SERVICE SPECIFICATIONS

SERVICE DATA

Fuel pressure regulator	Fuel pressure	at no vacuum	226 – 265 kPa (2.3 – 2.7 kgf/cm², 33 – 38 psi)
Fuel pump	Resistance		0.2 – 3.0 Ω
Cold start injector	Resistance Fuel leakage		2 – 4 Ω One drop or less per minute
Injector	Resistance Injection volume Difference between each cylinder Fuel leakage		Approx. 2 – 4 Ω 95 – 120 cm³ (5.8 – 7.3 cu in.) per 15 sec. 5 cm³ (0.3 cu in.) or less One drop or less per minute
Air flow sensor	Resistance	Terminals	Resistance
		VS – E2	200 – 600 Ω (Measuring plate fully closed)
		VS – E2	20 – 1,200 Ω (Measuring plate fully open)
		VC – E2	200 – 400 Ω
		THA – E2	10 – 20 kΩ at –20°C (–4°F)
		THA – E2	4 – 7 kΩ at 0°C (32°F)
		THA – E2	2 – 3 kΩ at 20°C (68°F)
		THA – E2	0.9 – 1.3 kΩ at 40°C (104°F)
		THA – E2	0.4 – 0.7 kΩ at 60°C (140°F)
Throttle body	Throttle body fully closed angle, Throttle opener setting speed		6° 900 – 1,900 rpm (w/ Cooling fan OFF)
Throttle position sensor	Clearance between stop screw and lever	Terminal	Resistance
	0 mm (0 in.)	VTA – E2	0.2 – 5.7 kΩ
	0.50 mm (0.020 in.)	IDL–E2	2.3 kΩ or less
	0.70 mm (0.028 in.)	IDL – E2	Infinity
	Throttle valve fully open	VTA – E2	2.0 – 10.2 kΩ
		VC – E2	2.5 – 5.9 kΩ
IACV	Resistance	+ B – RSC or RSO	17.7 – 23.9 Ω
Cold start injector time switch	Resistance	STA – STJ	30 – 50 Ω below 15°C (59°F)
		STA – STJ	70 – 90 Ω above 30°C (86°F)
		STA – Ground	30 – 90 Ω
ECTS	Resistance		10 – 20 kΩ at 20°C (–4°F) 4 – 7 kΩ at 0°C (32°F) 2 – 3 kΩ at 20°C (68°F) 0.9 – 1.3 kΩ at 40°C (104°F) 0.4 – 0.7 kΩ at 60°C (140°F) 0.2 – 0.4 kΩ at 80°C (176°F)
Solenoid resistor	Resistance	–+B – #10, #20, #30 or #40	4 – 6 Ω
Fuel pump resistor	Resistance (Cold)		Approx. 0.73 Ω
VSV (for T – VIS)	Resistance (Cold)		33 – 39 Ω
VSV (for Turbocharging pressure)	Resistance (Cold)		24 – 30 Ω

VSV (for EGR)	Resistance (Cold)		33 – 39 Ω
A/C idle–up valve	Resistance (Cold)		30 – 34 Ω
EGR function sensor (Calif. only)	Resistance		69 – 89 kΩ at 50°C (122°F) 11 – 15 kΩ at 100°C (212°F) 2 – 4 kΩ at 150°C (302°F)
Oxygen sensor	Heater coil resistance		5.1 – 6.3 Ω at 20°C (68°F)
PCME	Condition	Terminals	Voltage
	IG SW ON	+B–E1	9 – 14 V
	IG SW ON	+B1 – E1	9 – 14 V
	–	BATT – E1	9 – 14 V
	IG SW ON – Throttle valve open	IDL – E2	9 – 14 V
	IG SW ON – Throttle valve fully closed (Throttle opener must be cancelled first)	VTA – E2	0.3 – 0.8 V
	IG SW ON – Throttle valve fully open	VTA – E2	3.2 – 4.9 V
	IG SW ON	VC – E2	4.5 – 5.5 V
	IG SW ON – Measuring plate fully closed	VS – E2	4.0 – 5.5 V
	IG SW ON – Measuring plate fully open	VS – E2	0.2 – 0.5 V
	Idling	VS – E2	1.6 – 4.1 V
	3,000 rpm	VS – E2	1.0 – 2.0 V
	IG SW ON	#1, #2, #3 or #4 – E01	9 – 14 V
	IG SW ON	#1, #2, #3 or #4 – E02	9 – 14 V
	IG SW ON – Intake air temp. 20˚C (68˚F)	THA – E2	0.5 – 3.4 V
	IG SW ON – Coolant temp. 80˚ C (176˚ F)	THW – E2	0.2 – 1.0 V
	Cranking	STA – E1	6 V or more
	Idling	IGT – E1	Pulse generation
	IG SW ON – PCM E connectors disconnected	RSC – E1	9 – 14 V
	IG SW ON – PCM E connectors disconnected	RSO – E1	9 – 14 V
	No trouble (”CHECK” engine warning light off) and engine running	W – E1	9 – 14 V
	IG SW ON	PIM – E2	2.5 – 4.5 V
	IG SW ON – Air conditioning ON	AC – E1	9 – 14 V
	IG SW ON– Throttle valve fully closed (Throttle opener must be cancelled first)	*1TVIS – E1	2.0 V or less
	IG SW ON – Throttle valve open ”	*1TVIS – E1	9 – 14 V
	Idling	*2TVIS – E1	2.0 V or less
	4,200 rpm or more	*2TVIS – E1	9 – 14 V
	IG SW ON – DLC1 TE1 – E1 not connected	TE1 – E1	9 – 14 V
	IG SW ON – DLC1 TE1 – E1 connected	TE1 – E1	0.5 V or less

Remarks: ’*1 w/ Regular Gasoline *2 ’w/ Premium Gasoline

PCME	Condition	Terminals	Resistance
	Throttle valve open	IDL – E2	Infinity
	Throttle valve fully closed	IDL – E2	2,300 Ω or less
	(Throttle opener must be cancelled first)		
	Throttle valve fully open	VTA – E2	2,000 – 10,200 Ω
	Throttle valve fully closed	VTA – E2	200 – 5,700 Ω
	(Throttle opener must be cancelled first)		
	–	VC – E2	2,500 – 5,900 Ω
	Measuring plate fully closed	VS – E2	200 – 600 Ω
	Measuring plate fully open	VS – E2	20 – 1,200 Ω
	Intake air temp. 20* C (68˚ F)	THA – E2	2,000 – 3,000 Ω
	Coolant temp. 80˚C (176˚F)	THW – E2	200 – 400 Ω
	Cold (–10˚C (14˚F) to 50˚C (104˚F))		
		G1 or G2–G–	125 – 200 Ω
	Hot (50˚C (104˚F) to 100˚C (212˚F))		
		G1 or G2–G–	160 – 235 Ω
	Cold (–10˚ C (14˚ F) to 50˚C (104˚ F))	N E – G –	155 – 250 Ω
	Hot (50˚C (104˚F) to 100˚C (212˚F))	N E – G–	190 – 290 Ω
		+1B or+B1–RSCor RSO	17.7 – 23.9 Ω
Fuel cut rpm	Fuel return rpm		1,600 rpm

SQOEE–02

TORQUE SPECIFICATIONS

Part tightened	N·m	kgf·cm	ft·lbf
Fuel line (Union bolt type)	29	300	22
Fuel line (Flare nut type)	30	310	22
Drain plug x Fuel tank	13	130	9
Fuel pump x Fuel tank	3.4	35	30 in.·lbf
Fuel sender gauge x Fuel tank	1.5	15	13 in.·lbf
Fuel evaporation vent tube x Fuel tank	1.5	15	13 in.·lbf
Fuel tank filler pipe x Fuel tank	3.4	35	30 in.·lbf
Fuel tank band x Body	29	300	22
No.2 center floor crossmember x Body	29	300	22
Cold start injector x Intake manifold	5.9	60	52 in.·lbf
Cold start injector pipe x Cold start injector	12	125	9
Fuel pressure regulator x Delivery pipe	29	300	22
Injector cover x Delivery pipe	7.8	80	69 in.·lbf
Delivery pipe x Cylinder head	19	195	14
Fuel inlet pipe x Delivery pipe	29	300	22
EGR valve x Intake manifold	19	195	14
EGR pipe x Cylinder head	25	260	19
Throttle body x Intake manifold	19	195	14
Intake air connector stay x Throttle body	19	195	14
Intake air connector stay x Cylinder head	7.8	80	69 in.·lbf
Intake air connector x Intake air connector	19	195	14
No.1 intake manifold stay x Intake manifold	25	260	19
No.1 intake manifold stay x Cylinder block	25	260	19