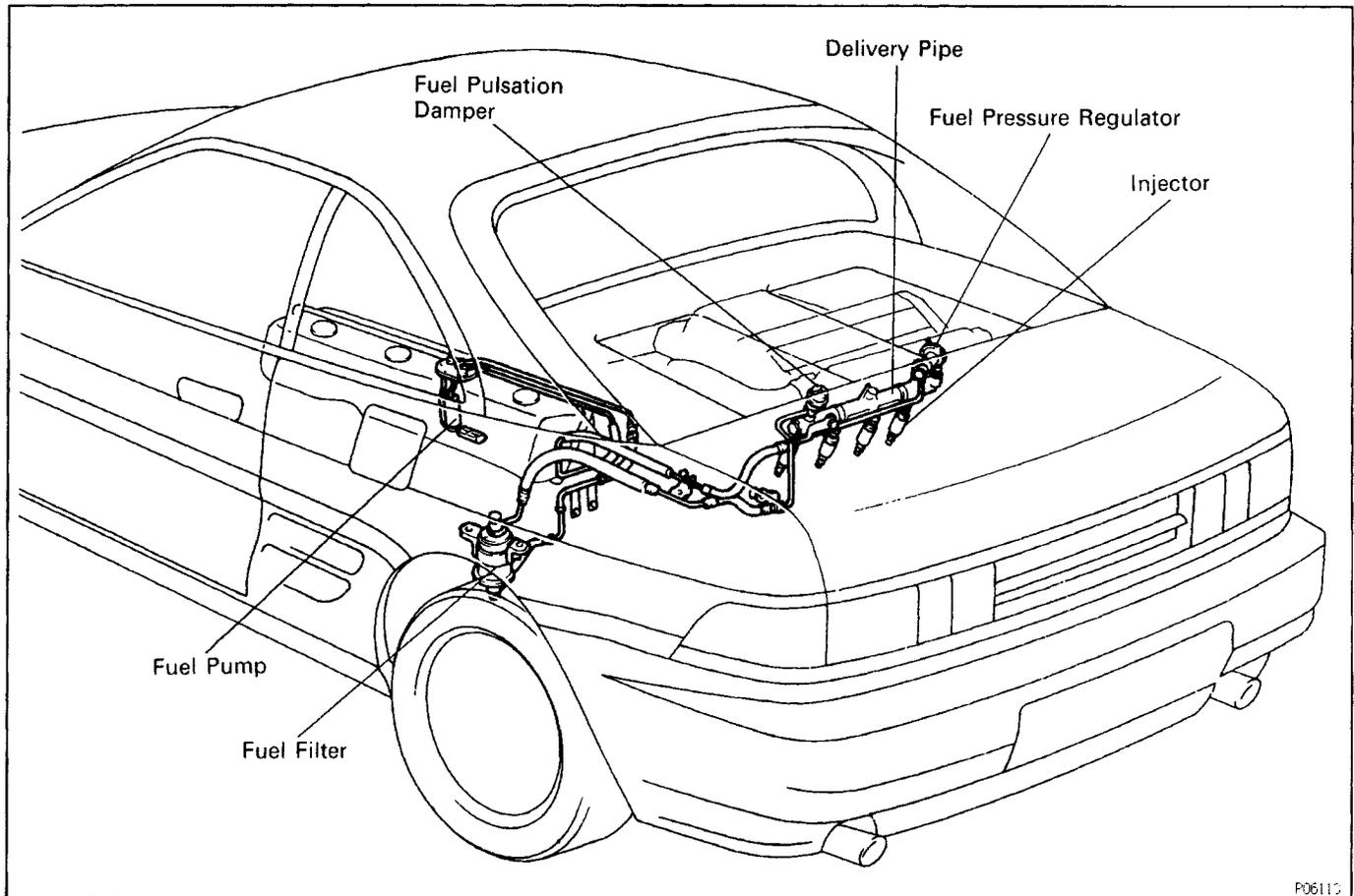


OPERATION

FUEL SYSTEM

EG0CC-02



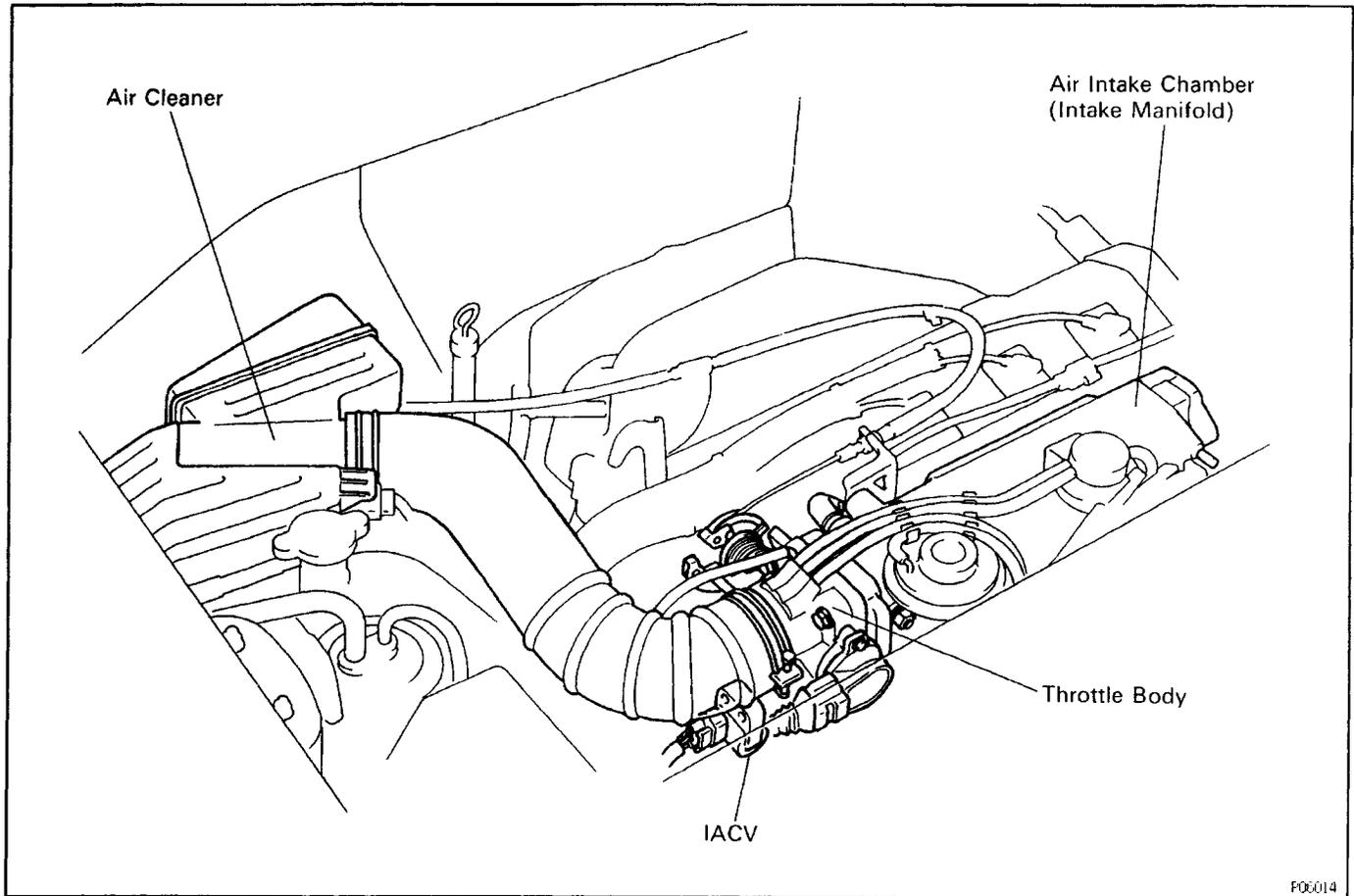
Fuel pumped up by the fuel pump, flows through the fuel filter and is distributed to each injector at a set pressure maintained by the pressure regulator.

The fuel pressure regulator adjusts the pressure of the fuel from the fuel line (high pressure side) to a pressure 284 kPa (2.9 kgf/cm², 41 psi) higher than the pressure inside the intake manifold, and excess fuel is returned to the fuel tank through the return pipe.

The pulsation damper absorbs the slight fluctuations in fuel pressure caused by fuel injector from the injector.

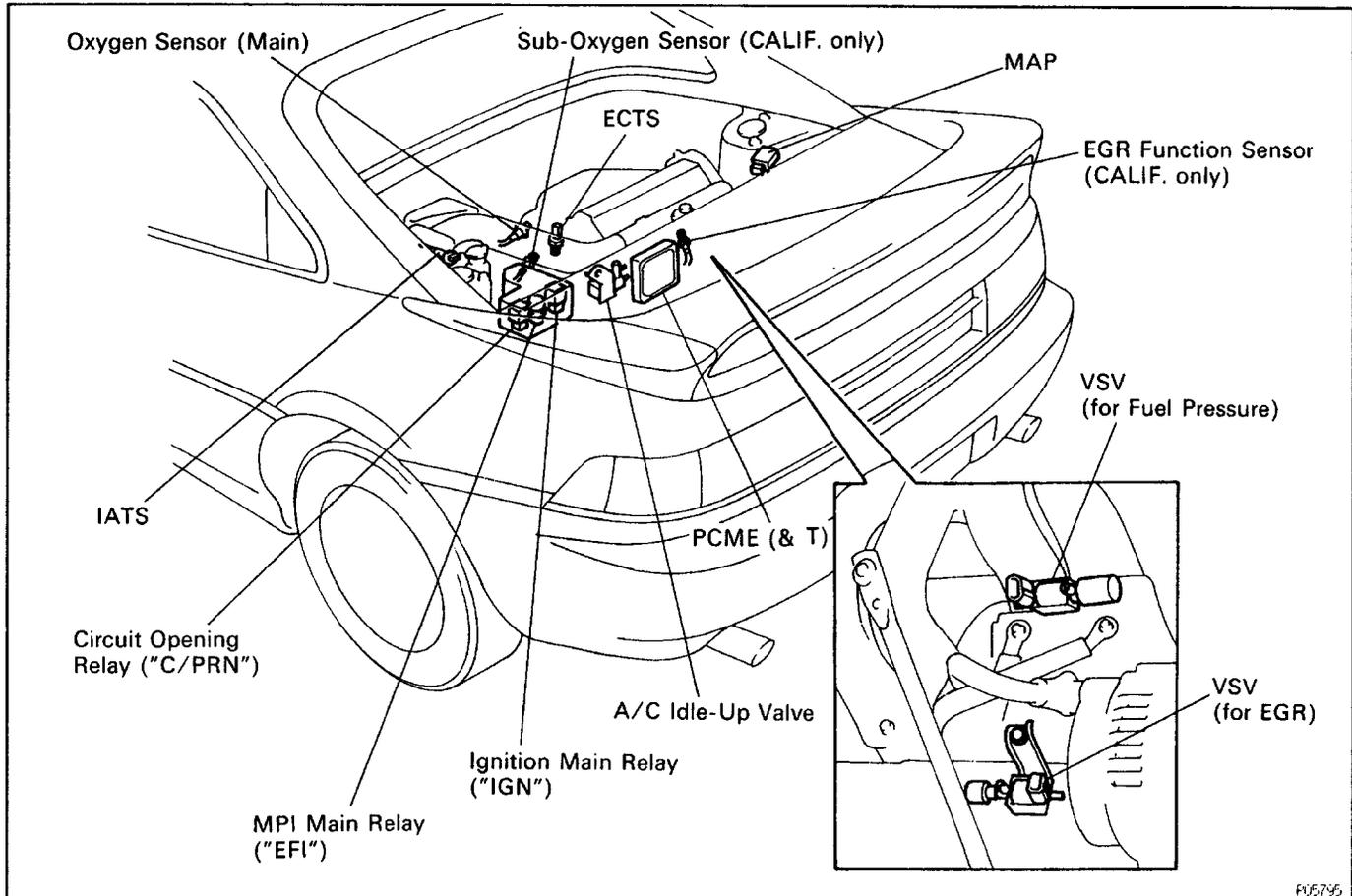
The injectors operate on input of injection slights from the PCME (& T) and inject fuel into the intake manifold.

AIR INDUCTION SYSTEM



Air is filtered through the air cleaner and the amount flowing to the air intake chamber is determined according to the throttle valve opening in the throttle body and the engine rpm. Intake air controlled by the throttle valve opening is distributed from the air intake chamber to the manifold of each cylinder and is drawn into the combination chamber. At low temperatures the IACV opens and the air flows through the IACV and the throttle body, into the air intake chamber, During engine warming up, even if the throttle valve is completely closed, air flows to the air intake chamber, thereby increasing the idle speed (first idle operation). The air intake chamber prevents pulsation of the intake air. It also prevents intake air interference in each cylinder.

ELECTRONIC CONTROL SYSTEM



The control system consists of sensors which detect various engine conditions, and a PCME (& T) which determines the injection volume (timing) based on the signals from the sensors. The various sensors detect the intake air pressure, engine rpm, oxygen density in the exhaust gas, coolant temperature, intake air temperature and atmospheric etc. and convert the information into an electrical signal which is sent to the PCME (& T). Based on these signals, the PCME (& T) calculates the optimum ignition timing for the current conditions and operates the injectors. The PCME (& T) not only controls the fuel injection timing, but also the self diagnostic function which records the occurrence of a malfunction, ignition timing control, idle rpm control and EGR control.