

SERVICE INFORMATION

GENERAL

- Be sure to relieve the fuel pressure while the engine is OFF.
- Bending or twisting the control cables will impair smooth operation and could cause the cables to stick or bind, resulting in loss of vehicle control.
- Work in a well ventilated area. Smoking or allowing flames or sparks in the work area or where gasoline is stored can cause a fire or explosion.
- Do not apply commercially available carburetor cleaners to the inside of the throttle bore, which is coated with molybdenum.
- Do not snap the throttle valve from full open to full close after the throttle cable has been removed. It may cause incorrect idle operation.
- Seal the cylinder head intake ports with tape or a clean cloth to keep dirt and debris from entering the intake ports after the throttle body has been removed.
- Do not apply excessive force to the fuel pipe on the throttle body while removing or installing the throttle body.
- Do not damage the throttle body. It may cause incorrect throttle and idle valve synchronization.
- Prevent dirt and debris from entering the throttle bore, fuel hose and return hose, clean them using compressed air.
- The throttle body is factory pre-set. Do not disassemble in a way other than shown in this manual.
- Do not push the fuel pump base under the fuel tank when the fuel tank is stored.
- Always replace the packing when the fuel pump is removed.
- The programmed fuel injection (PGM-FI) system is equipped with a Self-Diagnostic System, described page 6-9. If the malfunction indicator lamp (MIL) blinks, follow the Self-Diagnostic Procedures to remedy the problem.
- When checking the PGM-FI, always follow the steps in the troubleshooting flow chart (page 6-15).
- The PGM-FI system is provided with fail-safe function to secure a minimum running capability when there is any trouble in the system. When any abnormality is detected by the self-diagnosis function, running capability is secured by using numerical values preset in advance in the program map. It must be remembered, however, that when any abnormality is detected in 8 injectors and/or the CKP (Crankshaft Position) sensor and CMP (Camshaft Position) sensor, the fail safe function stops the engine to protect it from damage.
- Refer to PGM-FI system location (page 6-7).
- A faulty PGM-FI system is often related to poorly connected or corroded connectors. Check those connections before proceeding.
- Refer to procedures for fuel reserve sensor inspection (page 20-17).
- The vehicle speed sensor sends a digital pulse signal to the ECM (PGM-FI unit) for computation. Refer to procedures for vehicle speed sensor inspection (page 20-12).
- When disassembling the programmed fuel injection parts, note the location of the O-rings. Replace them with new ones upon reassembly.
- Before disconnecting the fuel hose, release the fuel pressure by loosening the fuel hose banjo bolt at the fuel tank.
- Always replace the sealing washers when the fuel hose banjo bolt is removed or loosened.
- Use a digital test meter for PGM-FI system inspection.

SPECIFICATIONS

ITEM		SPECIFICATIONS
Throttle body identification number	A, CM type	GQA0C
	AC type	GQA0B
Idle air control (IAC) valve vacuum difference		20 mmHg
Base throttle valve for synchronization		No. 1
Idle speed		1,200 ± 100 rpm
Throttle grip free play		2 – 4 mm (1/16 – 3/16 in)
Intake air temperature sensor resistance (at 20°C/68°F)		1 – 4 kΩ
Engine coolant temperature sensor resistance (at 20°C/68°F)		2.3 – 2.6 kΩ
Fuel injection resistance (at 20°C /68°F)	Primary injector	10.5 – 14.5 Ω
	Secondary injector	10.5 – 14.5 Ω
PAIR control solenoid valve resistance (at 20°C/68°F)		20 – 24 Ω
CMP (Camshaft position) sensor peak voltage (at 20°C/68°F)		0.7 V minimum
CKP (Crankshaft position) sensor peak voltage (at 20°C/68°F)		0.7 V minimum
Manifold absolute pressure at idle		150 – 250 mmHg
Fuel pressure at idle		343 kPa (3.5 kgf/cm ² , 50 psi)
Fuel pump flow (at 12V)		189 cm ³ (6.4 US oz, 6.7 Imp oz) minimum/10 seconds