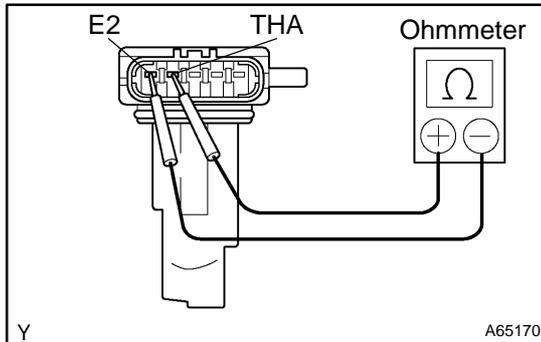


## INSPECTION



## 1. INTAKE AIR FLOW METER SUB-ASSY

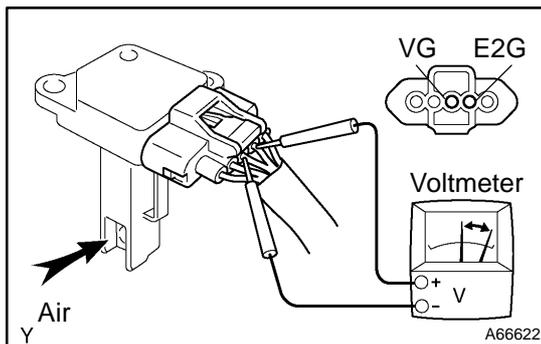
(a) Inspect the intake air flow meter resistance.

- (1) Using an ohmmeter, measure the resistance between terminals THA and E2.

**Resistance:****At -20°C (-4°F) 13.6 – 18.4 kΩ****At 20°C (68°F) 2.21 – 2.69 kΩ****At 60°C (140°F) 0.49 – 0.67 kΩ**

HINT:

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



(b) Inspect the intake air flow meter operation.

- (1) Connect the intake air flow meter connector.
- (2) Turn the ignition switch to ON.
- (3) Using a voltmeter, connect the positive (+) tester probe to terminal VG, and negative (-) tester probe to terminal E2G.
- (4) Blow air into the intake air flow meter, and check that the voltage fluctuates.

HINT:

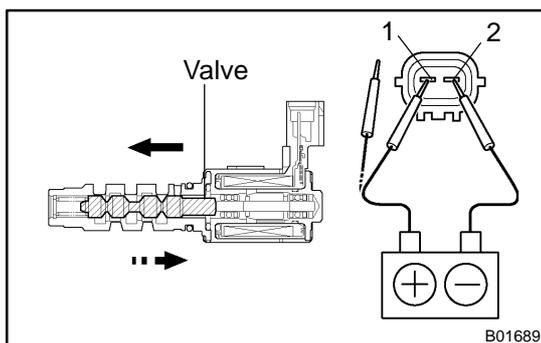
If operation is not as specified, replace the intake air flow meter.

- (5) Turn the ignition switch to LOCK.
- (6) Disconnect the intake air flow meter connector.

## 2. CAMSHAFT TIMING OIL CONTROL VALVE ASSY

(a) Resistance inspection.

- (1) Using an ohmmeter, measure the resistance between the terminals.

**Resistance: 6.9 – 7.9 Ω at 20°C (68°F)**

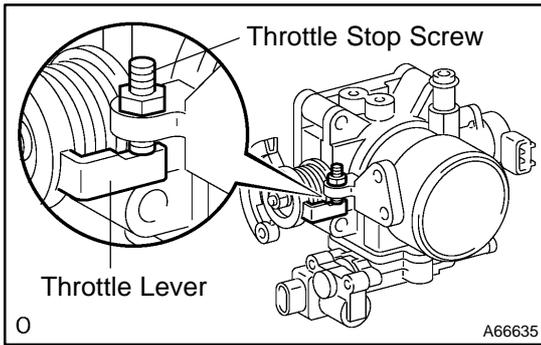
(b) Movement inspection.

- (1) Connect the positive (+) lead from the battery to terminal 1 and negative (-) lead to terminal 2, and check the movement of the valve.

**NOTICE:****Confirm the valve does not adhere.**

HINT:

Bad returning of the valve by entrance of foreign objects causes subtle pressure leak to the advanced direction. Then, DTC can be detected.

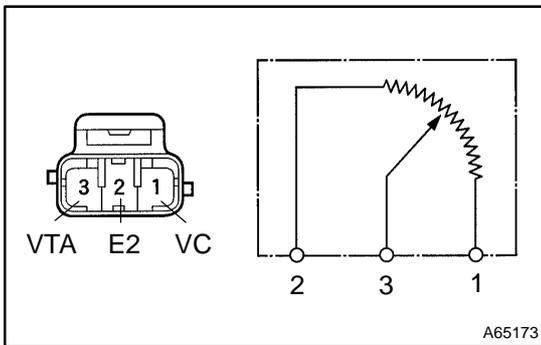


**3. THROTTLE BODY ASSY**

- (a) Check throttle body.
  - (1) Check that throttle valve shaft is not rickety.
  - (2) Check that each port is not stopped up.
  - (3) Check that throttle valve opens and closes smoothly.
  - (4) Check that there is no clearance between the throttle stop screw and throttle lever at the throttle closed position.

**NOTICE:**

**Do not adjust the throttle stop screw.**



**4. E.F.I. THROTTLE POSITION SENSOR**

- (a) Resistance inspection.
  - (1) Disconnect the throttle position sensor connector.
  - (2) Using an ohmmeter, measure the resistance between terminals VC and E2.

**Resistance: 2.5 – 6.0 kΩ**

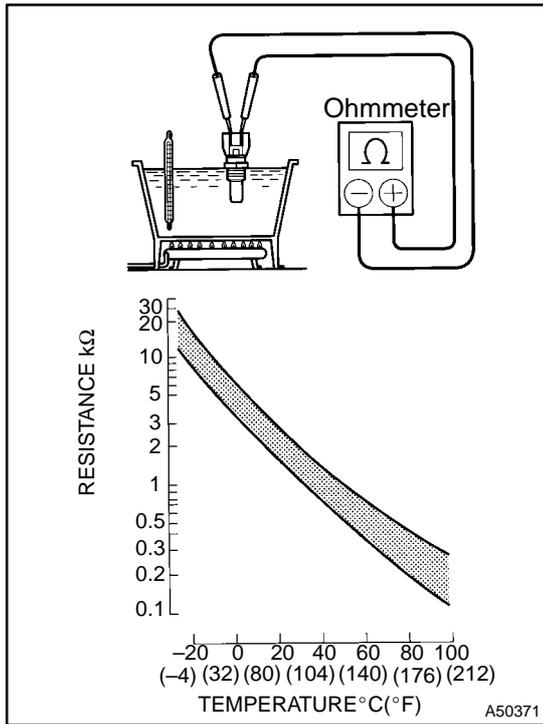
- (3) Check the change of resistance between terminals VTA and E2.

**Change of resistance:**

**The resistance value increases in proportion to the throttle lever opening value.**

**HINT:**

Throttle valve	Resistance
Fully open	0.2 – 5.7 kΩ
Fully close	2.0 – 10.2 kΩ



**5. E.F.I. ENGINE COOLANT TEMPERATURE SENSOR**

- (a) Resistance inspection.
  - (1) Using an ohmmeter, measure the resistance between each terminal.

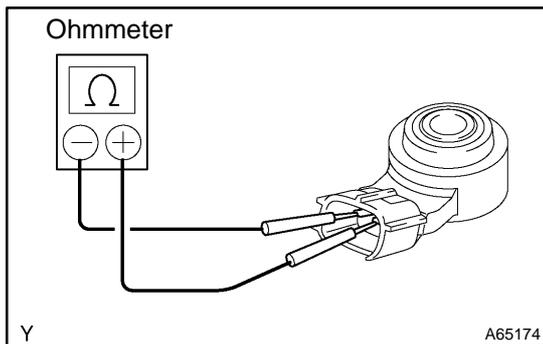
**Resistance:**

**At 20°C (68°F) 2.32 – 2.59 kΩ**

**At 80°C (176°F) 0.310 – 0.326 kΩ**

**NOTICE:**

**In case of checking the water temperature sensor in the water, be careful not to allow water to go into the terminals, and after checking, wipe out the sensor.**



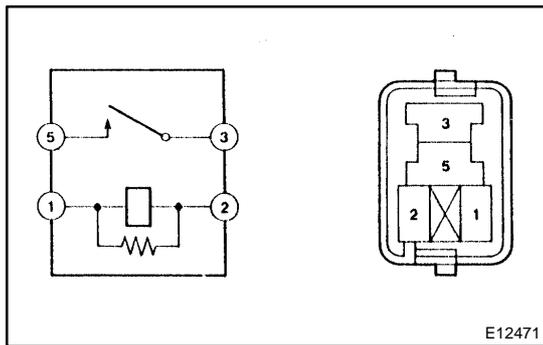
**6. KNOCK CONTROL SENSOR**

- (a) Using an ohmmeter, measure the resistance between terminals.

**Resistance: 120 – 280 kΩ at 20°C (68°F)**

**HINT:**

If the resistance is not specified, replace the sensor.



**7. E.F.I. CIRCUIT OPENING RELAY ASSY**

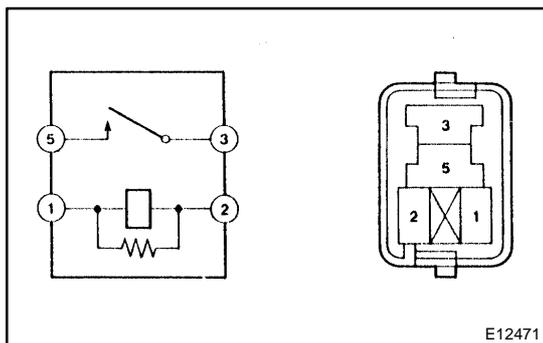
- (a) Continuity inspection.
  - (1) Using an ohmmeter, check that continuity exists between each terminal.

**Specified condition:**

**Between terminals 1 and 2 Continuity**

**Between terminals 3 and 5 No continuity**

- (2) Using an ohmmeter, check that continuity exists between terminals 3 and 5 when the battery voltage is applied across terminals 1 and 2.



**8. E.F.I ECU RELAY**

- (a) Continuity inspection.
  - (1) Using an ohmmeter, check that continuity exists between each terminal.

**Specified condition:**

**Between terminals 1 and 2 Continuity**

**Between terminals 3 and 5 No continuity**

- (2) Using an ohmmeter, check that continuity exists between terminals 3 and 5 when the battery voltage is applied across terminals 1 and 2.