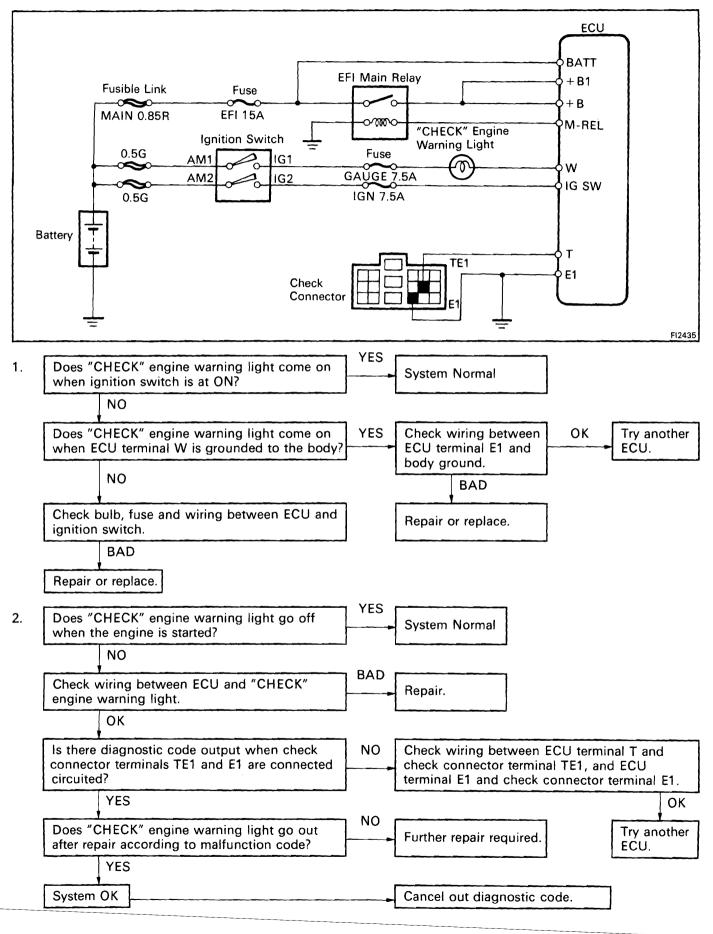
### **DIAGNOSTIC CODES**

Code No.	Number of Check engine blinks	System	Trouble area	See page	
	FI1604	Normal	This appears when none of the other codes are identified.		_
11	FI1605	ECU (+B)	Momentary interruption in power supply to ECU.	<ul> <li>Ignition switch circuit</li> <li>Ignition switch</li> <li>Main relay circuit</li> <li>Main relay</li> <li>ECU</li> </ul>	FI-30
12	FI1606	PRM Signal	No "NE" or "G" signal to ECU within 2 seconds after engine has been cranked.	<ul> <li>Distributor circuit</li> <li>Distributor</li> <li>Starter signal circuit</li> <li>ECU</li> </ul>	IG-4
13	FI1607	RPM Signal	No "NE" signal to ECU when engine speed is above 1,000 rpm.	<ul> <li>Distributor circuit</li> <li>Distributor</li> <li>ECU</li> </ul>	-
14		lgnition Signal	No "IGF" signal to ECU 6 – 8 times in succession.	<ul> <li>Igniter and ignition coil circuit</li> <li>Igniter and ignition coil</li> <li>ECU</li> </ul>	FI-41
		Oxygen Sensor Signal	Detects deterioration of oxygen sensor.	<ul> <li>Oxygen sensor circuit</li> <li>Oxygen sensor</li> <li>ECU</li> </ul>	
21		Oxygen Sensor Heater Signal	Open or short circuit in oxygen sensor heater signal.	<ul> <li>Oxygen sensor heater circuit</li> <li>Oxygen sensor heater</li> <li>ECU</li> </ul>	
22		Water Temp. Sensor Signal	Open or short circuit in water temp. sensor signal.	<ul> <li>Water temp. sensor circuit</li> <li>Water temp. sensor</li> <li>ECU</li> </ul>	FI-37
24		Intake Air Temp. Sensor Signal	Open or short circuit in intake air temp. sensor signal.	<ul> <li>Intake air temp. sensor circuit</li> <li>Intake air temp. sensor</li> <li>ECU</li> </ul>	FI-36
25		Air-fuel Ratio Lean Malfunction	<ol> <li>When air-fuel ratio feed- back compensation value or adaptive control value continues at the upper (lean) or lower (rich) limit.</li> <li>When air-fuel ratio feed- back compensation value or adaptive control value feedback frequency is abnormally high during</li> </ol>	<ul> <li>Injector circuit</li> <li>Injector</li> <li>Fuel line pressure</li> <li>Air flow meter</li> <li>Air intake system</li> <li>Oxygen sensor circuits</li> <li>Oxygen sensors</li> <li>Ignition system</li> <li>ECU</li> </ul>	
26	M	Air-fuel Ratio Rich Malfunction	feedback condition. HINT: For condition (2), neither a lean (Code No. 25) nor a rich (Code No. 26) diagnosis is displayed consecutively.	<ul> <li>Injector circuit</li> <li>Injector</li> <li>Fuel line pressure</li> <li>Air flow meter</li> <li>Cold start injector</li> <li>ECU</li> </ul>	
28	 	No. 2 Oxygen Sensor Signal No. 2 Oxygen Sensor Heater	Same as code No. 21	Same as code No. 21	FI-44

## DIAGNOSTIC CODES (Cont'd)

Code No.	Number of Check engine blinks	System	Diagnosis	Trouble area	See page
31	FI1612	Air flow Meter Signal	Open circuit in VC signal or short circuit between VS and E2 when idle contacts are closed.	<ul> <li>Air flow meter circuit</li> <li>Air flow meter</li> <li>ECU</li> </ul>	FI-35
32		Air Flow Meter Signal	Open circuit in E2 or short circuit between VC and VS.	<ul> <li>Air flow meter circuit</li> <li>Air flow meter</li> <li>ECU</li> </ul>	FI-35
35	F12699	HAC Sensor Signal	Open circuit in altitude compensation sensor signal.	• ECU	-
41		Throttle Position Sensor Signal	Open or short circuit in throttle position sensor signal.	<ul> <li>Throttle position sensor circuit</li> <li>Throttle position sensor</li> <li>ECU</li> </ul>	FI-33
42		Vehicle Speed Sensor Signal	No "SPD" signal for 8 seconds when engine speed in between 2,000 rpm and 5,000 rpm and coolant temp. is below 80°C (176°F) except when racing the engine.	<ul> <li>Vehicle speed sensor circuit</li> <li>Vehicle speed sensor</li> <li>ECU</li> </ul>	
43		Starter Signal	No "STA" signal to ECU until engine speed reaches 800 rpm with vehicle not moving	<ul> <li>Ignition switch circuit</li> <li>Ignition switch</li> <li>ECU</li> </ul>	FI-39
51	 FI1617	Switch Signal	No "IDL" signal or "NSW" signal to ECU, with the check terminals E1 and TE1 shorted.	<ul> <li>Throttle position sensor circuit</li> <li>Throttle position sensor</li> <li>Neutral start switch</li> <li>Acceleration pedal and cable</li> <li>ECU</li> </ul>	

### INSPECTION OF DIAGNOSIS CIRCUIT



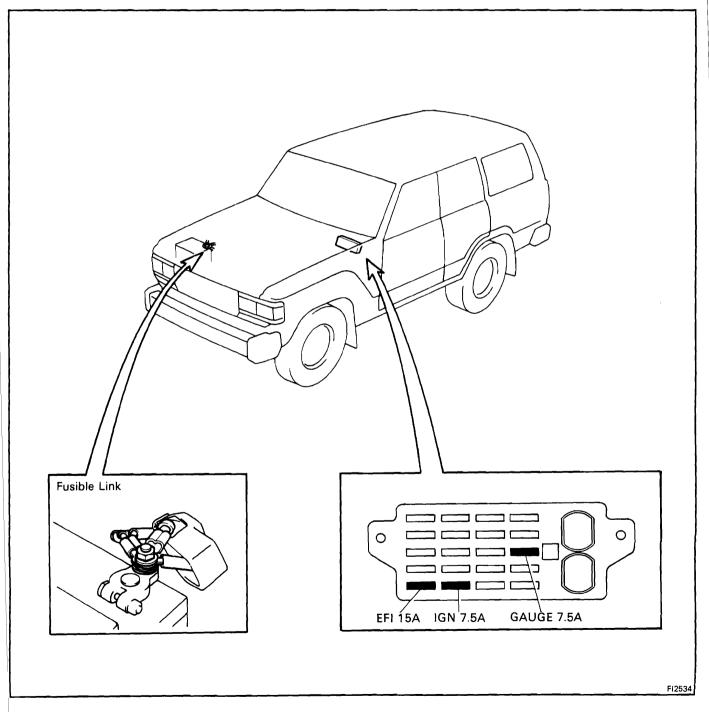
## TROUBLESHOOTING WITH VOLT/OHMMETER

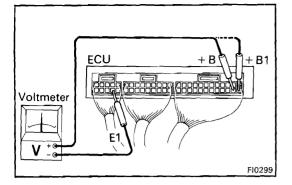
HINT: The following troubleshooting procedures are designed for inspection of each separate system, and therefore the actual procedure may vary somewhat. However, troubleshooting should be performed referring to the inspection methods described in this manual.

Before beginning inspection, it is best to first make a simple check of the fuses, fusible links and condition of the connectors. The following troubleshooting procedures are based on the supposition that the trouble lies in either a short or open circuit in a component outside the computer or a short circuit within the computer.

If engine trouble occurs even though proper operating voltage is detected in the computer connector, then it can be assumed that the ECU is faulty and should be replaced.

### LOCATION OF FUSES AND FUSIBLE LINKS





### EFI SYSTEM CHECK PROCEDURE

HINT:

- Perform all voltage measurements with the connectors connected.
- Verify that the battery voltage is 11 V or more when the ignition switch is "ON" position.

Using a voltmeter with high impedance (10  $k\Omega/V$  minimum), measure the voltage at each terminal of the wiring connectors.

### **Terminals of ECU**

Symbol	ymbol Terminal Name		Terminal Name Symbol Terminal Name		Symbol	Terminal Name
E01	ENGINE GROUND	G1	DISTRIBUTOR	EGR	EGR VSV	
E02	ENGINE GROUND	VF2	CHECK CONNECTOR	A/C	A/C MAGNET SWITCH	
No. 10	INJECTOR (No. 1, 2, 3)	VTA	THROTTLE POSITION SENSOR	SPD	SPEED SENSOR	
No. 20	INJECTOR (No. 4, 5, 6)	NE	DISTRIBUTOR	w	WARNING LIGHT	
HT1	OXYGEN SENSOR HEATER	IDL	THROTTLE POSITION SENSOR	FPU	FPU VSV	
HT2	OXYGEN SENSOR HEATER	E11	COMPUTER GROUND	NSW	NEUTRAL START SWITCH	
STJ	COLD START INJECTOR	OX1	OXYGEN SENSOR	THA	AIR TEMP. SENSOR	
E1	COMPUTER GROUND	OX2	OXYGEN SENSOR	STA	STARTER SWITCH	
Т	CHECK CONNECTOR	THW	WATER TEMP. SENSOR	VS	AIR FLOW METER	
TWS	WATER TEMP. SWITCH	E2	SENSOR GROUND	AI	AI VSV	
ISC1	ISC MOTOR No. 1 COIL	IGF	IGNITER	VC	AIR FLOW METER or THROT- TLE POSITION SENSOR	
ISC2	ISC MOTOR No. 2 COIL	E22	SENSOR GROUND	BATT	BATTERY	
ISC3	ISC MOTOR No. 3 COIL	IGT	IGNITER	+ B	EFI MAIN RELAY	
ISC4	ISC MOTOR No. 4 COIL	4WD	4WD INDICATOR	IG SW	IGNITION SWITCH	
G⊖	DISTRIBUTOR	M-REL	EFI MAIN RELAY	+ B1	EFI MAIN RELAY	
VFI	CHECK CONNECTOR	STP	STOP LIGHT SWITCH			
E CUL	Terminals					

**ECU** Terminals

							Ē				7										3					
E01	No. 10	HT1	STJ	т	ISC 1	ISC 2	G⊝	G1	-	NE		OX1	тню		GF	IGT		M- REL	EGR	SPD	FPU	тна	vs	vc	BATT	IG SW
E02	No. 20	HT2	E1	tws	ISC 3	ISC 4	VF1	VF2	VTA	IDL	E11	OX2	E2	E	E22		4WD	STP				STA			1 1	+ B1

FI0574

No.	Terminals		Condition	STD Voltage	See page
	BATT – E1		_	10 – 14	FI-30
1	IG SW – E1 M-REL – E1	Ignition switch ON		10 - 14	FI-31
-	+ B (+ B1) – E1				FI-32
	IDL – E2		Throttle valve open	4 - 6	FI-33
2	VC – E2		_	4 - 6	
2	VTA –E2	Ignition switch ON	Throttle valve fully closed	0.1 – 1.0	FI-34
			Throttle valve fully open	4 – 5	
	VC – E22		_	4 - 6	
	VS – E22	Ignition switch ON	Measuring plate fully closed	4 – 5	
3			Measuring plate fully open	0.02 - 0.08	FI-35
		ldling		2 – 4	
		3,000 rpm		0.3 – 1.0	
4	THA – E2	Ignition switch ON	Intake air temperature 20°C (68°F)	1 – 3	FI-36
5	THW – E2	Ignition switch ON	Coolant temperature 80°C (176°F)	0.1 – 1.0	FI-37
6	No. 10 E01 	Ignition switch ON		10 – 14	FI-38
7	STA – E1	Cranking		6 – 14	FI-39
8	ISC1	Ignition switch ON		10 – 14	FI-40
9	IGT – E1	Idling		0.7 – 1.0	FI-41
10	W – E1	No trouble ("CHECK' engine running	' engine warning light off) and	10 – 14	FI-42

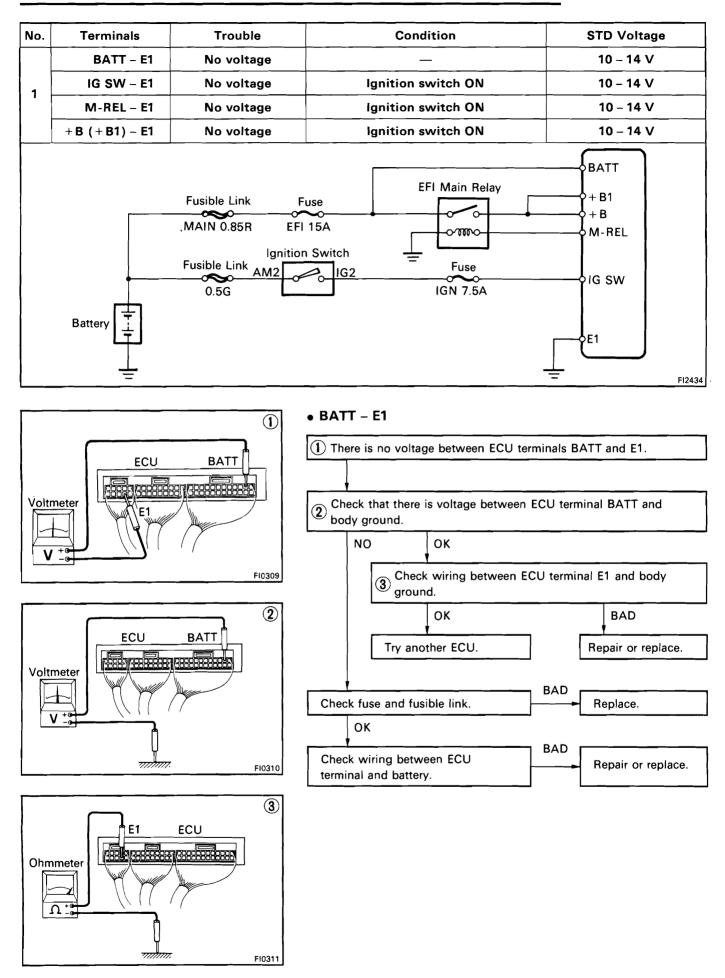
## Voltage at ECU Wiring Connectors

ECU Terminals

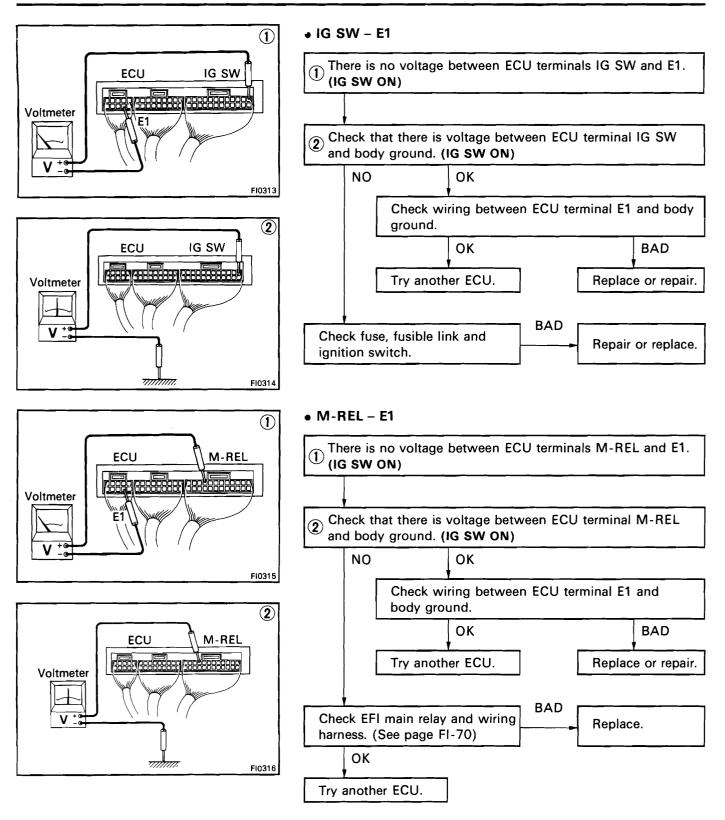
		1			
E01 No. HT1 STJ T		– ОХ1 тнw	IGF IGT - M-	EGR SPD FPU THA	VS VC BATT IG
E02 No. HT2 E1 TWS	ISC ISC VF1 VF2 VTA IDL E	11 OX2 E2	E22 – 4WD STP	- W NSWSTA	AI — +B +B1

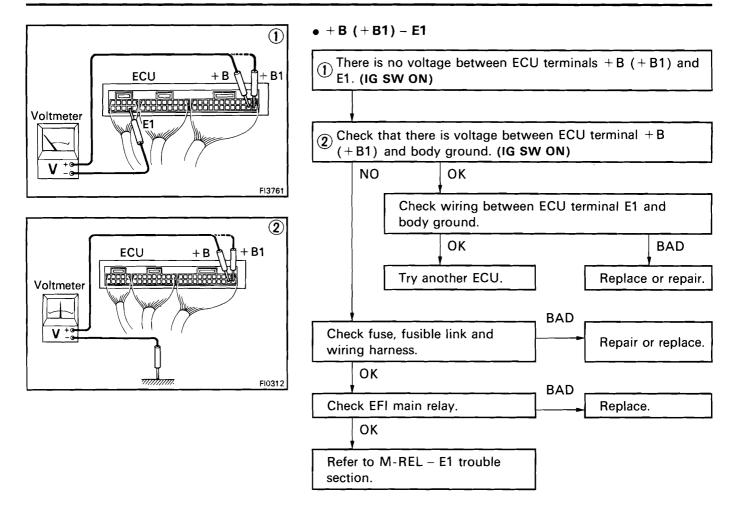
FI0574

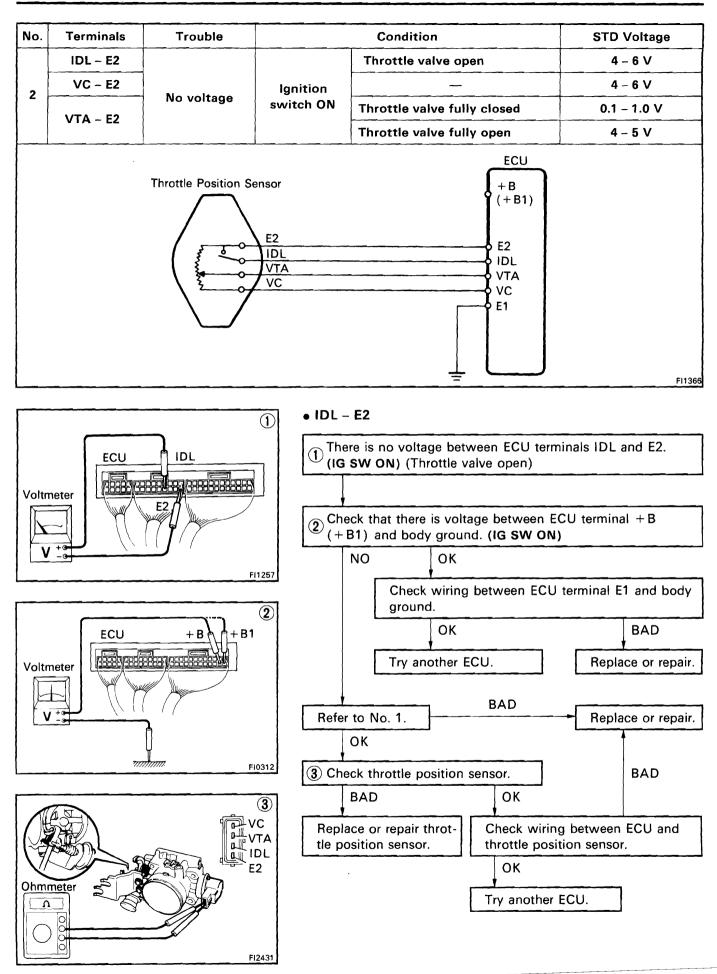
#### EFI SYSTEM - Troubleshooting with Volt / Ohmmeter

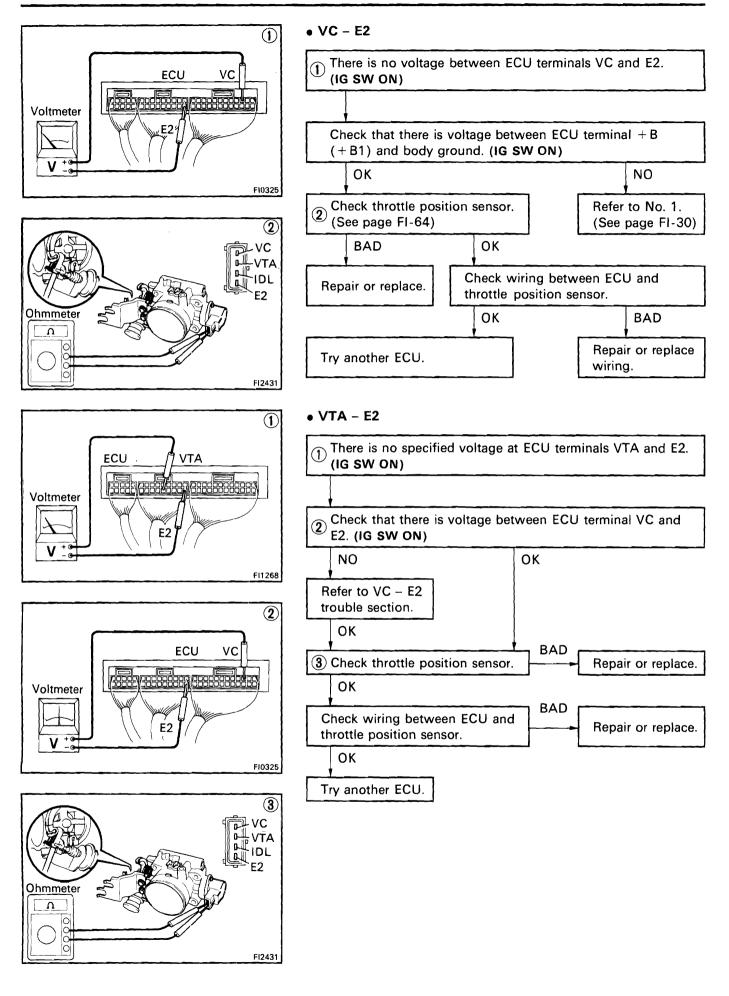


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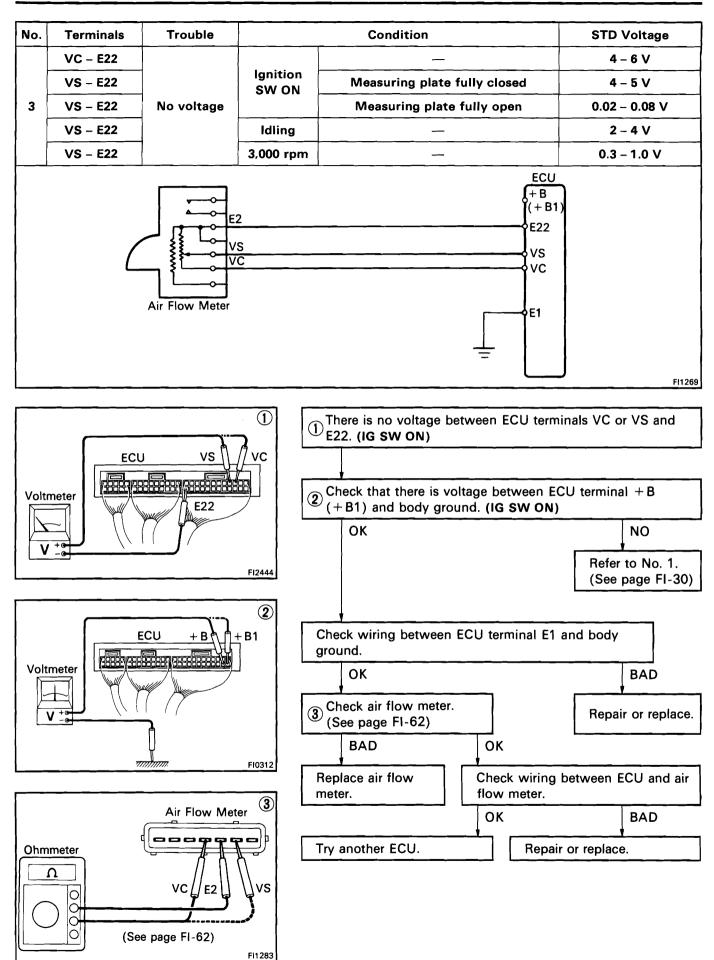




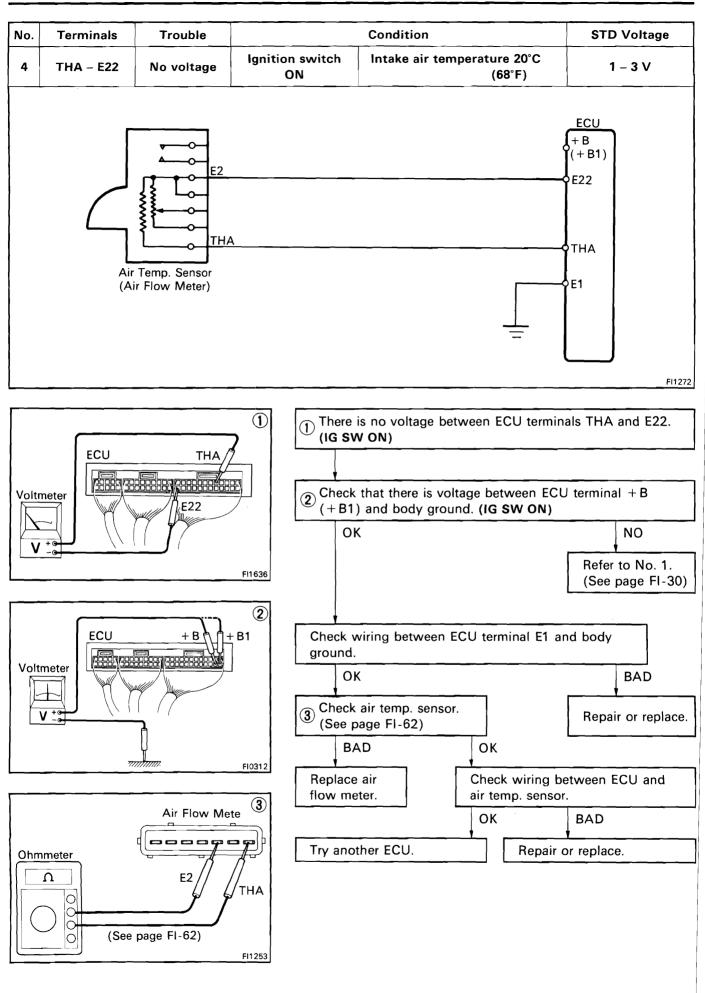




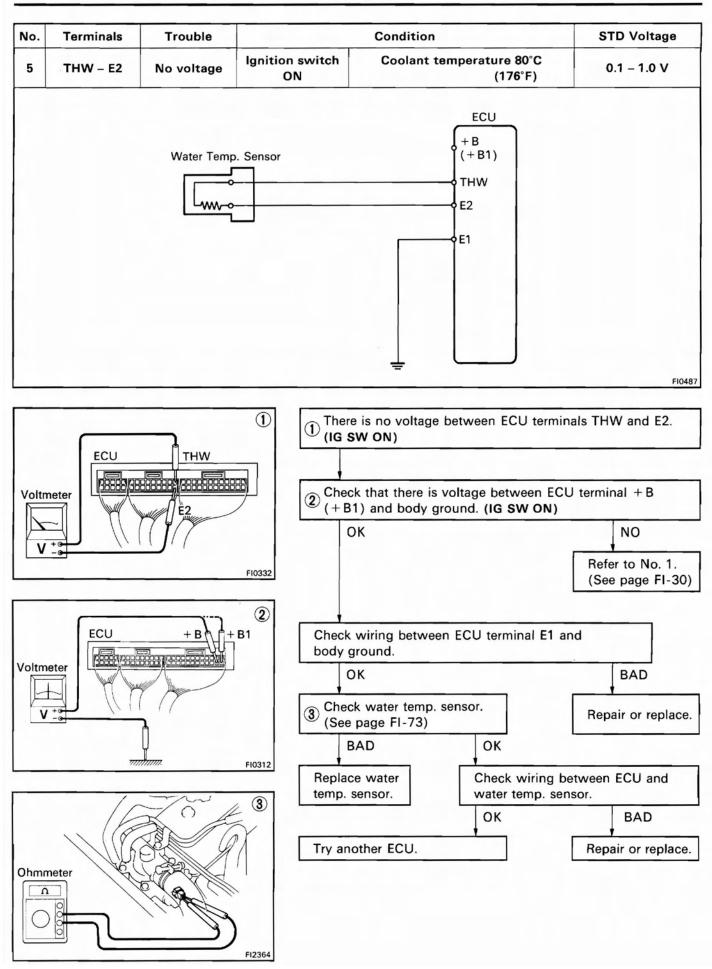




#### EFI SYSTEM - Troubleshooting with Volt/Ohmmeter

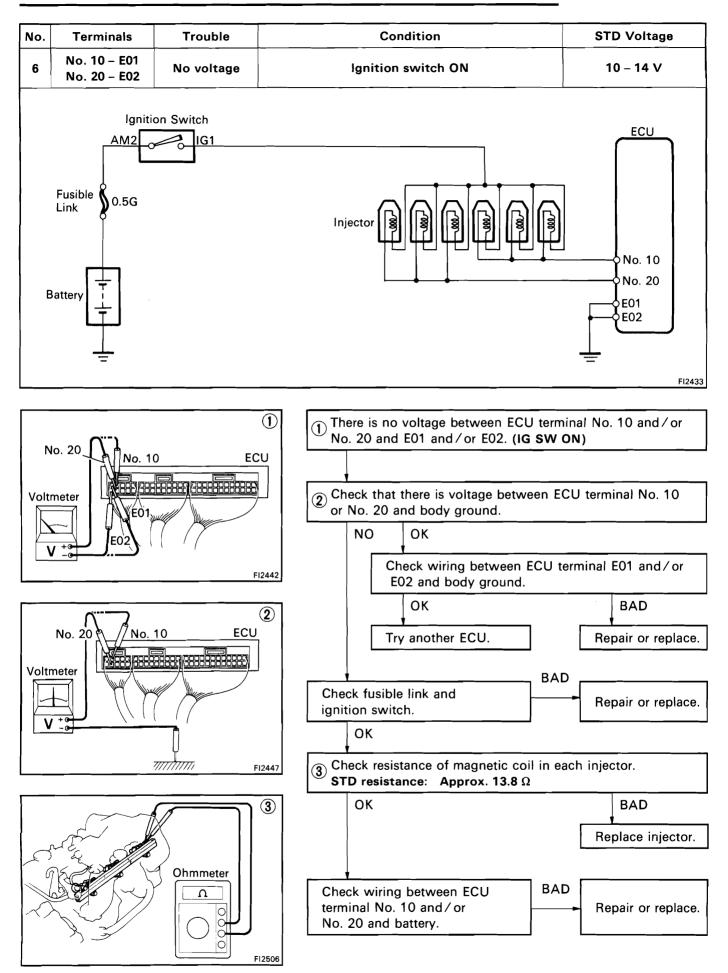


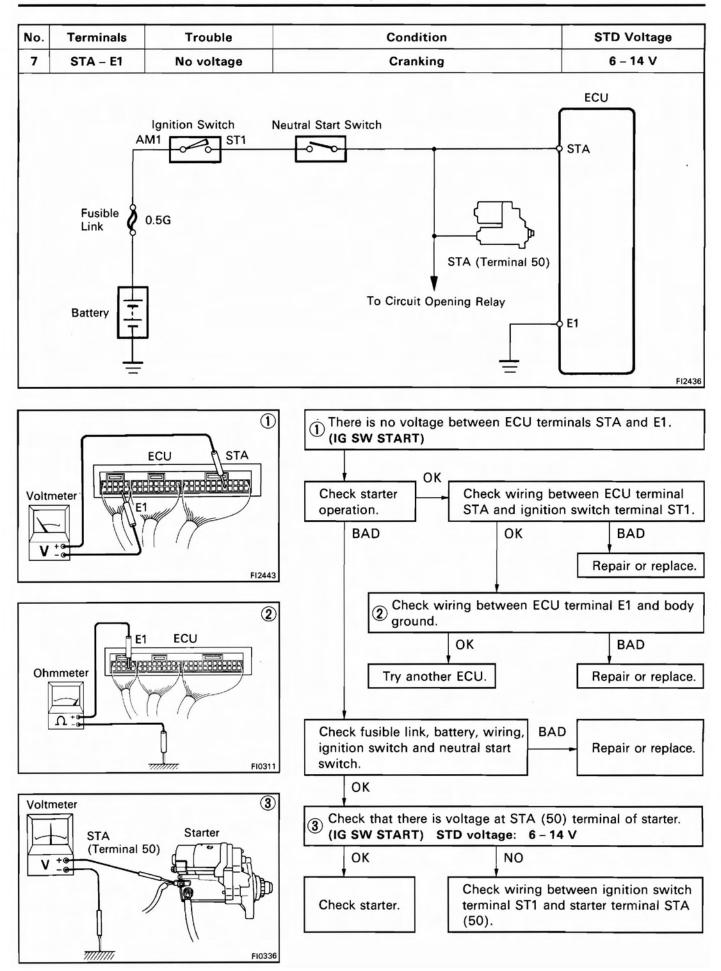
FI-36

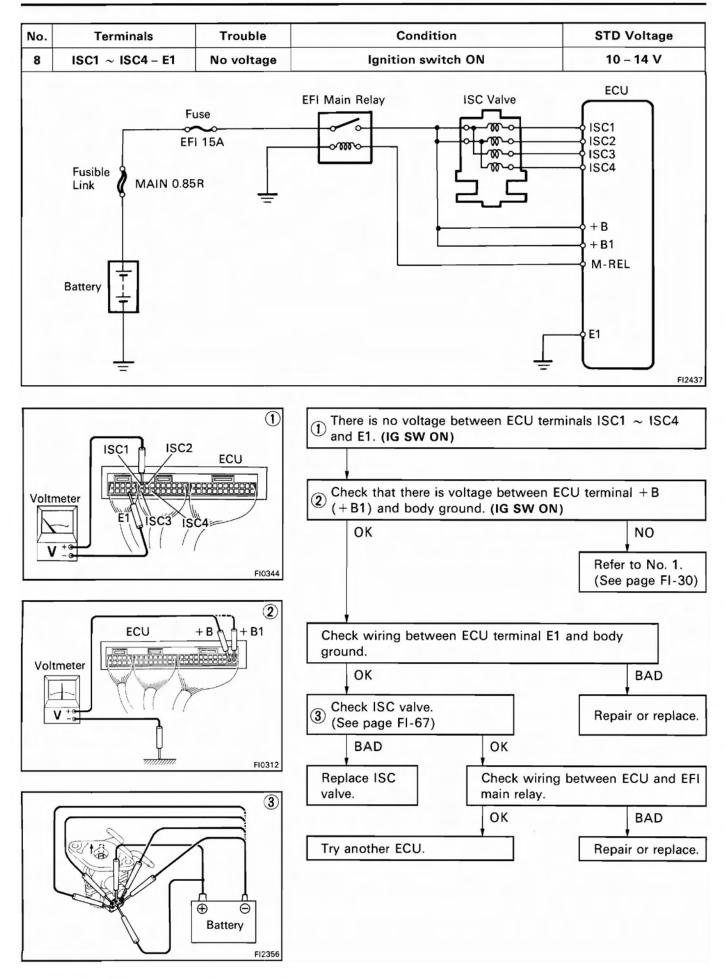


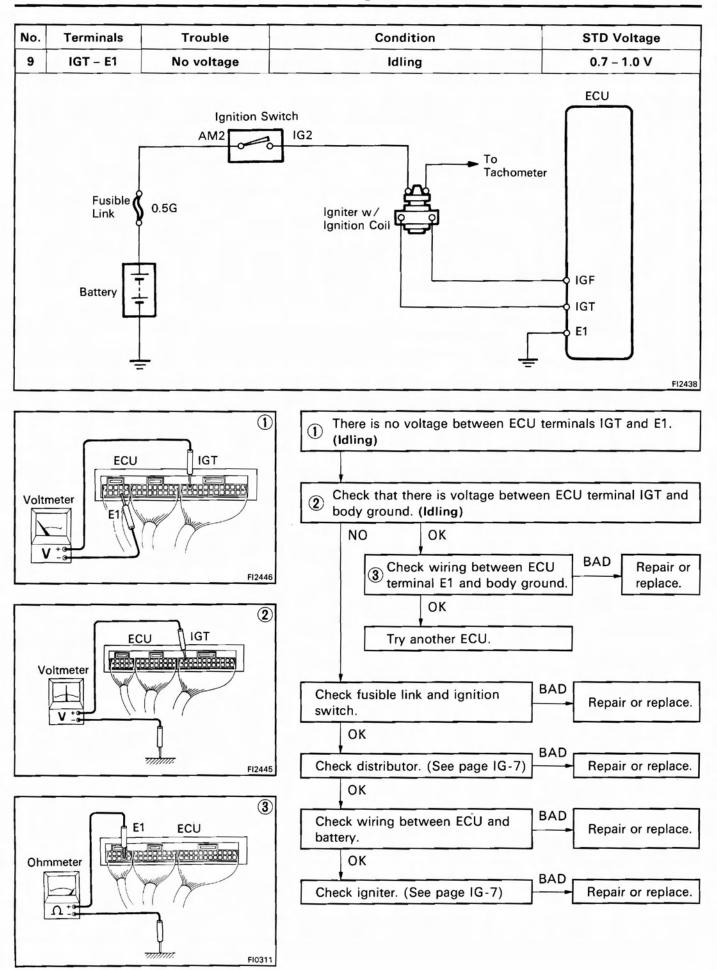
#### EFI SYSTEM - Troubleshooting with Volt / Ohmmeter

#### EFI SYSTEM - Troubleshooting with Volt / Ohmmeter



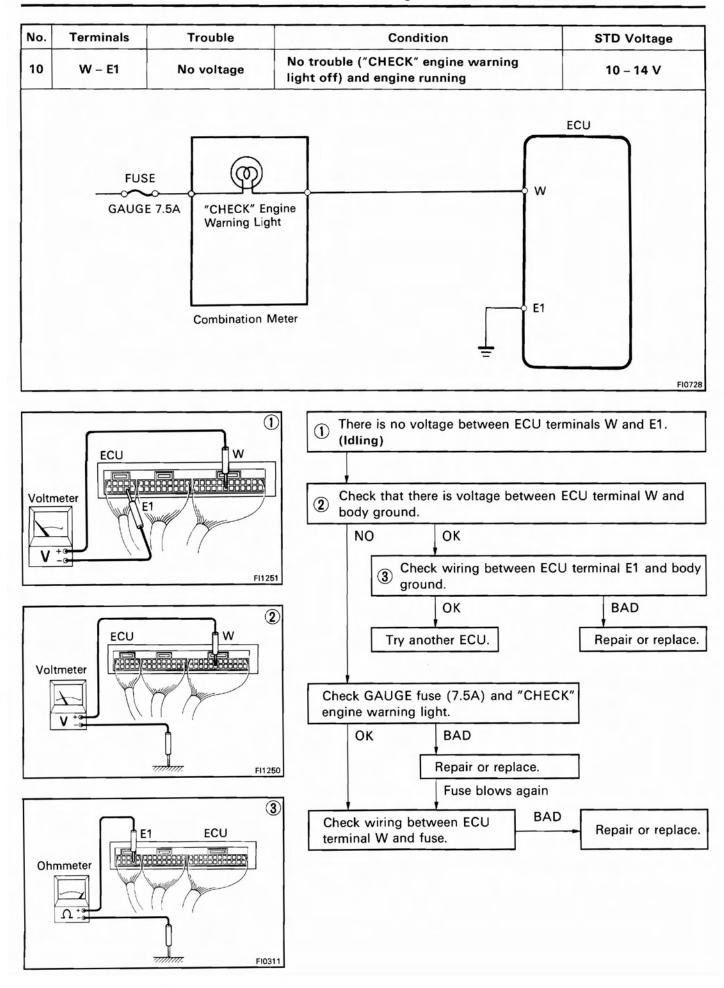


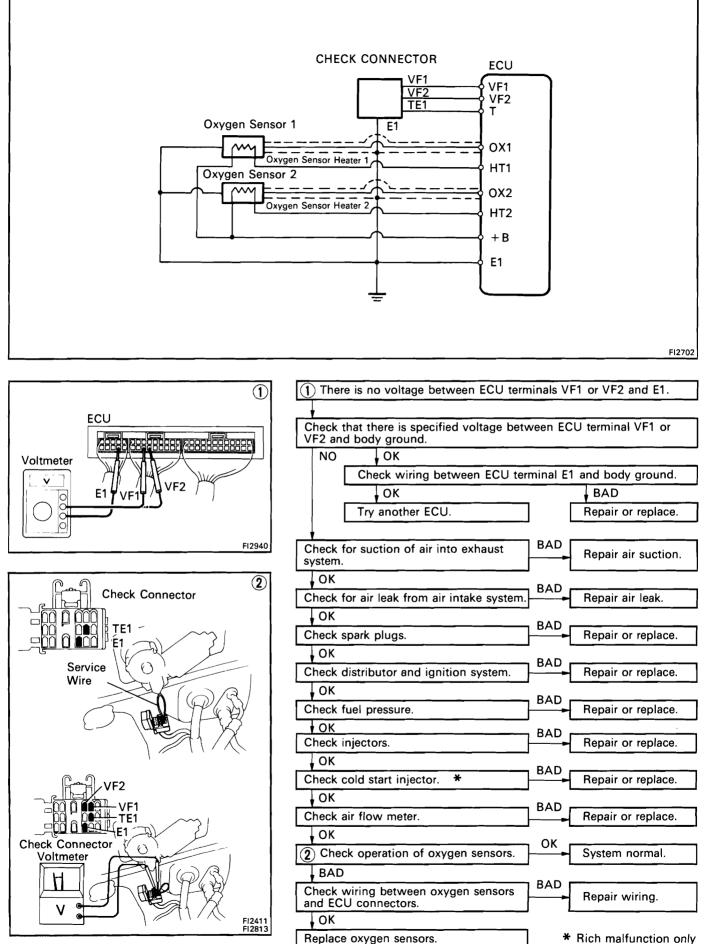




FI-41

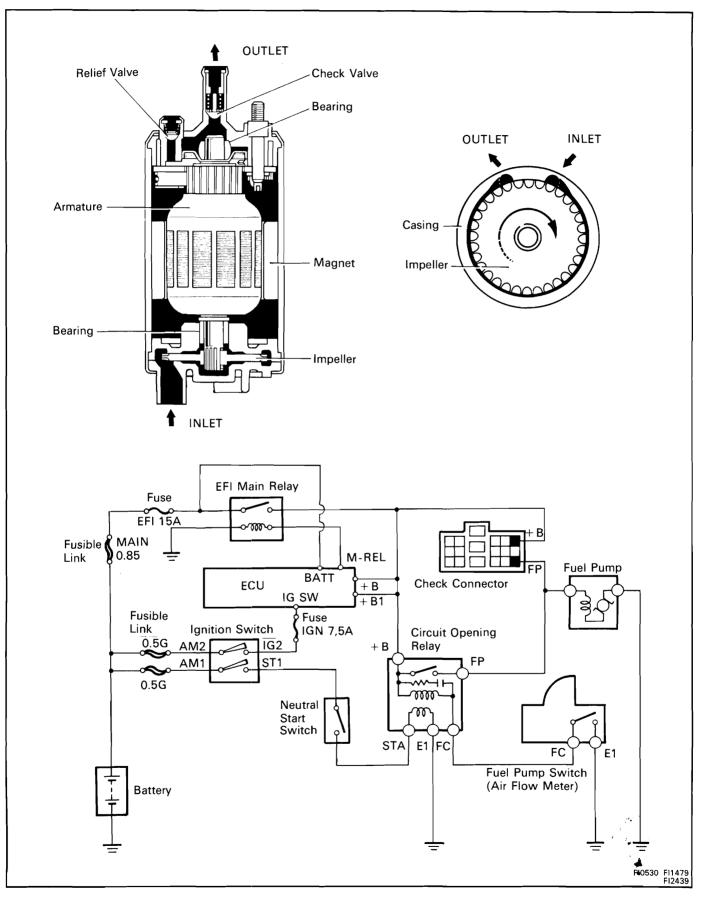
#### EFI SYSTEM - Troubleshooting with Volt/Ohmmeter

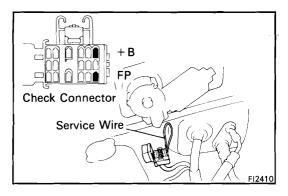


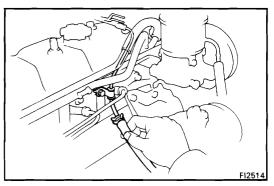


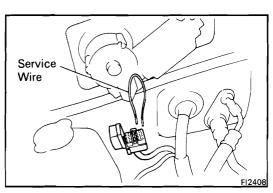
\* Rich malfunction only

# FUEL SYSTEM Fuel Pump









### **ON-VEHICLE INSPECTION**

#### 1. INSPECT FUEL PUMP OPERATION

- (a) Turn the ignition switch ON.
- HINT: Do not start the engine.
- (b) Using a service wire, connect terminals + B and FP of the check connector.

(c) Check that there is pressure in the fuel return hose.NOTE: At this time, you will hear fuel return noise.

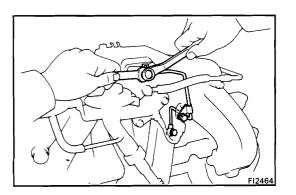
- (d) Remove the service wire.
- (e) Turn the ignition switch OFF.

If there is no pressure, check the following parts:

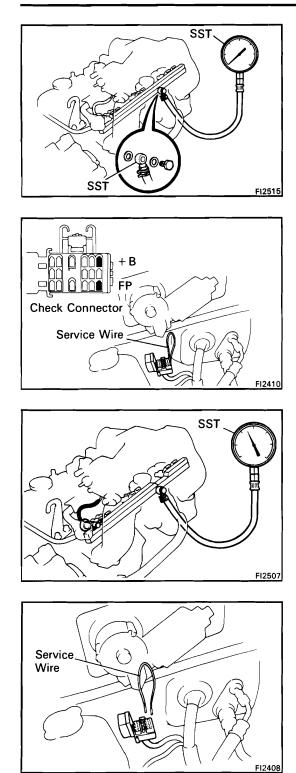
- Fusible links
- Fuse (EFI 15A or IGN 7.5A)
- EFI main relay
- Fuel pump
- ECU
- Wiring connections

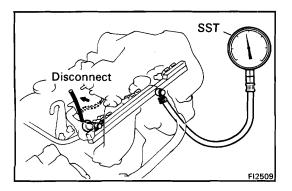
#### 2. INSPECT FUEL PRESSURE

- (a) Check the battery voltage above 11 volts.
- (b) Disconnect the cable from the negative (-) terminal of the battery.



- (c) Disconnect the cold start injector connector.
- (d) Put a suitable container or shop towel under the cold start injector pipe.
- (e) Remove the two union bolts, four gaskets, pipe clamp bolt and cold start injector pipe.
- HINT: Slowly loosen the union bolt.





(f) Install SST (pressure gauge) to the delivery pipe with new two gaskets and union bolt.

SST 09268-45012 (09268-41080)

#### Torque: 180 kg-cm (13 ft-lb, 18 N·m)

- (g) Wipe off any splattered gasoline.
- (h) Reconnect the battery negative (--) cable.
- (i) Using a service wire, connect terminals + B and FP of the check connector.

- (j) Turn the ignition switch ON.
- (k) Measure the fuel pressure.

#### Fuel pressure: 2.6 – 3.2 kg/cm<sup>2</sup> (37 – 46 psi, 255 – 314 kPa)

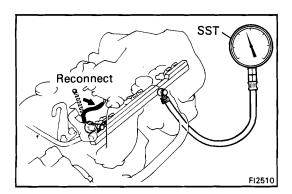
If pressure is high, replace the fuel pressure regulator. If pressure is low, check the following parts:

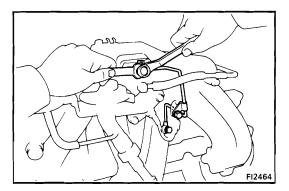
Fuel hoses and connection

- Fuel pump
- Fuel filter
- Fuel pressure regulator
- (I) Remove the service wire.

- (m) Start the engine.
- (n) Disconnect the vacuum sensing hose from the fuel pressure regulator.
- (o) Measure the fuel pressure at idling.

Fuel pressure: 2.6 – 3.2 kg/cm<sup>2</sup> (37 – 46 psi, 255 – 314 kPa)





- (p) Reconnect the vacuum sensing hose to the fuel pressure regulator.
- (q) Measure the fuel pressure at idling.

If pressure is not as specified, check the vacuum sensing hose and fuel pressure regulator.

(r) Stop the engine. Check that the fuel pressure remains 1.5 kg/cm<sup>2</sup> (21 psi, 147 kPa) or more for 5 minutes after the engine is turned off.

If pressure is not as specified, check the fuel pump, pressure regulator and / or injector.

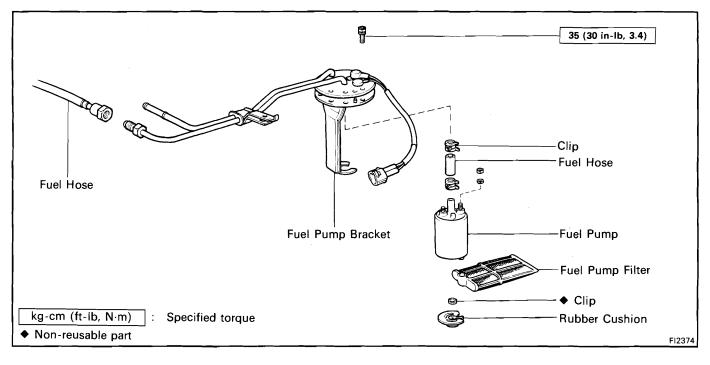
- (s) After checking fuel pressure, disconnect the battery negative (-) cable and carefully remove the SST to prevent gasoline from splashing.
- SST 09268-45012 (09268-41080)
- (t) Install the cold start injector pipe with new four gaskets, the union bolts and pipe clamp bolt.

#### Torque:

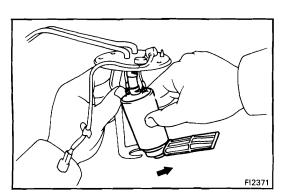
Union bolt 180 kg-cm (13 ft-lb, 18 N⋅m) Clamp bolt 120 kg-cm (9 ft-lb, 12 N⋅m)

- (u) Reconnect the cold start injector connector.
- (v) Reconnect the cable to the negative (-) terminal of the battery.
- (w) Check for fuel leakage.

### **REMOVAL OF FUEL PUMP**



- 1. DISCONNECT CABLE FROM NEGATIVE TERMINAL OF BATTERY
- 2. DRAIN FUEL FROM FUEL TANK CAUTION: Do not smoke or work near an open flame when working on the fuel pump.
- 3. REMOVE FUEL TANK
- 4. REMOVE FUEL PUMP BRACKET FROM FUEL TANK
  - (a) Remove the screw of the wire clamp.
  - (b) Remove the screws, pull out the pump bracket.



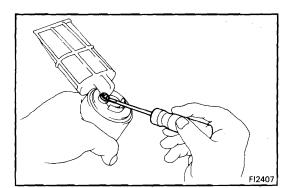
FI2370

#### 5. REMOVE FUEL PUMP FROM FUEL PUMP BRACKET

- (a) Pull off the lower side of the fuel pump from the bracket.
- (b) Remove the two nuts, and disconnect the wires from the fuel pump.
- (c) Remove the fuel pump from the fuel hose.

6.

FI2371



#### REMOVE FUEL PUMP FILTER FROM FUEL PUMP

- (a) Remove the rubber cushion.
- (b) Using a small screwdriver, remove the clip.
- (c) Pull out the pump filter.

# INSTALLATION OF FUEL PUMP

(See page FI-48)

- 1. INSTALL FUEL PUMP FILTER TO FUEL PUMP
  - (a) Install the pump filter with a new clip.
  - (b) Install the rubber cushion.

#### 2. INSTALL FUEL PUMP TO FUEL PUMP BRACKET

- (a) Connect the fuel hose to the outlet port of the fuel pump.
- (b) Connect the wires to the fuel pump with the two nuts.
- (c) Push the lower side of the fuel pump, and install the fuel pump.

#### 3. INSTALL FUEL PUMP BRACKET TO FUEL TANK

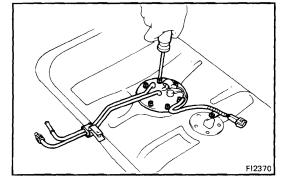
(a) Install a new gasket and the pump bracket with the screws.

Torque: 35 kg-cm (30 in.-lb, 3.4 N⋅m)

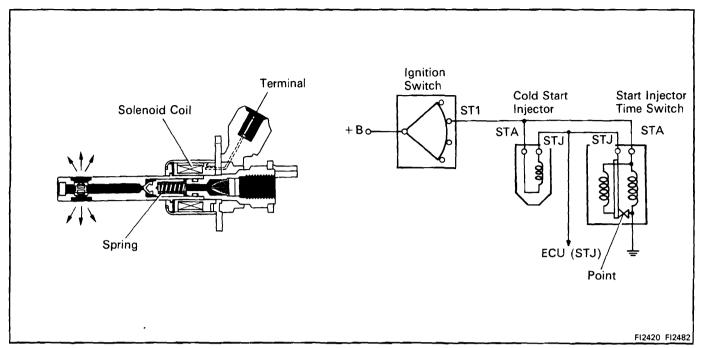
(b) Connect the wire clamp with the screw.

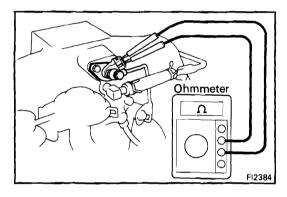
Torque: 20 kg-cm (17 in.-lb, 2.0 N·m)

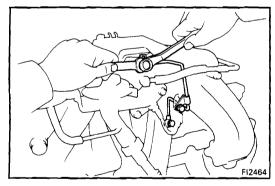
- 4. INSTALL FUEL TANK
- 5. CONNECT CABLE TO NEGATIVE TERMINAL OF BATTERY

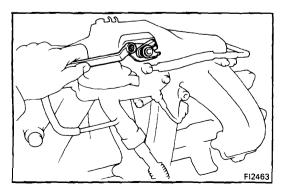


### **Cold Start Injector**









### **ON-VEHICLE INSPECTION**

### INSPECT RESISTANCE OF COLD START INJECTOR

- (a) Disconnect the cold start injector connector.
- (b) Using an ohmmeter, measure the resistance between the terminals.

### **Resistance:** $2 - 4 \Omega$

If the resistance is not as specified, replace the cold start injector.

(c) Reconnect the cold start injector connector.

### **REMOVAL OF COLD START INJECTOR**

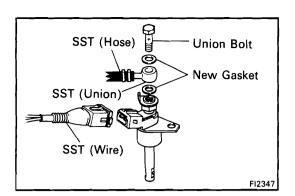
- 1. DISCONNECT CABLE FROM NEGATIVE TERMINAL OF BATTERY
- 2. DISCONNECT COLD START INJECTOR CONNECTOR

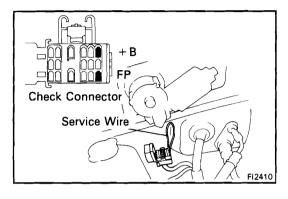
### 3. REMOVE COLD START INJECTOR PIPE

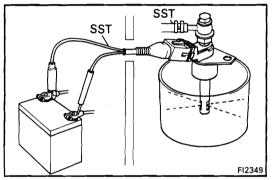
- (a) Put a suitable container or shop towel under the injector pipe.
- (b) Remove the two union bolts, four gaskets, pipe clamp bolt and injector pipe.
- HINT: Slowly loosen the union bolts.

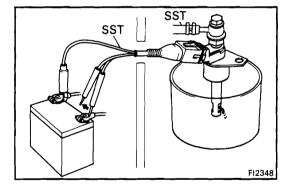
### 4. REMOVE COLD START INJECTOR

Remove the two bolts, cold start injector and gasket.









### INSPECTION OF COLD START INJECTOR

### 1. INSPECT INJECTION OF COLD START INJECTOR

### CAUTION: Keep clear of sparks during the test.

- (a) Install SST (two unions) to the injector and delivery pipe with new gaskets and the union bolts.
- SST 09268-41045 (09268-41080)
- (b) Connect SST (hose) to the unions.
- SST 09268-41045
- (c) Connect SST (wire) to the injector.
- SST 09842-30050
- (d) Put a container under the injector.
- (e) Reconnect the battery negative (-) cable.
- (f) Turn the ignition switch ON.
- HINT: Do not start the engine.
- (g) Using a service wire, connect terminals + B and FP of the check connector.
- (h) Connect the test probes of the SST (wire) to the battery, and check that the fuel spray is as shown.
- SST 09842-30050

NOTICE: Perform this check within the shortest possible time.

### 2. INSPECT LEAKAGE

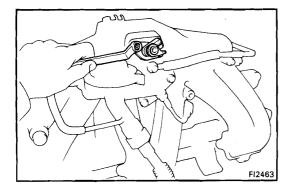
.

(a) In the condition above, disconnect the test probes of SST (wire) from the battery and check fuel leakage from the injector.

SST 09268-30050

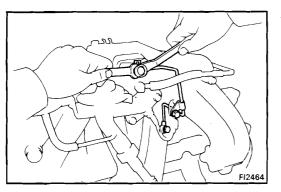
Fuel drop: One drop or less per minute

- (b) Disconnect the battery negative (-) cable.
- (c) Remove SST and the service wire.
- SST 09268-41045 (09268-41080) and 09842-30050



### INSTALLATION OF COLD START INJECTOR

 INSTALL COLD START INJECTOR Install a new gasket and the injector with the two bolts. Torque: 50 kg-cm (43 in.-lb, 4.9 N·m)



### INSTALL COLD START INJECTOR PIPE Install the cold injector pipe with new four gaskets, the two union bolts and pipe clamp bolt.

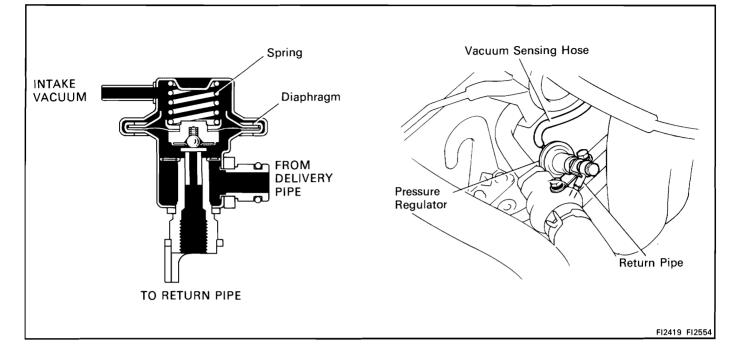
Torque:

2.

Union bolt 180 kg-cm (13 ft-lb, 18 N⋅m) Clamp bolt 120 kg-cm (9 ft-lb, 12 N⋅m)

- 3. CONNECT COLD START INJECTOR CONNECTOR
- 4. CONNECT CABLE TO NEGATIVE TERMINAL OF BATTERY
- 5. CHECK FOR FUEL LEAKAGE (See page FI-8)

### **Fuel Pressure Regulator**



### **ON-VEHICLE INSPECTION**

**INSPECT FUEL PRESSURE (See page FI-45)** 

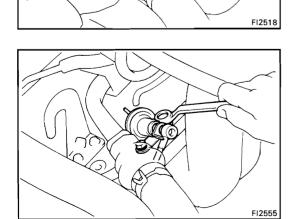
### REMOVAL OF FUEL PRESSURE REGULATOR

1. DISCONNECT VACUUM SENSING HOSE

### 2. DISCONNECT FUEL RETURN PIPE

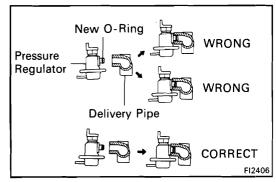
- (a) Put a suitable container or shop towel under the pressure regulator.
- (b) Remove the union bolt and two gaskets, and disconnect the return pipe.

HINT: Slowly loosen the union bolt.

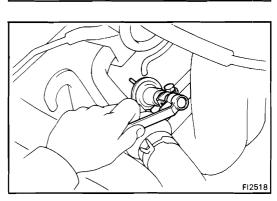


### 3. REMOVE FUEL PRESSURE REGULATOR

Remove the two bolts, and pull out the pressure regulator.



# FI2555



4、例

INSTALLATION OF FUEL PRESSURE REGULATOR

### 1. INSTALL FUEL PRESSURE REGULATOR

(a) Apply a light coat of gasoline to a new O-ring, and install it to the pressure regulator.

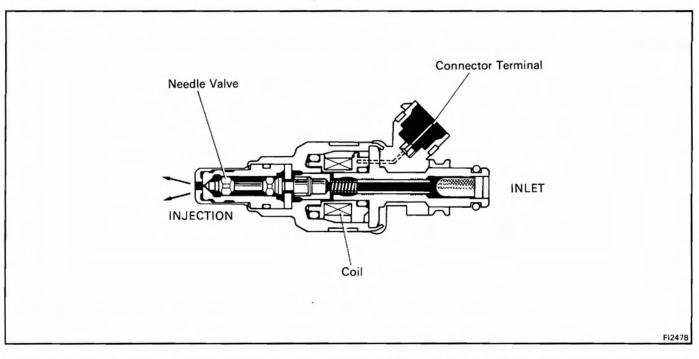
(b) Install the pressure regulator with the two bolts.Torque: 50 kg-cm (43 in.-lb, 4.9 N·m)

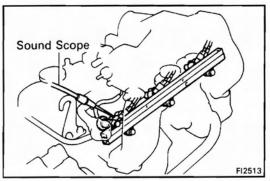
2. CONNECT FUEL RETURN PIPE Install the return pipe with new two gaskets and the union bolt.

Torque: 180 kg-cm (13 ft-lb, 18 N·m)

- 3. CONNECT VACUUM SENSING HOSE
- 4. CHECK FOR FUEL LEAKAGE (See page FI-8)

### Injectors



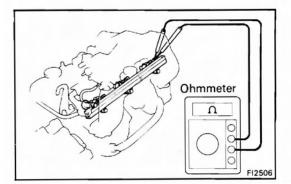


### **ON-VEHICLE INSPECTION**

### 1. INSPECT INJECTOR OPERATION

- Check operation sound from each injector.
- (a) With the engine running or cranking, use a sound scope to check that there is normal operating noise in proportion to engine rpm.
- Fi2511
- (b) If you have no sound scope, you can check the injector transmission operation with your finger.

If no sound or an unusual sound is heard, check the wiring connector, injector or injection signal from ECU.



### 2. INSPECT INJECTOR RESISTANCE

- (a) Disconnect the injector connector.
- (b) Using an ohmmeter, measure the resistance between the terminals.

### Resistance: Approx. 13.8 Ω

If the resistance is not as specified, replace the injector.

(c) Reconnect the injector connector.

### **REMOVAL OF INJECTOR**

- 1. DISCONNECT CABLE FROM NEGATIVE TERMINAL OF BATTERY
- 2. DISCONNECT ACCELERATOR AND THROTTLE CABLES
- 3. REMOVE AIR INTAKE HOSE

### 4. DISCONNECT FOLLOWING HOSES:

(a) Emission control hoses

HINT: Before disconnecting the emission control hoses, use tags to identify how they should be reconnected.

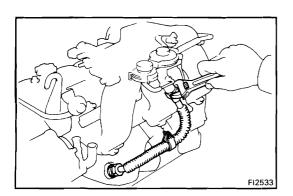
- (b) Air hose from AI check valve
- (c) Vacuum sensing hose
- (d) PCV hose
- (e) Vacuum hose for transfer
- (f) Brake booster hose

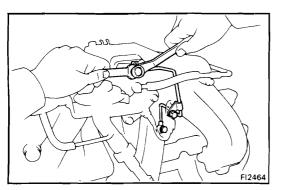
# 5. DISCONNECT FOLLOWING CONNECTORS AND WIRE:

- (a) ISC valve connector
- (b) Throttle position sensor connector
- (c) Oxygen sensor connector
- (d) Manifold temperature sensor connector
- (e) Cold start injector connector
- (f) EGR gas sensor connector
- (g) Ground strap

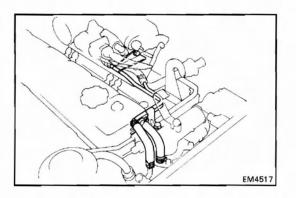
### 6. REMOVE AIR INTAKE CHAMBER

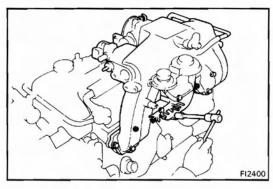
(a) Loosen the two union nuts, and remove the two clamp bolts and EGR pipe.

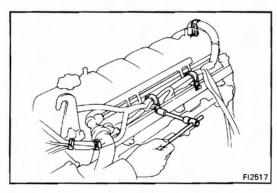


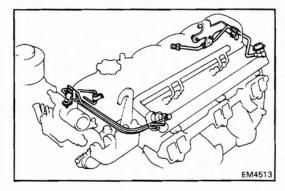


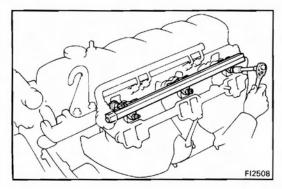
(b) Remove the two union bolts, four gaskets, clamp bolt and cold start injector pipe.











- (c) Disconnect the water hoses and remove the two bolts and water by-pass pipe.
- (d) Remove the four bolts and two intake chamber stays.

- (e) Remove the seven bolts, two nuts and air intake chamber.
- (f) Remove the bolt, manifold temperature sensor with stay and air intake chamber gasket.

- 7. DISCONNECT ENGINE WIRE HARNESS ON INTAKE MANIFOLD
  - (a) Disconnect the following connectors:
    - (1) Cold start injector time switch connector
    - (2) Water temperature sensor connector
    - (3) Water temperature sender gauge connector
    - (4) Water temperature switch
    - (5) Six injector connectors
  - (b) Remove the two clamps and three clamp bolts, and disconnect the engine wire harness.

### 8. REMOVE NO.1 FUEL PIPE AND NO.2 FUEL PIPE WITH ENGINE HANGER

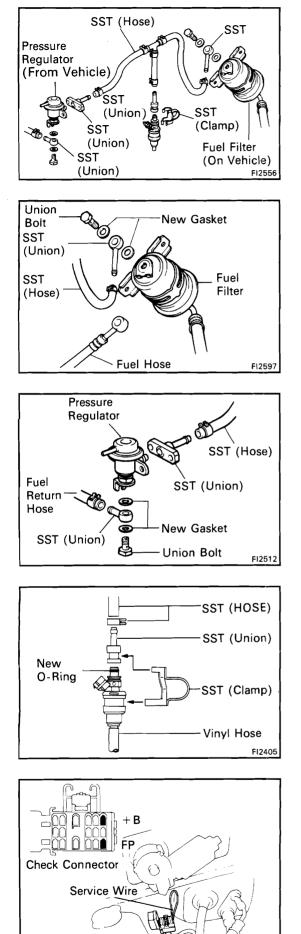
- (a) Disconnect the fuel and vacuum hoses.
- (b) Remove the pulsation damper and two gaskets.
- (c) Remove the two bolts and No.2 fuel pipe with engine hanger.
- (d) Remove the union bolt and two gaskets from the pressure regulator.
- (e) Remove the two bolts and No.1 fuel pipe.

### 9. REMOVE DELIVERY PIPE AND INJECTORS

(a) Remove the three nuts, plate washers, spacers and delivery pipe together with the six injectors.

# NOTICE: Be careful not to drop the injectors, when removing the delivery pipe.

- (b) Remove the six insulators, six spacers and three collars from the intake manifold.
- (c) Pull out the six injectors from the delivery pipe.



### **INSPECTION OF INJECTORS**

- 1. INSPECT INJECTOR INJECTION
  - CAUTION: Keep clear of sparks during the test.

- (a) Disconnect the fuel hose from the fuel filter outlet.
- (b) Connect SST (union and hose) to the fuel filter outlet with new gaskets and the union bolt.

SST 09268-41045 (90405-09015)

- NOTE: Use the vehicle's fuel filter.
- (c) Remove the pressure regulator. (See page FI-53)
- (d) Connect the fuel return hose and SST (hose) to the pressure regulator with SST (unions), new gaskets and union bolt.
- SST 09268-41045 (09268-41080, 09268-41090)
- (e) Connect SST (union and hose) to the injector, and hold the injector and union with SST (clamp).

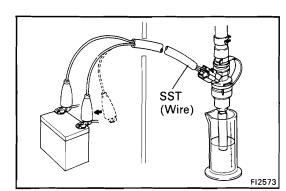
### SST 09268-41045

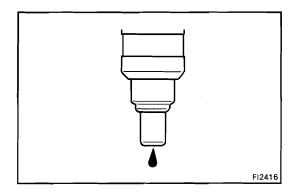
FI2410

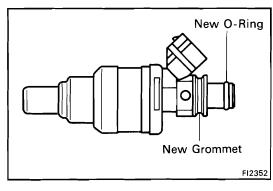
(f) Put the injector into the graduated cylinder.

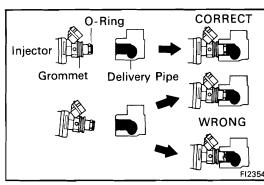
HINT: Install a suitable vinyl hose onto the injector to prevent gasoline from splashing out.

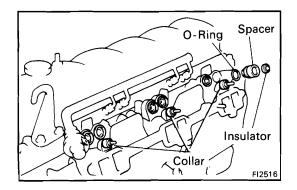
- (g) Reconnect the battery negative (-) cable.
- (h) Turn the ignition switch ON.
- HINT: Do not start the engine.
- (i) Using a service wire, connect terminals + B and FP of the check connector.











(j) Connect SST (wire) to the injector and battery for 15 seconds, and measure the injection volume with a graduated cylinder. Test each injector two or three times.

SST 09842-30070

Volume: 47 – 59 cc (2.9 – 3.6 cu in.) per 15 sec.

Difference between each injector: 5 cc (0.3 cu in.) or less

If the injection volume is not as specified, replace the injector.

### 2. INSPECT LEAKAGE

(a) In the condition above, disconnect the test probes of SST (wire) from the battery and check the fuel leakage from the injector.

SST 09842-30070

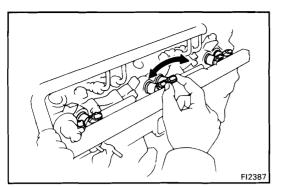
### Fuel drop: One drop or less per minute.

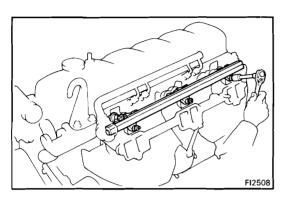
- (b) Disconnect the battery negative (-) cable.
- (c) Remove SST and the service wire.
- SST 09268-41045

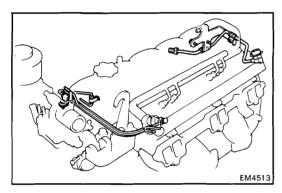
### **INSTALLATION OF INJECTORS**

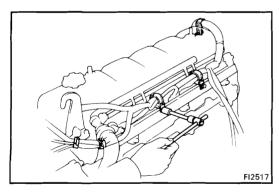
- 1. INSTALL INJECTORS AND DELIVERY PIPE
  - (a) Install a new grommet to the injector.
  - (b) Apply a light coat of gasoline to a new O-ring and install it to the injector.
  - (c) While turning the injector left and right, install it to the delivery pipe. Install the six injectors.

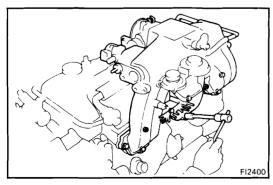
- (d) Install a new O-ring to the insulator.
- (e) Place the six insulators, six spacers and three collars in position on the intake manifold.











- (f) Place the injectors together with the delivery pipe in position on the intake manifold.
- (g) Check that the injectors rotate smoothly.

HINT: If injectors do not rotate smoothly, the probable cause is incorrect installation of O-rings. Replace the O-rings.

(h) Install the three spacers, plate washers and nuts. Torque the nuts.

Torque: 120 kg-cm (9 ft-lb, 12 N⋅m)

### 2. INSTALL NO.1 FUEL PIPE AND NO.2 FUEL PIPE WITH ENGINE HANGER

- (a) Install the No.1 fuel pipe with the two bolts.
- (b) Install the union bolt and new two gaskets to the pressure regulator.

### Torque: 195 kg-cm (14 ft-lb, 19 N·m)

- (c) Install the No.2 fuel pipe with engine hanger with the two bolts.
- (d) Install the pulsation damper with the two new gasket.

### Torque: 300 kg-cm (22 ft-lb, 29 N·m)

(e) Connect the two fuel hoses and vacuum hoses.

# 3. CONNECT ENGINE WIRE HARNESS ON INTAKE MANIFOLD

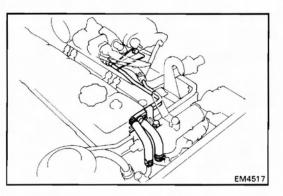
- (a) Connect the following connectors:
  - (1) Cold start injector time switch connector
  - (2) Water temperature sensor connector
  - (3) Water temperature sender gauge connector
  - (4) Water temperature switch
  - (5) Six injector connectors
- (b) Install the three clamp bolts and two clamp.

### 4. INSTALL AIR INTAKE CHAMBER

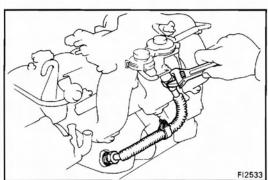
(a) Install a new gasket and air intake chamber with the seven bolts and two nuts.

### Torque: 250 kg-cm (18 ft-lb, 25 N·m)

- (b) Install the manifold temperature sensor with stay with the bolt.
- Torque: 120 kg-cm (9 ft-lb, 12 N⋅m)
- (c) Install the two intake chamber stays with the four bolts.
- Torque: 120 kg-cm (9 ft-lb, 12 N·m)



- (d) Install the water by-pass pipe with the two bolts and connect the water hoses.
- (e) Install the cold start injector pipe. (See page FI-52)



- (f) Install the EGR pipe with the two union nuts.
- Torque: 800 kg-cm (58 ft-lb, 78 N·m)
- (g) Install the two clamp mount bolts.

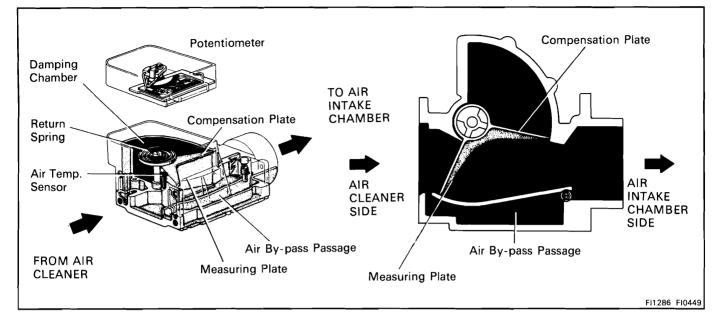
- 5. CONNECT FOLLOWING CONNECTORS AND WIRE:
  - (a) ISC valve connector
  - (b) Throttle position sensor connector
  - (c) Oxygen sensor connector
  - (d) Manifold temperature sensor connector
  - (e) Cold start injector connector
  - (f) EGR gas sensor connector
  - (g) Ground strap

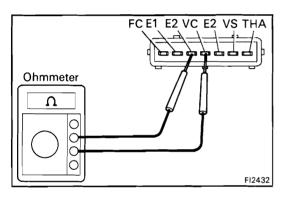
### 6. CONNECT FOLLOWING HOSES:

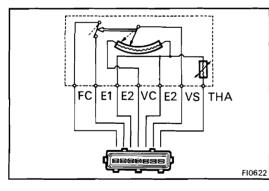
- (a) Emission control hoses
- (b) Air hose from AI check valve
- (c) Vacuum sensing hose
- (d) PCV hose
- (e) Vacuum hose for transfer
- (f) Brake booster hose
- 7. INSTALL AIR INTAKE HOSE
- 8. CONNECT ACCELERATOR AND THROTTLE CABLES, AND ADJUST THEM
- 9. CONNECT CABLE TO NEGATIVE TERMINAL OF BATTERY

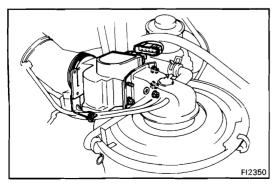
# AIR INDUCTION SYSTEM

### **Air Flow Meter**









### **ON-VEHICLE INSPECTION**

### INSPECT RESISTANCE OF AIR FLOW METER

- (a) Disconnect the air flow meter connector.
- (b) Using an ohmmeter, measure the resistance between each terminal.

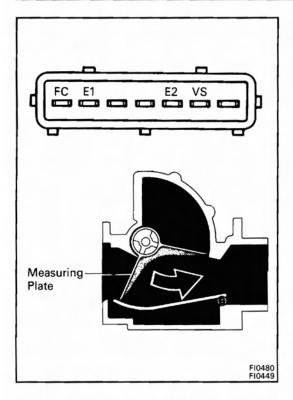
Between terminals	Resistance	Temperature
E2 – VS	200 – 600 Ω	_
E2 – VC	200 – 400 Ω	_
E2 – THA	10 – 20 kΩ 4 – 7 kΩ 2 – 3 kΩ 0.9 – 1.3 kΩ 0.4 – 0.7 kΩ	-20°C (-4°F) 0°C (32°F) 20°C (68°F) 40°C (104°F) 60°C (140°F)
E1 – FC	Infinity	_

If the resistance is not as specified, replace the air flow meter.

(c) Reconnect the air flow meter connector.

### **REMOVAL OF AIR FLOW METER**

- 1. DISCONNECT AIR FLOW METER CONNECTOR
- 2. DISCONNECT AIR CLEANER HOSE
- 3. REMOVE AIR FLOW METER Remove the bolt, four nuts and air flow meter.



### **INSPECTION OF AIR FLOW METER**

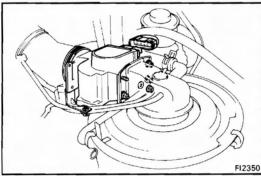
### INSPECT RESISTANCE OF AIR FLOW METER

Using an ohmmeter, measure the resistance between each terminal by moving the measuring plate.

Between Terminals	Resistance ( $\Omega$ )	Measuring plate opening		
	Infinity	Fully closed		
E1 – FC	Zero	Other than closed		
E2 – VS	200 - 600	Fully closed		
E2 - V3	20 – 1,200	Fully open		

HINT: Resistance between terminals E2 and VS will change in a wave pattern as the measuring plate slowly opens.

If the resistance is not as specified, replace the meter.

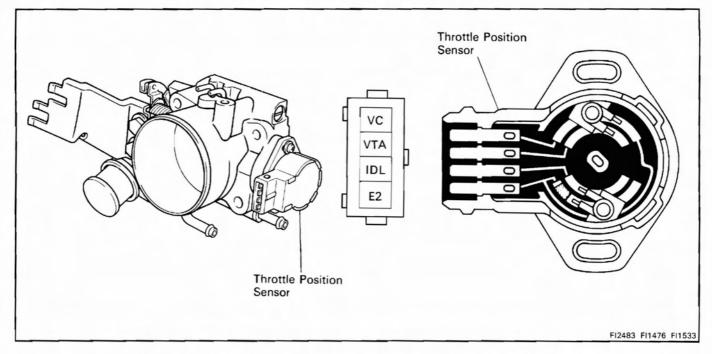


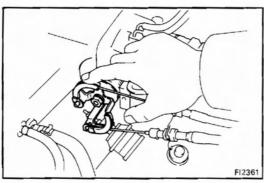
### INSTALLATION OF AIR FLOW METER

- 1. INSTALL AIR FLOW METER
- 2. CONNECT AIR CLEANER HOSE
- 3. CONNECT AIR FLOW METER CONNECTOR

### EFI SYSTEM - Air Induction System

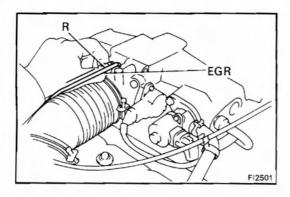
### **Throttle Body**

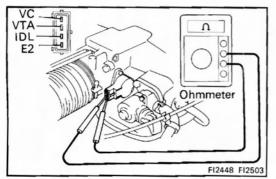




### **ON-VEHICLE INSPECTION**

- 1. INSPECT THROTTLE BODY
  - (a) Check that the throttle linkage moves smoothly.





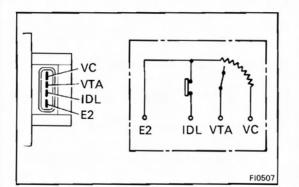
### (b) Check the vacuum at each port.

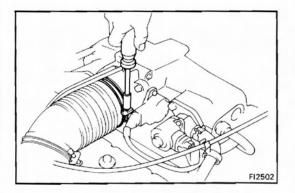
- Start the engine.
- · Check the vacuum with your finger.

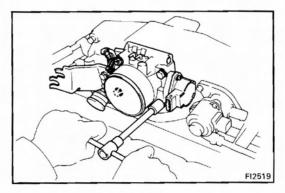
Port No.	At idling	Other than idling		
EGR	No vacuum	Vacuum		
R	No vacuum	Vacuum		

### 2. INSPECT THROTTLE POSITION SENSOR

- (a) Disconnect the sensor connector.
- (b) Insert a thickness gauge between the throttle stop screw and stop lever.
- (c) Using an ohmmeter, measure the resistance between each terminal.





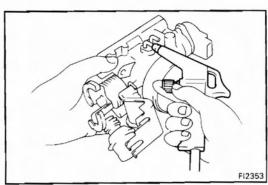


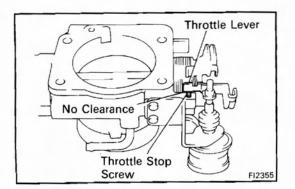
Clearance between lever and stop screw	Between terminals	Resistance
0 mm (0 in.)	VTA – E2	0.3 – 6.3 kΩ
0.77 mm (0.0303 in.)	IDL – E2	Less than 2.3 k $\Omega$
1.09 mm (0.0429 in.)	IDL – E2	Infinity
Throttle valve fully opened position	VTA – E2	3.5 – 10.3 kΩ
_	VC – E2	4.25 – 8.25 kΩ

(d) Reconnect the sensor connector.

### REMOVAL OF THROTTLE BODY

- 1. DRAIN ENGINE COOLANT
- 2. DISCONNECT ACCELERATOR AND THROTTLE CABLES
- 3. DISCONNECT AIR CLEANER HOSE
- 4. DISCONNECT THROTTLE POSITION SENSOR CONNECTOR
- 5. DISCONNECT WATER HOSES
- 6. DISCONNECT VACUUM HOSES
- REMOVE THROTTLE BODY Remove the three bolts, nut, throttle body and gasket.





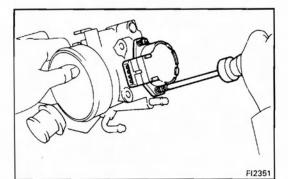
### INSPECTION OF THROTTLE BODY

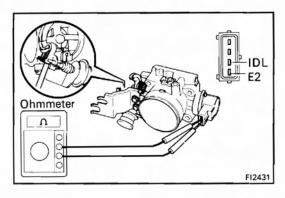
- 1. CLEAN THROTTLE BODY
  - (a) Using a soft brush and carburetor cleaner, clean the cast parts.
  - (b) Using compressed air, clean all the passages and apertures.

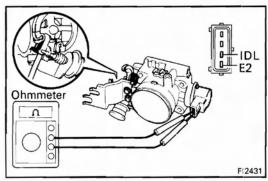
NOTICE: To prevent deterioration, do not clean the throttle position sensor.

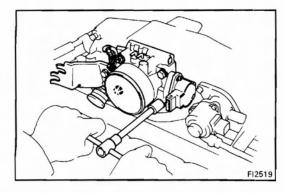
### 2. INSPECT THROTTLE VALVE

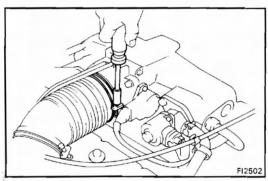
Check that there is no clearance between the throttle stop screw and throttle lever when the throttle valve is fully closed.











### 3. INSPECT THROTTLE POSITION SENSOR (See step 2 on page FI-64)

### 4. IF NECESSARY, ADJUST THROTTLE POSITION SENSOR

- (a) Loosen the two set screws of the sensor.
- (b) Insert a 0.93 mm (0.0366 in.) thickness gauge, between the throttle stop screw and stop lever.
- (c) Connect the test probe of an ohmmeter to the terminals IDL and E2 of the sensor.
- (d) Gradually turn the sensor clockwise until the ohmmeter deflects, and secure it with the two screws.
- (e) Recheck the continuity between terminals IDL and E2.

Clearance between lever and stop screw	Conitinuity (IDL — E2)
0.77 mm (0.0303 in.)	Continuity
1.09 mm (0.0429 in.)	No continuity

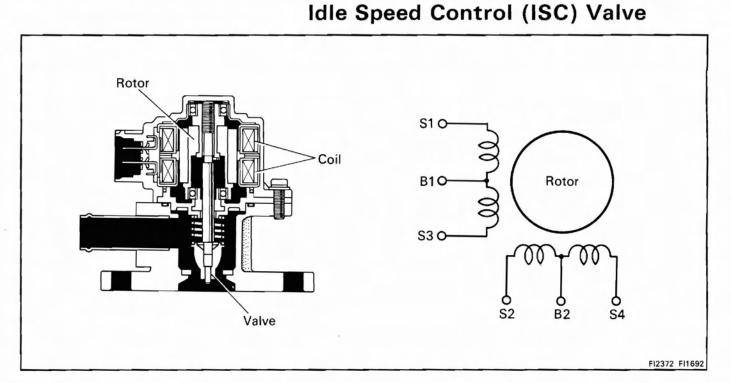
### INSTALLATION OF THROTTLE BODY

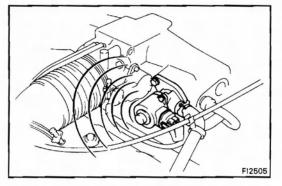
1. INSTALL THROTTLE BODY

Install a new gasket and the throttle body with the three bolts and nut.

Torque: 120 kg-cm (9 ft-lb, 12 N·m)

- 2. CONNECT WATER HOSES
- 3. CONNECT VACUUM HOSES
- 4. CONNECT THROTTLE POSITION SENSOR CONNECTOR
- 5. CONNECT AIR CLEANER HOSE
- 6. CONNECT ACCELERATOR AND THROTTLE CABLES, AND ADJUST THEM
- 7. FILL WITH ENGINE COOLANT





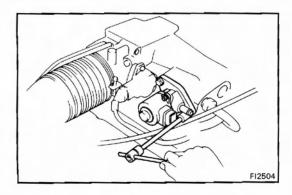
### **ON-VEHICLE INSPECTION**

### CHECK FOR OPERATING SOUND FROM ISC VALVE

Check that there is a clicking sound immediately after stopping the engine.

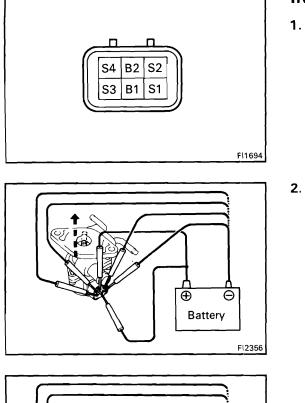
### **REMOVAL OF ISC VALVE**

- 1. DRAIN ENGINE COOLANT
- 2. DISCONNECT ISC VALVE CONNECTOR
- 3. DISCONNECT AIR AND TWO WATER BY-PASS HOSES



 REMOVE ISC VALVE Remove the two bolts, ISC valve and gasket.

### FI-67



### **INSPECTION OF ISC VALVE**

### INSPECT ISC VALVE RESISTANCE

Using an ohmmeter, measure the resistance between terminal B1 - S1 or S3, and B2 - S2 or S4.

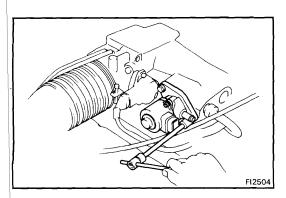
Resistance:	B1 – S1 or S3	<b>10 – 30</b> Ω
	B2 – S2 or S4	<b>10 – 30</b> Ω

If resistance is not as specified, replace the ISC valve.

### 2. INSPECT ISC VALVE OPERATION

- (a) Apply battery voltage to terminals B1 and B2, and while repeatedly grounding S1 – S2 – S3 – S4 – S1 in sequence, check that the valve moves toward the closed position.
- (b) Apply battery voltage to terminals B1 and B2, and while repeatedly grounding S4 S3 S2 S1 S4 in sequence, check that the valve moves toward the opened position.

If operation is not as specified, replace the ISC valve.



Æ

Battery

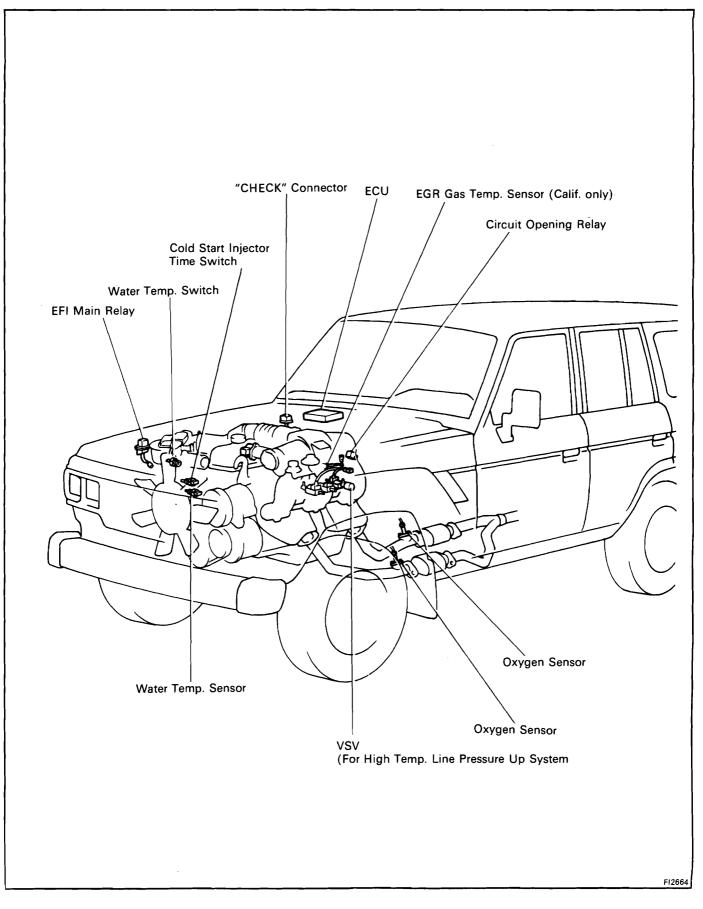
Θ

FI2356

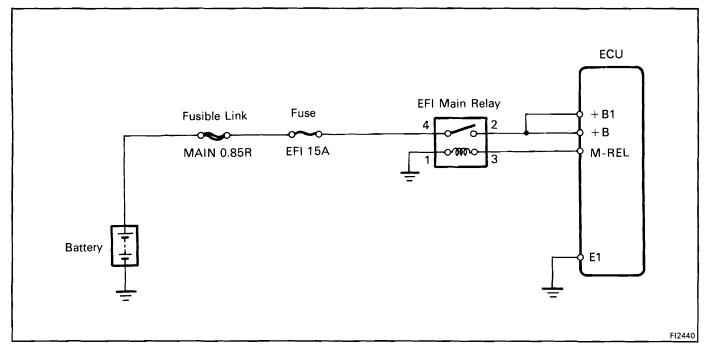
### **INSTALLATION OF ISC VALVE**

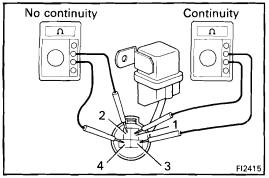
- INSTALL ISC VALVE Install a new gasket and ISC valve with the two bolts.
   Torque: 120 kg-cm (9 ft-lb, 12 N·m)
- 2. CONNECT TWO WATER BY-PASS AND AIR HOSES
- 3. CONNECT ISC VALVE CONNECTOR
- 4. FILL WITH ENGINE COOLANT

# **ELECTRONIC CONTROL SYSTEM** Location of Electronic Control Parts



### **EFI Main Relay**



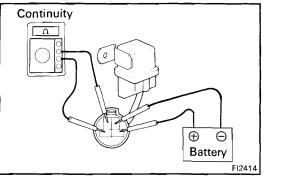


### **INSPECTION OF EFI MAIN RELAY**

### 1. INSPECT RELAY CONTINUITY

- (a) Using an ohmmeter, check that there is continuity between terminals 1 and 3.
- (b) Check that there is no continuity between terminals 2 and 4.

If continuity is not as specified, replace the relay.

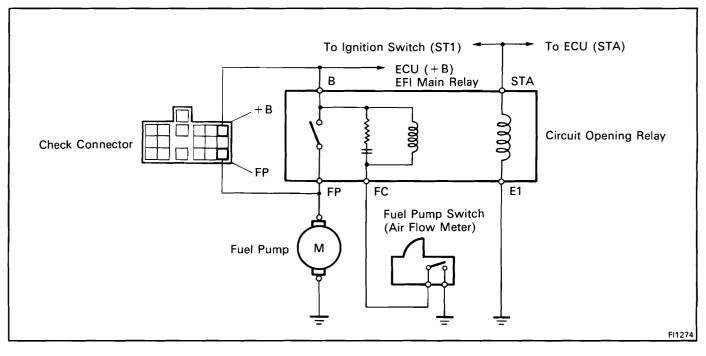


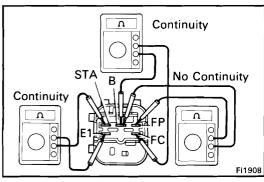
### 2. INSPECT RELAY OPERATION

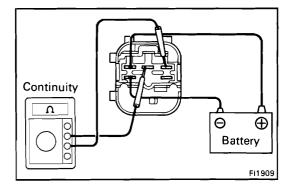
- (a) Apply battery voltage across terminals 1 and 3.
- (b) Using an ohmmeter, check that there is continuity between terminals 2 and 4.

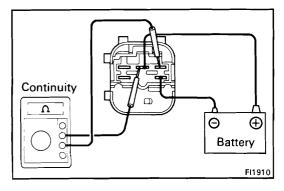
If operation is not as specified, replace the relay.

### **Circuit Opening Relay**









### INSPECTION OF CIRCUIT OPENING RELAY

### 1. INSPECT RELAY CONTINUITY

- (a) Using an ohmmeter, check that there is continuity between terminals STA and E1.
- (b) Check that there is continuity between terminals B and FC.
- (c) Check that there is no continuity between terminals B and FP.

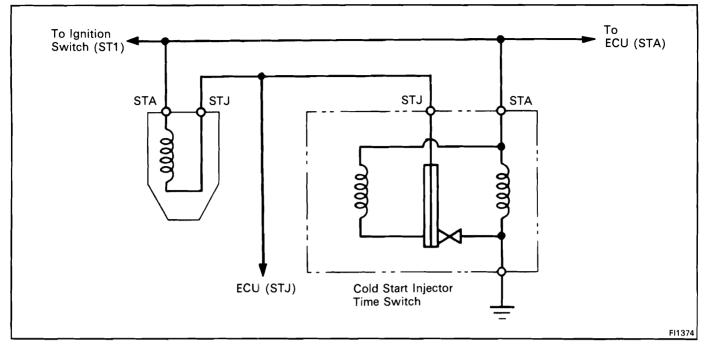
If continuity is not as specified, replace the relay.

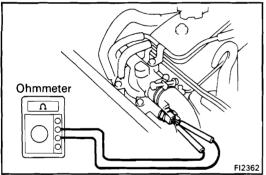
### 2. INSPECT RELAY OPERATION

- (a) Apply battery voltage across terminals STA and E1.
- (b) Using an ohmmeter, check that there is continuity between terminals B and FP.
- (c) Apply battery voltage across terminals B and FC.
- (d) Check that there is continuity between terminals B and FP.

If operation is not as specified, replace the relay.

### **Cold Start Injector Time Switch**





# INSPECTION OF COLD START INJECTOR TIME SWITCH

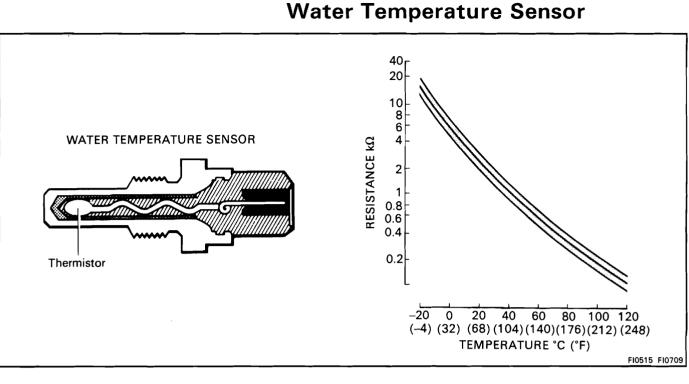
# INSPECT RESISTANCE OF COLD START INJECTOR TIME SWITCH

Using an ohmmeter, measure the resistance between each terminal.

**Resistance**:

STA – STJ 30 – 50 Ω below 15°C (59°F) 70 – 90 Ω above 30°C (86°F) STA – Ground 30 – 90 Ω

If the resistance is not as specified, replace the switch.



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FI2364

Ohmmeter

Ω

# INSPECTION OF WATER TEMPERATURE SENSOR

# INSPECT RESISTANCE OF WATER TEMPERATURE SENSOR

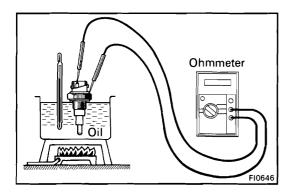
Using an ohmmeter, measure the resistance between the terminals.

### Resistance: Refer to chart

If the resistance is not as specified, replace the sensor.

### ECU Fusible vsv Main Relay Link Fuse 000 FPU MAIN EFI 15A 0.85R 000 M-REL Water Temperature Switch TWS Battery E1 FI2462

### High Temperature Line Pressure Up System



# INSPECTION OF HIGH TEMPERATURE LINE UP SYSTEM

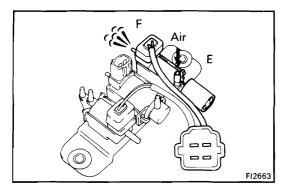
### 1. INSPECT WATER TEMPERATURE SWITCH

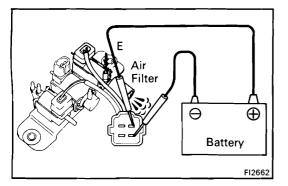
- (a) Using an ohmmeter, check that there is no continuity between the terminal and body when the oil temperature is below 98°C (208°F).
- (b) Check that there is continuity between the terminal and body when the oil temperature is above 105°C (221°F).

If operation is not as specified, replace the switch.

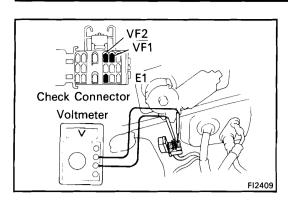
### 2. INSPECT VSV

(a) Check that air flows from the pipe E to pipe F.





- (b) Apply battery voltage across the terminals.
- (c) Check that air flows from pipe E to air filter.
- If operation is not as specified, replace the VSV.



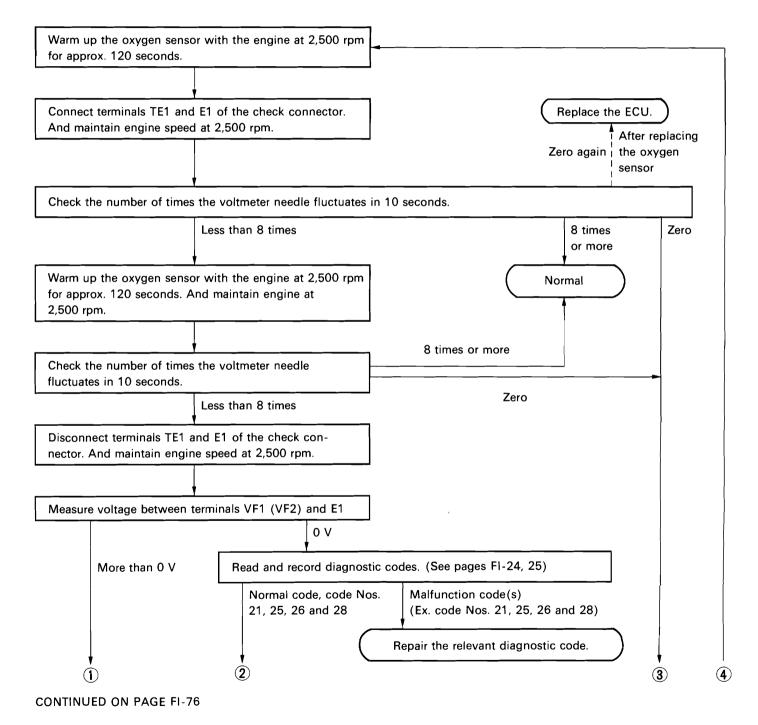
### Oxygen Sensors INSPECTION OF OXYGEN SENSOR

### 1. WARM UP ENGINE

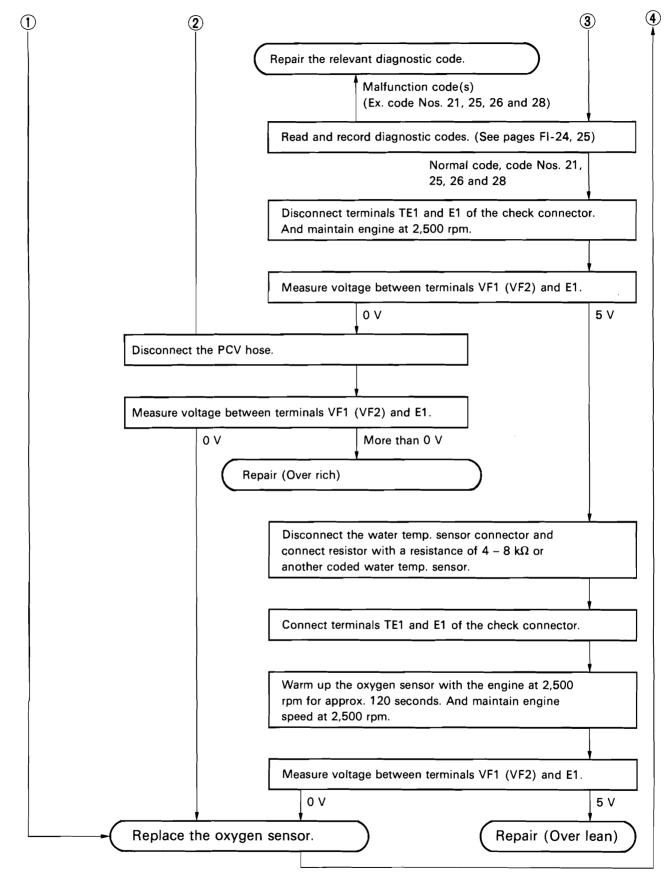
Allow the engine to reach normal operating temperature.

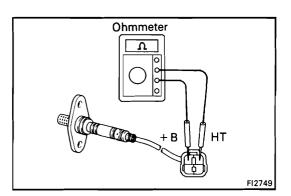
### 2. INSPECT FEEDBACK VOLTAGE

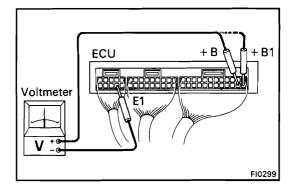
Connect the positive (+) probe of a voltmeter to terminal VF1 of the check connector, and negative (-) probe to terminal E1. Perform the test as follows:



### CONTINUED FROM PAGE FI-75







# 3. INSPECT HEATER RESISTANCE OF OXYGEN SENSOR

Using an ohmmeter, measure the resistance between the terminal + B and HT.

**Resistance (Cold):** 5.1 – 6.3  $\Omega$ 

If the resistance is not as specified, replace the sensor.

### Electronic Controlled Unit (ECU) INSPECTION OF ECU

HINT: The EFI circuit can be checked by measuring the resistance and voltage at the wiring connectors of the ECU.

### 1. INSPECT VOLTAGE OF ECU

Check the voltage between each terminal of the wiring connectors.

- Turn the ignition switch ON.
- Measure the voltage at each terminal.

### HINT:

- Perform all voltage measurements with the connectors connected.
- Verify that the battery voltage is 11V or more when the ignition switch is ON.

### Voltage at ECU Wiring Connectors

Terminals	STD Voltage	Condition					
BATT – E1							
IG SW – E1	10 – 14						
M-REL – E1	10 - 14	Ignition switch ON					
+ B (+ B1) – E1							
IDL – E2	4 – 6		Throttle valve open				
VC – E2	4 - 6		_				
	0.1 – 1.0	Ignition switch ON	Throttle valve fully closed				
VTA – E2	4 – 5		Throttle valve fully open				
VC – E22	4 - 6		_				
	4 – 5	Ignition switch ON	Measuring plate fully closed				
VC 500	0.02 - 0.08	]	Measuring plate fully open				
VS – E22	2 – 4	Idling					
	0.3 – 1.0	3,000 rpm					

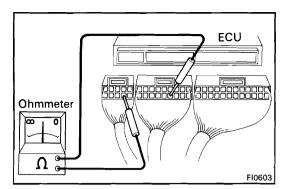
Terminals	STD Voltage	Condition					
THA – E2	1 – 3	Ignition switch ON	Intake air temperature 20°C (68°F)				
THW – E2	0.1 – 1.0	Ignition switch ON	Coolant temperature 80°C (176°F)				
No. 10 E01	10 – 14	Ignition switch ON					
STA – E1	6 – 14	Cranking					
ISC1	10 – 14	Ignition switch ON					
IGT – E1	0.7 – 1.0	Idling					
W – E1	10 - 14	No trouble ("CHECK" engine warning light off) and engine running					
 T – E1	4 - 6		Check connector TE1-E1 not connect				
1 – EI	0	Ignition switch ON	Check connector TE1-E1 connect				
NSW – E1	0		Shift position P or N range				
113VV - EI	10 - 14	Ignition switch ON	Ex. P or N range				
	10 – 14		4WD switch ON				
4WD – E1	0	Ignition switch ON	4WD switch OFF				
CTD E1	10 - 14	Ignition owitch ON	Stop light switch ON				
STP – E1	0	Ignition switch ON	Stop light switch OFF				

### Voltage at ECU Wiring Connectors (Cont'd)

### ECU Terminals

			1	-		Г		<u> </u>											L		_				
EO1	1 No. 10 HT1	STJ	т	ISC 1	ISC 2	G⊖	G1	-	NE	—	OX1	тнw	10	GF	IGT	- I	M- REL	EGR	SPD	FPU	тна	vs	vc	BATT	IG SW
E02	2 No. HT2	E1	тws	ISC 3	ISC 4	VF1	VF2	VTA	IDL	E11	OX2	E2	E	22		4WD	STP	-	w	NSW	STA	AI	-	+ B	+ B1

FI0574



### 2. INSPECT RESISTANCE OF ECU NOTICE:

• Do not touch the ECU terminals.

• The tester probe should be inserted into the wiring connector from the wiring side.

Check the resistance between each terminal of the wiring connectors.

- Disconnect the connectors from the ECU.
- Measure the resistance at each terminal.

# **Resistance of ECU Wiring Connectors**

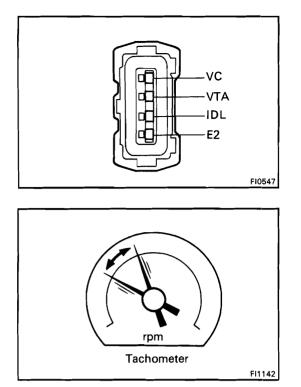
Terminals	Condition	Resistance ( $\Omega$ )	
IDL E2	Throttle valve open	œ	
	Throttle valve fully closed	Less than 2,300	
VTA – E2	Throttle valve fully open	3,500 – 10,300	
VIA - EZ	Throttle valve fully closed	300 - 6,300	
VC – E2		4,250 - 8,250	
VC – E22	_		
VS – E22	Measuring plate fully closed	200 - 600	
V3 – E22	Measuring plate fully open	20 - 1,200	
THA – E2	Intake air temperature 20°C (68°F)	2,000 - 3,000	
THW – E2	Coolant temperature 80°C (176°F)	200 – 400	
G1 – G⊖	_	140 – 180	
NE – G ⊖		140 - 180	
ISC1, ISC2 ISC3, ISC4 - + B	_	10 – 30	

### **ECU Terminals**

E01 No. HT1 STJ T	$\begin{array}{c c c c c c c c c c c c c c c c c c c $	IGF IGT - M- REL EGR SPD FPUTHA VS VC BATT IG
	ISC ISC VF1 VF2 VTA IDL E11 OX2 E2	E22 - 4WD STP - W NSW STA AI - + B + B1

FI0574

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### Fuel Cut RPM INSPECTION OF FUEL CUT RPM

### 1. WARM UP ENGINE

Allow the engine to reach normal operating temperature.

### 2. INSPECT FUEL CUT RPM

- (a) Disconnect the connector from the throttle position sensor.
- (b) Connect terminals IDL and E2 of the wiring connector.
- (c) Gradually raise the engine rpm and check that there is fluctuation between the fuel cut and fuel return points.

HINT: The vehicle should be stopped.

Fuel cut rpm:1,300 rpmFuel return rpm:1,000 rpm

# **COOLING SYSTEM**

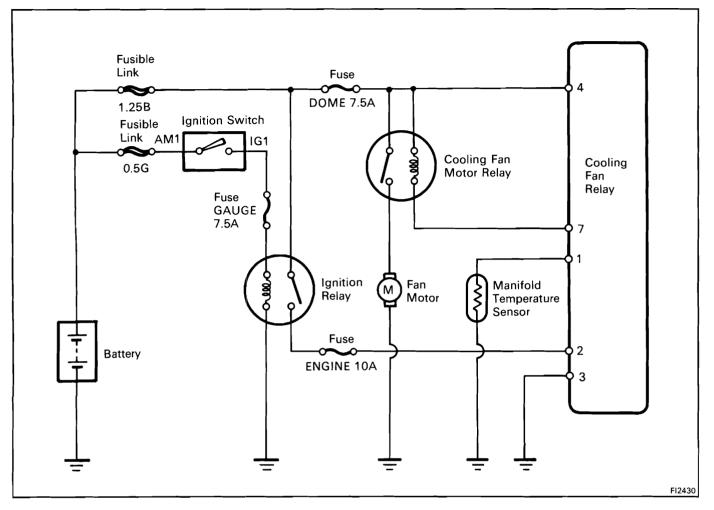
### REFER TO 3F ENGINE REPAIR MANUAL (Pub. No. 36253E)

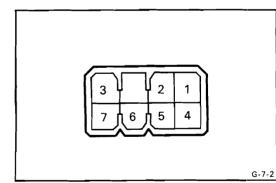
NOTE: The following pages contain only the points which differ from the above listed manual.

Page
ENGINE COMPARTMENT COOLING FAN ...... CO-2



# ENGINE COMPARTMENT COOLING FAN ENGINE COMPARTMENT COOLING FAN CIRCUIT





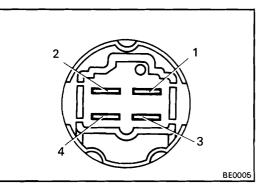
### INSPECTION OF ENGINE COMPARTMENT COOLING FAN COMPONENTS

### **Cooling Fan Relay**

### INSPECT COOLING FAN RELAY CIRCUIT

- (a) Remove the driver's cowl side trim.
- (b) Disconnect the relay connector and inspect the connector on wire harness side as shown in the chart below.

Check for	Between terminals	Condition	Specified value			
Continuity	1 – Body ground	Always	Continuity			
Voltage	2 – Body ground	Ignition switch ON	Battery voltage			
Continuity	3 – Body graund	Always	Continuity			
Voltage	4 – Body ground	Always	Battery voltage			
Voltage	7 – Body ground	Fan motor does not operate	Battery voltage			



No continuity

Ω

Continuity

Ω

BE0009

BE0010

### **Cooling Fan Motor Relay**

LOCATION: Inside of the driver's cowl side trim.

### INSPECT COOLING FAN MOTOR RELAY

### A. Inspect relay continuity

- (a) Check that there is continuity between terminals 1 and 3.
- (b) Check that there is no continuity between terminals 2 and 4.

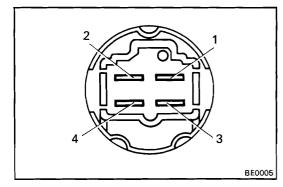
If continuity is not as specified, replace the relay.

# Continuity Battery

### B. Inspect relay operation

- (a) Apply battery voltage across terminals 1 and 3.
- (b) Check that there is continuity between terminals 2 and 4.

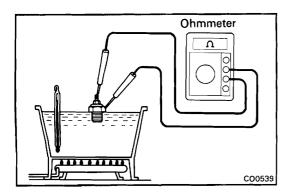
If operation is not as described, replace the relay.



### Ignition relay

LOCATION: Under the instrument panel on the driver's side.

INSPECT IGNITION RELAY (Refer to the cooling fan motor relay)



### Manifold Temperature Sensor

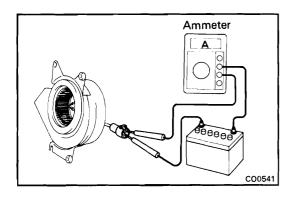
LOCATION: Near the intake chamber.

### **INSPECT MANIFOLD TEMPERATURE SENSOR**

Using an ohmmeter, measure the resistance of the temperature sensor terminals.

Oil temperature °C (°F)	Resistance ( $\Omega$ )
90°C (194°F)	Approx. 4 kΩ
110°C (230°F)	Approx. 2 kΩ

If each resistance value is not as shown in the table above, replace the temperature sensor.



### **Fan Motor**

CO0540

### **INSPECT FAN MOTOR**

- (a) Remove the shroud.
- (b) Connect the battery and ammeter to the fan motor connector.
- (c) Check to see that the motor rotates smoothly, and current is as follows:

Current: 2.8 – 3.8 A

### **REMOVAL OF ELECTRIC COOLING FAN**

- 1. DISCONNECT FAN MOTOR CONNECTOR
- 2. DISCONNECT LH HOOD LOCK BALANCER
- 3. **REMOVE ELECTRIC COOLING FAN** Remove the four bolts and cooling fan.

### INSTALLATION OF ELECTRIC COOLING FAN

- 1. INSTALL ELECTRIC COOLING FAN
- 2. CONNECT LH HOOD LOCK BALANCER
- 3. CONNECT FAN MOTOR CONNECTOR

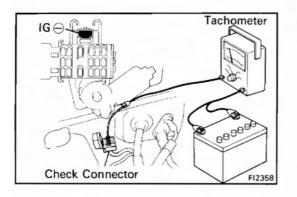
# **IGNITION SYSTEM**

	Page
PRECAUTIONS	IG-2
TROUBLESHOOTING	IG-3
IGNITION SYSTEM CIRCUIT	IG-4
ON-VEHICLE INSPECTION	IG-5
DISTRIBUTOR	IG-8

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## PRECAUTIONS

1. Do not leave the ignition switch on for more than 10 minutes if the engine will not start.



2. When a tachometer is connected to the system, connect the tachometer test probe to terminal IG  $\ominus$  of the check connector.

- 3. As some tachometers are not compatible with this ignition system, we recommend that you confirm the compatibility of your unit before using.
- 4. NEVER allow the tachometer terminals to touch ground as this could damage the igniter and/or ignition coil.
- 5. Do not disconnect the battery when the engine is running.
- 6. Make sure that the igniter is properly grounded to the body.

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# TROUBLESHOOTING

Problem	Possible cause	Remedy	Page
Engine will not start/	Incorrect ignition timing	Reset timing	EM-11
hard to start	Ignition problems		
(cranks ok)	Ignition coil	Inspect coil	IG-7
	• Igniter	Inspect igniter	IG-7
	Distributor	Inspect distributor	IG-7
	<ul> <li>High-tension cords</li> </ul>	Inspect high-tension cords	IG-6
	Ignition wiring disconnected or broken	Inspect wiring	
Rough idle or stalls	Spark plugs faulty	Inspect plugs	IG-6
	Ignition wiring faulty	Inspect wiring	
	Incorrect ignition timing	Reset timing	EM-11
		heset tilling	
	Ignition problems		
	<ul> <li>Ignition coil</li> </ul>	Inspect coil	IG-7
	• Igniter	Inspect igniter	IG-7
	Distributor	Inspect distributor	IG-7
	High-tension cords	Inspect high-tension cords	IG-6
Engine hesitates /	Spark plugs faulty	Inspect plugs	IG-6
poor acceleration	Ignition wiring faulty	Inspect wiring	
	Incorrect ignition timing	Reset timing	EM-11
Engine dieseling	Incorrect ignition timing	Reset timing	EM-11
(runs after ignition switch is turned off)			x
Muffler explosion (after fire) all the time	Incorrect ignition timing	Reset timing	EM-11
Engine backfires	Incorrect ignition timing	Reset timing	EM-11
Poor gasoline mileage	Spark plugs faulty	Inspect plugs	IG-6
	Incorrect ignition timing	Reset timing	EM-11
Engine overheats	Incorrect ignition timing	Reset timing	EM-11

#### Ignition Switch Ignition Coil AM1 IG1 Distributor uuu Spark Plug $\rightarrow \Phi$ Þ С 0.5G Ē Ē -Igniter To Tachometer **Firing Order** 0 1 - 5 - 3 - 6 - 2 - 4200

 $G \ominus NE G$ 

ECU

# **IGNITION SYSTEM CIRCUIT**

#### **ELECTRONIC SPARK ADVANCE (ESA)**

The ECU is programmed with data for optimum ignition timing under any and all operating conditions. Using data provided by sensors which monitor various engine functions (rpm, intake air volume, eng. temperature, etc.) the microcomputer (ECU) triggers the spark at precisely the right instant.

(G0831

IGT IGF

Fusible

Link

Battery

# **ON-VEHICLE INSPECTION**

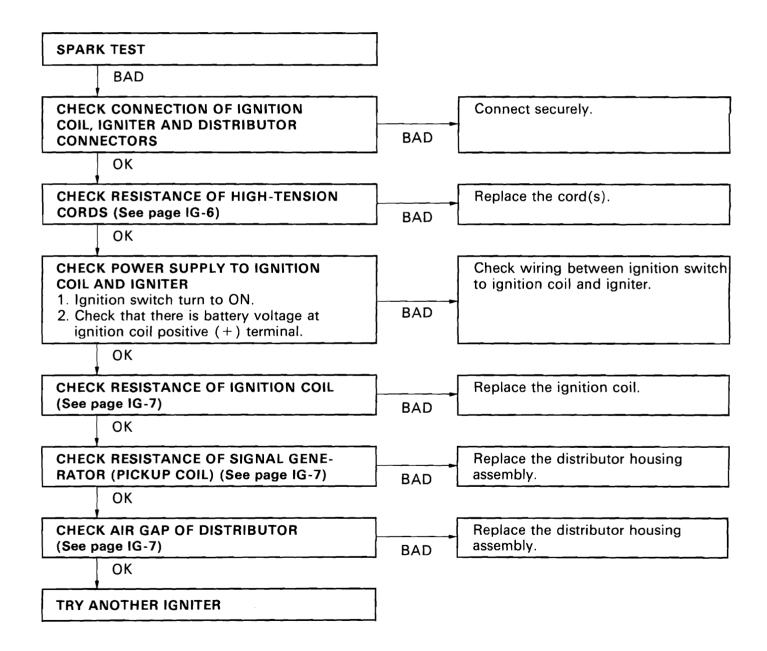
#### **SPARK TEST**

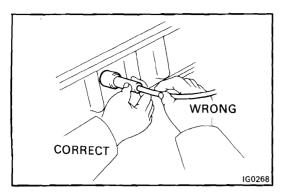
#### CHECK THAT SPARK OCCURS

- (a) Disconnect high-tension cord from distributor.
- (b) Hold the end approx. 12.5 mm (0.50 in.) from body of vehicle.
- (c) See if spark occurs while engine is being cranked.

HINT: To prevent gasoline from being injected from injectors during this test, crank the engine for no more than 1-2 seconds at a time.

If the spark does not occur, perform the test as follows:

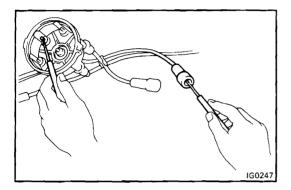




#### **INSPECTION OF HIGH-TENSION CORDS**

#### 1. CAREFULLY REMOVE HIGH-TENSION CORDS BY THEIR RUBBER BOOTS FROM SPARK PLUGS

**NOTICE:** Pulling on or bending the cords may damage the conductor inside.



# 2. INSPECT HIGH-TENSION CORD RESISTANCE

Using an ohmmeter, measure the resistance without disconnecting the distributor cap.

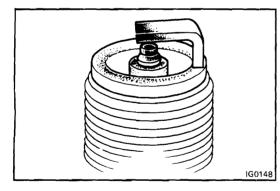
#### Maximum resistance: 25 k $\Omega$ per cord

If resistance is greater than maximum, check the terminals. If necessary, replace the high-tension cord and/or distributor cap.

# SPARK PLUG CLEANER

# INSPECTION OF SPARK PLUGS 1. REMOVE SPARK PLUGS 2. CLEAN SPARK PLUGS

Using a spark plug cleaner or wire brush, clean the spark plug.

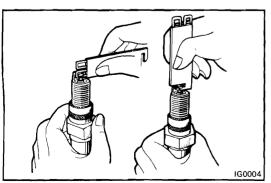


#### 3. VISUALLY INSPECT SPARK PLUGS

Check the spark plug for electrode wear, thread damage and insulator damage.

If abnormal, replace the plugs.

Recommended spark plugs: ND W16EXR-U NGK BPR5EY

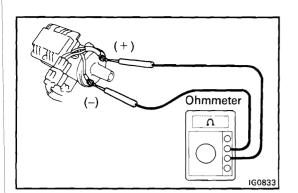


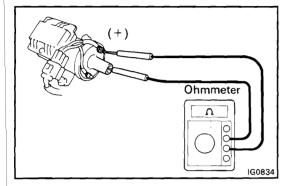
#### 4. ADJUST ELECTRODE CAP

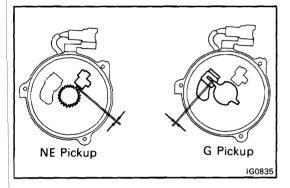
Carefully bend the outer electrode to obtain the correct electrode gap.

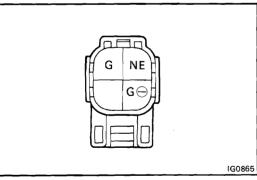
Correct electrode gap: 0.8 mm (0.031 in.)

5. INSTALL SPARK PLUGS Torque: 180 kg-cm (13 ft-lb, 18 N·m)









## **INSPECTION OF IGNITION COIL**

1. DISCONNECT HIGH-TENSION CORD

#### 2. INSPECT PRIMARY COIL RESISTANCE

Using an ohmmeter, measure the resistance between the positive (+) and negative (-) terminals.

Primary coil resistance (cold): 0.52 – 0.64  $\Omega$ If the resistance is not as specified, replace the ignition coil.

#### 3. INSPECT SECONDARY COIL RESISTANCE

Using an ohmmeter, measure the resistance between the positive (+) terminal and high-tension terminal.

Secondary coil resistance (Cold):  $11.5 - 15.5 \text{ k}\Omega$ If the resistance is not as specified, replace the ignition coil.

4. RECONNECT HIGH-TENSION CORD

#### **INSPECTION OF DISTRIBUTOR**

1. INSPECT AIR GAPS

Using a thickness gauge, measure the gap between the signal rotor and pickup coil projection.

Air gap: 0.2 mm (0.008 in.) or more

If the gap is not as specified, replace the distributor.

#### 2. INSPECT PICKUP COIL RESISTANCES

Using an ohmmeter, measure the resistance between the terminals.

- G pickup coil resistance (G G $\ominus$ ): 140 – 180  $\Omega$ NE pickup coil resistance (NE – G $\ominus$ ):
- $140 180 \Omega$

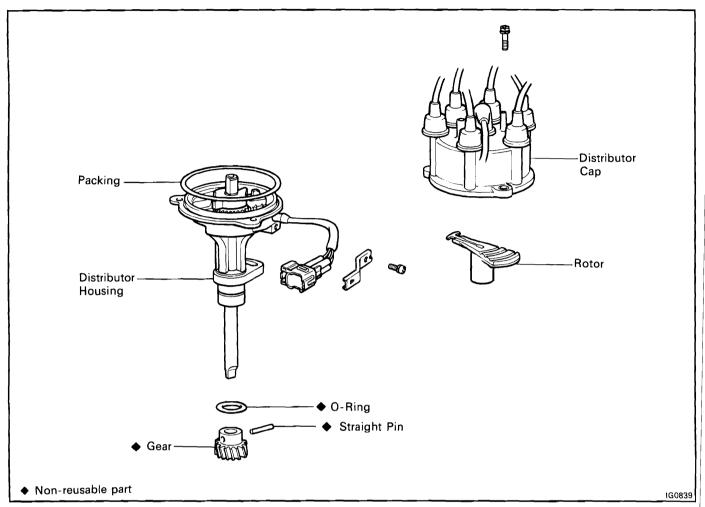
If the resistance is not as specified, replace the distributor.

#### **INSPECTION OF IGNITER**

(See procedure Spark Test on page IG-5)

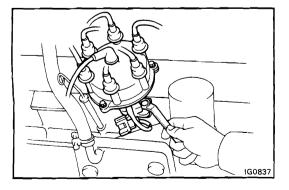
# DISTRIBUTOR

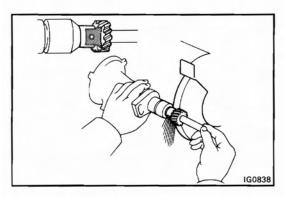
#### COMPONENTS

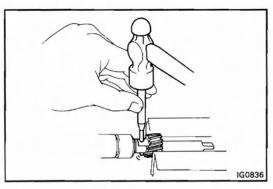


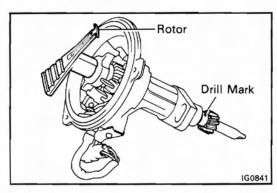
#### **REMOVAL OF DISTRIBUTOR**

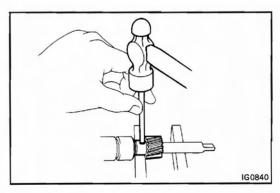
- 1. REMOVE AIR CLEANER HOSE
- 2. DISCONNECT DISTRIBUTOR CONNECTOR
- 3. DISCONNECT VENTILATION HOSES
- 4. DISCONNECT HIGH-TENSION CORDS FROM SPARK PLUGS AND IGNITION COIL
- 5. **REMOVE DISTRIBUTOR** Remove the mount bolt and pull out the distributor.
- 6. REMOVE O-RING FROM DISTRIBUTOR HOUSING











# REPLACEMENT OF DISTRIBUTOR DRIVEN GEAR

#### 1. REMOVE DRIVEN GEAR

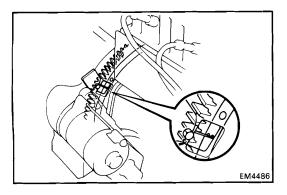
(a) Using a grinder, grind the driven gear and straight pin.

NOTICE: Be careful not to damage the governor shaft.

- (b) Mount the driven gear in a vise.
- (c) Using a pin punch and hammer, tap out the straight pin.
- (d) Remove the driven gear.

- 2. INSTALL NEW DRIVEN GEAR
  - (a) Slide a new driven gear onto the governor shaft.
  - (b) Position the drill mark on the driven gear and rotor as shown.

- (c) Install a new straight pin.
- (d) Secure the ends of the straight pin.



#### **INSTALLATION OF DISTRIBUTOR**

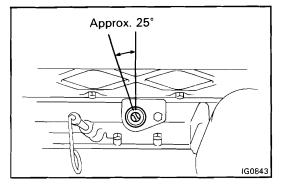
#### 1. SET NO. 1 CYLINDER TO TDC/COMPRESSION

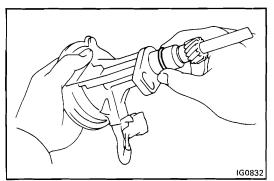
Set to TDC/compression in the following manner.

- Remove the No. 1 spark plug.
- Place your finger over the hole of the No. 1 spark plug and turn the crankshaft clockwise to TDC/ compression. If pressure is felt on your finger, this is TDC/compression. If not, repeat the process.
- Install the No. 1 spark plug.

#### 2. SET OIL PUMP SHAFT SLOT

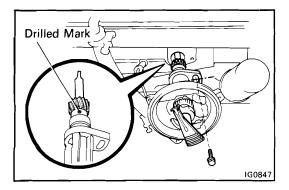
Position the oil pump shaft slot in the direction shown in the illustration.





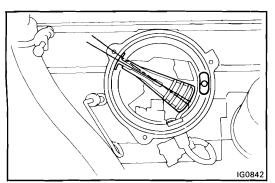
#### 3. INSTALL NEW O-RING

- (a) Install a new O-ring to the housing.
- (b) Apply a light coat of engine oil on the O-ring.



# 4. INSTALL DISTRIBUTOR

(a) Insert the distributor, aligning the center of the flange with that of the bolt hole on the cylinder head with drilled mark facing upward.



- (b) When fully installed, the distributor should point as shown in the illustration.
- (c) Lightly tighten the hold-down bolt.

- 5. INSTALL DISTRIBUTOR CAP WITH HIGH-TENSION CORDS
- 6. CONNECT HIGH-TENSION CORDS TO SPARK PLUGS

Firing order: 1 - 5 - 3 - 6 - 2 - 4

- 7. CONNECT VENTILATION HOSES
- 8. CONNECT DISTRIBUTOR CONNECTOR
- 9. INSTALL AIR CLEANER HOSE
- ADJUST IGNITION TIMING (See page EM-11)
   Ignition timing: 7° BTDC @ idle (w/ connected TE1 - E1, Transmission in N position)

# **CHARGING SYSTEM**

	Page
PRECAUTIONS	CH-2
TROUBLESHOOTING	CH-2
CHARGING SYSTEM CIRCUIT	CH-3
ON-VEHICLE INSPECTION	CH-3
ALTERNATOR	CH-7
IGNITION MAIN RELAY	CH-15
CHARGE LIGHT RELAY	CH-16

СН

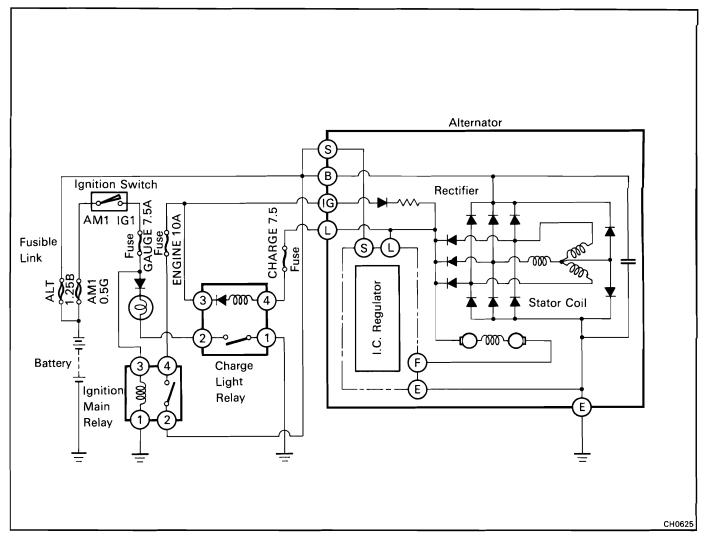
## PRECAUTIONS

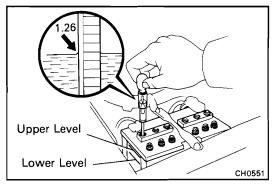
- 1. Check that the battery cables are connected to the correct terminals.
- 2. Disconnect the battery cables when the battery is given a quick charge.
- 3. Do not perform tests with a high voltage insulation resistance tester.
- 4. Never disconnect the battery while the engine is running.

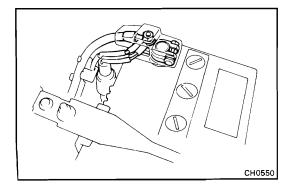
Problem	Possible cause	Remedy	Page
Discharge warning light does not light	Fuse blown	Check "CHARGE" and "GAUGE" fuses	
with ignition ON and	Light burned out	Replace light	
and engine not running	Wiring connections loose	Tighten loose connections	
	IC regulator faulty	Replace IC regulator	CH-8
Discharge warning	Drive belt loose or worn	Adjust or replace drive belt	CH-4
light does not go	Battery cables loose, corroded or worm	Repair or replace cables	
out with engine running (battery	Fuse blown	Check "ENGINE" fuse	
requires frequent	Fusible link blown	Replace fusible link	
recharging)	IC regulator or alternator faulty	Check charging system	CH-5
	Wiring faulty	Repair wiring	

# TROUBLESHOOTING

# **CHARGING SYSTEM CIRCUIT**







# **ON-VEHICLE INSPECTION**

- 1. CHECK BATTERY SPECIFIC GRAVITY
  - (a) Check the specific gravity of each cell.
  - Standard specific gravity When fully charged at 20°C (68°F): 1.25 – 1.27

If not within specification, charge the battery.

(b) Check the electrolyte quantity of each cell.

If insufficient, refill with distilled (or purified) water.

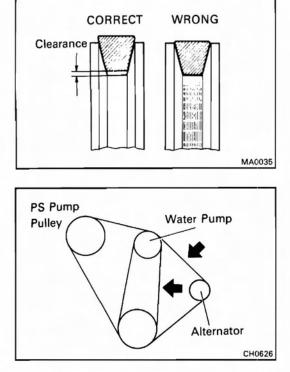
- 2. CHECK BATTERY TERMINALS, FUSIBLE LINKS AND FUSES
  - (a) Check that the battery terminals are not loose or corroded.

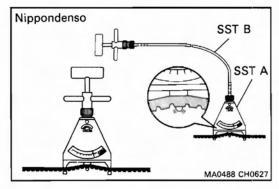
. •

(b) Check the fusible links and fuses for continuity.

#### CH-4

#### CHARGING SYSTEM - On-Vehicle Inspection





#### 3. INSPECT DRIVE BELT

(a) Visually check the drive belt for cracks, oiliness or wear. Check that the belt does not touch the bottom of the pulley groove.

If necessary, replace the drive belt.

 (b) Check the drive belt deflection by pressing on the belt at the points indicated in the figure with 10 kg (22.0 lb, 98 N) of pressure.

#### Drive belt deflection:

New belt 7.0 – 9.0 mm (0.278 – 0.354 in.) Used belt 9.0 – 12.0 mm (0.354 – 0.472 in.)

If the belt deflection is not within specification, adjust it.

#### (Reference)

Using SST, check the drive belt tension.

SST A 09216-00020 SST B 09216-00030

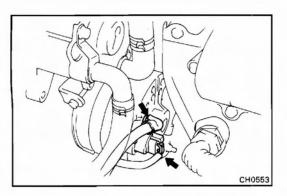
Drive belt tension: New belt 55 - 65

New belt 55 - 65 kgUsed belt 30 - 45 kg

If necessary, adjust the drive belt tension.

HINT:

- When checking the tension, be sure the gauge is on the belt protrusion.
- "New belt" refers to a belt which has been used less than 5 minutes on a running engine.
- "Used belt" refers to a belt which has been used on a running engine for 5 minutes or more.
- After installing the belt, run the engine for about 5 minutes and recheck the tension.



#### 4. VISUALLY CHECK ALTERNATOR WIRING AND LISTEN FOR ABNORMAL NOISES

- (a) Check that the wiring is in good condition.
- (b) Check that there are no abnormal noises from the alternator while the engine is running.

#### 5. CHECK DISCHARGE WARNING LIGHT CIRCUIT

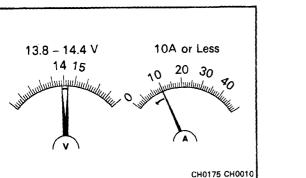
- (a) Warm up the engine and turn it off.
- (b) Turn off all accessories.
- (c) Turn the ignition switch to "ON". Check that the charge light is lit.
- (d) Start the engine. Check that the light goes out.

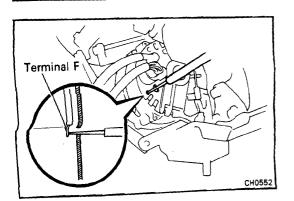
If the light does come on and go off as specified, troubleshoot the discharge light circuit.

#### 6. INSPECT CHARGING CIRCUIT WITHOUT LOAD

HINT: If a battery/alternator tester is available, connect the tester to the charging circuit according to the manufacturer's instructions.

- (a) If a tester is not available, connect a voltmeter and ammeter to the charging circuit as follows:
  - Disconnect the wire from terminal B of the alternator and connect the wire to the negative (-) terminal of the ammeter.
  - Connect the test lead from the position (+) terminal of the ammeter to terminal B of the alternator.
  - Connect the positive (+) lead of the voltmeter to terminal B of the alternator.
  - Ground the negative (-) lead of the voltmeter.





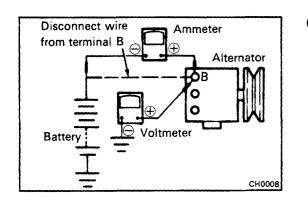
(b) Check the charging circuit as follows:
 With the engine running from idling to 2,000 rpm, check the reading on the ammeter and voltmeter.

#### Standard amperage: 10 A or less Standard voltage: 13.8 – 14.4 V at 25°C (77°F)

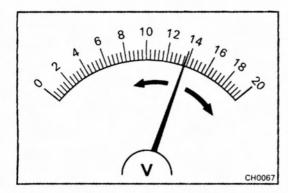
If the voltage reading is not within standard voltage, replace the IC regulator.

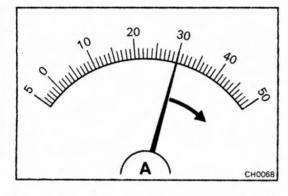
If the voltage reading is less than standard voltage, check the IC regulator and alternator as follows:

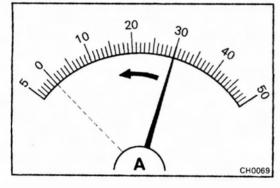
• With terminal F grounded, start the engine and check the voltage reading of terminal B.



#### CHARGING SYSTEM - On-Vehicle Inspection







- If the voltage reading is more than standard voltage, replace the IC regulator.
- If the voltage reading is less than standard voltage, check the alternator.

#### 7. INSPECT CHARGING CIRCUIT WITH LOAD

- (a) With the engine running at 2,000 rpm, turn on the high beam headlights and place the heater blower switch at "HI".
- (b) Check the reading on the ammeter.

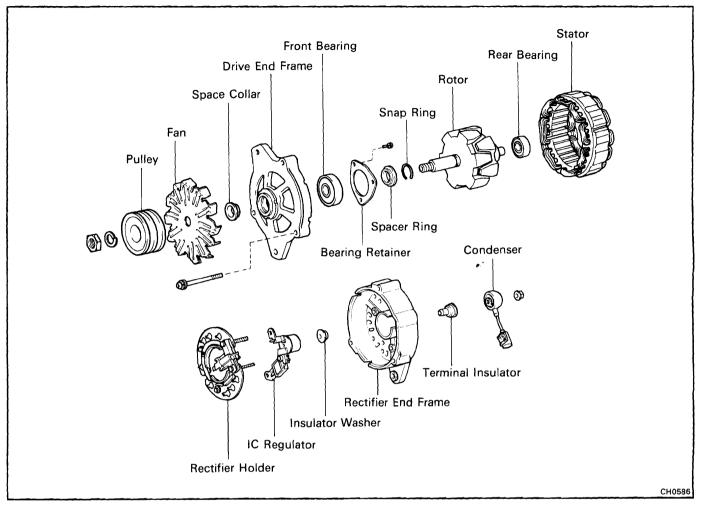
Standard amperage: 30 A or more

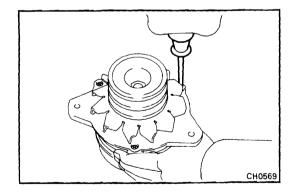
If the ammeter reading is less than 30 A, repair the alternator. (See page CH-7)

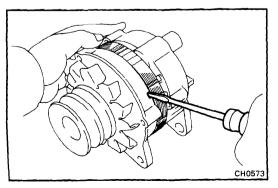
HINT: When the battery is fully charged, the indication will sometimes be less than 30 A.

#### CH-7

# ALTERNATOR COMPONENTS





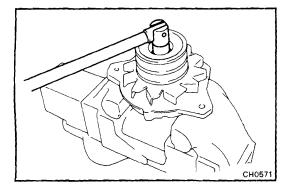


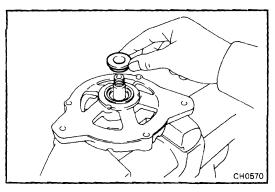
#### **DISASSEMBLY OF ALTERNATOR**

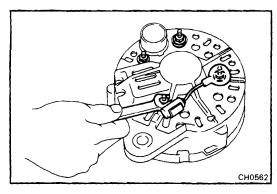
- 1. REMOVE DRIVE END FRAME AND ROTOR ASSEMBLY FROM STATOR
  - (a) Remove the three through screws.
  - (b) Using a screwdriver, pry the end frame and remove it together with the rotor.

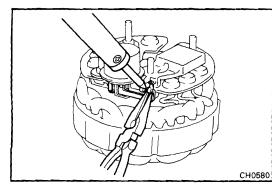
NOTICE: Do not pry the coil wires.

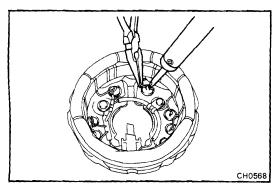
#### **CHARGING SYSTEM** – Alternator











#### 2. REMOVE PULLEY, FAN AND DRIVE END FRAME FROM ROTOR

- (a) Mount the rotor in a soft jaw vise.
- (b) Remove the pulley nut, spring washer, pulley and fan.
- (c) Remove the spacer collar and drive end frame.
- (d) Remove the spacer ring and snap ring.

#### 3. REMOVE RECTIFIER END FRAME

- (a) Remove the four nuts, condenser and two terminal insulators.
- (b) Remove the rectifier end frame.
- (c) Remove the insulator washer from the rectifier holder stud.

#### 4. REMOVE IC REGULATOR

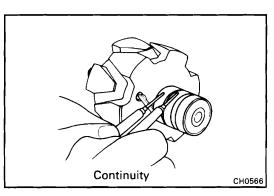
Hold the IC regulator terminal with needle-nose pliers, and unsolder the terminals.

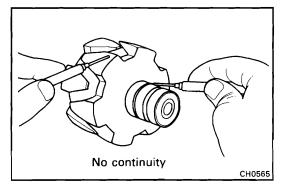
NOTICE: Protect the rectifiers from heat.

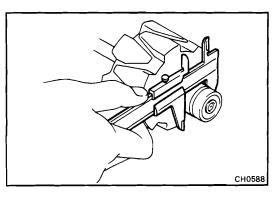
#### 5. REMOVE RECTIFIER HOLDER

Hold the stator coil lead with needle-nose pliers, and unsolder the leads.

NOTICE: Protect the rectifiers from heat.







#### **INSPECTION AND REPAIR OF ALTERNATOR**

#### Rotor

#### 1. INSPECT ROTOR FOR OPEN CIRCUIT

Using an ohmmeter, check that there is continuity between the slip rings.

#### Standard resistance: 2.8 – 3.0 $\Omega$

If there is no continuity, replace the rotor.

#### 2. INSPECT ROTOR FOR GROUND

Using an ohmmeter, check that there is no continuity between the slip ring and the rotor.

If there is continuity, replace the rotor.

#### 3. INSPECT SLIP RINGS

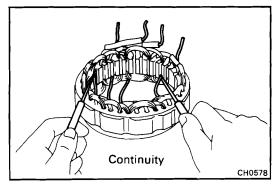
(a) Check the slip rings are not rough or scored. If rough or scored, replace the rotor.

(b) Using calipers, measure the slip ring diameters.

Standard diameter: 32.3 – 32.5 mm

(1.272 – 1.280 in.) Minimum diameter: 32.1 mm (1.264 in.)

If the diameter is less than minimum, replace the rotor.



# No continuity CH0579

#### Stator

#### 1. INSPECT STATOR FOR OPEN CIRCUIT

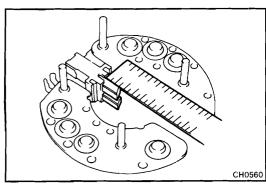
Using an ohmmeter, check that there is continuity between the coil leads.

If there is no continuity, replace the stator.

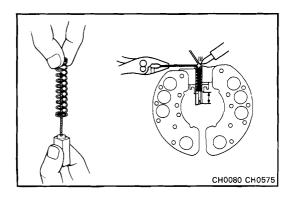
#### 2. INSPECT STATOR FOR GROUND

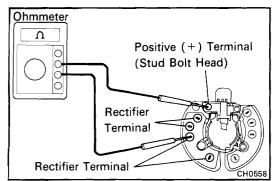
Using an ohmmeter, check that there is no continuity between the coil leads and stator core.

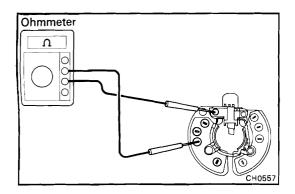
If there is continuity, replace the stator.



# Сно577







#### **Brushes**

#### 1. INSPECT EXPOSED BRUSH LENGTH

Using a scale, measure the exposed brush length.

Standard exposed length:20.0 mm (0.787 in.)Minimum exposed length:5.5 mm (0.217 in.)

If the length is less than minimum, replace the brushes.

#### 2. IF NECESSARY, REPLACE BRUSHES

(a) Unsolder and remove the brush and spring.

- (b) Insert the brush wire through the spring.
- (c) Install the brush in the brush holder.
- (d) Solder the wire to the brush holder at specified exposed length.

#### Exposed length: 20.0 mm (0.787 in.)

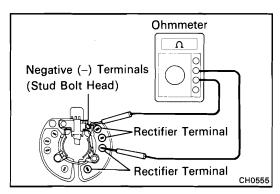
- (e) Check that the brush moves smoothly in the brush holder.
- (f) Cut off any excess wire.

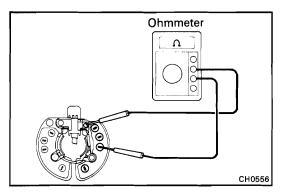
#### **Rectifiers (Rectifier Holder)**

#### 1. INSPECT POSITIVE SIDE RECTIFIER

- (a) Using an ohmmeter, connect one tester probe to the positive (+) terminal and the other to each rectifier terminal.
- (b) Reverse the polarity of the tester and repeat step (a).
- (c) Check that one shows continuity and the other shows no continuity.

If continuity is not as specified, replace the rectifier holder.





#### 2. INSPECT NEGATIVE SIDE RECTIFIER

(a) Using an ohmmeter, connect one tester probe to the negative (-) terminal and the other to each rectifier terminal.

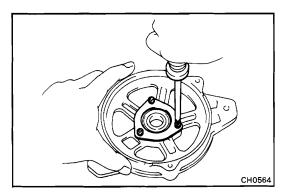
- (b) Reverse the polarity of the tester probes and repeat step (a).
- (c) Check that one shows continuity and the other shows no continuity.

If continuity is not as specified, replace the rectifier holder.

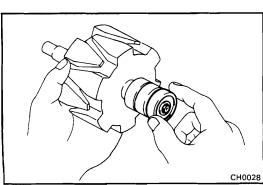
CH0563

#### Bearings

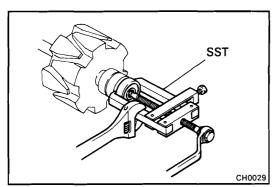
 INSPECT FRONT BEARING Check that the bearing is not rough or worn.



<b>2</b> .	IF NECESSARY, REPLACE FRONT BEARING						
	Remove the three screws and bearing retainer, and re- place the bearing.						

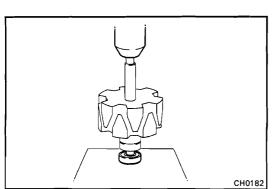


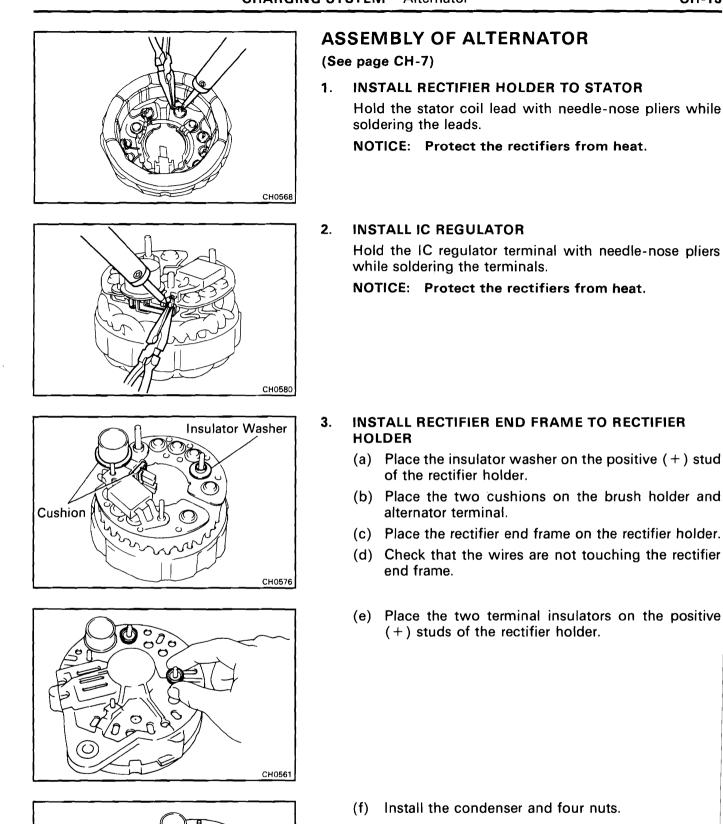
**3. INSPECT REAR BEARING** Check that the bearing is not rough or worn.



4. IF NECESSARY, REPLACE REAR BEARING
(a) Using SST, remove the bearing from the rotor shaft. SST 09286-46011

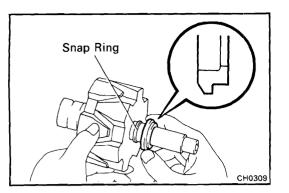
(b) Using a press, press in a new rear bearing onto the rotor shaft.



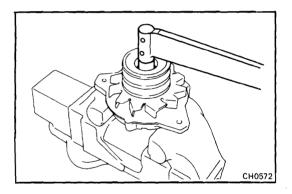


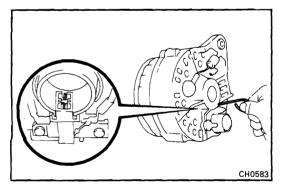
Consenser

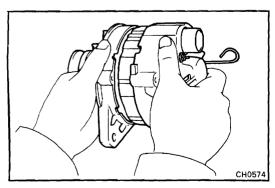
CH0562



# CH0570







#### 4. INSTALL DRIVE END FRAME, FAN AND PULLEY TO ROTOR

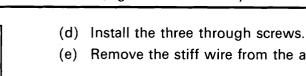
(a) Slide the snap ring and spacer ring onto the rotor shaft.

- (b) Mount the rotor in a soft jaw vise.
- (c) Slide the drive end frame and spacer collar.

- (d) Slide the fan, pulley and spring washer onto the rotor shaft.
- (e) Install and torque the nut.
- Torque: 900 kg-cm (65 ft-lb, 88 N·m)

#### 5. ASSEMBLE DRIVE END FRAME AND RECTIFIER END FRAME

- (a) Bend the rectifier lead wires back to clear the rotor.
- (b) Using a curved tool, push the brushes in as far as they will go and hold them in place by inserting a stiff wire through the access hole in the rectifier end frame.
- (c) Assemble the drive end frame and the rectifier end frame by inserting the rear bearing on the rotor shaft into the rectifier end frame.



- (f) Check that the rotor rotates smoothly.
- (g) Seal the access hole.

# **IGNITION MAIN RELAY INSPECTION OF IGNITION MAIN RELAY**

**INSPECT IGNITION MAIN RELAY** 1.

HINT: The relay located in relay block of the left cowl side.

#### 2. **INSPECT RELAY CONTINUITY**

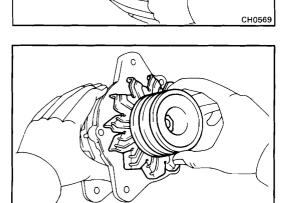
- (a) Check that there is continuity between terminals 1 and 3.
- (b) Check that there is no continuity between terminals 2 and 4.
- (c) Check that there is no continuity between terminals 3 and 4.

If continuity is not as specified, replace the relay.

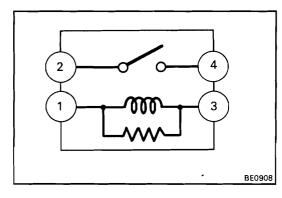
#### **INSPECT RELAY OPERATION** 3.

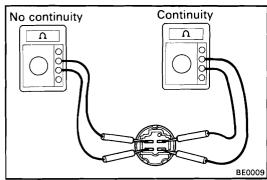
- (a) Apply battery voltage across terminals 1 and 3.
- (b) Check that there is continuity between terminals 2 and 4.
- (c) Check that there is no continuity between terminals 3 and 4.

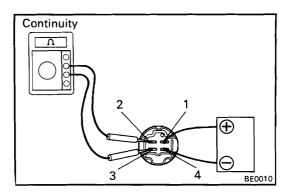
If operation is not as described, replace the relay.

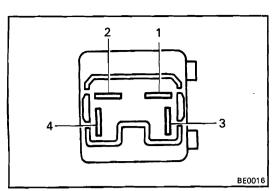


CH0567



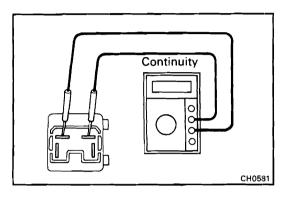




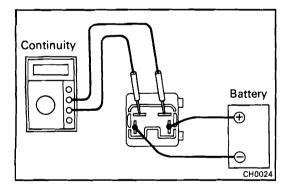


# CHARGE LIGHT RELAY INSPECTION OF CHARGE LIGHT RELAY

LOCATION: Inside of the passenger's cowl side trim.



#### No continuity (Continuity) (No continuity) (No continuity) (No continuity) ((+)(+)(+)(+)(+)(+)CH0582



#### 1. INSPECT RELAY CONTINUITY

(a) Using an ohmmeter, check that there is no continuity between terminals 1 and 2.

- (b) Connect the one test probe to terminal 3 and the other to terminal 4.
- (c) Reverse the polarity of test probes, and repeat step (b).
- (d) Check that one shows continuity and other shows no continuity.

If continuity is not as specified, replace the relay.

#### 2. INSPECT RELAY OPERATION

- (a) Connect a positive (+) lead from the battery to terminal 3.
- (b) Connect a negative (-) lead from the battery to terminal 4.
- (c) Using an ohmmeter, check for continuity between terminals 1 and 2.

If operation is not as specified, replace the relay.

# SERVICE SPECIFICATIONS

	Page
ENGINE MECHANICAL	A-2
EFI SYSTEM	A-7
IGNITION SYSTEM	A-10
CHARGING SYSTEM	A-10

A-1

# ENGINE MECHANICAL Specifications

Engine coolant capacity	,					
	w/ Front	heater	17.5 liters	18.5 US qts	15.4 lmp. qts	
	w / Front	and rear heaters	19.5 liters	20.6 US qts	17.2 lmp. qts	
Engine oil capacity						
Drain and refill	w∕o Oil f	ilter change	7.0 liters	7.4 US qts	6.2 lmp. qts	
	w∕ Oil fil	ter change	7.8 liters	8.2 US qts	6.9 lmp. qts	
Dry fill			8.0 liters	8.5 US qts	7.0 lmp. qts	
Battery gravity when fu	lly charged at	t 20°C (68°F)	1.25 – 1.27			
High-tension cord F	Resistance	Limit	25 k $\Omega$ per co	rd		
Spark plug						
Туре		ND	W16EXR-U			
		NGK	BPR5EY			
Correct electrode gap			0.8 mm	0.8 mm 0.031 in.		
Firing order			1 - 5 - 3 - 6	- 2 - 4		
Drive belt deflection with	th 10 kg (22.	0 lb, 98 N)				
Alternator – Water pu	mp	New belt	7.0 – 9.0 mm	0.278	– 0.354 in.	
		Used belt	9.0 – 12.0 mr	n 0.354	– 0.472 in.	
PS pump – Crankshat	ft	New belt	7.0 – 9.5 mm	0.278	– 0.374 in.	
		Used belt	8.0 – 10.0 mr	m 0.315	– 0.393 in.	
Valve clearance at h	ot	IN	0.20 mm	0.008	in.	
		EX	0.35 mm	0.014	in.	
Ignition timing			7° BTDC @ I	dle		
Dash pot setting speed			1,200 rpm			
Intake manifold vacuum	n at idle spe	ed	420 mmHg (16.54 in.Hg, 56.0 kPa) or more			
Compression pressure	at 200 rpr	n STD	10.5 kg/cm <sup>2</sup>	(149 psi, 1,030 kPa	a) or more	
		Limit	8.0 kg∕cm² (	114 psi, 785 kPa)		
Pressure difference betw	veen each cy	linder	0.5 kg∕cm² (	7 psi, 49kPa) or les	S	

-

Specifications (Cont'd)					
Cylinder head	Cylinder block surface warpag				
	Manifold surface warpage				

Cylinder head	Cylinder block surface Manifold surface warp Valve seat Refacing Contacti	age angle	Limit Limit Intake Exhaust	0.15 mm 0.10 mm 25°, 45°, 70° 45°, 65° 45°	0.0059 in. 0.0039 in.
		ng width	Intake Exhaust	1.1 – 1.7 mm 1.4 – 2.0 mm	0.043 – 0.067 in. 0.055 – 0.079 in.
Valve guide bushing	Inside diameter Outside diameter	STD 0 / S (	0.05	8.010 – 8.030 mm 14.028 – 14.041 mm 14.078 – 14.091 mm	
Valve	Overall length	STD Limit	Intake Exhaust Intake Exhaust	124.8 mm 128.0 mm 124.3 mm 127.5 mm	4.913 in. 5.039 in. 4.894 in. 5.020 in.
	Face angle Stem diameter		IN & EX Intake Exhaust	44.5° 7.970 – 7.985 mm 7.960 – 7.975 mm	0.3138 – 0.3144 in. 0.3134 – 0.3140 in.
	Stem oil clearance	STD Limit	Intake Exhaust Intake Exhaust	0.025 – 0.060 mm 0.035 – 0.070 mm 0.10 mm 0.12 mm	0.0010 - 0.0024 in. 0.0014 - 0.0028 in. 0.0039 in. 0.0047 in.
	Margin thickness	STD Limit	Intake Exhaust Intake	1.5 – 2.1 mm 1.7 – 2.3 mm 1.0 mm	0.059 – 0.083 in. 0.067 – 0.091 in. 0.039 in.
Valve spring	Squareness Free length		Exhaust Limit STD	1.2 mm 1.8 mm 51.5 mm	0.047 in. 0.071 in. 2.028 in.
	Installed tension at 43.	.0 mm (1.6	Limit 93 in.) STD Limit	50.0 mm 32.5 kg 71.6 27 kg 59.5	
Valve rocker arm and shaft	Rocker arm inside dian Shaft diameter Rocker arm oil clearand		STD STD STD Limit	18.494 – 18.515 mm 18.464 – 18.485 mm 0.009 – 0.051 mm 0.08 mm	0.7281 - 0.7289 in. 0.7269 - 0.7278 in. 0.0004 - 0.0020 in. 0.0031 in.
Push rod	Circle runout		Limit	1.0 mm	0.039 in.
Manifold	Warpage		Limit	0.50 mm	0.0197 in.
Air intake chamber	Warpage		- <u> </u>	0.20 mm	0.008 in.
Timing gear	Backlash		STD Limit	0.100 – 0.183 mm 0.25 mm	0.0039 – 0.0072 in. 0.0098 in.

Camshaft	Circle runout	Limit	<u> </u>	0.30 mm	0.0118 in.
and bearing	Cam lobe height	STD	IN	38.36 – 38.46 mm	1.5102 – 1.5142 in.
_			EX	38.25 – 38.35 mm	1.5059 - 1.5098 in.
		Limit	IN	38.0 mm	1.496 in.
			EX	37.9 mm	1.492 in.
	Journal diameter	STD	No. 1	47.955 – 47.975 mm	1.8880 – 1.8888 in.
		-	No. 2	46.455 – 46.475 mm	1.8289 – 1.8297 in.
			No. 3	44.955 – 44.975 mm	
			No. 4	43.455 – 43.475 mm	1.7108 – 1.7116 in.
		U/S 0.25	No. 1	47.715 – 47.725 mm	
			No. 2	46.215 – 46.225 mm	
			No. 3	44.715 – 44.725 mm	1.7604 – 1.7608 in.
			No. 4	43.215 – 43.225 mm	1.7014 – 1.7018 in.
		U/S 0.50	No. 1	47.465 – 47.475 mm	1.8687 – 1.8691 in.
			No. 2	45.965 – 45.975 mm	1.8096 – 1.8888 in.
			No. 3	44.465 – 44.475 mm	1.7506 – 1.7510 in.
			No. 4	42.965 – 42.975 mm	1.6915 – 1.6919 in.
	Bearing inside diameter	STD	No. 1	48.000 – 48.030 mm	1.8898 – 1.8909 in.
			No. 2	46.500 – 46.530 mm	1.8307 – 1.8319 in.
			No. 3	45.000 – 45.030 mm	1.7717 – 1.7728 in.
			No. 4	43.500 – 43.530 mm	1.7126 – 1.7138 in.
		U/S 0.25	No. 1	47.750 – 47.825 mm	1.8799 – 1.8829 in.
			No. 2	46.250 – 46.325 mm	1.8209 – 1.8238 in.
			No. 3	44.750 – 44.820 mm	1.7618 – 1.7646 in.
			No. 4	43.250 – 43.320 mm	1.7028 – 1.7055 in.
		U/S 0.50	No. 1	47.500 – 47.575 mm	1.8701 – 1.8730 in.
			No. 2	46.000 – 46.075 mm	1.8110 – 1.8140 in.
			No. 3	44.500 – 44.570 mm	1.7520 – 1.7547 in.
			No. 4	43.000 – 43.070 mm	1.6929 – 1.6957 in.
	Journal oil clearance				
)	STD	STD		0.025 – 0.075 mm	0.0010 - 0.0030 in.
		U/S 0.25 a	and 0.50		
		No. 1 and	d No. 2	0.025 – 0.110 mm	0.0010 - 0.0043 in.
		No. 3 and	d No. 4	0.025 – 0.105 mm	0.0010 - 0.0041 in.
	Limit	STD		0.10 mm	0.0039 in.
1		U/S 0.25 a	and 0.50	0.15 mm	0.0059 in.
	Thrust clearance	STD		0.200 – 0.290 mm	0.0079 - 0.0114 in.
		Limit		0.33 mm	0.0130 in.
Valve lifter	Lifter diameter	STD		21.387 – 21.404 mm	0.8420 - 0.8427 in.
		0/S 0.05		21.437 – 21.454 mm	0.8440 - 0.8446 in.
	Cylinder block lifter bore	diameter		21.417 - 21.443 mm	0.8432 – 0.8442 in.
	Lifter oil clearance		STD	0.013 – 0.056 mm	0.0005 - 0.0022 in.
1			Limit	0.10 mm	0.0039 in.

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Cylinder block	Warpage		Limit	0.15 mm	0.0059 in.
Cylinder DIOCK	Warpage Cylinder bore diameter	STD	Mark "1"	94.000 – 94.010 mm	3.7008 – 3.7012 in.
	Cylinder bore diameter	510			3.7008 – 3.7012 m. 3.7012 – 3.7016 in.
			Mark "2"	94.010 - 94.020 mm	
			Mark "3"	94.020 – 94.030 mm	3.7016 – 3.7020 in.
		0 (0 0 50	Limit	94.23mm	3.7098 in.
		O/S 0.50	Limit	94.73 mm	3.7295 in.
		0/S1.00		95.23 mm	3.7492 in.
		0/S 1.50	Limit	95.73 mm	3.7689 in.
Piston and	Piston diameter	STD	Mark "1"	93.963 – 93.973 mm	3.6993 - 3.6997 in.
piston ring			Mark "2"	93.973 – 93.983 mm	3.6997 - 3.7001 in.
			Mark "3"	93.983 – 93.993 mm	3.7001 – 3.7005 in.
		0/S 0.50		94.463 – 94.493 mm	3.7190 – 3.7202 in.
		0/S 1.00		94.963 – 94.993 mm	3.7387 – 3.7399 in.
		0/S 1.50		95.463 – 95.493 mm	
	Piston oil clearance			0.027 – 0.047 mm	0.0011 – 0.0019 in.
	Piston ring groove cleara				
		No. 1		0.030 – 0.070 mm	0.0012 – 0.0028 in.
		No. 2		0.050 – 0.090 mm	0.0020 - 0.0035 in.
	Piston ring end gap	STD	No. 1	0.200 – 0.420 mm	0.0079 – 0.0165 in.
			No. 2	0.500 – 0.720 mm	0.0197 – 0.0283 in.
			Oil	0.200 – 0.820 mm	0.0079 – 0.0323 in.
		Limit	No. 1	1.02 mm	0.0402 in.
			No. 2	1.32 mm	0.0520 in.
			Oil	1.42 mm	0.0559 in.
Connecting rod	Thrust clearance	STD		0.160 – 0.300 mm	0.0063 - 0.0118 in.
and piston pin		Limit		0.40 mm	0.0156 in.
	Connecting rod bearing of	center wall t	hickness		
		STD	Mark A	1.484 – 1.488 mm	0.0584 – 0.0586 in.
			Mark B	1.488 – 1.492 mm	0.0586 – 0.0587 in.
			Mark C	1.492 – 1.496 mm	0.0587 – 0.0589 in.
	Connecting rod oil cleara				
	STD	STD		0.020 – 0.050 mm	0.0008 – 0.0020 in.
		U/S 0.25 a	and 0.50	0.019 – 0.063 mm	0.0007 – 0.0025 in.
	Limit			0.10 mm	0.0039 in.
	Bend per 100 mm (3.94	in.)			
	2010 por 100 mm (0.04				
		Limit		0.05 mm	0.0020 in.
	Twist per 100 mm (3.94	Limit in.)			
	Twist per 100 mm (3.94	Limit		0.15 mm	0.0059 in.
	Twist per 100 mm (3.94 Bushing inside diameter	Limit in.)		0.15 mm 22.012 – 22.027 mm	0.0059 in. 0.8666 – 0.8672 in.
	Twist per 100 mm (3.94 Bushing inside diameter Piston pin diameter	Limit in.) Limit		0.15 mm	0.0059 in. 0.8666 – 0.8672 in.
	Twist per 100 mm (3.94 Bushing inside diameter	Limit in.) Limit clearance		0.15 mm 22.012 – 22.027 mm 22.004 – 22.019 mm	0.0059 in. 0.8666 – 0.8672 in. 0.8663 – 0.8669 in.
	Twist per 100 mm (3.94 Bushing inside diameter Piston pin diameter	Limit in.) Limit clearance STD		0.15 mm 22.012 – 22.027 mm 22.004 – 22.019 mm 0.005 – 0.011 mm	0.0059 in. 0.8666 - 0.8672 in. 0.8663 - 0.8669 in. 0.0002 - 0.0004 in.
	Twist per 100 mm (3.94 Bushing inside diameter Piston pin diameter	Limit in.) Limit clearance		0.15 mm 22.012 – 22.027 mm 22.004 – 22.019 mm	0.0059 in. 0.8666 – 0.8672 in. 0.8663 – 0.8669 in.
Crankshaft and	Twist per 100 mm (3.94 Bushing inside diameter Piston pin diameter	Limit in.) Limit clearance STD		0.15 mm 22.012 – 22.027 mm 22.004 – 22.019 mm 0.005 – 0.011 mm	0.0059 in. 0.8666 - 0.8672 in. 0.8663 - 0.8669 in. 0.0002 - 0.0004 in.
Crankshaft and bearing	Twist per 100 mm (3.94 Bushing inside diameter Piston pin diameter Piston pin to bushing oil	Limit in.) Limit clearance STD Limit		0.15 mm 22.012 – 22.027 mm 22.004 – 22.019 mm 0.005 – 0.011 mm 0.03 mm	0.0059 in. 0.8666 - 0.8672 in. 0.8663 - 0.8669 in. 0.0002 - 0.0004 in. 0.0012 in. 0.0006 - 0.0080 in. 0.0118 in.
	Twist per 100 mm (3.94 Bushing inside diameter Piston pin diameter Piston pin to bushing oil Thrust clearance	Limit in.) Limit STD Limit STD Limit STD		0.15 mm 22.012 – 22.027 mm 22.004 – 22.019 mm 0.005 – 0.011 mm 0.03 mm 0.015 – 0.204 mm	0.0059 in. 0.8666 - 0.8672 in. 0.8663 - 0.8669 in. 0.0002 - 0.0004 in. 0.0012 in. 0.0006 - 0.0080 in.
	Twist per 100 mm (3.94 Bushing inside diameter Piston pin diameter Piston pin to bushing oil Thrust clearance	Limit in.) Limit clearance STD Limit STD Limit		0.15 mm 22.012 – 22.027 mm 22.004 – 22.019 mm 0.005 – 0.011 mm 0.03 mm 0.015 – 0.204 mm 0.30 mm	0.0059 in. 0.8666 - 0.8672 in. 0.8663 - 0.8669 in. 0.0002 - 0.0004 in. 0.0012 in. 0.0006 - 0.0080 in. 0.0118 in.
	Twist per 100 mm (3.94 Bushing inside diameter Piston pin diameter Piston pin to bushing oil Thrust clearance	Limit in.) Limit STD Limit STD Limit STD		0.15 mm 22.012 – 22.027 mm 22.004 – 22.019 mm 0.005 – 0.011 mm 0.03 mm 0.015 – 0.204 mm 0.30 mm 2.430 – 2.480 mm	0.0059 in. 0.8666 - 0.8672 in. 0.8663 - 0.8669 in. 0.0002 - 0.0004 in. 0.0012 in. 0.0006 - 0.0080 in. 0.0118 in. 0.0957 - 0.0976 in.
	Twist per 100 mm (3.94 Bushing inside diameter Piston pin diameter Piston pin to bushing oil Thrust clearance	Limit in.) Limit Clearance STD Limit STD Limit STD 0/S 0.125 0/S 0.250		0.15 mm 22.012 – 22.027 mm 22.004 – 22.019 mm 0.005 – 0.011 mm 0.03 mm 0.015 – 0.204 mm 0.30 mm 2.430 – 2.480 mm 2.493 – 2.543 mm	0.0059 in. 0.8666 - 0.8672 in. 0.8663 - 0.8669 in. 0.0002 - 0.0004 in. 0.0012 in. 0.0006 - 0.0080 in. 0.0118 in. 0.0957 - 0.0976 in. 0.0981 - 0.1001 in.
	Twist per 100 mm (3.94 Bushing inside diameter Piston pin diameter Piston pin to bushing oil Thrust clearance Thrust washer thickness	Limit in.) Limit Clearance STD Limit STD Limit STD 0/S 0.125 0/S 0.250		0.15 mm 22.012 – 22.027 mm 22.004 – 22.019 mm 0.005 – 0.011 mm 0.03 mm 0.015 – 0.204 mm 0.30 mm 2.430 – 2.480 mm 2.493 – 2.543 mm	0.0059 in. 0.8666 - 0.8672 in. 0.8663 - 0.8669 in. 0.0002 - 0.0004 in. 0.0012 in. 0.0006 - 0.0080 in. 0.0118 in. 0.0957 - 0.0976 in. 0.0981 - 0.1001 in.
	Twist per 100 mm (3.94 Bushing inside diameter Piston pin diameter Piston pin to bushing oil Thrust clearance Thrust washer thickness Main journal oil clearance	Limit in.) Limit STD Limit STD Limit STD 0/S 0.125 0/S 0.250		0.15 mm 22.012 - 22.027 mm 22.004 - 22.019 mm 0.005 - 0.011 mm 0.03 mm 0.015 - 0.204 mm 0.30 mm 2.430 - 2.480 mm 2.493 - 2.543 mm 2.555 - 2.605 mm	0.0059 in. 0.8666 - 0.8672 in. 0.8663 - 0.8669 in. 0.0002 - 0.0004 in. 0.0012 in. 0.0006 - 0.0080 in. 0.0118 in. 0.0957 - 0.0976 in. 0.0981 - 0.1001 in. 0.1006 - 0.1026 in.

Crankshaft	Main journal diameter	STD	No. 1	66.972 – 66.996 mm	2.6367 – 2.6376 in.
and bearing			No. 2	68.472 – 68.496 mm	2.6957 – 2.6967 in.
(cont'd)			No. 3	69.972 - 69.996 mm	2.7548 – 2.7557 in.
			No. 4	71.472 – 71.496 mm	2.8139 – 2.8148 in.
		U/S 0.25	No. 1	66.745 – 66.755 mm	2.6278 – 2.6281 in.
			No. 2	68.245 – 68.255 mm	2.6868 – 2.6872 in.
			No. 3	69.745 - 69.755 mm	2.7459 – 2.7463 in.
			No. 4	71.245 – 71.255 mm	2.8049 – 2.8053 in.
		U/S 0.50	No. 1	66.495 – 66.505 mm	2.6179 – 2.6183 in.
			No. 2	67.995 – 68.005 mm	2.6770 – 2.6774 in.
			No. 3	69.495 – 69.505 mm	2.7360 – 2.7364 in.
			No. 4	70.995 – 71.005 mm	2.7951 – 2.7955 in.
	Main bearing center wal	l thickness			
		STD	Mark T1	2.493 – 2.497 mm	0.0981 – 0.0983 in.
			Mark T2	2.497 – 2.501 mm	0.0983 – 0.0985 in.
			Mark T3	2.501 - 2.505 mm	0.0985 - 0.0986 in.
			Mark T4	2.505 – 2.509 mm	0.0986 - 0.0988 in.
			Mark T5	2.509 – 2.513 mm	0.0988 – 0.0989 in.
	Crank pin diameter		STD	52.988 – 53.000 mm	2.0861 - 2.0866 in.
			U/S 0.25	52.701 – 52.711 mm	2.0748 – 2.0752 in.
			U/S 0.50	52.451 – 52.461 mm	2.0650 - 2.0654 in.
	Circle runout		Limit	0.12 mm	0.0048 in.
	Taper and out-of-round				
	Main journal and cran	k pin	Limit	0.02 mm	0.0008 in.

# **Torque Specifications**

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Part	tightened	kg-cm	ft-lb	N∙m
Cylinder head x Cylinder block		1,250	90	123
Valve rocker support x Cylind	ler head			
	12 mm bolt head	240	17	24
	14 mm bolt head and nut	340	25	33
Manifold x Cylinder head	14 mm bolt head	510	37	50
	17 mm bolt head	700	51	69
	Nut	570	41	56
Cylinder head cover x Cylind	er head	90	78 inlb	8.8
Intake manifold x Intake man	ifold stay	300	22	29
Cylinder block x Intake manif	fold stay	300	22	29
Air injection manifold x Cylin	der head	210	15	21
Exhaust manifold x Exhaust p	bipe	630	46	62
Water outlet housing x Cyline	der head	250	18	25
Camshaft thrust washer x Cy	linder block	120	9	12
Timing gear cover x Front en	d plate or cylinder block			
•	10 mm bolt head	50	43 inIb	4.9
	14 mm bolt head	250	18	25
Crankshaft pulley x Cranksha	ft	3,500	253	343

# Torque Specifications (Cont'd)

	Part tightened	kg-cm	ft-lb	N∙m
PS pulley x Crankshaft	pulley	185	13	18
Push rod cover x Cyline	der block	40	35 inIb	3.9
Main bearing cap x Cy	linder block			
	19 mm bolt head	1,375	99	135
	17 mm bolt head	1,175	85	115
Connecting rod cap x (	Connecting rod	600	43	59
Front end plate x Cylin	der block			
	Screw	250	18	25
	Bolt	310	22	30
Drive plate x Crankshaft		890	64	87

### EFI SYSTEM

## Specifications

Fuel pressure regulator	Fuel pressure	at No vacuum		2.6 – 3.2 kg∕cm² (37 – 46 psi, 255 – 314 kPa)			
Cold start injector	Resistance Fuel leakage			$2 - 4 \Omega$ One drop or less per minute			
Injector	-	Injection volume Difference between each injector			3.6 cu in.) per 15 sec. or less per minute		
Throttle posi- tion sensor		ce between stop ew and lever	Betw	een terminals	Resistance		
	0 mm	0 in.	V	ТА – Е2	0.3 – 6.3 kΩ		
	0.77 mm	0.0303 in.		DL – E2	Less than 2.3 kΩ		
	1.09 mm	0.0429 in.		DL – E2	Infinity		
	Throttle valve	e valve fully opened position		TA – E2	3.5 – 10.3 kΩ		
			, ,	/C – E2	4.25 – 8.25 kΩ		
ISC valve	Resistance		51 or S3 52 or S4	10 – 30 Ω 10 – 30 Ω			
Cold start injector time switch	Resistance		5°C (59°F) D°C (86°F)	30 – 50 Ω 70 – 90 Ω 30 – 90 Ω			
Air flow meter	Resistance	E2 – VS E2 – VC E1 – FC		$200 - 600 \Omega$ (Measuring plate f $20 - 1,200 \Omega$ (Measuring plate f $200 - 400 \Omega$ Infinity (Measuring plate f Zero	fully open)		
				(Other than closed	d position)		

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# Specifications (Cont'd)

Air flow meter (cont'd)	Resistance         E2 – THA         at –20°C (-4           (cont'd)         at 0°C (32°F)           at 20°C (68°)         at 40°C (104)           at 60°C (140)         at 60°C (140)		) 4 – 7 kΩ F) 2 – 3 kΩ I°F) 0.9 – 1.3 kΩ				
Water temp. sensor	Resistance	at -20°C (-4 at 0°C (32°F) at 20°C (68° at 40°C (104 at 60°C (140 at 80°C (176	) F) °F) °F)	$\begin{array}{l} 10-20 \ \text{k}\Omega \\ 4-7 \ \text{k}\Omega \\ 2-3 \ \text{k}\Omega \\ 0.9-1.3 \ \text{k}\Omega \\ 0.4-0.7 \ \text{k}\Omega \\ 0.2-0.4 \ \text{k}\Omega \end{array}$			
Oxygen sensor	Heater resistance			5.1 – 6.3 Ω			
EGR gas temp. sensor (calif. only)	Resistance	at 50°C (112 at 100°C (21 at 150°C (30	69.40 – 88.50 kΩ 11.89 – 14.37 kΩ 2.79 – 3.59 kΩ				
ECU				vith the computer connected. h the ignition switch is ON.			
	Voltage						
	Terminals		Cond	lition	STD voltage (V)		
	BATT – E1		— 10 – 14				
	IG SW – E1	Ignition switch ON	Ignition switch ON				
	M-REL – E1	Ignition switch ON	tion switch ON 10 – 14				
	+ B (+ B1) – E1	Ignition switch ON			10 – 14		
	IDL – E2		Throttle	e valve open	4 - 6		
	VC – E2	Ignition switch ON			4 - 6		
	VTA – E2	ignition switch Old	Throttle	e valve fully closed	0.1 – 1.0		
			Throttle	e valve fully open	4 – 5		
	VC - E22			_	4 - 6		
		Ignition switch ON	Measur	ing plate fully closed	4 - 5		
	VS- E22		Measur	ing plate fully open	0.02 - 0.08		
		ldling			2 – 4		
	•	3,000 rpm			0.3 – 1.0		
	THA – E2	Ignition switch ON	Intake a	air temperature 20°C (68°F)	1 – 3		
	THW – E2	Ignition switch ON	Coolan	t temperature 80°C (176°F)	0.1 – 1.0		
	No. 10 _ E01 No. 20 <sup>-</sup> E02	Ignition switch ON			10 – 14		
	STA – E1	Cranking			6 – 14		
	ISC1	Ignition switch ON	_		10 – 14		
	IGT – E1	Idling			0.7 – 1.0		
	W E1	No trouble ("CHECK" engine running	″ engine w	varning light off) and	10 – 14		

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ECU (cont'd)	Terminals	Condition						
			Check connector TE1 – E1 n	4 - 6				
	T – E1	Ignition switch ON	Check connector TE1 – E1 c	0				
			Shift position P or N range	0				
	NSW – E1	Ignition switch ON	Ex. P or N range		10 – 14			
			4WD switch ON		10 – 14			
	4WD – E1	Ignition switch ON	4WD switch OFF		0			
			Stop light switch ON	10 – 14				
5	STP – E1	Ignition switch ON	Stop light switch OFF	0				
	Resistance							
	Terminals		Re	Resistance (Ω)				
		Throttle valve f		Infinity				
	IDL – E2	Throttle valve f	Les	Less than 2,300				
		Throttle valve f	ully open	500 - 10,300				
	VTA – E2	Throttle valve f	ully closed	300 – 6,300				
	VC – E2		4,:	4,250 - 8,250				
	VC – E22		:	200 - 400				
	N/0 500	Measuring plat	e fully closed		200 - 600			
	VS – E22	Measuring plat	e fully open		20 – 1,200			
	THA – E2	Intake air temp	erature 20°C (68°F)	2,0	000 – 3,000			
	THW – E2	Coolant tempe	rature 80°C (176°F)	:	200 – 400			
	GI – G⊖				140 - 180			
	NE – G 💬		_		140 – 180			
	ISC1, ISC2 ISC3, ISC4 - + B	_			10 – 30			
Fuel cut rpm	Fuel cut rpm Fuel return rpm		1,300 rpm 1,000 rpm					

# **Torque Specifications**

Part tightened	kg-cm	ft-lb	N∙m
Cold start injector pipe x Cold start injector	180	13	18
Cold start injector pipe x Delivery pipe	180	13	18
Cold start injector clamp bolt	120	9	12
Fuel pump bracket x Fuel tank	35	30 inIb	3.4
Pressure regulator x Delivery pipe	50	43 inIb	4.9
Fuel return pipe x Pressure regulator	180	13	18
Delivery pipe x Intake manifold	120	9	12
Pulsation damper x Delivery pipe	300	22	29
Air intake chamber x Intake manifold	250	18	25
Intake chamber stay mount bolt	120	9	12
EGR pipe union nut	800	58	78
Throttle body x Air intake chamber	120	9	12
ISC valve x Air intake chamber	120	9	12

#### **IGNITION SYSTEM**

Ignition timing			7° BTDC @ idle (Check connector	7° BTDC @ idle (Check connector TE1 and E1 connected)		
Firing order			1 - 5 - 3 - 6 - 2	_ 4		
High-tension cord	Resistance Limit		25 kΩ per cord	25 kΩ per cord		
Spark plug	Туре Correct electrode gap	ND NGK	W16EXR-U BPR5EY 0.8 mm	0.031 in.		
Ignition coil	Primary coil resistance at cold Secondary coil resistance at c		0.52 – 0.64 Ω 11.5 – 15.5 kΩ			
Distributor	Air gap G and NE pickups Pickup coil resistance G and NE pickups		0.2 mm (0.008 in 140 – 180 Ω	.) or more		

#### **CHARGING SYSTEM**

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Drive belt te	nsion	See page A-2 1.25 - 1.27			
Battery spec	ific gravity when fully char				
Alternator	Rated output		12 V 80A		
	Rotor coil resistance Slip ring diameter	STD	2.8 – 3.0 Ω 32.3 – 32.5 mm	1.272 – 1.280 in.	
		Limit	32.1 mm	1.264 in.	
	Brush exposed length	STD	20.0 mm	0.789 in.	
	Limit		5.5 mm	0.217 in.	
Alternator regulator	Regulating voltage	at 25°C (77°F)	13.8 – 14.4 V		

# STANDARD BOLT TORQUE SPECIFICATIONS

Page

B-1

# STANDARD BOLT TORQUE SPECIFICATIONS

HOW TO DETERMINE BOLT STRENGTH

	M	ark	Class		Mark	Class
Hexagon Head bolt	4	- Bolt 4 - head No. 5 - 6 - 7 -	4T 5T 6T 7T	Stud bolt	No mark	4T
		No mark	4T	_		
Hexagon flange bolt w/washer hexagon bolt	$\bigcirc$	N <del>t</del> o mark	4T		Grooved	6Т
Hexagon head bolt		Two protruding lines	5T			01
Hexagon flange bolt w/washer hexagon bolt		Two protruding lines	6Т	Welded bolt		4T
Hexagon head bolt		Three protruding lines	7T			41

#### SPECIFIED TORQUE FOR STANDARD BOLTS

					Specified torque						
Class	Diameter mm	Pitch mm	Hex	agon head bolt		Hexa	igon flange bo	lt			
			kg-cm	ft-lb	N·m	kg-cm	ft-lb	N·m			
	6	1	55	48 inIb	5.4	60	52 inlb	5.9			
	8	1.25	130	9	13	145	10	14			
4T	10	1.25	260	19	25	290	21	28			
41	12	1.25	480	35	47	540	39	53			
	14	1.5	760	55	75	850	61	83			
	16	1.5	1,150	83	113		-	_			
	6	1	65	56 inlb	6.4		-				
	8	1.25	160	12	16		-				
- <del>-</del>	10	1.25	330	24	32		-				
5T	12	1.25	600	43	59		-				
	14	1.5	930	67	91		-				
	16	1.5	1,400	101	137		-				
	6	1	80	69 inlb	7.8	90	78 inlb	8.8			
	8	1.25	195	14	19	215	16	21			
6T	10	1.25	400	29	39	440	32	43			
	12	1.25	730	53	72	810	59	79			
	14	1.5		_		1,250	90	123			
	6	1	110	8	11	120	9	12			
	8	1.25	260	19	25	290	21	28			
	10	1.25	530	38	52	590	43	58			
<b>7</b> T	12	1.25	970	70	95	1,050	76	103			
	14	1.5	1,500	108	147	1,700	123	167			
	16	1,5	2,300	166	226		_				

# SST AND SSM

	Page
SST (SPECIAL SERVICE TOOLS)	C-2
SSM (SPECIAL SERVICE MATERIALS)	C-3

# **SST (SPECIAL SERVICE TOOLS)**

HINT: Classification

- A = SST required for vehicle inspections and minor repairs and multipurpose SST.
- B = SST required for major repairs involving disassembly of components.
- C = SST required for rather special, less frequent work not of classifiable as either A or B.

Section		- <u></u>					
Classification							
Part Name				EM	FI	СН	Note
Part No.			$\setminus$				
Illustration		$\sim$	$\mathbb{N}$				
	09201-31010	(Valve Stem Oil Seal Replacer	в	•			
Ginnen	09201-60011	(Valve Guide Bushing) (Remover & Replacer)	A	•			
	09202-43013	(Valve Spring Compressor	А	•			
	09213-58011	(Crankshaft Pulley Holding Tool	А	•			
	09213-60017	(Crankshaft Pulley & Gear Pulley Set)	A	•			
	(09213-00020)	(Body with Bolt)		•			
	(09213-00030)	(Handle)		•			
	(09213-00090)	(Bolt Set)		•			
	09214-60010	(Crankshaft Pulley & Gear Replacer	в	•	_		
	09216-00020	(Belt Tension Gauge)	А	•			
O mar much	09216-00030	(Belt Tension Cable)	А	•			
	09268-41045	(Injection Measuring Tool Set	в				

# SST (SPECIAL SERVICE TOOLS) (Cont'd)

<b></b>			_				
Section							
Classification							
Part Name				EM	FI	СН	Note
Part No.		$\langle \rangle$	\ \				
Illustration	$\backslash$	$\backslash$					
000	(09268-41080)	(No. 6 Union)			•		
	(09268-41090)	(No.7 Union)			•		
000	(90405-09015)	(No. 1 Union)			•		
	09268-45012	(EFI Fuel Pressure) Gauge	А		•		
	09286-46011	(Injection Pump Spline Shaft Puller)	с			•	Rotor rear bearing
	09330-00021	(Companion Flange) Holding Tool	А	•			
	09842-30050	(Wiring "A" EFI Inspection	в		•		
	09842-30070	(Wiring "F" EFI Inspection	в		•		

# SSM (SPECIAL SERVICE MATERIALS)

Part Name	Part No.	Sec.	Use etc.	
Seal packing or equivalent	08826-00080	EM	Main bearing caps No. 1 and No. 4	
Adhesive 1324, Three bond 1324, or equivalent	08833-00070	EM	Drive plate mount bolt	
Adhesive 1344, Three bond 1344, Loctite 242 or equivalent	08833-00080	EM	Timing gear cover	