SERVICE MANUAL

DATSUN 280Z
MODEL S30 SERIES

NISSAN

NISSAN MOTOR CO., LTD.
TOKYO, JAPAN

SECTION EF

FUEL SYSTEM

EF

AIR CLEANER ..... EF- 2
ELECTRONIC FUEL INJECTION SYSTEM CONSTRUCTION AND FUNCTION ..... EF- 3

AIR CLEANER

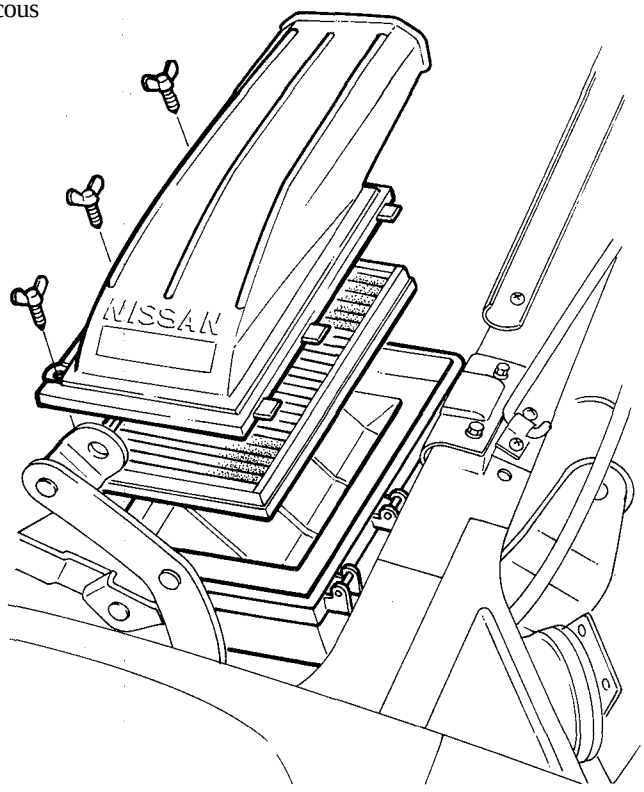
The air cleaner, located between the front grille and the radiator, is secured to the radiator core support with four screws.

The air cleaner element is a viscous paper type and requires no cleaning.

Note: Never attempt to clean the element with a brush or air blast.

REPLACEMENT

1. Remove three wing nuts.
2. Remove cover from air cleaner.



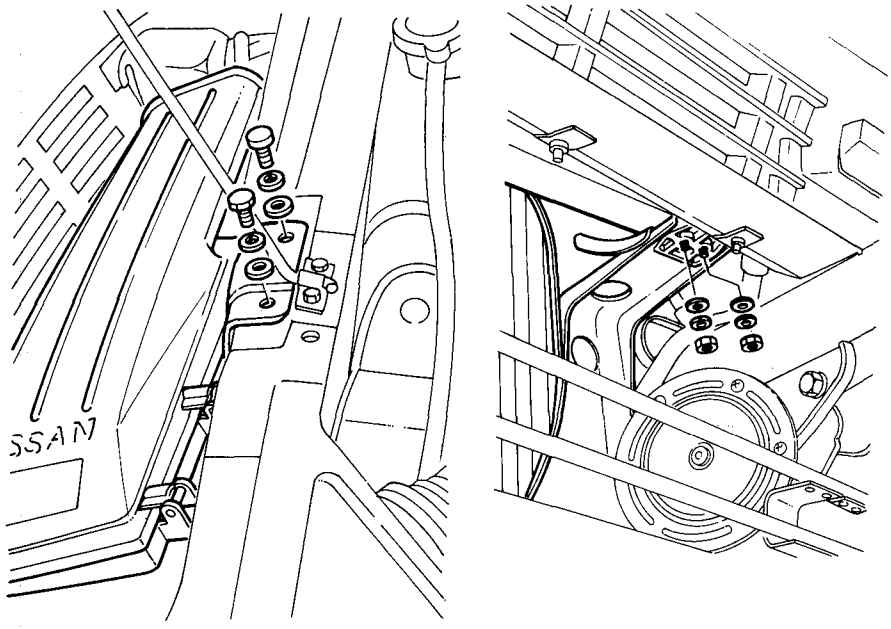
EF352

Fig. EF-1 Air cleaner element

3. Replace air cleaner element.
4. To install the air cleaner element, reverse the order of removal.

REMOVAL AND INSTALLATION

1. Unfasten clamps securing air dust running between air flow meter and air cleaner, and disengage air duct at air cleaner.
2. Remove four screws (two on the upper and two on the lower sides) from radiator core support, and detach air cleaner assembly.
3. To install the air cleaner assembly, reverse the order of removal.



EF353

Fig. EF-2 Air cleaner

ELECTRONIC FUEL INJECTION SYSTEM CONSTRUCTION AND FUNCTION

CONTENTS

I. FEATURES . . . . . EF- 3
II. ELECTRONIC FUEL INJECTION SYSTEM OPERATION . . . . . EF- 3
III. ELECTRONIC CONTROL SYSTEM . . . . . EF- 6
IV. FUEL INJECTION PULSE . . . . . EF- 8
V. ELECTRONIC FUEL INJECTION SYSTEM COMPARTMENT PARTS EF-12
TROUBLE DIAGNOSES EF-18
INSPECTION EF-20
DESCRIPTION EF-20
CONTINUITY CHECK EF-20
CHECKING FUNCTIONAL PARTS EF-53
REMOVAL AND INSTALLATION EF-63

I. FEATURES

The Electronic Fuel Injection System employs various types of sensors to convert the engine operating conditions into electronic signals. These signals are sent to the control unit where the optimum injector open-valve time period is computed according to the information stored in the memory for control of fuel injection quantity.

The electronic fuel injection system has the following features:

1. Improved exhaust emission

The electronic fuel injection system improves the transient response characteristics of the fuel system, permitting engine operation with lean mixture. This improves the exhaust emission performance of the engine.

2. Improved fuel economy

The electronic fuel injection system permits optimum mixture ratio combustion under all operating conditions; this results in improved fuel economy.

3. Driving performance

The electronic fuel injection system permits accurate mixture ratio control with respect to the cooling water temperature and intake air temperature, thereby improving the startability of the engine. With this electronic fuel injection system, the vehicle can be started immediately without any warming up even in cold weather.

- The electronic fuel injection system permits the supply of the optimum fuel quantity for each cylinder even at lower temperatures, thus greatly improving the startability of the engine.
- The electronic fuel injection system provides superior transient response characteristics for the engine without causing engine breathing or any other engine trouble.
- Since the fuel pressure is always maintained at a level of 2.55 kg/cm^2 (36.27 psi), no vapor lock occurs in this engine. This also gives the engine superior heat resistance. The signal detector section of the electronic fuel injection system employs various types of sensors as indicated below.

(1) Air flow meter
(2) Ignition coil negative terminal revolution trigger signal
(3) Throttle valve switch
(4) Water temperature sensor
(5) Air temperature sensor
(6) Thermotime switch
(7) Starting switch

The essential element of this electronic fuel injection system is the air flow meter which is mounted between the air cleaner and throttle chamber. It measures directly the quantity of intake air, and the injector open-valve time period is determined on the basis of the quantity of intake air required for one rotation of the engine.

Since this electronic fuel injection system directly measures the air flow rate, it is also called the "L-Jetronic system", the "L" being taken from the German "Luft" (air).

II. ELECTRONIC FUEL INJECTION SYSTEM OPERATION

The following Figure EF-3 is an outline of operation of each component of the electronic fuel injection system.

1. Fuel system

(1) Fuel flow

Fuel is sucked from the fuel tank into the fuel pump, from which it is discharged under pressure. As it flows through the mechanical fuel damper, pulsation in the fuel flow is damped. Then, the fuel is filtered in the fuel filter, goes through the fuel line, and is injected into the intake manifold cylinder branch from the injector.

Surplus fuel is led through the pressure regulator and is returned to the fuel tank. The pressure regulator controls the fuel pressure in such a manner that the pressure difference between the fuel pressure and the intake manifold vacuum is always 2.55 kg/cm^2 (36.27 psi). During starting operation of the engine when the cooling water temperature is below the specification, the cold start valve is actuated by the thermotime switch to increase the quantity of fuel.

Note: For the specified temperature of cooling water, see the "Thermotime Switch" on page EF-14.

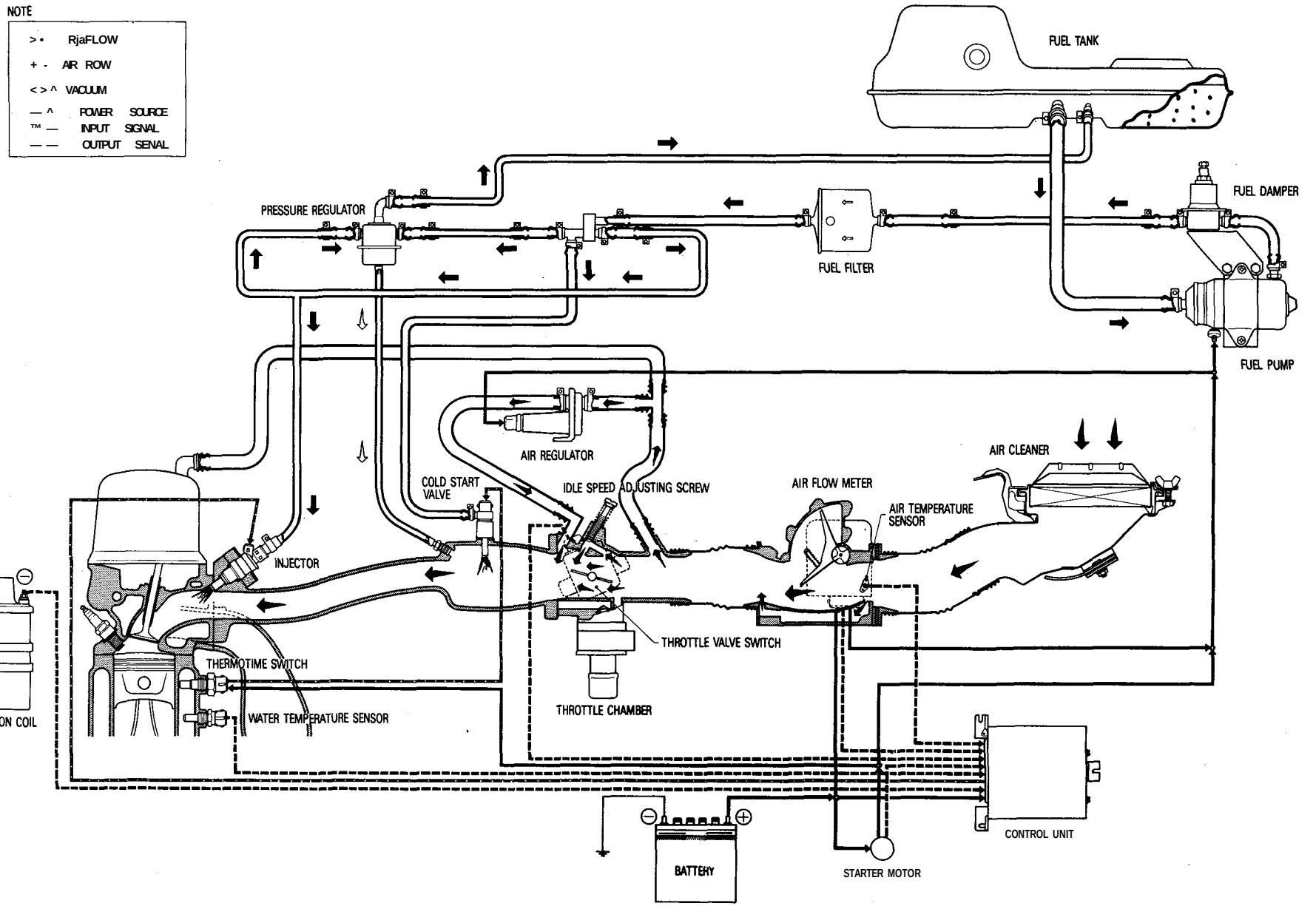
(2) Fuel injection system

The fuel injection system provides simultaneous injection of fuel into the intake manifold for all cylinders. Injection of fuel occurs at each rotation of the engine, and the injected amount of fuel per injection is half the quantity required for one cycle operation of the engine. The ignition signal of the ignition coil is utilized for correct injection of fuel. In this case, the

signal from the ignition coil does not specify the timing for injection. It specifies the frequency of injections only, since the injection timing is always set to be constant.

2. Air flow system

Intake air from the air cleaner is metered at the air flow meter, flows through the throttle chamber and into the intake manifold, and then flows through each intake manifold branch into the cylinder. Air flow during driving is controlled by the throttle valve located in the throttle chamber. During idling operation, the throttle valve is in the almost closed position, and the air is led through the bypass port mounted to the throttle chamber. In this case, the quantity of suction air is adjusted by means of the idle speed adjusting screw. During warming-up operation, the air flow is bypassed through the air regulator to increase engine rpm.



EF342

Fig. EF-3 Electronic fuel injection system

III. ELECTRONIC CONTROL SYSTEM

(1) Input signal of control unit

An electrical signal from each sensor is introduced into the control unit for computation. The open-valve time period of the injector is controlled by the duration of the pulse computed in the control unit.

Input signals to the control unit are as follows:

Input	Sensor	Item to be monitored
A	Air flow meter	Quantity of intake air
B	Ignition coil negative terminal	Engine rpm
C	Throttle valve switch	Opening of throttle valve (Correction of "idle" & "full" increments, "after idle" increment at low water temperature, and fuel cutting operation during coasting)
D	Water temperature sensor	Temperature of cooling water (Correction of "water temperature", "after start" and "after idle" increments)
E	Air temperature sensor	Temperature of intake air (Correction of "intake air temperature" increment)
F	Starting switch	Starting operation (Correction of "start" increment and "after start" increment)

Input signals to the control unit.

(2) **Output signal**

G: Output of control unit open-valve pulse signal from control unit to injector.

H: Signal from thermotime switch to cold start valve.

When the cooling water temperature is lower than the specification*, the bimetal contact in the thermotime switch remains in the ON position. At this switch position, if the ignition switch is turned to the START position, electric current is supplied from the battery for operation of the cold start valve. When the cooling water temperature is above the specification, the bimetal contact is in the OFF position. In this case, even if the ignition switch is turned to the START position, the cold start valve will not be actuated.

Asterisk(*): For the specified temperature of cooling water, see the "Thermotime Switch" on page EF-13.

(3) Battery voltage

Battery voltage is applied to the solid line in Figure EF-4.

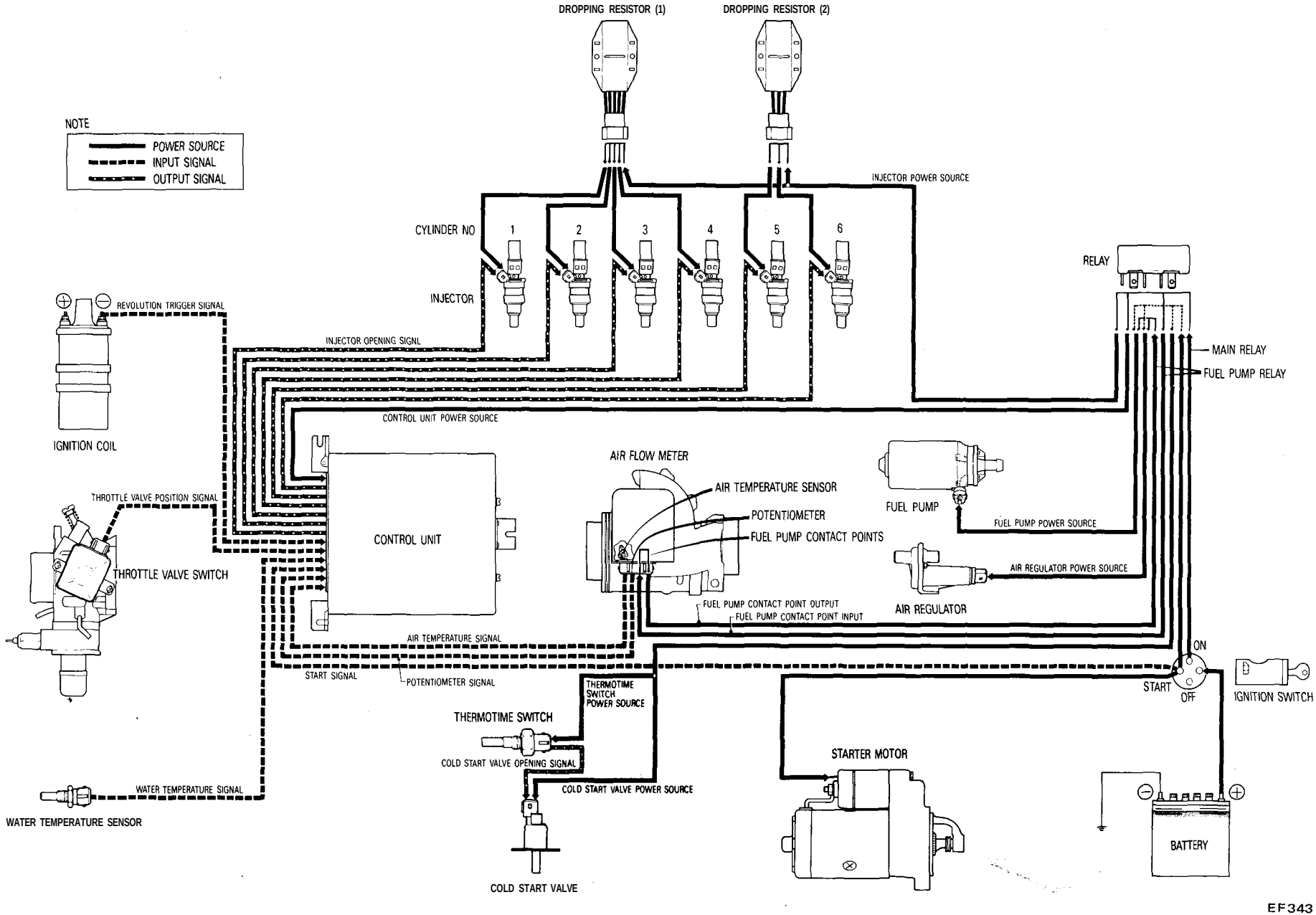


Fig. EF-4 Electronic control signal

W. FUEL INJECTION PULSE

1; Generation of injection pulse in control unit

Figure EF-5 shows the control unit block diagram. The function of major elements in the control unit is described as follows:

(1) ICj

Upon receiving revolution trigger signal ® from the ignition coil negative terminal, the IC_1 carries out wave form shaping (2) and frequency conversion (3) operation and issues injection timing signal for each rotation of the engine.

(2) IC_2

Upon receiving the timing signal (engine rpm signal) from the IC_1 and the signal (intake air flow signal) from the air flow meter, the IC_2 computes the base pulse Tp utilizing the charge-discharge characteristics of condenser. The IC_2 also carries out correction to the "start" increment using the signal from the starter.

(3) IC_3

In the IC_3 increments are added to the base pulse Tp determined in the IC_2 depending on the signals sent from the sensors. The input for the multi-vibrator (D includes the base pulse (Tp), water temperature signal, intake air temperature signal, throttle valve switch signal and starting switch signal, and the output is a corrected pulse (Tq) of the base pulse (Tp). The multi-vibrator (6) issues the voltage correction pulse (Ts) which corrects delay in the mechanical response of the injector. The voltage correction pulse (Ts) is determined by the battery voltage signal. In the logic circuit of the IC_3, the base pulse (Tp), correction pulse (Tq) and voltage correction pulse (Ts) are combined to form a summation pulse (Tg = Tp + Tq + Ts), which in turn is sent to the power amplifier in the next stage.

(4) Power amplifier

The power amplifier amplifies the summation pulse (Tg) generated in the IC_3, and sends it to the injector. The actual open-valve time period of the injector is "Tg - Ts = Tp + Tq", since the delay in mechanical response (Ts) is inherent in the injector operation. This actual open-valve time period is called the "effective injection pulse (Te = Tp + Tq)".

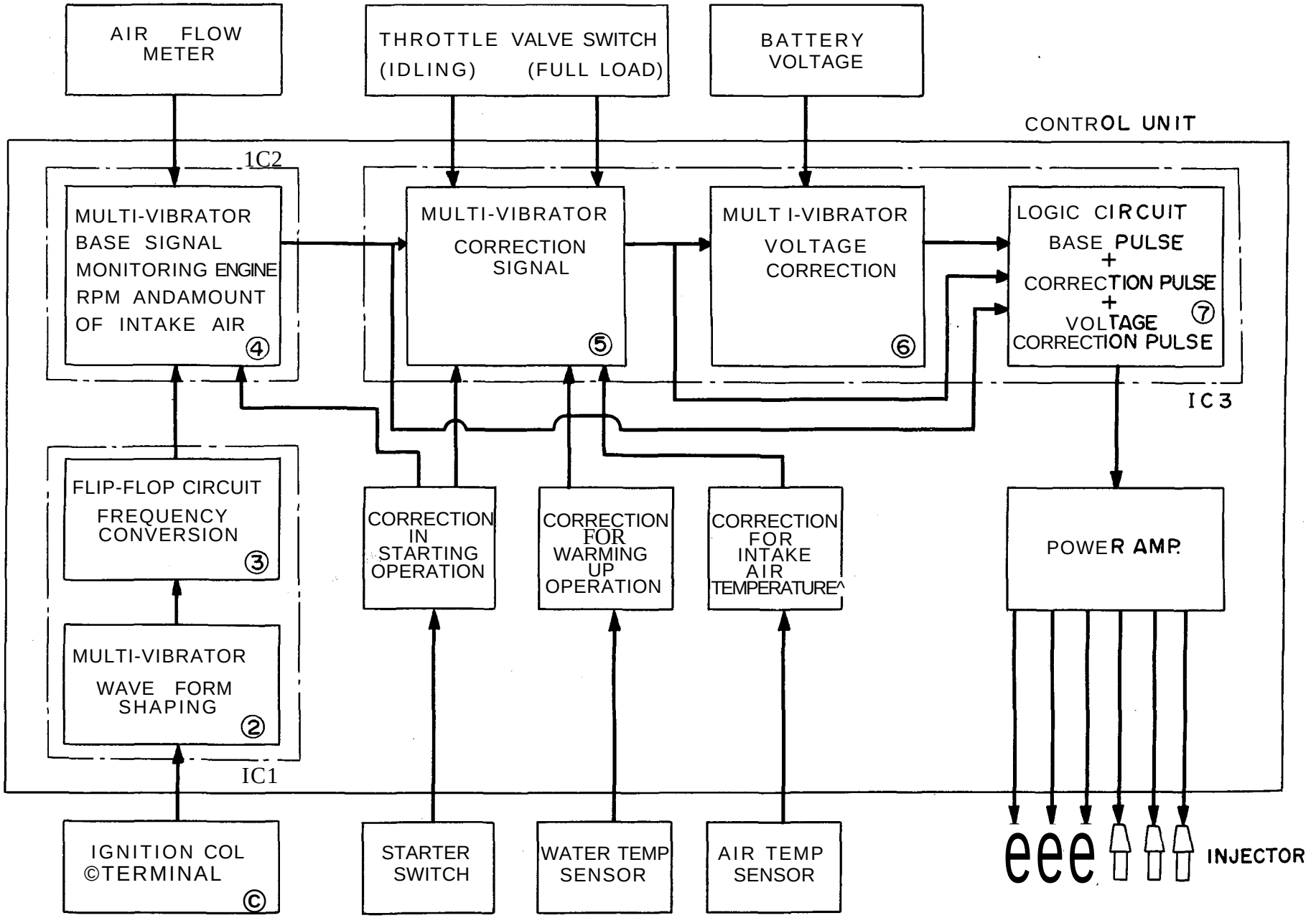


Fig. EF-5 Control unit block diagram

2. Correction of fuel increment

Figure EF-8 shows the model diagram of fuel increment correction.

(1) Increments in starting, idling and driving operations.

1) "Cold start valve" increment

The cold start valve operates when the starting switch and thermotime switch have been turned ON, and injects fuel into the intake manifold.

2) "Idle" increment

When the engine is idling, that is, when the accelerator pedal is not depressed, the idling switch directly coupled to the throttle valve is ON to provide additional fuel injection.

3) "Start" increment

When the starting switch is ON during cranking operation, a constant amount of fuel is increased irrespective of the cooling water temperature.

4) "After start" increment

When the starting switch is turned OFF after cranking operation, the "start" increment becomes zero. The "after start" increment is provided to compensate for this sudden decrease in fuel quantity. The "after start" increment decreases gradually as time passes, finally becoming zero. The magnitude and duration of this increment depend on the cooling water temperature.

5) "After idle" increment

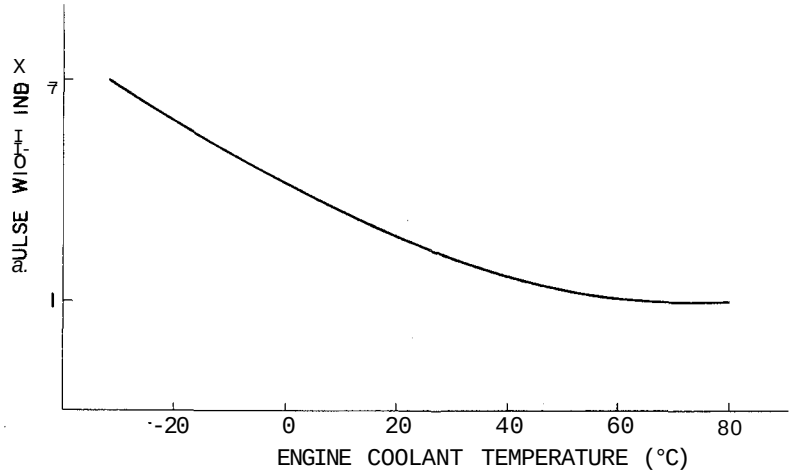
The "after idle" increment provides smooth acceleration when the accelerator pedal is depressed to start the vehicle. This increment is effective only in cold weather and attenuated in a short period of time.

6) "Full" increment

The "full" increment provides smooth full throttle driving performance when the throttle valve opening is more than 30°. With this increment, about 27% of fuel is increased from the level determined by the base pulse.

(2) Correction by cooling water temperature.

Fuel is increased according to the cooling water temperature monitored by the cooling water temperature sensor. The increased amount of fuel is constant when the cooling water temperature is above 70°C (158°F).

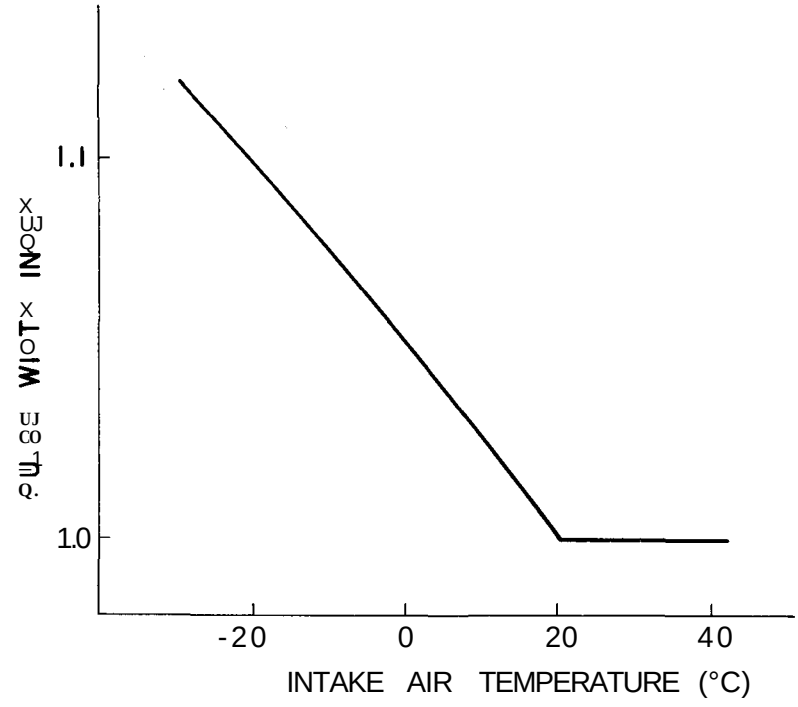


EF345

Fig. EF-6 Correction by cooling water temperature

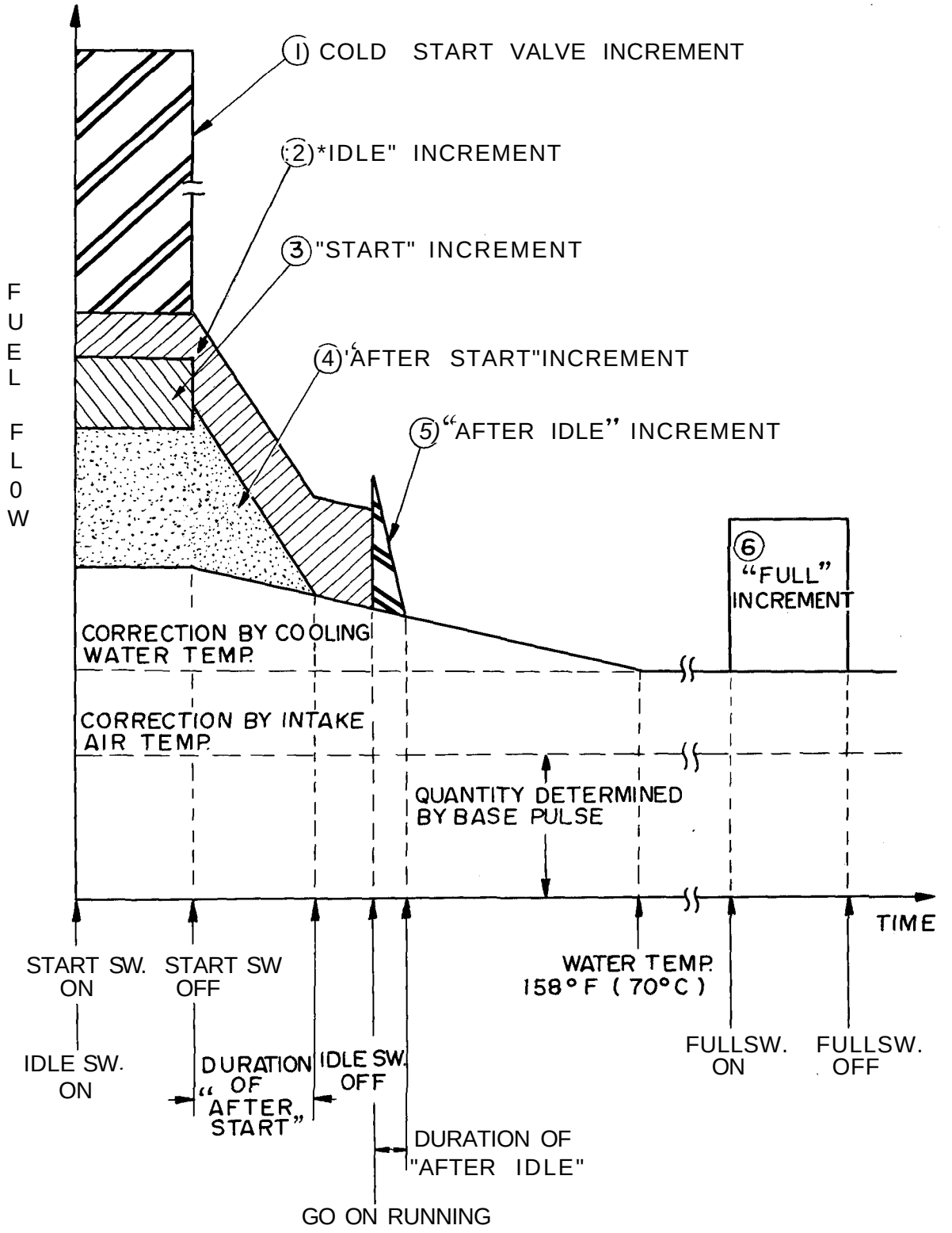
(3) Correction by intake air temperature.

Fuel injection is increased according to the intake air temperature monitored by the intake air temperature sensor. The increased amount of fuel is constant when the intake air temperature is above 20°C (68°F).



EF346

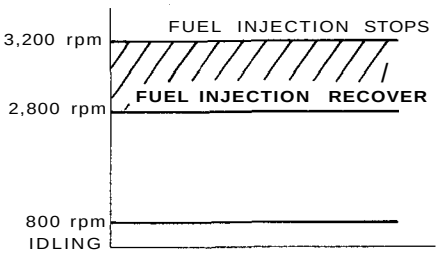
Fig. EF-7 Correction by intake air temperature



EF347

Fig. EFr8 Correction of fuel increment

3. Fuel cut



EF348

ig. EF-9 Fuel cut

Fuel cut is accomplished during deceleration when the engine does not require fuel.

The above chart shows the relationship between engine rpm and fuel cut range.

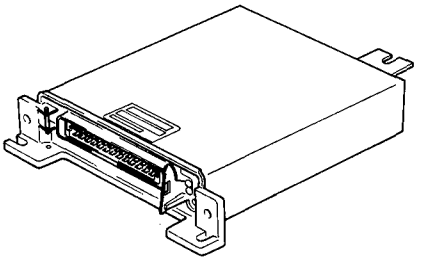
When engine speed is above 3,200 rpm and throttle valve idle switch contacts are closed (that is, accelerator pedal is released), fuel injection does not take place; when engine speed drops below 2,800 rpm, fuel cut is released and fuel injection recommences.

The injection of fuel provides smooth engine idling without stopping the engine.

Fuel cut is not accomplished during deceleration when engine rpm is below 3,200 rpm.

V. ELECTRONIC FUEL INJECTION SYSTEM COMPONENT PARTS

1. Control unit



EF349

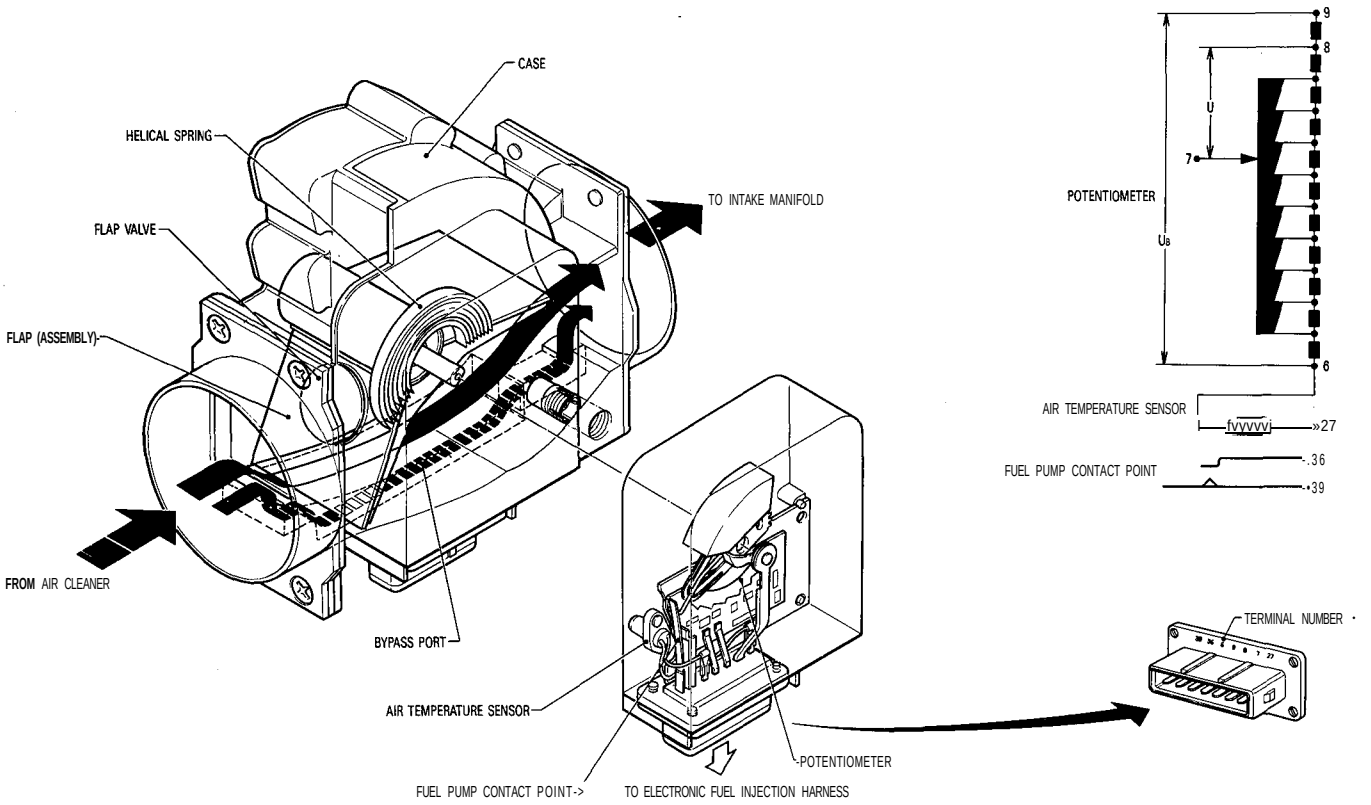
Fig. EF-10 Control unit

The control unit is mounted on a bracket on the driver seat side dash panel. It is connected to the electronic fuel injection harness by means of a multi-connector, and the electronic fuel injection harness is connected to other sensors.

The essential role of the control unit is to generate a pulse. Upon receiving an electrical signal from each sensor, the control unit generates a pulse whose duration (injector open-valve time period) is controlled to provide an optimum quantity of fuel according to the engine characteristics.

The control unit consists mainly of three integrated circuits formed on the printed circuit board. This construction provides superior control unit reliability.

2. Air flow meter



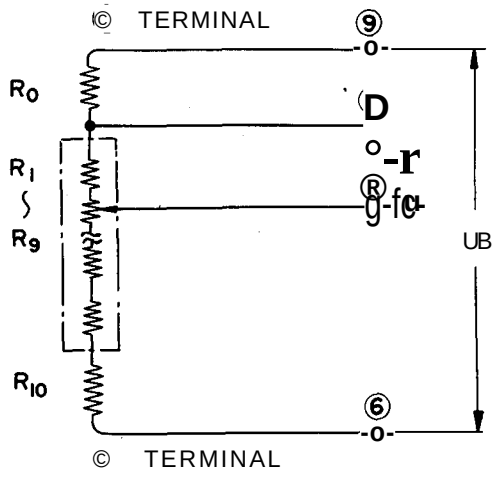
EF350

Fig.EF-11 Air flow meter

The air flow meter measures the quantity of intake air, and sends a signal to the control unit so that the base pulse width can be determined for correct fuel injection by the injector. The air flow meter is provided with a flap in the air passage. As the air flows through the passage, the flap rotates and its angle of rotation is electronically monitored to count the air flow rate.

More specifically, the angle of rotation of the flap is monitored by a potentiometer provided inside as a potential difference U. A circuit diagram of the potentiometer is shown in Figure EF-12. When the flap deflects along with a change in the intake air flow rate, the terminal (7) mounted to the flap shaft slides on the variable resistor R from Rl to R9, causing the voltage across terminals ® and (8) to change.

A constant voltage Ug (battery voltage) is applied across terminals (6) and (9). Then the air flow rate is converted into the voltage ratio signal U/U_B, which in turn is sent to the control unit for computation.



CONSTRUCTION OF AIR FLOW METER

EF351

Fig. EF-12 Airflow meter potentiometer

The flap is able to rotate to an angle where an equilibrium can be maintained between the air flow pressure and the return torque of the coil spring. The damper chamber and compensating plate are provided as a damper for the flap so that the flap will not be disturbed by pulsation in manifold vacuum during operation.

The compensating plate is interlinked with the flap, and as the flap rotates, the compensating plate rotates in the damper chamber keeping a very small clearance between the chamber wall.

During idling operation when the amount of intake air is extremely small, the air flows parallel with the flap through the bypass port so that the specified intake air flow can be provided correctly.

The bypass port has been factory-adjusted before shipment, and no adjustment is allowed in the field.

The fuel pump relay contact is provided in the potentiometer section of the air flow meter. This contact remains in the OFF position when the flap is not actuated. It turns ON when the flap turns 8°, and allows electric current to flow through the fuel pump relay for driving the fuel pump. This construction provides superior safety to the system, as the fuel pump will stop operation if accidental engine stalling should occur during driving.

3. Air temperature sensor

The air temperature sensor, built into the air flow meter, monitors change in the intake air temperature and transmits a signal to control fuel injection in response to the varying pulse duration.

The temperature sensing unit employs a thermister which is very sensitive in the low temperature range.

The electrical resistance of the thermister decreases in response to the air temperature rise.

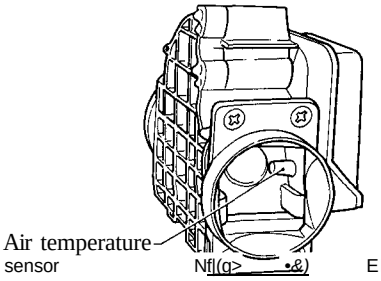


Fig. EF-13 Air temperature sensor

4. Water temperature sensor

The water temperature sensor, built into the thermostat housing, monitors change in cooling water temperature and transmits a signal for the fuel increment to change the pulse duration during the warm-up period.

The temperature sensing unit employs a thermister which is very sensitive in the low temperature range.

The electrical resistance of the thermister decreases in response to the water temperature rise.

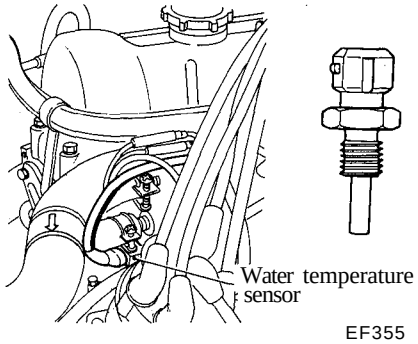


Fig. EF-14 Water temperature sensor

5. Thermotime switch

The thermotime switch is built into the thermostat housing.

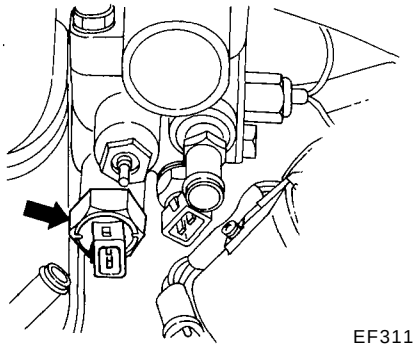
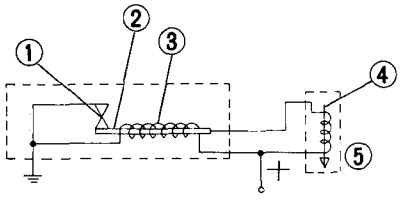


Fig. EF-15 Thermotime switch

The operating principle of the switch is as shown in the chart in Figure EF-16.



1 Contact points
2 Bimetal
3 Heater
4 Plunger
5 Cold start valve

EF312

Fig. EF-16 Operating principle of thermotime switch

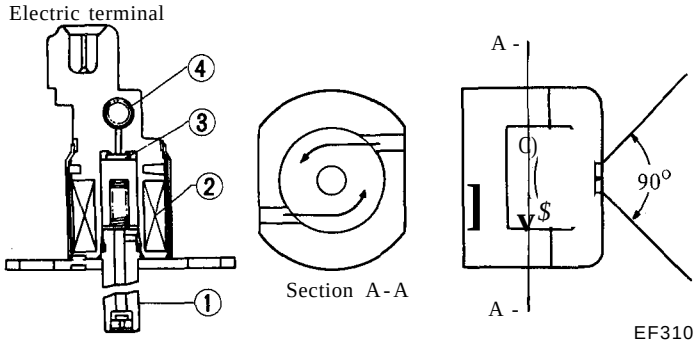
A harness is connected to the cold start valve from the thermotime switch. The bimetal contact in the thermotime switch opens or closes depending on the cooling water temperature, and sends a signal to the cold start valve so that an additional amount of fuel can be injected for cranking operation of the engine when the cooling water temperature is below specification 14 to 22° C (57 to 71 °F).

The thermotime switch is ON when the cooling water temperature is below specification. This implies, however, that repeated operation of the ignition switch may result in excessively thick mixture and consequent troubles in engine operation. To prevent this, the bimetal is equipped with a heater. Electric current flows through the heater while the ignition switch is in the start position, and warms up the bimetal. Through repeated operation of the ignition switch, then, the bimetal is sufficiently warmed up to open the thermotime switch, thus stopping excessive injection of fuel from the cold start valve.

The temperature at which the bimetal contact turns ON or OFF can be changed within the range of 14 to 22°C(57to71°F).

6. Cold start valve

The cold start valve operates on the electromagnetic principle. It causes fuel to be injected into the intake manifold independently of the injector operation so that the engine can be cranked smoothly during cold weather.

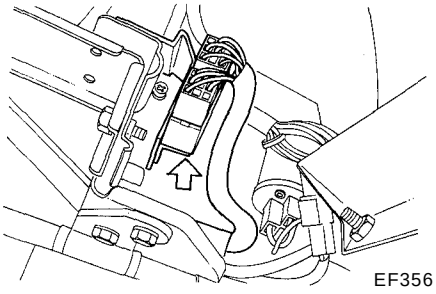


1 Swirl type nozzle
2 Magnet coil
3 Sheet valve
4 Fuel inlet

EF310

Fig. EF-17 Sectional view of cold start valve

To improve fuel-air mixing at lower temperatures, the cold start valve employs a swirl type nozzle which has a turn chamber at the end. With this construction, fuel is injected at an angle of 90° and better atomization of fuel can be obtained.



EF356

Fig. EF-18 Electronic fuel injection relay

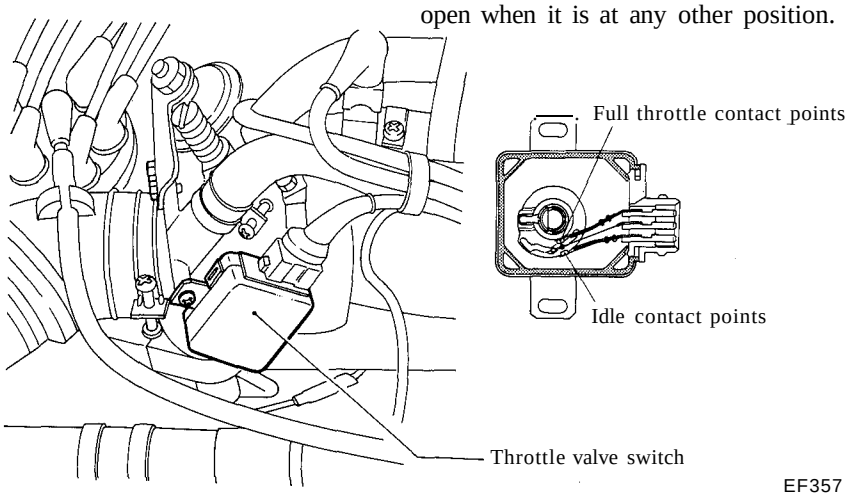
7. Electronic fuel injection relay

The relay is located at the side dash on the driver's side. It is made up of two sections—the main relay section and the fuel pump relay section. The main relay section serves to actuate the electronic fuel injection system through the ignition switch, and the fuel pump relay section to actuate the fuel pump and air regulator. These two relays are incorporated into a compact case. (See Figure EF-18).

8. Throttle valve switch

The throttle valve switch is attached to the throttle chamber and actuates in response to accelerator pedal movement. This switch has two sets of contact points. One set monitors the idle position and the other set monitors full throttle position.

The idle contacts close when the throttle valve is positioned at idle and open when it is at any other position.



EF357

Fig. EF-19 Throttle valve switch

The full throttle contacts close only when the throttle valve is positioned at full throttle (or more than 30 degree opening of the throttle valve). The contacts are open while the throttle valve is at any other position.

The idle switch compensates for increment during idle and after idle, sends fuel cut signal. The full throttle switch compensates for increment in full throttle.

9. Dropping resistor

The dropping resistor is mounted near the washer tank. It can be seen by opening the L.H. inspection lid.

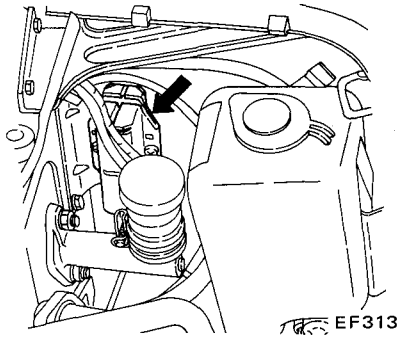


Fig. EF-20 Dropping resistor

The dropping resistor is provided to reduce electric current flowing through the injector and control unit.

10. Fuel pump

The fuel pump is mounted near the fuel tank and right rear wheel. The pump employs a wet type construction where a vane pump with roller is directly coupled to a motor filled with fuel. This construction provides superior coupling characteristics between the pump and motor, and greater safety in case of fire.

The relief valve in the pump is designed to open when the pressure in the fuel line rises over 3 to 4.5 kg/cm^2 (43 to 64 psi) due to trouble in the pressure system.

The check valve prevents abrupt drop of pressure in the fuel pipe when stopping the engine.

When the ignition switch is turned to the START position for cranking operation, the fuel pump is actuated irrespective of the position of the air flow meter contact point. After starting the engine (the ignition switch is ON), the air flow meter contact turns ON through rotation of the engine, thereby actuating the fuel pump. If engine stalls for some reason, the air flow meter contact is turned OFF, and the fuel pump is stopped, though the ignition switch remains in the ON position. In this manner, fuel supply is cut off for safety purposes when the engine accidentally stops during driving.

Fuel pump operation chart

IGN. SW. Position			A.F.M. Contact Points	Fuel Pump
OFF	ON	Start		
-	-	X	OFF	Actuated
-	X	-	ON	Actuated
-	X	-	OFF	Unactuated
X	-	-	ON	Unactuated
X	-	-	OFF	Unactuated

X: IGN. SW. positions

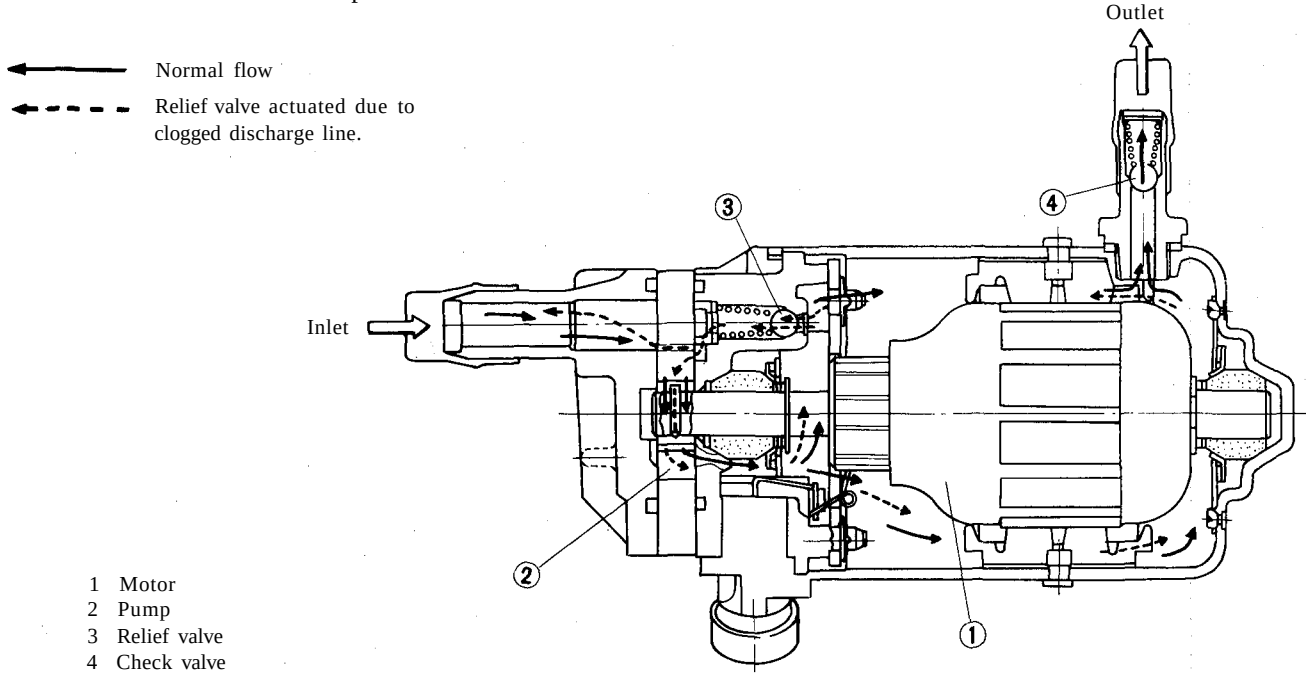


Fig. EF-21 Sectional view of fuel pump

11. Fuel damper

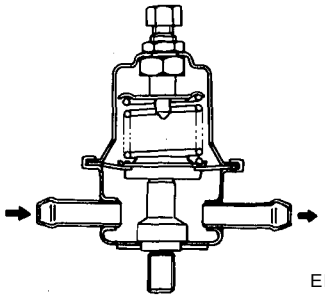


Fig. EF-22 Sectional view of fuel damper

The construction of the fuel damper is shown in Figure EF-22. The fuel damper is provided to suppress pulsation in fuel flow discharged from the fuel pump. No adjustment is allowed on this damper.

12. Pressure regulator

The pressure regulator controls the pressure of fuel so that a pressure difference of 2.55 kg/cm2 (36.27 psi) can be maintained between the fuel pressure and intake vacuum. This constant differential pressure provides optimum fuel injection in every mode of engine operation.

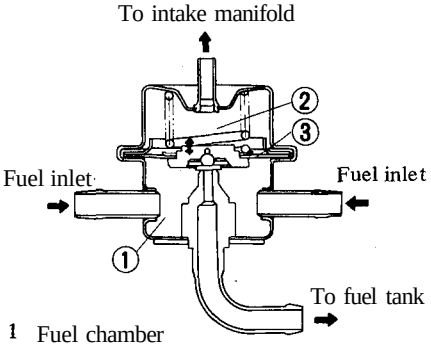


Fig. EF-23 Sectional view of pressure regulator

When the intake manifold vacuum becomes large enough to overcome the diaphragm spring force as combined with the fuel pressure at the pressure line, the diaphragm becomes empty on the intake-side. This opens the return-side port to allow fuel to flow to the tank for reducing fuel pressure.

If fuel pressure is higher than the intake manifold vacuum by 2.55 kg/cm2 (36.27 psi), the diaphragm returns to its original position by means of spring force, and closes the return port.

In this manner, the pressure regulator maintains the fuel pressure in the fuel line 2.55 kg/cm2 (36.27 psi) higher than the pressure in the intake manifold.

13. Fuel filter

The fuel filter is mounted on the right hand side of the engine compartment, near the canister.

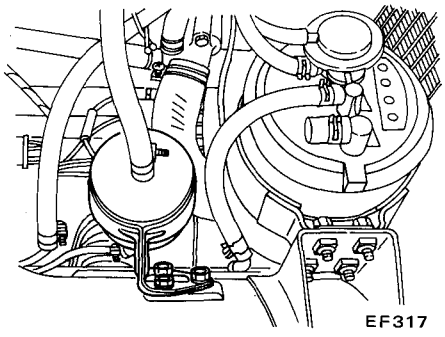


Fig. EF-24 Fuel filter

The filter paper type element must be replaced according to the periodic maintenance schedule, together with the filter body as an assembly.

14. Injector

The injector is mounted on the branch portion of the intake manifold. It receives the pulse signal from the control unit, and injects the fuel toward the intake valve in the cylinder head.

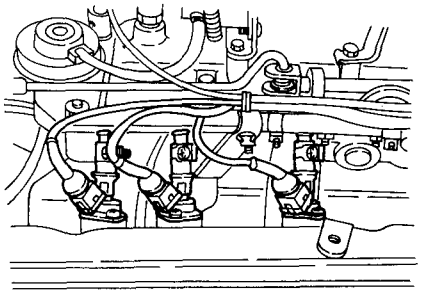


Fig. EF-25 Injector

The injector operates on the solenoid valve principle. When a driving pulse is applied to the coil built into the injector, the plunger is pulled into the solenoid, thereby opening the needle valve for fuel injection. The quantity of injected fuel is in proportion to the duration of the pulse applied from the control unit.

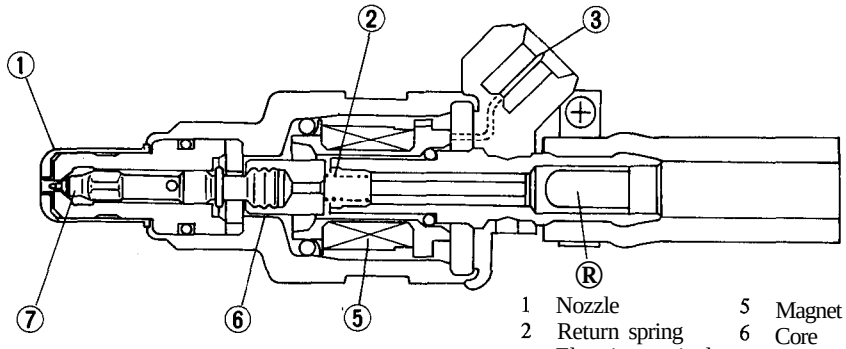


Fig. EF-26 Sectional view of injector

15. Air regulator

The air regulator bypasses the throttle valve to control the quantity of air for increasing the engine idling speed when starting the engine at an underhood temperature of below 80°C(176°F).

A bimetal and a heater are built into the air regulator. When the ignition switch is turned to the START position or engine running, electric current flows through the heater, and the bimetal, as it is heated by the heater, begins to move and closes the air passage in a few minutes. The air passage remains closed until the engine is stopped and the underhood air temperature drops to below 80°C (176°F).

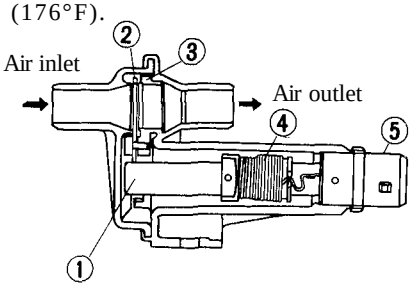
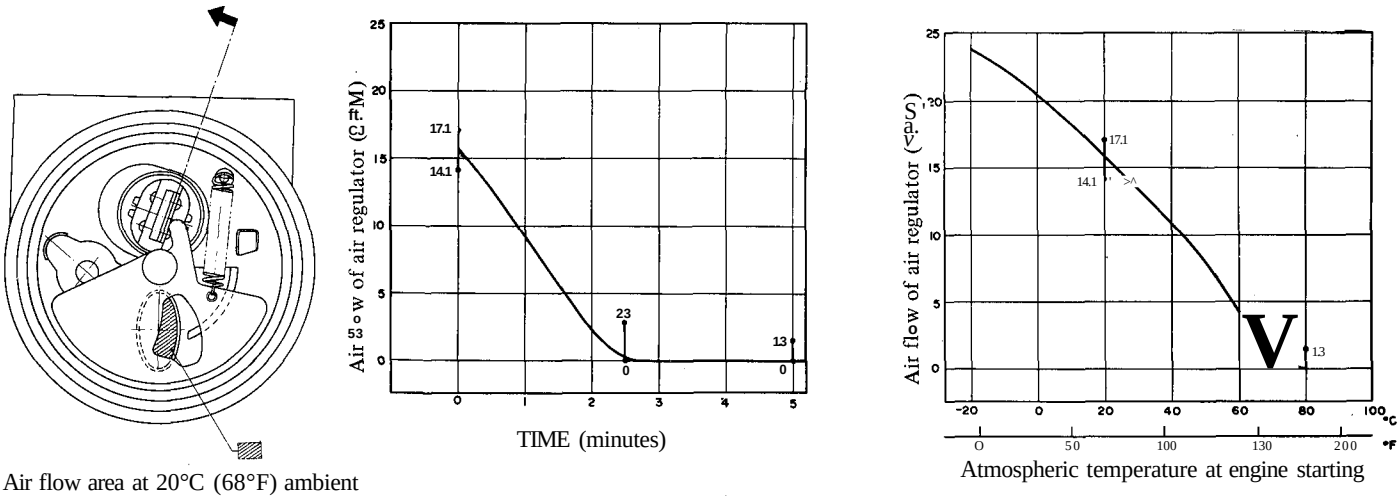


Fig. EF-27 Sectional view of air regulator



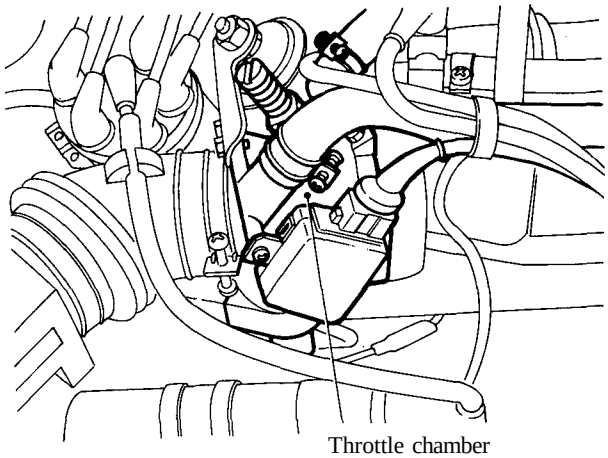
EF321

Fig. EF-28 Air regulator characteristic curve

16. Throttle chamber

The throttle chamber, located between the intake manifold and air flow meter, is equipped with a valve. This valve controls the intake air flow in response to accelerator pedal movement. The rotary shaft of this valve is connected to the throttle valve switch.

This valve remains closed during engine idling, and the air required for idling passes through the bypass port into the intake manifold. Idle adjustment is made by the idle speed adjusting screw located in the bypass port. There is another bypass line in this throttle chamber to pass sufficient air through the air regulator into the intake manifold when a cold engine is started.



EF358

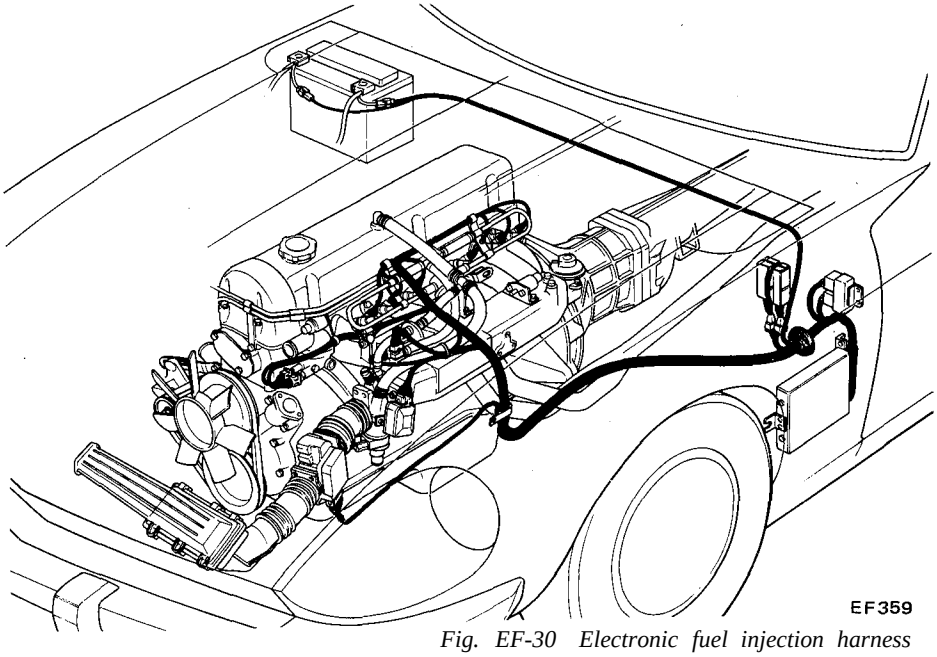
Fig. EF-29 Throttle chamber

17. Harness

One wiring harness is used to connect lines between the control unit and the related major units.

The harness from the 35-pin connector connected to the control unit is combined with the relay harness at the side dash on the driver's side and runs to the engine compartment where it is combined with the dropping resistor harness. From the engine compartment, the harness runs to various units; the air flow meter, air temperature sensor, throttle valve switch, air regulator, injector, cold start valve, etc.

Connectors are used only in the line between the 35-pin connector and water temperature sensor, and between the cold start valve and thermotime switch.



EF359

Fig. EF-30 Electronic fuel injection harness

TROUBLE DIAGNOSES

The electronic fuel injection system must be checked in accordance with the troubleshooting chart. **When using this chart, make sure that the ignition system, battery and transistor ignition system are all in good condition.**

In the troubleshooting chart, trouble phenomena are listed vertically while the inspection items are arranged horizontally. The items which must be checked are marked with an "o" for each trouble phenomenon. Proceed from left to right in the inspection item section.

Check the harness connector for correct insertion.

Then, check the harness together with the unit for continuity. A continuity test on the harness may be carried out on the 35-pole pin of the control unit and other necessary portions with a circuit tester.

Inspection procedure (Proceed from left to right)

Inspection item / Trouble phenomenon	Harness continuity test (together with unit)	Fuel pump sound	Control unit operation at cranking	Injector sound	Cold start valve system condition	Air regulator system condition	Relay
Engine can not be started	0	0	0	0	0*1		0
Engine stalls	0	0	0	0		0*2	O
Lack of power	0			0			
Engine breather	0						
Unstable idling — warming-up	0			0		0	
Unstable idling — After warming-up	0			0			
Higher idling speed	0					0	
Running-on or dieseling							
Back fire	0						
After fire	0						
Abnormal fuel consumption	0				O		

*1 Check this item when trouble occurs in cold weather only.
*2 Check this item when trouble occurs during warming-up.

If a continuity test on an affected harness does not slove the problem, proceed to check by following the inspection items listed in the chart from left to right.

If any abnormality is found in any inspection item, refer to the "INSPECTION" section and carry out further inspection following the procedures described therein. In some cases, the description of an inspection item overlaps that of the preceding item. In such case, the overlapping description of the present inspection item may be omitted.

Note that any component part of the electronic fuel injection system must be replaced as an assembly if it is found to be faulty, since no repairing is allowed.

Control unit replacement	Air flow meter		Water temp. sensor resistance measurement	Air temp. sensor resistance measurement	valve switd continuity test	Fuel system		
						Leakage		Fuel pressure test
	Flap operation	Resistance measurement				External appearance	Injector Cold start valve	
0	0	O	0				0	0
0	0	0	0				0	0
	0	0			0		0	0
0	0	0						0
			0	0	0		0	0
			0		0		0	0
							0	
0	0	0	0	O				0
0	0	0	0				0	0
0		0		0	0	0	0	0

Fig, EF-31 Trouble diagnoses chart

INSPECTION

DESCRIPTION

(1) Checks before inspection

Before attempting any test, check the following items to ensure that nothing has been overlooked.

- All harness connectors (especially the 35-pin coupler and air flow meter connector) are securely in place.
  Connector terminals are free from corrosion and deformation.
- Since the electronic fuel injection system accurately meters the intake air flow through an air flow meter, even a slight air leak will cause an improper air-fuel ratio, resulting in faulty engine operation due to excessive air.
  For this reason, a thorough inspection for leaks should be made at the oil filter cap, dipstick, blow-by hoses, air flow meter to throttle chamber air duct, etc.

(2) Inspection instructions

Before checking the electronic fuel injection system, be sure to observe the instructions below. Failure to do so could result in damage to the control unit or cause fuel line leakage.

(a) Before starting the engine, make sure that all electronic fuel injection harness connectors are firmly in place. When connecting or disconnecting electronic fuel injection harness connector to Or from any electronic fuel injection unit, ensure that the ignition switch is inlhe OFF position or that the negative battery terminal is disconnected. Removing and installing these connectors with the ignition switch left in the ON position will damage control unit.

(b) Replace hoses if they are deformed, scratched or chafed.

(c) Do not reuse hose clamps after removal. Note that all hose clamps except those used on the, injector positions are 15 mm (0.591 in). Each clamp has a size mark on it.

(d) Do not allow unburned fuel to discharge from injectors and cold start valve while the engine is at rest. Doing so will cause a rich air-fuel mixture ratio, which in turn will deteriorate the catalytic converter when the engine is started.

(3) Idle adjustment

On engines equipped with the electronic fuel injection system, air-fuel mixture ratio adjustments cannot be made; only engine speed can be adjusted. Consequently, measurement of CO and HC percentage is not necessary when making idling adjustment.

However, when measuring CO percentage to check idling operation, make sure that CO percentage is below 1.0 percent.

When inspecting the catalytic converter for deterioration, HC and CO percentage must also be measured.

CONTINUITY CHECK

Circuit tester (Test equipment required) Ωm.

Description

It is not necessary to conduct a harness continuity check on-the entire electronic fuel • injection' system. Simply locate the pertinent trouble stjurce on the left in the following table and efynduct "an inspection as denote/d by fhV^heck item number shown.on the opposite side.

To f^nd*jjjhaf«is denoted by the c-chepjc item number, refer to the attached table and to the same check item number given in the service manual. Do not touch the circuit tester probe to any unnecessary pin on the 35-pin connector. Doing so could cause damage to the connector terminal.

Connector and harness continuity check

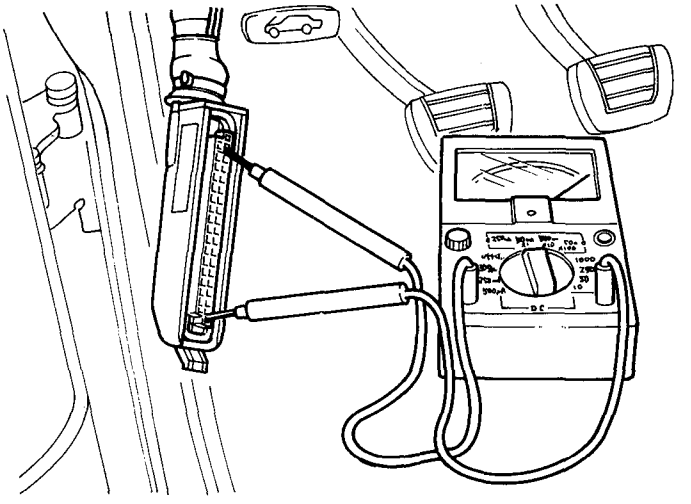
Condition		Check item number
Engine will not start		1-(3), (5), (6), (7), (8), (9) 2 - (1), (2), (3) 3 - (1), (3)
Engine stalls		1 - (3), (5), (6), (7), (8), (9) 2 - (1), (2), (3)
Lack of power		**1-(1),** (2), (3), (4), (6), (8) 2-(1),(2),(3)
Engine breathes		**1-(1),(2),(3),(4),(5),(6),(8),(9)** 2-(1),(2),(3)
Idling unstable	During warm-up	1-0), (3), (4), (5), (6), (8), (9) 2-(1),(2),(3) 3-(2)
	After warm-up	**1-(1),** (3), (4), (5), (6), (8), (9) 2-(1), (2), (3)
Higher idling speed		1-0), (2), **(4),** (6), **(8)** . . 3 - (2)
Running on or dieseling		———
Backfire		1-0), (2), (3), **(4), (6)'** 2-0), (2), (3)
Afterfire		1-0), (2), (3), **(4),** (6) 2-(3) 3-0)
Abnormal fuel consumption		1 - (1), (2), (3), (4), (6), (8) 2-(3) 3 - (2)

1. Continuity check using an ohmmeter

Notes:

a. Before disconnecting 35-pin connector of the control unit, disconnect ground cable from battery.

b. Set circuit tester in the OHM "R" range.



EF360

Fig. EF-32 Check at 35-pin connector ("R" range)

(1) Throttle valve switch: Idle switch
- Make sure that throttle valve switch connector is securely connected in place.
- Check continuity between terminals © and @.
  *Test results
- Continuity exists . . . . . OK
- Continuity does not exist ... N.G.
  *If test results are "N.G.", proceed as follows:
- Check the circuit indicated by large solid lines in Figure EF-35.

(2) **Throttle valve switch: Full switch**
- Make sure that throttle valve switch connector is securely connected in place.
- With accelerator pedal fully depressed, check continuity between terminals (D and ©.
  *Test results
- Continuity exists . . . . . OK
- Continuity does not exist . .. N.G.
  *If test results are "N.G.", proceed as follows:
- Check the circuit indicated by large solid lines in Figure EF-36.

(3) Air flow meter
- Make sure that air flow meter connector is securely connected in place.

3A) Continuity check between terminals (6) and (8)
- Check continuity between terminals (6) and (8).
  *Test results
- Continuity exists . . . . . OK
- Continuity does not exist .. . N.G.
  *If test results are "N.G.", proceed as follows:
- Check the circuit indicated by large solid lines in Figure EF-37.

3B) Continuity check between terminals (7) and (§).

Use the same procedure as in step 3A, and check continuity between terminals ® and (8). Refer to Figure EF-38 for circuit details.

3C) Continuity check between terminals (8) and (9).

Use the same procedure as in step 3A, and check continuity between terminals ® and (9). Refer to Figure EF-39 for circuit details.

(4) Air temperature sensor
- Make sure that air flow meter connector is securely connected in place
- Check continuity between terminals (D and @.
  *Test results
- Continuity exists . . . . . OK
- Continuity does not exist . .. N.G.
  *If test results are "N.G.", proceed as follows:
- Check the circuit indicated by large solid lines in Figure EF-40.

(5) Fuel pump contact points
- Disconnect rubber hose in the line between air cleaner and air flow meter.
- Make sure that air flow meter connector is securely connected in place.
- Depress air flow meter flap, and check continuity between terminals © and @.
  *Test results
- Continuity exists . . . . . OK
- Continuity does not exist . .. N.G.
  *If test results are "N.G." proceed as follows:
- Check the circuit indicated by large solid lines in Figure EF-41.

(6) Water temperature sensor
- Make sure that water temperature sensor connector is securely connected in place.
- Make sure that ground lead wire is properly grounded.
- Check continuity between terminal @ and body metal.
  *Test results
- Continuity exists . . . . . OK
- Continuity does not exist .. . N.G.
  *If test results are "N.G.", proceed as follows:
- Check the circuit indicated by large solid lines in Figure EF-42.

(7) **Electronic fuel injection relay: Fuel pump relay** >
- Make sure that relay connector is securely connected in place.
- Check continuity between terminal @) and body metal.
  *Test results
- Continuity exists . . . . . OK
- Continuity does not exist . . . N.G.
  *If test results are "N.G.", proceed as follows:
- Check the circuit indicated by large solid lines in Figure EF-43.

(8) **Air regulator and fuel pump**
- Make sure that air regulator and relay connectors are securely connected in place.
- Make sure that fuel pump harness is securely connected to fuel pump terminal.
- Check continuity between terminal @ and body metal.
  *Test results
- Continuity exists . . . . . OK
- Continuity does not exist ... N.G.
  *If test results are "N.G.", proceed as follows:
- Check the circuit indicated by large solid lines in Figure EF-44.

(9) Ground circuit
- Make sure that ground connector is securely connected in place.
- Check all ground lines to ensure that they are properly grounded.

9A) Continuity check between terminal (5) and body metal
- Check continuity between terminal (D and body metal.
  *Test results
- Continuity exists . . . . . OK
- Continuity does not exist . .. N.G.
  *If test results are "N.G.", proceed as follows:
- Check the circuit indicated by large solid lines in Figure EF-45.

9B) Continuity check between terminal @ and body metal

Use the same procedure as in step 9A, and check continuity between terminal @ and body metal.

Refer to Figure EF-46 for circuit details.

9C) Continuity check between terminal @ and body metal

Use the same procedure as in step 9A, and check continuity between terminal © and body metal.

Refer to Figure EF-47 for circuit details.

9D) Continuity check between terminal @ and body metal

Use the same procedure as in step 9A, and check continuity between terminal @ and body metal.

Refer to Figure EF-48 for circuit details.

2. Continuity check using a voltmeter (1)

Notes:

a. Set circuit tester in the DC VOLT (DC "V") range.

b. Connect negative terminal of voltmeter to body metal with a lead wire.

c. If tests check out "N.G.", be sure to turn off the ignition switch and to disconnect battery ground cable before tracing the circuit.

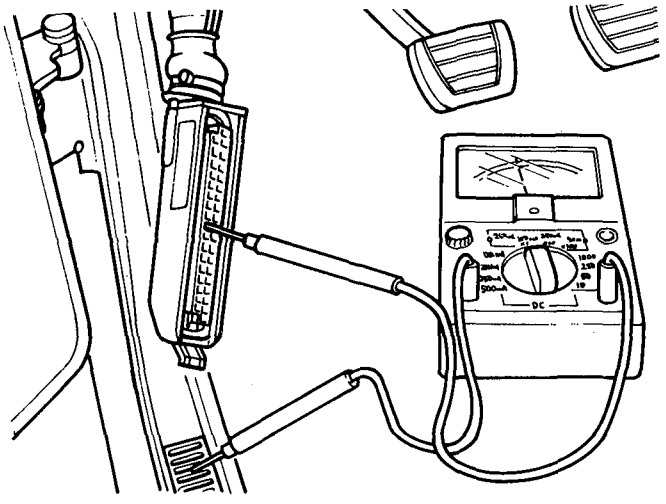


Fig. EF-33 Check at 35-pin connector ("V" range)

(1) Revolution trigger signal

- Make sure that ignition coil connector is securely connected in place.
- Turn ignition switch to the "ON" position.
- Contact terminal ® with positive lead wire of voltmeter.

*Test results

- Voltmeter reading indicates power line voltage . . . . . OK
- Voltmeter reading does not indicate power line voltage .. N.G.

*If test results are "N.G.", proceed as follows:

- Turn ignition switch to the "OFF" position.
- Check the circuit indicated by large solid lines in Figure EF-49.

(2) **Power line circuit**

- Make sure that relay connector and 4-pin connector are securely connected in place.
- Turn ignition switch to the "ON" position.
- Contact terminal @ with positive lead of voltmeter.

*Test results

- Voltmeter reading indicates power line voltage . . . . . OK
- Voltmeter reading does not indicate power line voltage .. N.G.

*If test results are "N.G.", proceed as follows:

- Turn ignition switch to the "OFF" position.
- Check the circuit indicated by large solid and dotted lines in Figure EF-50.

(3) Injector and dropping resistor

- Make sure that injector, dropping resistor arid relay, and 4-pin connector are securely connected in place.

3A) Terminal ® (Cylinder "4")

- Turn ignition switch to the "ON" position.
- Contact terminal @ with positive lead wire of voltmeter.

*Test results

- Voltmeter reading indicates power line voltage . . . . . OK
- Voltmeter reading does not indicate power line voltage . . N.G.

*If test results are "N.G.", proceed as follows:

- Turn ignition switch to the "OFF" position.
- Check the circuit indicated by large solid and dotted lines in Figure EF-51.

3B) Terminal © (Cylinder "1")

Use the same procedure as in step 3A, and take voltmeter reading between terminal © and ground.

Refer to Figure EF-52 for circuit details.

3C) Terminal @ (Cylinder "5")

Use the same procedure as in step 3A, and take voltmeter reading between terminal © and ground.

Refer to Figure EF-53 for circuit details.

3D) Terminal @ (Cylinder "6")

Use the same procedure as in step 3A, and take voltmeter reading between terminal ® and ground.

Refer to Figure EF-54 for circuit details.

3E) Terminal ® (Cylinder "3")

Use the same procedure as in step 3A, and take voltmeter reading between terminal @ and ground.

Refer to Figure EF-55 for circuit details.

3F) Terminal (§) (Cylinder "2")

Use the same procedure as in step 3A, and take voltmeter reading between terminal ® and ground.

Refer to Figure EF-56 for circuit details.

3. Continuity check using a voltmeter (2)

Notes:

a. Set circuit tester in the DC VOLT (DC "V) range.

b. Connect negative terminal of circuit tester to body metal with a lead wire.

c. If test results check out "N.G.", be sure to turn off the ignition switch and to disconnect battery ground cable before tracing the circuit.

d. Disconnect lead wire from terminal "S" of starter motor.

e. Disconnect cold start valve harness connector.

(1) Starter signal

- Make sure that relay connector and 4-pin connector are securely connected in place.
- Turn ignition switch to the "START" position.
- Contact terminal (4) with positive lead wire of voltmeter.
  *Test results
- Voltmeter reading indicates power line voltage . . . . . OK
- Voltmeter reading does not indicate power line voltage .. N.G.
  *If test results are "N.G.", proceed as follows:
- Turn ignition switch to the "OFF" position.
- Check the circuit indicated by large solid lines in Figure EF-57.

(2) **Air regulator**

- Make sure that air regulator, relay and 4-pin connector are securely connected in place.
- Turn ignition switch to the "START" position.
- Contact terminal @ with positive lead wire of voltmeter.
  *Test results
- Voltmeter reading indicates power line voltage . . . . . OK
- Voltmeter reading does not indicate power line voltage .. N.G.
  *If test results are "N.G.", proceed as follows:
- Turn ignition switch to the "OFF" position.
- Check the circuit indicated by large solid and dotted lines in Figure EF-58.

(3) Cold start valve and thermotime switch

- Disconnect thermotime switch connector.
- Short circuit two pins of thermotime switch harness connector.

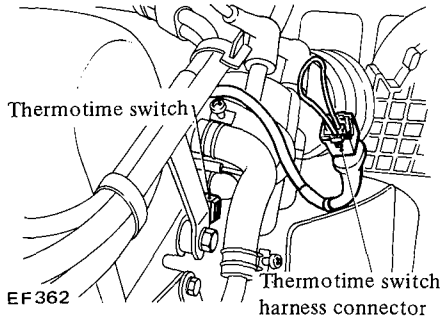


Fig. EF-34 Thermotime switch harness connect short circuit

- Make sure that relay connector is securely connected in place.
- Turn ignition switch to the "START" position.
- Contact terminal @ with positive lead wire of voltmeter.
  *Test results
- Voltmeter reading indicates power line voltage . . . . . OK
- Voltmeter reading does not indicate power line voltage .. N.G.
  *If test results are "N.G.", proceed as follows:
- Turn ignition switch to the "OFF" position.
- Check the circuit indicated by large solid lines in Figure EF-59.

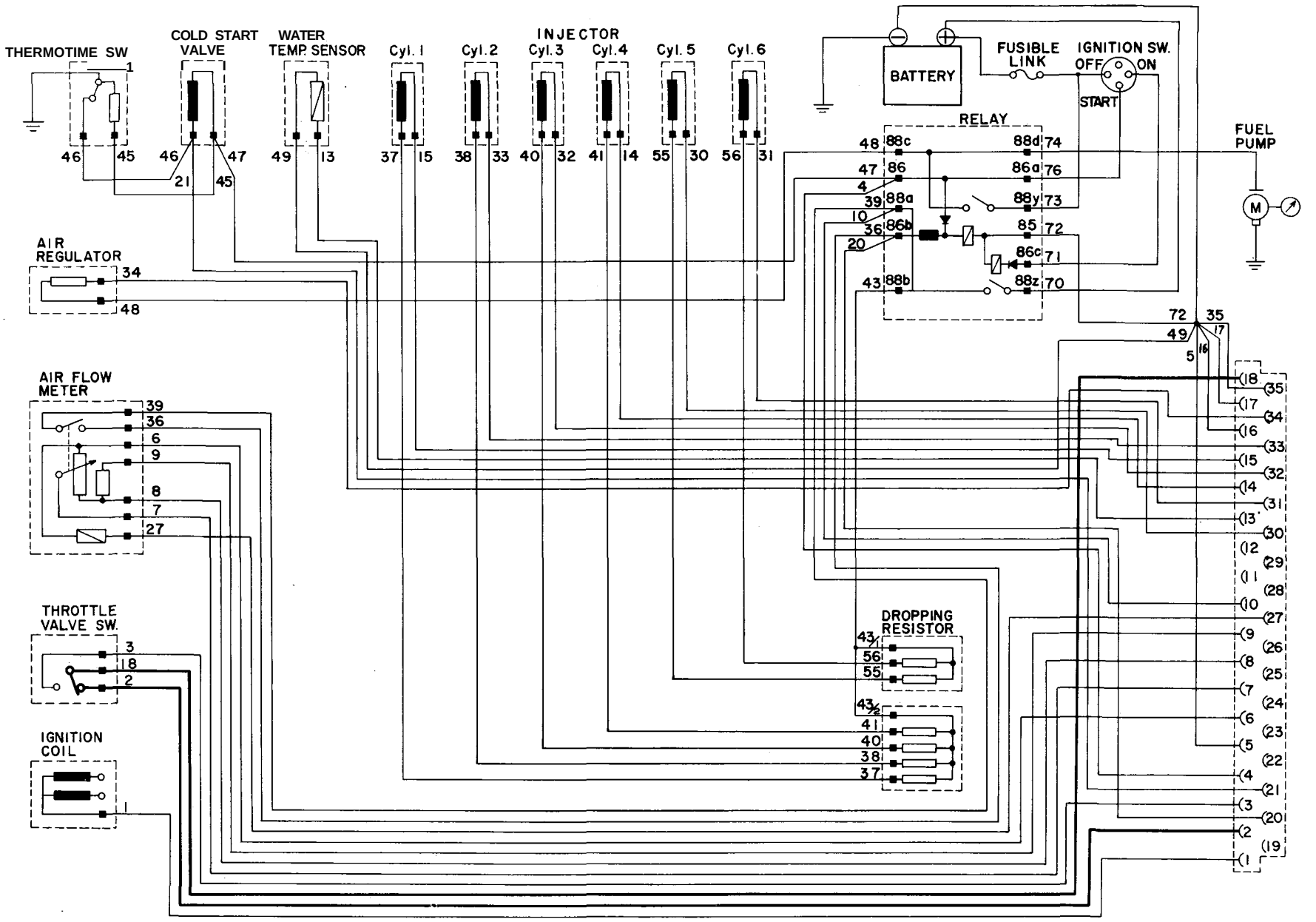
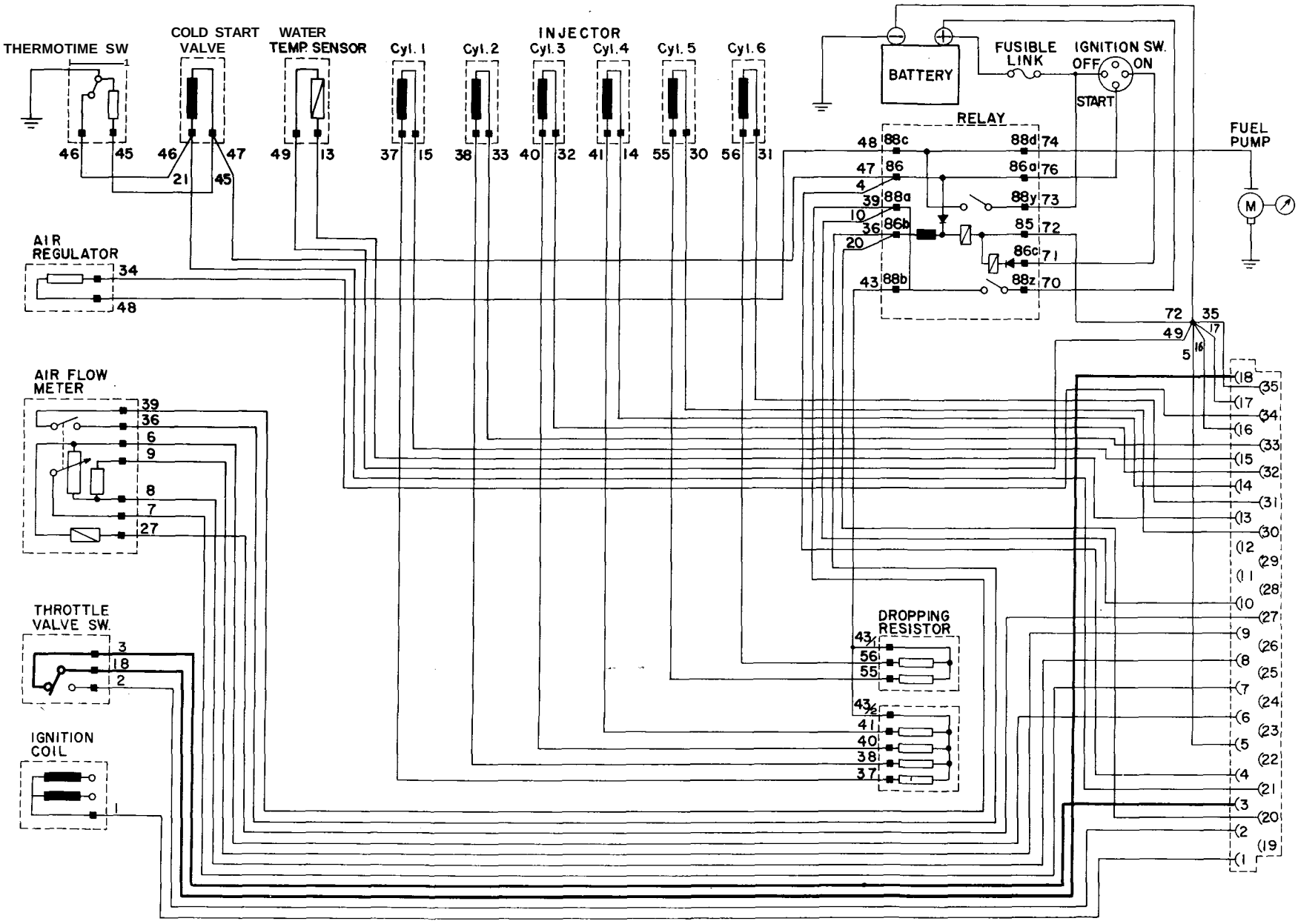


Fig. EF-35 Idle switch circuit



EF369

Fig. EF-36 Full switch circuit

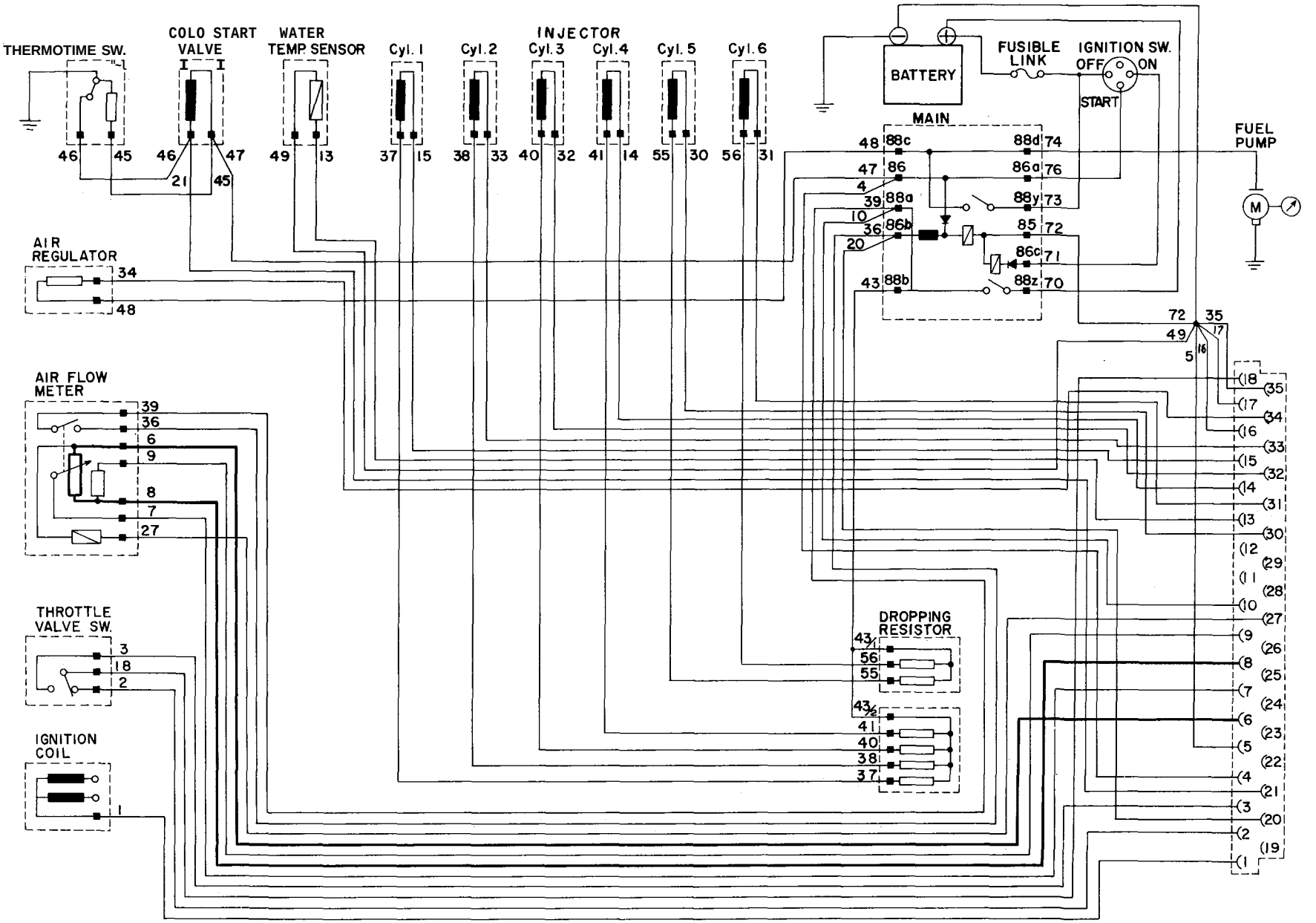


Fig. EF-37 Airflow meter between ⑥ and ⑧ circuit

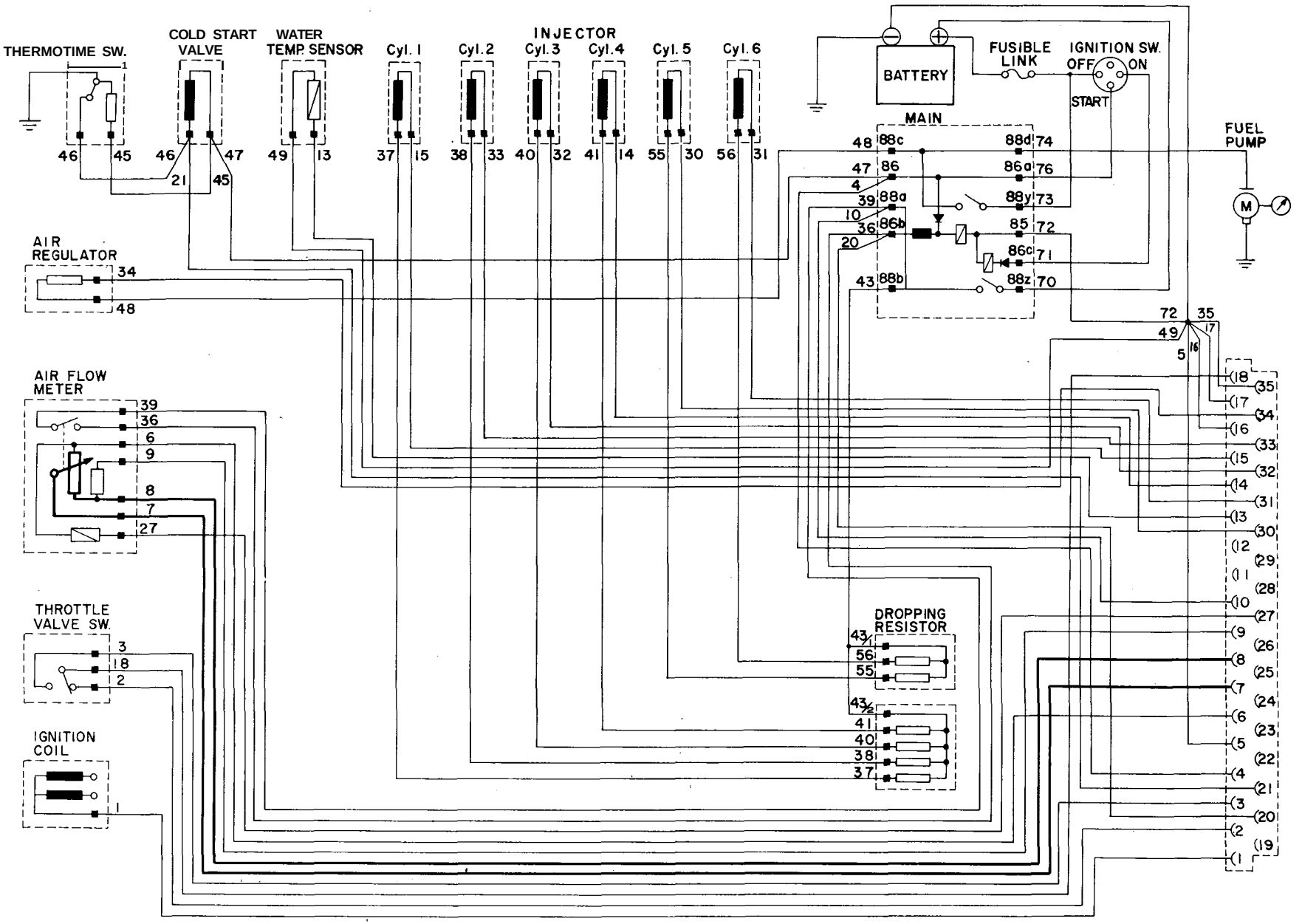


Fig. EF-38 Air flow meter between ⑦ and ⑧ circuit

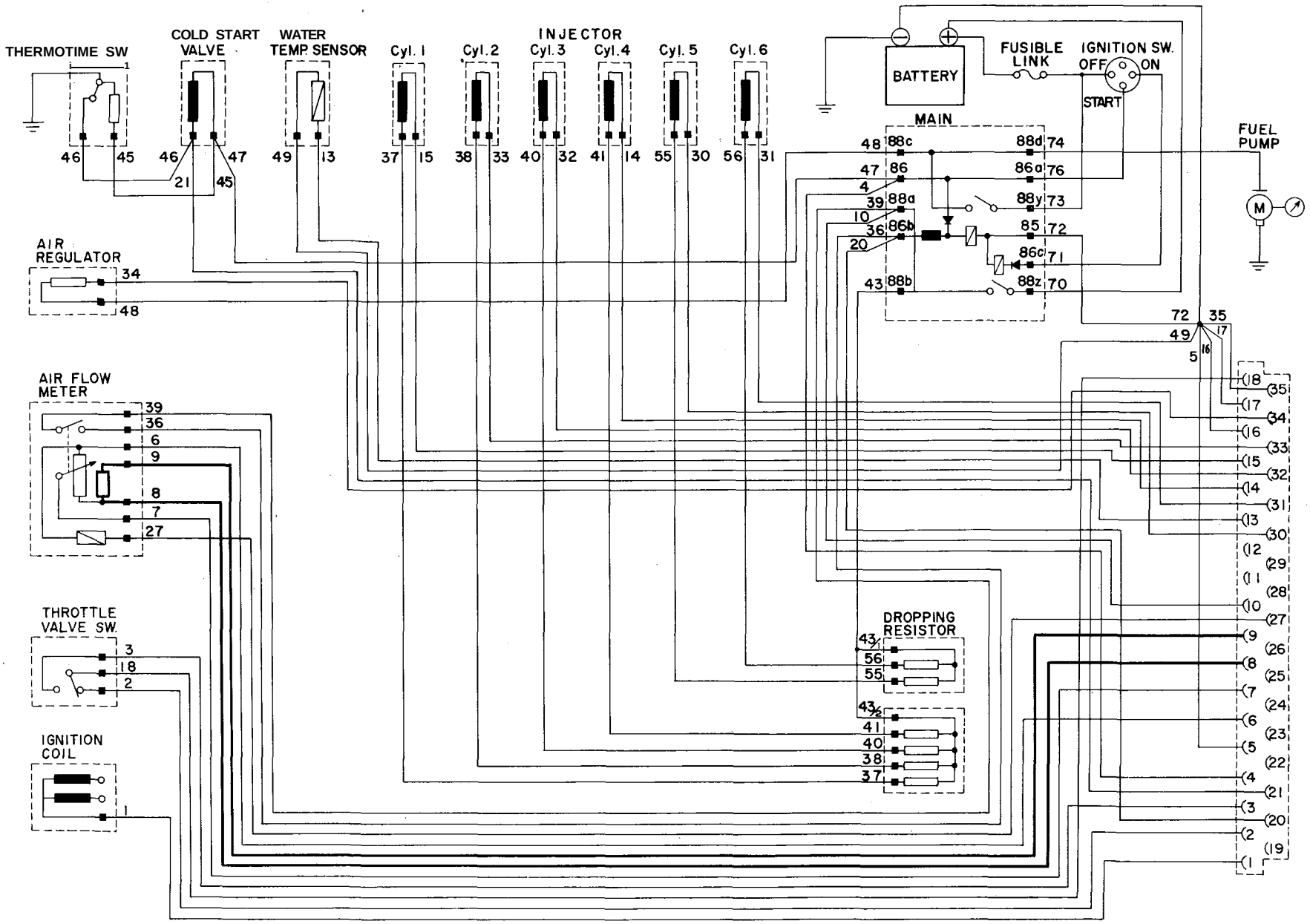


Fig. EF-39 Air flow meter between ⑧ and ⑨ circuit

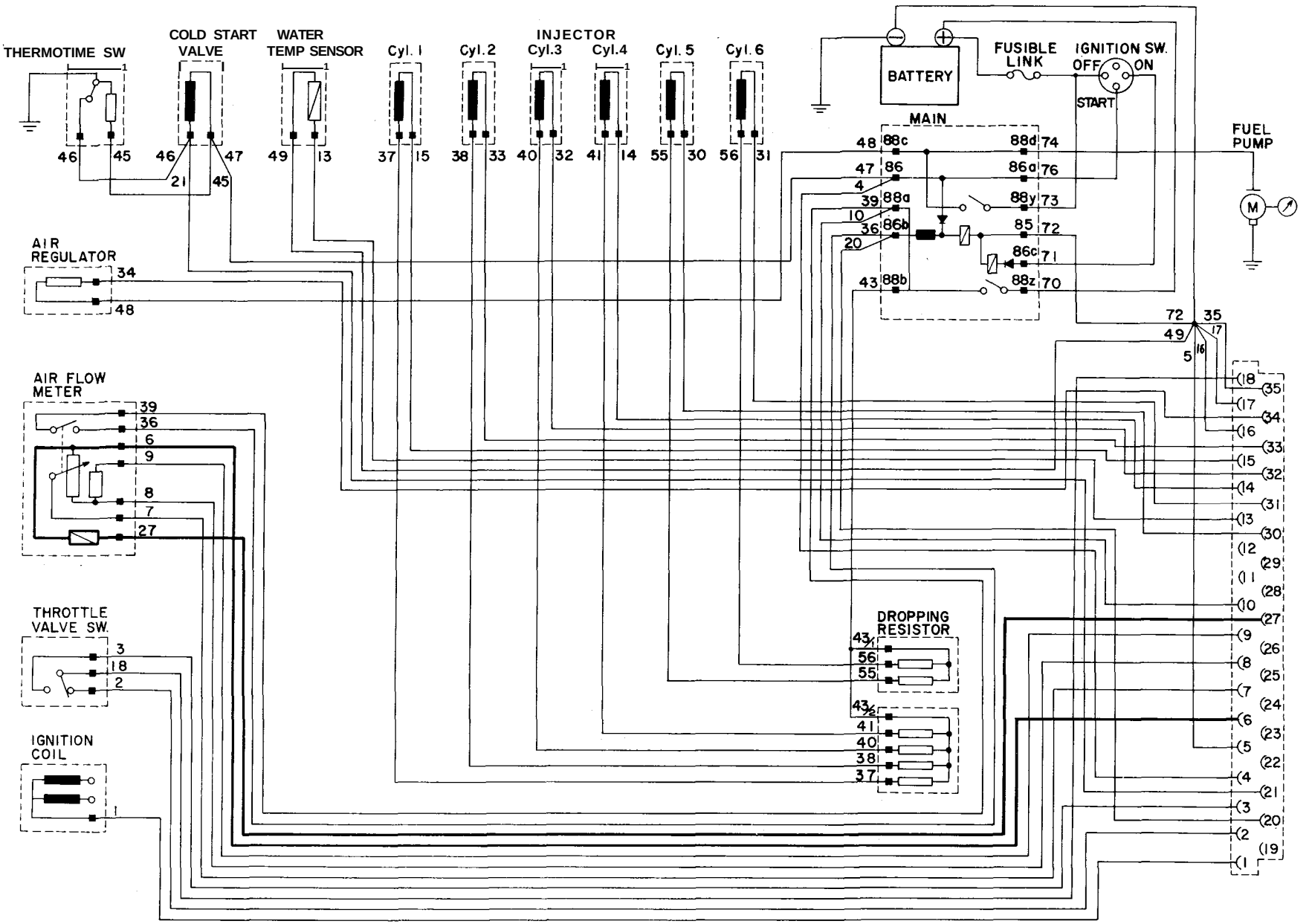


Fig. EF-40 Air temperature sensor circuit

913 n (sOoes ws

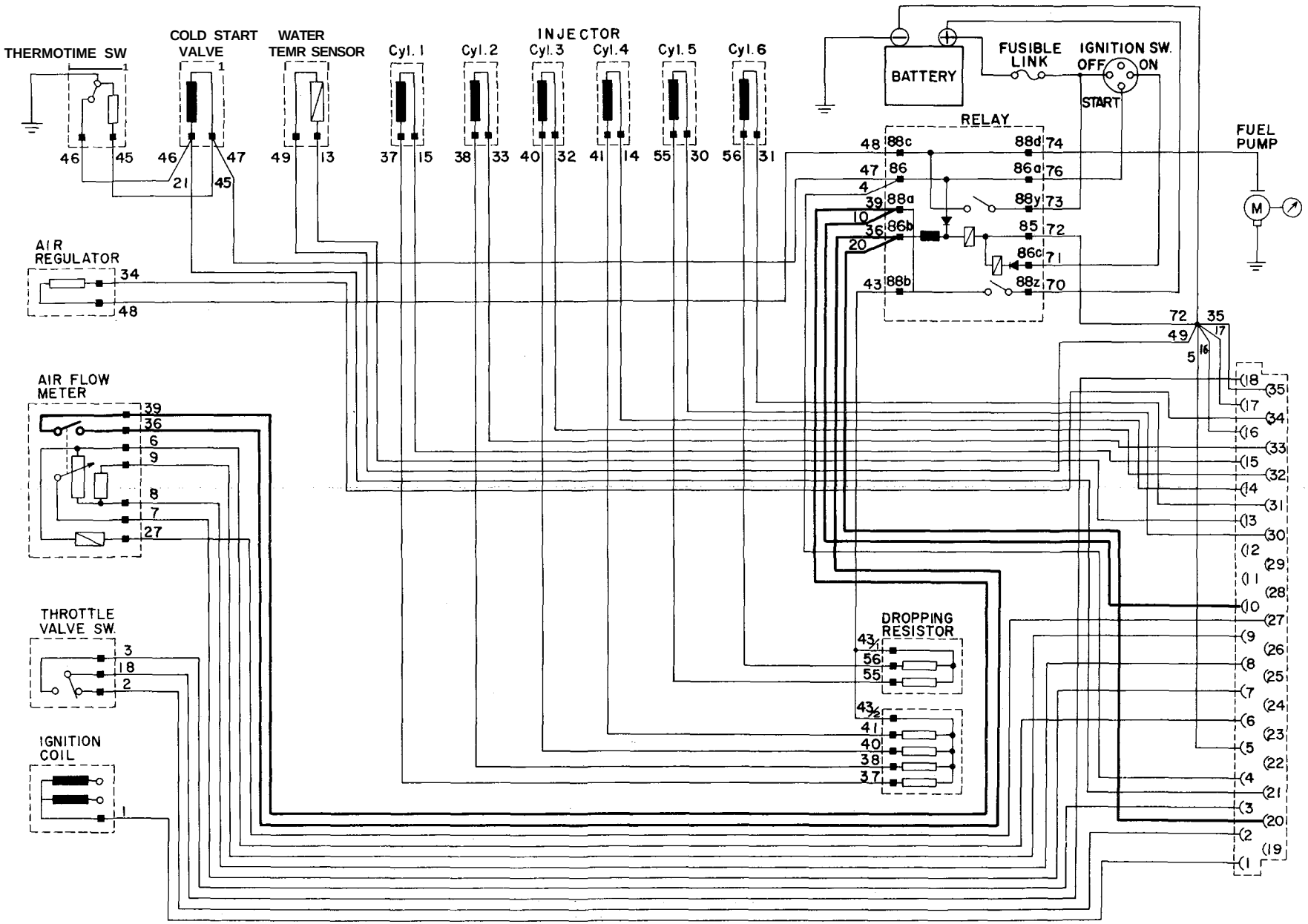


Fig. EF-41 Fuel pump contact points circuit

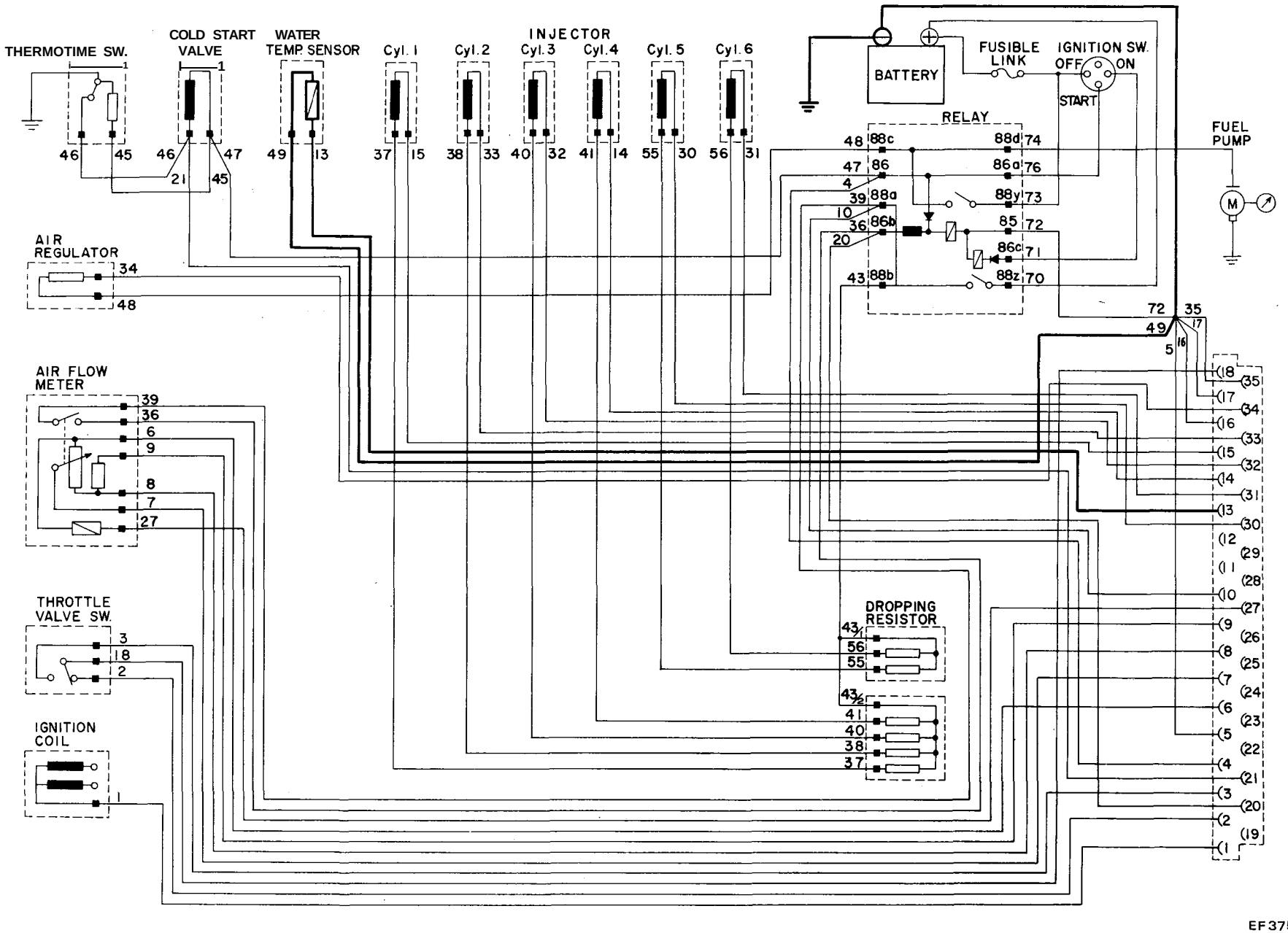
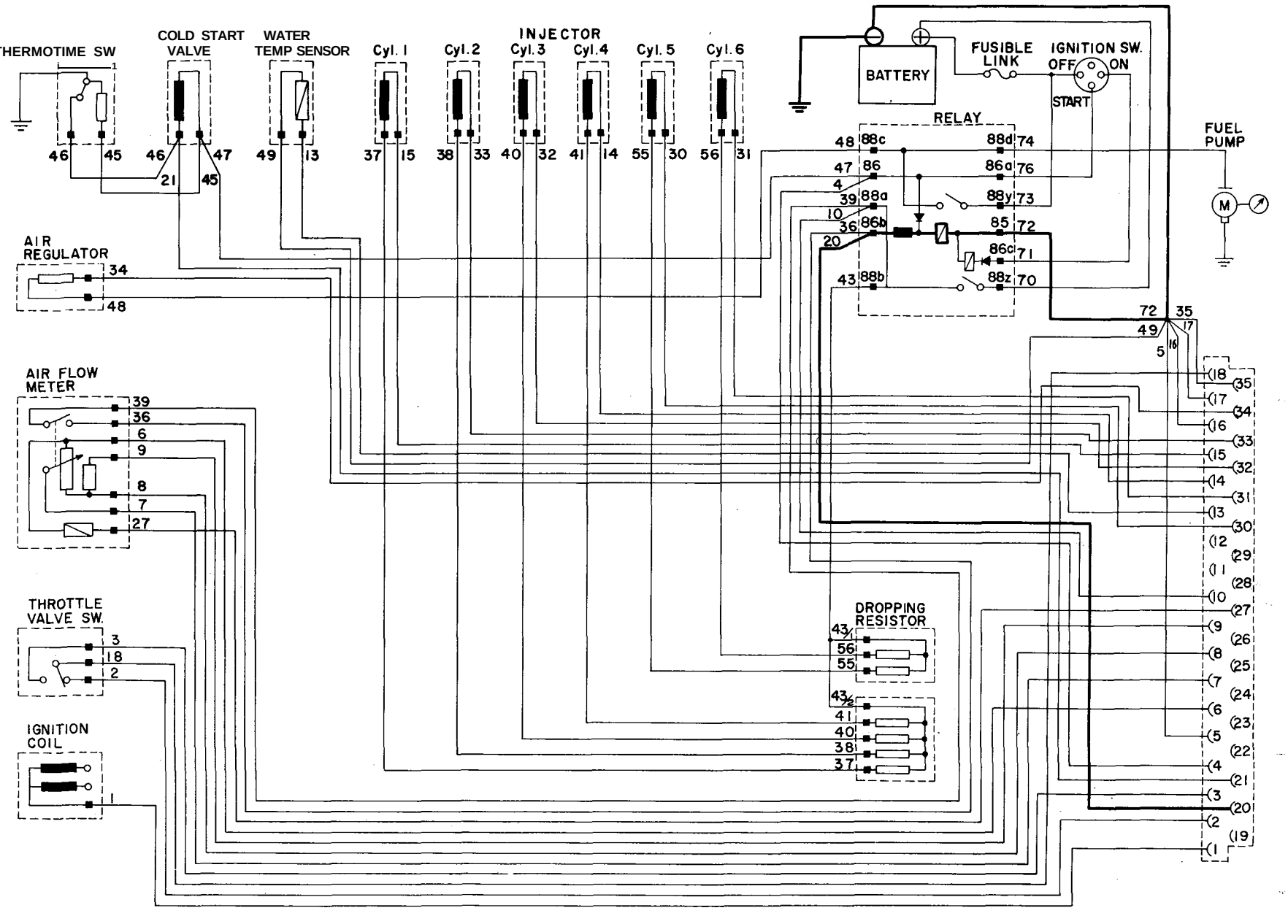


Fig. EF-42 Water temperature sensor circuit



EF376

Fig. EF-43 Fuel pump relay circuit

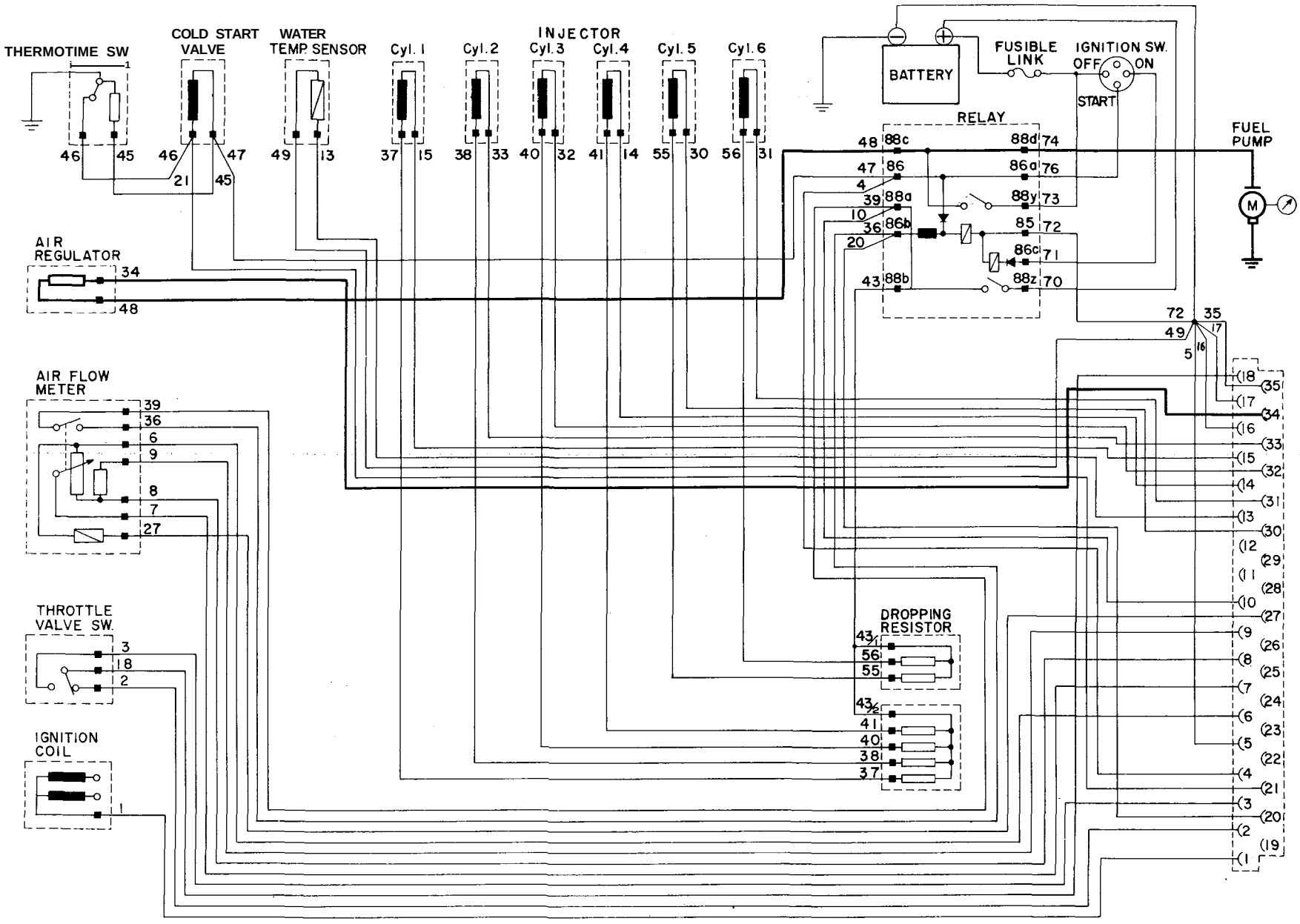


Fig. EF-44 Air regulator and fuel pump circuit

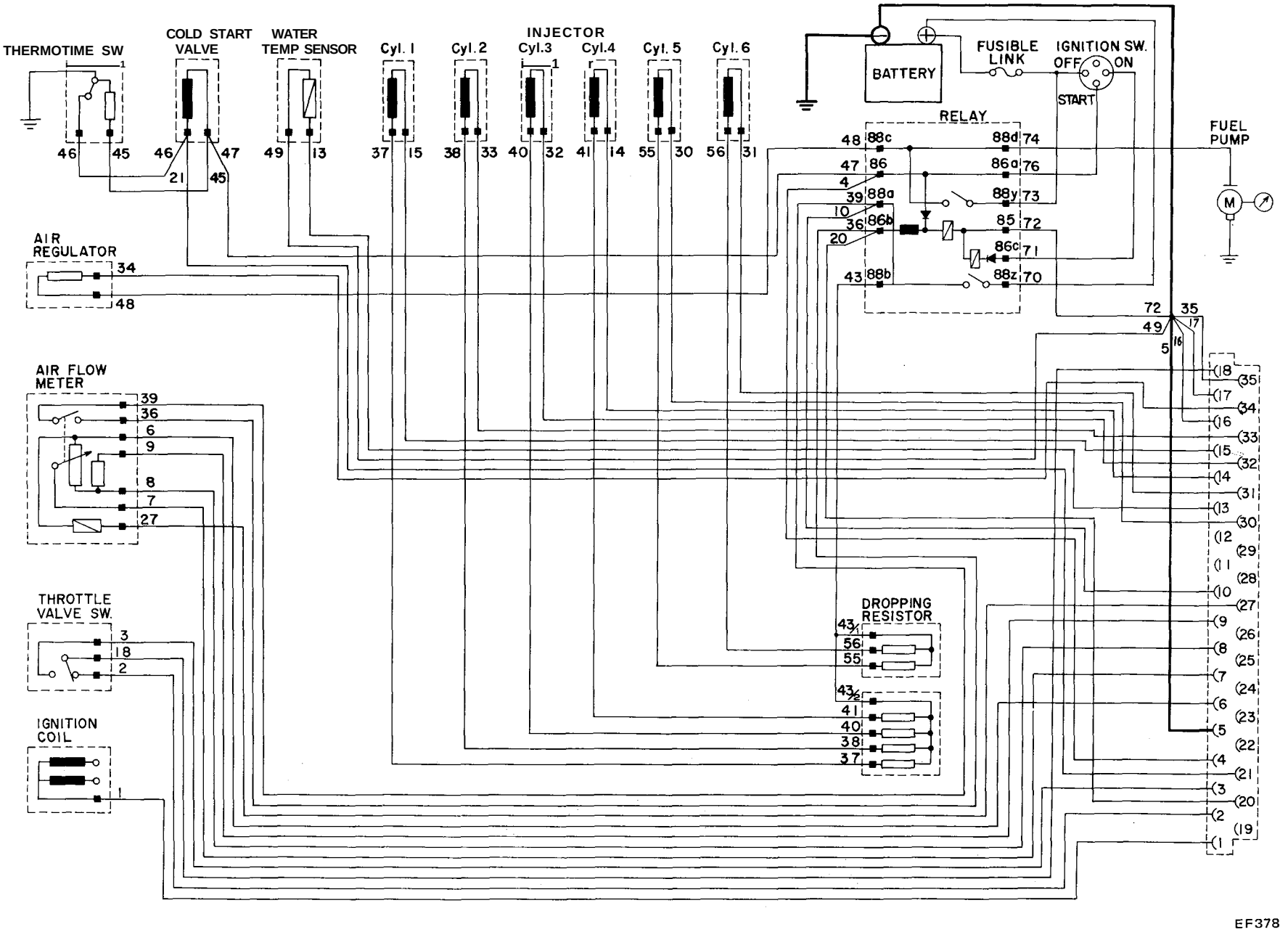


Fig. EF-45 Ground (between (5) and body metal) circuit

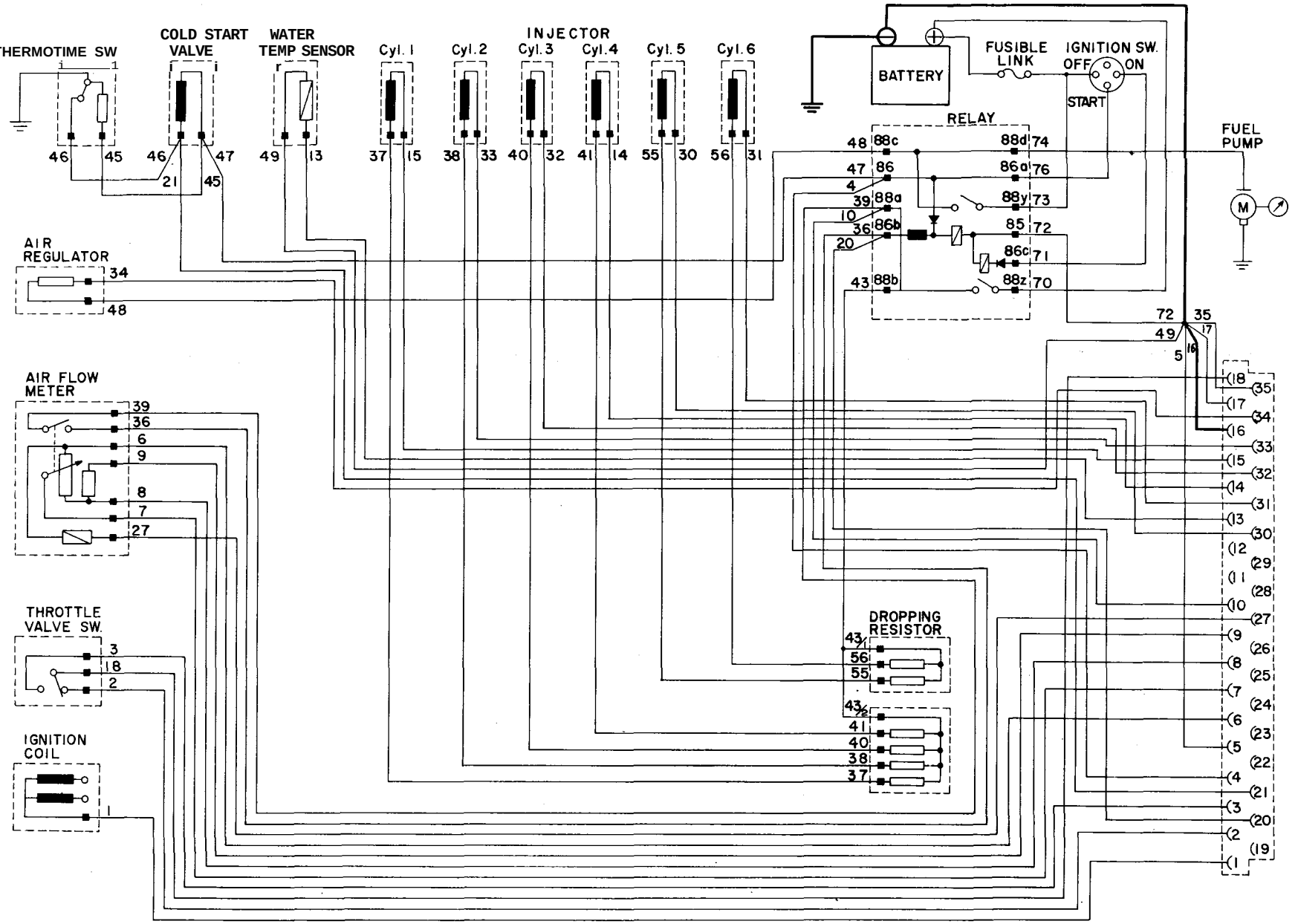


Fig. EF-46 Ground (between (6) and body metal) circuit

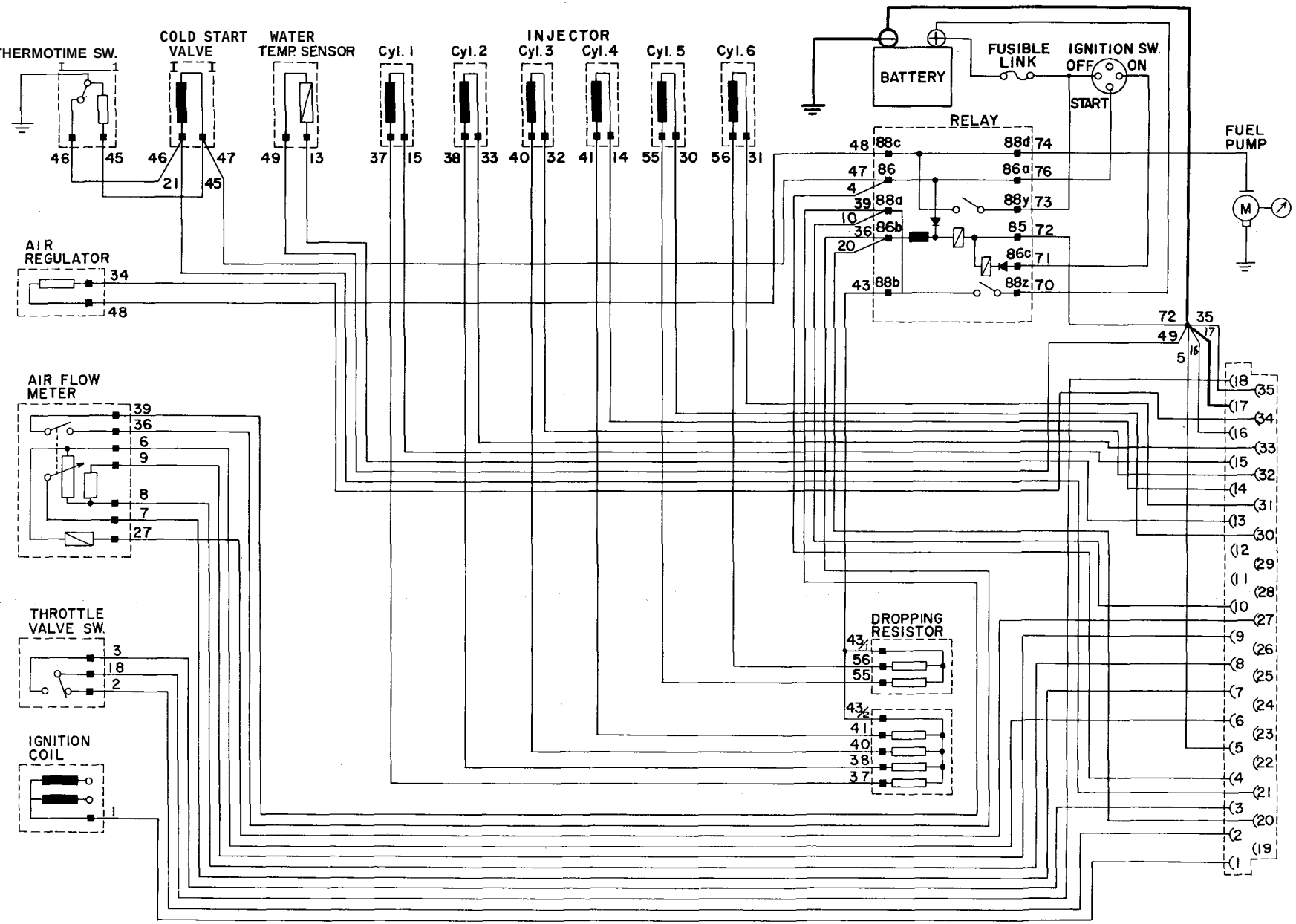


Fig. EF-47 Ground (between ⑰ and body metal) circuit

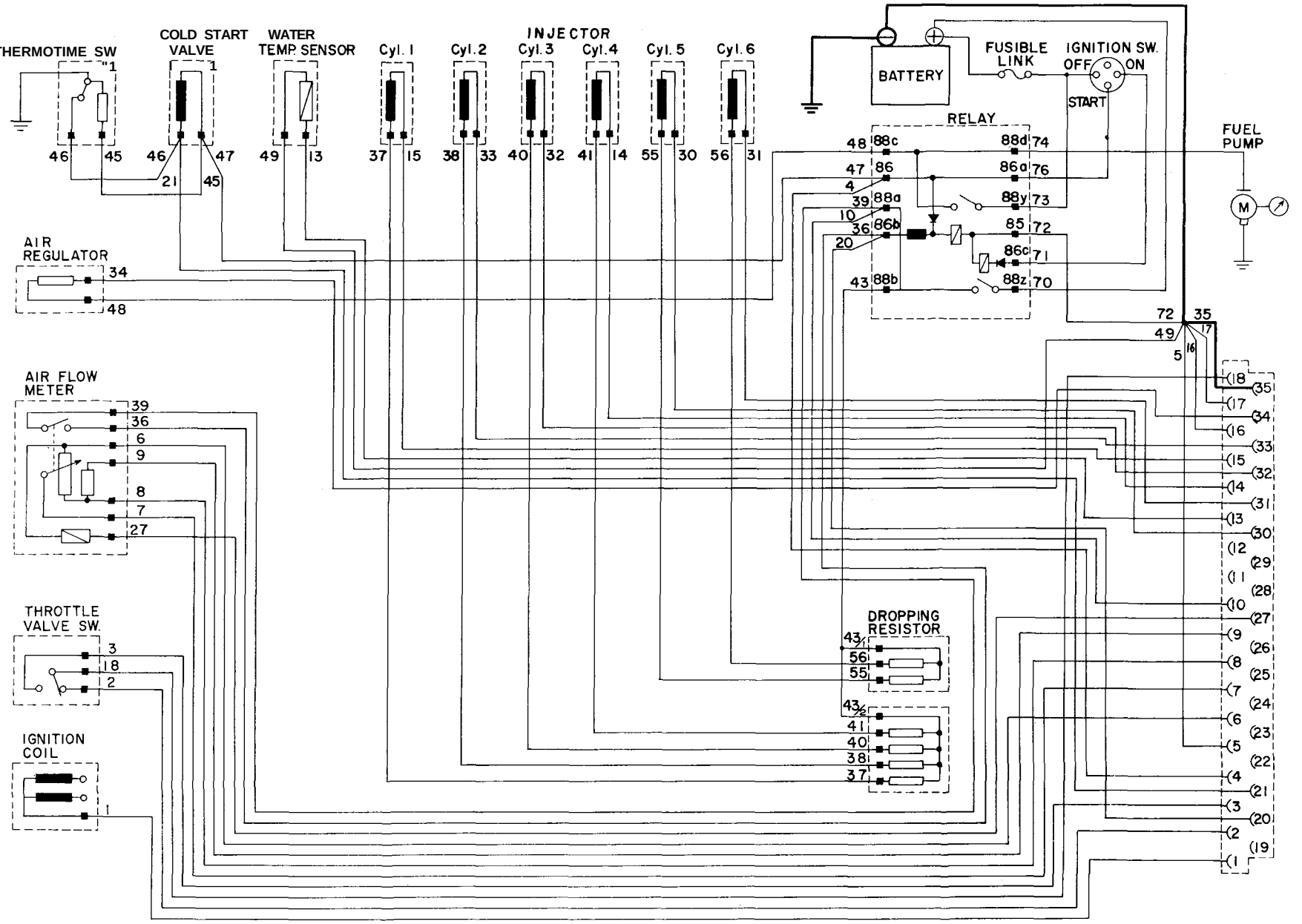


Fig. EF-48 Ground (between (35) and body metal) circuit

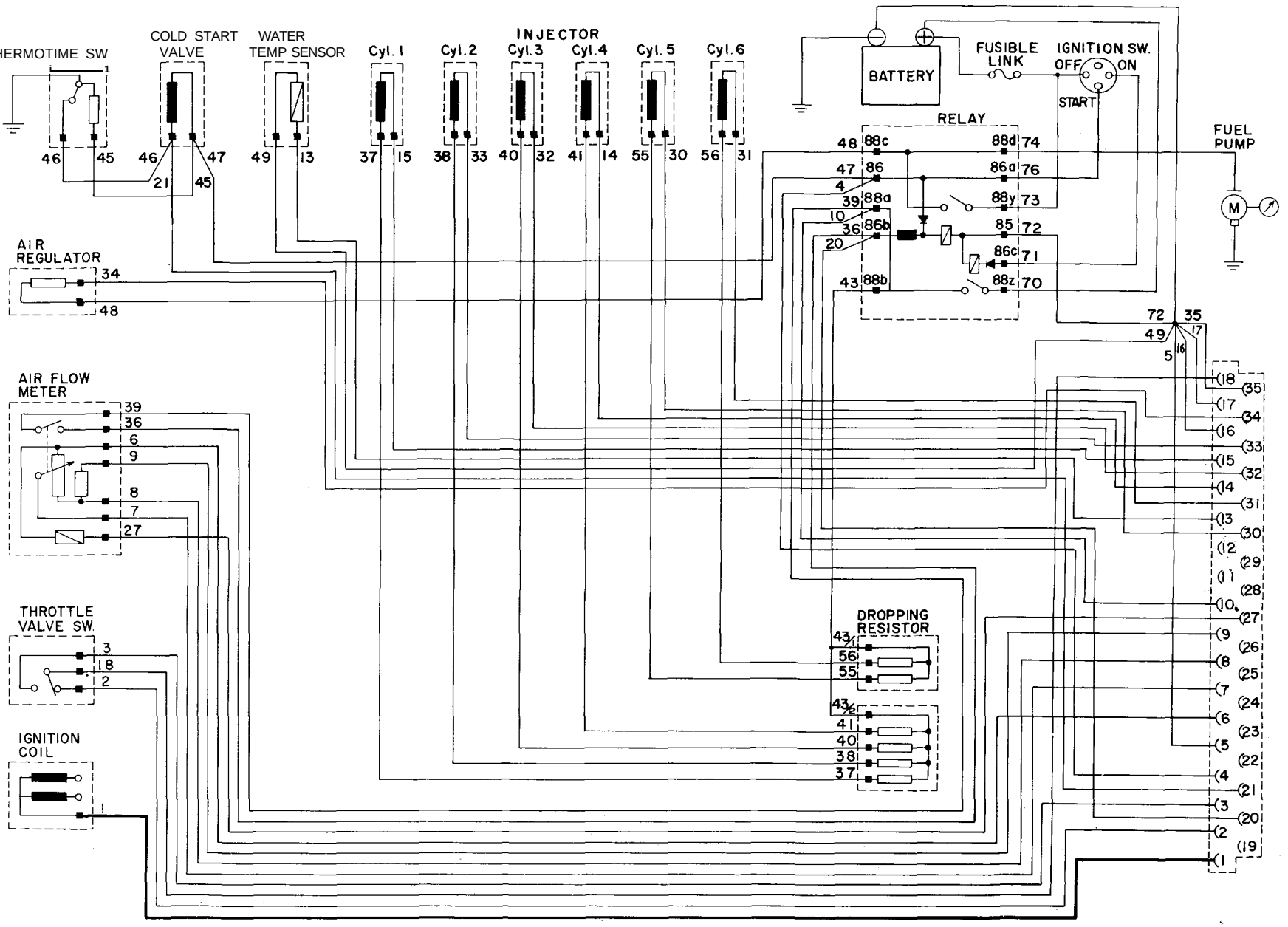
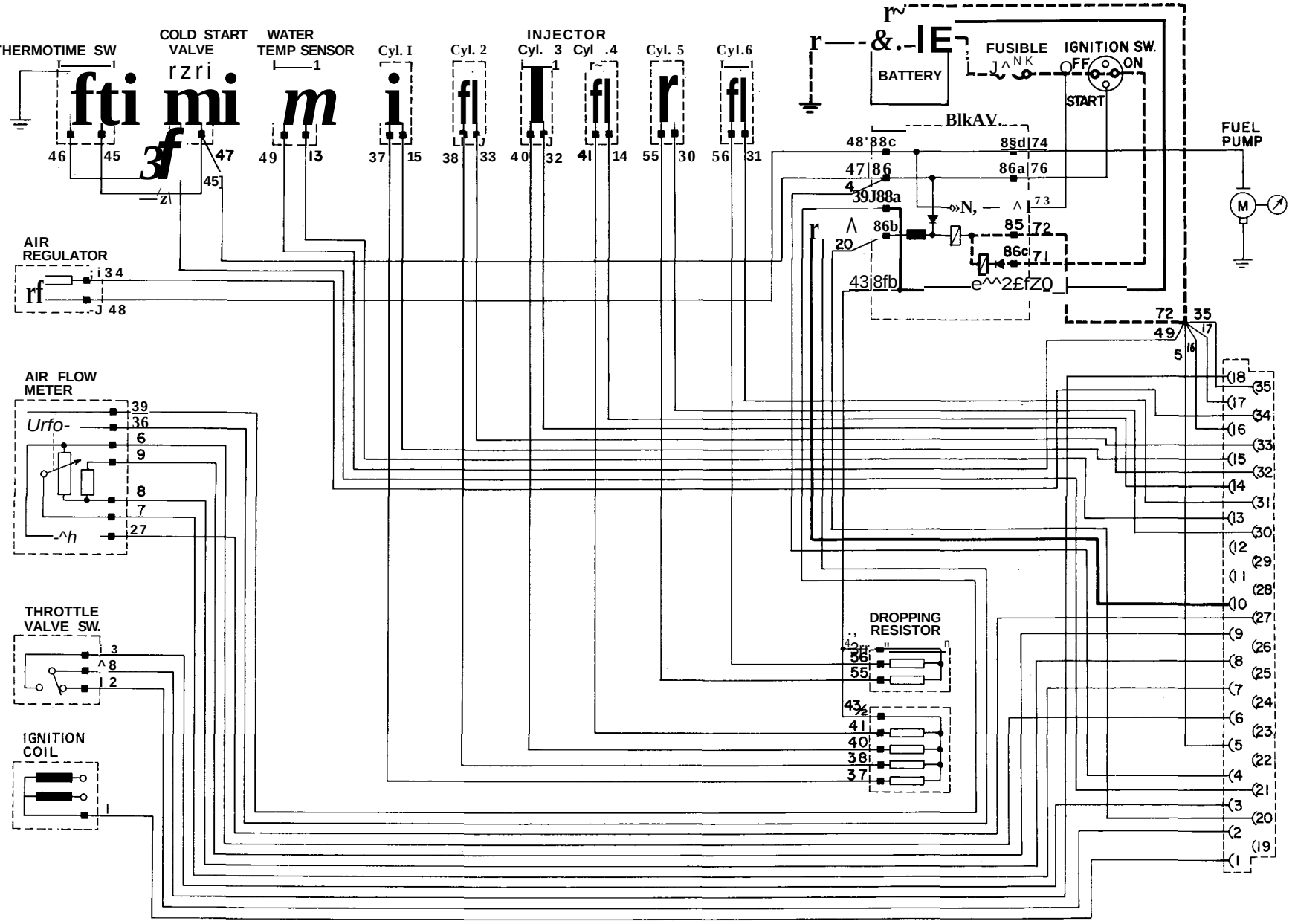
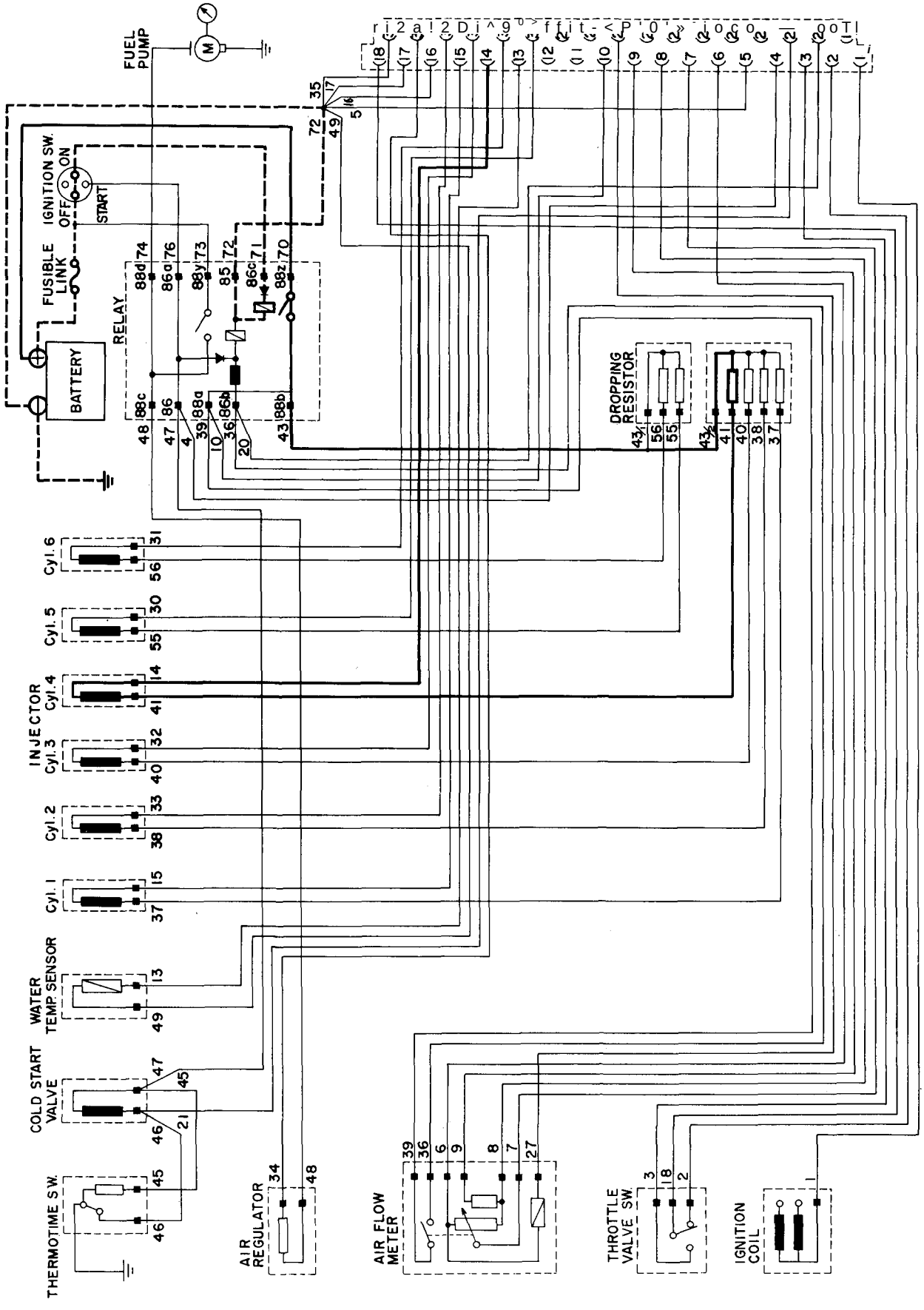


Fig. EF-49 Revolution trigger signal circuit



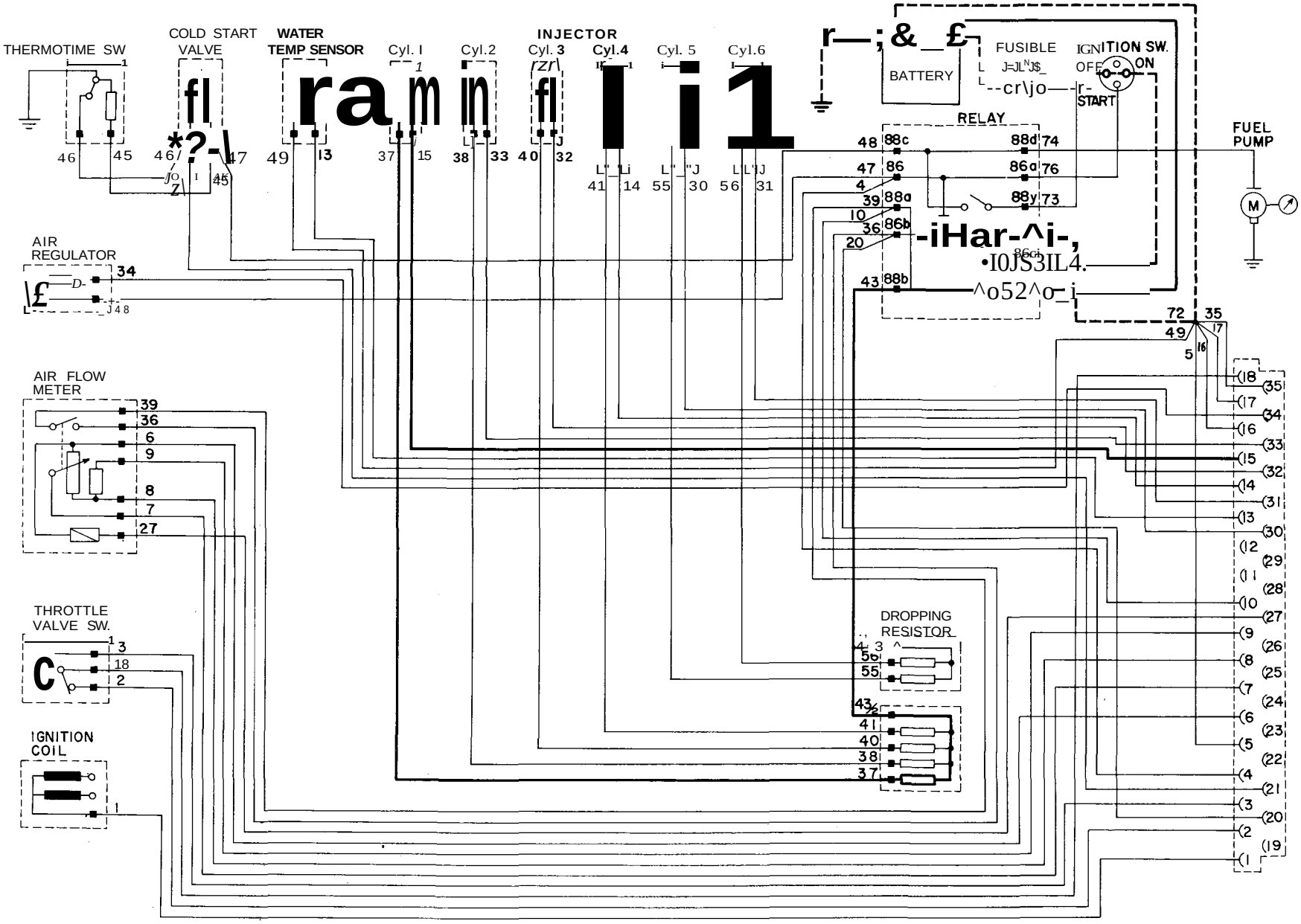
EF384

Fig. EF-50 Power line circuit



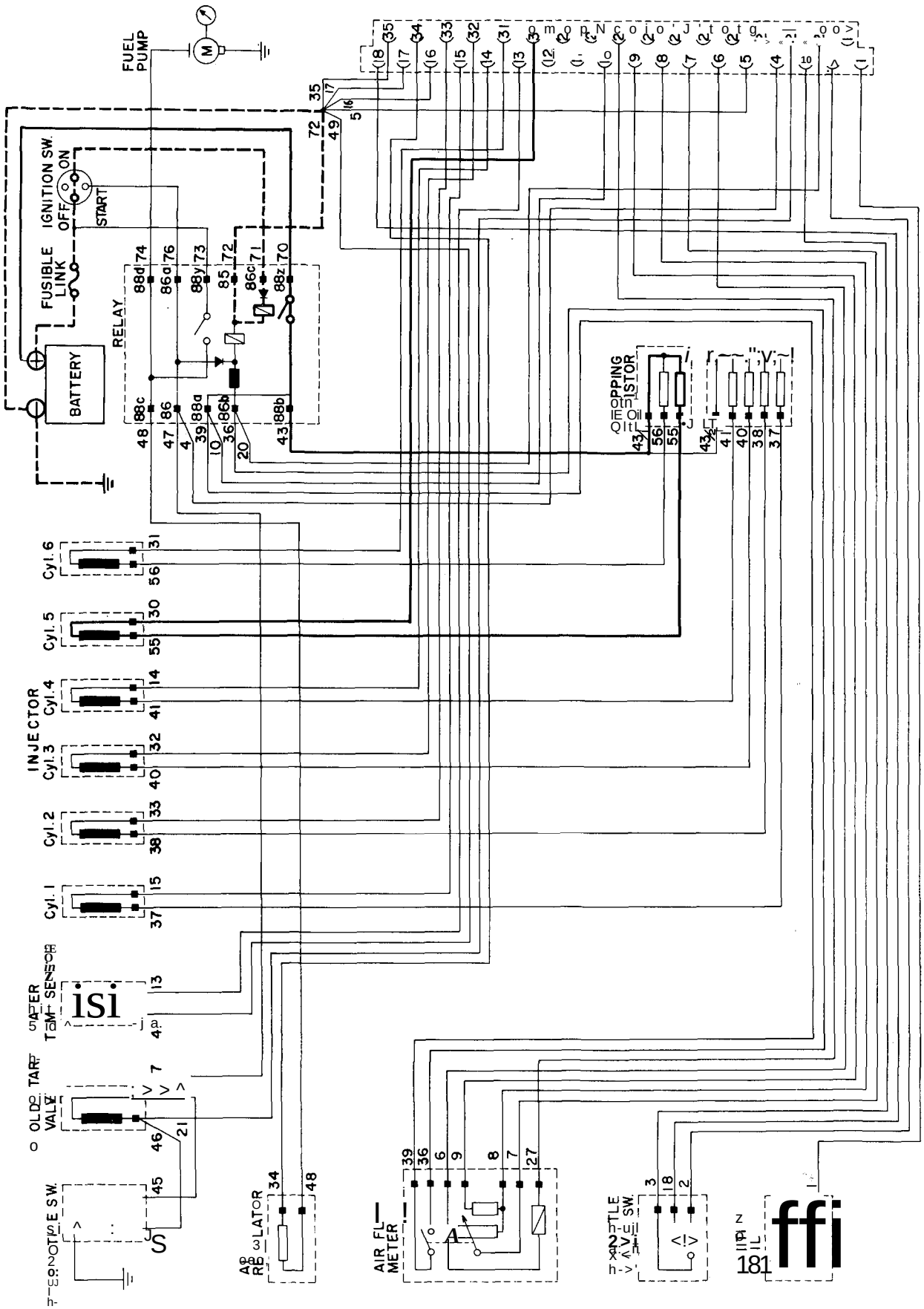
EF085

Fig. EF-51 Injector(s) and dropping resistor circuit



EF386

Fig. EF-52 Injector (cylinder "1") and dropping resistor circuit



EF387

Fig. EF-53 Injector (cylinder "5") and dropping resistor circuit

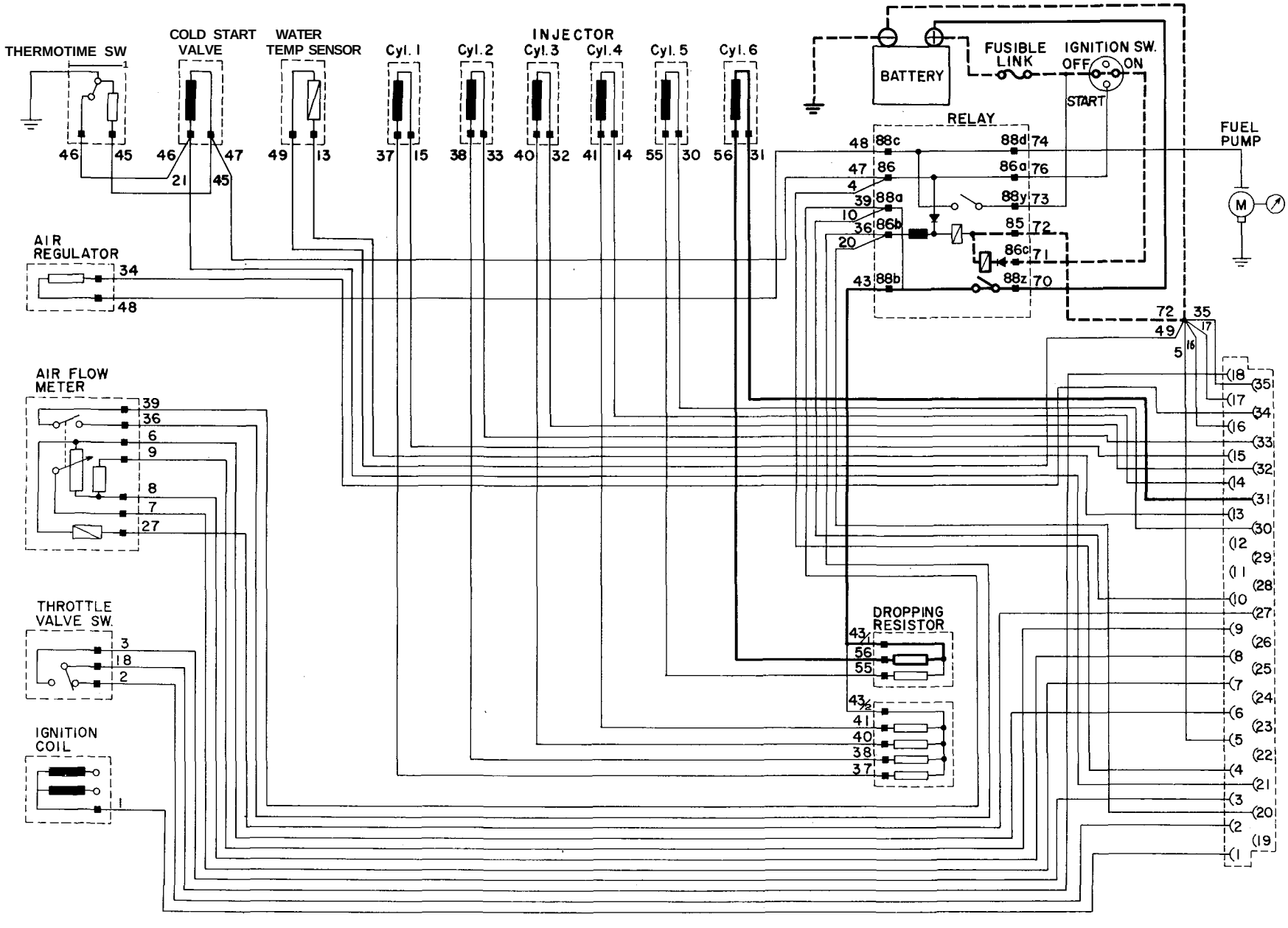
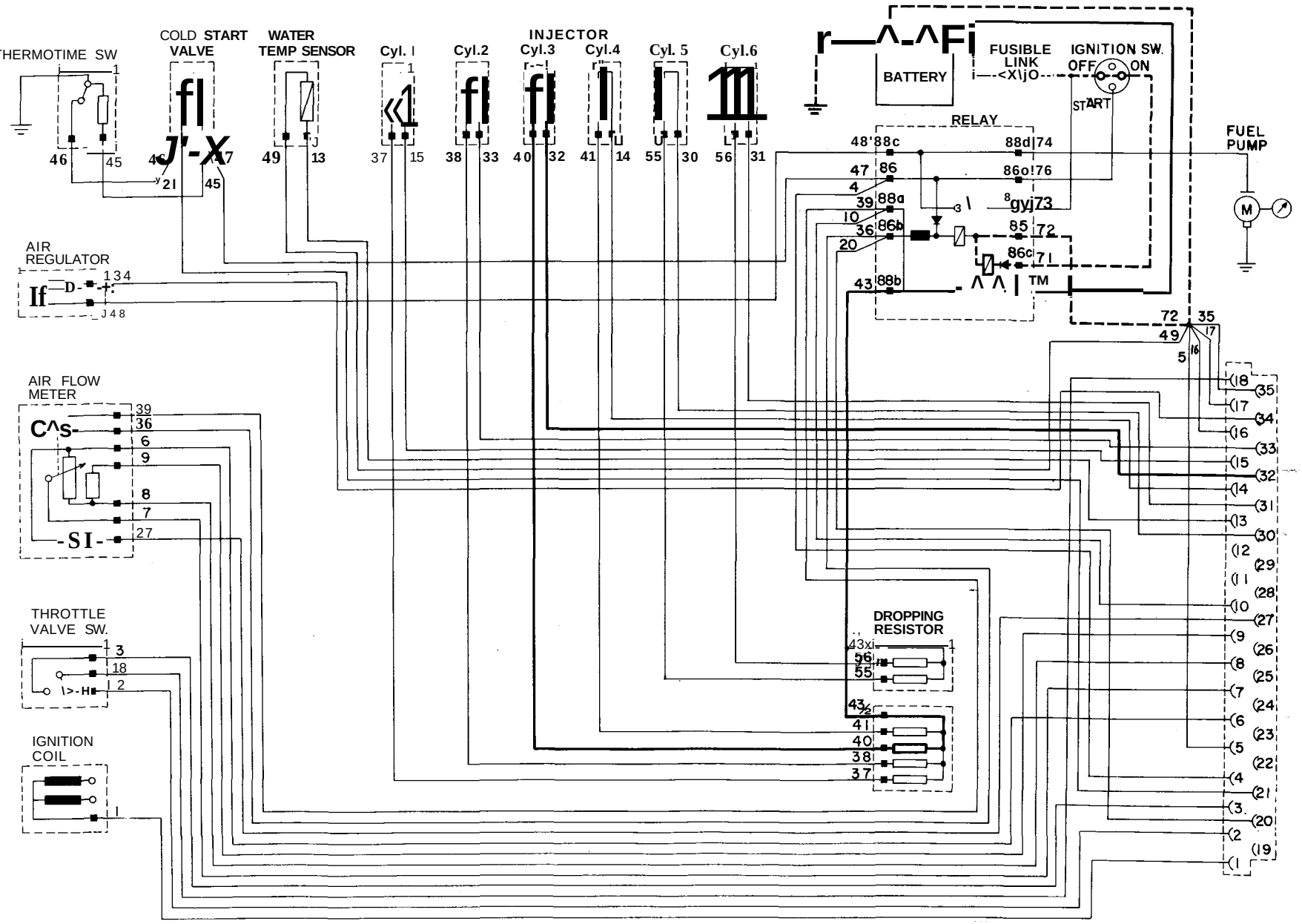


Fig. EF-54 Injector (cylinder "6") and dropping resistor circuit



EF389

Fig. EF-55 Injector (cylinder "3") and dropping resistor circuit

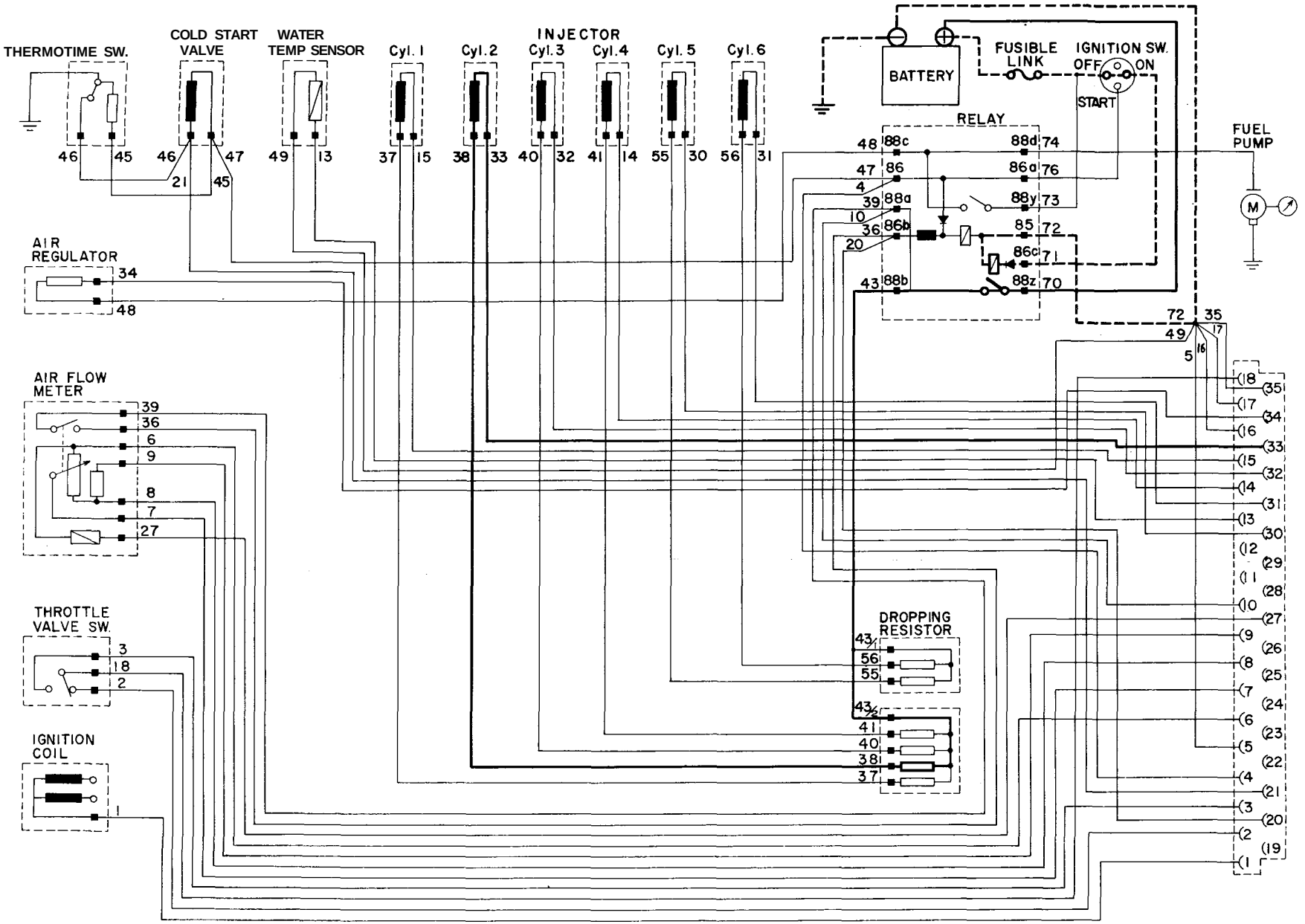
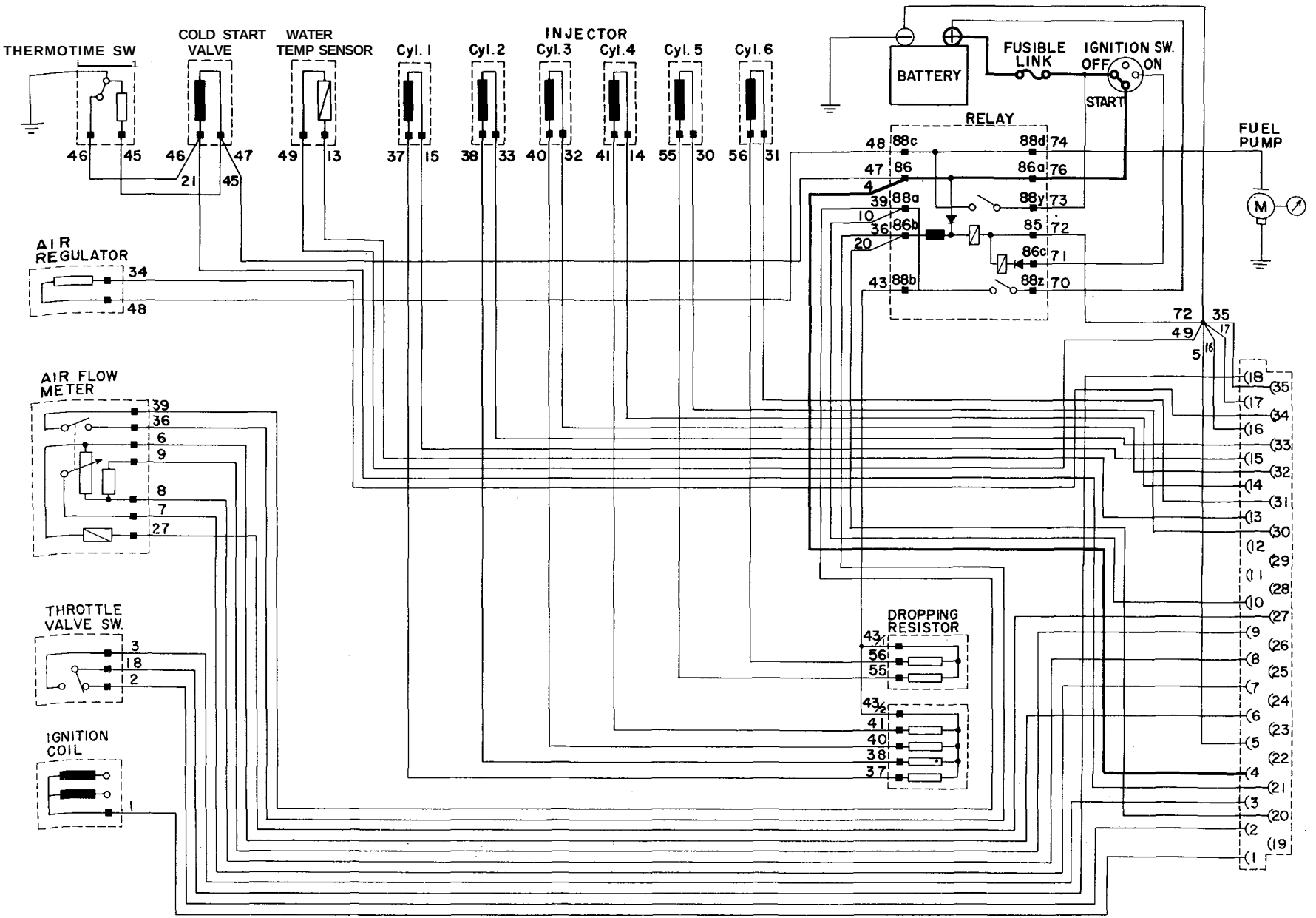


Fig. EF-56 Injector (cylinder "2") and dropping resistor circuit



EF392

Fig. EF-57 Starter signal circuit

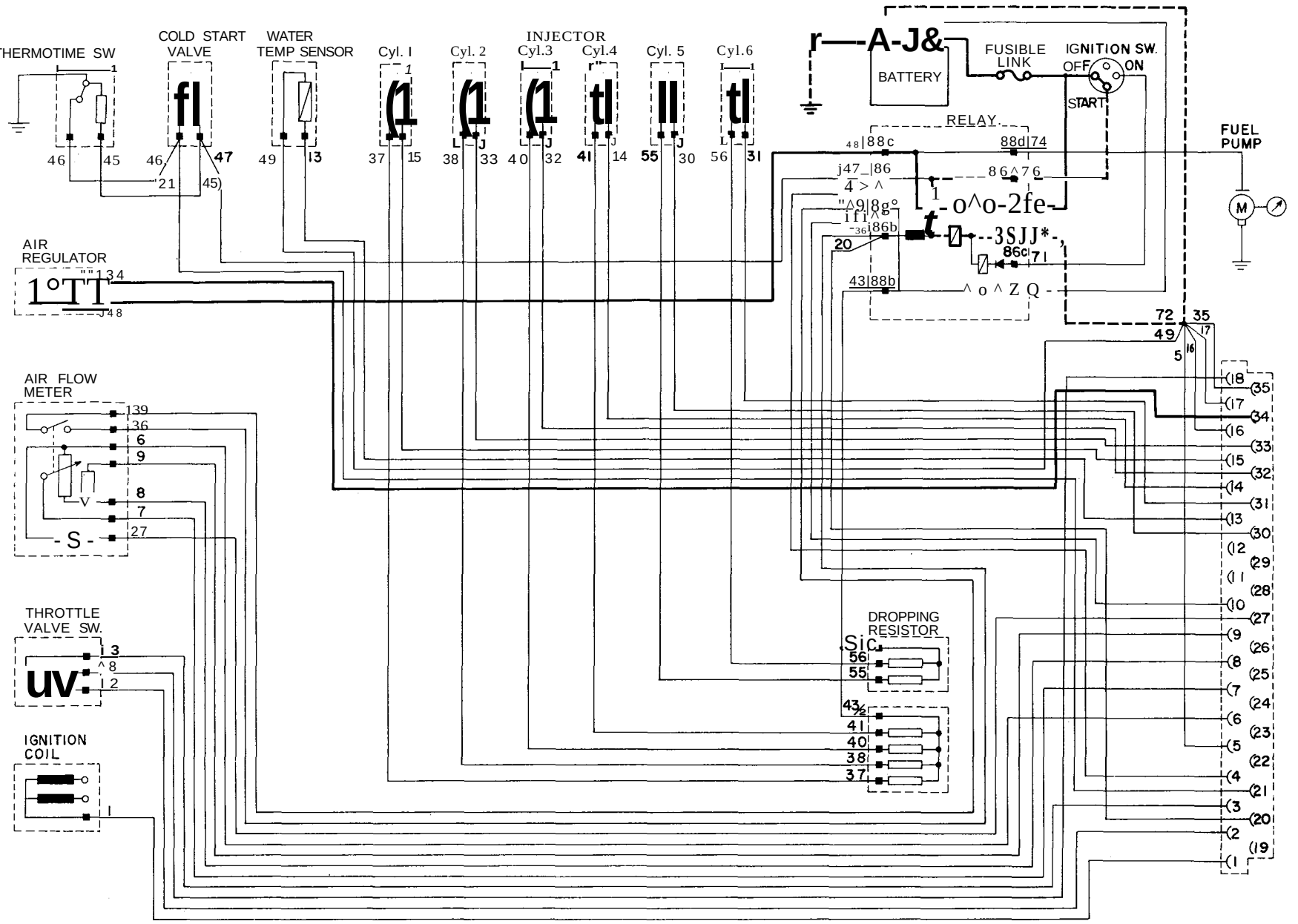


Fig. EF-58 Air regulator circuit

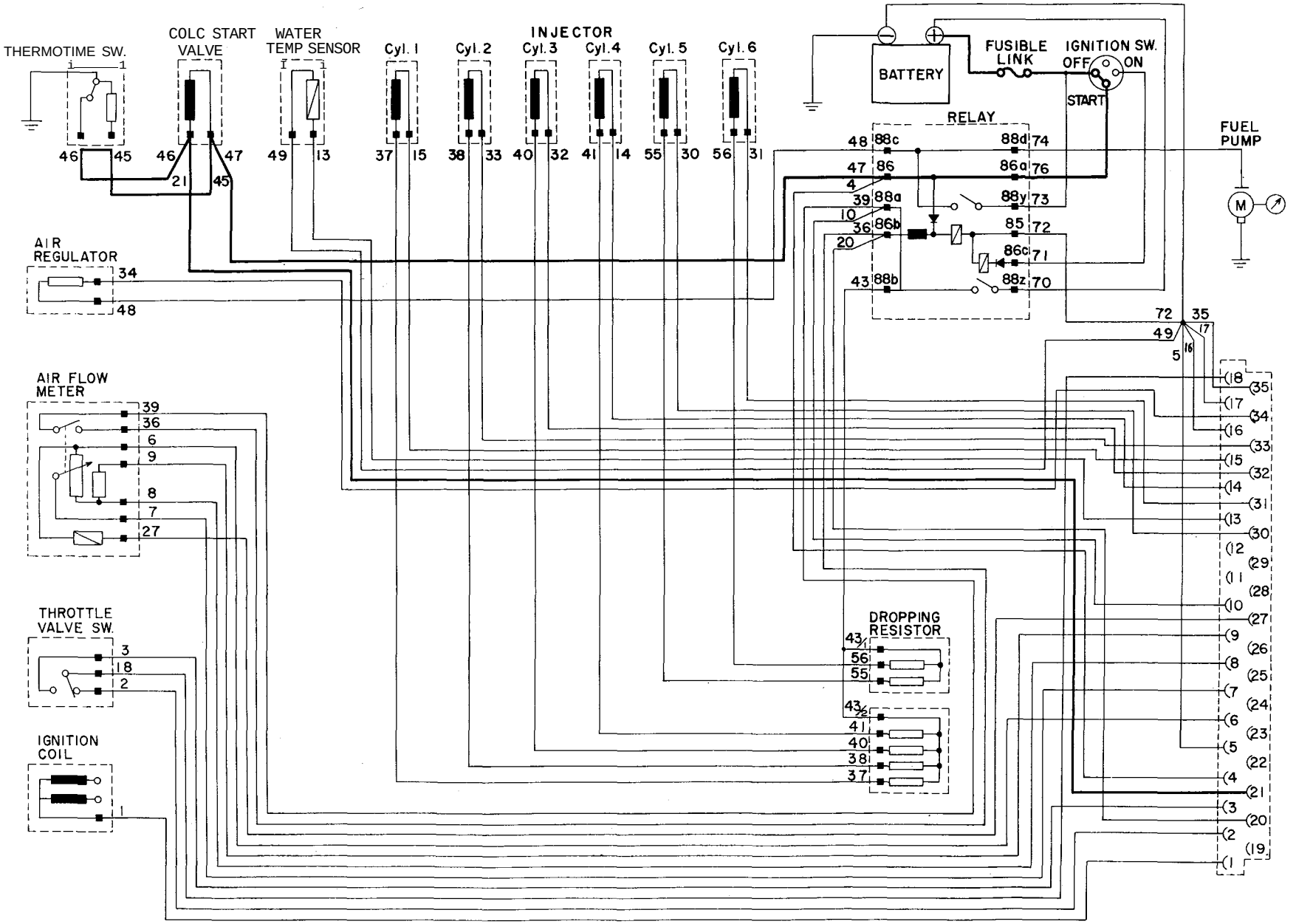


Fig. EF-59 Cold start valve ***and thermotime switch circuit***

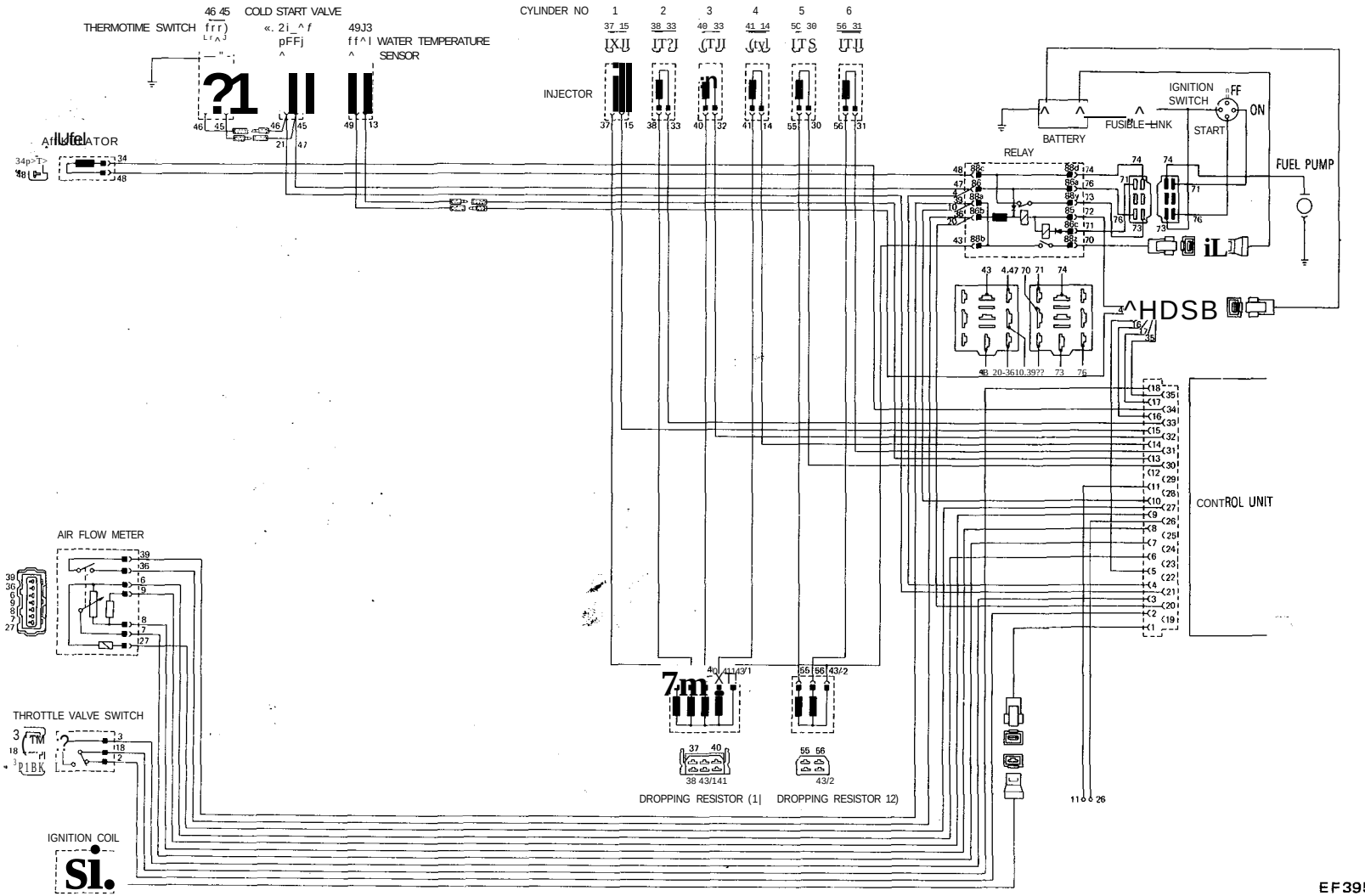


Fig. EF-60 Electronic fuel injection system wiring diagram

CHECKING FUNCTIONAL PARTS

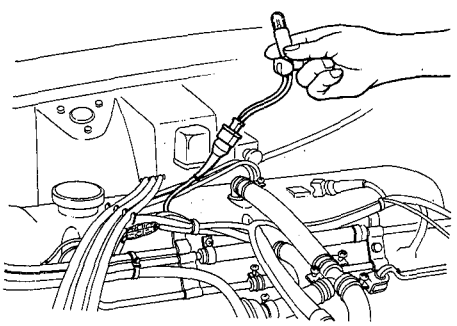
1. Control unit

This inspection employs a miniature lamp to check whether or not the open-valve pulse for cranking the engine is applied to the injector when the engine fails to start. To check, connect a miniature lamp to the harness-side connector of the injector, and crank the engine. If the lamp flashes due to pulse voltage applied to the injector, the control unit is normal. Since two different power transistors are used (one is for No. 1, 2, and 3 cylinders, and the other is for No. 4, 5, and 6 cylinders), this inspection must be carried out on both the No. 1 and No. 4 cylinders.

For confirmation purposes, remove the harness connector of the cooling water temperature sensor. If the lamp flashes more brightly, then it is positive indication that the control unit is functioning normally. This inspection may be limited to the No. 1 or No. 4 cylinder only.

Requirements for inspection

1. The engine must be cranked at a speed of more than 80 rpm.
2. The control unit may fail to generate a correct pulse signal at an excessively low battery voltage. It is recommended, therefore, that a battery voltage of more than 9 volts be applied during the cranking operation.



EF352

Fig. EF-61 Checking control unit

Inspection procedure

Checking No. 1 cylinder

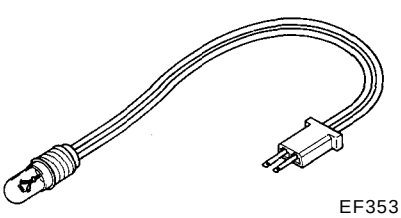
Turn ignition switch to the "OFF" position.

1. Disconnect harness connector of injector.
2. Disconnect cold start valve harness connector.
3. Connect a miniature lamp to the injector harness connector of the No. 1 cylinder.
4. Turn ignition starter switch on to crank engine, and see whether the lamp flashes or not.
5. Disconnect cooling water temperature sensor harness connector, and see whether the lamp becomes brighter or not.

Checking No. 4 cylinder

1. Connect a miniature lamp to the injector harness connector of the No. 4 cylinder.
2. Turn ignition switch on to crank engine, and see whether the lamp flashes or not.

Note: Use a 3-volt miniature lamp with a special terminal connected to its end as shown.



EF353

Fig. EF-62 Miniature lamp for inspection

Judging criteria

The miniature lamp should flash when the engine is cranked. In the No. 1 cylinder, if the lamp becomes brighter when the cooling water temperature sensor connector has been disconnected, it indicates that the control unit is normal. If the lamp does not flash, or if the lamp does not become brighter when the cooling water temperature sensor harness connector is removed, it indicates that the control unit is faulty. Replace the control unit, and carry out the inspection again as described above.

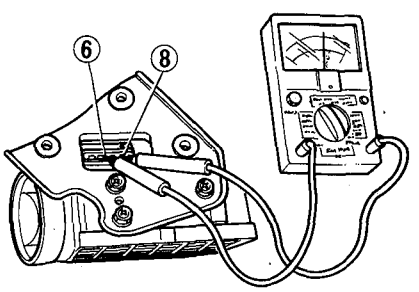
If the lamp flashes when the engine is cranked, but does not become brighter when the water temperature sensor connector is disconnected, it is an indication that the water temperature sensor is faulty. Check the water temperature sensor.

2. Air flow meter

Caution: Before checking air flow meter, remove battery ground cable. *

2-1. Checking potentiometer

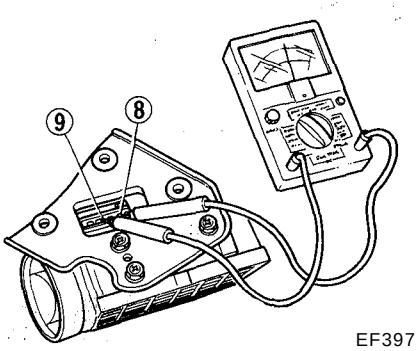
1. Disconnect air flow meter.
2. Measure the resistance between terminals (8) and (6). The standard resistance is approximately 180 ohms.



EF396

Fig. EF-63 Measuring the resistance between terminals (J) *and* (g)

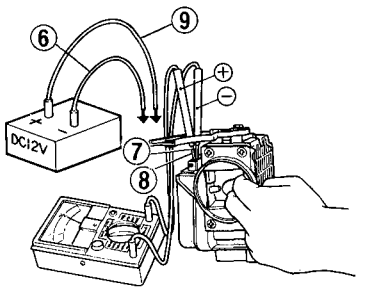
3. Measure the resistance between terminals (§) and (8). The standard resistance is approximately 100 ohms.



EF397

Fig. EF-64 Measuring the resistance between terminals (9) *and* (8)

4. Connect a 12-volt dc across terminal (9) (positive) and terminal (6) (negative).
5. Connect the positive lead of a voltmeter to terminal *(§)* and negative lead to terminal (7).
6. Gradually open the flap by hand to ensure that the voltmeter indication decreases proportionately. If the indication varies abruptly, the problem may be in the potentiometer.

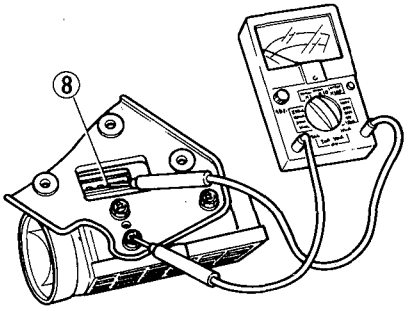


EF398

Fig. EF-65 Checking voltage variation between terminals (8) and (J)

2-2. Checking insulation resistance of air flow meter

Check insulation resistance between the flow meter body and any one of terminals ©, ®, (8) and (§). If continuity exists, the air flow meter is out of order.

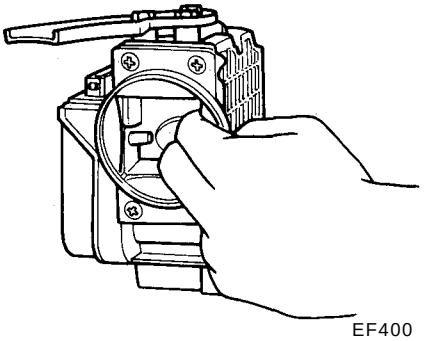


EF399

Fig. EF-66 Checking insulation resistance

2-3. Checking flap

Fully open the flap by hand to check that it opens smoothly without binding. If it doesn't, it is out of order.

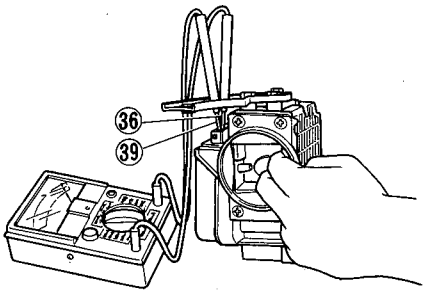


EF400

Fig. EF-67 Checking flap

2-4. Checking fuel pump contact points

Continuity should exist between terminals @ and @ of the air flow meter when the flap is opened approx. 8 degrees. Continuity should not exist when the flap is fully closed. If continuity does not exist when the flap is opened, or continuity occurs at a different position, replace air flow meter as an assembly.



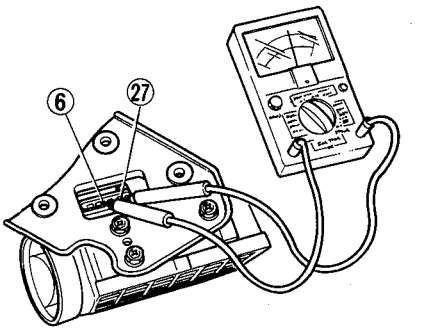
EF401

Fig. EF-68 Checking fuel pump contact points

3. Air temperature

3-1. Checking continuity

1. Disconnect battery ground cable.
2. Disconnect air flow meter.
3. Measure the outside air temperature.
4. Measure resistance between terminals @ and (6) of the air flow meter connector.



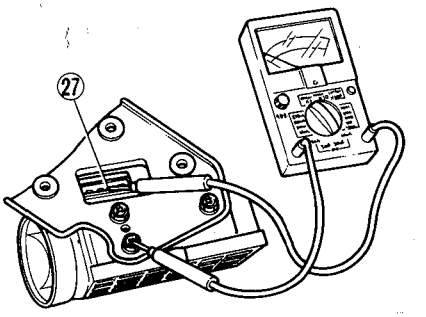
EF402

Fig. EF-69 Measuring the resistance of air temperature sensor

The relationship between the outside air temperature and resistance is shown in the following chart.

Air temperature °C (°F)	Resistance (k£2)
-30 (-22)	20.3 to 33.0
-10 (-14)	7.6 to 10.8
10(50)	3.25 to 4.15
20 (68)	2.25 to 2.75
50(122)	0.74 to 0.94
80(176)	0.29 to 0.36

If test results are far from the range indicated in the chart, the air temperature sensor is out of order. The air temperature sensor and air flow meter should be replaced as an assembly.



EF403

Fig. EF-70 Checking insulation resistance

3-2 Checking insulation resistance

Check insulation resistance between terminal @ and air flow meter body. If continuity exists, the air temperature sensor is out of order. The air temperature and air flow meter should be replaced as an assembly.

4. Water temperature sensor

This check can be done with the sensor either on or off the vehicle.

4-1. Checking on engine

Check the resistance of the water temperature sensor before and after engine warm-up.

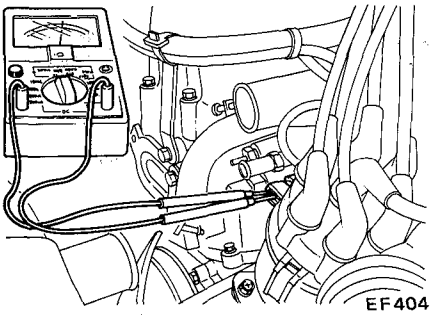


Fig. EF-71 Measuring the resistance of water temperature sensor (on the engine)

1. Disconnect battery ground cable.
2. Disconnect the water temperature sensor harness connector.
3. Place a thermometer in the radiator coolant when the engine is cold, and read the coolant temperature (which is used as a reference sensor temperature) and sensor resistance.

Note: When measuring cooling temperature, insert a rod type thermometer into the radiator.

4. Connect the water temperature sensor harness connector.
5. Connect battery ground cable.
6. Warm up the engine sufficiently.
7. Disconnect battery ground cable.
8. Disconnect the water temperature sensor harness connector.
9. Read the sensor resistance in the same manner as described in step (3) above.

Cooling water temperature °C (°F)	Resistance (kft)
-30 (-22)	20.3 to 33.0
-10 (-18)	7.6 to 10.8
10(50)	3.25 to 4.15
20 (68)	2.25 to 2.75
50(122)	0.74 to 0.94
80(176)	0.29 to 0.36

If the resistance of the sensor with respect to the coolant temperature is not specified in the range shown in the chart, the water temperature sensor may be out of order.

4-2. Checking water temperature sensor off the engine

1. Dip the sensor into water maintained at a temperature of 20°C (68 °F) and read its resistance.
2. Then, dip the sensor into water maintained at a temperature of 80°C (114°F), and read its resistance.

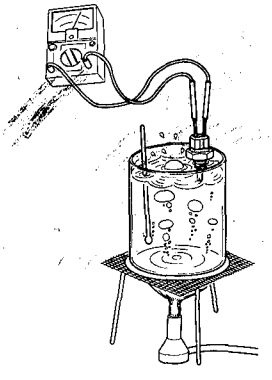


Fig. EF-72 Measuring the resistance of water temperature sensor (off the engine)

If the sensor resistance with respect to the coolant temperature is not held within the range specified in the chart, the water temperature sensor may be out of order.

4-3. Checking insulation resistance

This test is done on the engine.
1. Disconnect battery ground cable.
2. Disconnect the sensor harness connector.
3. Check continuity between the engine block and one of the terminals at sensor.

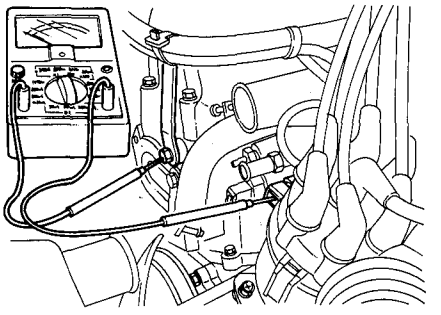


Fig. EF-73 Checking insulation resistance

If continuity exists, the sensor is out of order.

5. Thermotime switch

Static check

1. Disconnect ground cable from battery.
2. Disconnect electric connector of thermotime switch.
3. Measure the resistance between terminal No. 46 and switch body.

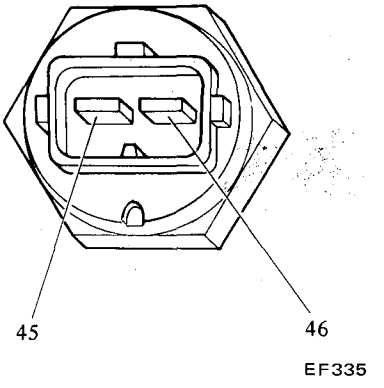


Fig. EF-74 Thermotime switch terminal number

- The resistance is zero when the cooling water temperature is less than 14°C(57°F).
- The resistance is zero or infinite when the cooling water temperature is between 14 to 22°C (57 to 71°F).

- The resistance is infinite when the cooling water temperature is more than22°C(71°F).

4. Measure the resistance between terminal No. 45 and switch body.
   The ohmmeter reading is
   70 to 86 ohms. . . . . .OK
   The ohmmeter reading is not
   70 to 86 ohms. . . . . .Not OK

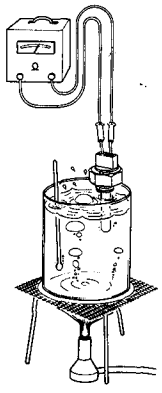
Dynamic check

1. Disconnect ground cable from battery.
2. Disconnect electric connector of thermotime switch.
3. Remove thermotime switch from thermostat housing.
4. Dip heat-sensing portion of thermotime switch into cooling water maintained at 10°C(50°F).
5. When the thermotime switch temperature is just about the same as the cooling water temperature, measure the resistance between terminal No. 45 and 46.

- The resistance should be about 78ft.

6. Increase cooling water temperature at a rate of 1°C (1.8°F) per second until it is more than 25°C (77°F), then check continuity between terminal No. 45 and 46.

- If the ohmmeter reading increases from about 78f2 to infinite, circuit is OK.

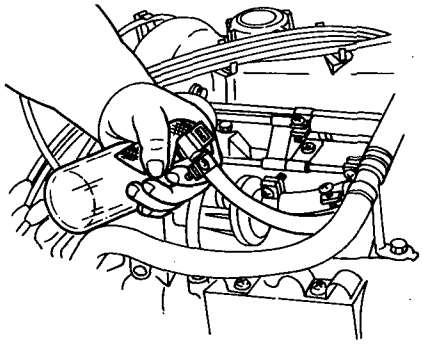


EF336

Fig. EF-75 Checking thermotime switch

6. Cold start valve

1. Disconnect lead wire from the S terminal of starter motor.
2. Turn ignition switch to the START position, and make sure that fuel pump is operating properly. Operating sound should be heard.
3. Disconnect ground cable from battery.
4. Remove two screws securing cold start valve to intake manifold, and remove cold start valve.
5. Disconnect electric connector of cold start valve.
6. Put cold start valve into a transparent glass container of min. 20 cc (1.22 cu in) capacity, plug the transparent glass container opening with a clean rag.



EF322

Fig. EF-76 Fuel injection from cold start valve

1. Connect ground cable to battery.
8. Turn ignition switch to the START position. Cold start valve should not inject fuel.
9. Turn ignition switch to the **OFF** position, and connect a jumper wire between cold start valve and battery terminals. Leave cold start valve as it is in step 6 above.

- Cold start valve should inject fuel. If not, proceed to step 10 below.

10. With ignition switch in the START position, and cold start valve set as outlined in step 9 above, check fuel injection.

- The fuel injected . . . . . .OK
- The fuel is not injected .... N.G.

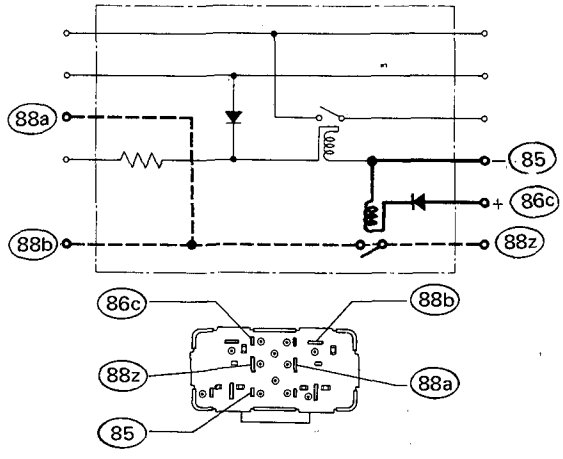
7. Electronic fuel injection relay

1. Disconnect ground cable from battery.
2. Remove relay from vehicle.

7-1. Main relay check

1. Connect 12-volt dc between positive terminal (§6^> and negative terminal (85).

"Clicks" should be heard and continuity should exist between terminals (88z) and (Sià), and between (siž) and (88§).



EF407

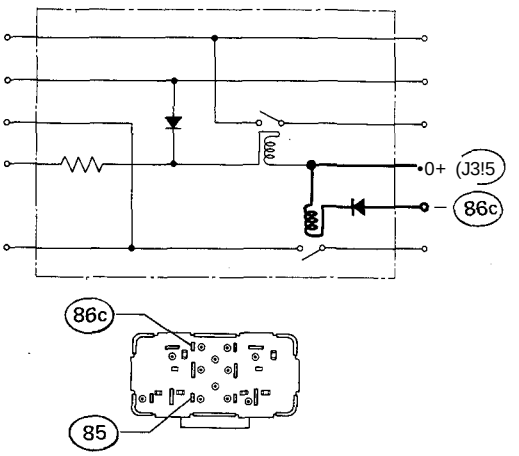
Fig. EF-77 Checking main relay (1)

Notes:

a. Before applying test voltage to relay, connect a fuse in series with lead wire to prevent damage to the circuit.

b. If available, use a 7-volt dc in place of 12-volt to test relay operation.

2. Connect 32-volt dc between positive terminal @ and negative terminal (86c). No clicks should be heard.



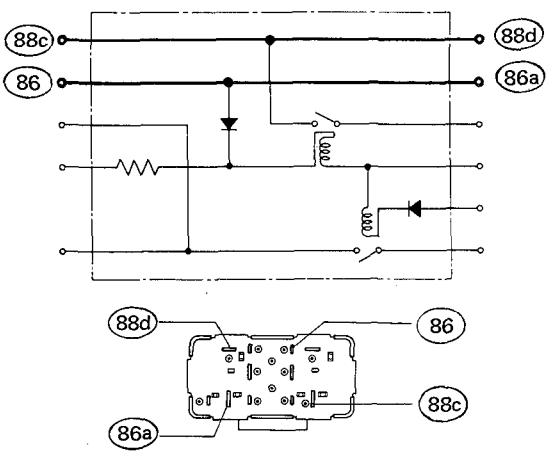
EF408

Fig. EF-78 Checking main relay (2)

3. If test results (steps 1 and 2 above) are not satisfactory, relay is faulty.

7-2. Fuel pump relay check

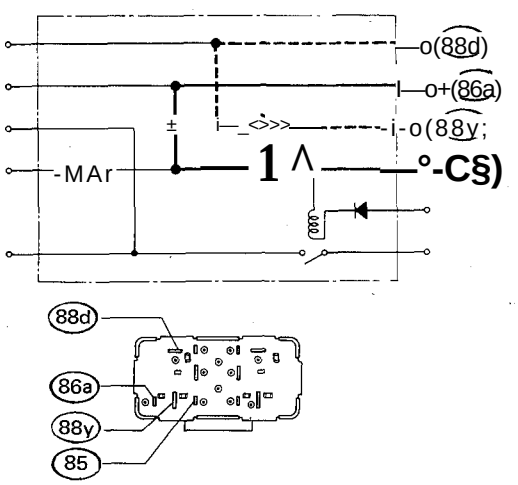
1. Make sure continuity exists between terminals (sscj) and (ssj), and between (iia) and (§§).



EF409

Fig. EF-79 Checking fuel pump relay (1)

2. Connect 12-volt dc to positive terminal (§£3) and negative terminal &). "Clicks" should be heard and continuity should exist betwen terminals (glv) and(88cl).



EF410

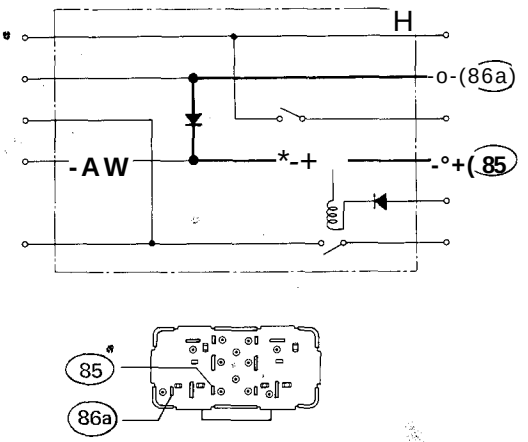
Fig. EF-80 Checking fuel pump relay (2)

Notes:

a. Before applying test voltage to relay, connect a fuse in series with lead wire *to* prevent damage to the circuit.

b. If available, use a 7-volt dc in place of 12-volt to test relay operation.

3. Connect 12-volt dc to positive terminal @ and negative terminal (86a). No "clicks" should be heard.



EF411

Fig. EF-81 Checking fuel pump relay (3)

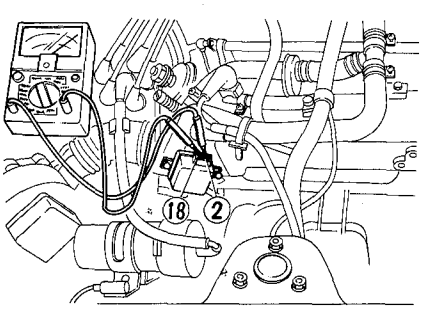
4. If test results (steps 1 through 3) are not satisfactory, relay is faulty.

8. Throttle valve switch

1. Disconnect ground cable from battery.
2. Remove throttle, valve switch from vehicle.

8-1. Idle switch check

1. Connect ohmmeter between terminals© and ®.



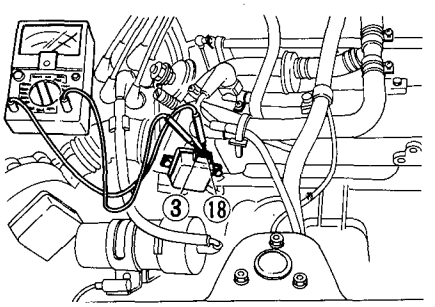
EF412

Fig. EF-82 Checking idle switch

2. If continuity exists when throttle valve,is in the IDLE position, and does not exist- when valve opens approximately 7°, idle switch is functioning properly.

8-2. Full switch check

1. Connect ohmmeter between terminals (3) and @:

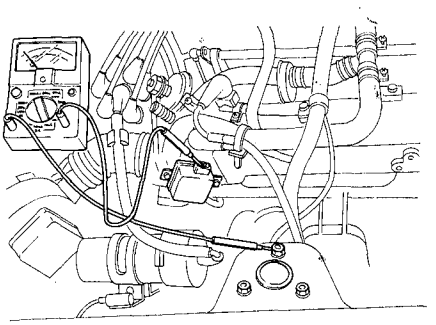


EF413

Fig. EF-83 Checking full switch

2. Gradually open throttle valve from fully-closed position. Observe ohmmeter reading when valve is opened approximately 30°. If ohmmeter reading at all other valve position is greater than that at 30°, full, switch is functioning properly.

8-3. Throttle valve switch insulation check



EF414

Fig. EF-84 Checking throttle valve switch insulation

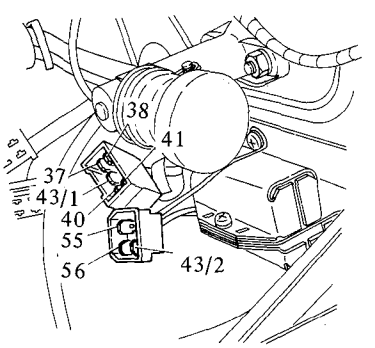
Connect ohmmeter between body metal and" terminals (2), (3) and @. Ohmmeter reading should be infinite.

9. Dropping resistor

1. Disconnect ground cable from battery.
2. Disconnect 4-pin and 6-pin connectors of dropping resistors from electronic fuel injection harness connectors.
3. Conduct resistance checks on dropping resistor (6-pin connector side) between the following points.

- 43/1 and terminal No. 41 (Number four cylinder resistor)
- 43/1 and terminal No. 40 (Number three cylinder resistor)
- 43/1 and terminal No. 38 (Number two cylinder resistor)
- 43/1 and terminal No. 37 (Number one cylinder resistor)

The resistance should be approximately 6 ohms.



EF337

Fig. EF-85 Dropping resistor terminal number

4. Conduct resistance checks on dropping resistor (4-pin connector side) between the following points.

- 43/2 and terminal No. 56 (Number six cylinder resistor)
- 43/2 and terminal No. 55 (Number five cylinder resistor)

The resistance should be approximately 6 ohms. See Figure EF-85.

10. Fuel pump

Functional test

1. Disconnect lead wire from the S terminal of starter motor.
2. With ignition switch to the START position, ensure that fuel pump sounds while operating. If not, check all fuel pump circuits. If all circuits are checked out OK, replace fuel pump.

Discharge pressure check

1. Disconnect ground cable from battery.
2. Disconnect ground wire (black) from fuel pump.
3. Disconnect lead wire from the S terminal of starter motor.
4. Remove cold start valve from intake manifold.
5. Put cold start valve into a container of min. 20 cc (1.22 cu ,-in) capacity, and plug the container opening with a rag.

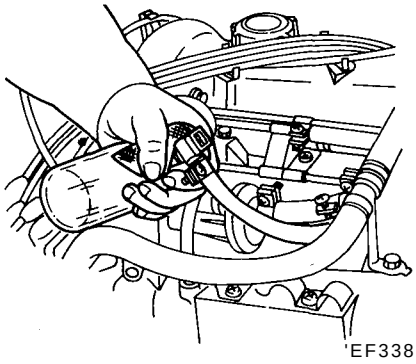

'EF338

Fig. EF-86 Fuel injection from cold start valve

6. Connect ground cable to battery.
7. Turn ignition switch to the START position, and release fuel line pressure.
8. Remove cold start valve from fuel hose.
9. Connect a fuel pressure gauge between cold start valve and fuel hose, and install cold start valve on intake manifold.

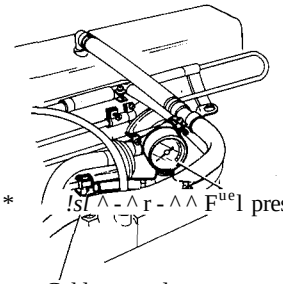


Fig. EF-87 Connect fuel pressure gauge

10. Disconnect ground cable from battery.
11. Connect ground lead wire to fuel pump.
12. Connect ground cable to battery.
13. Turn ignition switch to the START position to operate fuel pump.

A fuel pressure of approximately 2.55 kg/cm^2 (36.27 psi) indicates a good fuel discharge pressure. f

14. If'fuel pressure is not as specified, replace fuel pressure regulator, and repeat pressure discharge<tests.

If fuel pressure is 2.55-; kg/cm^2 (36.27 psi), fuel pump is OK. If below the specified value, check for clogged or deformed fuel lines, and if necessary, replace fuel pump.

Fuel discharge check

1. Connect a fuel pressure gauge as outlined under Fuel Discharge Pressure Check.
2. Check fuel pressure, observing the full-load requirements described below.

Full-load requirements

•*I.* Conduct fuel discharge check in accordance with state laws or local regulations.
2. For the sake of safety, two hands are necessary to conduct tests. One is a driver and the other an observer.
3. Check fuel pressure with the engine at full throttle, starting with 20 km/h (13 mph) up to 60 km/h (38 mph). The shift gear should be in 2nd position.

If fuel pressure is approximately 2.55 kg/cm^2 (36..27 psi) over the specified car speed range, fuel discharge is normal. If below the specified value, replace fuel pump.

3. If fuel pressure does not increase when a new fuel pump is installed, check for clogged or deformed fuel lines, fuel filter and fuel damper. If necessary, replace.

11. Fuel damper

1. Connect a fuel pressure gauge as outlined under Fuel Discharge Pressure Check, and check fuel discharge pressure.

If fuel discharge pressure reading fluctuates excessively, replace fuel damper.

12. Pressure regulator

1. Connect a fuel pressure gauge as outlined under Fuel Discharge Pressure Check, and check fuel discharge pressure. If a fuel discharge of 2.55 kg/cm^2 (36.27 psi) is not obtained, replace pressure regulator.

13. Fuel filter

Every 25,000 miles, replace fuel filter.

14. Injector

Continuity check

1. Disconnect ground cable from battery.
2. Disconnect, electric connectors from injectors.
3. Check continuity between the two. terminals. Continuity should exist. If not, injector(s) are faulty.

Check injectors for sound , as follows:

1. Start the engiffe and **rurfflikt** idle. Attach the tip of a screwdrivi^j/each injector to ensui*J§!mat it sounds wh'iie operating.

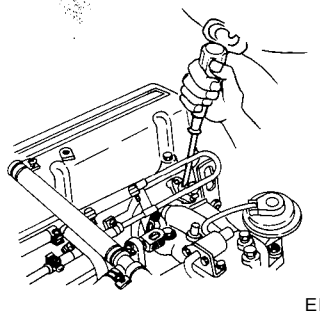

EF339

Fig. EF-88 Injection operating sound

• If any particular injector sound differs from others, that injector is faulty.

2. If the engine fails to run, disconnect electric connector of cold start valve.
3. Crank the engine and check that injectors produce sounds to indicate operation.

• If a low sound is produced, from any particular injector, that injector is faulty.

4. If no sound is heard from all injectors, check harnesses for discontinuity as outlined in Continuity Check.

5. If harnesses are normal, check operation of control unit.
6. If sounds are heard from either Nos. 1, 2 and 3 injectors or Nos. 4, 5 and 6, replace control unit.
7. When disconnecting hoses from injector, refer to Page 69, "Replacing injector hose".

Cautions: Observe the following instructions when assembling fuel lines.

a. Do not install fuel hose clamps after removal.
b. Clean dust and dirt from parts with compressed air when assembling.
c. Be sure to install 13.5 mm (0.531 in) hose clamps on the injector and fuel pipe side. Each clamp has a size mark on it.
d. If rubber hoses are scratched or deformed on the inner wall, replace.
e. After inserting fuel hose into fuel pipe securely, clamp at a position 10 mm (0.394 in) from the hose end.

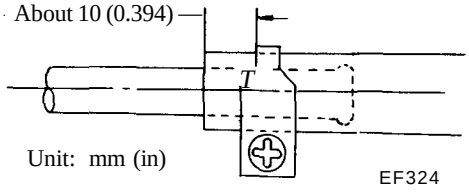


Fig.EF-89 Clamp position (2)

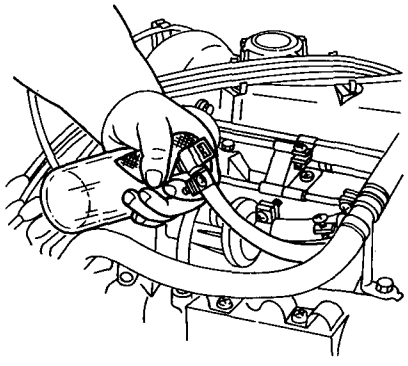


Fig. EF-90 Installing injector hose

15. Air regulator

1. Hold rubber hose in the line between throttle chamber and air regulator with fingers.

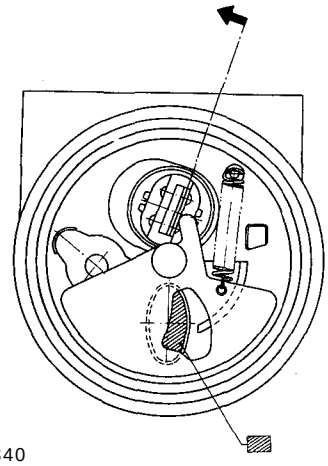
• Engine speed should be reduced. If not, proceed as follows:

2. Disconnect air hoses from both end of air regulator, and visually check to see if air regulator valve opens.

The valve opening at a temperature of 20°C (68° F) is as shown in Figure EF-91.

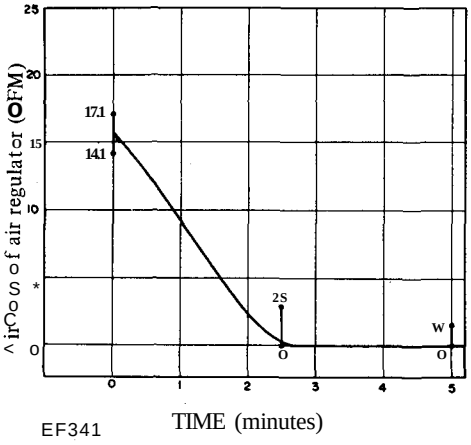
3. Disconnect electric connector of air regulator, and check continuity. Continuity should exist. If not, air regulator is faulty.
4. Pry air regulator valve to open with a flat-bladed screwdriver, then close.

Direction of bimetal movement with increasing temperature



Air flow area at 20°C (68°F) ambient

Fig. EF-91 Valve opening at a temperature of20°C (68°F)



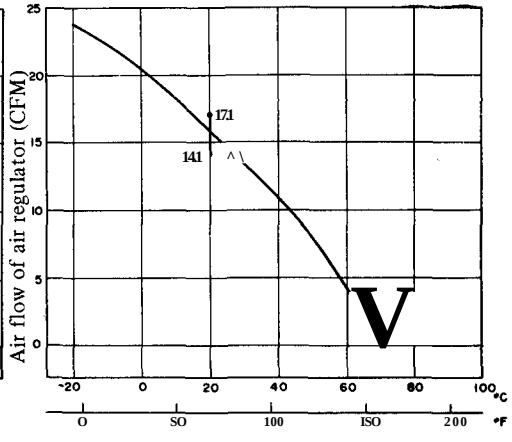


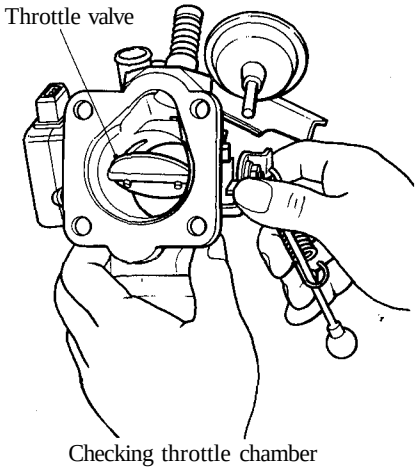
Fig. EF-92 Air flow characteristic curve

Test results

If valve opens and closes smoothly, it is operating properly. If not, replace.

16. Throttle chamber

1. Remove throttle chamber.



2. Make sure that throttle valve moves smoothly when throttle lever is manipulated.
3. Make sure that bypass port is free from obstacles and is clean.

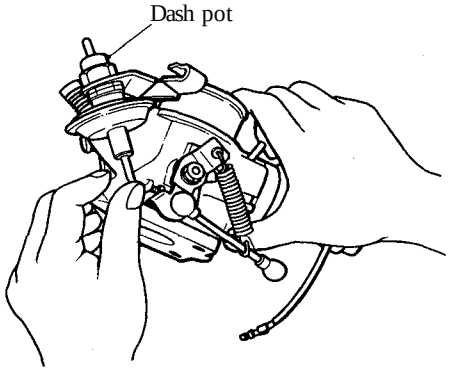


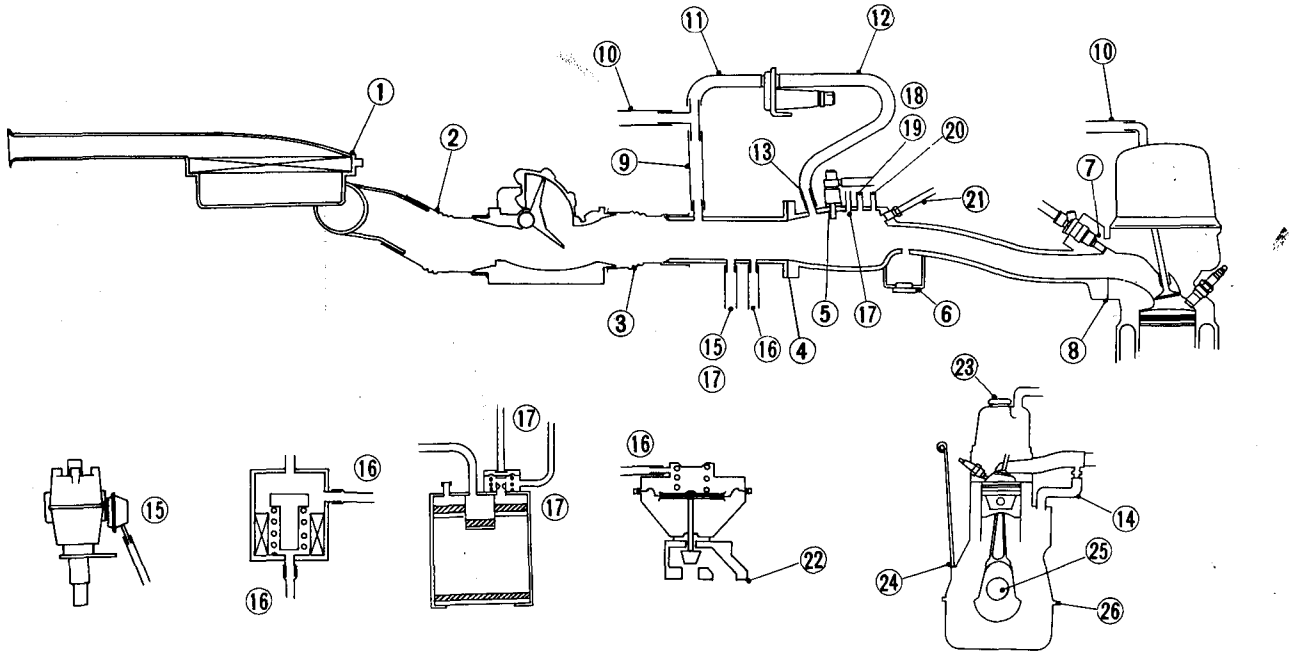
Fig. EF-93 Throttle chamber

4. Make sure that idle adjust screw moves smoothly.
5. Adjust throttle valve for fully-close position.
6. Push dash pot rod with finger to ensure that it moves smoothly.
7. Check B.C.D.D. For details, refer to section EC.

17. Checking air leakage in air intake system

Since the air flow meter used in the electronic fuel injection system directly measures the quantity of intake air to permit the supply of the optimum fuel quantity for each cylinder, there should not occur even a slight air leak.

When inspecting the electronic fuel injection system, pay particular attention to hose connections, dipstick, oil filler cap, etc. for any indication of air leaks.



1 Air cleaner element
2 Air duct (air cleaner to AFM)
3 Air duct (AFM to throttle chamber)
4 Flange (throttle chamber to intake manifold)
5 Cold start valve mounting surface
6 Blind plug (E.G.R.), (California models only)
7 Injector mounting surface in intake manifold
8 Cylinder head mounting surface in intake manifold
9 Hose (throttle chamber to 3-way connector), both sides
10 Hose (3-way connector to rocker cover), both sides
11 Hose (3-way connector to air regulator), both sides
12 Hose (air regulator to throttle chamber connector), both sides
13 Throttle chamber connector mounting surface
14 Hose (pipe connector to P.C.V. valve), both sides
15 Distributor vacuum line
16 E.G.R. vacuum line (California models only)
17 Canister vacuum and purge line
18 Master-Vac line)
19 ,-, , i- r Same vacuum hole
20 Cooler vacuum line J
21 Automatic transmission vacuum line
22 Pressure regulator vacuum line
23 E.G.R. valve mounting surface (California models only)
24 Oil filler cap
25 Oil level gauge
26 Oil seal (on front and rear of crankshaft)
Oil pan gasket mounting surface.

EF416

Fig. EF-94 Checking air leakage in air intake system

18. Checking fuel hoses

Check fuel hoses for leakage, loose connections, cracks or deterioration.

Retighten loose connections and replace any damaged or deformed parts. Replace any rubber fuel hose whose inner surface is deformed, scratched or chafed.

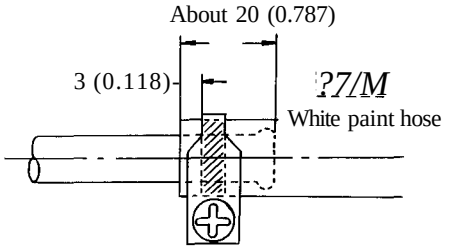
When assembling fuel lines, observe the following:

When connecting injector rubber hoses to injector, refer to "Injector" section.

Cautions:

a. Do not reuse fuel hose clamps after loosening.
b. Clean dust and dirt from parts with compressed air when assembling.
c. All hose clamps except those used on the injector positions are 15 mm (0.591 in). Each clamp has a size mark on it.
d. When connecting fuel hose to a fuel pipe of small engagement length, insert it more than 20 mm (0.787 in) to pipe. Fuel hoses used at such connections are provided with a white paint mark. Clamp hose on the white mark.

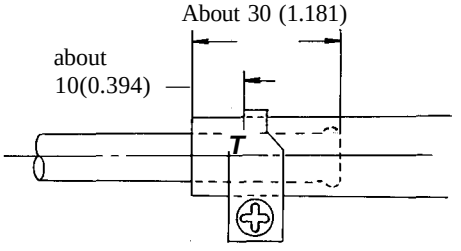
Service fuel hoses are not provided with such a white mark. When connecting a service fuel hose, clamp hose at the position 3 mm (0.118 in) from the hose end, after inserting it about 20 mm (0.787 in) to pipe. See Figure EF-95. Never clamp hose on the bulged portion of pipe.



Unit: mm (in) EF323

Fig. EF-95 Clamp position (I)

e. When connecting a fuel hose to a fuel pipe of large engagement length, insert it about 30 mm (1.181 in) to pipe. Clamp hose at the position about 10 mm (0.394 in) from the hose end. See Figure EF-96. Never clamp hose on the bulged portion of pipe.



Unit: mm (in) EF324

Fig. EF-96 Clamp position (2)

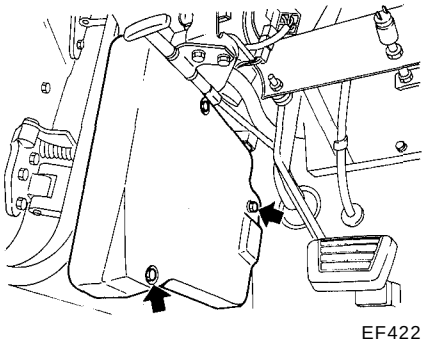
REMOVAL AND INSTALLATION

1. Control unit

1. Turn ignition switch to the OFF position.

Caution: Before disconnecting electronic fuel injection harness at 35-pin coupler, ensure that ignition switch is in the OFF position.

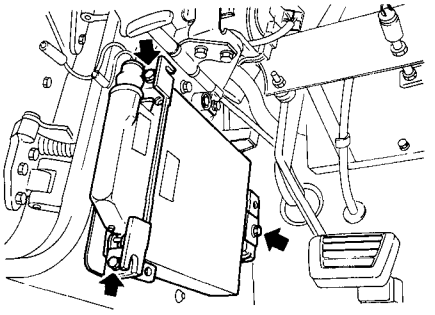
2. Remove two bolts securing resin control unit cover to the left dash side panel, and remove cover.



EF422

Fig. EF-97 Removing control unit cover

3. Remove three bolts securing control unit to dash side panel bracket, and remove control unit.



EF423

Fig. EF-98 Removing control unit

4. Disconnect 35-pin coupler from control unit.

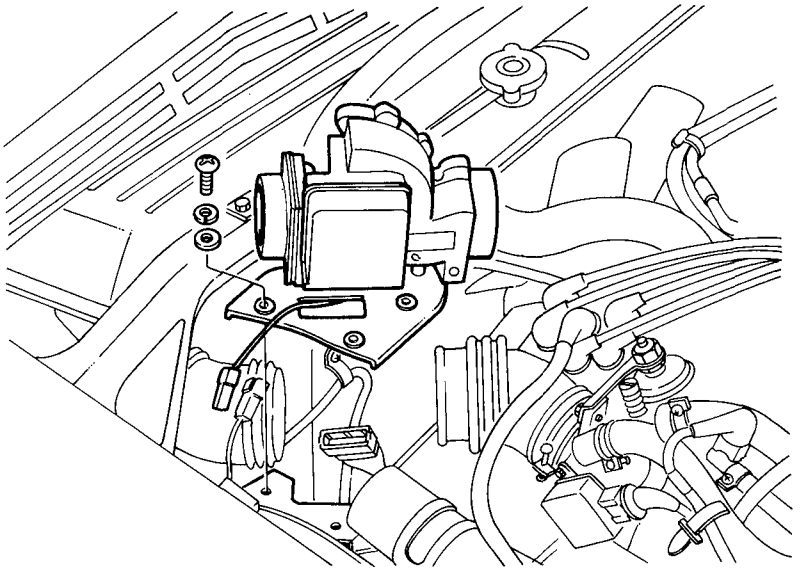
Note: Be sure to remove control unit from dash side panel before disconnecting 35-pin coupler.

2. Air flow meter

1. Disconect battery ground cable.

Caution: Be sure to disconnect battery ground cable to prevent control unit from damaging.

2. Disconnect rubber hose from each side of air flow meter.
3. Disconnect air flow meter ground cable.
4. Remove three bolts securing air flow meter bracket.



EF417

Fig. EF-99 Air flow meter

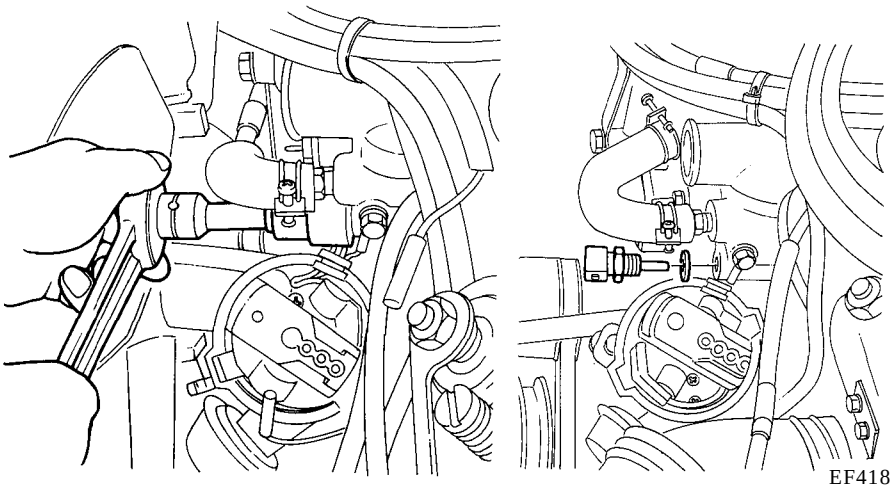
5. Move air flow meter upward, disconnect harness connector, and remove air flow meter.
6. To install air flow meter, reverse the order of removal.

3. Air temperature sensor

The air temperature sensor is built into the air flow meter and cannot be removed as a single unit. When replacement of air temperature sensor is necessary, the entire air flow meter assembly should be replaced.

4. Water temperature sensor

1. Disconnect battery ground cable.
2. Remove radiator cap.
3. Remove drain plug from radiator to drain coolant of approximately 1.5 liters (\% US qt, lKImpqt).
4. Disconnect radiator upper hose.
5. Disconnect water tempeature sensor harness connector.
6. Remove water temperature sensor.
7. To install water temperature sensor, reverse the order of removal.



EF418

Fig. EF-100 Water temperature sensor

Caution: When connecting water temperature sensor harness, always keep it away from high tension wire.

Notes:

a. Be sure to install copper washer when installing water temperature sensor.

b. After installing water temperature sensor, add cooling water with a proper amount of antifreeze.

5. Thermotime switch

1. Remove radiator filler cap. Drain cooling water by opening drain valve located on the lower side of radiator.

Note: If cooling water is hot, give it a chance to cool down.

2. Disconnect water hose at thermostat housing.
3. Disconnect ground cable from battery.
4. Disconnect lead wires from thermal transmitter, and remove thermal transmitter.
5. Disconnect electric connector from thermotime switch.
6. Remove thermotime switch by turning it counterclockwise.

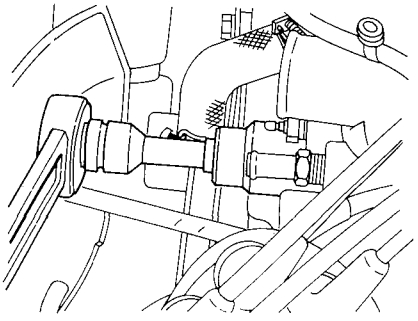
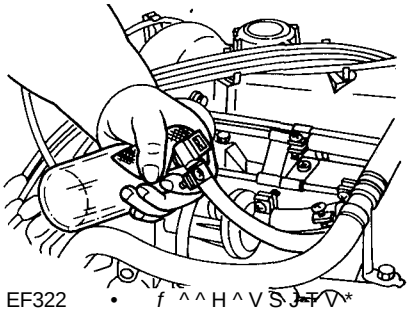


Fig. EF-101 Thermotime switch

7. To install thermotime switch, reverse the order of removal.

6. Cold start valve

1. Disconnect ground cable from battery.
2. Disconnect ground lead wire (black) from fuel pump.
3. Disconnect lead wire from the S terminal of starter motor.
4. Remove two screws securing cold start valve to intake manifold, and remove cold start valve.
5. Connect ground cable to battery.
6. Put cold start valve in a container of min. 20 cc (1.22 cu in) capacity. Turn the ignition switch to the START position, and release fuel line pressure.



EF322 • *f ^ ^ H ^ V S J-F V**

Fig. EF-102 Fuel injection from cold start valve

7. Unfasten clip and disengage cold start valve from fuel hose.

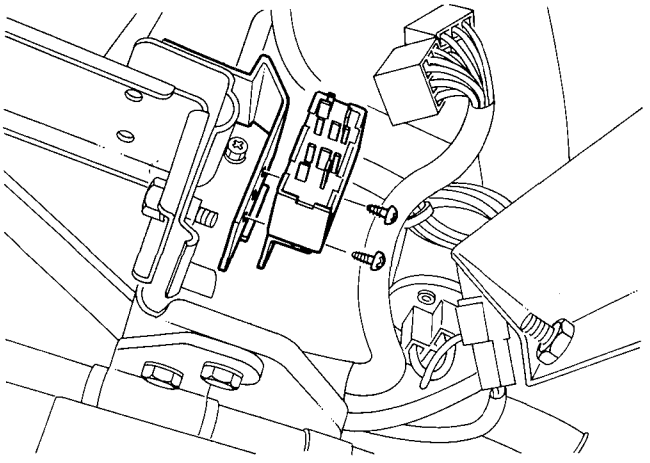
Note: Place a container to receive fuel left in fuel hose.

8. To install cold start valve, reverse the order of removal.

Fuel hose clamp tightening torque:
0.10 to 0.15 kg-m
(0.723 to 1.085 ft-lb)

7. Relay

1. Disconnect battery ground cable.
2. Remove two screws securing relay to side dash.
3. Disconnect harness connector.
4. To install relay, reverse the order of removal.



EF419

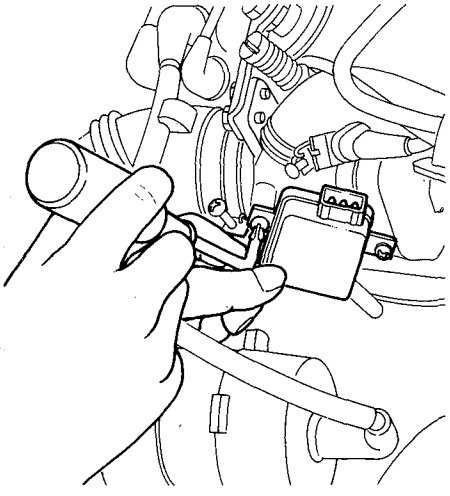
Fig. EF-103 Electronic fuel injection relay

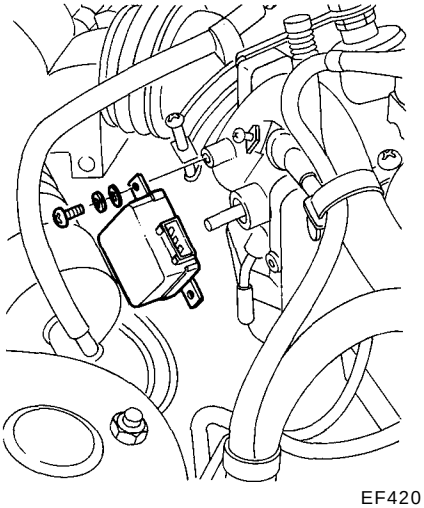
8. Throttle valve switch

1. Disconnect battery ground cable.
2. Disconnect throttle valve switch harness connector.
3. Remove two screws securing throttle valve switch to throttle chamber.
4. Slowly pull throttle valve switch forward.

5. To install throttle valve switch, reverse the order of removal.
6. After installation, adjust the position of throttle valve switch so that idle switch may be changed from ON to OFF when throttle valve stopper screw-to-throttle valve shaft lever clearance is 1.3 mm (0.051 in).

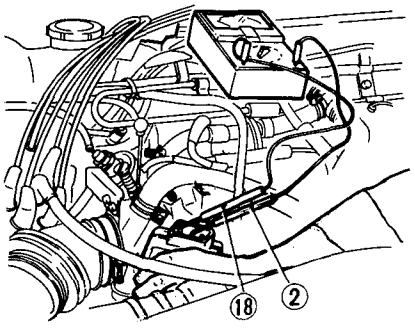
Note: Use suitable shim to measure the specified clearance.

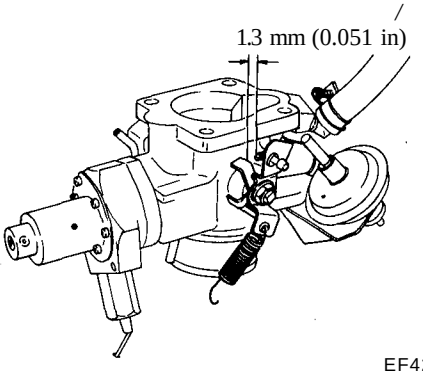




EF420

Fig. EF-104 Throttle valve switch



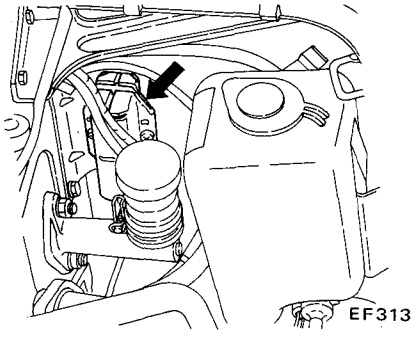


EF428

Fig. EF-105 Adjusting throttle valve switch position

9. Dropping resistors

1. Disconnect ground cable from battery.
2. Disconnect two electric connectors from dropping resistor.
3. Remove two screws securing dropping resistor to dashboard.
4. To install dropping resistor, reverse the order of removal.

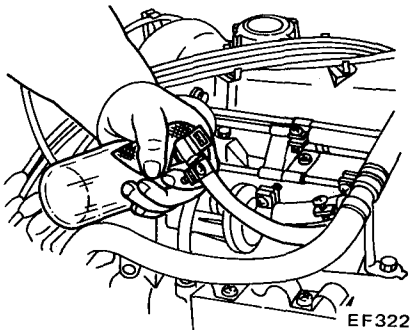


EF313

Fig. EF-106 Dropping resistor

10. Fuel pump

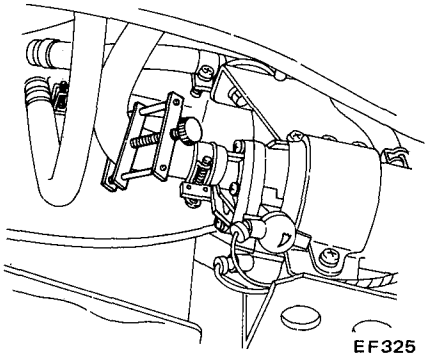
1. Disconnect ground cable from battery.
2. Disconnect lead wires from fuel pump.
3. Disconnect lead wire from the S terminal of starter motor.
4. Remove two screws securing cold start valve to intake manifold, and remove cold start valve.
5. Connect ground cable to battery.
6. Put cold start valve into a container of min. 20 cc (1.22 cu in) capacity. Turn ignition switch to the START position, and release fuel line pressure.



EF322

Fig. EF-107 Fuel injection from

7. Raise the rear portion of vehicle with a jack, and block wheels. Refer to section "GI".
8. Temporarily clamp hose at a suitable location between fuel tank and fuel pump.

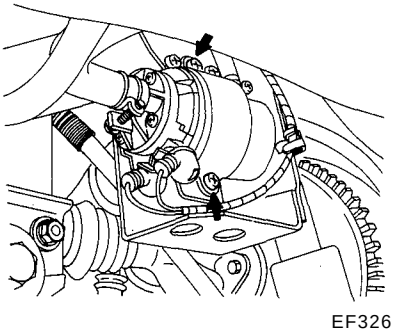


EF325

Fig. EF-108 Fuel hose clamp at fuel pump

Note: Be sure to receive fuel into a suitable container.

9. Unfasten clamps at the suction and outlet sides of fuel pump, and disengage fuel hoses.
10. Remove two screws securing fuel pump bracket, and remove bracket. The fuel pump can then be removed.



EF326

Fig. EF-109 Fuel pump removal

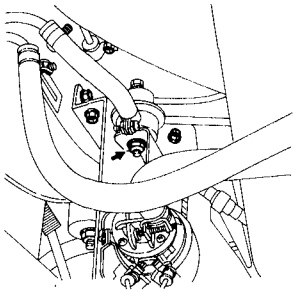
11. To install fuel pump, reverse the order of removal.

11. Fuel damper

1. Disconnect ground cable from battery.
2. Disconnect ground wire (black) from fuel pump.
3. Disconnect lead wire from the S terminal of starter motor.
4. Remove two screws securing cold start valve to intake manifold.
5. Connect ground cable to battery.
6. Put cold start valve into a container of min. 20 cc (1.22 cu in) capacity. Turn ignition switch to the START position, and release fuel line pressure. Refer to Figure EF-107.
7. Raise the rear portion of vehicle with a jack, and block wheels. Refer to section "GI".
8. Temporarily clamp fuel hose at a suibtable location between fuel tank and suction side of fuel pump. Refer to Figure EF-108.
9. Unfasten fuel hose clamps, and disengage fuel hoses at the inlet and outlet of fuel damper.

Note: Be sure to receive fuel into a suitable container.

10. Remove nuts securing fuel damper to bracket.



EF327

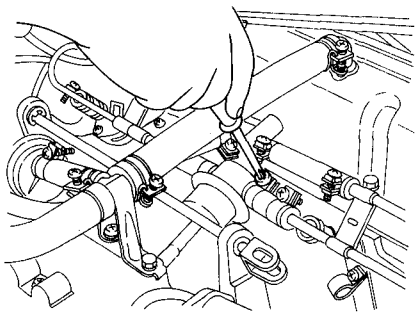
Fig. EF-110 Fuel damper removal

11. To install fuel damper, reverse the order of removal.

Fuel hose clamp tightening torque:
0.10 to 0.15 kg-m
(0.723 to 1.085 ft-lb)

12. Pressure regulator

1. Disconnect ground cable from battery.
2. Disconnect ground lead wire (black) from fuel pump.
3. Disconnect lead wire from the "S" terminal of starter motor.
4. Remove two screws securing cold start valve to intake manifold, and remove cold start valve.
5. Connect ground cable to battery.
6. Put cold start valve into a container of min. 20 cc (1.22 cu in) capacity. Turn ignition switch to the START position, and release fuel line pressure. See Figure EF-102.
7. Disengage vacuum tube connecting regulator to manifold from pressure regulator.
8. Place a rag under cold start valve to prevent fuel splash. Unfasten three hose clamps, and disengage fuel hose from pressure regulator.



EF328

Fig. EF-111 Pressure regulator removal

9. To install pressure regulator, reverse the order of removal.

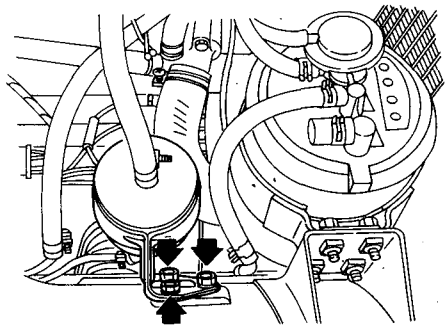
Fuel hose clamp tightening torque:
0.10 to 0.15 kg-m
(0.723 to 1.085 ft-lb)

13. Fuel filter

1. Disconnect ground cable from battery.
2. Disconnect ground lead wire (black) from fuel pump.
3. Disconnect lead wire from the S terminal of starter motor.
4. Remove two screws securing cold start valve to intake manifold, and remove cold start valve.
5. Connect battery ground cable.
6. Put cold start valve into a container of min. 20 cc (1.22 cu in) capacity. Turn ignition switch to the START position, and release fuel line pressure. See Figure EF-107.
7. Unfasten clamps securing fuel hoses to the outlet and inlet sides of fuel filter, and disengage fuel hoses.

Note: Be careful not to spill fuel over engine compartment. Place a rag to absorb fuel.

8. Remove three bolts securing fuel filter to bracket, and remove fuel filter.



EF329

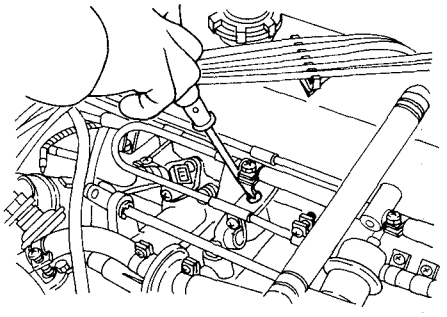
Fig. EF-112 Fuel filter removal

9. To install fuel filter, reverse the order of removal.

Fuel hose clamp tightening torque:
0.10 to 0.15 kg-m
(0.723 to 1.085 ft-lb)

14. Injector

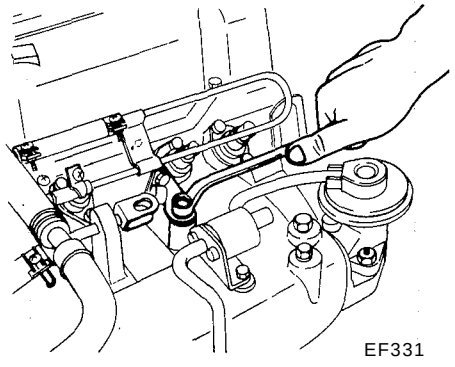
1. Disconnect ground cable from battery.
2. Disconnect ground lead wire (black) from fuel pump.
3. Disconnect lead wire from the "S" terminal of starter motor.
4. Remove two screws securing cold start valve to intake manifold, and remove cold start valve.
5. Connect ground cable to battery.
6. Put cold start valve into a container of min. 20 cc (1.22 cu in) capacity. Turn ignition switch to the START position, and release fuel line pressure. See Figure EF-107.
7. Disconnect ground cable from battery.
8. Disconnect electric connector from injector.
9. Disengage harness from fuel pipe B wire clamp.
10. To remove the front three injectors, remove screws securing fuel pipe.



EF330

Fig. EF-113 Setting screw removal of front fuel pipe

11. To remove the rear three injectors, remove bolts securing fuel pipe C to intake manifold. These bolts are located on bracket.

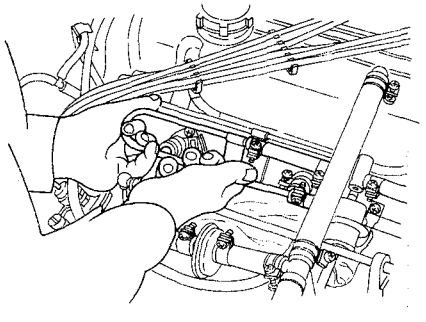


EF331

Fig. EF-114 Setting bolt removal of rear fuel pipe

12. When removing any of the front or rear injector, unfasten hose clamps on that side.

13. Pull fuel pipe forward, and disengage injector and fuel pipe.

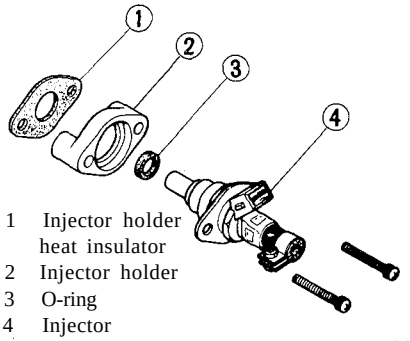


EF332

Fig. EF-115 Fuel pipe removal

Caution: Place **a rag** under injector when **disconnecting fuel** pipe to **prevent fuel splash.**

14. Remove two screws securing injector.



1 Injector holder heat insulator
2 Injector holder
3 O-ring
4 Injector

EF333

Fig. EF-116 Injection

15. To install, reverse the order of removal.

Injector setting screws tightening torque:
0.2 to 0.26 kg-m
(1.4 to 1.9 ft-lb)

Fuel hose clamp tightening torque:
0.1 to 0.15 kg-m
(0.723 to 1.085 ft-lb)

Replacing injector hose

When replacing injector hoses (as recommended in the Periodical Maintenance), proceed as follows:

1. Remove injector as outlined in Steps 1 through 14 under heading "Removal and Installation".
2. Cut metal band caulking injector hose to injector with a grinding wheel or file.

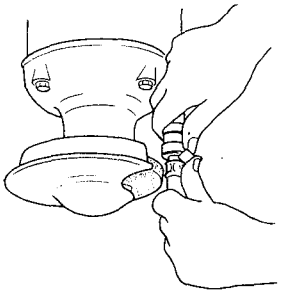


Fig. EF-117 Cutting metal band caulking injector hose to injector

Cautions:

a. Be careful not to scratch any adjacent parts.
b. Place a clean rag over injector to prevent metal chips from contacting injector nozzle.
c. Hold injector when filing it. Never place it in a vice.
d. If a grinding wheel is used in place of file, be careful not to allow injector becoming too hot as this can damage **internal coil.**

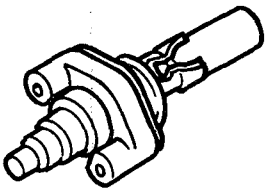


Fig. EF-118 Cutting metal band

3. Remove metal band with a pair of pliers.
4. Disconnect injector hose.
5. Install new injector hose, and secure with hose clamp designed for the purpose. Install clamp as close to injector as possible so that hose clamp screw is positioned with respect to electric connector as shown in Figure EF-140.

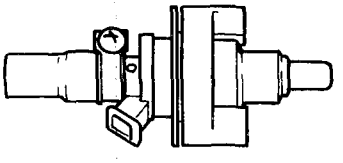


Fig. EF-119 Installing injector hose

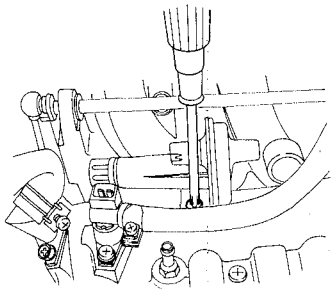
Hose clamp tightening torque:
0.1 to 0.15 kg-cm
(1.4 to 2.1 in-oz)

Cautions:

a. Do not reuse injector holder heat insulator and O-rings after removal.
b. Do not reuse fuel hose clamps after loosening.
c. Before assembling parts, remove dust and dirt with compressed air.
d. Be sure to install 13.5 mm (0.531 in) hose clamps on the injector and fuel pipe side. Each clamp has a size mark on it.
e. Replace hoses which have been scratched or deformed.
f. Install new injector hose to injector, and secure with hose clamp designed for the purpose. Install clamp as close to injector as possible.
g. After securely inserting fuel hose into fuel pipe B or C, clamp at a **position 10 mm (0.394 in) from the hose end.**

15. Air regulator

1. Disconnect ground cable from battery.
2. Disconnect electric connector from regulator.
3. Unfasten clamp on each side of air hose, and disengage hose.
4. Remove two setscrews.



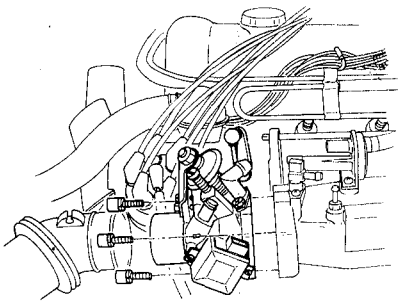
EF334

Fig. EF-120 Air regulator removal

5. To install air regulator, reverse the order of removal.

16. Throttle chamber

1. Disconnect battery ground cable.
2. Remove distributor cap.
3. Remove rubber hoses from throttle chamber.



EF421

Fig. EF-121 Throttle chamber

4. Remove throttle valve switch.
5. Disconnect B.C.D.D. harness connector.
6. Disconnect rod connector at auxiliary throttle shaft.
7. Remove four screws securing throttle chamber to. intake manifold. The throttle chamber can be removed together with B.C.D.D. and dash pot.
8. To install throttle chamber, reverse the order of removal.

Throttle chamber securing screw tightening torque:
2.0 to 2.4 kg-m
(14 to 17 ft-lb)

9. After installation, adjust the position of throttle valve switch so that idle switch may be changed from ON to OFF when throttle valve stopper screw-to-throttle valve shaft lever clearance is 1.3 mm (0.512 in).

Notes:

a. Use suitable shim to measure the specified clearance.

b. After throttle chamber has been installed, warm up engine sufficiently and adjust engine speed to specified idle rpm with idle speed adjusting screw. Specified idle rpm should be reached if idle speed adjusting screw is turned back about six rotations from the "fully closed" (throttle valve) position. If more than six rotations are required to obtain specified rpm, throttle valve is closed excessively at idle; if less than six rotations are required, working parts are faulty.

17. Fuel rubber hose

When removing or installing rubber fuel hoses, observe the following: For injector rubber hose, refer to "Injector" section.

Cautions:

a. Do not reuse fuel hose clamps after loosening.

b. Clean dust and dirt from parts with compressed air when assembling.

c. All hose clamps except those used on the injector positions are 15 mm (0.591 in). Each clamp has a size mark on it.

d. When connecting fuel hose to a fuel pipe of small engagement length, insert it more than 20 mm (0.787 in) to pipe. Fuel hoses used at such connections are provided with a white paint mark. Clamp hose on the white mark.

Service fuel hoses are not provided with such a white mark. When connecting a service fuel hose, clamp hose at the position 3 mm (0.118 in) from the hose end, after inserting it about 20 mm (0.787 in) to pipe. See Figure EF-122. Never clamp hose on the bulged portion of pipe.

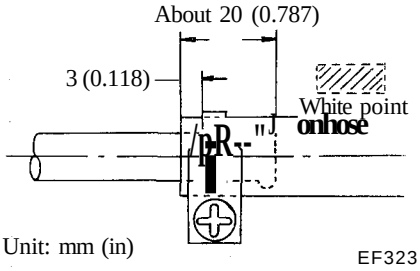


Fig. EF-122 Clamp position (1)

e. When connecting a fuel hose to a fuel pipe of large engagement length, insert it about 30 mm (1.181 in) to pipe. Clamp hose at the position about 10 mm (0.394 in) from the hose end. See Figure EF-123. Never clamp hose on the bulged portion of pipe.

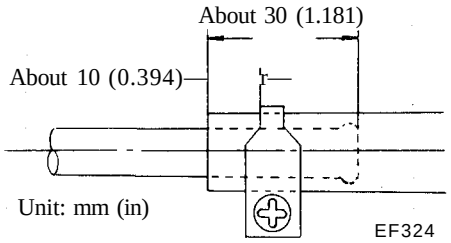


Fig. EF-123 Clamp position (2)

Replace rubber fuel hoses in the engine compartment every 25,000 miles.

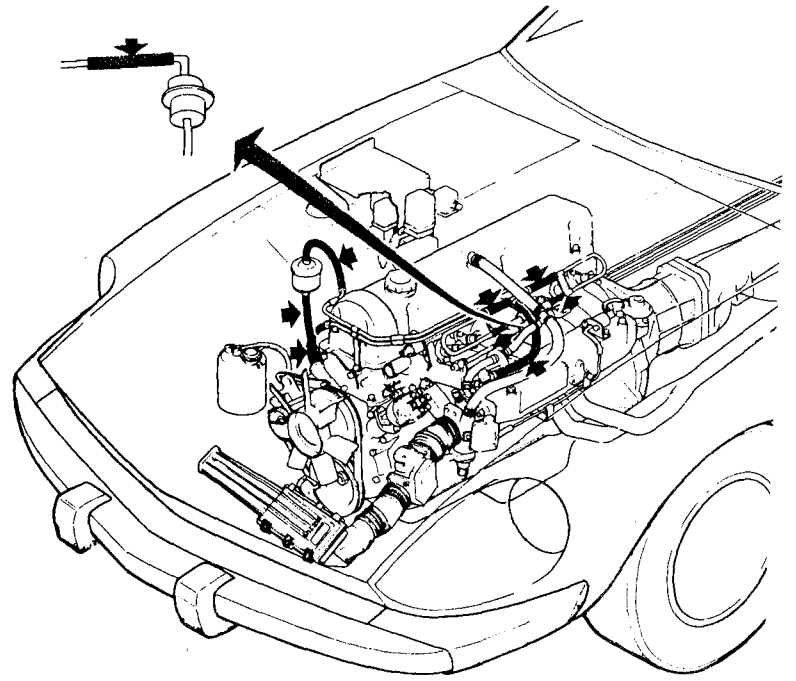


Fig. EF-124 Rubber fuel hoses in engine compartment

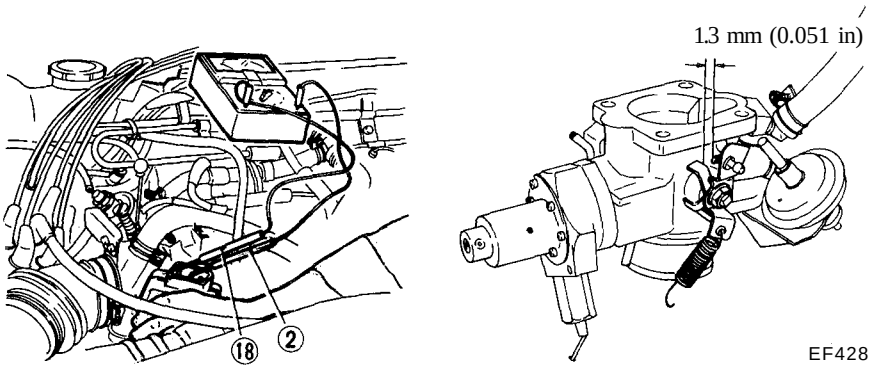


Fig. EF-125 Adjusting throttle valve switch position