

General Description

COOLING

1. General Description

A: SPECIFICATION

- Non-turbo model

Engine			Non-turbo
Cooling system			Electric fan + Forced engine coolant circulation system
Total engine coolant capacity			AT: approx. 6.5 (6.87, 5.72) MT: approx. 6.6 (6.98, 5.81)
Water pump	Type		Centrifugal impeller type
	Discharge performance I	Discharge rate	20 ℓ (5.3 US gal, 4.4 Imp gal)/min.
		Pump speed — Discharge pressure	760 rpm — 2.9 kPa (0.3 mAq)
		Engine coolant temperature	80°C (176°F)
	Discharge performance II	Discharge rate	100 ℓ (26.4 US gal, 22.0 Imp gal)/min.
		Pump speed — Discharge pressure	3,000 rpm — 49.0 kPa (5.0 mAq)
		Engine coolant temperature	80°C (176°F)
	Discharge performance III	Discharge rate	200 ℓ (52.8 US gal, 44.0 Imp gal)/min.
		Pump speed — Discharge pressure	6,000 rpm — 225.4 kPa (23.0 mAq)
		Engine coolant temperature	80°C (176°F)
	Impeller diameter		76 mm (2.99 in)
	Number of impeller vanes		8
Thermostat	Type		Wax pellet type
	Starts to open		80 — 84°C (176 — 183°F)
	Fully opens		95°C (203°F)
	Valve lift		9.0 mm (0.354 in) or more
	Valve bore		35 mm (1.38 in)
Radiator fan	Motor input	Main fan	120 W
		Sub fan	120 W
	Fan diameter / Blade		320 mm (12.60 in) / 5 (main fan) 320 mm (12.60 in) / 7 (sub fan)
Radiator	Type		Down flow
	Core dimensions	Width × Height × Thickness	691.5 × 360 × 16 mm (27.22 × 14.17 × 0.63 in)
	Pressure range in which cap valve is open		Above: 108±15 kPa (1.1±0.15 kg/cm ² , 16±2 psi) Below: -1.0 to -4.9 kPa (-0.01 to -0.05 kg/cm ² , -0.1 to -0.7 psi)
	Fins		Corrugated fin type
Reservoir tank	Capacity		0.5 ℓ (0.5 US qt, 0.4 Imp qt)

General Description

COOLING

Coolant	Recommended materials	Item number	Alternative
Coolant	SUBARU coolant	000016218	Phosphoric acid (non-amine) type
Water for dilution	Distilled water	—	Soft water or tap water
Cooling system protecting agent	Cooling system conditioner	SOA345001	None

General Description

COOLING

- Turbo model

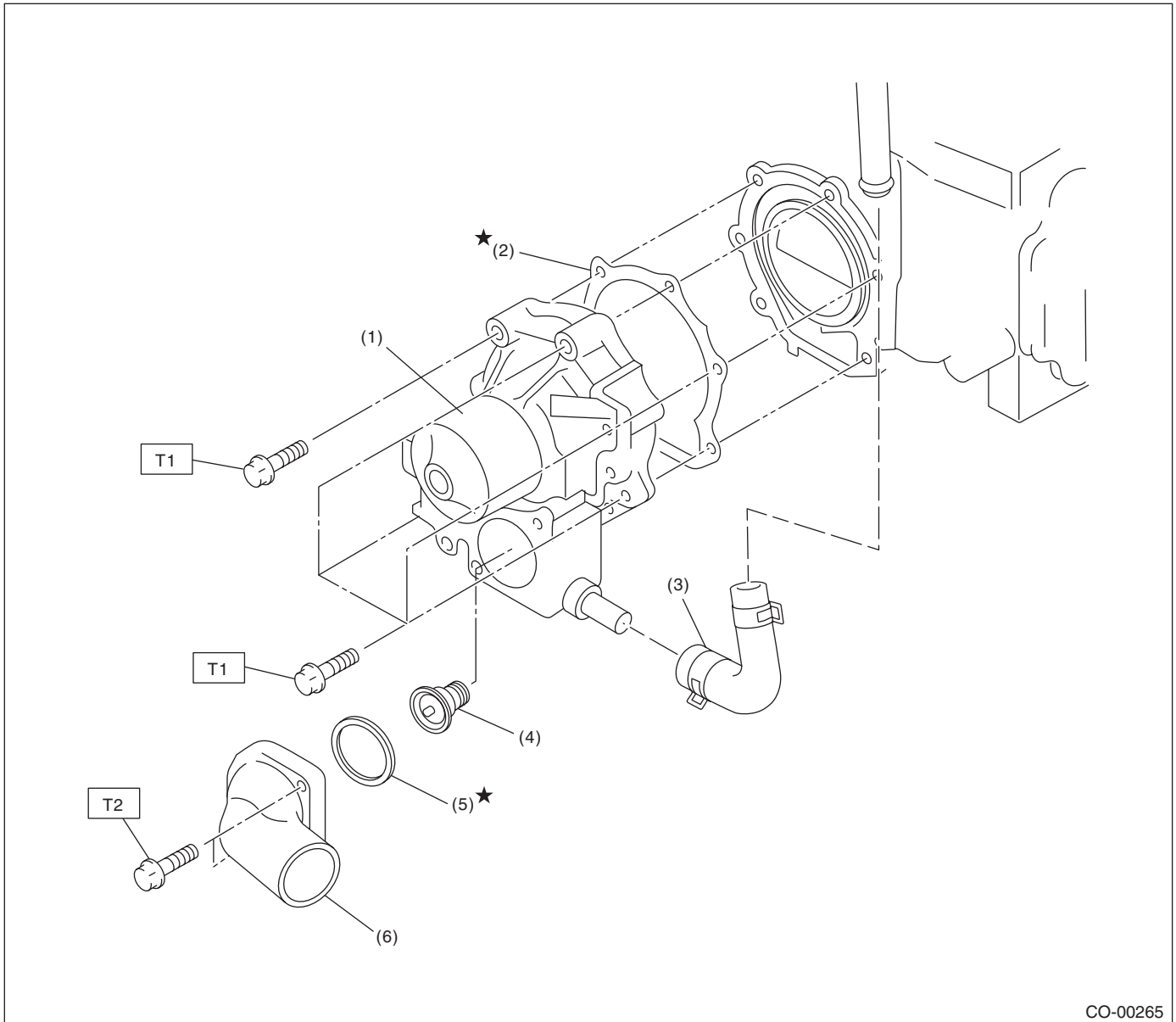
Engine			DOHC Turbo
Cooling system			Electric fan + Forced engine coolant circulation system
Total engine coolant capacity ℓ (US qt, Imp qt)			AT: 7.3 (7.71, 6.42) MT: 7.4 (7.82, 6.51)
Water pump	Type		Centrifugal impeller type
	Discharge performance I	Discharge rate	20 ℓ (5.3 US gal, 4.4 Imp gal)/min.
		Pump speed — Discharge pressure	760 rpm — 2.9 kPa (0.3 mAq)
		Engine coolant temperature	80°C (176°F)
	Discharge performance II	Discharge rate	100 ℓ (26.4 US gal, 22.0 Imp gal)/min.
		Pump speed — Discharge pressure	3,000 rpm — 49.0 kPa (5.0 mAq)
		Engine coolant temperature	80°C (176°F)
	Discharge performance III	Discharge rate	200 ℓ (52.8 US gal, 44.0 Imp gal)/min.
		Pump speed — Discharge pressure	6,000 rpm — 225.4 kPa (23.0 mAq)
		Engine coolant temperature	80°C (176°F)
	Impeller diameter		76 mm (2.99 in)
	Number of impeller vanes		8
Thermostat	Type		Wax pellet type
	Starts to open		76 — 80°C (169 — 176°F)
	Fully opens		91°C (196°F)
	Valve lift		9.0 mm (0.354 in) or more
	Valve bore		35 mm (1.38 in)
Radiator fan	Motor input	Main fan	120 W
		Sub fan	120 W
	Fan diameter / Blade		320 mm (12.60 in) / 5 (main fan) 320 mm (12.60 in) / 7 (sub fan)
Radiator	Type		Down flow
	Core dimensions	Width × Height × Thickness	691.5 × 360 × 16 mm (27.22 × 14.17 × 0.63 in)
	Pressure range in which cap valve is open	Coolant filler tank side	Above: 108±15 kPa (1.1±0.15 kg/cm ² , 16±2 psi) Below: -1.0 to -4.9 kPa (-0.01 to -0.05 kg/cm ² , -0.1 to -0.7 psi)
		Radiator side	Above only: 137±14.7 kPa (1.40±0.15 kgf/cm ² , 20±2.1 psi)
	Fins		Corrugated fin type
Reservoir tank	Capacity		0.5 ℓ (0.5 US qt, 0.4 Imp qt)

Coolant	Recommended materials	Item number	Alternative
Coolant	SUBARU coolant	000016218	Phosphoric acid (non-amine) type
Water for dilution	Distilled water	—	Soft water or tap water
Cooling system protecting agent	Cooling system conditioner	SOA345001	None

B: COMPONENT

1. WATER PUMP

Non-turbo model



CO-00265

(1) Water pump ASSY	(4) Thermostat
(2) Gasket	(5) Gasket
(3) Heater by-pass hose	(6) Thermostat cover

Tightening torque: N·m (kgf-m, ft-lb)

T1: First 12 (1.2, 8.9)

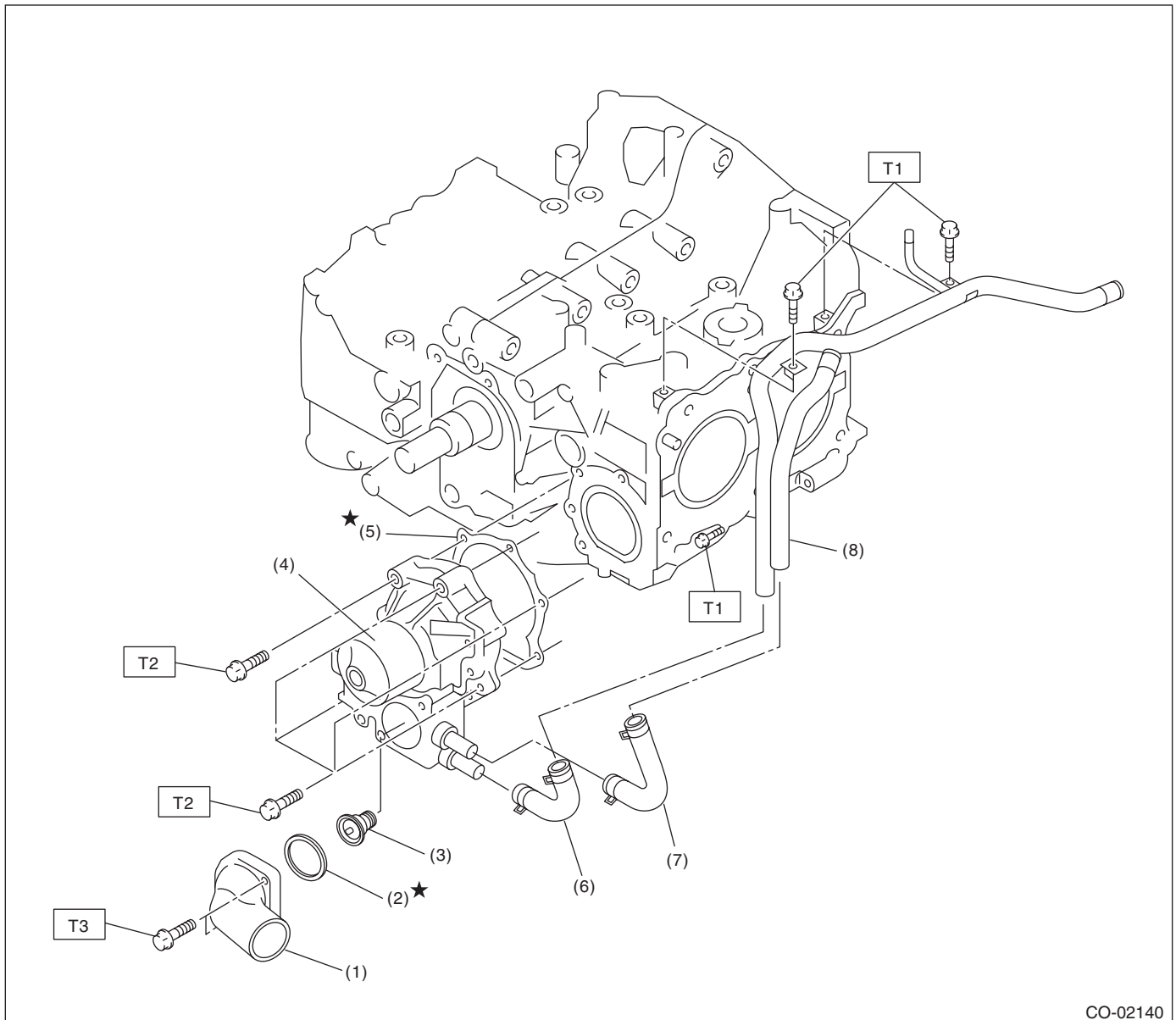
Second 12 (1.2, 8.9)

T2: 12 (1.2, 8.9)

General Description

COOLING

Turbo model



CO-02140

(1) Thermostat cover	(5) Gasket
(2) Gasket	(6) Heater by-pass hose
(3) Thermostat	(7) Coolant filler by-pass hose
(4) Water pump ASSY	(8) Water by-pass pipe

Tightening torque: N·m (kgf-m, ft-lb)

T1: 6.4 (0.65, 4.7)

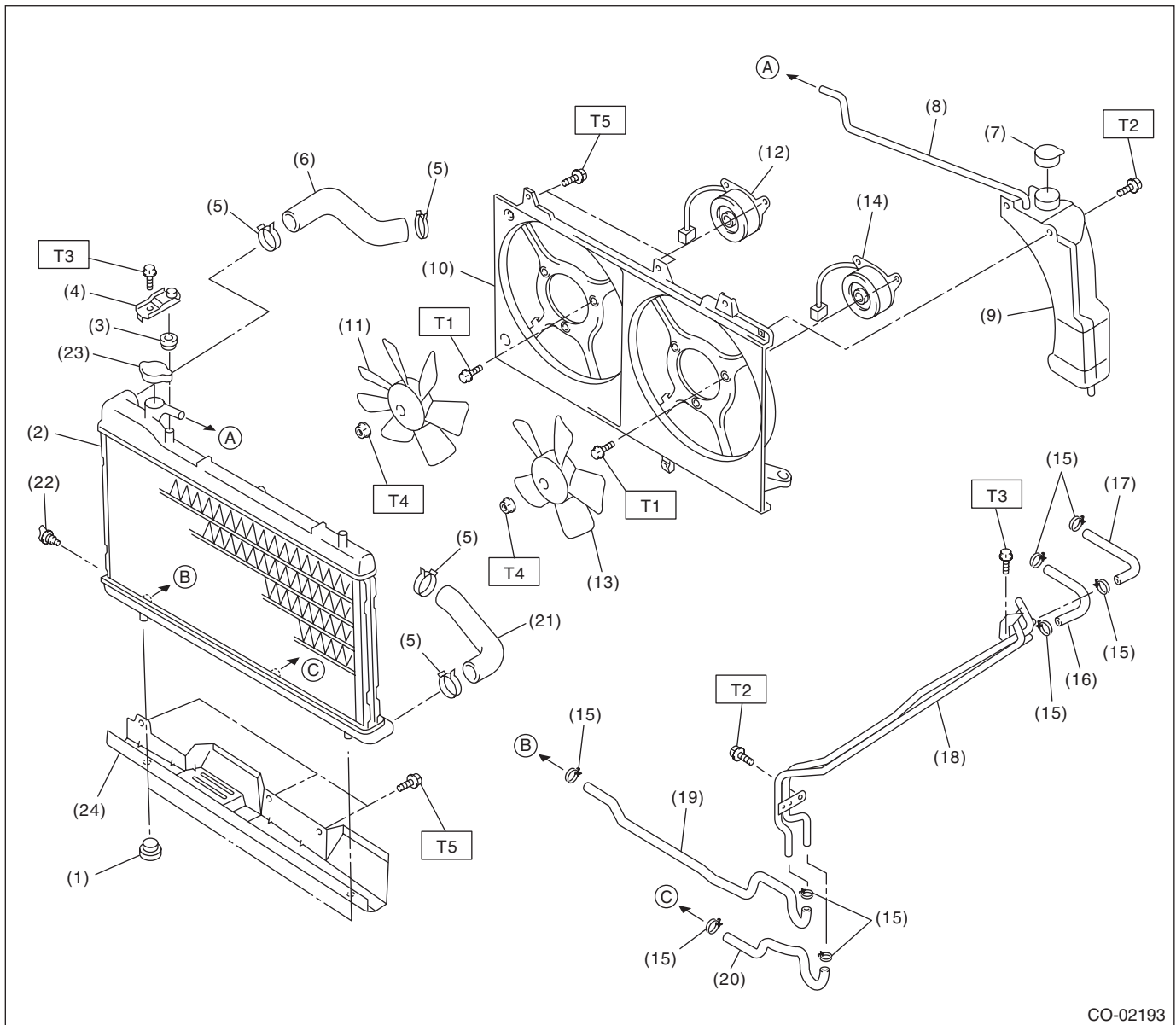
T2: First 12 (1.2, 8.9)

Second 12 (1.2, 8.9)

T3: 12 (1.2, 8.9)

2. RADIATOR AND ELECTRIC FAN

Non-turbo model



(1) Radiator lower cushion	(12) Radiator sub fan motor	(22) Radiator drain plug
(2) Radiator	(13) Radiator main fan	(23) Radiator cap
(3) Radiator upper cushion	(14) Radiator main fan motor	(24) Radiator under cover (AT model)
(4) Radiator upper bracket	(15) ATF hose clamp (AT model)	
(5) Clamp	(16) ATF hose A (AT model)	
(6) Radiator inlet hose	(17) ATF hose B (AT model)	
(7) Engine coolant reservoir tank cap	(18) ATF pipe (AT model)	
(8) Over flow hose	(19) ATF hose C (AT model)	
(9) Engine coolant reservoir tank	(20) ATF hose D (AT model)	
(10) Radiator fan shroud	(21) Radiator outlet hose	
(11) Radiator sub fan		

Tightening torque: N·m (kgf-m, ft-lb)

T1: 4.4 (0.45, 3.3)

T2: 7.5 (0.76, 5.5)

T3: 18 (1.8, 13.0)

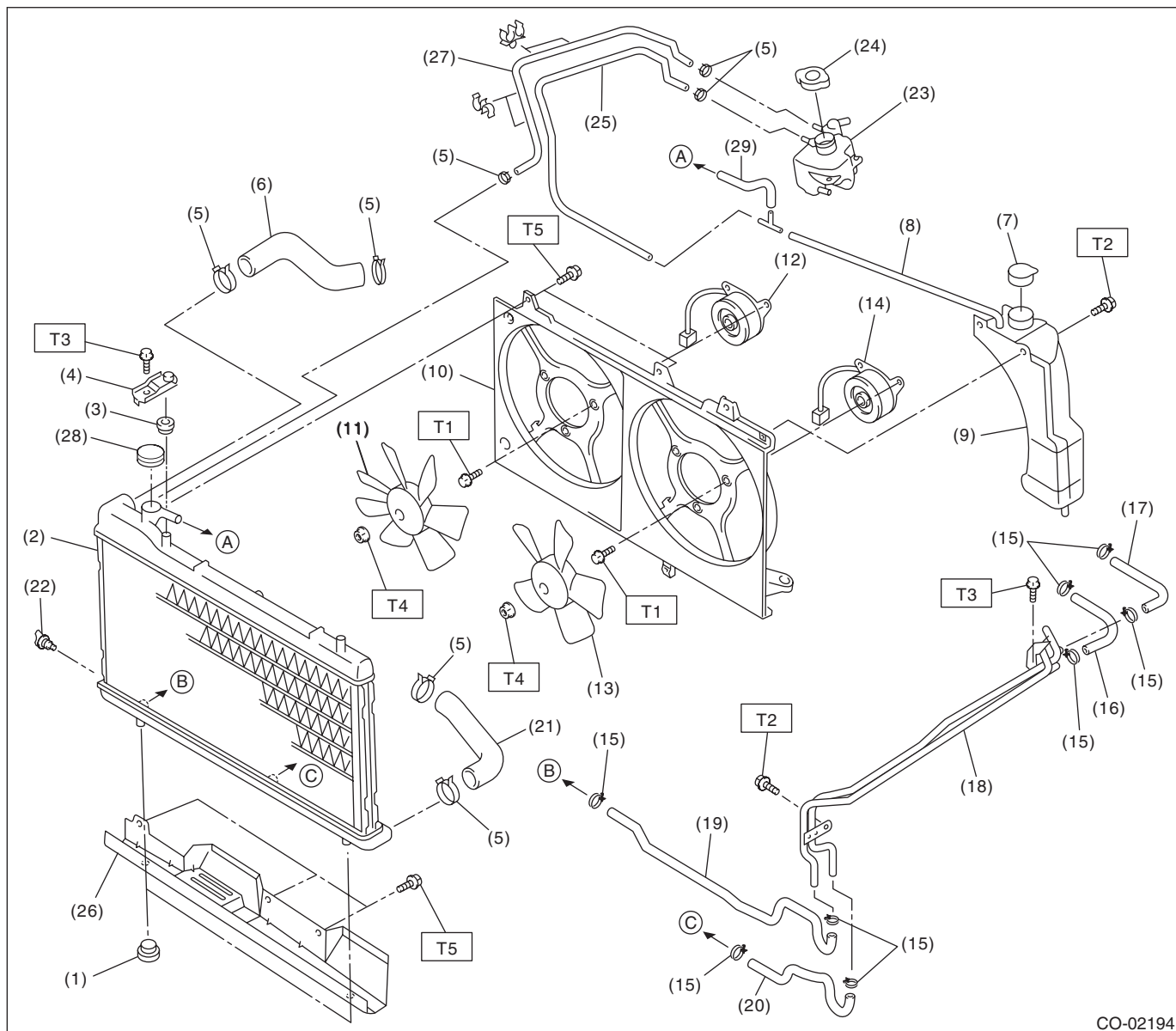
T4: 3.4 (0.35, 2.5)

T5: 4.9 (0.50, 3.6)

General Description

COOLING

Turbo model



CO-02194

CO(H4SO)-8

(1) Radiator lower cushion	(13) Radiator main fan	(25) Overflow hose B
(2) Radiator	(14) Radiator main fan motor	(26) Radiator under cover (AT model)
(3) Radiator upper cushion	(15) ATF hose clamp (AT model)	(27) Air breather hose
(4) Radiator upper bracket	(16) ATF hose A (AT model)	(28) Radiator cap
(5) Clamp	(17) ATF hose B (AT model)	(29) Overflow hose C
(6) Radiator inlet hose	(18) ATF pipe (AT model)	
(7) Engine coolant reservoir tank cap	(19) ATF hose C (AT model)	<i>Tightening torque: N·m (kgf-m, ft-lb)</i>
(8) Overflow hose A	(20) ATF hose D (AT model)	<i>T1: 4.4 (0.45, 3.3)</i>
(9) Engine coolant reservoir tank	(21) Radiator outlet hose	<i>T2: 7.5 (0.76, 5.5)</i>
(10) Radiator fan shroud	(22) Radiator drain plug	<i>T3: 18 (1.8, 13.0)</i>
(11) Radiator sub fan	(23) Engine coolant filler tank	<i>T4: 3.4 (0.35, 2.5)</i>
(12) Radiator sub fan motor	(24) Engine coolant filler tank cap	<i>T5: 4.9 (0.50, 3.6)</i>

C: CAUTION

- Wear appropriate work clothing, including a cap, protective goggles and protective shoes when performing any work.
- Remove contamination including dirt and corrosion before removal, installation or disassembly.
- Keep the disassembled parts in order and protect them from dust and dirt.
- Before removal, installation or disassembly, be sure to clarify the failure. Avoid unnecessary removal, installation, disassembly and replacement.
- Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.
- Be sure to tighten fasteners including bolts and nuts to the specified torque.
- Place shop jacks or rigid racks at the specified points.
- Before disconnecting connectors of sensors or units, be sure to disconnect the ground cable from the battery.

General Description

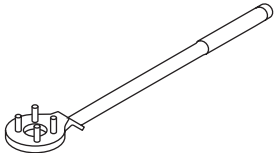
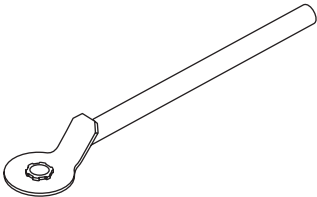
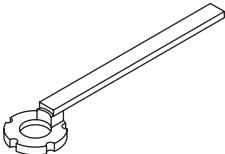
COOLING

D: PREPARATION TOOL

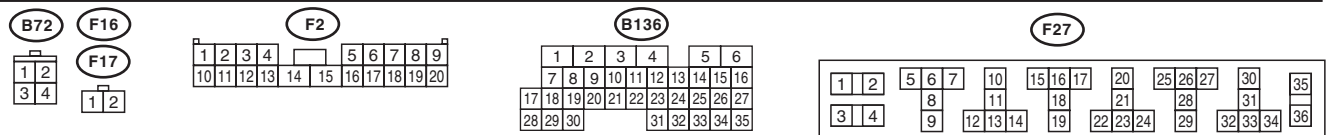
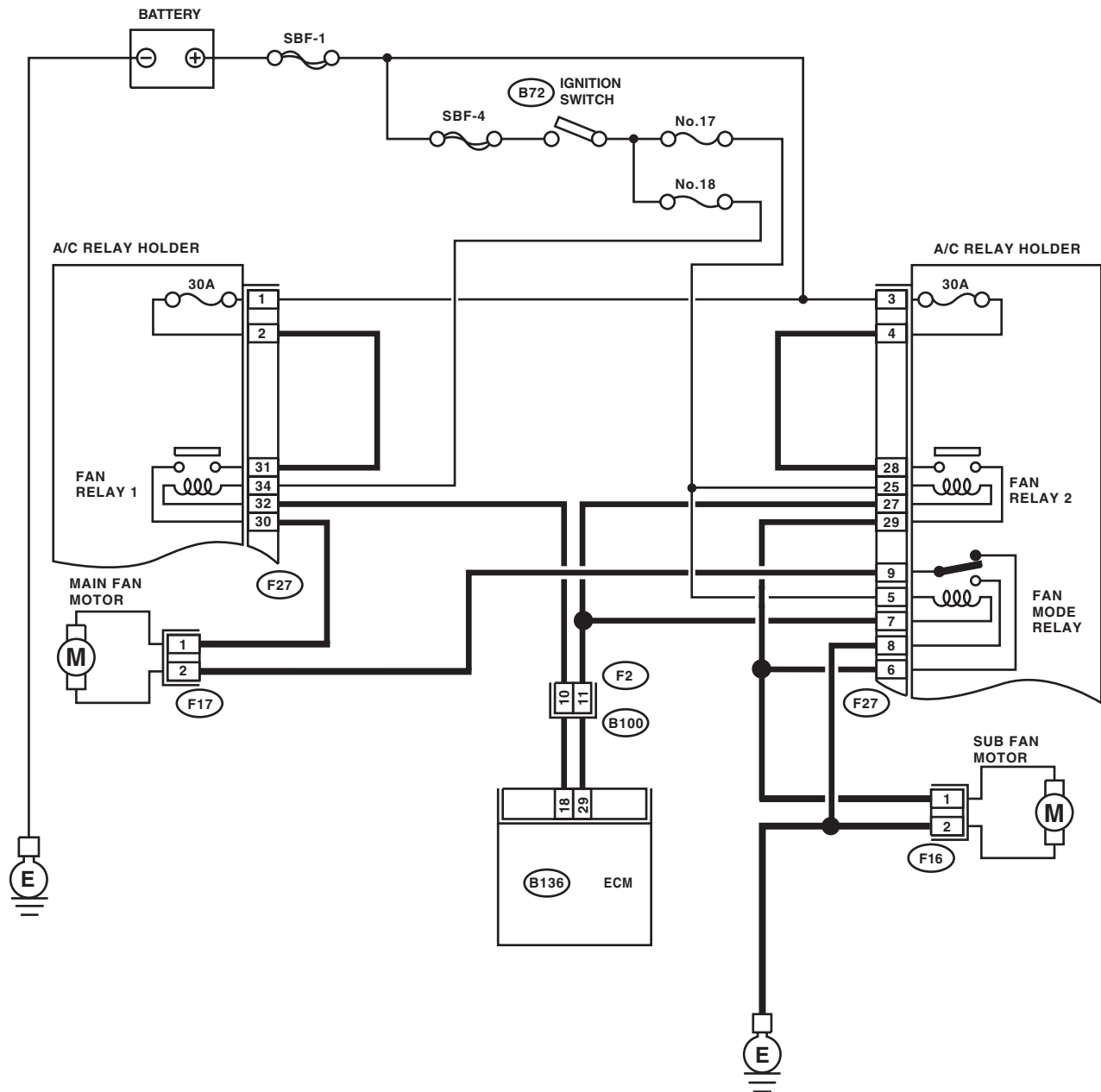
1. NON-TURBO MODEL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
ST-499977100	499977100	CRANK PULLEY WRENCH	Used for stopping crank pulley when loosening and tightening crank pulley bolts.
ST18231AA010	18231AA010	CAM SPROCKET WRENCH (For LH)	• Used for removing and installing cam sprocket (LH). • CAM SPROCKET WRENCH (499207100) can also be used.
ST-499207400	499207400	CAM SPROCKET WRENCH (For RH)	Used for removing and installing cam sprocket (RH).

2. TURBO MODEL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-499977100	499977100	CRANK PULLEY WRENCH	Used for stopping crank pulley when loosening and tightening crank pulley bolts.
 ST-499977500	499977500	CAM SPROCKET WRENCH	Used for removing and installing cam sprocket. (Intake)
 ST-499207400	499207400	CAM SPROCKET WRENCH	Used for removing and installing cam sprocket. (Exhaust)

A: WIRING DIAGRAM



CO(H4SO)-12

B: INSPECTION

DETECTING CONDITION:

- Engine coolant temperature is above 95°C (203°F).
- Vehicle speed is below 19 km/h (12 MPH).

TROUBLE SYMPTOM:

- Radiator main and sub fans do not rotate under the above conditions.

Step	Check	Yes	No
1 CHECK OPERATION OF RADIATOR FAN. 1) Connect the test mode connector. 2) Turn the ignition switch to ON. 3) Using Subaru Select Monitor, check the compulsory operation of radiator fan. NOTE: • When performing the compulsory operation check for the radiator fan using Subaru Select Monitor, the radiator main fan and sub fan will repeat such a operation as low speed revolution → high speed revolution → OFF in this order. • Subaru Select Monitor Refer to Compulsory Valve Operation Check Mode for detail procedures. <Ref. to EN(H4SO)(diag)-45, Compulsory Valve Operation Check Mode.>	Do the radiator main and sub fans rotate at low speed?	Go to step 2.	Go to step 3.
2 CHECK OPERATION OF RADIATOR FAN. 1) Connect the test mode connector. 2) Turn the ignition switch to ON. 3) Using Subaru Select Monitor, check the compulsory operation of radiator fan. NOTE: • When performing the compulsory operation check for the radiator fan using Subaru Select Monitor, the radiator main fan and sub fan will repeat such a operation as low speed revolution → high speed revolution → OFF in this order. • Subaru Select Monitor Refer to Compulsory Valve Operation Check Mode for detail procedures. <Ref. to EN(H4SO)(diag)-45, Compulsory Valve Operation Check Mode.>	Do the radiator main and sub fans rotate at high speed?	Radiator main fan system is normal.	Go to step 32.
3 CHECK POWER SUPPLY TO FAN RELAY 1. 1) Turn the ignition switch to OFF. 2) Remove the fan relay 1 from A/C relay holder. 3) Measure the voltage between fan relay 1 terminal and chassis ground. Connector & terminal (F27) No. 31 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Go to step 4.	Go to step 5.
4 CHECK POWER SUPPLY TO FAN RELAY 1. 1) Turn the ignition switch to ON. 2) Measure the voltage between fan relay 1 terminal and chassis ground. Connector & terminal (F27) No. 34 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Go to step 8.	Go to step 7.
5 CHECK FUSE. 1) Remove the 30 A fuse from A/C relay holder. 2) Check the condition of fuse.	Is the fuse blown out?	Replace the fuse.	Go to step 6.

Radiator Fan System

COOLING

Step	Check	Yes	No
6 CHECK HARNESS OF 30 A FUSE TERMINAL AND FAN RELAY 1 TERMINAL. 1) Turn the ignition switch to OFF. 2) Measure the resistance between 30 A fuse terminal and fan relay 1 terminal. Terminals No. 2 — No. 31:	Is the resistance less than 1 Ω ?	Repair the power supply line.	Repair the open circuit of harness.
7 CHECK FUSE. 1) Turn the ignition switch to OFF. 2) Remove the fuse No. 18. 3) Check the condition of fuse.	Is the fuse blown out?	Replace the fuse.	Repair the power supply line.
8 CHECK FAN RELAY 1. 1) Turn the ignition switch to OFF. 2) Measure the resistance between fan relay 1 terminals. Terminals No. 30 — No. 31:	Is the resistance 1 M Ω or more?	Go to step 9.	Replace the fan relay 1.
9 CHECK FAN RELAY 1. 1) Connect the battery to fan relay 1 terminals No. 32 and No. 34. 2) Measure the resistance between fan relay 1 terminals. Terminals No. 30 — No. 31:	Is the resistance less than 1 Ω ?	Go to step 10.	Replace the fan relay 1.
10 CHECK HARNESS BETWEEN FAN RELAY 1 TERMINAL AND MAIN FAN MOTOR CONNECTOR. 1) Disconnect the connector from the main fan motor. 2) Measure the resistance of the harness between fan relay 1 terminal and main fan motor connector. Connector & terminal (F17) No. 1 — (F27) No. 30:	Is the resistance less than 1 Ω ?	Go to step 11.	Repair the open circuit of the harness between fan relay 1 terminal and main fan motor connector.
11 CHECK THE HARNESS BETWEEN MAIN FAN MOTOR CONNECTOR AND FAN MODE RELAY CONNECTOR. 1) Remove the fan mode relay from A/C relay holder. 2) Measure the resistance of harness between main fan motor connector and fan mode relay connector. Connector & terminal (F17) No. 2 — (F27) No. 9:	Is the resistance less than 1 Ω ?	Go to step 12.	Repair the open circuit of the harness between the main fan motor connector and fan mode relay connector.
12 CHECK POOR CONTACT. Check poor contact of main fan motor connector.	Is there poor contact in main fan motor connector?	Repair the poor contact of main fan motor connector.	Go to step 13.
13 CHECK MAIN FAN MOTOR. Connect the battery positive (+) terminal to terminal No. 1, and the ground (–) terminal to terminal No. 2 of main fan motor.	Does the main fan rotate?	Go to step 14.	Replace the main fan motor with a new part.
14 CHECK FAN MODE RELAY. Measure the resistance of fan mode relay. Terminals No. 6 — No. 9:	Is the resistance less than 1 Ω ?	Go to step 15.	Replace the fan mode relay.

Radiator Fan System

COOLING

Step	Check	Yes	No
15 CHECK HARNESS BETWEEN FAN MODE RELAY TERMINAL AND SUB FAN MOTOR CONNECTOR. 1) Disconnect the connector from the sub fan motor. 2) Measure the resistance of harness between fan mode relay terminal and sub fan motor connector. Connector & terminal (F16) No. 1 — (F27) No. 6:	Is the resistance less than 1 Ω ?	Go to step 16.	Repair the open circuit of the harness between fan mode relay terminal and sub fan motor connector.
16 CHECK SUB FAN MOTOR AND GROUND CIRCUIT. Measure the resistance between sub fan motor connector and chassis ground. Connector & terminal (F16) No. 2 — Chassis ground:	Is the resistance less than 5 Ω ?	Go to step 17.	Repair the open circuit of harness between sub fan motor connector and chassis ground.
17 CHECK POOR CONTACT. Check the poor contact of sub fan motor connector.	Is there poor contact in sub fan motor connector?	Repair the poor contact of sub fan motor connector.	Go to step 18.
18 CHECK SUB FAN MOTOR. Connect the battery positive (+) terminal to terminal No. 1, and the ground (–) terminal to terminal No. 2 of sub fan motor.	Does the sub fan rotate?	Go to step 19.	Replace the sub fan motor with a new part.
19 CHECK HARNESS BETWEEN FAN RELAY 1 AND ECM. 1) Disconnect the connectors from ECM. 2) Measure the resistance between fan relay 1 terminal and ECM connector. Connector & terminal (B136) No. 18 — (F27) No. 32:	Is the resistance less than 1 Ω ?	Go to step 20.	Repair the open circuit of the harness between fan relay 1 terminal and ECM.
20 CHECK POOR CONTACT. Check poor contact of ECM connector.	Is there poor contact in ECM connector?	Repair poor contact in ECM connector.	Contact your SOA Service Center. NOTE: Multiple parts may be deteriorated.
21 CHECK POWER SUPPLY TO FAN RELAY 2. 1) Turn the ignition switch to OFF. 2) Remove the fan relay 2 from A/C relay holder. 3) Measure the voltage between fan relay 2 terminal and chassis ground. Connector & terminal (F27) No. 28 (+) — Chassis ground (–):	Is the voltage 10 V or more?	Go to step 22.	Go to step 23.
22 CHECK POWER SUPPLY TO FAN RELAY 2. 1) Turn the ignition switch to ON. 2) Measure the voltage between fan relay 2 terminal and chassis ground. Connector & terminal (F27) No. 25 (+) — Chassis ground (–):	Is the voltage 10 V or more?	Go to step 26.	Go to step 25.
23 CHECK FUSE. 1) Remove the 30 A fuse from A/C relay holder. 2) Check the condition of fuse.	Is the fuse blown out?	Replace the fuse.	Go to step 24.

Radiator Fan System

COOLING

Step	Check	Yes	No
24 CHECK HARNESS OF 30 A FUSE TERMINAL AND FAN RELAY 2 TERMINAL. 1) Turn the ignition switch to OFF. 2) Measure the resistance between 30 A fuse terminal and fan relay 2 terminal. Terminals No. 4 — No. 28:	Is the resistance less than 1 Ω ?	Repair the power supply line.	Repair the open circuit of harness.
25 CHECK FUSE. 1) Turn the ignition switch to OFF. 2) Remove the fuse No. 17. 3) Check the condition of fuse.	Is the fuse blown out?	Replace the fuse.	Repair the power supply line.
26 CHECK FAN RELAY 2. 1) Turn the ignition switch to OFF. 2) Remove the fan relay 2 from A/C relay holder. 3) Measure the resistance of fan relay 2. Terminals No. 28 — No. 29:	Is the resistance 1 M Ω or more?	Go to step 27.	Replace the fan relay 2.
27 CHECK FAN RELAY 2. 1) Connect the battery to fan relay 2 terminals No. 25 and No. 27. 2) Measure the resistance between fan relay 2 terminals. Terminals No. 28 — No. 29:	Is the resistance less than 1 Ω ?	Go to step 28.	Replace the fan relay 2.
28 CHECK HARNESS BETWEEN FAN RELAY 2 TERMINAL AND SUB FAN MOTOR CONNECTOR. 1) Disconnect the connector from the sub fan motor. 2) Measure the resistance of harness between fan relay 2 terminal and sub fan motor connector. Connector & terminal (F16) No. 1 — (F27) No. 29:	Is the resistance less than 1 Ω ?	Go to step 29.	Repair the open circuit of the harness between fan relay 2 terminal and sub fan motor connector.
29 CHECK HARNESS BETWEEN FAN RELAY 2 AND ECM. 1) Disconnect the connectors from ECM. 2) Measure the resistance between fan relay 2 terminal and ECM connector. Connector & terminal (B136) No. 29 — (F27) No. 27:	Is the resistance less than 1 Ω ?	Go to step 30.	Repair the open circuit of the harness between fan relay 2 terminal and ECM.
30 CHECK HARNESS BETWEEN FAN MODE RELAY AND ECM. Measure the resistance between fan mode relay terminal and ECM connector. Connector & terminal (B136) No. 29 — (F27) No. 7:	Is the resistance less than 1 Ω ?	Go to step 31.	Repair the open circuit of the harness between fan mode relay terminal and ECM.
31 CHECK POOR CONTACT. Check poor contact of ECM connector.	Is there poor contact in ECM connector?	Repair poor contact in ECM connector.	Contact your SOA Service Center. NOTE: Multiple parts may be deteriorated.
32 CHECK OPERATION OF RADIATOR FAN.	Does the radiator main fan rotate when the radiator main and sub fans do not rotate at high speed?	Go to step 21.	Go to step 33.

Radiator Fan System

COOLING

Step	Check	Yes	No
33 CHECK GROUND CIRCUIT OF FAN MODE RELAY. 1) Remove the fan mode relay from A/C relay holder. 2) Measure the resistance between fan mode relay terminal and chassis ground. Connector & terminal (F27) No. 8 — Chassis ground:	Is the resistance less than 1 Ω ?	Go to step 34.	Repair the open circuit of harness between fan mode relay and chassis ground.
34 CHECK POWER SUPPLY TO FAN MODE RELAY. 1) Turn the ignition switch to ON. 2) Measure the voltage between fan mode relay terminal and chassis ground. Connector & terminal (F27) No. 5 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Go to step 35.	Repair the power supply line.
35 CHECK FAN MODE RELAY. 1) Turn the ignition switch to OFF. 2) Remove the fan mode relay. 3) Measure the resistance of fan mode relay. Terminals (F27) No. 8 — (F27) No. 9:	Is the resistance 1 M Ω or more?	Go to step 36.	Replace the fan mode relay.
36 CHECK FAN MODE RELAY. 1) Connect the battery to terminals No. 5 and No. 7 of fan mode relay. 2) Measure the resistance of fan mode relay. Terminals (F27) No. 8 — (F27) No. 9:	Is the resistance less than 1 Ω ?	Go to step 29.	Replace the fan mode relay.

3. Engine Coolant

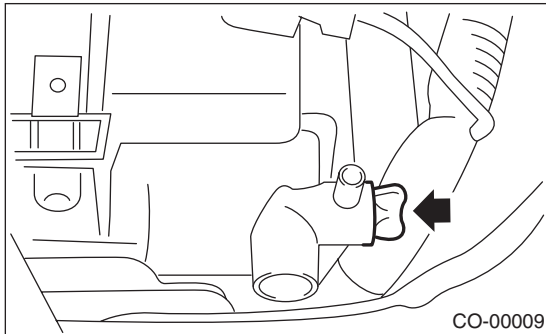
A: REPLACEMENT

1. DRAINING OF ENGINE COOLANT

- 1) Set the vehicle on a lift.
- 2) Lift-up the vehicle.
- 3) Remove the under cover.
- 4) Remove the drain cock to drain engine coolant into container.

NOTE:

Remove the radiator cap so that engine coolant will drain faster.



- 5) Install the drain cock.

2. FILLING OF ENGINE COOLANT

- 1) Fill cooling system conditioner into the filler neck of the radiator (the filler neck of the coolant filler tank on turbo models).

Cooling system protecting agent:

<Ref. to CO(H4SO)-2, SPECIFICATION, General Description.>

- 2) Fill engine coolant into the filler neck of the radiator (the filler neck of the coolant filler tank on turbo models) up to the filler neck position.

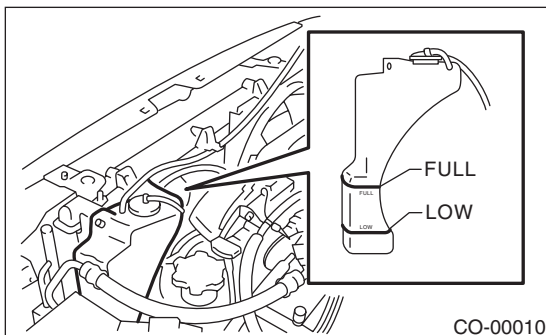
Recommended engine coolant:

<Ref. to CO(H4SO)-2, SPECIFICATION, General Description.>

Coolant level:

<Ref. to CO(H4SO)-2, SPECIFICATION, General Description.>

- 3) Fill engine coolant into the reservoir tank up to "FULL" level.



- 4) Close the radiator cap (on Non-turbo models) or the coolant filler tank cap (on turbo models), start the engine and race 5 to 6 times at less than 3,000 rpm, then stop the engine. (Complete this operation within 40 seconds.)

- 5) Wait for one minute after the engine stops, then open the radiator cap (on non-turbo models) or the coolant filler tank cap (on turbo models). If the engine coolant level drops, add engine coolant into the radiator filler neck (on non-turbo models) or the coolant filler tank filler neck (on turbo models) up to the filler neck position.

- 6) Perform the procedures 4) and 5) again.

- 7) Close the radiator cap (on non-turbo models) or the coolant filler tank cap (on turbo models), and the reservoir tank cap.

- 8) Start the engine and operate the heater at maximum hot position and the blower speed setting to "LO".

- 9) Run the engine at 2,000 rpm or less until radiator fan starts and stops.

NOTE:

Be careful with the engine coolant temperature gauge to prevent overheating.

- 10) Stop the engine and wait until the engine coolant temperature lowers to 30°C (86°F).

- 11) Open the radiator cap (on non-turbo models) or the coolant filler tank cap (on turbo models). If the engine coolant level drops, add engine coolant into the radiator filler neck (on non-turbo models) or the coolant filler tank filler neck (on turbo models) up to the filler neck position.

Then, pour the coolant into reservoir tank up to "FULL" level.

- 12) Close the radiator cap (on non-turbo models) or the coolant filler tank cap (on turbo models), and the reservoir tank cap.

- 13) Set the heater setting to maximum hot position and the blower speed setting to "LO" and start the engine. Perform racing at less than 3,000 rpm. If the flowing sound is heard at this time, perform the procedures from 9) again.

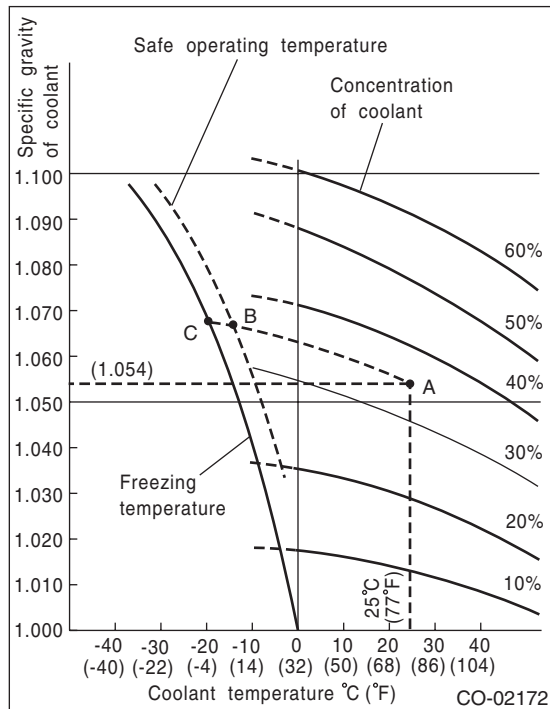
B: INSPECTION

1. RELATIONSHIP OF SUBARU COOLANT CONCENTRATION AND FREEZING TEMPERATURE

The concentration and safe operating temperature of SUBARU coolant is shown in the diagram. Measuring the temperature and specific gravity of the coolant will provide this information.

[Example]

If the coolant temperature is 25°C (77°F) and its specific gravity is 1.054, the concentration is 35% (point A), the safe operating temperature is -14°C (7°F) (point B), and the freezing temperature is -20°C (-4°F) (point C).



2. PROCEDURE TO ADJUST THE CONCENTRATION OF THE COOLANT

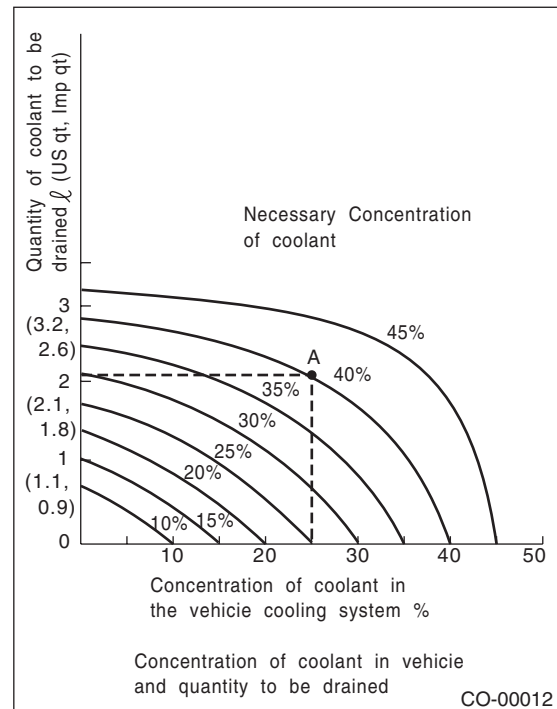
To adjust the concentration of coolant according to temperature, find the proper fluid concentration in the above diagram and replace the necessary amount of coolant with an undiluted solution of SUBARU genuine coolant (concentration 50%).

The amount of engine coolant that should be replaced can be determined using the diagram.

[Example]

Assume that the engine coolant concentration must be increased from 25% to 40%. Find point A, where the 25% line of engine coolant concentration intersects with the 40% curve of the necessary engine coolant concentration, and read the scale on the vertical axis of the graph at height A. The quantity of coolant to be drained is 2.1 ℓ (2.2 US qt, 1.8 Imp qt). Drain 2.1 ℓ (2.2 US qt, 1.8 Imp qt) of coolant from the cooling system and add 2.1 ℓ (2.2 US qt, 1.8 Imp qt) of the undiluted solution of SUBARU coolant.

If a coolant concentration of 50% is needed, drain all the coolant and refill with the undiluted solution only.

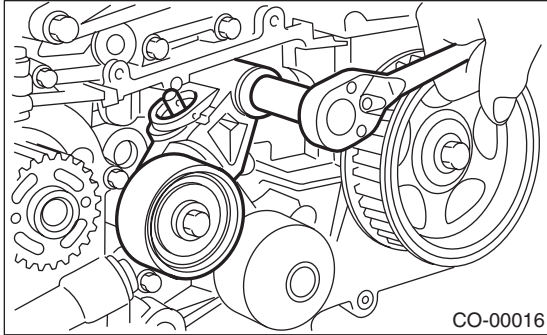


4. Water Pump

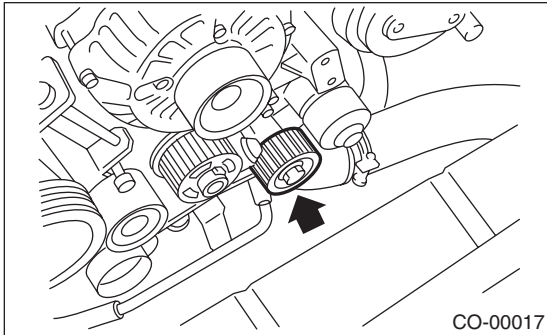
A: REMOVAL

1. NON-TURBO MODEL

- 1) Remove the radiator. <Ref. to CO(H4SO)-27, REMOVAL, Radiator.>
- 2) Remove the V-belts.
<Ref. to ME(H4SO)-40, REMOVAL, V-belt.>
- 3) Remove the timing belt.
<Ref. to ME(H4SO)-44, TIMING BELT, REMOVAL, Timing Belt.>
- 4) Remove the automatic belt tension adjuster.

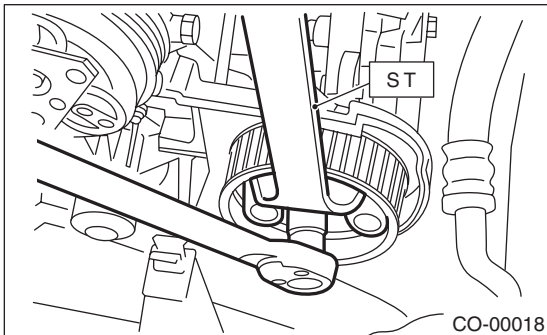


- 5) Remove the belt idler No. 2.

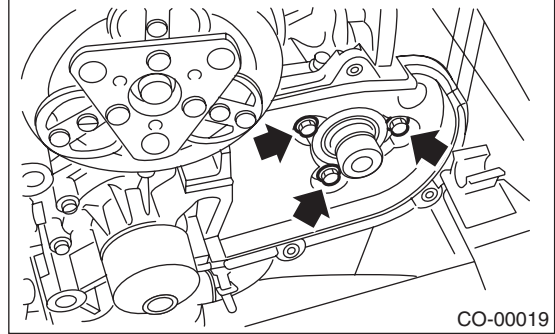


- 6) Remove the cam sprocket (LH) using ST.
ST 18231AA010 CAM SPROCKET WRENCH

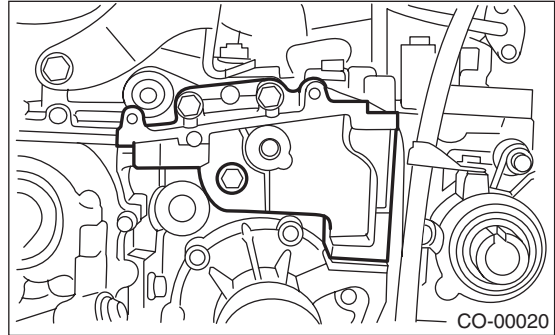
NOTE:
CAMSHAFT SPROCKET WRENCH (499207100)
can also be used.



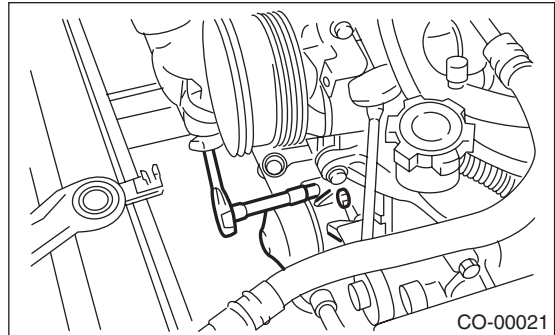
- 7) Remove the belt cover (LH) No. 2.



- 8) Remove the tensioner bracket.

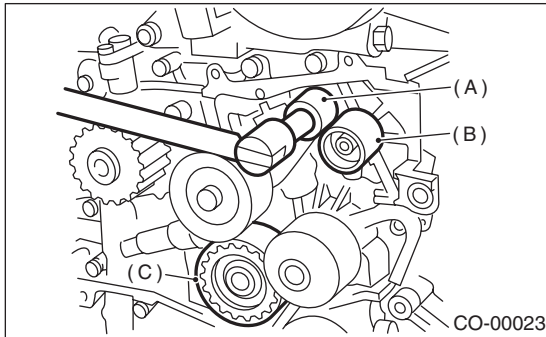


- 9) Disconnect the hose from water pump.
- 10) Remove the water pump.



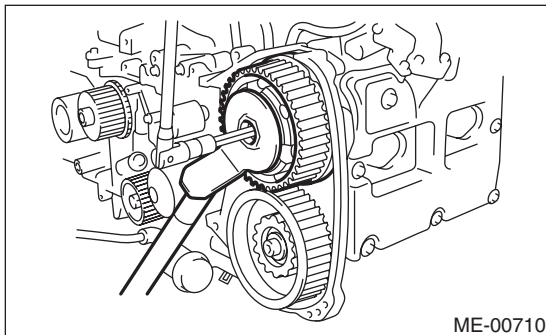
2. TURBO MODEL

- 1) Remove the radiator. <Ref. to CO(H4SO)-27, REMOVAL, Radiator.>
- 2) Remove the V-belts. <Ref. to ME(H4DOTC)-40, REMOVAL, V-belt.>
- 3) Remove the timing belt. <Ref. to ME(H4DOTC)-44, REMOVAL, Timing Belt.>
- 4) Remove the automatic belt tension adjuster (A).
- 5) Remove the belt idler (B).
- 6) Remove the belt idler No. 2 (C).

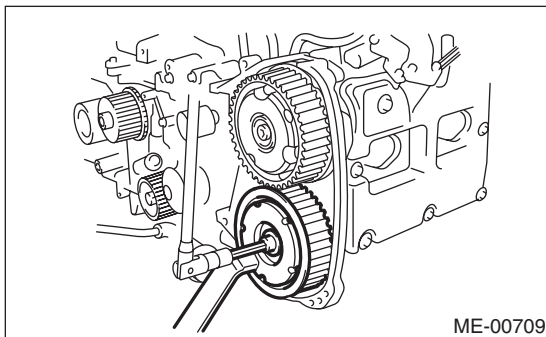


- 7) Remove the camshaft position sensor. <Ref. to FU(H4DOTC)-28, REMOVAL, Camshaft Position Sensor.>

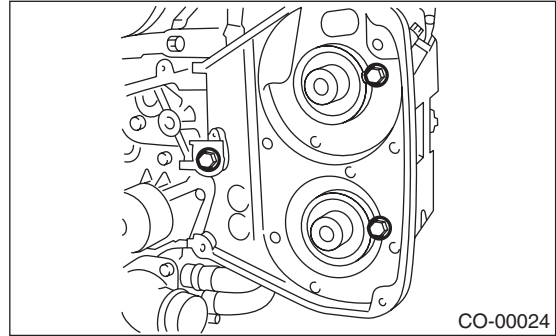
- 8) Remove the cam sprocket (LH) using ST. 499977500 CAM SPROCKET WRENCH (INTAKE)



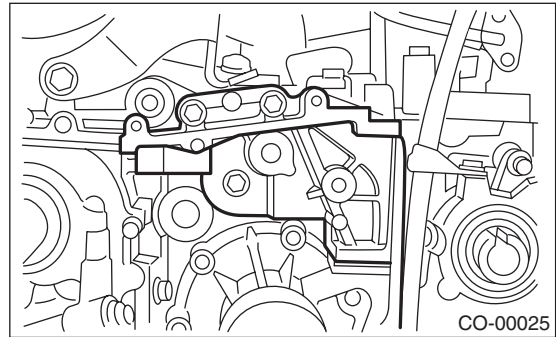
- ST 499207400 CAM SPROCKET WRENCH (EXHAUST)



- 9) Remove the belt cover (LH) No. 2.

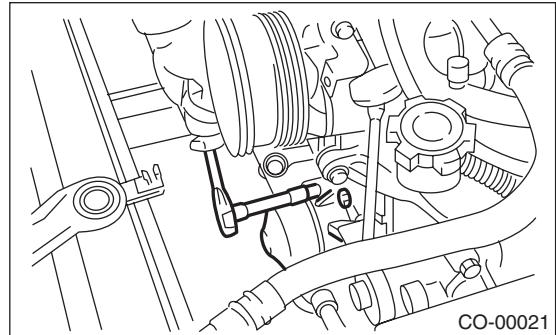


- 10) Remove the tensioner bracket.



- 11) Disconnect the hose from water pump.

- 12) Remove the water pump.



B: INSTALLATION

1. NON-TURBO MODEL

1) Install the water pump onto cylinder block (LH).

NOTE:

- Replace with a new gasket.
- When installing the water pump, tighten the bolts in two stages in alphabetical sequence as shown in figure.

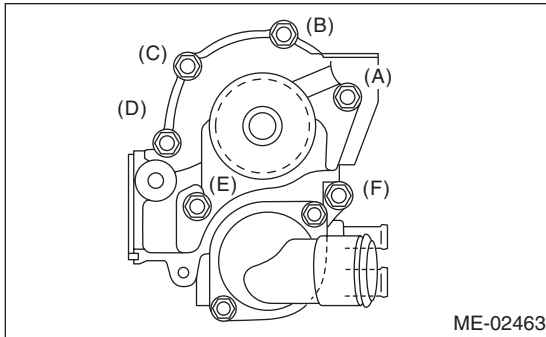
Tightening torque:

First:

12 N·m (1.2 kgf-m, 8.9 ft-lb)

Second:

12 N·m (1.2 kgf-m, 8.9 ft-lb)

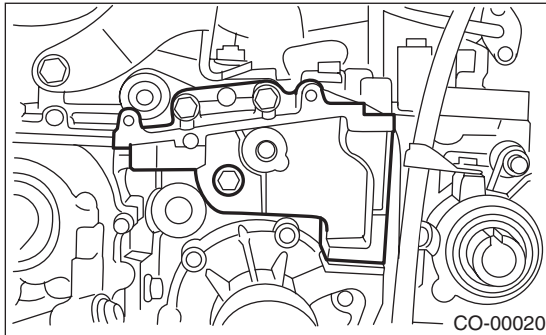


2) Install the hose to water pump.

3) Install the tensioner bracket.

Tightening torque:

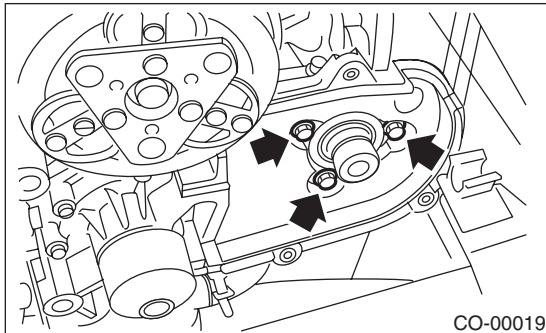
24.5 N·m (2.5 kgf-m, 18.1 ft-lb)



4) Install the belt cover No. 2 (LH).

Tightening torque:

5 N·m (0.5 kgf-m, 3.6 ft-lb)



5) Install the cam sprocket (LH) using ST.

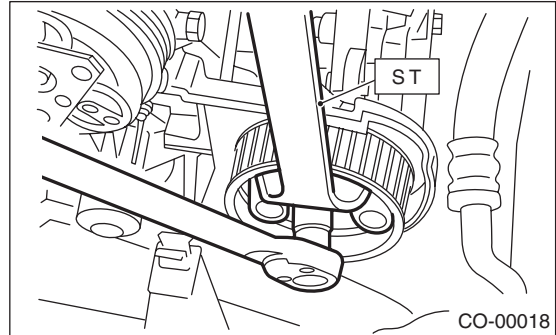
ST 18231AA010 CAM SPROCKET WRENCH

NOTE:

CAMSHAFT SPROCKET WRENCH (499207100) can also be used.

Tightening torque:

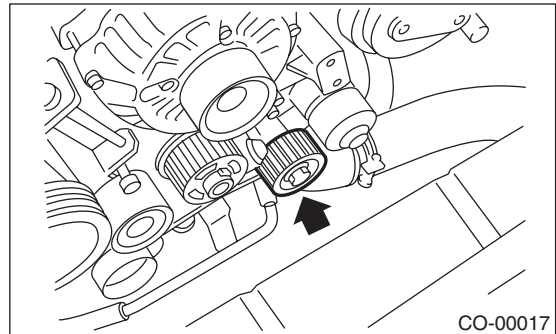
78 N·m (8.0 kgf-m, 57.9 ft-lb)



6) Install the belt idler No. 2.

Tightening torque:

39 N·m (4.0 kgf-m, 28.9 ft-lb)



7) Install an automatic belt tension adjuster with the tension rod held by a pin. <Ref. to ME(H4SO)-45, AUTOMATIC BELT TENSION ADJUSTER ASSEMBLY AND BELT IDLER, INSTALLATION, Timing Belt.>

8) Install the timing belt. <Ref. to ME(H4SO)-46, TIMING BELT, INSTALLATION, Timing Belt.>

9) Install the V-belts. <Ref. to ME(H4SO)-40, INSTALLATION, V-belt.>

10) Install the radiator. <Ref. to CO(H4SO)-29, INSTALLATION, Radiator.>

2. TURBO MODEL

1) Install the water pump onto cylinder block (LH).

NOTE:

- Replace with a new gasket.
- When installing the water pump, tighten the bolts in two stages in alphabetical sequence as shown in figure.

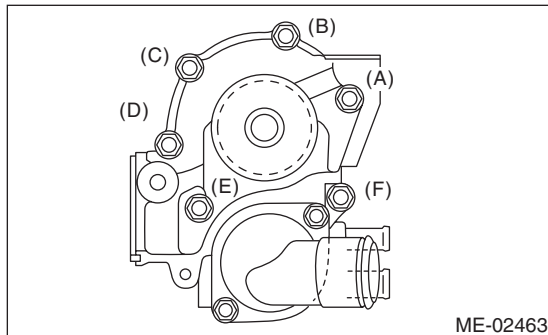
Tightening torque:

First:

12 N·m (1.2 kgf-m, 8.9 ft-lb)

Second:

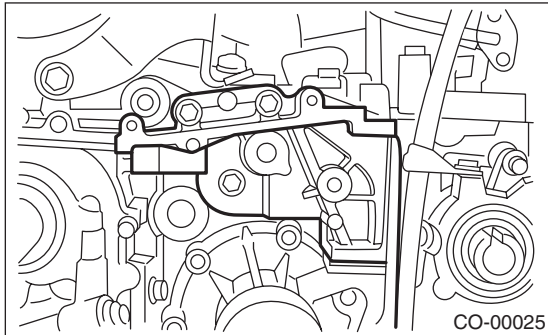
12 N·m (1.2 kgf-m, 8.9 ft-lb)



- 2) Install the hose to water pump.
3) Install the tensioner bracket.

Tightening torque:

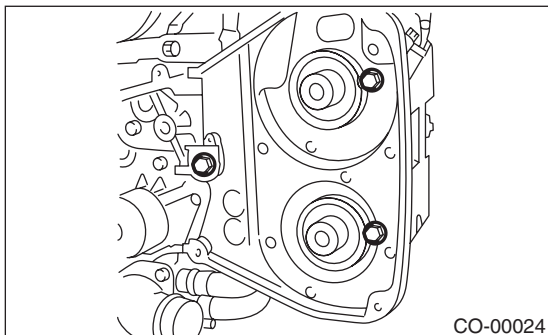
24.5 N·m (2.5 kgf-m, 18.1 ft-lb)



4) Install the belt cover No. 2 (LH).

Tightening torque:

5 N·m (0.5 kgf-m, 3.6 ft-lb)

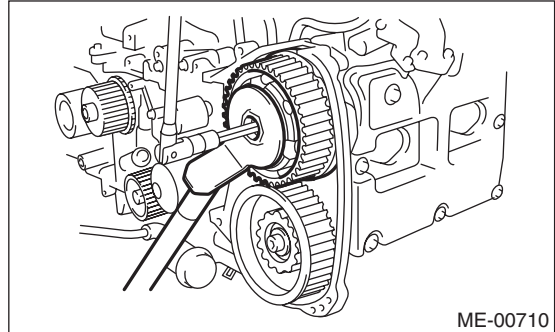


5) Install the cam sprocket (LH) using ST.

ST 499977500 CAM SPROCKET WRENCH (INTAKE)

Tightening torque:

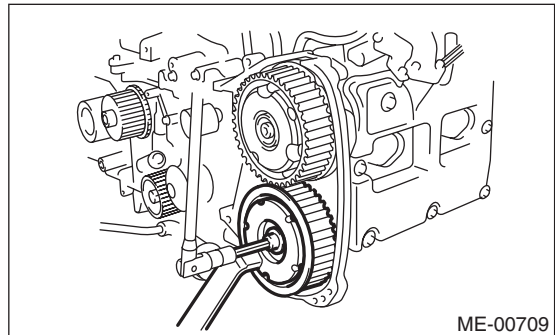
Tighten to 30 N·m (3.0 kgf-m, 21.8 ft-lb), and then tighten further by 45°.



ST 499207400 CAM SPROCKET WRENCH (EXHAUST)

Tightening torque:

Tighten to 30 N·m (3.0 kgf-m, 21.8 ft-lb), and then tighten further by 45°.



6) Install the camshaft position sensor. <Ref. to FU(H4DOTC)-28, INSTALLATION, Camshaft Position Sensor.>

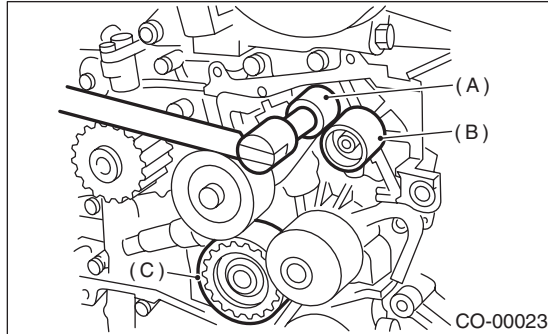
7) Install the belt idler No. 2 (C).

8) Install the belt idler (B).

9) Install the automatic belt tension adjuster (A) with the tension rod held by a pin. <Ref. to ME(H4DOTC)-46, AUTOMATIC BELT TENSION ADJUSTER ASSEMBLY AND BELT IDLER, INSTALLATION, Timing Belt.>

Tightening torque:

39 N·m (4.0 kgf-m, 28.9 ft-lb)



10) Install the timing belt. <Ref. to ME(H4DOTC)-47, TIMING BELT, INSTALLATION, Timing Belt.>

11) Install the V-belts. <Ref. to ME(H4DOTC)-40, INSTALLATION, V-belt.>

12) Install the radiator. <Ref. to CO(H4SO)-29, INSTALLATION, Radiator.>

C: INSPECTION

1) Check the water pump bearing for smooth rotation.

2) Check the water pump pulley for abnormalities.

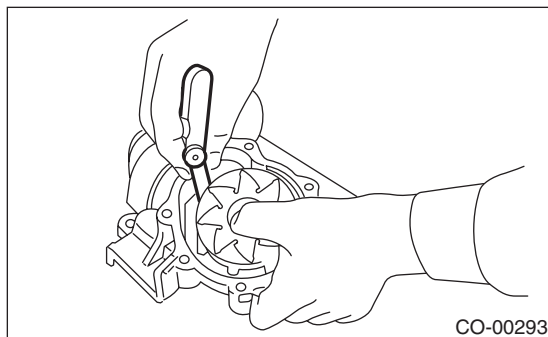
3) Make sure the impeller is not deformed or damaged.

4) Inspect the clearance between impeller and pump case.

Clearance between impeller and pump case:

Specification

0.5 — 1.5 mm (0.020 — 0.060 in)

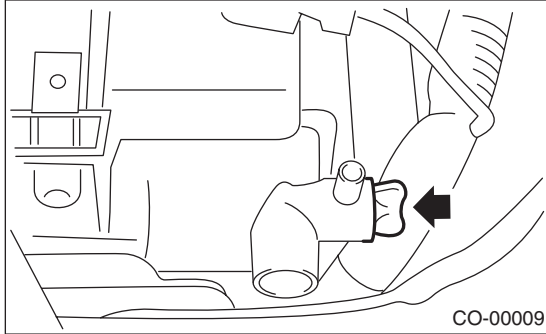


5) After water pump installation, check pulley shaft for engine coolant leaks. If leaks are noted, replace the water pump assembly.

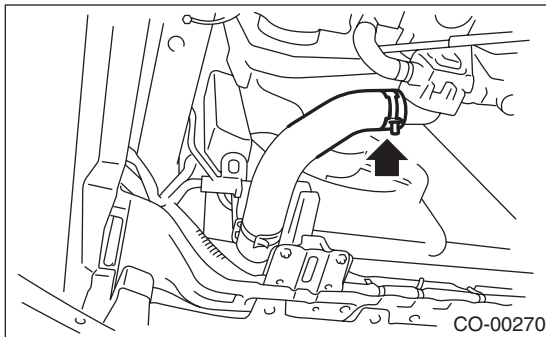
5. Thermostat

A: REMOVAL

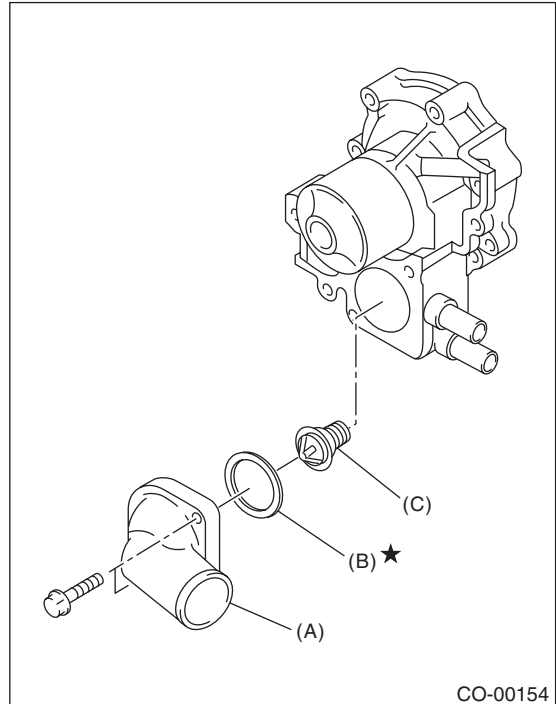
- 1) Set the vehicle on a lift.
- 2) Lift-up the vehicle.
- 3) Remove the under cover.
- 4) Drain engine coolant completely. <Ref. to CO(H4SO)-18, DRAINING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>



- 5) Disconnect the radiator outlet hose from thermostat cover.



- 6) Remove the thermostat cover, and then remove the gasket and thermostat.



- (A) Thermostat cover
- (B) Gasket
- (C) Thermostat

B: INSTALLATION

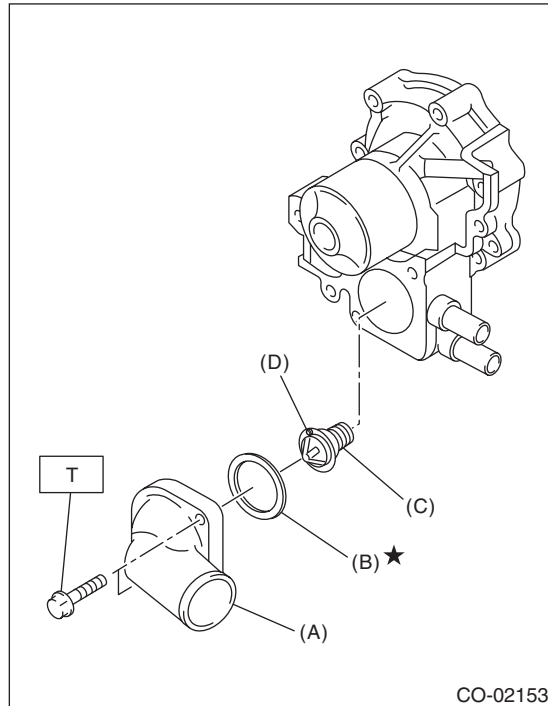
1) Install a gasket to thermostat, and install the thermostat and gasket to water pump as a unit. Then, install the thermostat cover.

NOTE:

- When reinstalling the thermostat, use a new gasket.
- The thermostat must be installed with the jiggle pin facing upward.

Tightening torque:

12 N·m (1.2 kgf-m, 8.9 ft-lb)



- (A) Thermostat cover
- (B) Gasket
- (C) Thermostat
- (D) Jiggle pin

- 2) Connect the radiator outlet hose to thermostat cover.
- 3) Install the under cover.
- 4) Lower the vehicle.
- 5) Fill engine coolant. <Ref. to CO(H4SO)-18, FILLING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>

C: INSPECTION

Replace the thermostat if the valve does not close completely at an ambient temperature or if the following test shows unsatisfactory results.

• Inspection method

Immerse the thermostat and a thermometer in water. Raise water temperature gradually, and measure the temperature and valve lift when the valve begins to open and when the valve is fully opened. During the test, agitate the water for even temperature distribution. The measured value should meet the specification.

NOTE:

- Leave the thermostat in the boiling water for more than five minutes before measuring valve lift.
- Hold the thermostat with a wire or the like to avoid contacting with container bottom.

Starting temperature to open:

Non-turbo model

80 — 84°C (176 — 183°F)

Turbo model

76 — 80°C (169 — 176°F)

Fully opens:

Non-turbo model

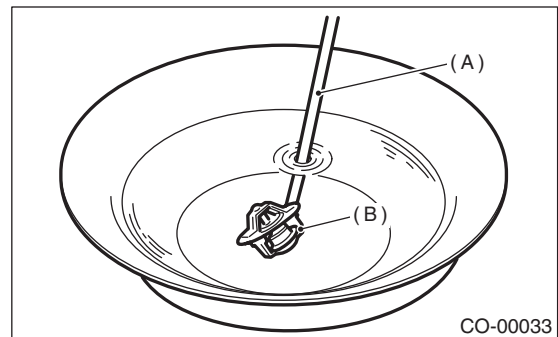
95°C (203°F)

Turbo model

91°C (196°F)

Valve lift:

9.0 mm (0.354 in) or more



- (A) Thermometer
- (B) Thermostat

6. Radiator

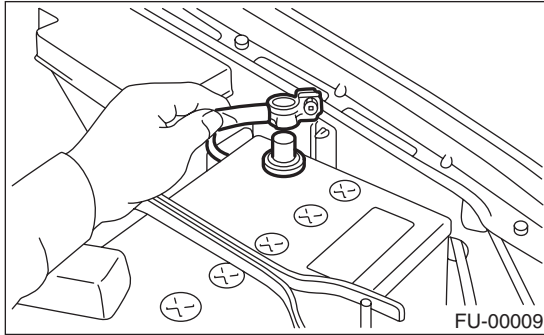
A: REMOVAL

1. NON-TURBO MODEL

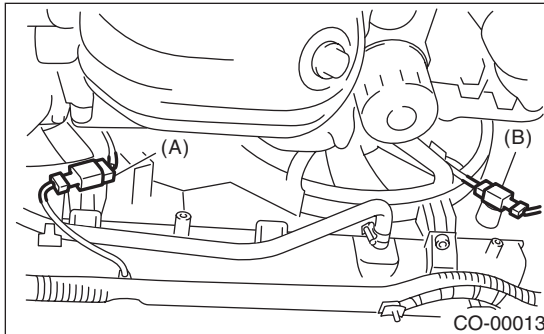
WARNING:

The radiator is pressurized. Wait until engine cools down before working on the radiator.

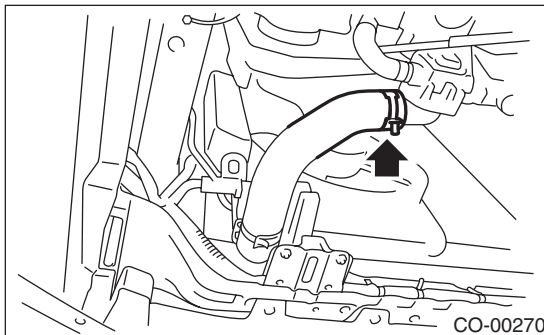
- 1) Set the vehicle on a lift.
- 2) Disconnect the ground cable from the battery.



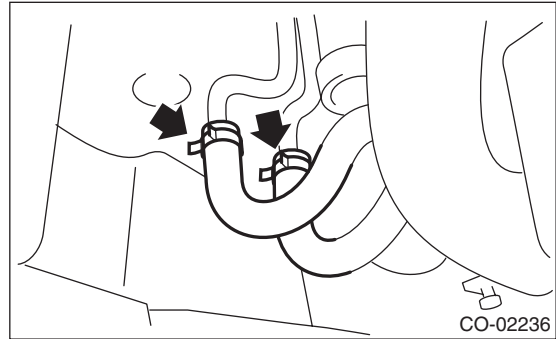
- 3) Lift-up the vehicle.
- 4) Remove the under cover.
- 5) Drain engine coolant completely. <Ref. to CO(H4SO)-18, DRAINING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>
- 6) Disconnect the connectors of radiator main fan (A) and sub fan motor (B).



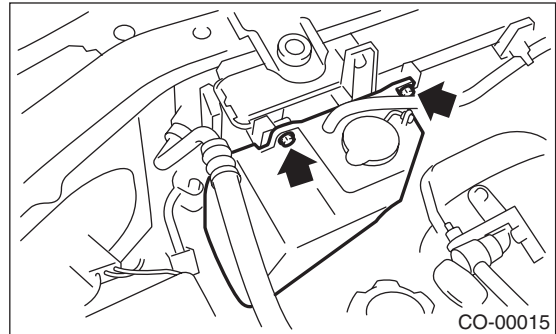
- 7) Disconnect the radiator outlet hose from thermostat cover.



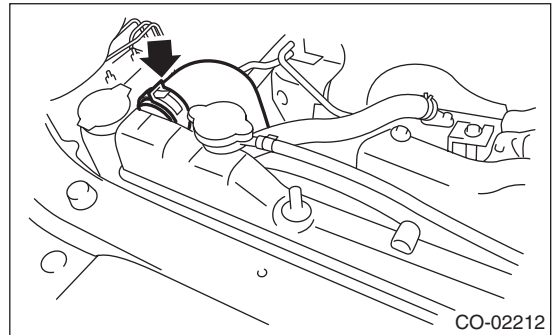
- 8) Disconnect the ATF cooler hoses from ATF pipes. (AT model) Apply the cap to prevent ATF leaks.



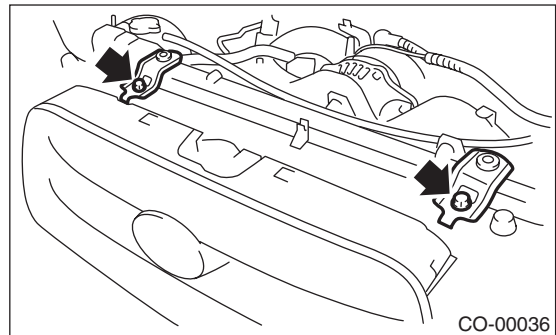
- 9) Lower the vehicle.
- 10) Disconnect the over flow hose.
- 11) Remove the reservoir tank.



- 12) Disconnect the radiator inlet hose from radiator.



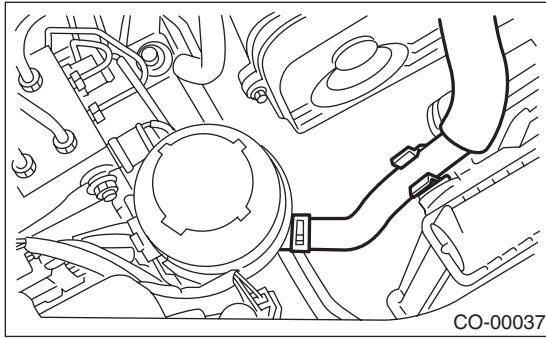
- 13) Remove the radiator upper brackets.



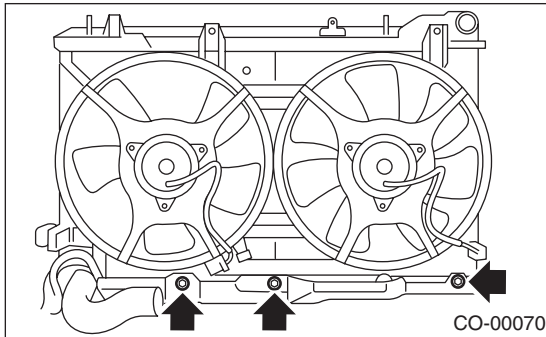
Radiator

COOLING

- 14) Detach the power steering hose from the clip on the radiator.



- 15) Lift the radiator up and away from vehicle.
16) Remove the radiator under cover. (AT model)

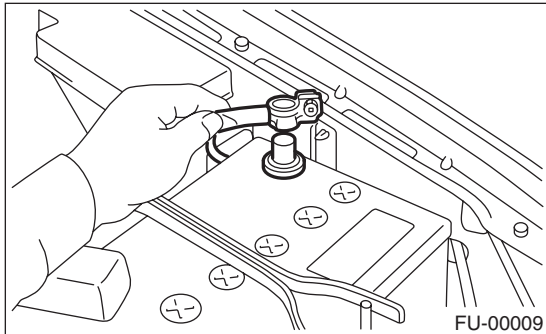


2. TURBO MODEL

WARNING:

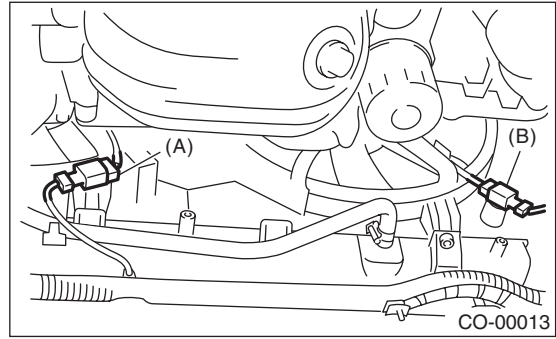
The radiator is pressurized. Wait until engine cools down before working on the radiator.

- 1) Set the vehicle on a lift.
2) Remove the collector cover.
3) Disconnect the ground cable from the battery.

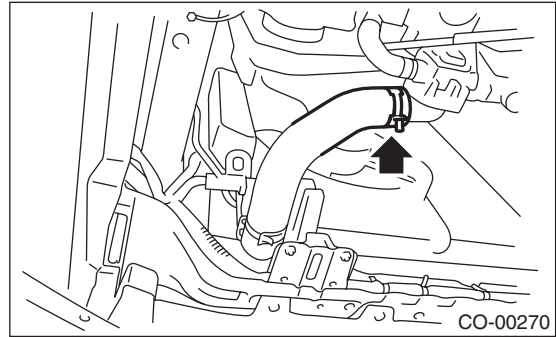


- 4) Lift-up the vehicle.
5) Remove the under cover.
6) Drain engine coolant completely. <Ref. to CO(H4SO)-18, DRAINING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>

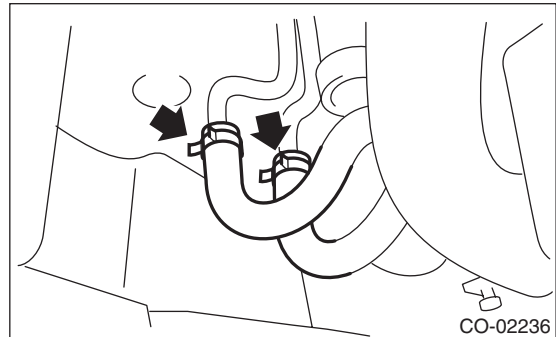
- 7) Disconnect the connectors of radiator main fan (A) and sub fan motor (B).



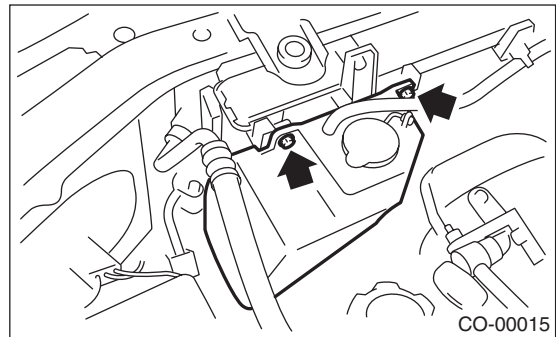
- 8) Disconnect the radiator outlet hose from thermostat cover.



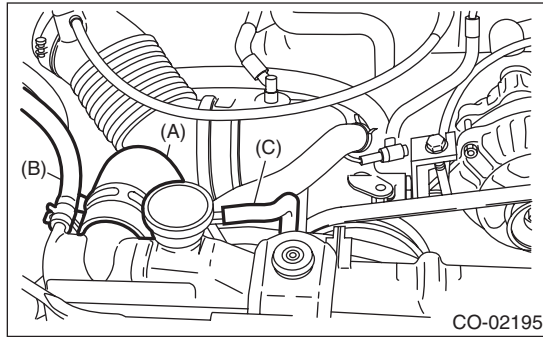
- 9) Disconnect the ATF cooler hoses from ATF pipes. (AT model)
Apply the cap to prevent ATF leaks.



- 10) Lower the vehicle.
11) Remove the reservoir tank.

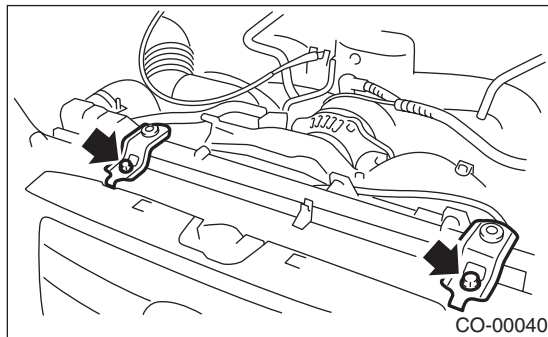


- 12) Disconnect the radiator inlet hose, air breather hose and the overflow hose from radiator.

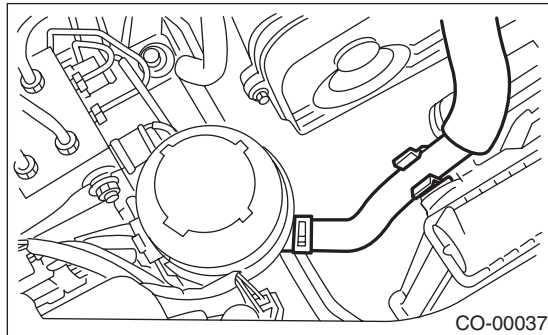


- (A) Radiator inlet hose
(B) Air breather hose
(C) Over flow hose

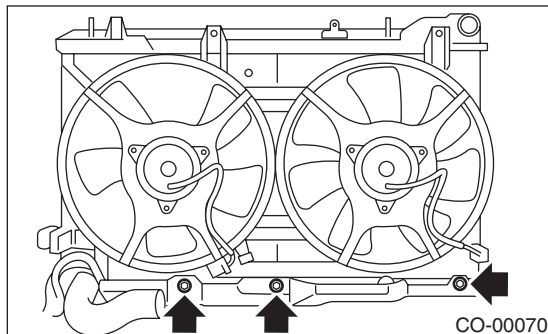
- 13) Remove the radiator upper brackets.



- 14) Disconnect the power steering hose from the clip on the radiator.



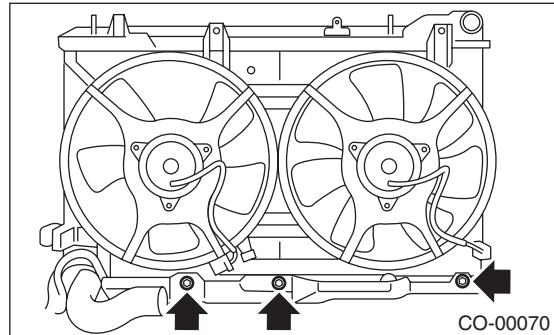
- 15) Lift the radiator up and away from vehicle.
16) Remove the radiator under cover. (AT model)



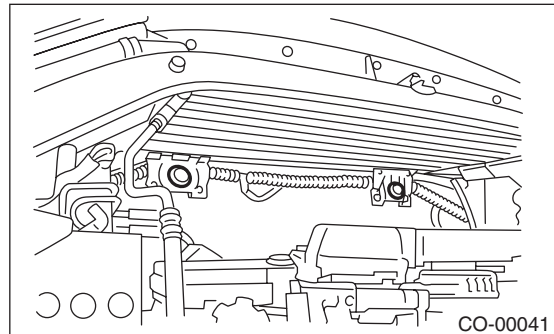
B: INSTALLATION

1. NON-TURBO MODEL

- 1) Attach the radiator under cover to the radiator. (AT model)



- 2) Attach the radiator lower cushions to holes on the vehicle.



- 3) Install the radiator to vehicle.

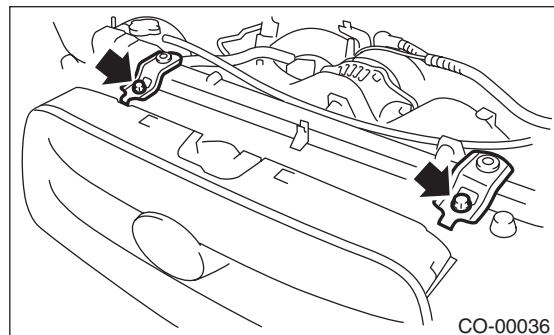
NOTE:

Make pins on the lower side of radiator be fitted into the radiator lower cushions on body side.

- 4) Install the radiator upper brackets and tighten the bolts.

Tightening torque:

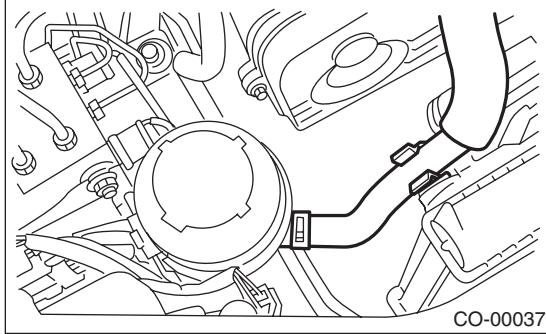
18 N·m (1.8 kgf-m, 13.0 ft-lb)



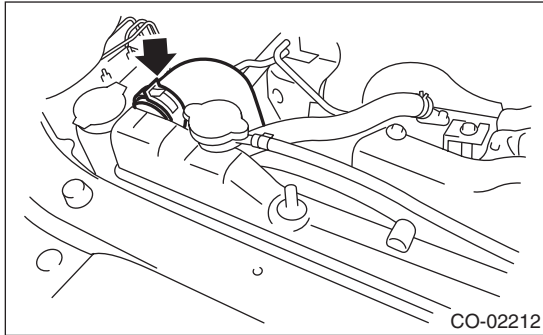
Radiator

COOLING

5) Attach the power steering hose to the radiator.



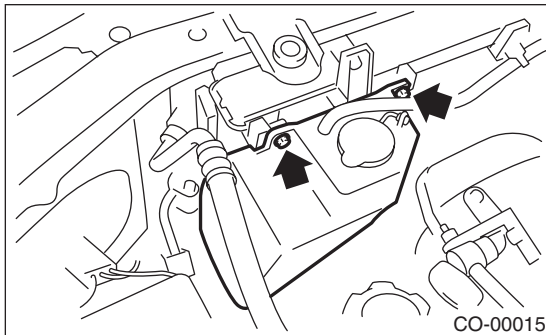
6) Connect the radiator inlet hose.



7) Install the reservoir tank.

Tightening torque:

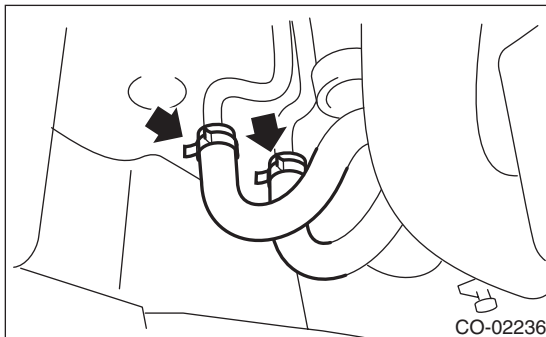
7.5 N·m (0.76 kgf-m, 5.5 ft-lb)



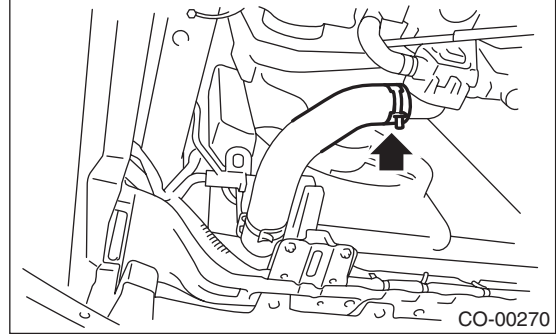
8) Connect the over flow hose.

9) Lift-up the vehicle.

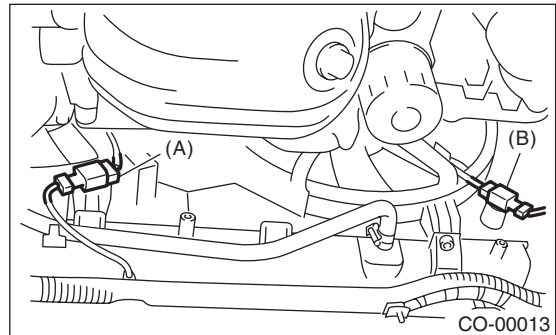
10) Connect the ATF cooler hoses. (AT model)



11) Connect the radiator outlet hose.



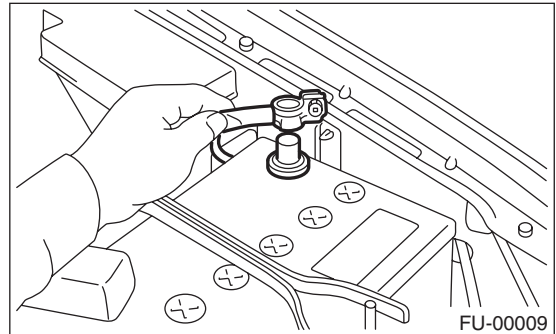
12) Connect the connectors to the radiator main fan motor (A) and sub fan motor (B).



13) Install the under cover.

14) Lower the vehicle.

15) Connect the ground cable to the battery.

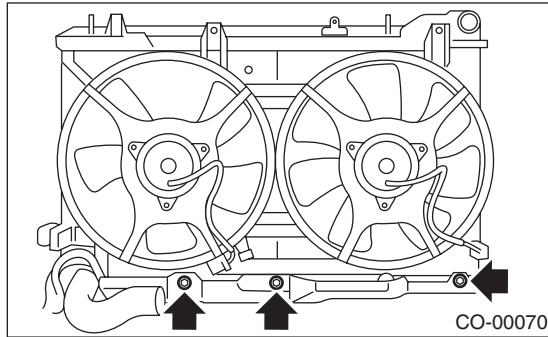


16) Fill engine coolant. <Ref. to CO(H4SO)-18, FILLING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>

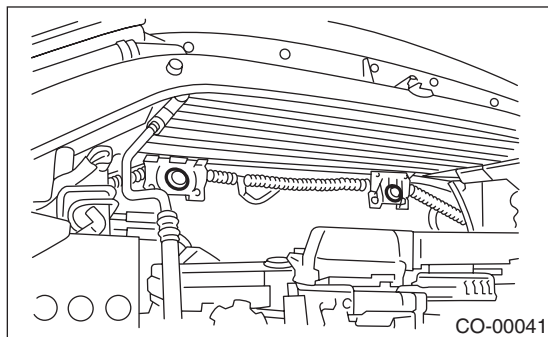
17) Check the ATF level. <Ref. to 4AT-28, INSPECTION, Automatic Transmission Fluid.>

2. TURBO MODEL

1) Attach the radiator under cover to the radiator.
(AT model)



2) Attach the radiator lower cushions to holes on the vehicle.



3) Install the radiator to vehicle.

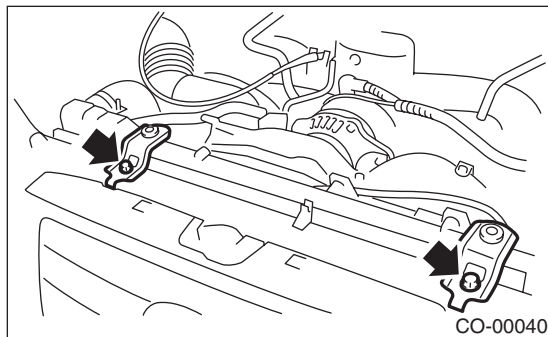
NOTE:

Make pins on the lower side of radiator be fitted into the radiator lower cushions on body side.

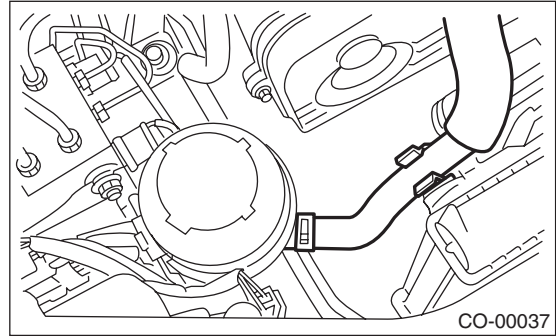
4) Install the radiator upper brackets and tighten the bolts.

Tightening torque:

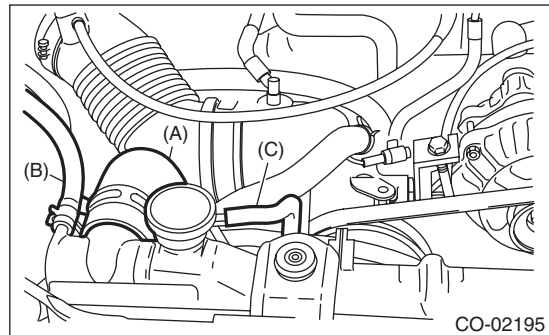
18 N·m (1.8 kgf-m, 13.0 ft-lb)



5) Attach the power steering hose to the radiator.



6) Connect the radiator inlet hose, air breather hose and the overflow hose (B).



(A) Radiator inlet hose

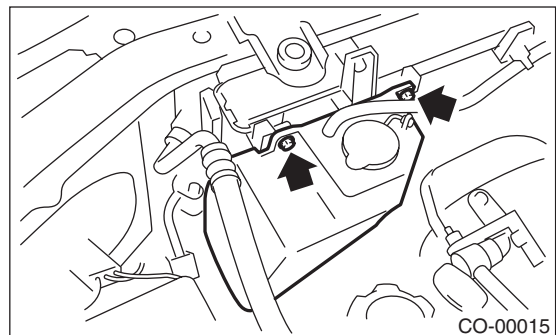
(B) Air breather hose

(C) Over flow hose

7) Install the reservoir tank.

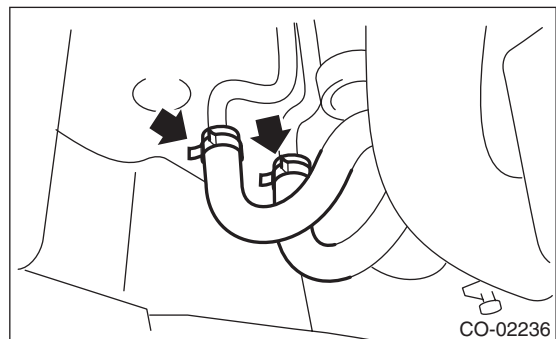
Tightening torque:

7.5 N·m (0.76 kgf-m, 5.5 ft-lb)

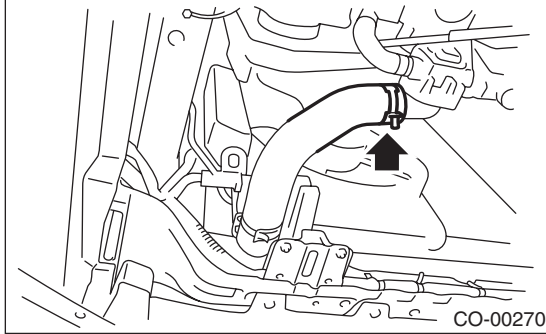


8) Lift-up the vehicle.

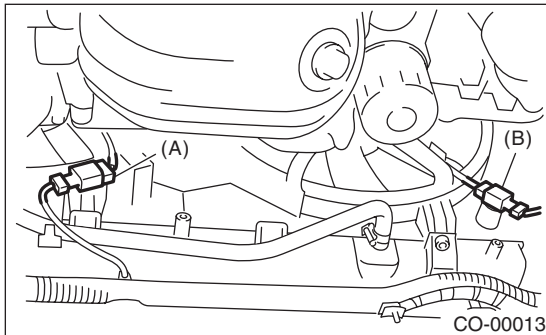
9) Connect the ATF cooler hoses. (AT model)



10) Connect the radiator outlet hose.



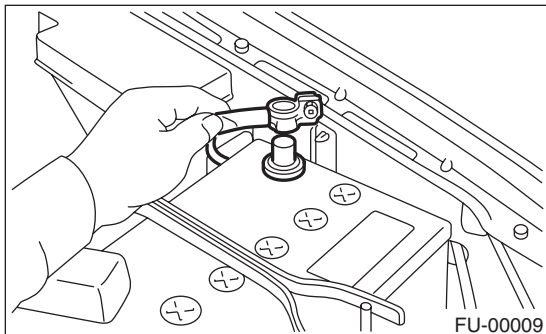
11) Connect the connectors to the radiator main fan motor (A) and sub fan motor (B).



12) Install the under cover.

13) Lower the vehicle.

14) Connect the ground cable to the battery.



15) Fill engine coolant. <Ref. to CO(H4SO)-18, FILLING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>

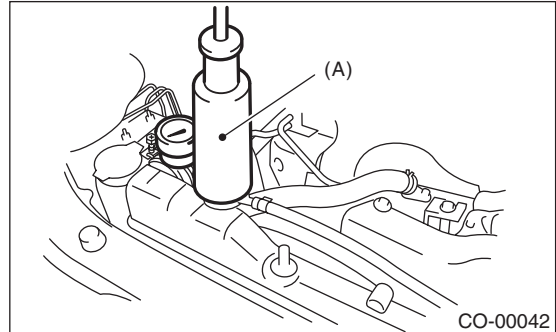
16) Check the ATF level. <Ref. to 4AT-28, INSPECTION, Automatic Transmission Fluid.>

17) Install the collector cover.

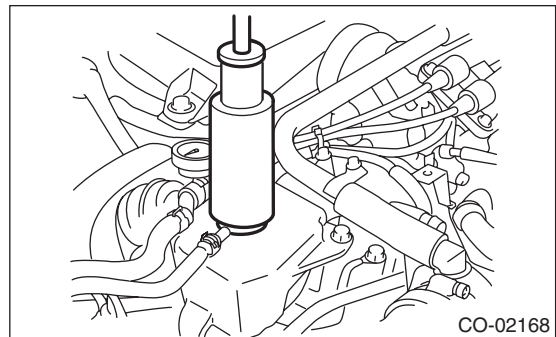
C: INSPECTION

1) Remove the radiator cap (for Non-turbo model) or the coolant filler tank cap (for turbo model), and fill the engine coolant, and then install the tester (A) to the installation position of cap.

- Non-turbo model



- Turbo model



2) When engine coolant leaks at/around radiator, apply the following pressure.

Non-turbo model

157 kPa (1.6 kg/cm², 23 psi)

Turbo model

122 kPa (1.2 kg/cm², 18 psi)

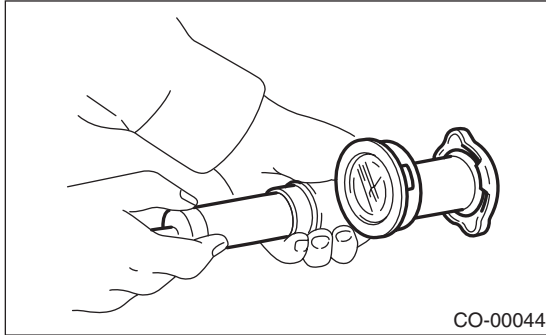
CAUTION:

- Inspection must be carried out at the side of coolant filler tank, not at the side of radiator. (Turbo model)
- Engine should be turned off.
- Wipe engine coolant from check points in advance.
- Be careful to prevent engine coolant from spurting out when removing tester.
- Be careful not to deform the filler neck of radiator when installing and removing the tester.

7. Radiator Cap

A: INSPECTION

1) Attach the radiator cap to tester.



2) Increase pressure until the tester gauge pointer stops. Radiator cap is functioning properly if it holds the service limit pressure for 5 — 6 seconds.

Non-turbo model radiator side and turbo model coolant filler tank side

Specified pressure:

93 — 123 kPa (0.95 — 1.25 kgf/cm², 14 — 18 psi)

Service limit pressure:

83 kPa (0.85 kgf/cm², 12 psi)

Radiator side on turbo models

Specified pressure:

122 — 152 kPa (1.24 — 1.55 kgf/cm², 18 — 22 psi)

Service limit pressure:

112 kPa (1.14 kgf/cm², 16 psi)

CAUTION:

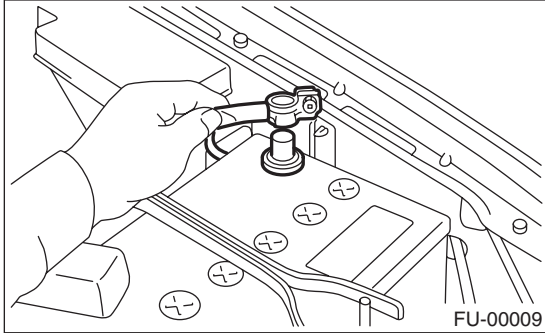
- Be sure to remove foreign matter and rust from the cap in advance. Otherwise, results of pressure test will be incorrect.
- Do not confuse the cap of coolant filler tank and cap of radiator.

8. Radiator Main Fan and Fan Motor

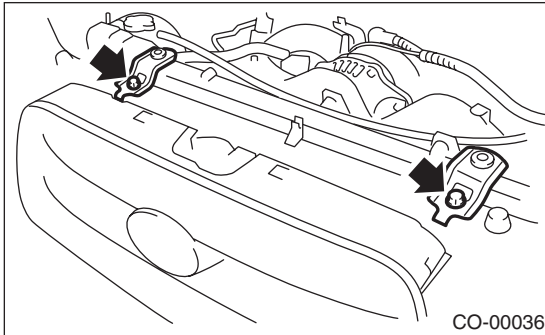
A: REMOVAL

1. NON-TURBO MODEL

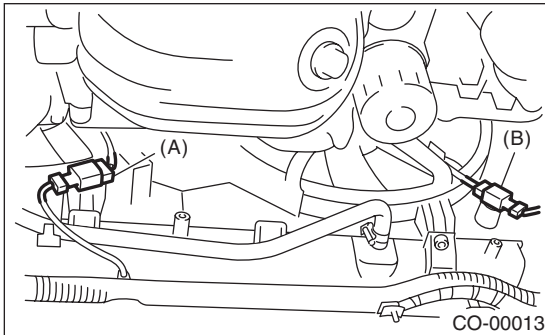
- 1) Set the vehicle on a lift.
- 2) Disconnect the ground cable from the battery.



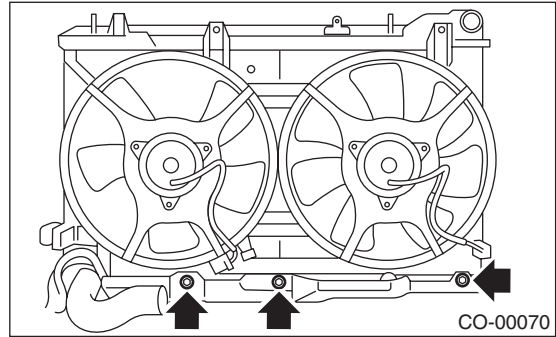
- 3) Remove the radiator upper brackets. (AT model)



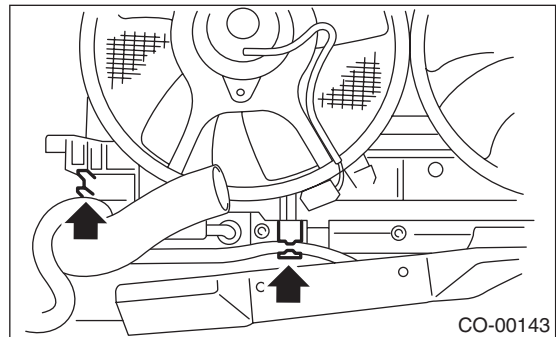
- 4) Lift-up the vehicle.
- 5) Remove the under cover.
- 6) Drain approximately 1 ℓ (1.06 US qt, 0.88 Imp qt) of engine coolant. <Ref. to CO(H4SO)-18, DRAINING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>
- 7) Disconnect the connectors of main fan motor (A) and sub fan motor (B).



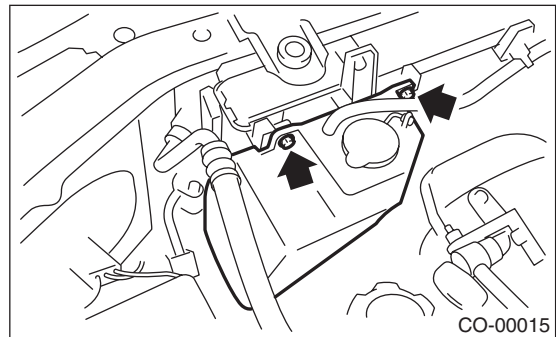
- 8) Remove the radiator under cover attaching bolts. (AT model)



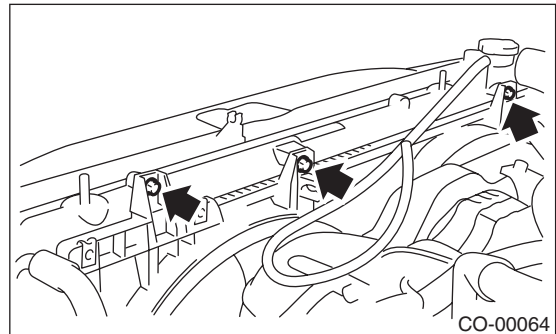
- 9) Lift the radiator outlet hose and float the radiator from the radiator under cover. Remove the ATF hose from 2 places on the clip of radiator fan motor assembly. (AT model)



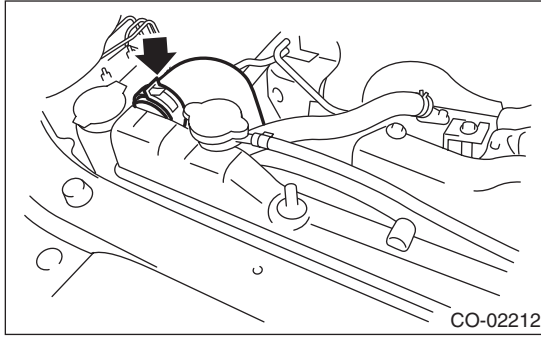
- 10) Lower the vehicle.
- 11) Remove the V-belt covers.
- 12) Disconnect the over flow hose.
- 13) Remove the reservoir tank.



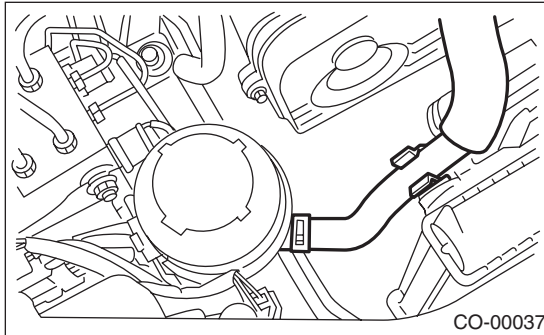
- 14) Remove the mounting bolts from the radiator fan motor assembly.



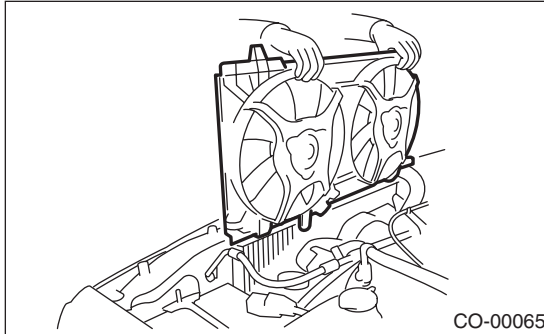
- 15) Disconnect the radiator inlet hose from radiator.



- 16) Detach the power steering hose from the clip on the radiator.

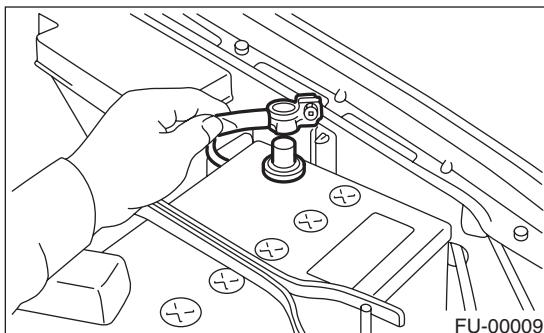


- 17) Lift the radiator fan motor assembly up and away from vehicle.

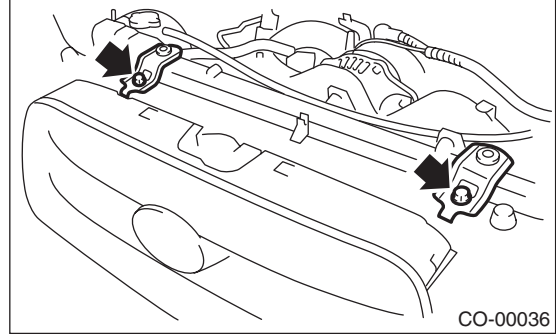


2. TURBO MODEL

- 1) Set the vehicle on a lift.
- 2) Remove the collector cover.
- 3) Disconnect the ground cable from the battery.



- 4) Remove the radiator upper brackets. (AT model)

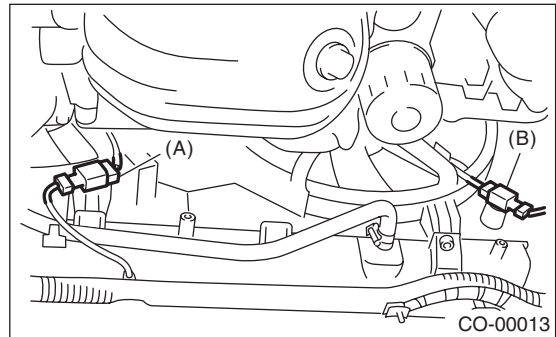


- 5) Lift-up the vehicle.

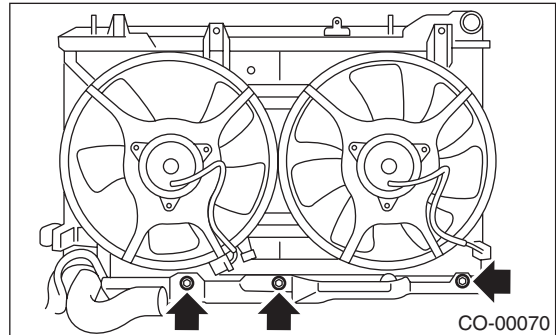
- 6) Remove the under cover.

- 7) Drain approximately 1 ℓ (1.06 US qt, 0.88 Imp qt) of engine coolant. <Ref. to CO(H4SO)-18, DRAINING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>

- 8) Disconnect the connectors of radiator main fan motor connector (A) and sub fan motor connector (B).



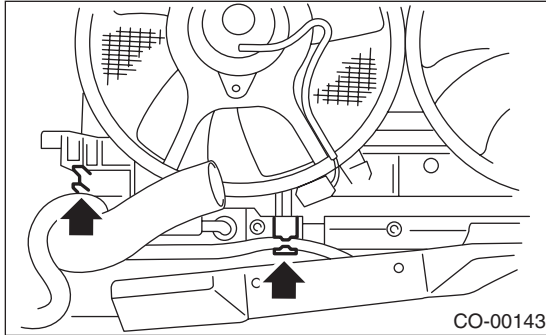
- 9) Remove the radiator under cover attaching bolts. (AT model)



Radiator Main Fan and Fan Motor

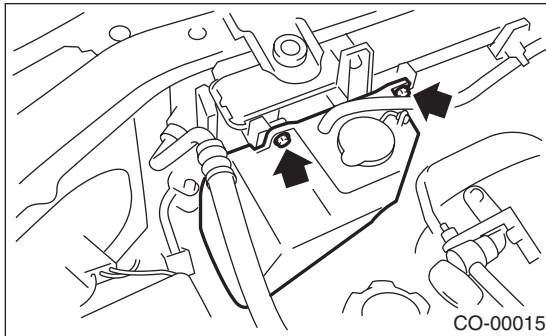
COOLING

10) Lift the radiator outlet hose and float the radiator from the radiator under cover. Remove the ATF hose from 2 places on the clip of radiator fan motor assembly. (AT model)

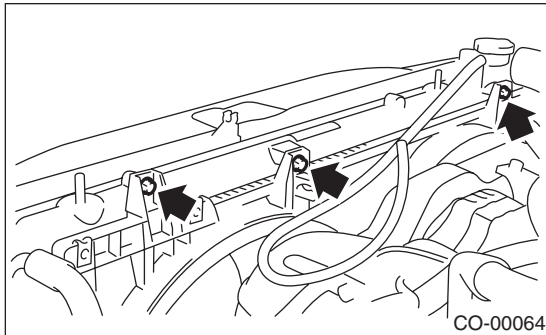


11) Lower the vehicle.

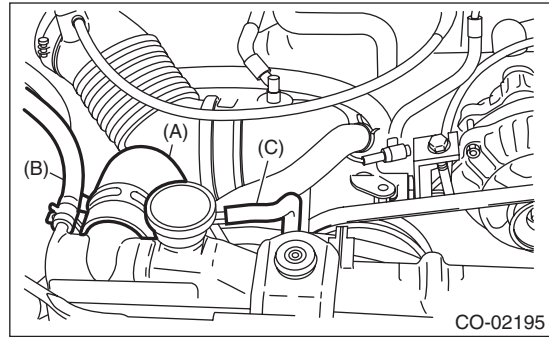
12) Remove the reservoir tank.



13) Remove the mounting bolts from radiator main fan motor assembly.



14) Disconnect the radiator inlet hose and the over flow hose.

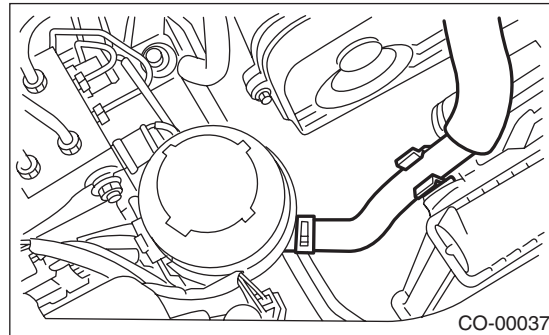


(A) Radiator inlet hose

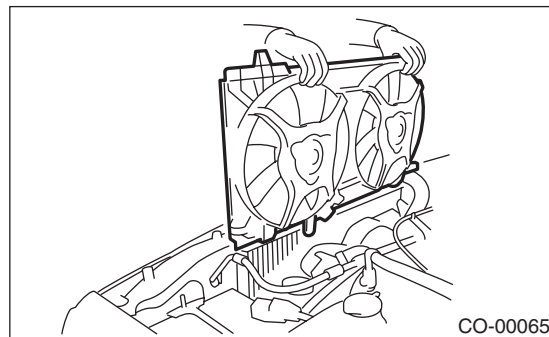
(B) Air breather hose

(C) Over flow hose

15) Disconnect the power steering hose from the clip on the radiator.



16) Remove the radiator main fan motor assembly from vehicle.



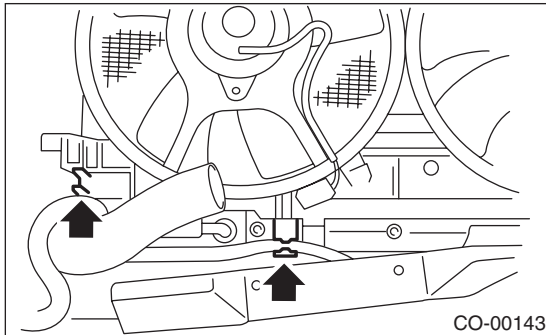
B: INSTALLATION

1. NON-TURBO MODEL

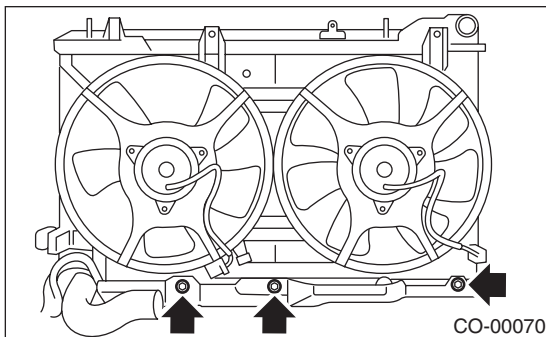
- 1) Install the radiator main fan motor assembly to the radiator.
- 2) Lift-up the vehicle.
- 3) Lift the radiator outlet hose and float the radiator from the radiator under cover. Connect the ATF hose to 2 locations on the clip of radiator main fan motor assembly. (AT model)

NOTE:

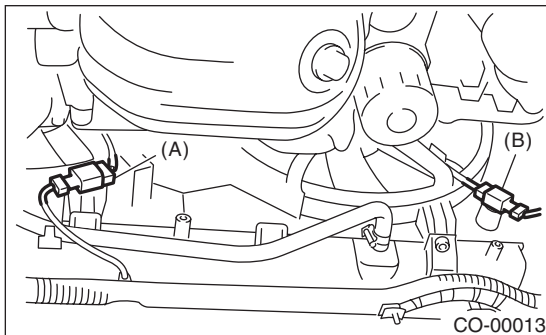
Make pins on the lower side of radiator be fitted into the vehicle side.



- 4) Tighten the attachment bolts of the radiator under cover. (AT model)

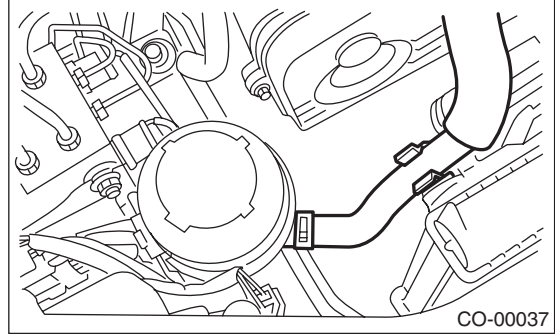


- 5) Connect the radiator main fan motor connector (A) and sub fan motor connector (B).

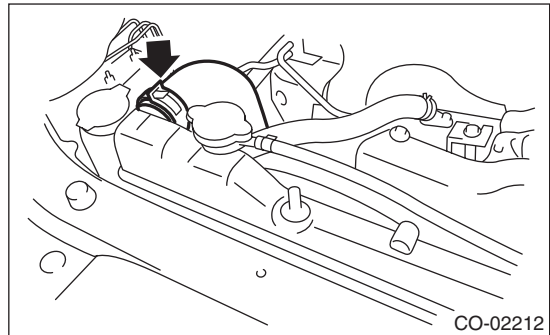


- 6) Install the under cover.
- 7) Lower the vehicle.

- 8) Attach the power steering hose to the radiator.



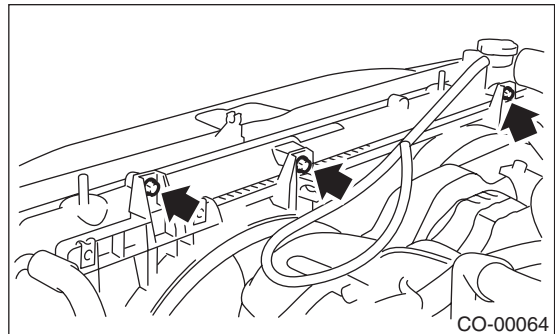
- 9) Connect the radiator inlet hose.



- 10) Install the mounting bolts to radiator main fan motor assembly.

Tightening torque:

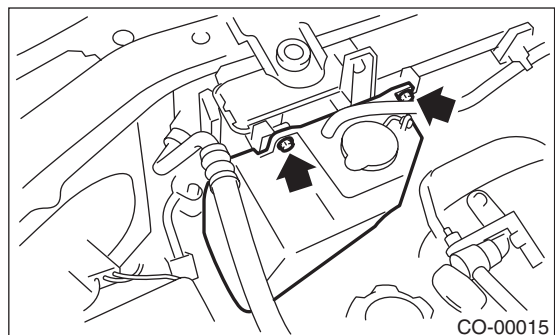
4.9 N·m (0.50 kgf-m, 3.6 ft-lb)



- 11) Install the reservoir tank.

Tightening torque:

7.5 N·m (0.76 kgf-m, 5.5 ft-lb)

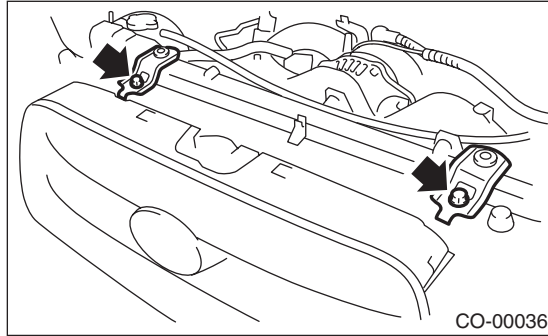


- 12) Install the over flow hose.

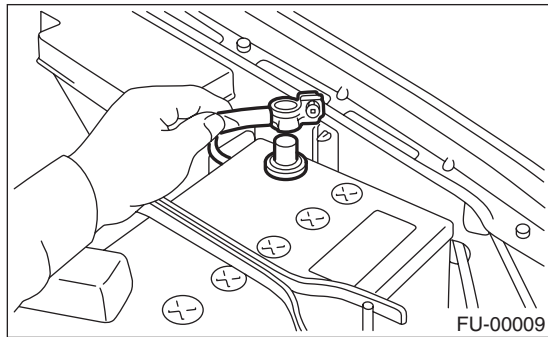
Radiator Main Fan and Fan Motor

COOLING

13) Install the radiator upper brackets. (AT model)



14) Connect the ground cable to the battery.



15) Fill engine coolant. <Ref. to CO(H4SO)-18, FILLING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>

2. TURBO MODEL

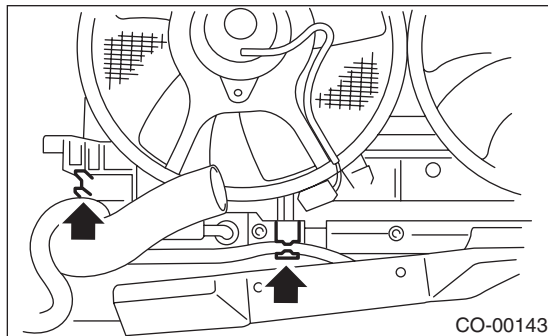
1) Install the radiator main fan motor assembly to the radiator.

2) Lift-up the vehicle.

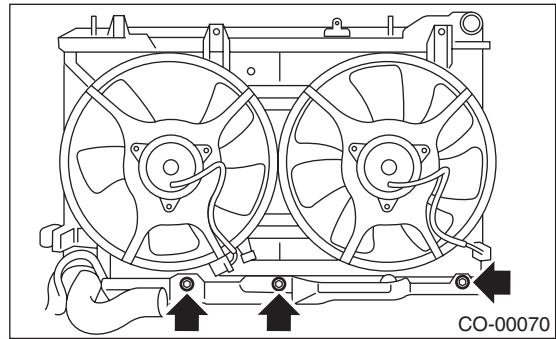
3) Lift the radiator outlet hose and float the radiator from the radiator under cover. Connect the ATF hose to 2 locations on the clip of radiator main fan motor assembly. (AT model)

NOTE:

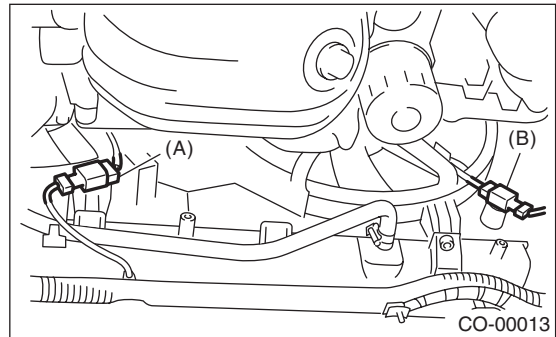
Make pins on the lower side of radiator be fitted into the vehicle side.



4) Tighten the attachment bolts of the radiator under cover. (AT model)



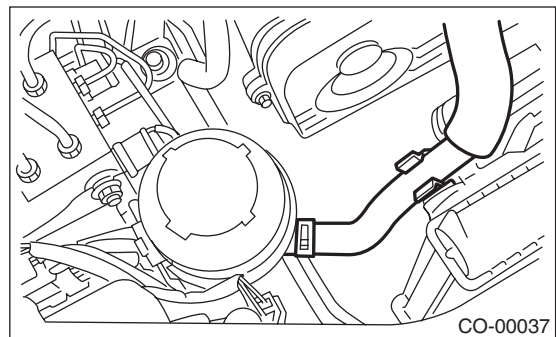
5) Connect the radiator main fan motor connector (A) and sub fan motor connector (B).



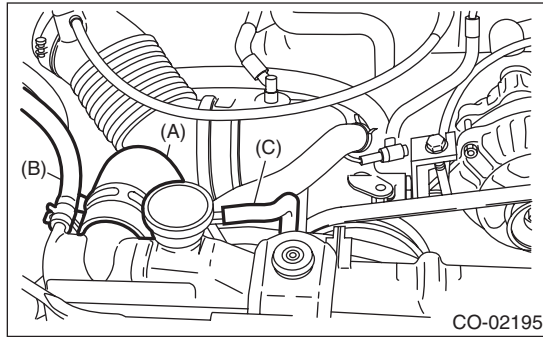
6) Install the under cover.

7) Lower the vehicle.

8) Connect the power steering hose to the clip on the radiator.



9) Connect the radiator inlet hose and the overflow hose to radiator.

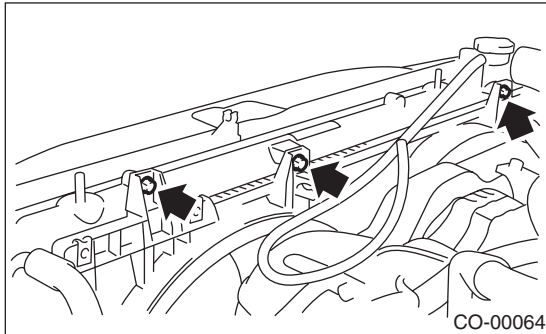


- (A) Radiator inlet hose
- (B) Air breather hose
- (C) Over flow hose

10) Install the mounting bolts to radiator main fan motor assembly.

Tightening torque:

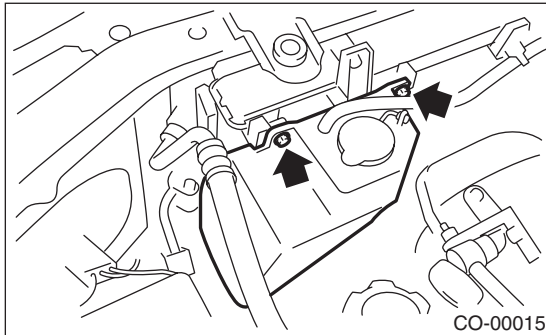
4.9 N·m (0.5 kgf-m, 3.6 ft-lb)



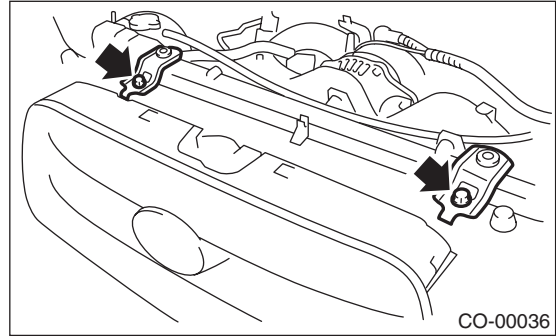
11) Install the reservoir tank.

Tightening torque:

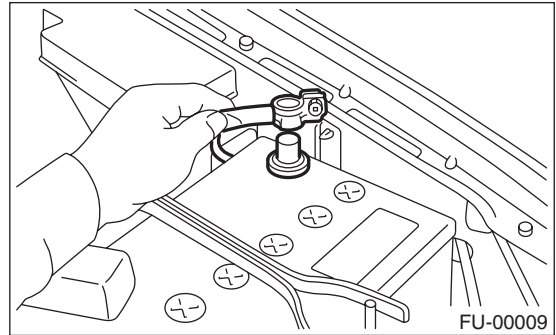
7.5 N·m (0.76 kgf-m, 5.5 ft-lb)



12) Install the radiator upper brackets. (AT model)



13) Connect the ground cable to the battery.



14) Fill engine coolant. <Ref. to CO(H4SO)-18, FILLING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>

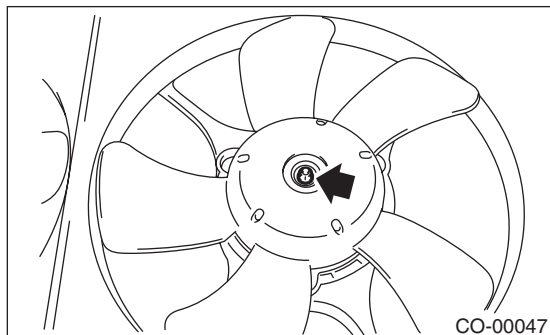
15) Install the collector cover.

Radiator Main Fan and Fan Motor

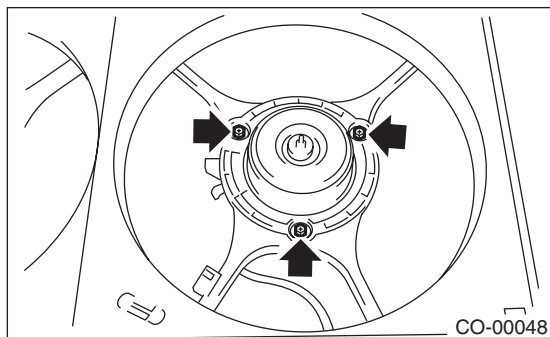
COOLING

C: DISASSEMBLY

- 1) Remove the clip which holds motor connector onto the shroud.
- 2) Remove the nuts which secure the fan to the fan motor.



- 3) Remove the bolts which hold fan motor onto shroud.

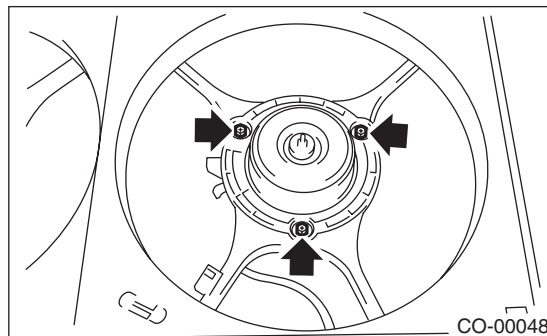


D: ASSEMBLY

Assemble in the reverse order of disassembly.

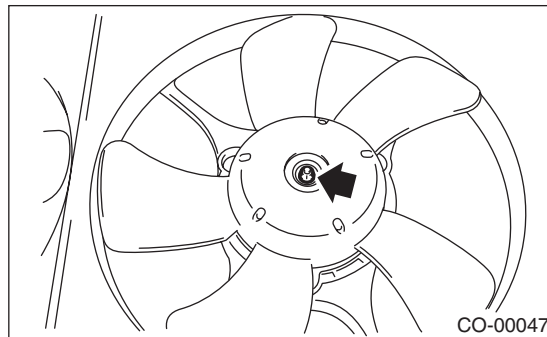
Tightening torque:

4.4 N·m (0.45 kgf-m, 3.3 ft-lb)



Tightening torque:

3.4 N·m (0.35 kgf-m, 2.5 ft-lb)



9. Radiator Sub Fan and Fan Motor

A: REMOVAL

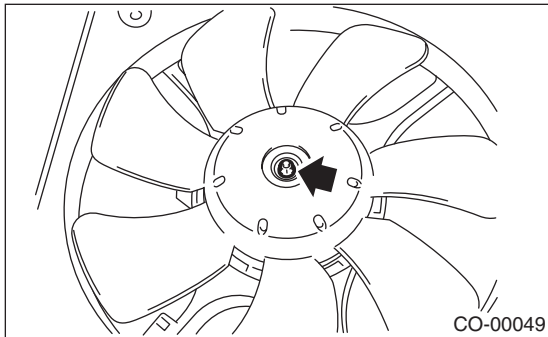
Refer to the radiator main fan and fan motor. <Ref. to CO(H4SO)-34, REMOVAL, Radiator Main Fan and Fan Motor.>

B: INSTALLATION

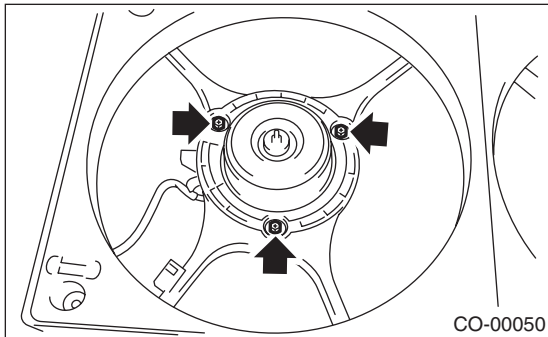
Refer to the radiator main fan and fan motor. <Ref. to CO(H4SO)-37, INSTALLATION, Radiator Main Fan and Fan Motor.>

C: DISASSEMBLY

- 1) Remove the clip which holds motor connector onto the shroud.
- 2) Remove the nuts which secure the fan to the fan motor.



- 3) Remove the bolts which hold fan motor onto shroud.

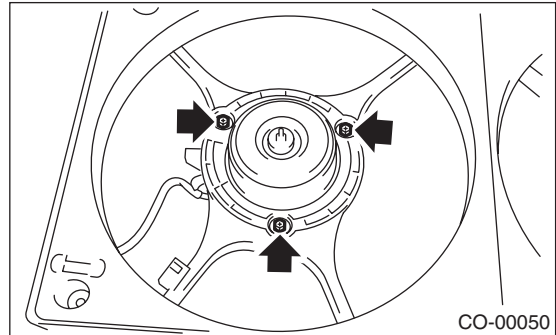


D: ASSEMBLY

Assemble in the reverse order of disassembly.

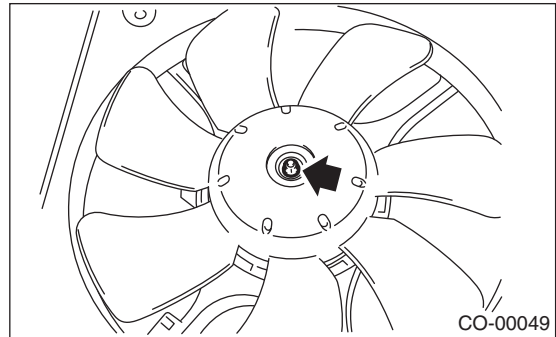
Tightening torque:

4.4 N·m (0.45 kgf-m, 3.3 ft-lb)



Tightening torque:

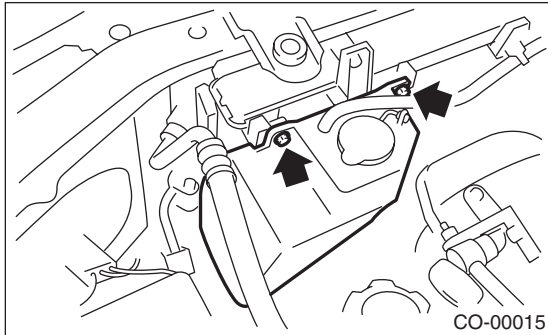
3.4 N·m (0.35 kgf-m, 2.5 ft-lb)



10. Reservoir Tank

A: REMOVAL

- 1) Disconnect the over flow hose which is connected to the radiator filler neck.
- 2) Remove the bolts which install reservoir tank onto radiator main fan shroud.
- 3) Remove the reservoir tank.

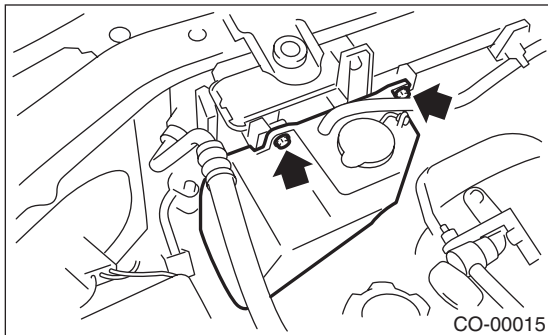


B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:

7.5 N·m (0.76 kgf-m, 5.5 ft-lb)



C: INSPECTION

Make sure the engine coolant level is between "FULL" and "LOW".

11. Coolant Filler Tank

A: REMOVAL

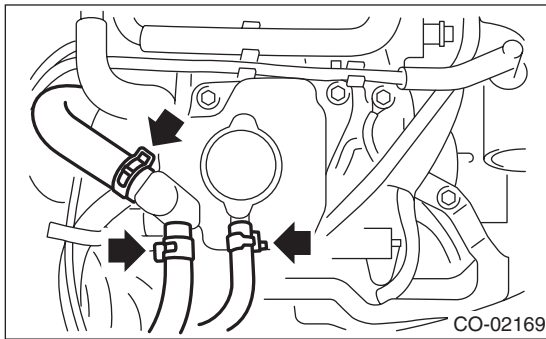
NOTE:

Mount the coolant filler tank only to the turbo model.

WARNING:

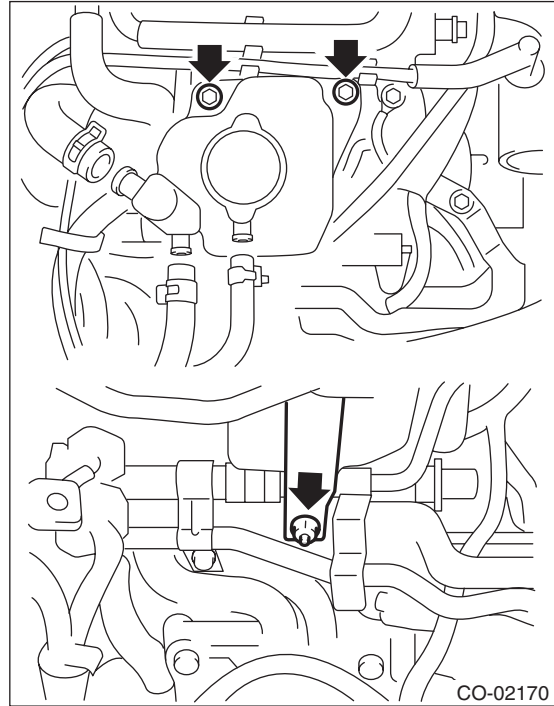
The radiator is pressurized. Wait until engine cools down before working on the radiator.

- 1) Remove the collector cover.
- 2) Drain approximately 3.0 ℓ (3.2 US qt, 2.6 Imp qt) of engine coolant. <Ref. to CO(H4SO)-18, DRAINING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>
- 3) Remove the air cleaner upper cover and the air intake duct. <Ref. to IN (H4SO)-5, REMOVAL, Air Cleaner Case.>
- 4) Remove the air cleaner element.
- 5) Disconnect the engine coolant hoses from coolant filler tank.



- 6) Remove the bolts and nut which install coolant filler tank.
- 7) Disconnect the engine coolant hose which connects the under side of coolant filler tank.

- 8) Remove the coolant filler tank.



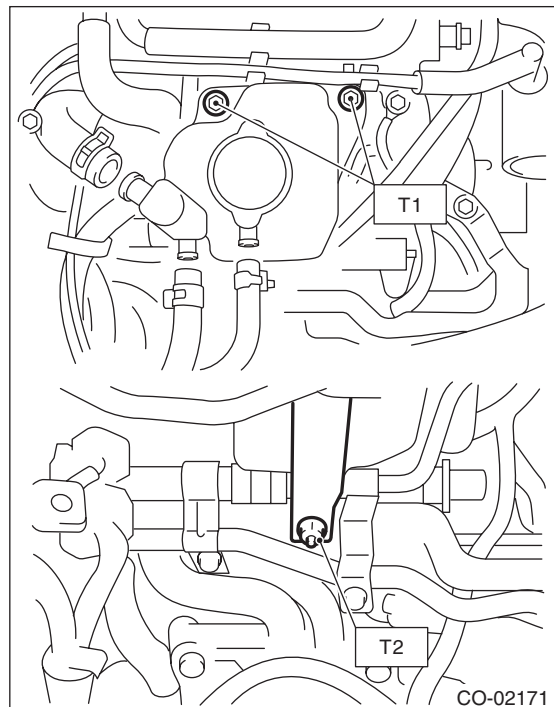
B: INSTALLATION

- 1) Install in the reverse order of removal.

Tightening torque:

T1: 16 N·m (1.6 kgf-m, 11.8 ft-lb)

T2: 13 N·m (1.3 kgf-m, 9.6 ft-lb)



- 2) Fill engine coolant. <Ref. to CO(H4SO)-18, FILLING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>

Engine Cooling System Trouble in General

COOLING

12.Engine Cooling System Trouble in General

A: INSPECTION

Trouble	Possible cause	Corrective action
Overheating	a. Insufficient engine coolant	Replenish engine coolant, inspect for leakage, and repair it if necessary.
	b. Loose timing belt	Repair or replace timing belt tensioner.
	c. Oil on timing belt	Replace.
	d. Malfunction of thermostat	Replace.
	e. Malfunction of water pump	Replace.
	f. Clogged engine coolant passage	Clean.
	g. Improper ignition timing	Inspect and repair the ignition control system. <Ref. to EN(H4SO)(diag)-2, PROCEDURE, Basic Diagnostic Procedure.> <Ref. to EN(H4DOTC)(diag)-2, PROCEDURE, Basic Diagnostic Procedure.>
	h. Clogged or leaking radiator	Clean, repair or replace.
	i. Engine oil mixed in engine coolant	Replace the engine coolant.
	j. Air/fuel mixture ratio too lean	Inspect and repair the fuel injection system. <Ref. to EN(H4SO)(diag)-2, PROCEDURE, Basic Diagnostic Procedure.> <Ref. to EN(H4DOTC)(diag)-2, PROCEDURE, Basic Diagnostic Procedure.>
	k. Excessive back pressure in exhaust system	Clean or replace.
	l. Insufficient clearance between piston and cylinder	Adjust or replace.
	m. Slipping clutch	Correct or replace.
	n. Dragging brake	Adjust.
Over-cooling	o. Defective radiator fan	Inspect the radiator fan relay, engine coolant temperature sensor or fan motor and replace them.
	a. Ambient temperature extremely low	Partly cover radiator front area.
Over-cooling	b. Defective thermostat	Replace.
Engine coolant leaks	a. Loosened or damaged connecting units on hoses	Correct or replace.
	b. Leakage from water pump	Replace.
	c. Leakage from water pipe	Correct or replace.
	d. Leakage around cylinder head gasket	Retighten cylinder head bolts or replace gasket.
	e. Damaged or cracked cylinder head and cylinder block	Correct or replace.
	f. Damaged or cracked thermostat case	Correct or replace.
	g. Leakage from radiator	Correct or replace.
Strange noise	a. Defective drive belt	Replace.
	b. Defective radiator fan	Replace.
	c. Defective water pump bearing	Replace water pump.
	d. Defective water pump mechanical seal	Replace water pump.

General Description

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

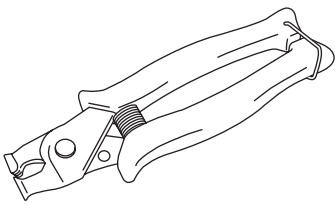
1. General Description

A: CAUTION

- Wear appropriate work clothing, including a cap, protective goggles and protective shoes when performing any work.
- Remove contamination including dirt and corrosion before removal, installation or disassembly.
- Keep the disassembled parts in order and protect them from dust and dirt.
- Before removal, installation or disassembly, be sure to clarify the failure. Avoid unnecessary removal, installation, disassembly and replacement.
- Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.
- Be sure to tighten fasteners including bolts and nuts to the specified torque.
- Place shop jacks or rigid racks at the specified points.
- Before disconnecting connectors of sensors or units, be sure to disconnect the ground cable from the battery.

B: PREPARATION TOOL

1. SPECIAL TOOL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST18353AA000	18353AA000	CLAMP PLIERS	• Used for removing and installing the PCV hose. • This is a general tool made by the French company CAILLAU. (code) 54.0.000.205 To make this easier to obtain in the same way as genuine Subaru parts, it has been provided with a tool number as an ST.

2. Front Catalytic Converter

A: REMOVAL

The front catalytic converter is integrated into front exhaust pipe as one unit; therefore, refer to “Front Exhaust Pipe” for removal procedure. <Ref. to EX (H4SO)-4, REMOVAL, Front Exhaust Pipe.>

B: INSTALLATION

The front catalytic converter is integrated into front exhaust pipe as one unit; therefore, refer to “Front Exhaust Pipe” for installation procedure. <Ref. to EX (H4SO)-5, INSTALLATION, Front Exhaust Pipe.>

C: INSPECTION

- 1) Check the connections and welds for exhaust leaks.
- 2) Make sure there are no holes or rusting.

Rear Catalytic Converter

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

3. Rear Catalytic Converter

A: REMOVAL

The rear catalytic converter is integrated into center exhaust pipe as one unit; therefore, refer to “Center Exhaust Pipe” for removal procedure. <Ref. to EX (H4SO)-7, REMOVAL, Center Exhaust Pipe.>

B: INSTALLATION

The rear catalytic converter is integrated into center exhaust pipe as one unit; therefore, refer to “Center Exhaust Pipe” for installation procedure. <Ref. to EX (H4SO)-7, INSTALLATION, Center Exhaust Pipe.>

C: INSPECTION

- 1) Check the connections and welds for exhaust leaks.
- 2) Make sure there are no holes or rusting.

4. EGR Valve

A: SPECIFICATION

Refer to “EGR valve” for removal and installation procedure. <Ref. to FU(H4SO)-29, EGR Valve.>

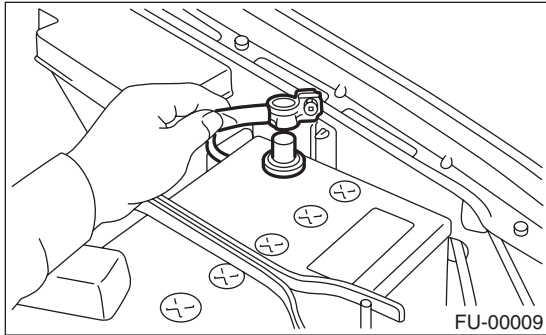
Canister

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

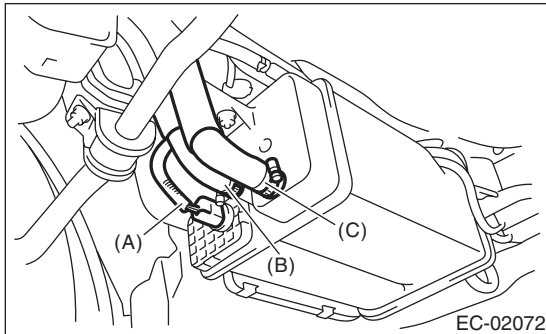
5. Canister

A: REMOVAL

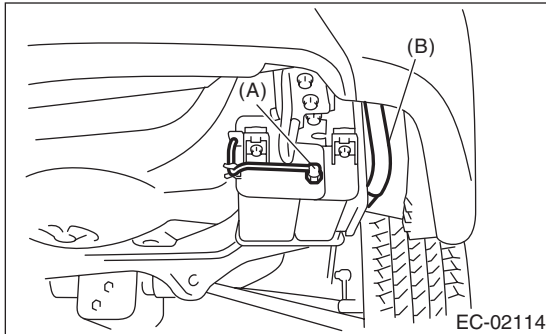
- 1) Disconnect the ground cable from the battery.



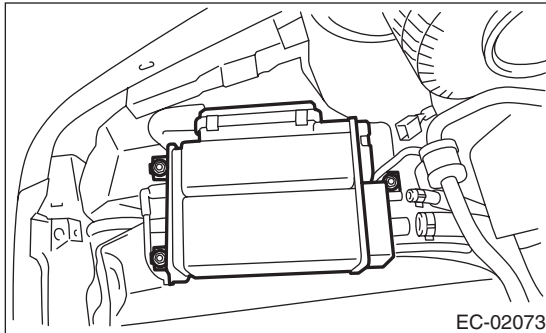
- 2) Lift-up the vehicle.
3) Disconnect the connector (A) from drain valve.
4) Disconnect the evaporation hoses (B) and (C) from the canister.



- 5) Disconnect the quick connector (A) from the canister.
6) Disconnect the drain hose (B) from the canister.



- 7) Remove the canister from the body.



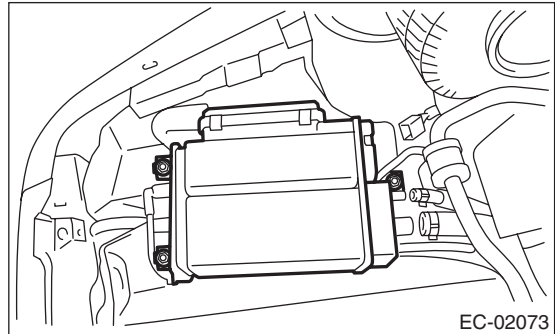
B: INSTALLATION

NOTE:

- Replace the retainer of quick connector with a new part.
- Install in the reverse order of removal.

Tightening torque:

23 N·m (2.3 kgf-m, 17 ft-lb)



C: INSPECTION

Make sure the canister and canister hoses are not cracked or loose.

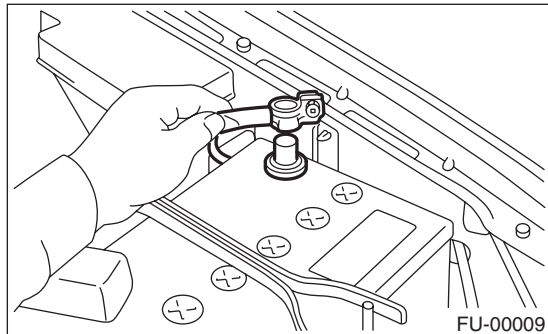
Purge Control Solenoid Valve

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

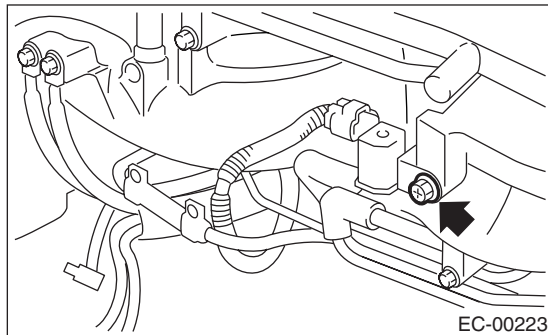
6. Purge Control Solenoid Valve

A: REMOVAL

- 1) Disconnect the ground cable from the battery.



- 2) Disconnect the connector and evaporation hoses of purge control solenoid valve, and then remove the purge control solenoid valve.

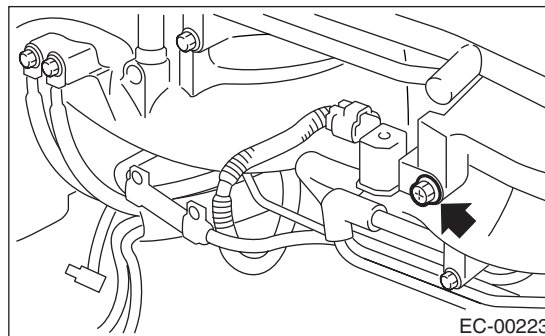


B: INSTALLATION

Install in the reverse order of removal.

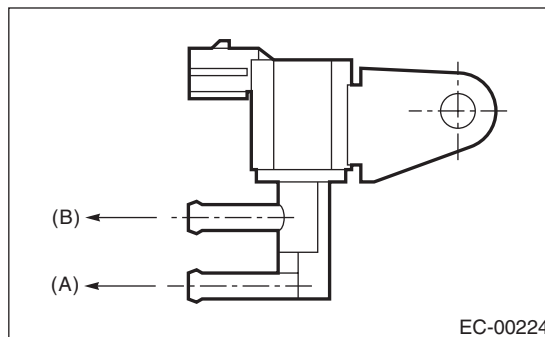
Tightening torque:

19 N·m (1.9 kgf-m, 14.0 ft-lb)



NOTE:

Connect the evaporation hose as shown in the figure.



(A) To fuel pipe (evaporation line)

(B) To intake manifold

C: INSPECTION

Make sure the hoses are not cracked or loose.

Fuel Level Sensor

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

7. Fuel Level Sensor

A: REMOVAL

Refer to the "FU" section for removal procedure.
<Ref. to FU(H4SO)-54, REMOVAL, Fuel Level Sensor.>

B: INSTALLATION

Refer to the "FU" section for installation procedure.
<Ref. to FU(H4SO)-54, INSTALLATION, Fuel Level Sensor.>

8. Fuel Temperature Sensor

A: REMOVAL

The fuel temperature sensor and fuel level sensor are integrated into one unit; therefore, refer to “Fuel Level Sensor” for removal procedure. <Ref. to FU(H4SO)-54, REMOVAL, Fuel Level Sensor.>

B: INSTALLATION

The fuel temperature sensor is integrated into fuel level sensor as one unit; therefore, refer to “Fuel Level Sensor” for installation procedure. <Ref. to FU(H4SO)-54, INSTALLATION, Fuel Level Sensor.>

9. Fuel Sub Level Sensor

A: REMOVAL

Refer to the "FU" section for removal procedure.
<Ref. to FU(H4SO)-55, REMOVAL, Fuel Sub Level Sensor.>

B: INSTALLATION

Refer to the "FU" section for installation procedure.
<Ref. to FU(H4SO)-55, INSTALLATION, Fuel Sub Level Sensor.>

Fuel Tank Pressure Sensor

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

10. Fuel Tank Pressure Sensor

A: REMOVAL

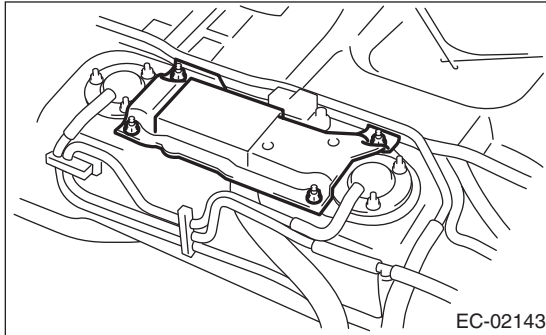
WARNING:

Place "NO FIRE" signs near the working area.

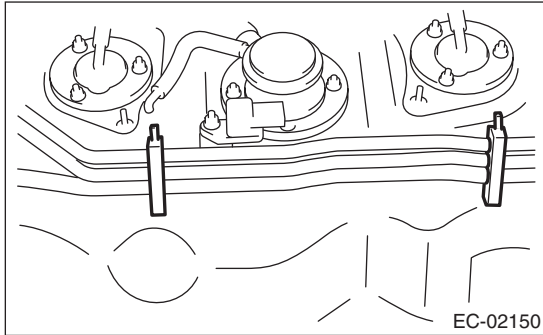
CAUTION:

Be careful not to spill fuel.

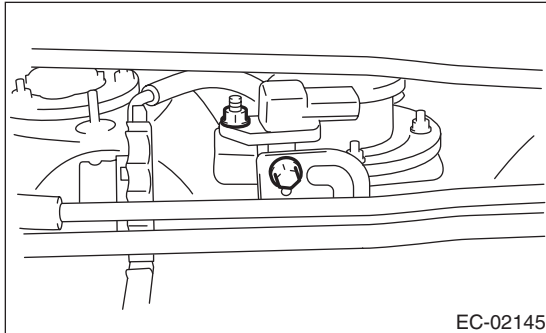
- 1) Remove the fuel tank. <Ref. to FU(H4SO)-45, REMOVAL, Fuel Tank.>
- 2) Remove the protect cover.



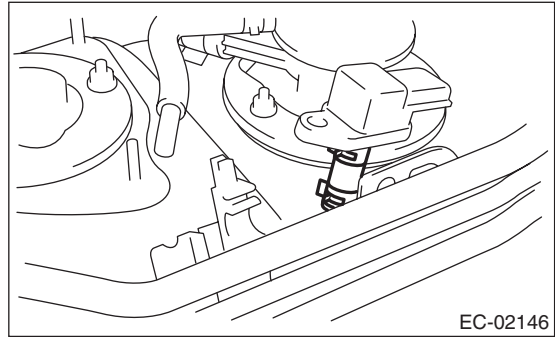
- 3) Disconnect the connector from the fuel tank pressure sensor.
- 4) Remove the clip which holds the fuel pipe to the fuel tank.



- 5) Remove the bolt and nut which secures the fuel tank pressure sensor to the bracket.



- 6) Disconnect the pressure hose from the fuel tank pressure sensor.

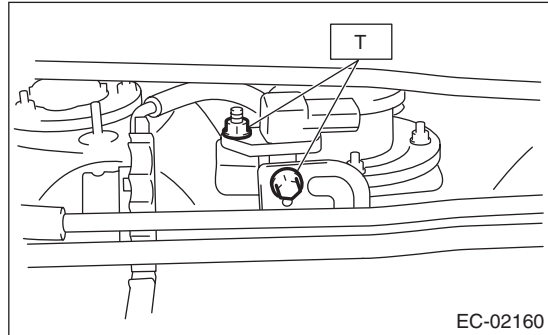


B: INSTALLATION

Install in the reverse order of removal.

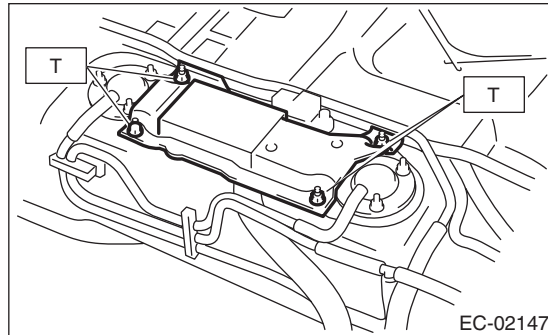
Tightening torque:

7.4 N·m (0.75 kgf-m, 5.4 ft-lb)



Tightening torque:

4.4 N·m (0.45 kgf-m, 3.3 ft-lb)



C: INSPECTION

Make sure the hoses are not cracked or loose.

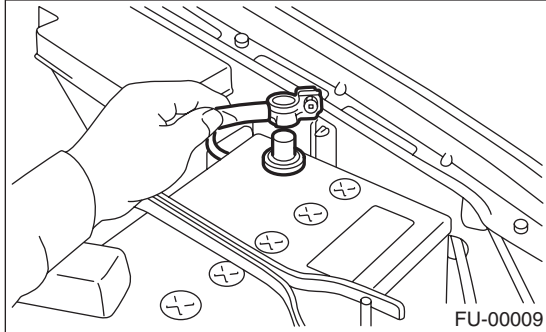
Pressure Control Solenoid Valve

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

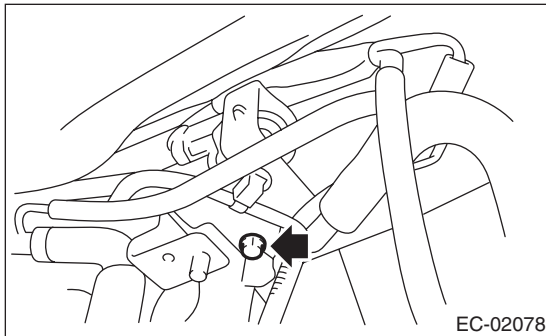
11. Pressure Control Solenoid Valve

A: REMOVAL

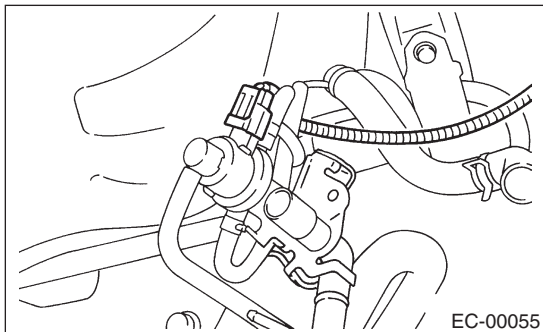
- 1) Set the vehicle on a lift.
- 2) Disconnect the ground cable from the battery.



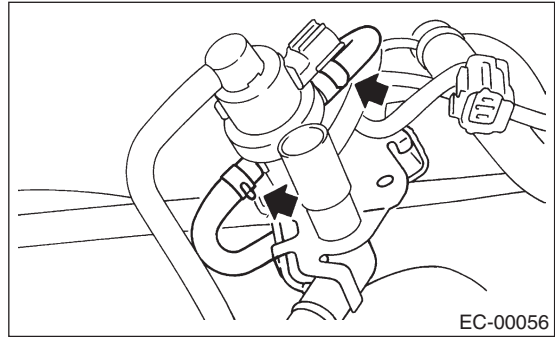
- 3) Lift-up the vehicle.
- 4) Remove the canisters. <Ref. to EC(H4SO)-6, REMOVAL, Canister.>
- 5) Remove the bolt which installs the pressure control solenoid valve holding bracket to the body.



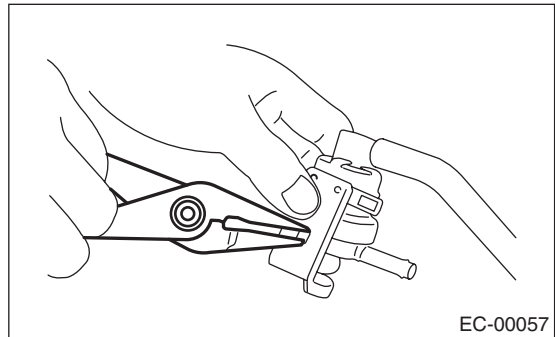
- 6) Remove the pressure control solenoid valve and the bracket as a unit.
- 7) Disconnect the connector from the pressure control solenoid valve.



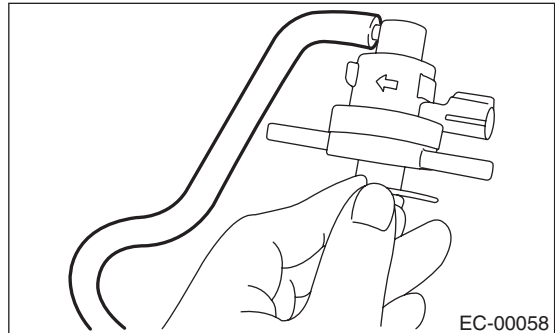
- 8) Disconnect the two evaporation hoses from the pressure control solenoid valve.



- 9) Remove the pressure control solenoid valve from the bracket.



- 10) Disconnect the hose from the pressure control solenoid valve.



Pressure Control Solenoid Valve

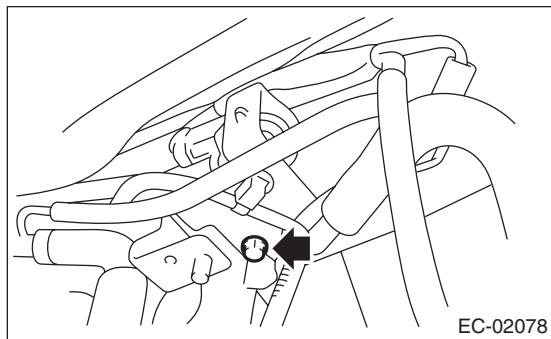
EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:

25 N·m (2.5 kgf-m, 18.4 ft-lb)



C: INSPECTION

Make sure the hoses are not cracked or loose.

12.Drain Filter

A: SPECIFICATION

The drain filter is embedded in the canister and therefore cannot be disassembled.

Vent Valve

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

13.Vent Valve

A: REMOVAL

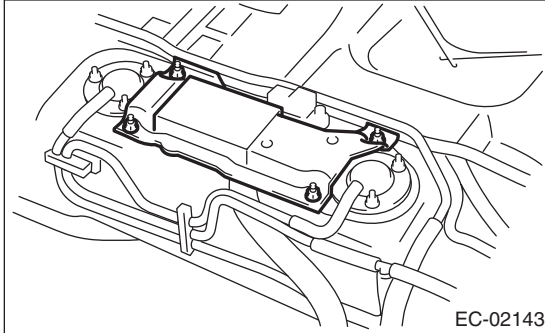
WARNING:

Place "NO FIRE" signs near the working area.

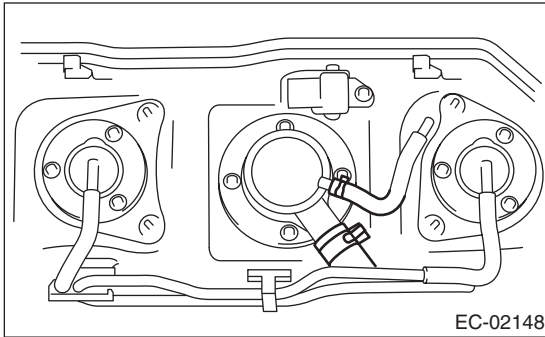
CAUTION:

Be careful not to spill fuel.

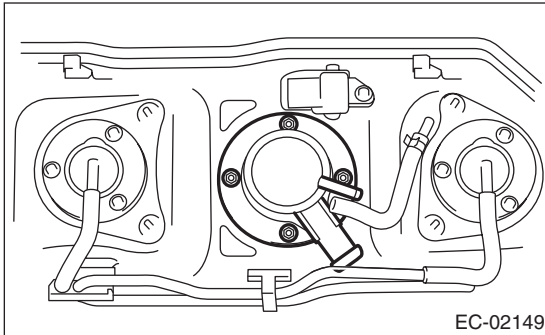
- 1) Remove the fuel tank. <Ref. to FU(H4SO)-45, REMOVAL, Fuel Tank.>
- 2) Remove the protect cover.



- 3) Remove the clip and disconnect the hose from the vent valve.



- 4) Remove the nut and then remove the vent valve.



B: INSTALLATION

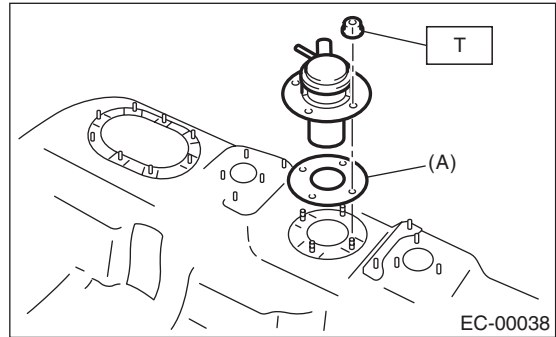
Install in the reverse order of removal.

NOTE:

Use a new gasket.

Tightening torque:

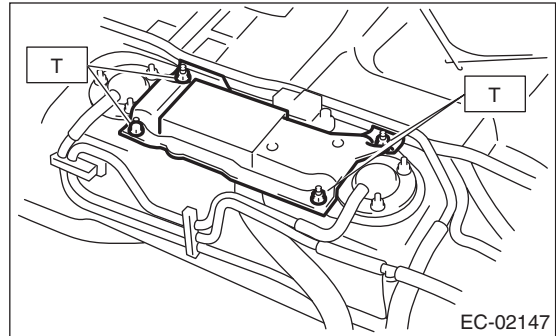
4.4 N·m (0.45 kgf-m, 3.3 ft-lb)



(A) Gasket

Tightening torque:

4.4 N·m (0.45 kgf-m, 3.3 ft-lb)



C: INSPECTION

Make sure the hoses are not cracked or loose.

Shut Valve

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

14.Shut Valve

A: REMOVAL

WARNING:

Place “NO FIRE” signs near the working area.

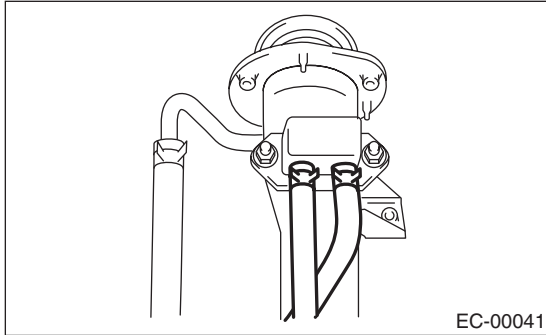
CAUTION:

Be careful not to spill fuel.

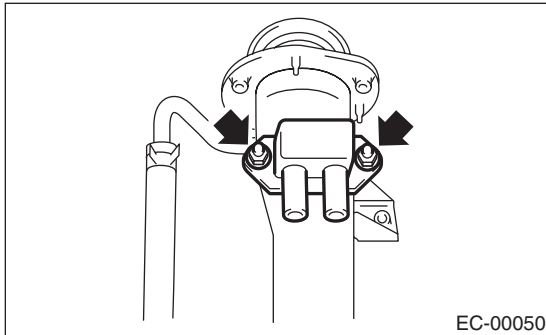
1) Remove the fuel filler pipe.

<Ref. to FU(H4SO)-48, REMOVAL, Fuel Filler Pipe.>

2) Disconnect the evaporation hose from the shut valve.



3) Remove the shut valve from the fuel filler pipe.

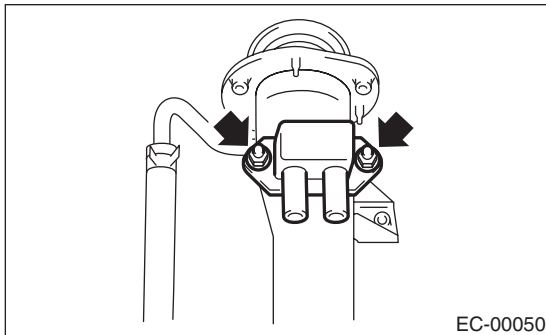


B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:

4.5 N·m (0.46 kgf-m, 3.3 ft-lb)



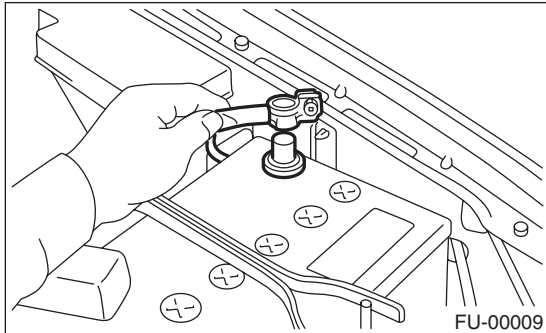
C: INSPECTION

Make sure the hoses are not cracked or loose.

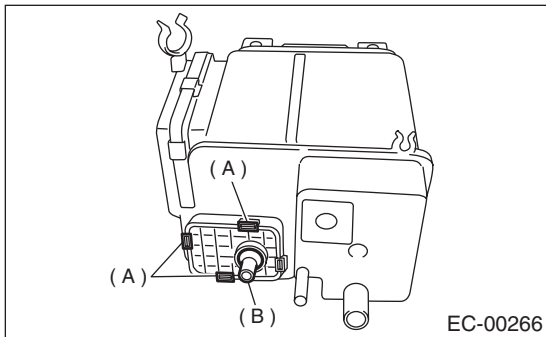
15.Drain Valve

A: REMOVAL

- 1) Set the vehicle on a lift.
- 2) Disconnect the ground cable from the battery.



- 3) Lift-up the vehicle.
- 4) Remove the canisters. <Ref. to EC(H4SO)-6, REMOVAL, Canister.>
- 5) Disengage the clip (A), then remove the drain valve (B) from the canister.

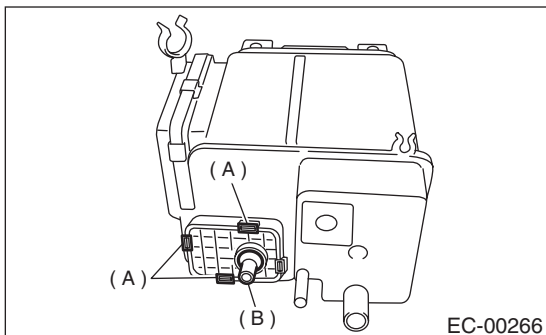


B: INSTALLATION

Install in the reverse order of removal.

NOTE:

Replace clip (A) with a new part.



C: INSPECTION

- 1) Make sure that all hoses are properly connected.
- 2) Make sure the hoses are not cracked or loose.

16.PCV Hose Assembly

A: REMOVAL

CAUTION:

Do not remove PCV hose assembly except when the PCV hose, diagnostics connector and PCV valve are damaged.

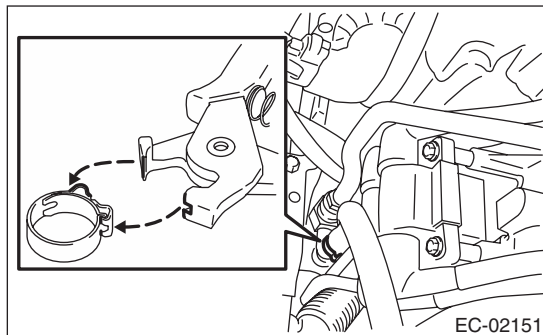
1) Remove the air intake chamber.

<Ref. to IN (H4SO)-6, REMOVAL, Air Intake Chamber.>

2) Fit the depression in the ST with the protrusion on the clamp to unlock.

3) Remove the PCV hose assembly.

ST 18353AA000 CLAMP PLIERS



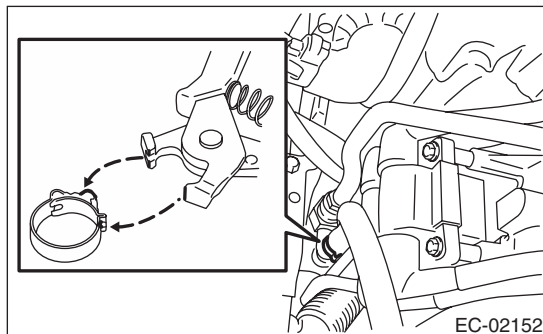
B: INSTALLATION

NOTE:

Replace the clamp with a new part.

1) Install the PCV hose assembly, then lock by fitting the ST on the clamp protrusion.

ST 18353AA000 CLAMP PLIERS



2) Install the air intake chamber.

<Ref. to IN (H4SO)-6, INSTALLATION, Air Intake Chamber.>

Basic Diagnostic Procedure

ENGINE (DIAGNOSTICS)

1. Basic Diagnostic Procedure

A: PROCEDURE

NOTE:

If the AT OIL TEMP warning light illuminates when the Subaru Select Monitor or general scan tool is connected, perform the following procedures.

1. Disconnect Subaru Select Monitor or general scan tool from the vehicle.
2. Repeat the ignition switch ON-OFF cycle three times.
3. Turn the ignition switch to ON.

If the malfunction indicator light turns off, the Subaru Select Monitor or general scan tool may be faulty. Connect a different Subaru Select Monitor or general scan tool, and if malfunction indicator light remains off, delete the DTC. <Ref. to EN(H4SO)(diag)-44, Clear Memory Mode.>

Step	Check	Yes	No
1 CHECK ENGINE START FAILURE. 1) Ask the customer when and how the trouble occurred using the interview check list. <Ref. to EN(H4SO)(diag)-3, CHECK, Check List for Interview.> 2) Start the engine.	Does the engine start?	Go to step 2.	Inspection using "Diagnostics for Engine Start Failure". <Ref. to EN(H4SO)(diag)-53, Diagnostics for Engine Starting Failure.>
2 CHECK ILLUMINATION OF MALFUNCTION INDICATOR LIGHT.	Does the malfunction indicator light illuminate?	Go to step 3.	Inspection using "General Diagnostic Table". <Ref. to EN(H4SO)(diag)-337, INSPECTION, General Diagnostic Table.>
3 CHECK INDICATION OF DTC ON DISPLAY. 1) Turn the ignition switch to OFF. 2) Connect the Subaru Select Monitor or general scan tool to data link connector. 3) Turn the ignition switch to ON, and run the Subaru Select Monitor or general scan tool. 4) Read the DTC on Subaru Select Monitor or general scan tool.	Is DTC displayed on the Subaru Select Monitor or general scan tool?	Repair the trouble cause. <Ref. to EN(H4SO)(diag)-67, List of Diagnostic Trouble Code (DTC).> Go to step 4.	Perform the diagnosis of the malfunction indicator light circuit or the combination meter. <Ref. to EN(H4SO)(diag)-48, Malfunction Indicator Light.>
4 PERFORM DIAGNOSIS. 1) Perform the Clear Memory Mode. <Ref. to EN(H4SO)(diag)-44, Clear Memory Mode.> 2) Perform the Inspection Mode. <Ref. to EN(H4SO)(diag)-35, Inspection Mode.>	Is DTC displayed on the Subaru Select Monitor or general scan tool?	Repair the trouble cause. <Ref. to EN(H4SO)(diag)-67, List of Diagnostic Trouble Code (DTC).>	Finish the diagnosis.

Check List for Interview

ENGINE (DIAGNOSTICS)

2. Check List for Interview

A: CHECK

1. CHECK LIST NO. 1

Check the following item when problem has occurred.

NOTE:

Use copies of this page for interviewing customers.

Customer's name		Engine No.	
Date of purchase		Fuel brand	
Date of repair		Odometer reading	km
V.I.N. No.			miles
Weather	☐ Fine ☐ Cloudy ☐ Rainy ☐ Snowy ☐ Various/Others:		
Ambient air temperature	°C (°F)		
	☐ Hot ☐ Warm ☐ Cool ☐ Cold		
Place	☐ Highway ☐ Suburbs ☐ Inner city ☐ Uphill ☐ Downhill ☐ Rough road ☐ Others :		
Engine temperature	☐ Cold ☐ Warming-up ☐ After warming-up ☐ Any temperature ☐ Others :		
Engine speed	rpm		
Vehicle speed	MPH		
Driving conditions	☐ Not affected ☐ At starting ☐ While idling ☐ At racing ☐ While accelerating ☐ While cruising ☐ While decelerating ☐ While turning (RH/LH)		
Headlight	☐ ON / ☐ OFF	Rear defogger	☐ ON / ☐ OFF
Blower	☐ ON / ☐ OFF	Radio	☐ ON / ☐ OFF
A/C compressor	☐ ON / ☐ OFF	CD/Cassette	☐ ON / ☐ OFF
Radiator fan	☐ ON / ☐ OFF	Car phone	☐ ON / ☐ OFF
Front wiper	☐ ON / ☐ OFF	Wireless device	☐ ON / ☐ OFF
Rear wiper	☐ ON / ☐ OFF		

Check List for Interview

ENGINE (DIAGNOSTICS)

2. CHECK LIST NO. 2

Check the following item about the vehicle's state when malfunction indicator light turns on.

NOTE:

Use copies of this page for interviewing customers.

a) Other warning lights or indicators turn on. ☐ Yes / ☐ No
☐ Low fuel warning light ☐ Charge indicator light ☐ AT diagnostic indicator light ☐ ABS warning light ☐ Oil pressure warning light
b) Fuel level
• Lack of gasoline: ☐ Yes / ☐ No • Indicator position of fuel gauge: • Experience of running out of fuel: ☐ Yes / ☐ No
c) Intentional connecting or disconnecting of harness connectors or spark plug cords: ☐ Yes / ☐ No
• What:
d) Intentional connecting or disconnecting of hoses: ☐ Yes / ☐ No
• What:
e) Installing of other parts except genuine parts: ☐ Yes / ☐ No
• What: • Where:
f) Occurrence of noise: ☐ Yes / ☐ No
• From where: • What kind:
g) Occurrence of smell: ☐ Yes / ☐ No
• From where: • What kind:
h) Intrusion of water into engine compartment or passenger compartment: ☐ Yes / ☐ No
i) Troubles occurred
☐ Engine does not start. ☐ Engine stalls during idling. ☐ Engine stalls while driving. ☐ Engine speed decreases. ☐ Engine speed does not decrease. ☐ Rough idling ☐ Poor acceleration ☐ Back fire ☐ After fire ☐ Does not shift. ☐ Excessive shift shock

3. General Description

A: CAUTION

1) Airbag system wiring harness is routed near the ECM, main relay and fuel pump relay.

CAUTION:

- All airbag system wiring harnesses and connectors are yellow. Do not use the electrical test equipment on these circuits.

- Be careful not to damage the airbag system wiring harness when servicing the ECM, TCM, main relay and fuel pump relay.

2) Never connect the battery in reverse polarity.

- The ECM will be destroyed instantly.

- The fuel injector and other parts will be damaged in just a few minutes.

3) Do not disconnect the battery terminals while the engine is running.

A large counter electromotive force will be generated in the generator, and this voltage may damage electronic parts such as ECM etc.

4) Before disconnecting the connectors of each sensor and ECM, be sure to turn the ignition switch to OFF.

5) Use a tapered pin with a diameter of less than 0.64 mm (0.025 in) when measuring the voltage or resistance of individual sensor or all electrical control modules. Do not insert the pin more than 5 mm (0.20 in) into the part.

6) Before removing the ECM from the located position, disconnect two cables on battery. Otherwise, the ECM may be damaged.

CAUTION:

When replacing the ECM, be careful not to use the wrong spec. ECM to avoid any damage on the fuel injection system.

7) Connectors of each sensor in the engine compartment and the harness connectors on the engine side and body side are all designed to be waterproof. Even if the connectors are waterproof, take care not to allow water to get into them when washing the vehicle, or when servicing the vehicle in rainy weather.

8) Use ECM mounting stud bolts at the body side grounding point when measuring voltage and resistance inside the passenger compartment.

9) Use the engine ground terminal or engine assembly as the grounding point to the body when measuring the voltage and resistance in engine compartment.

10) Every MFI-related part is a precision part. Do not drop them.

11) Observe the following cautions when installing a radio in MFI equipped models.

CAUTION:

- The antenna must be kept as far apart as possible from control unit. (The ECM is located under the steering column, inside of the instrument panel lower trim panel.)

- The antenna feeder must be placed as far apart as possible from the ECM and MFI harness.

- Carefully adjust the antenna for correct matching.

- When mounting a large power type radio, pay special attention to the three items above mentioned.

- Incorrect installation of the radio may affect the operation of ECM.

12) Before disconnecting the fuel hose, release the fuel pressure. <Ref. to FU(H4SO)-44, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>

13) For the model with ABS, the ABS warning light may illuminate when performing driving test with jacked-up or lifted-up condition, but this is not a system malfunction. The reason for this is the speed difference between the front and rear wheels. After diagnosis of engine control system, perform the ABS memory clear procedure of self-diagnosis function.

General Description

ENGINE (DIAGNOSTICS)

B: INSPECTION

Before performing diagnostics, check the following item which might affect engine problems.

1. BATTERY

1) Measure the battery voltage and specific gravity of electrolyte.

Standard voltage:

12 V

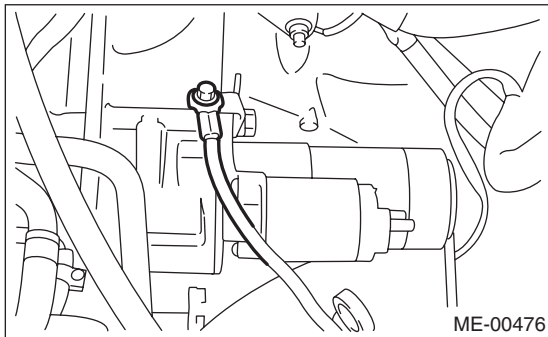
Specific gravity:

1.260 or more

2) Check the condition of the main and other fuses, and harnesses and connectors. Also check for proper grounding.

2. ENGINE GROUND

Make sure the engine ground terminal is properly connected to engine.



C: NOTE

1. GENERAL DESCRIPTION

- The on-board diagnosis (OBD) system detects and indicates a fault in various inputs and outputs of the complex electronic control. Malfunction indicator light in the combination meter indicates occurrence of a fault or trouble.
- Further, against such a failure or sensors as may disable the drive, the fail-safe function is provided to ensure the minimal driveability.
- The OBD system incorporated with the vehicles within this type of engine complies with OBD-II regulations. The OBD system monitors the components and the system malfunction listed in "Engine Section" which affects on emissions.
- When the system decides that a malfunction occurs, malfunction indicator light illuminates. At the same time of the malfunction indicator light illumination or blinking, a DTC and a freeze frame engine conditions are stored into on-board computer.
- The OBD system stores freeze frame engine condition data (engine load, engine coolant temperature, fuel trim, engine speed and vehicle speed, etc.) into on-board computer first when it detects a malfunction.

- If the OBD system detects the various malfunctions including the fault of fuel trim or misfire, the OBD system first stores freeze frame engine conditions about the fuel trim or misfire.
- When the malfunction does not occur again for three consecutive driving cycles, malfunction indicator light is turned off, but DTC remains at on-board computer.
- When troubleshooting the vehicle which complies with OBD-II regulations, connect the Subaru Select Monitor or general scan tool to the vehicle.

2. ENGINE AND EMISSION CONTROL SYSTEM

- The Multipoint Fuel Injection (MFI) system is a system that supplies the optimum air-fuel mixture to the engine for all the various operating conditions through the use of the latest electronic technology.

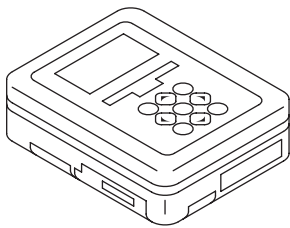
With this system, the fuel which is pressurized at a constant pressure is injected into the intake air passage of the cylinder head. The injection quantity of fuel is controlled by an intermittent injection system, where the electro-magnetic injection valve (fuel injector) opens for a short period of time depending on the quantity of air required for one cycle of operation. In actual operation, the injection quantity is determined by the duration of an electric pulse applied to the fuel injector and this permits simple, yet highly precise metering of the fuel.

- Furthermore, all operating conditions of the engine are converted into electronic signals, and this enables additional system features with greatly improved adaptability, making it easier to add compensation features.

The MFI system also has the following features:

- Reduced emission of harmful exhaust gases
- Reduction in fuel consumption
- Increased engine output
- Superior acceleration and deceleration
- Superior startability and warm-up performance in cold weather since compensation is made for engine coolant and intake air temperature

D: PREPARATION TOOL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST1B020XU0	1B020XU0	SUBARU SELECT MONITOR KIT	Used for troubleshooting the electrical system.

Electrical Component Location

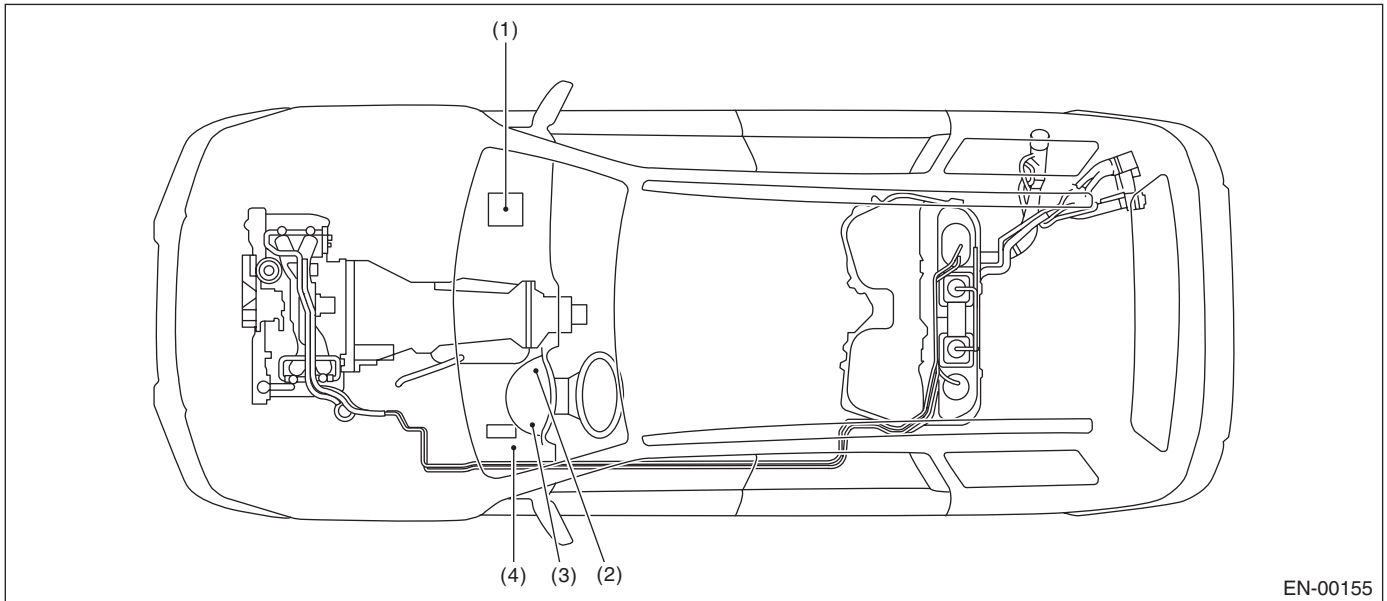
ENGINE (DIAGNOSTICS)

4. Electrical Component Location

A: LOCATION

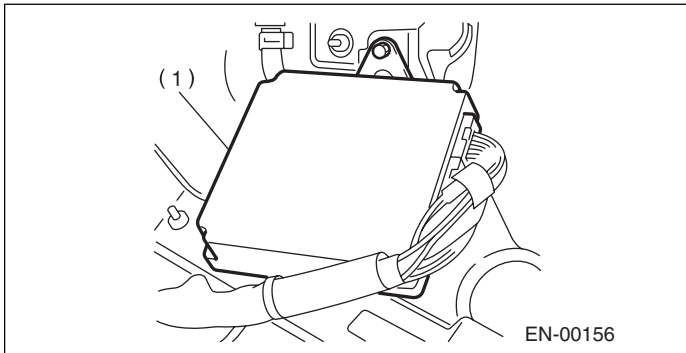
1. ENGINE

- Control module

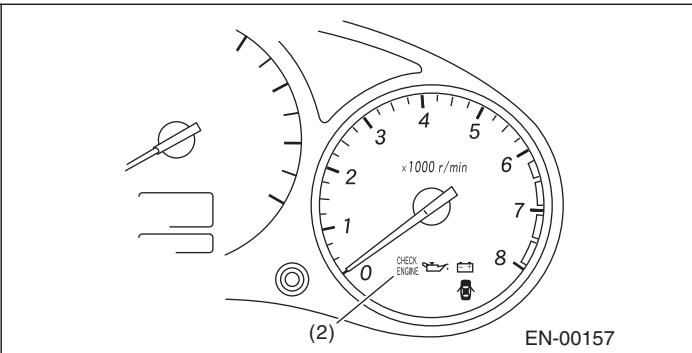


EN-00155

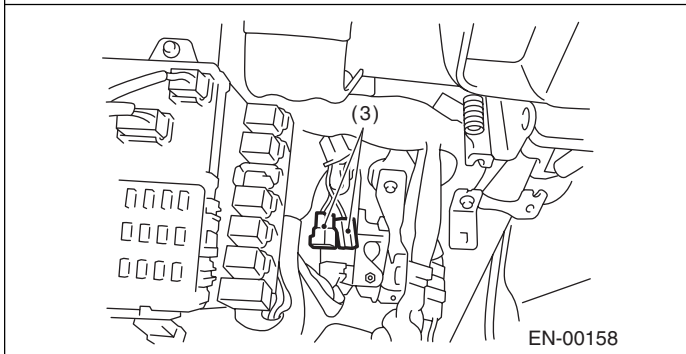
(1) Engine control module (ECM)	(3) Test mode connector	(4) Data link connector
(2) Malfunction indicator light		



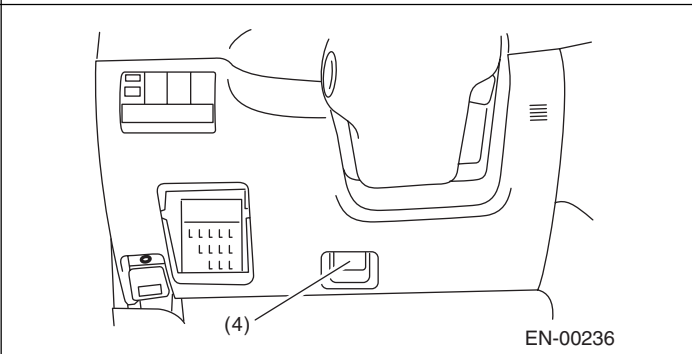
EN-00156



EN-00157



EN-00158

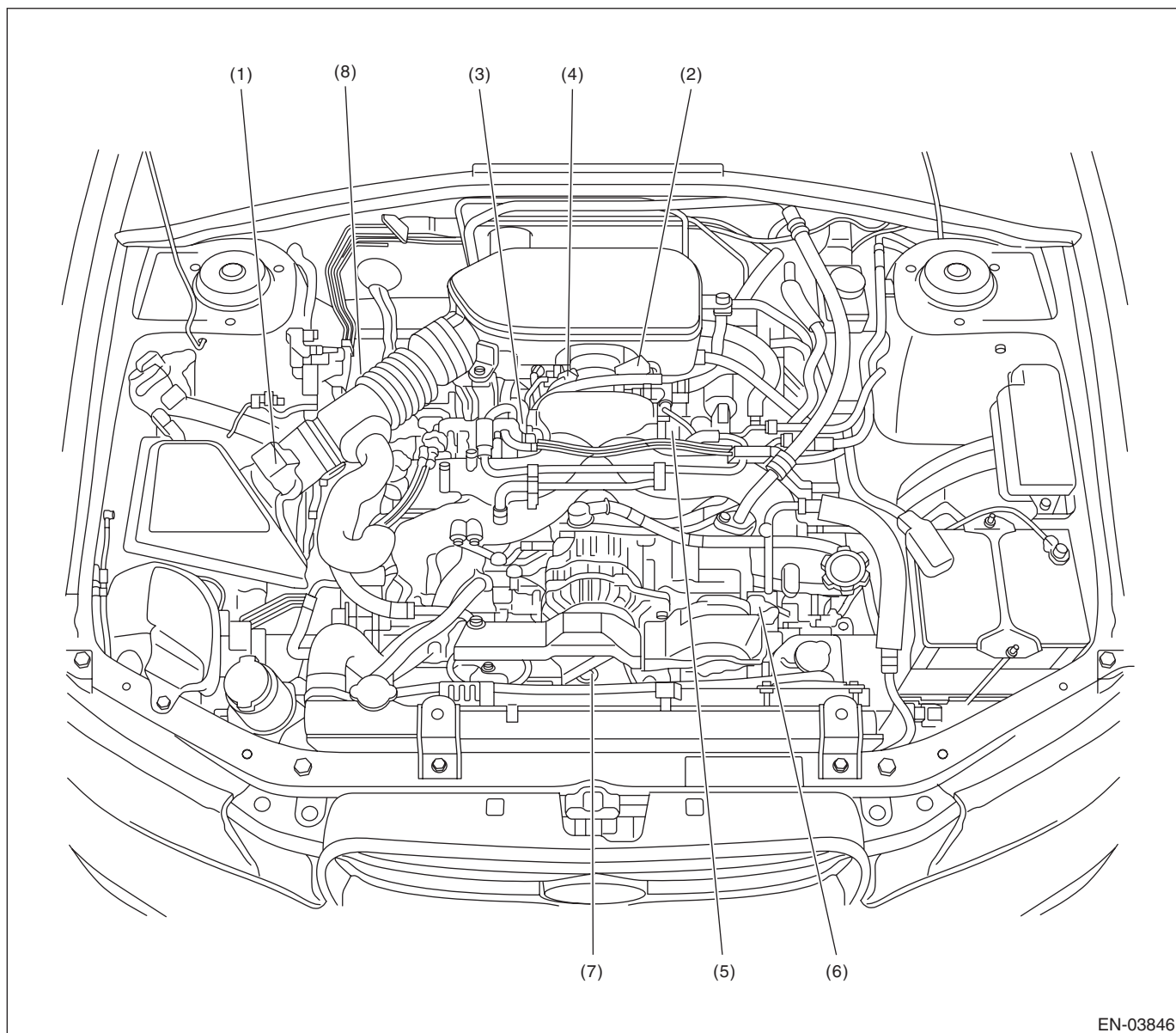


EN-00236

Electrical Component Location

ENGINE (DIAGNOSTICS)

- Sensor

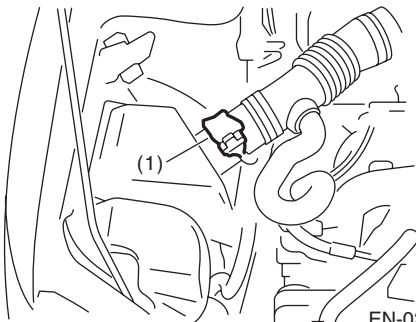
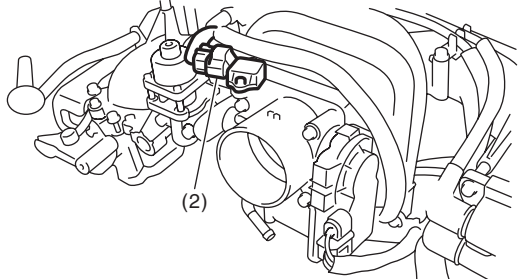
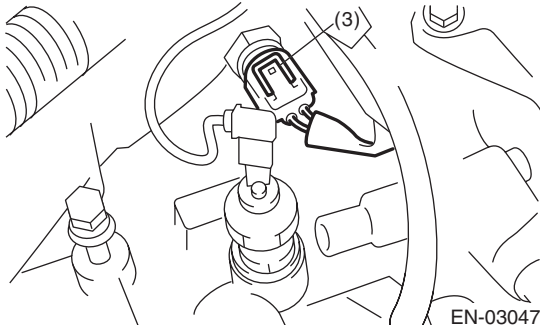
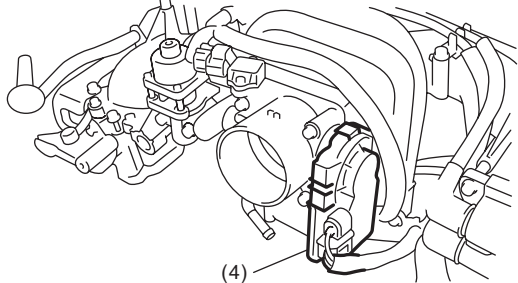
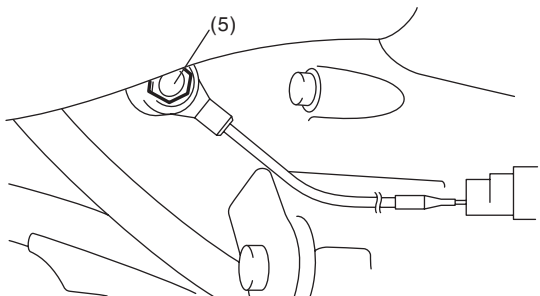
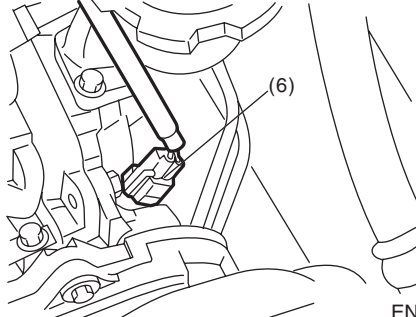
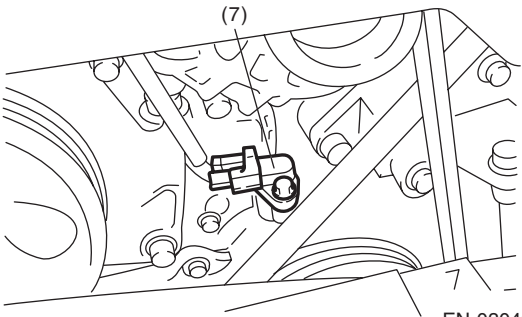
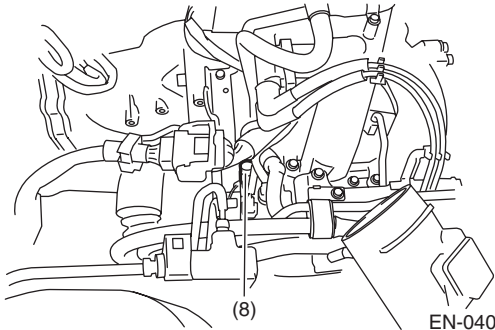


EN-03846

(1) Mass air flow and intake air temperature sensor	(4) Throttle position sensor	(7) Crankshaft position sensor
(2) Manifold absolute pressure sensor	(5) Knock sensor	(8) Oil temperature sensor
(3) Engine coolant temperature sensor	(6) Camshaft position sensor	

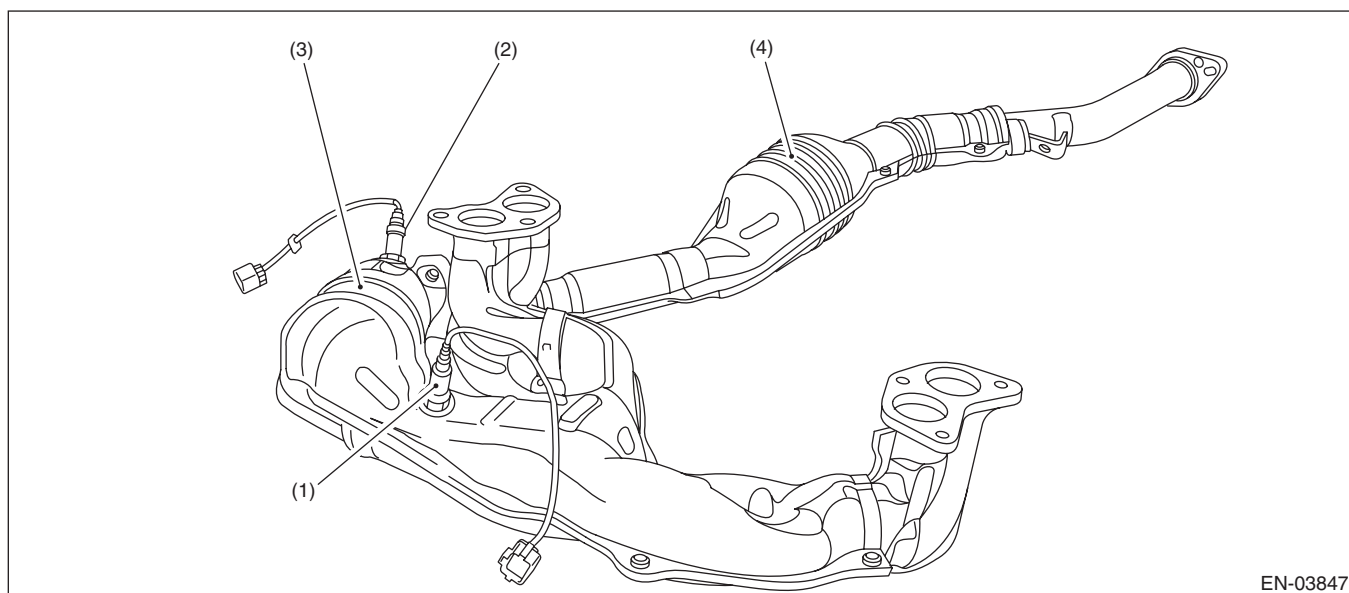
Electrical Component Location

ENGINE (DIAGNOSTICS)

 (1) EN-03046	 (2) EN-01971
 (3) EN-03047	 (4) EN-01972
 (5) EN-03048	 (6) EN-03050
 (7) EN-03049	 (8) EN-04089

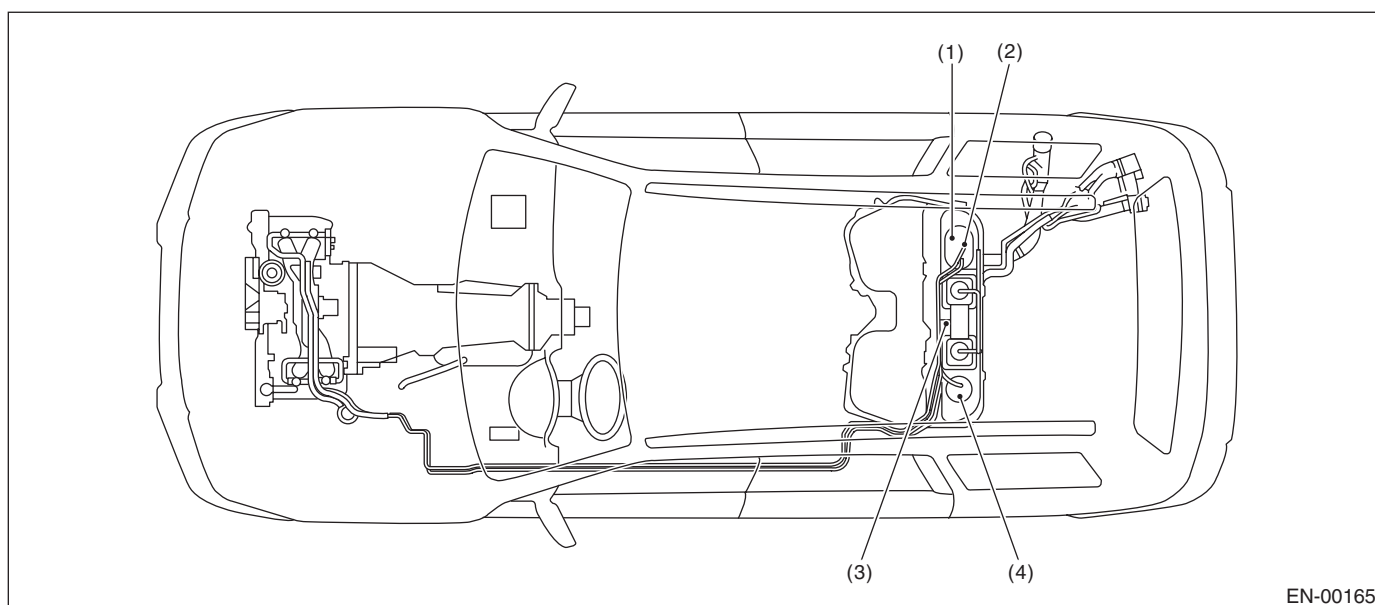
Electrical Component Location

ENGINE (DIAGNOSTICS)



EN-03847

(1) Front oxygen (A/F) sensor	(3) Front catalytic converter	(4) Rear catalytic converter
(2) Rear oxygen sensor		

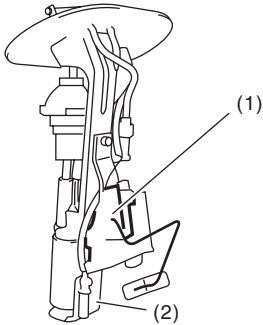
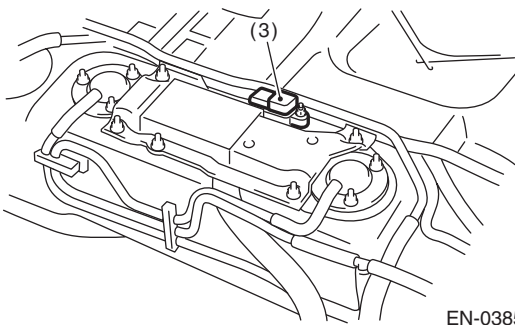
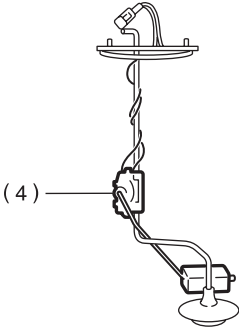


EN-00165

(1) Fuel level sensor	(3) Fuel tank pressure sensor	(4) Fuel sub level sensor
(2) Fuel temperature sensor		

Electrical Component Location

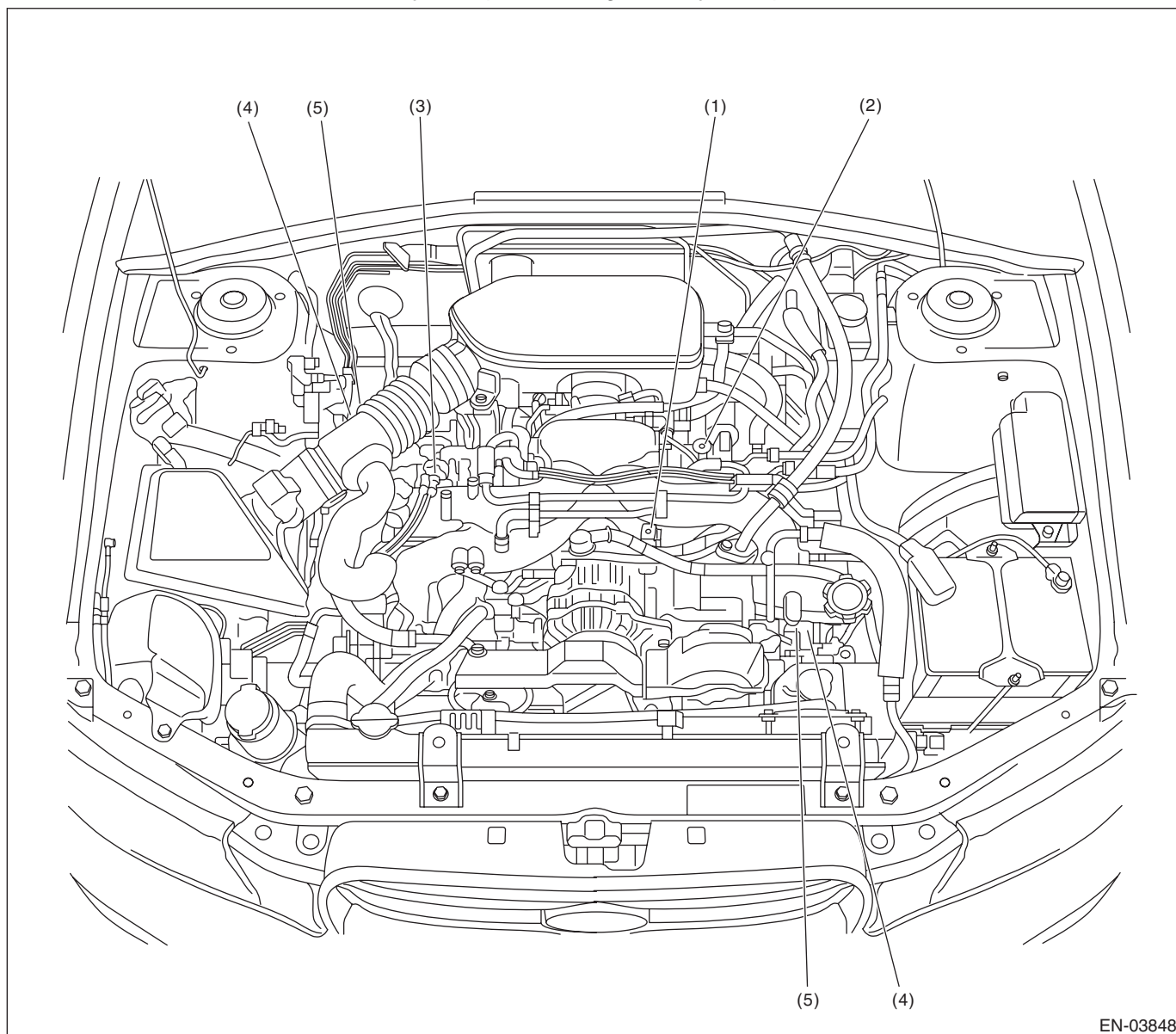
ENGINE (DIAGNOSTICS)

 Diagram showing the engine wiring harness with labels (1) and (2). EN-03852	 Diagram showing the engine wiring harness with label (3). EN-03853
 Diagram showing the engine wiring harness with label (4). EN-00168	SUBARU.

Electrical Component Location

ENGINE (DIAGNOSTICS)

- Solenoid valve, emission control system parts and ignition system parts



EN-03848

(1) Purge control solenoid valve

(3) Ignition coil and ignitor ASSY

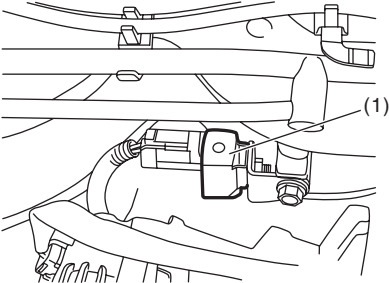
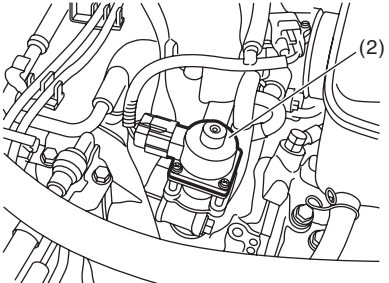
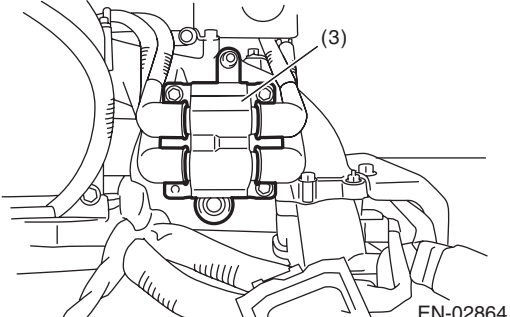
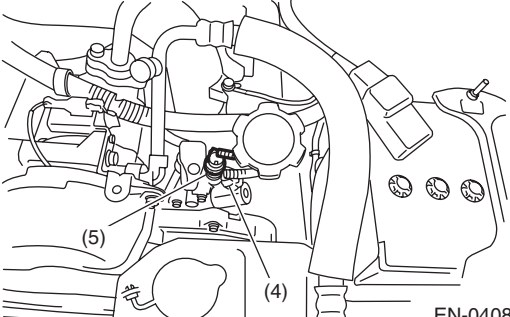
(5) Variable valve lift diagnosis oil pressure switch

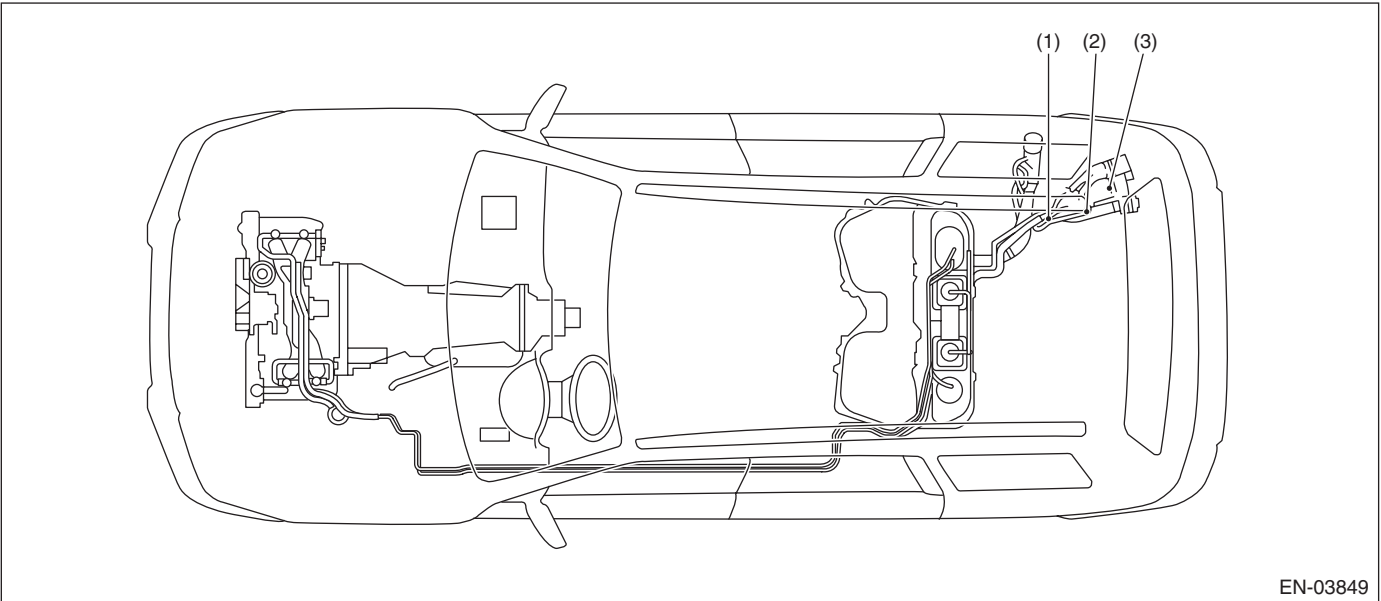
(2) EGR valve

(4) Oil switching solenoid valve

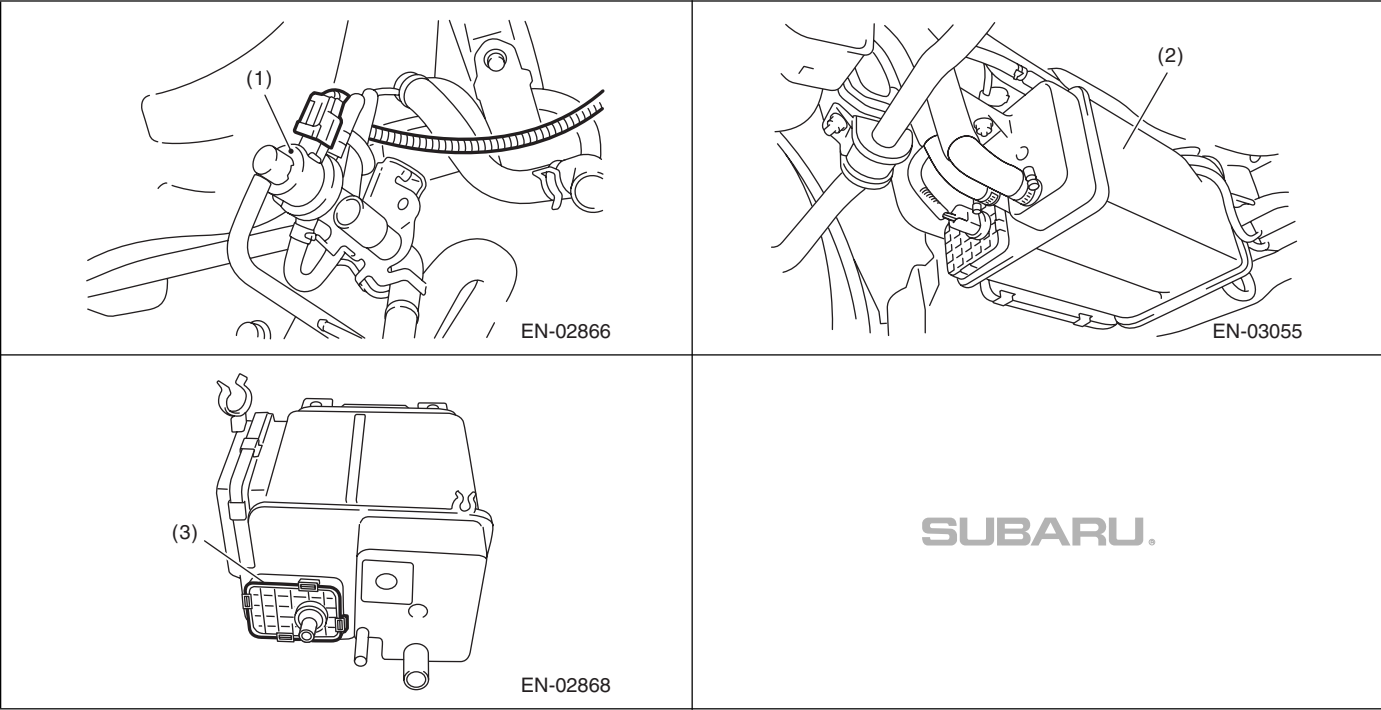
Electrical Component Location

ENGINE (DIAGNOSTICS)

 EN-03052	 EN-03053
 EN-02864	 EN-04088

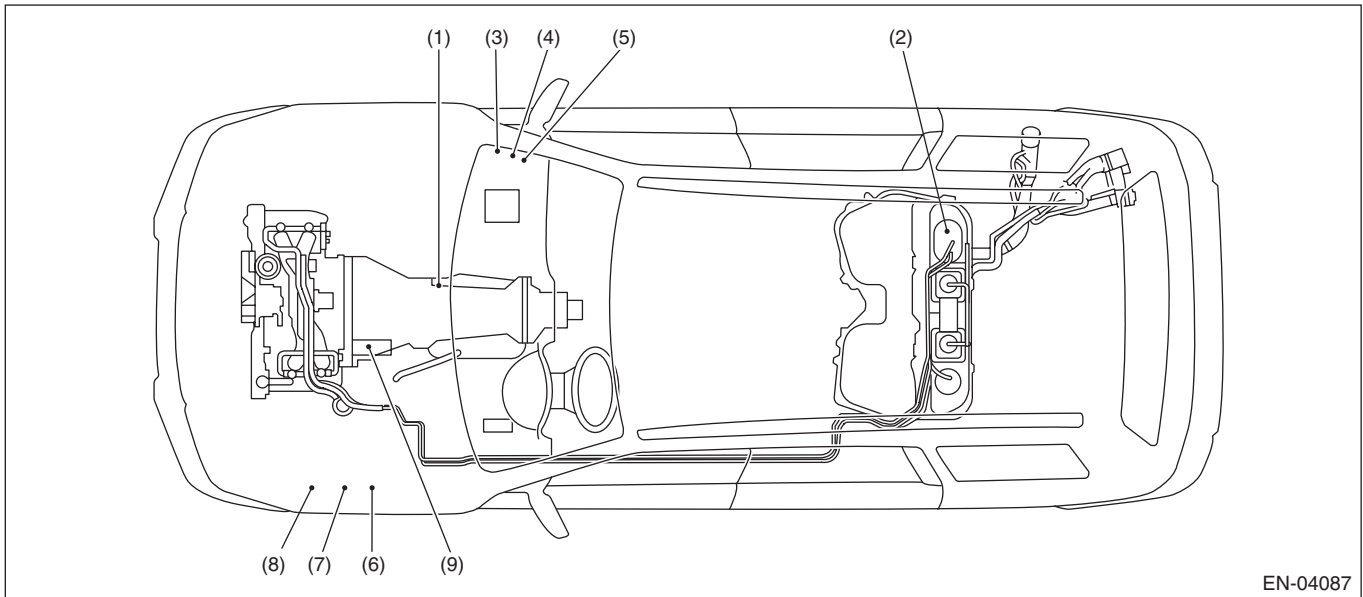


(1) Pressure control solenoid valve (2) Canister (3) Drain valve

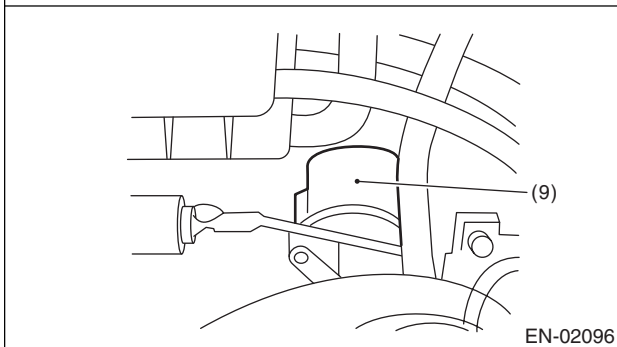
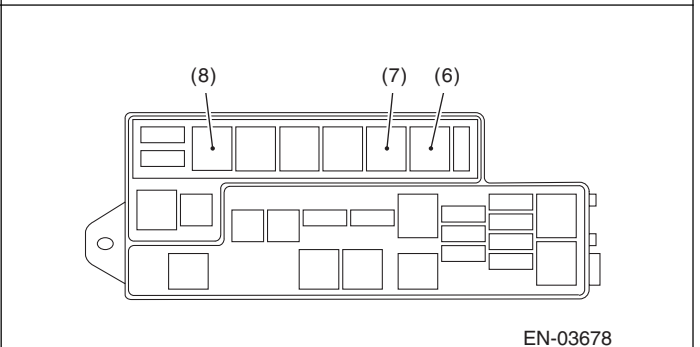
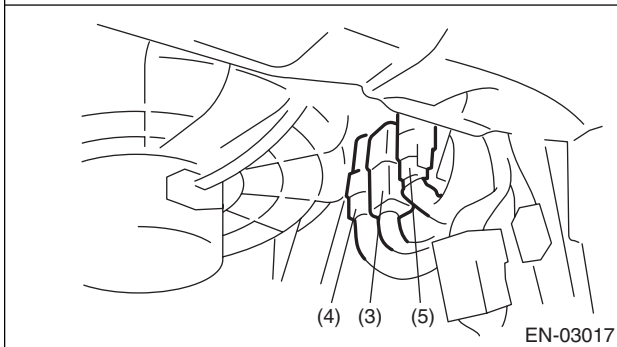
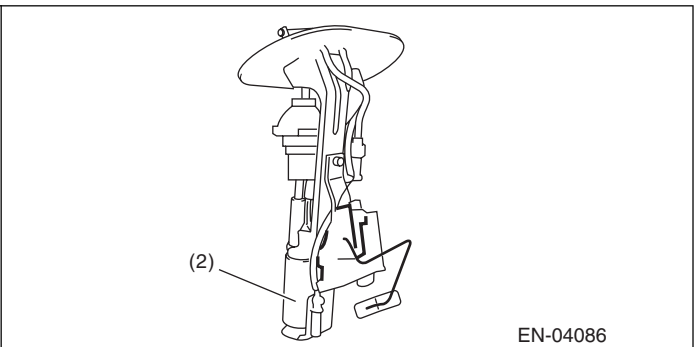
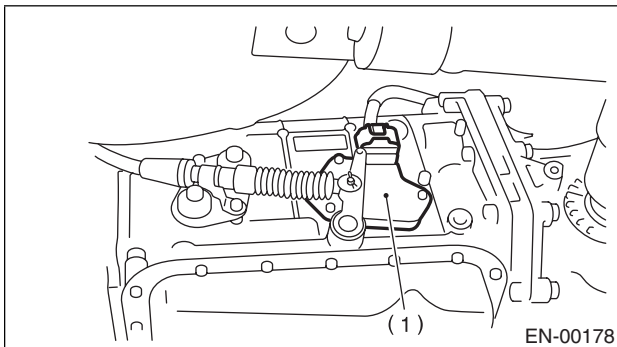


Electrical Component Location

ENGINE (DIAGNOSTICS)



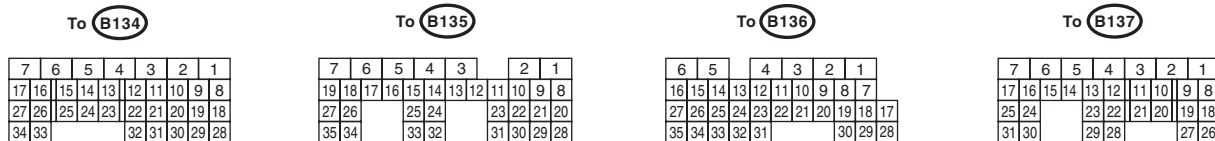
(1) Inhibitor switch	(4) Fuel pump relay	(7) Radiator sub fan relay
(2) Fuel pump	(5) Electronic throttle control relay	(8) Fan mode relay
(3) Main relay	(6) Radiator main fan relay	(9) Starter



SUBARU.

5. Engine Control Module (ECM) I/O Signal

A: ELECTRICAL SPECIFICATION



EN-01812

Content		Con- nector No.	Termi- nal No.	Signal (V)		Note
				Ignition SW ON (engine OFF)	Engine ON (idling)	
Crank- shaft posi- tion sensor	Signal (+)	B134	13	0	-7 — +7	Sensor output waveform
	Signal (-)	B134	14	0	0	—
	Shield	B134	24	0	0	—
Rear oxy- gen sen- sor	Signal	B135	4	0	0 — 0.9	—
	Shield	B135	1	0	0	—
Front oxy- gen (A/F) sensor heater	Signal 1	B136	3	10 — 13	1 — 14	Waveform
	Signal 2	B136	2	10 — 13	1 — 14	Waveform
Rear oxygen sensor heater signal		B136	4	10 — 13	1 — 14	Waveform
Engine coolant temper- ature sensor		B134	34	1.0 — 1.4	1.0 — 1.4	After engine is warmed-up.
Vehicle speed signal		B136	12	0 or 5	0 or 5	"5" and "0" are repeatedly dis- played when vehicle is driven.
Air flow sensor	Signal	B135	26	—	0.3 — 4.5	—
	Shield	B135	35	0	0	—
	Ground	B135	34	0	0	—
Intake air temperature sensor signal		B135	18	0.3 — 4.6	0.3 — 4.6	—
Camshaft position sensor	Signal (+)	B134	12	0	-7 — +7	Sensor output waveform
	Signal (-)	B134	22	0	0	—
	Shield	B134	24	0	0	—
Starter switch		B136	32	0	0	Cranking: 8 — 14
A/C switch		B136	23	ON: 10 — 13 OFF: 0	ON: 12 — 14 OFF: 0	—
A/C middle pressure switch		B136	33	ON: 0 OFF: 10 — 13	ON: 0 OFF: 12 — 14	—
Ignition switch		B135	27	10 — 13	12 — 14	—

Engine Control Module (ECM) I/O Signal

ENGINE (DIAGNOSTICS)

Content		Con- nector No.	Termi- nal No.	Signal (V)		Note
				Ignition SW ON (engine OFF)	Engine ON (idling)	
Neutral position switch		B136	31	ON: 0 OFF: 10 — 13	ON: 0 OFF: 12 — 14	—
Test mode connector		B135	19	10 — 13	13 — 14	When connected: 0
Knock sensor	Signal	B134	15	2.5	2.5	—
	Shield	B134	25	0	0	—
Back-up power supply		B135	5	10 — 13	12 — 14	Ignition switch "OFF": 10 — 13
Control module power supply		B134	7	10 — 13	12 — 14	—
		B135	2	10 — 13	12 — 14	—
Ignition control	#1, #2	B137	18	0	1 — 3.4	Waveform
	#3, #4	B137	19	0	1 — 3.4	Waveform
Fuel injector	#1	B137	8	10 — 13	1 — 14	Waveform
	#2	B137	9	10 — 13	1 — 14	Waveform
	#3	B137	10	10 — 13	1 — 14	Waveform
	#4	B137	11	10 — 13	1 — 14	Waveform
Fuel pump relay control		B136	13	ON: 0.5 or less OFF: 10 — 13	ON: 0.5 or less OFF: 12 — 14	—
A/C relay control		B136	9	ON: 0.5 or less OFF: 10 — 13	ON: 0.5 or less OFF: 12 — 14	—
Radiator fan relay 1 control		B136	18	ON: 0.5 or less OFF: 10 — 13	ON: 0.5 or less OFF: 12 — 14	—
Radiator fan relay 2 control		B136	29	ON: 0.5 or less OFF: 10 — 13	ON: 0.5 or less OFF: 12 — 14	Model with A/C only
Starter relay control		B136	20	ON: 0.5 or less OFF: 10 — 13	ON: 0.5 or less OFF: 12 — 14	—
Self-shutoff control		B136	24	0.5 or less	0.5 or less	—
Malfunction indicator light		B136	11	—	—	Light "ON": 1 or less Light "OFF": 10 — 14
Engine speed output		B136	22	—	0 — 13	Waveform
Purge control solenoid valve		B137	29	ON: 1 or less OFF: 10 — 13	ON: 1 or less OFF: 12 — 14	Sensor output waveform
Manifold absolute pressure sensor		B134	6	3.4 — 3.8	1.4 — 1.8	—
Fuel tank pressure sensor	Signal	B135	32	2.3 — 2.7	2.3 — 2.7	The valve operates when fuel filler cap is removed and reinstalled.
	GND (sensor)	B135	30	0	0	—
Pressure control solenoid valve		B136	28	ON: 1 or less OFF: 10 — 13	ON: 1 or less OFF: 12 — 14	—
Drain valve		B136	17	ON: 1 or less OFF: 10 — 13	ON: 1 or less OFF: 12 — 14	—
Fuel level sensor		B135	10	0.3 — 4.5	0.3 — 4.5	—
Fuel temperature sensor signal		B135	17	1 — 4	1 — 4	—
Small light switch		B135	15	ON: 0 OFF: 10 — 13	ON: 0 OFF: 12 — 14	—
Blower fan switch		B135	16	ON: 0 OFF: 10 — 13	ON: 0 OFF: 12 — 14	—
Rear defogger switch		B135	14	ON: 0 OFF: 10 — 13	ON: 0 OFF: 12 — 14	—

Engine Control Module (ECM) I/O Signal

ENGINE (DIAGNOSTICS)

Content		Con- nector No.	Termi- nal No.	Signal (V)		Note
				Ignition SW ON (engine OFF)	Engine ON (idling)	
Power steering oil pres- sure switch		B134	33	ON: 1 or less OFF: 10 — 13	ON: 0 OFF: 12 — 14	—
Front oxygen (A/F) sen- sor signal (+)		B135	9	—	2.7 — 2.9	—
Front oxygen (A/F) sen- sor signal (–)		B135	8	—	2.35 — 2.55	—
Front oxygen (A/F) sen- sor shield		B135	1	0	0	—
SSM communication line		B136	16	1 or less $\longleftrightarrow$ 4 or more	1 or less $\longleftrightarrow$ 4 or more	—
Electronic throttle control	Main	B134	18	0.64 — 0.72 Fully opened: 3.96	0.64 — 0.72 (After engine is warmed-up.)	Fully closed: 0.6 Fully opened: 3.96
	Sub	B134	28	1.51 — 1.58 Fully opened: 4.17	1.51 — 1.58 (After engine is warmed-up.)	Fully closed: 1.48 Fully opened: 4.17
	Power supply	B134	19	5	5	—
	GND (sensor)	B134	29	0	0	—
Electronic throttle con- trol motor (+)		B137	5	Duty waveform	Duty waveform	Drive frequency: 500 Hz
Electronic throttle con- trol motor (–)		B137	4	Duty waveform	Duty waveform	Drive frequency: 500 Hz
Electronic throttle con- trol motor power supply		B136	1	10 — 13	12 — 14	—
Electronic throttle con- trol motor relay		B136	21	0	0	When ignition switch is turned to ON: ON
Accelera- tor pedal position sensor	Main sen- sor signal	B135	23	Fully closed: 0.7 Fully opened: 3.0	Fully closed: 0.7 Fully opened: 3.0	—
	Main power supply	B135	21	5	5	—
	GND (Main sen- sor)	B135	29	0	0	—
	Sub sen- sor signal	B135	31	Fully closed: 0.7 Fully opened: 3.0	Fully closed: 0.7 Fully opened: 3.0	—
	Sub power supply	B135	22	5	5	—
	GND (Sub sen- sor)	B135	30	0	0	—
Cruise control set light		B135	3	ON: 0 OFF: 10 — 13	ON: 0 OFF: 12 — 14	—
Main light		B135	6	ON: 0 OFF: 10 — 13	ON: 0 OFF: 12 — 14	—
Clutch switch		B136	25	When clutch pedal is depressed: 0 When clutch pedal is released: 10 — 13	When clutch pedal is depressed: 0 When clutch pedal is released: 12 — 14	—

Engine Control Module (ECM) I/O Signal

ENGINE (DIAGNOSTICS)

Content		Con- nector No.	Termi- nal No.	Signal (V)		Note
				Ignition SW ON (engine OFF)	Engine ON (idling)	
Brake switch 1		B135	20	When brake pedal is depressed: 0 When brake pedal is released: 10 — 13	When brake pedal is depressed: 0 When brake pedal is released: 12 — 14	—
Brake switch 2		B135	28	When brake pedal is depressed: 10 — 13 When brake pedal is released: 0	When brake pedal is depressed: 12 — 14 When brake pedal is released: 0	—
Cruise control com- mand switch		B135	24	When not operating: 3.5 — 4.5 When operating RES/ACC: 2.5 — 3.5 When operating SET/COAST: 0.5 — 1.5 When operating cancel: 0 — 0.5	When not operating: 3.5 — 4.5 When operating RES/ACC: 2.5 — 3.5 When operating SET/COAST: 0.5 — 1.5 When operating cancel: 0 — 0.5	—
Cruise control main switch		B135	12	ON: 0 OFF: 5	ON: 0 OFF: 5	—
Oil temperature sensor signal		B134	23	1.0 — 1.4	1.0 — 1.4	After engine is warmed-up.
Variable valve lift diagnosis Oil pressure switch RH		B134	31	0	0	—
Variable valve lift diagnosis Oil pressure switch LH		B134	32	0	0	—
Oil switch- ing sole- noid valve RH	Signal (+)	B137	25	0	Duty waveform	Drive frequency: 300 Hz
	Signal (–)	B137	24	0	0	—
Oil switch- ing sole- noid valve LH	Signal (+)	B137	31	0	Duty waveform	Drive frequency: 300 Hz
	Signal (–)	B137	30	0	0	—
Blow-by leak diagnosis signal		B134	30	0	0	When there is an open circuit (malfunction): 10 — 14
CAN com- munication	Signal (+)	B136	27	Pulse signal		—
	Signal (–)	B136	35	Pulse signal		—
EGR sole- noid valve	Signal 1	B134	8	10 — 13	0 or 12 — 14	—
	Signal 2	B134	9	10 — 13	0 or 12 — 14	—
	Signal 3	B134	10	10 — 13	0 or 12 — 14	—
	Signal 4	B134	20	10 — 13	0 or 12 — 14	—
Ground	(Engine 1)	B134	5	0	0	—
	(Engine 2)	B137	7	0	0	—
	(Engine 3)	B137	2	0	0	—
	(Engine 4)	B137	1	0	0	—
	(Engine 5)	B137	3	0	0	—
	(Ignition 1)	B137	26	0	0	—
	(Ignition 2)	B137	6	0	0	—
	(Body)	B136	6	0	0	—

6. Engine Condition Data

A: ELECTRICAL SPECIFICATION

Content		Specification
Engine load	Other than U5 model	17.6 — 35.6 (%): Idling
		15.4 — 31.1 (%): 2,500 rpm racing
	U5 model	14.4 — 29.2 (%): Idling
		15.7 — 31.8 (%): 2,500 rpm racing

Measuring condition:

- After engine is warmed-up.
- Gear position is in “N” or “P” range.
- A/C is turned OFF.
- Turn all the accessory switches to OFF.

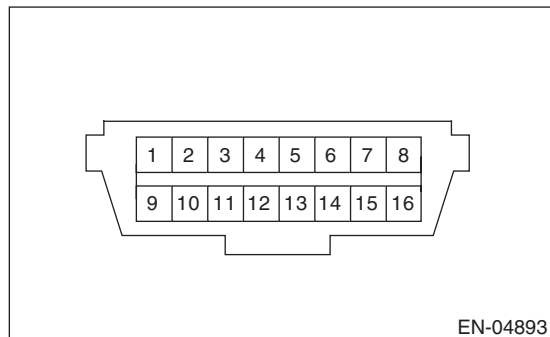
7. Data Link Connector

A: NOTE

This connector is used both for general scan tools and the Subaru Select Monitor.

CAUTION:

Do not connect any scan tools other than general scan tools and the Subaru Select Monitor, because the circuit for the Subaru Select Monitor may be damaged.



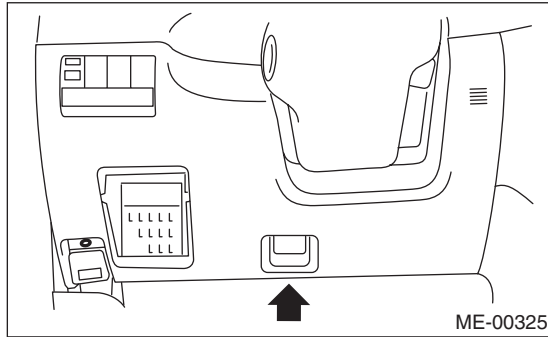
Terminal No.	Content	Terminal No.	Content
1	Blank	9	Blank
2	Blank	10	Blank
3	Ground	11	Blank
4	Blank	12	Blank
5	Blank	13	Blank
6	CAN-H	14	CAN-L
7	Subaru Select Monitor signal	15	Blank
8	Blank	16	Power supply

8. General Scan Tool

A: OPERATION

1. HOW TO USE GENERAL SCAN TOOL

- 1) Prepare a scan tool (general scan tool) required by SAE J1978.
- 2) Open the cover and connect the general scan tool to the data link connector located in the lower portion of instrument panel (on the driver's side).



- 3) Using the general scan tool, call up DTC and freeze frame data.

General scan tool functions consist of:

- (1) MODE \$01: Current powertrain diagnostic data
- (2) MODE \$02: Powertrain freeze frame data
- (3) MODE \$03: Emission-related powertrain DTC
- (4) MODE \$04: Clear/Reset emission-related diagnostic information
- (5) MODE \$06: Request on-board monitoring test results for intermittently monitored systems
- (6) MODE \$07: Request on-board monitoring test results for continuously monitored systems
- (7) MODE \$09: Request vehicle information

Read out the data according to repair procedures.
(For detailed operation procedure, refer to the general scan tool instruction manual.)

NOTE:

For details concerning DTC, refer to "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-67, List of Diagnostic Trouble Code (DTC).>

General Scan Tool

ENGINE (DIAGNOSTICS)

2. MODE \$01 (CURRENT POWERTRAIN DIAGNOSTIC DATA)

Refer to data denoting the current operating condition of analog input/output, digital input/output or the powertrain system.

A list of the support data and PID (Parameter Identification) codes are shown in the following table.

PID	Data	Unit of measure
01	Number of emission-related powertrain DTC and malfunction indicator light status and diagnosis support information	—
03	Fuel system control status	—
04	Calculated engine load value	%
05	Engine coolant temperature	°C
06	Short term fuel trim	%
07	Long term fuel trim	%
0B	Intake manifold absolute pressure	kPa
0C	Engine speed	rpm
0D	Vehicle speed	km/h
0E	Ignition timing advance	°
0F	Intake air temperature	°C
10	Air flow rate from mass air flow sensor	g/sec
11	Throttle valve absolute opening angle	%
13	Check whether oxygen sensor is installed.	—
15	Oxygen sensor output voltage and short term fuel trim associated with oxygen sensor	V and %
1C	Supporting OBD system	—
24	A/F value and A/F sensor output voltage	— and V
34	A/F value and A/F current	— and mA
\$1F	Elapsed time after starting engine	sec
\$21	Elapsed time after MIL illuminates	km
\$2C	Target EGR	%
\$2D	EGR deviation	%
\$2E	Evaporative purge	%
\$2F	Fuel level	%
\$30	Engine speed for warm up after DTC clear	—
\$31	Travel distance after DTC clear	km
\$32	Tank pressure	mmHg
\$33	Atmospheric pressure	mmHg
\$3C	Catalytic temperature #1	°C
\$41	Diagnostic monitor of each DC	—
\$42	ECM power voltage	V
\$43	Absolute load	%
\$44	A/F target lambda	—
\$45	Relative throttle opening angle	%
\$46	Ambient temperature	°C
\$47	Absolute throttle opening angle 2	%
\$49	Absolute accelerator opening angle 1	%
\$4A	Absolute accelerator opening angle 2	%
\$4C	Target throttle opening angle	%
\$4D	Engine operating time during MIL illuminates	min
\$4E	Elapsed time after DTC clear	min
\$51	Fuel used	—
\$5A	Relative accelerator opening angle	%

NOTE:

Refer to general scan tool manufacturer's instruction manual to access generic OBD-II PIDs (MODE \$01).

3. MODE \$02 (POWERTRAIN FREEZE FRAME DATA)

Refer to data denoting the operating condition when trouble is detected by on-board diagnosis system. A list of the support data and PID (Parameter Identification) codes are shown in the following table.

PID	Data	Unit of measure
02	DTC that caused the freeze frame data storage required by CARB	—
03	Fuel system control status	—
04	Calculated engine load value	%
05	Engine coolant temperature	°C
06	Short term fuel trim	%
07	Long term fuel trim	%
0B	Intake manifold absolute pressure	kPa
0C	Engine speed	rpm
0D	Vehicle speed	km/h
0E	Ignition timing advance	°
0F	Intake air temperature	°C
10	Air flow rate from mass air flow sensor	g/sec
11	Throttle valve absolute opening angle	%
15	Oxygen sensor output voltage and short term fuel trim associated with oxygen sensor	V and %
1C	Supporting OBD system	—
\$1F	Elapsed time after starting engine	sec
\$2C	Target EGR	%
\$2D	EGR deviation	%
\$2E	Evaporative purge	%
\$2F	Fuel level	%
\$13	Air fuel ratio sensor	—
\$32	Tank pressure	mmHg
\$33	Atmospheric pressure	mmHg
\$42	ECM power voltage	V
\$43	Absolute load	%
\$44	A/F target lambda	—
\$45	Relative throttle opening angle	%
\$46	Ambient temperature	°C
\$47	Absolute throttle opening angle 2	%
\$49	Absolute accelerator opening angle 1	%
\$4A	Absolute accelerator opening angle 2	%
\$4C	Target throttle opening angle	%

NOTE:

Refer to general scan tool manufacturer's instruction manual to access freeze frame data (MODE \$02).

4. MODE \$03 (EMISSION-RELATED POWERTRAIN DTC)

Refer to "Read Diagnostic Trouble Code (DTC)" for information about data denoting emission-related powertrain DTC. <Ref. to EN(H4SO)(diag)-67, List of Diagnostic Trouble Code (DTC).>

5. MODE \$04 (CLEAR/RESET EMISSION-RELATED DIAGNOSTIC INFORMATION)

Refer to the mode used to clear or reset emission-related diagnostic information (OBD-II trouble diagnostic information).

NOTE:

Refer to general scan tool manufacturer's instruction manual to clear the emission-related diagnostic information (MODE \$04).

General Scan Tool

ENGINE (DIAGNOSTICS)

6. MODE \$06

Refer to the test value of troubleshooting and data of test specification on the support data bit sequence table. A list of the support data is shown in the following table.

OBDMID	TID	SID	Test value & Test specification
\$01	\$81	\$0A	A/F sensor conduction abnormal (B1S1)
	\$82	\$8D	
	\$83	\$14	
	\$84	\$1E	A/F sensor range abnormal (B1S1)
	\$85	\$1E	A/F sensor response (B1S1)
	\$86	\$20	
\$02	\$87	\$0B	Oxygen sensor circuit abnormal (B1S2)
	\$88	\$0B	Oxygen sensor drop abnormal (B1S2)
	\$07	\$0B	
	\$08	\$0B	
	\$A5	\$0B	Oxygen sensor response abnormal (B1S2)
	\$05	\$10	
	\$06	\$10	
\$21	\$89	\$20	Catalyst degradation diagnosis (Bank 1)
\$31	\$8A	\$FD	EGR system diagnosis
\$39	\$93	\$FE	Evaporative emission control system (Cap off)
\$3B	\$94	\$FE	Evaporative emission control system (0.04)
	\$95	\$FE	
\$3C	\$96	\$FE	Evaporative emission control system (0.02)
	\$97	\$FE	
\$3D	\$98	\$FE	Evaporative emission control system (Purge flow)
\$41	\$99	\$24	A/F sensor heater abnormal (B1S1)
	\$9A	\$24	
	\$9B	\$14	A/F sensor heater performance abnormal (B1S1)
\$42	\$9C	\$24	Oxygen sensor heater abnormal (B1S2)
	\$9D	\$24	
\$A1	\$0B	\$24	Misfire monitoring (All cylinders)
	\$0C	\$24	
\$A2	\$0B	\$24	Misfire monitoring (#1 cylinder)
	\$0C	\$24	
\$A3	\$0B	\$24	Misfire monitoring (#2 cylinder)
	\$0C	\$24	
\$A4	\$0B	\$24	Misfire monitoring (#3 cylinder)
	\$0C	\$24	
\$A5	\$0B	\$24	Misfire monitoring (#4 cylinder)
	\$0C	\$24	

7. MODE \$07

Refer to the data of DTC (pending code) for troubleshooting result about emission in the first time.

8. MODE \$09

Refer to data of vehicle specification (V.I.N., calibration ID, diagnosis frequency etc.).

9. Subaru Select Monitor

A: OPERATION

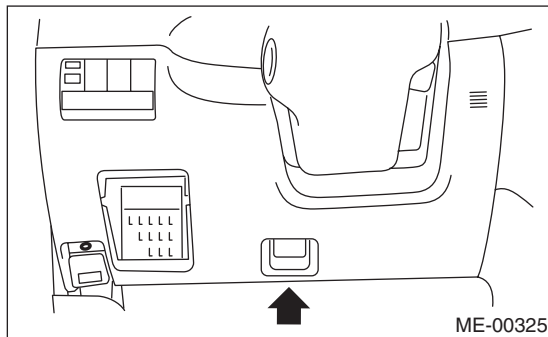
1. HOW TO USE SUBARU SELECT MONITOR

1) Prepare the Subaru Select Monitor kit. <Ref. to EN(H4SO)(diag)-7, PREPARATION TOOL, General Description.>

2) Connect the diagnosis cable to the Subaru Select Monitor.

3) Connect the Subaru Select Monitor to the data link connector.

(1) Data link connector is located in the lower portion of instrument panel (on the driver's side).



(2) Connect the diagnosis cable to the data link connector.

CAUTION:

Do not connect scan tools except for Subaru Select Monitor and general scan tool.

4) Turn the ignition switch to ON (engine OFF) and run the Subaru Select Monitor.

5) Using the Subaru Select Monitor, call up DTCs and various data, then record them.

2. READ DIAGNOSTIC TROUBLE CODE (DTC) FOR ENGINE (NORMAL MODE)

Refer to "Read Diagnostic Trouble Code (DTC)" for information about how to display a DTC. <Ref. to EN(H4SO)(diag)-34, Read Diagnostic Trouble Code (DTC).>

3. READ DIAGNOSTIC TROUBLE CODE (DTC) FOR ENGINE (OBD MODE)

Refer to "Read Diagnostic Trouble Code (DTC)" for information about how to display a DTC. <Ref. to EN(H4SO)(diag)-34, Read Diagnostic Trouble Code (DTC).>

Subaru Select Monitor

ENGINE (DIAGNOSTICS)

4. READ CURRENT DATA FOR ENGINE (NORMAL MODE)

- 1) On the «Main Menu» display screen, select the {Each System Check}.
 - 2) On the «System Selection Menu» display screen, select the {Engine Control System}.
 - 3) Select the [OK] after the information of engine type has been displayed.
 - 4) On the «Engine Diagnosis» display screen, select the {Current Data Display/Save}.
 - 5) On the «Display Menu» screen, select the {Data Display}.
 - 6) Using the scroll key, scroll the display screen up or down until the desired data is shown.
- A list of the support data is shown in the following table.

Contents	Display	Unit of measure	Note (at idling)
Engine load	Engine Load	%	21.0%
Engine coolant temperature signal	Coolant Temp.	°C or °F	92°C or 198°F (After warming up)
A/F correction #1	A/F Correction #1	%	−0.8%
A/F learning #1	A/F Learning #1	%	0.0%
Intake manifold absolute pressure	Mani. Absolute Pressure	mmHg, kPa, inHg or psig	200 — 300 mmHg, 26.7 — 40 kPa, 7.8 — 11.8 inHg or 3.8 — 5.8 psig
Engine speed signal	Engine Speed	rpm	600 — 800 rpm (Agree with the tachometer indication)
Meter vehicle speed signal	Meter Vehicle Speed	km/h or MPH	0 km/h or 0 MPH (at parking)
Ignition timing signal	Ignition Timing	deg	14 — 16 deg
Intake air temperature signal	Intake Air Temp.	°C or °F	(Ambient air temperature)
Intake air amount	Mass Air Flow	g/s or lb/m	2.8 — 3.2 g/s or 0.37 — 0.42 lb/m
Throttle opening angle signal	Throttle Opening Angle	%	2.0%
Rear oxygen sensor voltage	Rear O2 Sensor	V	0.1 — 0.7 V
Battery voltage	Battery Voltage	V	12 — 14 V
Mass air flow voltage	Air Flow Sensor Voltage	V	1.26 V
Injection 1 pulse width	Fuel Injection #1 Pulse	ms	2.82 ms
Knock sensor correction	Knocking Correction	deg	0.0 deg
Atmospheric absolute pressure signal	Atmospheric Pressure	mmHg, kPa, inHg or psig	(Atmosphere pressure)
Intake manifold relative pressure	Mani. Relative Pressure	mmHg, kPa, inHg or psig	(Air intake absolute pressure – atmosphere pressure)
Fuel tank pressure signal	Fuel Tank Pressure	mmHg, kPa, inHg or psig	+7.9 mmHg, +1.1 kPa, +0.31 inHg or +0.15 psig
Fuel temperature signal	Fuel Temp.	°C or °F	+20°C or +68°F
Fuel level signal	Fuel Level	V	0 — 5 V
Acceleration opening angle signal	Acceleration Opening Angle	%	0.0%
Purge control solenoid duty ratio	CPC Valve Duty Ratio	%	0 — 3%
No. of EGR steps	No. of EGR Step	STEP	0 STEP
A/F sensor current value 1	A/F Sensor #1 Current	mA	−0.2 — 0.2 mA
A/F sensor resistance value 1	A/F Sensor #1 Resistance	Ω	32 Ω
A/F sensor output lambda 1	A/F sensor output lambda 1	—	1.0
Ignition timing learning	Learned Ignition Timing	deg	—
A/F correction #3	A/F Correction #3	%	0.3%
A/F learning #3	A/F Learning #3	%	0.00%

Subaru Select Monitor

ENGINE (DIAGNOSTICS)

Contents	Display	Unit of measure	Note (at idling)
Throttle motor duty	Throttle Motor Duty	%	–15%
Throttle power supply voltage	Throttle Motor Voltage	V	(Battery voltage)
Sub throttle sensor voltage	Sub Throttle Sensor	V	1.52 V
Main throttle sensor voltage	Main Throttle Sensor	V	0.66 V
Sub accelerator sensor voltage	Sub Accelerator Sensor	V	0.68 V
Main accelerator sensor voltage	Main Accelerator Sensor	V	0.68 V
Memory vehicle speed	Memorized Cruise Speed	km/h or MPH	0 km/h or 0 MPH
Engine oil temperature	Engine Oil Temperature	°C	≥ 85°C (After engine warmed-up)
Oil switching solenoid valve duty R	Osv Duty R	%	16.9%
Oil switching solenoid valve duty L	OSV Duty L	%	16.9%
Oil switching solenoid valve current R	OSV Current R	mA	192 mA
Oil switching solenoid valve current L	OSV Current L	mA	192 mA
Variable valve lift lift mode	VVL Lift Mode	—	1
#1 cylinder roughness monitor	Roughness Monitor #1	—	0
#2 cylinder roughness monitor	Roughness Monitor #2	—	0
#3 cylinder roughness monitor	Roughness Monitor #3	—	0
#4 cylinder roughness monitor	Roughness Monitor #4	—	0
AT/MT identification terminal	AT Model ID Signal	—	AT model / MT model
Test mode terminal	Test Mode Terminal	—	U-check
Neutral position switch signal	Neutral Position Switch	—	Neutral
Soft idle switch signal	Idle Switch Signal	—	At idle
Ignition switch signal	Ignition Switch	—	ON input
Power steering switch signal	P/S Switch	—	OFF input (At OFF)
Air conditioning switch signal	A/C Switch	—	OFF input (At OFF)
Starter switch signal	Starter Switch	—	OFF input
Rear O ₂ monitor	Rear O2 Rich Signal	—	Rich/Lean
Knocking signal	Knocking Signal	—	None
Crankshaft position sensor signal	Crankshaft Position Signal	—	Provided
Camshaft position sensor signal	Camshaft Position Signal	—	Provided
Rear defogger switch signal	Rear Defogger Switch	—	OFF input (At OFF)
Blower fan switch signal	Blower Fan Switch	—	OFF input (At OFF)
Light switch signal	Light Switch	—	OFF input (At OFF)
A/C middle pressure switch signal	A/C Mid Pressure Switch	—	OFF input (At OFF)
Air conditioner compressor relay output signal	A/C Compressor Signal	—	OFF output (At OFF)
Radiator fan relay 1 signal	Radiator Fan Relay #1	—	OFF output (At OFF)
Radiator fan relay 2 signal	Radiator Fan Relay #2	—	OFF output (At OFF)
Fuel pump relay signal	Fuel Pump Relay	—	ON output
Pressure control solenoid valve signal	PCV Solenoid Valve	—	OFF output
PCV hose assembly diagnosis signal	Blow-by Leak Diagnosis Connector	—	Connect
D check request flag	D Check Request	—	OFF
Delivery mode connector	Delivery Mode	—	OFF
Drain valve signal	Vent. Solenoid Valve	—	OFF output
Variable valve lift diagnosis oil pressure switch signal 1	Eng. Oil Press. SW 1	—	ON
Variable valve lift diagnosis oil pressure switch signal 2	Eng. Oil Press. SW 2	—	ON
AT coordinate retard angle demand signal	Retard Signal from AT	—	None
AT coordinate fuel cut demand signal	Fuel Cut Signal from AT	—	None

Subaru Select Monitor

ENGINE (DIAGNOSTICS)

Contents	Display	Unit of measure	Note (at idling)
AT cooperative permission signal	Torque Control Permission Signal	—	ON
Electronic throttle control motor relay signal	ETC Motor Relay	—	ON
Clutch switch signal	Clutch Switch	—	OFF (At OFF)
Stop light switch signal	Stop Light Switch	—	OFF (At OFF)
SET/COAST switch signal	SET/COAST Switch	—	OFF (At OFF)
RES/ACC switch signal	RESUME/ACCEL Switch	—	OFF (At OFF)
Brake switch signal	Brake Switch	—	OFF (At OFF)
Main switch signal	Main Switch	—	OFF (At OFF)
Cruise control cancel switch signal	Cruise Control Cancel Switch	—	OFF (At OFF)

NOTE:

For detailed operation procedure, refer to the “SUBARU SELECT MONITOR OPERATION MANUAL”.

5. READ CURRENT DATA FOR ENGINE (OBD MODE)

- 1) On the «Main Menu» display screen, select the {Each System Check}.
 - 2) On the «System Selection Menu» display screen, select the {Engine Control System}.
 - 3) Select the [OK] after the information of engine type has been displayed.
 - 4) On the «Engine Diagnosis» display screen, select the {OBD System}.
 - 5) On the «OBD Menu» display screen, select the {Current Data Display/Save}.
 - 6) On the «Display Menu» screen, select the {Data Display}.
 - 7) Using the scroll key, scroll the display screen up or down until the desired data is shown.
- A list of the support data is shown in the following table.

Contents	Display	Unit of measure	Note (at idling)
Number of diagnosis code	Number of DTC	—	0
Condition of malfunction indicator light	MI (MIL)	—	ON or OFF
Monitoring test of misfire	Misfire monitoring	—	Finish or incomplete
Monitoring test of fuel system	Fuel system monitoring	—	Finish or incomplete
Monitoring test of comprehensive component	Component monitoring	—	Finish or incomplete
Test of catalyst	Catalyst Diagnosis	—	Finish or incomplete
Test of heated catalyst	Heated catalyst	—	No support
Test of evaporative emission purge control system	Evaporative purge system	—	Finish or incomplete
Secondary air system test	Secondary air system	—	No support
Test of air conditioning system refrigerant	A/C system refrigerant	—	No support
Oxygen sensor test	Oxygen sensor	—	Finish or incomplete
Oxygen sensor heater test	O2 Heater Diagnosis	—	Finish or incomplete
Test of EGR system	EGR system	—	Finish or incomplete
Air fuel ratio control system for bank 1	A/F Control #1	—	Normal CLOSE
Engine load data	Load	%	23.0%
Engine coolant temperature signal	Coolant Temp.	°C or °F	92°C or 198°F
Short term fuel trim by front oxygen (A/F) sensor	A/F Correction Value #1	%	−0.8%
Long term fuel trim by front oxygen (A/F) sensor	A/F Learning Value #1	%	+0.0%
Intake manifold absolute pressure	Mani. Absolute Pressure	mmHg, kPa, inHg or psig	211 mmHg, 28.1 kPa, 8.31 inHg or 4.08 psig
Engine speed signal	Engine Speed	rpm	700 rpm
Vehicle speed signal	Vehicle Speed	km/h or MPH	0 km/h or 0 MPH
#1 Cylinder ignition timing	Ignition timing #1	°	+16.0°
Intake air temperature signal	Intake Air Temp.	°C or °F	36°C or 97°F

Subaru Select Monitor

ENGINE (DIAGNOSTICS)

Contents	Display	Unit of measure	Note (at idling)
Intake air amount	Mass Air Flow	g/s or lb/m	2.7 g/s or 0.36 lb/m
Throttle position signal	Throttle Opening Angle	%	13%
Oxygen sensor (Bank 1 Sensor 2)	Oxygen sensor #12	V	0.7 V
Air fuel ratio correction by rear oxygen sensor	A/F Correction #12	%	0.0%
On-board diagnostic system	OBD system	—	CARB–OBD2
Front oxygen (A/F) sensor (Bank 1 Sensor 1)	Oxygen sensor #11	—	Support
Oxygen sensor (Bank 1 Sensor 2)	Oxygen sensor #12	—	Support
Front oxygen (A/F) sensor (Bank 1 Sensor 1)	A/F sensor #11	—	1.001
Front oxygen (A/F) sensor (Bank 1 Sensor 1)	A/F sensor #11	V	2.79 V
Front oxygen (A/F) sensor (Bank 1 Sensor 1)	A/F sensor #11	—	1.001
Front oxygen (A/F) sensor (Bank 1 Sensor 1)	A/F sensor #11	mA	0.00 mA
Elapsed time after starting engine	Time Since Engine Start	sec	—
Travel distance after malfunction indicator light illuminating	Lighted MI lamp history	km or miles	—
Target EGR	Target EGR	%	—
EGR deviation	EGR deviation	%	—
Evaporative purge	Commanded Evap Purge	%	0%
Fuel level signal	Fuel Level	%	—
Engine speed for warm up after DTC clear	Number of warm-ups	—	—
Travel distance after DTC clear	Meter since DTC cleared	km or miles	—
Fuel tank pressure signal	Fuel Tank Pressure	mmHg, kPa, inHg or psig	+7.9 mmHg, +1.1 kPa, +0.31 inHg or +0.15 psig
Atmospheric absolute pressure signal	Atomosphere Pressure	mmHg, kPa, inHg or psig	(Atmosphere pressure)
Catalytic temperature #1	Catalyst Temperature #1	°C or °F	—
Diagnostic monitor of each drive cycle	Diagnostic monitor of each DC	—	—
ECM power voltage	Control module voltage	V	13.789 V
Absolute load	Absolute Load Value	%	22%
Air fuel ratio target lambda	Target Equivalence Ratio	—	0.976
Relative throttle opening angle	Relative Throttle Pos.	%	2%
Ambient temperature	Ambient Temperature	°C or °F	(Ambient air temperature)
Absolute throttle opening angle 2	Absolute Throttle Pos.#2	%	32%
Absolute accelerator opening angle 1	Accelerator Pedal Pos.#1	%	13%
Absolute accelerator opening angle 2	Accelerator Pedal Pos.#2	%	13%
Target throttle opening angle	Target Throt. Act. Cont.	%	0%
Engine operating time during MIL illuminates	Time while MIL lighted	min	—
Elapsed time after DTC clear	Time since DTC cleared	min	—
Fuel used	Type of fuel	—	GAS
Relative accelerator opening angle	Relative Accelerator Pos.	%	0%

NOTE:

For detailed operation procedure, refer to the “SUBARU SELECT MONITOR OPERATION MANUAL”.

Subaru Select Monitor

ENGINE (DIAGNOSTICS)

6. READ FREEZE FRAME DATA FOR ENGINE (OBD MODE)

- 1) On the «Main Menu» display screen, select the {Each System Check}.
 - 2) On the «System Selection Menu» display screen, select the {Engine Control System}.
 - 3) Select the [OK] after the information of engine type has been displayed.
 - 4) On the «Engine Diagnosis» display screen, select the {OBD System}.
 - 5) On the «OBD Menu» display screen, select the {Freeze Frame Data}.
- A list of the support data is shown in the following table.

Contents	Display	Unit of measure
Freeze frame data DTC code	Freeze frame data	DTC
Air fuel ratio control system for bank 1	Fuel system for Bank 1	Normal CLOSE or initial OPEN
Engine load data	Engine load	%
Engine coolant temperature signal	Coolant Temp.	°C or °F
Short term fuel trim by front oxygen (A/F) sensor	Short term fuel trim B1	%
Long term fuel trim by front oxygen (A/F) sensor	Long term fuel trim B1	%
Intake manifold absolute pressure signal	Mani. Absolute Pressure	mmHg, kPa, inHg or psi
Engine speed signal	Engine Speed	rpm
Vehicle speed signal	Vehicle Speed	km/h or MPH
Ignition timing signal	Ignition Timing	°
Intake air amount	Mass Air Flow	g/sec
Intake air temperature signal	Intake Air Temp.	°C or °F
Throttle position signal	Throttle Opening Angle	%
Oxygen sensor #12	Oxygen sensor #12	V
A/F Correction #12	A/F Correction #12	%
Oxygen sensor #11	Oxygen sensor #11	Support
Oxygen sensor #12	Oxygen sensor #12	Support
Supporting OBD	Supporting OBD	OBD2(CARB)
Target EGR	Target EGR	%
EGR deviation	EGR deviation	%
Evaporative purge	Commanded Evap Purge	%
Fuel level	Fuel Level	%
Fuel tank pressure signal	Fuel Tank Pressure	mmHg, kPa, inHg or psig
Atmospheric pressure	Atmosphere Pressure	mmHg, kPa, inHg or psig
ECM power voltage	Control module voltage	V
Absolute load	Absolute Load Value	%
Air fuel ratio target lambda	Target Equivalence Ratio	—
Relative throttle position	Relative Throttle Pos.	%
Ambient temperature	Ambient Temperature	°C or °F
Absolute throttle opening angle 2	Absolute Throttle Pos.#2	%
Absolute accelerator opening angle 1	Accelerator Pedal Pos.#1	%
Absolute accelerator opening angle 2	Accelerator Pedal Pos.#2	%
Target throttle opening angle	Target Throt. Act. Cont.	%
Front oxygen (A/F) sensor (Bank 1 Sensor 1)	Front oxygen (A/F) sensor (B1S1)	Support
Oxygen sensor (Bank 1 Sensor 2)	Oxygen sensor (B1S2)	Support

NOTE:

For detailed operation procedure, refer to the “SUBARU SELECT MONITOR OPERATION MANUAL”.

7. V.I.N. REGISTRATION

- 1) On the «Main Menu» display screen, select the {Each System Check}.
- 2) On the «System Selection Menu» display screen, select the {Engine Control System}.
- 3) Select the [OK] after the information of engine type has been displayed.
- 4) On the «Engine Diagnosis» display screen, select the {V.I.N. Registration}.
- 5) Perform the procedures shown on the display screen.

NOTE:

For detailed operation procedure, refer to the “SUBARU SELECT MONITOR OPERATION MANUAL”.

10. Read Diagnostic Trouble Code (DTC)

A: OPERATION

1. SUBARU SELECT MONITOR (NORMAL MODE)

- 1) On the «Main Menu» display screen, select the {Each System Check}.
- 2) On the «System Selection Menu» display screen, select the {Engine Control System}.
- 3) Select the [OK] after the information of engine type has been displayed.
- 4) On the «Engine Diagnosis» screen, select the {DTC Display}.
- 5) On the «Diagnostic Code(s) Display» screen, select the {Current Diagnostic Code(s)} or {History Diagnostic Code(s)}.

NOTE:

- For detailed operation procedure, refer to the “SUBARU SELECT MONITOR OPERATION MANUAL”.
- For details concerning DTC, refer to “List of Diagnostic Trouble Code (DTC)”. <Ref. to EN(H4SO)(diag)-67, List of Diagnostic Trouble Code (DTC).>

2. SUBARU SELECT MONITOR (OBD MODE)

- 1) On the «Main Menu» display screen, select the {Each System Check}.
- 2) On the «System Selection Menu» display screen, select the {Engine Control System}.
- 3) Select the [OK] after the information of engine type has been displayed.
- 4) On the «Engine Diagnosis» display screen, select the {OBD System}.
- 5) On the «OBD Menu» display screen, select the Diagnostic Code(s) Display.
- 6) Make sure DTC is shown on the screen.

NOTE:

- For detailed operation procedure, refer to the “SUBARU SELECT MONITOR OPERATION MANUAL”.
- For details concerning DTC, refer to “List of Diagnostic Trouble Code (DTC)”. <Ref. to EN(H4SO)(diag)-67, List of Diagnostic Trouble Code (DTC).>

3. GENERAL SCAN TOOL

Refer to data denoting emission-related powertrain DTC.

For details concerning DTC, refer to “List of Diagnostic Trouble Code (DTC)”. <Ref. to EN(H4SO)(diag)-67, List of Diagnostic Trouble Code (DTC).>

NOTE:

Refer to general scan tool manufacturer's instruction manual to access powertrain DTC (MODE \$03).

11. Inspection Mode

A: PROCEDURE

Carry out trouble diagnosis shown in the following DTC table.

When performing trouble diagnosis which is not shown in the DTC table, refer to the Drive cycle. <Ref. to EN(H4SO)(diag)-40, Drive Cycle.>

DTC	Item	Condition
P0031	HO2S Heater Control Circuit Low (Bank 1 Sensor 1)	—
P0032	HO2S Heater Control Circuit High (Bank 1 Sensor 1)	—
P0037	HO2S Heater Control Circuit Low (Bank 1 Sensor 2)	—
P0038	HO2S Heater Control Circuit High (Bank 1 Sensor 2)	—
P0077	Intake Valve Control Solenoid Circuit High (Bank 1)	—
P0083	Intake Valve Control Solenoid Circuit High (Bank 2)	—
P0102	Mass or Volume Air Flow Circuit Low Input	—
P0103	Mass or Volume Air Flow Circuit High Input	—
P0107	Manifold Absolute Pressure/Barometric Pressure Circuit Low Input	—
P0108	Manifold Absolute Pressure/Barometric Pressure Circuit High Input	—
P0112	Intake Air Temperature Sensor 1 Circuit Low	—
P0113	Intake Air Temperature Sensor 1 Circuit High	—
P0117	Engine Coolant Temperature Circuit Low	—
P0118	Engine Coolant Temperature Circuit High	—
P0122	Throttle/Pedal Position Sensor/Switch "A" Circuit Low	—
P0123	Throttle/Pedal Position Sensor/ Switch "A" Circuit High	—
P0131	O2 Sensor Circuit Low Voltage (Bank 1 Sensor 1)	—
P0132	O2 Sensor Circuit High Voltage (Bank 1 Sensor 1)	—
P0137	O2 Sensor Circuit Low Voltage (Bank 1 Sensor 2)	—
P0138	O2 Sensor Circuit High Voltage (Bank 1 Sensor 2)	—
P0140	O2 Sensor Circuit No Activity Detected (Bank 1 Sensor 2)	—
P0182	Fuel Temperature Sensor "A" Circuit Low Input	—
P0183	Fuel Temperature Sensor "A" Circuit High Input	—
P0197	Engine Oil Temperature Sensor Low	—
P0198	Engine Oil Temperature Sensor High	—
P0222	Throttle/Pedal Position Sensor/Switch "B" Circuit Low	—
P0223	Throttle/Pedal Position Sensor/Switch "B" Circuit High	—
P0327	Knock Sensor 1 Circuit Low (Bank 1 or Single Sensor)	—
P0328	Knock Sensor 1 Circuit High (Bank 1 or Single Sensor)	—
P0335	Crankshaft Position Sensor "A" Circuit	—
P0336	Crankshaft Position Sensor "A" Circuit Range/Performance	—
P0340	Camshaft Position Sensor "A" Circuit (Bank 1 or Single Sensor)	—
P0341	Camshaft Position Sensor "A" Circuit Range/Performance (Bank 1 or Single Sensor)	—
P0447	Evaporative Emission Control System Vent Control Circuit Open	—
P0448	Evaporative Emission Control System Vent Control Circuit Shorted	—
P0452	Evaporative Emission Control System Pressure Sensor Low Input	—
P0453	Evaporative Emission Control System Pressure Sensor High Input	—
P0458	Evaporative Emission System Purge Control Valve Circuit Low	—
P0462	Fuel Level Sensor "A" Circuit Low	—
P0463	Fuel Level Sensor "A" Circuit High	—
P0502	Vehicle Speed Sensor "A" Circuit Low Input	—
P0503	Vehicle Speed Sensor "A" Intermittent/Erratic/High	—
P0512	Starter Request Circuit	—

Inspection Mode

ENGINE (DIAGNOSTICS)

DTC	Item	Condition
P0519	Idle Air Control System Performance	—
P0600	Serial Communication Link	—
P0604	Internal Control Module Random Access Memory (RAM) Error	—
P0605	Internal Control Module Read Only Memory (ROM) Error	—
P0607	Control Module Performance	—
P0638	Throttle Actuator Control Range/Performance (Bank 1)	—
P0691	Fan 1 Control Circuit Low	—
P0692	Fan 1 Control Circuit High	—
P0700	Transmission Control System (MIL Request)	—
P0851	Park/Neutral Switch Input Circuit Low	—
P0852	Park/Neutral Switch Input Circuit High	—
P1152	O2 Sensor Circuit Range/Performance (Low) (Bank 1 Sensor 1)	—
P1153	O2 Sensor Circuit Range/Performance (High) (Bank 1 Sensor 1)	—
P1160	Return Spring Failure	—
P1400	Fuel Tank Pressure Control Solenoid Valve Circuit Low	—
P1420	Fuel Tank Pressure Control Sol. Valve Circuit High	—
P1491	Positive Crankcase Ventilation (Blow-by) Function Problem	—
P1518	Starter Switch Circuit Low Input	—
P1560	Back-up Voltage Circuit Malfunction	—
P2101	Throttle Actuator Control Motor Circuit Range/Performance	—
P2102	Throttle Actuator Control Motor Circuit Low	—
P2109	Throttle/Pedal Position Sensor "A" Minimum Stop Performance	—
P2122	Throttle/Pedal Position Sensor/Switch "D" Circuit Low Input	—
P2123	Throttle/Pedal Position Sensor/Switch "D" Circuit High Input	—
P2127	Throttle/Pedal Position Sensor/Switch "E" Circuit Low Input	—
P2128	Throttle/Pedal Position Sensor/Switch "E" Circuit High Input	—
P2135	Throttle/Pedal Position Sensor/Switch "A"/"B" Voltage Correlation	—
P2138	Throttle/Pedal Position Sensor/Switch "D"/"E" Voltage Correlation	—
P2227	Barometric Pressure Circuit Range/ Performance	—
P2228	Barometric Pressure Circuit Low	—
P2229	Barometric Pressure Circuit High	—

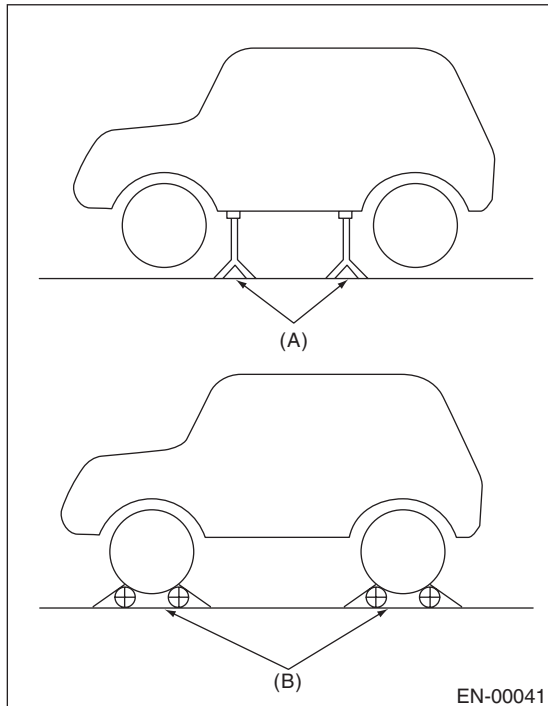
1. PREPARATION FOR THE INSPECTION MODE

1) Check battery voltage is more than 12 V and fuel remains half [20 — 40 ℓ (5.3 — 10.6 US gal, 4.4 — 8.8 Imp gal)].

2) Lift-up the vehicle using a garage jack and place it on rigid racks, or drive the vehicle onto free rollers.

WARNING:

- Before raising the vehicle, ensure parking brakes are applied.
- Do not use a pantograph jack in place of a rigid rack.
- Secure a rope or wire to the front or rear towing hooks to prevent the lateral runout of front wheels.
- Do not abruptly depress/release clutch pedal or accelerator pedal during works even when the engine is operating at low speeds since this may cause vehicle to jump off free rollers.
- In order to prevent the vehicle from slipping due to vibration, do not place any wooden blocks or similar items between the rigid racks and vehicle.
- Since the rear wheels will also rotate, do not place anything near them. Also, make sure that nobody goes in front of the vehicle.



- (A) Rigid rack
(B) Free rollers

2. SUBARU SELECT MONITOR

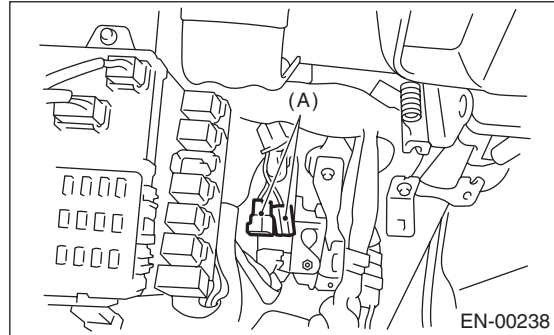
1) After clearing the memory, check for any remaining unresolved trouble data. <Ref. to EN(H4SO)(diag)-44, Clear Memory Mode.>

2) Warm up the engine.

3) Prepare the Subaru Select Monitor kit. <Ref. to EN(H4SO)(diag)-7, PREPARATION TOOL, General Description.>

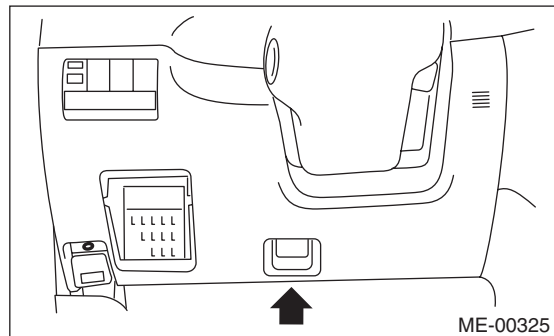
4) Connect the diagnosis cable to the Subaru Select Monitor.

5) Connect the test mode connector (A) at the lower portion of instrument panel (on the driver's side).



6) Connect the Subaru Select Monitor to the data link connector.

(1) Data link connector is located in the lower portion of instrument panel (on the driver's side).



(2) Connect the diagnosis cable to the data link connector.

CAUTION:

Do not connect the scan tools except for Subaru Select Monitor and general scan tool.

7) Turn the ignition switch to ON (engine OFF) and run the Subaru Select Monitor.

8) On the «Main Menu» display screen, select the {Each System Check}.

9) On the «System Selection Menu» display screen, select the {Engine Control System}.

10) Select the [OK] after the information of engine type has been displayed.

11) On the «Engine Diagnosis» display screen, select the {Dealer Check Mode Procedure}.

12) When the "Perform Inspection (Dealer Check Mode)" is shown on the screen, select the [OK].

ENGINE (DIAGNOSTICS)

13) Perform subsequent procedures as instructed on the display screen.

- If trouble still remains in the memory, the corresponding DTC appears on the display screen.

NOTE:

- For detailed operation procedure, refer to the "SUBARU SELECT MONITOR OPERATION MANUAL".
- For details concerning DTC, refer to "List of Diagnostic Trouble Code (DTC)".
<Ref. to EN(H4SO)(diag)-67, List of Diagnostic Trouble Code (DTC).>
- Release the parking brake.
- The speed difference between front and rear wheels may light the ABS warning light, but this indicates no malfunctions. When engine control diagnosis is finished, perform the ABS memory clearance procedure of self-diagnosis system.

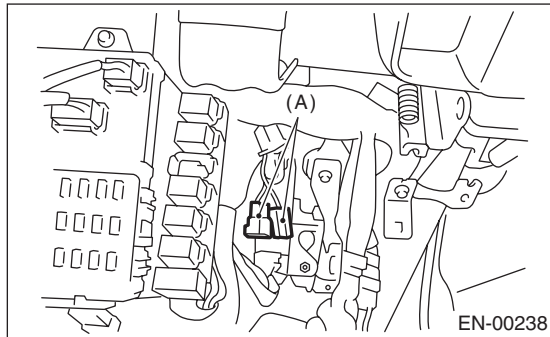
3. GENERAL SCAN TOOL

1) After clearing the memory, check for any remaining unresolved trouble data.

<Ref. to EN(H4SO)(diag)-44, Clear Memory Mode.>

2) Warm up the engine.

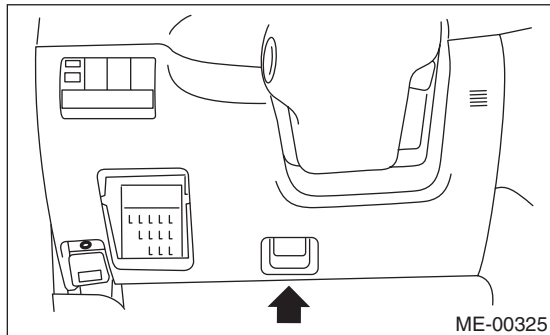
3) Connect the test mode connector (A) at the lower portion of instrument panel (on the driver's side).



4) Connect the general scan tool to its data link connector.

CAUTION:

Do not connect the scan tools except for Subaru Select Monitor and general scan tool.



5) Start the engine.

NOTE:

- Ensure the selector lever is placed in "P" range before starting. (AT model)
- Depress the clutch pedal when starting engine. (MT model)

6) Using the selector lever or shift lever, turn the "P" position switch and "N" position switch to ON.

7) Depress the brake pedal to turn the brake switch ON. (AT model)

8) Keep the engine speed in 2,500 — 3,000 rpm range for 40 seconds.

9) Place the selector lever or shift lever in "D" range (AT model) or "1st" gear (MT model) and drive the vehicle at 5 to 10 km/h (3 to 6 MPH).

NOTE:

- For AWD model, release the parking brake.
- The speed difference between front and rear wheels may light the ABS warning light, but this indicates no malfunctions. When engine control diagnosis is finished, perform the ABS memory clearance procedure of self-diagnosis system.

10) Using the general scan tool, check DTC and record the result(s).

NOTE:

- For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".
- For details concerning DTC, refer to "List of Diagnostic Trouble Code (DTC)".

<Ref. to EN(H4SO)(diag)-67, List of Diagnostic Trouble Code (DTC).>

12. Drive Cycle

A: PROCEDURE

There are 6 drive patterns of drive cycles A — F for the trouble diagnosis. Performing the specified drive pattern allows to diagnose malfunctioning items listed below. After the malfunctioning items listed below are repaired, always check if they correctly resume their functions by performing the required drive pattern.

1. PREPARATION FOR DRIVE CYCLE

- 1) Check battery voltage is more than 12 V and fuel remains half [20 — 40 ℓ (5.3 — 10.6 US gal, 4.4 — 8.8 Imp gal)].
- 2) After clearing the memory, check for any remaining unresolved trouble data. <Ref. to EN(H4SO)(diag)-44, Clear Memory Mode.>
- 3) Disconnect the test mode connector.

NOTE:

- Except for the water temperature specified items at starting, be sure to carry out the diagnosis after the engine is warmed up.
- For the DTC which has * mark on it, carry out the diagnosis twice. After finishing first diagnosis, stop the engine, and do the second diagnosis at the same condition.

2. DRIVE CYCLE A (AFTER RUNNING 20 MINUTES AT 80 KM/H (50 MPH), IDLE THE ENGINE FOR 1 MINUTE.)

DTC	Item	Condition
*P0125	Insufficient Coolant Temperature for Closed Loop Fuel Control	Coolant temperature at start is less than 20°C (68°F).
*P0128	Coolant Thermostat (Engine Coolant Temperature Below Thermostat Regulating Temperature)	—
*P0133	O2 Sensor Circuit Slow Response (Bank 1 Sensor 1)	—
*P0171	System too Lean (Bank 1)	Diagnosis completes in drive cycle B or C as well.
*P0172	System too Rich (Bank 1)	Diagnosis completes in drive cycle B or C as well.
*P0196	Engine Oil Temperature Sensor Circuit Range/Performance	—
*P0301	Cylinder 1 Misfire Detected	Diagnosis completes in drive cycle B or C as well.
*P0302	Cylinder 2 Misfire Detected	Diagnosis completes in drive cycle B or C as well.
*P0303	Cylinder 3 Misfire Detected	Diagnosis completes in drive cycle B or C as well.
*P0304	Cylinder 4 Misfire Detected	Diagnosis completes in drive cycle B or C as well.
*P0420	Catalyst System Efficiency Below Threshold (Bank 1)	—
*P0442	Evaporative Emission Control System Leak Detected (Small Leak)	Coolant temperature at start is less than 25°C (77°F).
*P0451	Evaporative Emission Control System Pressure Sensor	—
*P0456	Evaporative Emission Control System Leak Detected (Very Small Leak)	Coolant temperature at start is less than 25°C (77°F).
*P0457	Evaporative Emission Control System Leak Detected (Fuel Cap Loose/Off)	Coolant temperature at start is less than 25°C (77°F).
*P0459	Evaporative Emission Control System Purge Control Valve Circuit High	—
P1443	Vent Control Solenoid Valve Function Problem	—
*P2096	Post Catalyst Fuel Trim System Too Lean Bank 1	Diagnosis completes in drive cycle B or C as well.
*P2097	Post Catalyst Fuel Trim System Too Rich Bank 1	Diagnosis completes in drive cycle B or C as well.
P2103	Throttle Actuator Control Motor Circuit High	Diagnosis completes in drive cycle B or C as well.

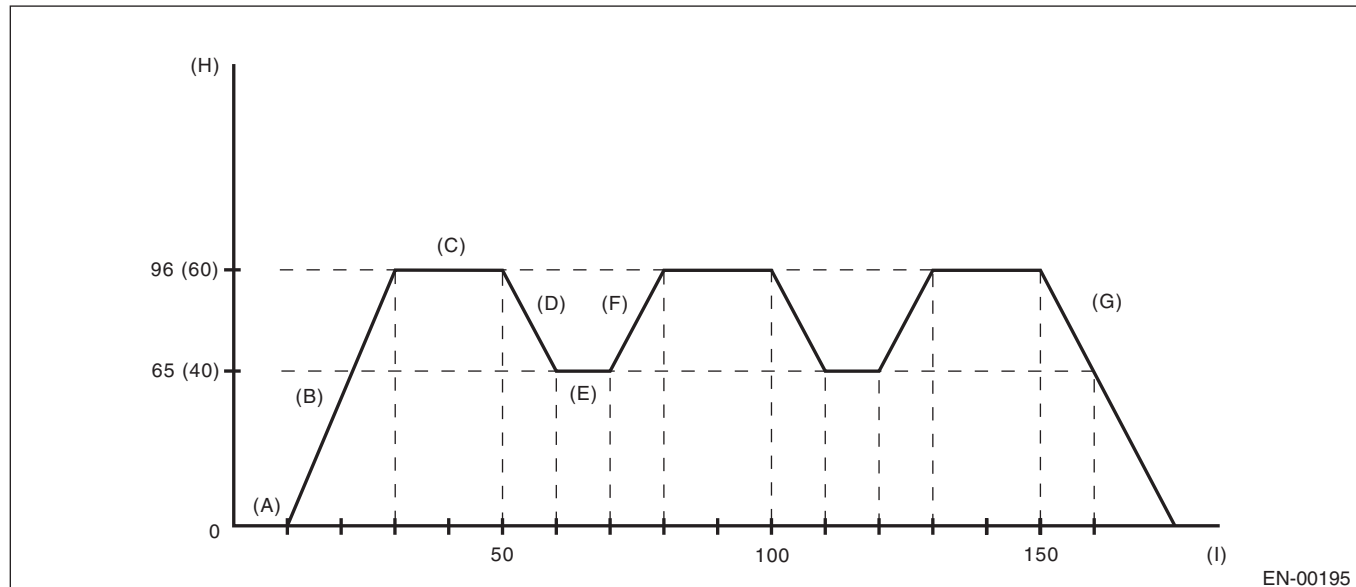
3. DRIVE CYCLE B (TEN MINUTES IDLING)

NOTE:

Drive the vehicle in more than 10 km/h (6 MPH) before diagnosis.

DTC	Item	Condition
*P0126	Insufficient Coolant Temperature for Stable Operation	—
*P0171	System Too Lean (Bank 1)	Diagnosis completes in drive cycle A or C as well.
*P0172	System Too Rich (Bank 1)	Diagnosis completes in drive cycle A or C as well.
*P0301	Cylinder 1 Misfire Detected	Diagnosis completes in drive cycle A or C as well.
*P0302	Cylinder 2 Misfire Detected	Diagnosis completes in drive cycle A or C as well.
*P0303	Cylinder 3 Misfire Detected	Diagnosis completes in drive cycle A or C as well.
*P0304	Cylinder 4 Misfire Detected	Diagnosis completes in drive cycle A or C as well.
*P0464	Fuel Level Sensor Circuit Intermittent	—
*P0483	Fan Rationality Check	—
*P0506	Idle Air Control System RPM Lower Than Expected	—
*P0507	Idle Air Control System RPM Higher Than Expected	—
*P2096	Post Catalyst Fuel Trim System Too Lean Bank 1	Diagnosis completes in drive cycle A or C as well.
*P2097	Post Catalyst Fuel Trim System Too Rich Bank 1	Diagnosis completes in drive cycle A or C as well.
P2103	Throttle Actuator Control Motor Circuit High	Diagnosis completes in drive cycle A or C as well.

4. DRIVE CYCLE C (DRIVE ACCORDING TO THE FOLLOWING DRIVE PATTERN)



(A) Idle the engine for 1 minute.	(D) Decelerate the vehicle to 65 km/h (40 MPH) with throttle fully closed.	(G) Stop vehicle with the throttle fully closed.
(B) Accelerate the vehicle to 96 km/h (60 MPH) within 20 seconds.	(E) Drive the vehicle at 65 km/h (40 MPH) for 10 seconds.	(H) Vehicle speed km/h (MPH)
(C) Drive the vehicle at 96 km/h (60 MPH) for 20 seconds.	(F) Accelerate the vehicle to 96 km/h (60 MPH) within 10 seconds.	(I) Sec.

Drive Cycle

ENGINE (DIAGNOSTICS)

DTC	Item	Condition
P0026	Intake Valve Control Solenoid Circuit Range/Performance (Bank 1)	—
P0028	Intake Valve Control Solenoid Circuit Range/Performance (Bank 2)	—
*P0030	HO2S Heater Control Circuit (Bank 1 Sensor 1)	—
*P0068	Manifold Absolute Pressure/Barometric Pressure Circuit Range/Performance	—
P0076	Intake Valve Control Solenoid Circuit Low (Bank 1)	—
P0082	Intake Valve Control Solenoid Circuit Low (Bank 2)	—
*P0101	Mass or Volume Air Flow Circuit Range/Performance	—
P0134	O2 Sensor Circuit No Activity Detected (Bank 1 Sensor 1)	—
*P0139	O2 Sensor Circuit Slow Response (Bank 1 Sensor 2)	—
*P0171	System Too Lean (Bank 1)	Diagnosis completes in drive cycle A or B as well.
*P0172	System Too Rich (Bank 1)	Diagnosis completes in drive cycle A or B as well.
*P0301	Cylinder 1 Misfire Detected	Diagnosis completes in drive cycle A or B as well.
*P0302	Cylinder 2 Misfire Detected	Diagnosis completes in drive cycle A or B as well.
*P0303	Cylinder 3 Misfire Detected	Diagnosis completes in drive cycle A or B as well.
*P0304	Cylinder 4 Misfire Detected	Diagnosis completes in drive cycle A or B as well.
*P0400	Exhaust Gas Recirculation Flow	—
P1492	EGR Solenoid Valve Signal #1 Circuit Malfunction (Low Input)	—
P1493	EGR Solenoid Valve Signal #1 Circuit Malfunction (High Input)	—
P1494	EGR Solenoid Valve Signal #2 Circuit Malfunction (Low Input)	—
P1495	EGR Solenoid Valve Signal #2 Circuit Malfunction (High Input)	—
P1496	EGR Solenoid Valve Signal #3 Circuit Malfunction (Low Input)	—
P1497	EGR Solenoid Valve Signal #3 Circuit Malfunction (High Input)	—
P1498	EGR Solenoid Valve Signal #4 Circuit Malfunction (Low Input)	—
P1499	EGR Solenoid Valve Signal #4 Circuit Malfunction (High Input)	—
*P2096	Post Catalyst Fuel Trim System Too Lean Bank 1	Diagnosis completes in drive cycle A or B as well.
*P2097	Post Catalyst Fuel Trim System Too Rich Bank 1	Diagnosis completes in drive cycle A or B as well.
P2103	Throttle Actuator Control Motor Circuit High	Diagnosis completes in drive cycle A or B as well.

5. DRIVE CYCLE D

DRIFT DIAGNOSIS

- 1) Make sure that the engine coolant temperature at engine starting is less than 30°C (86°F).
- 2) Make sure that fuel remains more than 9.0 ℓ (2.4 US gal, 2.0 Imp gal) and the battery voltage is more than 10.9 V.
- 3) Make sure that the engine coolant temperature rises for more than 10°C (18°F) from the level of engine starting and is also above 75°C (167°F).
- 4) Idle the engine for more than 120 seconds in the condition of step 3.

STUCK DIAGNOSIS

- 1) Make sure that the battery voltage is more than 10.9 V.
- 2) Perform the Clear Memory Mode. <Ref. to EN(H4SO)(diag)-44, Clear Memory Mode.>
- 3) Drive the vehicle for the distance equal to the fuel of 50 ℓ (13.2 US gal, 11 Imp gal).

NOTE:

- It is acceptable to drive the vehicle intermittently.
- Do not disconnect the terminal of battery during diagnosis. (Data will be cleared when disconnecting the battery terminals.)

DTC	Item	Condition
P0181	Fuel Temperature Sensor "A" Circuit Range/Performance	—

6. DRIVE CYCLE E

- 1) Make sure that the battery voltage is more than 10.9 V.
- 2) Perform the Clear Memory Mode. <Ref. to EN(H4SO)(diag)-44, Clear Memory Mode.>
- 3) Drive the vehicle for the distance equal to the fuel of 30 ℓ (7.9 US gal, 6.6 Imp gal).

NOTE:

- It is acceptable to drive the vehicle intermittently.
- Do not disconnect the terminal of battery during diagnosis. (Data will be cleared when disconnecting the battery terminals.)

DTC	Item	Condition
P0461	Fuel Level Sensor "A" Circuit Range/Performance	—

7. DRIVE CYCLE F

- 1) Make sure that the engine coolant temperature at engine starting is less than 30°C (86°F).
- 2) Warm-up the engine until engine coolant temperature rises above 95°C (203°F) after starting the engine.
- 3) Idle the engine for more than 10 minutes in the condition of step 2.

NOTE:

Do not disconnect the terminal of battery during diagnosis. (Data will be cleared when disconnecting the battery terminals.)

DTC	Item	Condition
P0111	Intake Air Temperature Sensor 1 Circuit Range/Performance	—

8. DRIVE CYCLE H

- 1) Perform the Clear Memory Mode. <Ref. to EN(H4SO)(diag)-44, Clear Memory Mode.>
- 2) Read the engine coolant temperature, intake air temperature and fuel temperature with ignition switch ON. <Ref. to EN(H4SO)(diag)-28, READ CURRENT DATA FOR ENGINE (NORMAL MODE), OPERATION, Subaru Select Monitor.>
- 3) Start the engine if the value in step 2) meets the following two conditions.

Condition:

$$| \text{engine coolant temperature} - \text{intake air temperature} | \leq 5^{\circ}\text{C} (41^{\circ}\text{F})$$

$$| \text{engine coolant temperature} - \text{fuel temperature} | \leq 2^{\circ}\text{C} (36^{\circ}\text{F})$$

NOTE:

- If the value does not meet the conditions, turn the ignition switch to OFF and wait until it meets.
 - Start the engine in P range (AT model) or in N position (MT model).
- 4) Idle the engine for one minute in the condition of step 3.

DTC	Item	Condition
*P1602	Control Module Programming Error	—

13. Clear Memory Mode

A: OPERATION

1. SUBARU SELECT MONITOR (NORMAL MODE)

- 1) On the «Main Menu» display screen, select the {Each System Check}.
- 2) On the «System Selection Menu» display screen, select the {Engine Control System}.
- 3) Select the [OK] after the information of engine type has been displayed.
- 4) On the «Engine Diagnosis» display screen, select the {Clear Memory}.
- 5) When the “Done” and “Turn Ignition Switch OFF” are shown on the display screen, turn the ignition switch to OFF, and then close the Subaru Select Monitor.

NOTE:

- Initial diagnosis of the electronic throttle control is performed after the memory is erased. Therefore, start the engine after 10 seconds or more have passed since turning the ignition switch to ON.
- For detailed operation procedure, refer to the “SUBARU SELECT MONITOR OPERATION MANUAL”.

2. SUBARU SELECT MONITOR (OBD MODE)

- 1) On the «Main Menu» display screen, select the {Each System Check}.
- 2) On the «System Selection Menu» display screen, select the {Engine Control System}.
- 3) Select the [OK] after the information of engine type has been displayed.
- 4) On the «Engine Diagnosis» display screen, select the {OBD System}.
- 5) On the «OBD Menu» display screen, select {DTC Clear}.
- 6) When the “Clear Diagnostic Code?” is shown on the screen, select the [OK].
- 7) Turn the ignition switch to OFF and close the Subaru Select Monitor.

NOTE:

For detailed operation procedure, refer to the “SUBARU SELECT MONITOR OPERATION MANUAL”.

3. GENERAL SCAN TOOL

For clear memory procedures using the general scan tool, refer to “General Scan Tool Instruction Manual”.

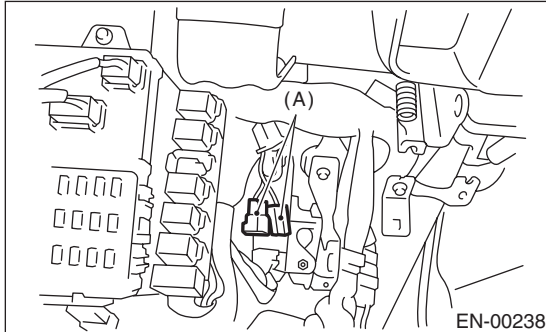
NOTE:

Initial diagnosis of the electronic throttle control is performed after the memory is erased. Therefore, start the engine after 10 seconds or more have passed since turning the ignition switch to ON.

14. Compulsory Valve Operation Check Mode

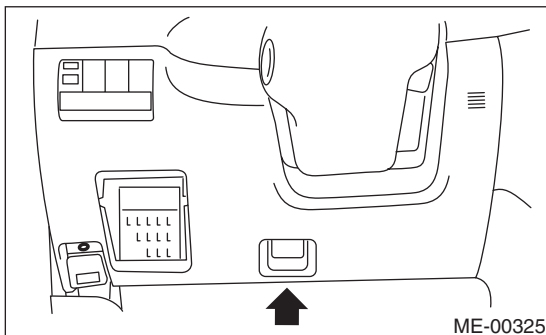
A: OPERATION

- 1) Prepare the Subaru Select Monitor kit. <Ref. to EN(H4SO)(diag)-7, PREPARATION TOOL, General Description.>
- 2) Connect the diagnosis cable to the Subaru Select Monitor.
- 3) Connect the test mode connector (A) at the lower portion of instrument panel (on the driver's side).



- 4) Connect the Subaru Select Monitor to the data link connector.

(1) Data link connector is located in the lower portion of instrument panel (on the driver's side).



- (2) Connect the diagnosis cable to the data link connector.

CAUTION:

Do not connect scan tools except for Subaru Select Monitor and general scan tool.

- 5) Turn the ignition switch to ON (engine OFF) and run the Subaru Select Monitor.
- 6) On the «Main Menu» display screen, select the {Each System Check}.
- 7) On the «System Selection Menu» display screen, select the {Engine Control System}.
- 8) Select the [OK] after the information of engine type has been displayed.
- 9) On the «Engine Diagnosis» display screen, select the {System Operation Check Mode}.
- 10) On the «System Operation Check Mode» display screen, select the {Actuator ON/OFF Operation}.

- 11) Select the desired compulsory actuator on the «Actuator ON/OFF Operation» display screen.
- 12) Selecting the [NO] completes the compulsory valve operation check mode. The display will then return to the «Actuator ON/OFF Operation» screen.

- A list of the support data is shown in the following table.

Contents	Display
Compulsory fuel pump relay operation check	Fuel Pump Relay
Compulsory radiator fan relay operation check	Radiator Fan Relay
Compulsory air conditioning relay operation check	A/C Compressor Relay
Compulsory purge control solenoid valve operation check	CPC Valve Duty Ratio
Compulsory pressure control solenoid valve operation check	PCV Solenoid Valve
Compulsory air assist vent control solenoid valve operation check	Vent Control Solenoid Valve

NOTE:

- The following parts will be displayed but not functional.

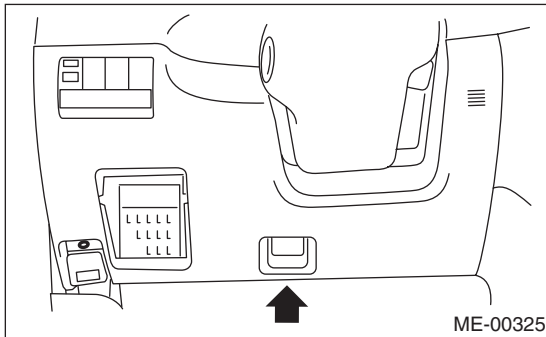
Display
EGR Solenoid Valve
ASV Solenoid Valve
FICD Solenoid
Pressure Switching Sol.1
Pressure Switching Sol.2
Turbocharger Wastegate Solenoid
AAI Solenoid Valve
Emission-bypass Valve
Fuel Tank Sensor Control Valve
Secondary Air Combination Valve 1
Secondary Air Combination Valve 2
Secondary Air Pump Relay

- For detailed operation procedure, refer to the «SUBARU SELECT MONITOR OPERATION MANUAL».

15. System Operation Check Mode

A: OPERATION

- 1) Prepare the Subaru Select Monitor kit. <Ref. to EN(H4SO)(diag)-7, PREPARATION TOOL, General Description.>
- 2) Connect the diagnosis cable to the Subaru Select Monitor.
- 3) Connect the Subaru Select Monitor to data link connector located in the lower portion of the instrument panel (on the driver's side).



CAUTION:

Do not connect scan tools except for Subaru Select Monitor and general scan tool.

- 4) Turn the ignition switch to ON (engine OFF) and run the Subaru Select Monitor.
- 5) On the «Main Menu» display screen, select the {Each System Check}.
- 6) On the «System Selection Menu» display screen, select the {Engine Control System}.
- 7) Select the [OK] after the information of engine type has been displayed.
- 8) On the «Engine Diagnosis» display screen, select the {System Operation Check Mode}.
- 9) The following items are displayed on the monitor.

Display
Fuel Pump Control
Idling Ignition Timing Fixed
Idle Speed Control
Injector Control
EGR Valve Control

1. FUEL PUMP CONTROL (OFF OPERATION)

CAUTION:

After carrying out the Operation Check Mode, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

- 1) On the «System Operation Check Mode» display screen, select the {Fuel Pump Control}.
- 2) On the «Fuel Pump Control» display screen, select the {OFF Operation}.
- 3) On the «Start the Engine» display screen, start the engine and select the [OK].
- 4) Selecting the [NO] completes the OFF Operation. The display will then return to the «Fuel Pump Control» screen.

2. FUEL PUMP CONTROL (ON/OFF OPERATION)

CAUTION:

After carrying out the Operation Check Mode, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

- 1) On the «System Operation Check Mode» display screen, select the {Fuel Pump Control}.
- 2) On the «Fuel Pump Control» display screen, select the {ON/OFF Operation}.
- 3) On the «Turn Ignition Switch ON with Engine Stalled» display screen, select the [OK].
- 4) Selecting the [NO] completes the ON/OFF Operation. The display will then return to the «Fuel Pump Control» screen.

3. IDLING IGNITION TIMING FIXED

CAUTION:

After carrying out the Operation Check Mode, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

- 1) On the «System Operation Check Mode» display screen, select the {Idling Ignition Timing Fixed}.
- 2) On the «Start the Engine» display screen, start the engine and select the [OK].
- 3) Selecting the [NO] completes the Idling Ignition Timing Fixed. The display will then return to the «System Operation Check Mode» screen.

4. IDLE SPEED CONTROL

CAUTION:

After carrying out the Operation Check Mode, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

- 1) On the «System Operation Check Mode» display screen, select the {Idle Speed Control}.
- 2) On the «Start the Engine» display screen, start the engine and select the [OK].
- 3) On the «Idle Speed Control» display screen, select [△] or [▽] to change the setting value, and select the [OK].

It is possible to set by 50 rpm, ranging from 500 rpm to 2,000 rpm. However, the actual idle speed that can be controlled is varied by vehicle type.

- 4) Selecting the [NO] completes the Idling Speed Control. The display will then return to the «System Operation Check Mode» screen.

5. INJECTOR CONTROL (INJECTION STOP MODE)

CAUTION:

After carrying out the Operation Check Mode, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

- 1) On the «System Operation Check Mode» display screen, select the {Injector Control}.
- 2) On the «Injector Control» display screen, select the {Injection Stop Mode}.
- 3) By the desired injector number on the «Injection Stop Mode» select the [OK].
- 4) On the «Start the Engine» display screen, start the engine and select the [OK].
- 5) Selecting the [NO] completes the Injection Stop Mode. The display will then return to the «Injector Control» screen.

6. INJECTOR CONTROL (INJECTION QUANTITY CONTROL)

CAUTION:

After carrying out the Operation Check Mode, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

- 1) On the «System Operation Check Mode» display screen, select the {Injector Control}.
- 2) On the «Injector Control» display screen, select the {Injection Quantity Control}.
- 3) On the «Start the Engine» display screen, start the engine and select the [OK].
- 4) On the «Injection Quantity Control» display screen, Select [△] or [▽] to change the setting value, and select the [OK].

It is possible to set by 1%, ranging from 0 to 20%.

- 5) Selecting the [NO] completes the Injection Quantity Control. The display will then return to the «Injector Control» screen.

7. EGR VALVE CONTROL

CAUTION:

After carrying out the Operation Check Mode, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

- 1) On the «System Operation Check Mode» display screen, select the {EGR Valve Control}.
- 2) On the «Start the Engine» display screen, start the engine and select the [OK].
- 3) On the «EGR Valve Control» display screen, select [△] or [▽] to change the setting value, and select the [OK].

It is possible to set by 1 STEP. However, the actual STEP amount that can be controlled is varied by vehicle type.

- 4) Selecting the [NO] completes the EGR Valve Control. The display will then return to the «System Operation Check Mode» screen.

NOTE:

For detailed operation procedure, refer to the “SUBARU SELECT MONITOR OPERATION MANUAL”.

Malfunction Indicator Light

ENGINE (DIAGNOSTICS)

16. Malfunction Indicator Light

A: PROCEDURE

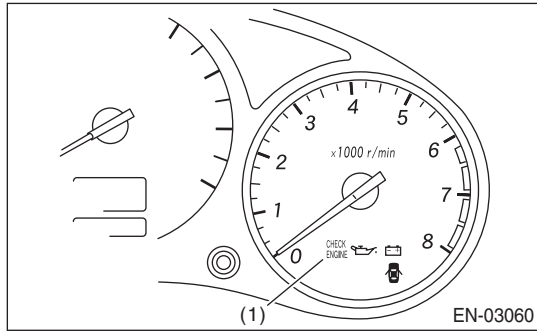
1. Activation of malfunction indicator light. <Ref. to EN(H4SO)(diag)-49, ACTIVATION OF MALFUNCTION INDICATOR LIGHT, Malfunction Indicator Light.>
↓
2. Malfunction indicator light does not come on. <Ref. to EN(H4SO)(diag)-50, MALFUNCTION INDICATOR LIGHT DOES NOT COME ON, Malfunction Indicator Light.>
↓
3. Malfunction indicator light does not go off. <Ref. to EN(H4SO)(diag)-52, MALFUNCTION INDICATOR LIGHT DOES NOT GO OFF, Malfunction Indicator Light.>

B: ACTIVATION OF MALFUNCTION INDICATOR LIGHT

1) When the ignition switch is turned on (engine off), the malfunction indicator light in the combination meter illuminates.

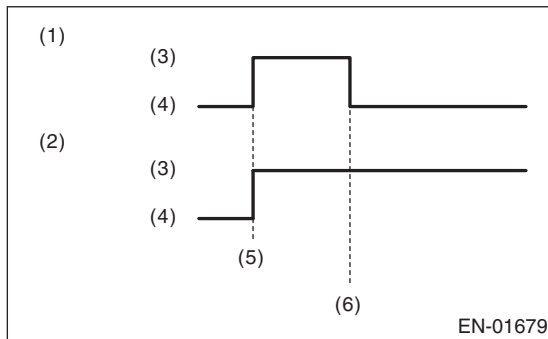
NOTE:

If the malfunction indicator light does not illuminate, perform diagnostics of the malfunction indicator light circuit or the combination meter circuit. <Ref. to EN(H4SO)(diag)-50, MALFUNCTION INDICATOR LIGHT DOES NOT COME ON, Malfunction Indicator Light.>



(1) Malfunction indicator light

2) After starting the engine, the malfunction indicator light goes out. If it does not go off, either the engine or emission control system has malfunction.



- (1) No faulty
- (2) Trouble occurs
- (3) ON
- (4) OFF
- (5) Ignition switch ON
- (6) Engine start

Malfunction Indicator Light

ENGINE (DIAGNOSTICS)

C: MALFUNCTION INDICATOR LIGHT DOES NOT COME ON

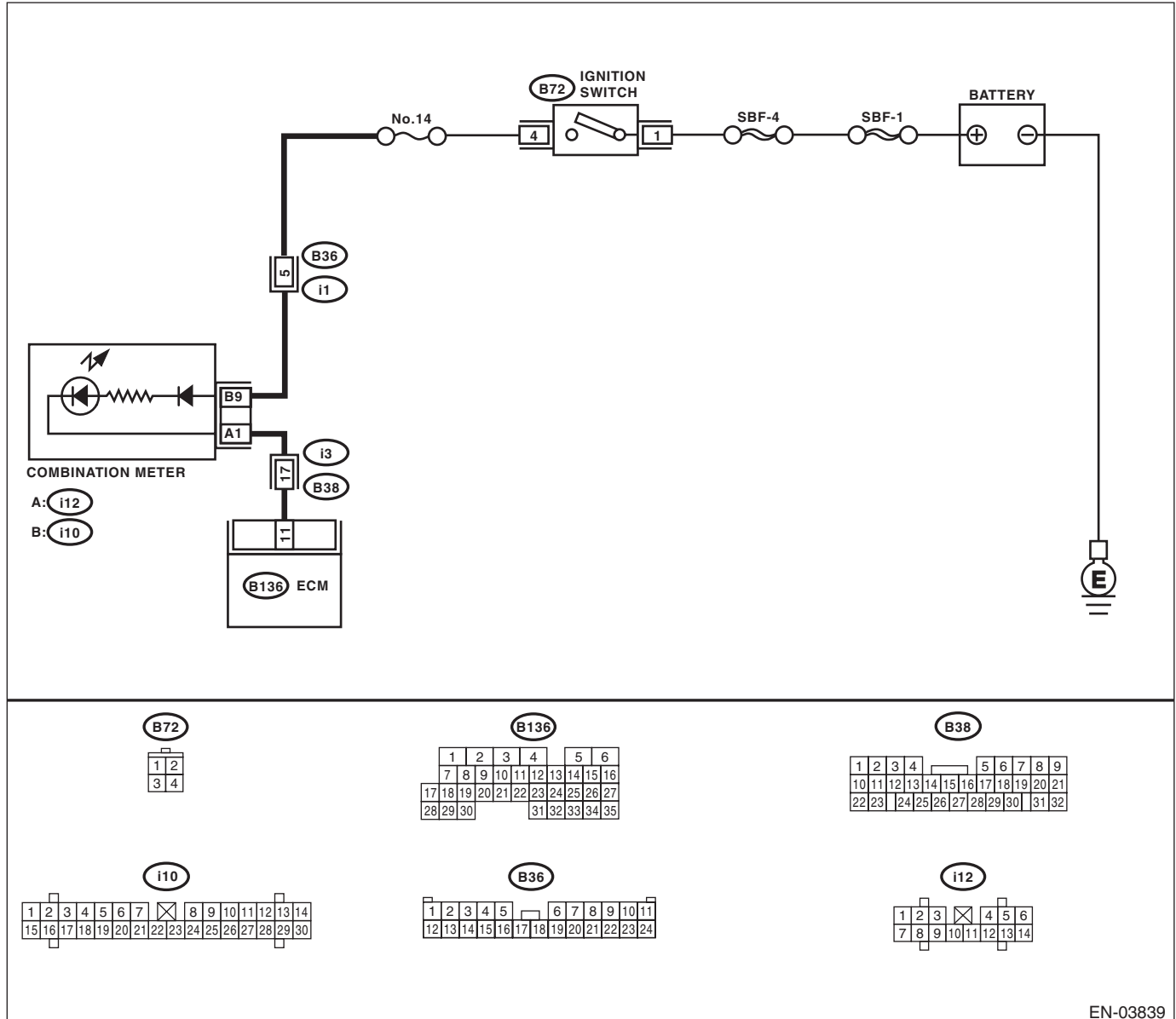
DIAGNOSIS:

The malfunction indicator light circuit is open or shorted.

TROUBLE SYMPTOM:

When the ignition switch is turned to ON (engine OFF), malfunction indicator light does not come on.

WIRING DIAGRAM:



Malfunction Indicator Light

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK OUTPUT SIGNAL OF ECM. 1) Turn the ignition switch to ON. 2) Measure the voltage between ECM connector and chassis ground. Connector & terminal (B136) No. 11 (+) — Chassis ground (-):	Is the voltage less than 1 V?	Go to step 4.	Go to step 2.
2 CHECK POOR CONTACT. Check for poor connection by shaking or pulling ECM connector and harness.	Does the malfunction indicator light illuminate?	Repair poor contact in ECM connector.	Go to step 3.
3 CHECK ECM CONNECTOR. Check the connection of ECM connector.	Is the ECM connector correctly connected?	Replace the ECM. <Ref. to FU(H4SO)-40, Engine Control Module (ECM).>	Repair the connection of ECM connector.
4 CHECK HARNESS BETWEEN COMBINATION METER AND ECM CONNECTOR. 1) Turn the ignition switch to OFF. 2) Remove the combination meter. <Ref. to IDI-10, Combination Meter.> 3) Disconnect the connector from ECM and combination meter. 4) Measure the resistance of harness between ECM and combination meter connector. Connector & terminal (B136) No. 11 — (i12) No. 1:	Is the resistance less than 1 Ω?	Go to step 5.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and combination meter connector • Poor contact in coupling connector
5 CHECK POOR CONTACT. Check poor contact of combination meter connector.	Is there poor contact in combination meter connector?	Repair the poor contact of combination meter connector.	Go to step 6.
6 CHECK HARNESS BETWEEN COMBINATION METER AND IGNITION SWITCH CONNECTOR. 1) Turn the ignition switch to ON. 2) Measure the voltage between combination meter connector and chassis ground. Connector & terminal (i10) No. 9 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Replace the combination meter circuit board. <Ref. to IDI-10, Combination Meter.>	Check the following item and repair if necessary. NOTE: • Blown out of fuse (No. 13) • Open or short circuit in harness between fuse (No. 13) and battery terminal • Poor contact in ignition switch connector

Malfunction Indicator Light

ENGINE (DIAGNOSTICS)

D: MALFUNCTION INDICATOR LIGHT DOES NOT GO OFF

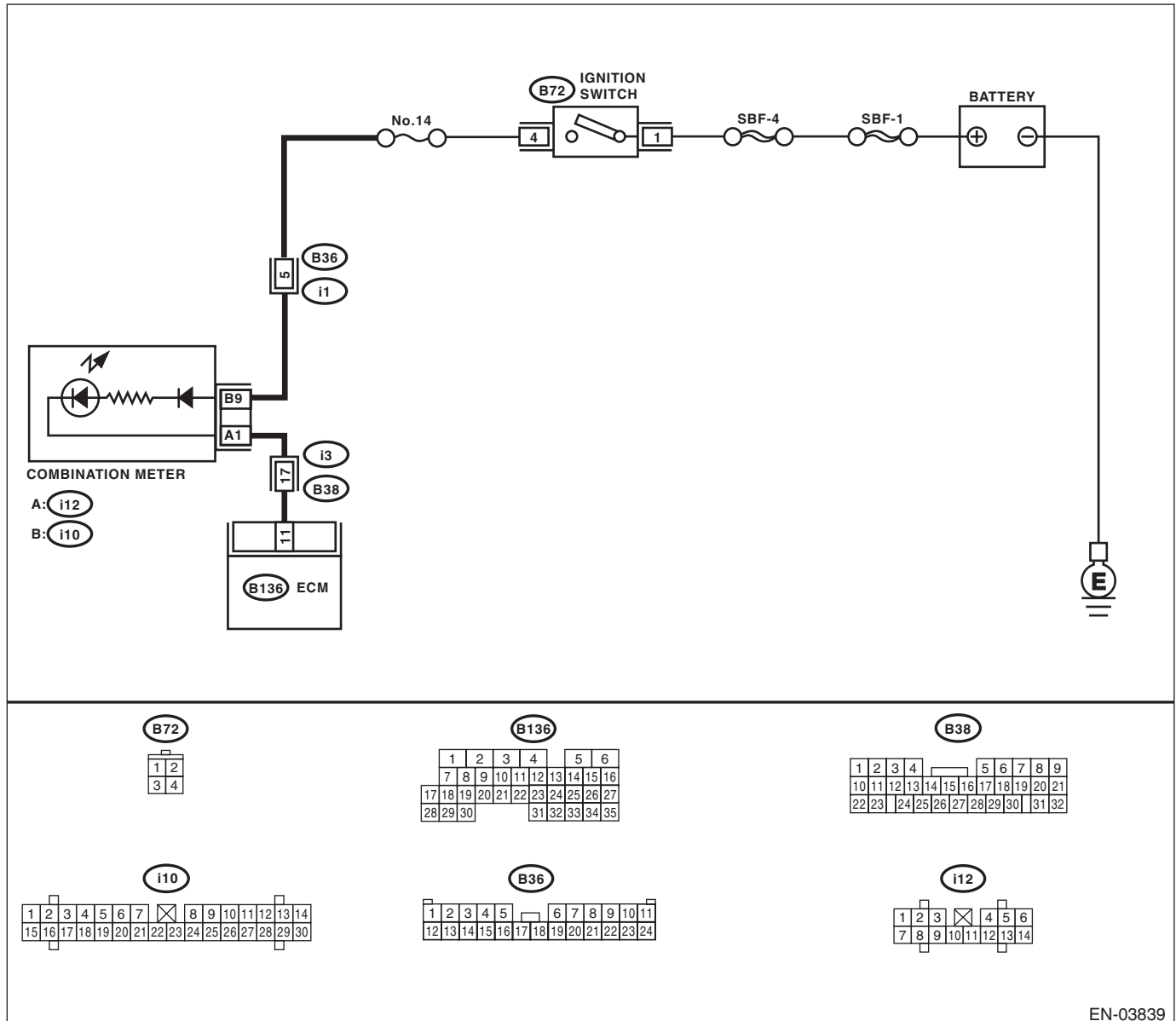
DIAGNOSIS:

The malfunction indicator light circuit is shorted.

TROUBLE SYMPTOM:

Although malfunction indicator light comes on when the engine runs, DTC is not shown on the Subaru Select Monitor or general scan tool display.

WIRING DIAGRAM:



Step	Check	Yes	No
1 CHECK HARNESS BETWEEN COMBINATION METER AND ECM CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Turn the ignition switch to ON.	Does the malfunction indicator light illuminate?	Repair the short circuit of harness between combination meter and ECM connector.	Replace the ECM. <Ref. to FU(H4SO)-40, Engine Control Module (ECM).>

17. Diagnostics for Engine Starting Failure

A: PROCEDURE

1. Check of the fuel amount.
↓
2. Inspection of starter motor circuit. <Ref. to EN(H4SO)(diag)-54, STARTER MOTOR CIRCUIT, Diagnostics for Engine Starting Failure.>
↓
3. Inspection of ECM power supply and ground line. <Ref. to EN(H4SO)(diag)-57, CHECK POWER SUPPLY AND GROUND LINE OF ENGINE CONTROL MODULE (ECM), Diagnostics for Engine Starting Failure.>
↓
4. Inspection of ignition control system. <Ref. to EN(H4SO)(diag)-59, IGNITION CONTROL SYSTEM, Diagnostics for Engine Starting Failure.>
↓
5. Inspection of fuel pump circuit. <Ref. to EN(H4SO)(diag)-62, FUEL PUMP CIRCUIT, Diagnostics for Engine Starting Failure.>
↓
6. Inspection of fuel indicator circuit. <Ref. to EN(H4SO)(diag)-65, FUEL INJECTOR CIRCUIT, Diagnostics for Engine Starting Failure.>

Diagnostics for Engine Starting Failure

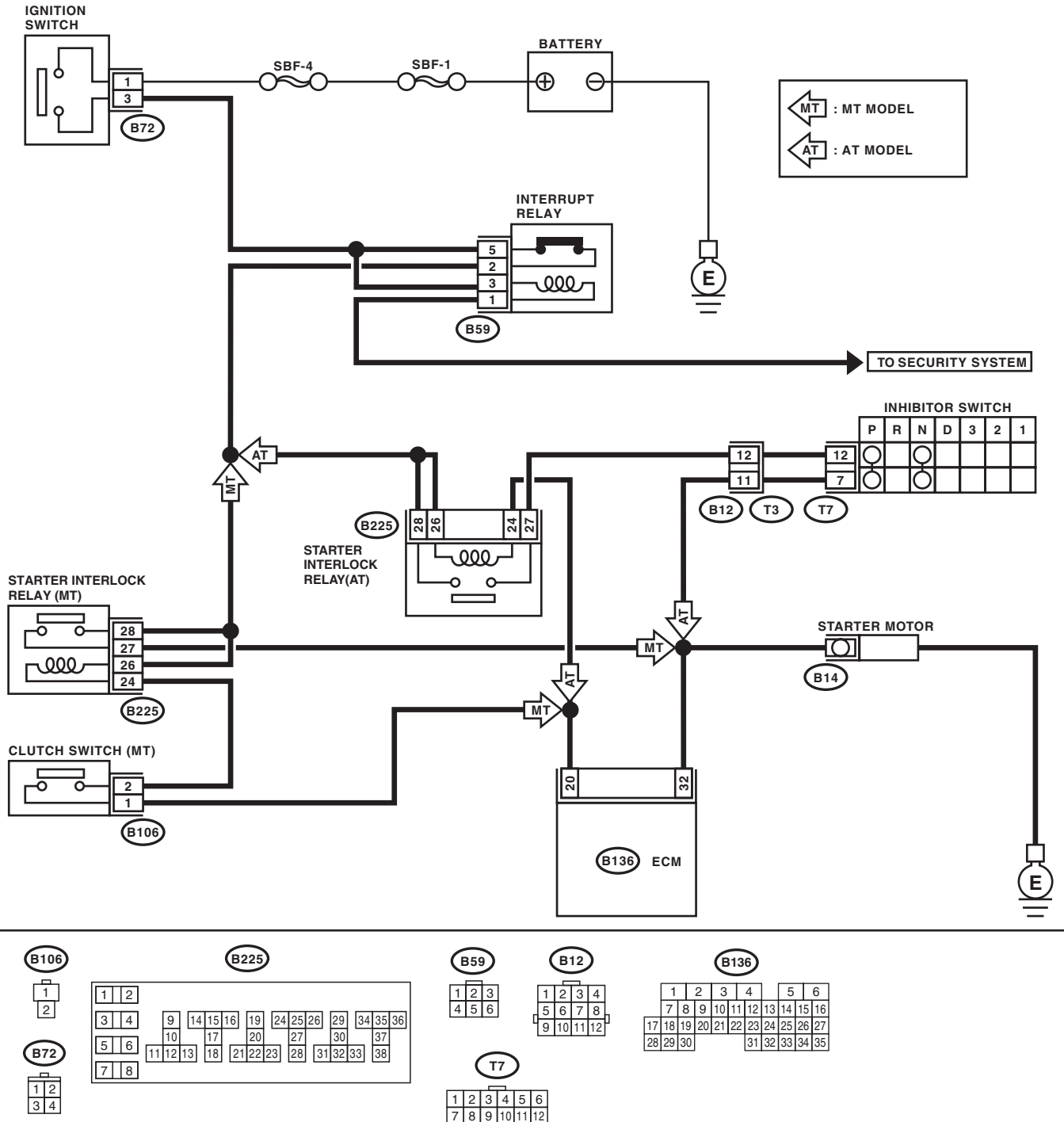
ENGINE (DIAGNOSTICS)

B: STARTER MOTOR CIRCUIT

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04767

Diagnostics for Engine Starting Failure

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK BATTERY. Check the battery voltage.	Is the voltage 12 V or more?	Go to step 2.	Charge or replace the battery.
2	CHECK OPERATION OF STARTER MOTOR. NOTE: Check the security alarm is not sounding. (model with security alarm)	Does the starter motor operate?	Go to step 3.	Go to step 4.
3	CHECK DTC.	Is DTC displayed? <Ref. to EN(H4SO)(diag)-34, OPERATION, Read Diagnostic Trouble Code (DTC).>	Check the appropriate DTC using the List of Diagnostic Trouble Code (DTC). <Ref. to EN(H4SO)(diag)-67, List of Diagnostic Trouble Code (DTC).>	Repair poor contact in ECM connector.
4	CHECK INPUT SIGNAL FOR STARTER MOTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from starter motor. 3) Turn the ignition switch to ST. 4) Measure the power supply voltage between starter motor connector terminal and engine ground. Connector & terminal (B14) No. 1 (+) — Engine ground (-): NOTE: • For AT model, place the select lever in "P" or "N" range. • For MT model, depress the clutch pedal.	Is the voltage 10 V or more?	Check the starter motor. <Ref. to SC (H4SO)-6, Starter.>	Go to step 5.
5	CHECK HARNESS BETWEEN BATTERY AND IGNITION SWITCH CONNECTOR. 1) Disconnect the connector from ignition switch. 2) Measure the power supply voltage between ignition switch connector and chassis ground. Connector & terminal (B72) No. 1 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Go to step 6.	Repair the open circuit of harness between ignition switch and battery, and check fuse SBF No. 4 and SBF No. 1.
6	CHECK IGNITION SWITCH. 1) Disconnect the connector from ignition switch. 2) Measure the resistance between ignition switch terminals after turning the ignition switch to "ST" position. Terminals No. 1 — No. 3:	Is the resistance less than 5 Ω?	Go to step 7.	Replace the ignition switch.
7	CHECK TRANSMISSION TYPE.	Is the transmission type AT?	Go to step 8.	Go to step 12.
8	CHECK INPUT VOLTAGE OF STARTER INTERLOCK RELAY. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from starter interlock relay. 3) Connect the connector to ignition switch. 4) Measure the input voltage between starter interlock relay connector and chassis ground after turning the ignition switch to ST. Connector & terminal (B225) No. 26 (+) — Chassis ground (-): (B225) No. 28 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Go to step 9.	Repair open or short circuit to ground in harness between starter interlock relay and ignition switch. NOTE: Check security system (if equipped). <Ref. to SL-21, Security System.>

Diagnostics for Engine Starting Failure

ENGINE (DIAGNOSTICS)

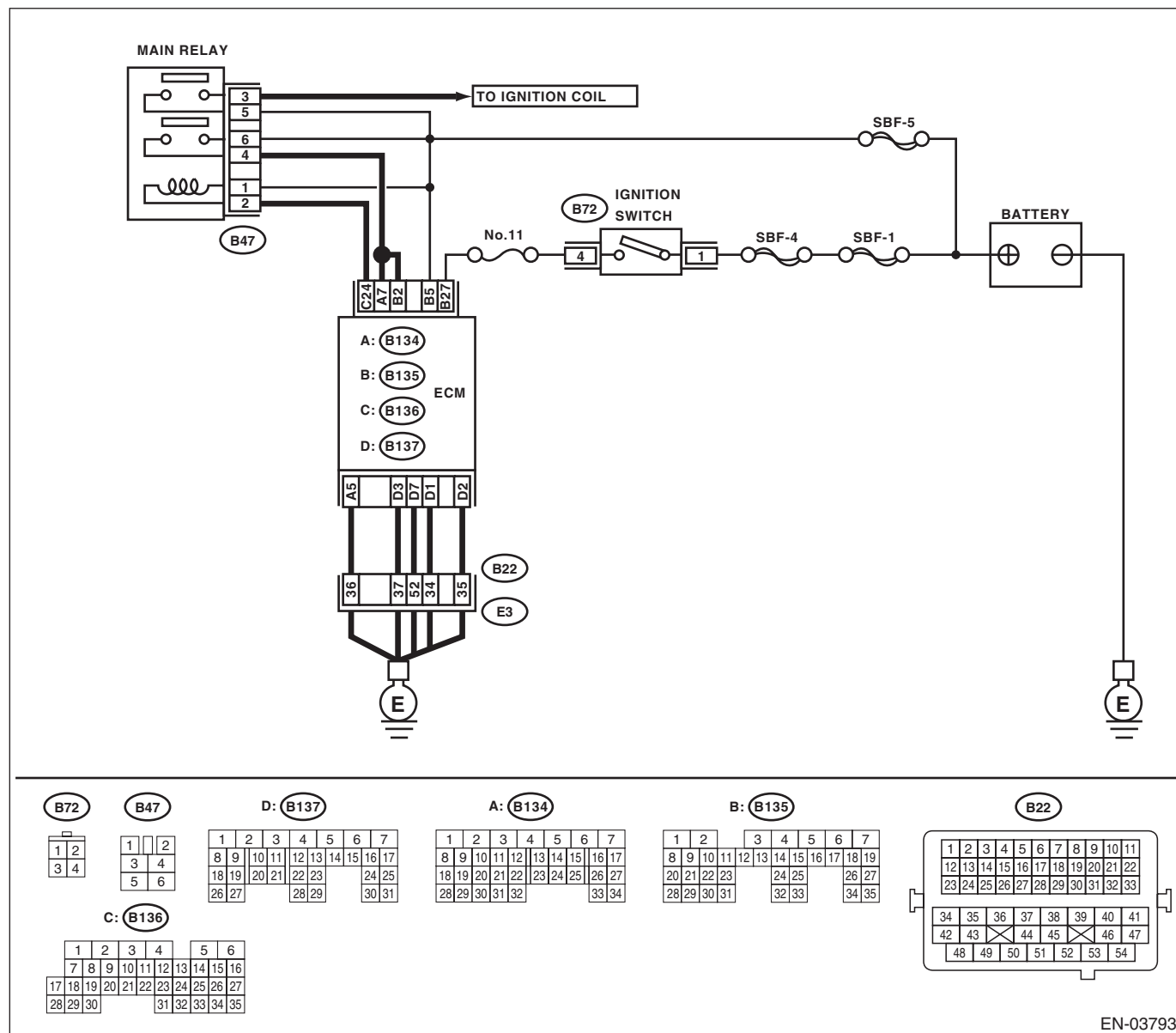
Step	Check	Yes	No
9 CHECK STARTER INTERLOCK RELAY. 1) Connect the battery to starter interlock relay terminals No. 26 and No. 24. 2) Measure the resistance between starter interlock relay terminals. <i>Terminals</i> No. 27 — No. 28:	Is the resistance less than 1 Ω ?	Go to step 10.	Replace the starter interlock relay.
10 CHECK INPUT VOLTAGE OF INHIBITOR SWITCH. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from inhibitor switch. 3) Connect the connector to the ignition switch. 4) Measure the input voltage between inhibitor switch connector terminal and engine ground while turning the ignition switch to ST. <i>Connector & terminal</i> (B12) No. 12 (+) — Engine ground (-):	Is the voltage 10 V or more?	Go to step 11.	Repair open or ground short circuit in harness between inhibitor switch and starter interlock relay. NOTE: Check security system (if equipped). <Ref. to SL-21, Security System.>
11 CHECK INHIBITOR SWITCH. 1) Place the select lever in "P" or "N" range. 2) Measure the resistance between inhibitor switch terminals. <i>Connector & terminal</i> (T3) No. 11 — No. 12:	Is the resistance less than 1 Ω ?	Repair open or ground short circuit in harness between inhibitor switch and starter motor.	Replace the inhibitor switch. <Ref. to 4AT-47, Inhibitor Switch.>
12 CHECK INPUT VOLTAGE OF STARTER INTERLOCK RELAY. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from starter interlock relay. 3) Connect the connector to ignition switch. 4) Measure the input voltage between starter interlock relay connector and chassis ground after turning the ignition switch to ST. <i>Connector & terminal</i> (B225) No. 26 (+) — Chassis ground (-): (B225) No. 28 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Go to step 13.	Repair open or short circuit to ground in harness between starter interlock relay and ignition switch. NOTE: Check security system (if equipped). <Ref. to SL-21, Security System.>
13 CHECK STARTER INTERLOCK RELAY. 1) Connect the battery to starter interlock relay terminals No. 26 and No. 24. 2) Measure the resistance between starter interlock relay terminals. <i>Terminals</i> No. 27 — No. 28:	Is the resistance less than 1 Ω ?	Go to step 14.	Replace the starter interlock relay.
14 CHECK GROUND CIRCUIT OF CLUTCH SWITCH. 1) Disconnect the connector from clutch switch. 2) Measure the resistance between the clutch switch connector and chassis ground. <i>Connector & terminal</i> (B106) No. 1 — Chassis ground:	Is the resistance less than 1 Ω ?	Go to step 15.	Repair the open circuit of ground cable.
15 CHECK CLUTCH SWITCH. Measure the resistance between clutch switch terminals while depressing the clutch pedal. <i>Terminals</i> No. 1 — No. 2:	Is the resistance less than 1 Ω ?	Go to step 16.	Replace the clutch switch. <Ref. to CL-28, Clutch Switch.>
16 CHECK CLUTCH SWITCH CIRCUIT. 1) Connect the connector to the clutch switch. 2) Measure the resistance between starter interlock relay connector and chassis ground while depressing the clutch pedal. <i>Connector & terminal</i> (B225) No. 24 — Chassis ground:	Is the resistance less than 1 Ω ?	Repair the ground short of the harness between starter interlock relay and starter motor.	Repair the open circuit in harness between starter interlock relay and clutch switch.

C: CHECK POWER SUPPLY AND GROUND LINE OF ENGINE CONTROL MODULE (ECM)

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03793

Diagnostics for Engine Starting Failure

ENGINE (DIAGNOSTICS)

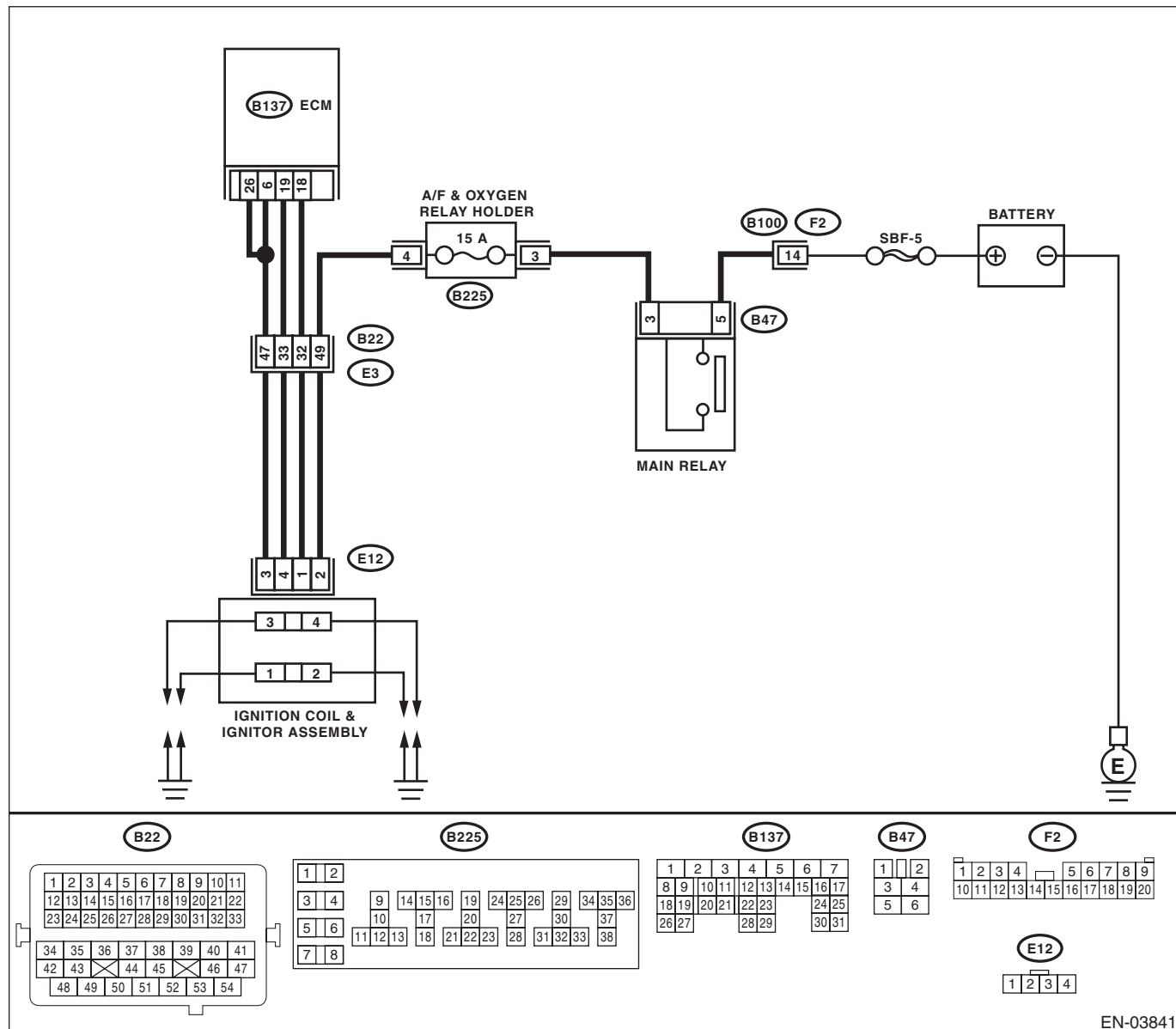
	Step	Check	Yes	No
1	CHECK MAIN RELAY. 1) Turn the ignition switch to OFF. 2) Remove the main relay. 3) Connect the battery to main relay terminals No. 1 and No. 2. 4) Measure the resistance between main relay terminals. Terminals No. 3 — No. 5: No. 4 — No. 6:	Is the resistance less than 10 Ω ?	Go to step 2.	Replace the main relay.
2	CHECK GROUND CIRCUIT FOR ECM. 1) Disconnect the connectors from ECM. 2) Measure the resistance of harness between ECM and chassis ground. Connector & terminal (B134) No. 5 — Chassis ground: (B137) No. 1 — Chassis ground: (B137) No. 2 — Chassis ground: (B137) No. 3 — Chassis ground: (B137) No. 7 — Chassis ground:	Is the resistance less than 5 Ω ?	Go to step 3.	Repair the open circuit of harness between ECM connector and engine grounding terminal.
3	CHECK INPUT VOLTAGE OF ECM. Measure the voltage between ECM connector and chassis ground. Connector & terminal (B135) No. 5 (+) — Chassis ground (-): (B135) No. 27 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Go to step 4.	Repair the open or ground short circuit of power supply circuit.
4	CHECK INPUT VOLTAGE OF MAIN RELAY. Measure the voltage between main relay connector and chassis ground. Connector & terminal (B47) No. 1 (+) — Chassis ground (-): (B47) No. 5 (+) — Chassis ground (-): (B47) No. 6 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Go to step 5.	Repair the open or ground short circuit of harness of power supply circuit.
5	CHECK INPUT VOLTAGE OF ECM. 1) Connect the main relay connector. 2) Turn the ignition switch to ON. 3) Measure the voltage between ECM connector and chassis ground. Connector & terminal (B134) No. 7 (+) — Chassis ground (-): (B135) No. 2 (+) — Chassis ground (-): (B136) No. 24 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Check ignition control system. <Ref. to EN(H4SO)(diag)-59, IGNITION CONTROL SYSTEM, Diagnostics for Engine Starting Failure.>	Repair the open or ground short circuit of harness between ECM connector and main relay connector.

D: IGNITION CONTROL SYSTEM

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03841

Diagnostics for Engine Starting Failure

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK IGNITION SYSTEM FOR SPARKS. 1) Remove the plug cord cap from each spark plug. 2) Install a new spark plug on plug cord cap. CAUTION: Do not remove the spark plug from engine. 3) Contact the spark plug's thread portion to the engine. 4) While opening the throttle valve fully, crank the engine to check that spark occurs at each cylinder.	Does spark occur at each cylinder?	Check fuel pump system. <Ref. to EN(H4SO)(diag)-62, FUEL PUMP CIRCUIT, Diagnostics for Engine Starting Failure.>	Go to step 2.
2	CHECK POWER SUPPLY CIRCUIT FOR IGNITION COIL AND IGNITOR ASSEMBLY. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ignition coil and ignitor assembly. 3) Turn the ignition switch to ON. 4) Measure the power supply voltage between ignition coil and ignitor assembly connector and engine ground. Connector & terminal (E12) No. 2 (+) — Engine ground (-):	Is the voltage 10 V or more?	Go to step 3.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between the ignition coil and ignitor assembly and ignition switch connector • Poor contact in coupling connector
3	CHECK HARNESS OF IGNITION COIL AND IGNITOR ASSEMBLY GROUND CIRCUIT. 1) Turn the ignition switch to OFF. 2) Measure the resistance between the ignition coil and ignitor assembly connector and engine ground. Connector & terminal (E12) No. 3 — Engine ground:	Is the resistance less than 5 Ω ?	Go to step 4.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ignition coil and ignitor assembly connector and engine grounding terminal
4	CHECK IGNITION COIL AND IGNITOR ASSEMBLY. 1) Remove the spark plug cords. 2) Measure the resistance between spark plug cord contact portions to check secondary coil. Terminals No. 1 — No. 2: No. 3 — No. 4:	Is the resistance between 10 and 15 k Ω ?	Go to step 5.	Replace the ignition coil and ignitor assembly. <Ref. to IG(H4SO)-6, Ignition Coil and Ignitor Assembly.>
5	CHECK INPUT SIGNAL FOR IGNITION COIL AND IGNITOR ASSEMBLY. 1) Connect the connector to the Ignition coil and ignitor assembly. 2) Check if voltage varies synchronously with engine speed when cranking, while monitoring voltage between ignition coil and ignitor assembly connector and engine ground. Connector & terminal (E12) No. 1 (+) — Engine ground (-): (E12) No. 4 (+) — Engine ground (-):	Does the voltage vary more than 10 V?	Go to step 6.	Replace the ignition coil and ignitor assembly. <Ref. to IG(H4SO)-6, Ignition Coil and Ignitor Assembly.>

Diagnostics for Engine Starting Failure

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
6 CHECK HARNESS BETWEEN ECM AND IGNITION COIL AND IGNITOR ASSEMBLY CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Disconnect the connector from ignition coil and ignitor assembly. 4) Measure the resistance of harness between ECM and ignition coil and ignitor assembly connector. Connector & terminal (B137) No. 18 — (E12) No. 1: (B137) No. 19 — (E12) No. 4:	Is the resistance less than 1 Ω?	Go to step 7.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and ignition coil and ignitor assembly connector • Poor contact in coupling connector
7 CHECK HARNESS BETWEEN ECM AND IGNITION COIL AND IGNITOR ASSEMBLY CONNECTOR. Measure the resistance of harness between ECM and engine ground. Connector & terminal: (B137) No. 18 — Engine ground: (B137) No. 19 — Engine ground:	Is the resistance 1 MΩ or more?	Go to step 8.	Repair the ground short circuit of harness between ECM and ignition coil and ignitor assembly connector.
8 CHECK POOR CONTACT. Check poor contact of ECM connector.	Is there poor contact in ECM connector?	Repair poor contact in ECM connector.	Check fuel pump circuit. <Ref. to EN(H4SO)(diag)-62, FUEL PUMP CIRCUIT, Diagnostics for Engine Starting Failure.>

Diagnostics for Engine Starting Failure

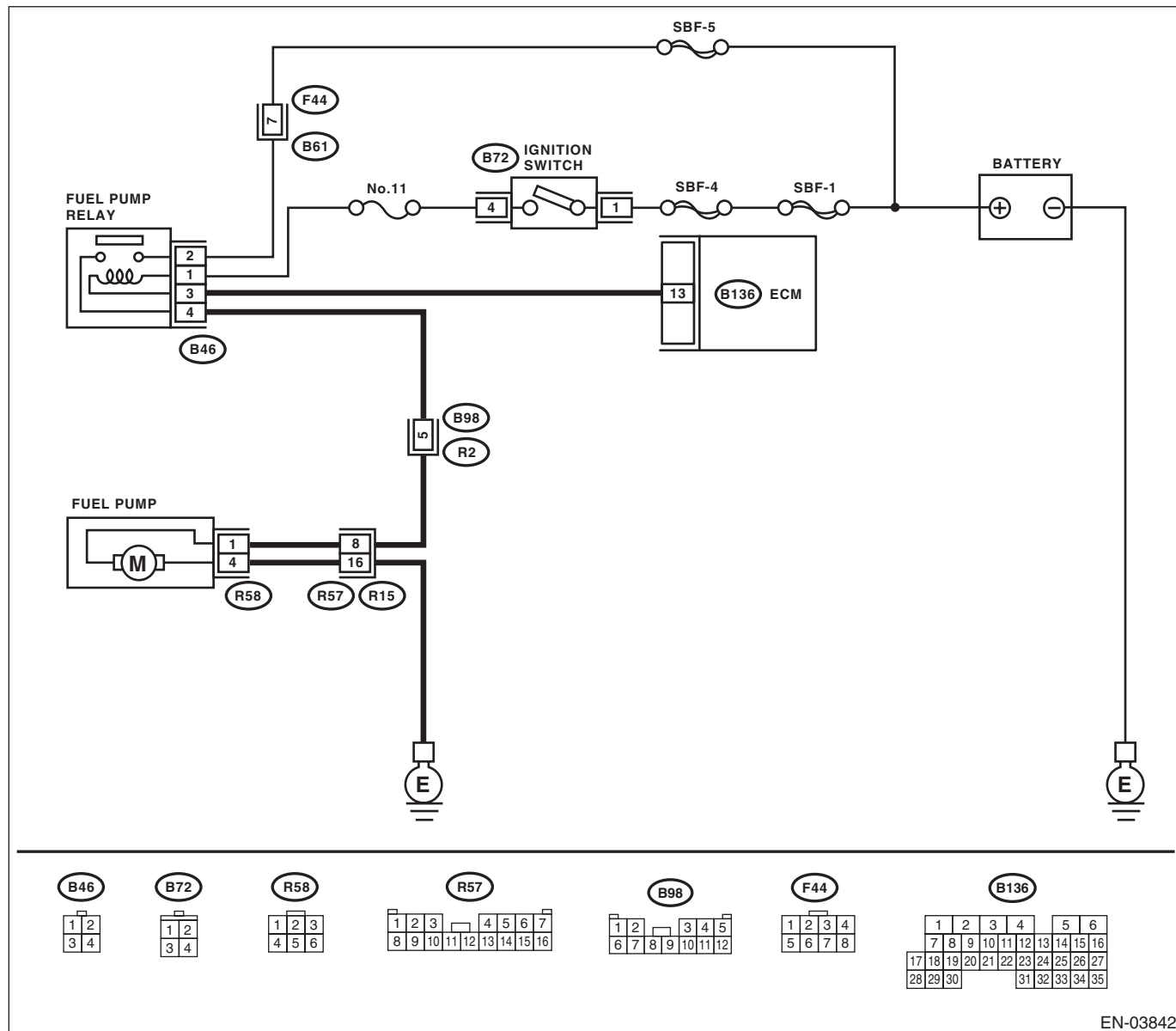
ENGINE (DIAGNOSTICS)

E: FUEL PUMP CIRCUIT

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03842

Diagnostics for Engine Starting Failure

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK OPERATING SOUND OF FUEL PUMP. Make sure that fuel pump is in operation for 2 seconds when turning the ignition switch to ON. NOTE: The fuel pump can be executed using the Subaru Select Monitor. For procedure, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4SO)(diag)-45, Compulsory Valve Operation Check Mode.>	Does the fuel pump emit operating sound?	Check the fuel injector circuit. <Ref. to EN(H4SO)(diag)-65, FUEL INJECTOR CIRCUIT, Diagnostics for Engine Starting Failure.>	Go to step 2.
2 CHECK GROUND CIRCUIT OF FUEL PUMP. 1) Turn the ignition switch to OFF. 2) Remove the fuel pump access hole lid. 3) Disconnect the connector from fuel pump. 4) Measure the resistance of harness connector between fuel pump and chassis ground. Connector & terminal (R58) No. 4 — Chassis ground:	Is the resistance less than 5 Ω ?	Go to step 3.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between fuel pump connector and chassis grounding terminal • Poor contact in coupling connector
3 CHECK POWER SUPPLY TO FUEL PUMP. 1) Turn the ignition switch to ON. 2) Measure the voltage of power supply circuit between fuel pump connector and chassis ground. Connector & terminal (R58) No. 1 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Replace the fuel pump. <Ref. to FU(H4SO)-52, Fuel Pump.>	Go to step 4.
4 CHECK HARNESS BETWEEN FUEL PUMP AND FUEL PUMP RELAY CONNECTOR. 1) Turn the ignition switch to OFF. 2) Measure the resistance of harness connector between fuel pump and fuel pump relay. Connector & terminal (R58) No. 1 — (B46) No. 4:	Is the resistance less than 1 Ω ?	Go to step 5.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between fuel pump connector and chassis grounding terminal • Poor contact in coupling connector
5 CHECK HARNESS BETWEEN FUEL PUMP AND FUEL PUMP RELAY CONNECTOR. Measure the resistance of harness between fuel pump and fuel pump relay connector. Connector & terminal (R58) No. 1 — Chassis ground:	Is the resistance 1 M Ω or more?	Go to step 6.	Repair the short circuit of harness between fuel pump and fuel pump relay connector.
6 CHECK FUEL PUMP RELAY. 1) Disconnect the connectors from fuel pump relay and main relay. 2) Remove the fuel pump relay and main relay with bracket. 3) Connect the battery to fuel pump relay connector terminals No. 1 and No. 3. 4) Measure the resistance between connector terminals of fuel pump relay. Terminals No. 2 — No. 4:	Is the resistance less than 10 Ω ?	Go to step 7.	Replace the fuel pump relay. <Ref. to FU(H4SO)-42, Fuel Pump Relay.>

Diagnostics for Engine Starting Failure

ENGINE (DIAGNOSTICS)

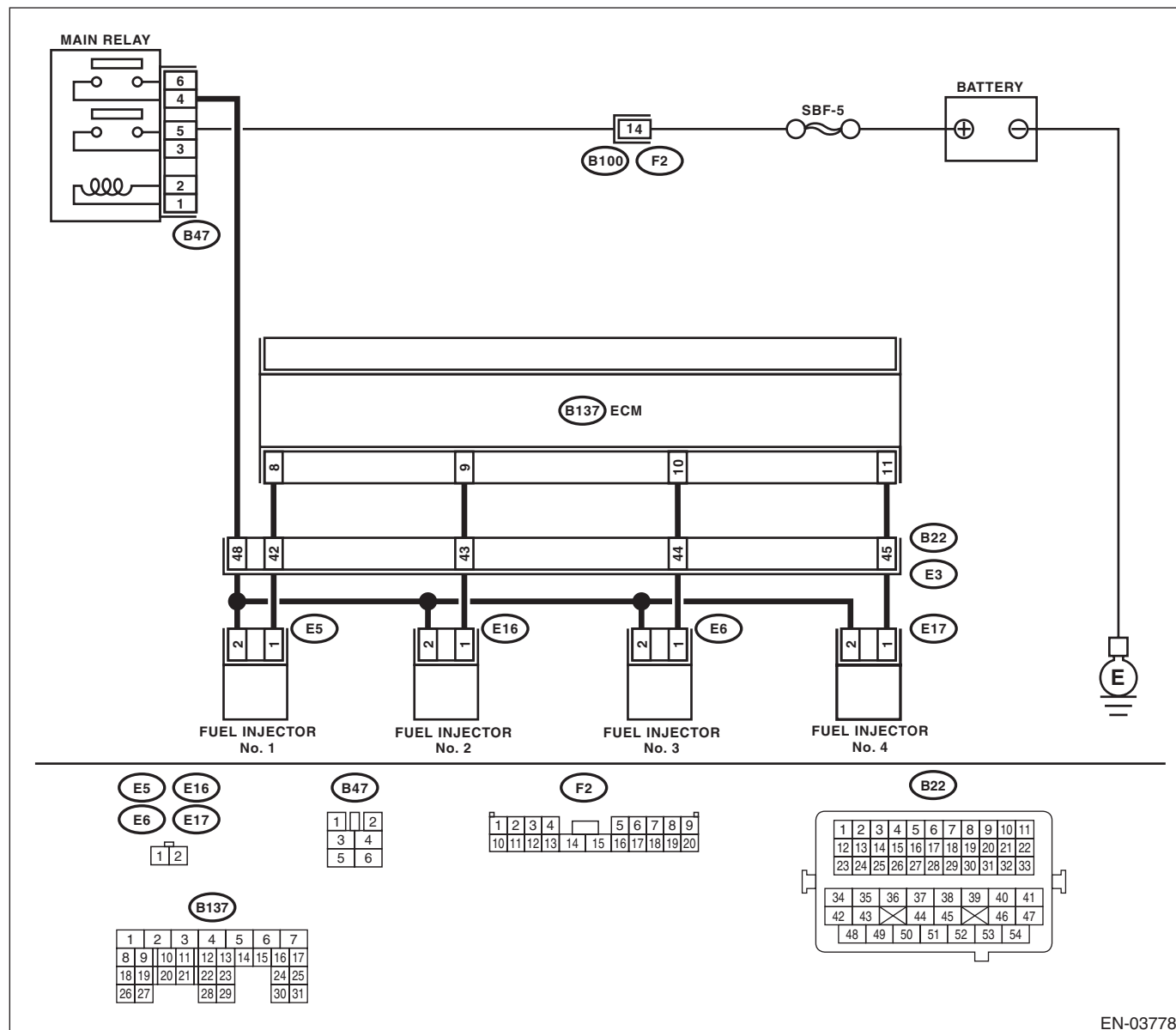
Step	Check	Yes	No
7 CHECK HARNESS BETWEEN ECM AND FUEL PUMP RELAY CONNECTOR. 1) Disconnect the connectors from ECM. 2) Measure the resistance of harness between ECM and fuel pump relay connector. Connector & terminal (B136) No. 13 — (B46) No. 3:	Is the resistance less than 1 Ω ?	Go to step 8.	Repair the open circuit of harness between ECM and fuel pump relay connector.
8 CHECK POOR CONTACT. Check poor contact of ECM connector.	Is there poor contact in ECM connector?	Repair poor contact in ECM connector.	Check the fuel injector circuit. <Ref. to EN(H4SO)(diag)-65, FUEL INJECTOR CIRCUIT, Diagnostics for Engine Starting Failure.>

F: FUEL INJECTOR CIRCUIT

CAUTION:

- Check or repair only faulty parts.
- After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03778

Diagnostics for Engine Starting Failure

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK OPERATION OF EACH FUEL INJECTOR. While cranking the engine, check that each fuel injector emits the "operating" sound. Use a sound scope or attach a screwdriver to the injector for this check.	Does the fuel injector operate?	Check the fuel pressure. <Ref. to ME(H4SO)-29, INSPECTION, Fuel Pressure.>	Go to step 2.
2	CHECK POWER SUPPLY TO EACH FUEL INJECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from fuel injector. 3) Turn the ignition switch to ON. 4) Measure the power supply voltage between fuel injector terminal and engine ground. Connector & terminal #1 (E5) No. 2 (+) — Engine ground (-): #2 (E16) No. 2 (+) — Engine ground (-): #3 (E6) No. 2 (+) — Engine ground (-): #4 (E17) No. 2 (+) — Engine ground (-):	Is the voltage 10 V or more?	Go to step 3.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between main relay and fuel injector connector • Poor contact in main relay connector • Poor contact in coupling connector • Poor contact in fuel injector connector
3	CHECK HARNESS BETWEEN ECM AND FUEL INJECTOR CONNECTOR. 1) Disconnect the connectors from ECM. 2) Measure the resistance of harness between ECM and fuel injector connector. Connector & terminal #1 (B137) No. 8 — (E5) No. 1: #2 (B137) No. 9 — (E16) No. 1: #3 (B137) No. 10 — (E6) No. 1: #4 (B137) No. 11 — (E17) No. 1:	Is the resistance less than 1 Ω ?	Go to step 4.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and fuel injector connector • Poor contact in coupling connector
4	CHECK HARNESS BETWEEN ECM AND FUEL INJECTOR CONNECTOR. Measure the resistance of harness between ECM and fuel injector connector. Connector & terminal #1 (B137) No. 8 — Chassis ground: #2 (B137) No. 9 — Chassis ground: #3 (B137) No. 10 — Chassis ground: #4 (B137) No. 11 — Chassis ground:	Is the resistance 1 M Ω or more?	Go to step 5.	Repair the ground short circuit of harness between ECM and fuel injector connector.
5	CHECK EACH FUEL INJECTOR. 1) Turn the ignition switch to OFF. 2) Measure the resistance between each fuel injector terminals. Terminals No. 1 — No. 2:	Is the resistance between 5 and 20 Ω ?	Go to step 6.	Replace the faulty fuel injector.
6	CHECK POOR CONTACT. Check poor contact of ECM connector.	Is there poor contact in ECM connector?	Repair poor contact in ECM connector.	Inspection using "General Diagnostic Table" <Ref. to EN(H4SO)(diag)-337, INSPECTION, General Diagnostic Table.>

18. List of Diagnostic Trouble Code (DTC)

A: LIST

DTC	Item	Note
P0026	Intake Valve Control Solenoid Circuit Range/Performance (Bank 1)	<Ref. to EN(H4SO)(diag)-74, DTC P0026 INTAKE VALVE CONTROL SOLENOID CIRCUIT RANGE/PERFORMANCE (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0028	Intake Valve Control Solenoid Circuit Range/Performance (Bank 2)	<Ref. to EN(H4SO)(diag)-76, DTC P0028 INTAKE VALVE CONTROL SOLENOID CIRCUIT RANGE/PERFORMANCE (BANK 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0030	HO2S Heater Control Circuit (Bank 1 Sensor 1)	<Ref. to EN(H4SO)(diag)-78, DTC P0030 HO2S HEATER CONTROL CIRCUIT (BANK 1 SENSOR 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0031	HO2S Heater Control Circuit Low (Bank 1 Sensor 1)	<Ref. to EN(H4SO)(diag)-80, DTC P0031 HO2S HEATER CONTROL CIRCUIT LOW (BANK 1 SENSOR 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0032	HO2S Heater Control Circuit High (Bank 1 Sensor 1)	<Ref. to EN(H4SO)(diag)-83, DTC P0032 HO2S HEATER CONTROL CIRCUIT HIGH (BANK 1 SENSOR 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0037	HO2S Heater Control Circuit Low (Bank 1 Sensor 2)	<Ref. to EN(H4SO)(diag)-85, DTC P0037 HO2S HEATER CONTROL CIRCUIT LOW (BANK 1 SENSOR 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0038	HO2S Heater Control Circuit High (Bank 1 Sensor 2)	<Ref. to EN(H4SO)(diag)-88, DTC P0038 HO2S HEATER CONTROL CIRCUIT HIGH (BANK 1 SENSOR 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0068	MAP/MAF - Throttle Position Correlation	<Ref. to EN(H4SO)(diag)-90, DTC P0068 MAP/MAF - THROTTLE POSITION CORRELATION, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0076	Intake Valve Control Solenoid Circuit Low (Bank 1)	<Ref. to EN(H4SO)(diag)-92, DTC P0076 INTAKE VALVE CONTROL SOLENOID CIRCUIT LOW (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0077	Intake Valve Control Solenoid Circuit High (Bank 1)	<Ref. to EN(H4SO)(diag)-94, DTC P0077 INTAKE VALVE CONTROL SOLENOID CIRCUIT HIGH (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0082	Intake Valve Control Solenoid Circuit Low (Bank 2)	<Ref. to EN(H4SO)(diag)-96, DTC P0082 INTAKE VALVE CONTROL SOLENOID CIRCUIT LOW (BANK 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0083	Intake Valve Control Solenoid Circuit High (Bank 2)	<Ref. to EN(H4SO)(diag)-98, DTC P0083 INTAKE VALVE CONTROL SOLENOID CIRCUIT HIGH (BANK 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0101	Mass or Volume Air Flow Circuit Range/Performance	<Ref. to EN(H4SO)(diag)-100, DTC P0101 MASS OR VOLUME AIR FLOW CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0102	Mass or Volume Air Flow Circuit Low Input	<Ref. to EN(H4SO)(diag)-102, DTC P0102 MASS OR VOLUME AIR FLOW CIRCUIT LOW INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0103	Mass or Volume Air Flow Circuit High Input	<Ref. to EN(H4SO)(diag)-105, DTC P0103 MASS OR VOLUME AIR FLOW CIRCUIT HIGH INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0107	Manifold Absolute Pressure/Barometric Pressure Circuit Low Input	<Ref. to EN(H4SO)(diag)-107, DTC P0107 MANIFOLD ABSOLUTE PRESSURE/BAROMETRIC PRESSURE CIRCUIT LOW INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0108	Manifold Absolute Pressure/Barometric Pressure Circuit High Input	<Ref. to EN(H4SO)(diag)-110, DTC P0108 MANIFOLD ABSOLUTE PRESSURE/BAROMETRIC PRESSURE CIRCUIT HIGH INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

List of Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

DTC	Item	Note
P0111	Intake Air Temperature Sensor 1 Circuit Range/Performance	<Ref. to EN(H4SO)(diag)-113, DTC P0111 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0112	Intake Air Temperature Sensor 1 Circuit Low	<Ref. to EN(H4SO)(diag)-115, DTC P0112 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT LOW, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0113	Intake Air Temperature Sensor 1 Circuit High	<Ref. to EN(H4SO)(diag)-117, DTC P0113 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0117	Engine Coolant Temperature Circuit Low	<Ref. to EN(H4SO)(diag)-120, DTC P0117 ENGINE COOLANT TEMPERATURE CIRCUIT LOW, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0118	Engine Coolant Temperature Circuit High	<Ref. to EN(H4SO)(diag)-122, DTC P0118 ENGINE COOLANT TEMPERATURE CIRCUIT HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0122	Throttle/Pedal Position Sensor/Switch "A" Circuit Low	<Ref. to EN(H4SO)(diag)-125, DTC P0122 THROTTLE/PEDAL POSITION SENSOR/SWITCH "A" CIRCUIT LOW, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0123	Throttle/Pedal Position Sensor/Switch "A" Circuit High	<Ref. to EN(H4SO)(diag)-127, DTC P0123 THROTTLE/PEDAL POSITION SENSOR/SWITCH "A" CIRCUIT HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0125	Insufficient Coolant Temperature for Closed Loop Fuel Control	<Ref. to EN(H4SO)(diag)-129, DTC P0125 INSUFFICIENT COOLANT TEMPERATURE FOR CLOSED LOOP FUEL CONTROL, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0126	Insufficient Engine Coolant Temperature for Stable Operation	<Ref. to EN(H4SO)(diag)-131, DTC P0126 INSUFFICIENT ENGINE COOLANT TEMPERATURE FOR STABLE OPERATION, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0128	Coolant Thermostat (Engine Coolant Temperature Below Thermostat Regulating Temperature)	<Ref. to EN(H4SO)(diag)-133, DTC P0128 COOLANT THERMOSTAT (ENGINE COOLANT TEMPERATURE BELOW THERMOSTAT REGULATING TEMPERATURE), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0131	O2 Sensor Circuit Low Voltage (Bank 1 Sensor 1)	<Ref. to EN(H4SO)(diag)-134, DTC P0131 O2 SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0132	O2 Sensor Circuit High Voltage (Bank 1 Sensor 1)	<Ref. to EN(H4SO)(diag)-136, DTC P0132 O2 SENSOR CIRCUIT HIGH VOLTAGE (BANK 1 SENSOR 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0133	O2 Sensor Circuit Slow Response (Bank 1 Sensor 1)	<Ref. to EN(H4SO)(diag)-138, DTC P0133 O2 SENSOR CIRCUIT SLOW RESPONSE (BANK 1 SENSOR 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0134	O2 Sensor Circuit No Activity Detected (Bank 1 Sensor 1)	<Ref. to EN(H4SO)(diag)-140, DTC P0134 O2 SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK 1 SENSOR 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0137	O2 Sensor Circuit Low Voltage (Bank 1 Sensor 2)	<Ref. to EN(H4SO)(diag)-142, DTC P0137 O2 SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0138	O2 Sensor Circuit High Voltage (Bank 1 Sensor 2)	<Ref. to EN(H4SO)(diag)-145, DTC P0138 O2 SENSOR CIRCUIT HIGH VOLTAGE (BANK 1 SENSOR 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0139	O2 Sensor Circuit Slow Response (Bank 1 Sensor 2)	<Ref. to EN(H4SO)(diag)-148, DTC P0139 O2 SENSOR CIRCUIT SLOW RESPONSE (BANK 1 SENSOR 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0140	O2 Sensor Circuit No Activity Detected (Bank 1 Sensor 2)	<Ref. to EN(H4SO)(diag)-150, DTC P0140 O2 SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK 1 SENSOR 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0171	System Too Lean (Bank 1)	<Ref. to EN(H4SO)(diag)-152, DTC P0171 SYSTEM TOO LEAN (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

List of Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

DTC	Item	Note
P0172	System Too Rich (Bank 1)	<Ref. to EN(H4SO)(diag)-153, DTC P0172 SYSTEM TOO RICH (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0181	Fuel Temperature Sensor "A" Circuit Range/Performance	<Ref. to EN(H4SO)(diag)-155, DTC P0181 FUEL TEMPERATURE SENSOR "A" CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0182	Fuel Temperature Sensor "A" Circuit Low Input	<Ref. to EN(H4SO)(diag)-157, DTC P0182 FUEL TEMPERATURE SENSOR "A" CIRCUIT LOW INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0183	Fuel Temperature Sensor "A" Circuit High Input	<Ref. to EN(H4SO)(diag)-159, DTC P0183 FUEL TEMPERATURE SENSOR "A" CIRCUIT HIGH INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0196	Engine Oil Temperature Sensor Circuit Range/Performance	<Ref. to EN(H4SO)(diag)-162, DTC P0196 ENGINE OIL TEMPERATURE SENSOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0197	Engine Oil Temperature Sensor Low	<Ref. to EN(H4SO)(diag)-164, DTC P0197 ENGINE OIL TEMPERATURE SENSOR LOW, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0198	Engine Oil Temperature Sensor High	<Ref. to EN(H4SO)(diag)-166, DTC P0198 ENGINE OIL TEMPERATURE SENSOR HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0222	Throttle/Pedal Position Sensor/Switch "B" Circuit Low	<Ref. to EN(H4SO)(diag)-168, DTC P0222 THROTTLE/PEDAL POSITION SENSOR/SWITCH "B" CIRCUIT LOW, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0223	Throttle/Pedal Position Sensor/Switch "B" Circuit High	<Ref. to EN(H4SO)(diag)-170, DTC P0223 THROTTLE/PEDAL POSITION SENSOR/SWITCH "B" CIRCUIT HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0301	Cylinder 1 Misfire Detected	<Ref. to EN(H4SO)(diag)-172, DTC P0301 CYLINDER 1 MISFIRE DETECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0302	Cylinder 2 Misfire Detected	<Ref. to EN(H4SO)(diag)-172, DTC P0302 CYLINDER 2 MISFIRE DETECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0303	Cylinder 3 Misfire Detected	<Ref. to EN(H4SO)(diag)-172, DTC P0303 CYLINDER 3 MISFIRE DETECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0304	Cylinder 4 Misfire Detected	<Ref. to EN(H4SO)(diag)-173, DTC P0304 CYLINDER 4 MISFIRE DETECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0327	Knock Sensor 1 Circuit Low (Bank 1 or Single Sensor)	<Ref. to EN(H4SO)(diag)-179, DTC P0327 KNOCK SENSOR 1 CIRCUIT LOW (BANK 1 OR SINGLE SENSOR), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0328	Knock Sensor 1 Circuit High (Bank 1 or Single Sensor)	<Ref. to EN(H4SO)(diag)-181, DTC P0328 KNOCK SENSOR 1 CIRCUIT HIGH (BANK 1 OR SINGLE SENSOR), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0335	Crankshaft Position Sensor "A" Circuit	<Ref. to EN(H4SO)(diag)-183, DTC P0335 CRANKSHAFT POSITION SENSOR "A" CIRCUIT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0336	Crankshaft Position Sensor "A" Circuit Range/Performance	<Ref. to EN(H4SO)(diag)-185, DTC P0336 CRANKSHAFT POSITION SENSOR "A" CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0340	Camshaft Position Sensor "A" Circuit (Bank 1 or Single Sensor)	<Ref. to EN(H4SO)(diag)-187, DTC P0340 CAMSHAFT POSITION SENSOR "A" CIRCUIT (BANK 1 OR SINGLE SENSOR), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0341	Camshaft Position Sensor "A" Circuit Range/Performance (Bank 1 or Single Sensor)	<Ref. to EN(H4SO)(diag)-189, DTC P0341 CAMSHAFT POSITION SENSOR "A" CIRCUIT RANGE/PERFORMANCE (BANK 1 OR SINGLE SENSOR), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0400	Exhaust Gas Recirculation Flow	<Ref. to EN(H4SO)(diag)-192, DTC P0400 EXHAUST GAS RECIRCULATION FLOW, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0420	Catalyst System Efficiency Below Threshold (Bank 1)	<Ref. to EN(H4SO)(diag)-195, DTC P0420 CATALYST SYSTEM EFFICIENCY BELOW THRESHOLD (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

List of Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

DTC	Item	Note
P0442	Evaporative Emission Control System Leak Detected (Small Leak)	<Ref. to EN(H4SO)(diag)-199, DTC P0442 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (SMALL LEAK), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0447	Evaporative Emission Control System Vent Control Circuit Open	<Ref. to EN(H4SO)(diag)-202, DTC P0447 EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT OPEN, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0448	Evaporative Emission Control System Vent Control Circuit Shorted	<Ref. to EN(H4SO)(diag)-204, DTC P0448 EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT SHORTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0451	Evaporative Emission Control System Pressure Sensor	<Ref. to EN(H4SO)(diag)-206, DTC P0451 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0452	Evaporative Emission Control System Pressure Sensor Low Input	<Ref. to EN(H4SO)(diag)-208, DTC P0452 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR LOW INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0453	Evaporative Emission Control System Pressure Sensor High Input	<Ref. to EN(H4SO)(diag)-211, DTC P0453 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR HIGH INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0456	Evaporative Emission Control System Leak Detected (Very Small Leak)	<Ref. to EN(H4SO)(diag)-214, DTC P0456 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (VERY SMALL LEAK), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0457	Evaporative Emission Control System Leak Detected (Fuel Cap Loose/Off)	<Ref. to EN(H4SO)(diag)-217, DTC P0457 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (FUEL CAP LOOSE/OFF), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0458	Evaporative Emission System Purge Control Valve Circuit Low	<Ref. to EN(H4SO)(diag)-220, DTC P0458 EVAPORATIVE EMISSION SYSTEM PURGE CONTROL VALVE CIRCUIT LOW, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0459	Evaporative Emission System Purge Control Valve Circuit High	<Ref. to EN(H4SO)(diag)-222, DTC P0459 EVAPORATIVE EMISSION SYSTEM PURGE CONTROL VALVE CIRCUIT HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0461	Fuel Level Sensor "A" Circuit Range/Performance	<Ref. to EN(H4SO)(diag)-224, DTC P0461 FUEL LEVEL SENSOR "A" CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0462	Fuel Level Sensor "A" Circuit Low	<Ref. to EN(H4SO)(diag)-226, DTC P0462 FUEL LEVEL SENSOR "A" CIRCUIT LOW, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0463	Fuel Level Sensor "A" Circuit High	<Ref. to EN(H4SO)(diag)-229, DTC P0463 FUEL LEVEL SENSOR "A" CIRCUIT HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0464	Fuel Level Sensor Circuit Intermittent	<Ref. to EN(H4SO)(diag)-232, DTC P0464 FUEL LEVEL SENSOR CIRCUIT INTERMITTENT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0483	Fan Rationality Check	<Ref. to EN(H4SO)(diag)-234, DTC P0483 FAN RATIONALITY CHECK, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0502	Vehicle Speed Sensor "A" Circuit Low Input	<Ref. to EN(H4SO)(diag)-234, DTC P0502 VEHICLE SPEED SENSOR "A" CIRCUIT LOW INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0503	Vehicle Speed Sensor "A" Intermittent/Erratic/High	<Ref. to EN(H4SO)(diag)-235, DTC P0503 VEHICLE SPEED SENSOR "A" INTERMITTENT/ERRATIC/HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0506	Idle Air Control System RPM Lower Than Expected	<Ref. to EN(H4SO)(diag)-237, DTC P0506 IDLE AIR CONTROL SYSTEM RPM LOWER THAN EXPECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0507	Idle Air Control System RPM Higher Than Expected	<Ref. to EN(H4SO)(diag)-239, DTC P0507 IDLE AIR CONTROL SYSTEM RPM HIGHER THAN EXPECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0512	Starter Request Circuit	<Ref. to EN(H4SO)(diag)-241, DTC P0512 STARTER REQUEST CIRCUIT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

List of Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

DTC	Item	Note
P0519	Idle Air Control System Performance	<Ref. to EN(H4SO)(diag)-244, DTC P0519 IDLE AIR CONTROL SYSTEM PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0600	Serial Communication Link	<Ref. to EN(H4SO)(diag)-246, DTC P0600 SERIAL COMMUNICATION LINK, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0604	Internal Control Module Random Access Memory (RAM) Error	<Ref. to EN(H4SO)(diag)-248, DTC P0604 INTERNAL CONTROL MODULE RANDOM ACCESS MEMORY (RAM) ERROR, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0605	Internal Control Module Read Only Memory (ROM) Error	<Ref. to EN(H4SO)(diag)-249, DTC P0605 INTERNAL CONTROL MODULE READ ONLY MEMORY (ROM) ERROR, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0607	Control Module Performance	<Ref. to EN(H4SO)(diag)-250, DTC P0607 CONTROL MODULE PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0638	Throttle Actuator Control Range/Performance (Bank 1)	<Ref. to EN(H4SO)(diag)-251, DTC P0638 THROTTLE ACTUATOR CONTROL RANGE/PERFORMANCE (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0691	Fan 1 Control Circuit Low	<Ref. to EN(H4SO)(diag)-252, DTC P0691 FAN 1 CONTROL CIRCUIT LOW, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0692	Fan 1 Control Circuit High	<Ref. to EN(H4SO)(diag)-253, DTC P0692 FAN 1 CONTROL CIRCUIT HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0700	Transmission Control System (MIL Request)	<Ref. to EN(H4SO)(diag)-253, DTC P0700 TRANSMISSION CONTROL SYSTEM (MIL REQUEST), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0851	Park/Neutral Switch Input Circuit Low (AT Model)	<Ref. to EN(H4SO)(diag)-254, DTC P0851 PARK/NEUTRAL SWITCH INPUT CIRCUIT LOW (AT MODEL), Diagnostic Procedure with Diagnostic Trouble Code (DTC).> or <Ref. to EN(H4SO)(diag)-256, DTC P0851 NEUTRAL SWITCH INPUT CIRCUIT LOW (MT MODEL), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0852	Park/Neutral Switch Input Circuit High	<Ref. to EN(H4SO)(diag)-258, DTC P0852 PARK/NEUTRAL SWITCH INPUT CIRCUIT HIGH (AT MODEL), Diagnostic Procedure with Diagnostic Trouble Code (DTC).> or <Ref. to EN(H4SO)(diag)-261, DTC P0852 NEUTRAL SWITCH INPUT CIRCUIT HIGH (MT MODEL), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1152	O2 Sensor Circuit Range/Performance (Low) (Bank 1 Sensor 1)	<Ref. to EN(H4SO)(diag)-263, DTC P1152 O2 SENSOR CIRCUIT RANGE/PERFORMANCE (LOW) (BANK 1 SENSOR 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1153	O2 Sensor Circuit Range/Performance (High) (Bank 1 Sensor 1)	<Ref. to EN(H4SO)(diag)-265, DTC P1153 O2 SENSOR CIRCUIT RANGE/PERFORMANCE (HIGH) (BANK 1 SENSOR 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1160	Return Spring Failure	<Ref. to EN(H4SO)(diag)-266, DTC P1160 RETURN SPRING FAILURE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1400	Fuel Tank Pressure Control Solenoid Valve Circuit Low	<Ref. to EN(H4SO)(diag)-267, DTC P1400 FUEL TANK PRESSURE CONTROL SOLENOID VALVE CIRCUIT LOW, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1420	Fuel Tank Pressure Control Sol. Valve Circuit High	<Ref. to EN(H4SO)(diag)-269, DTC P1420 FUEL TANK PRESSURE CONTROL SOL. VALVE CIRCUIT HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1443	Vent Control Solenoid Valve Function Problem	<Ref. to EN(H4SO)(diag)-271, DTC P1443 VENT CONTROL SOLENOID VALVE FUNCTION PROBLEM, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1491	Positive Crankcase Ventilation (Blow-by) Function Problem	<Ref. to EN(H4SO)(diag)-273, DTC P1491 POSITIVE CRANKCASE VENTILATION (BLOW-BY) FUNCTION PROBLEM, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1492	EGR Solenoid Valve Signal #1 Circuit Malfunction (Low Input)	<Ref. to EN(H4SO)(diag)-274, DTC P1492 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

List of Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

DTC	Item	Note
P1493	EGR Solenoid Valve Signal #1 Circuit Malfunction (High Input)	<Ref. to EN(H4SO)(diag)-274, DTC P1493 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1494	EGR Solenoid Valve Signal #2 Circuit Malfunction (Low Input)	<Ref. to EN(H4SO)(diag)-274, DTC P1494 EGR SOLENOID VALVE SIGNAL #2 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1495	EGR Solenoid Valve Signal #2 Circuit Malfunction (High Input)	<Ref. to EN(H4SO)(diag)-275, DTC P1495 EGR SOLENOID VALVE SIGNAL #2 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1496	EGR Solenoid Valve Signal #3 Circuit Malfunction (Low Input)	<Ref. to EN(H4SO)(diag)-275, DTC P1496 EGR SOLENOID VALVE SIGNAL #3 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1497	EGR Solenoid Valve Signal #3 Circuit Malfunction (High Input)	<Ref. to EN(H4SO)(diag)-275, DTC P1497 EGR SOLENOID VALVE SIGNAL #3 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1498	EGR Solenoid Valve Signal #4 Circuit Malfunction (Low Input)	<Ref. to EN(H4SO)(diag)-276, DTC P1498 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1499	EGR Solenoid Valve Signal #4 Circuit Malfunction (High Input)	<Ref. to EN(H4SO)(diag)-279, DTC P1499 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1518	Starter Switch Circuit Low Input	<Ref. to EN(H4SO)(diag)-282, DTC P1518 STARTER SWITCH CIRCUIT LOW INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1560	Back-Up Voltage Circuit Malfunction	<Ref. to EN(H4SO)(diag)-285, DTC P1560 BACK-UP VOLTAGE CIRCUIT MALFUNCTION, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1602	Control Module Programming Error	<Ref. to EN(H4SO)(diag)-287, DTC P1602 CONTROL MODULE PROGRAMMING ERROR, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2096	Post Catalyst Fuel Trim System Too Lean Bank 1	<Ref. to EN(H4SO)(diag)-299, DTC P2096 POST CATALYST FUEL TRIM SYSTEM TOO LEAN BANK 1, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2097	Post Catalyst Fuel Trim System Too Rich Bank 1	<Ref. to EN(H4SO)(diag)-305, DTC P2097 POST CATALYST FUEL TRIM SYSTEM TOO RICH BANK 1, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2101	Throttle Actuator Control Motor Circuit Range/Performance	<Ref. to EN(H4SO)(diag)-311, DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2102	Throttle Actuator Control Motor Circuit Low	<Ref. to EN(H4SO)(diag)-317, DTC P2102 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT LOW, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2103	Throttle Actuator Control Motor Circuit High	<Ref. to EN(H4SO)(diag)-319, DTC P2103 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2109	Throttle/Pedal Position Sensor "A" Minimum Stop Performance	<Ref. to EN(H4SO)(diag)-320, DTC P2109 THROTTLE/PEDAL POSITION SENSOR "A" MINIMUM STOP PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2122	Throttle/Pedal Position Sensor/Switch "D" Circuit Low Input	<Ref. to EN(H4SO)(diag)-321, DTC P2122 THROTTLE/PEDAL POSITION SENSOR/SWITCH "D" CIRCUIT LOW INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2123	Throttle/Pedal Position Sensor/Switch "D" Circuit High Input	<Ref. to EN(H4SO)(diag)-323, DTC P2123 THROTTLE/PEDAL POSITION SENSOR/SWITCH "D" CIRCUIT HIGH INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2127	Throttle/Pedal Position Sensor/Switch "E" Circuit Low Input	<Ref. to EN(H4SO)(diag)-325, DTC P2127 THROTTLE/PEDAL POSITION SENSOR/SWITCH "E" CIRCUIT LOW INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

List of Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

DTC	Item	Note
P2128	Throttle/Pedal Position Sensor/Switch "E" Circuit High Input	<Ref. to EN(H4SO)(diag)-327, DTC P2128 THROTTLE/PEDAL POSITION SENSOR/SWITCH "E" CIRCUIT HIGH INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2135	Throttle/Pedal Position Sensor/Switch "A"/"B" Voltage Correlation	<Ref. to EN(H4SO)(diag)-329, DTC P2135 THROTTLE/PEDAL POSITION SENSOR/SWITCH "A"/"B" VOLTAGE CORRELATION, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2138	Throttle/Pedal Position Sensor/Switch "D"/"E" Voltage Correlation	<Ref. to EN(H4SO)(diag)-332, DTC P2138 THROTTLE/PEDAL POSITION SENSOR/SWITCH "D"/"E" VOLTAGE CORRELATION, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2227	Barometric Pressure Circuit Range/Performance	<Ref. to EN(H4SO)(diag)-335, DTC P2227 BAROMETRIC PRESSURE CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2228	Barometric Pressure Circuit Low	<Ref. to EN(H4SO)(diag)-335, DTC P2228 BAROMETRIC PRESSURE CIRCUIT LOW, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2229	Barometric Pressure Circuit High	<Ref. to EN(H4SO)(diag)-336, DTC P2229 BAROMETRIC PRESSURE CIRCUIT HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

ENGINE (DIAGNOSTICS)

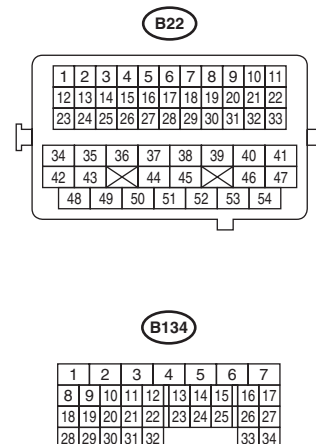
A: DTC P0026 INTAKE VALVE CONTROL SOLENOID CIRCUIT RANGE/PERFORMANCE (BANK 1)

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-8, DTC P0026 INTAKE VALVE CONTROL SOLENOID CIRCUIT RANGE/PERFORMANCE (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

Erroneous idling

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN(H4SO)(diag)-74

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-67, List of Diagnostic Trouble Code (DTC).>	Go to step 2.
2	CHECK HARNESS BETWEEN ECM AND VARIABLE VALVE LIFT DIAGNOSIS OIL PRESSURE SWITCH CONNECTOR. 1) Warm up the engine. 2) Turn the ignition switch to OFF. 3) Disconnect the connectors from ECM and variable valve lift diagnosis oil pressure switch connector. 4) Measure the resistance of harness between variable valve lift diagnosis oil pressure switch connector and engine ground. Connector & terminal (E71) No. 1 — Engine ground:	Is the resistance 1 MΩ or more?	Go to step 3.	Repair the ground short circuit of harness between ECM and variable valve lift diagnosis oil pressure switch connector.
3	CHECK HARNESS BETWEEN ECM AND VARIABLE VALVE LIFT DIAGNOSIS OIL PRESSURE SWITCH CONNECTOR. Measure the resistance of harness between ECM and variable valve lift diagnosis oil pressure switch connector. Connector & terminal (B134) No. 31 — (E71) No. 1:	Is the resistance less than 1 Ω?	Replace the variable valve lift diagnosis oil pressure switch. <Ref. to FU(H4SO)-34, Variable Valve Lift Diagnosis Oil Pressure Switch.> Go to step 4.	Repair the open circuit of harness between ECM and variable valve lift diagnosis oil pressure switch connector.
4	CHECK DTC. 1) Erase the memory. <Ref. to EN(H4SO)(diag)-44, Clear Memory Mode.> 2) After idling the engine, check the DTC.	Is DTC displayed?	Replace the oil switching solenoid valve. <Ref. to ME(H4SO)-85, Oil Switching Solenoid Valve.> Go to step 5.	END.
5	CHECK DTC. 1) Erase the memory. <Ref. to EN(H4SO)(diag)-44, Clear Memory Mode.> 2) After idling the engine, check the DTC.	Is DTC displayed?	Check the oil flow path.	END.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

B: DTC P0028 INTAKE VALVE CONTROL SOLENOID CIRCUIT RANGE/PERFORMANCE (BANK 2)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-10, DTC P0028 INTAKE VALVE CONTROL SOLENOID CIRCUIT RANGE/PERFORMANCE (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

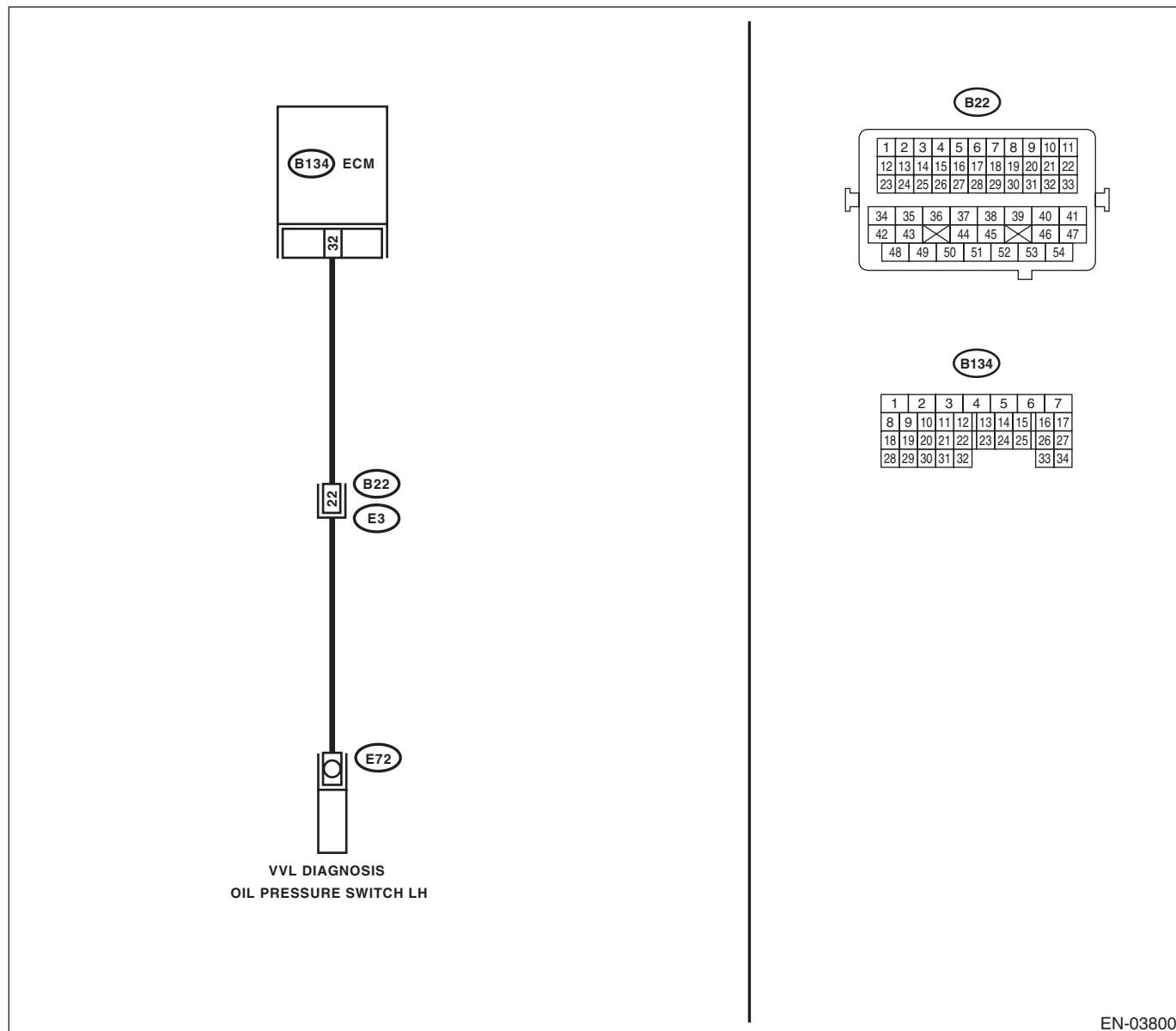
TROUBLE SYMPTOM:

Erroneous idling

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03800

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-67, List of Diagnostic Trouble Code (DTC).>	Go to step 2.
2	CHECK HARNESS BETWEEN ECM AND VARIABLE VALVE LIFT DIAGNOSIS OIL PRESSURE SWITCH CONNECTOR. 1) Warm up the engine. 2) Turn the ignition switch to OFF. 3) Disconnect the connectors from ECM and variable valve lift diagnosis oil pressure switch connector. 4) Measure the resistance of harness between variable valve lift diagnosis oil pressure switch connector and engine ground. Connector & terminal (E72) No. 1 — Engine ground:	Is the resistance 1 MΩ or more?	Go to step 3.	Repair the ground short circuit of harness between ECM and variable valve lift diagnosis oil pressure switch connector.
3	CHECK HARNESS BETWEEN ECM AND VARIABLE VALVE LIFT DIAGNOSIS OIL PRESSURE SWITCH CONNECTOR. Measure the resistance of harness between ECM and variable valve lift diagnosis oil pressure switch connector. Connector & terminal (B134) No. 32 — (E72) No. 1:	Is the resistance less than 1 Ω?	Replace the variable valve lift diagnosis oil pressure switch. <Ref. to FU(H4SO)-34, Variable Valve Lift Diagnosis Oil Pressure Switch.> Go to step 4.	Repair the open circuit of harness between ECM and variable valve lift diagnosis oil pressure switch connector.
4	CHECK DTC. 1) Erase the memory. <Ref. to EN(H4SO)(diag)-44, Clear Memory Mode.> 2) After idling the engine, check the DTC.	Is DTC displayed?	Replace the oil switching solenoid valve. <Ref. to ME(H4SO)-85, Oil Switching Solenoid Valve.> Go to step 5.	end.
5	CHECK DTC. 1) Erase the memory. <Ref. to EN(H4SO)(diag)-44, Clear Memory Mode.> 2) After idling the engine, check the DTC.	Is DTC displayed?	Check the oil flow path.	end.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

C: DTC P0030 HO2S HEATER CONTROL CIRCUIT (BANK 1 SENSOR 1)

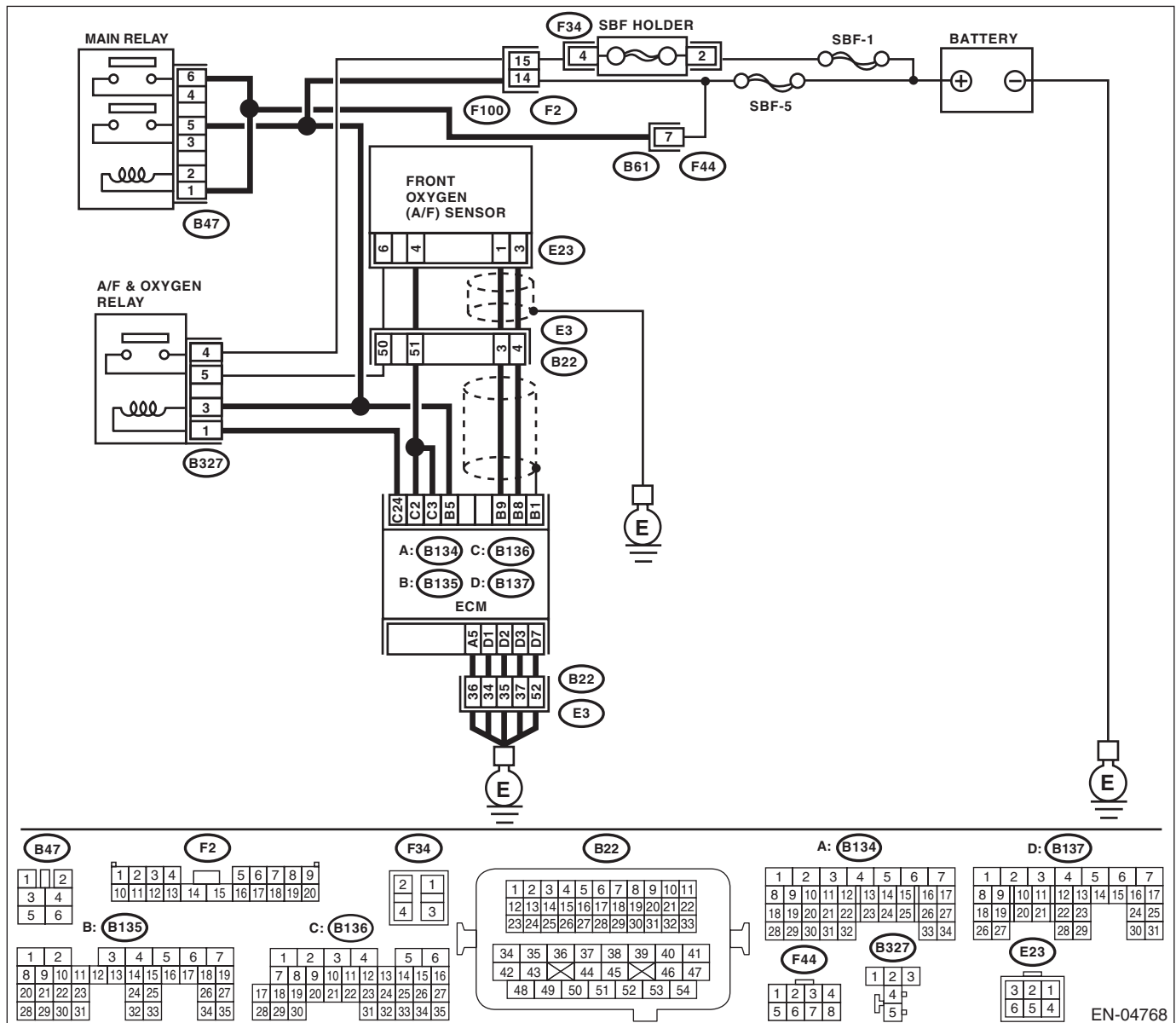
DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-11, DTC P0030 HO2S HEATER CONTROL CIRCUIT (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR. 1) Start and warm-up the engine. 2) Turn the ignition switch to OFF. 3) Disconnect the connectors from ECM and front oxygen (A/F) sensor. 4) Measure the resistance of harness between ECM and front oxygen (A/F) sensor connector. Connector & terminal (B136) No. 2 — (E23) No. 4: (B136) No. 3 — (E23) No. 4:	Is the resistance less than 1 Ω ?	Go to step 2.	Repair the open circuit of harness between ECM and front oxygen (A/F) sensor connector.
2	CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR. Measure the resistance of harness between ECM and front oxygen (A/F) sensor connector. Connector & terminal (B135) No. 8 — (E23) No. 4: (B135) No. 9 — (E23) No. 3:	Is the resistance less than 1 Ω ?	Go to step 3.	Repair the open circuit of harness between ECM and front oxygen (A/F) sensor connector.
3	CHECK HARNESS BETWEEN A/F & OXYGEN SENSOR RELAY AND FRONT OXYGEN (A/F) SENSOR CONNECTOR. Measure the resistance of harness between main relay and front oxygen (A/F) sensor connector. Connector & terminal (B327) No. 5 — (E23) No. 6:	Is the resistance less than 1 Ω ?	Go to step 4.	Repair the open circuit of harness between A/F & oxygen sensor relay and front oxygen (A/F) sensor connector.
4	CHECK FRONT OXYGEN (A/F) SENSOR. Measure the resistance between front oxygen (A/F) sensor connector terminals. Terminals No. 1 — No. 4:	Is the resistance less than 5 Ω ?	Go to step 5.	Replace the front oxygen (A/F) sensor. <Ref. to FU(H4SO)-36, Front Oxygen (A/F) Sensor.>
5	CHECK POOR CONTACT. Check the poor contact of ECM and front oxygen (A/F) sensor connector.	Is there poor contact in ECM or the front oxygen (A/F) sensor connector?	Repair the poor contact in ECM or the front oxygen (A/F) sensor connector.	Replace the front oxygen (A/F) sensor. <Ref. to FU(H4SO)-36, Front Oxygen (A/F) Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

D: DTC P0031 HO2S HEATER CONTROL CIRCUIT LOW (BANK 1 SENSOR 1)

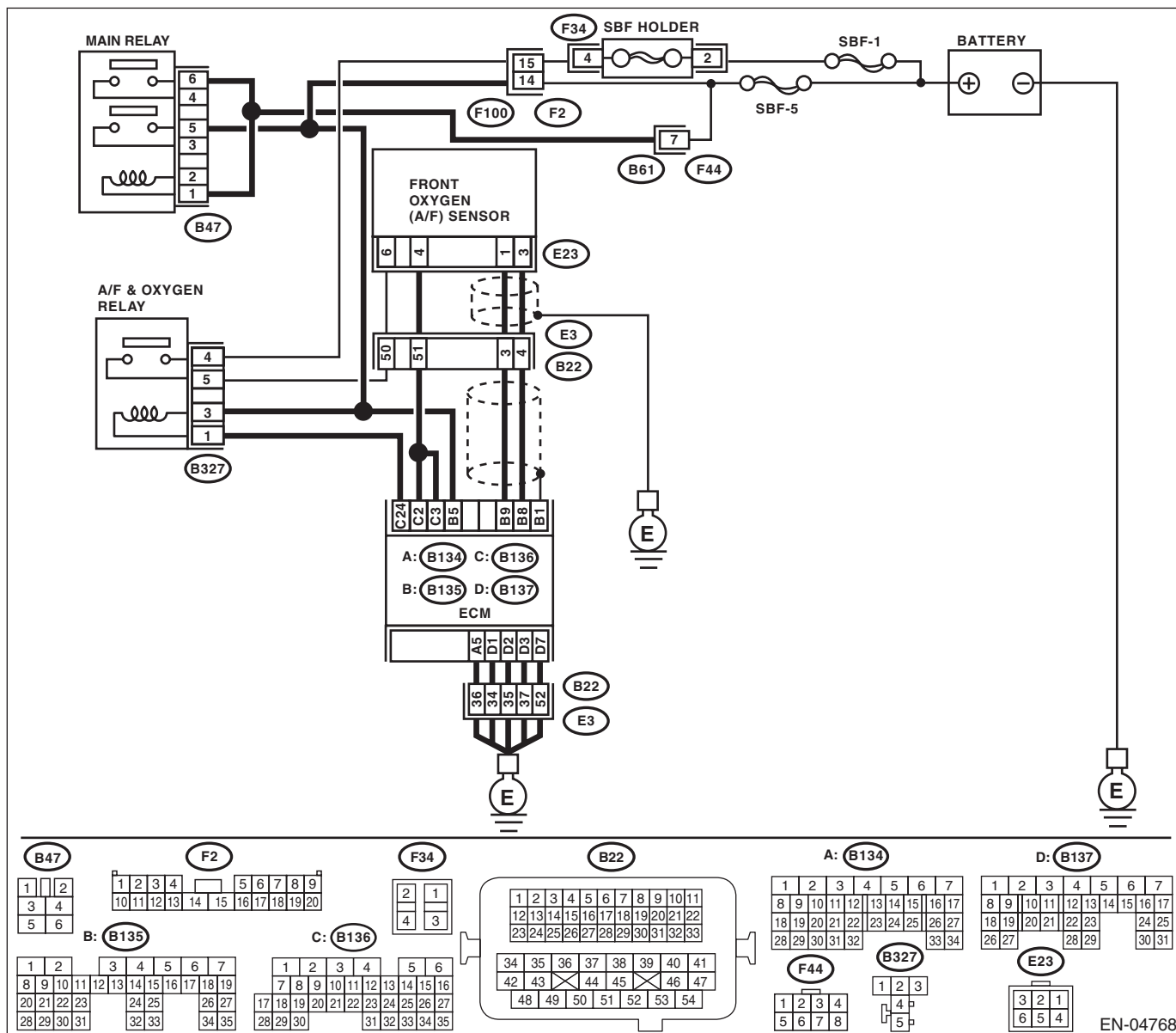
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-13, DTC P0031 HO2S HEATER CONTROL CIRCUIT LOW (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04768

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK ANY OTHER DTC ON DISPLAY.	Are DTC P0031 and P0037 displayed at the same time on the Subaru Select Monitor or general scan tool?	Go to step 2.	Go to step 5.
2	CHECK POWER SUPPLY TO FRONT OXYGEN (A/F) SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from front oxygen (A/F) sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between front oxygen (A/F) sensor connector and engine ground. Connector & terminal (E23) No. 6 (+) — Engine ground (-):	Is the voltage 10 V or more?	Go to step 3.	Repair the power supply line. NOTE: In this case, repair the following item: • Open circuit in harness between main relay and front oxygen (A/F) sensor connector • Poor contact in front oxygen (A/F) sensor connector • Poor contact in main relay connector
3	CHECK GROUND CIRCUIT FOR ECM. Measure the resistance of harness between ECM connector and chassis ground. Connector & terminal (B134) No. 5 — Chassis ground: (B137) No. 1 — Chassis ground: (B137) No. 2 — Chassis ground: (B137) No. 3 — Chassis ground: (B137) No. 7 — Chassis ground:	Is the resistance less than 5 Ω ?	Go to step 4.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and engine ground terminal • Poor contact in ECM connector • Poor contact in coupling connector
4	CHECK CURRENT DATA. 1) Start the engine. 2) Read the data of front oxygen (A/F) sensor heater current using the Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Is the current 0.2 A or more?	Repair the poor contact of connector. NOTE: In this case, repair the following item: • Poor contact in front oxygen (A/F) sensor connector • Poor contact in ECM connector	Go to step 5.
5	CHECK INPUT SIGNAL OF ECM. 1) Start and idle the engine. 2) Measure the voltage between ECM connector and chassis ground. Connector & terminal (B136) No. 3 (+) — Chassis ground (-): (B136) No. 2 (+) — Chassis ground (-):	Is the voltage less than 1 V?	Go to step 7.	Go to step 6.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
6 CHECK OUTPUT SIGNAL OF ECM. Measure the voltage between ECM connector and chassis ground. Connector & terminal (B136) No. 3 (+) — Chassis ground (–): (B136) No. 2 (+) — Chassis ground (–):	Does the voltage change when shaking the ECM harness and connector?	Repair poor contact in ECM connector.	Go to step 7.
7 CHECK FRONT OXYGEN (A/F) SENSOR. 1) Turn the ignition switch to OFF. 2) Measure the resistance between front oxygen (A/F) sensor connector terminals. Terminals No. 4 — No. 6:	Is the resistance less than 10 Ω ?	Repair the harness and connector. NOTE: In this case, repair the following item: • Open or ground short circuit of harness between front oxygen (A/F) sensor and ECM connector • Poor contact in front oxygen (A/F) sensor connector • Poor contact in ECM connector	Replace the front oxygen (A/F) sensor. <Ref. to FU(H4SO)-36, Front Oxygen (A/F) Sensor.>

E: DTC P0032 HO2S HEATER CONTROL CIRCUIT HIGH (BANK 1 SENSOR 1)

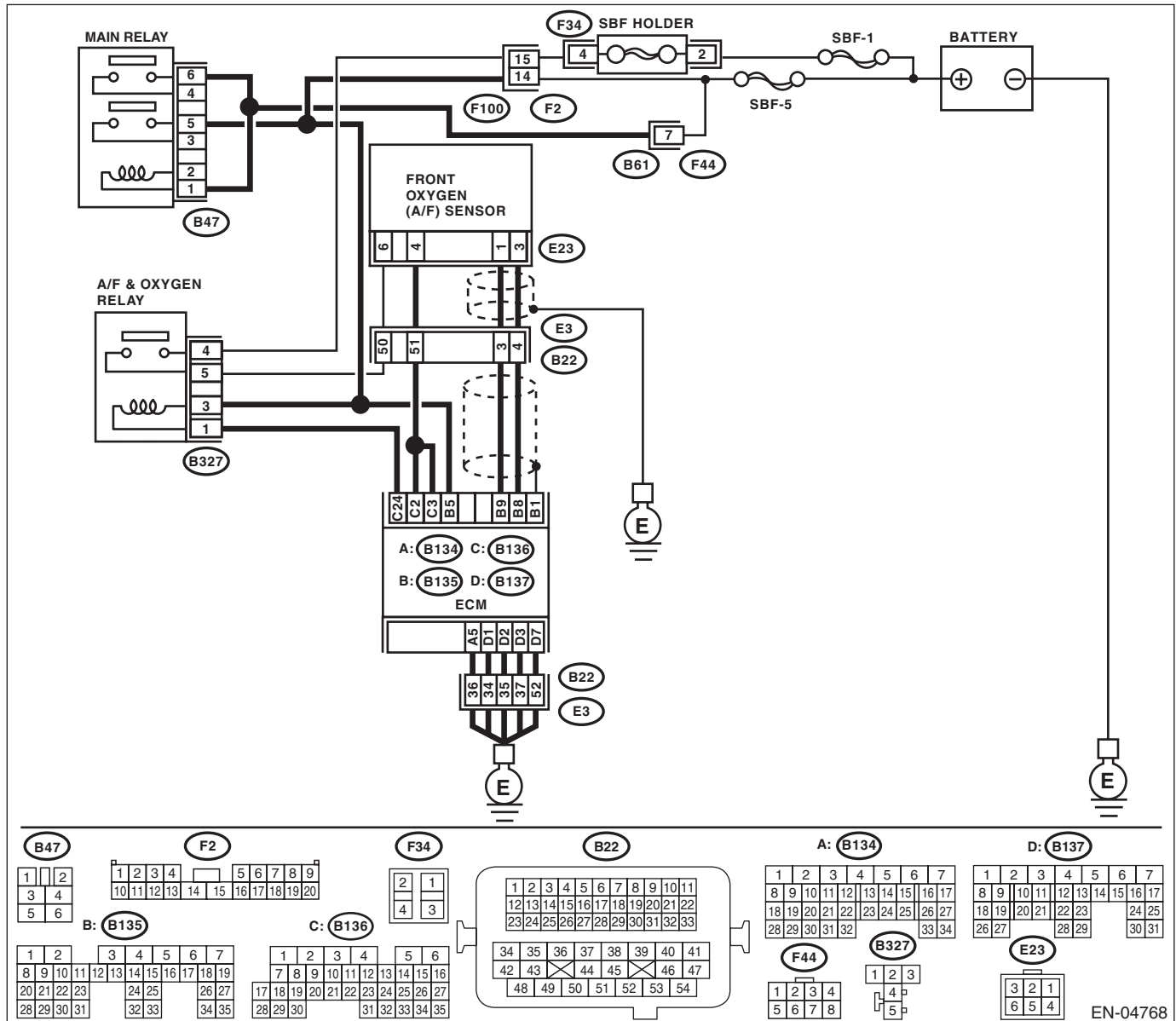
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-15, DTC P0032 HO2S HEATER CONTROL CIRCUIT HIGH (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK OUTPUT SIGNAL OF ECM. 1) Turn the ignition switch to ON. 2) Measure the voltage between ECM connector and chassis ground. Connector & terminal (B136) No. 2 (+) — Chassis ground (-): (B136) No. 3 (+) — Chassis ground (-):	Is the voltage 8 V or more?	Go to step 2.	Go to step 3.
2	CHECK FRONT OXYGEN (A/F) SENSOR HEATER CURRENT. 1) Turn the ignition switch to OFF. 2) Repair the battery short circuit of harness between ECM and front oxygen (A/F) sensor connector. 3) Turn the ignition switch to ON. 4) Read the data of front oxygen (A/F) sensor heater current using the Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Is the current 2.3 A or more?	Replace the ECM. <Ref. to FU(H4SO)-40, Engine Control Module (ECM).>	END.
3	CHECK OUTPUT SIGNAL OF ECM. Measure the voltage between ECM connector and chassis ground. Connector & terminal (B136) No. 2 (+) — Chassis ground (-): (B136) No. 3 (+) — Chassis ground (-):	Does the voltage change when shaking the ECM harness and connector?	Repair the battery short circuit of harness between ECM and front oxygen (A/F) sensor connector.	END.

F: DTC P0037 HO2S HEATER CONTROL CIRCUIT LOW (BANK 1 SENSOR 2)

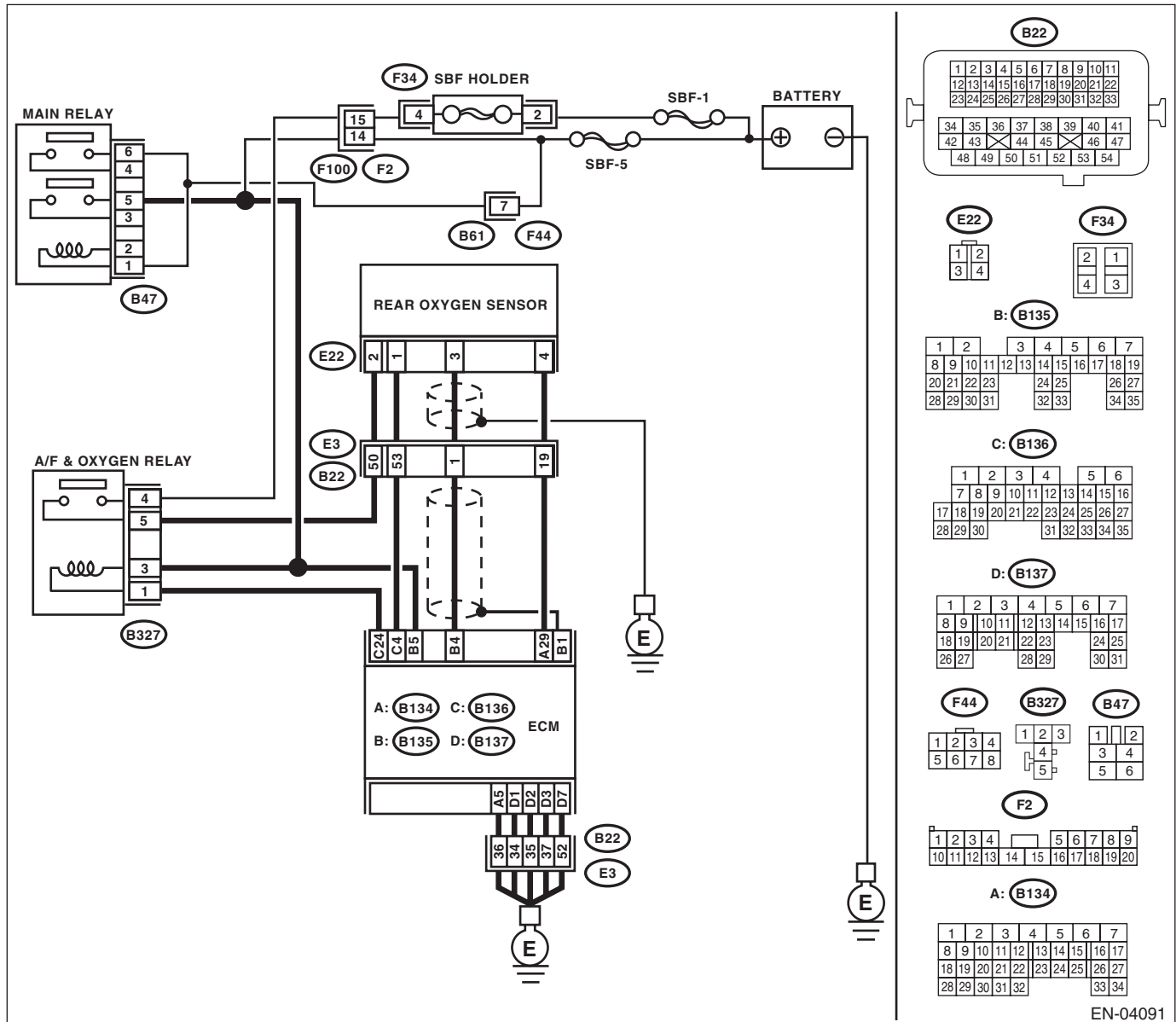
DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-17, DTC P0037 HO2S HEATER CONTROL CIRCUIT LOW (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04091

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK GROUND CIRCUIT FOR ECM. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance of harness between ECM connector and chassis ground. Connector & terminal (B134) No. 5 — Chassis ground: (B137) No. 1 — Chassis ground: (B137) No. 2 — Chassis ground: (B137) No. 3 — Chassis ground: (B137) No. 7 — Chassis ground:	Is the resistance less than 5 Ω?	Go to step 2.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and engine ground terminal • Poor contact in ECM connector • Poor contact in coupling connector
2	CHECK CURRENT DATA. 1) Start the engine. 2) Read the data of rear oxygen sensor heater current using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Is the current 0.2 A or more?	Repair the connector. NOTE: In this case, repair the following item: • Poor contact in rear oxygen sensor connector • Poor contact in rear oxygen sensor connecting harness connector • Poor contact in ECM connector	Go to step 3.
3	CHECK OUTPUT SIGNAL OF ECM. 1) Start and idle the engine. 2) Measure the voltage between ECM connector and chassis ground. Connector & terminal (B136) No. 4 (+) — Chassis ground (-):	Is the voltage less than 1 V?	Go to step 6.	Go to step 4.
4	CHECK OUTPUT SIGNAL OF ECM. Measure the voltage between ECM connector and chassis ground. Connector & terminal (B136) No. 4 (+) — Chassis ground (-):	Does the voltage change when shaking the ECM harness and connector?	Repair poor contact in ECM connector.	Go to step 5.
5	CHECK OUTPUT SIGNAL OF ECM. 1) Disconnect the connector from the rear oxygen sensor. 2) Measure the voltage between ECM connector and chassis ground. Connector & terminal (B136) No. 4 (+) — Chassis ground (-):	Is the voltage less than 1 V?	Replace the ECM. <Ref. to FU(H4SO)-40, Engine Control Module (ECM).>	Repair the battery short circuit of harness between ECM and rear oxygen sensor connector. After repair, replace the ECM. <Ref. to FU(H4SO)-40, Engine Control Module (ECM).>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
6 CHECK POWER SUPPLY TO REAR OXY-GEN SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the rear oxygen sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between rear oxygen sensor connector and engine ground or chassis ground. Connector & terminal (E22) No. 2 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Go to step 7.	Repair the power supply line. NOTE: In this case, repair the following item: • Open circuit in harness between main relay and rear oxygen sensor connector • Poor contact in rear oxygen sensor connector • Poor contact in coupling connector
7 CHECK REAR OXYGEN SENSOR. 1) Turn the ignition switch to OFF. 2) Measure the resistance between rear oxygen sensor connector terminals. Terminals No. 1 — No. 2:	Is the resistance less than 30 Ω ?	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between rear oxygen sensor and ECM connector • Poor contact in rear oxygen sensor connector • Poor contact in ECM connector • Poor contact in coupling connector	Replace the rear oxygen sensor. <Ref. to FU(H4SO)-38, Rear Oxygen Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

G: DTC P0038 HO2S HEATER CONTROL CIRCUIT HIGH (BANK 1 SENSOR 2)

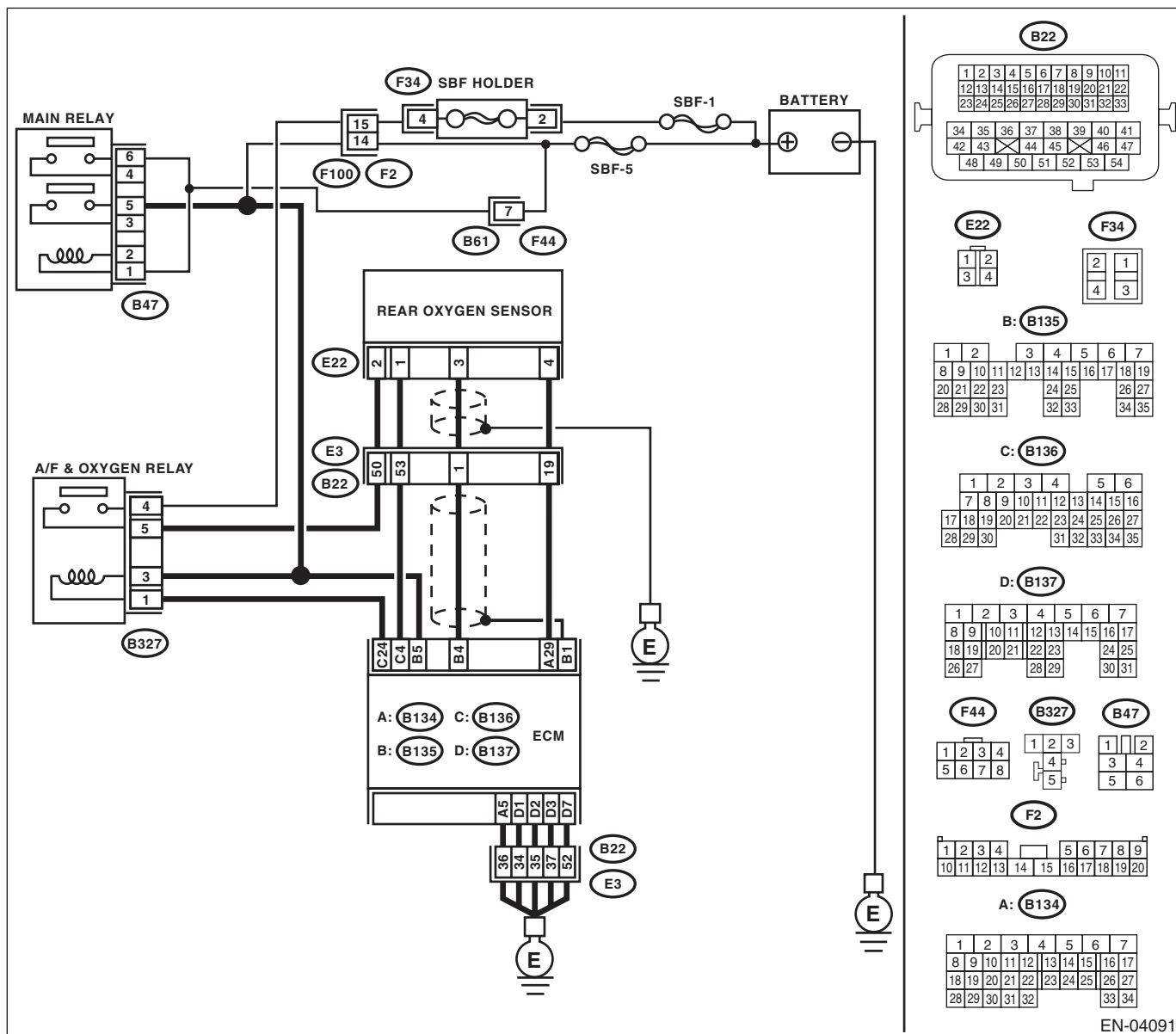
DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-19, DTC P0038 HO2S HEATER CONTROL CIRCUIT HIGH (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04091

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK INPUT SIGNAL OF ECM. Measure the voltage between ECM connector and chassis ground. Connector & terminal (B136) No. 4 (+) — Chassis ground (-):	Is the voltage 8 V or more?	Go to step 2.	Go to step 3.
2	CHECK CURRENT DATA. 1) Turn the ignition switch to OFF. 2) Repair the battery short circuit of harness between ECM and rear oxygen sensor connector. 3) Turn the ignition switch to ON. 4) Read the data of rear oxygen sensor heater current using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Is the current 7 A or more?	Replace the ECM. <Ref. to FU(H4SO)-40, Engine Control Module (ECM).>	END.
3	CHECK POOR CONTACT. Check poor contact of ECM connector.	Is there poor contact in ECM connector?	Repair poor contact in ECM connector.	END.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

H: DTC P0068 MAP/MAF - THROTTLE POSITION CORRELATION

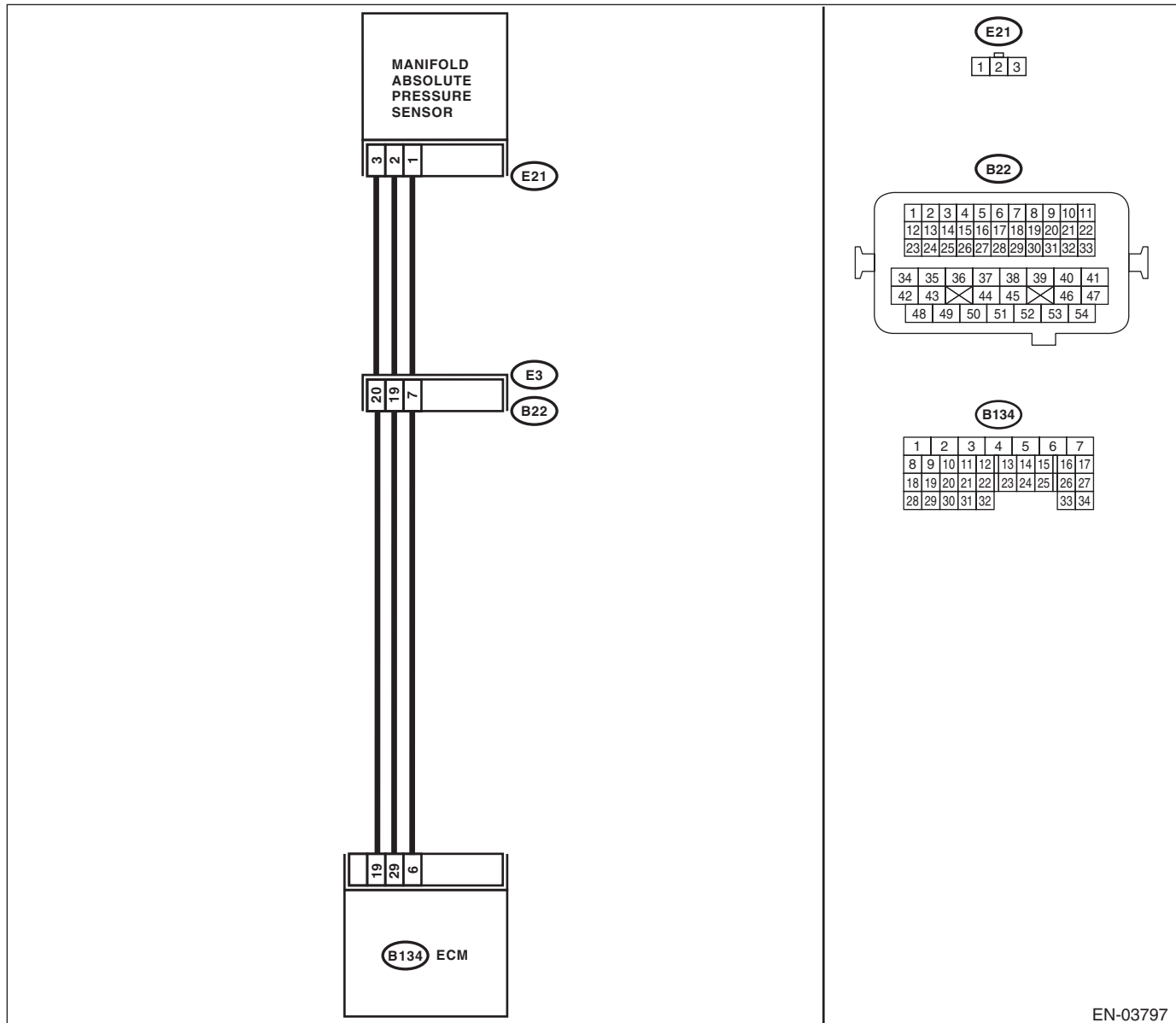
DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-21, DTC P0068 MAP/MAF - THROTTLE POSITION CORRELATION, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03797

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-67, List of Diagnostic Trouble Code (DTC).>	Go to step 2.
2	CHECK AIR INTAKE SYSTEM.	Are there holes, loose bolts or disconnection of hose on air intake system?	Repair the air intake system.	Go to step 3.
3	CHECK MANIFOLD ABSOLUTE PRESSURE SENSOR. 1) Start the engine and warm-up engine until coolant temperature is greater than 60°C (140°F). 2) Place the select lever or shift lever in "P" or "N" range. 3) Turn the A/C switch to OFF. 4) Turn all the accessory switches to OFF. 5) Read the data of intake manifold pressure sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Is the measured value 73.3 — 106.6 kPa (550 — 800 mmHg, 21.65 — 31.50 inHg) when the ignition is turned ON, and 20.0 — 46.7 kPa (150 — 350 mmHg, 5.91 — 13.78 inHg) during idling?	Go to step 4.	Replace the manifold absolute pressure sensor. <Ref. to FU(H4SO)-27, Manifold Absolute Pressure Sensor.>
4	CHECK THROTTLE OPENING ANGLE. Read the data of throttle position signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Is the measured value less than 5% when throttle is fully closed?	Go to step 5.	Adjust or replace the throttle position sensor. <Ref. to FU(H4SO)-26, Throttle Position Sensor.>
5	CHECK THROTTLE OPENING ANGLE.	Is the measured value more than 85% when throttle is fully open?	Replace the manifold absolute pressure sensor. <Ref. to FU(H4SO)-27, Manifold Absolute Pressure Sensor.>	Replace the throttle position sensor. <Ref. to FU(H4SO)-26, Throttle Position Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

I: DTC P0076 INTAKE VALVE CONTROL SOLENOID CIRCUIT LOW (BANK 1)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-23, DTC P0076 INTAKE VALVE CONTROL SOLENOID CIRCUIT LOW (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

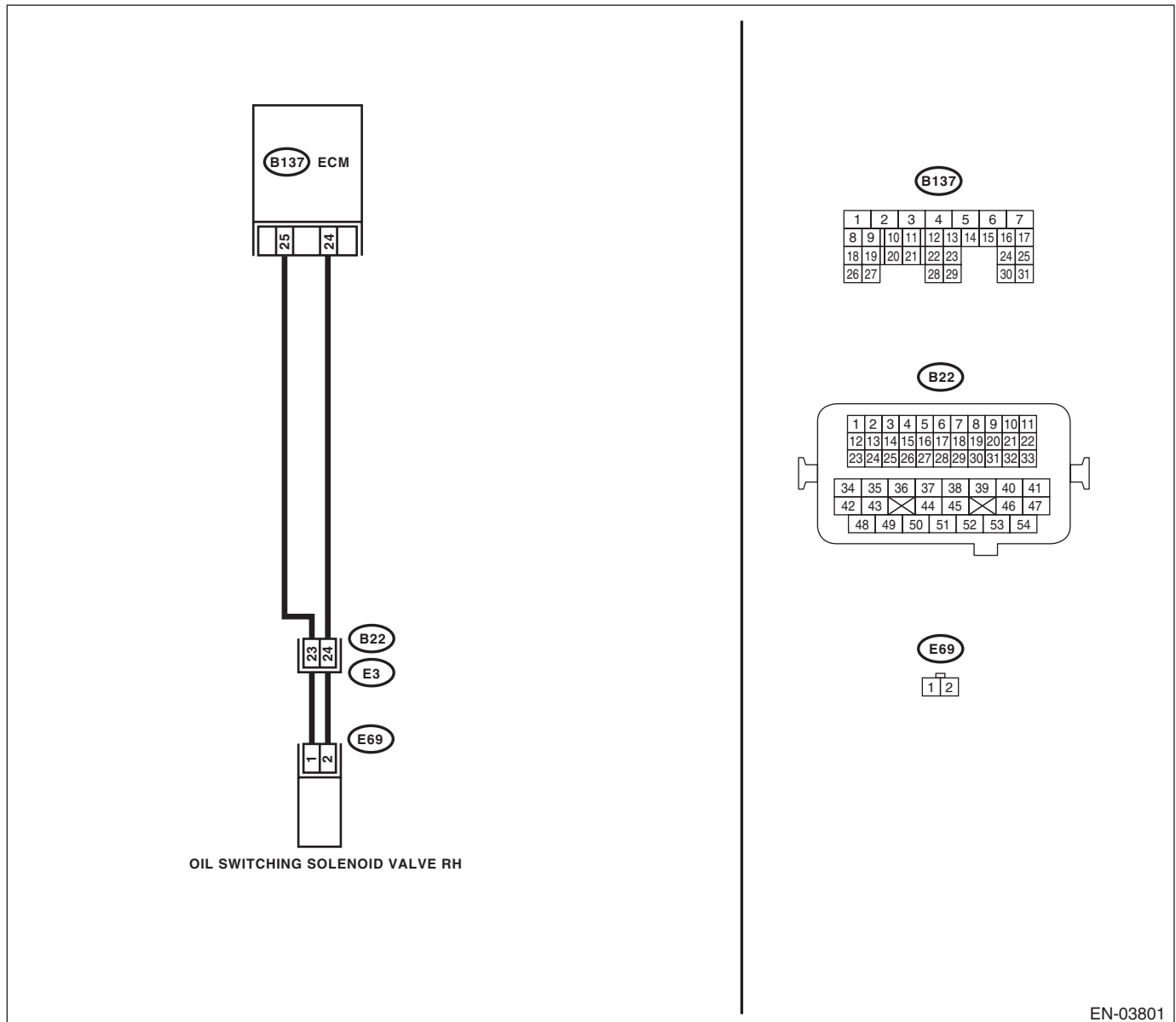
TROUBLE SYMPTOM:

Erroneous idling

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03801

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK HARNESS BETWEEN ECM AND OIL SWITCHING SOLENOID VALVE. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and oil switching solenoid valve. 3) Measure the resistance between ECM and oil switching solenoid valve. Connector & terminal (B137) No. 25 — (E69) No. 1: (B137) No. 24 — (E69) No. 2:	Is the resistance less than 1 Ω ?	Go to step 2.	Repair the open circuit of harness between ECM and oil switching solenoid valve connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and oil switching solenoid valve connector • Poor contact in coupling connector
2	CHECK OIL SWITCHING SOLENOID VALVE. 1) Remove the oil switching solenoid valve connector. 2) Measure the resistance between oil switching solenoid valve terminals. Terminals No. 1 — No. 2:	Is the resistance between 6 and 12 Ω ?	Repair the poor contact of ECM and oil switching solenoid valve.	Replace the oil switching solenoid valve. <Ref. to ME(H4SO)-85, Oil Switching Solenoid Valve.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

J: DTC P0077 INTAKE VALVE CONTROL SOLENOID CIRCUIT HIGH (BANK 1)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-24, DTC P0077 INTAKE VALVE CONTROL SOLENOID CIRCUIT HIGH (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

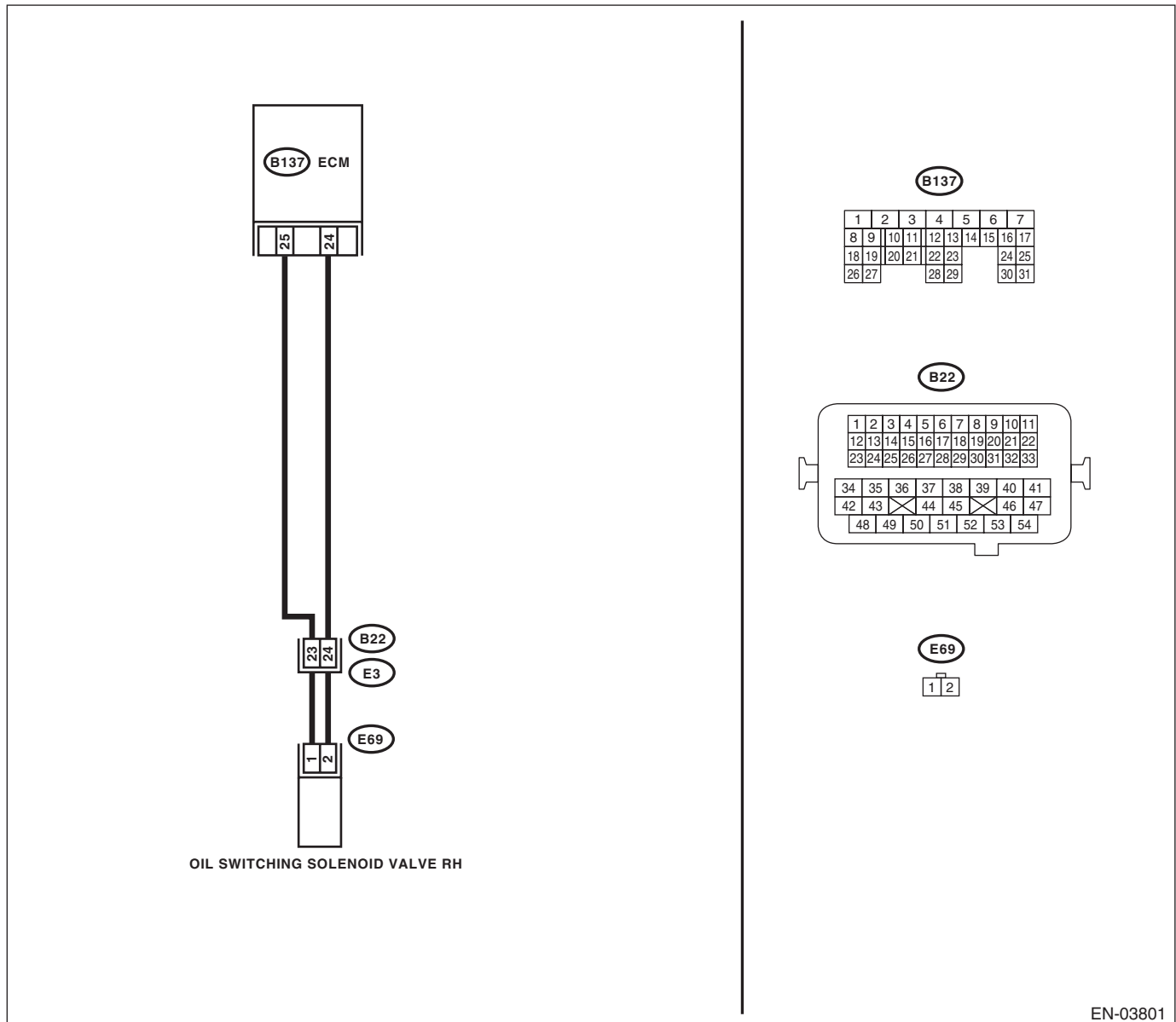
TROUBLE SYMPTOM:

Erroneous idling

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK HARNESS BETWEEN ECM AND OIL SWITCHING SOLENOID VALVE. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and oil switching solenoid valve. 3) Measure the resistance between oil switching solenoid valve and engine ground. Connector & terminal (E69) No. 1 — Engine ground: (E69) No. 2 — Engine ground:	Is the resistance 1 MΩ or more?	Go to step 2.	Repair the short circuit between ECM and oil switching solenoid valve connector.
2	CHECK OIL SWITCHING SOLENOID VALVE. 1) Remove the oil switching solenoid valve connector. 2) Measure the resistance between oil switching solenoid valve terminals. Terminals No. 1 — No. 2:	Is the resistance between 6 and 12 Ω?	Repair the poor contact of ECM and oil switching solenoid valve.	Replace the oil switching solenoid valve. <Ref. to ME(H4SO)-85, Oil Switching Solenoid Valve.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

K: DTC P0082 INTAKE VALVE CONTROL SOLENOID CIRCUIT LOW (BANK 2)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-25, DTC P0082 INTAKE VALVE CONTROL SOLENOID CIRCUIT LOW (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

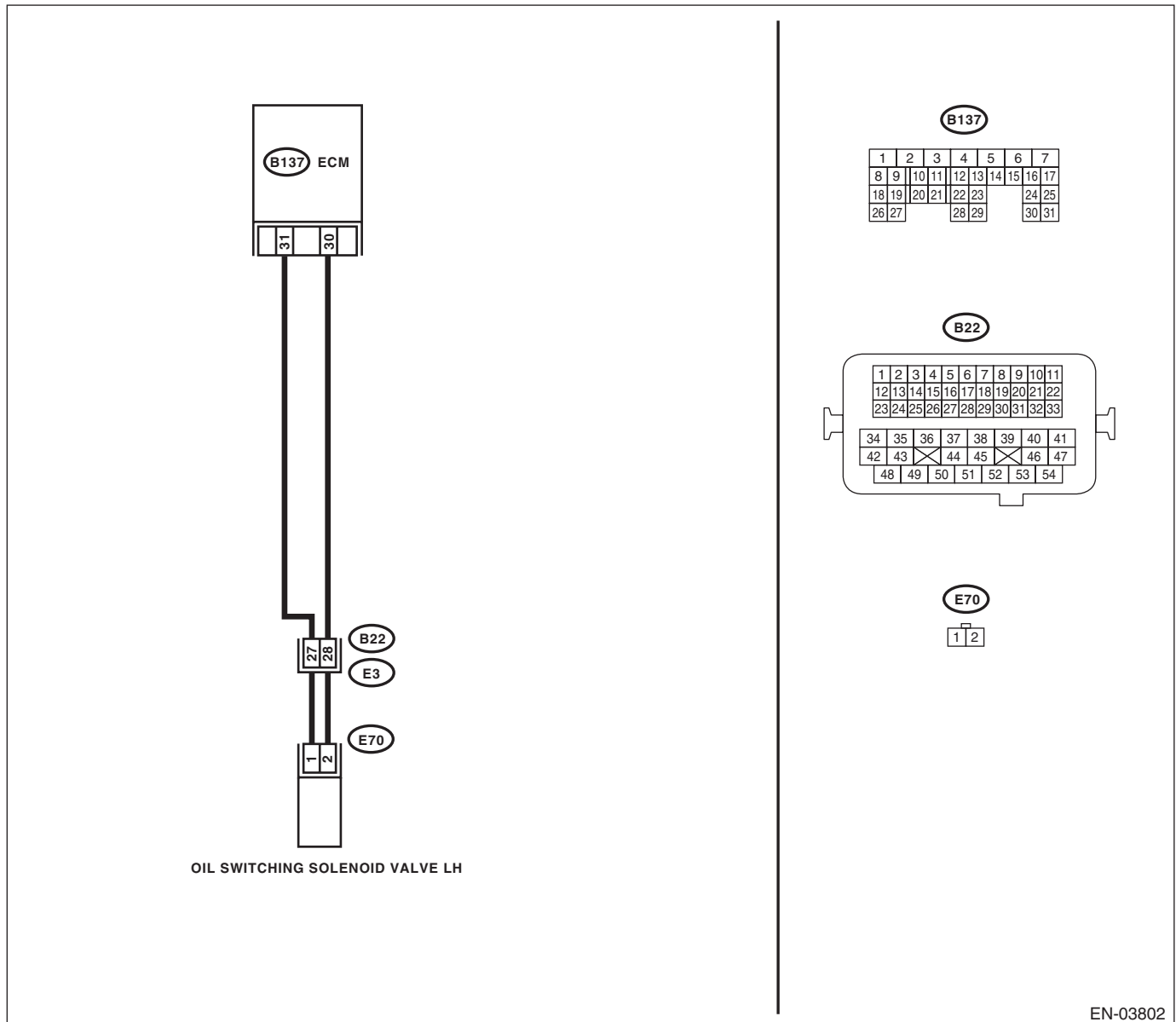
TROUBLE SYMPTOM:

Erroneous idling

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03802

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK HARNESS BETWEEN ECM AND OIL SWITCHING SOLENOID VALVE. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and oil switching solenoid valve. 3) Measure the resistance between ECM and oil switching solenoid valve. Connector & terminal (B137) No. 31 — (E70) No. 1: (B137) No. 30 — (E70) No. 2:	Is the resistance less than 1 Ω?	Go to step 2.	Repair the open circuit of harness between ECM and oil switching solenoid valve connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and oil switching solenoid valve connector • Poor contact in coupling connector
2	CHECK OIL SWITCHING SOLENOID VALVE. 1) Remove the oil switching solenoid valve connector. 2) Measure the resistance between oil switching solenoid valve terminals. Terminals No. 1 — No. 2:	Is the resistance between 6 and 12 Ω?	Repair the poor contact of ECM and oil switching solenoid valve.	Replace the oil switching solenoid valve. <Ref. to ME(H4SO)-85, Oil Switching Solenoid Valve.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

L: DTC P0083 INTAKE VALVE CONTROL SOLENOID CIRCUIT HIGH (BANK 2)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-25, DTC P0083 INTAKE VALVE CONTROL SOLENOID CIRCUIT HIGH (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

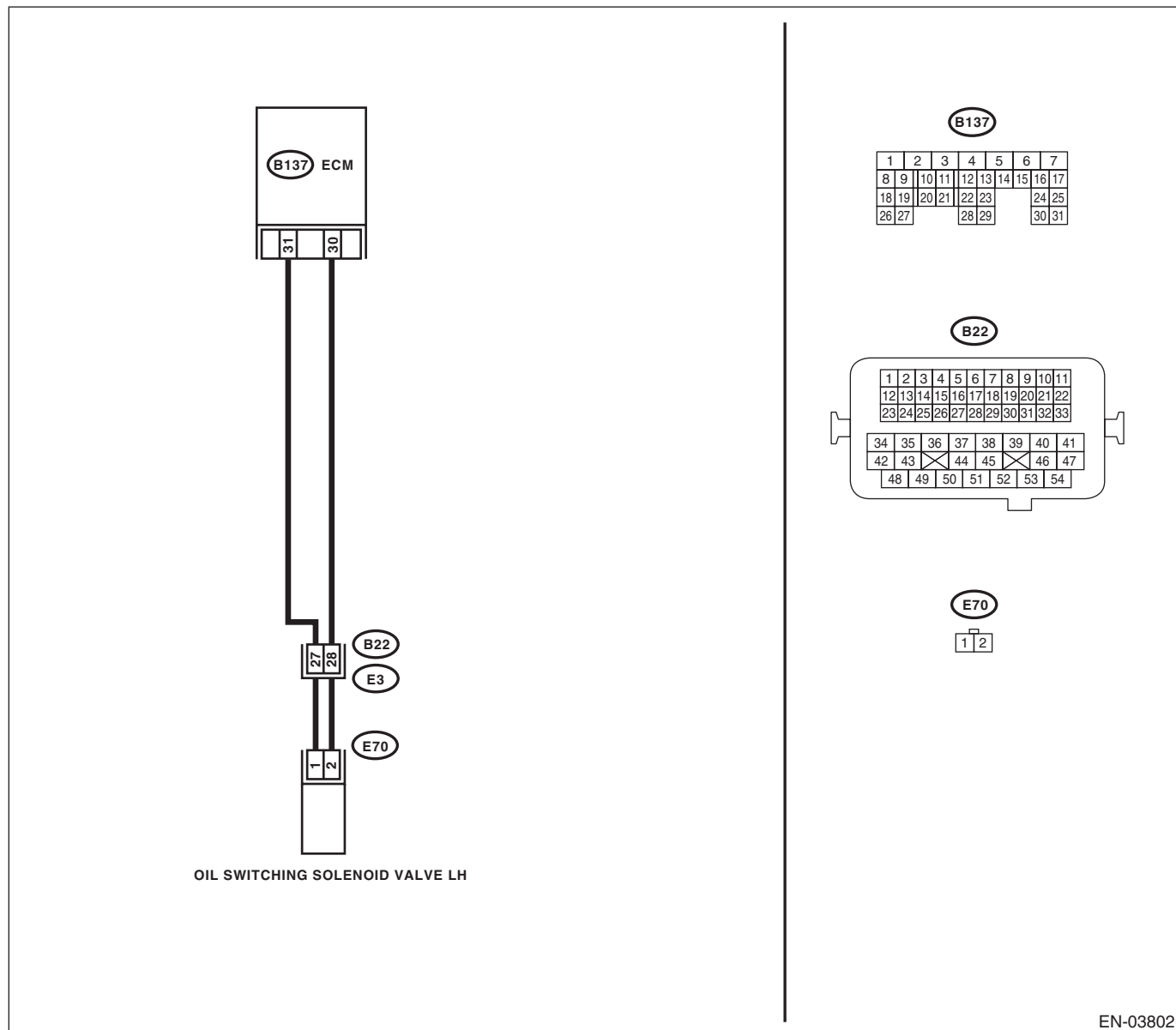
TROUBLE SYMPTOM:

Erroneous idling

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03802

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK HARNESS BETWEEN ECM AND OIL SWITCHING SOLENOID VALVE. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and oil switching solenoid valve. 3) Measure the resistance between oil switching solenoid valve and engine ground. Connector & terminal (E70) No. 1 — Engine ground: (E70) No. 2 — Engine ground:	Is the resistance 1 MΩ or more?	Go to step 2.	Repair the short circuit between ECM and oil switching solenoid valve connector.
2	CHECK OIL SWITCHING SOLENOID VALVE. 1) Remove the oil switching solenoid valve connector. 2) Measure the resistance between oil switching solenoid valve terminals. Terminals No. 1 — No. 2:	Is the resistance between 6 and 12 Ω?	Repair the poor contact of ECM and oil switching solenoid valve.	Replace the oil switching solenoid valve. <Ref. to ME(H4SO)-85, Oil Switching Solenoid Valve.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

M: DTC P0101 MASS OR VOLUME AIR FLOW CIRCUIT RANGE/PERFORMANCE

DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-26, DTC P0101 MASS OR VOLUME AIR FLOW CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

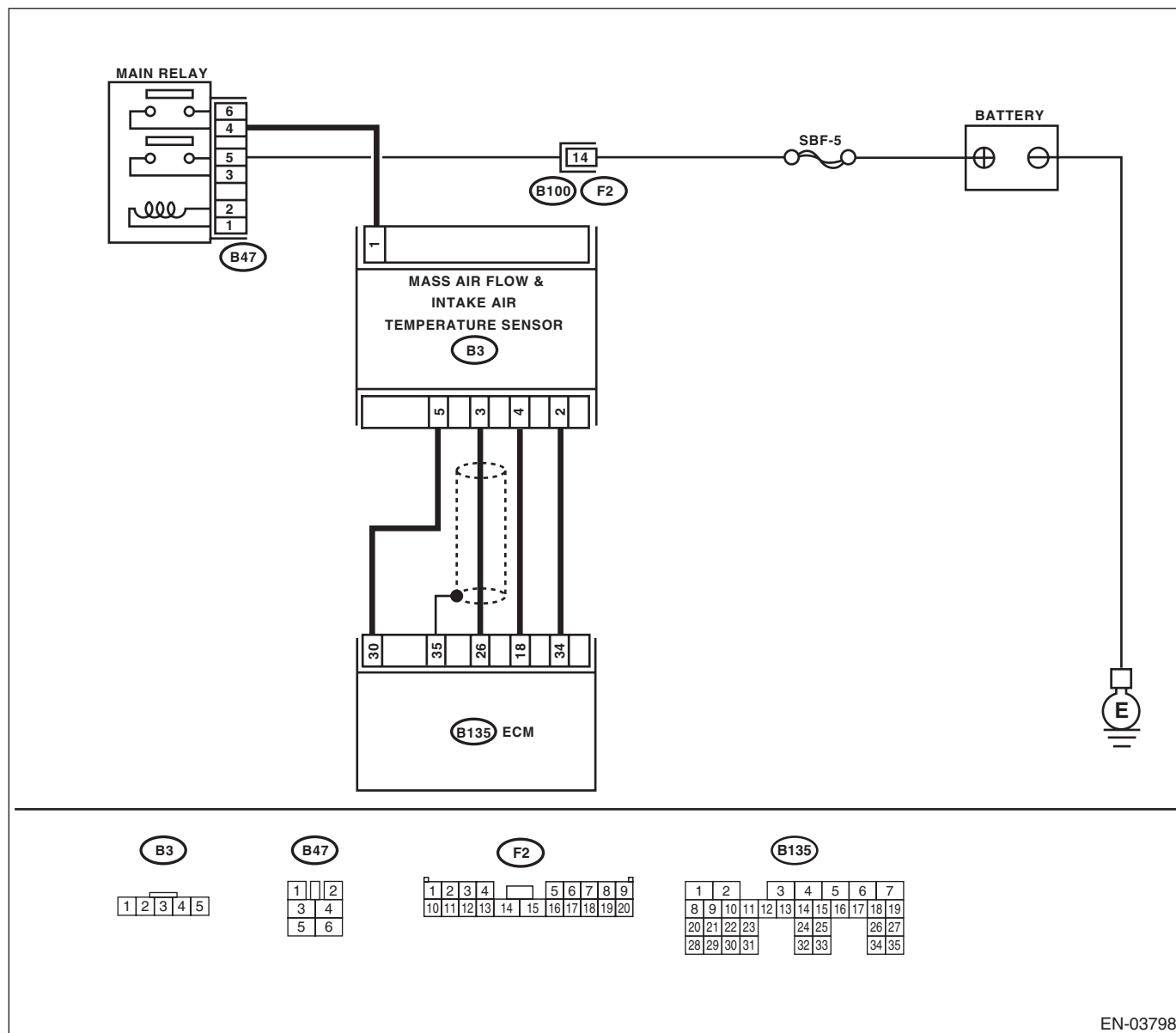
TROUBLE SYMPTOM:

- Erroneous idling
- Engine stalls.
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03798

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check the appropriate DTC using the "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-67, List of Diagnostic Trouble Code (DTC).> NOTE: In this case, it is not necessary to inspect DTC P0101.	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(H4SO)-28, Mass Air Flow and Intake Air Temperature Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

N: DTC P0102 MASS OR VOLUME AIR FLOW CIRCUIT LOW INPUT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-29, DTC P0102 MASS OR VOLUME AIR FLOW CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

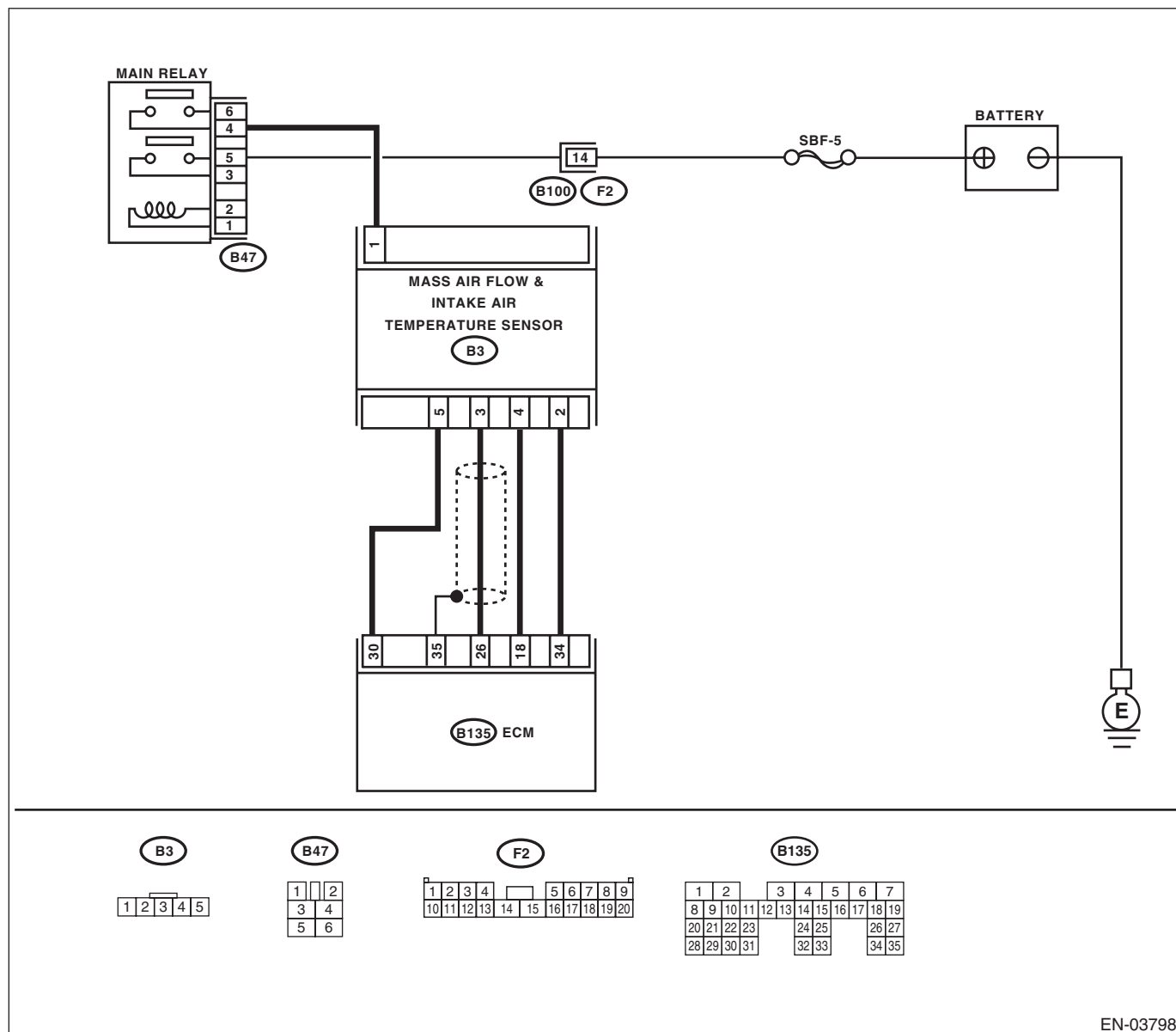
TROUBLE SYMPTOM:

- Erroneous idling
- Engine stalls.
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03798

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CONNECT SUBARU SELECT MONITOR OR THE GENERAL SCAN TOOL, AND READ DATA. 1) Turn the ignition switch to OFF. 2) Connect the Subaru Select Monitor or general scan tool to data link connector. 3) Turn the ignition switch to ON, and the Subaru Select Monitor or general scan tool power switch to ON. 4) Start the engine. 5) Read the mass air flow sensor voltage using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Is the voltage 0.2 — 4.7 V?	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Temporary poor contact of connector or harness may be the cause. Repair the harness or connector in mass air flow sensor. NOTE: In this case, repair the following item: • Open or ground short circuit in harness between mass air flow sensor and ECM connector • Poor contact in mass air flow sensor or ECM connector	Go to step 2.
2	CHECK INPUT SIGNAL OF ECM. Measure the voltage between ECM connector and chassis ground while engine is idling. Connector & terminal (B135) No. 26 (+) — Chassis ground (-):	Is the voltage 0.2 V or more?	Go to step 3.	Repair poor contact in ECM connector.
3	CHECK POWER SUPPLY TO MASS AIR FLOW SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from mass air flow sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between mass air flow sensor connector and chassis ground. Connector & terminal (B3) No. 1 (+) — Chassis ground (-):	Is the voltage 5 V or more?	Go to step 4.	Repair the open circuit between mass air flow sensor and main relay.
4	CHECK HARNESS BETWEEN ECM AND MASS AIR FLOW SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance of harness between ECM and mass air flow sensor connector. Connector & terminal (B135) No. 26 — (B3) No. 3: (B135) No. 34 — (B3) No. 2: (B135) No. 30 — (B3) No. 5:	Is the resistance less than 1 Ω?	Go to step 5.	Repair the open circuit between ECM and mass air flow sensor connector.
5	CHECK HARNESS BETWEEN ECM AND MASS AIR FLOW SENSOR CONNECTOR. Measure the resistance of harness between ECM and chassis ground. Connector & terminal (B135) No. 26 — Chassis ground: (B135) No. 34 — Chassis ground: (B135) No. 30 — Chassis ground:	Is the resistance 1 MΩ or more?	Go to step 6.	Repair the ground short circuit between ECM and mass air flow sensor connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step		Check	Yes	No
6	CHECK POOR CONTACT. Check poor contact of mass air flow sensor connector.	Is there poor contact in mass air flow sensor connector?	Repair the poor contact of mass air flow sensor connector.	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(H4SO)-28, Mass Air Flow and Intake Air Temperature Sensor.>

O: DTC P0103 MASS OR VOLUME AIR FLOW CIRCUIT HIGH INPUT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-31, DTC P0103 MASS OR VOLUME AIR FLOW CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

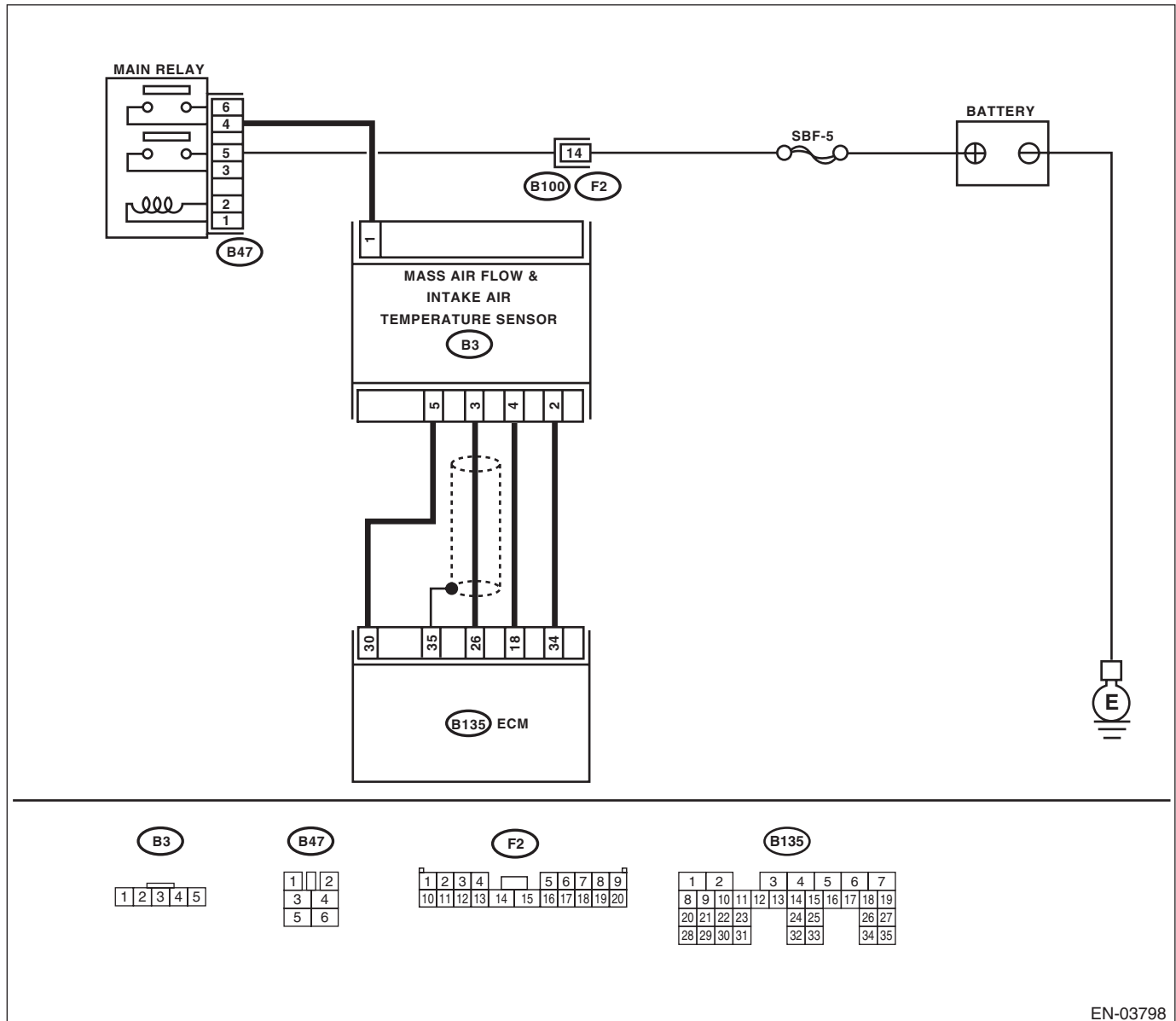
TROUBLE SYMPTOM:

- Erroneous idling
- Engine stalls.
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03798

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CONNECT SUBARU SELECT MONITOR OR THE GENERAL SCAN TOOL, AND READ DATA. 1) Turn the ignition switch to OFF. 2) Connect the Subaru Select Monitor or general scan tool to data link connector. 3) Turn the ignition switch to ON, and the Subaru Select Monitor or general scan tool power switch to ON. 4) Start the engine. 5) Read the mass air flow sensor voltage using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Is the voltage 0.2 — 4.7 V?	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time.	Go to step 2.
2	CHECK HARNESS BETWEEN ECM AND MASS AIR FLOW SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from mass airflow sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between mass air flow sensor connector and chassis ground. Connector & terminal (B3) No. 3 (+) — Chassis ground (-):	Is the voltage 5 V or more?	Repair the battery short circuit of harness between mass air flow sensor connector and ECM connector.	Go to step 3.
3	CHECK HARNESS BETWEEN ECM AND MASS AIR FLOW SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance of harness between ECM connector and mass air flow sensor connector. Connector & terminal (B3) No. 2 — (B135) No. 34:	Is the resistance less than 1 Ω ?	Replace the mass air flow sensor. <Ref. to FU(H4SO)-28, Mass Air Flow and Intake Air Temperature Sensor.>	Repair the open circuit of harness between mass air flow sensor connector and ECM connector.

P: DTC P0107 MANIFOLD ABSOLUTE PRESSURE/BAROMETRIC PRESSURE CIRCUIT LOW INPUT

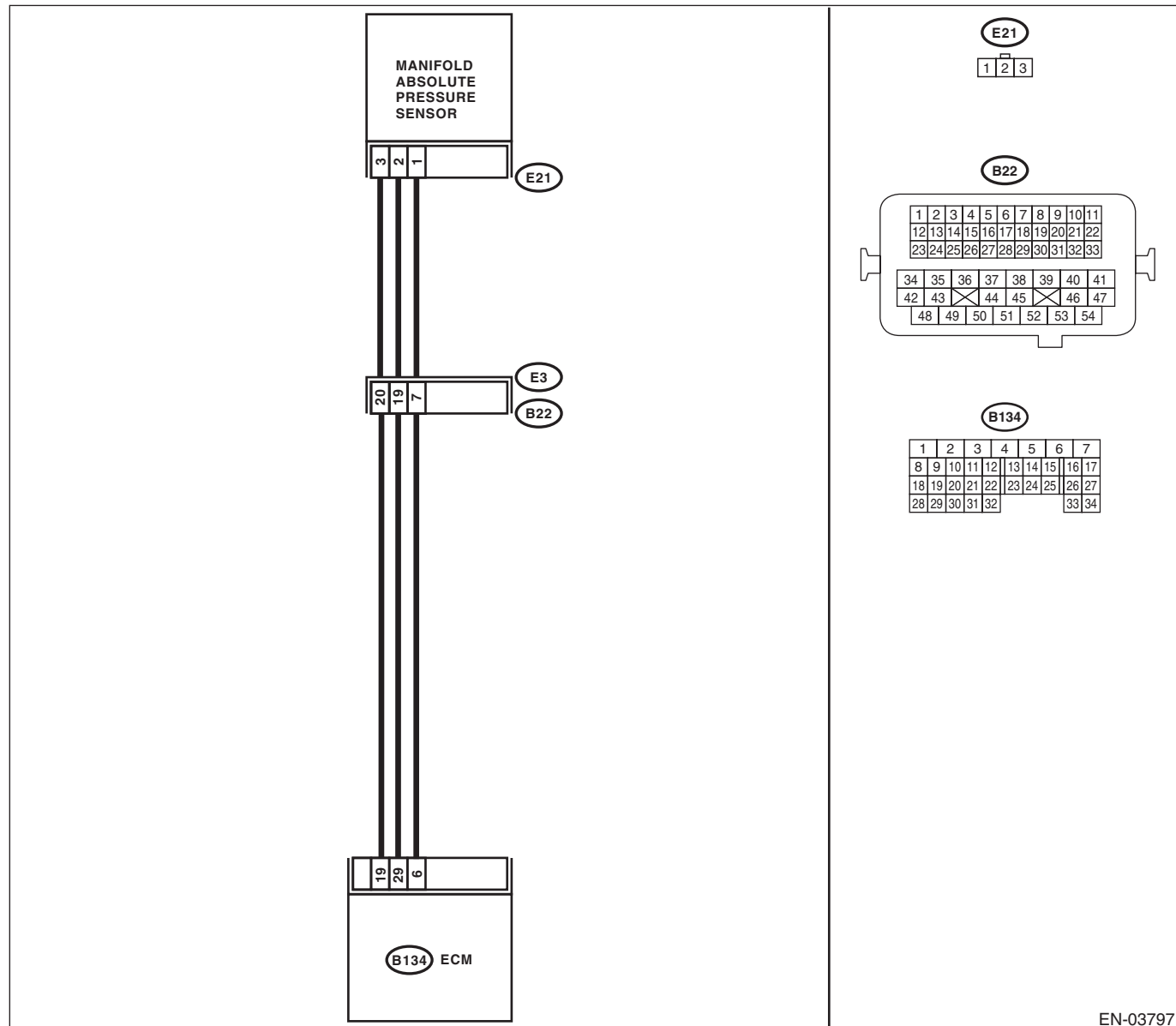
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-33, DTC P0107 MANIFOLD ABSOLUTE PRESSURE/BAROMETRIC PRESSURE CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03797

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK CURRENT DATA. 1) Start the engine. 2) Read the data of intake manifold absolute pressure signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Is the measured value less than 13.3 kPa (100 mmHg, 3.94 inHg) ?	Go to step 3.	Go to step 2.
2	CHECK POOR CONTACT. Check the poor contact in ECM and manifold pressure sensor connector.	Is there poor contact in ECM or manifold pressure sensor connector?	Repair the poor contact in ECM or manifold pressure sensor connector.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time.
3	CHECK OUTPUT SIGNAL OF ECM. Measure the voltage between ECM connector and chassis ground. Connector & terminal (B134) No. 19 (+) — Chassis ground (-):	Is the voltage 4.5 V or more?	Go to step 4.	Repair poor contact in ECM connector.
4	CHECK INPUT SIGNAL OF ECM. Measure the voltage between ECM and chassis ground. Connector & terminal (B134) No. 29 (+) — Chassis ground (-):	Is the voltage less than 0.2 V?	Go to step 6.	Go to step 5.
5	CHECK INPUT SIGNAL FOR ECM (USING SUBARU SELECT MONITOR). Read the data of atmospheric absolute pressure signal using Subaru Select Monitor. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.>	Is the measured value more than 13.3 kPa (100 mmHg, 3.94 inHg) when shaking the ECM harness and connector?	Repair poor contact in ECM connector.	Go to step 6.
6	CHECK HARNESS BETWEEN ECM AND MANIFOLD ABSOLUTE PRESSURE SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from manifold absolute pressure sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between manifold absolute pressure sensor connector and engine ground. Connector & terminal (E21) No. 3 (+) — Engine ground (-):	Is the voltage 4.5 V or more?	Go to step 7.	Repair the open circuit of harness between ECM and manifold absolute pressure sensor connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
7 CHECK HARNESS BETWEEN ECM AND MANIFOLD ABSOLUTE PRESSURE SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance of harness between ECM and manifold absolute pressure sensor connector. Connector & terminal (B134) No. 6 — (E21) No. 1:	Is the resistance less than 1 Ω ?	Go to step 8 .	Repair the open circuit of harness between ECM and manifold absolute pressure sensor connector.
8 CHECK POOR CONTACT. Check poor contact of manifold absolute pressure sensor connector.	Is there poor contact in manifold absolute pressure sensor connector?	Repair the poor contact of manifold absolute pressure sensor connector.	Replace the manifold absolute pressure sensor. <Ref. to FU(H4SO)-27, Manifold Absolute Pressure Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Q: DTC P0108 MANIFOLD ABSOLUTE PRESSURE/BAROMETRIC PRESSURE CIRCUIT HIGH INPUT

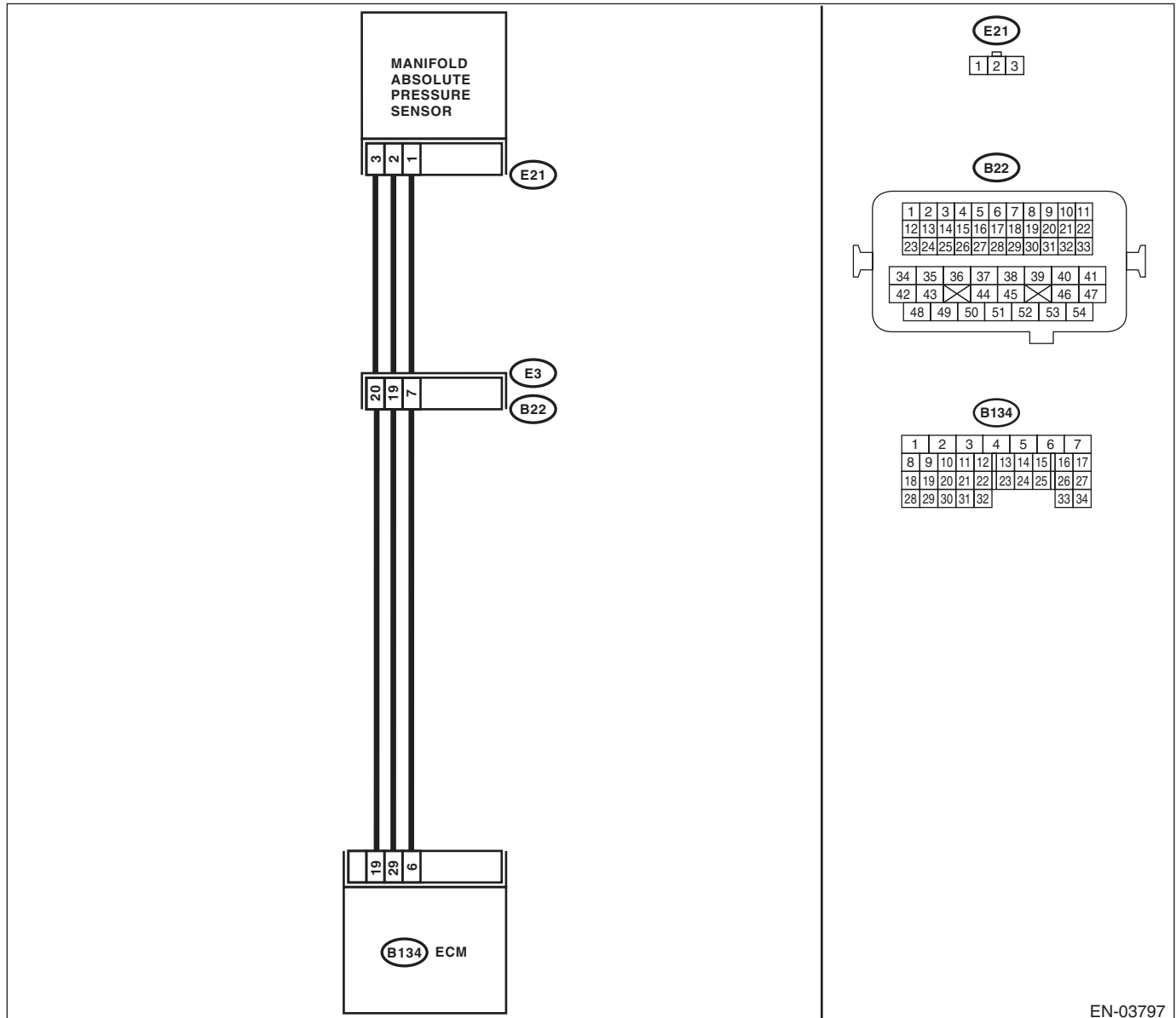
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-35, DTC P0108 MANIFOLD ABSOLUTE PRESSURE/BAROMETRIC PRESSURE CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03797

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK CURRENT DATA. 1) Start the engine. 2) Read the data of intake manifold absolute pressure signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Is the measured value more than 119.5 kPa (896.5 mmHg, 35.29 inHg) ?	Go to step 9.	Go to step 2.
2	CHECK OUTPUT SIGNAL OF ECM. Measure the voltage between ECM connector and chassis ground. Connector & terminal (B134) No. 19 (+) — Chassis ground (-):	Is the voltage 4.5 V or more?	Go to step 3.	Repair poor contact in ECM connector.
3	CHECK INPUT SIGNAL OF ECM. Measure the voltage between ECM connector and chassis ground. Connector & terminal (B134) No. 29 (+) — Chassis ground (-):	Is the voltage less than 0.2 V?	Go to step 5.	Go to step 4.
4	CHECK INPUT SIGNAL FOR ECM (USING SUBARU SELECT MONITOR). Read the data of atmospheric absolute pressure signal using Subaru Select Monitor. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.>	Is the measured value more than 13.3 kPa (100 mmHg, 3.94 inHg) when shaking the ECM harness and connector?	Repair poor contact in ECM connector.	Go to step 5.
5	CHECK HARNESS BETWEEN ECM AND MANIFOLD ABSOLUTE PRESSURE SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from manifold absolute pressure sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between manifold absolute pressure sensor connector and engine ground. Connector & terminal (E21) No. 3 (+) — Engine ground (-):	Is the voltage 4.5 V or more?	Go to step 6.	Repair the open circuit of harness between ECM and manifold absolute pressure sensor connector.
6	CHECK HARNESS BETWEEN ECM AND MANIFOLD ABSOLUTE PRESSURE SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance of harness between ECM and manifold absolute pressure sensor connector. Connector & terminal (B134) No. 29 — (E21) No. 2:	Is the resistance less than 1 Ω?	Go to step 7.	Repair the open circuit of harness between ECM and manifold absolute pressure sensor connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
7 CHECK HARNESS BETWEEN ECM AND MANIFOLD ABSOLUTE PRESSURE SENSOR CONNECTOR. Measure the resistance of harness between ECM and manifold absolute pressure sensor connector. Connector & terminal (B134) No. 6 — (E21) No. 1:	Is the resistance less than 1 Ω ?	Go to step 8.	Repair the open circuit of harness between ECM and manifold absolute pressure sensor connector.
8 CHECK POOR CONTACT. Check poor contact of manifold absolute pressure sensor connector.	Is there poor contact in manifold absolute pressure sensor connector?	Repair the poor contact of manifold absolute pressure sensor connector.	Replace the manifold absolute pressure sensor. <Ref. to FU(H4SO)-27, Manifold Absolute Pressure Sensor.>
9 CHECK HARNESS BETWEEN ECM AND MANIFOLD ABSOLUTE PRESSURE SENSOR CONNECTOR. 1) Turn the ignition switch to OFF and Subaru Select Monitor or the general scan tool switch to OFF. 2) Disconnect the connector from manifold absolute pressure sensor. 3) Turn the ignition switch to ON, and the Subaru Select Monitor or general scan tool power switch to ON. 4) Read the data of intake manifold absolute pressure signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Is the measured value more than 119.5 kPa (896.5 mmHg, 35.29 inHg) ?	Repair the battery short circuit of harness between ECM and manifold absolute pressure sensor connector.	Replace the manifold absolute pressure sensor. <Ref. to FU(H4SO)-27, Manifold Absolute Pressure Sensor.>

ENGINE (DIAGNOSTICS)

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step		Check	Yes	No
1	CHECK ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-67, List of Diagnostic Trouble Code (DTC).> NOTE: In this case, it is not necessary to inspect DTC P0111.	Replace the intake air temperature sensor. <Ref. to FU(H4SO)-28, Mass Air Flow and Intake Air Temperature Sensor.>

S: DTC P0112 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT LOW

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-39, DTC P0112 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

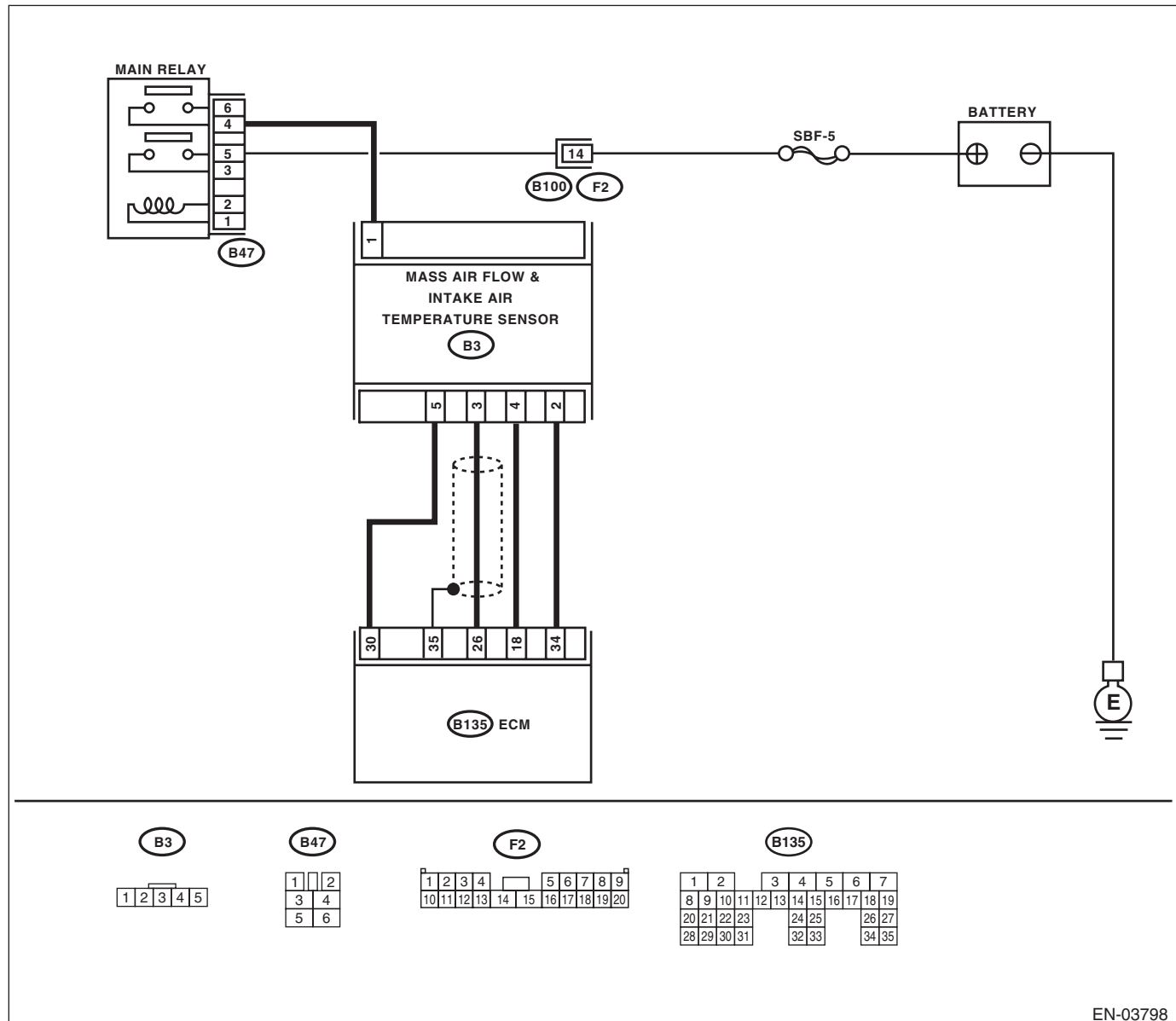
TROUBLE SYMPTOM:

- Erroneous idling
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03798

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK CURRENT DATA. 1) Start the engine. 2) Read the data of intake air temperature sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Is the intake air temperature above 120°C (248°F) ?	Go to step 2.	Repair the poor contact. NOTE: In this case, repair the following item: • Poor contact in intake air temperature sensor • Poor contact in ECM • Poor contact in coupling connector • Poor contact in joint connector
2	CHECK HARNESS BETWEEN INTAKE AIR TEMPERATURE SENSOR AND ECM CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from intake air temperature sensor. 3) Turn the ignition switch to ON. 4) Read the data of intake air temperature sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Is the intake air temperature less than -40°C (-40°F) ?	Replace the intake air temperature sensor. <Ref. to FU(H4SO)-28, Mass Air Flow and Intake Air Temperature Sensor.>	Repair the ground short circuit of harness between intake air temperature sensor and ECM connector.

T: DTC P0113 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT HIGH

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-41, DTC P0113 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

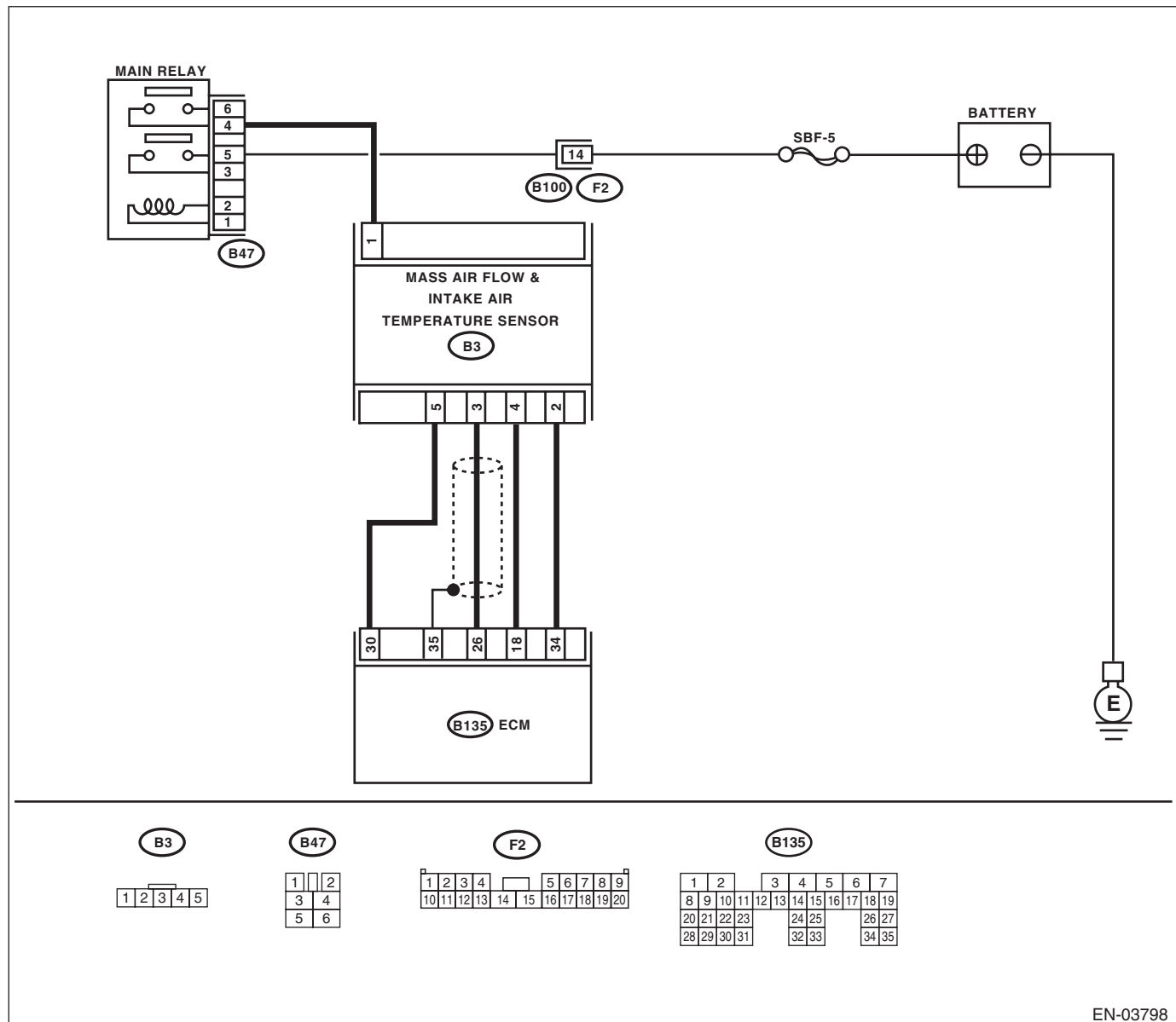
TROUBLE SYMPTOM:

- Erroneous idling
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03798

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK CURRENT DATA. 1) Start the engine. 2) Read the data of intake air temperature sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Is the intake air temperature less than -40°C (-40°F) ?	Go to step 2.	Repair the poor contact. NOTE: In this case, repair the following item: • Poor contact in intake air temperature sensor • Poor contact in ECM • Poor contact in coupling connector • Poor contact in joint connector
2	CHECK HARNESS BETWEEN INTAKE AIR TEMPERATURE SENSOR AND ECM CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from intake air temperature sensor. 3) Measure the voltage between intake air temperature sensor connector and engine ground. Connector & terminal (B3) No. 4 (+) — Engine ground (-):	Is the voltage 10 V or more?	Repair the battery short circuit of harness between intake air temperature sensor and ECM connector.	Go to step 3.
3	CHECK HARNESS BETWEEN INTAKE AIR TEMPERATURE SENSOR AND ECM CONNECTOR. 1) Turn the ignition switch to ON. 2) Measure the voltage between intake air temperature sensor connector and engine ground. Connector & terminal (B3) No. 4 (+) — Engine ground (-):	Is the voltage 10 V or more?	Repair the battery short circuit of harness between intake air temperature sensor and ECM connector.	Go to step 4.
4	CHECK HARNESS BETWEEN INTAKE AIR TEMPERATURE SENSOR AND ECM CONNECTOR. Measure the voltage between intake air temperature sensor connector and engine ground. Connector & terminal (B3) No. 4 (+) — Engine ground (-):	Is the voltage 3 V or more?	Go to step 5.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between intake air temperature sensor and ECM connector • Poor contact in intake air temperature sensor • Poor contact in ECM • Poor contact in coupling connector • Poor contact in joint connector

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
5 CHECK HARNESS BETWEEN INTAKE AIR TEMPERATURE SENSOR AND ECM CONNECTOR. 1) Turn the ignition switch to OFF. 2) Measure the resistance of harness between intake air temperature sensor connector and engine ground. Connector & terminal (B3) No. 5 — Engine ground:	Is the resistance less than 5 Ω ?	Replace the intake air temperature sensor. <Ref. to FU(H4SO)-28, Mass Air Flow and Intake Air Temperature Sensor.>	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between intake air temperature sensor and ECM connector • Poor contact in intake air temperature sensor • Poor contact in ECM • Poor contact in coupling connector • Poor contact in joint connector

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

U: DTC P0117 ENGINE COOLANT TEMPERATURE CIRCUIT LOW

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-43, DTC P0117 ENGINE COOLANT TEMPERATURE CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

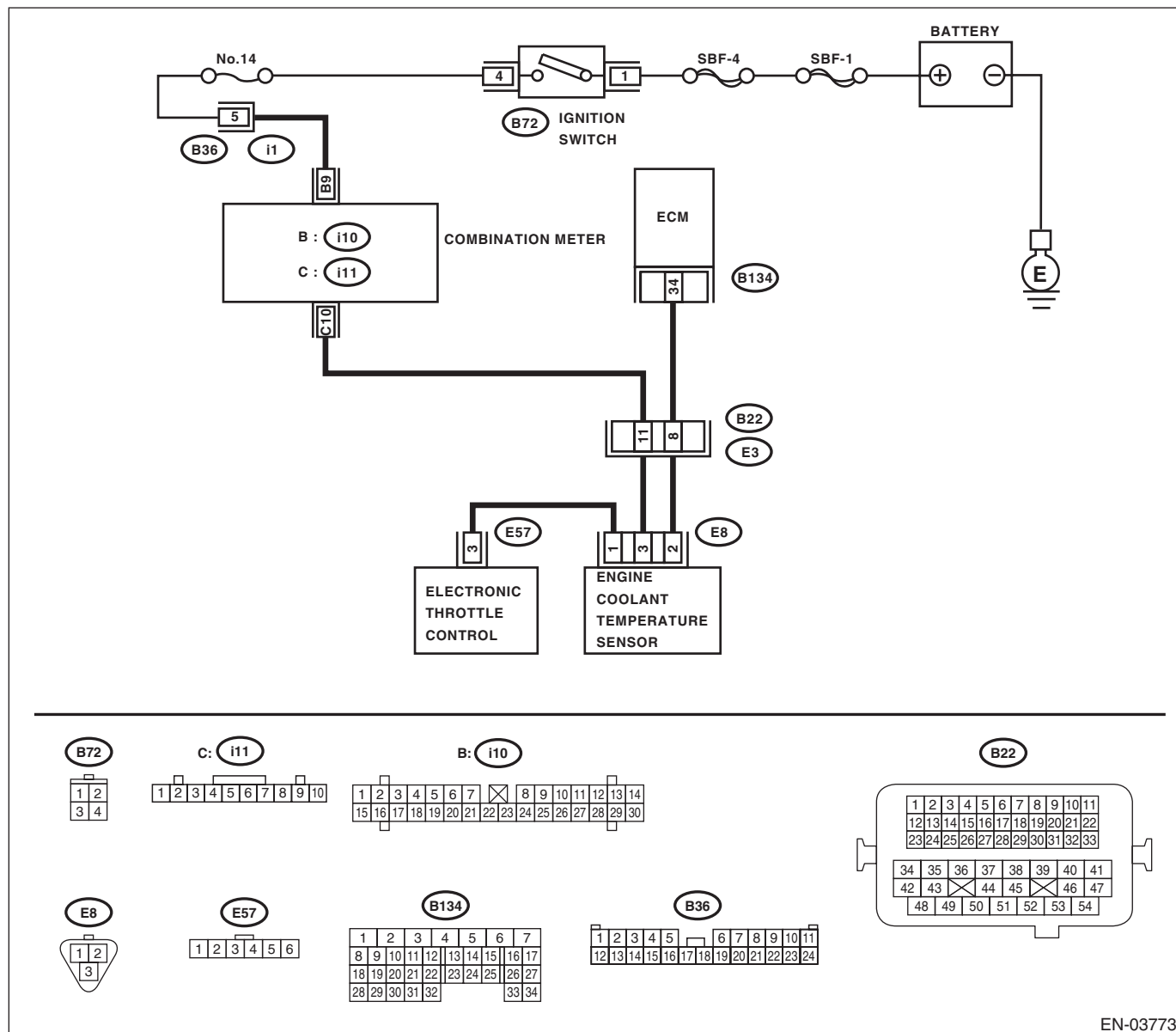
TROUBLE SYMPTOM:

- Hard to start
- Erroneous idling
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03773

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK CURRENT DATA. 1) Start the engine. 2) Read the data of engine coolant temperature sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Is the engine coolant temperature above 150°C (302°F) ?	Go to step 2.	Repair the poor contact. NOTE: In this case, repair the following item: • Poor contact in engine coolant temperature sensor • Poor contact in ECM • Poor contact in coupling connector • Poor contact in joint connector
2	CHECK HARNESS BETWEEN ENGINE COOLANT TEMPERATURE SENSOR AND ECM CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the engine coolant temperature sensor. 3) Turn the ignition switch to ON. 4) Read the data of engine coolant temperature sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Is the engine coolant temperature less than -40°C (-40°F) ?	Replace the engine coolant temperature sensor. <Ref. to FU(H4SO)-22, Engine Coolant Temperature Sensor.>	Repair the ground short circuit of harness between engine coolant temperature sensor and ECM connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

V: DTC P0118 ENGINE COOLANT TEMPERATURE CIRCUIT HIGH

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-45, DTC P0118 ENGINE COOLANT TEMPERATURE CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

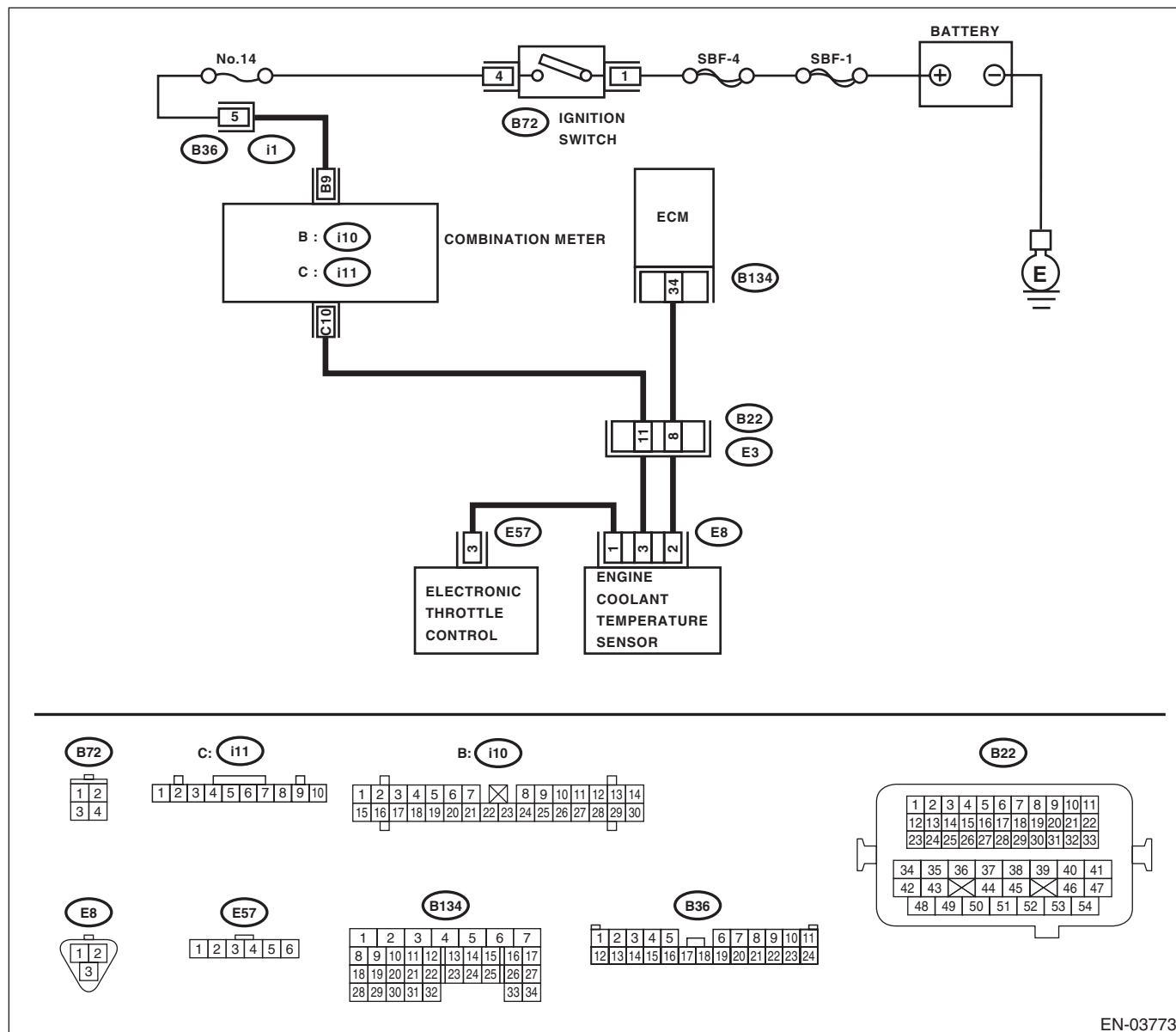
TROUBLE SYMPTOM:

- Hard to start
- Erroneous idling
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03773

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK CURRENT DATA. 1) Start the engine. 2) Read the data of engine coolant temperature sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Is the engine coolant temperature less than -40°C (-40°F) ?	Go to step 2.	Repair the poor contact. NOTE: In this case, repair the following item: • Poor contact in engine coolant temperature sensor • Poor contact in ECM • Poor contact in coupling connector • Poor contact in joint connector
2	CHECK HARNESS BETWEEN ENGINE COOLANT TEMPERATURE SENSOR AND ECM CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the engine coolant temperature sensor. 3) Measure the voltage between engine coolant temperature sensor connector and engine ground. Connector & terminal (E8) No. 2 (+) — Engine ground (-):	Is the voltage 10 V or more?	Repair the battery short circuit of harness between ECM and engine coolant temperature sensor connector.	Go to step 3.
3	CHECK HARNESS BETWEEN ENGINE COOLANT TEMPERATURE SENSOR AND ECM CONNECTOR. 1) Turn the ignition switch to ON. 2) Measure the voltage between engine coolant temperature sensor connector and engine ground. Connector & terminal (E8) No. 2 (+) — Engine ground (-):	Is the voltage 10 V or more?	Repair the battery short circuit of harness between ECM and engine coolant temperature sensor connector.	Go to step 4.
4	CHECK HARNESS BETWEEN ENGINE COOLANT TEMPERATURE SENSOR AND ECM CONNECTOR. Measure the voltage between engine coolant temperature sensor connector and engine ground. Connector & terminal (E8) No. 2 (+) — Engine ground (-):	Is the voltage 4 V or more?	Go to step 5.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and engine coolant temperature sensor connector • Poor contact in engine coolant temperature sensor connector • Poor contact in ECM connector • Poor contact in coupling connector • Poor contact in joint connector

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
5 CHECK HARNESS BETWEEN ENGINE COOLANT TEMPERATURE SENSOR AND ECM CONNECTOR. 1) Turn the ignition switch to OFF. 2) Measure the resistance of harness between engine coolant temperature sensor connector and engine ground. Connector & terminal (E8) No. 3 — Engine ground:	Is the resistance less than 5 Ω ?	Replace the engine coolant temperature sensor. <Ref. to FU(H4SO)-22, Engine Coolant Temperature Sensor.>	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and engine coolant temperature sensor connector • Poor contact in engine coolant temperature sensor connector • Poor contact in ECM connector • Poor contact in coupling connector • Poor contact in joint connector

ENGINE (DIAGNOSTICS)

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK SENSOR OUTPUT. 1) Turn the ignition switch to ON. 2) Read the data of main throttle sensor signal using Subaru Select Monitor.	Is the voltage 0.4 V or more?	Go to step 2.	Go to step 3.
2	CHECK POOR CONTACT. Check poor contact in connector between ECM and electronic throttle control.	Is there poor contact in connector between ECM and electronic throttle control?	Repair the poor contact.	Temporary poor contact occurred, but it is normal at present.
3	CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Disconnect the connectors from electronic throttle control. 4) Measure the resistance between ECM connector and electronic throttle control connector. Connector & terminal (B134) No. 18 — (E57) No. 6: (B134) No. 19 — (E57) No. 5:	Is the resistance less than 1 Ω ?	Go to step 4.	Repair the open circuit of harness connector.
4	CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. Measure the resistance between ECM connector and chassis ground. Connector & terminal (B134) No. 18 — Chassis ground: (B134) No. 19 — Chassis ground:	Is the resistance 1 M Ω or more?	Go to step 5.	Repair the chassis short circuit of harness.
5	CHECK POWER SUPPLY OF ELECTRONIC THROTTLE CONTROL. 1) Connect the ECM connector. 2) Turn the ignition switch to ON. 3) Measure the voltage between electronic throttle control connector and engine ground. Connector & terminal (E57) No. 5 (+) — Engine ground (-):	Is the voltage 4.5 — 5.5 V?	Go to step 6.	Repair poor contact in ECM connector.
6	CHECK SHORT CIRCUIT INSIDE THE ECM. 1) Turn the ignition switch to OFF. 2) Measure the resistance between electronic throttle control connector and engine ground. Connector & terminal (E57) No. 6 — Engine ground:	Is the resistance 10 Ω or more?	Repair the poor contact of electronic throttle control connector. Replace the accelerator pedal position sensor if defective.	Repair poor contact in ECM connector.

ENGINE (DIAGNOSTICS)

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK SENSOR OUTPUT. 1) Turn the ignition switch to ON. 2) Read the data of main throttle sensor signal using Subaru Select Monitor.	Is the voltage less than 4.63 V?	Go to step 2.	Go to step 3.
2	CHECK POOR CONTACT. Check poor contact in connector between ECM and electronic throttle control.	Is there poor contact in connector between ECM and electronic throttle control?	Repair the poor contact.	Temporary poor contact occurred, but it is normal at present.
3	CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Disconnect the connectors from electronic throttle control. 4) Measure the resistance between ECM connector and electronic throttle control connector. Connector & terminal (B134) No. 18 — (E57) No. 6: (B134) No. 29 — (E57) No. 3:	Is the resistance less than 1 Ω ?	Go to step 4.	Repair the open circuit of harness connector.
4	CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Connect the ECM connector. 2) Measure the resistance between electronic throttle control connector and engine ground. Connector & terminal (E57) No. 3 — Engine ground:	Is the resistance less than 5 Ω ?	Go to step 5.	Repair poor contact in ECM connector.
5	CHECK SENSOR OUTPUT POWER SUPPLY. Measure the voltage between electronic throttle control connector and engine ground. Connector & terminal (E57) No. 6 (+) — Engine ground (-):	Is the voltage less than 10 V?	Replace the electronic throttle control. <Ref. to FU(H4SO)-12, Throttle Body.>	Repair the battery short circuit of harness between ECM connector and electronic throttle control connector.

Y: DTC P0125 INSUFFICIENT COOLANT TEMPERATURE FOR CLOSED LOOP FUEL CONTROL

DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-51, DTC P0125 INSUFFICIENT COOLANT TEMPERATURE FOR CLOSED LOOP FUEL CONTROL, Diagnostic Trouble Code (DTC) Detecting Criteria.>

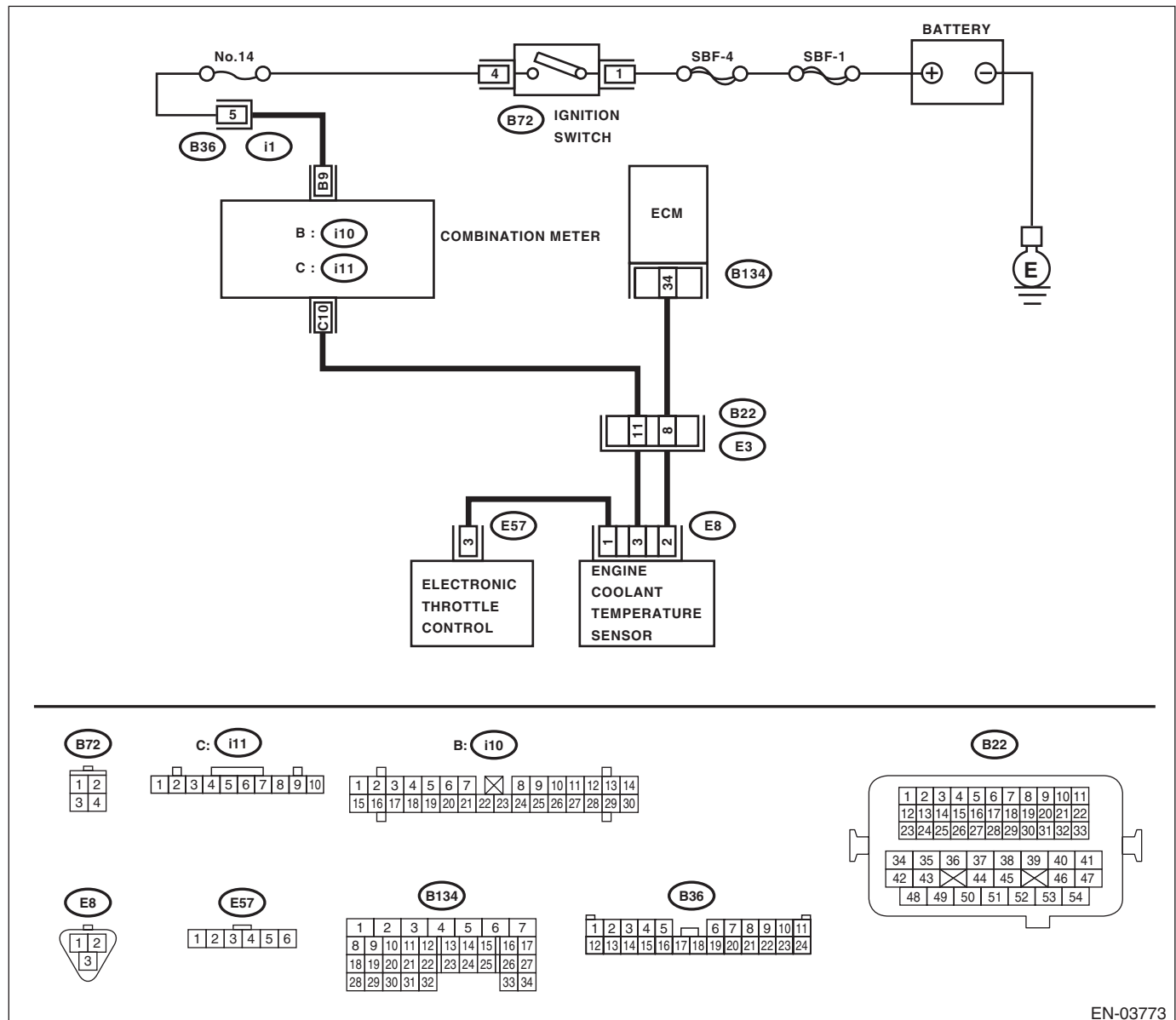
TROUBLE SYMPTOM:

Engine does not return to idle.

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03773

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step		Check	Yes	No
1	CHECK ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-67, List of Diagnostic Trouble Code (DTC).> NOTE: In this case, it is not necessary to inspect DTC P0125.	Go to step 2.
2	CHECK THERMOSTAT.	Does the thermostat remain opened?	Replace the thermostat. <Ref. to CO(H4SO)-25, Thermostat.>	Replace the engine coolant temperature sensor. <Ref. to FU(H4SO)-22, Engine Coolant Temperature Sensor.>

Z: DTC P0126 INSUFFICIENT ENGINE COOLANT TEMPERATURE FOR STABLE OPERATION

DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-53, DTC P0126 INSUFFICIENT ENGINE COOLANT TEMPERATURE FOR STABLE OPERATION, Diagnostic Trouble Code (DTC) Detecting Criteria.>

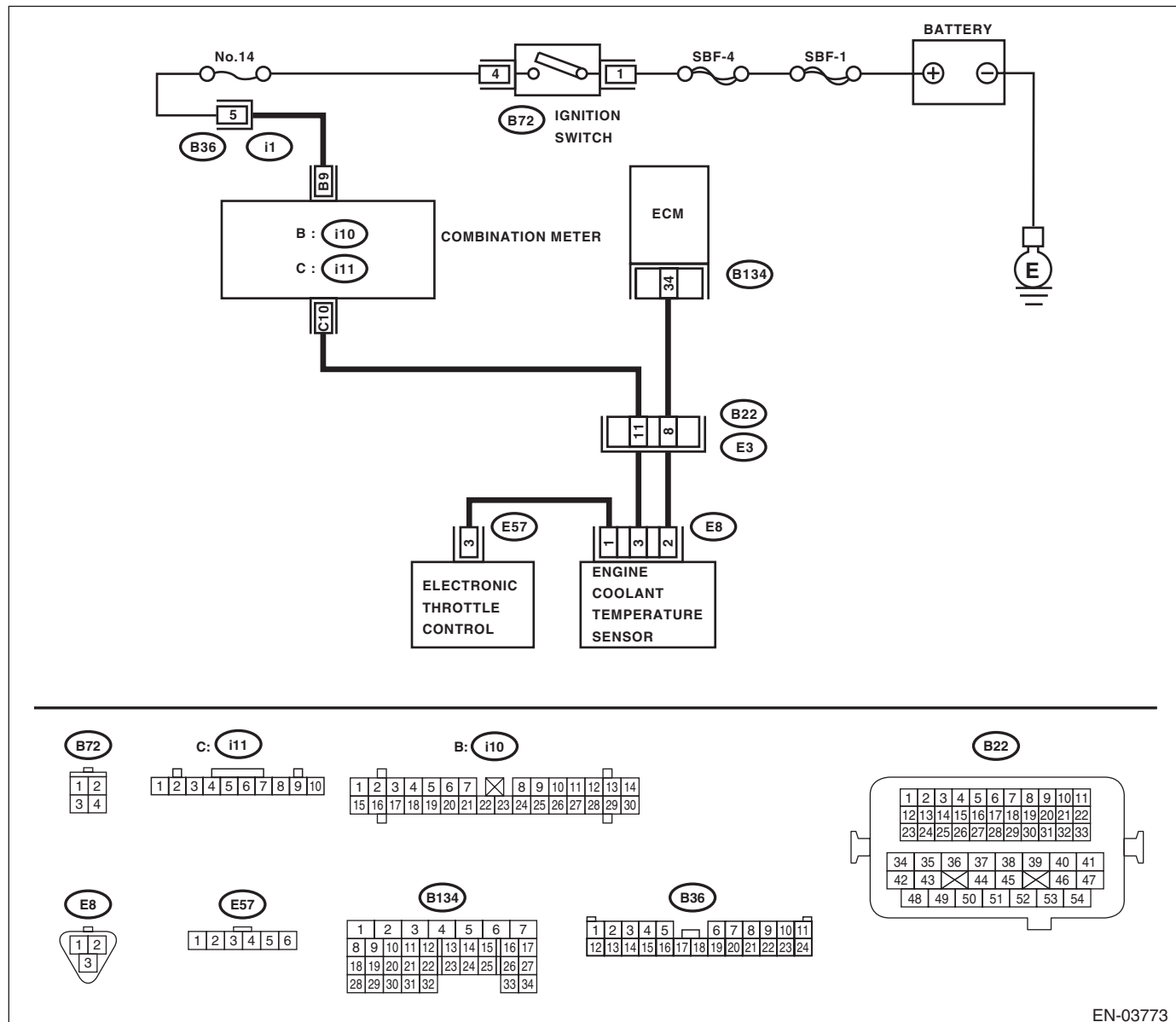
TROUBLE SYMPTOM:

Engine does not return to idle.

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03773

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step		Check	Yes	No
1	CHECK ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-67, List of Diagnostic Trouble Code (DTC).>	Go to step 2.
2	CHECK ENGINE COOLANT TEMPERATURE SENSOR. Measure the resistance between engine coolant temperature sensor terminals when engine is cold and warm up. Terminals No. 1 — No. 2:	Does the resistance change when engine is cold and warm up?	Repair poor contact in ECM connector.	Replace the engine coolant temperature sensor. <Ref. to FU(H4SO)-22, Engine Coolant Temperature Sensor.>

AA:DTC P0128 COOLANT THERMOSTAT (ENGINE COOLANT TEMPERATURE BELOW THERMOSTAT REGULATING TEMPERATURE)**DTC DETECTING CONDITION:**

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-55, DTC P0128 COOLANT THERMOSTAT (ENGINE COOLANT TEMPERATURE BELOW THERMOSTAT REGULATING TEMPERATURE), Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

Thermostat remains open.

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

Step	Check	Yes	No
1 CHECK VEHICLE CONDITION.	Was the vehicle driven or idled with the engine partially submerged under water?	In this case, it is not necessary to inspect DTC P0128.	Go to step 2.
2 CHECK ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-67, List of Diagnostic Trouble Code (DTC).>	Go to step 3.
3 CHECK ENGINE COOLANT.	Are the coolant level and mixture ratio of engine coolant to anti-freeze solution correct?	Go to step 4.	Replace the engine coolant. <Ref. to CO(H4SO)-18, REPLACEMENT, Engine Coolant.>
4 CHECK RADIATOR FAN. 1) Start the engine. 2) Check radiator fan operation.	Does the radiator fan continuously rotate for more than 3 minutes during idling?	Repair radiator fan circuit. <Ref. to CO(H4SO)-34, Radiator Main Fan and Fan Motor.> and <Ref. to CO(H4SO)-41, Radiator Sub Fan and Fan Motor.>	Replace the thermostat. <Ref. to CO(H4SO)-25, Thermostat.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

AB:DTC P0131 O2 SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 1)

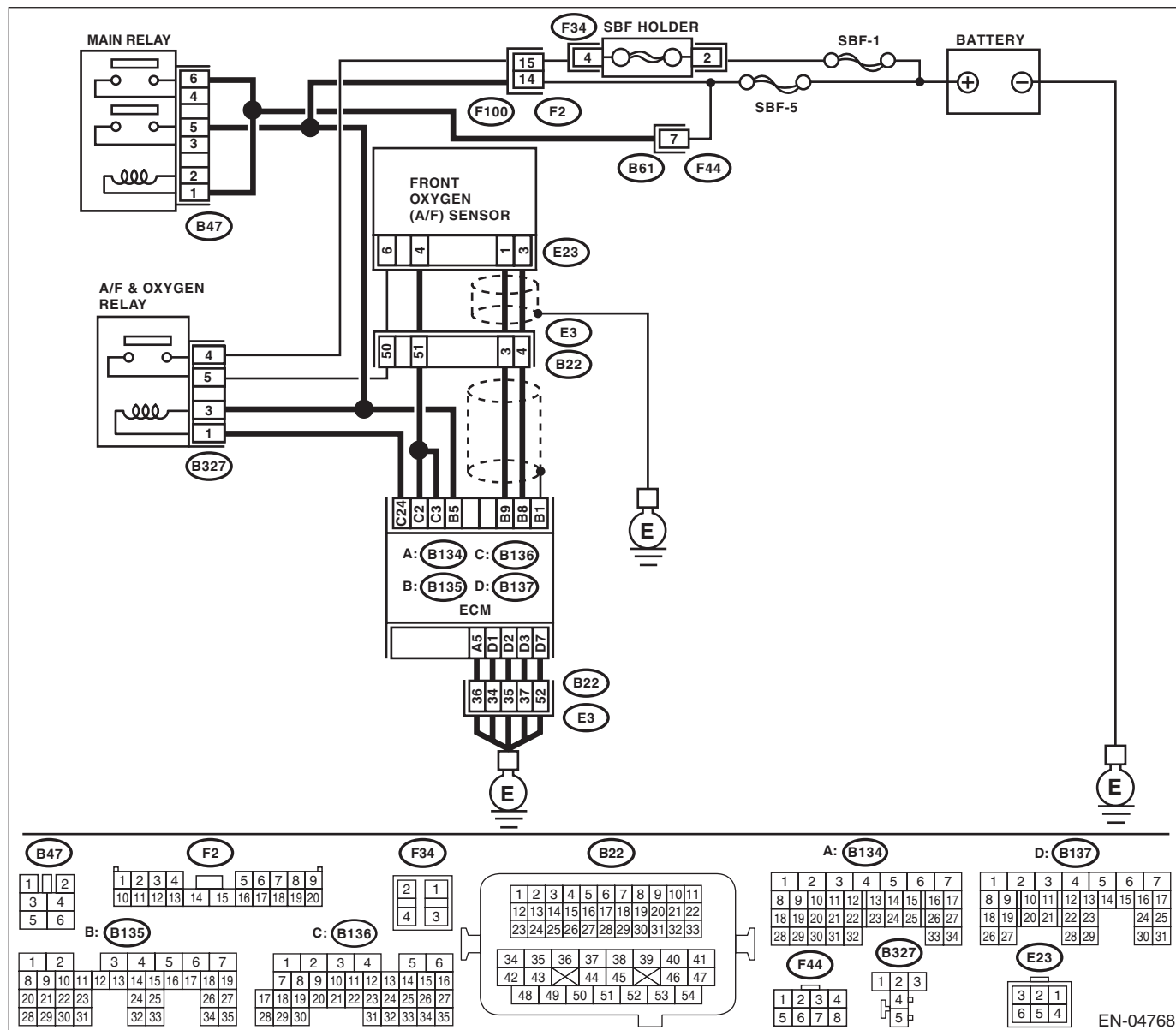
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-57, DTC P0131 O2 SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04768

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK FRONT OXYGEN (A/F) SENSOR CONNECTOR AND COUPLING CONNECTOR.	Does water enter the connector?	Dry the water thoroughly.	Go to step 2.
2	CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM and front oxygen (A/F) sensor connector. 3) Measure the resistance of harness between ECM and front oxygen (A/F) sensor connector. Connector & terminal (B135) No. 8 — Chassis ground: (B135) No. 9 — Chassis ground:	Is the resistance 1 MΩ or more?	Replace the front oxygen (A/F) sensor. <Ref. to FU(H4SO)-36, Front Oxygen (A/F) Sensor.>	Repair the ground short circuit of harness between ECM and front oxygen (A/F) sensor connector.

ENGINE (DIAGNOSTICS)

DTC DETECTING CONDITION:

- CAUTION:**

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK FRONT OXYGEN (A/F) SENSOR CONNECTOR AND COUPLING CONNECTOR.	Does water enter the connector?	Dry the water thoroughly.	Go to step 2.
2	CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR. 1) Turn the ignition switch to ON. 2) Disconnect the connector from front oxygen (A/F) sensor. 3) Measure the voltage of harness between ECM connector and chassis ground. Connector & terminal (B135) No. 8 (+) — Chassis ground (–): (B135) No. 9 (+) — Chassis ground (–):	Is the voltage 8 V or more?	Replace the front oxygen (A/F) sensor. <Ref. to FU(H4SO)-36, Front Oxygen (A/F) Sensor.>	Repair the battery short circuit of harness between ECM and front oxygen (A/F) sensor connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

AD:DTC P0133 O2 SENSOR CIRCUIT SLOW RESPONSE (BANK 1 SENSOR 1)

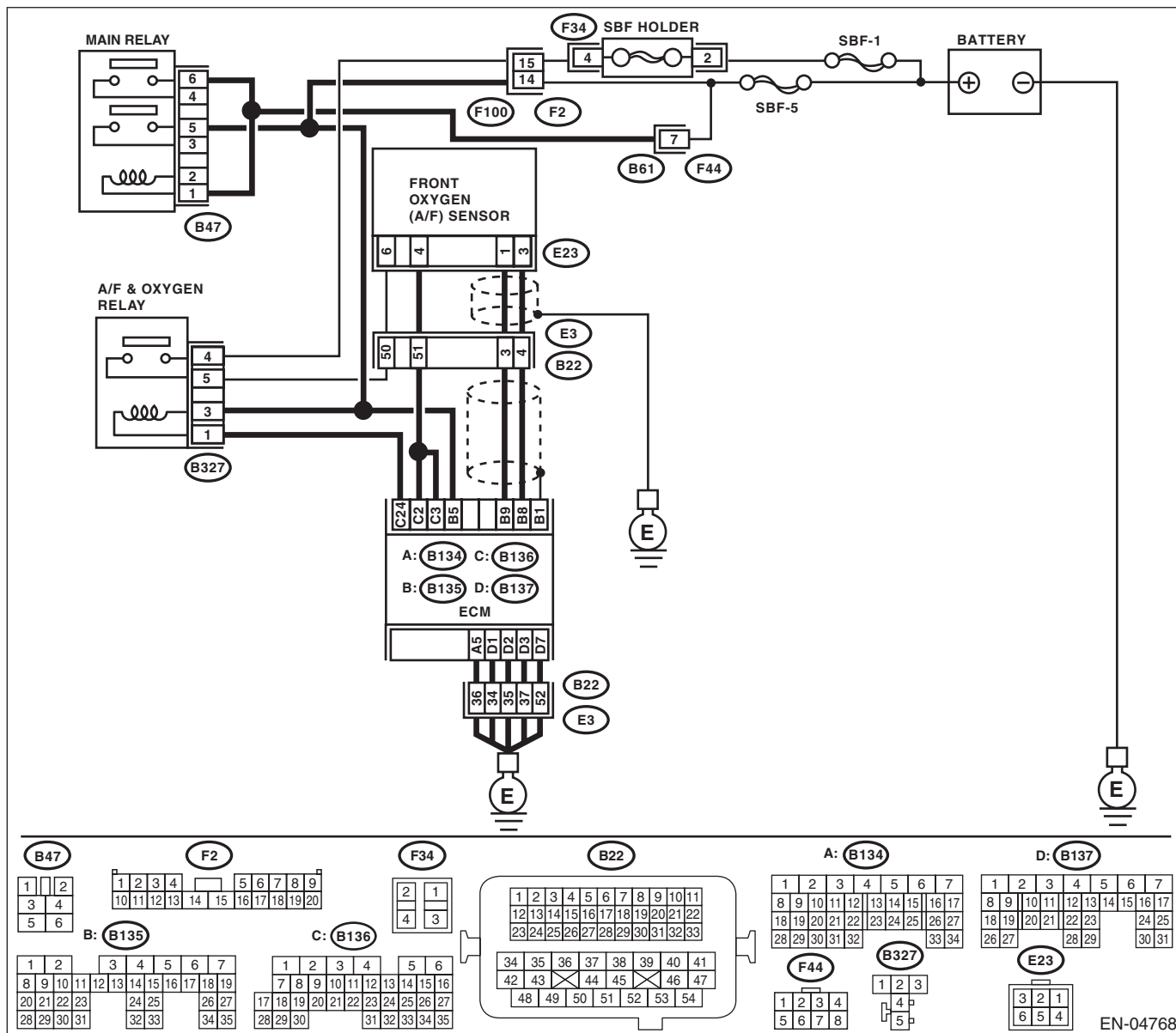
DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-61, DTC P0133 O2 SENSOR CIRCUIT SLOW RESPONSE (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-67, List of Diagnostic Trouble Code (DTC).> NOTE: In this case, it is not necessary to inspect DTC P0133.	Go to step 2.
2 CHECK EXHAUST SYSTEM. NOTE: Check the following items. • Loose installation of front portion of exhaust pipe onto cylinder heads • Loose connection between front exhaust pipe and front catalytic converter • Damage of exhaust pipe resulting in a hole	Is there any fault in exhaust system?	Repair the exhaust system.	Replace the front oxygen (A/F) sensor. <Ref. to FU(H4SO)-36, Front Oxygen (A/F) Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

AE:DTC P0134 O2 SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK 1 SENSOR 1)

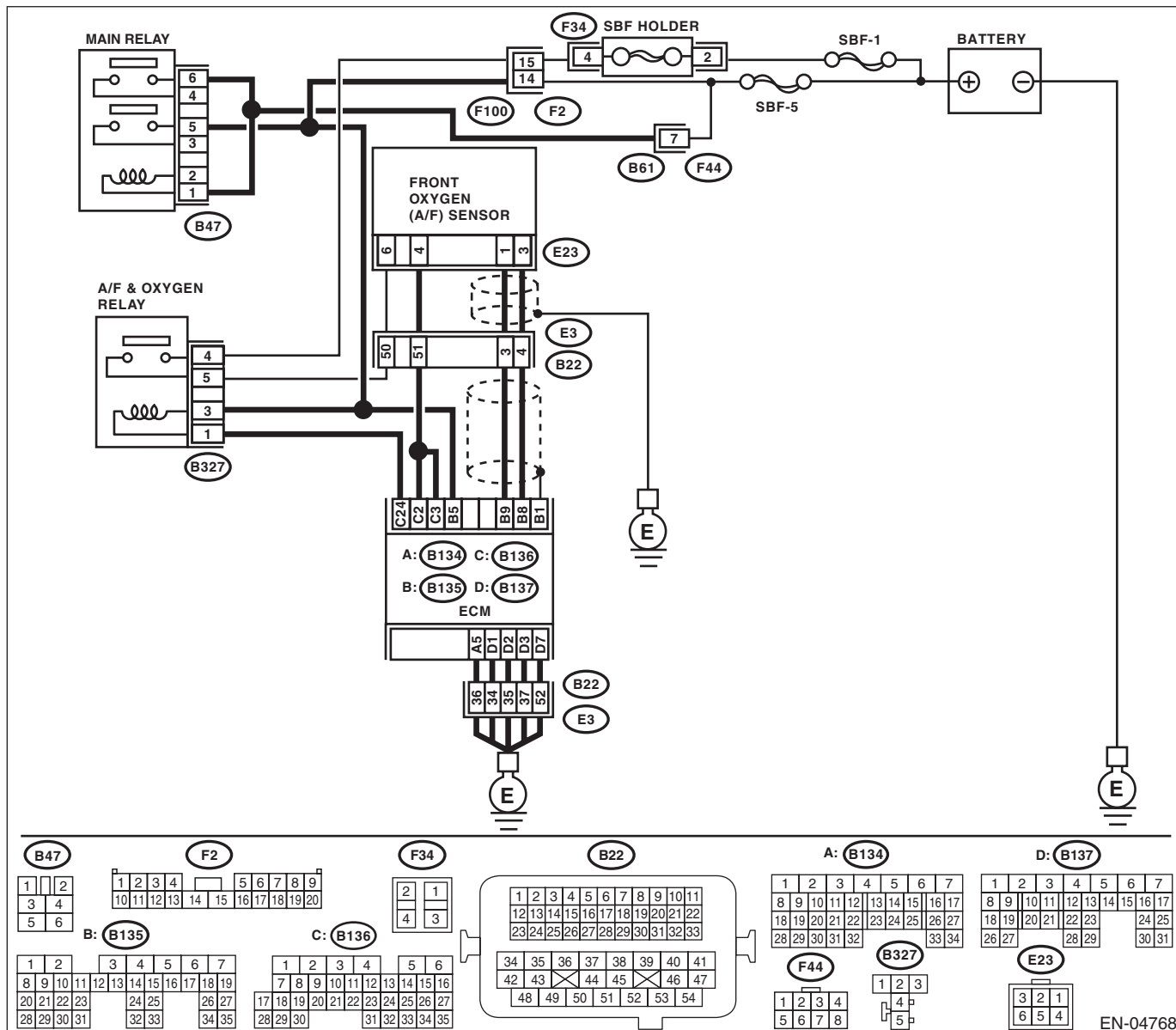
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-64, DTC P0134 O2 SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM and front oxygen (A/F) sensor connector. 3) Measure the resistance of harness between ECM and front oxygen (A/F) sensor connector. Connector & terminal (B135) No. 8 — (E23) No. 3: (B135) No. 9 — (E23) No. 1:	Is the resistance less than 1 Ω ?	Go to step 2.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit of harness between ECM and front oxygen (A/F) sensor connector • Poor contact in coupling connector
2	CHECK POOR CONTACT. Check poor contact of ECM and the front oxygen (A/F) sensor connector.	Is there poor contact in ECM or the front oxygen (A/F) sensor connector?	Repair the poor contact in ECM or the front oxygen (A/F) sensor connector.	Replace the front oxygen (A/F) sensor. <Ref. to FU(H4SO)-36, Front Oxygen (A/F) Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

AF:DTC P0137 O2 SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 2)

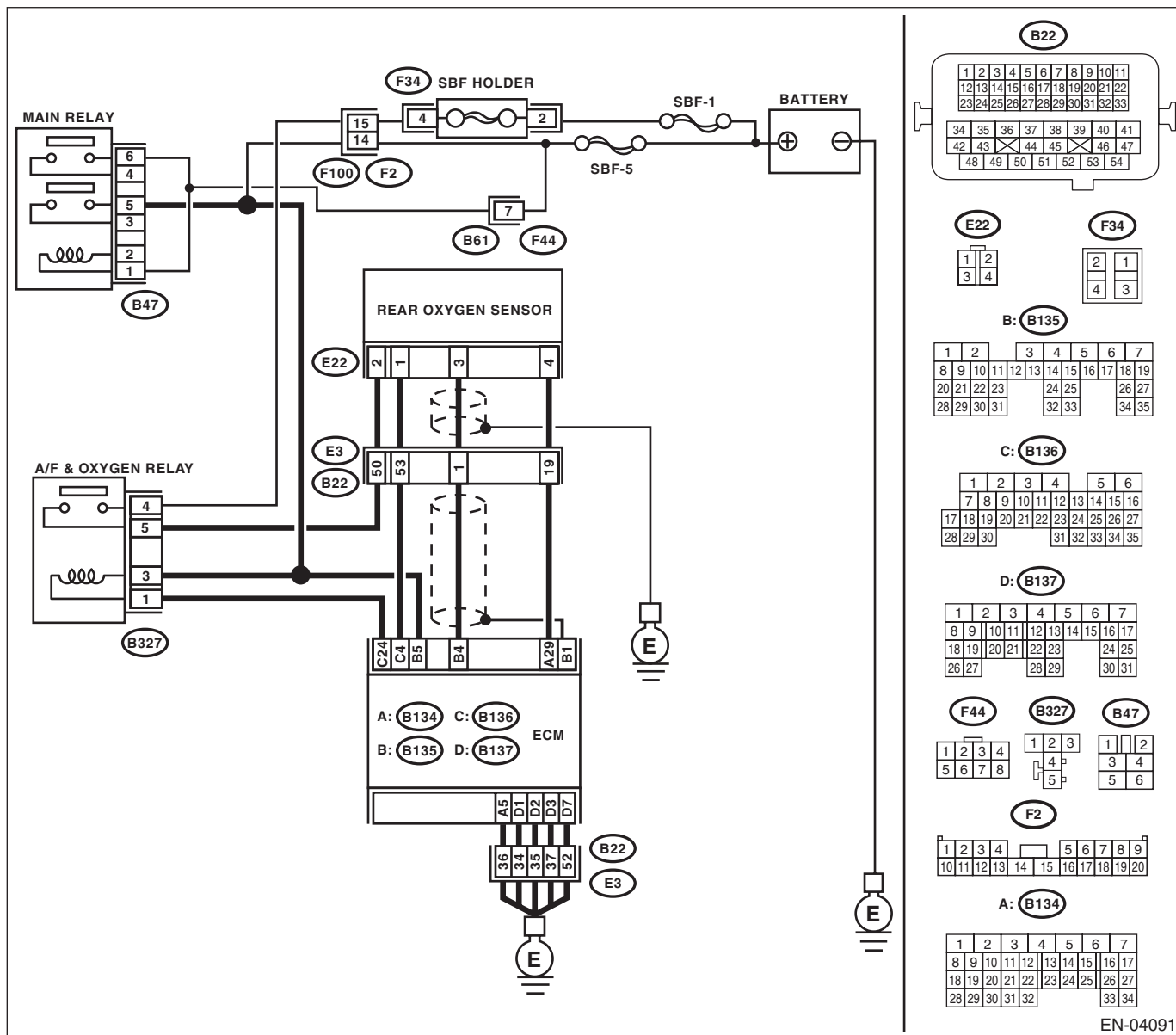
DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-66, DTC P0137 O2 SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04091

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-67, List of Diagnostic Trouble Code (DTC).> NOTE: In this case, it is not necessary to inspect DTC P0137.	Go to step 2.
2	CHECK REAR OXYGEN SENSOR DATA. 1) Warm-up the engine until engine coolant temperature is above 70°C (158°F), and keep the engine speed at 3,000 rpm. (Max. 2 minutes) 2) Read the data of rear oxygen sensor signal using Subaru Select Monitor or general scan tool. NOTE: • For MT model, depress the clutch pedal. • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Is the voltage 490 mV or more?	Go to step 6.	Go to step 3.
3	CHECK REAR OXYGEN SENSOR CONNECTOR AND COUPLING CONNECTOR.	Does water enter the connector?	Dry the water thoroughly.	Go to step 4.
4	CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM and rear oxygen sensor. 3) Measure the resistance of harness between ECM and rear oxygen sensor connector. Connector & terminal (B135) No. 4 — (E22) No. 3: (B134) No. 29 — (E22) No. 4:	Is the resistance 3 Ω or more?	Repair the open circuit of harness between ECM and rear oxygen sensor connector.	Go to step 5.
5	CHECK HARNESS BETWEEN REAR OXYGEN SENSOR AND ECM CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the rear oxygen sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between rear oxygen sensor harness connector and engine ground or chassis ground. Connector & terminal (E22) No. 3 (+) — Engine ground (-):	Is the voltage 0.2 — 0.5 V?	Replace the rear oxygen sensor. <Ref. to FU(H4SO)-38, Rear Oxygen Sensor.>	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between rear oxygen sensor and ECM connector • Poor contact in rear oxygen sensor connector • Poor contact in ECM connector

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
6	CHECK EXHAUST SYSTEM. Check exhaust system parts. NOTE: Check the following items. • Loose installation of portions • Damage (crack, hole etc.) of parts • Looseness and improper attachment of parts between front oxygen (A/F) sensor and rear oxygen sensor	Is there any fault in exhaust system?	Repair or replace faulty parts.	Replace the rear oxygen sensor. <Ref. to FU(H4SO)-38, Rear Oxygen Sensor.>

AG:DTC P0138 O2 SENSOR CIRCUIT HIGH VOLTAGE (BANK 1 SENSOR 2)

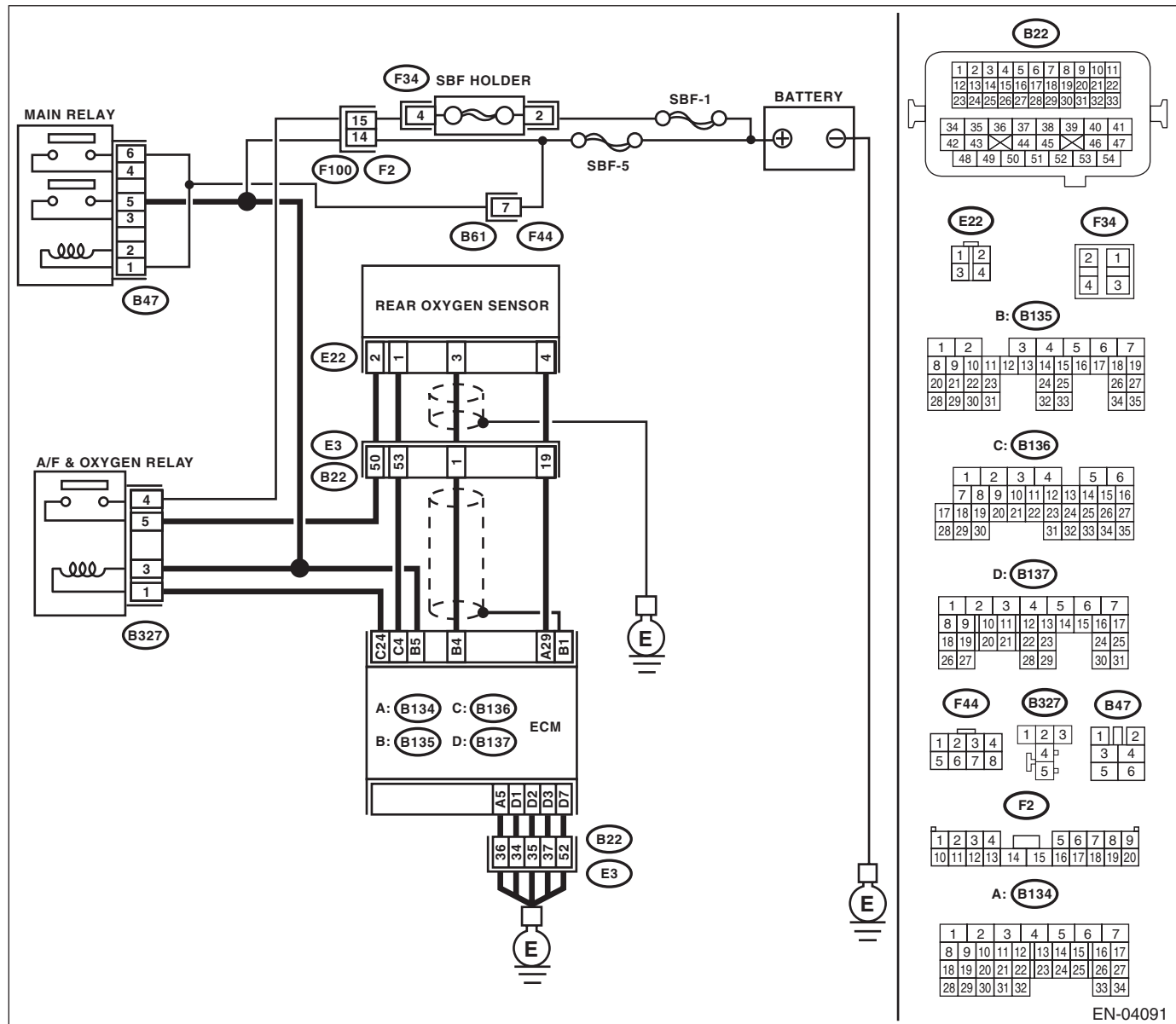
DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-69, DTC P0138 O2 SENSOR CIRCUIT HIGH VOLTAGE (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04091

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-67, List of Diagnostic Trouble Code (DTC).> NOTE: In this case, it is not necessary to inspect DTC P0138.	Go to step 2.
2	CHECK REAR OXYGEN SENSOR DATA. 1) Warm-up the engine until engine coolant temperature is above 70°C (158°F), and rapidly reduce the engine speed from 3,000 rpm. 2) Read the data of rear oxygen sensor signal using Subaru Select Monitor or general scan tool. NOTE: • For MT model, depress the clutch pedal. • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Is the voltage 250 mV or less?	Go to step 6.	Go to step 3.
3	CHECK REAR OXYGEN SENSOR CONNECTOR AND COUPLING CONNECTOR.	Does water enter the connector?	Dry the water thoroughly.	Go to step 4.
4	CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM and rear oxygen sensor. 3) Measure the resistance of harness between ECM and rear oxygen sensor connector. Connector & terminal (B135) No. 4 — (E22) No. 3: (B134) No. 29 — (E22) No. 4:	Is the resistance 3 Ω or more?	Repair the open circuit of harness between ECM and rear oxygen sensor connector.	Go to step 5.
5	CHECK HARNESS BETWEEN REAR OXYGEN SENSOR AND ECM CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the rear oxygen sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between rear oxygen sensor harness connector and engine ground or chassis ground. Connector & terminal (E22) No. 3 (+) — Engine ground (-):	Is the voltage 0.2 — 0.5 V?	Replace the rear oxygen sensor. <Ref. to FU(H4SO)-38, Rear Oxygen Sensor.>	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between rear oxygen sensor and ECM connector • Poor contact in rear oxygen sensor connector • Poor contact in ECM connector

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
6 CHECK EXHAUST SYSTEM. Check exhaust system parts. NOTE: Check the following items. • Loose installation of portions • Damage (crack, hole etc.) of parts • Looseness and improper attachment of parts between front oxygen (A/F) sensor and rear oxygen sensor	Is there any fault in exhaust system?	Repair or replace faulty parts.	Replace the rear oxygen sensor. <Ref. to FU(H4SO)-38, Rear Oxygen Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

AH:DTC P0139 O2 SENSOR CIRCUIT SLOW RESPONSE (BANK 1 SENSOR 2)

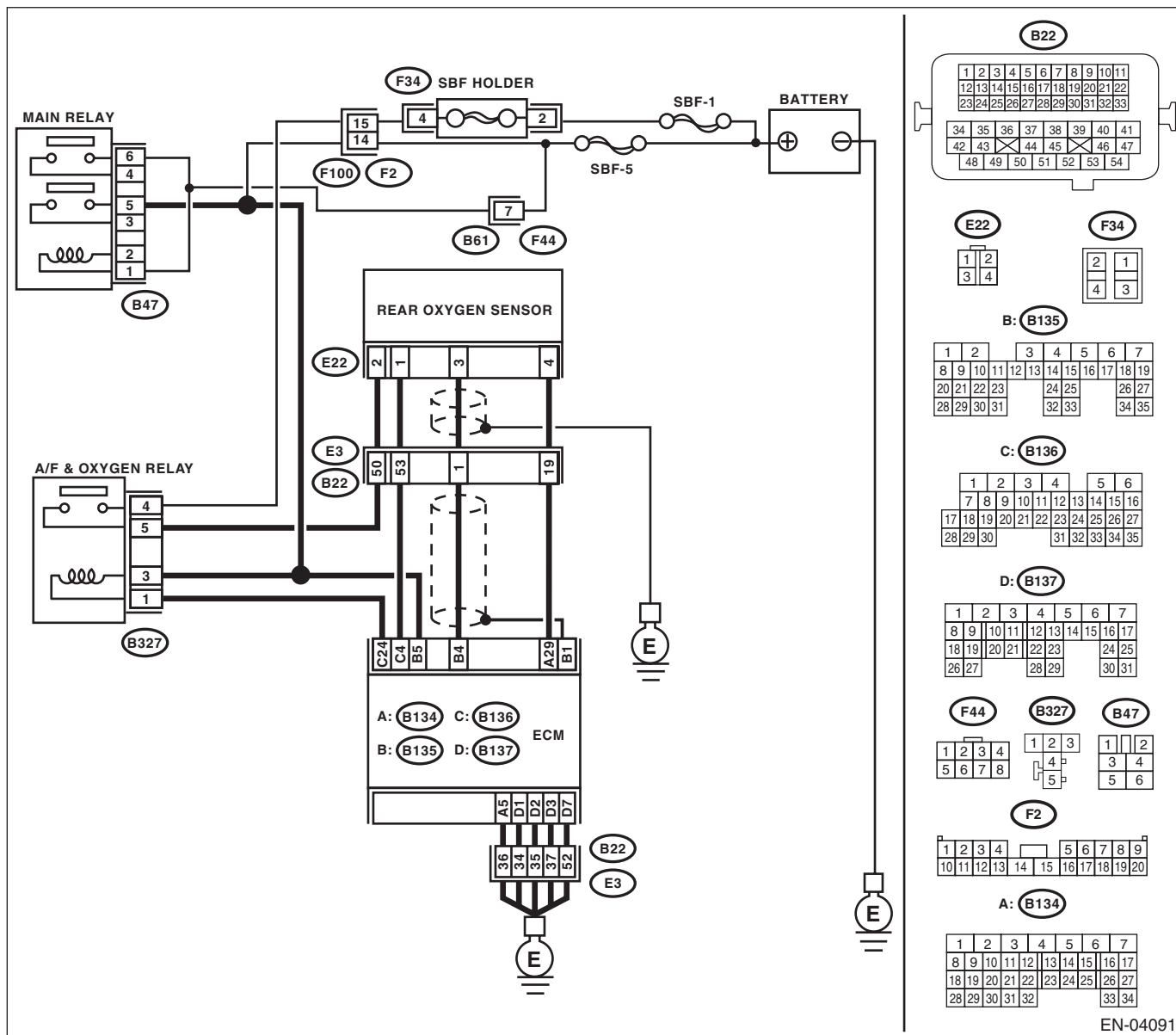
DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-70, DTC P0139 O2 SENSOR CIRCUIT SLOW RESPONSE (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-67, List of Diagnostic Trouble Code (DTC).> NOTE: In this case, it is not necessary to inspect DTC P0139.	Go to step 2.
2	CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM and rear oxygen sensor. 3) Measure the resistance of harness between ECM and rear oxygen sensor connector. Connector & terminal (B135) No. 4 — (E22) No. 3:	Is the resistance less than 1 Ω?	Go to step 3.	Repair the open circuit of harness between ECM and rear oxygen sensor connector.
3	CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR. Measure the resistance between rear oxygen sensor harness connector and chassis ground. Connector & terminal (E22) No. 3 — Chassis ground:	Is the resistance 1 MΩ or more?	Go to step 4.	Repair the chassis short circuit of harness.
4	CHECK REAR OXYGEN SENSOR. Measure the resistance between rear oxygen sensor terminals. Terminals No. 3 — No. 4:	Is the resistance less than 1 Ω?	Replace the rear oxygen sensor. <Ref. to FU(H4SO)-38, Rear Oxygen Sensor.>	Temporary poor contact occurs. Check the poor contact of connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

AI: DTC P0140 O2 SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK 1 SENSOR 2)

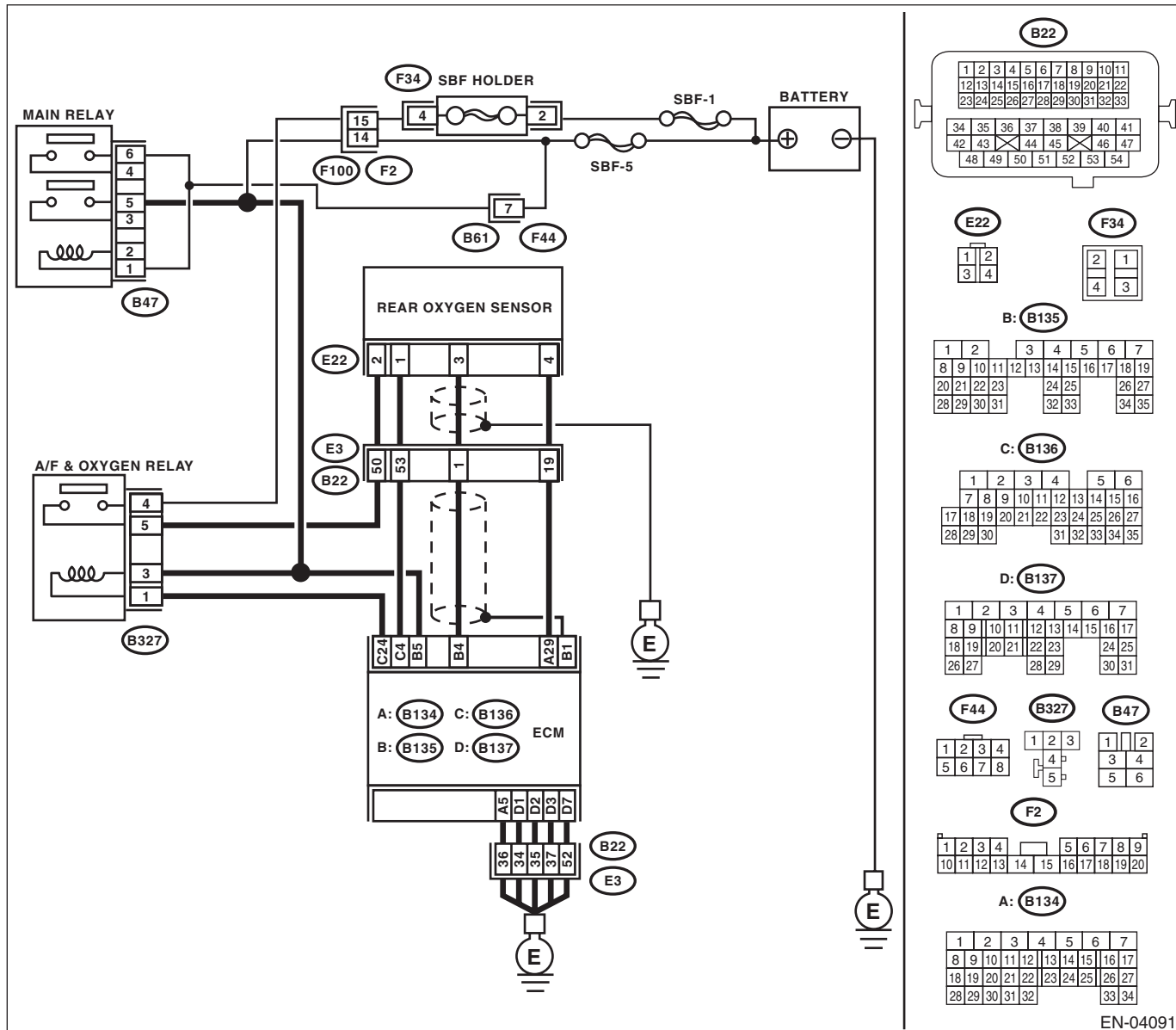
DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-75, DTC P0140 O2 SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04091

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-67, List of Diagnostic Trouble Code (DTC).> NOTE: In this case, it is not necessary to inspect DTC P0140.	Go to step 2.
2	CHECK REAR OXYGEN SENSOR DATA. 1) Warm-up the engine until engine coolant temperature is above 70°C (158°F), and keep the engine speed at 3,000 rpm. (Max. 2 minutes) 2) Read the data of rear oxygen sensor signal using Subaru Select Monitor or general scan tool. NOTE: • For MT model, depress the clutch pedal. • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Is the voltage 490 mV or more?	Go to step 7.	Go to step 3.
3	CHECK REAR OXYGEN SENSOR DATA. 1) Warm-up the engine until engine coolant temperature is above 70°C (158°F), and rapidly reduce the engine speed from 3,000 rpm. 2) Read the data of rear oxygen sensor signal using Subaru Select Monitor or general scan tool. NOTE: • For MT model, depress the clutch pedal. • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Is the voltage 250 mV or less?	Go to step 7.	Go to step 4.
4	CHECK REAR OXYGEN SENSOR CONNECTOR AND COUPLING CONNECTOR.	Does water enter the connector?	Dry the water thoroughly.	Go to step 5.
5	CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM and rear oxygen sensor. 3) Measure the resistance of harness between ECM and rear oxygen sensor connector. Connector & terminal (B135) No. 4 — (E22) No. 3: (B134) No. 29 — (E22) No. 4:	Is the resistance 3 Ω or more?	Repair the open circuit of harness between ECM and rear oxygen sensor connector.	Go to step 6.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
6 CHECK HARNESS BETWEEN REAR OXY-GEN SENSOR AND ECM CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the rear oxygen sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between rear oxygen sensor harness connector and chassis ground. Connector & terminal (E22) No. 3 (+) — Chassis ground (-):	Is the voltage 0.2 — 0.5 V?	Replace the rear oxygen sensor. <Ref. to FU(H4SO)-38, Rear Oxygen Sensor.>	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between rear oxygen sensor and ECM connector • Poor contact in rear oxygen sensor connector • Poor contact in ECM connector
7 CHECK EXHAUST SYSTEM. Check exhaust system parts. NOTE: Check the following items. • Looseness and improper attachment of exhaust system parts • Damage (crack, hole etc.) of parts • Looseness and improper attachment of parts between front oxygen (A/F) sensor and rear oxygen sensor	Is there any fault in exhaust system?	Repair or replace faulty parts.	Replace the rear oxygen sensor. <Ref. to FU(H4SO)-38, Rear Oxygen Sensor.>

AJ:DTC P0171 SYSTEM TOO LEAN (BANK 1)

Refer to DTC P0172 for diagnostic procedure. <Ref. to EN(H4SO)(diag)-153, DTC P0172 SYSTEM TOO RICH (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

AK:DTC P0172 SYSTEM TOO RICH (BANK 1)**DTC DETECTING CONDITION:**

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-79, DTC P0172 SYSTEM TOO RICH (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Erroneous idling
- Engine stalls.
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

Step	Check	Yes	No
1 CHECK EXHAUST SYSTEM.	Are there holes or loose bolts on exhaust system?	Repair the exhaust system.	Go to step 2.
2 CHECK AIR INTAKE SYSTEM.	Are there holes, loose bolts or disconnection of hose on air intake system?	Repair the air intake system.	Go to step 3.
3 CHECK FUEL PRESSURE. WARNING: • Place “NO FIRE” signs near the working area. • Be careful not to spill fuel. Measure the fuel pressure. <Ref. to ME(H4SO)-29, INSPECTION, Fuel Pressure.> WARNING: Release fuel pressure before removing the fuel pressure gauge.	Is the measured value 339.5 — 360.5 kPa (3.5 — 3.7 kgf/cm ² , 49 — 52 psi)?	Go to step 4.	Repair the following item. Fuel pressure is too high: • Clogged fuel line or bent hose Fuel pressure is too low: • Improper fuel pump discharge • Clogged fuel line
4 CHECK ENGINE COOLANT TEMPERATURE SENSOR. 1) Start the engine and warm-up completely. 2) Read the data of engine coolant temperature sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to “READ CURRENT DATA FOR ENGINE”. <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the “General Scan Tool Instruction Manual”.	Is the engine coolant temperature above 60°C (140°F) ?	Go to step 5.	Replace the engine coolant temperature sensor. <Ref. to FU(H4SO)-22, Engine Coolant Temperature Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

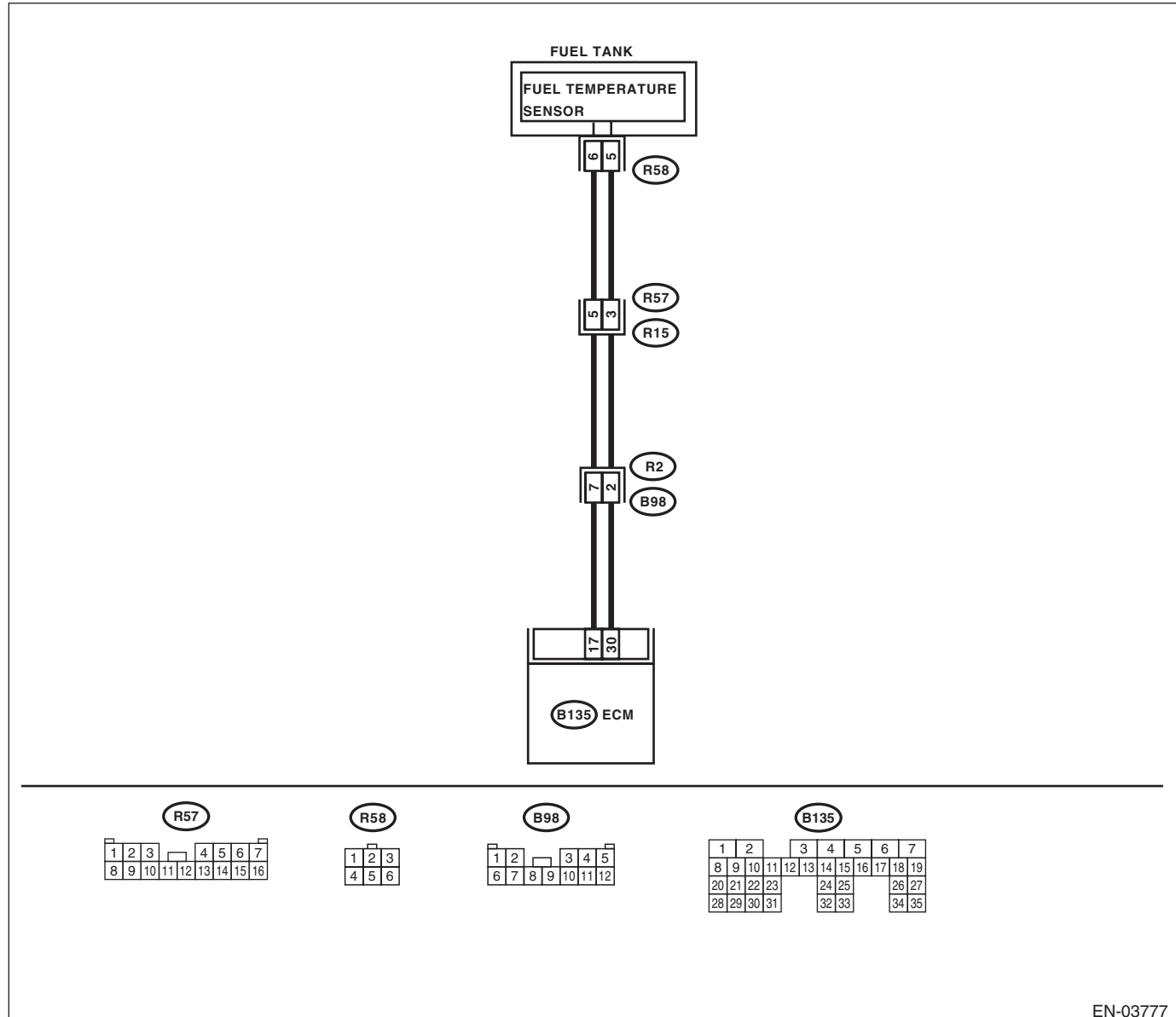
Step	Check	Yes	No
5 CHECK THE MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR. 1) Start the engine and warm-up engine until coolant temperature is greater than 60°C (140°F). 2) Place the select lever in "N" or "P" position. 3) Turn the A/C switch to OFF. 4) Turn all the accessory switches to OFF. 5) Read the data of mass air flow and intake air temperature sensor signal using Subaru Select Monitor. NOTE: For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.>	Is the measured value 2.1 — 3.4 g/s (0.28 — 0.45 lb/m)?	Go to step 6.	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(H4SO)-28, Mass Air Flow and Intake Air Temperature Sensor.>
6 CHECK MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR. 1) Start the engine and warm-up engine until coolant temperature is greater than 60°C (140°F). 2) Place the shift lever in neutral position. 3) Turn the A/C switch to OFF. 4) Turn all the accessory switches to OFF. 5) Open the front hood. 6) Measure the ambient temperature. 7) Read the data of mass air flow and intake air temperature sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Subtract the ambient temperature from intake air temperature. Is the obtained value -10 — 50°C (-18 — 90°F)?	Replace the ECM. <Ref. to FU(H4SO)-40, Engine Control Module (ECM).>	Check the mass air flow and intake air temperature sensor. <Ref. to FU(H4SO)-28, Mass Air Flow and Intake Air Temperature Sensor.>

AL:DTC P0181 FUEL TEMPERATURE SENSOR “A” CIRCUIT RANGE/PERFORMANCE**DTC DETECTING CONDITION:**

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-81, DTC P0181 FUEL TEMPERATURE SENSOR “A” CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

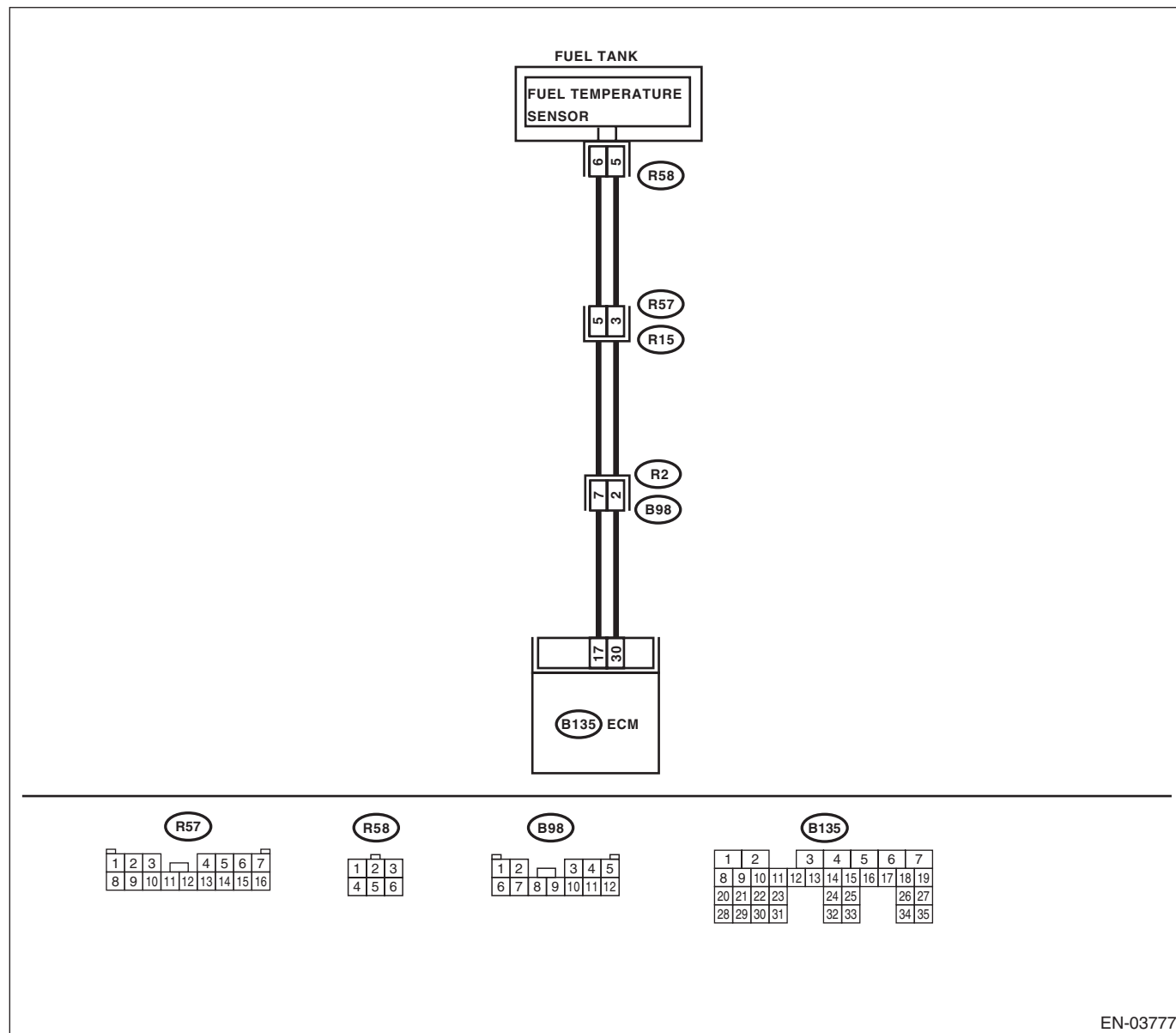
Step		Check	Yes	No
1	CHECK ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-67, List of Diagnostic Trouble Code (DTC).> NOTE: In this case, it is not necessary to inspect DTC P0181.	Replace the fuel temperature sensor. <Ref. to EC(H4SO)-9, Fuel Temperature Sensor.>

AM:DTC P0182 FUEL TEMPERATURE SENSOR “A” CIRCUIT LOW INPUT**DTC DETECTING CONDITION:**

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-84, DTC P0182 FUEL TEMPERATURE SENSOR “A” CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK CURRENT DATA. 1) Start the engine. 2) Read the data of fuel temperature sensor signal using Subaru Select Monitor or general scan tool. NOTE: - Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.> - General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Is the fuel temperature above 150°C (302°F) ?	Go to step 2.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time.
2	CHECK CURRENT DATA. 1) Turn the ignition switch to OFF. 2) Remove the access hole lid. 3) Disconnect the connector from fuel pump. 4) Turn the ignition switch to ON. 5) Read the data of fuel temperature sensor signal using Subaru Select Monitor or general scan tool. NOTE: - Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.> - General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Is the fuel temperature less than -40°C (-40°F) ?	Replace the fuel temperature sensor. <Ref. to EC(H4SO)-9, Fuel Temperature Sensor.>	Repair the ground short circuit of the harness between fuel pump and ECM connector.

AN:DTC P0183 FUEL TEMPERATURE SENSOR “A” CIRCUIT HIGH INPUT

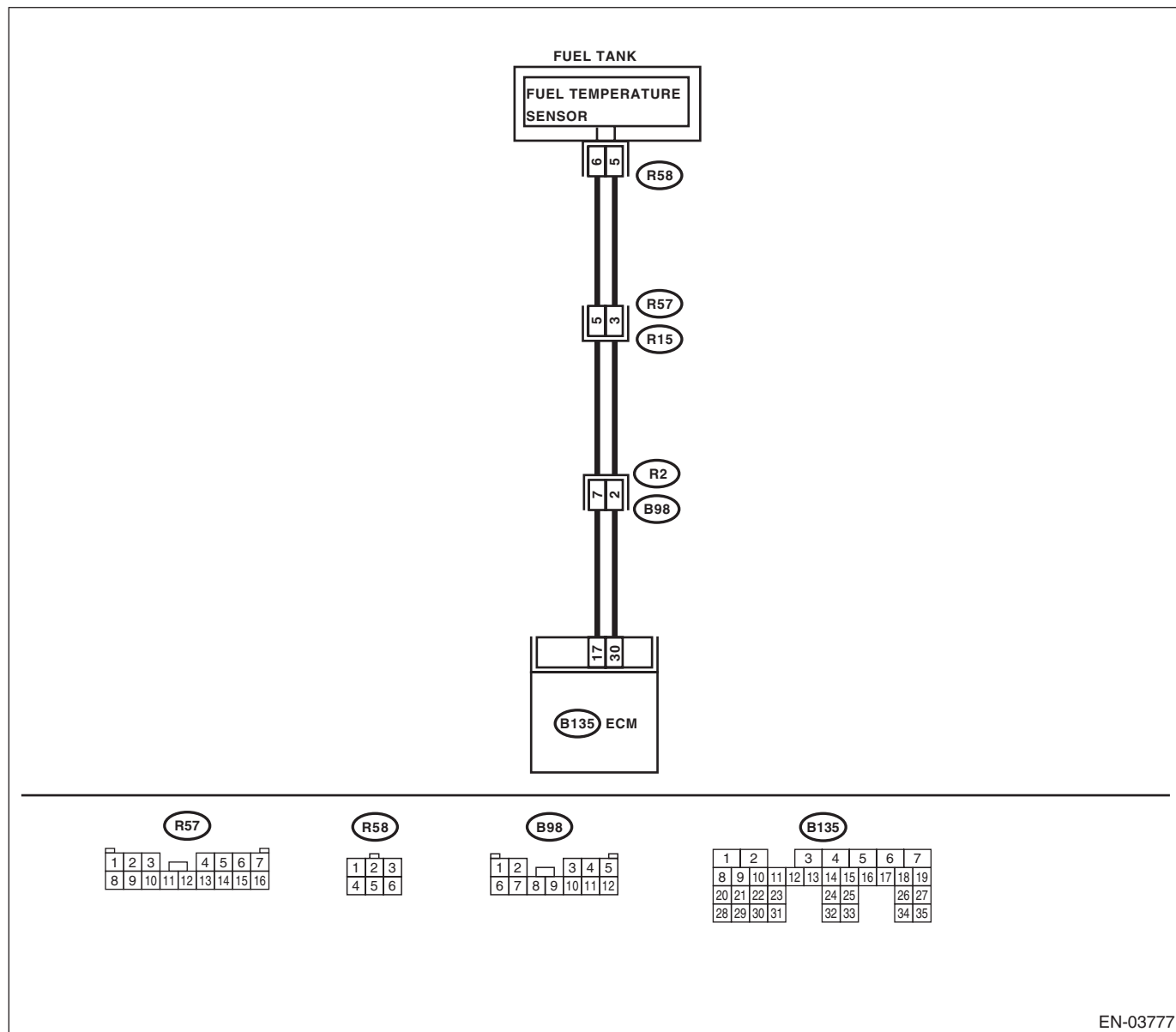
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-86, DTC P0183 FUEL TEMPERATURE SENSOR “A” CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03777

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK CURRENT DATA. 1) Start the engine. 2) Read the data of fuel temperature sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Is the fuel temperature less than -40°C (-40°F) ?	Go to step 2.	Repair the poor contact. NOTE: In this case, repair the following item: • Poor contact in fuel pump connector • Poor contact in ECM connector • Poor contact in coupling connector • Poor contact in joint connector
2	CHECK HARNESS BETWEEN FUEL TEMPERATURE SENSOR AND ECM CONNECTOR. 1) Turn the ignition switch to OFF. 2) Remove the access hole lid. 3) Disconnect the connector from fuel pump. 4) Measure the voltage between fuel pump connector and chassis ground. Connector & terminal (R58) No. 6 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair the battery short circuit of harness between ECM and fuel pump connector.	Go to step 3.
3	CHECK HARNESS BETWEEN FUEL TEMPERATURE SENSOR AND ECM CONNECTOR. 1) Turn the ignition switch to ON. 2) Measure the voltage between fuel pump connector and chassis ground. Connector & terminal (R58) No. 6 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair the battery short circuit of harness between ECM and fuel pump connector.	Go to step 4.
4	CHECK HARNESS BETWEEN FUEL TEMPERATURE SENSOR AND ECM CONNECTOR. Measure the voltage between fuel pump connector and chassis ground. Connector & terminal (R58) No. 6 (+) — Chassis ground (-):	Is the voltage 4 V or more?	Go to step 5.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and fuel pump connector • Poor contact in fuel pump connector • Poor contact in ECM connector • Poor contact in coupling connector

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
5 CHECK HARNESS BETWEEN FUEL TEMPERATURE SENSOR AND ECM CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance of harness between fuel pump connector and ECM. Connector & terminal (R58) No. 5 — (B135) No. 30:	Is the resistance less than 1 Ω ?	Replace the fuel temperature sensor. <Ref. to EC(H4SO)-9, Fuel Temperature Sensor.>	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and fuel pump connector • Poor contact in fuel pump connector • Poor contact in ECM connector • Poor contact in coupling connector • Poor contact in joint connector

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

AO:DTC P0196 ENGINE OIL TEMPERATURE SENSOR CIRCUIT RANGE/PERFORMANCE

DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-88, DTC P0196 ENGINE OIL TEMPERATURE SENSOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

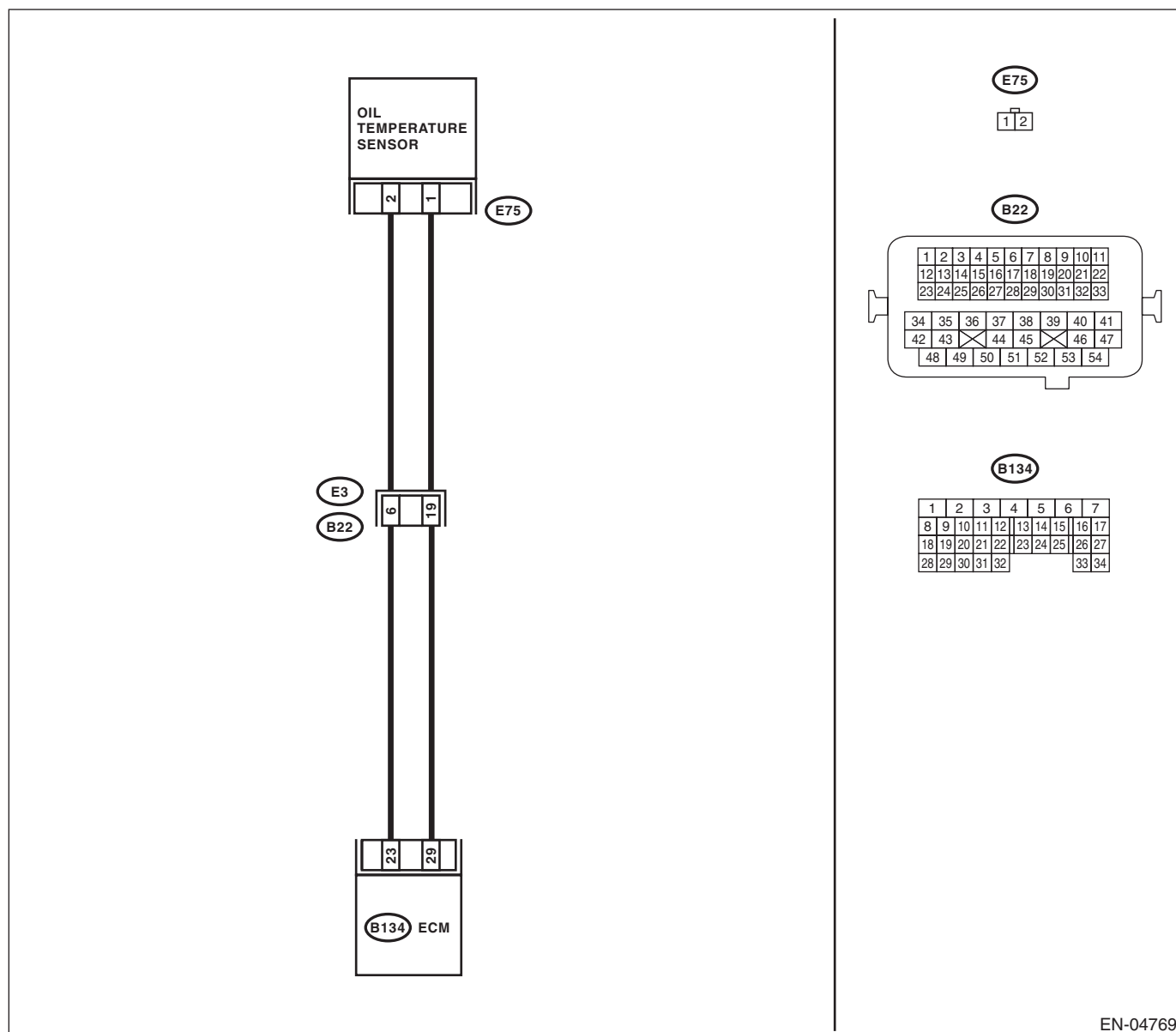
TROUBLE SYMPTOM:

- Hard to start
- Erroneous idling
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04769

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-67, List of Diagnostic Trouble Code (DTC).> NOTE: In this case, it is not necessary to inspect DTC P0196.	Replace the engine oil temperature sensor. <Ref. to FU(H4SO)-35, Oil Temperature Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

AP:DTC P0197 ENGINE OIL TEMPERATURE SENSOR LOW

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-90, DTC P0197 ENGINE OIL TEMPERATURE SENSOR LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

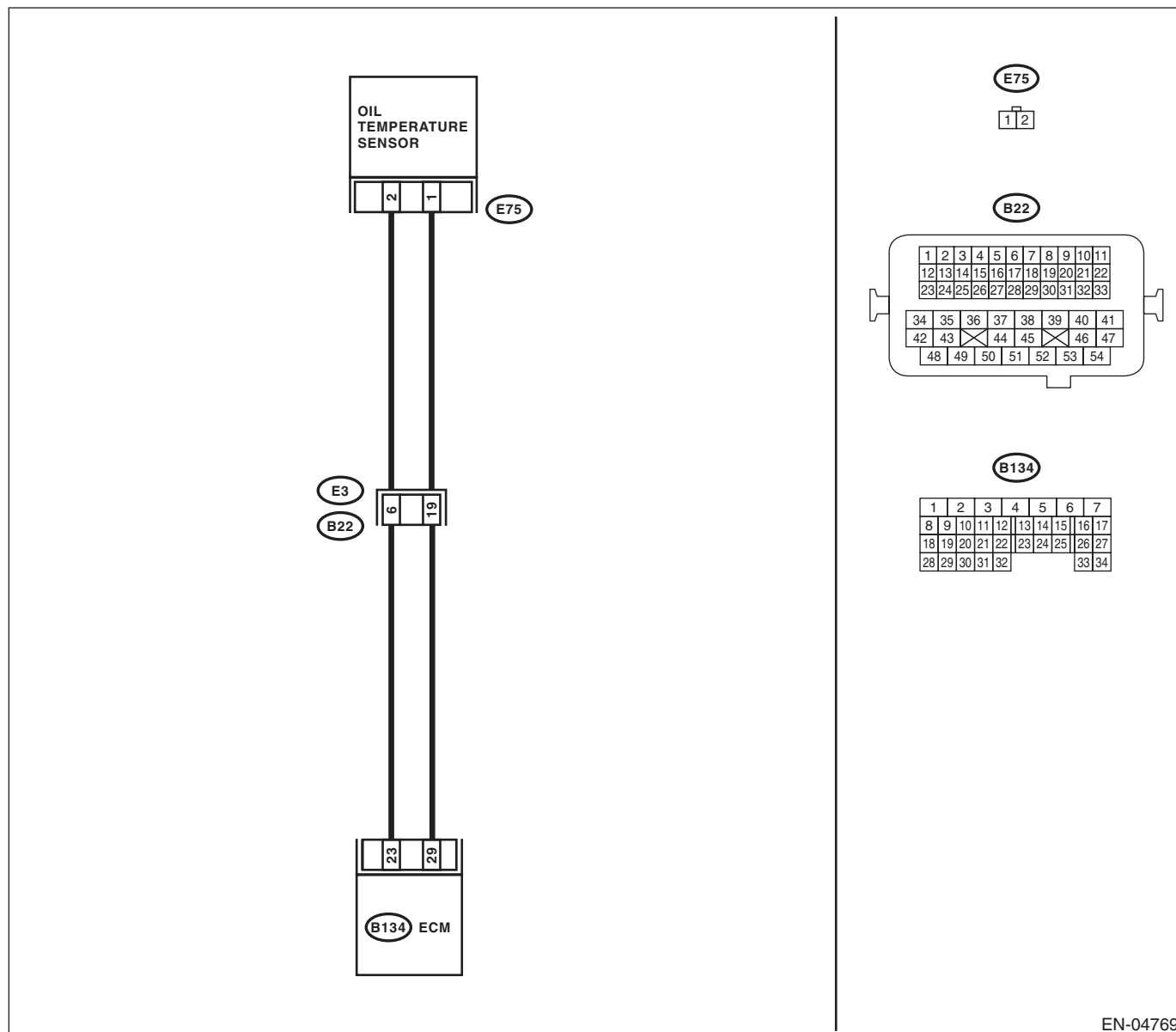
TROUBLE SYMPTOM:

- Hard to start
- Erroneous idling
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04769

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK HARNESS BETWEEN ENGINE OIL TEMPERATURE SENSOR AND ECM CONNECTOR. 1) Disconnect the connector from ECM and engine oil temperature sensor. 2) Measure the resistance of harness between engine oil temperature sensor connector and engine ground. Connector & terminal (B134) No. 23 — Engine ground: (B134) No. 29 — Engine ground:	Is the resistance 1 MΩ or more?	Go to step 2.	Repair the ground short circuit between ECM and engine oil temperature sensor connector.
2	CHECK POOR CONTACT. Check poor contact of engine oil temperature sensor connector.	Is there poor contact in engine oil temperature sensor connector?	Repair the poor contact.	Replace the engine oil temperature sensor. <Ref. to FU(H4SO)-35, Oil Temperature Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

AQ:DTC P0198 ENGINE OIL TEMPERATURE SENSOR HIGH

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-91, DTC P0198 ENGINE OIL TEMPERATURE SENSOR HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

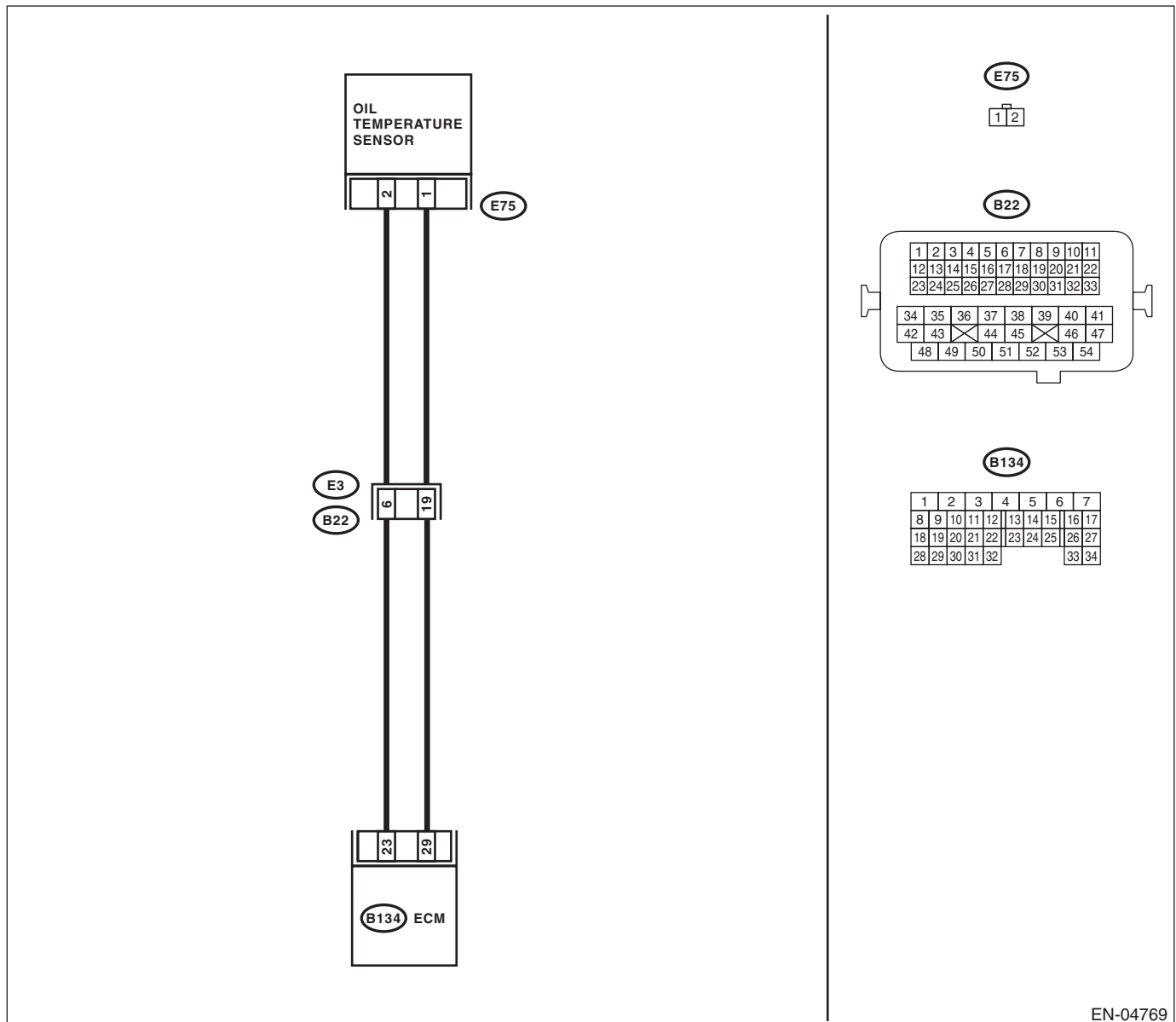
TROUBLE SYMPTOM:

- Hard to start
- Erroneous idling
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04769

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK HARNESS BETWEEN ENGINE OIL TEMPERATURE SENSOR AND ECM CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the oil temperature sensor. 3) Measure the voltage between the engine oil temperature sensor connector and engine ground. Connector & terminal (E75) No. 2 (+) — Engine ground (-):	Is the voltage 10 V or more?	Repair battery short circuit of harness between ECM and engine oil temperature connector.	Go to step 2.
2	CHECK HARNESS BETWEEN ENGINE OIL TEMPERATURE SENSOR AND ECM CONNECTOR. 1) Turn the ignition switch to ON. 2) Measure the voltage between the engine oil temperature sensor connector and engine ground. Connector & terminal (E75) No. 2 (+) — Engine ground (-):	Is the voltage 10 V or more?	Repair battery short circuit of harness between ECM and engine oil temperature connector.	Go to step 3.
3	CHECK HARNESS BETWEEN ENGINE OIL TEMPERATURE SENSOR AND ECM CONNECTOR. Measure the voltage between the engine oil temperature sensor connector and engine ground. Connector & terminal (E75) No. 2 (+) — Engine ground (-):	Is the voltage 4 V or more?	Go to step 4.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and engine oil temperature connector • Poor contact in engine oil temperature sensor connector • Poor contact in ECM connector • Poor contact in coupling connector
4	CHECK HARNESS BETWEEN ENGINE OIL TEMPERATURE SENSOR AND ECM CONNECTOR. 1) Turn the ignition switch to OFF. 2) Measure the resistance of harness between engine oil temperature sensor connector and engine ground. Connector & terminal (E75) No. 1 — Engine ground:	Is the resistance less than 5 Ω ?	Replace the engine oil temperature sensor. <Ref. to FU(H4SO)-35, Oil Temperature Sensor.>	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and engine oil temperature connector • Poor contact in engine oil temperature sensor connector • Poor contact in ECM connector • Poor contact in coupling connector • Poor contact in joint connector

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

AR:DTC P0222 THROTTLE/PEDAL POSITION SENSOR/SWITCH "B" CIRCUIT LOW

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-92, DTC P0222 THROTTLE/PEDAL POSITION SENSOR/SWITCH "B" CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

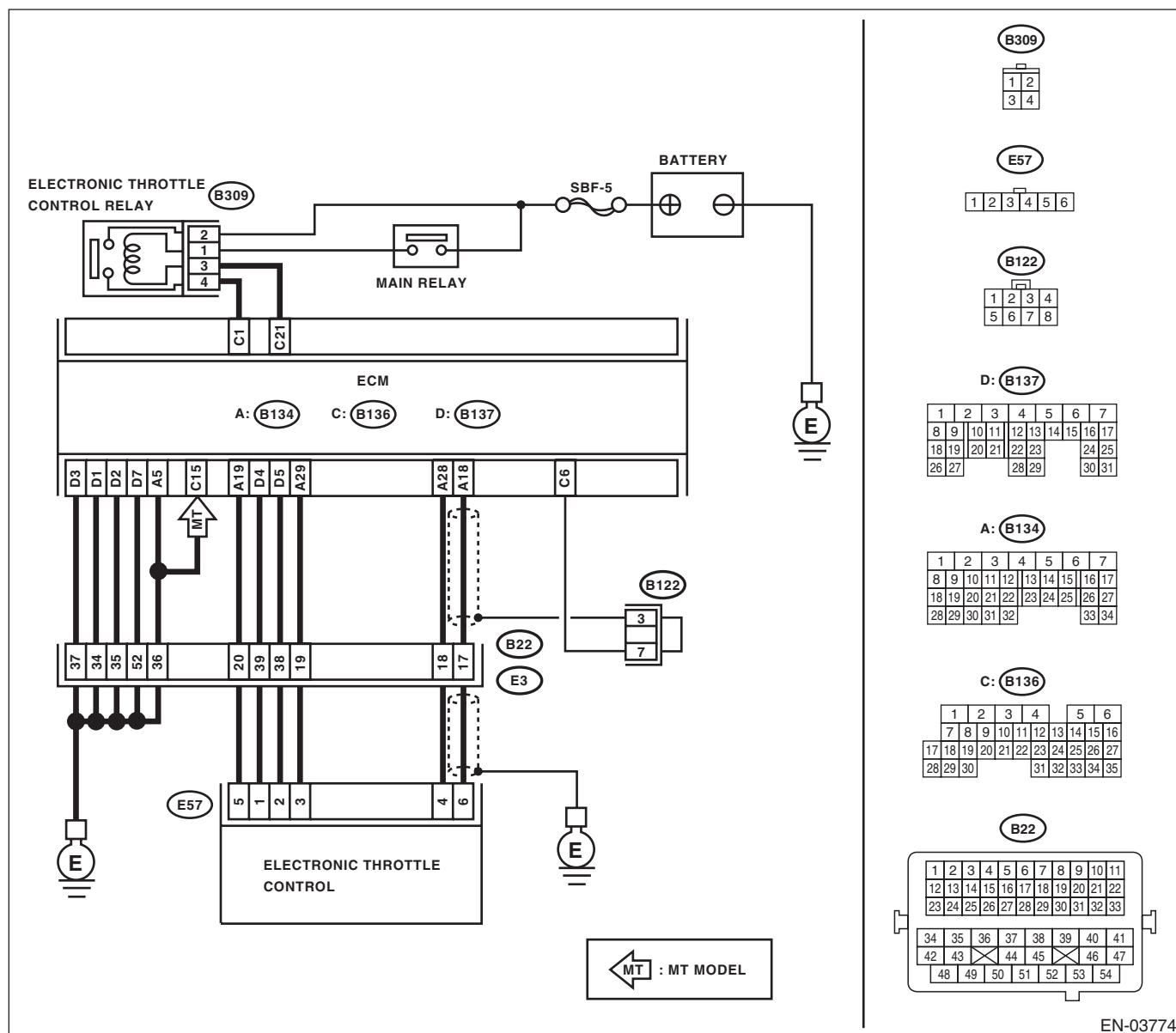
TROUBLE SYMPTOM:

- Erroneous idling
- Poor driving performance
- Engine stalls.

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03774

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK SENSOR OUTPUT. 1) Turn the ignition switch to ON. 2) Read the data of sub throttle sensor signal using Subaru Select Monitor.	Is the voltage 0.8 V or more?	Go to step 2.	Go to step 3.
2	CHECK POOR CONTACT. Check poor contact in connector between ECM and electronic throttle control.	Is there poor contact?	Repair the poor contact.	Temporary poor contact occurred, but it is normal at present.
3	CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Disconnect the connectors from electronic throttle control. 4) Measure the resistance between ECM connector and electronic throttle control connector. Connector & terminal (B134) No. 28 — (E57) No. 4:	Is the resistance less than 1 Ω ?	Go to step 4.	Repair the open circuit of harness connector.
4	CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. Measure the resistance between ECM connector and chassis ground. Connector & terminal (B134) No. 28 — Chassis ground:	Is the resistance 1 M Ω or more?	Go to step 5.	Repair the chassis short circuit of harness.
5	CHECK SENSOR POWER SUPPLY. 1) Connect the ECM connector. 2) Turn the ignition switch to ON. 3) Measure the voltage between electronic throttle control connector and engine ground. Connector & terminal (E57) No. 5 (+) — Engine ground (-):	Is the voltage 4.5 — 5.5 V?	Go to step 6.	Repair poor contact in ECM connector.
6	CHECK SHORT CIRCUIT INSIDE THE ECM. 1) Turn the ignition switch to OFF. 2) Measure the resistance between electronic throttle control connector and engine ground. Connector & terminal (E57) No. 4 — Engine ground:	Is the resistance 10 Ω or more?	Repair the poor contact of electronic throttle control connector. Replace the electronic throttle control if defective.	Repair poor contact in ECM connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

AS:DTC P0223 THROTTLE/PEDAL POSITION SENSOR/SWITCH "B" CIRCUIT HIGH

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-93, DTC P0223 THROTTLE/PEDAL POSITION SENSOR/SWITCH "B" CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

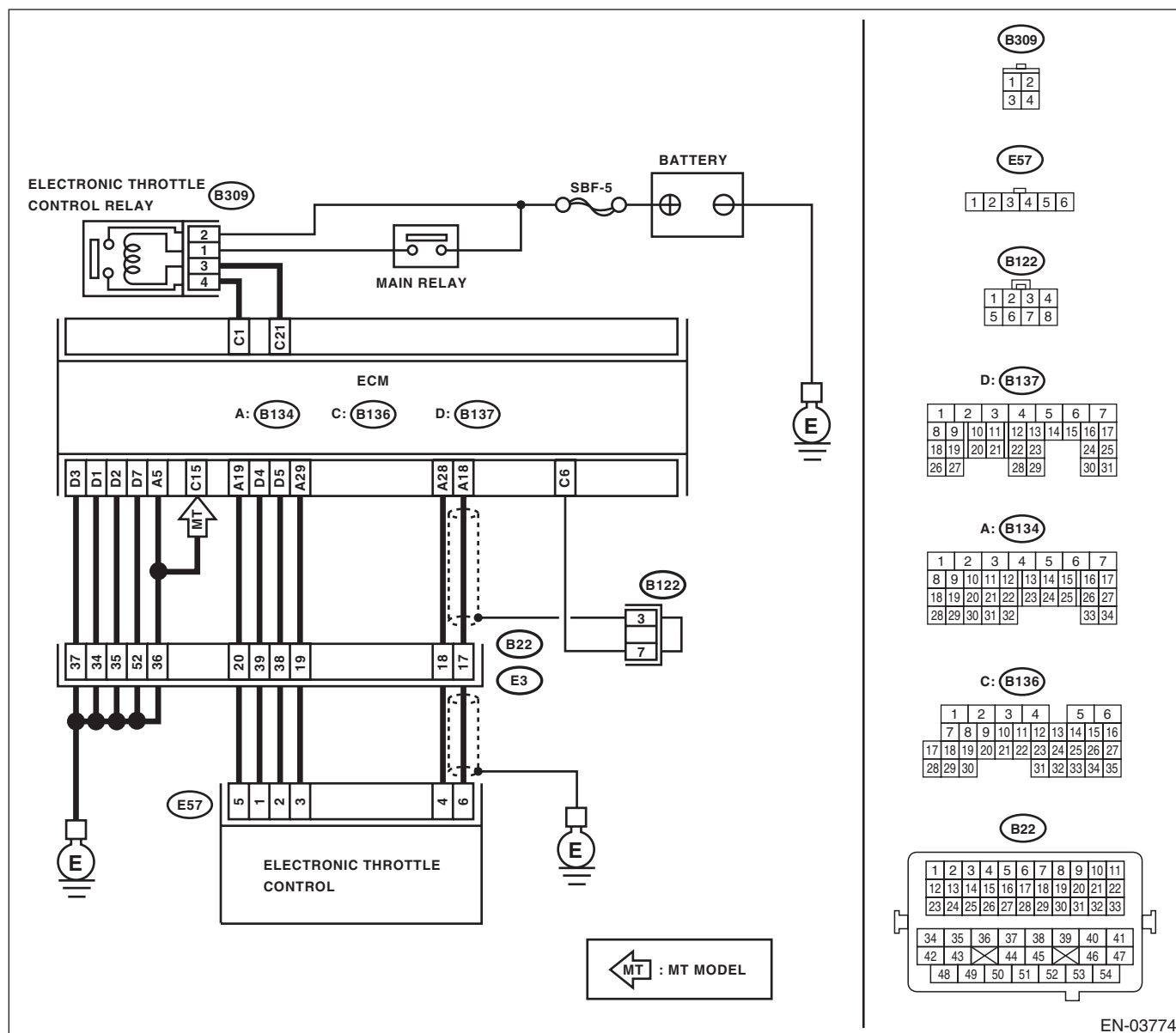
TROUBLE SYMPTOM:

- Erroneous idling
- Poor driving performance
- Engine stalls.

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03774

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK SENSOR OUTPUT. 1) Turn the ignition switch to ON. 2) Read the data of sub throttle sensor signal using Subaru Select Monitor.	Is the voltage less than 4.73 V?	Go to step 2.	Go to step 3.
2	CHECK POOR CONTACT. Check poor contact in connector between ECM and electronic throttle control.	Is there poor contact in connector between ECM and electronic throttle control?	Repair the poor contact.	Temporary poor contact occurred, but it is normal at present.
3	CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Disconnect the connectors from electronic throttle control. 4) Measure the resistance between ECM connector and electronic throttle control connector. Connector & terminal (B134) No. 28 — (E57) No. 4:	Is the resistance less than 1 Ω ?	Go to step 4.	Repair the open circuit of harness connector.
4	CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Connect the ECM connector. 2) Measure the resistance between electronic throttle control connector and engine ground. Connector & terminal (E57) No. 3 — Engine ground:	Is the resistance less than 5 Ω ?	Go to step 5.	Repair poor contact in ECM connector.
5	CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Connect the ECM connector. 2) Turn the ignition switch to ON. 3) Measure the voltage between electronic throttle control connector and engine ground. Connector & terminal (E57) No. 5 (+) — Engine ground (-):	Is the voltage 10 V or more?	Go to step 6.	Repair the battery short circuit of harness between ECM connector and electronic throttle control connector.
6	CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. Measure the voltage between electronic throttle control connector and engine ground. Connector & terminal (E57) No. 4 (+) — Engine ground (-):	Is the voltage less than 10 V?	Go to step 7.	Repair the battery short circuit of harness between ECM connector and electronic throttle control connector.
7	CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance between connector terminals. Connector & terminal (B134) No. 28 — (B134) No. 19:	Is the resistance 1 M Ω or more?	Repair the poor contact. Replace the electronic throttle control.	Sensor power supply circuit may be shorted.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

AT:DTC P0301 CYLINDER 1 MISFIRE DETECTED

NOTE:

For the diagnostic procedure, refer to DTC P0304. <Ref. to EN(H4SO)(diag)-173, DTC P0304 CYLINDER 4 MISFIRE DETECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

AU:DTC P0302 CYLINDER 2 MISFIRE DETECTED

NOTE:

For the diagnostic procedure, refer to DTC P0304. <Ref. to EN(H4SO)(diag)-173, DTC P0304 CYLINDER 4 MISFIRE DETECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

AV:DTC P0303 CYLINDER 3 MISFIRE DETECTED

NOTE:

For the diagnostic procedure, refer to DTC P0304. <Ref. to EN(H4SO)(diag)-173, DTC P0304 CYLINDER 4 MISFIRE DETECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

AW:DTC P0304 CYLINDER 4 MISFIRE DETECTED

DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- Immediately at fault recognition (A misfire which could damage catalyst occurs.)
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-99, DTC P0304 CYLINDER 4 MISFIRE DETECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>

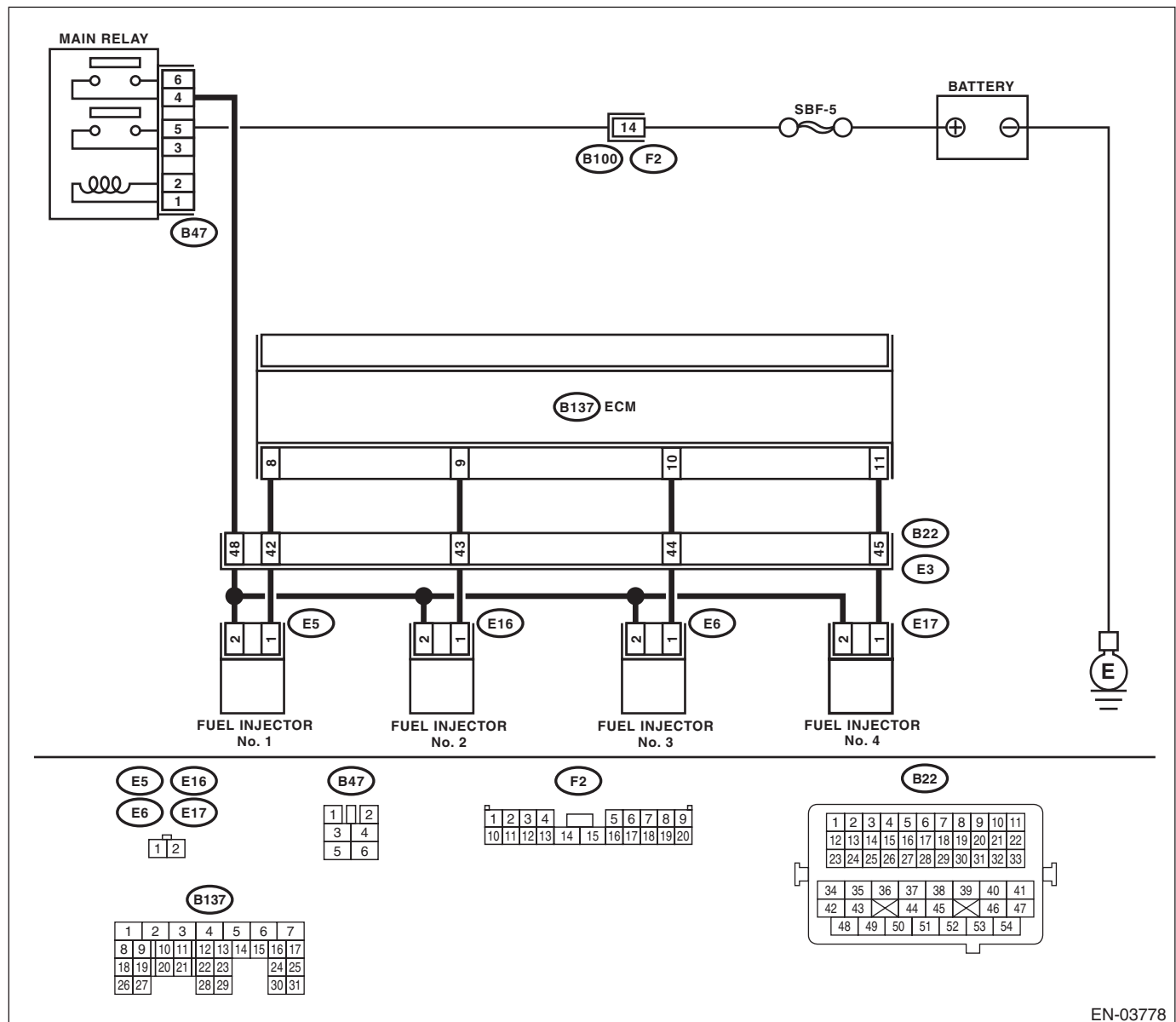
TROUBLE SYMPTOM:

- Engine stalls.
- Erroneous idling
- Rough driving

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03778

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-67, List of Diagnostic Trouble Code (DTC).> NOTE: In this case, it is not necessary to inspect DTC P0301, P0302, P0303 and P0304.	Go to step 2.
2 CHECK OUTPUT SIGNAL OF ECM. 1) Turn the ignition switch to ON. 2) Measure the voltage between ECM connector and chassis ground on faulty cylinders. Connector & terminal #1 (B137) No. 8 (+) — Chassis ground (-): #2 (B137) No. 9 (+) — Chassis ground (-): #3 (B137) No. 10 (+) — Chassis ground (-): #4 (B137) No. 11 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Go to step 7.	Go to step 3.
3 CHECK HARNESS BETWEEN FUEL INJECTOR AND ECM CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from fuel injector on faulty cylinders. 3) Measure the resistance between ECM connector and engine ground on faulty cylinders. Connector & terminal #1 (E5) No. 1 — Engine ground: #2 (E16) No. 1 — Engine ground: #3 (E6) No. 1 — Engine ground: #4 (E17) No. 1 — Engine ground:	Is the resistance 1 MΩ or more?	Go to step 4.	Repair the ground short circuit of harness between fuel injector and ECM connector.
4 CHECK HARNESS BETWEEN FUEL INJECTOR AND ECM CONNECTOR. Measure the resistance of harness connector between ECM connector and fuel injector on faulty cylinders. Connector & terminal #1 (B137) No. 8 — (E5) No. 1: #2 (B137) No. 9 — (E16) No. 1: #3 (B137) No. 10 — (E6) No. 1: #4 (B137) No. 11 — (E17) No. 1:	Is the resistance less than 1 Ω?	Go to step 5.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and fuel injector connector • Poor contact in coupling connector
5 CHECK FUEL INJECTOR. Measure the resistance between fuel injector terminals on faulty cylinder. Terminals No. 1 — No. 2:	Is the resistance between 5 and 20 Ω?	Go to step 6.	Replace the faulty fuel injector. <Ref. to FU(H4SO)-30, Fuel Injector.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
6 CHECK POWER SUPPLY LINE. 1) Turn the ignition switch to ON. 2) Measure the voltage between fuel injector and engine ground on faulty cylinders. Connector & terminal #1 (E5) No. 2 (+) — Engine ground (-): #2 (E16) No. 2 (+) — Engine ground (-): #3 (E6) No. 2 (+) — Engine ground (-): #4 (E17) No. 2 (+) — Engine ground (-):	Is the voltage 10 V or more?	Repair the poor contact of all connectors in fuel injector circuit.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between main relay and fuel injector connector on faulty cylinders • Poor contact in coupling connector • Poor contact in main relay connector • Poor contact in fuel injector connector on faulty cylinders
7 CHECK HARNESS BETWEEN FUEL INJECTOR AND ECM CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from fuel injector on faulty cylinders. 3) Turn the ignition switch to ON. 4) Measure the voltage between ECM connector and chassis ground on faulty cylinders. Connector & terminal #1 (B137) No. 8 (+) — Chassis ground (-): #2 (B137) No. 9 (+) — Chassis ground (-): #3 (B137) No. 10 (+) — Chassis ground (-): #4 (B137) No. 11 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair the battery short circuit of harness between ECM and fuel injector. After repair, replace the ECM. <Ref. to FU(H4SO)-40, Engine Control Module (ECM).>	Go to step 8.
8 CHECK FUEL INJECTOR. 1) Turn the ignition switch to OFF. 2) Measure the resistance between fuel injector terminals on faulty cylinder. Terminals No. 1 — No. 2:	Is the resistance less than 1 Ω ?	Replace the faulty fuel injector <Ref. to FU(H4SO)-30, Fuel Injector.> and ECM. <Ref. to FU(H4SO)-40, Engine Control Module (ECM).>	Go to step 9.
9 CHECK INSTALLATION OF CAMSHAFT POSITION SENSOR/CRANKSHAFT POSITION SENSOR.	Is the camshaft position sensor or crankshaft position sensor loosely installed?	Tighten the camshaft position sensor or crankshaft position sensor.	Go to step 10.
10 CHECK CRANK SPROCKET. Remove the timing belt cover.	Is the crank sprocket rusted or does it have broken teeth?	Replace the crank sprocket. <Ref. to ME(H4SO)-50, Crank Sprocket.>	Go to step 11.
11 CHECK INSTALLATION CONDITION OF TIMING BELT. Turn the crankshaft using ST, and align the alignment mark on crank sprocket with alignment mark on cylinder block. ST 499987500 CRANKSHAFT SOCKET	Is the timing belt dislocated from its proper position?	Repair the installation condition of timing belt. <Ref. to ME(H4SO)-44, Timing Belt.>	Go to step 12.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
12 CHECK FUEL LEVEL.	Is the fuel meter indication higher than the "Lower" level?	Go to step 13.	Replenish the fuel so that fuel meter indication is higher than the "Lower" level. After filling fuel, Go to step 13.
13 CHECK STATUS OF MALFUNCTION INDICATOR LIGHT. 1) Clear the memory using Subaru Select Monitor. <Ref. to EN(H4SO)(diag)-44, Clear Memory Mode.> 2) Start the engine, and drive the vehicle more than 10 minutes.	Does the malfunction indicator light illuminate or blink?	Go to step 15.	Go to step 14.
14 CHECK CAUSE OF MISFIRE.	Was the cause of misfire identified when the engine is running? Ex. Disconnection of spark plug cord.	Finish diagnostics operation, if the engine has no abnormality.	Repair the poor contact of the connector. NOTE: In this case, repair the following items. • Poor contact of the ignition coil connector • Poor contact of the fuel injector connector of the faulty cylinder • Poor contact of ECM connector • Poor contact of the coupling connector
15 CHECK AIR INTAKE SYSTEM.	Is there any fault in air intake system?	Repair the air intake system. NOTE: Check the following items. • Are there air leaks or air suction caused by loose or dislocated nuts and bolts? • Are there cracks or any disconnection of hoses?	Go to step 16.
16 CHECK MISFIRE SYMPTOM. 1) Turn the ignition switch to ON. 2) Read the DTC. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Does the Subaru Select Monitor or general scan tool display only one DTC?	Go to step 21.	Go to step 17.
17 CHECK DTC ON DISPLAY.	Are DTC P0301 and P0302 displayed?	Go to step 22.	Go to step 18.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No	
18	CHECK DTC ON DISPLAY.	Are DTC P0303 and P0304 displayed?	Go to step 23.	Go to step 19.
19	CHECK DTC ON DISPLAY.	Are DTC P0301 and P0303 displayed?	Go to step 24.	Go to step 20.
20	CHECK DTC ON DISPLAY.	Are DTC P0302 and P0304 displayed?	Go to step 25.	Go to step 26.
21	ONLY ONE CYLINDER.	Is there any fault in the cylinder?	Repair or replace faulty parts. NOTE: Check the following items. • Spark plug • Spark plug cord • Fuel injector • Compression ratio	Go to DTC P0171. <Ref. to EN(H4SO)(diag)-152, DTC P0171 SYSTEM TOO LEAN (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
22	GROUP OF #1 AND #2 CYLINDERS.	Are there any faults in #1 and #2 cylinders?	Repair or replace faulty parts. NOTE: • Check the following items. • Spark plug • Fuel injector • Ignition coil • Compression ratio • If any fault are not found, check the “IGNITION CONTROL SYSTEM” of #1 and #2 cylinders side. <Ref. to EN(H4SO)(diag)-59, IGNITION CONTROL SYSTEM, Diagnostics for Engine Starting Failure.>	Go to DTC P0171. <Ref. to EN(H4SO)(diag)-152, DTC P0171 SYSTEM TOO LEAN (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
23	GROUP OF #3 AND #4 CYLINDERS.	Are there any faults in #3 and #4 cylinders?	Repair or replace faulty parts. NOTE: • Check the following items. • Spark plug • Fuel injector • Ignition coil • If any fault are not found, check the “IGNITION CONTROL SYSTEM” of #3 and #4 cylinders side. <Ref. to EN(H4SO)(diag)-59, IGNITION CONTROL SYSTEM, Diagnostics for Engine Starting Failure.>	Go to DTC P0171. <Ref. to EN(H4SO)(diag)-152, DTC P0171 SYSTEM TOO LEAN (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
24 GROUP OF #1 AND #3 CYLINDERS.	Are there any faults in #1 and #3 cylinders?	Repair or replace faulty parts. NOTE: Check the following items. • Spark plug • Fuel injector • Skipping timing belt teeth	Go to DTC P0171. <Ref. to EN(H4SO)(diag)-152, DTC P0171 SYSTEM TOO LEAN (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
25 GROUP OF #2 AND #4 CYLINDERS.	Are there any faults in #2 and #4 cylinders?	Repair or replace faulty parts. NOTE: Check the following items. • Spark plug • Fuel injector • Compression ratio • Skipping timing belt teeth	Go to DTC P0171. <Ref. to EN(H4SO)(diag)-152, DTC P0171 SYSTEM TOO LEAN (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
26 CYLINDER AT RANDOM.	Is the engine idle rough?	Go to DTC P0171. <Ref. to EN(H4SO)(diag)-152, DTC P0171 SYSTEM TOO LEAN (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>	Repair or replace faulty parts. NOTE: Check the following items. • Spark plug • Fuel injector • Compression ratio

AX:DTC P0327 KNOCK SENSOR 1 CIRCUIT LOW (BANK 1 OR SINGLE SENSOR)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-100, DTC P0327 KNOCK SENSOR 1 CIRCUIT LOW (BANK 1 OR SINGLE SENSOR), Diagnostic Trouble Code (DTC) Detecting Criteria.>

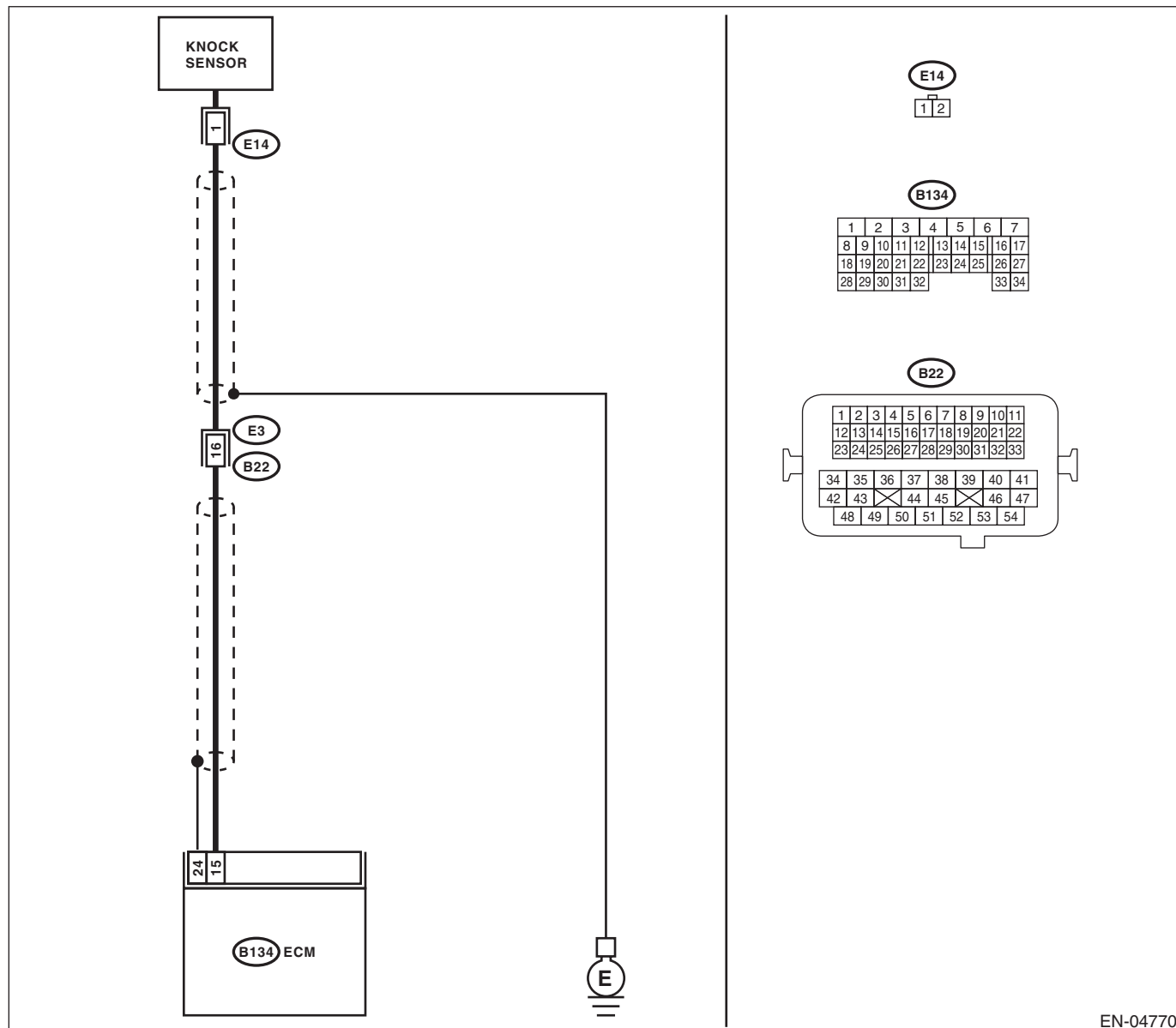
TROUBLE SYMPTOM:

- Poor driving performance
- Knocking occurs.

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04770

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK HARNESS BETWEEN KNOCK SENSOR AND ECM CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance between ECM harness connector and chassis ground. Connector & terminal (B134) No. 15 — Chassis ground:	Is the resistance 700 kΩ or more?	Go to step 2.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between knock sensor and ECM connector • Poor contact in knock sensor connector • Poor contact in coupling connector
2	CHECK KNOCK SENSOR. 1) Disconnect the connector from knock sensor. 2) Measure the resistance between knock sensor connector terminal and engine ground. Terminals No. 1 — Engine ground:	Is the resistance 700 kΩ or more?	Go to step 3.	Repair the harness and connector. NOTE: In this case, repair the following item: • Poor contact in knock sensor connector
3	CHECK INSTALLATION CONDITION OF KNOCK SENSOR.	Is the knock sensor installation bolt tightened securely?	Replace the knock sensor. <Ref. to FU(H4SO)-25, Knock Sensor.>	Tighten the knock sensor installation bolt securely.

AY:DTC P0328 KNOCK SENSOR 1 CIRCUIT HIGH (BANK 1 OR SINGLE SENSOR)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-102, DTC P0328 KNOCK SENSOR 1 CIRCUIT HIGH (BANK 1 OR SINGLE SENSOR), Diagnostic Trouble Code (DTC) Detecting Criteria.>

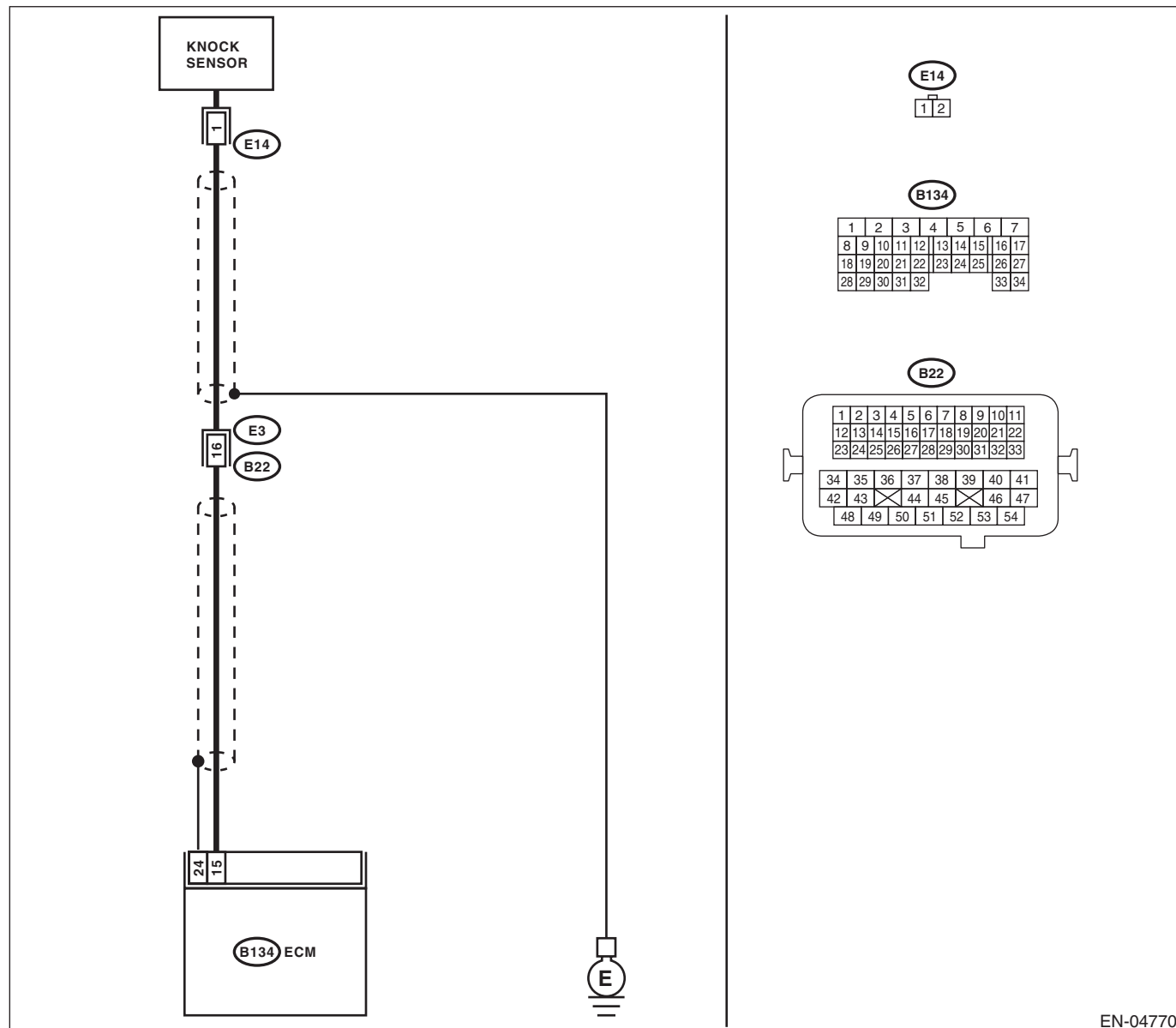
TROUBLE SYMPTOM:

- Poor driving performance
- Knocking occurs.

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04770

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK HARNESS BETWEEN KNOCK SENSOR AND ECM CONNECTOR. Measure the resistance of harness between ECM connector and chassis ground. Connector & terminal (B134) No. 15 — Chassis ground:	Is the resistance less than 400 kΩ?	Go to step 2.	Go to step 3.
2	CHECK KNOCK SENSOR. 1) Disconnect the connector from knock sensor. 2) Measure the resistance between knock sensor connector terminal and engine ground. Terminals No. 1 — Engine ground:	Is the resistance less than 400 kΩ?	Replace the knock sensor. <Ref. to FU(H4SO)-25, Knock Sensor.>	Repair the ground short circuit of harness between knock sensor connector and ECM connector. NOTE: The harness between both connectors are shielded. Remove the shield and repair the short circuit of harness.
3	CHECK INPUT SIGNAL OF ECM. 1) Connect the connectors to ECM and knock sensor. 2) Turn the ignition switch to ON. 3) Measure the voltage between ECM and chassis ground. Connector & terminal (B134) No. 15 (+) — Chassis ground (-):	Is the voltage 2 V or more?	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. (However, the possibility of poor contact still remains.) NOTE: In this case, repair the following item: • Poor contact in knock sensor connector • Poor contact in ECM connector • Poor contact in coupling connector	Repair poor contact in ECM connector.

AZ:DTC P0335 CRANKSHAFT POSITION SENSOR "A" CIRCUIT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-104, DTC P0335 CRANKSHAFT POSITION SENSOR "A" CIRCUIT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

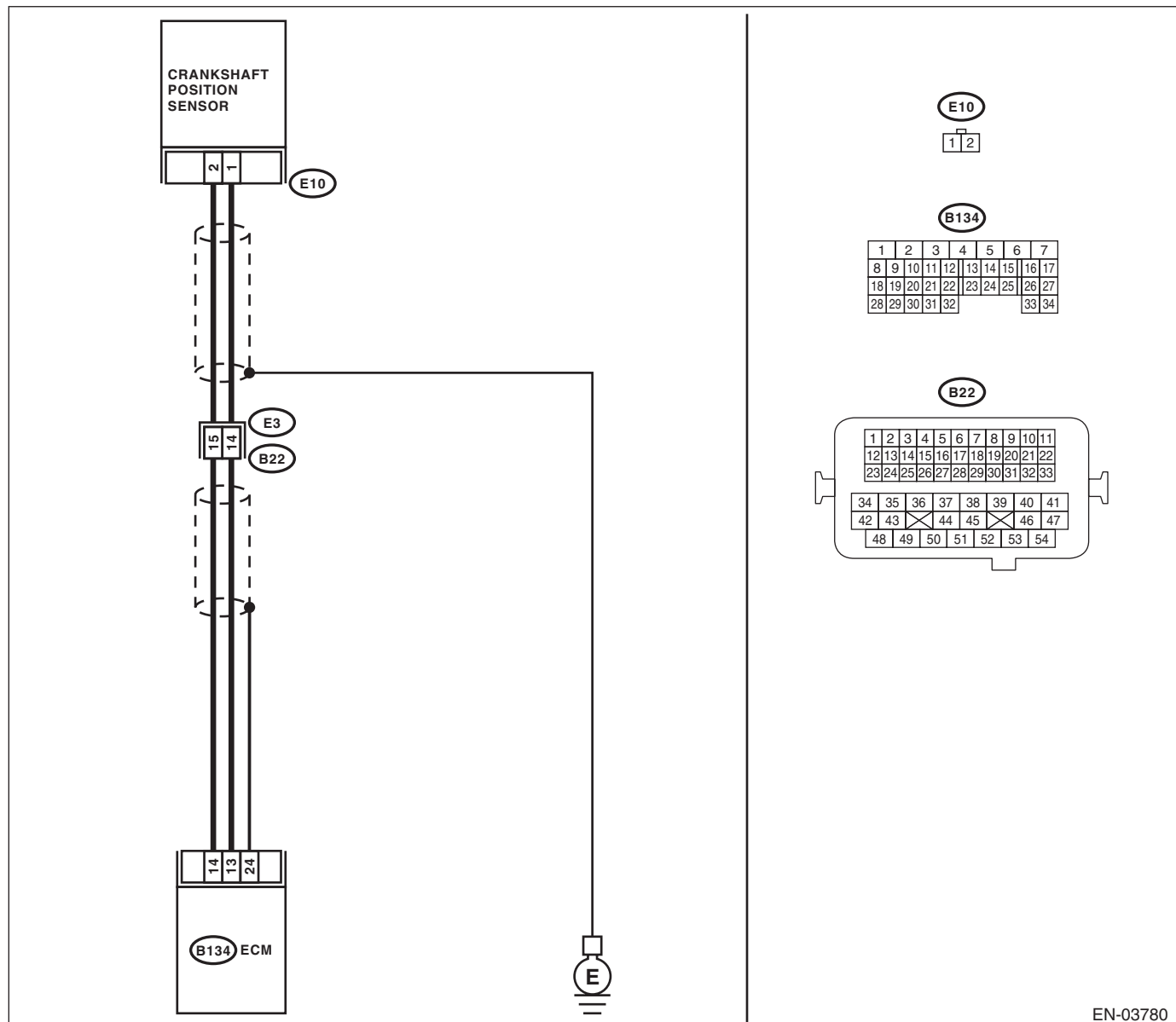
TROUBLE SYMPTOM:

- Engine stalls.
- Failure of engine to start

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03780

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK HARNESS BETWEEN CRANKSHAFT POSITION SENSOR AND ECM CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from crankshaft position sensor. 3) Measure the resistance of harness between crankshaft position sensor connector and engine ground. Connector & terminal (E10) No. 1 — Engine ground:	Is the resistance 100 kΩ or more?	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between crankshaft position sensor and ECM connector • Poor contact in ECM connector • Poor contact in coupling connector	Go to step 2.
2	CHECK HARNESS BETWEEN CRANKSHAFT POSITION SENSOR AND ECM CONNECTOR. Measure the resistance of harness between crankshaft position sensor connector and engine ground. Connector & terminal (E10) No. 1 — Engine ground:	Is the resistance less than 10 Ω?	Repair the ground short circuit of harness between crankshaft position sensor and ECM connector. NOTE: The harness between both connectors are shielded. Repair the ground short circuit of harness with shield.	Go to step 3.
3	CHECK HARNESS BETWEEN CRANKSHAFT POSITION SENSOR AND ECM CONNECTOR. Measure the resistance of harness between crankshaft position sensor connector and engine ground. Connector & terminal (E10) No. 2 — Engine ground:	Is the resistance less than 5 Ω?	Go to step 4.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between crankshaft position sensor and ECM connector • Poor contact in ECM connector • Poor contact in coupling connector
4	CHECK CONDITION OF CRANKSHAFT POSITION SENSOR.	Is the crankshaft position sensor installation bolt tightened securely?	Go to step 5.	Tighten the crankshaft position sensor installation bolt securely.
5	CHECK CRANKSHAFT POSITION SENSOR. 1) Remove the crankshaft position sensor. 2) Measure the resistance between connector terminals of crankshaft position sensor. Terminals No. 1 — No. 2:	Is the resistance between 1 and 4 kΩ?	Repair the poor contact of crankshaft position sensor connector.	Replace the crankshaft position sensor. <Ref. to FU(H4SO)-23, Crankshaft Position Sensor.>

BA:DTC P0336 CRANKSHAFT POSITION SENSOR "A" CIRCUIT RANGE/PERFORMANCE

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-106, DTC P0336 CRANKSHAFT POSITION SENSOR "A" CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

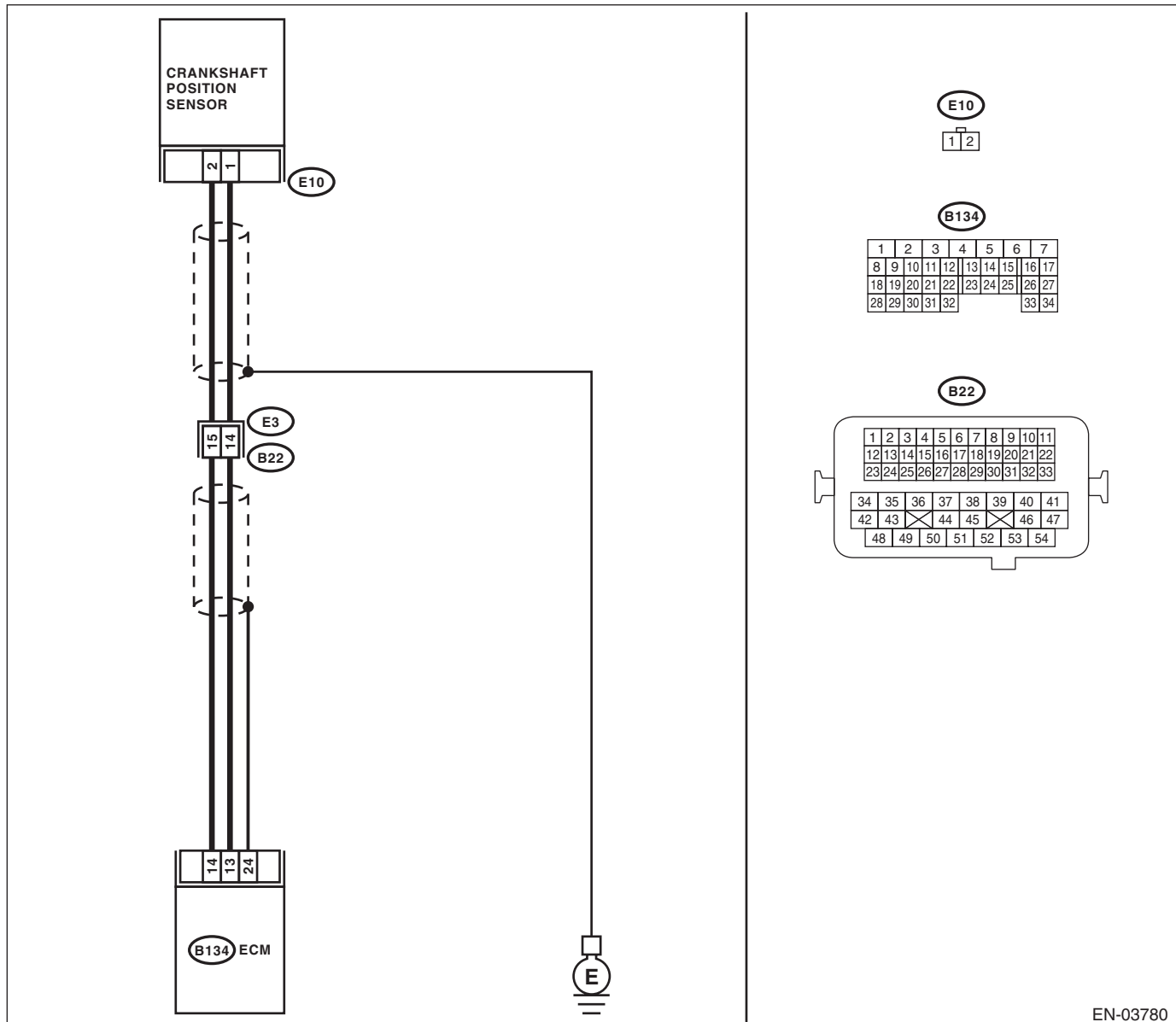
TROUBLE SYMPTOM:

- Engine stalls.
- Failure of engine to start

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03780

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-67, List of Diagnostic Trouble Code (DTC).>	Go to step 2.
2	CHECK CONDITION OF CRANKSHAFT POSITION SENSOR. Turn the ignition switch to OFF.	Is the crankshaft position sensor installation bolt tightened securely?	Go to step 3.	Tighten the crankshaft position sensor installation bolt securely.
3	CHECK CRANK SPROCKET. Remove the timing belt cover.	Are crank sprocket teeth cracked or damaged?	Replace the crank sprocket. <Ref. to ME(H4SO)-50, Crank Sprocket.>	Go to step 4.
4	CHECK INSTALLATION CONDITION OF TIMING BELT. Turn the crankshaft using ST, and align the alignment mark on crank sprocket with alignment mark on cylinder block. ST 499987500 CRANKSHAFT SOCKET	Is the timing belt dislocated from its proper position?	Repair the installation condition of timing belt. <Ref. to ME(H4SO)-44, Timing Belt.>	Replace the crankshaft position sensor. <Ref. to FU(H4SO)-23, Crankshaft Position Sensor.>

BB:DTC P0340 CAMSHAFT POSITION SENSOR "A" CIRCUIT (BANK 1 OR SINGLE SENSOR)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-108, DTC P0340 CAMSHAFT POSITION SENSOR "A" CIRCUIT (BANK 1 OR SINGLE SENSOR), Diagnostic Trouble Code (DTC) Detecting Criteria.>

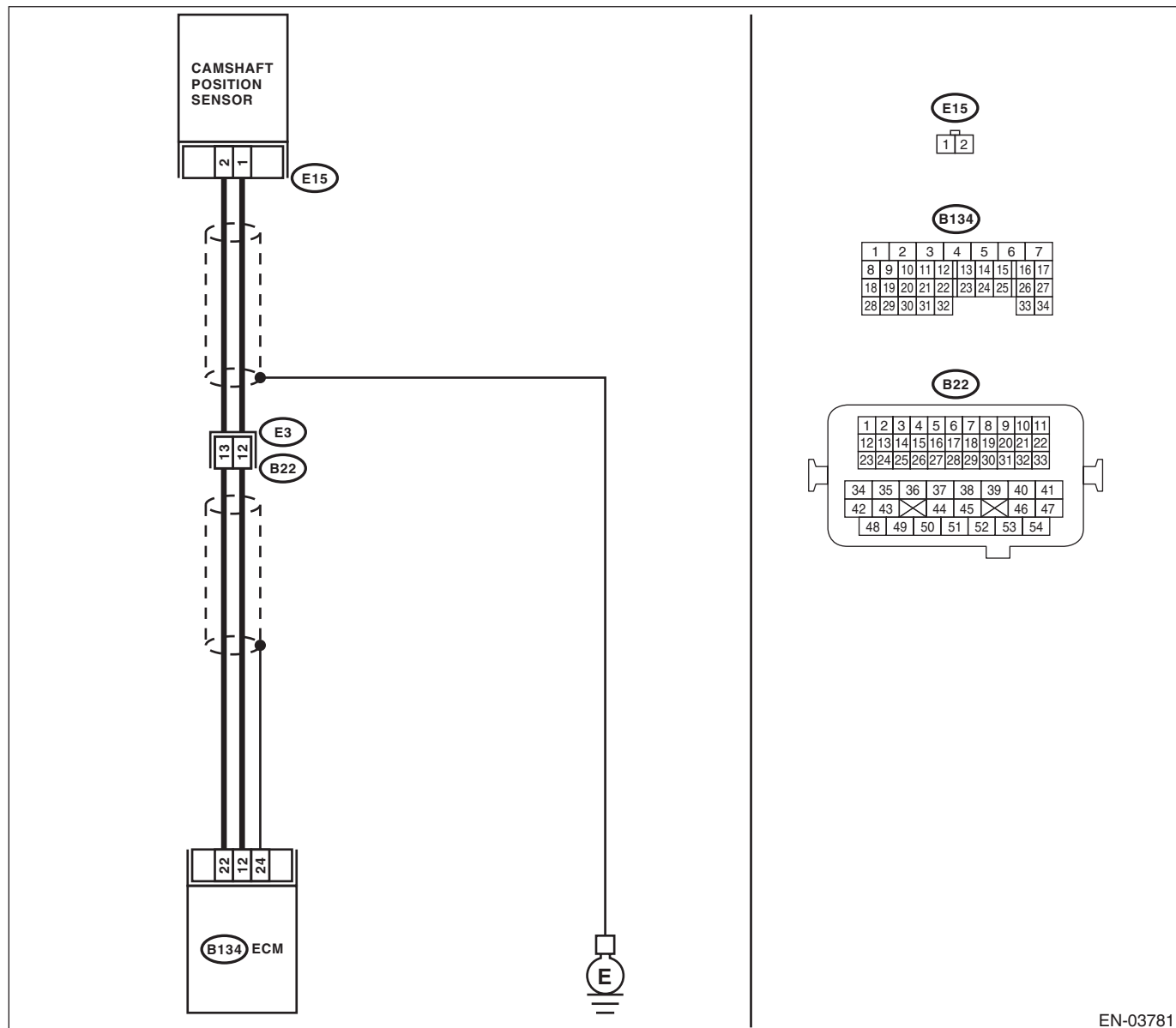
TROUBLE SYMPTOM:

- Engine stalls.
- Failure of engine to start

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03781

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK HARNESS BETWEEN CAMSHAFT POSITION SENSOR AND ECM CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from camshaft position sensor. 3) Measure the resistance of harness between camshaft position sensor connector and engine ground. Connector & terminal (E15) No. 1 — Engine ground:	Is the resistance 100 kΩ or more?	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between camshaft position sensor and ECM connector • Poor contact in ECM connector • Poor contact in coupling connector	Go to step 2.
2	CHECK HARNESS BETWEEN CAMSHAFT POSITION SENSOR AND ECM CONNECTOR. Measure the resistance of harness between camshaft position sensor connector and engine ground. Connector & terminal (E15) No. 1 — Engine ground:	Is the resistance less than 10 Ω?	Repair the ground short circuit of harness between camshaft position sensor and ECM connector. NOTE: The harness between both connectors are shielded. Repair the ground short circuit of harness with shield.	Go to step 3.
3	CHECK HARNESS BETWEEN CAMSHAFT POSITION SENSOR AND ECM CONNECTOR. Measure the resistance of harness between camshaft position sensor connector and engine ground. Connector & terminal (E15) No. 2 — Engine ground:	Is the resistance less than 5 Ω?	Go to step 4.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between camshaft position sensor and ECM connector • Poor contact in ECM connector • Poor contact in coupling connector
4	CHECK CONDITION OF CAMSHAFT POSITION SENSOR.	Is the camshaft position sensor installation bolt tightened securely?	Go to step 5.	Tighten the camshaft position sensor installation bolt securely.
5	CHECK CAMSHAFT POSITION SENSOR. 1) Remove the camshaft position sensor. 2) Measure the resistance between connector terminals of camshaft position sensor. Terminals No. 1 — No. 2:	Is the resistance between 1 and 4 kΩ?	Repair the poor contact of camshaft position sensor connector.	Replace the camshaft position sensor. <Ref. to FU(H4SO)-24, Camshaft Position Sensor.>

BC:DTC P0341 CAMSHAFT POSITION SENSOR "A" CIRCUIT RANGE/PERFORMANCE (BANK 1 OR SINGLE SENSOR)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-110, DTC P0341 CAMSHAFT POSITION SENSOR "A" CIRCUIT RANGE/PERFORMANCE (BANK 1 OR SINGLE SENSOR), Diagnostic Trouble Code (DTC) Detecting Criteria.>

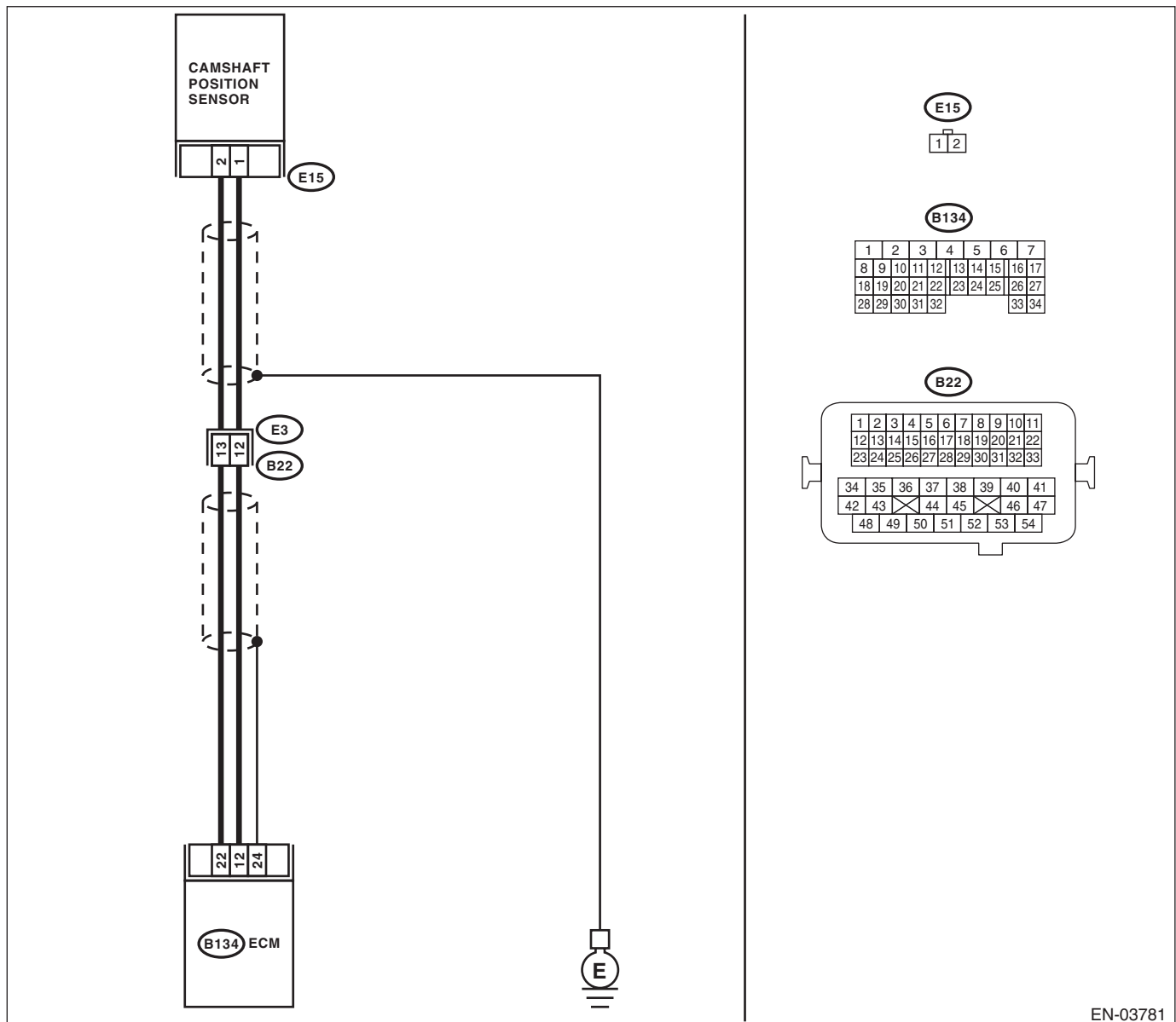
TROUBLE SYMPTOM:

- Engine stalls.
- Failure of engine to start

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03781

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-67, List of Diagnostic Trouble Code (DTC).>	Go to step 2.
2	CHECK HARNESS BETWEEN CAMSHAFT POSITION SENSOR AND ECM CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from camshaft position sensor. 3) Measure the resistance of harness between camshaft position sensor connector and engine ground. Connector & terminal (E15) No. 1 — Engine ground:	Is the resistance 100 kΩ or more?	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between camshaft position sensor and ECM connector • Poor contact in ECM connector • Poor contact in coupling connector	Go to step 3.
3	CHECK HARNESS BETWEEN CAMSHAFT POSITION SENSOR AND ECM CONNECTOR. Measure the resistance of harness between camshaft position sensor connector and engine ground. Connector & terminal (E15) No. 1 — Engine ground:	Is the resistance less than 10 Ω?	Repair the ground short circuit of harness between camshaft position sensor and ECM connector. NOTE: The harness between both connectors are shielded. Repair the ground short circuit of harness with shield.	Go to step 4.
4	CHECK HARNESS BETWEEN CAMSHAFT POSITION SENSOR AND ECM CONNECTOR. Measure the resistance of harness between camshaft position sensor connector and engine ground. Connector & terminal (E15) No. 2 — Engine ground:	Is the resistance less than 5 Ω?	Go to step 5.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between camshaft position sensor and ECM connector • Poor contact in ECM connector • Poor contact in coupling connector
5	CHECK CONDITION OF CAMSHAFT POSITION SENSOR.	Is the camshaft position sensor installation bolt tightened securely?	Go to step 6.	Tighten the camshaft position sensor installation bolt securely.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
6 CHECK CAMSHAFT POSITION SENSOR. 1) Remove the camshaft position sensor. 2) Measure the resistance between connector terminals of camshaft position sensor. Terminals No. 1 — No. 2:	Is the resistance between 1 and 4 kΩ?	Go to step 7.	Replace the camshaft position sensor. <Ref. to FU(H4SO)-24, Camshaft Position Sensor.>
7 CHECK CONDITION OF CAMSHAFT POSITION SENSOR. Turn the ignition switch to OFF.	Is the camshaft position sensor installation bolt tightened securely?	Go to step 8.	Tighten the camshaft position sensor installation bolt securely.
8 CHECK CAM SPROCKET. Remove the timing belt cover. <Ref. to ME(H4SO)-43, Timing Belt Cover.>	Are cam sprocket teeth cracked or damaged?	Replace the cam sprocket. <Ref. to ME(H4SO)-49, Cam Sprocket.>	Go to step 9.
9 CHECK INSTALLATION CONDITION OF TIMING BELT. Turn the crankshaft using ST, and align alignment mark on cam sprocket with alignment mark on timing belt cover LH. ST 499987500 CRANKSHAFT SOCKET	Is the timing belt dislocated from its proper position?	Repair the installation condition of timing belt. <Ref. to ME(H4SO)-44, Timing Belt.>	Replace the camshaft position sensor. <Ref. to FU(H4SO)-24, Camshaft Position Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

BD:DTC P0400 EXHAUST GAS RECIRCULATION FLOW

DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-112, DTC P0400 EXHAUST GAS RECIRCULATION FLOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

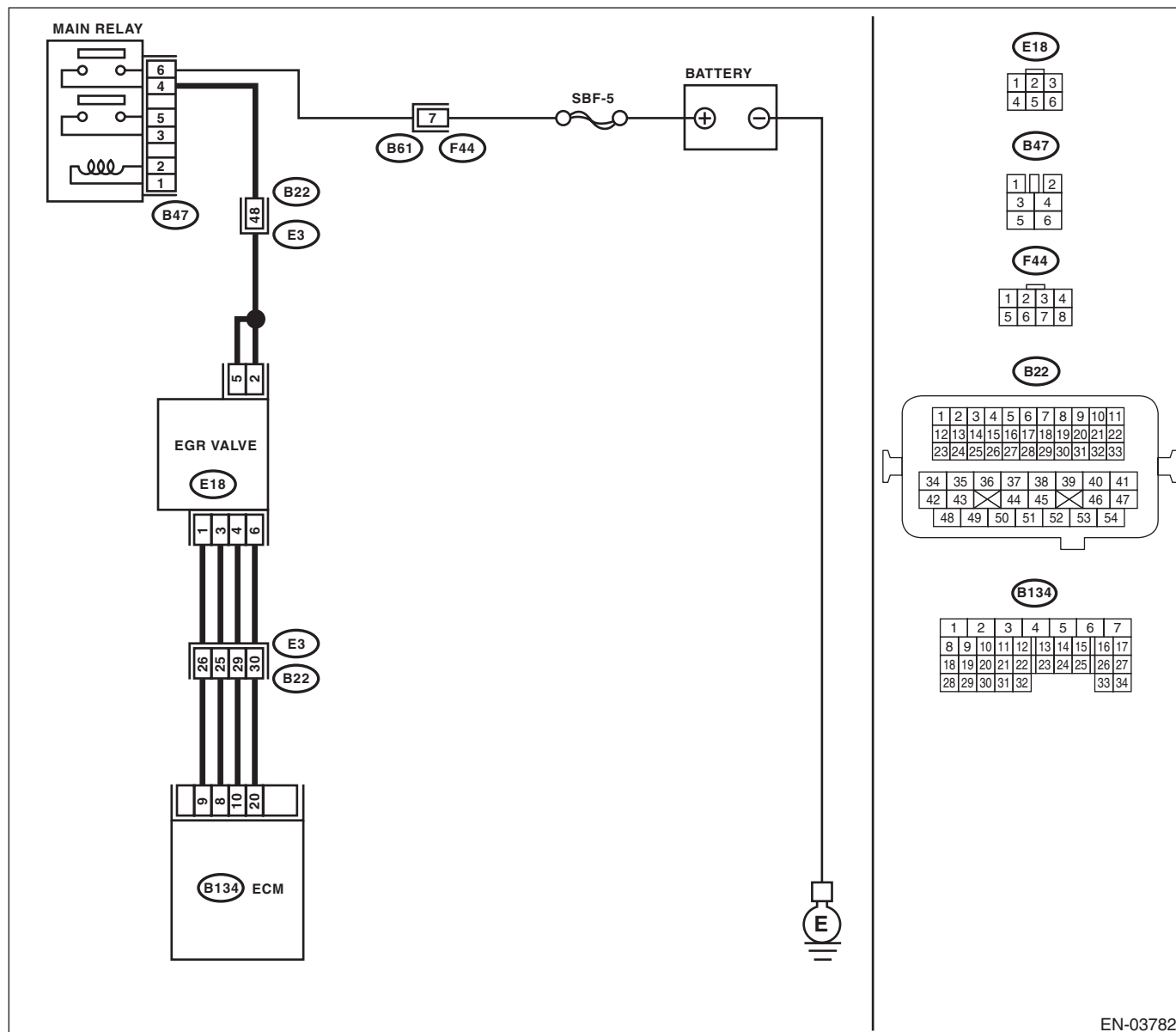
TROUBLE SYMPTOM:

- Movement performance problem when engine is low speed.
- Erroneous idling
- Movement performance problem

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check the appropriate DTC using the "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-67, List of Diagnostic Trouble Code (DTC).>	Go to step 2.
2	CHECK CURRENT DATA. 1) Start the engine. 2) Read data of intake manifold absolute pressure signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Is the measured value more than 53.3 kPa (400 mmHg, 15.75 inHg)?	Make sure that the EGR valve, manifold absolute pressure sensor and throttle body are installed securely.	Go to step 3.
3	CHECK POWER SUPPLY OF EGR SOLENOID VALVE. 1) Disconnect the connector from EGR solenoid valve. 2) Turn the ignition switch to ON. 3) Measure the voltage between EGR solenoid valve and engine ground. Connector & terminal: (E18) No. 2 — Engine ground: (E18) No. 5 — Engine ground:	Is the voltage 10 V or more?	Go to step 4.	Repair the open circuit of harness between main relay and EGR solenoid valve connector.
4	CHECK EGR SOLENOID VALVE. Measure the resistance between EGR solenoid valve terminals. NOTE: Make sure there is no foreign material between EGR solenoid valve and valve seat. Terminals No. 1 — No. 2: No. 3 — No. 2: No. 4 — No. 5: No. 6 — No. 5:	Is the resistance between 20 and 30 Ω?	Go to step 5.	Replace the EGR solenoid valve. <Ref. to FU(H4SO)-29, EGR Valve.>
5	OUTPUT SIGNAL FROM ECM. 1) Turn the ignition switch to OFF. 2) Connect the connector to ECM and EGR solenoid valve. 3) Turn the ignition switch to ON. 4) Measure the voltage between ECM and chassis ground. Connector & terminal: (B134) No. 10 (+) — Chassis ground (-): (B134) No. 9 (+) — Chassis ground (-): (B134) No. 8 (+) — Chassis ground (-): (B134) No. 20 (+) — Chassis ground (-):	Is the voltage 0 — 10 V?	Repair the poor contact portion of ECM connector.	Go to step 6.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
6 CHECK HARNESS BETWEEN EGR SOLENOID VALVE AND ECM CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from EGR solenoid valve and ECM. 3) Measure the resistance of harness between EGR solenoid valve and ECM connector. Connector & terminal: (B134) No. 10 — (E18) No. 4: (B134) No. 9 — (E18) No. 1: (B134) No. 8 — (E18) No. 3: (B134) No. 20 — (E18) No. 6:	Is the resistance less than 1 Ω ?	Go to step 7.	Repair the open circuit of harness between ECM and EGR solenoid valve connector.
7 CHECK HARNESS BETWEEN EGR SOLENOID VALVE AND ECM CONNECTOR. Measure the resistance of harness between EGR solenoid valve and chassis ground. Connector & terminal: (B134) No. 10 — Chassis ground: (B134) No. 9 — Chassis ground: (B134) No. 8 — Chassis ground: (B134) No. 20 — Chassis ground:	Is the resistance 1 M Ω or more?	Go to step 8.	Repair the short circuit of harness between main relay and EGR solenoid valve connector.
8 CHECK POOR CONTACT. Check poor contact of ECM and EGR solenoid valve connectors.	Is there poor contact in ECM and EGR solenoid valve connectors?	Repair the poor contact of ECM and EGR solenoid valve connectors.	Even if the malfunction indicator light illuminates, the circuit has returned to the specified condition at this time.

BE:DTC P0420 CATALYST SYSTEM EFFICIENCY BELOW THRESHOLD (BANK 1)

DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-116, DTC P0420 CATALYST SYSTEM EFFICIENCY BELOW THRESHOLD (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

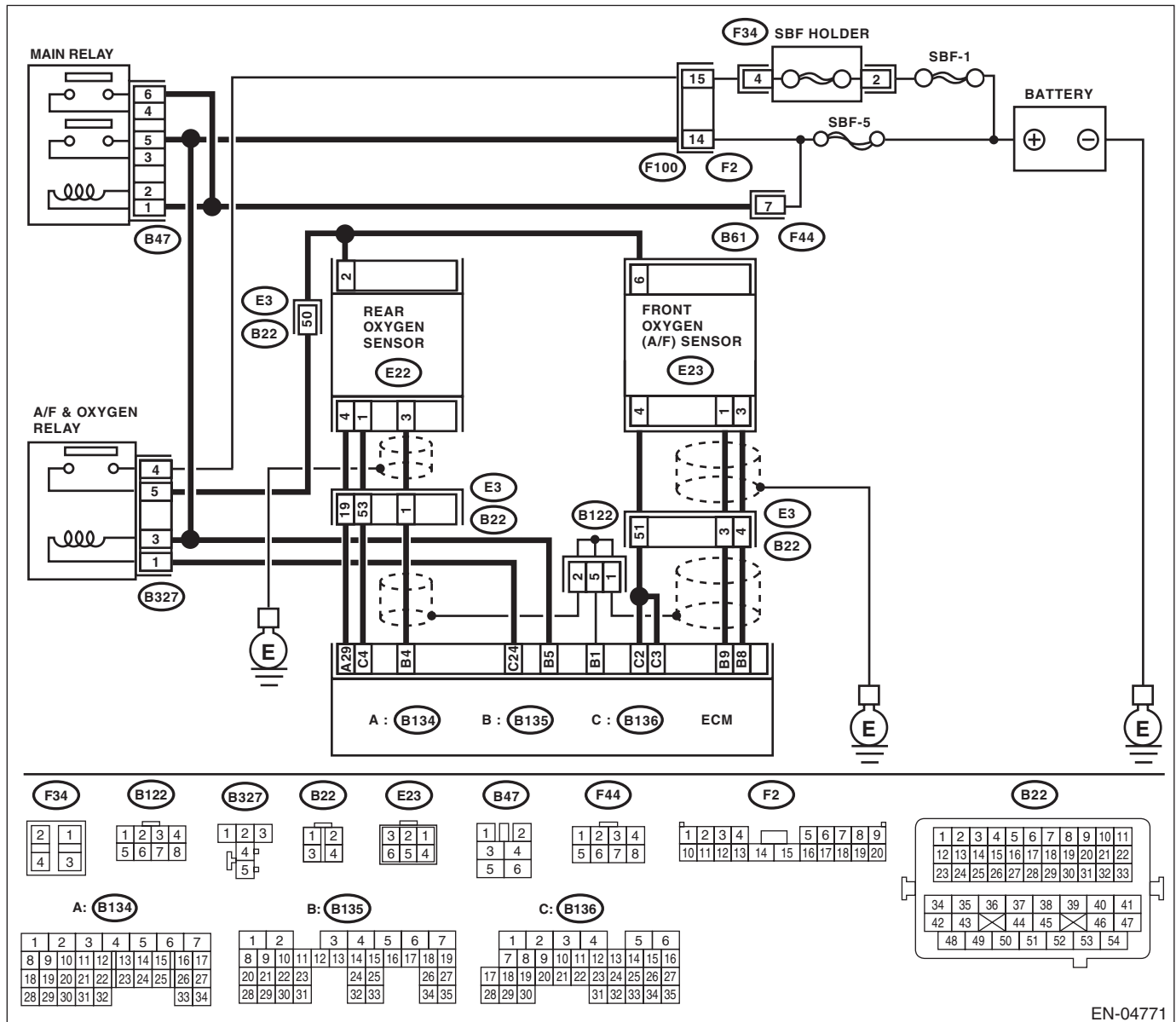
TROUBLE SYMPTOM:

- Engine stalls.
- Idle mixture is out of specifications.

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

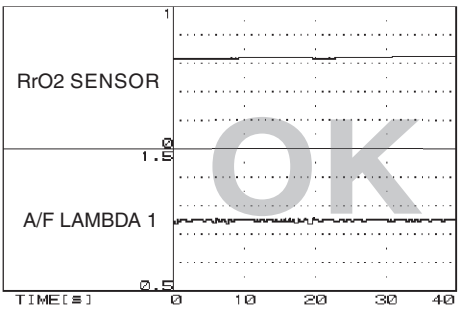
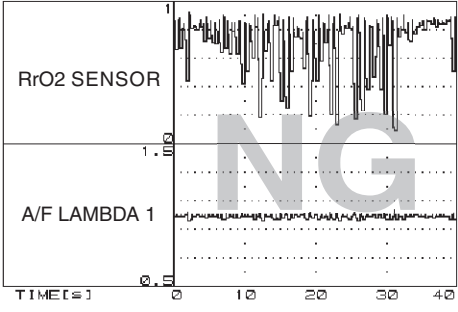
WIRING DIAGRAM:



EN-04771

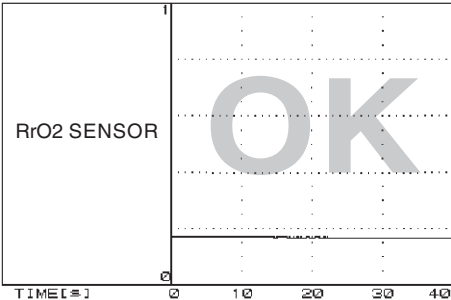
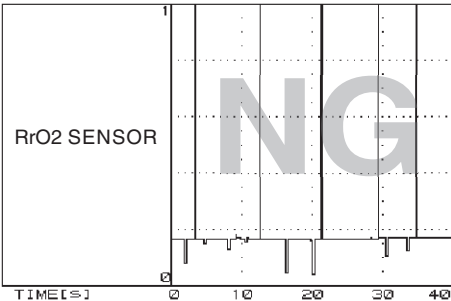
Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK EXHAUST SYSTEM. Check for gas leaks or air suction caused by loose or dislocated nuts and bolts, and open hole at exhaust pipes. NOTE: Check the following positions. - Between cylinder head and front exhaust pipe - Between front exhaust pipe and front catalytic converter - Between front catalytic converter and rear catalytic converter - Looseness and improper attachment of front oxygen (A/F) sensor or rear oxygen sensor	Is there any fault in exhaust system?	Repair or replace the exhaust system. <Ref. to EX (H4SO)-2, General Description.>	Go to step 2.
2 CHECK WAVEFORM DATA ON SUBARU SELECT MONITOR (WHILE DRIVING). 1) Drive the vehicle at a constant speed of 80 — 112 km/h (50 — 70 MPH). 2) Keep the condition of step 1) for 5 minutes, then read the waveform data in a driving condition using Subaru Select Monitor.   EN-04895	Are normal waveform pattern displayed?	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. Reproduce the fault and perform the diagnosis again. NOTE: In this case, the probable cause is considered as the temporarily poor contact of connectors.	Go to step 3.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
3 CHECK WAVEFORM DATA ON SUBARU SELECT MONITOR (WHILE IDLING). 1) Idle the engine. 2) Under the condition of step 1), read the waveform data using Subaru Select Monitor.   EN-04896	Are normal waveform pattern displayed?	Go to step 4.	Go to step 5.
4 CHECK CATALYTIC CONVERTER.	Is the catalytic converter damaged?	Replace the catalytic converter. <Ref. to EC(H4SO)-3, Front Catalytic Converter.>	Go to step 5.
5 CHECK REAR OXYGEN SENSOR CONNECTOR AND COUPLING CONNECTOR.	Does water enter the connector?	Dry the water thoroughly.	Go to step 6.
6 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM and rear oxygen sensor. 3) Measure the resistance of harness between ECM and rear oxygen sensor connector. Connector & terminal (B135) No. 4 — (E22) No. 3: (B135) No. 29 — (E22) No. 4:	Is the resistance less than 1 Ω?	Go to step 7.	Repair the open circuit of harness between ECM and rear oxygen sensor connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
7 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR. 1) Turn the ignition switch to ON. 2) Measure the resistance between rear oxygen sensor connector and chassis ground. Connector & terminal (E22) No. 3 (+) — Chassis ground (-):	Is the voltage 0.2 — 0.5 V?	Go to step 8.	Repair the harness and connector. NOTE: Repair the following points. • Open circuit in harness between rear oxygen sensor and ECM connector • Poor contact in rear oxygen sensor and ECM connector • Poor contact in ECM connector
8 CHECK REAR OXYGEN SENSOR SHIELD. 1) Turn the ignition switch to OFF. 2) Bare the harness sensor shield on the body side of rear oxygen sensor connector. 3) Measure the resistance between sensor shield and chassis ground.	Is the resistance less than 1 Ω ?	Replace the rear oxygen sensor. <Ref. to FU(H4SO)-38, Rear Oxygen Sensor.>	Repair the open circuit in rear oxygen sensor harness.

BF:DTC P0442 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (SMALL LEAK)

DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-119, DTC P0442 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (SMALL LEAK), Diagnostic Trouble Code (DTC) Detecting Criteria.>

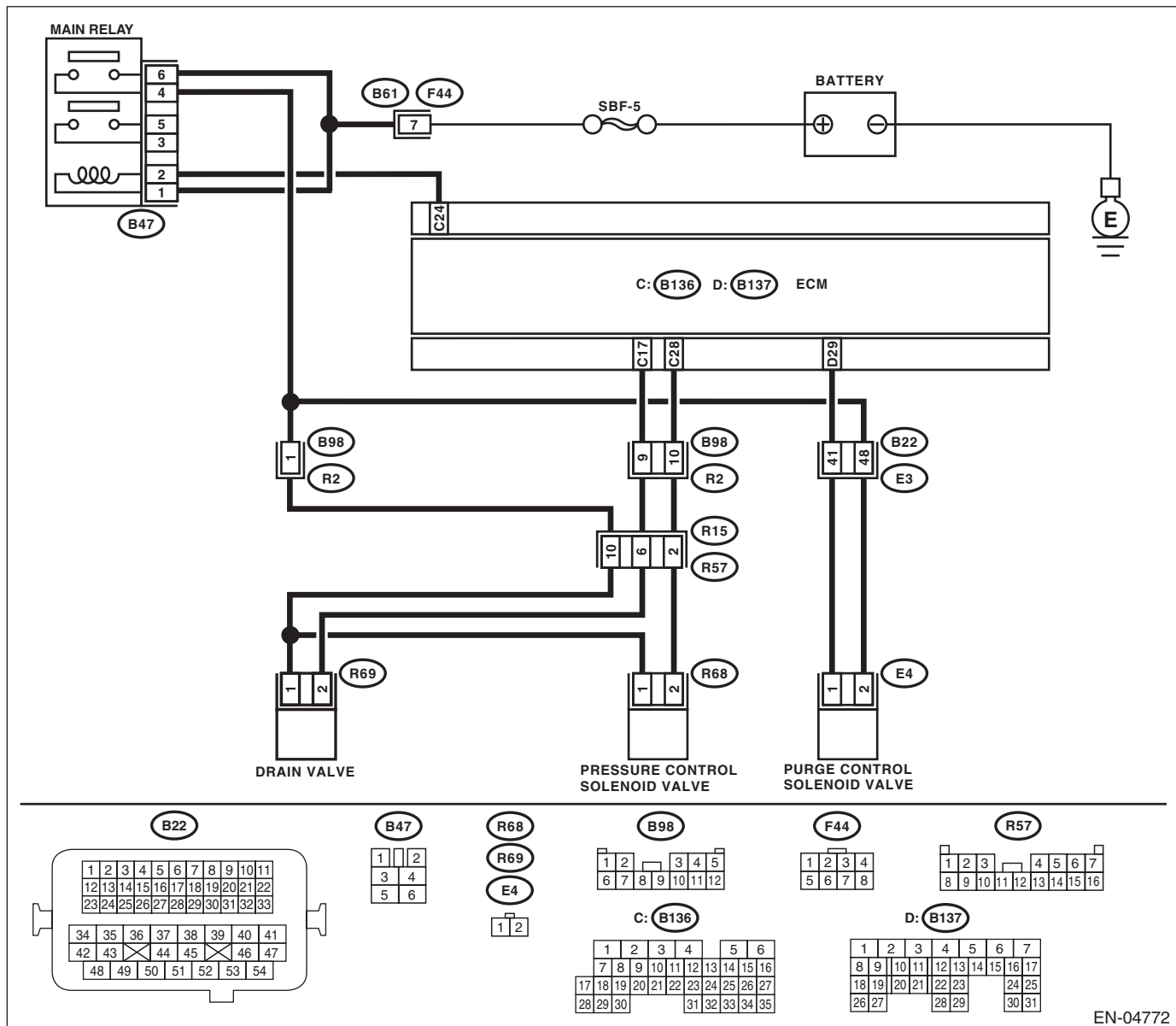
TROUBLE SYMPTOM:

- Fuel odor
- There is a hole of more than 1.0 mm (0.04 in) dia. in evaporation system or fuel tank.

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04772

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check the appropriate DTC using the "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-67, List of Diagnostic Trouble Code (DTC).>	Go to step 2.
2	CHECK FUEL FILLER CAP. 1) Turn the ignition switch to OFF. 2) Check the fuel filler cap. NOTE: The DTC is stored in memory if fuel filler cap is or was loose or if the cap chain was caught while tightening.	Is the fuel filler cap tightened securely?	Go to step 3.	Securely install the fuel filler cap.
3	CHECK FUEL FILLER CAP.	Is the fuel filler cap SUBARU genuine?	Go to step 4.	Replace with a genuine fuel filler cap.
4	CHECK FUEL FILLER PIPE PACKING.	Is there any damage to the seal between fuel filler cap and fuel filler pipe?	Repair or replace the fuel filler cap and fuel filler pipe. <Ref. to FU(H4SO)-48, Fuel Filler Pipe.>	Go to step 5.
5	CHECK DRAIN VALVE. 1) Connect the test mode connector. 2) Turn the ignition switch to ON. 3) Operate the drain valve. NOTE: Drain valve operation can be executed using Subaru Select Monitor. For procedure, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4SO)(diag)-45, Compulsory Valve Operation Check Mode.>	Does the drain valve operate?	Go to step 6.	Replace the drain valve. <Ref. to EC(H4SO)-17, Drain Valve.>
6	CHECK PURGE CONTROL SOLENOID VALVE. Operate the purge control solenoid valve. NOTE: Purge control solenoid valve operation can be executed using Subaru Select Monitor. For procedure, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4SO)(diag)-45, Compulsory Valve Operation Check Mode.>	Does the purge control solenoid valve operate?	Go to step 7.	Replace the purge control solenoid valve. <Ref. to EC(H4SO)-7, Purge Control Solenoid Valve.>
7	CHECK PRESSURE CONTROL SOLENOID VALVE. Operate the pressure control solenoid valve. NOTE: The pressure control solenoid valve operation can be executed using the Subaru Select Monitor. For procedure, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4SO)(diag)-45, Compulsory Valve Operation Check Mode.>	Does the pressure control solenoid valve operate?	Go to step 8.	Replace the pressure control solenoid valve. <Ref. to EC(H4SO)-12, Pressure Control Solenoid Valve.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
8 CHECK EVAPORATIVE EMISSION CONTROL SYSTEM LINE. Turn the ignition switch to OFF.	Is there a hole of more than 1.0 mm (0.04 in) dia. in evaporation line?	Repair or replace the evaporation line. <Ref. to FU(H4SO)-59, Fuel Delivery, Return and Evaporation Lines.>	Go to step 9.
9 CHECK CANISTER.	Is the canister damaged or is there a hole of more than 1.0 mm (0.04 in) dia. in it?	Repair or replace the canister. <Ref. to EC(H4SO)-6, Canister.>	Go to step 10.
10 CHECK FUEL TANK. Remove the fuel tank. <Ref. to FU(H4SO)-45, Fuel Tank.>	Is the fuel tank damaged or is there a hole of more than 1.0 mm (0.04 in) dia. in it?	Repair or replace the fuel tank. <Ref. to FU(H4SO)-45, Fuel Tank.>	Go to step 11.
11 CHECK ANY OTHER MECHANICAL TROUBLE IN EVAPORATIVE EMISSION CONTROL SYSTEM.	Are there holes of more than 1.0 mm (0.04 in) dia., cracks, clogging, disconnections or bend of hoses or pipes in evaporative emission control system?	Repair or replace the hoses or pipes.	Repair poor contact in ECM connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

BG:DTC P0447 EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT OPEN

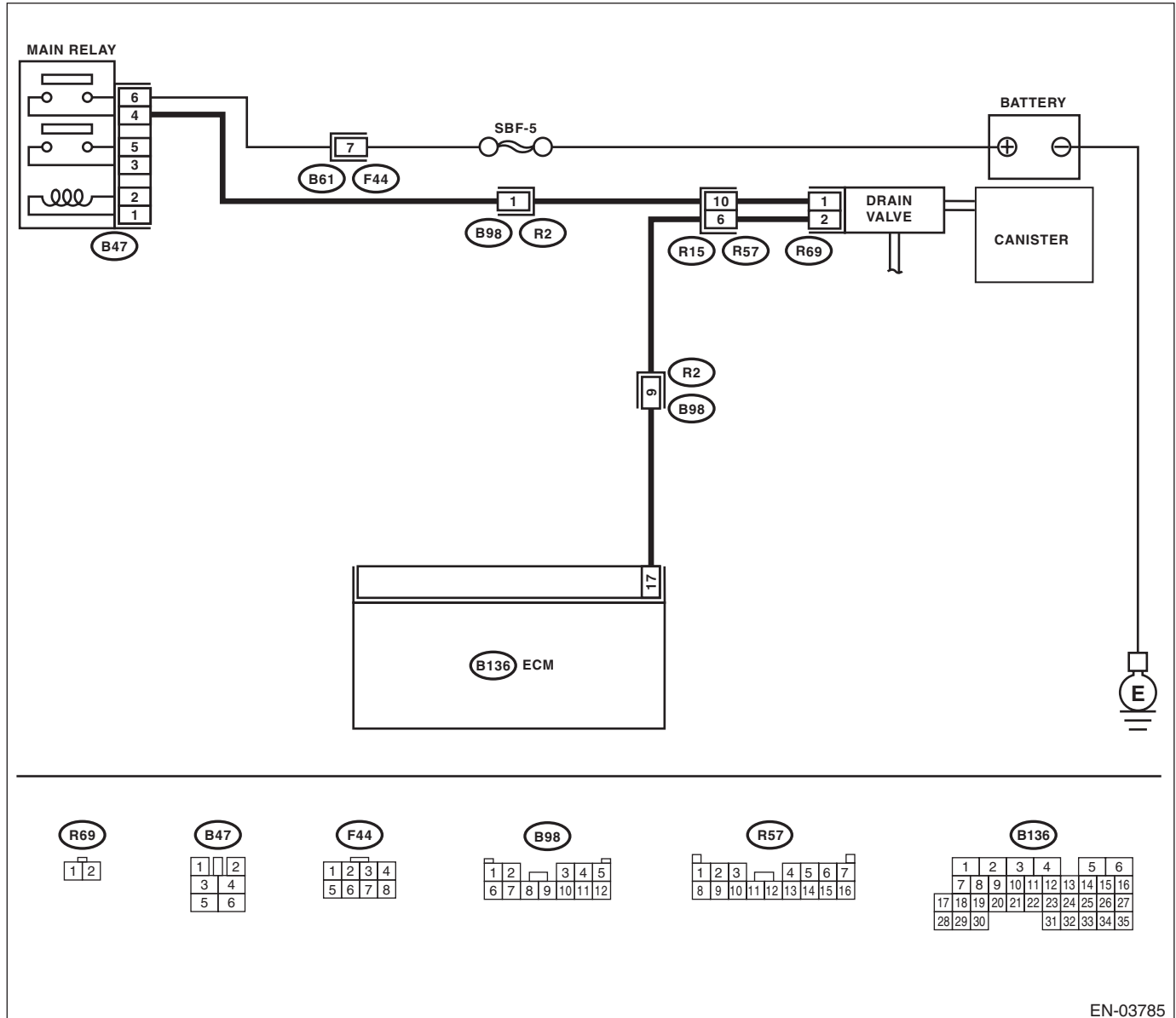
DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-133, DTC P0447 EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT OPEN, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03785

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK OUTPUT SIGNAL OF ECM. 1) Turn the ignition switch to ON. 2) Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 17 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair poor contact in ECM connector.	Go to step 2.
2	CHECK HARNESS BETWEEN DRAIN VALVE AND ECM CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from drain valve and ECM. 3) Measure the resistance of harness between drain valve connector and chassis ground. Connector & terminal (R69) No. 2 — Chassis ground:	Is the resistance 1 MΩ or more?	Go to step 3.	Repair the ground short circuit of harness between ECM and drain valve connector.
3	CHECK HARNESS BETWEEN DRAIN VALVE AND ECM CONNECTOR. Measure the resistance of harness between ECM and drain valve connector. Connector & terminal (B136) No. 17 — (R69) No. 2:	Is the resistance less than 1 Ω?	Go to step 4.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and drain valve connector • Poor contact in coupling connector
4	CHECK DRAIN VALVE. Measure the resistance between drain valve terminals. Terminals No. 1 — No. 2:	Is the resistance between 10 and 100 Ω?	Go to step 5.	Replace the drain valve. <Ref. to EC(H4SO)-17, Drain Valve.>
5	CHECK POWER SUPPLY TO DRAIN VALVE. 1) Turn the ignition switch to ON. 2) Measure the voltage between drain valve and chassis ground. Connector & terminal (R69) No. 1 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair the poor contact of drain valve connector.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between main relay and drain valve • Poor contact in coupling connector • Poor contact in main relay connector

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

BH:DTC P0448 EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT SHORTED

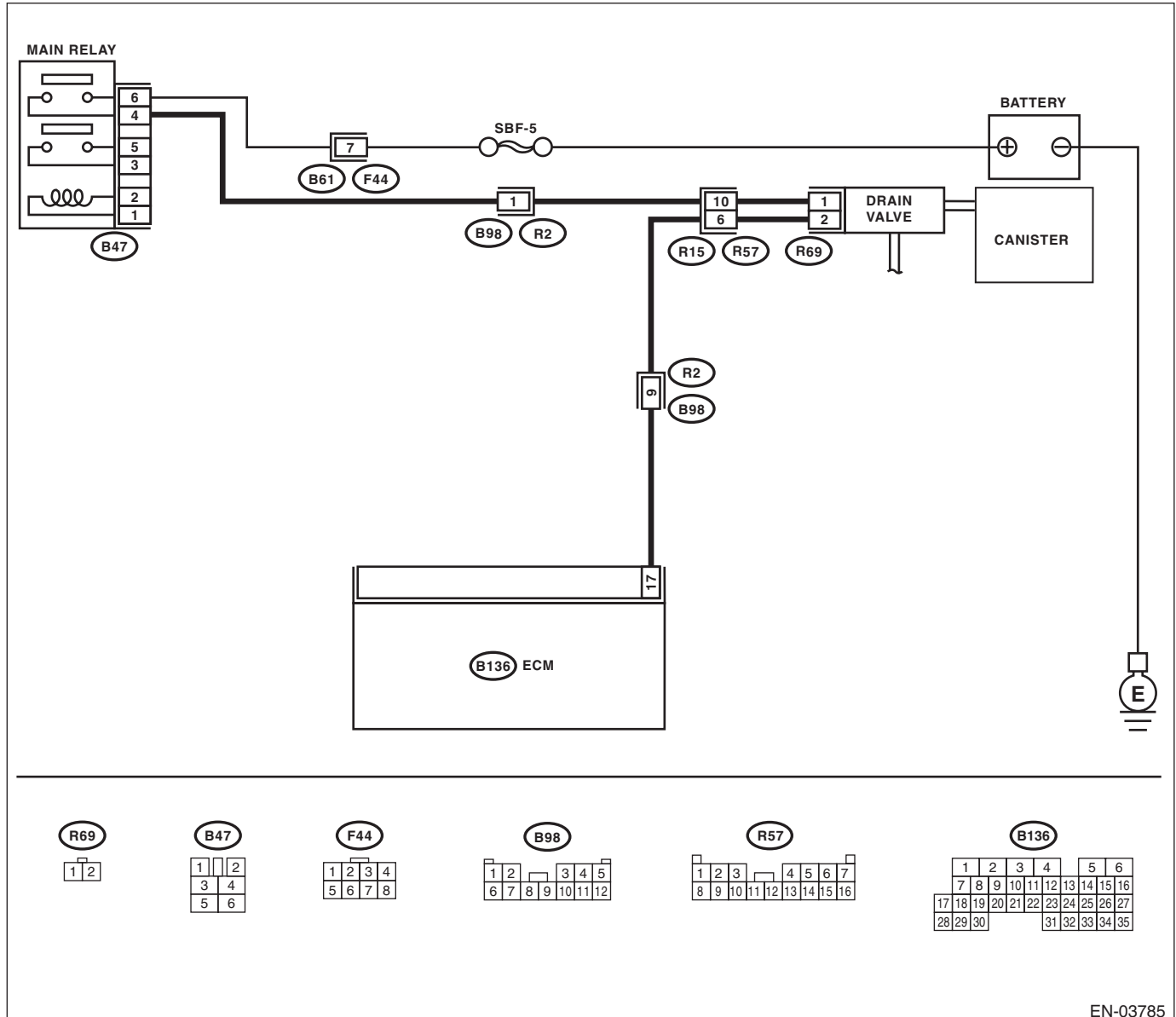
DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-135, DTC P0448 EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT SHORTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03785

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK INPUT SIGNAL OF ECM. 1) Turn the ignition switch to OFF. 2) Connect the test mode connector at the lower portion of instrument panel (on the driver's side). 3) Turn the ignition switch to ON. 4) Measure the voltage between ECM and chassis ground while operating the drain valve. NOTE: Drain valve operation can be executed using Subaru Select Monitor. For procedure, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4SO)(diag)-45, Compulsory Valve Operation Check Mode.> Connector & terminal (B136) No. 17 (+) — Chassis ground (-):	Is the voltage 0 — 10 V?	Go to step 2.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. In this case, repair the poor contact in ECM connector.
2	CHECK INPUT SIGNAL OF ECM. 1) Turn the ignition switch to ON. 2) Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 17 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Go to step 4.	Go to step 3.
3	CHECK POOR CONTACT. Check poor contact of ECM connector.	Is there poor contact in ECM connector?	Repair poor contact in ECM connector.	Replace the ECM. <Ref. to FU(H4SO)-40, Engine Control Module (ECM).>
4	CHECK HARNESS BETWEEN DRAIN VALVE AND ECM CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the drain valve. 3) Turn the ignition switch to ON. 4) Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 17 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair the battery short circuit of harness between ECM and drain valve connector. After repair, replace the ECM. <Ref. to FU(H4SO)-40, Engine Control Module (ECM).>	Go to step 5.
5	CHECK DRAIN VALVE. 1) Turn the ignition switch to OFF. 2) Measure the resistance between drain valve terminals. Terminals No. 1 — No. 2:	Is the resistance less than 1 Ω ?	Replace the drain valve and ECM. <Ref. to EC(H4SO)-17, Drain Valve.> <Ref. to FU(H4SO)-40, Engine Control Module (ECM).>	Go to step 6.
6	CHECK POOR CONTACT. Check poor contact of ECM connector.	Is there poor contact in ECM connector?	Repair poor contact in ECM connector.	Replace the ECM. <Ref. to FU(H4SO)-40, Engine Control Module (ECM).>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

BI: DTC P0451 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR

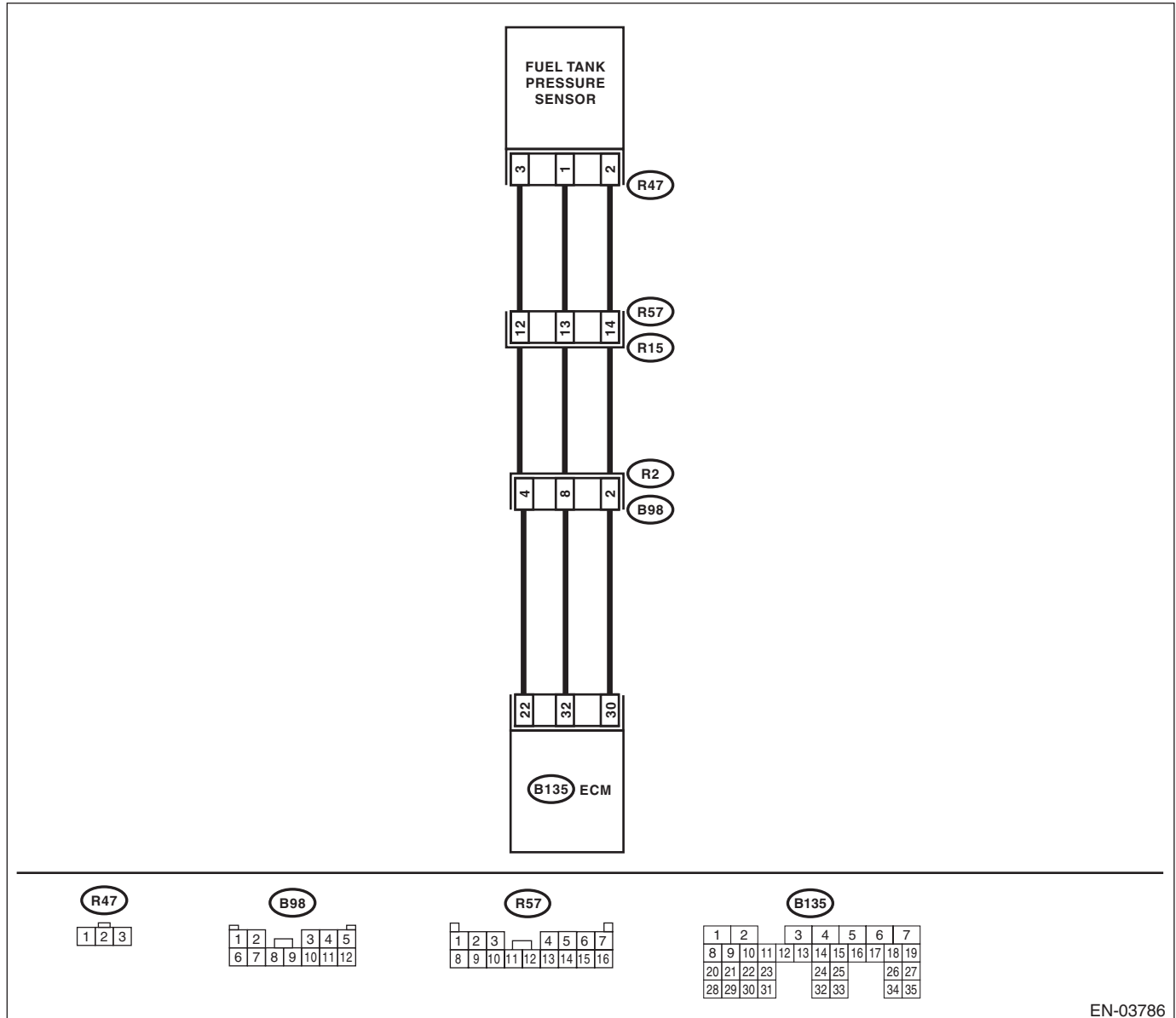
DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-137, DTC P0451 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03786

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check the appropriate DTC using the "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-67, List of Diagnostic Trouble Code (DTC).>	Go to step 2.
2	CHECK FUEL FILLER CAP. 1) Turn the ignition switch to OFF. 2) Open the fuel flap.	Is the fuel filler cap tightened securely?	Go to step 3.	Securely install the fuel filler cap.
3	CHECK PRESSURE VACUUM LINE. NOTE: Check the following items. • Disconnection, leakage and clogging of the vacuum hoses and pipes between fuel tank pressure sensor and fuel tank • Disconnection, leakage and clogging of the air ventilation hoses and pipes between fuel filler pipe and fuel tank	Is there any fault in pressure/vacuum line?	Repair or replace the hoses and pipes.	Replace the fuel tank pressure sensor. <Ref. to EC(H4SO)-11, Fuel Tank Pressure Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

BJ:DTC P0452 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR LOW INPUT

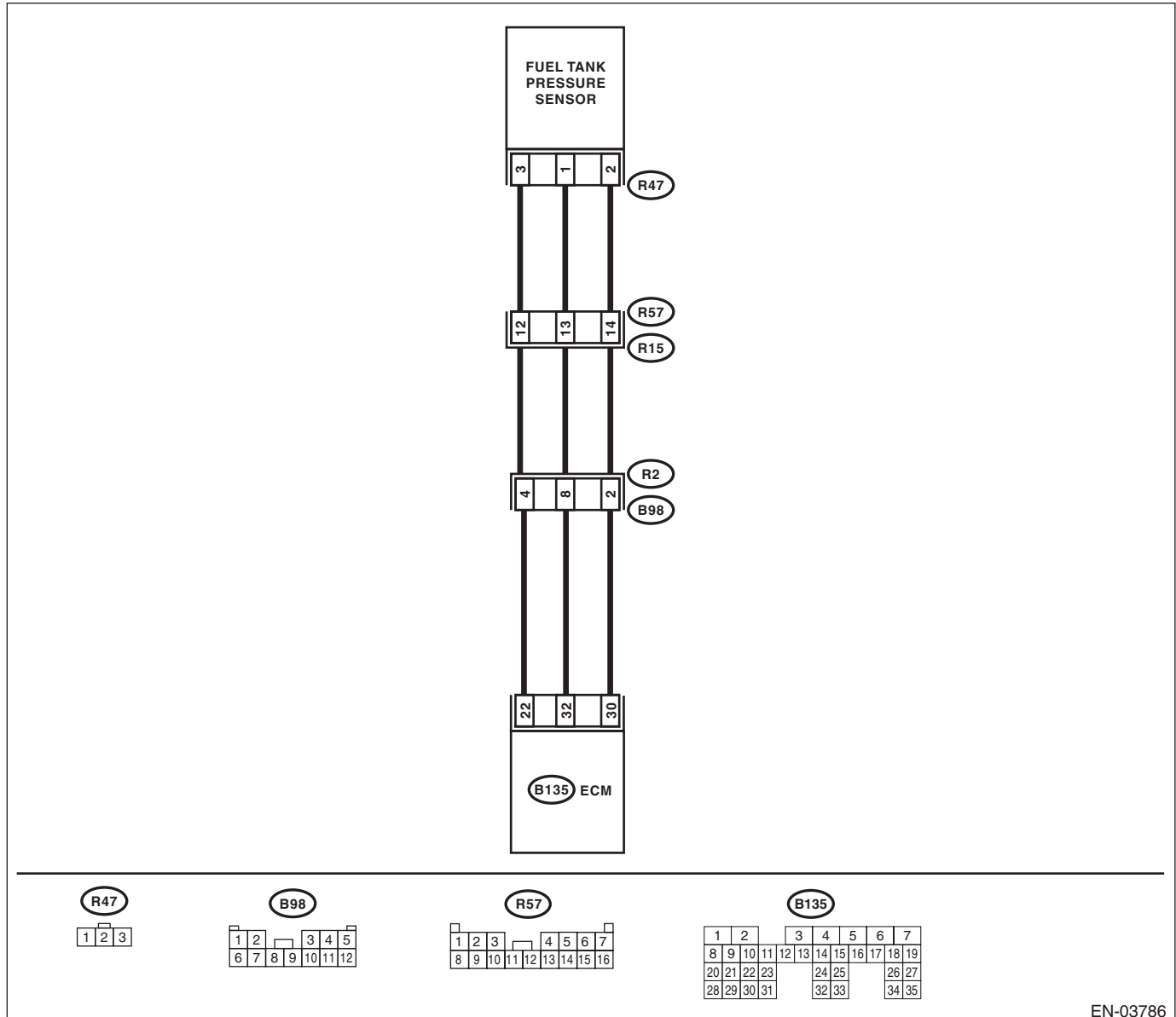
DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-139, DTC P0452 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03786

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK CURRENT DATA. 1) Turn the ignition switch to OFF. 2) Remove the fuel filler cap. 3) Install the fuel filler cap. 4) Turn the ignition switch to ON. 5) Read the data of fuel tank pressure sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Is the measured value less than -2.8 kPa (-21.0 mmHg, -0.827 inHg)?	Go to step 2.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time.
2	CHECK POWER SUPPLY TO FUEL TANK PRESSURE SENSOR. Measure the voltage between ECM connector and chassis ground. Connector & terminal (B135) No. 22 (+) — Chassis ground (-):	Is the voltage 4.5 V or more?	Go to step 3.	Repair poor contact in ECM connector.
3	CHECK INPUT SIGNAL OF ECM. Measure the voltage between ECM and chassis ground. Connector & terminal (B135) No. 32 (+) — Chassis ground (-):	Is the voltage less than 0.2 V?	Go to step 5.	Go to step 4.
4	CHECK INPUT SIGNAL FOR ECM (USING SUBARU SELECT MONITOR). Read the data of fuel tank pressure sensor signal using Subaru Select Monitor. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.>	Does the measured value change when shaking the ECM harness and connector?	Repair poor contact in ECM connector.	Go to step 5.
5	CHECK HARNESS BETWEEN ECM AND COUPLING CONNECTOR IN REAR WIRING HARNESS. 1) Turn the ignition switch to OFF. 2) Remove the rear seat cushion. 3) Separate rear wiring harness and fuel tank cord. 4) Turn the ignition switch to ON. 5) Measure the voltage between rear wiring harness connector and chassis ground. Connector & terminal (R15) No. 12 (+) — Chassis ground (-):	Is the voltage 4.5 V or more?	Go to step 6.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and rear wiring harness connector • Poor contact in coupling connector

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
6 CHECK HARNESS BETWEEN ECM AND COUPLING CONNECTOR IN REAR WIRING HARNESS. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance of harness between ECM and rear wiring harness connector. Connector & terminal (B135) No. 30 — (R15) No. 14:	Is the resistance less than 1 Ω ?	Go to step 7.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and rear wiring harness connector • Poor contact in coupling connector • Poor contact in joint connector
7 CHECK HARNESS BETWEEN ECM AND COUPLING CONNECTOR IN REAR WIRING HARNESS. Measure the resistance of harness between rear wiring harness connector and chassis ground. Connector & terminal (R15) No. 14 (+) — Chassis ground:	Is the resistance 1 M Ω or more?	Go to step 8.	Repair the ground short circuit of harness between ECM and rear wiring harness connector.
8 CHECK FUEL TANK CORD. 1) Disconnect the connector from fuel tank pressure sensor. 2) Measure the resistance of fuel tank cord. Connector & terminal (R57) No. 12 — (R47) No. 3:	Is the resistance less than 1 Ω ?	Go to step 9.	Repair the open circuit in fuel tank cord.
9 CHECK FUEL TANK CORD. Measure the resistance of fuel tank cord. Connector & terminal (R57) No. 14 — (R47) No. 2:	Is the resistance less than 1 Ω ?	Go to step 10.	Repair the open circuit in fuel tank cord.
10 CHECK FUEL TANK CORD. Measure the resistance of harness between fuel tank pressure sensor connector and engine ground. Connector & terminal (R47) No. 1 — Chassis ground:	Is the resistance 1 M Ω or more?	Go to step 11.	Repair the ground short circuit of fuel tank cord.
11 CHECK POOR CONTACT. Check poor contact in fuel tank pressure sensor connector.	Is there poor contact in fuel tank pressure sensor connector?	Repair the poor contact in fuel tank pressure sensor connector.	Replace the fuel tank pressure sensor. <Ref. to EC(H4SO)-11, Fuel Tank Pressure Sensor.>

BK:DTC P0453 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR HIGH INPUT

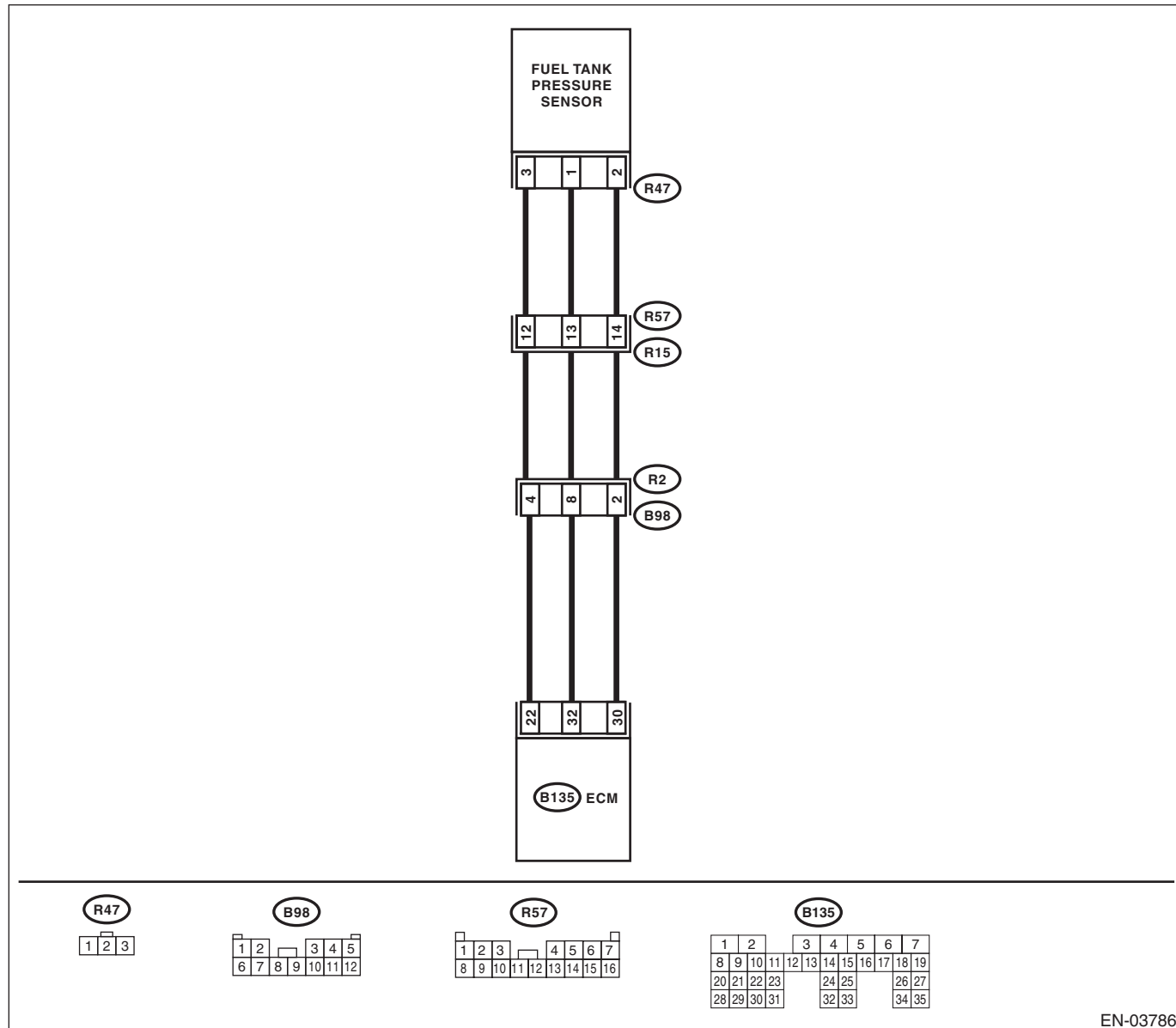
DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-141, DTC P0453 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03786

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK CURRENT DATA. 1) Turn the ignition switch to OFF. 2) Remove the fuel filler cap. 3) Install the fuel filler cap. 4) Turn the ignition switch to ON. 5) Read the data of fuel tank pressure sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Is the measured value 2.8 kPa (21.0 mmHg, 0.827 inHg) or more?	Go to step 11.	Go to step 2.
2	CHECK POWER SUPPLY TO FUEL TANK PRESSURE SENSOR. Measure the voltage between ECM connector and chassis ground. Connector & terminal (B135) No. 22 (+) — Chassis ground (-):	Is the voltage 4.5 V or more?	Go to step 4.	Go to step 3.
3	CHECK POWER SUPPLY TO FUEL TANK PRESSURE SENSOR. Measure the voltage between ECM connector and chassis ground. Connector & terminal (B135) No. 22 (+) — Chassis ground (-):	Does the voltage change when shaking the ECM harness and connector?	Repair poor contact in ECM connector.	Replace the ECM. <Ref. to FU(H4SO)-40, Engine Control Module (ECM).>
4	CHECK INPUT SIGNAL OF ECM. Measure the voltage between ECM and chassis ground. Connector & terminal (B135) No. 32 (+) — Chassis ground (-):	Is the voltage less than 0.2 V?	Go to step 6.	Go to step 5.
5	CHECK INPUT SIGNAL FOR ECM (USING SUBARU SELECT MONITOR). Read the data of fuel tank pressure sensor signal using Subaru Select Monitor. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.>	Does the measured value change when shaking the ECM harness and connector?	Repair poor contact in ECM connector.	Go to step 6.
6	CHECK HARNESS BETWEEN ECM AND COUPLING CONNECTOR IN REAR WIRING HARNESS. 1) Turn the ignition switch to OFF. 2) Remove the rear seat cushion. 3) Separate rear wiring harness and fuel tank cord. 4) Turn the ignition switch to ON. 5) Measure the voltage between rear wiring harness connector and chassis ground. Connector & terminal (R15) No. 12 (+) — Chassis ground (-):	Is the voltage 4.5 V or more?	Go to step 7.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and rear wiring harness connector • Poor contact in coupling connector

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
7 CHECK HARNESS BETWEEN ECM AND COUPLING CONNECTOR IN REAR WIRING HARNESS. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance of harness between ECM and rear wiring harness connector. Connector & terminal (B135) No. 32 — (R15) No. 13: (B135) No. 30 — (R15) No. 14:	Is the resistance less than 1 Ω ?	Go to step 8.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and rear wiring harness connector • Poor contact in coupling connector
8 CHECK FUEL TANK CORD. 1) Disconnect the connector from the fuel tank pressure sensor. 2) Measure the resistance of fuel tank cord. Connector & terminal (R57) No. 13 — (R47) No. 1:	Is the resistance less than 1 Ω ?	Go to step 9.	Repair the open circuit in fuel tank cord.
9 CHECK FUEL TANK CORD. Measure the resistance of fuel tank cord. Connector & terminal (R57) No. 14 — (R47) No. 2:	Is the resistance less than 1 Ω ?	Go to step 10.	Repair the open circuit in fuel tank cord.
10 CHECK POOR CONTACT. Check poor contact in fuel tank pressure sensor connector.	Is there poor contact in fuel tank pressure sensor connector?	Repair the poor contact in fuel tank pressure sensor connector.	Replace the fuel tank pressure sensor. <Ref. to EC(H4SO)-11, Fuel Tank Pressure Sensor.>
11 CHECK HARNESS BETWEEN ECM AND FUEL TANK PRESSURE SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from fuel tank pressure sensor. 3) Turn the ignition switch to ON. 4) Read the data of fuel tank pressure sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Is the measured value 2.8 kPa (21.0 mmHg, 0.827 inHg) or more?	Repair battery short circuit of harness between ECM and fuel tank pressure sensor connector.	Replace the fuel tank pressure sensor. <Ref. to EC(H4SO)-11, Fuel Tank Pressure Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

BL:DTC P0456 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (VERY SMALL LEAK)

DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-143, DTC P0456 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (VERY SMALL LEAK), Diagnostic Trouble Code (DTC) Detecting Criteria.>

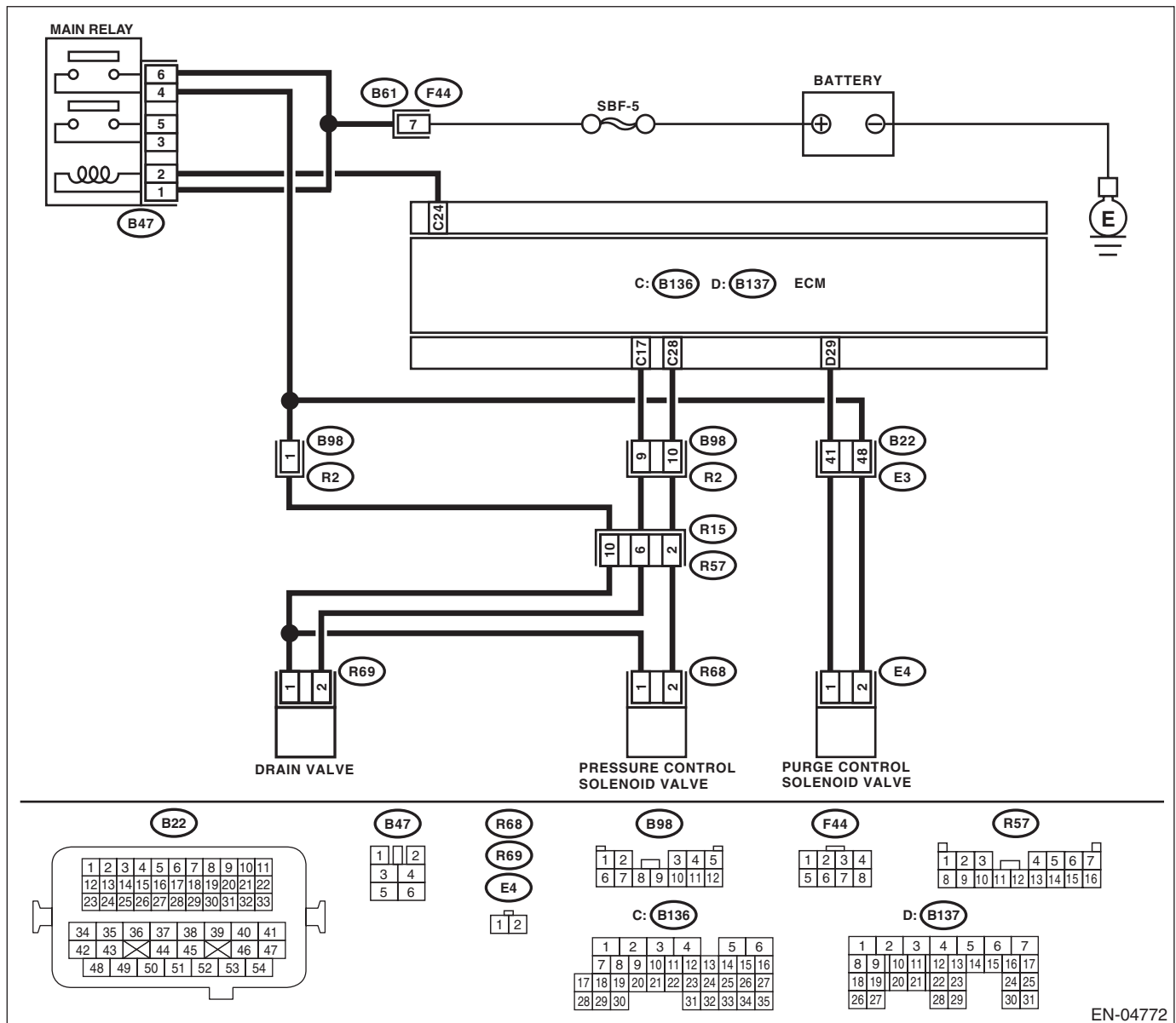
TROUBLE SYMPTOM:

- Fuel odor
- There is a hole of more than 0.5 mm (0.020 in) dia. in evaporation system or fuel tank.

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04772

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check the appropriate DTC using the "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-67, List of Diagnostic Trouble Code (DTC).>	Go to step 2.
2	CHECK FUEL FILLER CAP. 1) Turn the ignition switch to OFF. 2) Check the fuel filler cap. NOTE: The DTC is stored in memory if fuel filler cap is or was loose or if the cap chain was caught while tightening.	Is the fuel filler cap tightened securely?	Go to step 3.	Securely install the fuel filler cap.
3	CHECK FUEL FILLER CAP.	Is the fuel filler cap SUBARU genuine?	Go to step 4.	Replace with a genuine fuel filler cap.
4	CHECK FUEL FILLER PIPE PACKING.	Is there any damage to the seal between fuel filler cap and fuel filler pipe?	Repair or replace the fuel filler cap and fuel filler pipe. <Ref. to FU(H4SO)-48, Fuel Filler Pipe.>	Go to step 5.
5	CHECK DRAIN VALVE. 1) Connect the test mode connector. 2) Turn the ignition switch to ON. 3) Operate the drain valve. NOTE: Drain valve operation can be executed using Subaru Select Monitor. For procedure, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4SO)(diag)-45, Compulsory Valve Operation Check Mode.>	Does the drain valve operate?	Go to step 6.	Replace the drain valve. <Ref. to EC(H4SO)-17, Drain Valve.>
6	CHECK PURGE CONTROL SOLENOID VALVE. Operate the purge control solenoid valve. NOTE: Purge control solenoid valve operation can be executed using Subaru Select Monitor. For procedure, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4SO)(diag)-45, Compulsory Valve Operation Check Mode.>	Does the purge control solenoid valve operate?	Go to step 7.	Replace the purge control solenoid valve. <Ref. to EC(H4SO)-7, Purge Control Solenoid Valve.>
7	CHECK PRESSURE CONTROL SOLENOID VALVE. Operate the pressure control solenoid valve. NOTE: The pressure control solenoid valve operation can be executed using the Subaru Select Monitor. For procedure, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4SO)(diag)-45, Compulsory Valve Operation Check Mode.>	Does the pressure control solenoid valve operate?	Go to step 8.	Replace the pressure control solenoid valve. <Ref. to EC(H4SO)-12, Pressure Control Solenoid Valve.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
8	CHECK EVAPORATIVE EMISSION CONTROL SYSTEM LINE. Turn the ignition switch to OFF.	Is there a hole of more than 0.5 mm (0.020 in) dia. in evaporation line?	Repair or replace the evaporation line. <Ref. to FU(H4SO)-59, Fuel Delivery, Return and Evaporation Lines.>	Go to step 9.
9	CHECK CANISTER.	Is the canister damaged or is there a hole of more than 0.5 mm (0.020 in) dia. in it?	Repair or replace the canister. <Ref. to EC(H4SO)-6, Canister.>	Go to step 10.
10	CHECK FUEL TANK. Remove the fuel tank. <Ref. to FU(H4SO)-45, Fuel Tank.>	Is the fuel tank damaged or is there a hole of more than 0.5 mm (0.020 in) dia. in it?	Repair or replace the fuel tank. <Ref. to FU(H4SO)-45, Fuel Tank.>	Go to step 11.
11	CHECK ANY OTHER MECHANICAL TROUBLE IN EVAPORATIVE EMISSION CONTROL SYSTEM.	Are there holes of more than 0.5 mm (0.020 in) dia., cracks, clogging, disconnections or bend of hoses or pipes in evaporative emission control system?	Repair or replace the hoses or pipes.	Repair poor contact in ECM connector.

BM:DTC P0457 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (FUEL CAP LOOSE/OFF)

DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-119, DTC P0442 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (SMALL LEAK), Diagnostic Trouble Code (DTC) Detecting Criteria.>

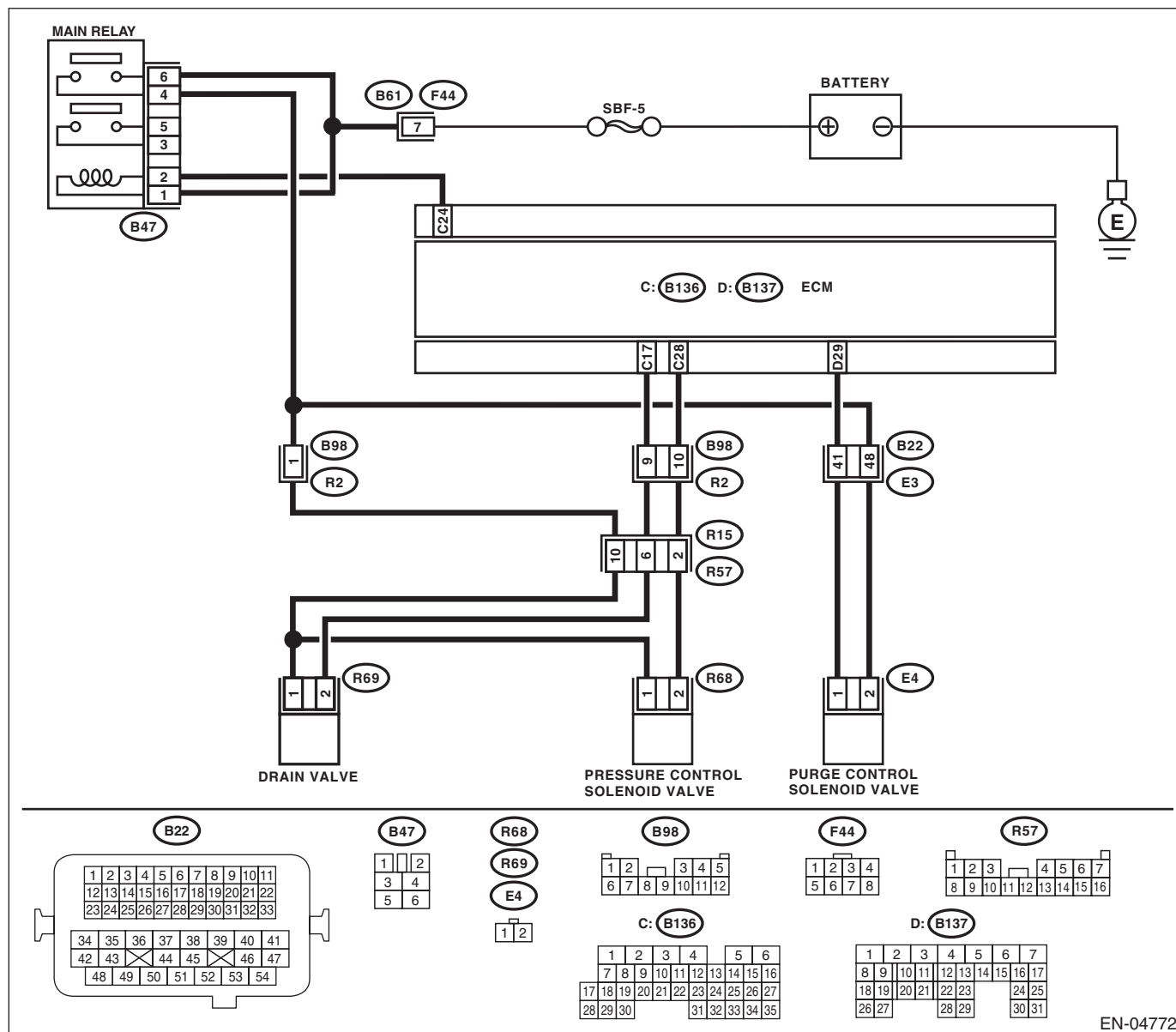
TROUBLE SYMPTOM:

- Fuel odor
- Fuel filler cap is loose or not installed.

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04772

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check the appropriate DTC using the "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-67, List of Diagnostic Trouble Code (DTC).>	Go to step 2.
2	CHECK FUEL FILLER CAP. 1) Turn the ignition switch to OFF. 2) Check the fuel filler cap. NOTE: The DTC is stored in memory if fuel filler cap is or was loose or if the cap chain was caught while tightening.	Is the fuel filler cap tightened securely?	Go to step 3.	Securely install the fuel filler cap.
3	CHECK FUEL FILLER CAP.	Is the fuel filler cap SUBARU genuine?	Go to step 4.	Replace with a genuine fuel filler cap.
4	CHECK FUEL FILLER PIPE PACKING.	Is there any damage to the seal between fuel filler cap and fuel filler pipe?	Repair or replace the fuel filler cap and fuel filler pipe. <Ref. to FU(H4SO)-48, Fuel Filler Pipe.>	Go to step 5.
5	CHECK DRAIN VALVE. 1) Connect the test mode connector. 2) Turn the ignition switch to ON. 3) Operate the drain valve. NOTE: Drain valve operation can be executed using Subaru Select Monitor. For procedure, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4SO)(diag)-45, Compulsory Valve Operation Check Mode.>	Does the drain valve operate?	Go to step 6.	Replace the drain valve. <Ref. to EC(H4SO)-17, Drain Valve.>
6	CHECK PURGE CONTROL SOLENOID VALVE. Operate the purge control solenoid valve. NOTE: Purge control solenoid valve operation can be executed using Subaru Select Monitor. For procedure, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4SO)(diag)-45, Compulsory Valve Operation Check Mode.>	Does the purge control solenoid valve operate?	Go to step 7.	Replace the purge control solenoid valve. <Ref. to EC(H4SO)-7, Purge Control Solenoid Valve.>
7	CHECK PRESSURE CONTROL SOLENOID VALVE. Operate the pressure control solenoid valve. NOTE: The pressure control solenoid valve operation can be executed using the Subaru Select Monitor. For procedure, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4SO)(diag)-45, Compulsory Valve Operation Check Mode.>	Does the pressure control solenoid valve operate?	Go to step 8.	Replace the pressure control solenoid valve. <Ref. to EC(H4SO)-12, Pressure Control Solenoid Valve.>
8	CHECK CANISTER.	Is the canister damaged?	Repair or replace the canister. <Ref. to EC(H4SO)-6, Canister.>	Go to step 9.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step		Check	Yes	No
9	CHECK FUEL TANK. Remove the fuel tank. <Ref. to FU(H4SO)-45, Fuel Tank.>	Is the fuel tank damaged?	Repair or replace the fuel tank. <Ref. to FU(H4SO)-45, Fuel Tank.>	Go to step 10.
10	CHECK ANY OTHER MECHANICAL TROUBLE IN EVAPORATIVE EMISSION CONTROL SYSTEM.	Are there holes of more than 0.5 mm (0.020 in) dia., cracks, clogging or disconnections of hoses or pipes in evaporative emission control system?	Repair or replace the hoses or pipes.	Repair poor contact in ECM connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

BN:DTC P0458 EVAPORATIVE EMISSION SYSTEM PURGE CONTROL VALVE CIRCUIT LOW

DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-144, DTC P0458 EVAPORATIVE EMISSION SYSTEM PURGE CONTROL VALVE CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

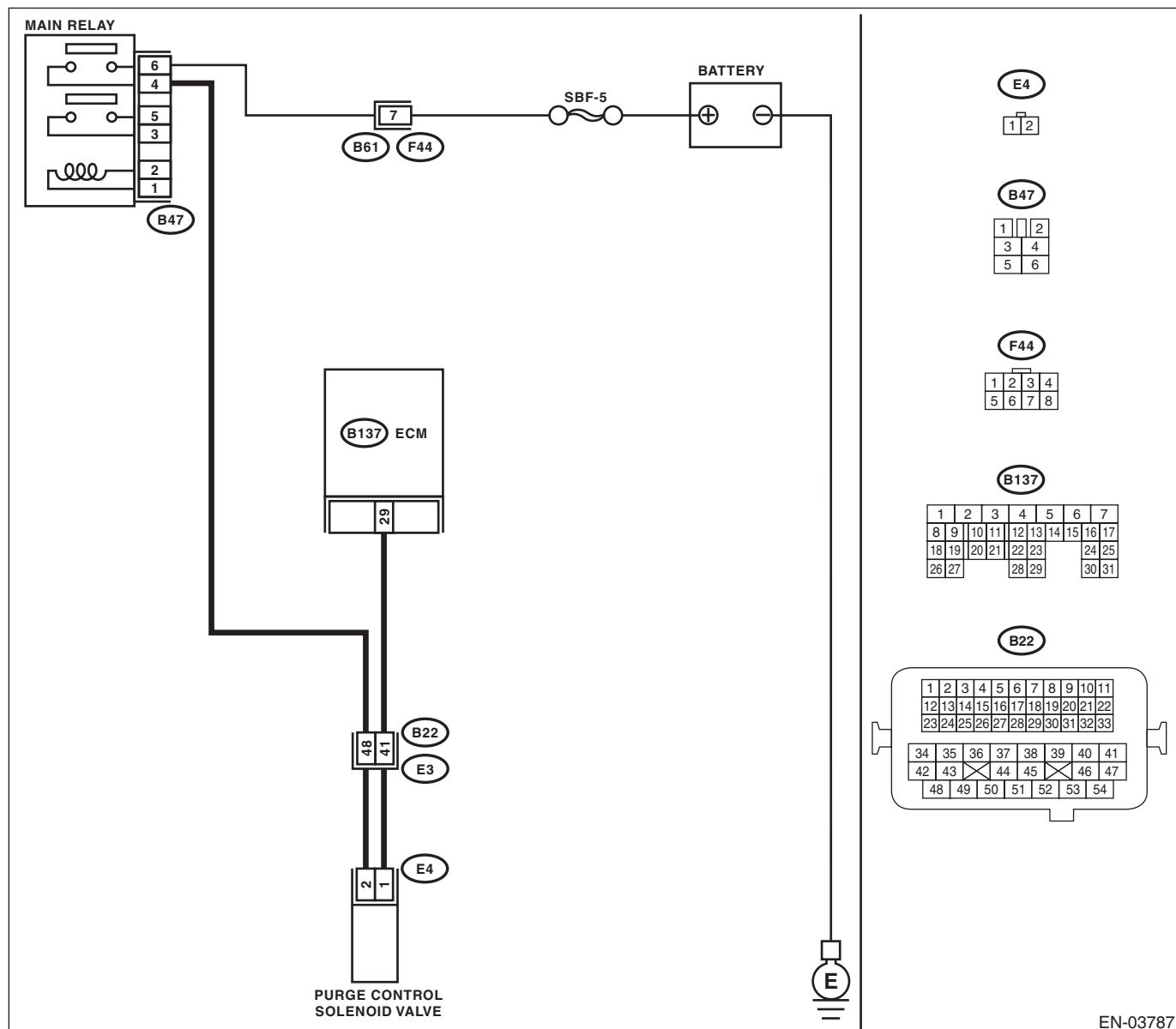
TROUBLE SYMPTOM:

Erroneous idling

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK OUTPUT SIGNAL OF ECM. 1) Turn the ignition switch to ON. 2) Measure the voltage between ECM and chassis ground. Connector & terminal (B137) No. 29 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair poor contact in ECM connector.	Go to step 2.
2	CHECK HARNESS BETWEEN PURGE CONTROL SOLENOID VALVE AND ECM CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from purge control solenoid valve and ECM. 3) Measure the resistance of harness between purge control solenoid valve connector and engine ground. Connector & terminal (E4) No. 2 — Engine ground:	Is the resistance 1 M Ω or more?	Go to step 3.	Repair the ground short circuit of harness between ECM and purge control solenoid valve connector.
3	CHECK HARNESS BETWEEN PURGE CONTROL SOLENOID VALVE AND ECM CONNECTOR. Measure the resistance of harness between ECM and purge control solenoid valve. Connector & terminal (B137) No. 29 — (E4) No. 1:	Is the resistance less than 1 Ω ?	Go to step 4.	Repair the open circuit of harness between ECM and purge control solenoid valve connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and purge control solenoid valve connector • Poor contact in coupling connector
4	CHECK PURGE CONTROL SOLENOID VALVE. 1) Remove the purge control solenoid valve. 2) Measure the resistance between purge control solenoid valve terminals. Terminals No. 1 — No. 2:	Is the resistance between 10 and 100 Ω ?	Go to step 5.	Replace the purge control solenoid valve. <Ref. to EC(H4SO)-7, Purge Control Solenoid Valve.>
5	CHECK POWER SUPPLY TO PURGE CONTROL SOLENOID VALVE. 1) Turn the ignition switch to ON. 2) Measure the voltage between purge control solenoid valve and engine ground. Connector & terminal (E4) No. 2 (+) — Engine ground (-):	Is the voltage 10 V or more?	Repair the poor contact of the purge control solenoid valve connector.	Repair the harness and connector. NOTE: In this case, repair the following items. • Open circuit of harness between main relay and purge control solenoid valve connector • Poor contact of the coupling connector • Poor contact of the main relay connector

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

BO:DTC P0459 EVAPORATIVE EMISSION SYSTEM PURGE CONTROL VALVE CIRCUIT HIGH

DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-146, DTC P0459 EVAPORATIVE EMISSION SYSTEM PURGE CONTROL VALVE CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

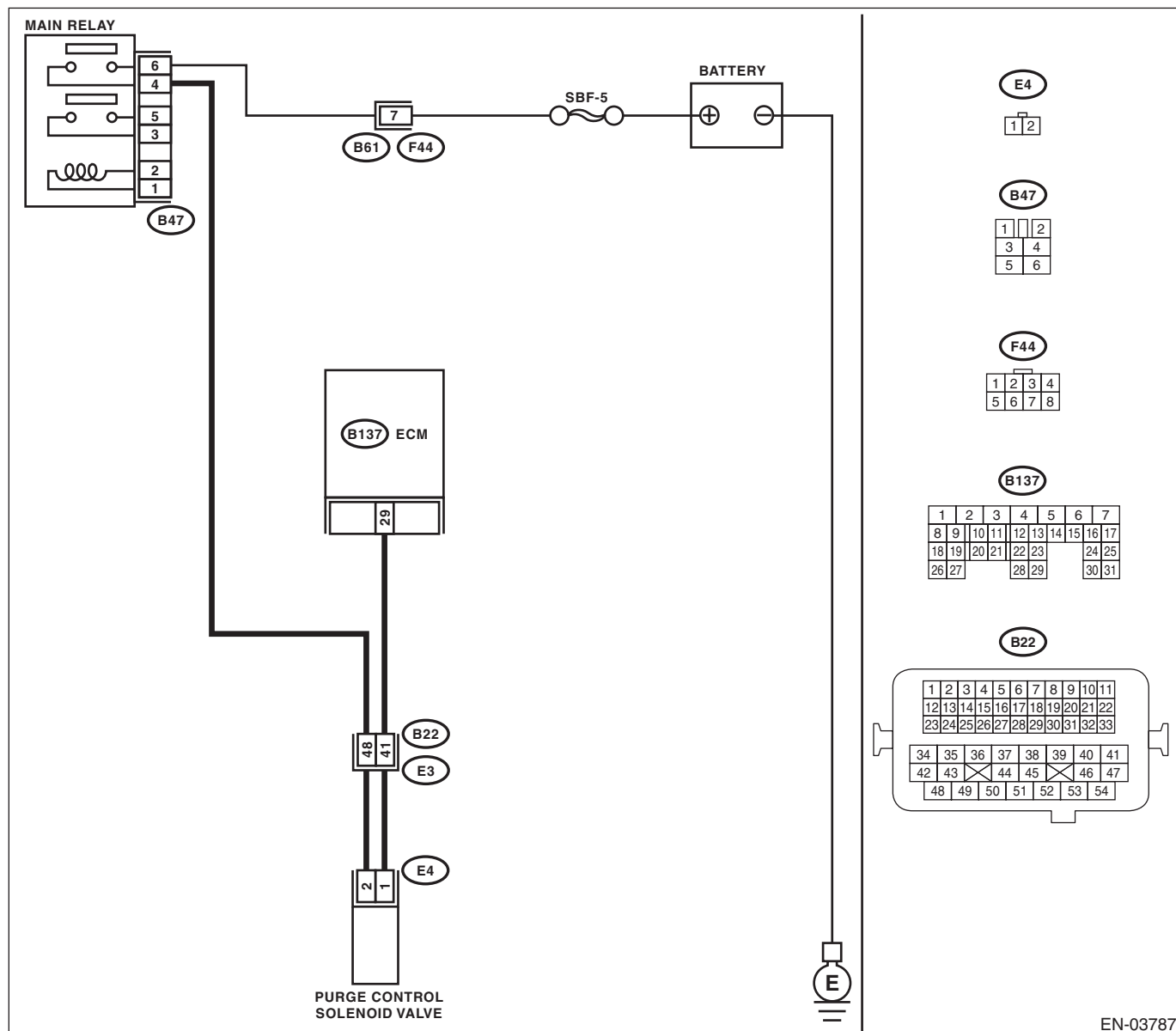
TROUBLE SYMPTOM:

Erroneous idling

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK OUTPUT SIGNAL OF ECM. 1) Turn the ignition switch to OFF. 2) Connect the test mode connector at the lower portion of instrument panel (on the driver's side). 3) Turn the ignition switch to ON. 4) Measure the voltage between ECM and chassis ground while operating the purge control solenoid valve. NOTE: Purge control solenoid valve operation can be executed using Subaru Select Monitor. For procedure, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4SO)(diag)-45, Compulsory Valve Operation Check Mode.> Connector & terminal (B137) No. 29 (+) — Chassis ground (-):	Is the voltage 0 — 10 V?	Go to step 2.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. In this case, repair the poor contact in ECM connector.
2	CHECK OUTPUT SIGNAL OF ECM. 1) Turn the ignition switch to ON. 2) Measure the voltage between ECM and chassis ground. Connector & terminal (B137) No. 29 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Go to step 4.	Go to step 3.
3	CHECK POOR CONTACT. Check poor contact of ECM connector.	Is there poor contact in ECM connector?	Repair poor contact in ECM connector.	Replace the ECM. <Ref. to FU(H4SO)-40, Engine Control Module (ECM).>
4	CHECK HARNESS BETWEEN PURGE CONTROL SOLENOID VALVE AND ECM CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from purge control solenoid valve. 3) Turn the ignition switch to ON. 4) Measure the voltage between ECM and chassis ground. Connector & terminal (B137) No. 29 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair the battery short circuit of harness between ECM and purge control solenoid valve connector. After repair, replace the ECM. <Ref. to FU(H4SO)-40, Engine Control Module (ECM).>	Go to step 5.
5	CHECK PURGE CONTROL SOLENOID VALVE. 1) Turn the ignition switch to OFF. 2) Measure the resistance between purge control solenoid valve terminals. Terminals No. 1 — No. 2:	Is the resistance less than 1 Ω ?	Replace the purge control solenoid valve <Ref. to EC(H4SO)-7, Purge Control Solenoid Valve.> and ECM <Ref. to FU(H4SO)-40, Engine Control Module (ECM).>.	Go to step 6.
6	CHECK POOR CONTACT. Check poor contact of ECM connector.	Is there poor contact in ECM connector?	Repair poor contact in ECM connector.	Replace the ECM. <Ref. to FU(H4SO)-40, Engine Control Module (ECM).>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

BP:DTC P0461 FUEL LEVEL SENSOR "A" CIRCUIT RANGE/PERFORMANCE

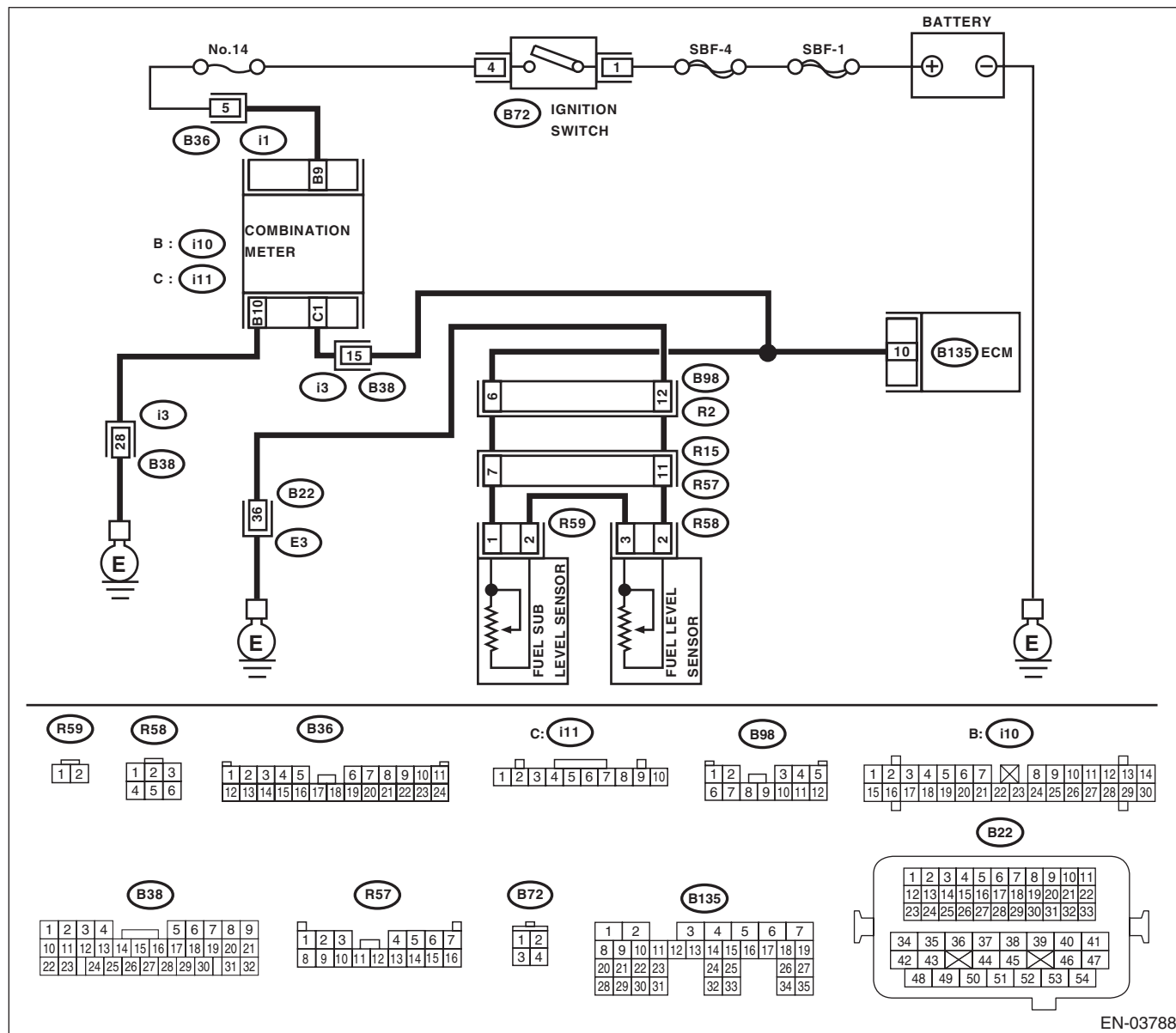
DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-148, DTC P0461 FUEL LEVEL SENSOR "A" CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03788

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-67, List of Diagnostic Trouble Code (DTC).> NOTE: In this case, it is not necessary to inspect this trouble.	Replace the fuel level sensor <Ref. to FU(H4SO)-54, Fuel Level Sensor.> and fuel sub level sensor. <Ref. to FU(H4SO)-55, Fuel Sub Level Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

BQ:DTC P0462 FUEL LEVEL SENSOR “A” CIRCUIT LOW

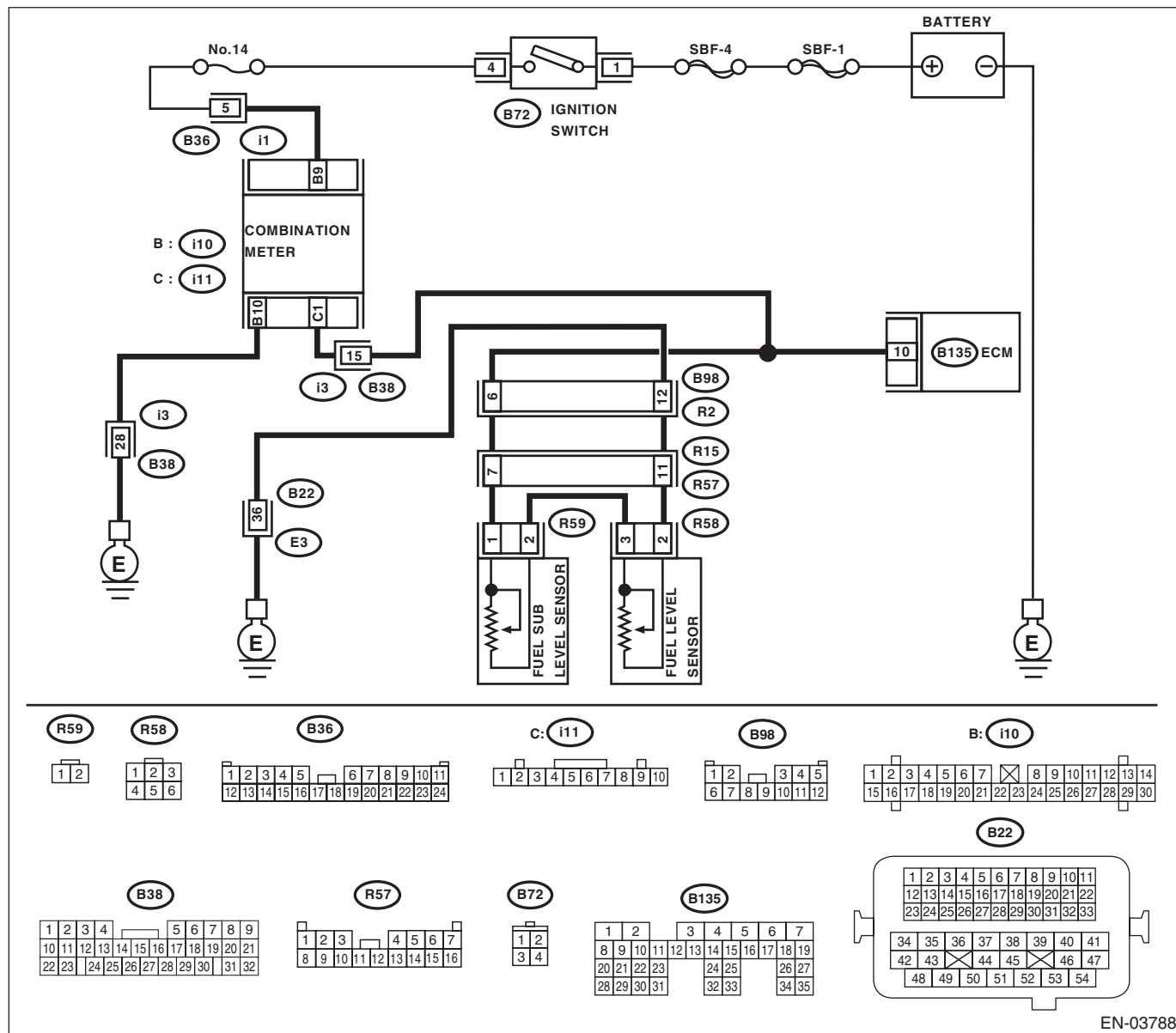
DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-150, DTC P0462 FUEL LEVEL SENSOR “A” CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03788

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK SPEEDOMETER AND TACHOMETER OPERATION IN COMBINATION METER.	Does the speedometer and tachometer operate normally?	Go to step 2.	Repair or replace the combination meter. <Ref. to IDI-3, Combination Meter System.>
2 CHECK INPUT SIGNAL OF ECM. 1) Turn the ignition switch to ON. (engine OFF) 2) Measure the voltage between ECM connector and chassis ground. Connector & terminal (B135) No. 10 (+) — Chassis ground (-):	Is the voltage less than 0.12 V?	Go to step 4.	Go to step 3.
3 CHECK INPUT SIGNAL FOR ECM (USING SUBARU SELECT MONITOR). Read the data of fuel level sensor signal using Subaru Select Monitor. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.>	Is the voltage less than 0.12 V by shaking the harness and connector of ECM?	Repair poor contact in ECM connector.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector may be the cause. NOTE: In this case, repair the following item: • Poor contact in combination meter connector • Poor contact in ECM connector • Poor contact in coupling connector
4 CHECK INPUT VOLTAGE OF ECM. 1) Turn the ignition switch to OFF. 2) Disconnect the fuel tank cord connector (R57) and rear wiring harness connector (R15). 3) Turn the ignition switch to ON. 4) Measure the voltage of harness between ECM connector and chassis ground. Connector & terminal (B135) No. 10 (+) — Chassis ground (-):	Is the voltage 0.12 V or more?	Go to step 5.	Go to step 6.
5 CHECK HARNESS BETWEEN ECM AND COMBINATION METER. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from connector (i12) and ECM connector. 3) Measure the resistance between ECM and chassis ground. Connector & terminal (B135) No. 10 — Chassis ground:	Is the resistance 1 MΩ or more?	Go to step 7.	Repair the ground short circuit of harness between ECM and combination meter connector.
6 CHECK HARNESS BETWEEN ECM AND COMBINATION METER. Measure the resistance between ECM and combination meter connector. Connector & terminal (B135) No. 10 — (i11) No. 1:	Is the resistance less than 10 Ω?	Repair or replace the combination meter. <Ref. to IDI-3, Combination Meter System.>	Repair the open circuit between ECM and combination meter connector. NOTE: In this case, repair the following item: Poor contact in coupling connector

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
7 CHECK FUEL TANK CORD. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the fuel sub level sensor. 3) Measure the resistance between fuel sub level sensor and chassis ground. Connector & terminal (R59) No. 1 — Chassis ground:	Is the resistance 1 MΩ or more?	Go to step 8.	Repair the ground short circuit of fuel tank cord.
8 CHECK FUEL TANK CORD. 1) Disconnect the connector from fuel pump assembly. 2) Measure the resistance between fuel pump assembly and chassis ground. Connector & terminal (R59) No. 2 — Chassis ground:	Is the resistance 1 MΩ or more?	Go to step 9.	Repair the ground short circuit of fuel tank cord.
9 CHECK FUEL LEVEL SENSOR. 1) Remove the fuel pump assembly. <Ref. to FU(H4SO)-52, Fuel Pump.> 2) Measure the resistance between fuel level sensor and terminals with its float set to the full position. Terminals No. 3 — No. 2:	Is the resistance between 0.5 and 2.5 Ω?	Go to step 10.	Replace the fuel level sensor.
10 CHECK FUEL SUB LEVEL SENSOR. 1) Remove the fuel sub level sensor. <Ref. to FU(H4SO)-55, Fuel Sub Level Sensor.> 2) Measure the resistance between fuel sub level sensor and terminals with its float set to the full position. Terminals No. 1 — No. 2:	Is the resistance between 0.5 and 2.5 Ω?	Repair the poor contact in harness between ECM and combination meter connector.	Replace the fuel sub level sensor.

BR:DTC P0463 FUEL LEVEL SENSOR "A" CIRCUIT HIGH

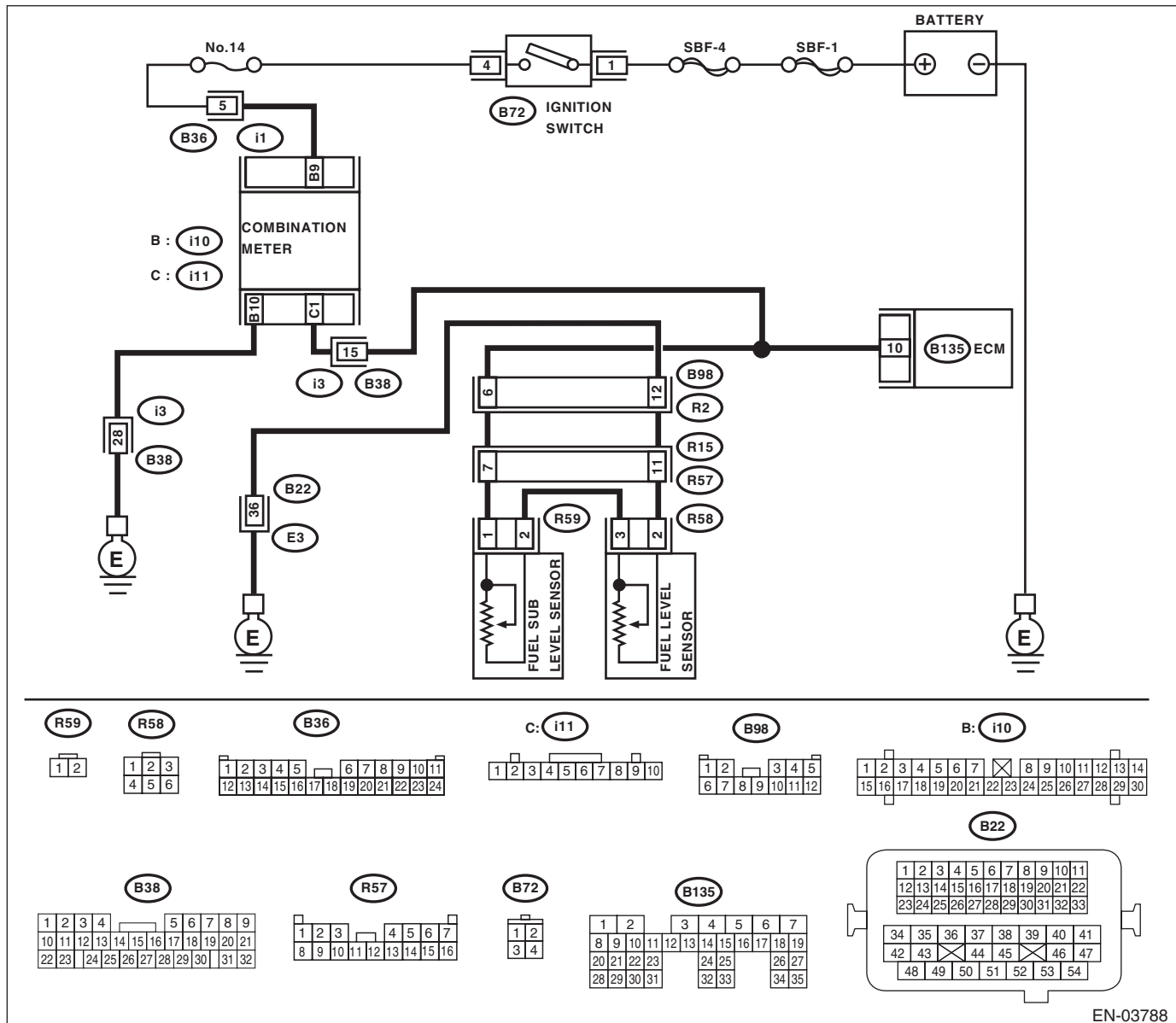
DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-152, DTC P0463 FUEL LEVEL SENSOR "A" CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03788

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK SPEEDOMETER AND TACHOMETER OPERATION IN COMBINATION METER.	Does the speedometer and tachometer operate normally?	Go to step 2.	Repair or replace the combination meter. <Ref. to IDI-3, Combination Meter System.>
2 CHECK INPUT SIGNAL OF ECM. 1) Turn the ignition switch to ON. (engine OFF) 2) Measure the voltage between ECM connector and chassis ground. Connector & terminal (B135) No. 10 (+) — Chassis ground (-):	Is the voltage 4.75 V or more?	Go to step 3.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector may be the cause. NOTE: In this case, repair the following item: • Poor contact in fuel pump connector • Poor contact in coupling connector
3 CHECK INPUT VOLTAGE OF ECM. 1) Turn the ignition switch to OFF. 2) Disconnect the combination meter connector (i12) and ECM connector. 3) Turn the ignition switch to ON. 4) Measure the voltage of harness between ECM and chassis ground. Connector & terminal (B135) No. 10 (+) — Chassis ground (-):	Is the voltage 4.75 V or more?	Go to step 4.	Repair the battery short circuit between ECM and combination meter connector.
4 CHECK HARNESS BETWEEN ECM AND FUEL TANK CORD. 1) Turn the ignition switch to OFF. 2) Disconnect the fuel tank cord connector (R57) and rear wiring harness connector (R15). 3) Measure the resistance between ECM and fuel tank cord. Connector & terminal (B135) No. 10 — (R15) No. 7:	Is the resistance less than 5 Ω?	Go to step 5.	Repair the open circuit between ECM and fuel tank cord.
5 CHECK HARNESS BETWEEN FUEL TANK CORD AND CHASSIS GROUND. Measure the resistance between fuel tank cord and chassis ground. Connector & terminal (R15) No. 11 — Chassis ground:	Is the resistance less than 5 Ω?	Go to step 6.	Repair the open circuit between fuel tank cord and chassis ground. NOTE: In this case, repair the following item: Poor contact in coupling connector
6 CHECK FUEL TANK CORD. 1) Disconnect the connector from the fuel level sensor. 2) Measure the resistance between fuel level sensor and coupling connector. Connector & terminal (R57) No. 11 — (R58) No. 2:	Is the resistance less than 10 Ω?	Go to step 7.	Repair the open circuit between coupling connector and fuel level sensor.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
7 CHECK FUEL TANK CORD. 1) Disconnect the connector from the fuel sub level sensor. 2) Measure the resistance between fuel level sensor and fuel sub level sensor. Connector & terminal (R58) No. 3 — (R59) No. 2:	Is the resistance less than 10 Ω ?	Go to step 8.	Repair the open circuit between fuel level sensor and fuel sub level sensor.
8 CHECK FUEL TANK CORD. Measure the resistance between fuel level sensor and coupling connector. Connector & terminal (R57) No. 7 — (R59) No. 1:	Is the resistance less than 10 Ω ?	Go to step 9.	Repair the open circuit between coupling connector and fuel level sensor.
9 CHECK FUEL LEVEL SENSOR. 1) Remove the fuel pump assembly. <Ref. to FU(H4SO)-52, Fuel Pump.> 2) While moving the fuel level sensor float up and down, measure resistance between fuel level sensor terminals. Terminals No. 3 — No. 2:	Is the resistance 54.5 Ω or more?	Replace the fuel level sensor. <Ref. to FU(H4SO)-54, Fuel Level Sensor.>	Go to step 10.
10 CHECK FUEL SUB LEVEL SENSOR. 1) Remove the fuel sub level sensor. <Ref. to FU(H4SO)-55, Fuel Sub Level Sensor.> 2) While moving the fuel sub level sensor float up and down, measure resistance between fuel sub level sensor terminals. Terminals No. 1 — No. 2:	Is the resistance 41.5 Ω or more?	Replace the fuel sub level sensor. <Ref. to FU(H4SO)-55, Fuel Sub Level Sensor.>	Replace the combination meter. <Ref. to IDI-10, Combination Meter.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

BS:DTC P0464 FUEL LEVEL SENSOR CIRCUIT INTERMITTENT

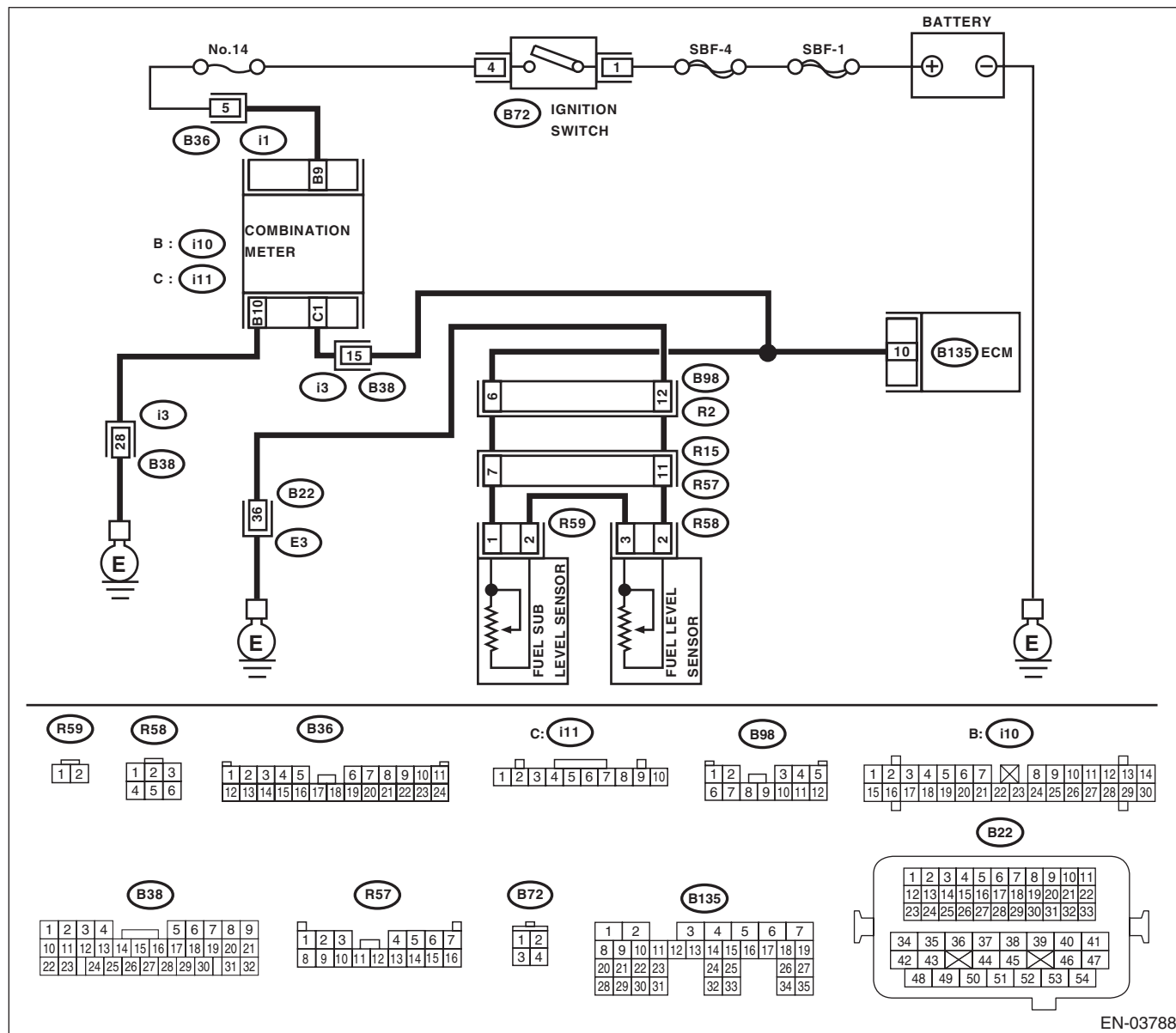
DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-154, DTC P0464 FUEL LEVEL SENSOR CIRCUIT INTERMITTENT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03788

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-67, List of Diagnostic Trouble Code (DTC).>	Go to step 2.
2	CHECK FUEL LEVEL SENSOR. 1) Remove the fuel pump assembly. <Ref. to FU(H4SO)-52, Fuel Pump.> 2) While moving the fuel level sensor float up and down, make sure that the resistance between fuel level sensor terminals changes smoothly. Terminals No. 3 — No. 2:	Does the resistance change smoothly?	Go to step 3.	Replace the fuel level sensor. <Ref. to FU(H4SO)-54, Fuel Level Sensor.>
3	CHECK FUEL SUB LEVEL SENSOR. 1) Remove the fuel sub level sensor. <Ref. to FU(H4SO)-55, Fuel Sub Level Sensor.> 2) While moving the fuel sub level sensor float up and down, make sure that the resistance between fuel level sensor terminals changes smoothly. Terminals No. 1 — No. 2:	Does the resistance change smoothly?	Repair poor contact in ECM, combination meter and coupling connectors.	Replace the fuel sub level sensor. <Ref. to FU(H4SO)-55, Fuel Sub Level Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

BT:DTC P0483 FAN RATIONALITY CHECK

DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-157, DTC P0483 FAN RATIONALITY CHECK, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Occurrence of noise
- Overheating

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

NOTE:

If the vehicle, with the engine idling, is placed very close to a wall or another vehicle, preventing normal cooling function, the OBD system may detect malfunction.

Step	Check	Yes	No
1 CHECK ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check the appropriate DTC using the "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-67, List of Diagnostic Trouble Code (DTC).>	Check the radiator fan and fan motor. <Ref. to CO(H4SO)-34, Radiator Main Fan and Fan Motor.> and <Ref. to CO(H4SO)-41, Radiator Sub Fan and Fan Motor.>

BU:DTC P0502 VEHICLE SPEED SENSOR "A" CIRCUIT LOW INPUT

NOTE:

For the diagnostic procedure, refer to DTC P0503. <Ref. to EN(H4SO)(diag)-235, DTC P0503 VEHICLE SPEED SENSOR "A" INTERMITTENT/ERRATIC/HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

BV:DTC P0503 VEHICLE SPEED SENSOR "A" INTERMITTENT/ERRATIC/HIGH

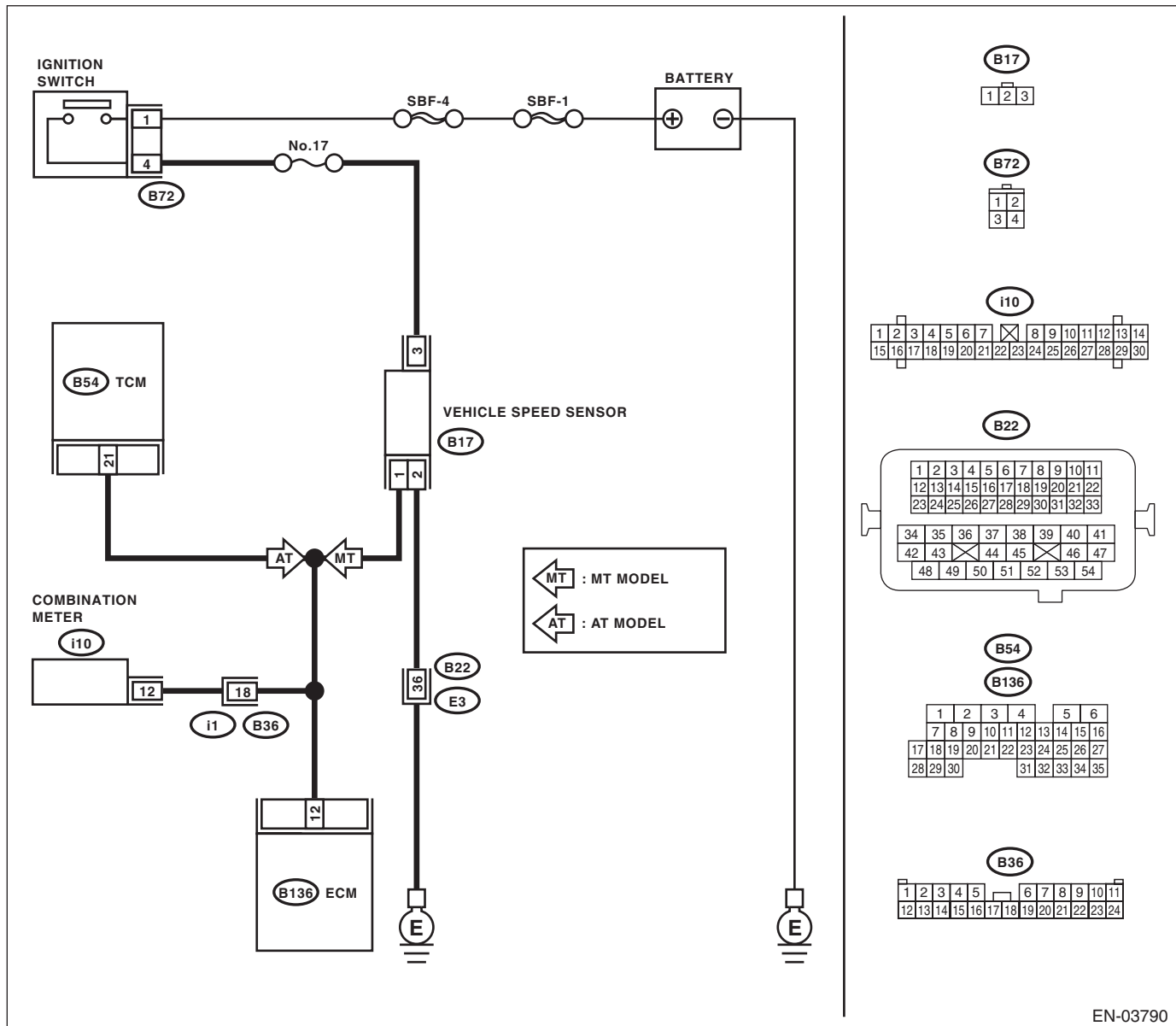
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-158, DTC P0502 VEHICLE SPEED SENSOR "A" CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO)-159, DTC P0503 VEHICLE SPEED SENSOR "A" INTERMITTENT/ERRATIC/HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03790

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK TRANSMISSION TYPE.	Is the transmission type AT?	Go to step 2.	Go to step 3.
2	CHECK DTC P0720 ON DISPLAY.	Does the Subaru Select Monitor or general scan tool indicate DTC P0720?	Check the front vehicle speed sensor signal circuit. <Ref. to 4AT(D)(diag)-49, DTC P0720 OUTPUT SPEED SENSOR CIRCUIT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>	Go to step 3.
3	CHECK SPEEDOMETER OPERATION IN COMBINATION METER.	Does the speedometer operate normally?	Go to step 4.	Check the speedometer and vehicle speed sensor. <Ref. to IDI-12, Speedometer.> <Ref. to 4AT-51, Front Vehicle Speed Sensor.> <Ref. to 4AT-54, Rear Vehicle Speed Sensor.> <Ref. to 4AT-55, Torque Converter Turbine Speed Sensor.>
4	CHECK HARNESS BETWEEN ECM AND COMBINATION METER CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the combination meter. 3) Measure resistance between ECM and combination meter. Connector & terminal (B136) No. 12 — (i10) No. 12:	Is the resistance less than 10 Ω ?	Repair poor contact in ECM connector.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and combination meter connector • Poor contact in ECM connector • Poor contact in combination meter connector • Poor contact in coupling connector

BW:DTC P0506 IDLE AIR CONTROL SYSTEM RPM LOWER THAN EXPECTED

DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-160, DTC P0506 IDLE AIR CONTROL SYSTEM RPM LOWER THAN EXPECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>

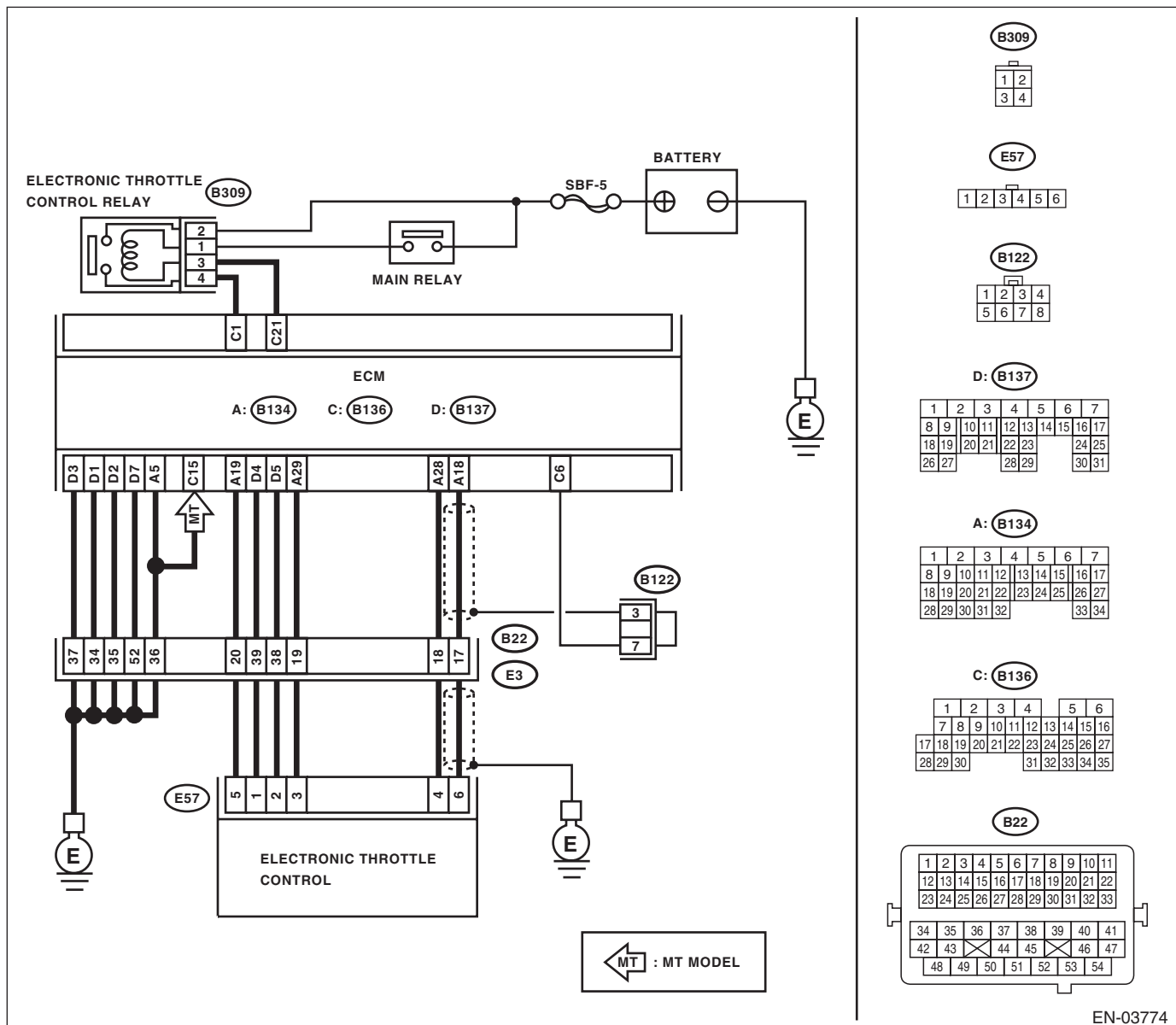
TROUBLE SYMPTOM:

- Engine is difficult to start.
- Engine does not start.
- Erroneous idling
- Engine stalls.

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03774

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check the appropriate DTC using the "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-67, List of Diagnostic Trouble Code (DTC).> NOTE: In this case, it is not necessary to inspect DTC P0506.	Go to step 2.
2	CHECK AIR CLEANER ELEMENT. 1) Turn the ignition switch to OFF. 2) Check the air cleaner element.	Is there excessive clogging on air cleaner element?	Replace the air cleaner element. <Ref. to IN (H4SO)-4, Air Cleaner Element.>	Go to step 3.
3	CHECK ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Remove the electronic throttle control. 3) Check the electronic throttle control.	Are foreign matter found inside electronic throttle control?	Remove foreign matter from electronic throttle control.	Perform the diagnosis of DTC P2101.

BX:DTC P0507 IDLE AIR CONTROL SYSTEM RPM HIGHER THAN EXPECTED

DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-162, DTC P0507 IDLE AIR CONTROL SYSTEM RPM HIGHER THAN EXPECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>

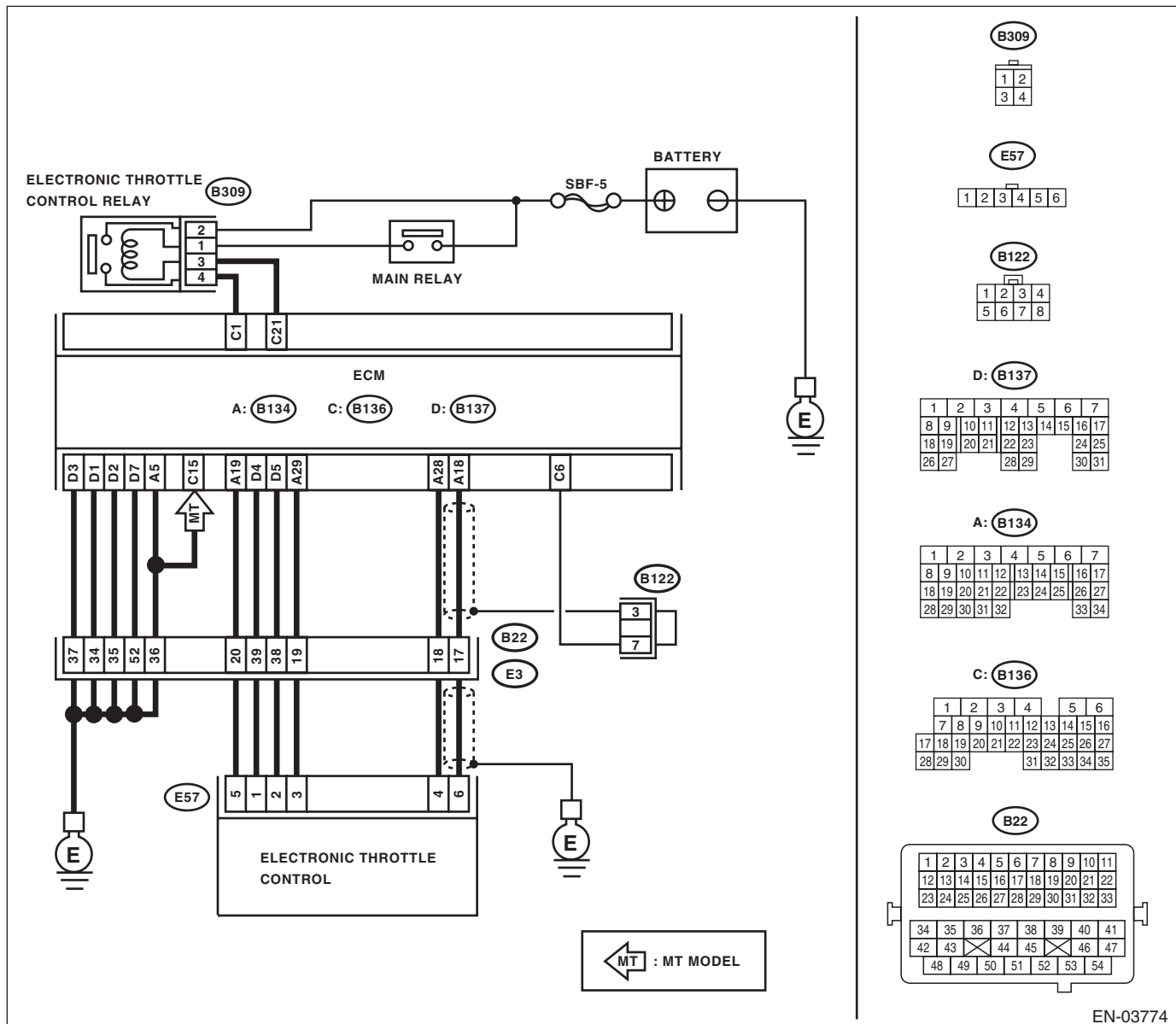
TROUBLE SYMPTOM:

Engine keeps running at higher speed than specified idle speed.

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03774

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step		Check	Yes	No
1	CHECK ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check the appropriate DTC using the "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-67, List of Diagnostic Trouble Code (DTC).> NOTE: In this case, it is not necessary to inspect DTC P0507.	Go to step 2.
2	CHECK AIR INTAKE SYSTEM. 1) Turn the ignition switch to ON. 2) Start and idle the engine. 3) Check the following items. • Loose installation of intake manifold and throttle body • Cracks of intake manifold gasket and throttle body gasket • Disconnection of vacuum hoses	Is there any fault in air intake system?	Repair air suction and leaks.	Go to step 3.
3	CHECK ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Remove the electronic throttle control. 3) Check the electronic throttle control.	Are foreign matter found inside electronic throttle control?	Remove foreign matter from electronic throttle control.	Perform the diagnosis of DTC P2101.

BY:DTC P0512 STARTER REQUEST CIRCUIT

DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-164, DTC P0512 STARTER REQUEST CIRCUIT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

Failure of engine to start

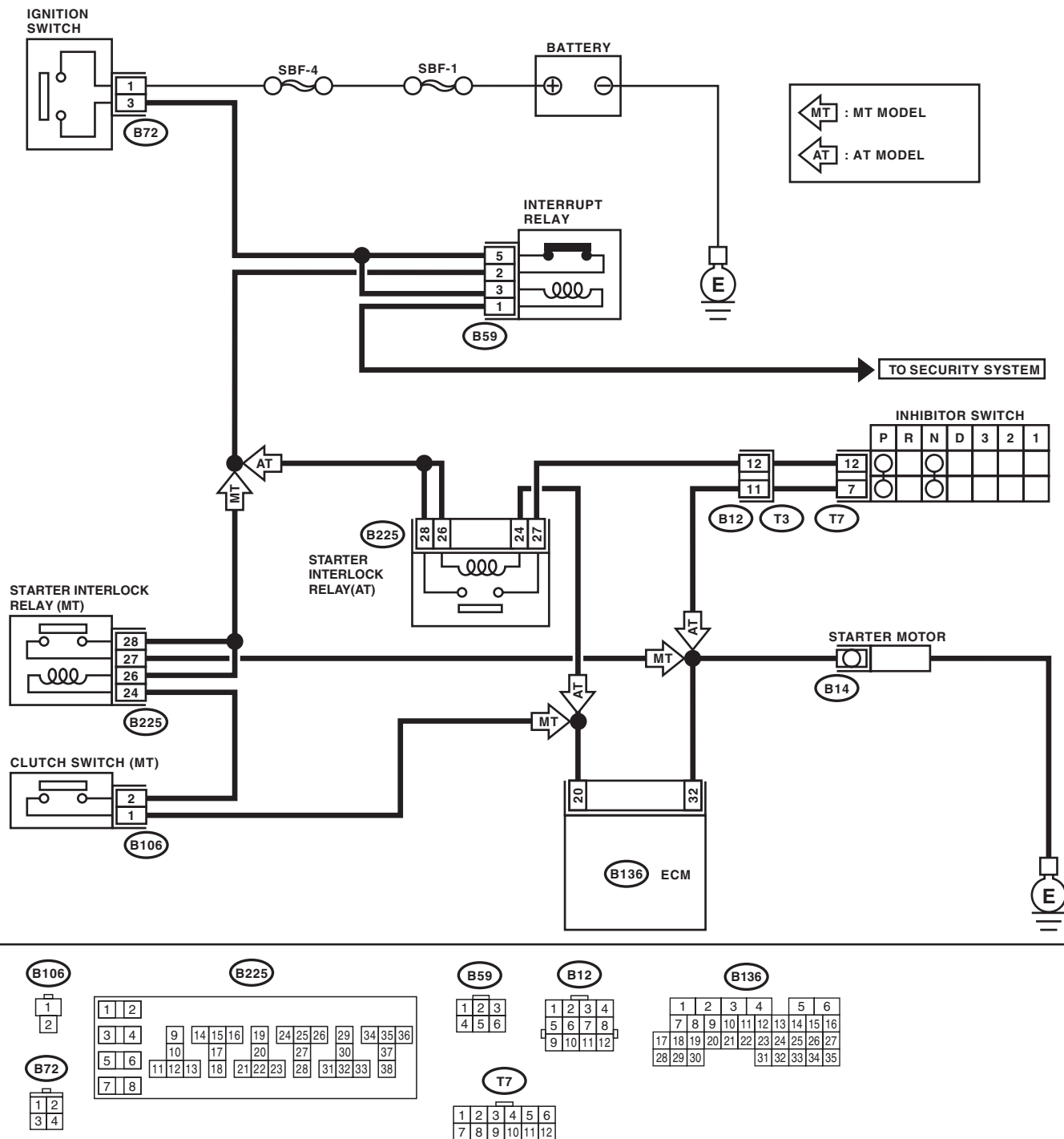
CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

WIRING DIAGRAM:



EN-04767

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step		Check	Yes	No
1	CHECK OPERATION OF STARTER MOTOR. Turn the ignition switch to ON. NOTE: Place the inhibitor switch in each position. (AT model) Depress or release the clutch pedal. (MT model)	Does the starter motor operate?	Repair the battery short circuit in starter motor circuit.	Check the starter motor circuit. <Ref. to EN(H4SO)(diag)-54, STARTER MOTOR CIRCUIT, Diagnostics for Engine Starting Failure.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

BZ:DTC P0519 IDLE AIR CONTROL SYSTEM PERFORMANCE

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-165, DTC P0519 IDLE AIR CONTROL SYSTEM PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

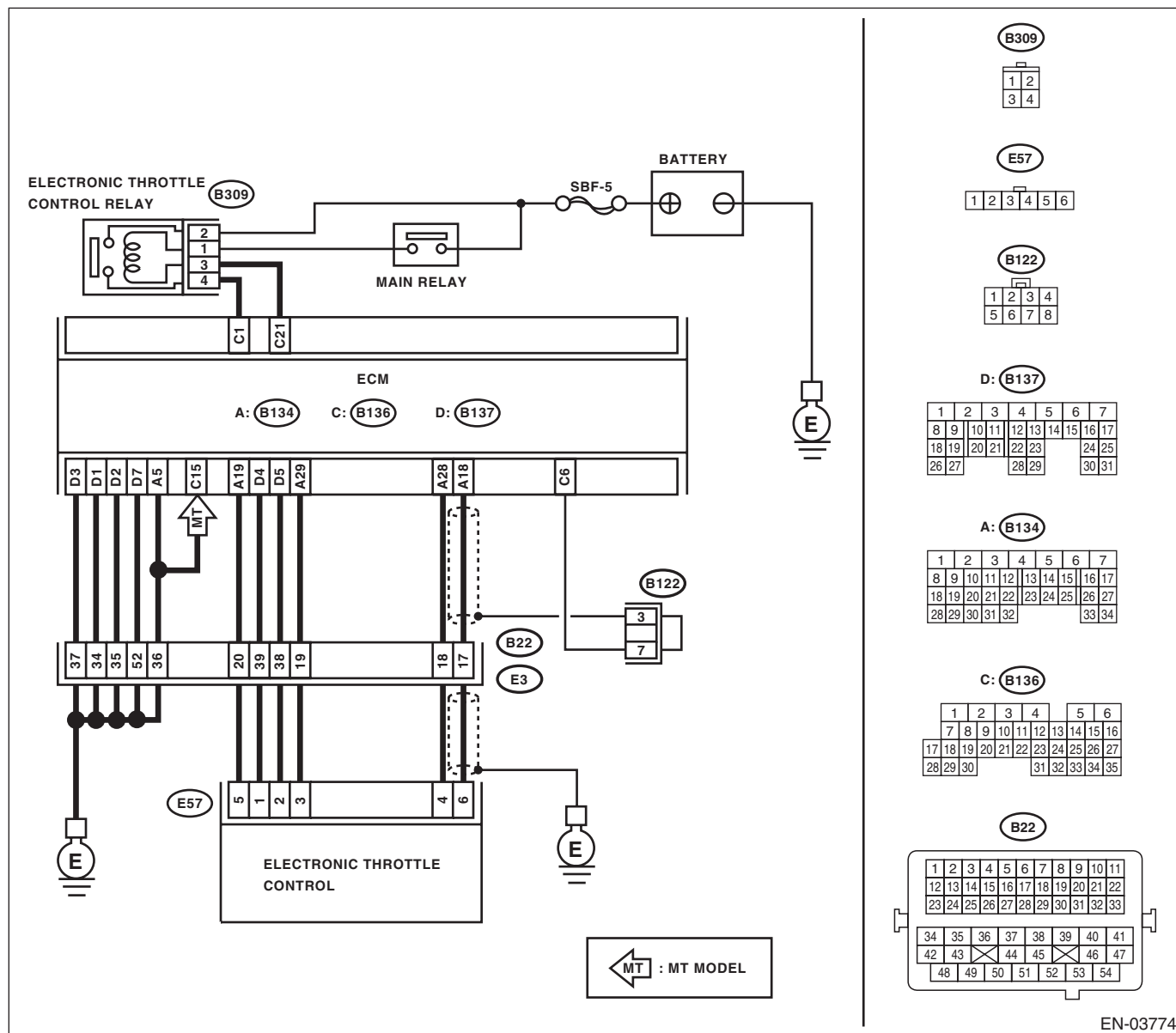
TROUBLE SYMPTOM:

Engine keeps running at higher speed than specified idle speed.

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03774

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check the appropriate DTC using the "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-67, List of Diagnostic Trouble Code (DTC).> NOTE: In this case, it is not necessary to inspect DTC P0519.	Go to step 2.
2 CHECK AIR INTAKE SYSTEM. 1) Turn the ignition switch to ON. 2) Start and idle the engine. 3) Check the following items. • Loose installation of intake manifold and throttle body • Cracks of intake manifold gasket and throttle body gasket • Disconnection of vacuum hoses	Is there any fault in air intake system?	Repair air suction and leaks.	Go to step 3.
3 CHECK ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Remove the electronic throttle control. 3) Check the electronic throttle control.	Are foreign matter found inside electronic throttle control?	Remove foreign matter from electronic throttle control.	Perform the diagnosis of DTC P2101.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

CA:DTC P0600 SERIAL COMMUNICATION LINK

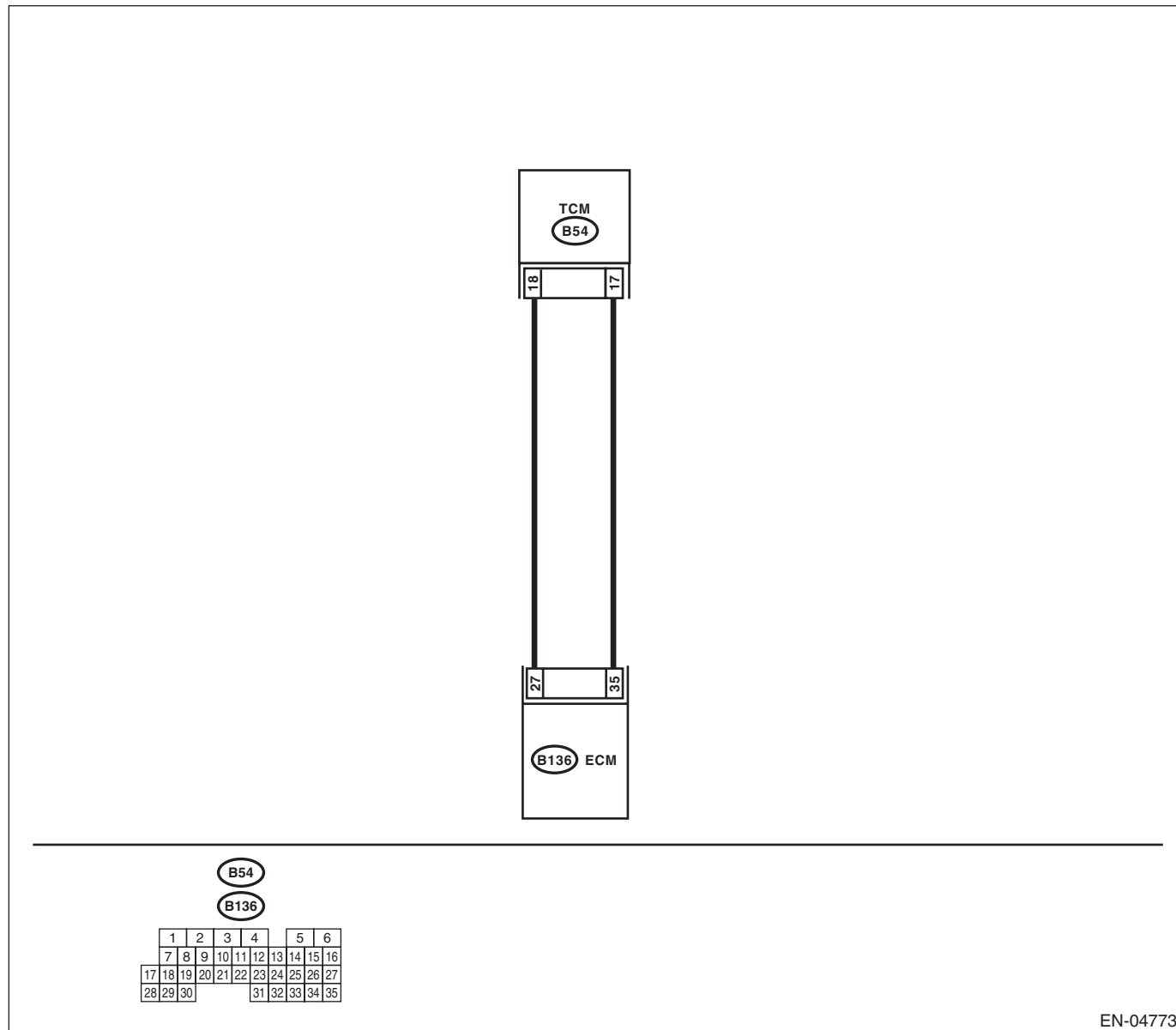
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-166, DTC P0600 SERIAL COMMUNICATION LINK, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04773

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK HARNESS BETWEEN ECM AND TCM. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Disconnect the connector from TCM. 4) Measure the resistance between the ECM and TCM connectors. Connector & terminal (B136) No. 27 — (B54) No. 18: (B136) No. 35 — (B54) No. 17:	Is the resistance less than 1 Ω ?	Go to step 2.	Repair the harness or connector.
2	CHECK HARNESS BETWEEN ECM AND TCM. Measure the resistance between ECM connector and chassis ground. Connector & terminal (B136) No. 27 — Chassis ground: (B136) No. 35 — Chassis ground:	Is the resistance 1 M Ω or more?	Go to step 3.	Repair the harness or connector.
3	CHECK HARNESS BETWEEN ECM AND TCM. Check the resistance between ECM connectors. Connector & terminal (B136) No. 27 — (B136) No. 35:	Is the resistance 1 M Ω or more?	Go to step 4.	Repair the harness or connector.
4	CHECK THE STATUS OF THE AT SYSTEM. Diagnose the AT using the Subaru Select Monitor. Check that trouble code 86 is displayed.	Is trouble code 86 displayed?	Check the AT system.	Replace the ECM. <Ref. to FU(H4SO)-40, Engine Control Module (ECM).>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

CB:DTC P0604 INTERNAL CONTROL MODULE RANDOM ACCESS MEMORY (RAM) ERROR

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-167, DTC P0604 INTERNAL CONTROL MODULE RANDOM ACCESS MEMORY (RAM) ERROR, Diagnostic Trouble Code (DTC) Detecting Criteria.>

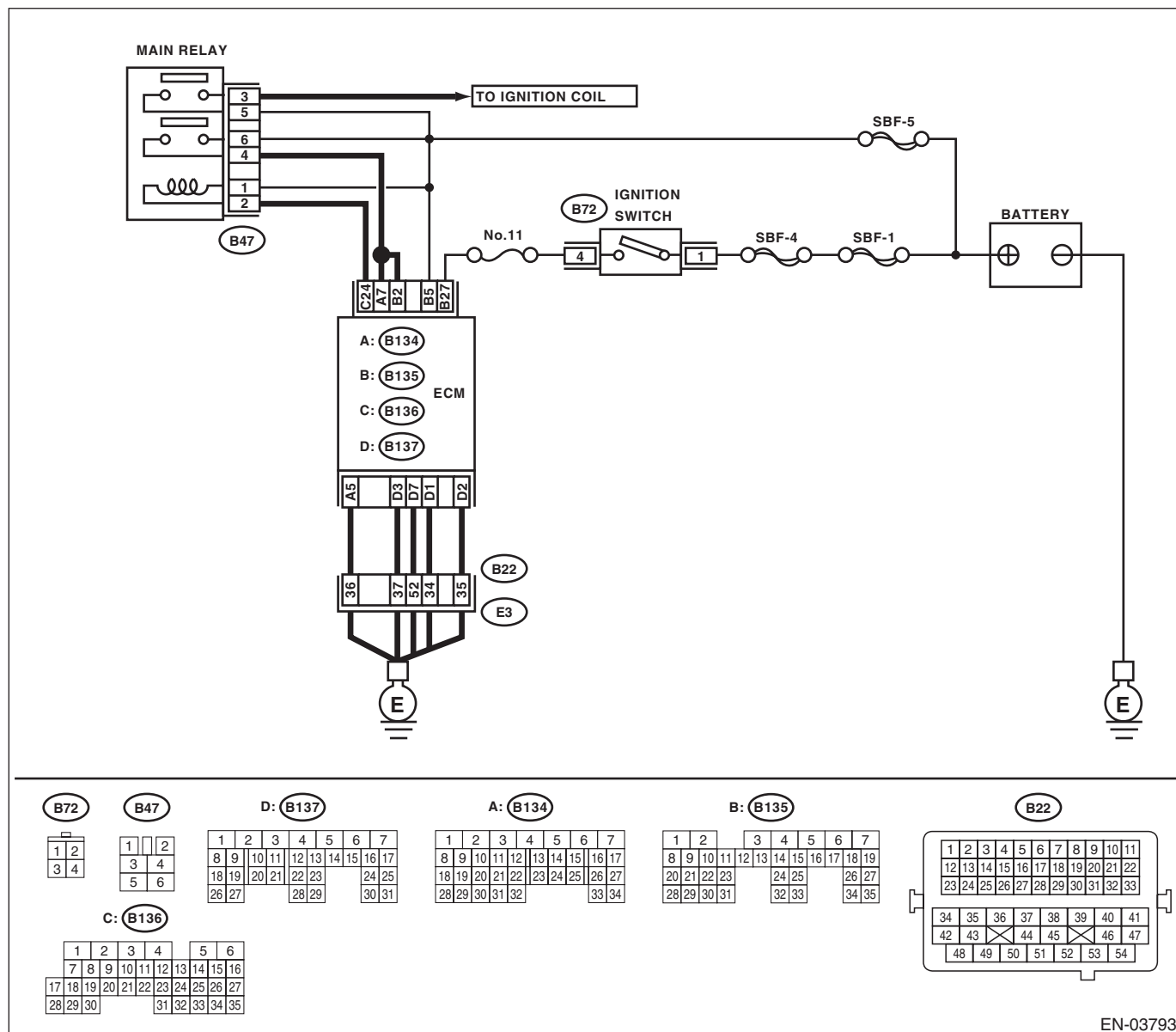
TROUBLE SYMPTOM:

- Engine does not start.
- Engine stalls.

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check the appropriate DTC using the "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-67, List of Diagnostic Trouble Code (DTC).>	Temporary poor contact occurs.

CC:DTC P0605 INTERNAL CONTROL MODULE READ ONLY MEMORY (ROM) ERROR

NOTE:

For the diagnostic procedure, refer to DTC P0607. <Ref. to EN(H4SO)(diag)-250, DTC P0607 CONTROL MODULE PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

CD:DTC P0607 CONTROL MODULE PERFORMANCE

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-169, DTC P0605 INTERNAL CONTROL MODULE READ ONLY MEMORY (ROM) ERROR, Diagnostic Trouble Code (DTC) Detecting Criteria.> and <Ref. to GD(H4SO)-170, DTC P0607 CONTROL MODULE PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

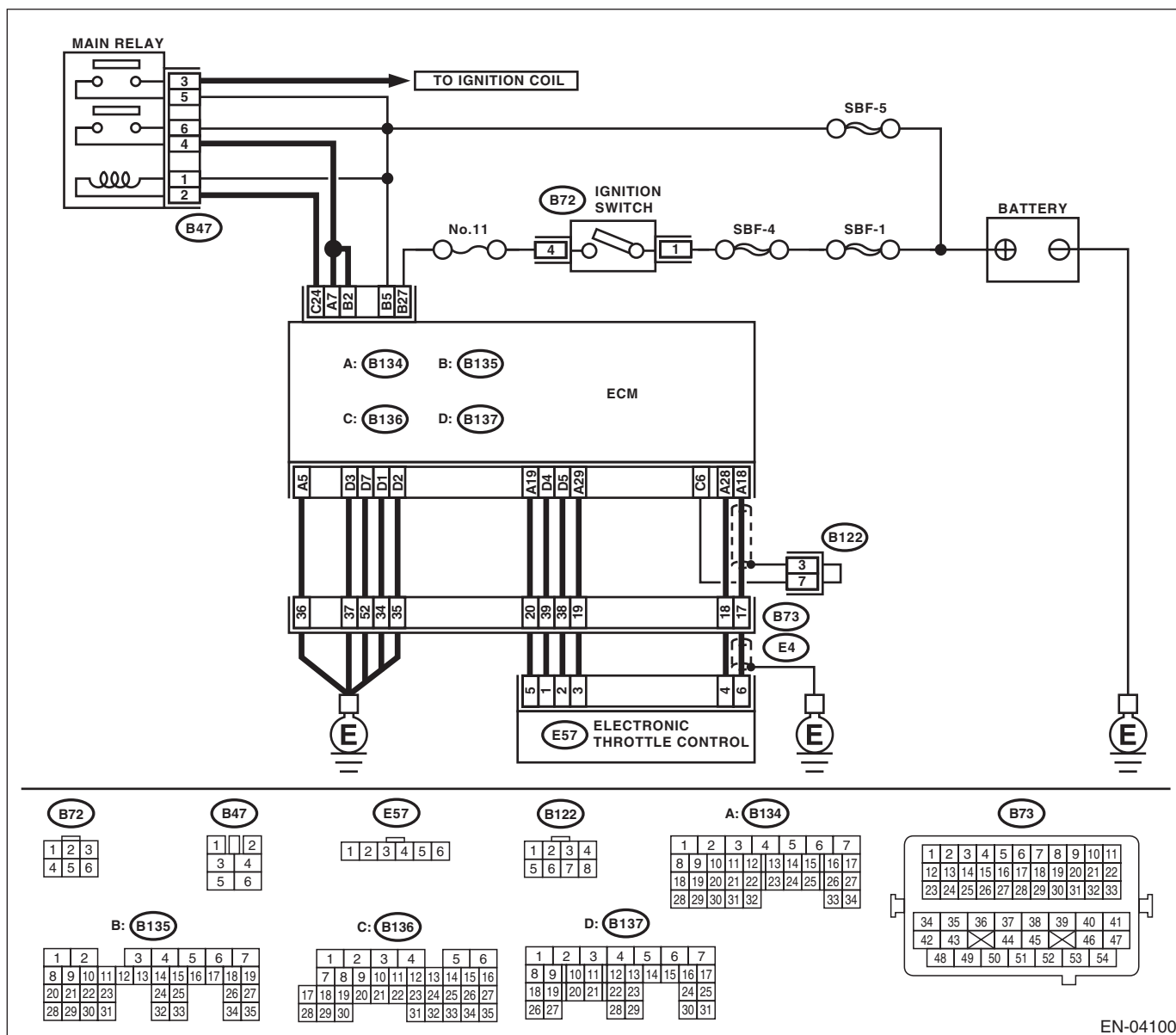
TROUBLE SYMPTOM:

- Erroneous idling
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04100

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK INPUT VOLTAGE OF ECM. 1) Turn the ignition switch to ON. 2) Measure the voltage between ECM connector and chassis ground. Connector & terminal (B134) No. 7 (+) — Chassis ground (-): (B135) No. 2 (+) — Chassis ground (-):	Is the voltage 10 — 13 V?	Go to step 2.	Repair the open or ground short circuit of power supply circuit.
2	CHECK INPUT VOLTAGE OF ECM. 1) Start the engine. 2) Measure the voltage between ECM connector and chassis ground. Connector & terminal (B134) No. 7 (+) — Chassis ground (-): (B135) No. 2 (+) — Chassis ground (-):	Is the voltage 13 — 15 V?	Go to step 3.	Repair the open or ground short circuit of power supply circuit.
3	CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the ECM and electronic throttle control. 3) Measure the resistance of harness between ECM and electronic throttle control connector. Connector & terminal (E57) No. 5 — (B134) No. 19: (E57) No. 3 — (B134) No. 29:	Is the resistance less than 1 Ω ?	Go to step 4.	Repair the open circuit of harness between ECM and electronic throttle control connector.
4	CHECK ECM GROUND HARNESS. Measure the voltage between ECM connector and chassis ground. Connector & terminal (B134) No. 5 (+) — Chassis ground (-): (B137) No. 7 (+) — Chassis ground (-): (B137) No. 1 (+) — Chassis ground (-): (B137) No. 2 (+) — Chassis ground (-): (B137) No. 3 (+) — Chassis ground (-):	Is the voltage less than 1 V?	Replace the ECM. <Ref. to FU(H4SO)-40, Engine Control Module (ECM).>	Repair the following item. • Further tighten the engine ground terminal. • Poor contact in ECM connector • Poor contact in coupling connector

CE:DTC P0638 THROTTLE ACTUATOR CONTROL RANGE/PERFORMANCE (BANK 1)

NOTE:

For the diagnostic procedure, refer to DTC P2101. <Ref. to EN(H4SO)(diag)-311, DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

CF:DTC P0691 FAN 1 CONTROL CIRCUIT LOW

DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-175, DTC P0691 FAN 1 CONTROL CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Radiator fan does not operate properly.
- Overheating

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

Step	Check	Yes	No
1 CHECK ANY OTHER DTC ON DISPLAY.	Is DTC P0691 displayed?	Check the radiator fan system. <Ref. to CO(H4SO)-12, Radiator Fan System.>	Temporary poor contact occurs.

CG:DTC P0692 FAN 1 CONTROL CIRCUIT HIGH**DTC DETECTING CONDITION:**

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-176, DTC P0692 FAN 1 CONTROL CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Radiator fan does not operate properly.
- Overheating

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

Step	Check	Yes	No
1 CHECK ANY OTHER DTC ON DISPLAY.	Is DTC P0692 displayed?	Check the radiator fan system. <Ref. to CO(H4SO)-12, Radiator Fan System.>	Temporary poor contact occurs.

CH:DTC P0700 TRANSMISSION CONTROL SYSTEM (MIL REQUEST)

GENERAL DESCRIPTION <Ref. to GD(H4SO)-177, DTC P0700 TRANSMISSION CONTROL SYSTEM (MIL REQUEST), Diagnostic Trouble Code (DTC) Detecting Criteria.>

NOTE:

For the diagnostic procedure, refer to AT section. <Ref. to 4AT(D)(diag)-2, PROCEDURE, Basic Diagnostic Procedure.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

CI: DTC P0851 PARK/NEUTRAL SWITCH INPUT CIRCUIT LOW (AT MODEL)

DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-178, DTC P0851 PARK/NEUTRAL SWITCH INPUT CIRCUIT LOW (AT MODEL), Diagnostic Trouble Code (DTC) Detecting Criteria.>

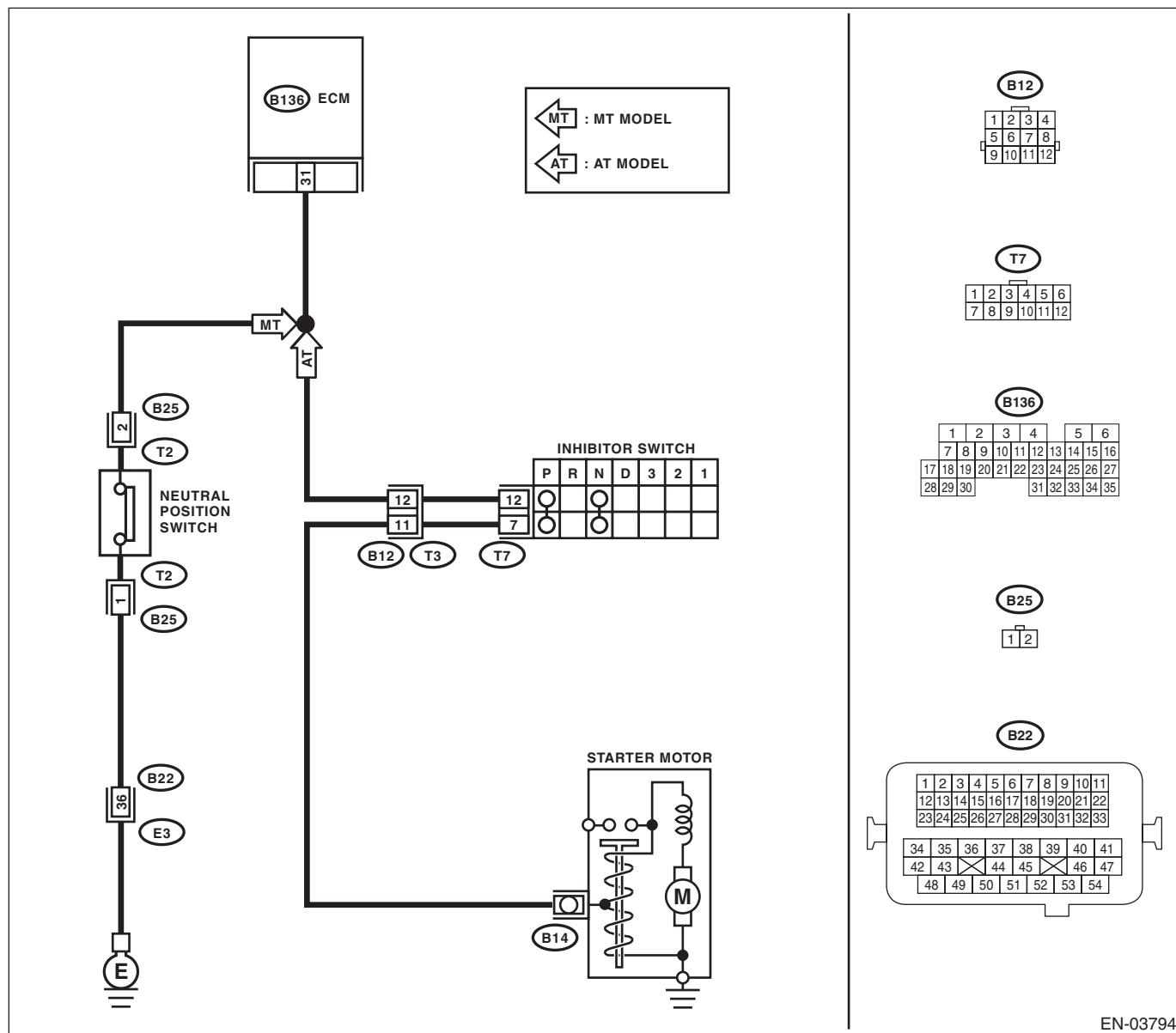
TROUBLE SYMPTOM:

Erroneous idling

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK SELECT CABLE.	Is there any fault in the select cable?	Repair or adjust the selector cable connection. <Ref. to CS-25, Select Cable.>	Go to step 2.
2 CHECK INPUT SIGNAL OF ECM. 1) Turn the ignition switch to ON. 2) Place the select lever other than "N" and "P" range. 3) Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 31 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair poor contact in ECM connector.	Go to step 3.
3 CHECK HARNESS BETWEEN ECM AND TRANSMISSION HARNESS CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and transmission harness connector (T3). 3) Measure the resistance of harness between ECM connector and chassis ground. Connector & terminal (B136) No. 31 — Chassis ground:	Is the resistance 1 MΩ or more?	Go to step 4.	Repair the ground short circuit of harness between ECM and transmission harness connector.
4 CHECK TRANSMISSION HARNESS CONNECTOR. 1) Disconnect the connector from inhibitor switch. 2) Measure the resistance of harness between transmission harness connector and engine ground. Connector & terminal (T3) No. 12 — Engine ground:	Is the resistance 1 MΩ or more?	Replace the inhibitor switch. <Ref. to 4AT-47, Inhibitor Switch.>	Repair the ground short circuit of harness between transmission harness connector and inhibitor switch connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

CJ:DTC P0851 NEUTRAL SWITCH INPUT CIRCUIT LOW (MT MODEL)

DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-179, DTC P0851 NEUTRAL SWITCH INPUT CIRCUIT LOW (MT MODEL), Diagnostic Trouble Code (DTC) Detecting Criteria.>

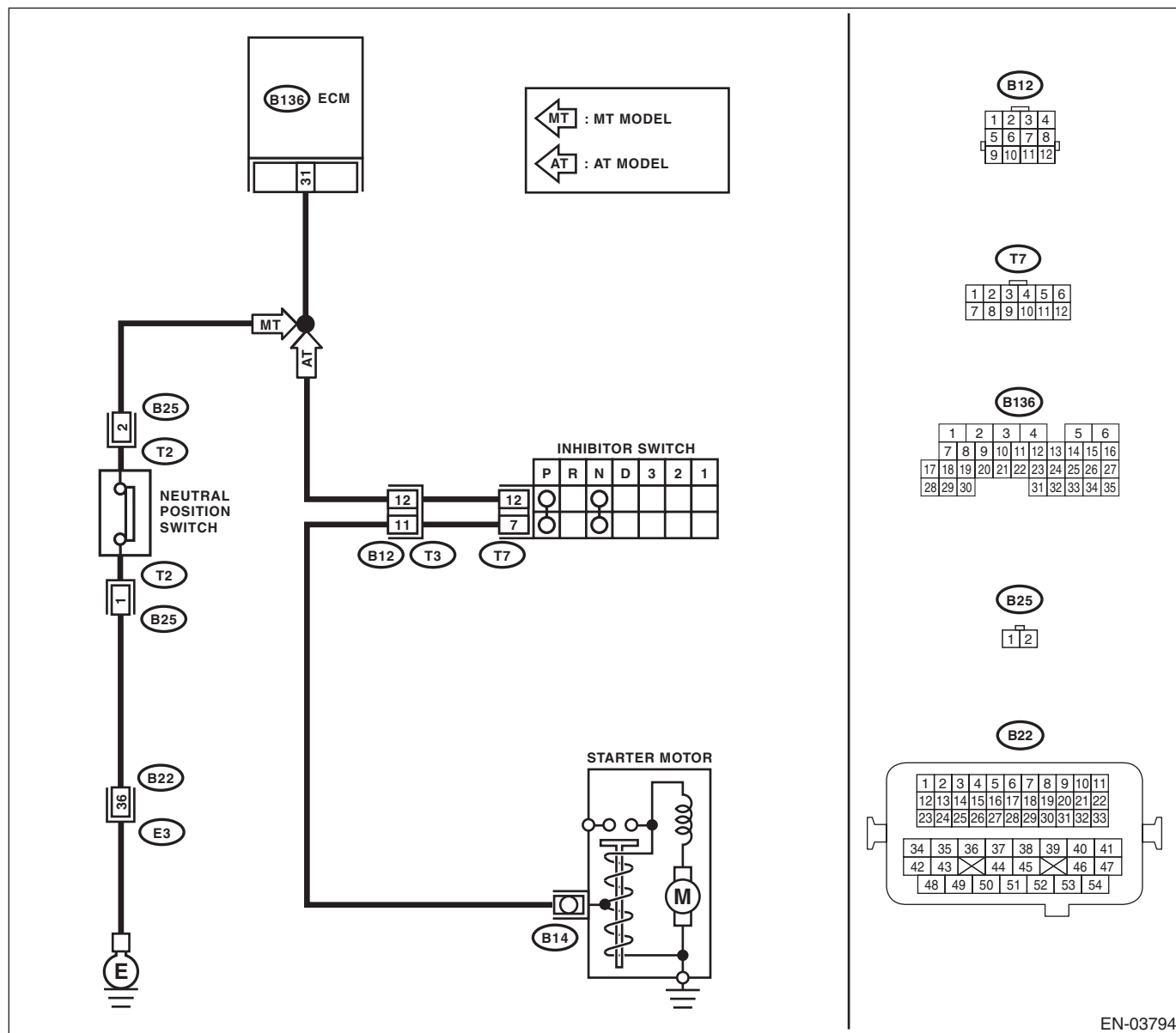
TROUBLE SYMPTOM:

Erroneous idling

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03794

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK INPUT SIGNAL OF ECM. 1) Turn the ignition switch to ON. 2) Place the shift lever in neutral. 3) Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 31 (+) — Chassis ground (-):	Is the voltage less than 1 V?	Go to step 2.	Go to step 3.
2	CHECK INPUT SIGNAL OF ECM. 1) Place the shift lever in a position other than neutral. 2) Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 31 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair poor contact in ECM connector.	Go to step 3.
3	CHECK NEUTRAL POSITION SWITCH. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the transmission harness. 3) Place the shift lever in neutral. 4) Measure the resistance between transmission harness and connector terminals. Connector & terminal (T2) No. 1 — No. 2:	Is the resistance less than 1 Ω ?	Go to step 4.	Repair the short circuit in transmission harness, or replace the neutral position switch.
4	CHECK NEUTRAL POSITION SWITCH. 1) Place the shift lever in a position other than neutral. 2) Measure the resistance between transmission harness connector terminals. Connector & terminal (T2) No. 1 — No. 2:	Is the resistance 1 M Ω or more?	Go to step 5.	Repair the short circuit in transmission harness, or replace the neutral position switch.
5	CHECK HARNESS BETWEEN ECM AND NEUTRAL POSITION SWITCH CONNECTOR. Measure the resistance between ECM and chassis ground. Connector & terminal (B136) No. 31 — Chassis ground:	Is the resistance less than 1 Ω ?	Go to step 6.	Repair the ground short circuit of harness between ECM and transmission harness connector.
6	CHECK HARNESS BETWEEN ECM AND NEUTRAL POSITION SWITCH CONNECTOR. 1) Disconnect the connectors from ECM. 2) Measure the resistance of harness between ECM and transmission harness connector. Connector & terminal (B136) No. 31 — (B25) No. 2:	Is the resistance 1 M Ω or more?	Go to step 7.	Repair the open circuit of harness between ECM and transmission harness connector.
7	CHECK HARNESS BETWEEN ECM AND NEUTRAL POSITION SWITCH CONNECTOR. Measure the resistance of harness between transmission harness connector and engine ground. Connector & terminal (B25) No. 1 — Engine ground:	Is the resistance less than 5 Ω ?	Repair the poor contact of transmission harness connector.	Repair the open circuit between transmission harness connector and engine ground terminal.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

CK:DTC P0852 PARK/NEUTRAL SWITCH INPUT CIRCUIT HIGH (AT MODEL)

DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-180, DTC P0852 PARK/NEUTRAL SWITCH INPUT CIRCUIT HIGH (AT MODEL), Diagnostic Trouble Code (DTC) Detecting Criteria.>

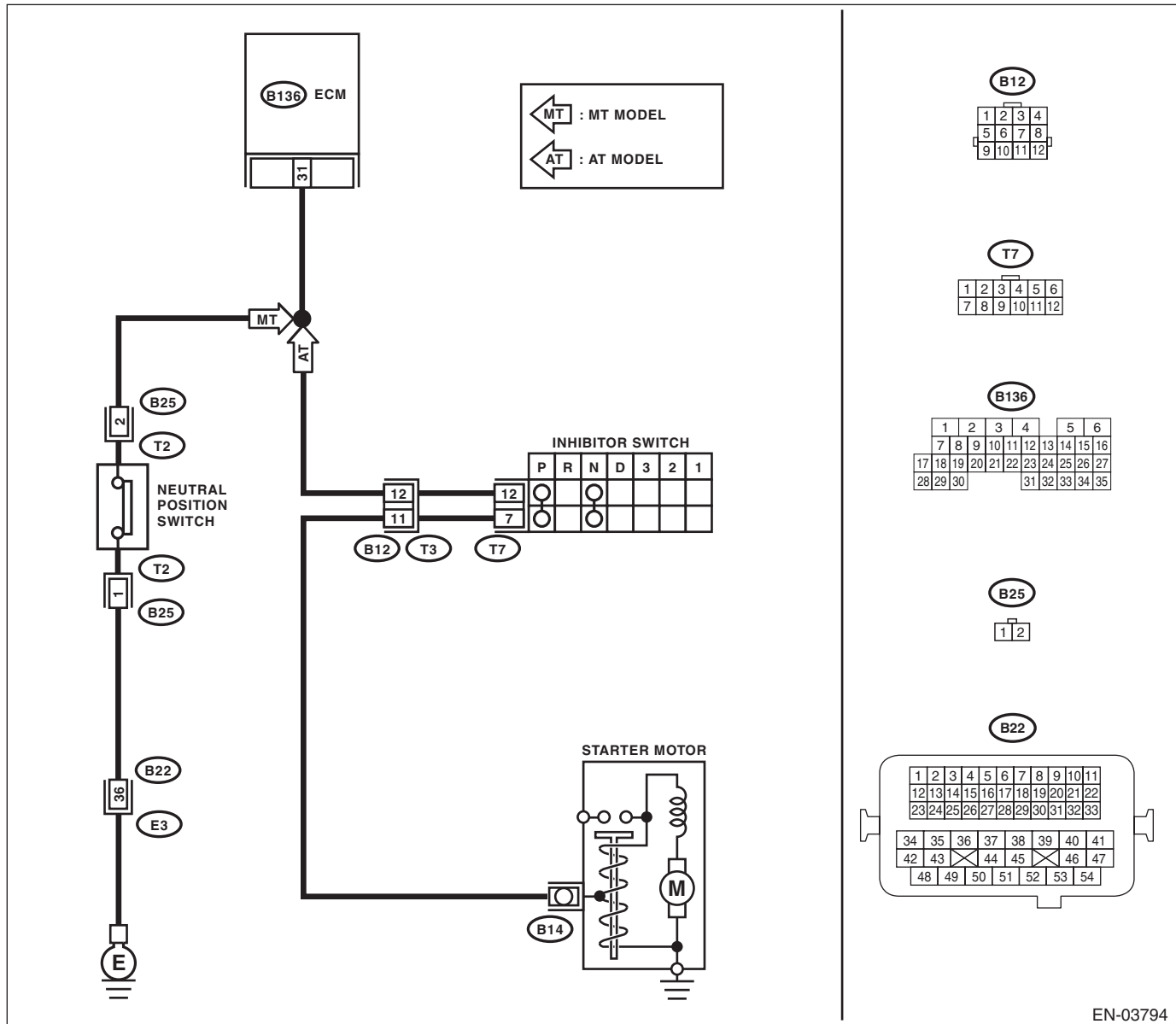
TROUBLE SYMPTOM:

Erroneous idling

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03794

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK SELECT CABLE.	Is there any fault in the select cable?	Repair or adjust the selector cable connection. <Ref. to CS-25, Select Cable.>	Go to step 2.
2 CHECK INPUT SIGNAL OF ECM. 1) Turn the ignition switch to ON. 2) Measure the voltage between ECM and chassis ground with select lever at "N" and "P" range. Connector & terminal (B136) No. 31 (+) — Chassis ground (-):	Is the voltage less than 1 V?	Go to step 3.	Go to step 4.
3 CHECK INPUT SIGNAL OF ECM. Measure the voltage between ECM and chassis ground with select lever at other than "N" and "P" range. Connector & terminal (B136) No. 31 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair poor contact in ECM connector.	Go to step 4.
4 CHECK INPUT SIGNAL OF ECM. Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 31 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair the battery short circuit of harness between ECM and inhibitor switch connector.	Go to step 5.
5 CHECK HARNESS BETWEEN ECM AND INHIBITOR SWITCH CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and inhibitor switch. 3) Measure the resistance of harness between ECM and inhibitor switch connector. Connector & terminal (B136) No. 31 — (T7) No. 12:	Is the resistance less than 1 Ω ?	Go to step 6.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and inhibitor switch connector • Poor contact in coupling connector • Poor contact of inhibitor switch connector • Poor contact in ECM connector

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
6 CHECK INHIBITOR SWITCH GROUND LINE. Measure the resistance of harness between inhibitor switch connector and engine ground. Connector & terminal (T7) No. 12 — Engine ground:	Is the resistance less than 5 Ω ?	Replace the inhibitor switch. <Ref. to 4AT-47, Inhibitor Switch.>	Repair open circuit of harness between inhibitor switch connector and starter motor ground line. NOTE: In this case, repair the following item: • Open circuit in harness between inhibitor switch connector and starter motor ground line • Poor contact in starter motor connector • Poor contact in starter motor ground • Starter motor

CL:DTC P0852 NEUTRAL SWITCH INPUT CIRCUIT HIGH (MT MODEL)

DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-181, DTC P0852 NEUTRAL SWITCH INPUT CIRCUIT HIGH (MT MODEL), Diagnostic Trouble Code (DTC) Detecting Criteria.>

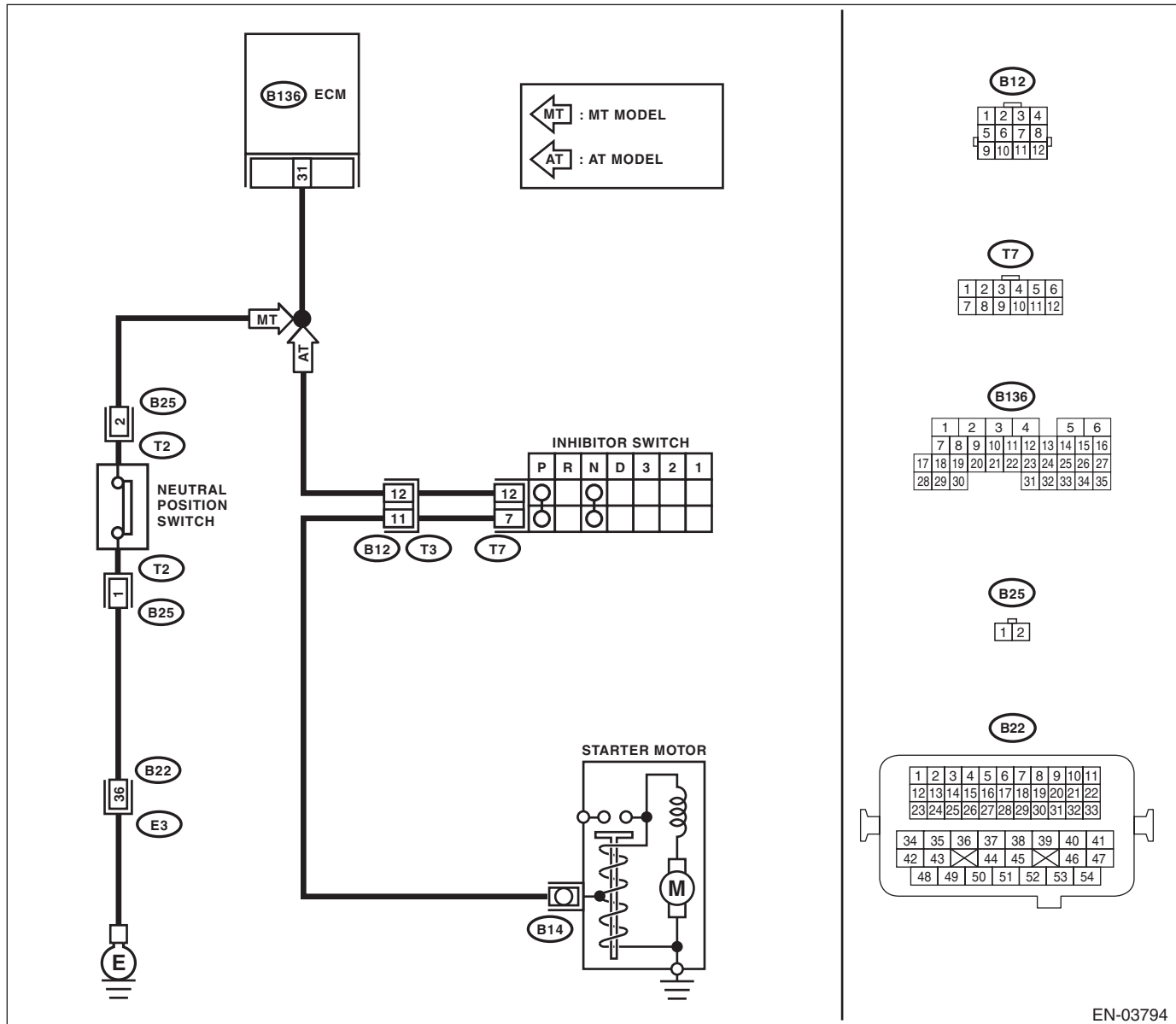
TROUBLE SYMPTOM:

Erroneous idling

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03794

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK INPUT SIGNAL OF ECM. 1) Turn the ignition switch to ON. 2) Place the shift lever in neutral. 3) Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 31 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Go to step 2.	Go to step 3.
2	CHECK INPUT SIGNAL OF ECM. 1) Place the shift lever in a position other than neutral. 2) Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 31 (+) — Chassis ground (-):	Is the voltage less than 1 V?	Repair poor contact in ECM connector.	Go to step 4.
3	CHECK NEUTRAL SWITCH. 1) Place the shift lever in a position other than neutral. 2) Measure the resistance between transmission harness connector terminals. Connector & terminal (T2) No. 1 — No. 2:	Is the resistance 1 M Ω or more?	Go to step 4.	Repair the open circuit in transmission harness or replace neutral switch.
4	CHECK HARNESS BETWEEN ECM AND NEUTRAL SWITCH CONNECTOR. 1) Disconnect the connector from ECM. 2) Measure the resistance of harness between ECM and transmission harness connector. Connector & terminal (B136) No. 31 — (B25) No. 2:	Is the resistance less than 1 Ω ?	Go to step 5.	Repair open circuit of harness between ECM and transmission harness connector.
5	CHECK HARNESS BETWEEN ECM AND NEUTRAL SWITCH CONNECTOR. Measure the resistance of harness between transmission harness connector and engine ground. Connector & terminal (B25) No. 1 — Engine ground:	Is the resistance less than 5 Ω ?	Repair the poor contact in transmission harness connector.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between transmission harness connector and engine ground • Poor contact in coupling connector

CM:DTC P1152 O2 SENSOR CIRCUIT RANGE/PERFORMANCE (LOW) (BANK 1 SENSOR 1)

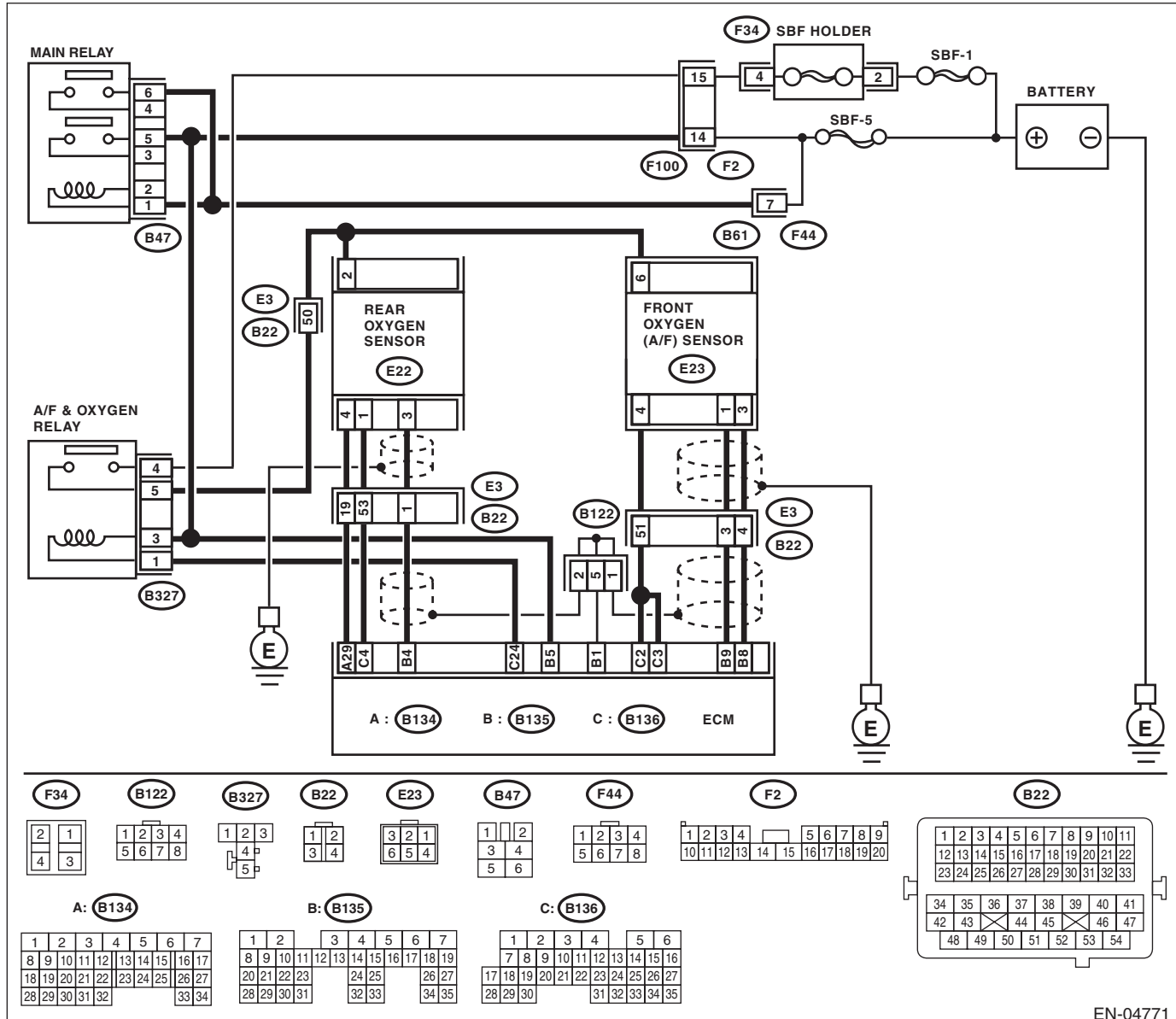
DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-182, DTC P1152 O2 SENSOR CIRCUIT RANGE/PERFORMANCE (LOW) (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04771

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK FRONT OXYGEN (A/F) SENSOR CONNECTOR AND COUPLING CONNECTOR.	Does water enter the connector?	Dry the water thoroughly.	Go to step 2.
2	CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM and front oxygen (A/F) sensor connector. 3) Measure the resistance of harness between ECM and front oxygen (A/F) sensor connector. Connector & terminal (B135) No. 9 — (E23) No. 1: (B135) No. 8 — (E23) No. 3:	Is the resistance less than 1 Ω ?	Go to step 3.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and front oxygen (A/F) sensor connector • Poor contact in front oxygen (A/F) sensor connector • Poor contact in ECM connector
3	CHECK POOR CONTACT. Check poor contact of front oxygen (A/F) sensor connector.	Is there poor contact in front oxygen (A/F) sensor connector?	Repair the poor contact in front oxygen (A/F) sensor connector.	Replace the front oxygen (A/F) sensor. <Ref. to FU(H4SO)-36, Front Oxygen (A/F) Sensor.>

CN:DTC P1153 O2 SENSOR CIRCUIT RANGE/PERFORMANCE (HIGH) (BANK 1 SENSOR 1)

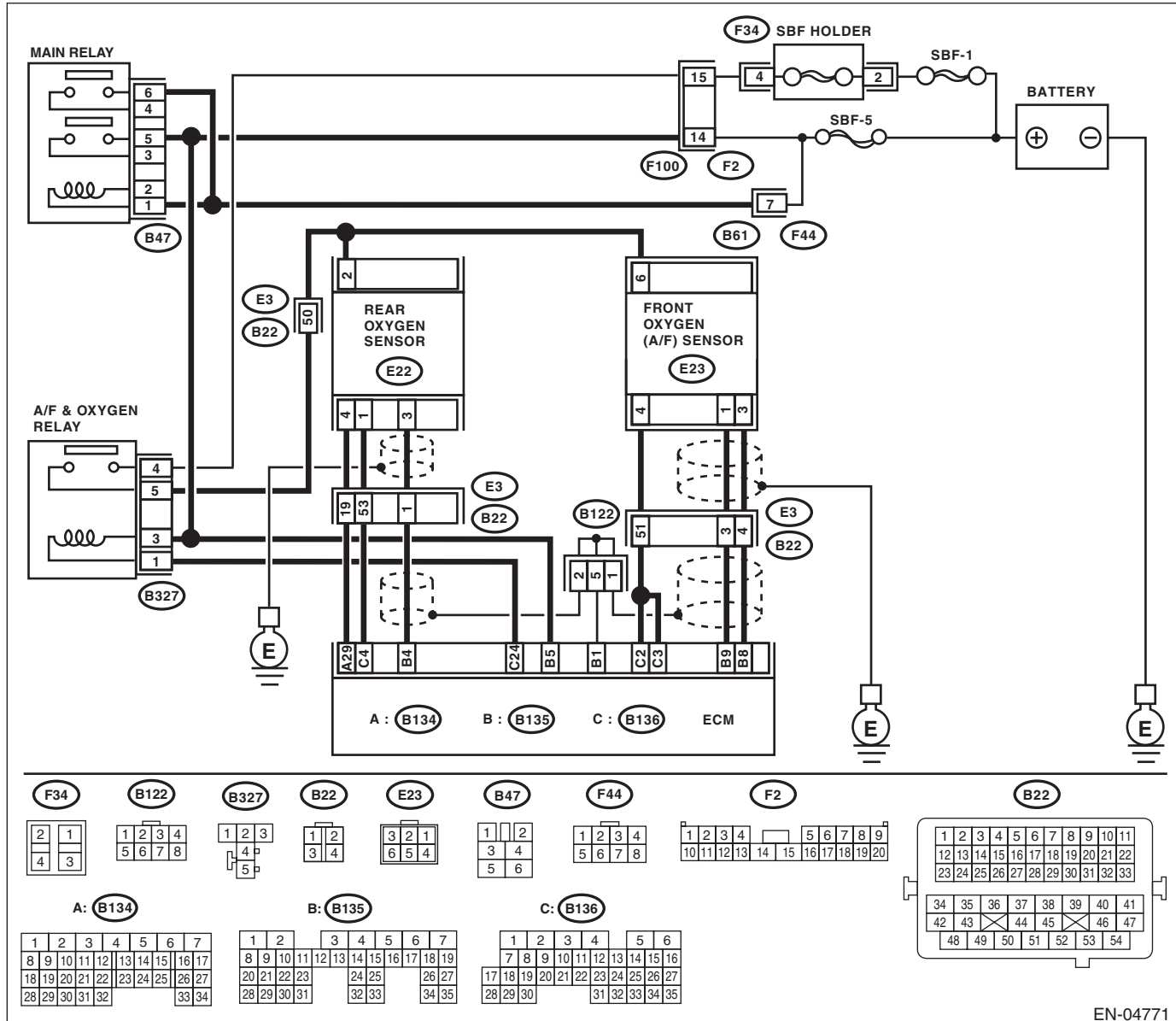
DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-184, DTC P1153 O2 SENSOR CIRCUIT RANGE/PERFORMANCE (HIGH) (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04771

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK FRONT OXYGEN (A/F) SENSOR CONNECTOR AND COUPLING CONNECTOR.	Does water enter the connector?	Dry the water thoroughly.	Go to step 2.
2	CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance of harness between ECM connector and chassis ground. Connector & terminal (B135) No. 9 — Chassis ground:	Is the resistance 1 MΩ or more?	Repair the ground short circuit of harness between ECM and front oxygen (A/F) sensor connector.	Go to step 3.
3	CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR. Measure the resistance of harness between ECM connector and chassis ground. Connector & terminal (B135) No. 8 — Chassis ground:	Is the resistance 1 MΩ or more?	Repair the ground short circuit of harness between ECM and front oxygen (A/F) sensor connector.	Go to step 4.
4	CHECK OUTPUT SIGNAL FOR ECM. 1) Connect the connector to ECM. 2) Turn the ignition switch to ON. 3) Measure the voltage between ECM connector and chassis ground. Connector & terminal (B135) No. 9 (+) — Chassis ground (–):	Is the voltage 4.5 V or more?	Go to step 5.	Go to step 6.
5	CHECK OUTPUT SIGNAL FOR ECM. Measure the voltage between ECM connector and chassis ground. Connector & terminal (B135) No. 9 (+) — Chassis ground (–):	Is the voltage 10 V or more?	Repair the battery short circuit of harness between ECM and front oxygen (A/F) sensor connector. After repair, replace the ECM. <Ref. to FU(H4SO)-40, Engine Control Module (ECM).>	Repair poor contact in ECM connector.
6	CHECK OUTPUT SIGNAL FOR ECM. Measure the voltage between ECM connector and chassis ground. Connector & terminal (B135) No. 8 (+) — Chassis ground (–):	Is the voltage 4.95 V or more?	Go to step 7.	Replace the front oxygen (A/F) sensor. <Ref. to FU(H4SO)-36, Front Oxygen (A/F) Sensor.>
7	CHECK OUTPUT SIGNAL FOR ECM. Measure the voltage between ECM connector and chassis ground. Connector & terminal (B135) No. 8 (+) — Chassis ground (–):	Is the voltage 10 V or more?	Repair the battery short circuit of harness between ECM and front oxygen (A/F) sensor connector. After repair, replace the ECM. <Ref. to FU(H4SO)-40, Engine Control Module (ECM).>	Repair poor contact in ECM connector.

CO:DTC P1160 RETURN SPRING FAILURE

NOTE:

For the diagnostic procedure, refer to DTC P2101. <Ref. to EN(H4SO)(diag)-311, DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

CP:DTC P1400 FUEL TANK PRESSURE CONTROL SOLENOID VALVE CIRCUIT LOW

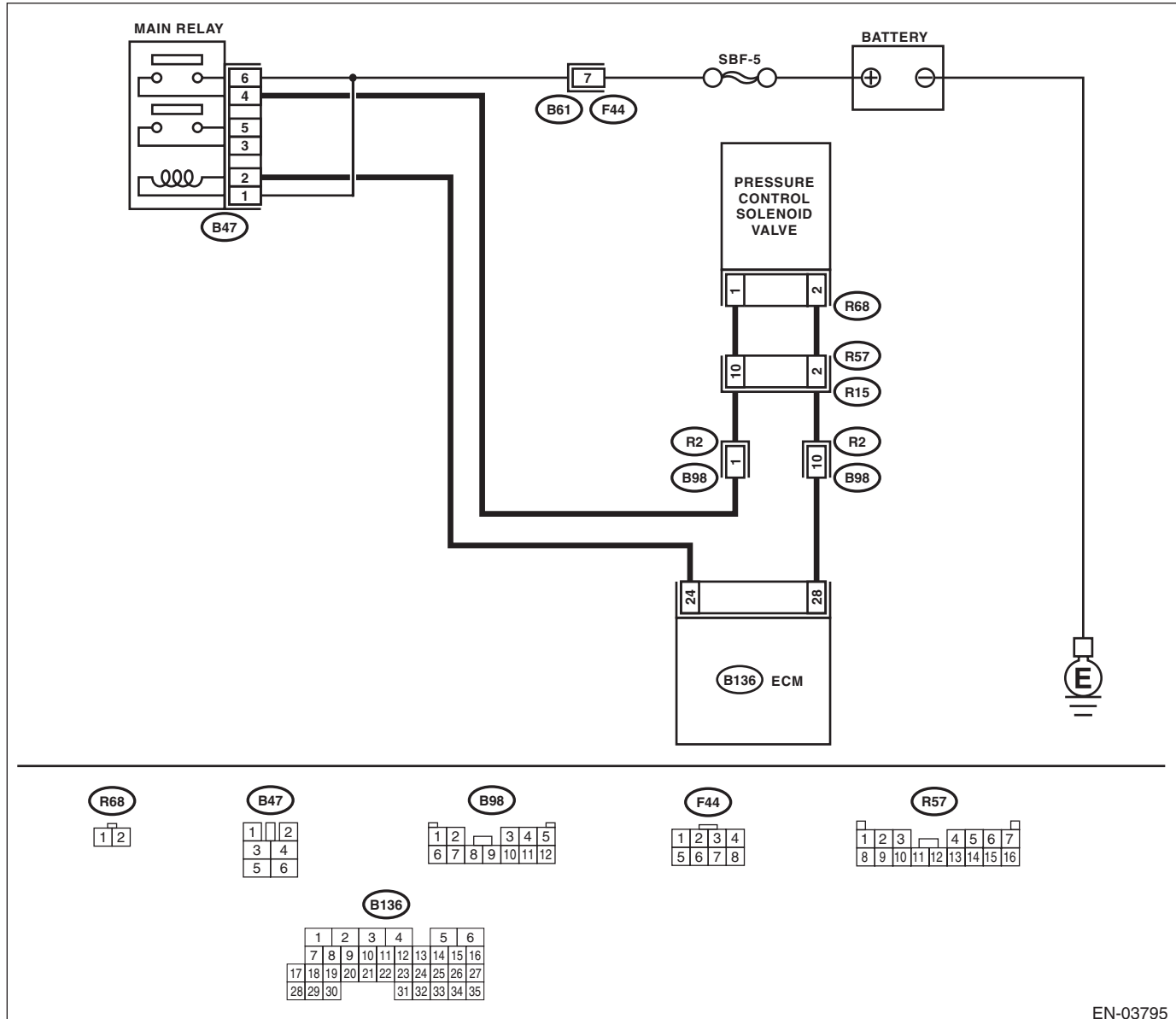
DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-188, DTC P1400 FUEL TANK PRESSURE CONTROL SOLENOID VALVE CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03795

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK OUTPUT SIGNAL OF ECM. 1) Turn the ignition switch to ON. 2) Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 28 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair poor contact in ECM connector.	Go to step 2.
2	CHECK HARNESS BETWEEN PRESSURE CONTROL SOLENOID VALVE AND ECM CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the pressure control solenoid valve and ECM. 3) Measure the resistance of harness between pressure control solenoid valve connector and chassis ground. Connector & terminal (R68) No. 2 — Chassis ground:	Is the resistance less than 10 Ω ?	Repair the ground short circuit of harness between ECM and pressure control solenoid valve connector.	Go to step 3.
3	CHECK HARNESS BETWEEN PRESSURE CONTROL SOLENOID VALVE AND ECM CONNECTOR. Measure the resistance of harness between ECM and pressure control solenoid valve connector. Connector & terminal (B136) No. 28 — (R68) No. 2:	Is the resistance less than 1 Ω ?	Go to step 4.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and pressure control solenoid valve connector • Poor contact in coupling connector
4	CHECK PRESSURE CONTROL SOLENOID VALVE. Measure the resistance between pressure control solenoid valve terminals. Terminals No. 1 — No. 2:	Is the resistance between 10 and 100 Ω ?	Go to step 5.	Replace the pressure control solenoid valve. <Ref. to EC(H4SO)-12, Pressure Control Solenoid Valve.>
5	CHECK POWER SUPPLY TO THE PRESSURE CONTROL SOLENOID VALVE. 1) Turn the ignition switch to ON. 2) Measure the voltage between pressure control solenoid valve and chassis ground. Connector & terminal (R68) No. 1 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair the poor contact in the pressure control solenoid valve connector.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between main relay and pressure control solenoid valve connector • Poor contact in coupling connector • Poor contact in main relay connector

CQ:DTC P1420 FUEL TANK PRESSURE CONTROL SOL. VALVE CIRCUIT HIGH

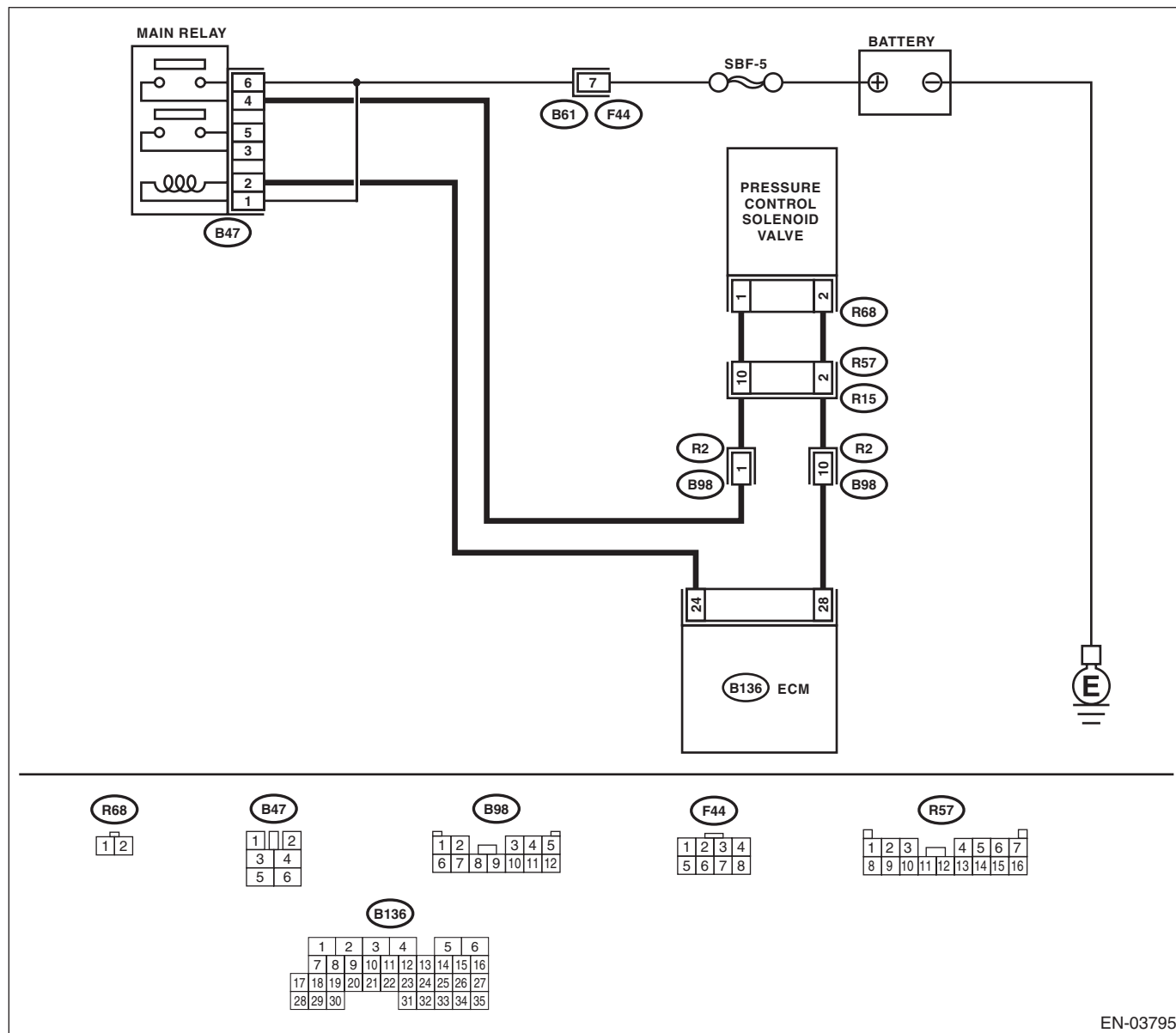
DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-190, DTC P1420 FUEL TANK PRESSURE CONTROL SOL. VALVE CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03795

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK INPUT SIGNAL OF ECM. 1) Turn the ignition switch to OFF. 2) Connect the test mode connector at the lower portion of instrument panel (on the driver's side). 3) Turn the ignition switch to ON. 4) Measure the voltage between ECM and chassis ground while operating the pressure control solenoid valve. NOTE: The pressure control solenoid valve operation can be executed using the Subaru Select Monitor. For procedure, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4SO)(diag)-45, Compulsory Valve Operation Check Mode.> Connector & terminal (B136) No. 28 (+) — Chassis ground (-):	Is the voltage 0 — 10 V?	Go to step 2.	Even if the malfunction indicator light illuminates, the circuit has returned to a normal condition at this time. In this case, repair the poor contact in ECM connector.
2	CHECK INPUT SIGNAL OF ECM. 1) Turn the ignition switch to ON. 2) Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 28 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Go to step 4.	Go to step 3.
3	CHECK POOR CONTACT. Check poor contact of ECM connector.	Is there poor contact in ECM connector?	Repair poor contact in ECM connector.	Replace the ECM. <Ref. to FU(H4SO)-40, Engine Control Module (ECM).>
4	CHECK HARNESS BETWEEN PRESSURE CONTROL SOLENOID VALVE AND ECM CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the pressure control solenoid valve. 3) Turn the ignition switch to ON. 4) Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 28 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair the battery short circuit of harness between ECM and pressure control solenoid valve connector. After repair, replace the ECM. <Ref. to FU(H4SO)-40, Engine Control Module (ECM).>	Go to step 5.
5	CHECK PRESSURE CONTROL SOLENOID VALVE. 1) Turn the ignition switch to OFF. 2) Measure the resistance between pressure control solenoid valve terminals. Terminals No. 1 — No. 2:	Is the resistance less than 1 Ω ?	Replace the pressure control solenoid valve <Ref. to EC(H4SO)-12, Pressure Control Solenoid Valve.> and ECM <Ref. to FU(H4SO)-40, Engine Control Module (ECM).>.	Go to step 6.
6	CHECK POOR CONTACT. Check poor contact of ECM connector.	Is there poor contact in ECM connector?	Repair poor contact in ECM connector.	Replace the ECM. <Ref. to FU(H4SO)-40, Engine Control Module (ECM).>

CR:DTC P1443 VENT CONTROL SOLENOID VALVE FUNCTION PROBLEM

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-192, DTC P1443 VENT CONTROL SOLENOID VALVE FUNCTION PROBLEM, Diagnostic Trouble Code (DTC) Detecting Criteria.>

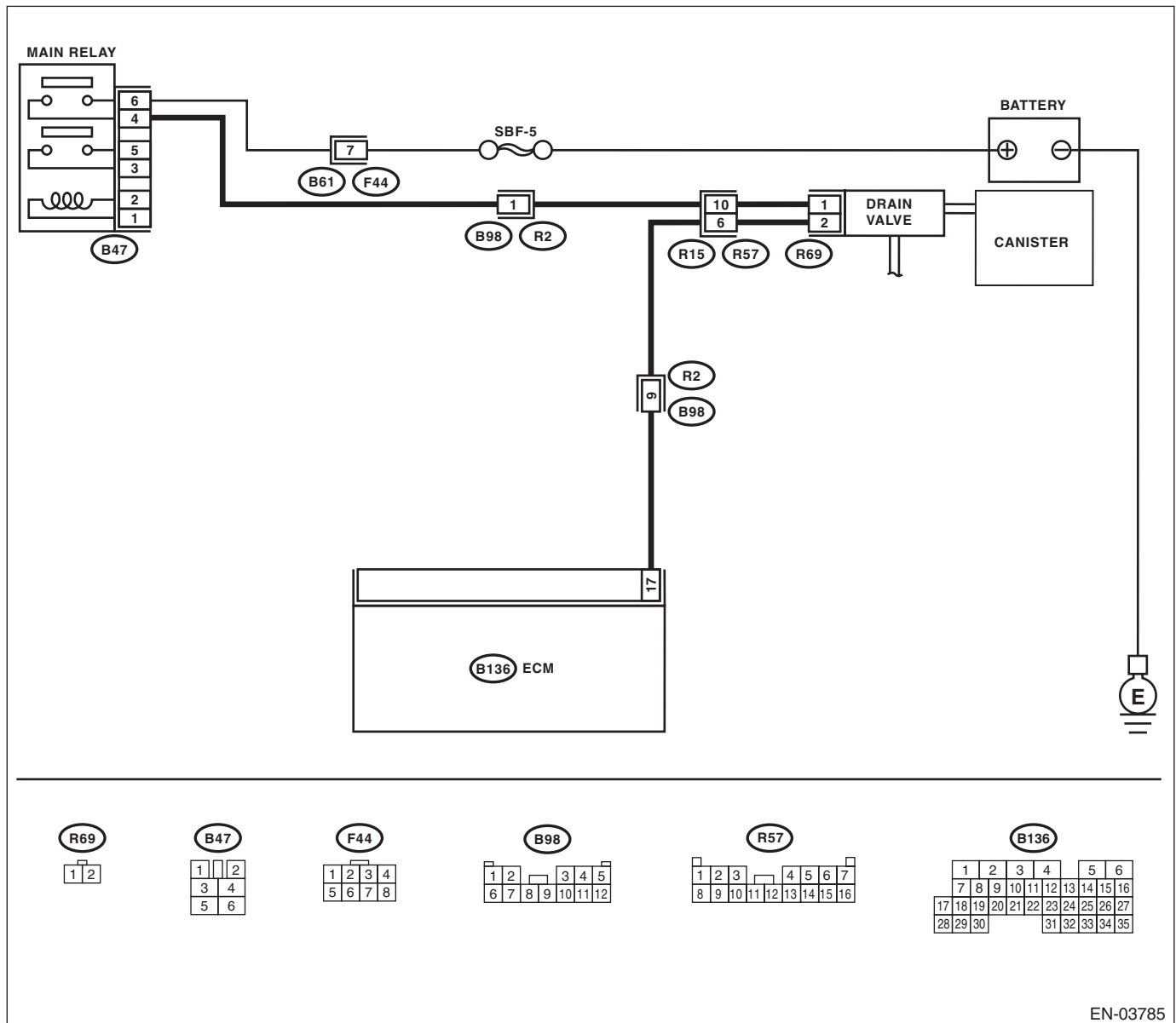
TROUBLE SYMPTOM:

Improper fuel supply

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03785

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check the relevant DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-67, List of Diagnostic Trouble Code (DTC).>	Go to step 2.
2	CHECK VENT LINE HOSES. Check the following items. • Clogging of vent hoses between canister and drain valve • Clogging of vent hose between drain valve and air filter • Clogging of drain filter	Is there any fault in the vent line?	Repair or replace faulty parts.	Go to step 3.
3	CHECK DRAIN VALVE OPERATION. 1) Turn the ignition switch to OFF. 2) Connect the test mode connector at the lower portion of instrument panel (on the driver's side). 3) Turn the ignition switch to ON. 4) Operate the drain valve. NOTE: Drain valve operation can be executed using Subaru Select Monitor. For procedure, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4SO)(diag)-45, Compulsory Valve Operation Check Mode.>	Does the drain valve operate?	Repair poor contact in ECM connector.	Replace the drain valve. <Ref. to EC(H4SO)-17, Drain Valve.>

CS:DTC P1491 POSITIVE CRANKCASE VENTILATION (BLOW-BY) FUNCTION PROBLEM

DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-194, DTC P1491 POSITIVE CRANKCASE VENTILATION (BLOW-BY) FUNCTION PROBLEM, Diagnostic Trouble Code (DTC) Detecting Criteria.>

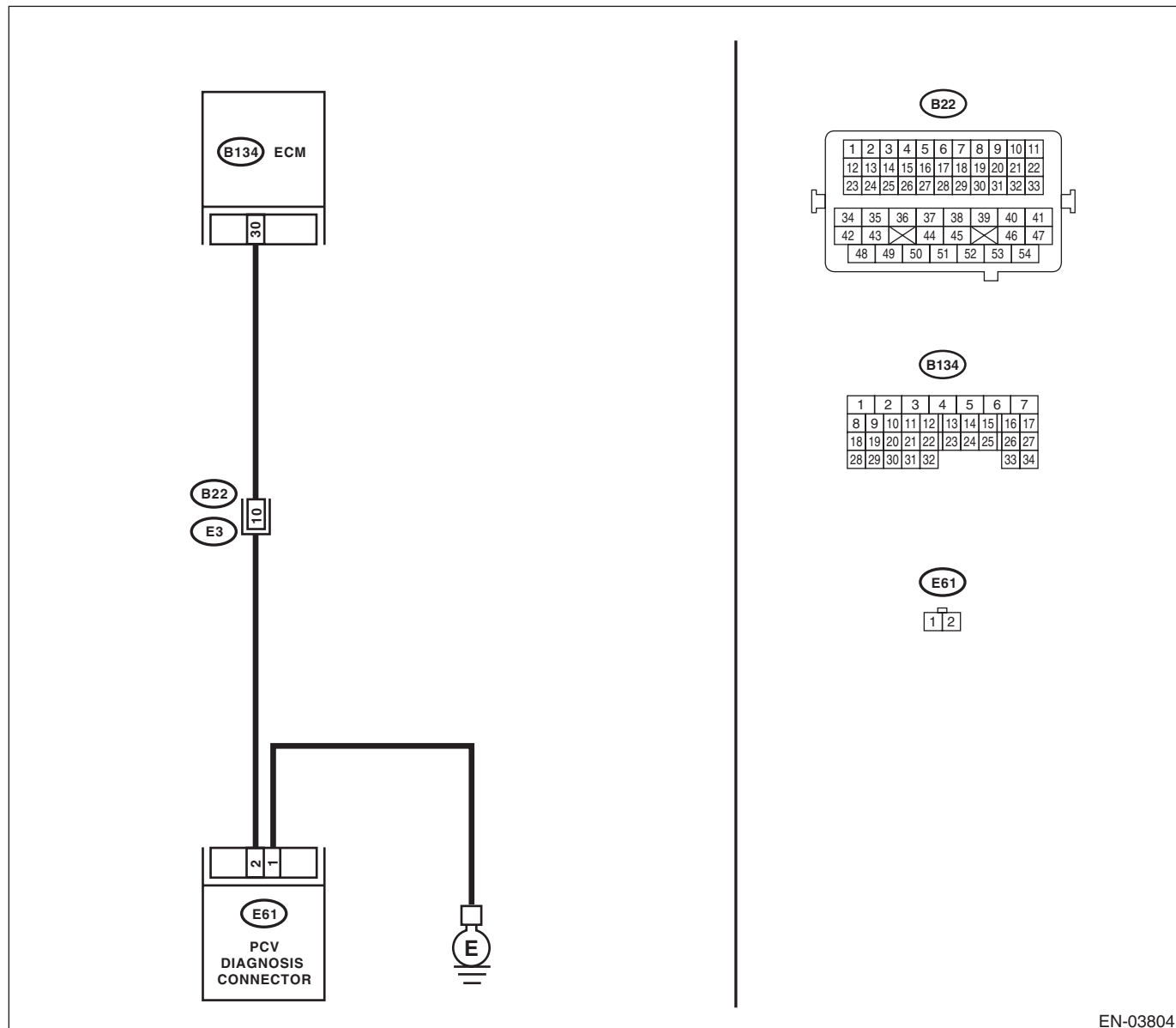
TROUBLE SYMPTOM:

Erroneous idling

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03804

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK BLOW-BY HOSE. Check the blow-by hose condition.	Is there any disconnection or crack in blow-by hose?	Replace or repair the blow-by hose.	Go to step 2.
2	CHECK HARNESS BETWEEN PCV DIAGNOSIS CONNECTOR AND ECM CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from the PCV diagnosis connector and ECM. 3) Measure the resistance of harness between PCV diagnosis connector and ECM connector. Connector & terminal (B134) No. 30 — (E61) No. 2:	Is the resistance less than 1 Ω ?	Go to step 3.	Repair the open circuit of harness between PCV diagnosis connector and ECM connector.
3	CHECK HARNESS BETWEEN PCV DIAGNOSIS CONNECTOR AND ECM CONNECTOR. Measure the resistance of harness between PCV diagnosis connector and chassis ground. Connector & terminal (B134) No. 30 — Chassis ground:	Is the resistance 1 M Ω or more?	Go to step 4.	Repair the ground short circuit of harness between PCV diagnosis connector and ECM connector.
4	CHECK GROUND CIRCUIT OF PCV DIAGNOSIS CONNECTOR. Measure the resistance of harness between PCV diagnosis connector and engine ground. Connector & terminal (E61) No. 1 — Engine ground:	Is the resistance less than 5 Ω ?	Go to step 5.	Repair the ground circuit of PCV diagnosis connector.
5	CHECK PCV DIAGNOSIS CONNECTOR. Measure the resistance between PCV diagnosis connector terminals. Terminals No. 1 — No. 2:	Is the resistance less than 1 Ω ?	Repair the poor contact in ECM connector and PCV diagnosis connector.	Replace the PCV diagnosis connector.

CT:DTC P1492 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (LOW INPUT)

NOTE:

For the diagnostic procedure, refer to DTC P1498. <Ref. to EN(H4SO)(diag)-276, DTC P1498 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

CU:DTC P1493 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (HIGH INPUT)

NOTE:

For the diagnostic procedure, refer to DTC P1499. <Ref. to EN(H4SO)(diag)-279, DTC P1499 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

CV:DTC P1494 EGR SOLENOID VALVE SIGNAL #2 CIRCUIT MALFUNCTION (LOW INPUT)

NOTE:

For the diagnostic procedure, refer to DTC P1498. <Ref. to EN(H4SO)(diag)-276, DTC P1498 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

CW:DTC P1495 EGR SOLENOID VALVE SIGNAL #2 CIRCUIT MALFUNCTION (HIGH INPUT)

NOTE:

For the diagnostic procedure, refer to DTC P1499. <Ref. to EN(H4SO)(diag)-279, DTC P1499 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

CX:DTC P1496 EGR SOLENOID VALVE SIGNAL #3 CIRCUIT MALFUNCTION (LOW INPUT)

NOTE:

For the diagnostic procedure, refer to DTC P1498. <Ref. to EN(H4SO)(diag)-276, DTC P1498 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

CY:DTC P1497 EGR SOLENOID VALVE SIGNAL #3 CIRCUIT MALFUNCTION (HIGH INPUT)

NOTE:

For the diagnostic procedure, refer to DTC P1499. <Ref. to EN(H4SO)(diag)-279, DTC P1499 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

CZ:DTC P1498 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (LOW INPUT)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-196, DTC P1492 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO)-200, DTC P1494 EGR SOLENOID VALVE SIGNAL #2 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO)-200, DTC P1496 EGR SOLENOID VALVE SIGNAL #3 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO)-200, DTC P1498 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Erroneous idling
- Poor driving performance
- Engine breathing

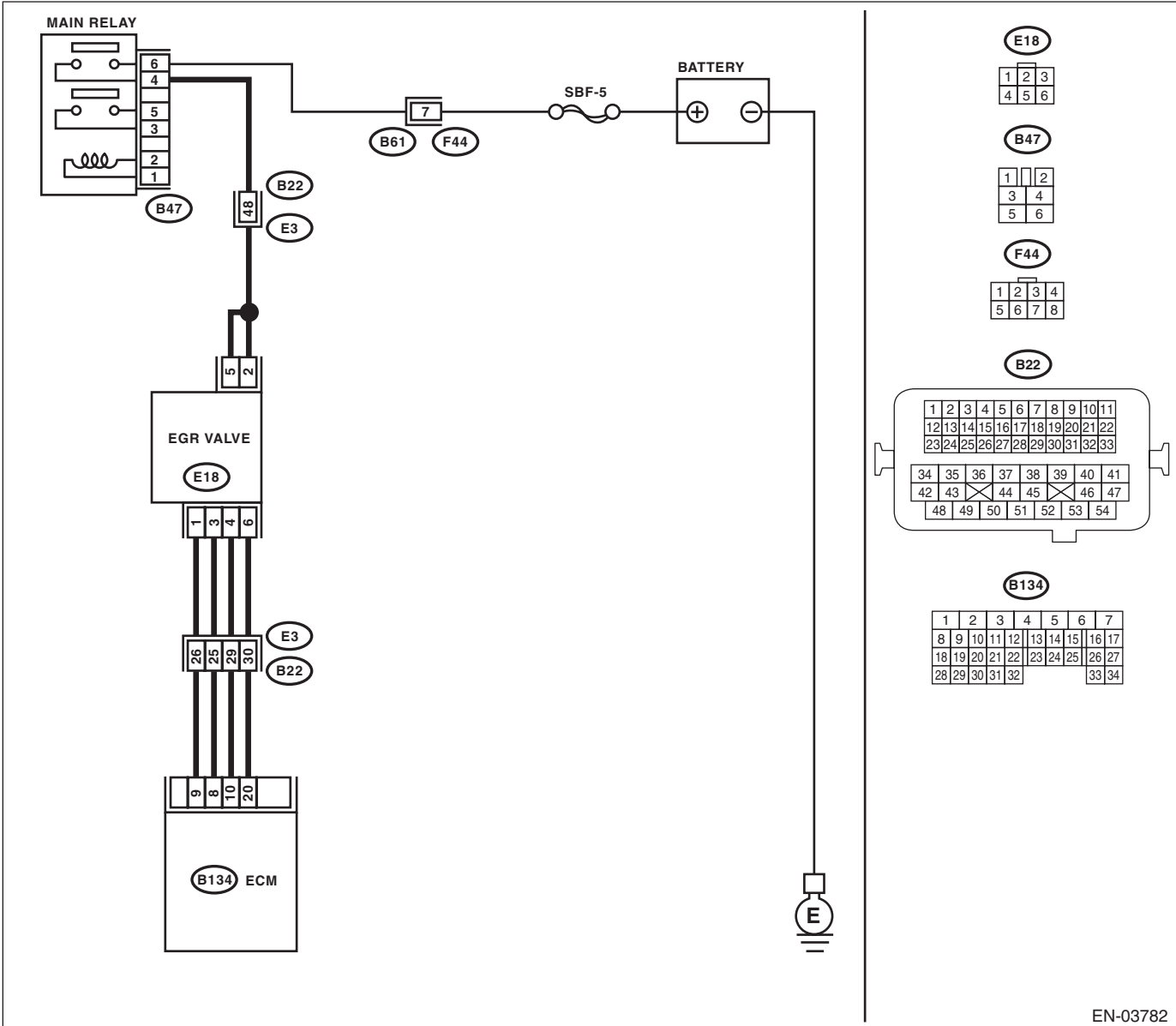
CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

WIRING DIAGRAM:



EN-03782

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK POWER SUPPLY TO EGR SOLENOID VALVE. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from EGR valve. 3) Turn the ignition switch to ON. 4) Measure the voltage between EGR solenoid valve connector and engine ground. Connector & terminal (E18) No. 2 (+) — Engine ground (-): (E18) No. 5 (+) — Engine ground (-):	Is the voltage 10 V or more?	Go to step 2.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between EGR solenoid valve and main relay connector • Poor contact in coupling connector
2	CHECK HARNESS BETWEEN ECM AND EGR SOLENOID VALVE CONNECTOR. 1) Turn the ignition switch to OFF. 2) Measure the resistance between ECM and EGR solenoid valve connector. Connector & terminal DTC P1492; (B134) No. 10 — (E18) No. 4: DTC P1494; (B134) No. 9 — (E18) No. 1: DTC P1496; (B134) No. 8 — (E18) No. 3: DTC P1498; (B134) No. 20 — (E18) No. 6:	Is the resistance less than 1 Ω?	Go to step 3.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and EGR solenoid valve connector • Poor contact in coupling connector
3	CHECK HARNESS BETWEEN ECM AND EGR SOLENOID VALVE CONNECTOR. 1) Disconnect the connectors from ECM. 2) Measure the resistance between ECM connector and chassis ground. Connector & terminal DTC P1492; (B134) No. 10 — Chassis ground: DTC P1494; (B134) No. 9 — Chassis ground: DTC P1496; (B134) No. 8 — Chassis ground: DTC P1498; (B134) No. 20 — Chassis ground:	Is the resistance 1 MΩ or more?	Go to step 4.	Repair the ground short in harness between ECM and EGR solenoid valve connector.
4	CHECK POOR CONTACT. Check poor contact in ECM connector and EGR solenoid valve connector.	Is there poor contact in ECM connector or EGR solenoid valve connector?	Repair the poor contact in ECM connector or EGR solenoid valve connector.	Replace the EGR solenoid valve. <Ref. to FU(H4SO)-29, EGR Valve.>

DA:DTC P1499 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (HIGH INPUT)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-198, DTC P1493 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO)-200, DTC P1495 EGR SOLENOID VALVE SIGNAL #2 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO)-200, DTC P1497 EGR SOLENOID VALVE SIGNAL #3 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO)-200, DTC P1499 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Erroneous idling
- Poor driving performance
- Engine breathing

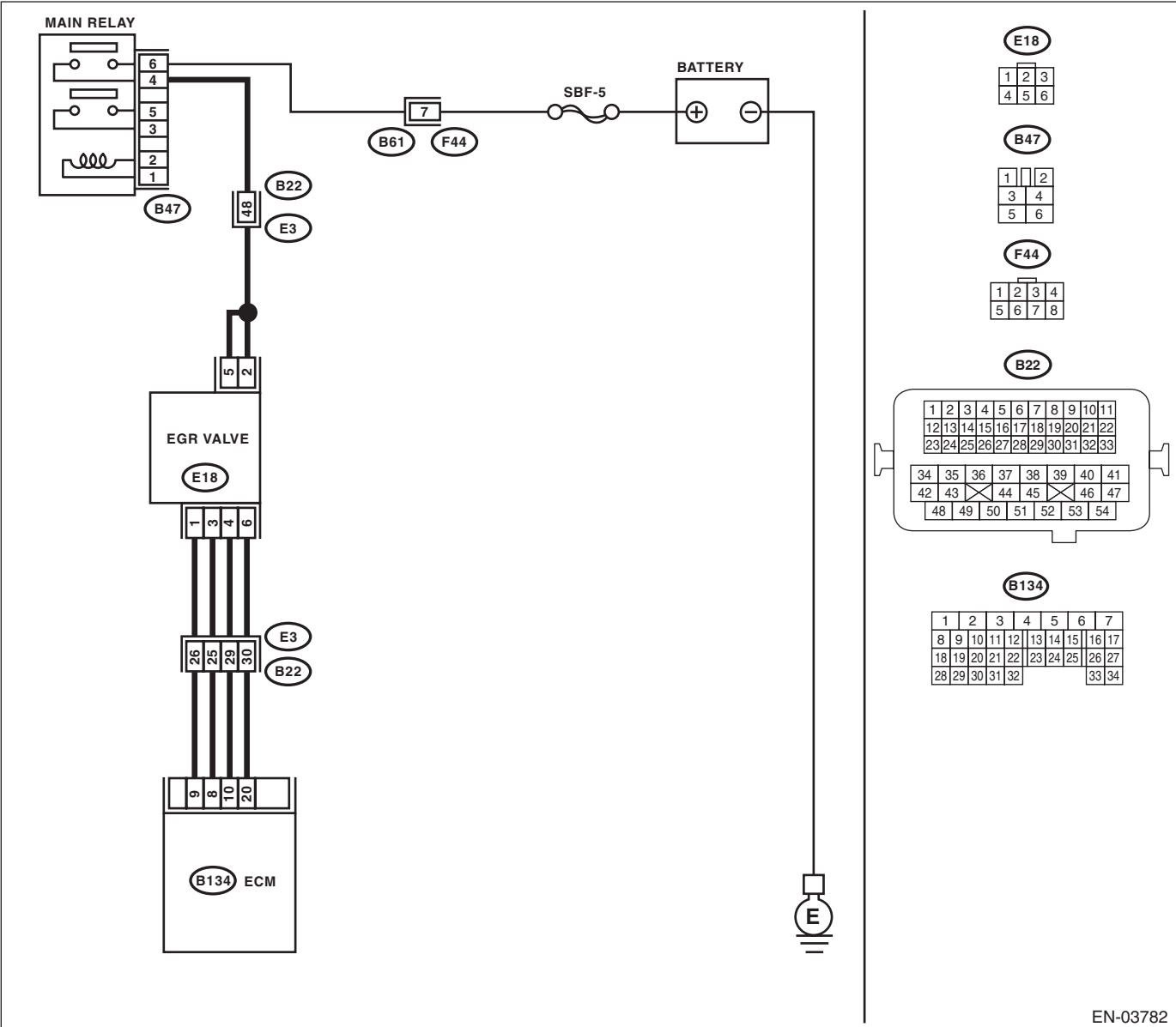
CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

WIRING DIAGRAM:



EN-03782

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-67, List of Diagnostic Trouble Code (DTC).>	Go to step 2.
2	CHECK HARNESS BETWEEN ECM AND EGR SOLENOID VALVE CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from EGR valve. 3) Turn the ignition switch to ON. 4) Measure the voltage between ECM connector and chassis ground. Connector & terminal DTC P1493; (B134) No. 10 — Chassis ground (-): DTC P1495; (B134) No. 9 — Chassis ground (-): DTC P1497; (B134) No. 8 — Chassis ground (-): DTC P1499; (B134) No. 20 — Chassis ground (-):	Is the voltage 10 V or more?	Repair the battery short in harness between ECM and EGR solenoid valve connector. After repair, replace the ECM. <Ref. to FU(H4SO)-40, Engine Control Module (ECM).>	Replace the ECM. <Ref. to FU(H4SO)-40, Engine Control Module (ECM).>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

DB:DTC P1518 STARTER SWITCH CIRCUIT LOW INPUT

DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-201, DTC P1518 STARTER SWITCH CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

Failure of engine to start

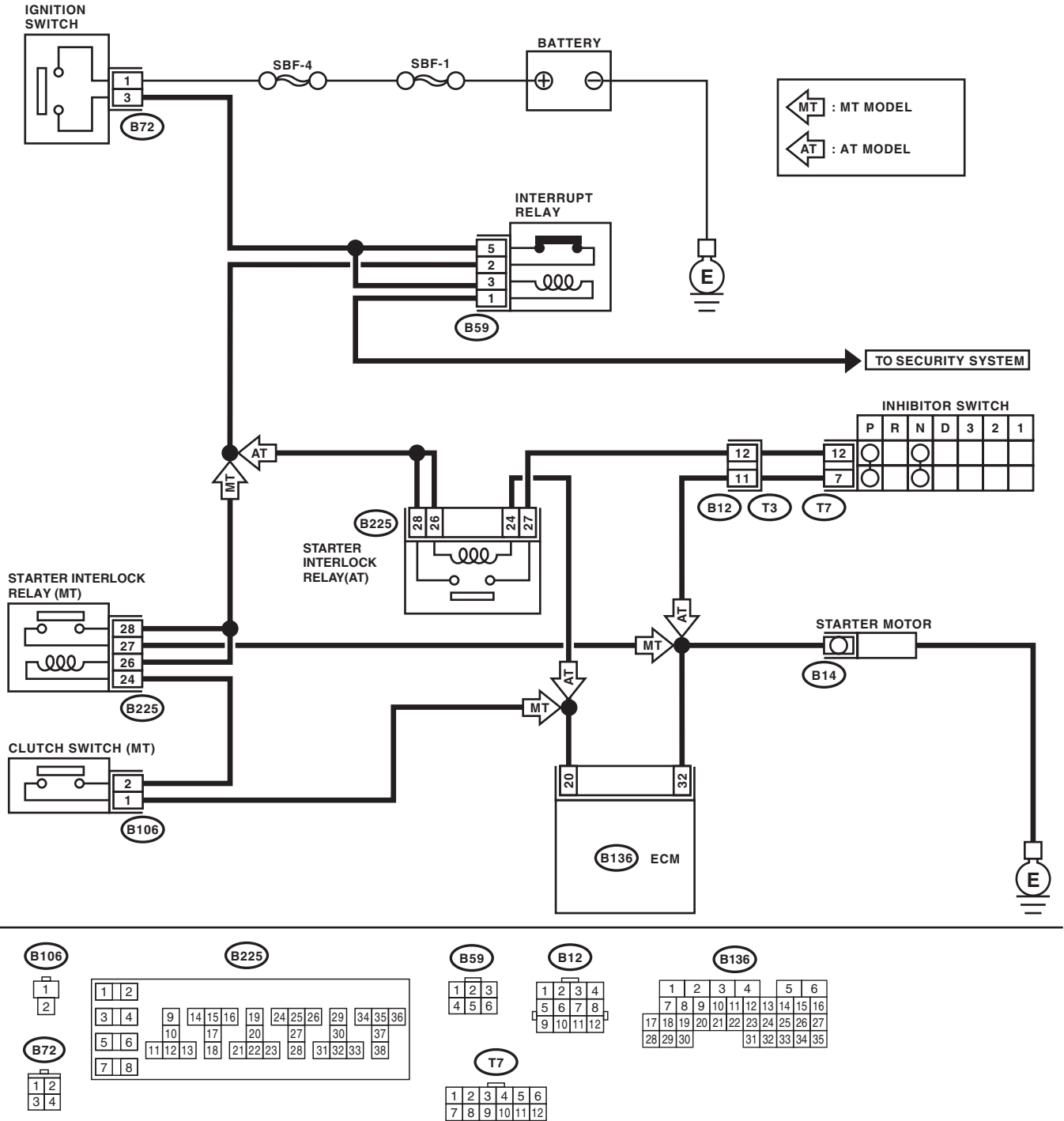
CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

WIRING DIAGRAM:



EN-04767

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step		Check	Yes	No
1	CHECK OPERATION OF STARTER MOTOR. Place the inhibitor switch in "P" or "N" range. (AT model) Depress the clutch pedal. (MT model)	Does the starter motor operate when ignition switch is turned to "ST"?	Repair the harness and connector. NOTE: In this case, repair the following item: • Open or ground short circuit of harness between ECM and starter motor connector • Poor contact in ECM connector	Check the starter motor circuit. <Ref. to EN(H4SO)(diag)-54, STARTER MOTOR CIRCUIT, Diagnostics for Engine Starting Failure.>

ENGINE (DIAGNOSTICS)

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK INPUT SIGNAL OF ECM. 1) Turn the ignition switch to OFF. 2) Measure the voltage between ECM and chassis ground. Connector & terminal (B135) No. 5 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair poor contact in ECM connector.	Go to step 2.
2	CHECK HARNESS BETWEEN ECM AND MAIN FUSE BOX CONNECTOR. 1) Disconnect the connectors from ECM. 2) Measure the resistance of harness between ECM and chassis ground. Connector & terminal (B135) No. 5 — Chassis ground:	Is the resistance less than 10 Ω ?	Repair the ground short circuit of harness between ECM connector and battery terminal.	Go to step 3.
3	CHECK FUSE SBF-5.	Is the fuse blown out?	Replace the fuse.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and battery • Poor contact in ECM connector • Poor contact in battery terminal

DD:DTC P1602 CONTROL MODULE PROGRAMMING ERROR

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-203, DTC P1602 CONTROL MODULE PROGRAMMING ERROR, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Engine keeps running at higher speed than specified idle speed.
- Engine keeps running at lower speed than specified idle speed.
- Engine stalls.

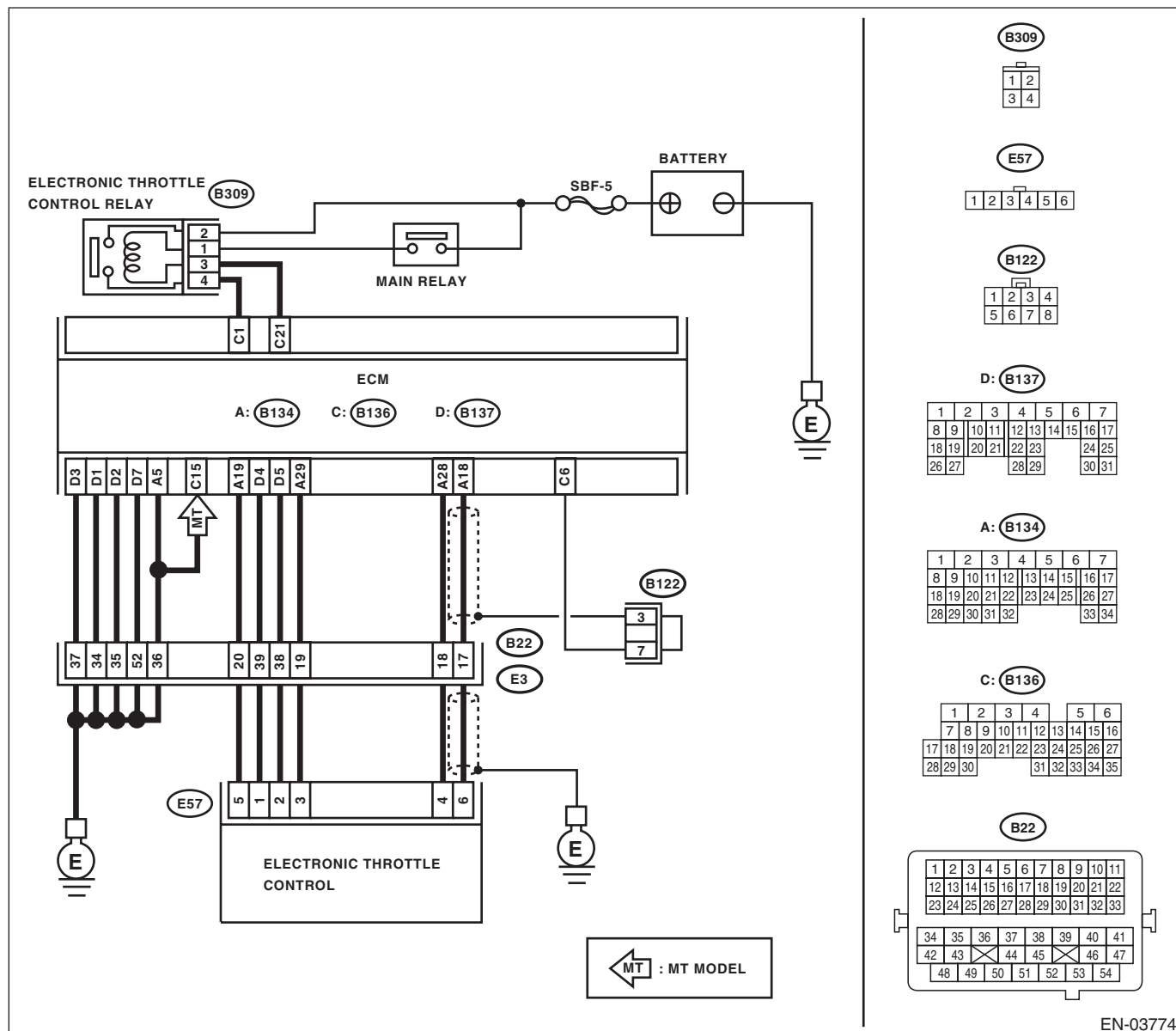
CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

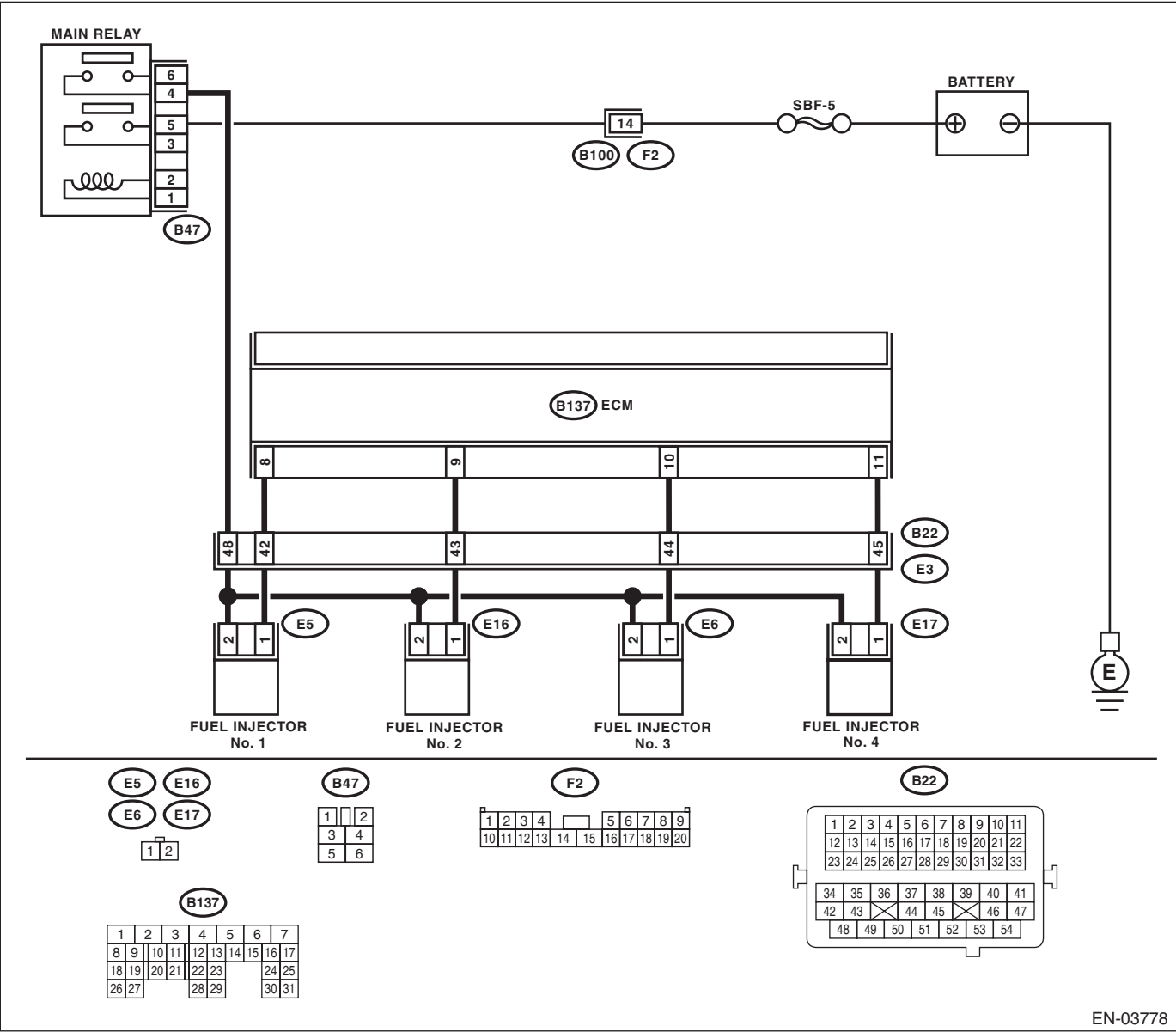
WIRING DIAGRAM:



EN-03774

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)



EN-03778

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check the appropriate DTC using the "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-67, List of Diagnostic Trouble Code (DTC).>	Go to step 2.
2	CHECK ENGINE OIL.	Is the engine oil filled to the specified amount?	Go to step 3.	Replace the engine oil. <Ref. to LU (H4SO)-10, REPLACEMENT, Engine Oil.>
3	CHECK EXHAUST SYSTEM.	Are there holes or loose bolts on exhaust system?	Repair the exhaust system.	Go to step 4.
4	CHECK AIR INTAKE SYSTEM.	Are there holes, loose bolts or disconnection of hose on air intake system?	Repair the air intake system.	Go to step 5.
5	CHECK FUEL PRESSURE. WARNING: - Place "NO FIRE" signs near the working area. - Be careful not to spill fuel. Measure the fuel pressure. <Ref. to ME(H4SO)-29, INSPECTION, Fuel Pressure.> WARNING: Release fuel pressure before removing the fuel pressure gauge.	Is the fuel pressure 339.5 — 360.5 kPa (3.5 — 3.7 kgf/cm ² , 49 — 52 psi)?	Go to step 6.	Repair the following item. Fuel pressure is too high: - Clogged fuel line or bent hose Fuel pressure is too low: - Improper fuel pump discharge - Clogged fuel line
6	CHECK ENGINE COOLANT TEMPERATURE SENSOR. 1) Start the engine and warm-up completely. 2) Read the data of engine coolant temperature sensor signal using Subaru Select Monitor or general scan tool. NOTE: - Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.> - General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Is the engine coolant temperature above 60°C (140°F) ?	Go to step 7.	Replace the engine coolant temperature sensor. <Ref. to FU(H4SO)-22, Engine Coolant Temperature Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
7 CHECK MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR. 1) Start the engine and warm-up engine until coolant temperature is greater than 60°C (140°F). 2) Place the select lever in "N" or "P" position. 3) Turn the A/C switch to OFF. 4) Turn all the accessory switches to OFF. 5) Read the data of mass air flow and intake air temperature sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Is the measured value 2.1 — 3.4 g/s (0.28 — 0.45 lb/m)	Go to step 8.	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(H4SO)-28, Mass Air Flow and Intake Air Temperature Sensor.>
8 CHECK MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR. 1) Start the engine and warm-up engine until coolant temperature is greater than 60°C (140°F). 2) Place the shift lever in neutral position. 3) Turn the A/C switch to OFF. 4) Turn all the accessory switches to OFF. 5) Open the front hood. 6) Measure the ambient temperature. 7) Read the data of mass air flow and intake air temperature sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Subtract the ambient temperature from intake air temperature. Is the obtained value -10 — 50°C (-18 — 90°F)?	Go to step 9.	Check the mass air flow and intake air temperature sensor. <Ref. to FU(H4SO)-28, Mass Air Flow and Intake Air Temperature Sensor.>
9 CHECK OUTPUT SIGNAL OF ECM. 1) Turn the ignition switch to ON. 2) Measure the voltage between ECM connector and chassis ground. Connector & terminal #1 (B137) No. 8 (+) — Chassis ground (-): #2 (B137) No. 9 (+) — Chassis ground (-): #3 (B137) No. 10 (+) — Chassis ground (-): #4 (B137) No. 11 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Go to step 14.	Go to step 10.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
10 CHECK HARNESS BETWEEN FUEL INJECTOR AND ECM CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from fuel injector on faulty cylinders. 3) Measure the resistance between ECM connector and engine ground on faulty cylinders. Connector & terminal #1 (E5) No. 1 — Engine ground: #2 (E16) No. 1 — Engine ground: #3 (E6) No. 1 — Engine ground: #4 (E17) No. 1 — Engine ground:	Is the resistance 1 MΩ or more?	Go to step 11.	Repair the ground short circuit of harness between fuel injector and ECM connector.
11 CHECK HARNESS BETWEEN FUEL INJECTOR AND ECM CONNECTOR. Measure the resistance of harness connector between ECM connector and fuel injector on faulty cylinders. Connector & terminal #1 (B137) No. 8 — (E5) No. 1: #2 (B137) No. 9 — (E16) No. 1: #3 (B137) No. 10 — (E6) No. 1: #4 (B137) No. 11 — (E17) No. 1:	Is the resistance less than 1 Ω?	Go to step 12.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and fuel injector connector • Poor contact in coupling connector
12 CHECK FUEL INJECTOR. Measure the resistance between fuel injector terminals on faulty cylinder. Terminals No. 1 — No. 2:	Is the resistance between 5 and 20 Ω?	Go to step 13.	Replace the faulty fuel injector. <Ref. to FU(H4SO)-30, Fuel Injector.>
13 CHECK POWER SUPPLY LINE. 1) Turn the ignition switch to ON. 2) Measure the voltage between fuel injector and engine ground on faulty cylinders. Connector & terminal #1 (E5) No. 2 (+) — Engine ground (-): #2 (E16) No. 2 (+) — Engine ground (-): #3 (E6) No. 2 (+) — Engine ground (-): #4 (E17) No. 2 (+) — Engine ground (-):	Is the voltage 10 V or more?	Repair the poor contact of all connectors in fuel injector circuit.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between main relay and fuel injector connector on faulty cylinders • Poor contact in coupling connector • Poor contact in main relay connector • Poor contact in fuel injector connector on faulty cylinders

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
14 CHECK HARNESS BETWEEN FUEL INJECTOR AND ECM CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from fuel injector on faulty cylinders. 3) Turn the ignition switch to ON. 4) Measure the voltage between ECM connector and chassis ground on faulty cylinders. Connector & terminal #1 (B137) No. 8 (+) — Chassis ground (–): #2 (B137) No. 9 (+) — Chassis ground (–): #3 (B137) No. 10 (+) — Chassis ground (–): #4 (B137) No. 11 (+) — Chassis ground (–):	Is the voltage 10 V or more?	Repair the battery short circuit of harness between ECM connector and fuel injector. After repair, replace the ECM. <Ref. to FU(H4SO)-40, Engine Control Module (ECM).>	Go to step 15.
15 CHECK FUEL INJECTOR. 1) Turn the ignition switch to OFF. 2) Measure the resistance between fuel injector terminals on faulty cylinder. Terminals No. 1 — No. 2:	Is the resistance less than 1 Ω?	Replace the faulty fuel injector <Ref. to FU(H4SO)-30, Fuel Injector.> and ECM. <Ref. to FU(H4SO)-40, Engine Control Module (ECM).>	Go to step 16.
16 CHECK INSTALLATION OF CAMSHAFT POSITION SENSOR/CRANKSHAFT POSITION SENSOR.	Is the camshaft position sensor or crankshaft position sensor loosely installed?	Tighten the camshaft position sensor or crankshaft position sensor.	Go to step 17.
17 CHECK CRANK SPROCKET. Remove the timing belt cover.	Is the crank sprocket rusted or does it have broken teeth?	Replace the crank sprocket. <Ref. to ME(H4SO)-50, Crank Sprocket.>	Go to step 18.
18 CHECK INSTALLATION CONDITION OF TIMING BELT. Turn the crankshaft, and align alignment mark on crank sprocket with alignment mark on cylinder block.	Is the timing belt dislocated from its proper position?	Repair the installation condition of timing belt. <Ref. to ME(H4SO)-44, Timing Belt.>	Go to step 19.
19 CHECK ELECTRONIC THROTTLE CONTROL RELAY. 1) Turn the ignition switch to OFF. 2) Remove the electronic throttle control relay. 3) Connect the battery to terminals No. 5 and No. 6 of electronic throttle control relay. 4) Measure the resistance between electronic throttle control relay terminals. Terminals No. 2 — No. 4:	Is the resistance less than 1 Ω?	Go to step 20.	Replace the electronic throttle control relay.
20 CHECK POWER SUPPLY OF ELECTRONIC THROTTLE CONTROL RELAY. Measure the voltage between electronic throttle control relay connector and chassis ground. Connector & terminal (B309) No. 2 (+) — Chassis ground (–): (B309) No. 1 (+) — Chassis ground (–):	Is the voltage 5 V or more?	Go to step 21.	Repair the open or ground short circuit of power supply circuit.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
21 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL RELAY. 1) Disconnect the connectors from ECM. 2) Turn the ignition switch to ON. 3) Measure the voltage between electronic throttle control relay connector and chassis ground. Connector & terminal (B309) No. 3 (+) — Chassis ground (–):	Is the voltage less than 5 V?	Go to step 22.	Repair the power supply short circuit of harness between ECM and electronic throttle control.
22 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL RELAY. 1) Turn the ignition switch to OFF. 2) Measure the resistance between electronic throttle control relay connector and chassis ground. Connector & terminal (B309) No. 3 — Chassis ground: (B309) No. 4 — Chassis ground:	Is the resistance 1 MΩ or more?	Go to step 23.	Repair the ground short circuit of harness between ECM and electronic throttle control relay.
23 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL RELAY. Measure the resistance between ECM connector and electronic throttle control relay connector. Connector & terminal (B136) No. 21 — (B309) No. 3: (B136) No. 1 — (B309) No. 4:	Is the resistance less than 1 Ω?	Go to step 24.	Repair the open circuit of harness between ECM and electronic throttle control relay.
24 CHECK SENSOR OUTPUT. 1) Connect all connectors. 2) Turn the ignition switch to ON. 3) Read the data of main throttle sensor signal using Subaru Select Monitor. NOTE: Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.>	Is the voltage 0.4 V or more?	Go to step 25.	Go to step 27.
25 CHECK SENSOR OUTPUT. 1) Connect all connectors. 2) Turn the ignition switch to ON. 3) Read the data of sub throttle sensor signal using Subaru Select Monitor. NOTE: Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.>	Is the voltage 0.8 V or more?	Go to step 26.	Go to step 27.
26 CHECK POOR CONTACT. Check poor contact in connector between ECM and electronic throttle control.	Is there poor contact?	Repair the poor contact.	Go to step 31.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
27 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Disconnect the connectors from electronic throttle control. 4) Measure the resistance between ECM connector and electronic throttle control connector. Connector & terminal (B134) No. 18 — (E57) No. 6: (B134) No. 28 — (E57) No. 4: (B134) No. 19 — (E57) No. 5:	Is the resistance less than 1 Ω ?	Go to step 28.	Repair the open circuit of harness connector.
28 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. Measure the resistance between ECM connector and chassis ground. Connector & terminal (B134) No. 18 — Chassis ground: (B134) No. 19 — Chassis ground: (B134) No. 28 — Chassis ground:	Is the resistance 1 M Ω or more?	Go to step 29.	Repair the ground short circuit of harness.
29 CHECK SENSOR POWER SUPPLY. 1) Connect the ECM connector. 2) Turn the ignition switch to ON. 3) Measure the voltage between electronic throttle control connector and engine ground. Connector & terminal (E57) No. 5 (+) — Engine ground (-):	Is the voltage 4.5 — 5.5 V?	Go to step 30.	Repair poor contact in ECM connector
30 CHECK SHORT CIRCUIT IN ECM. 1) Turn the ignition switch to OFF. 2) Measure the resistance between electronic throttle control connector and engine ground. Connector & terminal (E57) No. 6 — Engine ground: (E57) No. 4 — Engine ground:	Is the resistance 10 Ω or more?	Go to step 31.	Repair poor contact in ECM connector.
31 CHECK SENSOR OUTPUT. 1) Connect all connectors. 2) Turn the ignition switch to ON. 3) Read the data of main throttle sensor signal using Subaru Select Monitor. NOTE: Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.>	Is the voltage less than 4.63 V?	Go to step 32.	Go to step 34.
32 CHECK SENSOR OUTPUT. Read the data of sub throttle sensor signal using Subaru Select Monitor. NOTE: Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.>	Is the voltage less than 4.73 V?	Go to step 33.	Go to step 34.
33 CHECK POOR CONTACT. Check poor contact in connector between ECM and electronic throttle control.	Is there poor contact?	Repair the poor contact.	Go to step 39.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
34 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Disconnect the connectors from electronic throttle control. 4) Measure the resistance between ECM connector and electronic throttle control connector. Connector & terminal (B134) No. 29 — (E57) No. 3: (B134) No. 18 — (E57) No. 6: (B134) No. 28 — (E57) No. 4:	Is the resistance less than 1 Ω ?	Go to step 35.	Repair the open circuit of harness connector.
35 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Connect the ECM connector. 2) Measure the resistance between electronic throttle control connector and engine ground. Connector & terminal (E57) No. 3 — Engine ground:	Is the resistance less than 5 Ω ?	Go to step 36.	Repair poor contact in ECM connector.
36 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to ON. 2) Measure the voltage between electronic throttle control connector and engine ground. Connector & terminal (E57) No. 5 (+) — Engine ground (-):	Is the voltage 10 V or more?	Go to step 37.	Repair the battery short circuit of harness between ECM connector and electronic throttle control connector.
37 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. Measure the voltage between electronic throttle control connector and engine ground. Connector & terminal (E57) No. 6 (+) — Engine ground (-): (E57) No. 4 (+) — Engine ground (-):	Is the voltage less than 10 V?	Go to step 38.	Repair the short circuit of harness between ECM connector and electronic throttle control connector.
38 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Remove the ECM. 3) Measure the resistance between ECM connectors. Connector & terminal (B134) No. 18 — (B134) No. 19: (B134) No. 28 — (B134) No. 19:	Is the resistance 1 M Ω or more?	Go to step 39.	Repair the short circuit to sensor power supply.
39 CHECK SENSOR OUTPUT. 1) Turn the ignition switch to OFF. 2) Connect the connectors except for electric throttle control relay. 3) Turn the ignition switch to ON. 4) Read the data of main throttle sensor signal using Subaru Select Monitor. NOTE: Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.>	Is the voltage 0.81 — 0.87 V?	Go to step 40.	Repair the poor contact of electronic throttle control connector. Replace the electronic throttle control if defective.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
40 CHECK SENSOR OUTPUT. Read the data of sub throttle sensor signal using Subaru Select Monitor. NOTE: Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.>	Is the voltage 1.64 — 1.70 V?	Go to step 41.	Repair poor contact in ECM connector. Replace the electronic throttle control if defective.
41 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL MOTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Disconnect the connectors from electronic throttle control. 4) Measure the resistance between ECM connector and electronic throttle control connector. Connector & terminal (B137) No. 5 — (E57) No. 2: (B137) No. 4 — (E57) No. 1:	Is the resistance less than 1 Ω?	Go to step 42.	Repair the open circuit of harness connector.
42 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL MOTOR. 1) Connect the connector to ECM. 2) Turn the ignition switch to ON. 3) Measure the voltage between electronic throttle control connector and engine ground. Connector & terminal (E57) No. 2 (+) — Engine ground (-): (E57) No. 1 (+) — Engine ground (-):	Is the voltage less than 5 V?	Go to step 43.	Repair the power supply short circuit of harness between ECM and electronic throttle control.
43 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL MOTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance between electronic throttle control connector and engine ground. Connector & terminal (E57) No. 2 — Engine ground: (E57) No. 1 — Engine ground:	Is the resistance 1 MΩ or more?	Go to step 44.	Repair the short circuit of harness.
44 CHECK ELECTRONIC THROTTLE CONTROL MOTOR HARNESS. Measure the resistance between electronic throttle control connector terminals. Connector & terminal (E57) No. 2 — (E57) No. 1:	Is the resistance 1 MΩ or more?	Go to step 45.	Repair the short circuit of harness.
45 CHECK ELECTRONIC THROTTLE CONTROL GROUND CIRCUIT. Measure the resistance between ECM connector and chassis ground. Connector & terminal (B134) No. 5 — Chassis ground: (B136) No. 15 — Chassis ground: (B137) No. 1 — Chassis ground: (B137) No. 2 — Chassis ground: (B137) No. 3 — Chassis ground: (B137) No. 7 — Chassis ground:	Is the resistance less than 10 Ω?	Go to step 46.	Repair the open circuit of harness.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
46 CHECK ELECTRONIC THROTTLE CONTROL. Measure the resistance between electronic throttle control terminals. Terminals No. 1 — No. 2:	Is the resistance 50 Ω or less?	Go to step 47.	Replace the electronic throttle control.
47 CHECK ELECTRONIC THROTTLE CONTROL. Move the throttle valve to the fully opened and fully closed positions with fingers. Check that the valve returns to the specified position when releasing fingers.	Does the valve return to the specified position? Standard value: 3 mm (0.12 in) from fully closed position	Repair poor contact in ECM connector.	Replace the electronic throttle control.

DE:DTC P2096 POST CATALYST FUEL TRIM SYSTEM TOO LEAN BANK 1

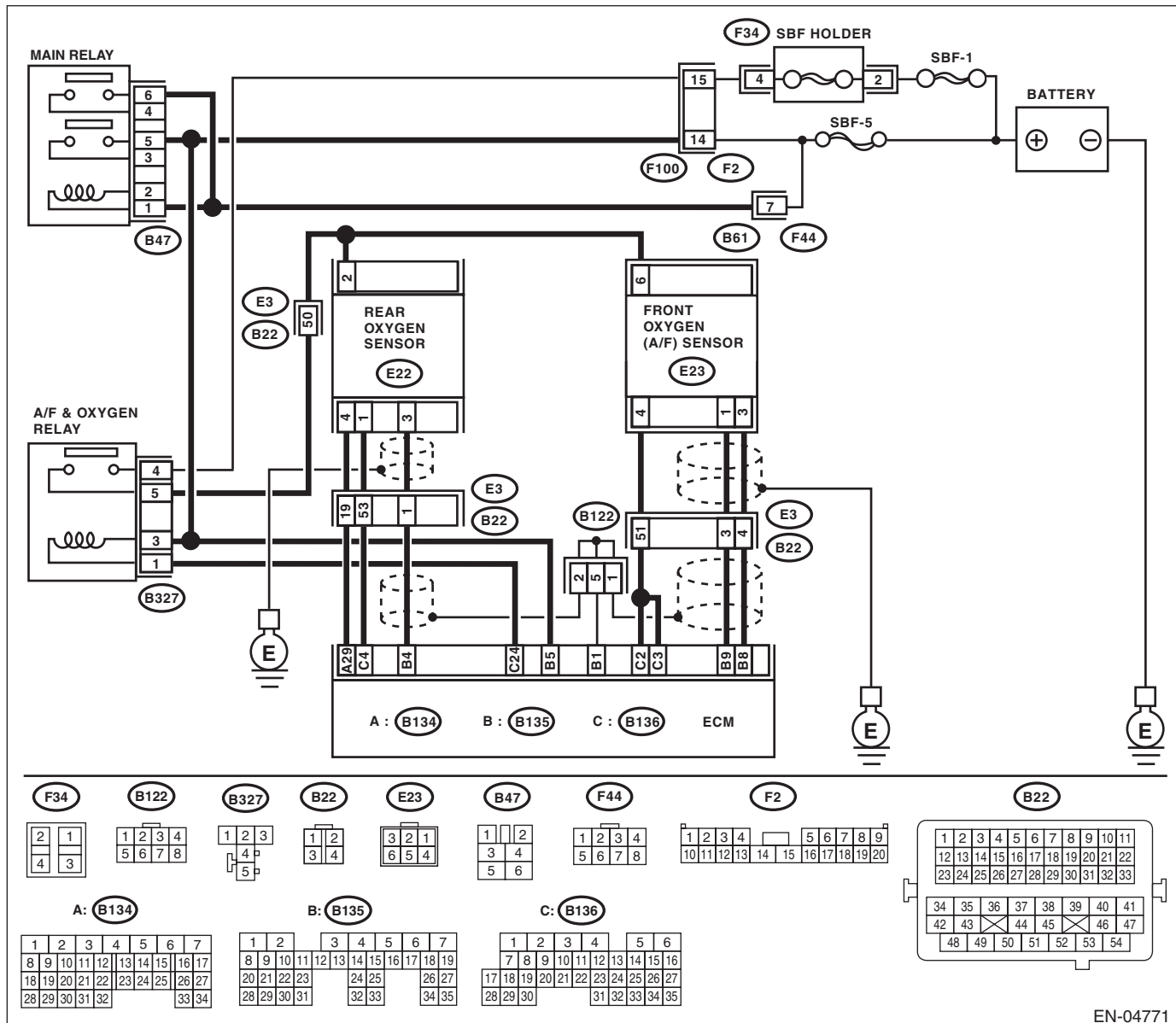
DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-205, DTC P2096 POST CATALYST FUEL TRIM SYSTEM TOO LEAN BANK 1, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04771

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-67, List of Diagnostic Trouble Code (DTC).> NOTE: In this case, it is not necessary to inspect DTC P2096.	Go to step 2.
2 CHECK FRONT OXYGEN (A/F) SENSOR CONNECTOR AND COUPLING CONNECTOR.	Does water enter the connector?	Dry the water thoroughly.	Go to step 3.
3 CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM and front oxygen (A/F) sensor connector. 3) Measure the resistance of harness between ECM and front oxygen (A/F) sensor connector. Connector & terminal (B135) No. 9 — (E23) No. 1: (B135) No. 8 — (E23) No. 3:	Is the resistance less than 1 Ω?	Go to step 4.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and front oxygen (A/F) sensor connector • Poor contact in front oxygen (A/F) sensor connector • Poor contact in ECM connector
4 CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR. Measure the resistance of harness between ECM connector and chassis ground. Connector & terminal (B135) No. 8 — Chassis ground: (B135) No. 9 — Chassis ground:	Is the resistance 1 MΩ or more?	Go to step 5.	Repair the ground short circuit of harness between ECM and front oxygen (A/F) sensor connector.
5 CHECK OUTPUT SIGNAL FOR ECM. 1) Connect the connector to ECM. 2) Turn the ignition switch to ON. 3) Measure the voltage between ECM connector and chassis ground. Connector & terminal (B135) No. 9 (+) — Chassis ground (-):	Is the voltage 4.5 V or more?	Go to step 6.	Go to step 7.
6 CHECK OUTPUT SIGNAL FOR ECM. Measure the voltage between ECM connector and chassis ground. Connector & terminal (B135) No. 9 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair the battery short circuit of harness between ECM and front oxygen (A/F) sensor connector. After repair, replace the ECM. <Ref. to FU(H4SO)-40, Engine Control Module (ECM).>	Repair poor contact in ECM connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
7 CHECK OUTPUT SIGNAL FOR ECM. Measure the voltage between ECM connector and chassis ground. Connector & terminal (B135) No. 8 (+) — Chassis ground (—):	Is the voltage 4.95 V or more?	Go to step 8.	Go to step 9.
8 CHECK OUTPUT SIGNAL FOR ECM. Measure the voltage between ECM connector and chassis ground. Connector & terminal (B135) No. 8 (+) — Chassis ground (—):	Is the voltage 10 V or more?	Repair the battery short circuit of harness between ECM and front oxygen (A/F) sensor connector. After repair, replace the ECM. <Ref. to FU(H4SO)-40, Engine Control Module (ECM).>	Repair poor contact in ECM connector.
9 CHECK EXHAUST SYSTEM.	Are there holes or loose bolts on exhaust system?	Repair the exhaust system.	Go to step 10.
10 CHECK AIR INTAKE SYSTEM.	Are there holes, loose bolts or disconnection of hose on air intake system?	Repair the air intake system.	Go to step 11.
11 CHECK FUEL PRESSURE. WARNING: - Place “NO FIRE” signs near the working area. - Be careful not to spill fuel. Measure the fuel pressure. <Ref. to ME(H4SO)-29, INSPECTION, Fuel Pressure.> WARNING: Release fuel pressure before removing the fuel pressure gauge.	Is the measured value 339.5 — 360.5 kPa (3.5 — 3.7 kgf/cm ² , 49 — 52 psi)?	Go to step 12.	Repair the following item. Fuel pressure is too high: - Clogged fuel line or bent hose Fuel pressure is too low: - Improper fuel pump discharge - Clogged fuel line
12 CHECK ENGINE COOLANT TEMPERATURE SENSOR. 1) Start the engine and warm-up completely. 2) Read the data of engine coolant temperature sensor signal using Subaru Select Monitor or general scan tool. NOTE: - Subaru Select Monitor For detailed operation procedure, refer to “READ CURRENT DATA FOR ENGINE”. <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.> - General scan tool For detailed operation procedures, refer to the “General Scan Tool Instruction Manual”.	Is the temperature 60°C (140°F) or more?	Go to step 13.	Replace the engine coolant temperature sensor. <Ref. to FU(H4SO)-22, Engine Coolant Temperature Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
13 CHECK MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR. 1) Start the engine and warm-up engine until coolant temperature is greater than 60°C (140°F). 2) Place the shift lever in neutral position. 3) Turn the A/C switch to OFF. 4) Turn all the accessory switches to OFF. 5) Read the data of mass air flow and intake air temperature sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Is the measured value 2.1 — 3.4 g/s (0.28 — 0.45 lb/m)	Go to step 14.	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(H4SO)-28, Mass Air Flow and Intake Air Temperature Sensor.>
14 CHECK MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR. 1) Start the engine and warm-up engine until coolant temperature is greater than 60°C (140°F). 2) Place the shift lever in neutral position. 3) Turn the A/C switch to OFF. 4) Turn all the accessory switches to OFF. 5) Open the front hood. 6) Measure the ambient temperature. 7) Read the data of mass air flow and intake air temperature sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Subtract the ambient temperature from intake air temperature. Is the obtained value -10 — 50°C (-18 — 90°F)?	Go to step 15.	Check the mass air flow and intake air temperature sensor. <Ref. to FU(H4SO)-28, Mass Air Flow and Intake Air Temperature Sensor.>
15 CHECK REAR OXYGEN SENSOR DATA. 1) Warm-up the engine until engine coolant temperature is above 70°C (158°F), and keep the engine speed at 3,000 rpm. (Max. 2 minutes) 2) Read the data of rear oxygen sensor signal using Subaru Select Monitor or general scan tool. NOTE: • For MT model, depress the clutch pedal. • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Is the voltage 490 mV or more?	Go to step 19.	Go to step 16.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
16 CHECK REAR OXYGEN SENSOR CONNECTOR AND COUPLING CONNECTOR.	Does water enter the connector?	Dry the water thoroughly.	Go to step 17.
17 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM and rear oxygen sensor. 3) Measure the resistance of harness between ECM and rear oxygen sensor connector. Connector & terminal (B135) No. 4 — (E22) No. 3: (B134) No. 29 — (E22) No. 4:	Is the resistance 3 Ω or more?	Repair the open circuit of harness between ECM and rear oxygen sensor connector.	Go to step 18.
18 CHECK HARNESS BETWEEN REAR OXYGEN SENSOR AND ECM CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the rear oxygen sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between rear oxygen sensor harness connector and engine ground or chassis ground. Connector & terminal (E22) No. 3 (+) — Engine ground (-):	Is the voltage 0.2 — 0.5 V?	Replace the rear oxygen sensor. <Ref. to FU(H4SO)-38, Rear Oxygen Sensor.>	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between rear oxygen sensor and ECM connector • Poor contact in rear oxygen sensor connector • Poor contact in ECM connector
19 CHECK REAR OXYGEN SENSOR DATA. 1) Warm-up the engine until engine coolant temperature is above 70°C (158°F), and rapidly reduce the engine speed from 3,000 rpm. 2) Read the data of rear oxygen sensor signal using Subaru Select Monitor or general scan tool. NOTE: • For MT model, depress the clutch pedal. • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Is the voltage 250 mV or less?	Go to step 20.	Go to step 16.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
20 CHECK THE FRONT OXYGEN (A/F) SENSOR AND REAR OXYGEN SENSOR DATA. 1) Warm-up the engine until engine coolant temperature is above 70°C (158°F), and leave it unattended for five minutes in idling state. 2) Read the data of rear oxygen sensor signal using Subaru Select Monitor or general scan tool. NOTE: - Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.> - General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Does voltage keep to be 0.8 V or more for more than five minutes?	Replace the front oxygen (A/F) sensor. <Ref. to FU(H4SO)-36, Front Oxygen (A/F) Sensor.>	Go to step 17.

DF:DTC P2097 POST CATALYST FUEL TRIM SYSTEM TOO RICH BANK 1

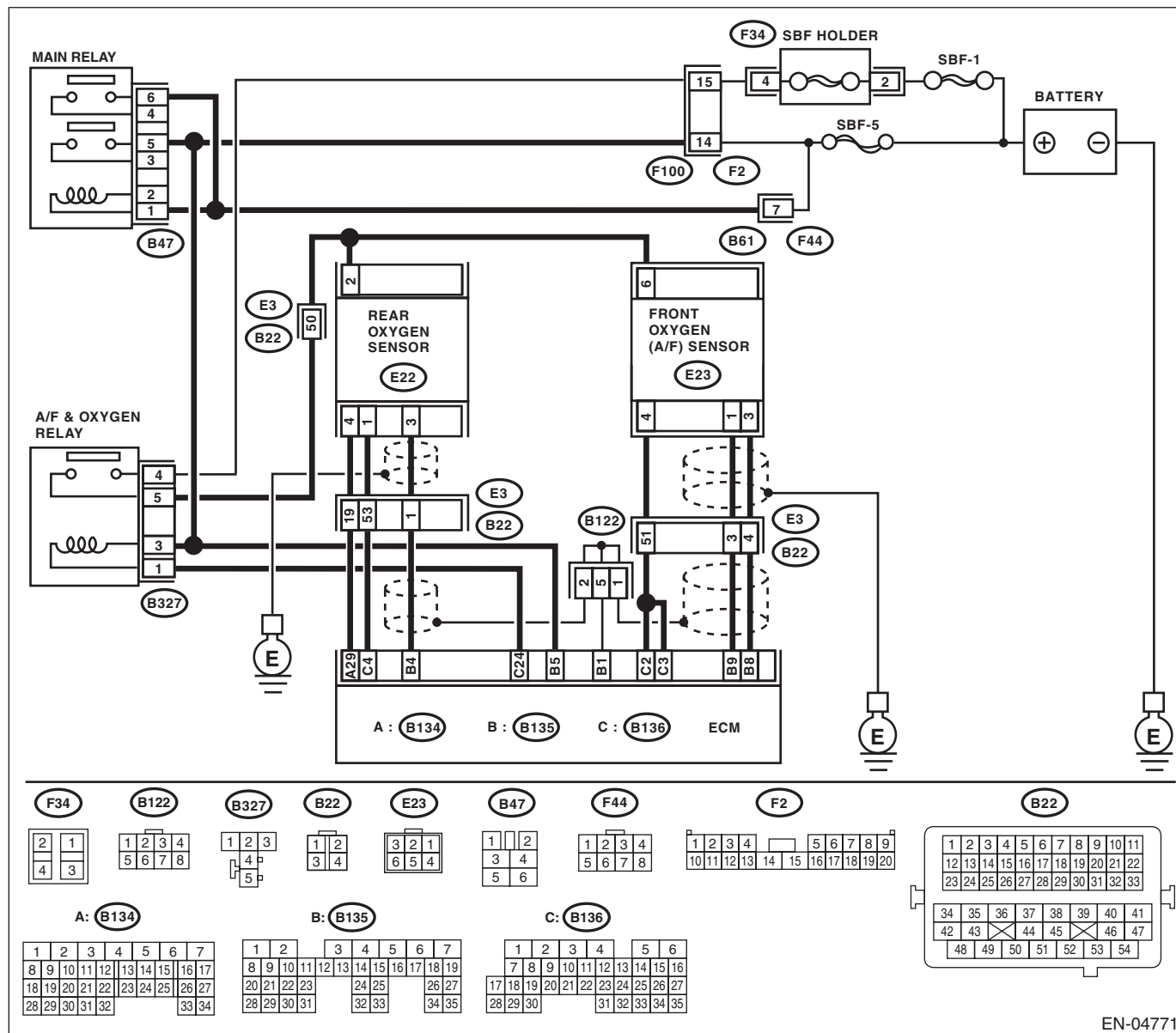
DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-207, DTC P2097 POST CATALYST FUEL TRIM SYSTEM TOO RICH BANK 1, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04771

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-67, List of Diagnostic Trouble Code (DTC).> NOTE: In this case, it is not necessary to inspect DTC P2097.	Go to step 2.
2 CHECK FRONT OXYGEN (A/F) SENSOR CONNECTOR AND COUPLING CONNECTOR.	Does water enter the connector?	Dry the water thoroughly.	Go to step 3.
3 CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM and front oxygen (A/F) sensor connector. 3) Measure the resistance of harness between ECM and front oxygen (A/F) sensor connector. Connector & terminal (B135) No. 9 — (E23) No. 1: (B135) No. 8 — (E23) No. 3:	Is the resistance less than 1 Ω?	Go to step 4.	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between ECM and front oxygen (A/F) sensor connector • Poor contact in front oxygen (A/F) sensor connector • Poor contact in ECM connector
4 CHECK HARNESS BETWEEN ECM AND FRONT OXYGEN (A/F) SENSOR CONNECTOR. Measure the resistance of harness between ECM connector and chassis ground. Connector & terminal (B135) No. 8 — Chassis ground: (B135) No. 9 — Chassis ground:	Is the resistance 1 MΩ or more?	Go to step 5.	Repair the ground short circuit of harness between ECM and front oxygen (A/F) sensor connector.
5 CHECK OUTPUT SIGNAL FOR ECM. 1) Connect the connector to ECM. 2) Turn the ignition switch to ON. 3) Measure the voltage between ECM connector and chassis ground. Connector & terminal (B135) No. 9 (+) — Chassis ground (-):	Is the voltage 4.5 V or more?	Go to step 6.	Go to step 7.
6 CHECK OUTPUT SIGNAL FOR ECM. Measure the voltage between ECM connector and chassis ground. Connector & terminal (B135) No. 9 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Repair the battery short circuit of harness between ECM and front oxygen (A/F) sensor connector. After repair, replace the ECM. <Ref. to FU(H4SO)-40, Engine Control Module (ECM).>	Repair poor contact in ECM connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
7 CHECK OUTPUT SIGNAL FOR ECM. Measure the voltage between ECM connector and chassis ground. Connector & terminal (B135) No. 8 (+) — Chassis ground (—):	Is the voltage 4.95 V or more?	Go to step 8.	Go to step 9.
8 CHECK OUTPUT SIGNAL FOR ECM. Measure the voltage between ECM connector and chassis ground. Connector & terminal (B135) No. 8 (+) — Chassis ground (—):	Is the voltage 10 V or more?	Repair the battery short circuit of harness between ECM and front oxygen (A/F) sensor connector. After repair, replace the ECM. <Ref. to FU(H4SO)-40, Engine Control Module (ECM).>	Repair poor contact in ECM connector.
9 CHECK EXHAUST SYSTEM.	Are there holes or loose bolts on exhaust system?	Repair the exhaust system.	Go to step 10.
10 CHECK AIR INTAKE SYSTEM.	Are there holes, loose bolts or disconnection of hose on air intake system?	Repair the air intake system.	Go to step 11.
11 CHECK FUEL PRESSURE. WARNING: - Place “NO FIRE” signs near the working area. - Be careful not to spill fuel. Measure the fuel pressure. <Ref. to ME(H4SO)-29, INSPECTION, Fuel Pressure.> WARNING: Release fuel pressure before removing the fuel pressure gauge.	Is the measured value 339.5 — 360.5 kPa (3.5 — 3.7 kgf/cm ² , 49 — 52 psi)?	Go to step 12.	Repair the following item. Fuel pressure is too high: - Clogged fuel line or bent hose Fuel pressure is too low: - Improper fuel pump discharge - Clogged fuel line
12 CHECK ENGINE COOLANT TEMPERATURE SENSOR. 1) Start the engine and warm-up completely. 2) Read the data of engine coolant temperature sensor signal using Subaru Select Monitor or general scan tool. NOTE: - Subaru Select Monitor For detailed operation procedure, refer to “READ CURRENT DATA FOR ENGINE”. <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.> - General scan tool For detailed operation procedures, refer to the “General Scan Tool Instruction Manual”.	Is the temperature 60°C (140°F) or more?	Go to step 13.	Replace the engine coolant temperature sensor. <Ref. to FU(H4SO)-22, Engine Coolant Temperature Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
13 CHECK MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR. 1) Start the engine and warm-up engine until coolant temperature is greater than 60°C (140°F). 2) Place the shift lever in neutral position. 3) Turn the A/C switch to OFF. 4) Turn all the accessory switches to OFF. 5) Read the data of mass air flow and intake air temperature sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Is the measured value 2.1 — 3.4 g/s (0.28 — 0.45 lb/m)	Go to step 14.	Replace the mass air flow and intake air temperature sensor. <Ref. to FU(H4SO)-28, Mass Air Flow and Intake Air Temperature Sensor.>
14 CHECK MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR. 1) Start the engine and warm-up engine until coolant temperature is greater than 60°C (140°F). 2) Place the shift lever in neutral position. 3) Turn the A/C switch to OFF. 4) Turn all the accessory switches to OFF. 5) Open the front hood. 6) Measure the ambient temperature. 7) Read the data of mass air flow and intake air temperature sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Subtract the ambient temperature from intake air temperature. Is the obtained value -10 — 50°C (-18 — 90°F)?	Go to step 15.	Check the mass air flow and intake air temperature sensor. <Ref. to FU(H4SO)-28, Mass Air Flow and Intake Air Temperature Sensor.>
15 CHECK REAR OXYGEN SENSOR DATA. 1) Warm-up the engine until engine coolant temperature is above 70°C (158°F), and keep the engine speed at 3,000 rpm. (Max. 2 minutes) 2) Read the data of rear oxygen sensor signal using Subaru Select Monitor or general scan tool. NOTE: • For MT model, depress the clutch pedal. • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Is the voltage 490 mV or more?	Go to step 19.	Go to step 16.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
16 CHECK REAR OXYGEN SENSOR CONNECTOR AND COUPLING CONNECTOR.	Does water enter the connector?	Dry the water thoroughly.	Go to step 17.
17 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM and rear oxygen sensor. 3) Measure the resistance of harness between ECM and rear oxygen sensor connector. Connector & terminal (B135) No. 4 — (E22) No. 3: (B134) No. 29 — (E22) No. 4:	Is the resistance 3 Ω or more?	Repair the open circuit of harness between ECM and rear oxygen sensor connector.	Go to step 18.
18 CHECK HARNESS BETWEEN REAR OXYGEN SENSOR AND ECM CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from the rear oxygen sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between rear oxygen sensor harness connector and engine ground or chassis ground. Connector & terminal (E22) No. 3 (+) — Engine ground (-):	Is the voltage 0.2 — 0.5 V?	Replace the rear oxygen sensor. <Ref. to FU(H4SO)-38, Rear Oxygen Sensor.>	Repair the harness and connector. NOTE: In this case, repair the following item: • Open circuit in harness between rear oxygen sensor and ECM connector • Poor contact in rear oxygen sensor connector • Poor contact in ECM connector
19 CHECK REAR OXYGEN SENSOR DATA. 1) Warm-up the engine until engine coolant temperature is above 70°C (158°F), and rapidly reduce the engine speed from 3,000 rpm. 2) Read the data of rear oxygen sensor signal using Subaru Select Monitor or general scan tool. NOTE: • For MT model, depress the clutch pedal. • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Is the voltage 250 mV or less?	Go to step 20.	Go to step 16.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
20 CHECK FRONT OXYGEN (A/F) SENSOR AND REAR OXYGEN SENSOR. 1) Warm-up the engine until engine coolant temperature is above 70°C (158°F), and leave it unattended for five minutes in idling state. 2) Read the data of rear oxygen sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the "General Scan Tool Instruction Manual".	Does voltage keep to be 0.8 V or more for more than five minutes?	Replace the front oxygen (A/F) sensor. <Ref. to FU(H4SO)-36, Front Oxygen (A/F) Sensor.>	Go to step 17.

DG:DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/PERFORMANCE

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-172, DTC P0638 THROTTLE ACTUATOR CONTROL RANGE/PERFORMANCE (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO)-186, DTC P1160 RETURN SPRING FAILURE, Diagnostic Trouble Code (DTC) Detecting Criteria.> or <Ref. to GD(H4SO)-209, DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.> <Ref. to GD(H4SO)-215, DTC P2109 THROTTLE/PEDAL POSITION SENSOR "A" MINIMUM STOP PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Erroneous idling
- Poor driving performance
- Engine stalls.

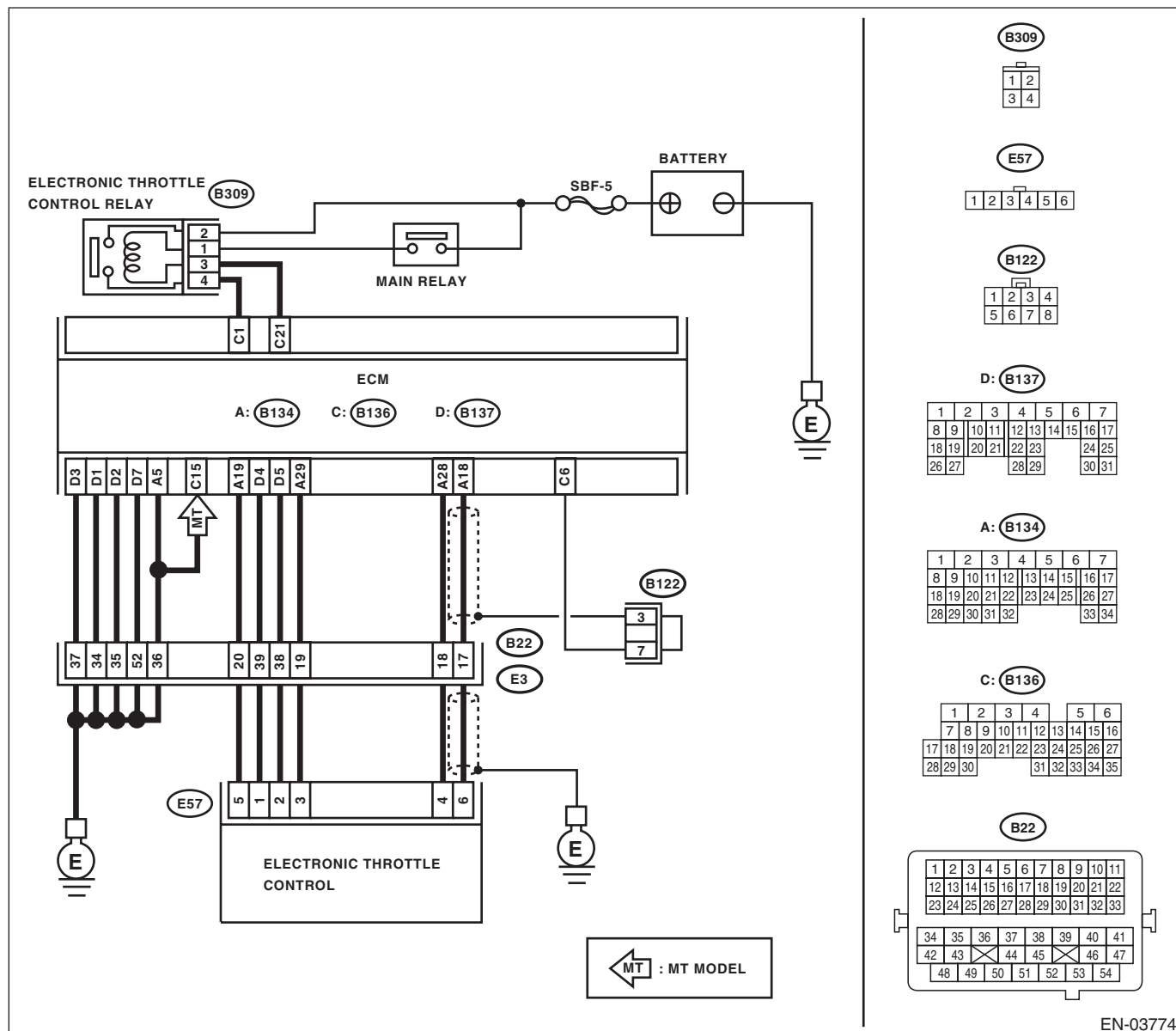
CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

WIRING DIAGRAM:



EN-03774

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK ELECTRONIC THROTTLE CONTROL RELAY. 1) Turn the ignition switch to OFF. 2) Remove the electronic throttle control relay. 3) Connect the battery to terminals No. 1 and No. 3 of electronic throttle control relay. 4) Measure the resistance between electronic throttle control relay terminals. Terminals No. 2 — No. 4:	Is the resistance less than 1 Ω ?	Go to step 2.	Replace the electronic throttle control relay.
2	CHECK POWER SUPPLY OF ELECTRONIC THROTTLE CONTROL RELAY. Measure the voltage between electronic throttle control relay connector and chassis ground. Connector & terminal (B309) No. 1 (+) — Chassis ground (–): (B309) No. 2 (+) — Chassis ground (–):	Is the voltage 5 V or more?	Go to step 3.	Repair the open or ground short circuit of power supply circuit.
3	CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL RELAY. 1) Disconnect the connectors from ECM. 2) Turn the ignition switch to ON. 3) Measure the voltage between electronic throttle control relay connector and chassis ground. Connector & terminal (B309) No. 3 (+) — Chassis ground (–):	Is the voltage less than 5 V?	Go to step 4.	Repair the power supply short circuit of harness between ECM and electronic throttle control.
4	CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL RELAY. 1) Turn the ignition switch to OFF. 2) Measure the resistance between electronic throttle control relay connector and chassis ground. Connector & terminal (B309) No. 3 — Chassis ground: (B309) No. 4 — Chassis ground:	Is the resistance 1 M Ω or more?	Go to step 5.	Repair the ground short circuit of harness between ECM and electronic throttle control relay.
5	CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL RELAY. 1) Turn the ignition switch to OFF. 2) Measure the resistance between ECM connector and electronic throttle control relay connector. Connector & terminal (B136) No. 21 — (B309) No. 3: (B136) No. 1 — (B309) No. 4:	Is the resistance less than 1 Ω ?	Go to step 6.	Repair the open circuit of harness between ECM and electronic throttle control relay.
6	CHECK SENSOR OUTPUT. 1) Connect all connectors. 2) Turn the ignition switch to ON. 3) Read the data of main throttle sensor signal using Subaru Select Monitor.	Is the voltage 0.4 V or more?	Go to step 7.	Go to step 9.
7	CHECK SENSOR OUTPUT. 1) Connect all connectors. 2) Turn the ignition switch to ON. 3) Read the data of sub throttle sensor signal using Subaru Select Monitor.	Is the voltage 0.8 V or more?	Go to step 8.	Go to step 9.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
8 CHECK POOR CONTACT. Check poor contact in connector between ECM and electronic throttle control.	Is there poor contact?	Repair the poor contact.	Go to step 13.
9 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Disconnect the connectors from electronic throttle control. 4) Measure the resistance between ECM connector and electronic throttle control connector. Connector & terminal (B134) No. 18 — (E57) No. 6: (B134) No. 28 — (E57) No. 4:	Is the resistance less than 1 Ω ?	Go to step 10.	Repair the open circuit of harness connector.
10 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. Measure the resistance between ECM connector and chassis ground. Connector & terminal (B134) No. 18 — Chassis ground: (B134) No. 28 — Chassis ground:	Is the resistance 1 M Ω or more?	Go to step 11.	Repair the ground short circuit of harness.
11 CHECK SENSOR POWER SUPPLY. 1) Connect the ECM connector. 2) Turn the ignition switch to ON. 3) Measure the voltage between electronic throttle control connector and engine ground. Connector & terminal (E57) No. 5 (+) — Engine ground (-):	Is the voltage 4.5 — 5.5 V?	Go to step 12.	Repair poor contact in ECM connector.
12 CHECK SHORT CIRCUIT IN ECM. 1) Turn the ignition switch to OFF. 2) Measure the resistance between electronic throttle control connector and engine ground. Connector & terminal (E57) No. 6 — Engine ground: (E57) No. 4 — Engine ground:	Is the resistance 10 Ω or more?	Go to step 13.	Repair poor contact in ECM connector.
13 CHECK SENSOR OUTPUT. 1) Connect all connectors. 2) Turn the ignition switch to ON. 3) Read the data of main throttle sensor signal using Subaru Select Monitor.	Is the voltage less than 4.63 V?	Go to step 14.	Go to step 16.
14 CHECK SENSOR OUTPUT. Read the data of sub throttle sensor signal using Subaru Select Monitor.	Is the voltage less than 4.73 V?	Go to step 15.	Go to step 16.
15 CHECK POOR CONTACT. Check poor contact in connector between ECM and electronic throttle control.	Is there poor contact?	Repair the poor contact.	Go to step 21.
16 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Disconnect the connectors from electronic throttle control. 4) Measure the resistance between ECM connector and electronic throttle control connector. Connector & terminal (B134) No. 18 — (E57) No. 6: (B134) No. 28 — (E57) No. 4:	Is the resistance less than 1 Ω ?	Go to step 17.	Repair the open circuit of harness connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
17 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Connect the ECM connector. 2) Measure the resistance between electronic throttle control connector and engine ground. Connector & terminal (E57) No. 3 — Engine ground:	Is the resistance less than 5 Ω ?	Go to step 18.	Repair poor contact in ECM connector.
18 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to ON. 2) Measure the voltage between electronic throttle control connector and engine ground. Connector & terminal (E57) No. 5 (+) — Engine ground (-):	Is the voltage 10 V or more?	Go to step 19.	Repair the battery short circuit of harness between ECM connector and electronic throttle control connector.
19 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. Measure the voltage between electronic throttle control connector and engine ground. Connector & terminal (E57) No. 6 (+) — Engine ground (-): (E57) No. 4 (+) — Engine ground (-):	Is the voltage less than 10 V?	Go to step 20.	Repair the short circuit of harness between ECM connector and electronic throttle control connector.
20 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Remove the ECM. 3) Measure the resistance between ECM connectors. Connector & terminal (B134) No. 18 — (B134) No. 19: (B134) No. 28 — (B134) No. 19:	Is the resistance 1 $M\Omega$ or more?	Go to step 21.	Repair the short circuit to sensor power supply.
21 CHECK SENSOR OUTPUT. 1) Turn the ignition switch to OFF. 2) Connect the connectors except for electric throttle control relay. 3) Turn the ignition switch to ON. 4) Read the data of main throttle sensor signal using Subaru Select Monitor.	Is the voltage 0.81 — 0.87 V?	Go to step 22.	Repair the poor contact of electronic throttle control connector. Replace the electronic throttle control if defective.
22 CHECK SENSOR OUTPUT. Read the data of sub throttle sensor signal using Subaru Select Monitor.	Is the voltage 1.64 — 1.70 V?	Go to step 23.	Repair poor contact in ECM connector. Replace the electronic throttle control if defective.
23 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL MOTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Disconnect the connectors from electronic throttle control. 4) Measure the resistance between ECM connector and electronic throttle control connector. Connector & terminal (B137) No. 5 — (E57) No. 2: (B137) No. 4 — (E57) No. 1:	Is the resistance less than 1 Ω ?	Go to step 24.	Repair the open circuit of harness connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
24 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL MOTOR. 1) Connect the connector to ECM. 2) Turn the ignition switch to ON. 3) Measure the voltage between electronic throttle control connector and engine ground. Connector & terminal (E57) No. 2 (+) — Engine ground (-): (E57) No. 1 (+) — Engine ground (-):	Is the voltage less than 5 V?	Go to step 25.	Repair the power supply short circuit of harness between ECM and electronic throttle control.
25 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL MOTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance between electronic throttle control connector and engine ground. Connector & terminal (E57) No. 2 — Engine ground: (E57) No. 1 — Engine ground:	Is the resistance 1 MΩ or more?	Go to step 26.	Repair the short circuit of harness.
26 CHECK ELECTRONIC THROTTLE CONTROL MOTOR HARNESS. Measure the resistance between electronic throttle control connector terminals. Connector & terminal (E57) No. 2 — (E57) No. 1:	Is the resistance 1 MΩ or more?	Go to step 27.	Repair the short circuit of harness.
27 CHECK ELECTRONIC THROTTLE CONTROL GROUND CIRCUIT. Measure the resistance between ECM connector and chassis ground. Connector & terminal (B136) No. 15 — Chassis ground:	Is the resistance less than 10 Ω?	Go to step 28.	Repair the open circuit of harness.
28 CHECK ELECTRONIC THROTTLE CONTROL. Measure the resistance between electronic throttle control terminals. Terminals No. 1 — No. 2:	Is the resistance 50 Ω or less?	Go to step 29.	Replace the electronic throttle control.
29 CHECK ELECTRONIC THROTTLE CONTROL. Move the throttle valve to the fully opened and fully closed positions with fingers. Check that the valve returns to the specified position when releasing fingers.	Does the valve return to the specified position? Standard value: 3 mm (0.12 in) from fully closed position	Repair poor contact in ECM connector.	Replace the electronic throttle control.

DH:DTC P2102 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT LOW

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-211, DTC P2102 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

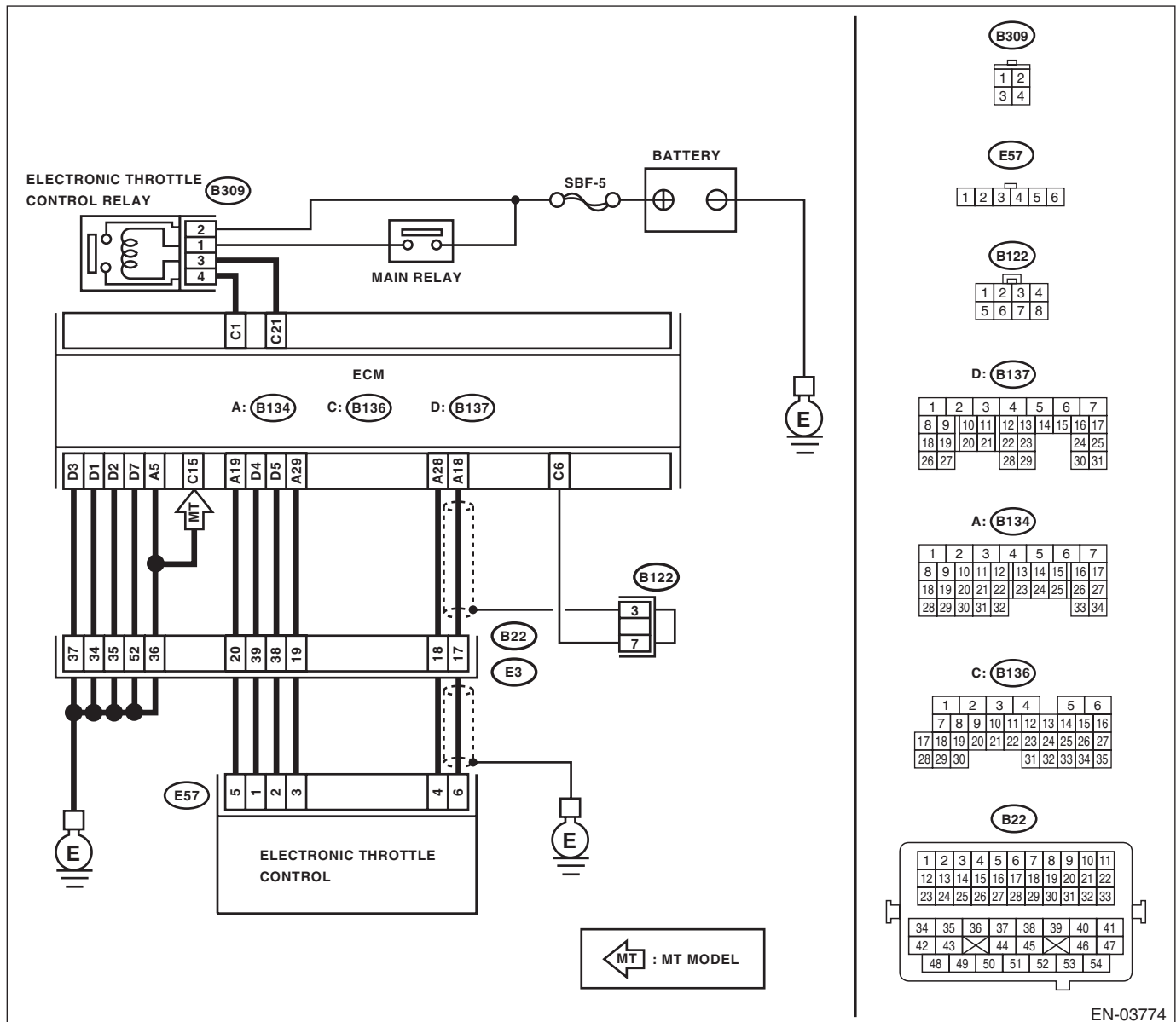
TROUBLE SYMPTOM:

- Erroneous idling
- Poor driving performance
- Engine stalls.

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03774

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK ELECTRONIC THROTTLE CONTROL RELAY. 1) Turn the ignition switch to OFF. 2) Remove the electronic throttle control relay. 3) Connect the battery to terminals No. 1 and No. 3 of electronic throttle control relay. 4) Measure the resistance between electronic throttle control terminals. Terminals No. 2 — No. 4:	Is the resistance less than 1 Ω ?	Go to step 2.	Replace the electronic throttle control relay.
2	CHECK POWER SUPPLY OF ELECTRONIC THROTTLE CONTROL RELAY. Measure the voltage between electronic throttle control relay connector and chassis ground. Connector & terminal (B309) No. 1 (+) — Chassis ground (-): (B309) No. 2 (+) — Chassis ground (-):	Is the voltage 5 V or more?	Go to step 3.	Repair the open or ground short circuit of power supply circuit.
3	CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL RELAY. 1) Disconnect the connectors from ECM. 2) Turn the ignition switch to ON. 3) Measure the voltage between electronic throttle control relay connector and chassis ground. Connector & terminal (B309) No. 3 (+) — Chassis ground (-):	Is the voltage less than 5 V?	Go to step 4.	Repair the power supply short circuit of harness between ECM and electronic throttle control relay.
4	CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL RELAY. 1) Turn the ignition switch to OFF. 2) Measure the resistance between electronic throttle control relay connector and chassis ground. Connector & terminal (B309) No. 3 — Chassis ground: (B309) No. 4 — Chassis ground:	Is the resistance 1 M Ω or more?	Go to step 5.	Repair the ground short circuit of harness between ECM and electronic throttle control relay.
5	CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL RELAY. Measure the resistance between ECM connector and electronic throttle control relay connector. Connector & terminal (B136) No. 21 — (B309) No. 3: (B136) No. 1 — (B309) No. 4:	Is the resistance less than 1 Ω ?	Repair poor contact in ECM connector.	Repair the open circuit of harness between ECM and electronic throttle control relay.

DI: DTC P2103 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT HIGH

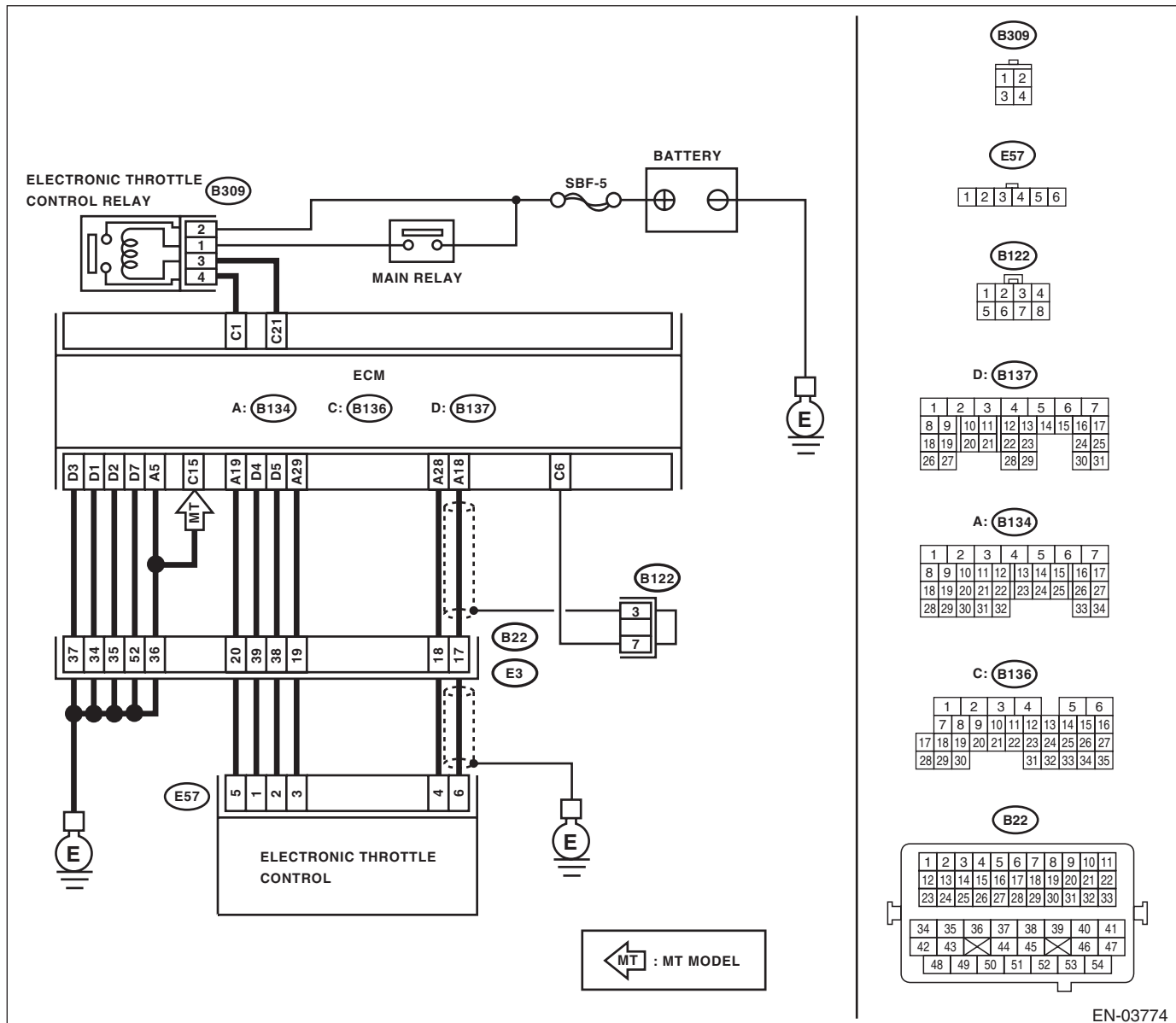
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-213, DTC P2103 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-03774

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK ELECTRONIC THROTTLE CONTROL RELAY. 1) Turn the ignition switch to OFF. 2) Remove the electronic throttle control relay. 3) Measure the resistance between electronic throttle control relay terminals. Terminals No. 2 — No. 4:	Is the resistance 1 MΩ or more?	Go to step 2.	Replace the electronic throttle control relay.
2	CHECK SHORT CIRCUIT OF ELECTRONIC THROTTLE CONTROL RELAY POWER SUPPLY. 1) Turn the ignition switch to ON. 2) Measure the voltage between electronic throttle control relay connector and chassis ground. Connector & terminal (B309) No. 4 (+) — Chassis ground (–):	Is the voltage 5 V or more?	Go to step 3.	Repair the power supply short circuit of harness between ECM and electronic throttle control relay.
3	CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL RELAY. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Measure the resistance between ECM connector and engine ground. Connector & terminal (B136) No. 21 — Engine ground:	Is the resistance 1 MΩ or more?	Repair poor contact in ECM connector.	Repair the ground short circuit of harness between ECM and electronic throttle control relay.

DJ:DTC P2109 THROTTLE/PEDAL POSITION SENSOR “A” MINIMUM STOP PERFORMANCE

NOTE:

For the diagnostic procedure, refer to DTC P2101. <Ref. to EN(H4SO)(diag)-311, DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

DK:DTC P2122 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D” CIRCUIT LOW INPUT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-217, DTC P2122 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D” CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

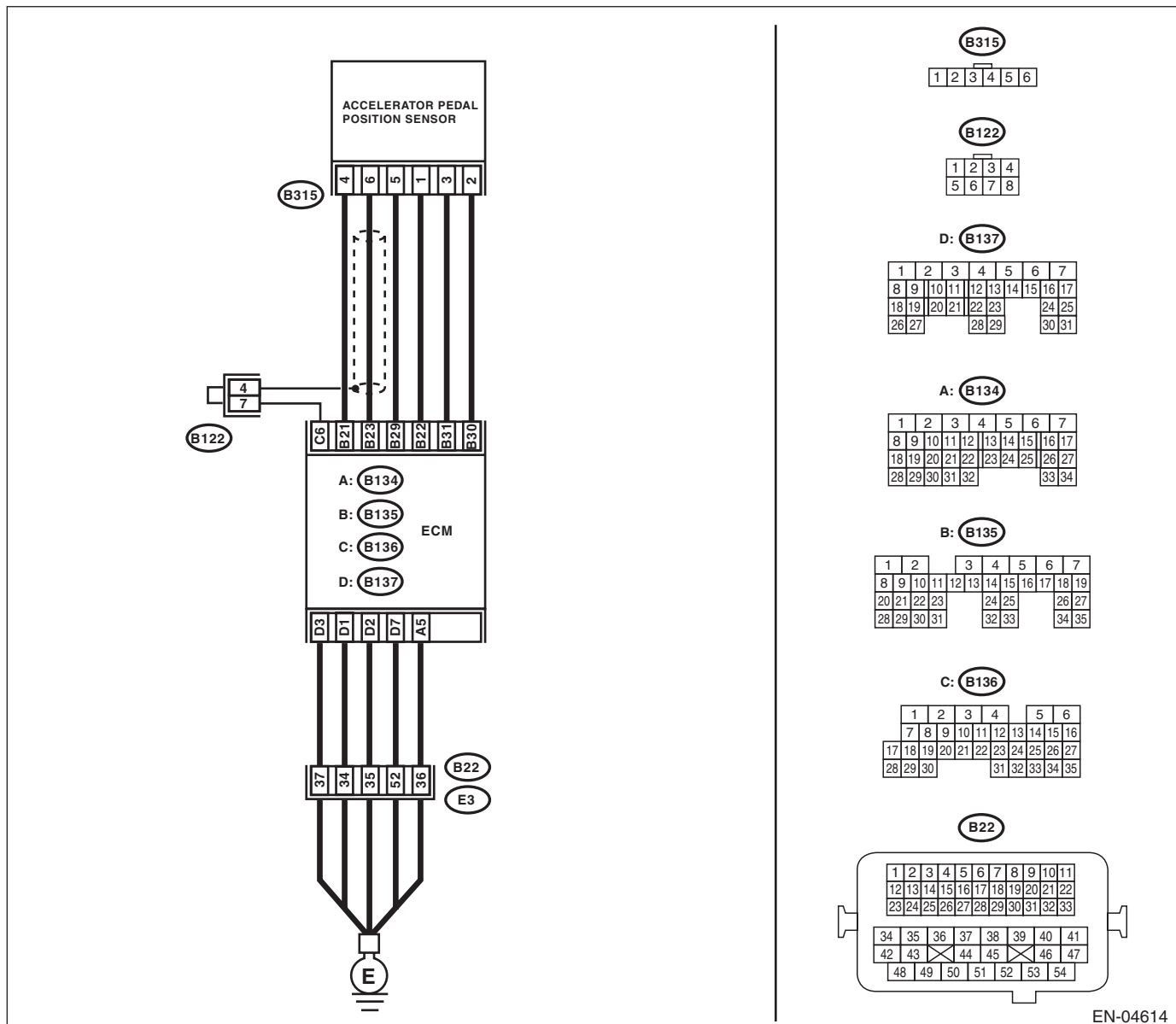
TROUBLE SYMPTOM:

- Erroneous idling
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04614

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK ACCELERATOR PEDAL POSITION SENSOR OUTPUT. 1) Turn the ignition switch to ON. 2) Read the data of main accelerator pedal position sensor signal using Subaru Select Monitor. <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.>	Is the voltage 0.4 V or more?	Go to step 2.	Go to step 3.
2	CHECK POOR CONTACT. Check poor contact of connector between ECM and accelerator pedal position sensor.	Is there poor contact?	Repair the poor contact.	Temporary poor contact occurred, but it is normal at present.
3	CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Disconnect the connectors from accelerator pedal position sensor. 4) Measure the resistance of ECM connector and accelerator pedal position sensor connector. Connector & terminal (B135) No. 21 — (B315) No. 4: (B135) No. 23 — (B315) No. 6:	Is the resistance less than 1 Ω?	Go to step 4.	Repair the open circuit of harness connector.
4	CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR. Measure the resistance between ECM connector and chassis ground. Connector & terminal (B135) No. 21 — Chassis ground: (B135) No. 23 — Chassis ground:	Is the resistance 1 MΩ or more?	Go to step 5.	Repair the chassis short circuit of harness.
5	CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR. 1) Connect the ECM connector. 2) Measure the resistance between accelerator pedal position sensor connector and chassis ground. Connector & terminal (B315) No. 5 — Chassis ground:	Is the resistance less than 5 Ω?	Go to step 6.	Repair poor contact in ECM connector.
6	CHECK POWER SUPPLY OF ACCELERATOR PEDAL POSITION SENSOR. 1) Turn the ignition switch to ON. 2) Measure the voltage between accelerator pedal position sensor connector and chassis ground. Connector & terminal (B315) No. 4 (+) — Chassis ground (-):	Is the voltage 4.5 — 5.5 V?	Replace the accelerator pedal position sensor. <Ref. to SP (H4SO)-3, Accelerator Pedal.>	Repair poor contact in ECM connector.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK ACCELERATOR PEDAL POSITION SENSOR OUTPUT. 1) Turn the ignition switch to ON. 2) Read the data of main accelerator pedal position sensor signal using Subaru Select Monitor. <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.>	Is the voltage less than 4.8 V?	Go to step 2.	Go to step 3.
2	CHECK POOR CONTACT. Check poor contact of connector between ECM and accelerator pedal position sensor.	Is there poor contact?	Repair the poor contact.	Temporary poor contact occurred, but it is normal at present.
3	CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Disconnect the connectors from accelerator pedal position sensor. 4) Measure the resistance between ECM connector and accelerator pedal position sensor connector. Connector & terminal (B135) No. 21 — (B315) No. 4: (B135) No. 29 — (B315) No. 5: (B135) No. 23 — (B315) No. 6:	Is the resistance less than 1 Ω ?	Go to step 4.	Repair the open circuit of harness connector.
4	CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR. 1) Connect the ECM connector. 2) Measure the resistance between accelerator pedal position sensor connector and chassis ground. Connector & terminal (B315) No. 5 — Chassis ground:	Is the resistance less than 5 Ω ?	Go to step 5.	Repair poor contact in ECM connector.
5	CHECK POWER SUPPLY OF ACCELERATOR PEDAL POSITION SENSOR. 1) Turn the ignition switch to ON. 2) Measure the voltage between accelerator pedal position sensor connector and chassis ground. Connector & terminal (B315) No. 4 (+) — Chassis ground (-):	Is the voltage 4.5 — 5.5 V?	Go to step 6.	Repair the short circuit of harness between ECM connector and accelerator pedal position sensor connector. Replace the ECM if defective. <Ref. to FU(H4SO)-40, Engine Control Module (ECM).>
6	CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR. 1) Turn the ignition switch to OFF. 2) Connect the accelerator pedal position sensor connector. 3) Turn the ignition switch to ON. 4) Measure the voltage between ECM connector and chassis ground. Connector & terminal (B135) No. 23 (+) — Chassis ground (-):	Is the voltage less than 4.8 V?	Repair poor contact in ECM connector.	Repair the poor contact of accelerator pedal position sensor connector. Replace the accelerator pedal position sensor if defective. <Ref. to SP (H4SO)-3, Accelerator Pedal.>

DM:DTC P2127 THROTTLE/PEDAL POSITION SENSOR/SWITCH “E” CIRCUIT LOW INPUT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-221, DTC P2127 THROTTLE/PEDAL POSITION SENSOR/SWITCH “E” CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

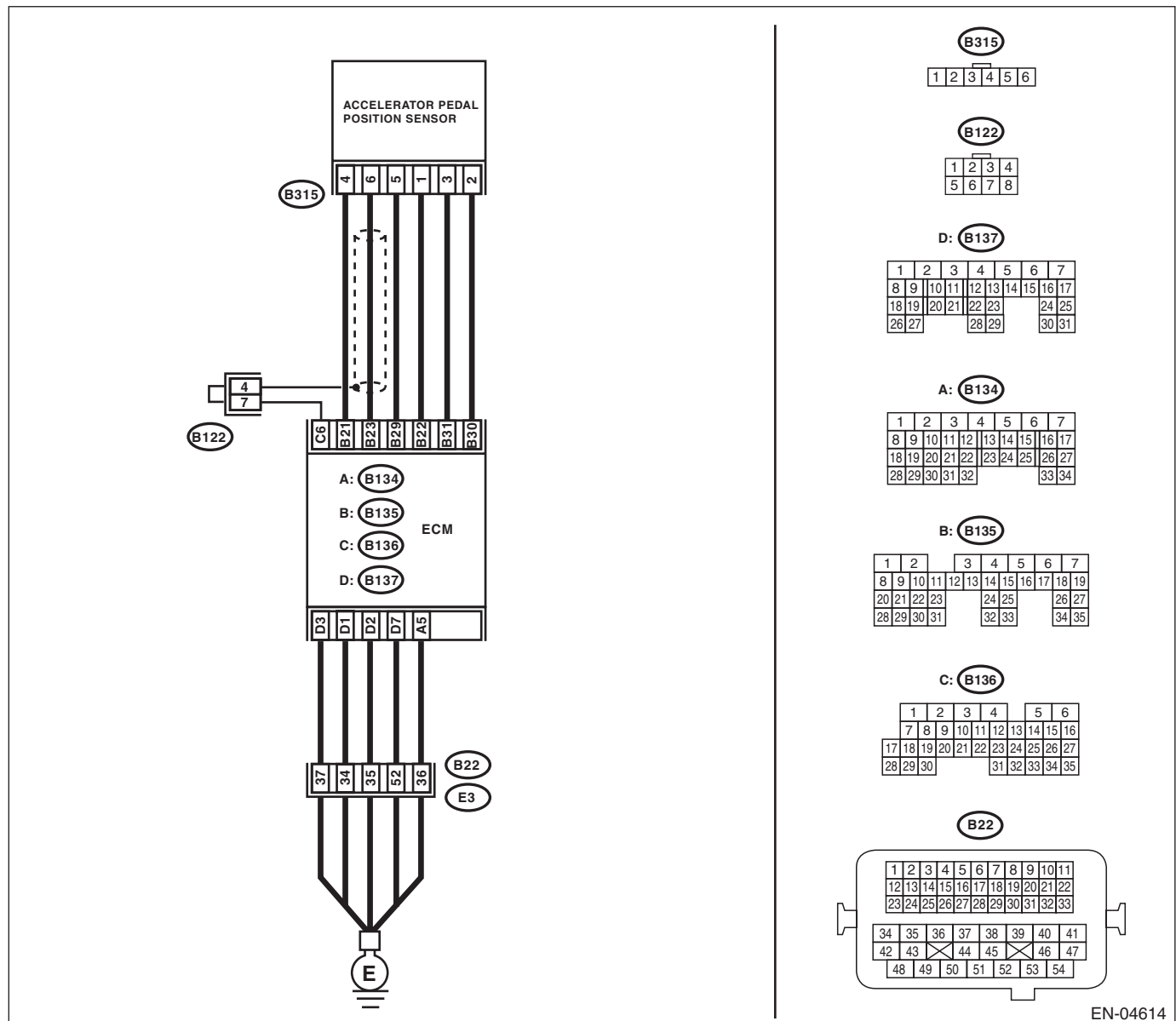
TROUBLE SYMPTOM:

- Erroneous idling
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04614

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK ACCELERATOR PEDAL POSITION SENSOR OUTPUT. 1) Turn the ignition switch to ON. 2) Read the data of sub accelerator pedal position sensor signal using Subaru Select Monitor. <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.>	Is the voltage 0.4 V or more?	Go to step 2.	Go to step 3.
2	CHECK POOR CONTACT. Check poor contact of connector between ECM and accelerator pedal position sensor.	Is there poor contact?	Repair the poor contact.	Temporary poor contact occurred, but it is normal at present.
3	CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Disconnect the connectors from accelerator pedal position sensor. 4) Measure the resistance between ECM connector and accelerator pedal position sensor connector. Connector & terminal (B135) No. 22 — (B315) No. 1: (B135) No. 31 — (B315) No. 3:	Is the resistance less than 1 Ω?	Go to step 4.	Repair the open circuit of harness connector.
4	CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR. Measure the resistance between ECM connector and chassis ground. Connector & terminal (B135) No. 22 — Chassis ground: (B135) No. 31 — Chassis ground:	Is the resistance 1 MΩ or more?	Go to step 5.	Repair the chassis short circuit of harness.
5	CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR. 1) Connect the ECM connector. 2) Measure the resistance between accelerator pedal position sensor connector and chassis ground. Connector & terminal (B315) No. 2 — Chassis ground:	Is the resistance less than 5 Ω?	Go to step 6.	Repair poor contact in ECM connector.
6	CHECK POWER SUPPLY OF ACCELERATOR PEDAL POSITION SENSOR. 1) Turn the ignition switch to ON. 2) Measure the voltage between accelerator pedal position sensor connector and chassis ground. Connector & terminal (B315) No. 1 (+) — Chassis ground (-):	Is the voltage 4.5 — 5.5 V?	Replace the accelerator pedal position sensor. <Ref. to SP (H4SO)-3, Accelerator Pedal.>	Repair poor contact in ECM connector.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK ACCELERATOR PEDAL POSITION SENSOR OUTPUT. 1) Turn the ignition switch to ON. 2) Read the data of sub accelerator pedal position sensor signal using Subaru Select Monitor. <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.>	Is the voltage less than 4.8 V?	Go to step 2.	Go to step 3.
2	CHECK POOR CONTACT. Check poor contact of connector between ECM and accelerator pedal position sensor.	Is there poor contact?	Repair the poor contact.	Temporary poor contact occurred, but it is normal at present.
3	CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Disconnect the connectors from accelerator pedal position sensor. 4) Measure the resistance between ECM connector and accelerator pedal position sensor connector. Connector & terminal (B135) No. 22 — (B315) No. 1: (B135) No. 30 — (B315) No. 2: (B135) No. 31 — (B315) No. 3:	Is the resistance less than 1 Ω ?	Go to step 4.	Repair the open circuit of harness connector.
4	CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR. 1) Connect the ECM connector. 2) Measure the resistance between accelerator pedal position sensor connector and chassis ground. Connector & terminal (B315) No. 2 — Chassis ground:	Is the resistance less than 5 Ω ?	Go to step 5.	Repair poor contact in ECM connector.
5	CHECK POWER SUPPLY OF ACCELERATOR PEDAL POSITION SENSOR. 1) Turn the ignition switch to ON. 2) Measure the voltage between accelerator pedal position sensor connector and chassis ground. Connector & terminal (B315) No. 1 (+) — Chassis ground (-):	Is the voltage less than 4.5 — 5.5 V?	Go to step 6.	Repair the short circuit of harness between ECM connector and accelerator pedal position sensor connector. Replace the ECM if defective. <Ref. to FU(H4SO)-40, Engine Control Module (ECM).>
6	CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR. 1) Turn the ignition switch to OFF. 2) Connect the accelerator pedal position sensor connector. 3) Turn the ignition switch to ON. 4) Measure the voltage between ECM connector and chassis ground. Connector & terminal (B135) No. 31 (+) — Chassis ground (-):	Is the voltage less than 4.8 V?	Repair poor contact in ECM connector.	Repair the poor contact of accelerator pedal position sensor connector. Replace the accelerator pedal position sensor if defective. <Ref. to SP (H4SO)-3, Accelerator Pedal.>

ENGINE (DIAGNOSTICS)

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK SENSOR OUTPUT. 1) Turn the ignition switch to ON. 2) Read the data of main throttle sensor signal using Subaru Select Monitor.	Is the voltage 0.4 V or more?	Go to step 2.	Go to step 4.
2	CHECK SENSOR OUTPUT. Read the data of sub throttle sensor signal using Subaru Select Monitor.	Is the voltage 0.8 V or more?	Go to step 3.	Go to step 4.
3	CHECK POOR CONTACT. Check poor contact in connector between ECM and electronic throttle control.	Is there poor contact?	Repair the poor contact.	Go to step 14.
4	CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Disconnect the connectors from electronic throttle control. 4) Measure the resistance between ECM connector and electronic throttle control connector. Connector & terminal (B134) No. 18 — (E57) No. 6: (B134) No. 28 — (E57) No. 4:	Is the resistance less than 1 Ω ?	Go to step 5.	Repair the open circuit of harness connector.
5	CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. Measure the resistance between ECM connector and chassis ground. Connector & terminal (B134) No. 18 — Chassis ground: (B134) No. 28 — Chassis ground:	Is the resistance 1 M Ω or more?	Go to step 6.	Repair the ground short circuit of harness.
6	CHECK SENSOR POWER SUPPLY. 1) Connect the ECM connector. 2) Turn the ignition switch to ON. 3) Measure the voltage between electronic throttle control connector and engine ground. Connector & terminal (E57) No. 5 (+) — Engine ground (-):	Is the voltage 4.5 — 5.5 V?	Go to step 7.	Repair poor contact in ECM connector.
7	CHECK SHORT CIRCUIT IN ECM. 1) Turn the ignition switch to OFF. 2) Measure the resistance between electronic throttle control connector and engine ground. Connector & terminal (E57) No. 6 — Engine ground: (E57) No. 4 — Engine ground:	Is the resistance 10 Ω or more?	Go to step 8.	Repair poor contact in ECM connector.
8	CHECK SENSOR OUTPUT. 1) Connect all connectors. 2) Turn the ignition switch to ON. 3) Read the data of main throttle sensor signal using Subaru Select Monitor.	Is the voltage less than 4.63 V?	Go to step 9.	Go to step 11.
9	CHECK SENSOR OUTPUT. Read the data of sub throttle sensor signal using Subaru Select Monitor.	Is the voltage less than 4.73 V?	Go to step 10.	Go to step 11.
10	CHECK POOR CONTACT. Check poor contact in connector between ECM and electronic throttle control.	Is there poor contact?	Repair the poor contact.	Temporary poor contact occurred, but it is normal at present.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
11 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Disconnect the connectors from electronic throttle control. 4) Measure the resistance between ECM connector and electronic throttle control connector. Connector & terminal (B134) No. 18 — (E57) No. 6: (B134) No. 28 — (E57) No. 4:	Is the resistance less than 1 Ω ?	Go to step 12.	Repair the open circuit of harness connector.
12 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Connect the ECM connector. 2) Measure the resistance between electronic throttle control connector and engine ground. Connector & terminal (E57) No. 3 — Engine ground:	Is the resistance less than 5 Ω ?	Go to step 13.	Repair poor contact in ECM connector.
13 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Connect the ECM connector. 2) Turn the ignition switch to ON. 3) Measure the voltage between electronic throttle control connector and engine ground. Connector & terminal (E57) No. 5 (+) — Engine ground (-):	Is the voltage 10 V or more?	Go to step 14.	Repair the battery short circuit of harness between ECM connector and electronic throttle control connector.
14 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. Measure the voltage between electronic throttle control connector and engine ground. Connector & terminal (E57) No. 6 (+) — Engine ground (-): (E57) No. 4 (+) — Engine ground (-):	Is the voltage less than 10 V?	Go to step 15.	Repair the short circuit of harness between ECM connector and electronic throttle control connector.
15 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Disconnect the ECM connector. 3) Measure the resistance between ECM connectors. Connector & terminal (B134) No. 18 — (B134) No. 19: (B134) No. 28 — (B134) No. 19:	Is the resistance 1 M Ω or more?	Go to step 16.	Repair the short circuit to sensor power supply.
16 CHECK ELECTRONIC THROTTLE CONTROL HARNESS. 1) Disconnect the connectors from ECM. 2) Disconnect the connectors from electronic throttle control. 3) Measure the resistance between electronic throttle control connector terminals. Connector & terminal (E57) No. 6 — (E57) No. 4:	Is the resistance 1 M Ω or more?	Repair poor contact in ECM connector.	Repair the short circuit of harness.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

DP:DTC P2138 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D”/“E” VOLTAGE CORRELATION

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-227, DTC P2138 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D”/“E” VOLTAGE CORRELATION, Diagnostic Trouble Code (DTC) Detecting Criteria.>

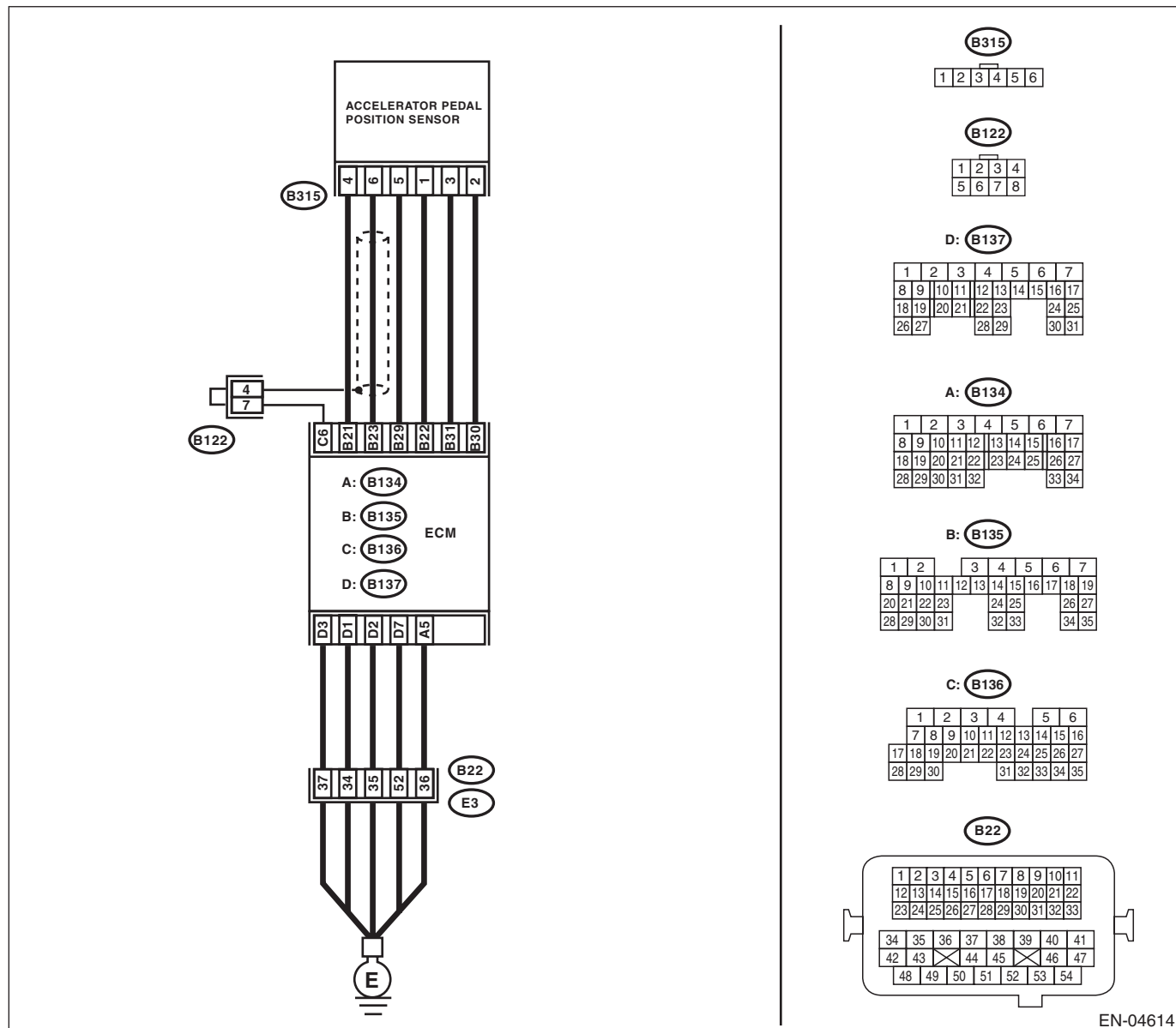
TROUBLE SYMPTOM:

- Erroneous idling
- Poor driving performance

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04614

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

	Step	Check	Yes	No
1	CHECK ACCELERATOR PEDAL POSITION SENSOR OUTPUT. 1) Turn the ignition switch to ON. 2) Read the data of main accelerator pedal position sensor signal and sub accelerator pedal position sensor signal using Subaru Select Monitor. NOTE: For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.>	Is the voltage 0.4 V or more?	Go to step 2.	Go to step 4.
2	CHECK ACCELERATOR PEDAL POSITION SENSOR OUTPUT. 1) Turn the ignition switch to ON. 2) Read the data of main accelerator pedal position sensor signal and sub accelerator pedal position sensor signal using Subaru Select Monitor. NOTE: For detailed operation procedure, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-27, Subaru Select Monitor.>	Is the voltage less than 4.8 V?	Go to step 3.	Go to step 4.
3	CHECK POOR CONTACT. Check poor contact of connector between ECM and accelerator pedal position sensor.	Is there poor contact?	Repair the poor contact.	Temporary poor contact occurred, but it is normal at present.
4	CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Disconnect the connectors from accelerator pedal position sensor. 4) Measure the resistance between ECM connector and accelerator pedal position sensor connector. Connector & terminal (B135) No. 22 — (B315) No. 1: (B135) No. 30 — (B315) No. 2: (B135) No. 31 — (B315) No. 3: (B135) No. 21 — (B315) No. 4: (B135) No. 29 — (B315) No. 5: (B135) No. 23 — (B315) No. 6:	Is the resistance less than 1 Ω?	Go to step 5.	Repair the open circuit of harness connector.
5	CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR. Measure the resistance between ECM connector and chassis ground. Connector & terminal (B135) No. 23 — Chassis ground: (B135) No. 21 — Chassis ground: (B135) No. 31 — Chassis ground: (B135) No. 22 — Chassis ground:	Is the resistance 1 MΩ or more?	Go to step 6.	Repair the chassis short circuit of harness.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
6 CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR. 1) Connect the ECM connector. 2) Measure the resistance between accelerator pedal position sensor connector and chassis ground. <i>Connector & terminal</i> <i>(B315) No. 2 — Chassis ground:</i> <i>(B315) No. 5 — Chassis ground:</i>	Is the resistance less than 5 Ω ?	Go to step 7.	Repair poor contact in ECM connector.
7 CHECK POWER SUPPLY OF ACCELERATOR PEDAL POSITION SENSOR. 1) Turn the ignition switch to ON. 2) Measure the voltage between accelerator pedal position sensor connector and chassis ground. <i>Connector & terminal</i> <i>(B315) No. 1 (+) — Chassis ground (-):</i> <i>(B315) No. 4 (+) — Chassis ground (-):</i>	Is the voltage 4.5 — 5.5 V?	Go to step 8.	Repair poor contact in ECM connector.
8 CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR. 1) Turn the ignition switch to OFF. 2) Connect the accelerator pedal position sensor connector. 3) Turn the ignition switch to ON. 4) Measure the voltage between ECM connector and chassis ground. <i>Connector & terminal</i> <i>(B135) No. 31 (+) — Engine ground (-):</i> <i>(B135) No. 23 (+) — Engine ground (-):</i>	Is the voltage less than 4.8 V?	Go to step 9.	Repair the poor contact of accelerator pedal position sensor connector. Replace the accelerator pedal position sensor if defective. <Ref. to SP (H4SO)-3, Accelerator Pedal.>
9 CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM. 3) Disconnect the connectors from accelerator pedal position sensor. 4) Measure the resistance between connector terminals of accelerator pedal position sensor. <i>Connector & terminal</i> <i>(B315) No. 6 — (B315) No. 3:</i>	Is the resistance 1 M Ω or more?	Repair poor contact in ECM connector.	Repair the short circuit of harness between ECM connector and accelerator pedal position sensor connector.

DQ:DTC P2227 BAROMETRIC PRESSURE CIRCUIT RANGE/PERFORMANCE

DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-229, DTC P2227 BAROMETRIC PRESSURE CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

Step	Check	Yes	No
1 CHECK ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-67, List of Diagnostic Trouble Code (DTC).>	Replace the ECM. <Ref. to FU(H4SO)-40, Engine Control Module (ECM).>

DR:DTC P2228 BAROMETRIC PRESSURE CIRCUIT LOW

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-230, DTC P2228 BAROMETRIC PRESSURE CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

Step	Check	Yes	No
1 CHECK ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-67, List of Diagnostic Trouble Code (DTC).> NOTE: It is not necessary to inspect DTC P2228.	Replace the ECM. <Ref. to FU(H4SO)-40, Engine Control Module (ECM).>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

DS:DTC P2229 BAROMETRIC PRESSURE CIRCUIT HIGH

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-231, DTC P2229 BAROMETRIC PRESSURE CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repairing or replacing the defective part, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.>.

Step	Check	Yes	No
1 CHECK ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check DTC using “List of Diagnostic Trouble Code (DTC)”. <Ref. to EN(H4SO)(diag)-67, List of Diagnostic Trouble Code (DTC).> NOTE: It is not necessary to inspect DTC P2229.	Replace the ECM. <Ref. to FU(H4SO)-40, Engine Control Module (ECM).>

20. General Diagnostic Table

A: INSPECTION

1. ENGINE

NOTE:

Malfunction of parts other than those listed is also possible. <Ref. to ME(H4SO)-91, Engine Trouble in General.>

Symptom	Problem parts
1. Engine stalls during idling.	1) Manifold absolute pressure sensor 2) Mass air flow and intake air temperature sensor 3) Ignition parts (*1) 4) Engine coolant temperature sensor (*2) 5) Crankshaft position sensor (*3) 6) Camshaft position sensor (*3) 7) Fuel injection parts (*4)
2. Rough idling	1) Manifold absolute pressure sensor 2) Mass air flow and intake air temperature sensor 3) Engine coolant temperature sensor (*2) 4) Ignition parts (*1) 5) Air intake system (*5) 6) Fuel injection parts (*4) 7) Electronic throttle control 8) Crankshaft position sensor (*3) 9) Camshaft position sensor (*3) 10) Oxygen sensor 11) Fuel pump and fuel pump relay 12) EGR valve
3. Engine does not return to idle.	1) Engine coolant temperature sensor 2) Throttle position sensor 3) Manifold absolute pressure sensor 4) Mass air flow and intake air temperature sensor 5) EGR valve
4. Poor acceleration	1) Manifold absolute pressure sensor 2) Mass air flow and intake air temperature sensor 3) Electronic throttle control 4) Fuel injection parts (*4) 5) Fuel pump and fuel pump relay 6) Engine coolant temperature sensor (*2) 7) Crankshaft position sensor (*3) 8) Camshaft position sensor (*3) 9) A/C switch and A/C cut relay 10) Engine torque control signal circuit 11) Ignition parts (*1) 12) EGR valve 13) Tumble generator valve
5. Engine stalls, engine sags or hesitates at acceleration.	1) Manifold absolute pressure sensor 2) Mass air flow and intake air temperature sensor 3) Engine coolant temperature sensor (*2) 4) Crankshaft position sensor (*3) 5) Camshaft position sensor (*3) 6) Purge control solenoid valve 7) Fuel injection parts (*4) 8) Electronic throttle control 9) Fuel pump and fuel pump relay 10) EGR valve 11) Tumble generator valve

General Diagnostic Table

ENGINE (DIAGNOSTICS)

Symptom	Problem parts
6. Surging	1) Mass air flow and intake air temperature sensor 2) Manifold absolute pressure sensor 3) Engine coolant temperature sensor (*2) 4) Crankshaft position sensor (*3) 5) Camshaft position sensor (*3) 6) Fuel injection parts (*4) 7) Electronic throttle control 8) Fuel pump and fuel pump relay 9) EGR valve 10) Tumble generator valve
7. Spark knock	1) Mass air flow and intake air temperature sensor 2) Manifold absolute pressure sensor 3) Engine coolant temperature sensor 4) Knock sensor 5) Fuel injection parts (*4) 6) Fuel pump and fuel pump relay 7) EGR valve 8) Tumble generator valve
8. After-burning in exhaust system	1) Mass air flow and intake air temperature sensor 2) Manifold absolute pressure sensor 3) Engine coolant temperature sensor (*2) 4) Fuel injection parts (*4) 5) Fuel pump and fuel pump relay

*1: Check ignition coil and ignitor assembly and spark plug.

*2: Indicate the symptom occurring only in cold temperatures.

*3: Make sure the secure installation.

*4: Check fuel injector, fuel pressure regulator and fuel filter.

*5: Inspect air leak in air intake system.

2. AUTOMATIC TRANSMISSION

NOTE:

Check general diagnostics table with non-conformity symptom for automatic transmission. <Ref. to 4AT(D)(diag)-2, Basic Diagnostic Procedure.>

20. General Diagnostic Table

A: INSPECTION

1. ENGINE

NOTE:

Malfunction of parts other than those listed is also possible. <Ref. to ME(H4SO)-91, Engine Trouble in General.>

Symptom	Problem parts
1. Engine stalls during idling.	1) Manifold absolute pressure sensor 2) Mass air flow and intake air temperature sensor 3) Ignition parts (*1) 4) Engine coolant temperature sensor (*2) 5) Crankshaft position sensor (*3) 6) Camshaft position sensor (*3) 7) Fuel injection parts (*4)
2. Rough idling	1) Manifold absolute pressure sensor 2) Mass air flow and intake air temperature sensor 3) Engine coolant temperature sensor (*2) 4) Ignition parts (*1) 5) Air intake system (*5) 6) Fuel injection parts (*4) 7) Electronic throttle control 8) Crankshaft position sensor (*3) 9) Camshaft position sensor (*3) 10) Oxygen sensor 11) Fuel pump and fuel pump relay 12) EGR valve
3. Engine does not return to idle.	1) Engine coolant temperature sensor 2) Throttle position sensor 3) Manifold absolute pressure sensor 4) Mass air flow and intake air temperature sensor 5) EGR valve
4. Poor acceleration	1) Manifold absolute pressure sensor 2) Mass air flow and intake air temperature sensor 3) Electronic throttle control 4) Fuel injection parts (*4) 5) Fuel pump and fuel pump relay 6) Engine coolant temperature sensor (*2) 7) Crankshaft position sensor (*3) 8) Camshaft position sensor (*3) 9) A/C switch and A/C cut relay 10) Engine torque control signal circuit 11) Ignition parts (*1) 12) EGR valve 13) Tumble generator valve
5. Engine stalls, engine sags or hesitates at acceleration.	1) Manifold absolute pressure sensor 2) Mass air flow and intake air temperature sensor 3) Engine coolant temperature sensor (*2) 4) Crankshaft position sensor (*3) 5) Camshaft position sensor (*3) 6) Purge control solenoid valve 7) Fuel injection parts (*4) 8) Electronic throttle control 9) Fuel pump and fuel pump relay 10) EGR valve 11) Tumble generator valve

General Diagnostic Table

ENGINE (DIAGNOSTICS)

Symptom	Problem parts
6. Surging	1) Mass air flow and intake air temperature sensor 2) Manifold absolute pressure sensor 3) Engine coolant temperature sensor (*2) 4) Crankshaft position sensor (*3) 5) Camshaft position sensor (*3) 6) Fuel injection parts (*4) 7) Electronic throttle control 8) Fuel pump and fuel pump relay 9) EGR valve 10) Tumble generator valve
7. Spark knock	1) Mass air flow and intake air temperature sensor 2) Manifold absolute pressure sensor 3) Engine coolant temperature sensor 4) Knock sensor 5) Fuel injection parts (*4) 6) Fuel pump and fuel pump relay 7) EGR valve 8) Tumble generator valve
8. After-burning in exhaust system	1) Mass air flow and intake air temperature sensor 2) Manifold absolute pressure sensor 3) Engine coolant temperature sensor (*2) 4) Fuel injection parts (*4) 5) Fuel pump and fuel pump relay

*1: Check ignition coil and ignitor assembly and spark plug.

*2: Indicate the symptom occurring only in cold temperatures.

*3: Make sure the secure installation.

*4: Check fuel injector, fuel pressure regulator and fuel filter.

*5: Inspect air leak in air intake system.

2. AUTOMATIC TRANSMISSION

NOTE:

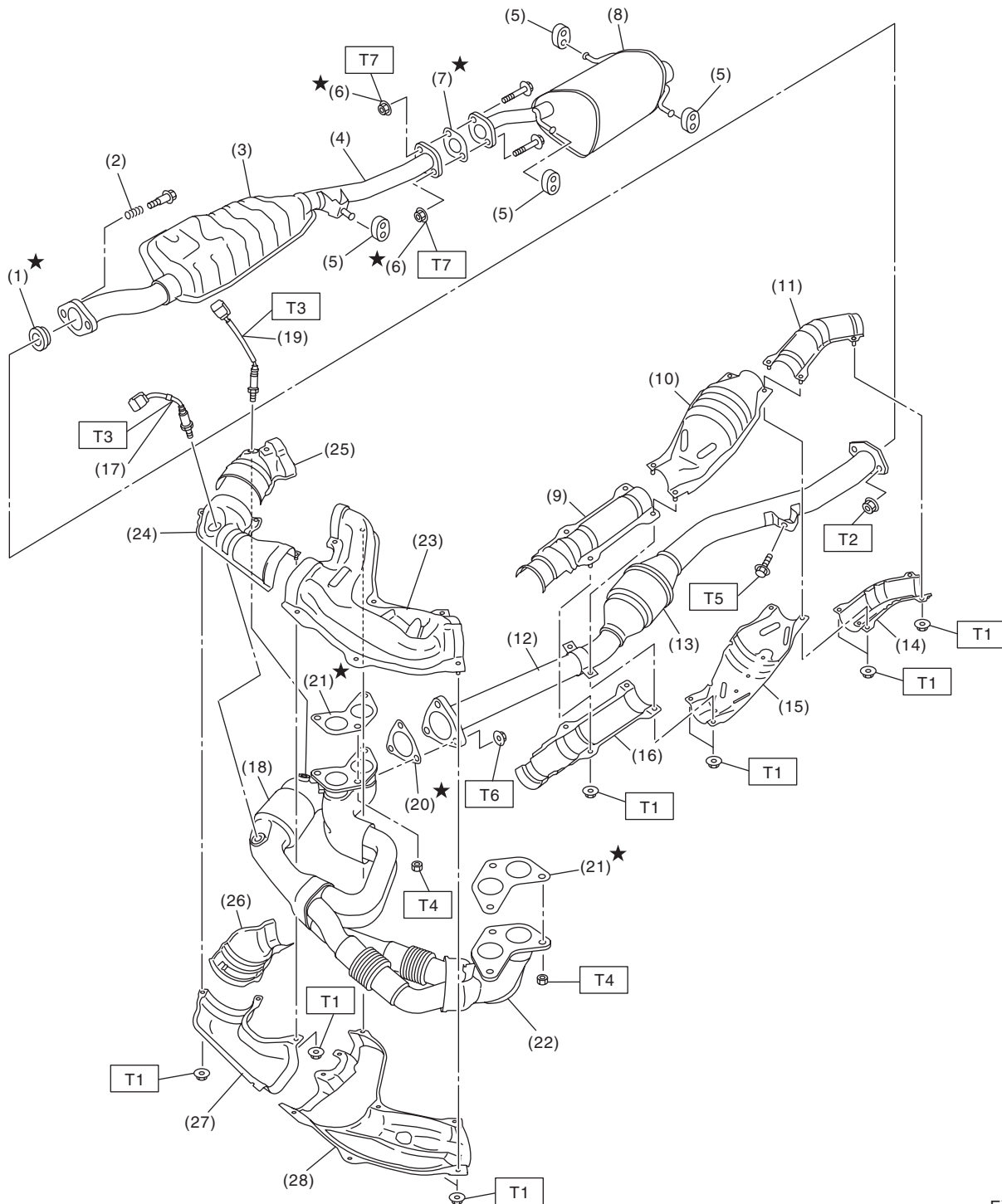
Check general diagnostics table with non-conformity symptom for automatic transmission. <Ref. to 4AT(D)(diag)-2, Basic Diagnostic Procedure.>

General Description

EXHAUST

1. General Description

A: COMPONENT



EX-02133

General Description

EXHAUST

(1) Gasket	(14) Center exhaust pipe rear lower cover	(25) Front catalytic converter upper cover
(2) Spring	(15) Rear catalytic converter lower cover	(26) Front catalytic converter lower cover
(3) Chamber	(16) Center exhaust pipe front lower cover	(27) Front exhaust pipe lower cover RH
(4) Rear exhaust pipe	(17) Front oxygen (A/F) sensor	(28) Front exhaust pipe lower cover LH
(5) Cushion rubber	(18) Front catalytic converter	
(6) Self-locking nut	(19) Rear oxygen sensor	
(7) Gasket	(20) Gasket	
(8) Muffler	(21) Gasket	
(9) Center exhaust pipe front upper cover	(22) Front exhaust pipe	
(10) Rear catalytic converter upper cover	(23) Front exhaust pipe upper cover LH	
(11) Center exhaust pipe rear upper cover	(24) Front exhaust pipe upper cover RH	
(12) Center exhaust pipe		
(13) Rear catalytic converter		

Tightening torque: N·m (kgf-m, ft-lb)

T1: 13 (1.3, 9.4)

T2: 18 (1.8, 13.0)

T3: 21 (2.1, 15.2)

T4: 30 (3.1, 22.4)

T5: 35 (3.6, 26.0)

T6: 40 (4.1, 29.5)

T7: 48 (4.9, 35.4)

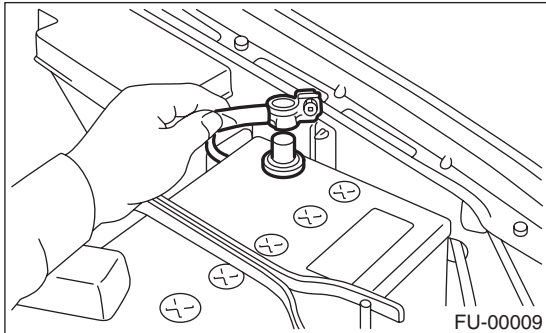
B: CAUTION

- Wear appropriate work clothing, including a cap, protective goggles and protective shoes when performing any work.
- Remove contamination including dirt and corrosion before removal, installation or disassembly.
- Keep the disassembled parts in order and protect them from dust and dirt.
- Before removal, installation or disassembly, be sure to clarify the failure. Avoid unnecessary removal, installation, disassembly and replacement.
- Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.
- Be sure to tighten fasteners including bolts and nuts to the specified torque.
- Place shop jacks or rigid racks at the specified points.
- Before disconnecting connectors of sensors or units, be sure to disconnect the ground cable from the battery.

2. Front Exhaust Pipe

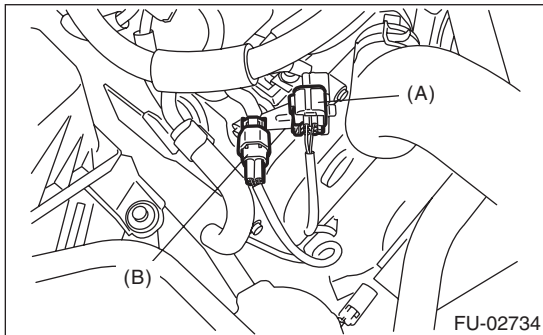
A: REMOVAL

- 1) Set the vehicle on a lift.
- 2) Disconnect the ground cable from the battery.



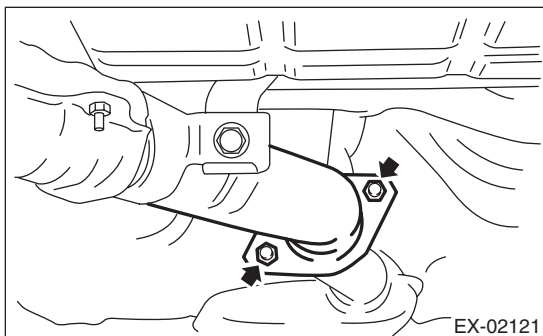
- 3) Unclip the clip fastening the harness and disconnect the following connectors.

- (1) Front oxygen (A/F) sensor connector
- (2) Rear oxygen sensor connector



- (A) Front oxygen (A/F) sensor connector
(B) Rear oxygen sensor connector

- 4) Lift-up the vehicle.
- 5) Separate the center exhaust pipe from rear exhaust pipe.

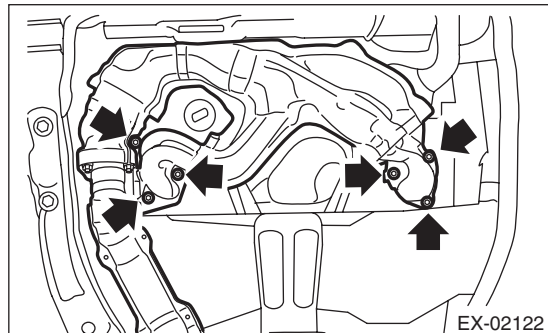


- 6) Remove the under cover.

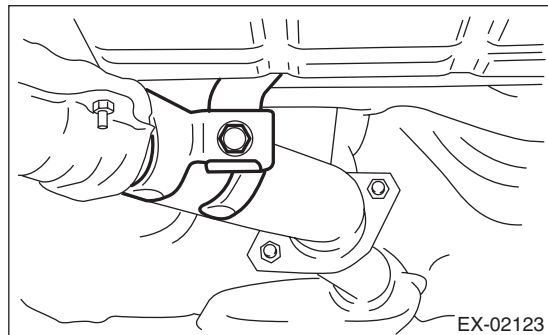
- 7) Remove the nuts which hold front exhaust pipe onto cylinder heads.

CAUTION:

Be careful not to pull down the front and center exhaust pipe assembly.



- 8) Remove the bolt which holds center exhaust pipe to hanger bracket.



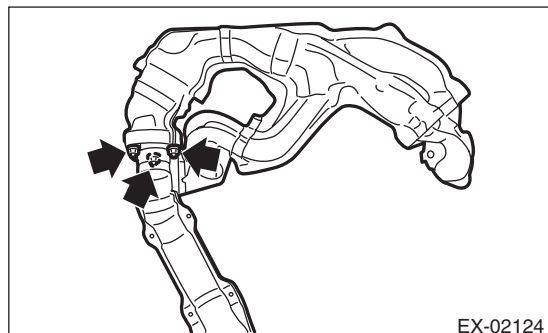
- 9) Remove the front and center exhaust pipe assembly from the vehicle.

CAUTION:

Be careful not to let the front and center exhaust pipe assembly fall off when removing as it is quite heavy.

After removing the front and center exhaust pipe assembly, do not apply excessive pulling force on the rear exhaust pipe.

- 10) Separate the front exhaust pipe from center exhaust pipe.



- 11) Remove the front oxygen (A/F) sensor and rear oxygen sensor. <Ref. to FU(H4SO)-36, REMOVAL, Front Oxygen (A/F) Sensor.> <Ref. to FU(H4SO)-38, REMOVAL, Rear Oxygen Sensor.>

B: INSTALLATION

1) Install the front oxygen (A/F) sensor and rear oxygen sensor to the front exhaust pipe. <Ref. to FU(H4SO)-36, INSTALLATION, Front Oxygen (A/F) Sensor.> <Ref. to FU(H4SO)-38, INSTALLATION, Rear Oxygen Sensor.>

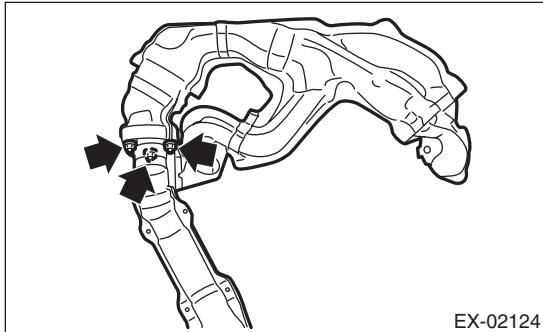
2) Install the front exhaust pipe to center exhaust pipe.

NOTE:

Use a new gasket.

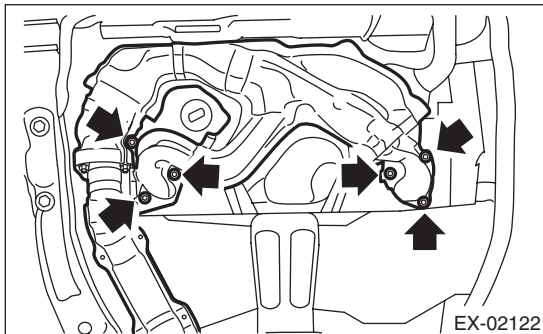
Tightening torque:

40 N·m (4.1 kgf-m, 29.5 ft-lb)



3) Install the front and center exhaust pipe assembly to the vehicle.

4) Temporarily tighten the nuts which hold front exhaust pipe to cylinder heads.



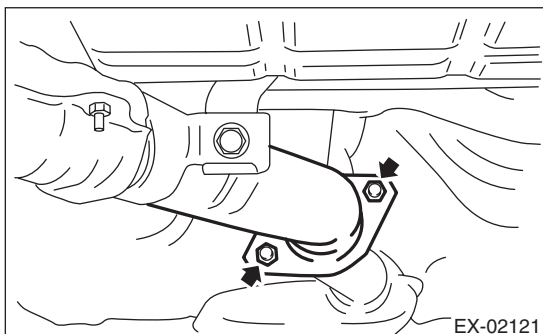
5) Tighten the bolt which holds the center exhaust pipe to exhaust pipe.

NOTE:

Use a new gasket.

Tightening torque:

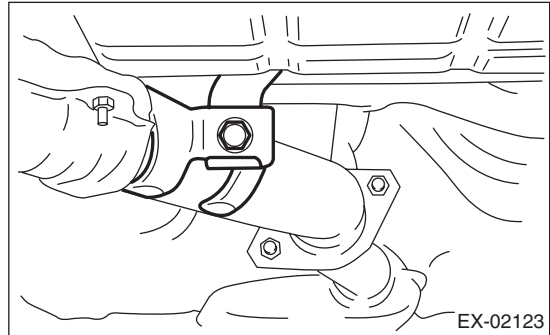
18 N·m (1.8 kgf-m, 13.0 ft-lb)



6) Tighten the bolt which holds center exhaust pipe to hanger bracket.

Tightening torque:

35 N·m (3.6 kgf-m, 26.0 ft-lb)



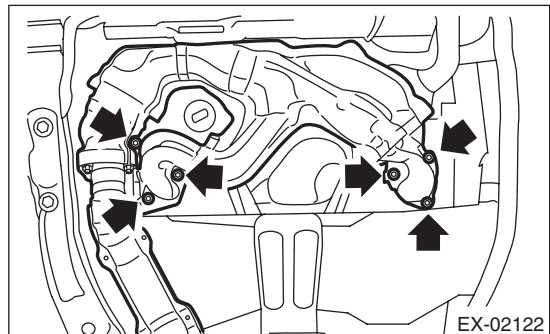
7) Tighten the nuts which hold front exhaust pipe to cylinder heads.

NOTE:

Use a new gasket.

Tightening torque:

30 N·m (3.1 kgf-m, 22.4 ft-lb)



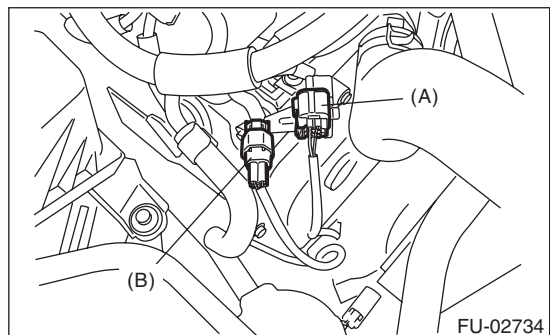
8) Install the under cover.

9) Lower the vehicle.

10) Connect the following connectors.

(1) Front oxygen (A/F) sensor connector

(2) Rear oxygen sensor connector



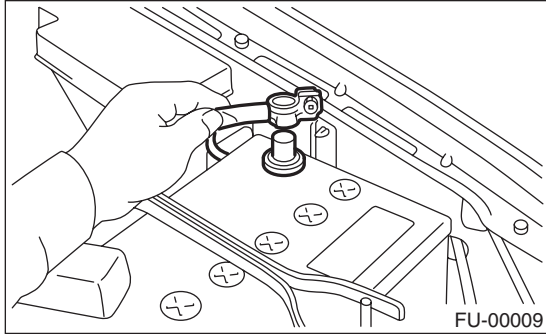
(A) Front oxygen (A/F) sensor connector

(B) Rear oxygen sensor connector

Front Exhaust Pipe

EXHAUST

- 11) Connect the ground cable to the battery.



C: INSPECTION

- 1) Check the connections and welds for exhaust leaks.
- 2) Check for hole or rust.

3. Center Exhaust Pipe

A: REMOVAL

After removing the center and front exhaust pipes as one unit, separate them. Refer to "Front Exhaust Pipe" for removal procedure. <Ref. to EX (H4SO)-4, REMOVAL, Front Exhaust Pipe.>

B: INSTALLATION

Install the center exhaust pipe and front exhaust pipe as one unit. Refer to "Front Exhaust Pipe" for installation procedure. <Ref. to EX (H4SO)-5, INSTALLATION, Front Exhaust Pipe.>

C: INSPECTION

- 1) Check the connections and welds for exhaust leaks.
- 2) Check for hole or rust.

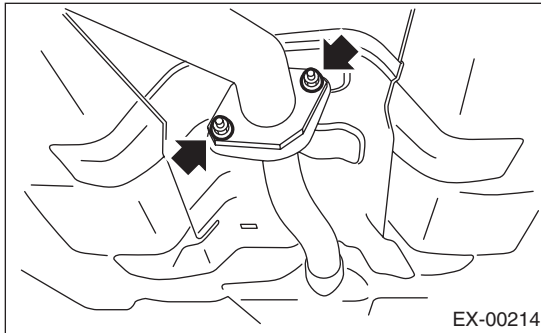
Rear Exhaust Pipe

EXHAUST

4. Rear Exhaust Pipe

A: REMOVAL

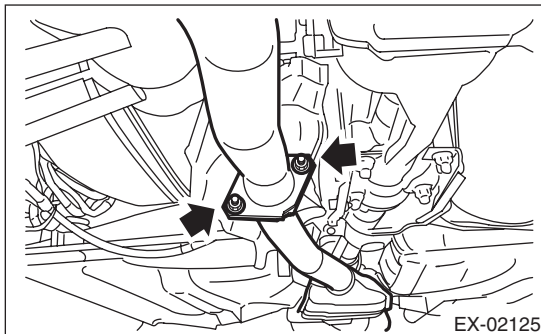
- 1) Set the vehicle on a lift.
- 2) Lift-up the vehicle.
- 3) Separate the rear exhaust pipe from center exhaust pipe.



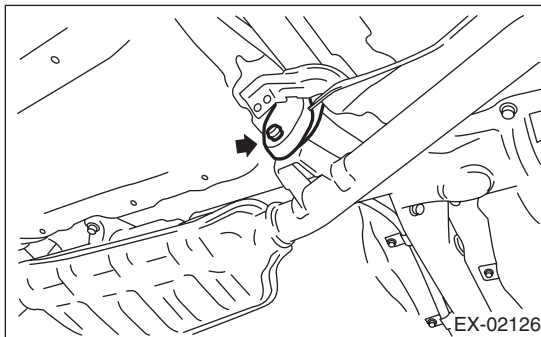
- 4) Separate the rear exhaust pipe from muffler.

CAUTION:

Be careful not to pull down the rear exhaust pipe.

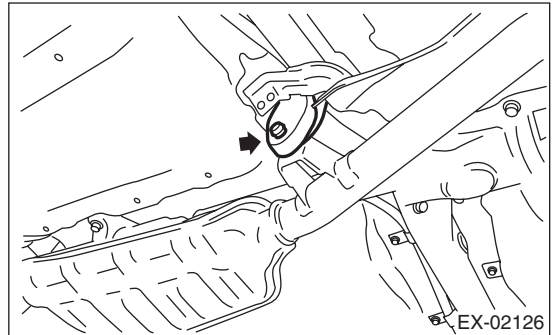


- 5) Apply a coat of spray type lubricant to the mating area of cushion rubber.
- 6) Remove the rear exhaust pipe bracket from cushion rubber.



B: INSTALLATION

- 1) Install the rear exhaust pipe bracket to cushion rubber.



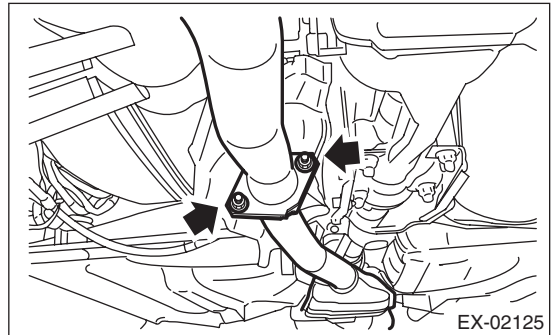
- 2) Install the rear exhaust pipe to muffler.

NOTE:

- Use a new gasket and self-locking nut.
- When the lubricant was applied to the cushion rubber during the removal/installation, degrease it after reassembling.

Tightening torque:

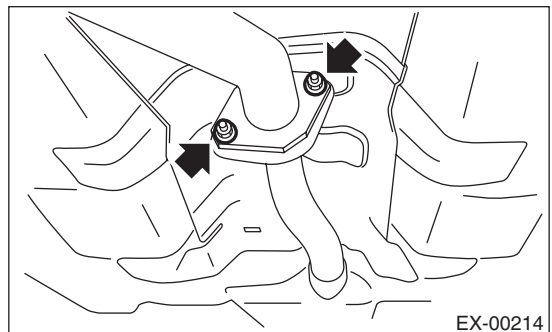
48 N·m (4.9 kgf-m, 35.4 ft-lb)



- 3) Install the rear exhaust pipe to center exhaust pipe.

Tightening torque:

18 N·m (1.8 kgf-m, 13.0 ft-lb)



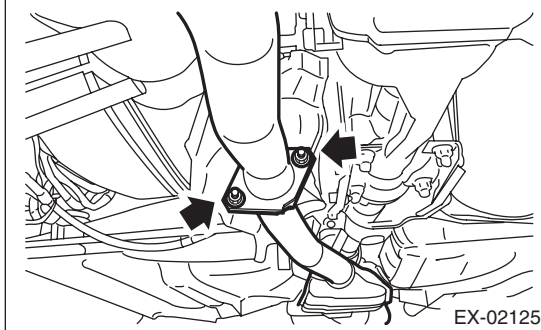
C: INSPECTION

- 1) Check the connections and welds for exhaust leaks.
- 2) Check for hole or rust.
- 3) Check the cushion rubber for wear or crack.

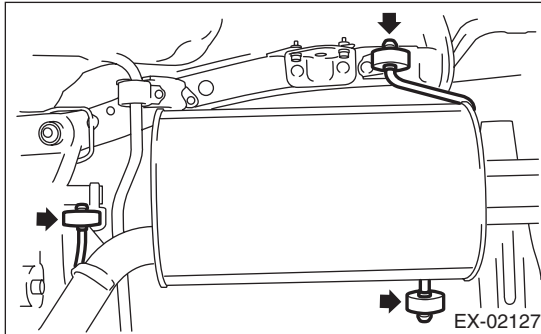
5. Muffler

A: REMOVAL

- 1) Set the vehicle on a lift.
- 2) Lift-up the vehicle.
- 3) Separate the muffler from rear exhaust pipe.



- 4) Apply a coat of spray type lubricant to the mating area of cushion rubber.



- 5) Remove the front and rear cushion rubber, and then remove the muffler.

B: INSTALLATION

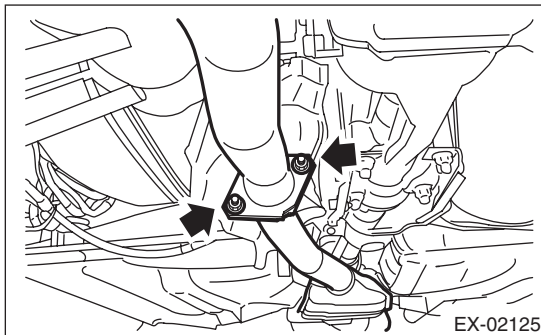
Install in the reverse order of removal.

NOTE:

- Use a new gasket and self-locking nut.
- When the lubricant was applied to the cushion rubber during the removal/installation, degrease it after reassembling.

Tightening torque:

48 N·m (4.9 kgf-m, 35.4 ft-lb)



C: INSPECTION

- 1) Check the connections and welds for exhaust leaks.
- 2) Check for hole or rust.
- 3) Check the cushion rubber for wear or crack.

Muffler

EXHAUST

General Description

FUEL INJECTION (FUEL SYSTEMS)

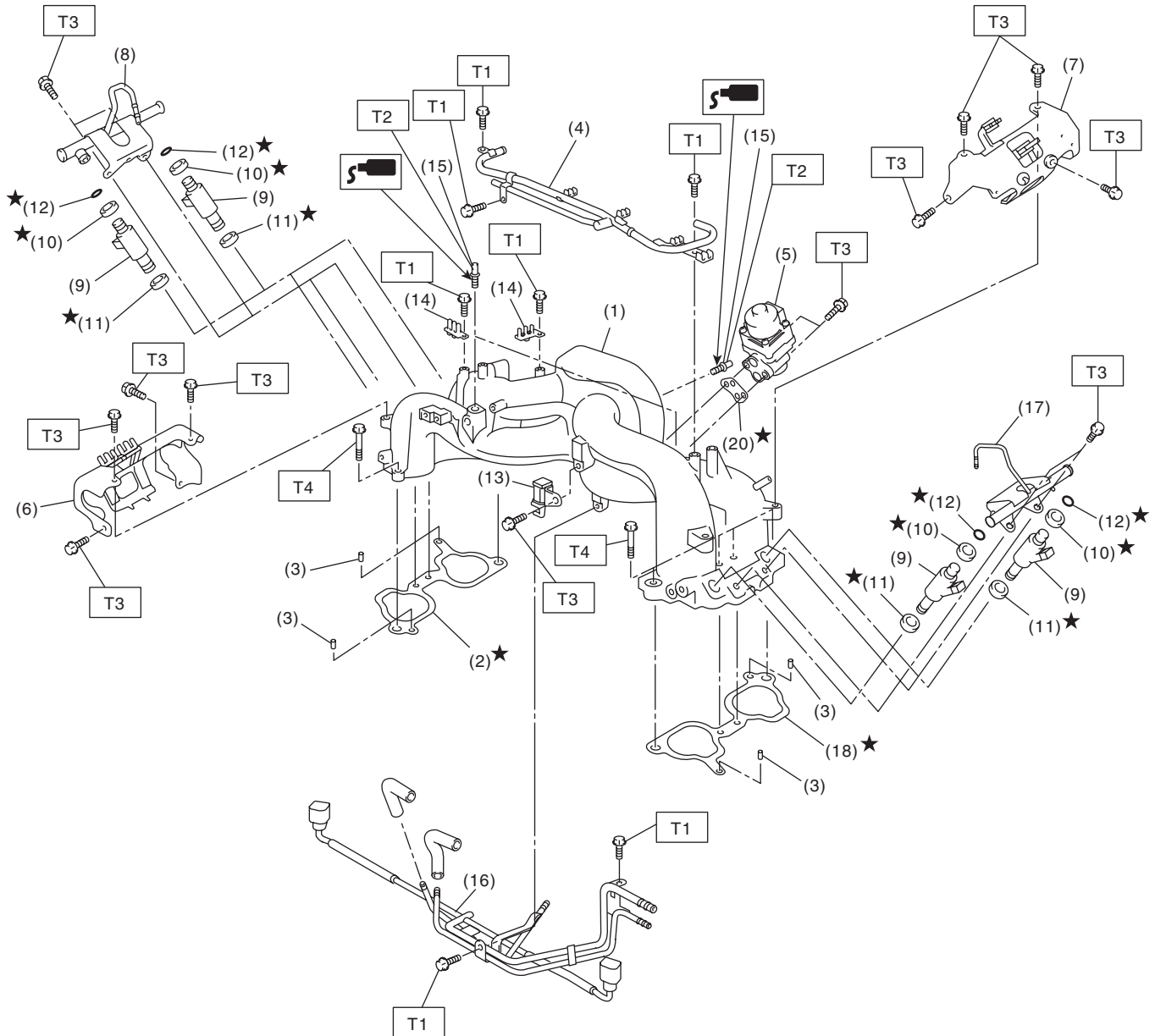
1. General Description

A: SPECIFICATION

Item		Specification
Fuel tank	Capacity	60 ℓ (15.9 US gal, 13.2 Imp gal)
	Locations	Under rear seat
Fuel pump	Type	Impeller
	Shutoff discharge pressure	370 — 677 kPa (3.77 — 6.9 kg/cm ² , 53.6 — 98 psi)
	Discharge rate	105 ℓ (27.7 US gal, 23.1 Imp gal)/h or more [300 kPa, 12 V (3.06 kg/cm ² , 43.5 psi)]
Fuel filter		Intank type

B: COMPONENT

1. INTAKE MANIFOLD



FU-02708

General Description

FUEL INJECTION (FUEL SYSTEMS)

(1) Intake manifold	(9) Fuel injector	(17) Fuel injector pipe LH
(2) Gasket RH	(10) O-ring	(18) Gasket LH
(3) Guide pin	(11) O-ring	
(4) PCV pipe	(12) O-ring	
(5) EGR valve	(13) Purge control solenoid valve	
(6) Fuel pipe protector RH	(14) Plug cord holder	
(7) Fuel pipe protector LH	(15) Nipple	
(8) Fuel injector pipe RH	(16) Fuel pipe	

Tightening torque:N·m (kgf-m, ft-lb)

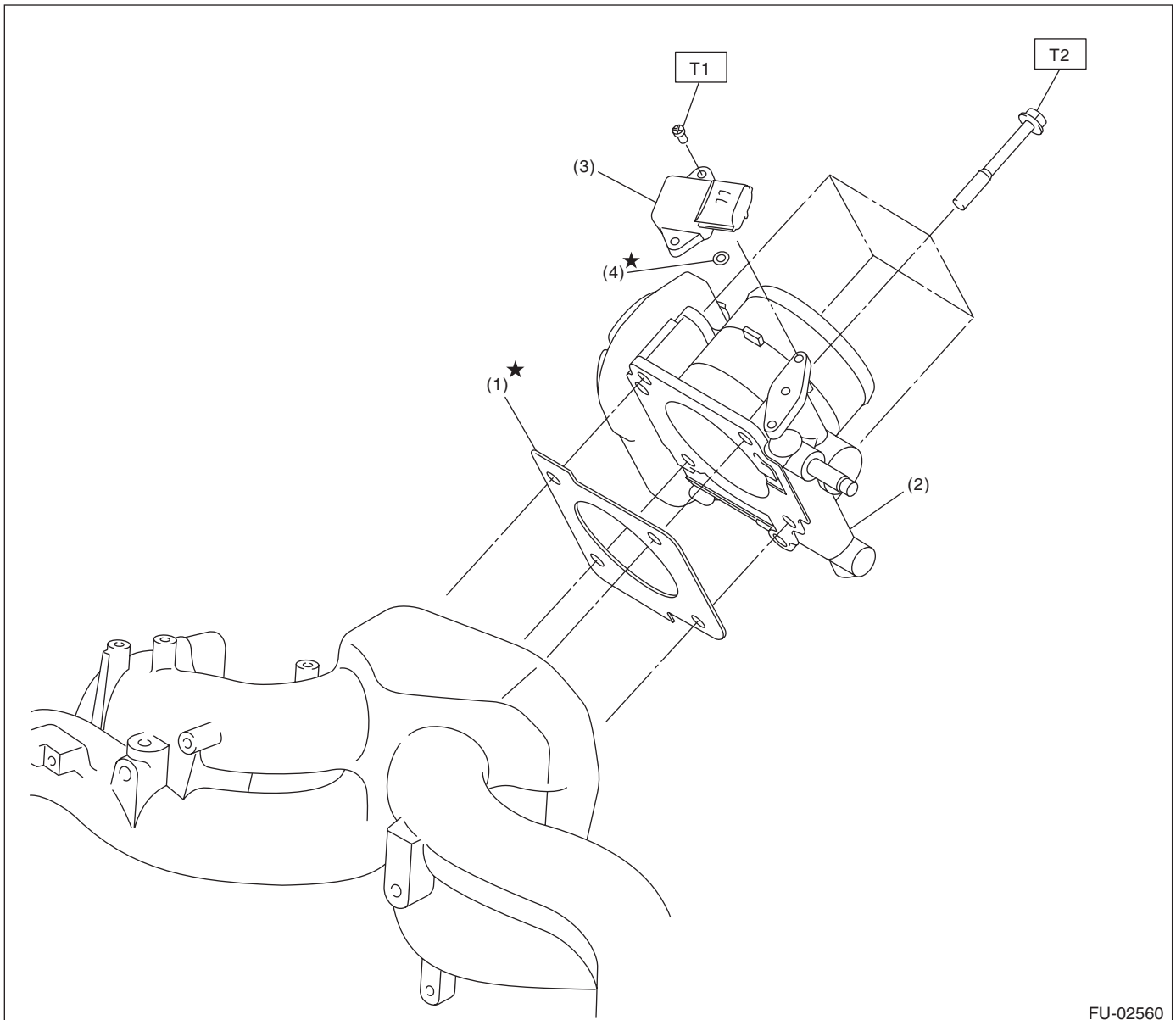
T1: 6.4 (0.65, 4.7)

T2: 17 (1.7, 12.5)

T3: 19 (1.9, 14.0)

T4: 25 (2.5, 18.1)

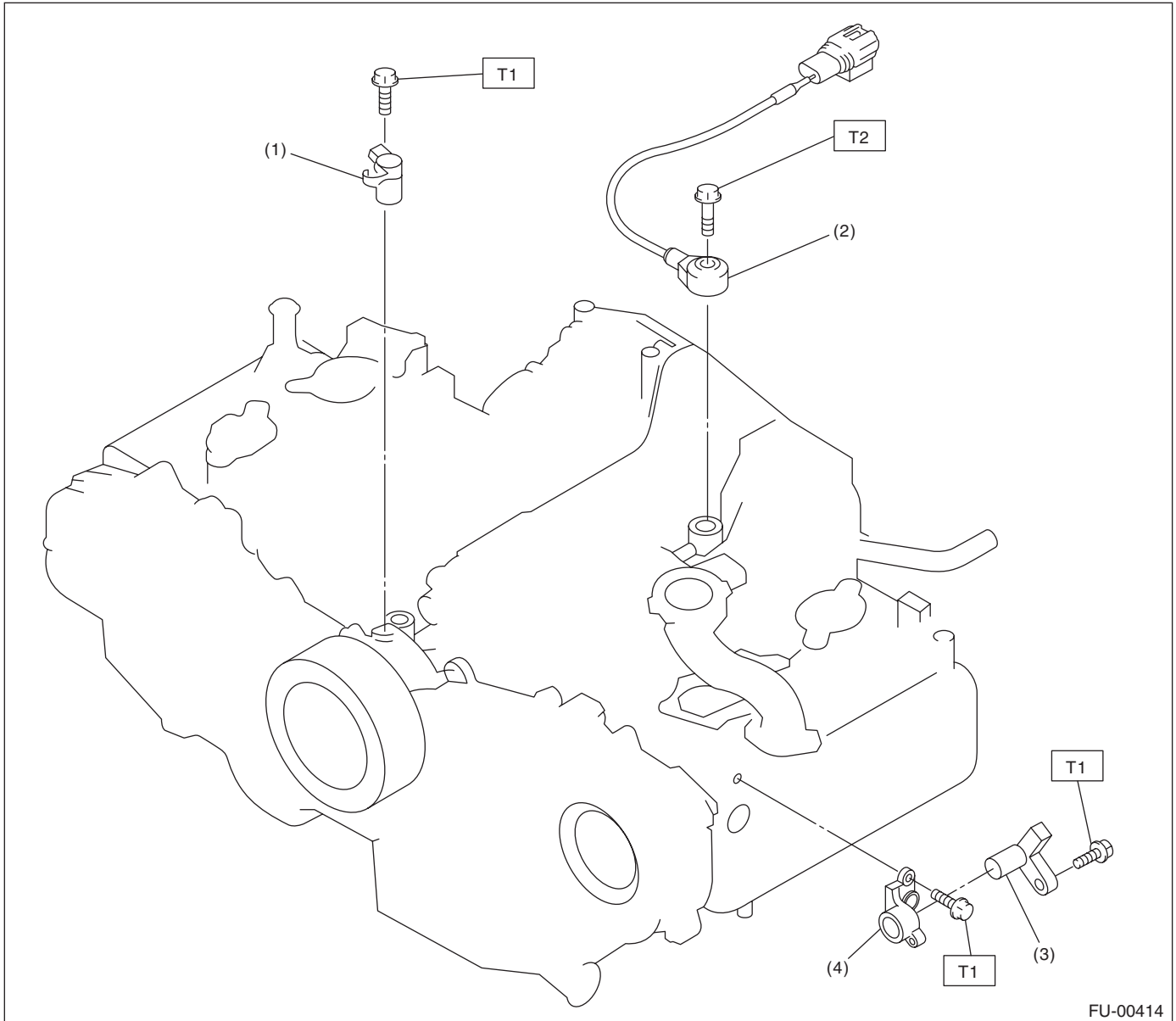
2. AIR INTAKE SYSTEM



FU-02560

(1) Gasket	(3) Manifold absolute pressure sensor	Tightening torque:N·m (kgf-m, ft-lb)
(2) Throttle body	(4) O-ring	T1: 2.0 (0.20, 1.5)
		T2: 8 (0.8, 5.8)

3. CRANKSHAFT POSITION, CAMSHAFT POSITION AND KNOCK SENSORS



FU-00414

(1) Crankshaft position sensor

(2) Knock sensor

(3) Camshaft position sensor

(4) Camshaft position sensor support

Tightening torque: N·m (kgf-m, ft-lb)

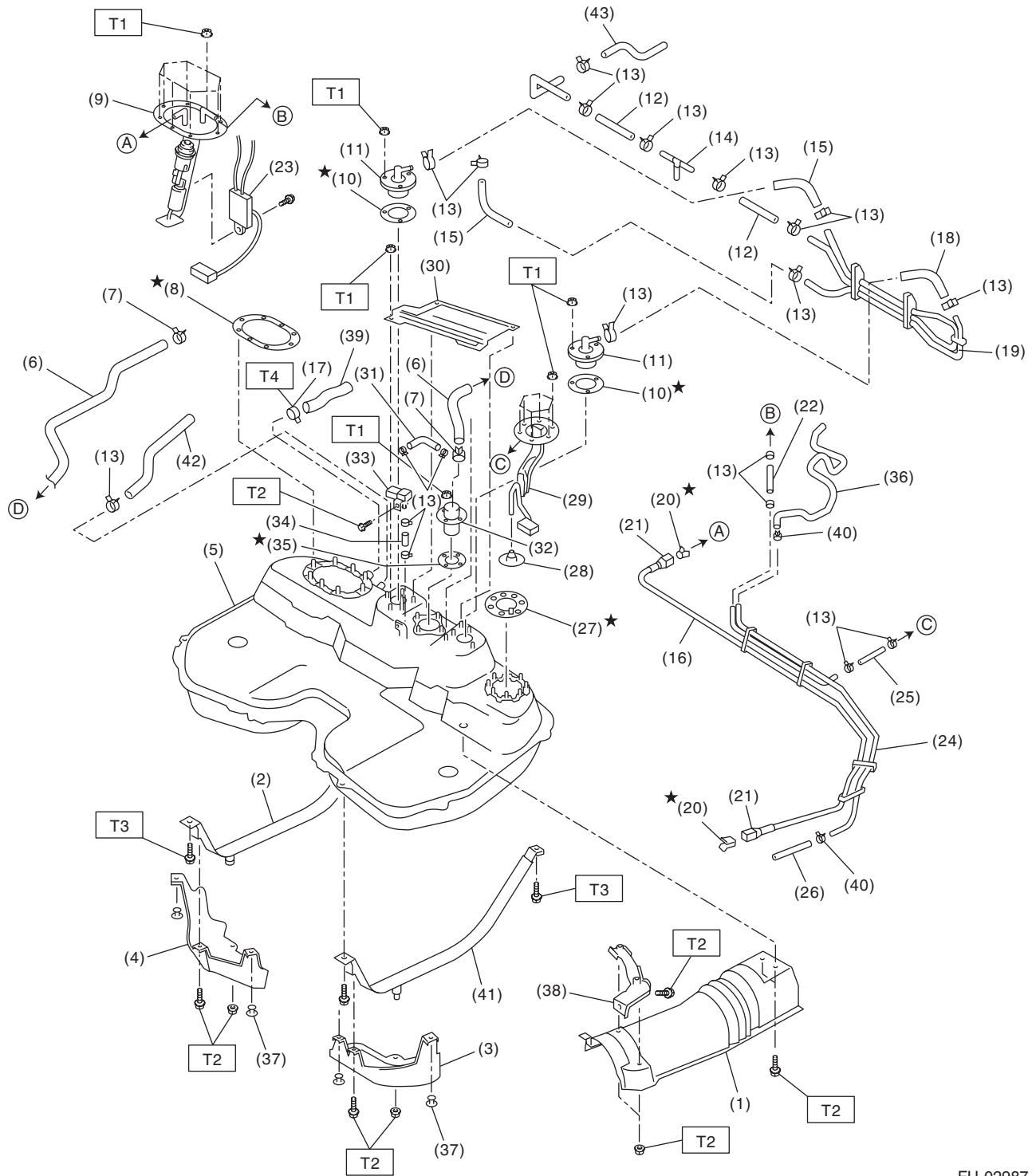
T1: 6.4 (0.65, 4.7)

T2: 24 (2.4, 17.4)

General Description

FUEL INJECTION (FUEL SYSTEMS)

4. FUEL TANK



FU-02987

General Description

FUEL INJECTION (FUEL SYSTEMS)

(1) Heat shield cover	(18) Evaporation hose C	(34) Fuel tank pressure sensor hose
(2) Fuel tank band RH	(19) Evaporation pipe ASSY	(35) Vent valve gasket
(3) Protector LH	(20) Retainer	(36) Purge hose
(4) Protector RH	(21) Quick connector	(37) Clip
(5) Fuel tank	(22) Jet pump hose A	(38) Cover bracket
(6) Canister hose A	(23) Fuel level sensor	(39) Filler hose
(7) Clamp	(24) Fuel pipe ASSY	(40) Clip
(8) Fuel pump gasket	(25) Jet pump hose B	(41) Fuel tank band LH
(9) Fuel pump ASSY	(26) Evaporation hose D	(42) Evaporation hose E
(10) Fuel cut valve gasket	(27) Fuel sub level sensor gasket	(43) Evaporation hose F
(11) Fuel cut valve	(28) Jet pump filter	
(12) Evaporation hose A	(29) Fuel sub level sensor	
(13) Clip	(30) Protect cover	
(14) Joint pipe	(31) Evaporation hose D	
(15) Evaporation hose B	(32) Vent valve	
(16) Fuel delivery tube	(33) Fuel tank pressure sensor	
(17) Clamp		

Tightening torque:N·m (kgf-m, ft-lb)

T1: 4.4 (0.45, 3.3)

T2: 7.4 (0.75, 5.4)

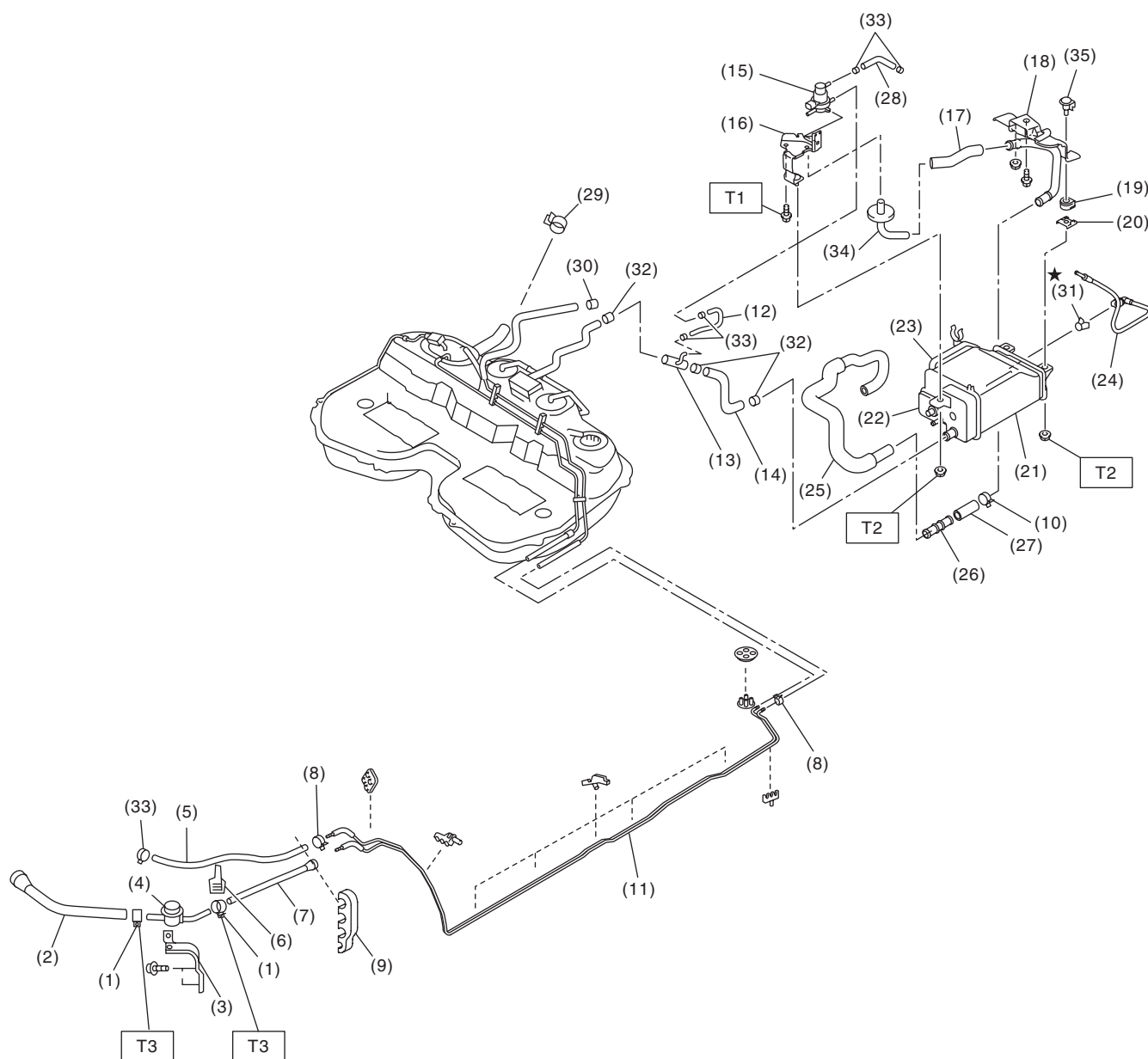
T3: 33 (3.4, 25)

T4: 1.96 (0.20, 1.45)

General Description

FUEL INJECTION (FUEL SYSTEMS)

5. FUEL LINE



FU-02988

General Description

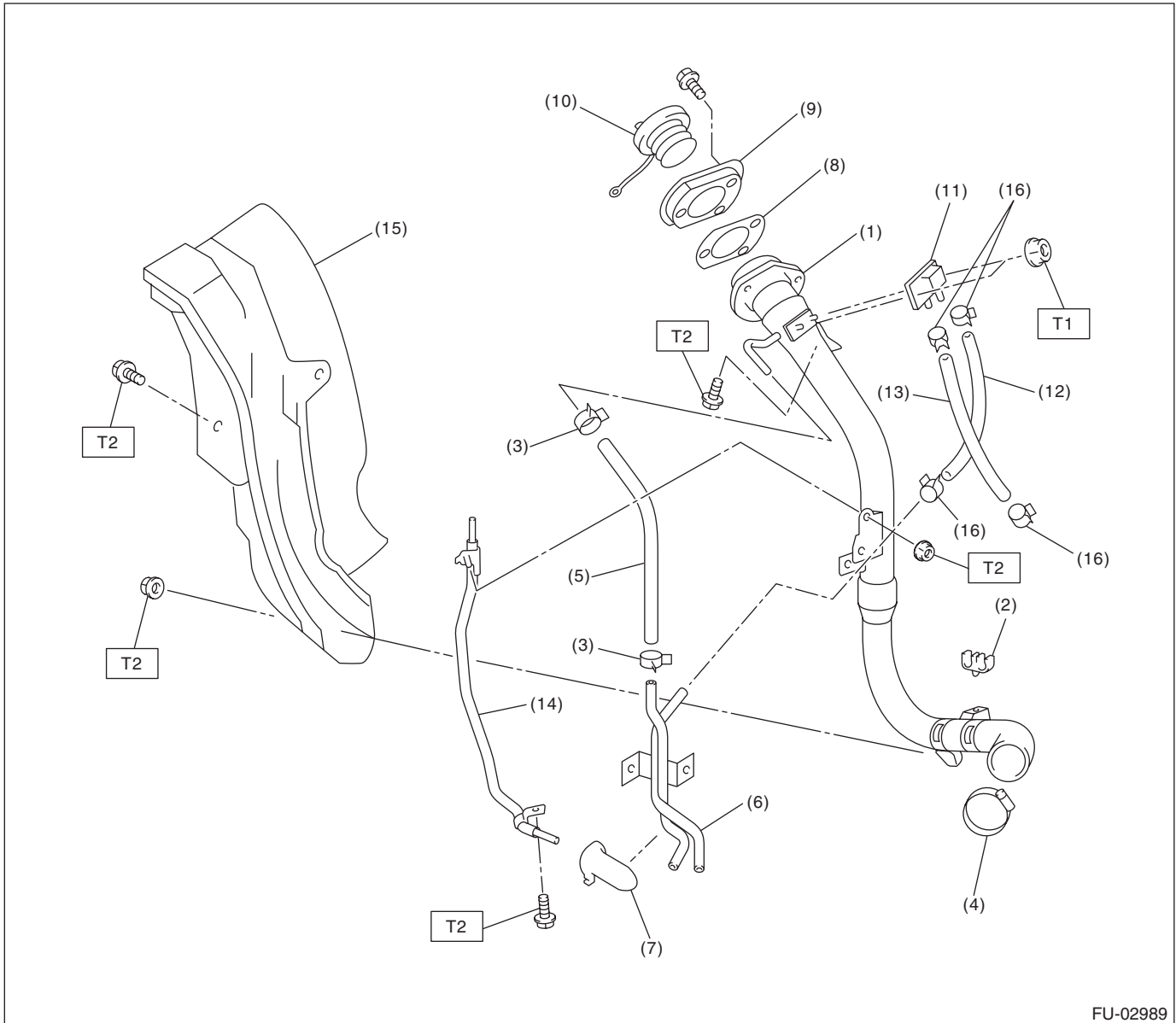
FUEL INJECTION (FUEL SYSTEMS)

(1) Clamp	(15) Pressure control solenoid valve	(28) Pressure control solenoid valve hose
(2) Fuel delivery hose A	(16) Pressure control solenoid valve bracket	(29) Clamp
(3) Fuel damper valve bracket	(17) Drain hose C	(30) Clamp
(4) Fuel damper valve	(18) Canister upper bracket	(31) Retainer
(5) Evaporation hose A	(19) Cushion rubber	(32) Clamp
(6) Clip	(20) Canister lower bracket	(33) Clamp
(7) Fuel delivery hose B	(21) Canister	(34) Drain pipe
(8) Clip	(22) Drain valve	(35) Canister bracket spacer
(9) Clip	(23) Drain filter	
(10) Clamp	(24) Pressure control solenoid valve tube	<i>Tightening torque:N·m (kgf-m, ft-lb)</i>
(11) Fuel pipe ASSY	(25) Drain hose A	<i>T1: 25 (2.5, 18.1)</i>
(12) Evaporation hose B	(26) Drain connector	<i>T2: 23 (2.3, 16.6)</i>
(13) Joint pipe	(27) Drain hose B	<i>T3: 1.25 (0.13, 0.94)</i>
(14) Canister hose A		

General Description

FUEL INJECTION (FUEL SYSTEMS)

6. FUEL FILLER PIPE



FU-02989

(1) Fuel filler pipe ASSY	(8) Filler pipe packing	(15) Fuel filler pipe protector
(2) Evaporation hose holder	(9) Filler ring	(16) Clamp
(3) Clamp	(10) Filler cap	
(4) Clamp	(11) Shut valve	
(5) Evaporation hose A	(12) Evaporation hose B	
(6) Evaporation pipe	(13) Evaporation hose C	
(7) Evaporation pipe holder	(14) Joint pipe	

Tightening torque:N·m (kgf-m, ft-lb)

T1: 4.4 (0.45, 3.3)

T2: 7.5 (0.76, 5.5)

General Description

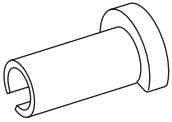
FUEL INJECTION (FUEL SYSTEMS)

C: CAUTION

- Wear appropriate work clothing, including a cap, protective goggles and protective shoes when performing any work.
- Remove contamination including dirt and corrosion before removal, installation or disassembly.
- Keep the disassembled parts in order and protect them from dust and dirt.
- Before removal, installation or disassembly, be sure to clarify the failure. Avoid unnecessary removal, installation, disassembly and replacement.
- Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.

- Be sure to tighten fasteners including bolts and nuts to the specified torque.
- Place shop jacks or rigid racks at the specified points.
- Before disconnecting connectors of sensors or units, be sure to disconnect the ground cable from the battery.
- Place “NO FIRE” signs near the working area.
- Prepare a container and cloth to prevent scattering of fuels when performing work where fuels can be spilled. If the fuel spills, wipe it off immediately to prevent from penetrating into floor or flowing out for environmental protection.
- Follow all government and local regulations concerning disposal of refuse when disposing fuel.

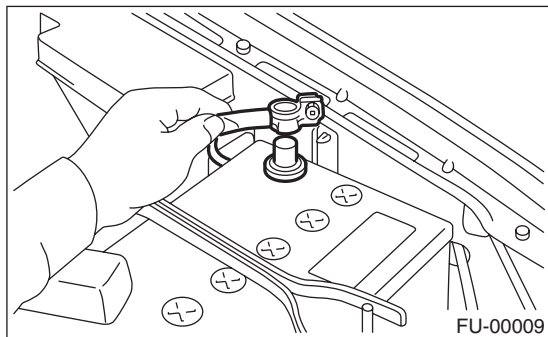
D: PREPARATION TOOL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST42099AE000	42099AE000	CONNECTOR REMOVER	Used for removing the quick connector.

2. Throttle Body

A: REMOVAL

1) Disconnect the ground cable from the battery.

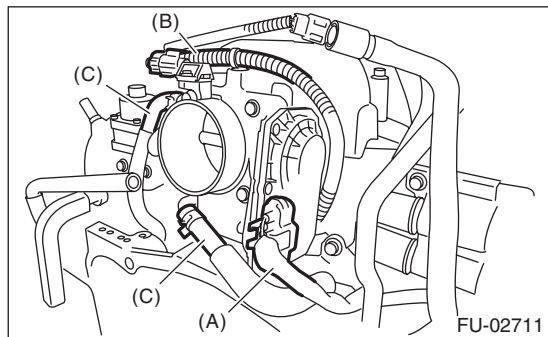


2) Remove the air intake chamber. <Ref. to IN (H4SO)-6, REMOVAL, Air Intake Chamber.>

3) Disconnect the connectors from throttle position sensor and manifold absolute pressure sensor.

4) Disconnect the engine coolant hoses from throttle body.

5) Remove the bolts which install throttle body to the intake manifold.



- (A) Throttle position sensor
- (B) Manifold absolute pressure sensor
- (C) Engine coolant hose

B: INSTALLATION

Install in the reverse order of removal.

NOTE:

Use a new gasket.

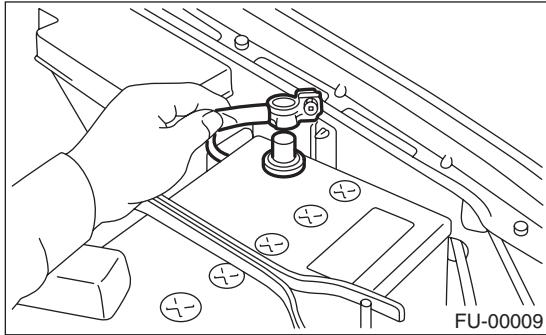
Tightening torque:

8 N·m (0.8 kgf-m, 5.8 ft-lb)

3. Intake Manifold

A: REMOVAL

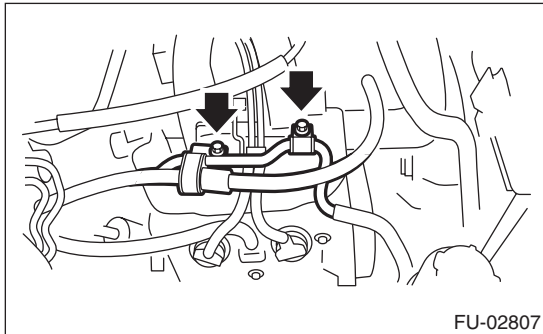
- 1) Release the fuel pressure.
<Ref. to FU(H4SO)-44, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>
- 2) Disconnect the ground cable from the battery.



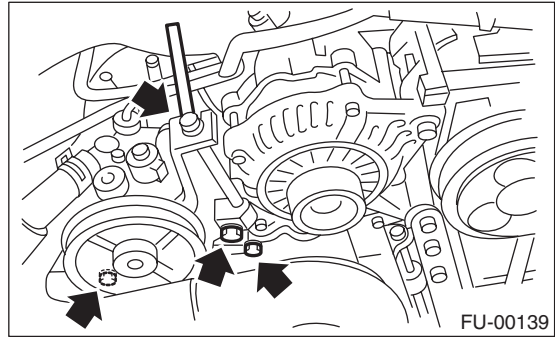
- 3) Open the fuel filler flap lid, and remove the fuel filler cap.
- 4) Remove the air intake duct, air cleaner case and air intake chamber. <Ref. to IN (H4SO)-7, REMOVAL, Air Intake Duct.> <Ref. to IN (H4SO)-5, REMOVAL, Air Cleaner Case.> <Ref. to IN (H4SO)-6, REMOVAL, Air Intake Chamber.>
- 5) Remove the generator. <Ref. to SC (H4SO)-14, REMOVAL, Generator.>
- 6) Remove the power steering pump and power steering reservoir tank.
 - (1) Remove the bolts which hold the power steering pipes onto the fuel pipe protector RH.

NOTE:

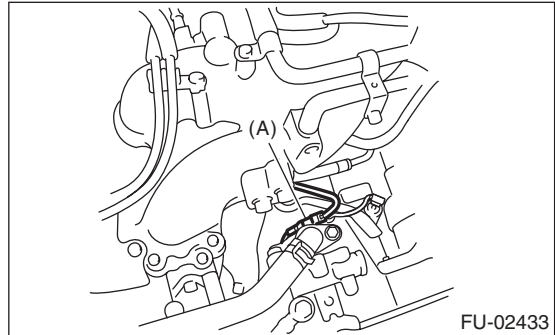
Do not disconnect the power steering hose.



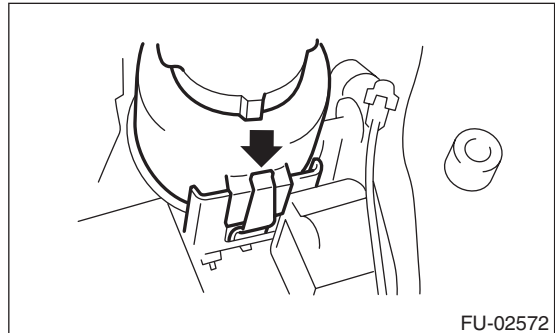
- (2) Remove the installation bolt installing the power steering pump bracket.



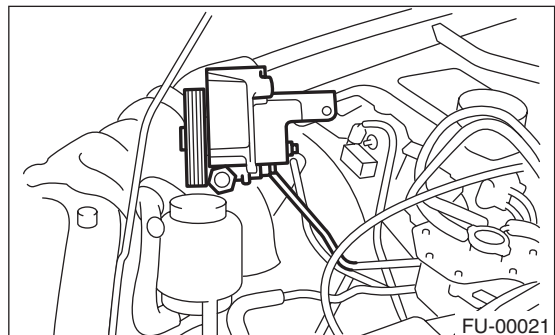
- (3) Disconnect the connector (A) from power steering pump switch.



- (4) Remove the power steering reservoir tank from the bracket by pulling it upward.



- (5) Place the power steering pump on the right side wheel apron.

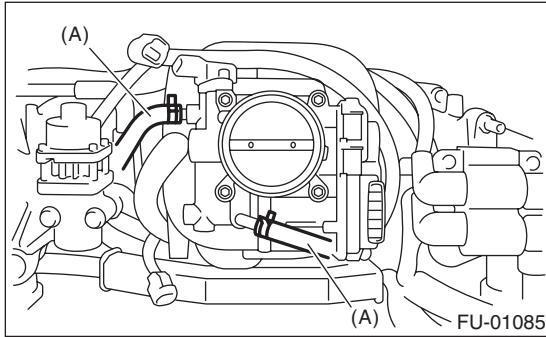


- 7) Remove the spark plug cords from the spark plugs by pulling the plug caps. (Do not pull the cord.)

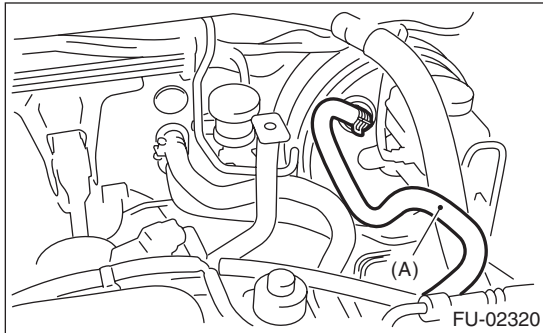
Intake Manifold

FUEL INJECTION (FUEL SYSTEMS)

8) Disconnect the engine coolant hoses (A) from throttle body.

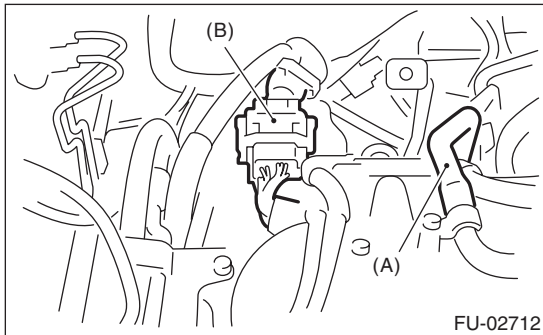


9) Disconnect the brake booster hose (A).

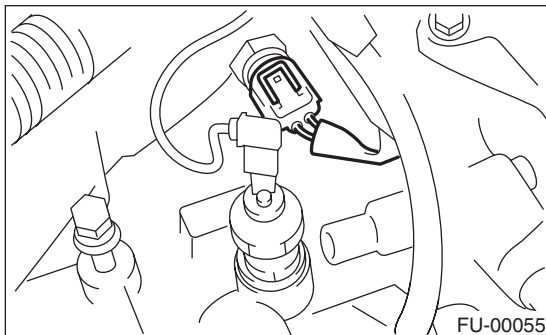


10) Disconnect the PCV hose (A) from intake manifold.

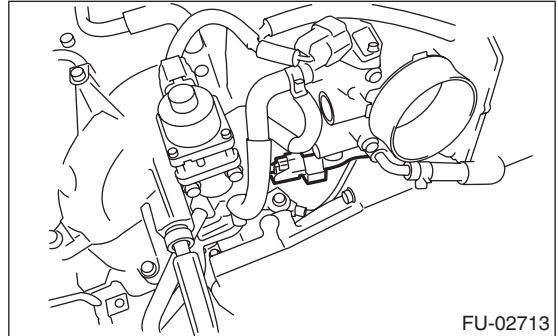
11) Disconnect the engine harness connectors (B) from bulkhead harness connectors.



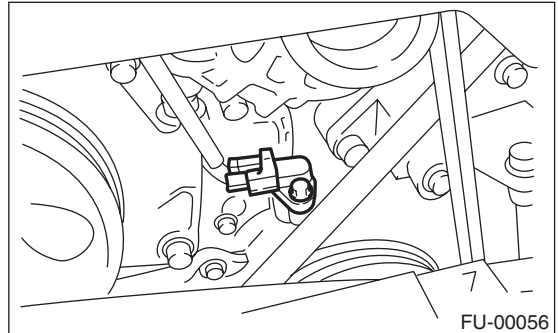
12) Disconnect the connectors from the engine coolant temperature sensor.



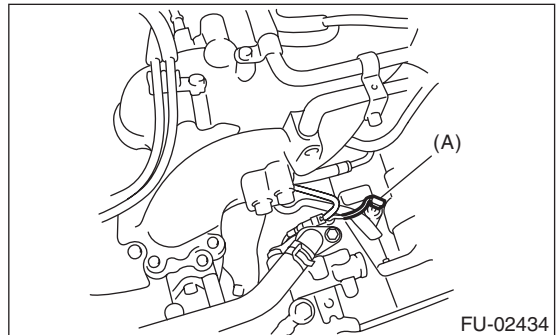
13) Disconnect the knock sensor connector.



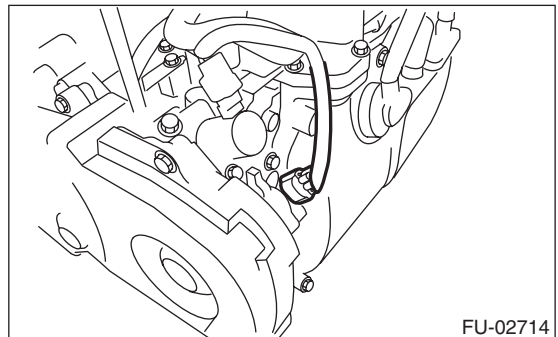
14) Disconnect the connector from crankshaft position sensor.



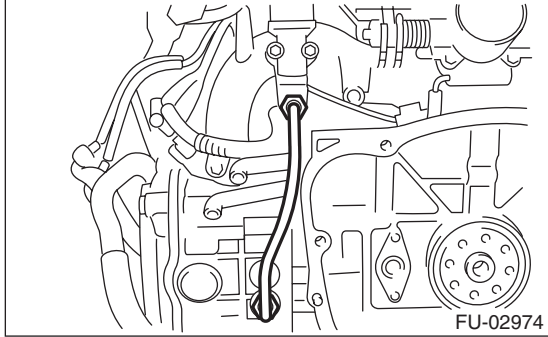
15) Disconnect the connector from the oil pressure switch (A).



16) Disconnect the connector from camshaft position sensor.



17) Remove the EGR pipe from intake manifold.



18) Disconnect the fuel hoses from fuel pipe.

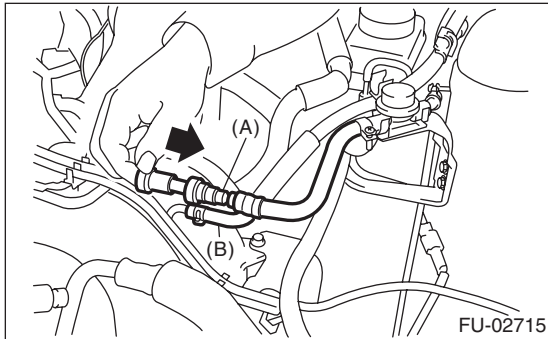
(1) Disconnect the quick connector on the fuel delivery line by pushing the ST in the direction of the arrow.

ST 42099AE000 CONNECTOR REMOVER

(2) Remove the clip and disconnect the evaporation hose from the pipe.

CAUTION:

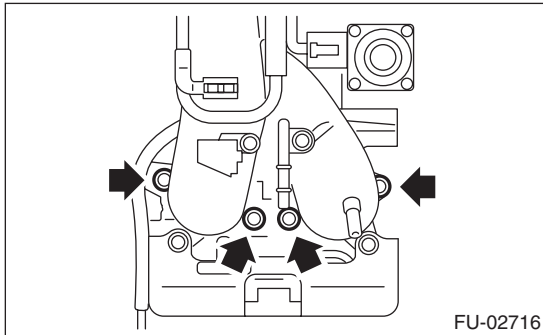
- Be careful not to spill fuel.
- Catch the fuel from hoses using a container or cloth.



(A) Fuel delivery hose

(B) Evaporation hose

19) Remove the bolts which secure intake manifold to cylinder head.



20) Remove the intake manifold.

B: INSTALLATION

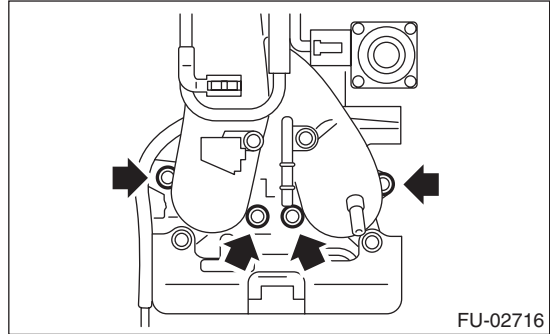
1) Install the intake manifold onto cylinder heads.

NOTE:

Use a new gasket.

Tightening torque:

25 N·m (2.5 kgf-m, 18.1 ft-lb)



2) Connect the fuel hose and evaporation hose to the fuel pipe.

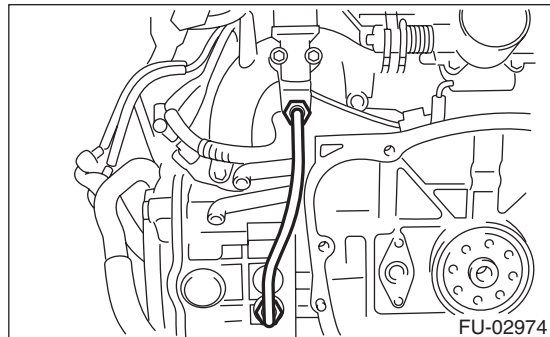
NOTE:

If fuel hoses are damaged, replace them with new parts.

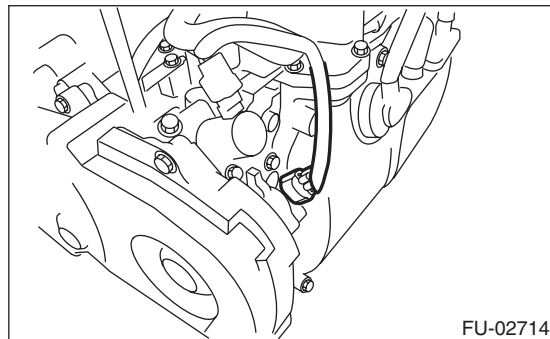
3) Install the EGR pipe to intake manifold.

Tightening torque:

34 N·m (3.4 kgf-m, 24.6 ft-lb)



4) Connect the connectors to camshaft position sensor.

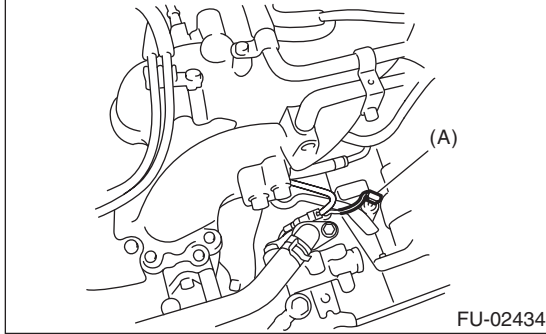


5) Connect the connector to the power steering pump switch.

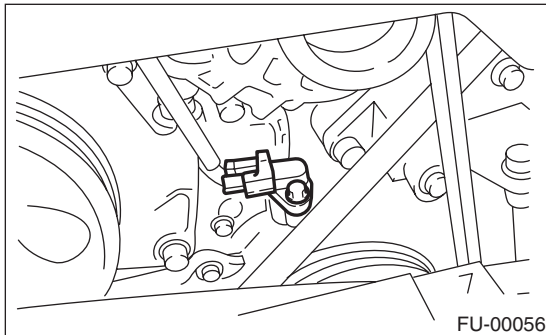
Intake Manifold

FUEL INJECTION (FUEL SYSTEMS)

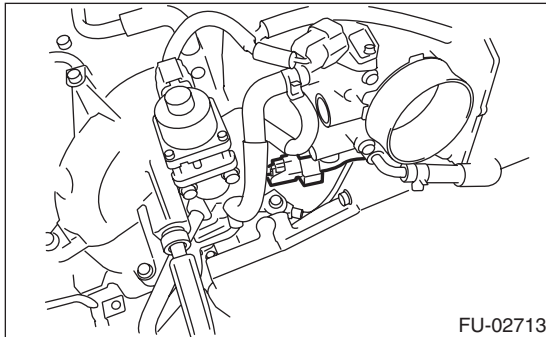
6) Connect the connector to oil pressure switch (A).



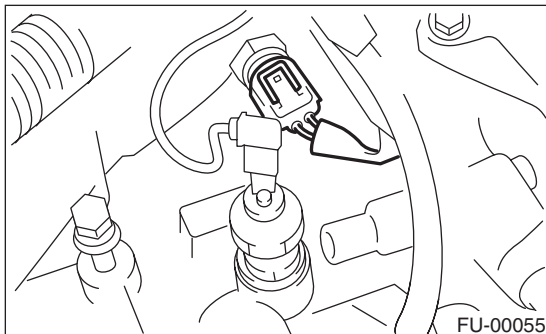
7) Connect the connector to crankshaft position sensor.



8) Connect the knock sensor connector.

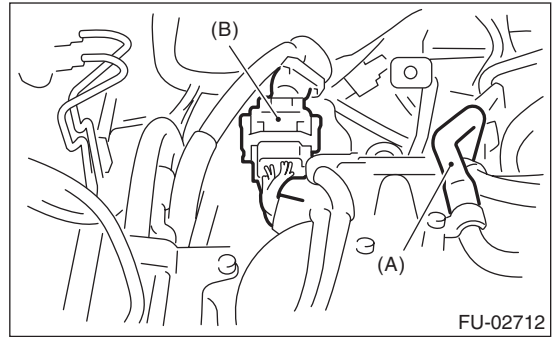


9) Connect the connector to engine coolant temperature sensor.

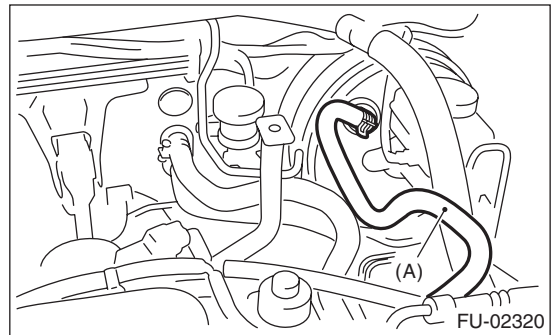


10) Connect the PCV hose (A) to intake manifold.

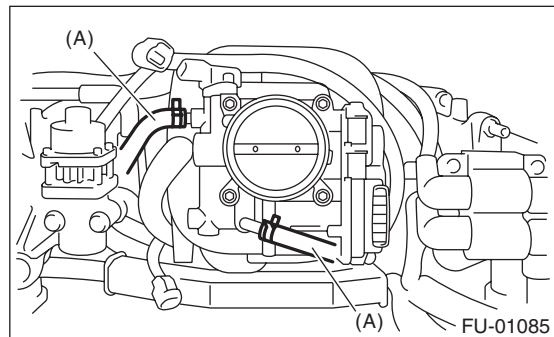
11) Connect the engine harness connectors (B) to bulkhead harness connectors.



12) Connect the brake booster hose (A).



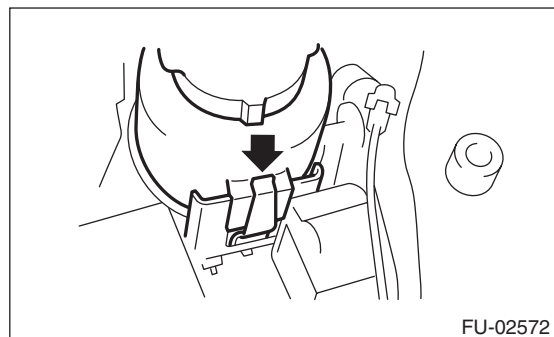
13) Connect the engine coolant hoses (A) to throttle body.



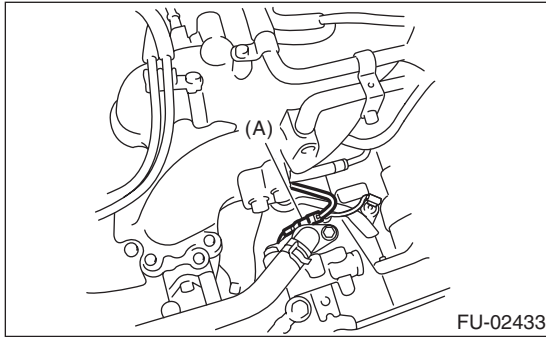
14) Connect the spark plug cords to spark plugs.

15) Install the power steering pump and power steering reservoir tank.

(1) Install the power steering reservoir tank to the bracket.



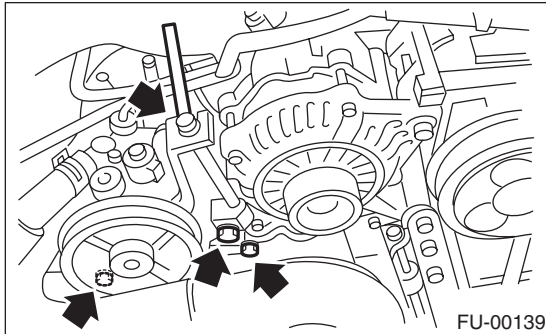
- (2) Connect the power steering pump switch to the connector (A).



- (3) Install the installation bolt of the power steering pump bracket.

Tightening torque:

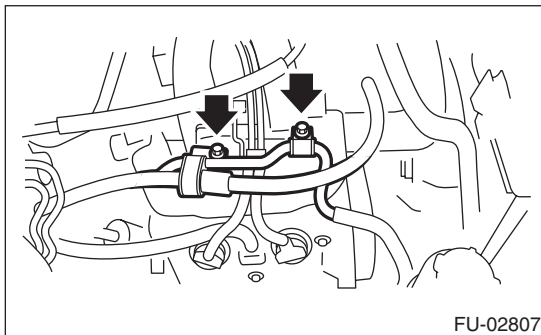
22 N·m (2.2 kgf-m, 15.9 ft-lb)



- (4) Install the power steering pipes onto the fuel pipe protector RH.

Tightening torque:

13 N·m (1.3 kgf-m, 9.4 ft-lb)

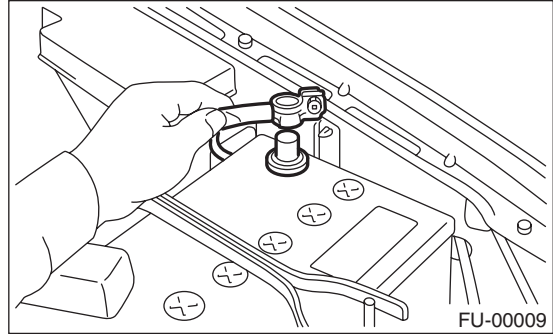


- 16) Install the generator. <Ref. to SC (H4SO)-14, INSTALLATION, Generator.>

- 17) Install the air intake duct, air cleaner case and air intake chamber. <Ref. to IN (H4SO)-7, INSTALLATION, Air Intake Duct.> <Ref. to IN (H4SO)-5, INSTALLATION, Air Cleaner Case.> <Ref. to IN (H4SO)-6, INSTALLATION, Air Intake Chamber.>

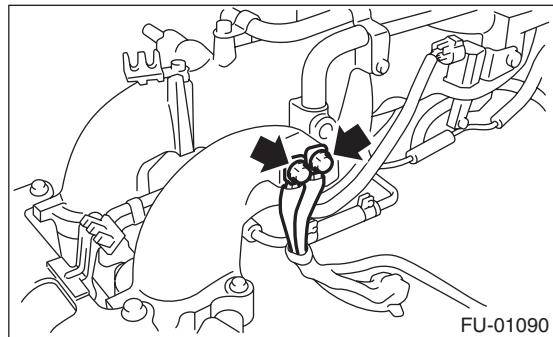
- 18) Connect the connector to fuel pump relay.

- 19) Connect the ground cable to the battery.



C: DISASSEMBLY

- 1) Disconnect the engine ground terminal from intake manifold.

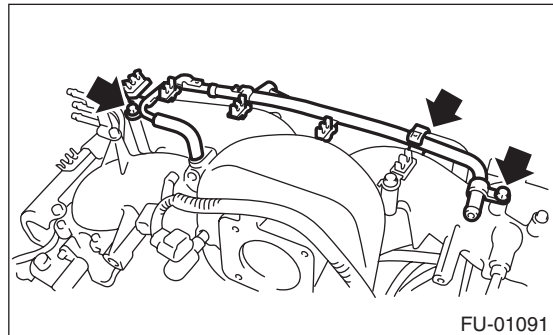


- 2) Remove the ignition coil and ignitor assembly. <Ref. to IG(H4SO)-6, REMOVAL, Ignition Coil and Ignitor Assembly.>

- 3) Remove the throttle body. <Ref. to FU(H4SO)-12, REMOVAL, Throttle Body.>

- 4) Remove the EGR valve. <Ref. to FU(H4SO)-29, REMOVAL, EGR Valve.>

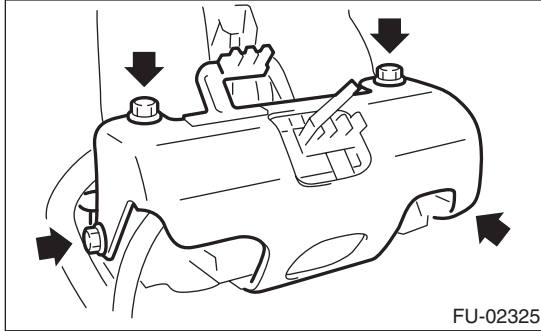
- 5) Remove the PCV pipe.



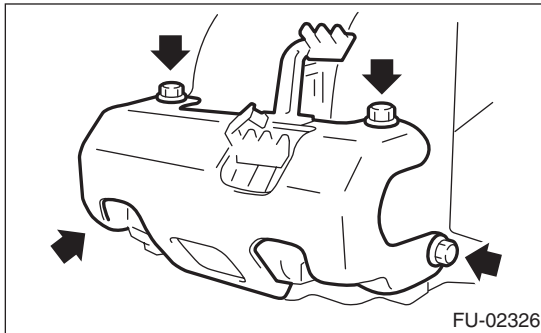
Intake Manifold

FUEL INJECTION (FUEL SYSTEMS)

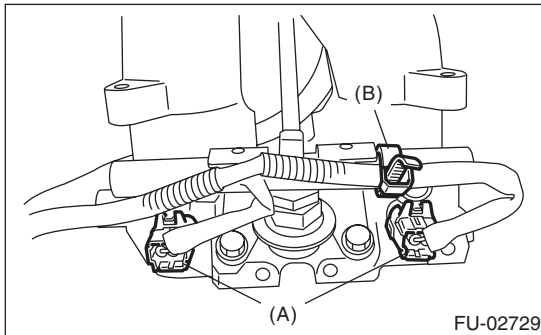
6) Remove the fuel pipe protector LH.



7) Remove the fuel pipe protector RH.

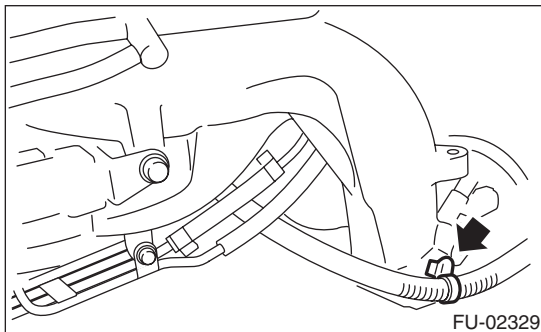


8) Disconnect the connectors (A) from fuel injector.
9) Remove the harness band (B) which holds the engine harness to injector pipe.

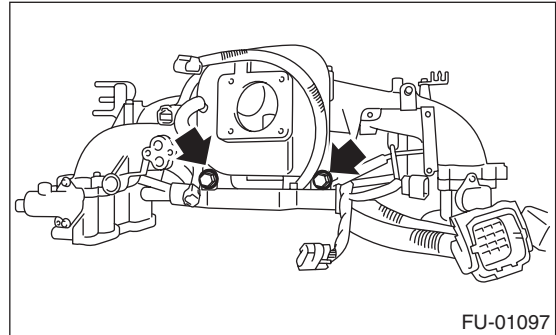


10) Remove the purge control solenoid valve.
<Ref. to EC(H4SO)-7, REMOVAL, Purge Control Solenoid Valve.>

11) Remove the harness band clips which install the engine harness.



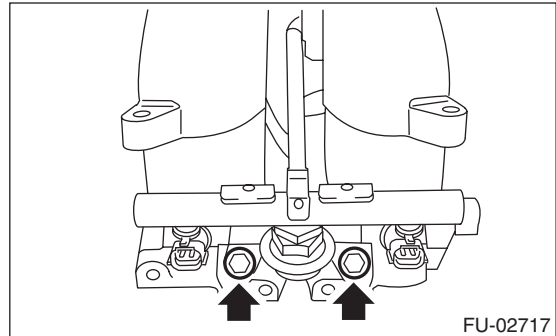
12) Remove the bolts which hold engine harness to intake manifold.



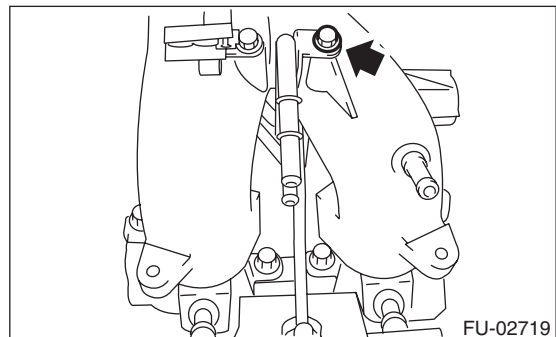
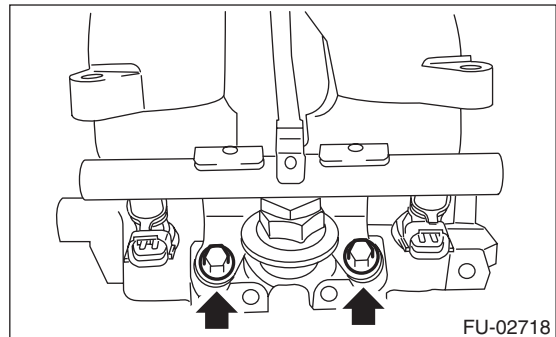
13) Remove the engine harness from intake manifold.

14) Remove the bolts which install injector pipe on the intake manifold as shown in the figure.

• RH side

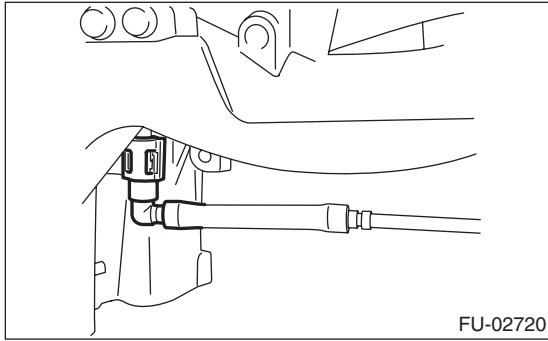


• LH side

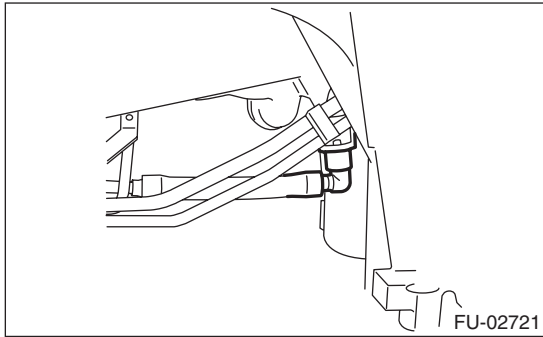


15) Remove the fuel injectors from injector pipe.

- 16) Disconnect the quick connector that fastens the fuel injector pipe RH to the fuel pipe.

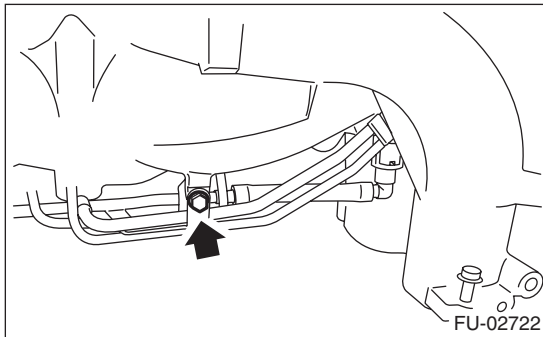


- 17) Disconnect the quick connector that fastens the fuel injector pipe LH to the fuel pipe.



- 18) Remove the fuel injector pipe RH and LH.

- 19) Remove the bolts which install fuel pipes on intake manifold.



- 20) Remove the fuel pipe from intake manifold.

D: ASSEMBLY

NOTE:

When assembling the nipple, apply liquid gasket.

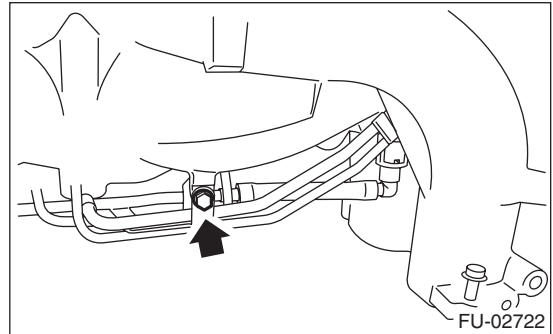
Liquid gasket:

THREE BOND 1105 (Part No. 004403010)

- 1) Tighten the bolts which install fuel pipes on intake manifold.

Tightening torque:

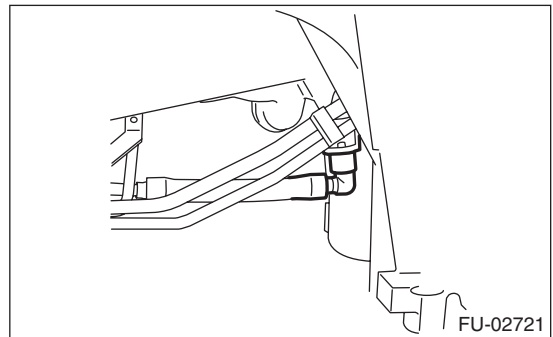
6.4 N·m (0.65 kgf-m, 4.7 ft-lb)



- 2) Connect the fuel injector pipe LH to the fuel pipe.

NOTE:

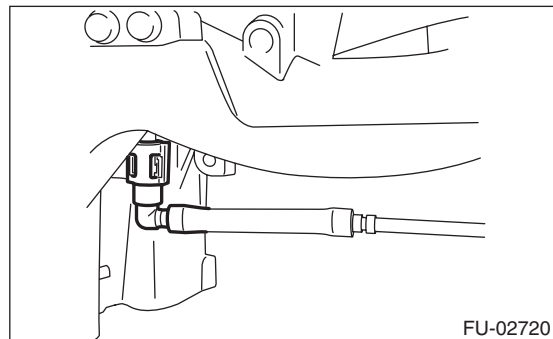
Connect the quick connector securely.



- 3) Connect the fuel injector pipe RH to the fuel pipe.

NOTE:

Connect the quick connector securely.



- 4) Install the fuel injector.

Intake Manifold

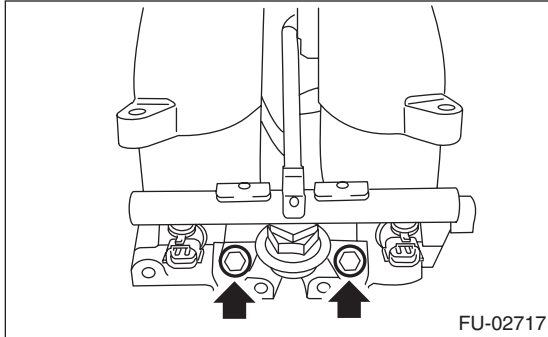
FUEL INJECTION (FUEL SYSTEMS)

5) Tighten the bolts which install injector pipe on intake manifold.

- RH side

Tightening torque:

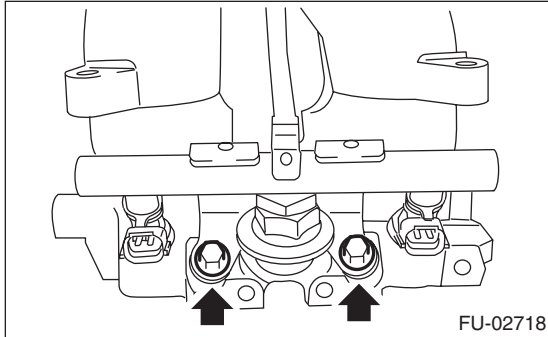
19 N·m (1.9 kgf-m, 14.0 ft-lb)



- LH side

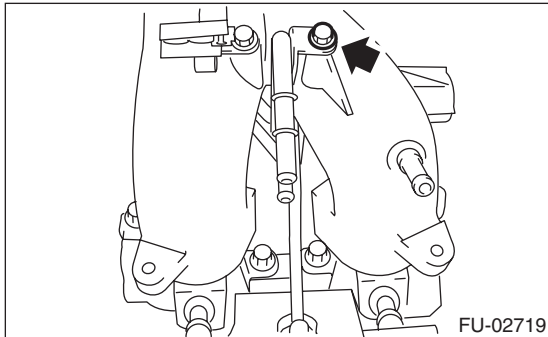
Tightening torque:

19 N·m (1.9 kgf-m, 14.0 ft-lb)



Tightening torque:

6.4 N·m (0.65 kgf-m, 4.7 ft-lb)

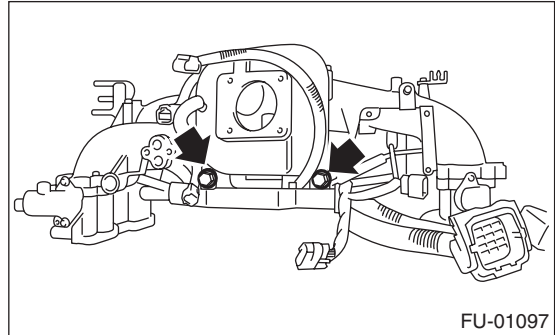


6) Install the engine harness onto intake manifold.

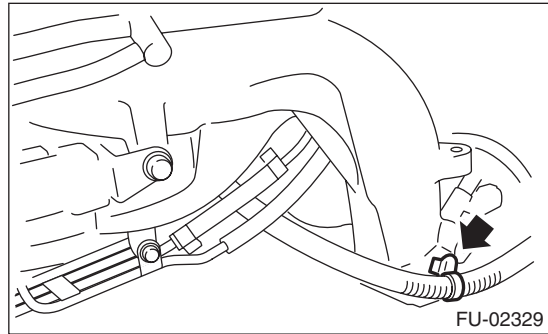
7) Tighten the bolts which install engine harness on intake manifold.

Tightening torque:

19 N·m (1.9 kgf-m, 14.0 ft-lb)



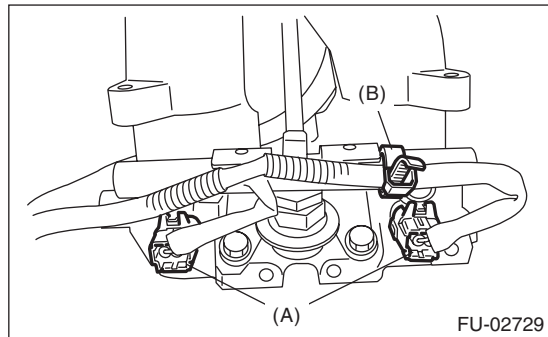
8) Hold the engine harness using the harness band clips.



9) Install the purge control solenoid valve. <Ref. to EC(H4SO)-7, INSTALLATION, Purge Control Solenoid Valve.>

10) Connect the connectors (A) to fuel injector.

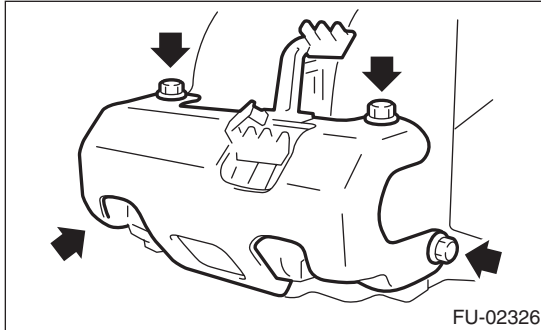
11) Hold the engine harness to injector pipe by harness band (B).



12) Install the fuel pipe protector RH.

Tightening torque:

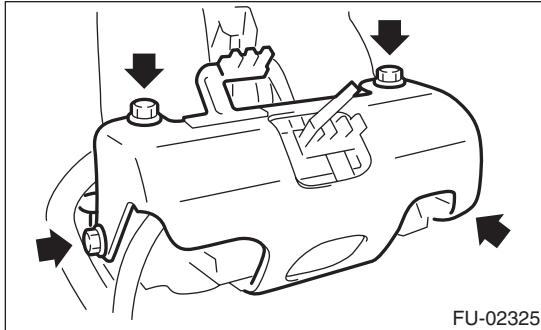
19 N·m (1.9 kgf-m, 14.0 ft-lb)



13) Install the fuel pipe protector LH.

Tightening torque:

19 N·m (1.9 kgf-m, 14.0 ft-lb)

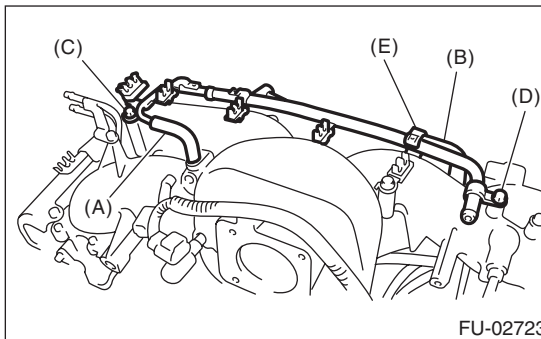


14) Install the PCV pipe.

- (1) Connect the hose (A) and (B) to intake manifold.
- (2) Tighten the bolts (C) through (E) in alphabetical sequence.

Tightening torque:

6.4 N·m (0.65 kgf-m, 4.7 ft-lb)



15) Install the EGR valve. <Ref. to FU(H4SO)-29, INSTALLATION, EGR Valve.>

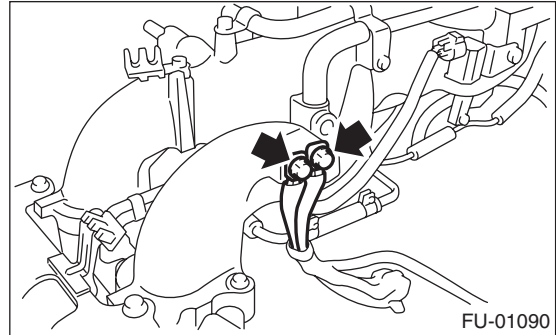
16) Install the throttle body to the intake manifold. <Ref. to FU(H4SO)-12, INSTALLATION, Throttle Body.>

17) Install the ignition coil and ignitor assembly. <Ref. to IG(H4SO)-6, INSTALLATION, Ignition Coil and Ignitor Assembly.>

18) Install the engine ground terminal to intake manifold.

Tightening torque:

19 N·m (1.9 kgf-m, 14.0 ft-lb)



E: INSPECTION

Make sure the fuel pipe and fuel hoses are not damaged and the connections are tightened firmly.

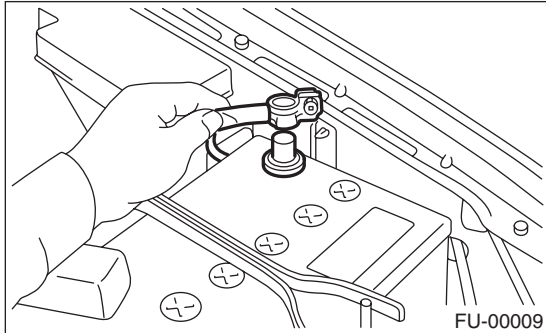
Engine Coolant Temperature Sensor

FUEL INJECTION (FUEL SYSTEMS)

4. Engine Coolant Temperature Sensor

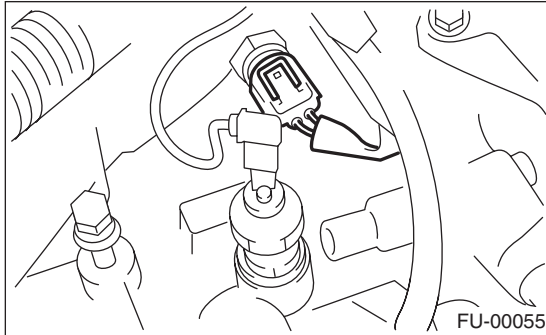
A: REMOVAL

1) Disconnect the ground cable from the battery.



2) Remove the generator. <Ref. to SC (H4SO)-14, REMOVAL, Generator.>

3) Disconnect the connectors from the engine coolant temperature sensor.



4) Remove the engine coolant temperature sensor.

B: INSTALLATION

Install in the reverse order of removal.

NOTE:

Use a new gasket.

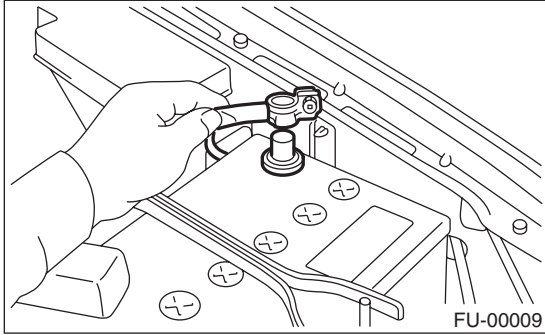
Tightening torque:

18 N·m (1.8 kgf-m, 13.0 ft-lb)

5. Crankshaft Position Sensor

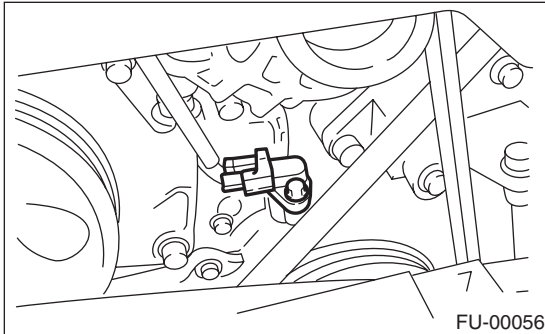
A: REMOVAL

- 1) Disconnect the ground cable from the battery.

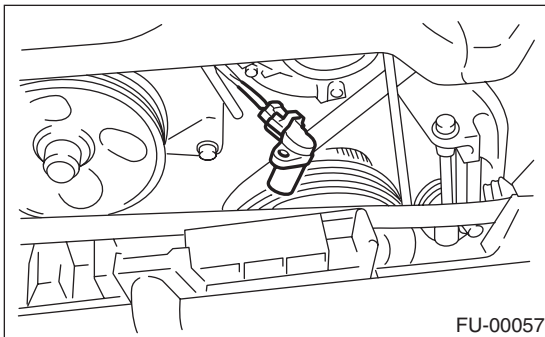


- 2) Remove the generator. <Ref. to SC (H4SO)-14, REMOVAL, Generator.>

- 3) Remove the bolt which installs crankshaft position sensor to cylinder block.



- 4) Remove the crankshaft position sensor, and then disconnect the connector from it.

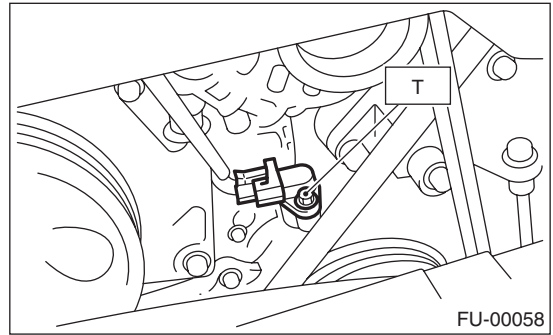


B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:

T: 6.4 N·m (0.65 kgf-m, 4.7 ft-lb)



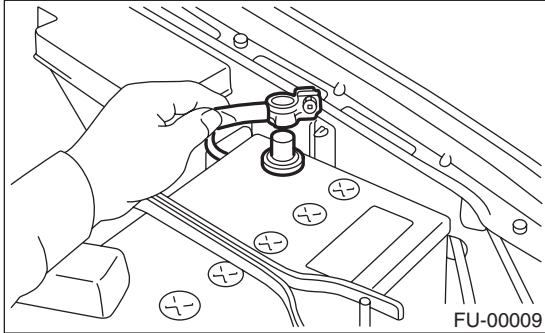
Camshaft Position Sensor

FUEL INJECTION (FUEL SYSTEMS)

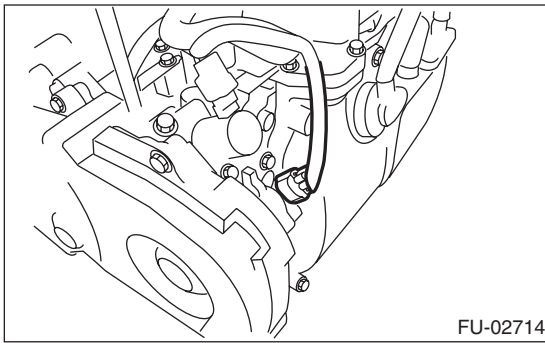
6. Camshaft Position Sensor

A: REMOVAL

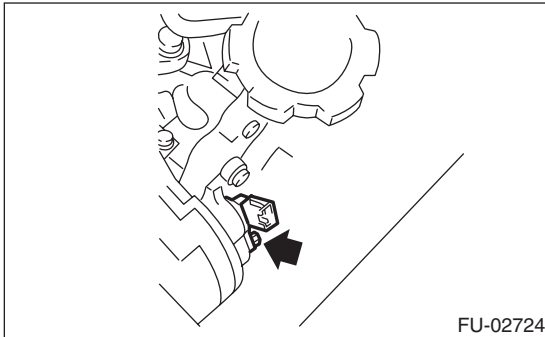
1) Disconnect the ground cable from the battery.



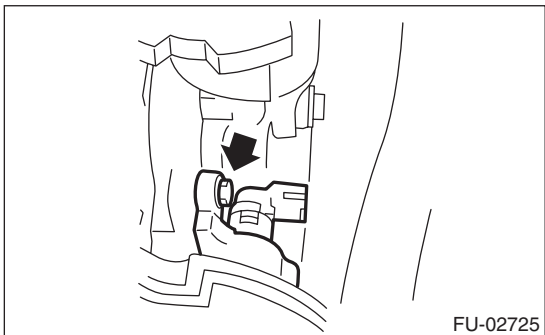
2) Disconnect the connector from camshaft position sensor.



3) Remove the bolt which installs camshaft position sensor to support.

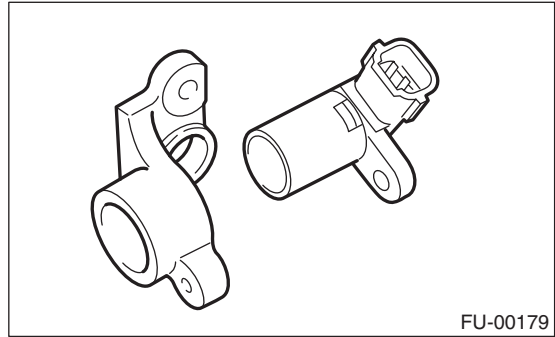


4) Remove the bolt which installs camshaft position sensor support to camshaft cap LH.



5) Remove the camshaft position sensor and the support as a unit.

6) Remove the camshaft position sensor from the support.



B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:

Camshaft position sensor support

6.4 N·m (0.65 kgf-m, 4.7 ft-lb)

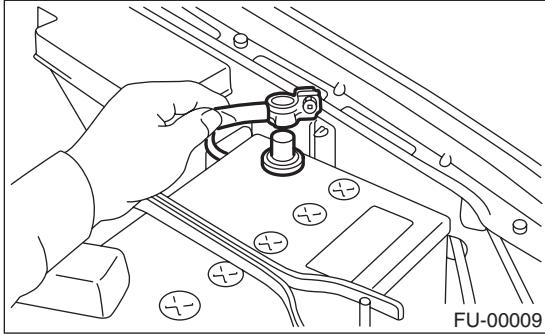
Camshaft position sensor

6.4 N·m (0.65 kgf-m, 4.7 ft-lb)

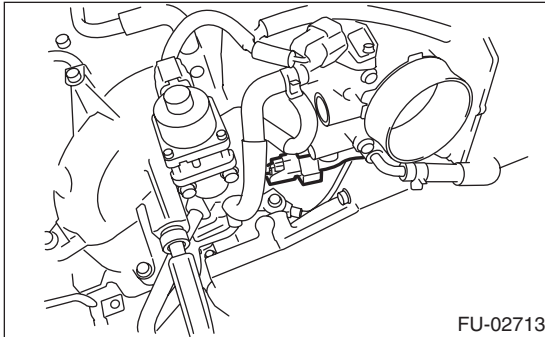
7. Knock Sensor

A: REMOVAL

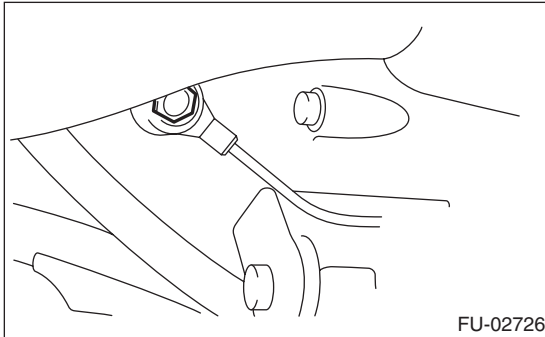
- 1) Disconnect the ground cable from the battery.



- 2) Remove the air intake chamber. <Ref. to IN (H4SO)-6, REMOVAL, Air Intake Chamber.>
- 3) Disconnect the knock sensor connector.



- 4) Remove the knock sensor from cylinder block.



B: INSTALLATION

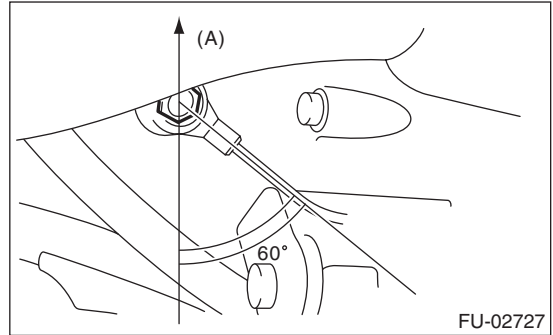
- 1) Install the knock sensor to cylinder block.

NOTE:

Extraction area of knock sensor cord must be positioned at a 60° angle relative to the engine rear.

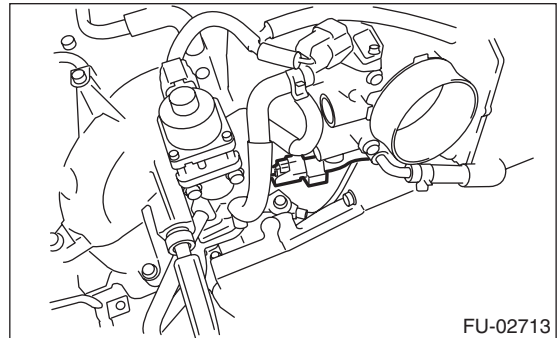
Tightening torque:

24 N·m (2.4 kgf-m, 17.4 ft-lb)

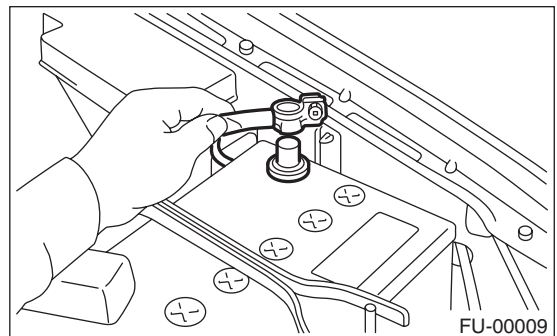


(A) Front side

- 2) Connect the knock sensor connector.



- 3) Install the air intake chamber. <Ref. to IN (H4SO)-6, INSTALLATION, Air Intake Chamber.>
- 4) Connect the ground cable to the battery.



8. Throttle Position Sensor

A: SPECIFICATION

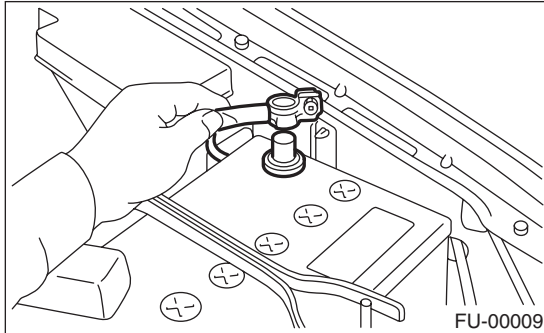
Throttle body is a non-disassembled part, so do not remove the throttle position sensor from throttle body.

Refer to “Throttle Body” for removal and installation procedures. <Ref. to FU(H4SO)-12, REMOVAL, Throttle Body.> <Ref. to FU(H4SO)-12, INSTALLATION, Throttle Body.>

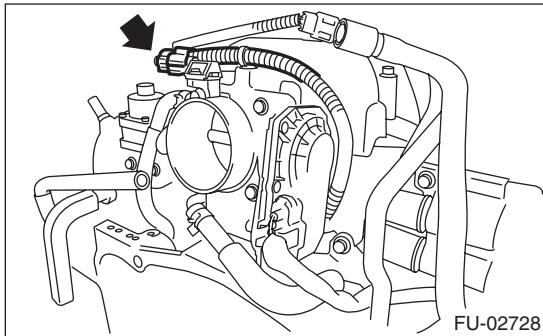
9. Manifold Absolute Pressure Sensor

A: REMOVAL

- 1) Disconnect the ground cable from the battery.



- 2) Disconnect the connector from manifold absolute pressure sensor.



- 3) Remove the manifold absolute pressure sensor from throttle body.

B: INSTALLATION

Install in the reverse order of removal.

NOTE:

Use new O-rings.

Tightening torque:

2.0 N·m (0.20 kgf-m, 1.5 ft-lb)

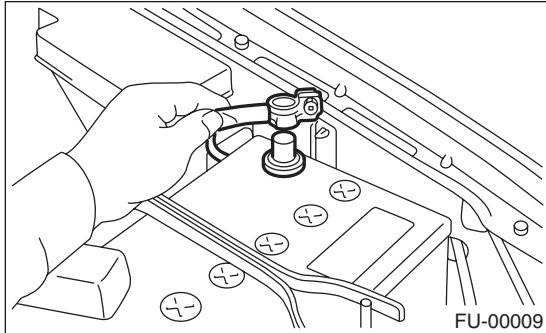
Mass Air Flow and Intake Air Temperature Sensor

FUEL INJECTION (FUEL SYSTEMS)

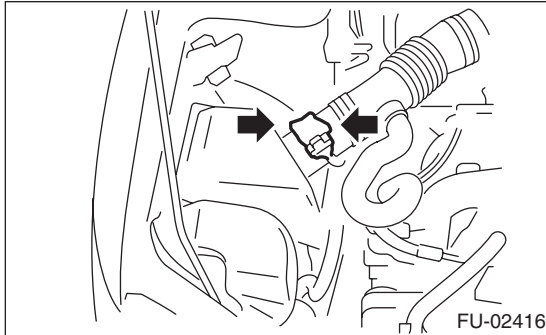
10. Mass Air Flow and Intake Air Temperature Sensor

A: REMOVAL

- 1) Disconnect the ground cable from the battery.



- 2) Disconnect the connector from the mass air flow and intake air temperature sensor.
- 3) Remove the mass air flow and intake air temperature sensor.



B: INSTALLATION

Install in the reverse order of removal.

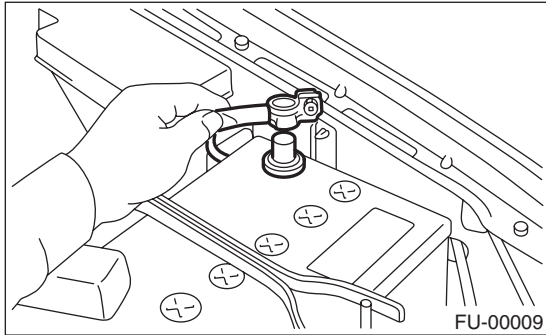
Tightening torque:

1.0 N·m (0.10 kgf-m, 0.74 ft-lb)

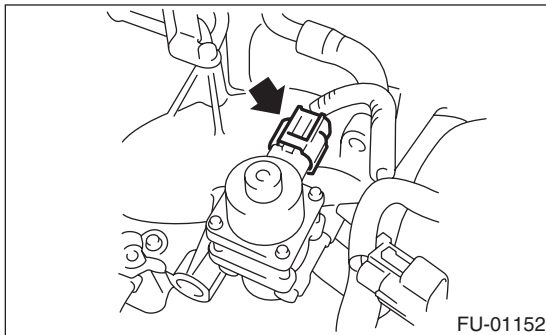
11.EGR Valve

A: REMOVAL

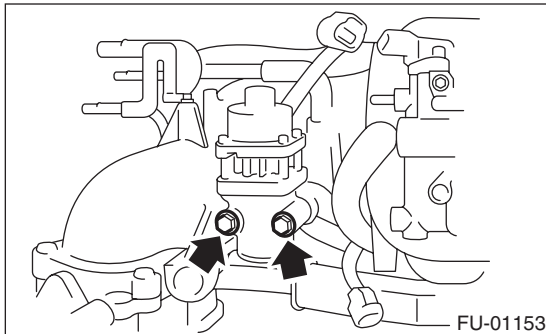
- 1) Disconnect the ground cable from the battery.



- 2) Disconnect the connector from EGR valve.



- 3) Remove the EGR valve from intake manifold.



B: INSTALLATION

Install in the reverse order of removal.

NOTE:

Use a new gasket.

Tightening torque:

19 N·m (1.9 kgf-m, 14.0 ft-lb)

12. Fuel Injector

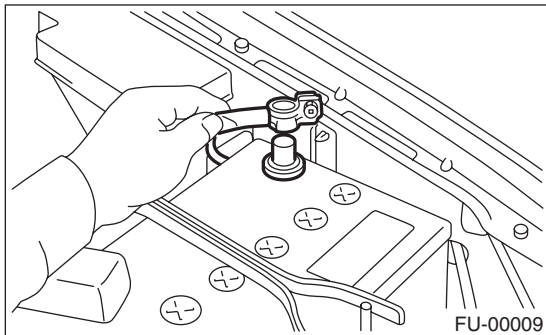
A: REMOVAL

1. RH SIDE

1) Release the fuel pressure.

<Ref. to FU(H4SO)-44, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>

2) Disconnect the ground cable from the battery.



3) Open the fuel filler flap lid, and remove the fuel filler cap.

4) Remove the air intake duct and air cleaner case.

<Ref. to IN (H4SO)-7, REMOVAL, Air Intake Duct.>

<Ref. to IN (H4SO)-5, REMOVAL, Air Cleaner Case.>

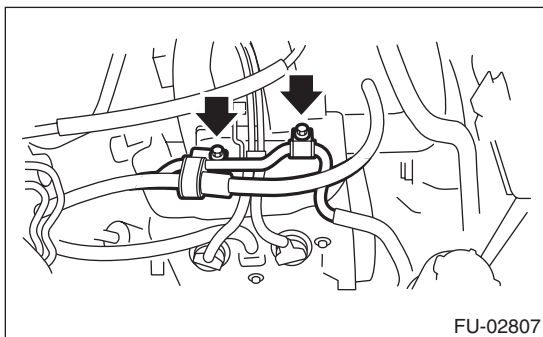
5) Remove the power steering pump and power steering reservoir tank.

(1) Remove the front side V-belt. <Ref. to ME(H4SO)-40, REMOVAL, V-belt.>

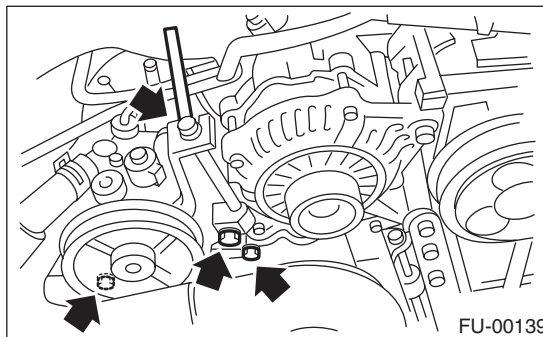
(2) Remove the bolts which hold the power steering pipes onto the intake manifold protector RH.

NOTE:

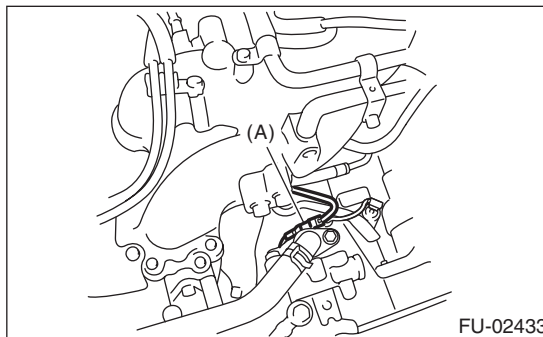
Do not disconnect the power steering hose.



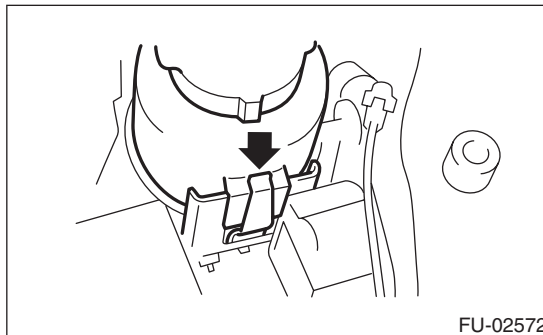
(3) Remove the bolts which install the power steering pump to the bracket.



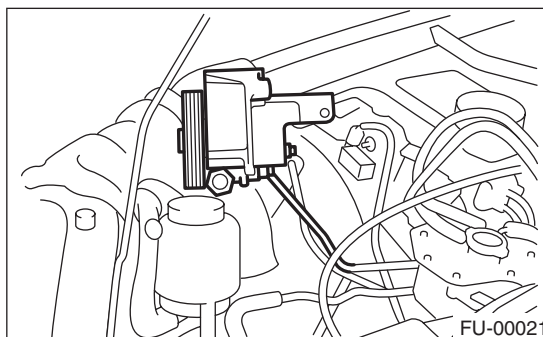
(4) Disconnect the connector from power steering pump switch (A).



(5) Remove the power steering reservoir tank from the bracket by pulling it upward.



(6) Place the power steering pump and tank on the right side wheel apron.

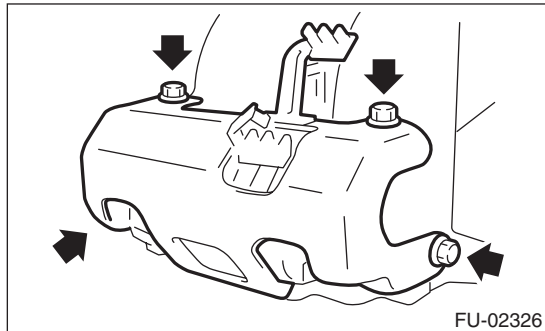


6) Remove the spark plug cords from spark plugs (#1 and #3 cylinders).

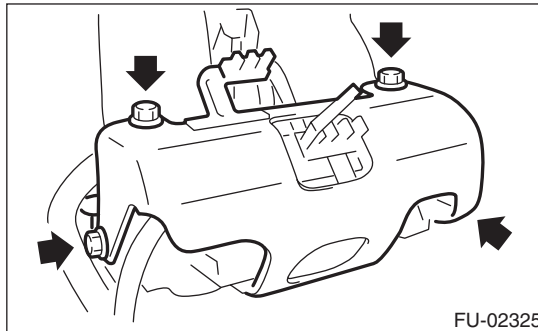
Fuel Injector

FUEL INJECTION (FUEL SYSTEMS)

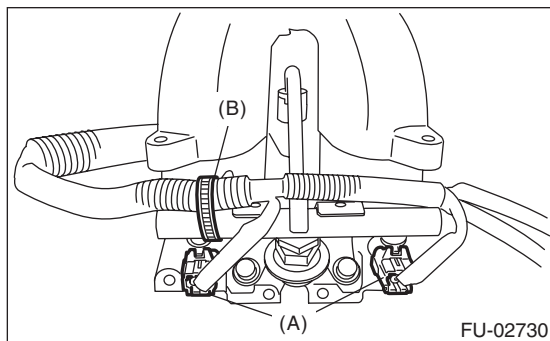
7) Remove the fuel pipe protector RH.



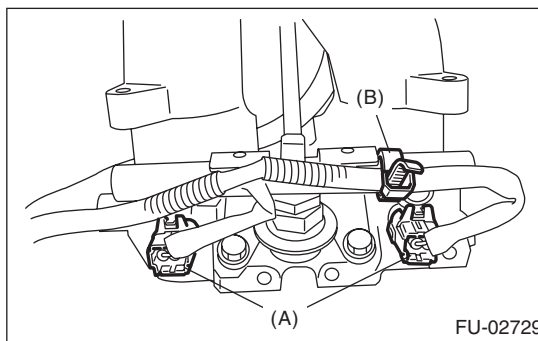
5) Remove the fuel pipe protector LH.



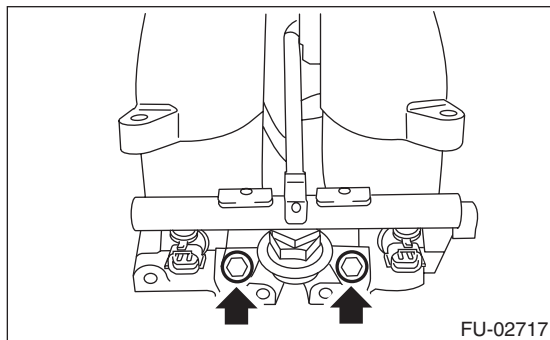
8) Disconnect the connectors (A) from fuel injector.
9) Remove the harness band (B) which holds the engine harness to injector pipe.



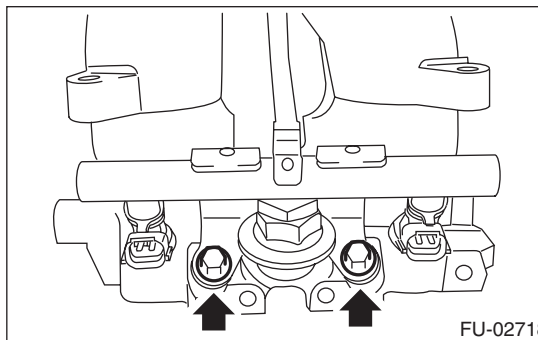
6) Disconnect the connectors (A) from fuel injector.
7) Remove the harness band (B) which holds the engine harness to injector pipe.



10) Remove the bolt which holds fuel injector pipe onto intake manifold.



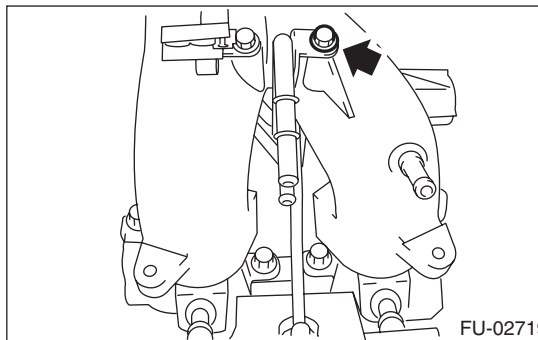
8) Remove the bolt which holds fuel injector pipe onto intake manifold.



11) Remove the fuel injector while lifting up the fuel injector pipe.

2. LH SIDE

- 1) Release the fuel pressure.
<Ref. to FU(H4SO)-44, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>
- 2) Remove the battery. <Ref. to SC (H4SO)-20, REMOVAL, Battery.>
- 3) Open the fuel filler flap lid, and remove the fuel filler cap.
- 4) Remove the spark plug cords from spark plugs (#2 and #4 cylinders).



9) Remove the fuel injector while lifting up the fuel injector pipe.

Fuel Injector

FUEL INJECTION (FUEL SYSTEMS)

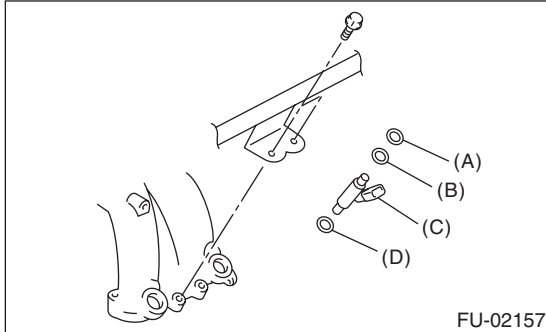
B: INSTALLATION

1. RH SIDE

Install in the reverse order of removal.

NOTE:

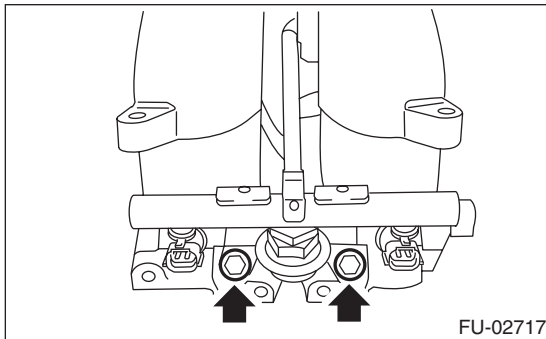
Use new O-rings.



- (A) O-ring
- (B) O-ring
- (C) Fuel injector
- (D) O-ring

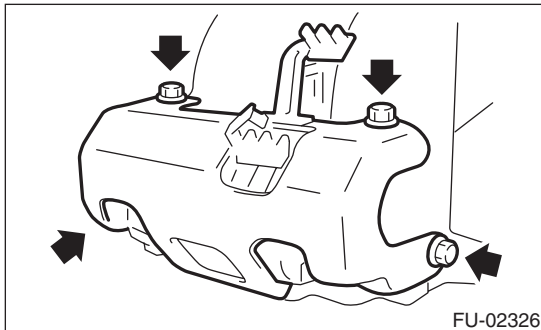
Tightening torque:

19 N·m (1.9 kgf-m, 14.0 ft-lb)



Tightening torque:

19 N·m (1.9 kgf-m, 14.0 ft-lb)

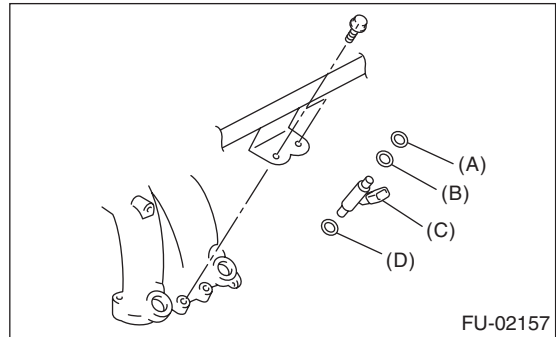


2. LH SIDE

Install in the reverse order of removal.

NOTE:

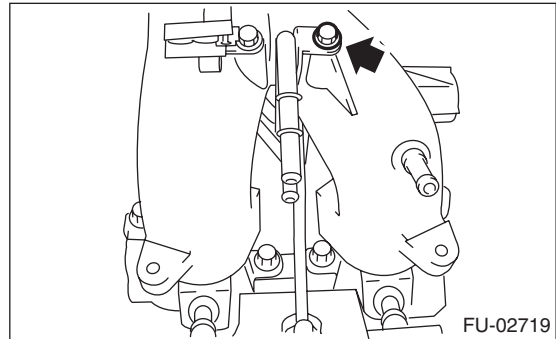
Use new O-rings.



- (A) O-ring
- (B) O-ring
- (C) Fuel injector
- (D) O-ring

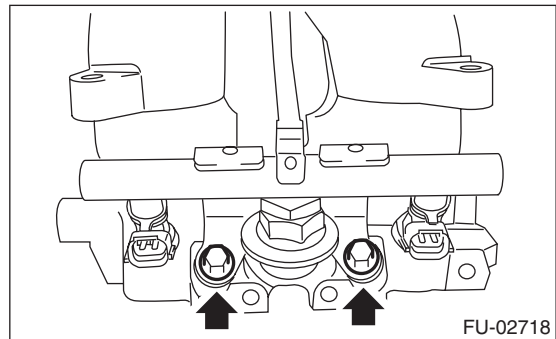
Tightening torque:

6.4 N·m (0.65 kgf-m, 4.7 ft-lb)



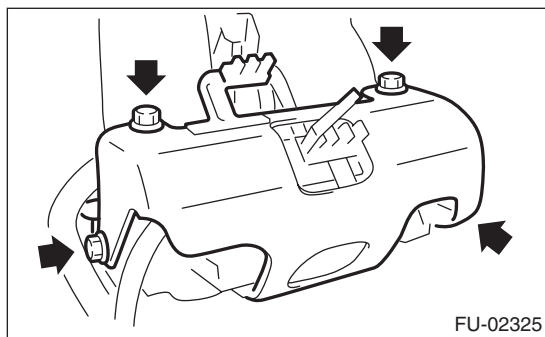
Tightening torque:

19 N·m (1.9 kgf-m, 14.0 ft-lb)



Tightening torque:

19 N·m (1.9 kgf-m, 14.0 ft-lb)



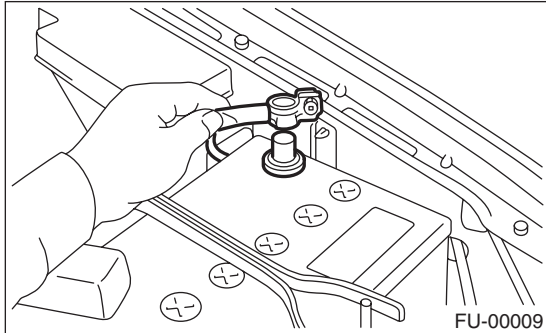
Variable Valve Lift Diagnosis Oil Pressure Switch

FUEL INJECTION (FUEL SYSTEMS)

13. Variable Valve Lift Diagnosis Oil Pressure Switch

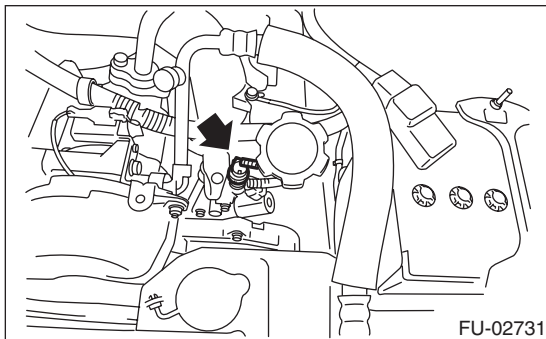
A: REMOVAL

- 1) Disconnect the ground cable from the battery.

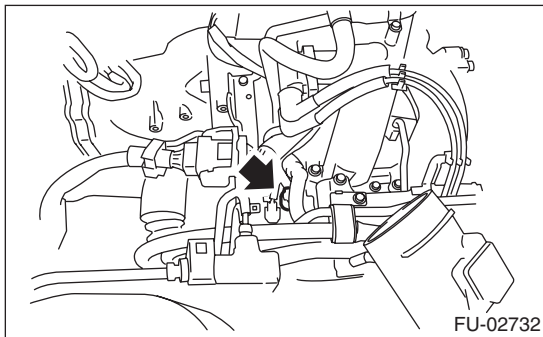


- 2) Remove the air intake chamber. <Ref. to IN (H4SO)-6, REMOVAL, Air Intake Chamber.>
- 3) Remove the engine harness connector from the bracket.
- 4) Disconnect the connector from the variable valve lift diagnosis oil pressure switch.
- 5) Remove the variable valve lift diagnosis oil pressure switch.

- LH side



- RH side



B: INSTALLATION

Install in the reverse order of removal.

NOTE:

Apply liquid gasket to the variable valve lift diagnosis oil pressure switch threads.

Liquid gasket:

THREE BOND 1324 (Part No. 004403042) or equivalent

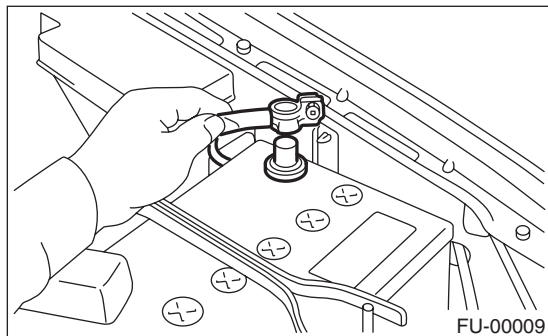
Tightening torque:

17 N·m (1.7 kgf-m, 12.5 ft-lb)

14.Oil Temperature Sensor

A: REMOVAL

1) Disconnect the ground cable from the battery.

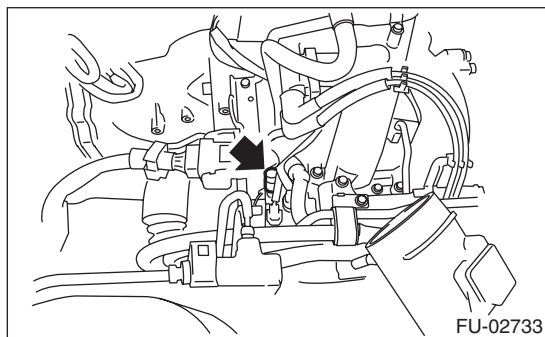


2) Remove the air intake chamber. <Ref. to IN (H4SO)-6, REMOVAL, Air Intake Chamber.>

3) Remove the engine harness connector from the bracket.

4) Disconnect the connector from engine oil temperature sensor.

5) Remove the oil temperature sensor.



B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:

18 N·m (1.8 kgf-m, 13.3 ft-lb)

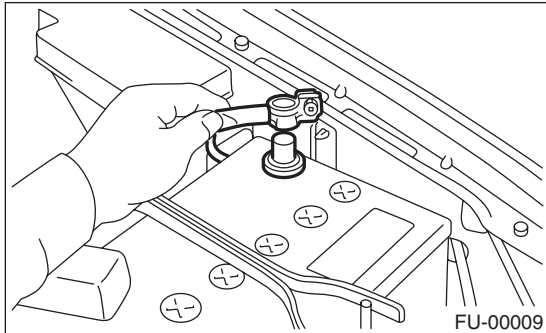
Front Oxygen (A/F) Sensor

FUEL INJECTION (FUEL SYSTEMS)

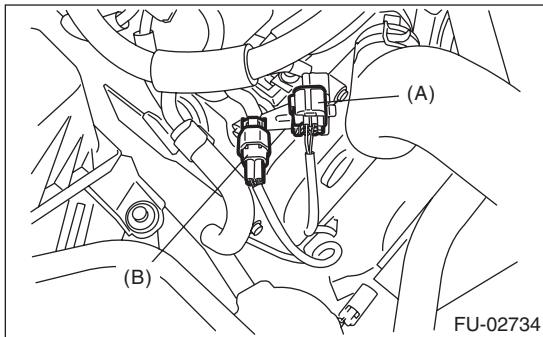
15.Front Oxygen (A/F) Sensor

A: REMOVAL

- 1) Set the vehicle on a lift.
- 2) Disconnect the ground cable from the battery.



- 3) Remove the clip fastening the harness and disconnect the front oxygen (A/F) sensor connector.

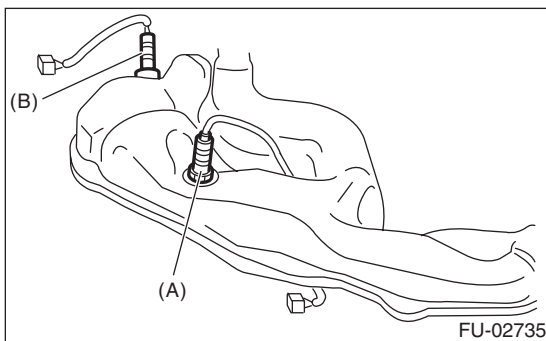


- (A) Front oxygen (A/F) sensor connector
(B) Rear oxygen sensor connector

- 4) Lift-up the vehicle.
- 5) Remove the under cover.
- 6) Apply spray-type lubricant to the threaded portion of front oxygen (A/F) sensor, and leave it for one minute or more.
- 7) Remove the front oxygen (A/F) sensor.

CAUTION:

When removing the front oxygen (A/F) sensor, wait until exhaust pipe cools, because it can damage the exhaust pipe.



- (A) Front oxygen (A/F) sensor
(B) Rear oxygen sensor

B: INSTALLATION

- 1) Before installing front oxygen (A/F) sensor, apply anti-seize compound only to the threaded portion of front oxygen (A/F) sensor to make the next removal easier.

CAUTION:

Never apply anti-seize compound to the protector of front oxygen (A/F) sensor.

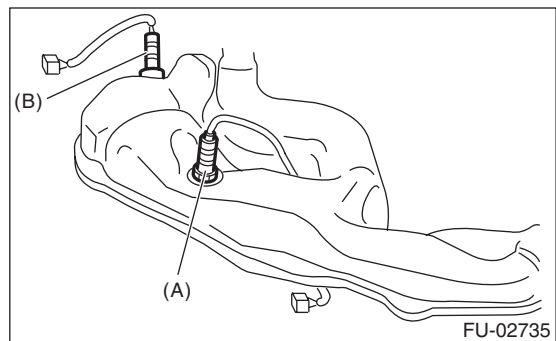
Anti-seize compound:

NEVER-SEEZ NSN, JET LUBE SS-30 or the equivalent

- 2) Install the front oxygen (A/F) sensor.

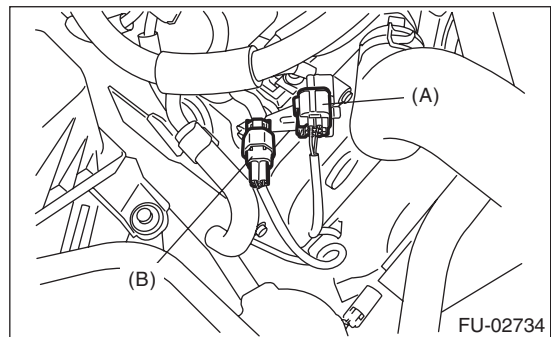
Tightening torque:

21 N·m (2.1 kgf-m, 15.2 ft-lb)



- (A) Front oxygen (A/F) sensor
(B) Rear oxygen sensor

- 3) Install the under cover.
- 4) Lower the vehicle.
- 5) Connect the connector of front oxygen (A/F) sensor connector and fasten the harness with clips.

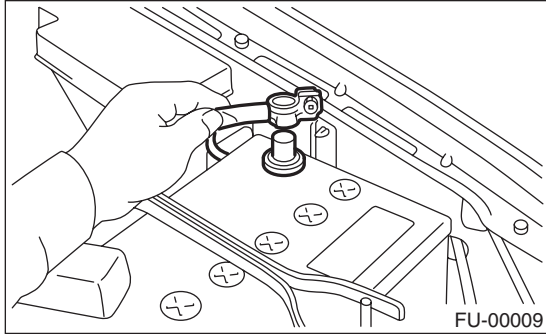


- (A) Front oxygen (A/F) sensor connector
(B) Rear oxygen sensor connector

Front Oxygen (A/F) Sensor

FUEL INJECTION (FUEL SYSTEMS)

6) Connect the ground cable to the battery.



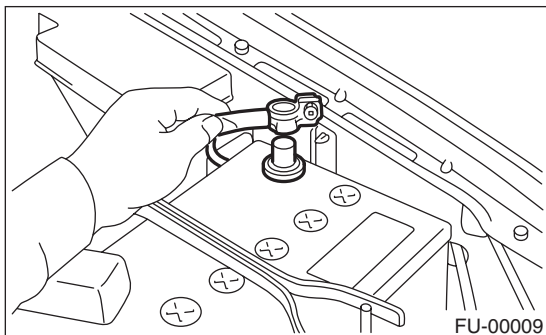
Rear Oxygen Sensor

FUEL INJECTION (FUEL SYSTEMS)

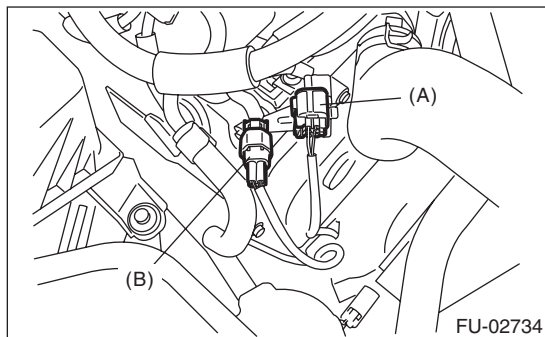
16.Rear Oxygen Sensor

A: REMOVAL

- 1) Set the vehicle on a lift.
- 2) Disconnect the ground cable from the battery.



- 3) Remove the clip fastening the harness and disconnect the rear oxygen sensor connector.

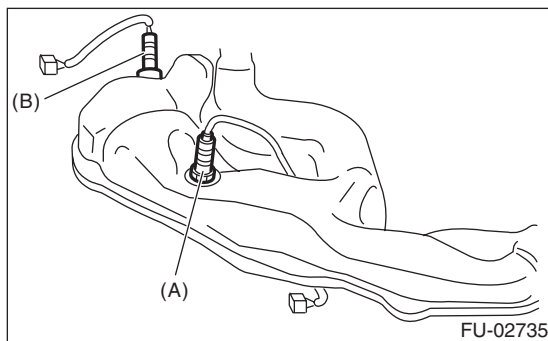


- (A) Front oxygen (A/F) sensor connector
(B) Rear oxygen sensor connector

- 4) Lift-up the vehicle.
- 5) Remove the under cover.
- 6) Apply spray-type lubricant to the threaded portion of rear oxygen sensor, and leave it for one minute or more.
- 7) Remove the rear oxygen sensor.

CAUTION:

When removing the rear oxygen sensor, wait until exhaust pipe cools, because it can damage the exhaust pipe.



- (A) Front oxygen (A/F) sensor
(B) Rear oxygen sensor

B: INSTALLATION

- 1) Before installing rear oxygen sensor, apply the anti-seize compound only to the threaded portion of rear oxygen sensor to make the next removal easier.

CAUTION:

Never apply anti-seize compound to the protector of rear oxygen sensor.

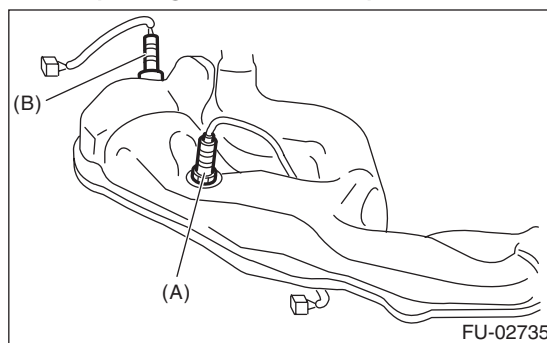
Anti-seize compound:

NEVER-SEEZ NSN, JET LUBE SS-30 or the equivalent

- 2) Install the rear oxygen sensor.

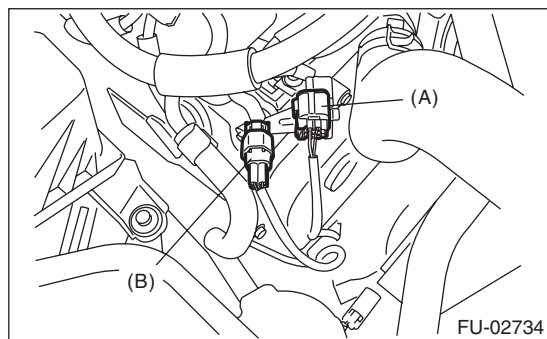
Tightening torque:

21 N·m (2.1 kgf-m, 15.2 ft-lb)



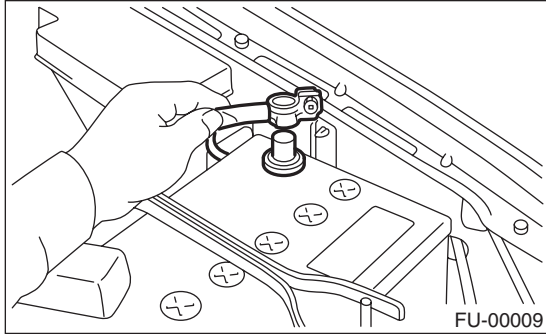
- (A) Front oxygen (A/F) sensor
(B) Rear oxygen sensor

- 3) Install the under cover.
- 4) Lower the vehicle.
- 5) Connect the connector to rear oxygen sensor and mount the harness clips to the bracket for fastening.



- (A) Front oxygen (A/F) sensor connector
(B) Rear oxygen sensor connector

6) Connect the ground cable to the battery.



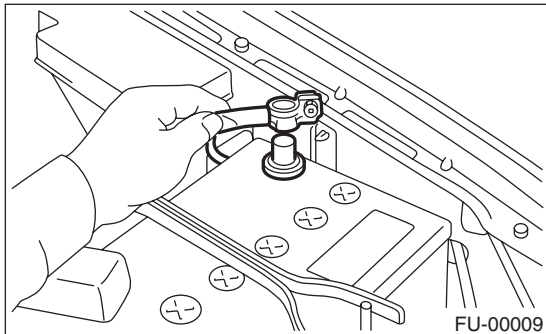
Engine Control Module (ECM)

FUEL INJECTION (FUEL SYSTEMS)

17.Engine Control Module (ECM)

A: REMOVAL

- 1) Disconnect the ground cable from the battery.

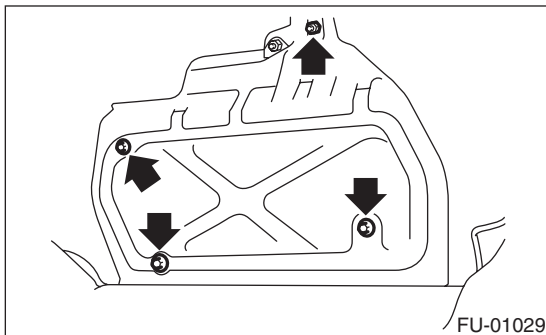


- 2) Remove the lower inner trim of passenger's side.

<Ref. to EI-43, REMOVAL, Lower Inner Trim.>

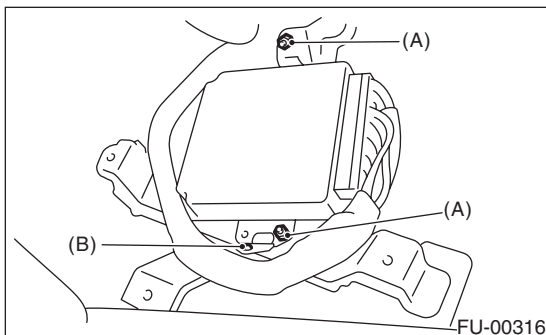
- 3) Detach the floor mat of passenger's seat.

- 4) Remove the protect cover.



- 5) Remove the nuts (A) which hold ECM to bracket.

- 6) Remove the clip (B) from bracket.



- 7) Disconnect the ECM connectors, and take out the ECM.

B: INSTALLATION

Install in the reverse order of removal.

NOTE:

- When replacing the ECM, be careful not to use the ECM for wrong specifications to avoid any damage to fuel injection system.
- When replacing the ECM, be careful not to damage the harnesses and connectors.

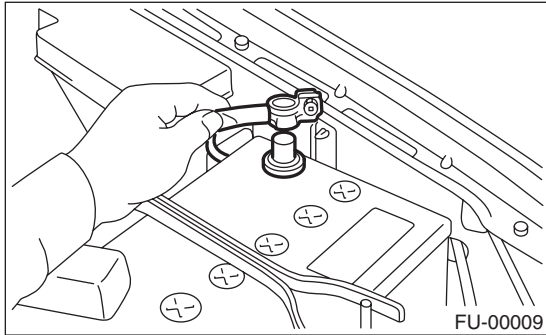
Tightening torque:

7.5 N·m (0.76 kgf-m, 5.5 ft-lb)

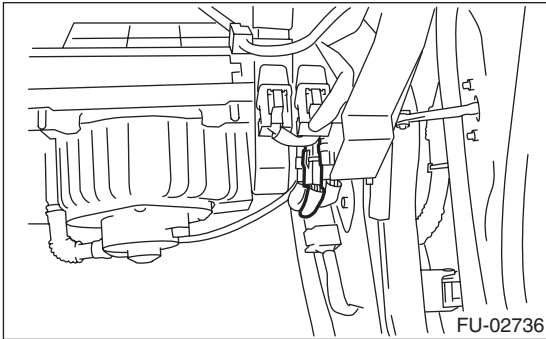
18.Main Relay

A: REMOVAL

- 1) Disconnect the ground cable from the battery.



- 2) Remove the glove box. <Ref. to EI-36, REMOVAL, Glove Box.>
- 3) Remove the passenger's side front side sill cover.
- 4) Disconnect the connectors from main relay.



- 5) Remove the main relay from the mounting bracket.

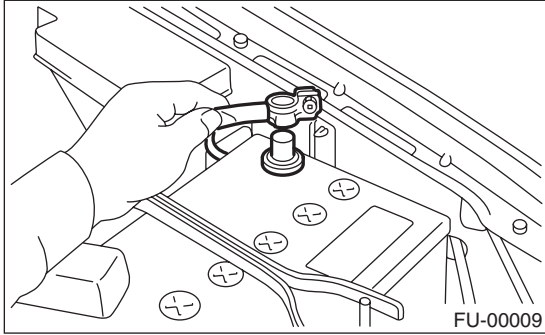
B: INSTALLATION

Install in the reverse order of removal.

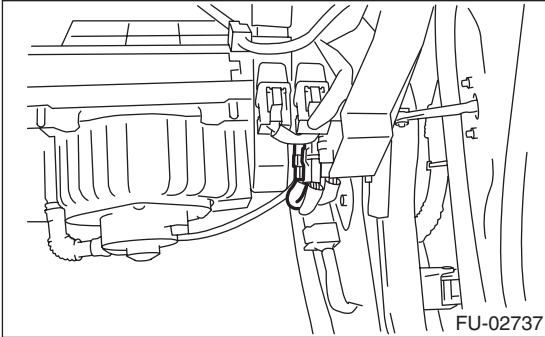
19. Fuel Pump Relay

A: REMOVAL

- 1) Disconnect the ground cable from the battery.



- 2) Remove the glove box. <Ref. to EI-36, REMOVAL, Glove Box.>
- 3) Remove the passenger's side front side sill cover.
- 4) Disconnect the connector from fuel pump relay.



- 5) Remove the fuel pump relay from the mounting bracket.

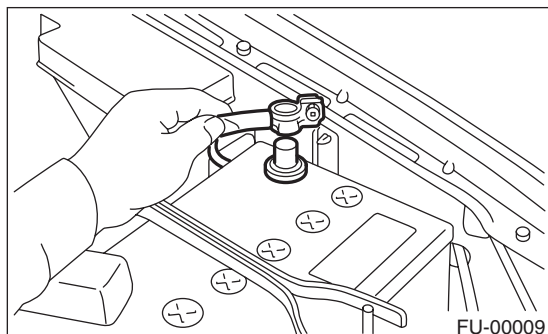
B: INSTALLATION

Install in the reverse order of removal.

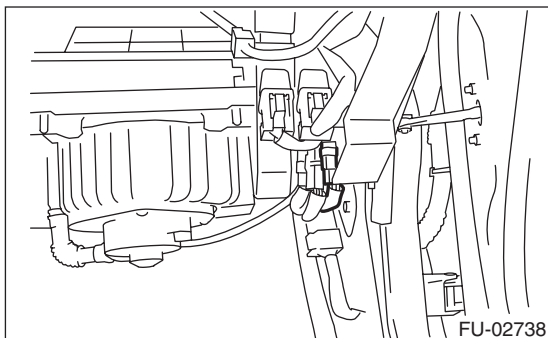
20. Electronic Throttle Control Relay

A: REMOVAL

- 1) Disconnect the ground cable from the battery.



- 2) Remove the glove box. <Ref. to EI-36, REMOVAL, Glove Box.>
- 3) Remove the passenger's side front side sill cover.
- 4) Disconnect the connector from electric throttle control relay.



- 5) Remove the electronic throttle control relay from the mounting bracket.

B: INSTALLATION

Install in the reverse order of removal.

21. Fuel

A: PROCEDURE

1. RELEASING OF FUEL PRESSURE

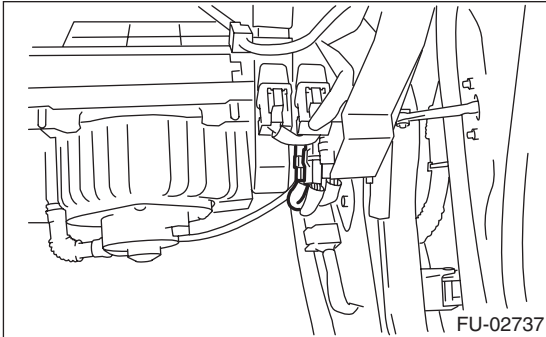
WARNING:

Place “NO FIRE” signs near the working area.

CAUTION:

Be careful not to spill fuel.

- 1) Disconnect the connector from fuel pump relay.



- 2) Start the engine and run it until it stalls.
- 3) After the engine stalls, crank it for five more seconds.
- 4) Turn the ignition switch to OFF.

2. DRAINING FUEL

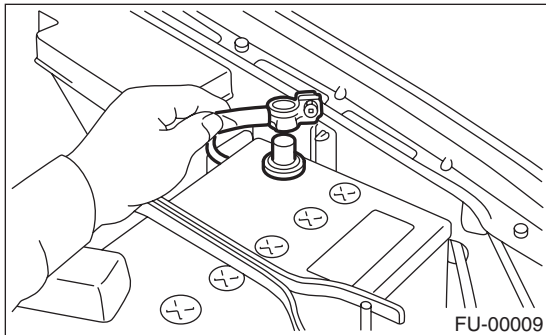
WARNING:

Place “NO FIRE” signs near the working area.

CAUTION:

Be careful not to spill fuel.

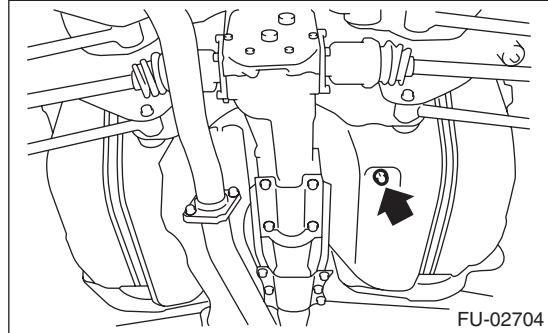
- 1) Set the vehicle on a lift.
- 2) Disconnect the ground cable from the battery.



- 3) Open the fuel filler flap lid, and remove the fuel filler cap.
- 4) Lift-up the vehicle.

- 5) Drain fuel from fuel tank.

Set a container under the vehicle and remove the fuel drain plug from the fuel tank.



- 6) Tighten the fuel drain plugs.

NOTE:

Use a new gasket.

Tightening torque:

26 N·m (2.65 kgf-m, 19.2 ft-lb)

22.Fuel Tank

A: REMOVAL

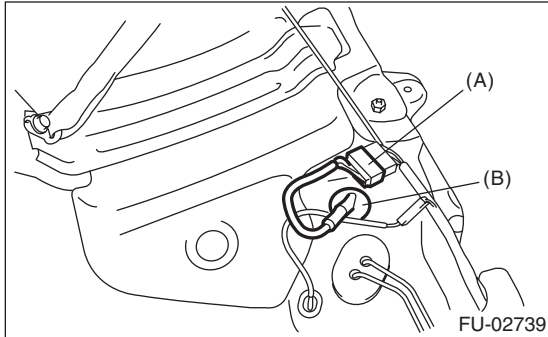
WARNING:

Place "NO FIRE" signs near the working area.

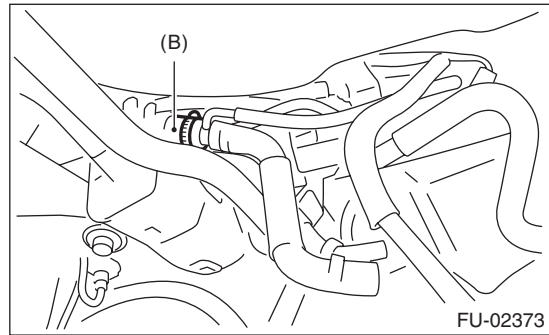
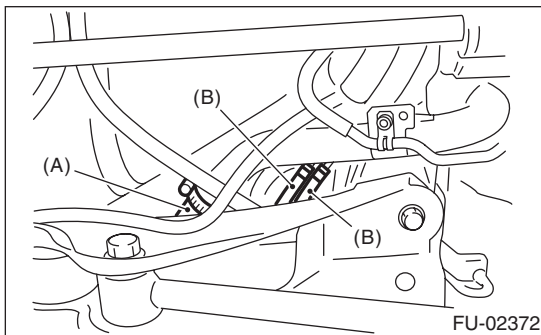
CAUTION:

Be careful not to spill fuel.

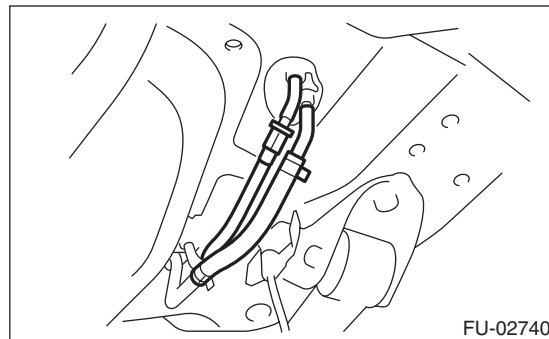
- 1) Set the vehicle on a lift.
- 2) Release the fuel pressure.
<Ref. to FU(H4SO)-44, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>
- 3) Drain fuel from fuel tank.
<Ref. to FU(H4SO)-44, DRAINING FUEL, PROCEDURE, Fuel.>
- 4) Remove the rear seat.
- 5) Disconnect the connector (A) between the fuel tank cord and the rear harness.
- 6) Push the grommet (B) which holds the fuel tank cord on the floor panel into under the body.



- 7) Remove the rear crossmember. <Ref. to RS-16, REMOVAL, Rear Crossmember.>
- 8) Remove the canisters. <Ref. to EC(H4SO)-6, REMOVAL, Canister.>
- 9) Disconnect the connector from the pressure control solenoid valve.
- 10) Loosen the clamp and disconnect the fuel filler hose (A) and evaporation hose (B) from the fuel filler pipe.



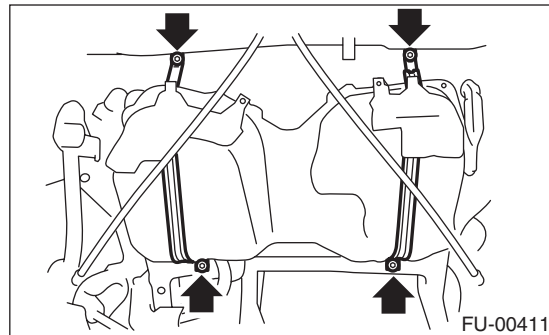
- 11) Move the retainer for fuel delivery tube, and disconnect the quick connector. <Ref. to FU(H4SO)-59, REMOVAL, Fuel Delivery, Return and Evaporation Lines.>
- 12) Move the clips, and disconnect the fuel hose.



- 13) Support the fuel tank with transmission jack, remove the bolts from bands and dismount the fuel tank from the vehicle.

WARNING:

- A helper is required to perform this work.
- Fuel may remain undrained in the side of the fuel tank without the drain plug. Be careful not to lose balance and drop the fuel tank when removing it, as this remaining fuel may offset the weight balance of the tank.



Fuel Tank

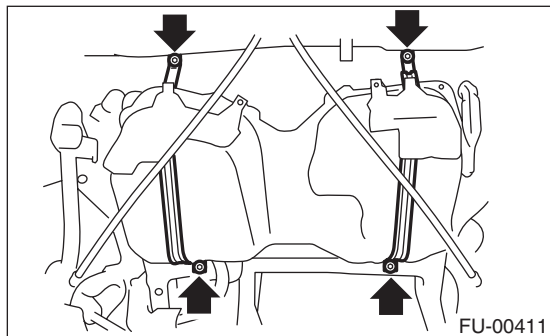
FUEL INJECTION (FUEL SYSTEMS)

B: INSTALLATION

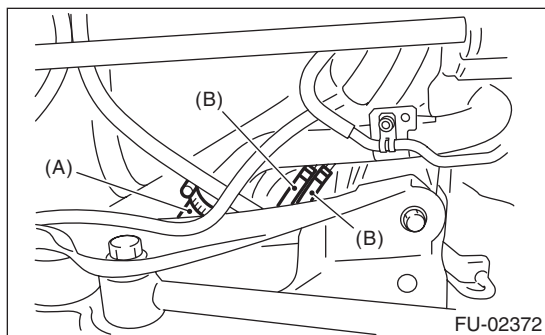
- 1) Support the fuel tank with transmission jack and push the fuel tank harness into access hole along with the grommet.
- 2) Set the fuel tank and temporarily tighten the bolts of fuel tank bands.

WARNING:

A helper is required to perform this work.

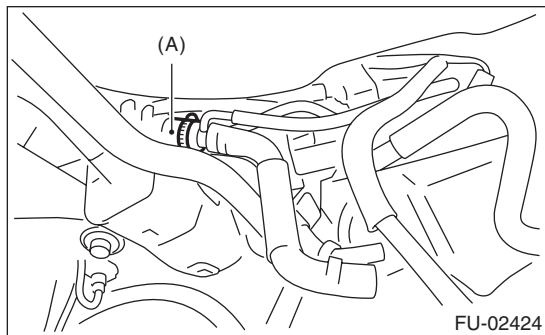


- 3) Insert the fuel filler hose (A) approx. 35 to 40 mm (1.38 to 1.57 in) over the lower end of fuel filler pipe and tighten the clamp.
- 4) Insert the evaporation hose (B) into the lower end of evaporation pipe, and secure the clamps and clips.

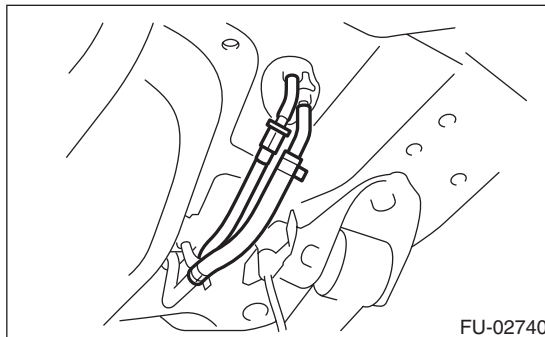


CAUTION:

Do not allow clips to touch hose (A) and rear suspension crossmember.



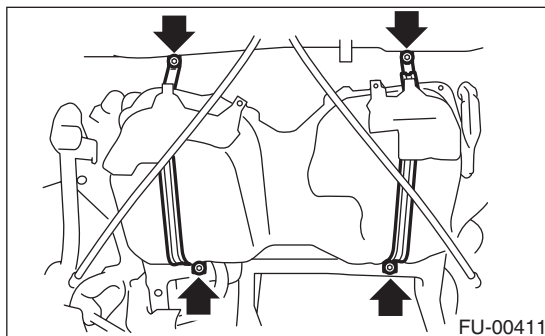
- 5) Connect the fuel hoses, and hold them with clips and quick connector. <Ref. to FU(H4SO)-59, REMOVAL, Fuel Delivery, Return and Evaporation Lines.>



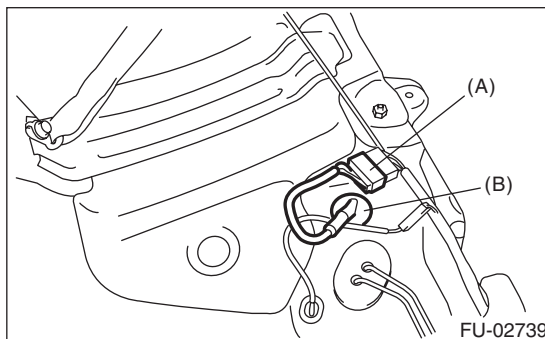
- 6) Connect the connector to pressure control solenoid valve.
- 7) Install the canister. <Ref. to EC(H4SO)-6, INSTALLATION, Canister.>
- 8) Tighten the band mounting bolts.

Tightening torque:

33 N·m (3.4 kgf-m, 25 ft-lb)

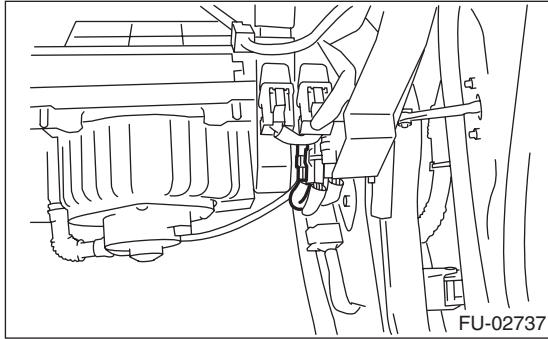


- 9) Install the rear crossmember. <Ref. to RS-16, INSTALLATION, Rear Crossmember.>
- 10) Connect the connector (A) to the fuel tank cord and plug the service hole with grommet (B).



- 11) Set the rear seat and floor mats.

12) Connect the connector to fuel pump relay.



C: INSPECTION

- 1) Check that there are no cracks, holes, or other damage on the fuel tank.
- 2) Make sure that the fuel pipe and fuel hose are not cracked and those connections are tight.

Fuel Filler Pipe

FUEL INJECTION (FUEL SYSTEMS)

23. Fuel Filler Pipe

A: REMOVAL

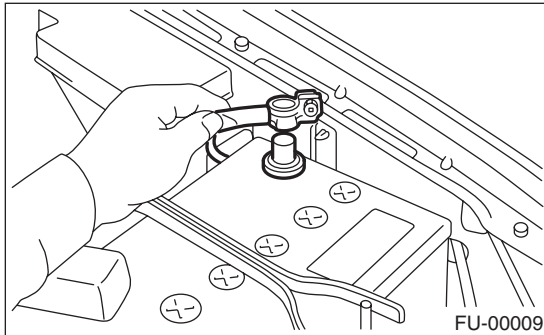
WARNING:

Place "NO FIRE" signs near the working area.

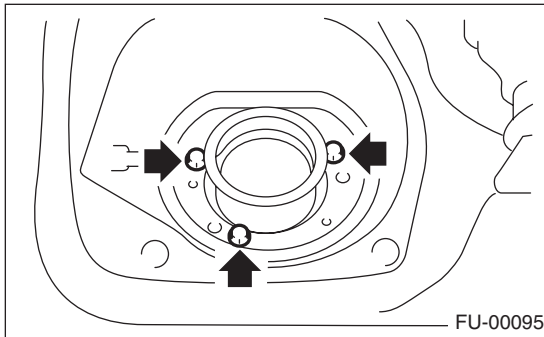
CAUTION:

Be careful not to spill fuel.

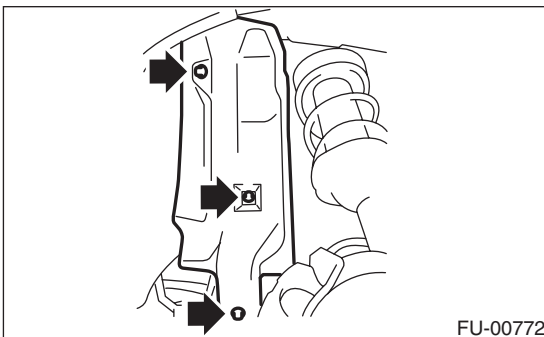
- 1) Set the vehicle on a lift.
- 2) Disconnect the ground cable from the battery.



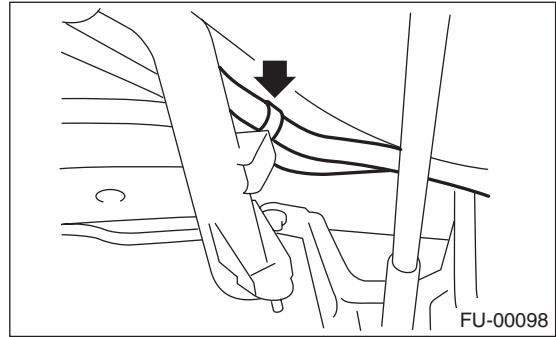
- 3) Open the fuel filler flap lid, and remove the filler cap.
- 4) Remove the screws which secure packing.



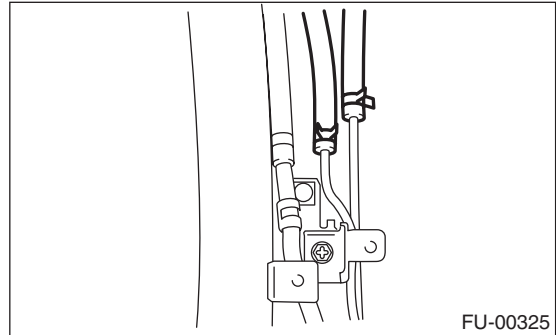
- 5) Remove the rear wheel RH.
- 6) Lift-up the vehicle.
- 7) Drain fuel from fuel tank.
<Ref. to FU(H4SO)-44, DRAINING FUEL, PROCEDURE, Fuel.>
- 8) Remove the fuel filler pipe protector.



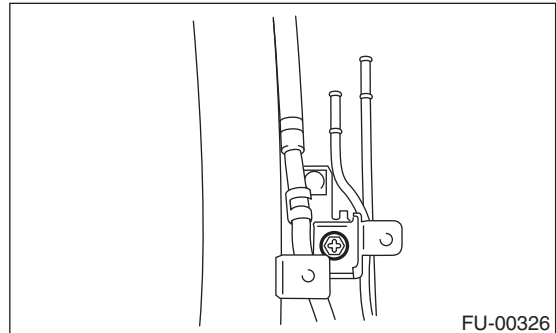
- 9) Disconnect the evaporation hose from the clip of fuel filler pipe.



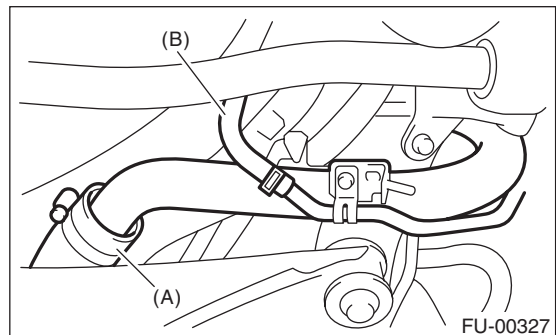
- 10) Disconnect the evaporation hose from fuel pipe.



- 11) Remove the bolts which hold fuel filler pipe bracket on the body.

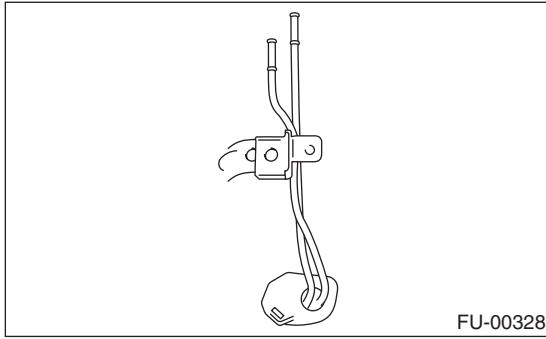


- 12) Loosen the clamp and separate the fuel filler hose (A) from the fuel filler pipe.
- 13) Move the clip and disconnect the evaporation hose (B).



- 14) Remove the fuel filler pipe to the underside of the vehicle.

15) Remove the evaporation pipe together with clip from the body.

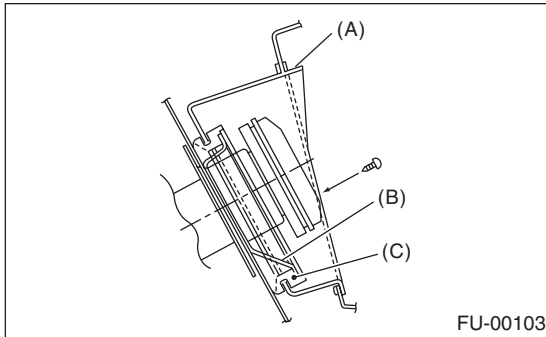


B: INSTALLATION

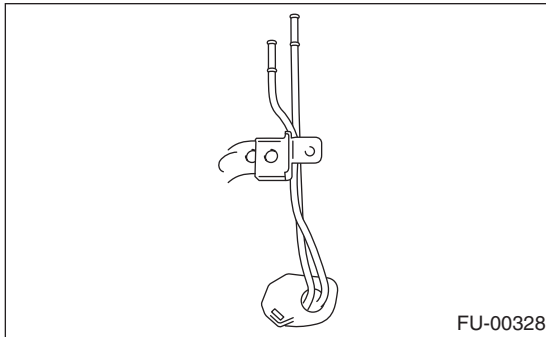
- 1) Open the fuel filler flap lid.
- 2) Set the fuel saucer (A) with rubber packing (C), and insert the fuel filler pipe into hole from the inner side of apron.
- 3) Align the holes in fuel filler pipe neck and set the cup (B), and tighten the screws.

NOTE:

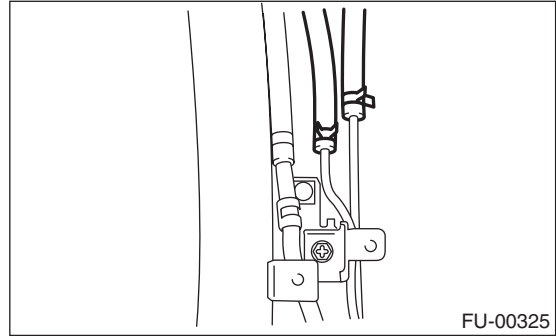
If the edges of rubber packing are folded toward the inside, straighten it with a screwdriver.



4) Install the evaporation pipe.



5) Connect the evaporation hose to the fuel pipe.

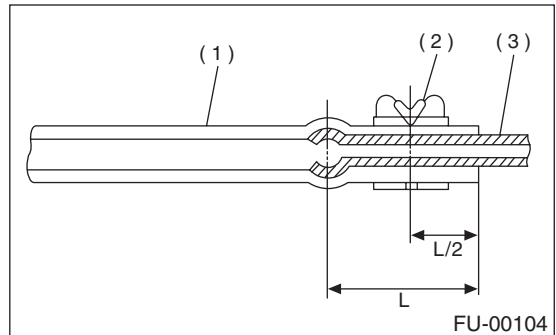
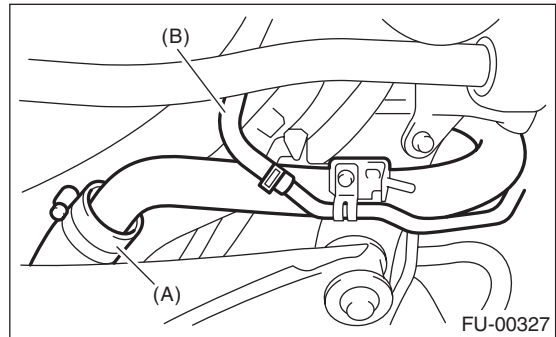


6) Connect the fuel filler hose (A) to the pipe with an overlap of 35 to 40 mm (1.38 to 1.57 in).

7) Connect the evaporation hose (B) to the pipe with an overlap of 25 to 30 mm (0.98 to 1.18 in).

CAUTION:

Do not allow clips to touch evaporation hose (B) and rear suspension crossmember.



- (1) Hose
- (2) Clip
- (3) Pipe

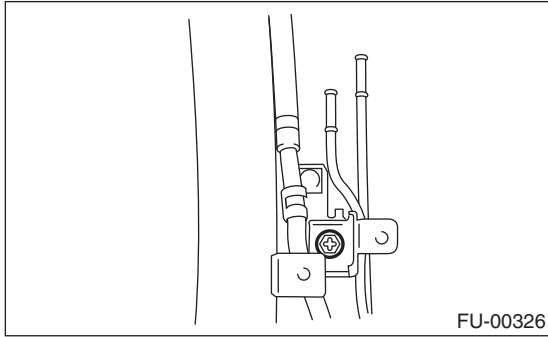
Fuel Filler Pipe

FUEL INJECTION (FUEL SYSTEMS)

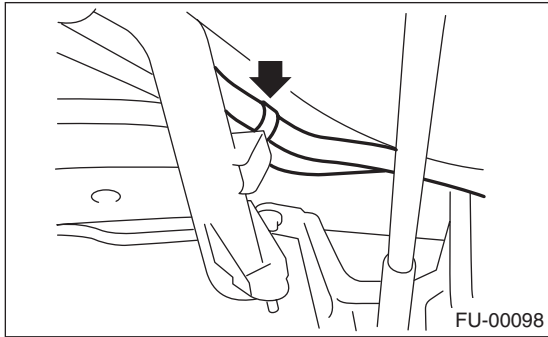
8) Tighten the bolts which hold fuel filler pipe bracket on the body.

Tightening torque:

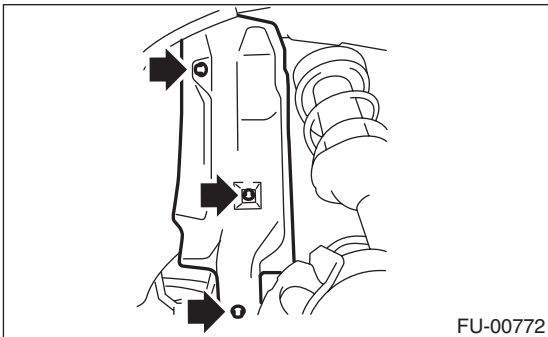
7.5 N·m (0.76 kgf-m, 5.5 ft-lb)



9) Fasten the evaporation hoses to the clip of fuel filler pipe.



10) Install the fuel filler pipe protector.



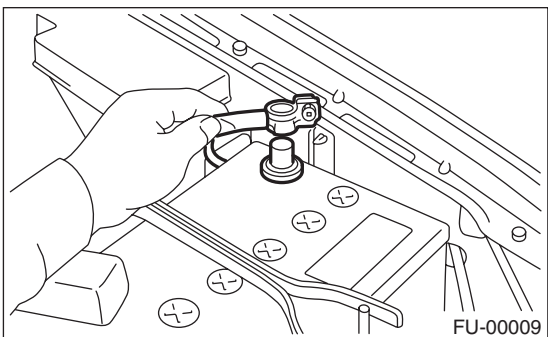
11) Lower the vehicle.

12) Install the rear wheel RH.

Tightening torque:

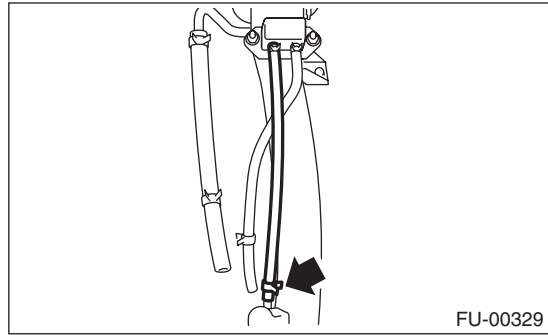
100 N·m (10.2 kgf-m, 73.8 ft-lb)

13) Connect the ground cable to the battery.

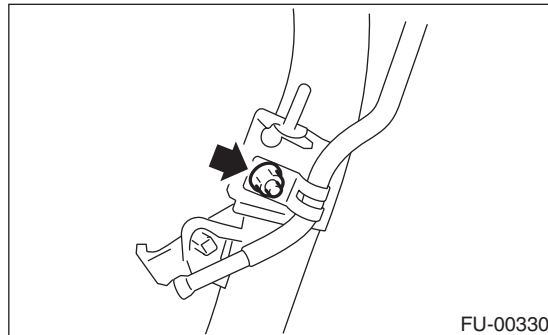


C: DISASSEMBLY

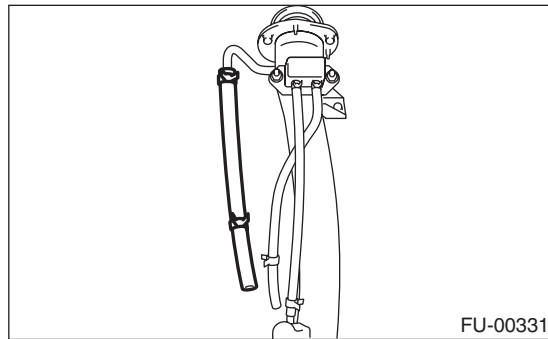
1) Move the clamp and disconnect the evaporation hose from the joint pipe.



2) Remove the bolts which install the joint pipe to the fuel filler pipe.



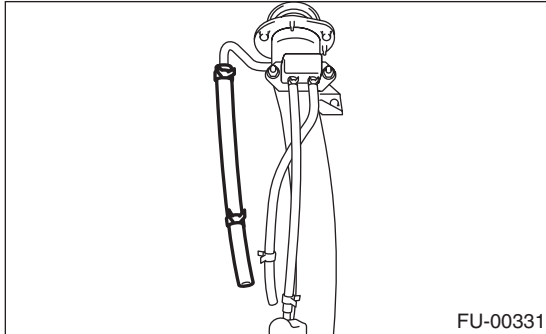
3) Disconnect the evaporation hose from fuel filler pipe.



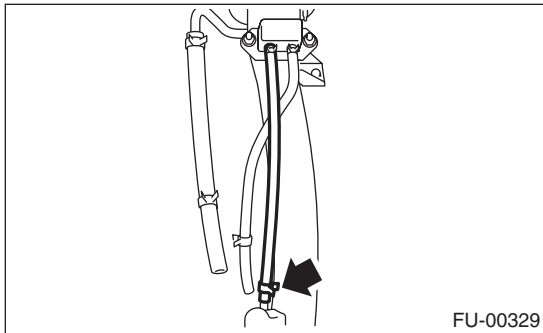
4) Remove the shut valve from the fuel filler pipe.
<Ref. to EC(H4SO)-16, REMOVAL, Shut Valve.>

D: ASSEMBLY

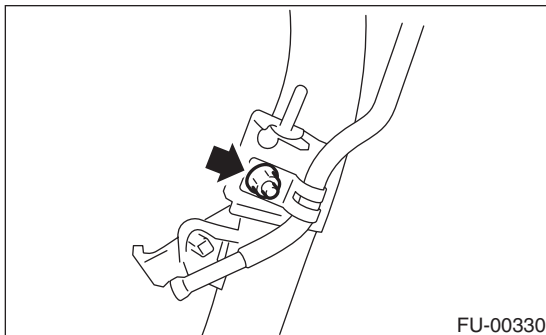
- 1) Install the shut pipe to the fuel filler pipe. <Ref. to EC(H4SO)-16, INSTALLATION, Shut Valve.>
- 2) Connect the evaporation hose to the fuel filler pipe.



- 3) Connect the evaporation hose to the evaporation pipe.



- 4) Install the evaporation pipe to the fuel filler pipe.



24. Fuel Pump

A: REMOVAL

WARNING:

Place "NO FIRE" signs near the working area.

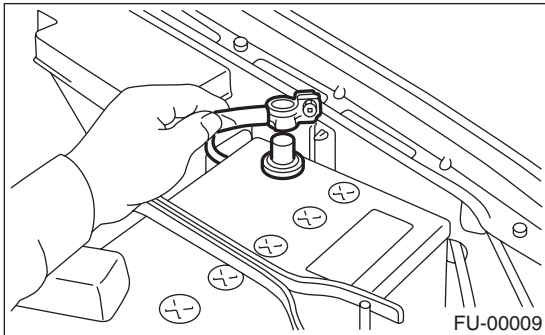
CAUTION:

Be careful not to spill fuel.

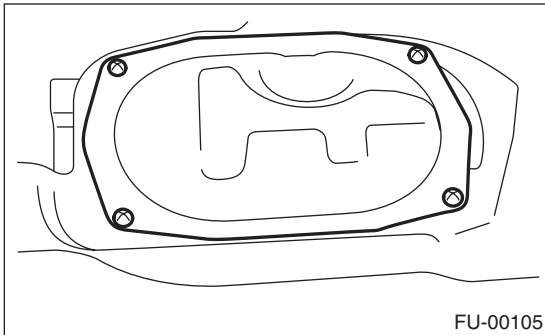
NOTE:

Fuel pump assembly consists of fuel pump, fuel filter and fuel level sensor.

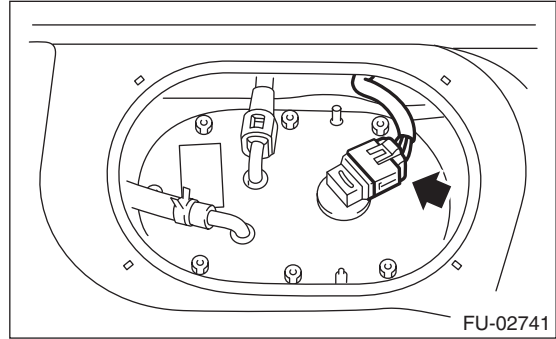
- 1) Set the vehicle on a lift.
- 2) Release the fuel pressure.
<Ref. to FU(H4SO)-44, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>
- 3) Disconnect the ground cable from the battery.



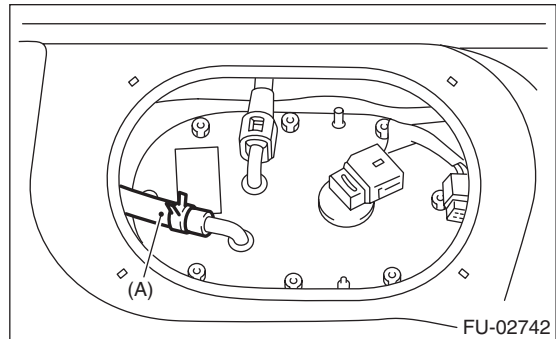
- 4) Open the fuel filler flap lid, and remove the fuel filler cap.
- 5) Lift-up the vehicle.
- 6) Drain fuel from fuel tank.
<Ref. to FU(H4SO)-44, DRAINING FUEL, PROCEDURE, Fuel.>
- 7) Remove the luggage floor mat. <Ref. to EI-49, REMOVAL, Luggage Floor Mat.>
- 8) Remove the service hole cover.



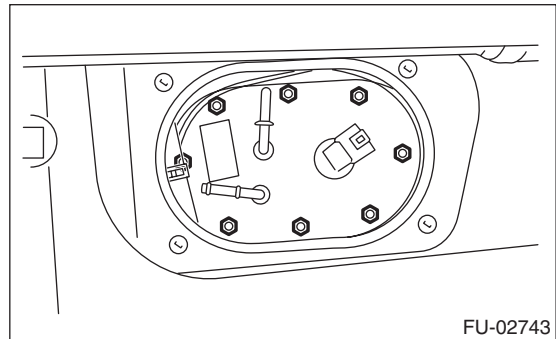
- 9) Disconnect the connector from fuel pump.



- 10) Disconnect the quick connector, then disconnect the fuel delivery hose. <Ref. to FU(H4SO)-59, REMOVAL, Fuel Delivery, Return and Evaporation Lines.>
- 11) Move the clips, and disconnect the jet pump hose (A).



- 12) Remove the nuts which install fuel pump assembly onto fuel tank.



- 13) Remove the fuel pump assembly from the fuel tank.

B: INSTALLATION

Install in the reverse order of removal while being careful of the following.

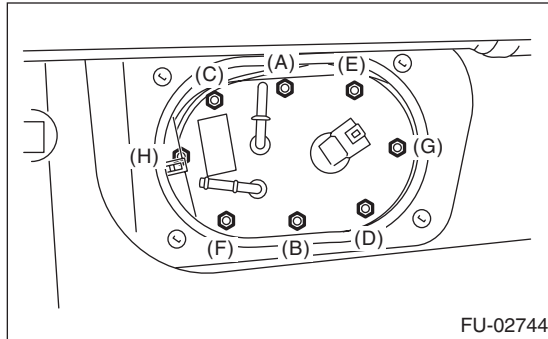
- Make sure the sealing portion is free from fuel or foreign matter before installation.
- Tighten the nuts in alphabetical sequence as shown in the figure to the specified torque.

NOTE:

Use a new gasket and retainer.

Tightening torque:

4.4 N·m (0.45 kgf-m, 3.3 ft-lb)

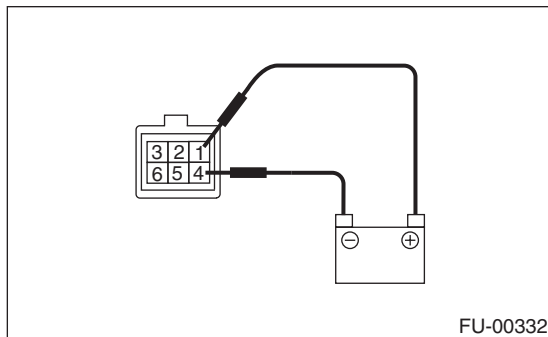


C: INSPECTION

Connect the lead harness to the connector terminal of fuel pump, and apply the battery power supply to check whether the pump operates.

CAUTION:

- Wipe off fuel completely.
- Keep the battery as far apart from fuel pump as possible.
- Be sure to turn the battery supply ON and OFF on the battery side.
- Do not run the fuel pump for a long time under non-load condition.



25. Fuel Level Sensor

A: REMOVAL

WARNING:

Place "NO FIRE" signs near the working area.

CAUTION:

Be careful not to spill fuel.

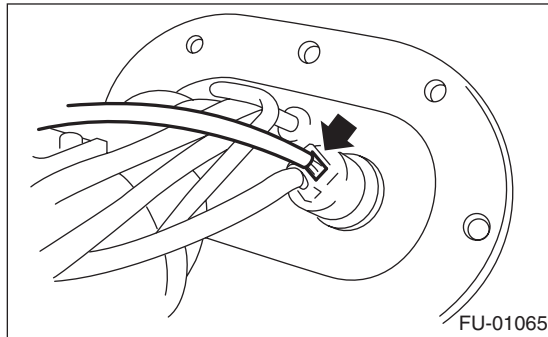
NOTE:

The fuel level sensor is built in fuel pump assembly.

1) Remove the fuel pump assembly.

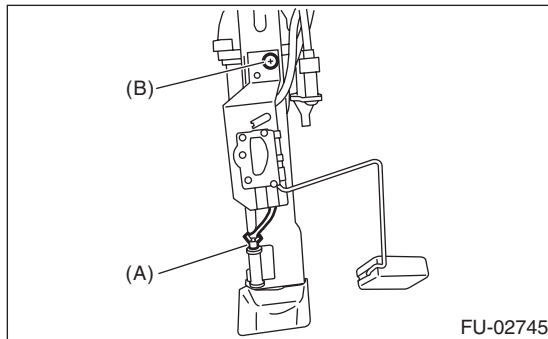
<Ref. to FU(H4SO)-52, REMOVAL, Fuel Pump.>

2) Disconnect the connector from fuel pump bracket.



3) Remove the fuel temperature sensor (A).

4) Remove the bolt (B) which installs the fuel level sensor on the mounting bracket.



B: INSTALLATION

Install in the reverse order of removal.

26. Fuel Sub Level Sensor

A: REMOVAL

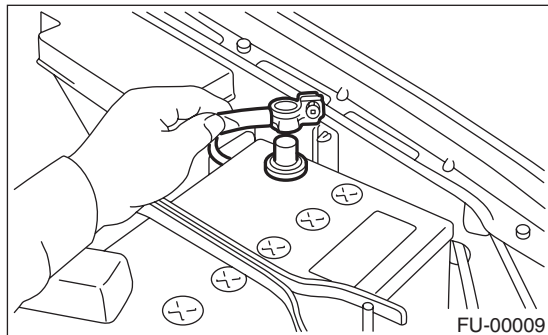
WARNING:

Place "NO FIRE" signs near the working area.

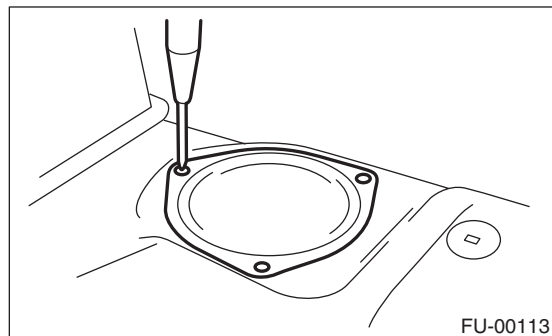
CAUTION:

Be careful not to spill fuel.

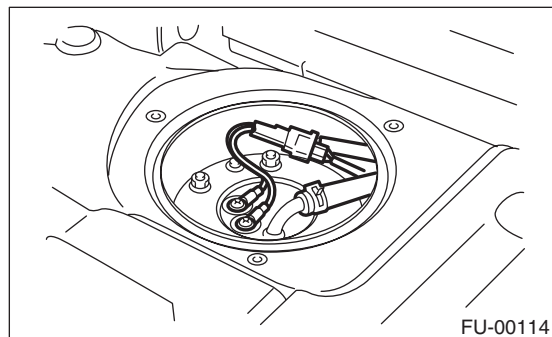
- 1) Set the vehicle on a lift.
- 2) Disconnect the ground cable from the battery.



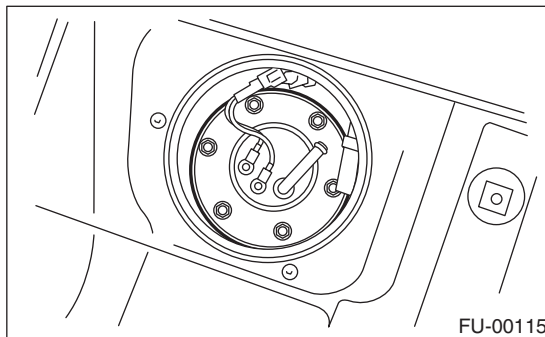
- 3) Lift-up the vehicle.
- 4) Drain fuel from fuel tank.
<Ref. to FU(H4SO)-44, DRAINING FUEL, PROCEDURE, Fuel.>
- 5) Remove the luggage floor mat. <Ref. to EI-49, REMOVAL, Luggage Floor Mat.>
- 6) Remove the service hole cover.



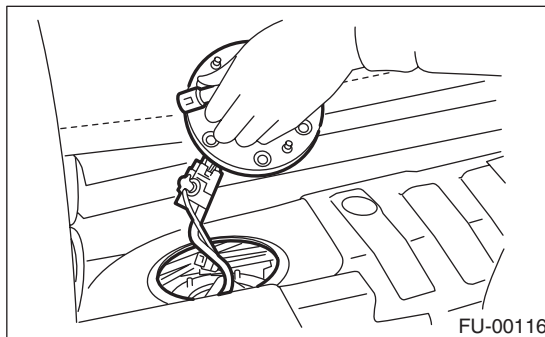
- 7) Disconnect the connector from the fuel sub level sensor.
- 8) Disconnect the fuel jet pump hose.



- 9) Remove the bolts which install fuel sub level sensor on fuel tank.



- 10) Remove the fuel sub level sensor.



B: INSTALLATION

Install in the reverse order of removal while being careful of the following.

- Make sure the sealing portion is free from fuel or foreign matter before installation.
- Tighten the bolts in the sequence shown in the figure to the specified torque.

NOTE:

Use a new gasket.

Tightening torque:

4.4 N·m (0.45 kgf-m, 3.3 ft-lb)

27.Fuel Filter

A: REMOVAL

WARNING:

Place “NO FIRE” signs near the working area.

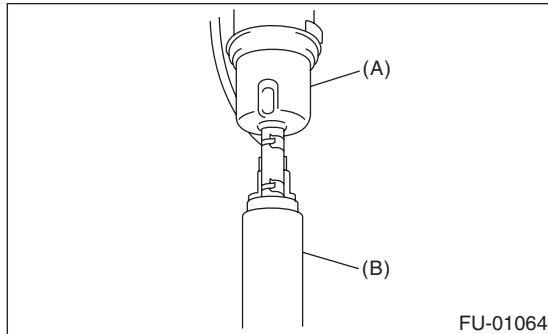
CAUTION:

Be careful not to spill fuel.

NOTE:

The fuel filter is assembled in fuel pump assembly.

- 1) Remove the fuel pump assembly. <Ref. to FU(H4SO)-52, REMOVAL, Fuel Pump.>
- 2) Separate the fuel pump and fuel filter.



(A) Fuel filter

(B) Fuel pump

B: INSTALLATION

CAUTION:

If fuel hoses or clamps are damaged, replace them with new parts.

Install in the reverse order of removal.

C: INSPECTION

- 1) Check the inside of fuel filter for dirt and water sediment.
- 2) If it is clogged, or if the replacement interval has been reached, replace it.

28. Fuel Cut Valve

A: REMOVAL

WARNING:

Place "NO FIRE" signs near the working area.

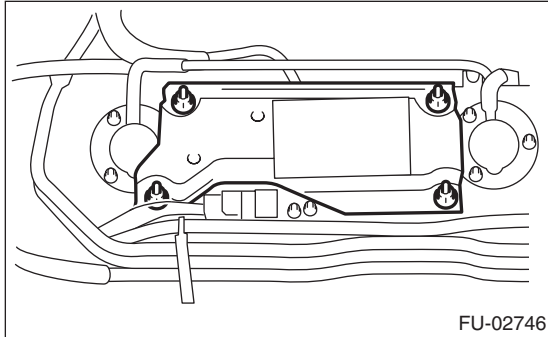
CAUTION:

Be careful not to spill fuel.

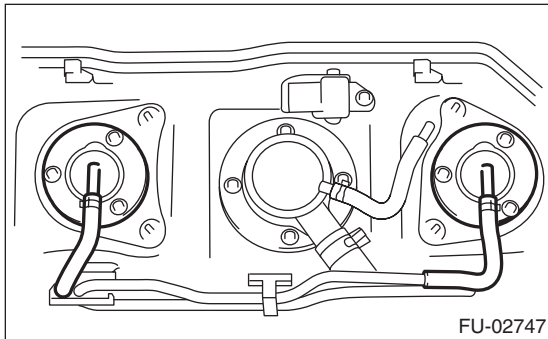
1) Remove the fuel tank.

<Ref. to FU(H4SO)-45, REMOVAL, Fuel Tank.>

2) Remove the protect cover.



3) Move the clip and disconnect the evaporation hose from the fuel cut valve.



4) Remove the bolts which install the fuel cut valve.

B: INSTALLATION

Install in the reverse order of removal while being careful of the following.

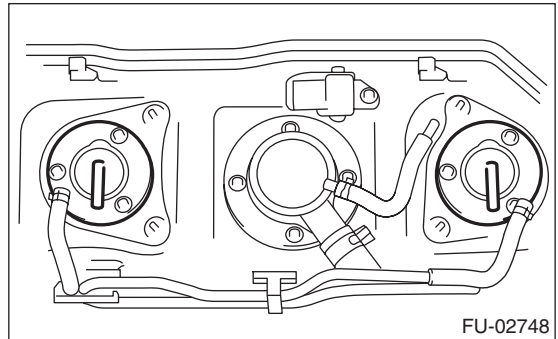
- Make sure the sealing portion is free from fuel or foreign matter before installation.

NOTE:

Use a new gasket.

Tightening torque:

4.4 N·m (0.45 kgf-m, 3.3 ft-lb)



29. Fuel Damper Valve

A: REMOVAL

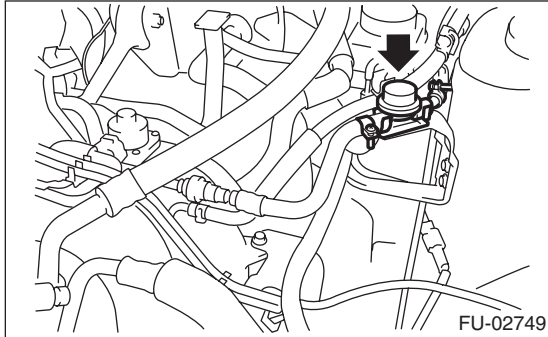
CAUTION:

- Be careful not to spill fuel.
- Catch the fuel from hoses using a container or cloth.

1) Release the fuel pressure.

<Ref. to FU(H4SO)-44, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>

2) Remove the fuel damper valve from the fuel delivery line.



B: INSTALLATION

CAUTION:

If fuel hoses or clamps are damaged, replace them with new parts.

Install in the reverse order of removal.

Tightening torque:

1.25 N·m (0.13 kgf-m, 0.94 ft-lb)

30. Fuel Delivery, Return and Evaporation Lines

A: REMOVAL

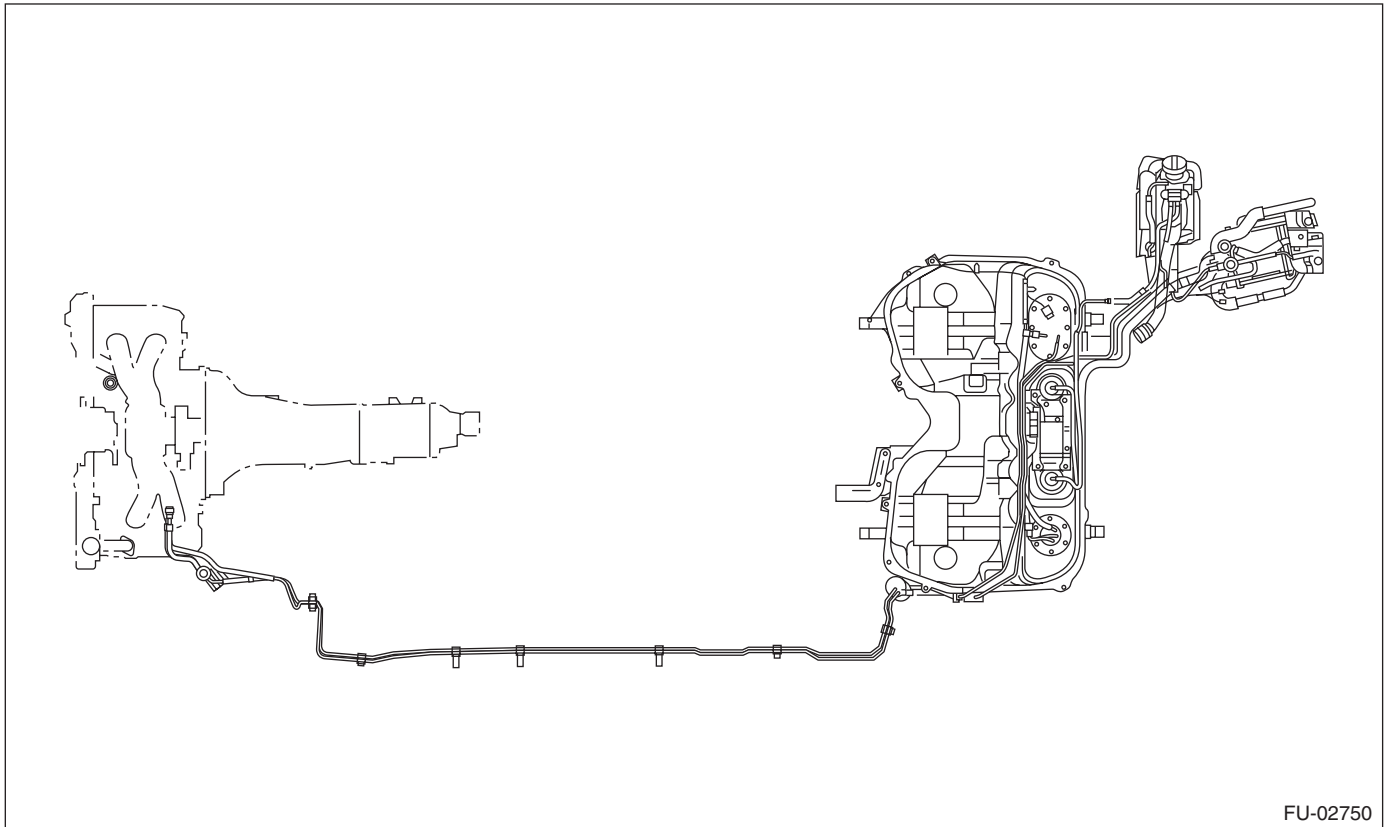
WARNING:

Place "NO FIRE" signs near the working area.

CAUTION:

Be careful not to spill fuel.

- 1) Set the vehicle on a lift.
- 2) Release the fuel pressure. <Ref. to FU(H4SO)-44, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>
- 3) Open the fuel filler flap lid, and remove the fuel filler cap.
- 4) Remove the floor mat. <Ref. to EI-48, REMOVAL, Floor Mat.>
- 5) Disconnect the fuel delivery pipes and hoses, and then disconnect the evaporation pipes and hoses.



6) In the engine room, disconnect the fuel delivery hose and evaporation hose.

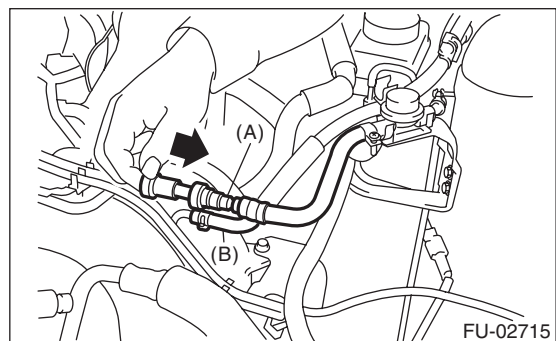
- (1) Disconnect the quick connector on the fuel delivery line by pushing the ST in the direction of the arrow.

ST 42099AE000 CONNECTOR REMOVER

- (2) Remove the clip and disconnect the evaporation hose from the pipe.

CAUTION:

- Be careful not to spill fuel.
- Catch the fuel from hoses using a container or cloth.



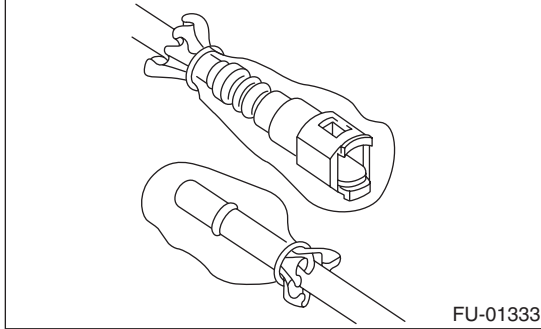
(A) Fuel delivery hose

(B) Evaporation hose

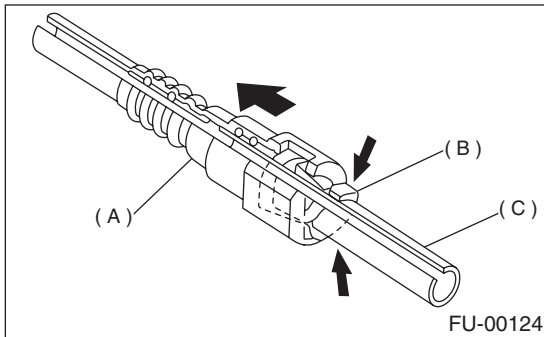
Fuel Delivery, Return and Evaporation Lines

FUEL INJECTION (FUEL SYSTEMS)

- 7) Lift-up the vehicle.
- 8) Disconnect the quick connector on the fuel line.
 - (1) Clean the pipe and connector, if they are covered with dust.
 - (2) To prevent from damaging or entering foreign matter, wrap the pipes and connectors with plastic bag etc.



- (3) Hold the connector (A) and push the retainer (B) down.
- (4) Pull out the connector (A) from the retainer (B).



- (A) Connector
- (B) Retainer
- (C) Pipe

B: INSTALLATION

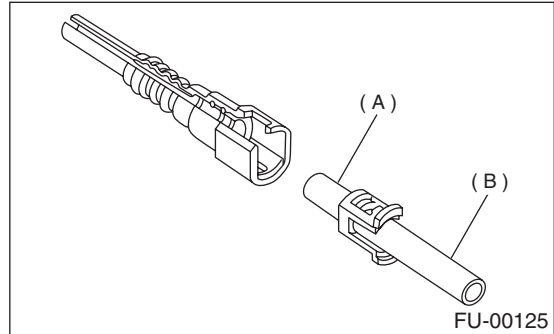
NOTE:

Replace the retainer other than in the engine room with a new part.

- 1) Connect the quick connector on fuel line.

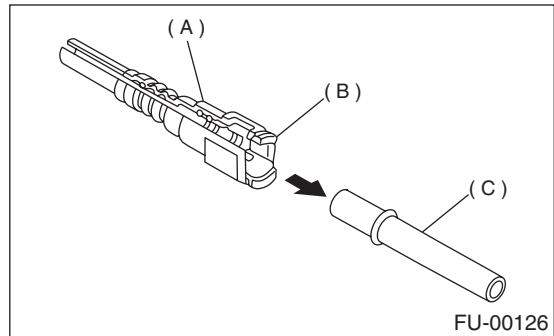
CAUTION:

Make sure there are no damage or dust on connections. If necessary, clean seal surface of pipe.



- (A) Seal surface
- (B) Pipe

- (1) Set the new retainer (B) to connector (A).
- (2) Push the pipe into the connector completely.



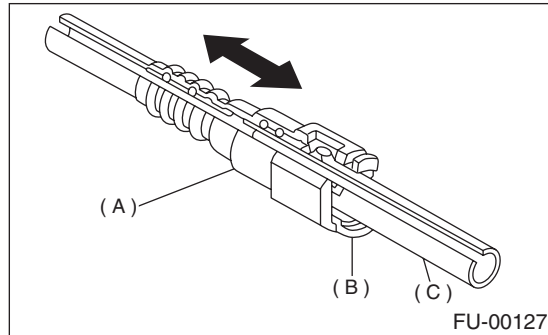
- (A) Connector
- (B) Retainer
- (C) Pipe

Fuel Delivery, Return and Evaporation Lines

FUEL INJECTION (FUEL SYSTEMS)

CAUTION:

- Pull the connector to ensure it is connected securely.
- Make sure the two retainer pawls are engaged in their mating positions in the connector.
- Be sure to inspect hoses and their connections for any leakage of fuel.



- (A) Connector
(B) Retainer
(C) Pipe

2) Connect the fuel delivery hose to the pipe with an overlap of 20 to 25 mm (0.79 to 0.98 in).

Type A: When the amount of inserting is specified.

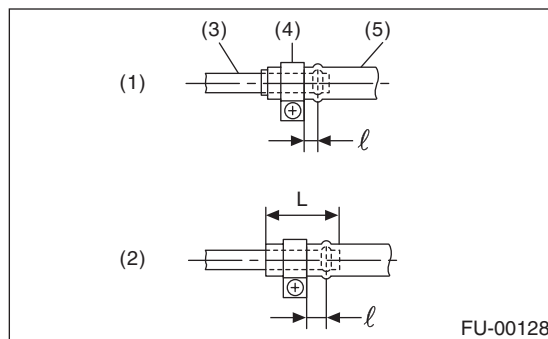
Type B: When the amount to be inserted is not specified.

$\varnothing : 2.5 \pm 1.5 \text{ mm } (0.098 \pm 0.059 \text{ in})$

$L : 22.5 \pm 2.5 \text{ mm } (0.886 \pm 0.098 \text{ in})$

CAUTION:

Be sure to inspect hoses and their connections for any leakage of fuel.

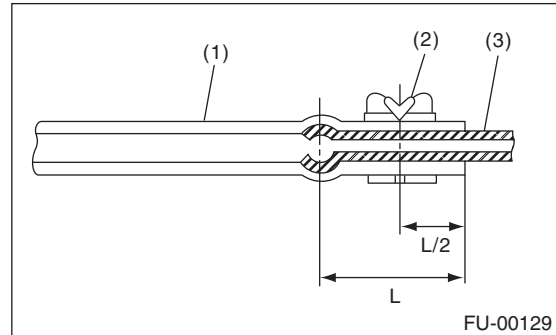


- (1) Type A
(2) Type B
(3) Pipe
(4) Clamp
(5) Hose

3) Connect the evaporation hose to the pipe with an overlap of 15 to 20 mm (0.59 to 0.79 in).

Fuel evaporation hose

$L = 17.5 \pm 2.5 \text{ mm } (0.689 \pm 0.098 \text{ in})$



- (1) Hose
(2) Clip
(3) Pipe

C: INSPECTION

1) Make sure that there are no cracks on the fuel pipes and fuel hoses.

2) Make sure the fuel pipe and fuel hose connections are tightened firmly.

Fuel System Trouble in General

FUEL INJECTION (FUEL SYSTEMS)

31. Fuel System Trouble in General

A: INSPECTION

Trouble and possible cause		Corrective action
1. Insufficient fuel supply to injector		
1)	Fuel pump does not operate.	
	○ Defective terminal contact	Inspect contact, especially ground, and tighten it securely.
	○ Trouble in electromagnetic or electronic circuit parts	Replace the faulty part.
2)	Decline of fuel pump function	Replace the fuel pump.
3)	Clogged dust or water in the fuel filter	Replace the fuel filter.
4)	Clogged or bent fuel pipe or hose	Clean, correct or replace fuel pipe or hose.
5)	Air is mixed in fuel system	Inspect or retighten each connection part.
6)	Clogged or bent air breather tube or pipe	Clean, correct or replace the air breather tube or pipe.
7)	Damaged diaphragm of pressure regulator	Replace.
2. Leakage or blow out of fuel		
1)	Loose joints of the fuel pipe	Retighten.
2)	Cracked fuel pipe, hose and fuel tank	Replace.
3)	Defective welding part on the fuel tank	Replace.
4)	Defective drain packing of the fuel tank	Replace.
5)	Clogged or bent air breather tube or air vent tube	Clean, correct or replace the air breather tube or air vent tube.
3. Gasoline smell inside of compartment		
1)	Loose joints at air breather tube, air vent tube and fuel filler pipe	Retighten.
2)	Problem in tightening of the fuel saucer packing air	Correct or replace the packing.
3)	Fuel pump trouble	Replace.
4. Defective fuel meter indicator		
1)	Defective operation of fuel level sensor	Replace.
2)	Defective operation of fuel meter	Replace.
5. Noise		
1)	Large operation noise or vibration of fuel pump	Replace.

NOTE:

- When the vehicle is left unattended for an extended period of time, water may accumulate in the fuel tank. Fill fuel fully to prevent the problem.
- In snow-covered areas, mountainous areas, skiing areas, etc. where ambient temperatures drop below 0°C (32°F) throughout the winter season, use a water removing agent in the fuel system to prevent freezing fuel system and accumulating water.
- When water is accumulated in fuel filter, fill the water removing agent in the fuel tank.
- Before using water removing agent, follow the cautions noted on the bottle.

List of Diagnostic Trouble Code (DTC)

GENERAL DESCRIPTION

1. List of Diagnostic Trouble Code (DTC)

A: LIST

DTC	Item	Index
P0026	Intake Valve Control Solenoid Circuit Range/Performance (Bank 1)	<Ref. to GD(H4SO)-8, DTC P0026 INTAKE VALVE CONTROL SOLENOID CIRCUIT RANGE/PERFORMANCE (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0028	Intake Valve Control Solenoid Circuit Range/Performance (Bank 2)	<Ref. to GD(H4SO)-10, DTC P0028 INTAKE VALVE CONTROL SOLENOID CIRCUIT RANGE/PERFORMANCE (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0030	HO2S Heater Control Circuit (Bank 1 Sensor 1)	<Ref. to GD(H4SO)-11, DTC P0030 HO2S HEATER CONTROL CIRCUIT (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0031	HO2S Heater Control Circuit Low (Bank 1 Sensor 1)	<Ref. to GD(H4SO)-13, DTC P0031 HO2S HEATER CONTROL CIRCUIT LOW (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0032	HO2S Heater Control Circuit High (Bank 1 Sensor 1)	<Ref. to GD(H4SO)-15, DTC P0032 HO2S HEATER CONTROL CIRCUIT HIGH (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0037	HO2S Heater Control Circuit Low (Bank 1 Sensor 2)	<Ref. to GD(H4SO)-17, DTC P0037 HO2S HEATER CONTROL CIRCUIT LOW (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0038	HO2S Heater Control Circuit High (Bank 1 Sensor 2)	<Ref. to GD(H4SO)-19, DTC P0038 HO2S HEATER CONTROL CIRCUIT HIGH (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0068	MAP/MAF - Throttle Position Correlation	<Ref. to GD(H4SO)-21, DTC P0068 MAP/MAF - THROTTLE POSITION CORRELATION, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0076	Intake Valve Control Solenoid Circuit Low (Bank 1)	<Ref. to GD(H4SO)-23, DTC P0076 INTAKE VALVE CONTROL SOLENOID CIRCUIT LOW (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0077	Intake Valve Control Solenoid Circuit High (Bank 1)	<Ref. to GD(H4SO)-24, DTC P0077 INTAKE VALVE CONTROL SOLENOID CIRCUIT HIGH (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0082	Intake Valve Control Solenoid Circuit Low (Bank 2)	<Ref. to GD(H4SO)-25, DTC P0082 INTAKE VALVE CONTROL SOLENOID CIRCUIT LOW (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0083	Intake Valve Control Solenoid Circuit High (Bank 2)	<Ref. to GD(H4SO)-25, DTC P0083 INTAKE VALVE CONTROL SOLENOID CIRCUIT HIGH (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0101	Mass or Volume Air Flow Circuit Range/Performance	<Ref. to GD(H4SO)-26, DTC P0101 MASS OR VOLUME AIR FLOW CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0102	Mass or Volume Air Flow Circuit Low Input	<Ref. to GD(H4SO)-29, DTC P0102 MASS OR VOLUME AIR FLOW CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0103	Mass or Volume Air Flow Circuit High Input	<Ref. to GD(H4SO)-31, DTC P0103 MASS OR VOLUME AIR FLOW CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0107	Manifold Absolute Pressure/Barometric Pressure Circuit Low Input	<Ref. to GD(H4SO)-33, DTC P0107 MANIFOLD ABSOLUTE PRESSURE/BAROMETRIC PRESSURE CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0108	Manifold Absolute Pressure/Barometric Pressure Circuit High Input	<Ref. to GD(H4SO)-35, DTC P0108 MANIFOLD ABSOLUTE PRESSURE/BAROMETRIC PRESSURE CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0111	Intake Air Temperature Sensor 1 Circuit Range/Performance	<Ref. to GD(H4SO)-37, DTC P0111 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0112	Intake Air Temperature Sensor 1 Circuit Low	<Ref. to GD(H4SO)-39, DTC P0112 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

List of Diagnostic Trouble Code (DTC)

GENERAL DESCRIPTION

DTC	Item	Index
P0113	Intake Air Temperature Sensor 1 Circuit High	<Ref. to GD(H4SO)-41, DTC P0113 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0117	Engine Coolant Temperature Circuit Low	<Ref. to GD(H4SO)-43, DTC P0117 ENGINE COOLANT TEMPERATURE CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0118	Engine Coolant Temperature Circuit High	<Ref. to GD(H4SO)-45, DTC P0118 ENGINE COOLANT TEMPERATURE CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0122	Throttle/Pedal Position Sensor/Switch "A" Circuit Low	<Ref. to GD(H4SO)-47, DTC P0122 THROTTLE/PEDAL POSITION SENSOR/SWITCH "A" CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0123	Throttle/Pedal Position Sensor/Switch "A" Circuit High	<Ref. to GD(H4SO)-49, DTC P0123 THROTTLE/PEDAL POSITION SENSOR/SWITCH "A" CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0125	Insufficient Coolant Temperature For Closed Loop Fuel Control	<Ref. to GD(H4SO)-51, DTC P0125 INSUFFICIENT COOLANT TEMPERATURE FOR CLOSED LOOP FUEL CONTROL, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0126	Insufficient Engine Coolant Temperature for Stable Operation	<Ref. to GD(H4SO)-53, DTC P0126 INSUFFICIENT ENGINE COOLANT TEMPERATURE FOR STABLE OPERATION, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0128	Coolant Thermostat (Engine Coolant Temperature Below Thermostat Regulating Temperature)	<Ref. to GD(H4SO)-55, DTC P0128 COOLANT THERMOSTAT (ENGINE COOLANT TEMPERATURE BELOW THERMOSTAT REGULATING TEMPERATURE), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0131	O2 Sensor Circuit Low Voltage (Bank 1 Sensor 1)	<Ref. to GD(H4SO)-57, DTC P0131 O2 SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0132	O2 Sensor Circuit High Voltage (Bank 1 Sensor 1)	<Ref. to GD(H4SO)-59, DTC P0132 O2 SENSOR CIRCUIT HIGH VOLTAGE (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0133	O2 Sensor Circuit Slow Response (Bank 1 Sensor 1)	<Ref. to GD(H4SO)-61, DTC P0133 O2 SENSOR CIRCUIT SLOW RESPONSE (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0134	O2 Sensor Circuit No Activity Detected (Bank 1 Sensor 1)	<Ref. to GD(H4SO)-64, DTC P0134 O2 SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0137	O2 Sensor Circuit Low Voltage (Bank 1 Sensor 2)	<Ref. to GD(H4SO)-66, DTC P0137 O2 SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0138	O2 Sensor Circuit High Voltage (Bank 1 Sensor 2)	<Ref. to GD(H4SO)-69, DTC P0138 O2 SENSOR CIRCUIT HIGH VOLTAGE (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0139	O2 Sensor Circuit Slow Response (Bank 1 Sensor 2)	<Ref. to GD(H4SO)-70, DTC P0139 O2 SENSOR CIRCUIT SLOW RESPONSE (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0140	O2 Sensor Circuit No Activity Detected (Bank 1 Sensor 2)	<Ref. to GD(H4SO)-75, DTC P0140 O2 SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0171	System Too Lean (Bank 1)	<Ref. to GD(H4SO)-77, DTC P0171 SYSTEM TOO LEAN (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0172	System Too Rich (Bank 1)	<Ref. to GD(H4SO)-79, DTC P0172 SYSTEM TOO RICH (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0181	Fuel Temperature Sensor "A" Circuit Range/Performance	<Ref. to GD(H4SO)-81, DTC P0181 FUEL TEMPERATURE SENSOR "A" CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0182	Fuel Temperature Sensor "A" Circuit Low Input	<Ref. to GD(H4SO)-84, DTC P0182 FUEL TEMPERATURE SENSOR "A" CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0183	Fuel Temperature Sensor "A" Circuit High Input	<Ref. to GD(H4SO)-86, DTC P0183 FUEL TEMPERATURE SENSOR "A" CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0196	Engine Oil Temperature Sensor Circuit Range/Performance	<Ref. to GD(H4SO)-88, DTC P0196 ENGINE OIL TEMPERATURE SENSOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

List of Diagnostic Trouble Code (DTC)

GENERAL DESCRIPTION

DTC	Item	Index
P0197	Engine Oil Temperature Sensor Low	<Ref. to GD(H4SO)-90, DTC P0197 ENGINE OIL TEMPERATURE SENSOR LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0198	Engine Oil Temperature Sensor High	<Ref. to GD(H4SO)-91, DTC P0198 ENGINE OIL TEMPERATURE SENSOR HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0222	Throttle/Pedal Position Sensor/Switch "B" Circuit Low	<Ref. to GD(H4SO)-92, DTC P0222 THROTTLE/PEDAL POSITION SENSOR/SWITCH "B" CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0223	Throttle/Pedal Position Sensor/Switch "B" Circuit High	<Ref. to GD(H4SO)-93, DTC P0223 THROTTLE/PEDAL POSITION SENSOR/SWITCH "B" CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0301	Cylinder 1 Misfire Detected	<Ref. to GD(H4SO)-94, DTC P0301 CYLINDER 1 MISFIRE DETECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0302	Cylinder 2 Misfire Detected	<Ref. to GD(H4SO)-99, DTC P0302 CYLINDER 2 MISFIRE DETECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0303	Cylinder 3 Misfire Detected	<Ref. to GD(H4SO)-99, DTC P0303 CYLINDER 3 MISFIRE DETECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0304	Cylinder 4 Misfire Detected	<Ref. to GD(H4SO)-99, DTC P0304 CYLINDER 4 MISFIRE DETECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0327	Knock Sensor 1 Circuit Low (Bank 1 or Single Sensor)	<Ref. to GD(H4SO)-100, DTC P0327 KNOCK SENSOR 1 CIRCUIT LOW (BANK 1 OR SINGLE SENSOR), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0328	Knock Sensor 1 Circuit High (Bank 1 or Single Sensor)	<Ref. to GD(H4SO)-102, DTC P0328 KNOCK SENSOR 1 CIRCUIT HIGH (BANK 1 OR SINGLE SENSOR), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0335	Crankshaft Position Sensor "A" Circuit	<Ref. to GD(H4SO)-104, DTC P0335 CRANKSHAFT POSITION SENSOR "A" CIRCUIT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0336	Crankshaft Position Sensor "A" Circuit Range/Performance	<Ref. to GD(H4SO)-106, DTC P0336 CRANKSHAFT POSITION SENSOR "A" CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0340	Camshaft Position Sensor "A" Circuit (Bank 1 or Single Sensor)	<Ref. to GD(H4SO)-108, DTC P0340 CAMSHAFT POSITION SENSOR "A" CIRCUIT (BANK 1 OR SINGLE SENSOR), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0341	Camshaft Position Sensor "A" Circuit Range/Performance (Bank 1 or Single Sensor)	<Ref. to GD(H4SO)-110, DTC P0341 CAMSHAFT POSITION SENSOR "A" CIRCUIT RANGE/PERFORMANCE (BANK 1 OR SINGLE SENSOR), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0400	Exhaust Gas Recirculation Flow	<Ref. to GD(H4SO)-112, DTC P0400 EXHAUST GAS RECIRCULATION FLOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0420	Catalyst System Efficiency Below Threshold (Bank 1)	<Ref. to GD(H4SO)-116, DTC P0420 CATALYST SYSTEM EFFICIENCY BELOW THRESHOLD (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0442	Evaporative Emission Control System Leak Detected (Small Leak)	<Ref. to GD(H4SO)-119, DTC P0442 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (SMALL LEAK), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0447	Evaporative Emission Control System Vent Control Circuit Open	<Ref. to GD(H4SO)-133, DTC P0447 EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT OPEN, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0448	Evaporative Emission Control System Vent Control Circuit Shorted	<Ref. to GD(H4SO)-135, DTC P0448 EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT SHORTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0451	Evaporative Emission Control System Pressure Sensor	<Ref. to GD(H4SO)-137, DTC P0451 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0452	Evaporative Emission Control System Pressure Sensor Low Input	<Ref. to GD(H4SO)-139, DTC P0452 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

List of Diagnostic Trouble Code (DTC)

GENERAL DESCRIPTION

DTC	Item	Index
P0453	Evaporative Emission Control System Pressure Sensor High Input	<Ref. to GD(H4SO)-141, DTC P0453 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0456	Evaporative Emission Control System Leak Detected (Very Small Leak)	<Ref. to GD(H4SO)-143, DTC P0456 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (VERY SMALL LEAK), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0457	Evaporative Emission Control System Leak Detected (Fuel Cap Loose/Off)	<Ref. to GD(H4SO)-143, DTC P0457 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (FUEL CAP LOOSE/OFF), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0458	Evaporative Emission System Purge Control Valve Circuit Low	<Ref. to GD(H4SO)-144, DTC P0458 EVAPORATIVE EMISSION SYSTEM PURGE CONTROL VALVE CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0459	Evaporative Emission System Purge Control Valve Circuit High	<Ref. to GD(H4SO)-146, DTC P0459 EVAPORATIVE EMISSION SYSTEM PURGE CONTROL VALVE CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0461	Fuel Level Sensor "A" Circuit Range/Performance	<Ref. to GD(H4SO)-148, DTC P0461 FUEL LEVEL SENSOR "A" CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0462	Fuel Level Sensor "A" Circuit Low	<Ref. to GD(H4SO)-150, DTC P0462 FUEL LEVEL SENSOR "A" CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0463	Fuel Level Sensor "A" Circuit High	<Ref. to GD(H4SO)-152, DTC P0463 FUEL LEVEL SENSOR "A" CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0464	Fuel Level Sensor Circuit Intermittent	<Ref. to GD(H4SO)-154, DTC P0464 FUEL LEVEL SENSOR CIRCUIT INTERMITTENT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0483	Fan Rationality Check	<Ref. to GD(H4SO)-157, DTC P0483 FAN RATIONALITY CHECK, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0502	Vehicle Speed Sensor "A" Circuit Low Input	<Ref. to GD(H4SO)-158, DTC P0502 VEHICLE SPEED SENSOR "A" CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0503	Vehicle Speed Sensor "A" Intermittent/Erratic/High	<Ref. to GD(H4SO)-159, DTC P0503 VEHICLE SPEED SENSOR "A" INTERMITTENT/ERRATIC/HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0506	Idle Air Control System RPM Lower Than Expected	<Ref. to GD(H4SO)-160, DTC P0506 IDLE AIR CONTROL SYSTEM RPM LOWER THAN EXPECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0507	Idle Air Control System RPM Higher Than Expected	<Ref. to GD(H4SO)-162, DTC P0507 IDLE AIR CONTROL SYSTEM RPM HIGHER THAN EXPECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0512	Starter Request Circuit	<Ref. to GD(H4SO)-164, DTC P0512 STARTER REQUEST CIRCUIT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0519	Idle Air Control System Performance	<Ref. to GD(H4SO)-165, DTC P0519 IDLE AIR CONTROL SYSTEM PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0600	Serial Communication Link	<Ref. to GD(H4SO)-166, DTC P0600 SERIAL COMMUNICATION LINK, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0604	Internal Control Module Random Access Memory (RAM) Error	<Ref. to GD(H4SO)-167, DTC P0604 INTERNAL CONTROL MODULE RANDOM ACCESS MEMORY (RAM) ERROR, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0605	Internal Control Module Read Only Memory (ROM) Error	<Ref. to GD(H4SO)-169, DTC P0605 INTERNAL CONTROL MODULE READ ONLY MEMORY (ROM) ERROR, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0607	Control Module Performance	<Ref. to GD(H4SO)-170, DTC P0607 CONTROL MODULE PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0638	Throttle Actuator Control Range/Performance (Bank 1)	<Ref. to GD(H4SO)-172, DTC P0638 THROTTLE ACTUATOR CONTROL RANGE/PERFORMANCE (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0691	Fan 1 Control Circuit Low	<Ref. to GD(H4SO)-175, DTC P0691 FAN 1 CONTROL CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

List of Diagnostic Trouble Code (DTC)

GENERAL DESCRIPTION

DTC	Item	Index
P0692	Fan 1 Control Circuit High	<Ref. to GD(H4SO)-176, DTC P0692 FAN 1 CONTROL CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0700	Transmission Control System (MIL Request)	<Ref. to GD(H4SO)-177, DTC P0700 TRANSMISSION CONTROL SYSTEM (MIL REQUEST), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0851	Park/Neutral Switch Input Circuit Low (AT Model)	<Ref. to GD(H4SO)-178, DTC P0851 PARK/NEUTRAL SWITCH INPUT CIRCUIT LOW (AT MODEL), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0851	Neutral Switch Input Circuit Low (MT Model)	<Ref. to GD(H4SO)-179, DTC P0851 NEUTRAL SWITCH INPUT CIRCUIT LOW (MT MODEL), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0852	Park/Neutral Switch Input Circuit High (AT Model)	<Ref. to GD(H4SO)-180, DTC P0852 PARK/NEUTRAL SWITCH INPUT CIRCUIT HIGH (AT MODEL), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0852	Neutral Switch Input Circuit High (MT Model)	<Ref. to GD(H4SO)-181, DTC P0852 NEUTRAL SWITCH INPUT CIRCUIT HIGH (MT MODEL), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1152	O2 Sensor Circuit Range/Performance (Low) (Bank 1 Sensor 1)	<Ref. to GD(H4SO)-182, DTC P1152 O2 SENSOR CIRCUIT RANGE/PERFORMANCE (LOW) (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1153	O2 Sensor Circuit Range/Performance (High) (Bank 1 Sensor 1)	<Ref. to GD(H4SO)-184, DTC P1153 O2 SENSOR CIRCUIT RANGE/PERFORMANCE (HIGH) (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1160	Return Spring Failure	<Ref. to GD(H4SO)-186, DTC P1160 RETURN SPRING FAILURE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1400	Fuel Tank Pressure Control Solenoid Valve Circuit Low	<Ref. to GD(H4SO)-188, DTC P1400 FUEL TANK PRESSURE CONTROL SOLENOID VALVE CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1420	Fuel Tank Pressure Control Sol. Valve Circuit High	<Ref. to GD(H4SO)-190, DTC P1420 FUEL TANK PRESSURE CONTROL SOL. VALVE CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1443	Vent Control Solenoid Valve Function Problem	<Ref. to GD(H4SO)-192, DTC P1443 VENT CONTROL SOLENOID VALVE FUNCTION PROBLEM, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1491	Positive Crankcase Ventilation (Blow-by) Function Problem	<Ref. to GD(H4SO)-194, DTC P1491 POSITIVE CRANKCASE VENTILATION (BLOW-BY) FUNCTION PROBLEM, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1492	EGR Solenoid Valve Signal #1 Circuit Malfunction (Low Input)	<Ref. to GD(H4SO)-196, DTC P1492 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1493	EGR Solenoid Valve Signal #1 Circuit Malfunction (High Input)	<Ref. to GD(H4SO)-198, DTC P1493 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1494	EGR Solenoid Valve Signal #2 Circuit Malfunction (Low Input)	<Ref. to GD(H4SO)-200, DTC P1494 EGR SOLENOID VALVE SIGNAL #2 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1495	EGR Solenoid Valve Signal #2 Circuit Malfunction (High Input)	<Ref. to GD(H4SO)-200, DTC P1495 EGR SOLENOID VALVE SIGNAL #2 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1496	EGR Solenoid Valve Signal #3 Circuit Malfunction (Low Input)	<Ref. to GD(H4SO)-200, DTC P1496 EGR SOLENOID VALVE SIGNAL #3 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1497	EGR Solenoid Valve Signal #3 Circuit Malfunction (High Input)	<Ref. to GD(H4SO)-200, DTC P1497 EGR SOLENOID VALVE SIGNAL #3 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1498	EGR Solenoid Valve Signal #4 Circuit Malfunction (Low Input)	<Ref. to GD(H4SO)-200, DTC P1498 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>

List of Diagnostic Trouble Code (DTC)

GENERAL DESCRIPTION

DTC	Item	Index
P1499	EGR Solenoid Valve Signal #4 Circuit Malfunction (High Input)	<Ref. to GD(H4SO)-200, DTC P1499 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1518	Starter Switch Circuit Low Input	<Ref. to GD(H4SO)-201, DTC P1518 STARTER SWITCH CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1560	Back-Up Voltage Circuit Malfunction	<Ref. to GD(H4SO)-202, DTC P1560 BACK-UP VOLTAGE CIRCUIT MALFUNCTION, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1602	Control Module Programming Error	<Ref. to GD(H4SO)-203, DTC P1602 CONTROL MODULE PROGRAMMING ERROR, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2096	Post Catalyst Fuel Trim System Too Lean Bank 1	<Ref. to GD(H4SO)-205, DTC P2096 POST CATALYST FUEL TRIM SYSTEM TOO LEAN BANK 1, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2097	Post Catalyst Fuel Trim System Too Rich Bank 1	<Ref. to GD(H4SO)-207, DTC P2097 POST CATALYST FUEL TRIM SYSTEM TOO RICH BANK 1, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2101	Throttle Actuator Control Motor Circuit Range/Performance	<Ref. to GD(H4SO)-209, DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2102	Throttle Actuator Control Motor Circuit Low	<Ref. to GD(H4SO)-211, DTC P2102 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2103	Throttle Actuator Control Motor Circuit High	<Ref. to GD(H4SO)-213, DTC P2103 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2109	Throttle/Pedal Position Sensor "A" Minimum Stop Performance	<Ref. to GD(H4SO)-215, DTC P2109 THROTTLE/PEDAL POSITION SENSOR "A" MINIMUM STOP PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2122	Throttle/Pedal Position Sensor/Switch "D" Circuit Low Input	<Ref. to GD(H4SO)-217, DTC P2122 THROTTLE/PEDAL POSITION SENSOR/SWITCH "D" CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2123	Throttle/Pedal Position Sensor/Switch "D" Circuit High Input	<Ref. to GD(H4SO)-219, DTC P2123 THROTTLE/PEDAL POSITION SENSOR/SWITCH "D" CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2127	Throttle/Pedal Position Sensor/Switch "E" Circuit Low Input	<Ref. to GD(H4SO)-221, DTC P2127 THROTTLE/PEDAL POSITION SENSOR/SWITCH "E" CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2128	Throttle/Pedal Position Sensor/Switch "E" Circuit High Input	<Ref. to GD(H4SO)-223, DTC P2128 THROTTLE/PEDAL POSITION SENSOR/SWITCH "E" CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2135	Throttle/Pedal Position Sensor/Switch "A"/"B" Voltage Correlation	<Ref. to GD(H4SO)-225, DTC P2135 THROTTLE/PEDAL POSITION SENSOR/SWITCH "A"/"B" VOLTAGE CORRELATION, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2138	Throttle/Pedal Position Sensor/Switch "D"/"E" Voltage Correlation	<Ref. to GD(H4SO)-227, DTC P2138 THROTTLE/PEDAL POSITION SENSOR/SWITCH "D"/"E" VOLTAGE CORRELATION, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2227	Barometric Pressure Circuit Range/Performance	<Ref. to GD(H4SO)-229, DTC P2227 BAROMETRIC PRESSURE CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2228	Barometric Pressure Circuit Low	<Ref. to GD(H4SO)-230, DTC P2228 BAROMETRIC PRESSURE CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2229	Barometric Pressure Circuit High	<Ref. to GD(H4SO)-231, DTC P2229 BAROMETRIC PRESSURE CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

2. Diagnostic Trouble Code (DTC) Detecting Criteria

A: DTC P0026 INTAKE VALVE CONTROL SOLENOID CIRCUIT RANGE/ PERFORMANCE (BANK 1)

1. OUTLINE OF DIAGNOSIS

Detect NG when having either Low NG or High NG.

A variable valve lift diagnosis oil pressure switch is installed for diagnosis. It is possible to determine whether the intake valve is in high mode (increase the amount of lift) or in low mode (suppressing the amount of lift) when the variable valve lift diagnosis oil pressure switch is turned ON or OFF.

• NORMAL

Oil switching solenoid valve duty	Intake valve	Variable valve lift diagnosis oil pressure switch
Large	High mode	ON
Small	Low mode	OFF

• Low NG

When the variable valve lift diagnosis oil pressure switch remains OFF even though the intake valve tried to enter high mode (oil switching solenoid valve duty is large), this is judged as a Low NG.

• High NG

When the variable valve lift diagnosis oil pressure switch remains ON even though the intake valve tried to enter low mode (oil switching solenoid valve duty is small), this is judged as a High NG.

2. COMPONENT DESCRIPTION

The variable valve lift system optimizes the intake valve lift by switching between the low lift cam and the high lift cam according to the engine speed. The amount of intake valve lift is varied by controlling the oil switching solenoid valve duty according to signals from the ECM.

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V
After engine starting	≥ 6 sec.
Engine oil temperature	≥ 15°C (59°F)
Variable valve lift control	Operation

4. GENERAL DRIVING CYCLE

Perform the diagnosis continuously 6 seconds after engine start while variable valve lift is being controlled.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time of meeting the following conditions is longer than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Low NG Duty ratio Variable valve lift diagnosis oil pressure switch	$\geq 62\%$ OFF
High NG Duty ratio Variable valve lift diagnosis oil pressure switch	$< 33\%$ ON

Time Needed for Diagnosis:

Low side	0.784 seconds
High side	3.0 seconds

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK and clear the NG when the continuous time when the following conditions are established are more than 3 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
Low OK Duty ratio Variable valve lift diagnosis oil pressure switch	$\geq 62\%$ ON
High OK Duty ratio Variable valve lift diagnosis oil pressure switch	$< 33\%$ OFF

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

B: DTC P0028 INTAKE VALVE CONTROL SOLENOID CIRCUIT RANGE/ PERFORMANCE (BANK 2)

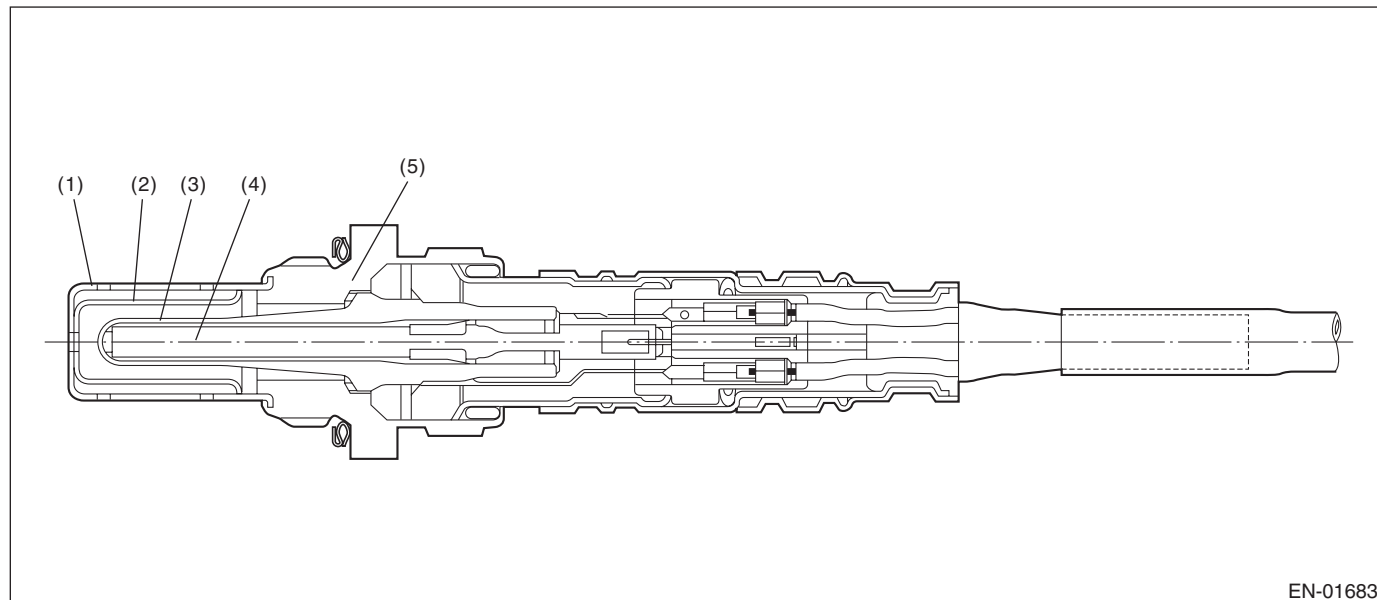
NOTE:

For diagnostic procedures, refer to DTC P0026. <Ref. to GD(H4SO)-8, DTC P0026 INTAKE VALVE CONTROL SOLENOID CIRCUIT RANGE/PERFORMANCE (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

C: DTC P0030 HO2S HEATER CONTROL CIRCUIT (BANK 1 SENSOR 1)**1. OUTLINE OF DIAGNOSIS**

Detect functional errors of the front oxygen (A/F) sensor heater.

Judge as NG when it is determined that the front oxygen (A/F) sensor impedance is large by referring to the engine condition such as fuel shut-off in deceleration, etc.

2. COMPONENT DESCRIPTION

EN-01683

(1) Element cover (outer)

(3) Sensor element

(5) Sensor housing

(2) Element cover (inner)

(4) Ceramic heater

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Continuous time when all of the following conditions are met	30 seconds or more
Battery voltage	> 10.9 V
After fuel cut	20 seconds or more
Heater current	Operation
Front lambda sensor duty $\geq 35\%$	Experienced

4. GENERAL DRIVING CYCLE

Perform the diagnosis continuously after 50 seconds or more have passed since the engine started.

5. DIAGNOSTIC METHOD

Judge as NG when the continuous time of meeting the malfunction criteria below becomes more than the time needed for diagnosis (10 seconds). Judge as OK and clear NG when the continuous time of not completing the malfunction criteria below becomes more than the time needed for diagnosis (10 seconds).

Judgment Value

Malfunction Criteria	Threshold Value
Front oxygen (A/F) sensor impedance	> 50 Ω

Time Needed for Diagnosis: 10 seconds

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

- Front oxygen (A/F) sensor main learning compensation: Not allowed to calculate.
- Front oxygen (A/F) sensor sub learning compensation: Not allowed to calculate.
- Purge control: Not allowed to purge.

9. ECM OPERATION AT DTC SETTING

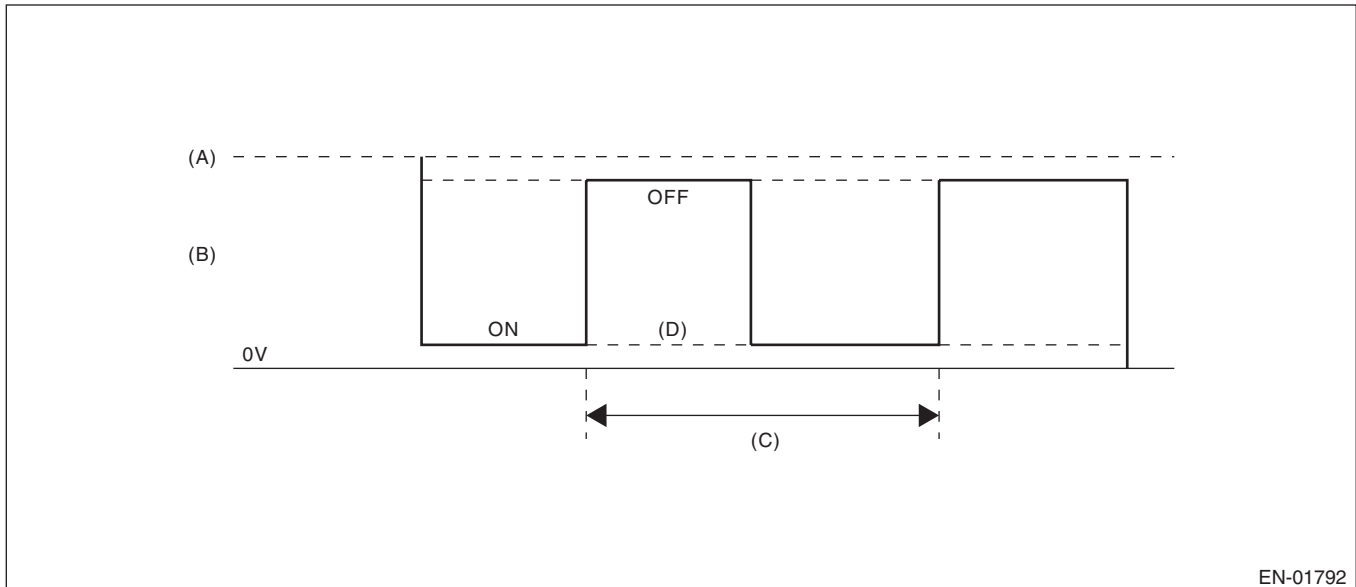
Memorize the freeze frame data. (For test mode \$02)

D: DTC P0031 HO2S HEATER CONTROL CIRCUIT LOW (BANK 1 SENSOR 1)**1. OUTLINE OF DIAGNOSIS**

Detect the open or short circuit of heater.

The heater performs duty control, and the output terminal voltage at ON is 0 V and the output terminal voltage at OFF is the battery voltage.

Judge NG when the terminal voltage remains Low.

2. COMPONENT DESCRIPTION

EN-01792

(A) Battery voltage	(C) 128 milliseconds
(B) Front oxygen (A/F) sensor heater output voltage	(D) Low error

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	$\geq 10.9 \text{ V}$

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge NG when the continuous time of meeting the malfunction criteria below becomes more than 1 second (8 cycles).

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage level	Low
Front oxygen (A/F) sensor heater control duty	< 87.5%

Time Needed for Diagnosis: 1 second

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage level	High

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

8. FAIL SAFE

- Front oxygen (A/F) sensor heater control: Not allowed to apply current to the heater.
- A/F main learning: Not allowed to calculate the A/F main learning compensation factor.
- A/F sub learning: Not allowed to calculate the A/F sub learning compensation factor.
- Purge control: Not allowed to purge.

9. ECM OPERATION AT DTC SETTING

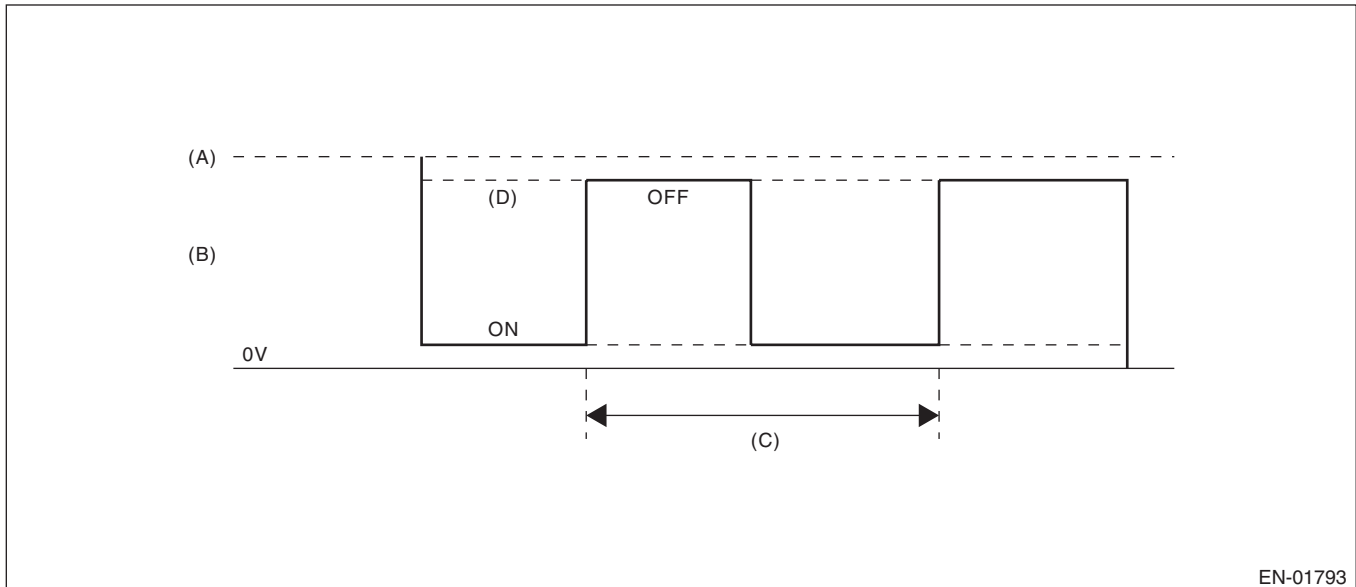
Memorize the freeze frame data. (For test mode \$02)

E: DTC P0032 HO2S HEATER CONTROL CIRCUIT HIGH (BANK 1 SENSOR 1)**1. OUTLINE OF DIAGNOSIS**

Detect the open or short circuit of heater.

The heater performs duty control, and the output terminal voltage at ON is 0 V and the output terminal voltage at OFF is the battery voltage.

Judge NG when the terminal voltage remains High.

2. COMPONENT DESCRIPTION

(A) Battery voltage	(C) 128 milliseconds
(B) Front oxygen (A/F) sensor heater output voltage	(D) High malfunction

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	$\geq 10.9 \text{ V}$

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge NG when the continuous time of meeting the malfunction criteria below becomes more than 1 second (8 cycles).

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage level	High
Front oxygen (A/F) sensor heater control duty	≥ 12.5%

Time Needed for Diagnosis: 1 second

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage level	Low

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

8. FAIL SAFE

- Front oxygen (A/F) sensor heater control: Not allowed to apply current to the heater.
- A/F main learning: Not allowed to calculate the A/F main learning compensation factor.
- A/F sub learning: Not allowed to calculate the A/F sub learning compensation factor.
- Purge control: Not allowed to purge.

9. ECM OPERATION AT DTC SETTING

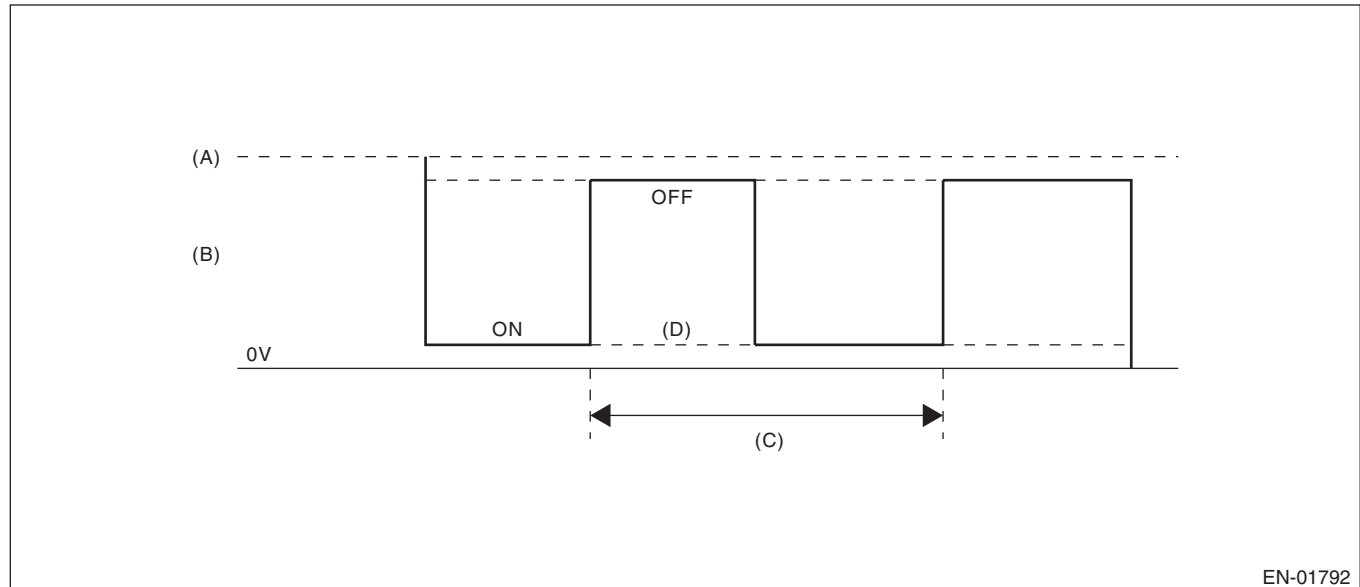
Memorize the freeze frame data. (For test mode \$02)

F: DTC P0037 HO2S HEATER CONTROL CIRCUIT LOW (BANK 1 SENSOR 2)**1. OUTLINE OF DIAGNOSIS**

Detect the rear oxygen sensor heater open or short circuit.

The rear oxygen sensor heater performs duty control, and the output terminal voltage at ON is 0 V, and the output terminal voltage at OFF is the battery voltage.

Judge NG when the terminal voltage remains Low.

2. COMPONENT DESCRIPTION

(A) Battery voltage

(C) 256 milliseconds (cycles)

(D) Low error

(B) Rear oxygen sensor heater output voltage

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	> 10.9 V
Elapsed time after engine starting	≥ 1 sec.

4. GENERAL DRIVING CYCLE

Perform the diagnosis continuously after starting the engine.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time while meeting all of the malfunction criteria below is more than 2560 milliseconds (10 cycles).

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	Low
Rear oxygen sensor heater control duty	< 75%

Time Needed for Diagnosis: 2.56 seconds

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	High

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

8. FAIL SAFE

Sub feedback control: Not allowed.

9. ECM OPERATION AT DTC SETTING

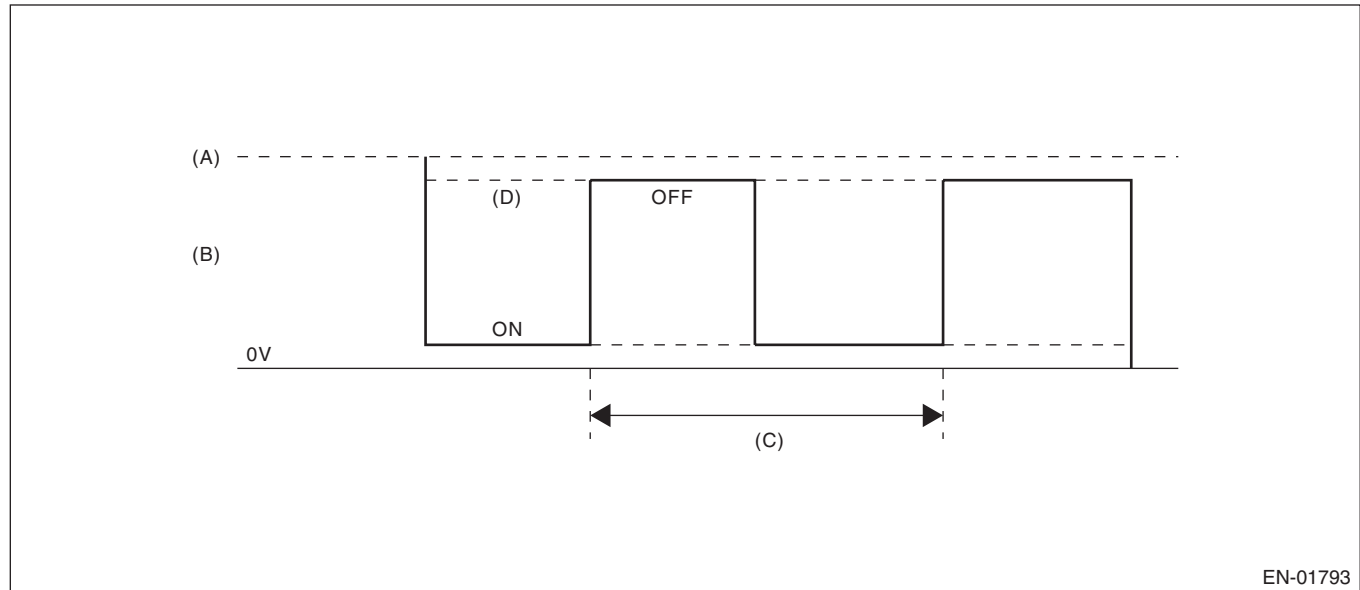
Memorize the freeze frame data. (For test mode \$02)

G: DTC P0038 HO2S HEATER CONTROL CIRCUIT HIGH (BANK 1 SENSOR 2)**1. OUTLINE OF DIAGNOSIS**

Detect the rear oxygen sensor heater open or short circuit.

The rear oxygen sensor heater performs duty control, and the output terminal voltage at ON is 0 V, and the output terminal voltage at OFF is the battery voltage.

Judge NG when the terminal voltage remains High.

2. COMPONENT DESCRIPTION

(A) Battery voltage

(C) 256 milliseconds (cycles)

(D) High malfunction

(B) Rear oxygen sensor heater output voltage

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	> 10.9 V
Elapsed time after engine starting	≥ 1 sec.

4. GENERAL DRIVING CYCLE

Perform the diagnosis continuously after starting the engine.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time while meeting all of the malfunction criteria below is more than 2560 milliseconds (10 cycles).

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	High
Rear oxygen sensor heater control duty	≥ 20%

Time Needed for Diagnosis: 2.56 seconds

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	Low

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

8. FAIL SAFE

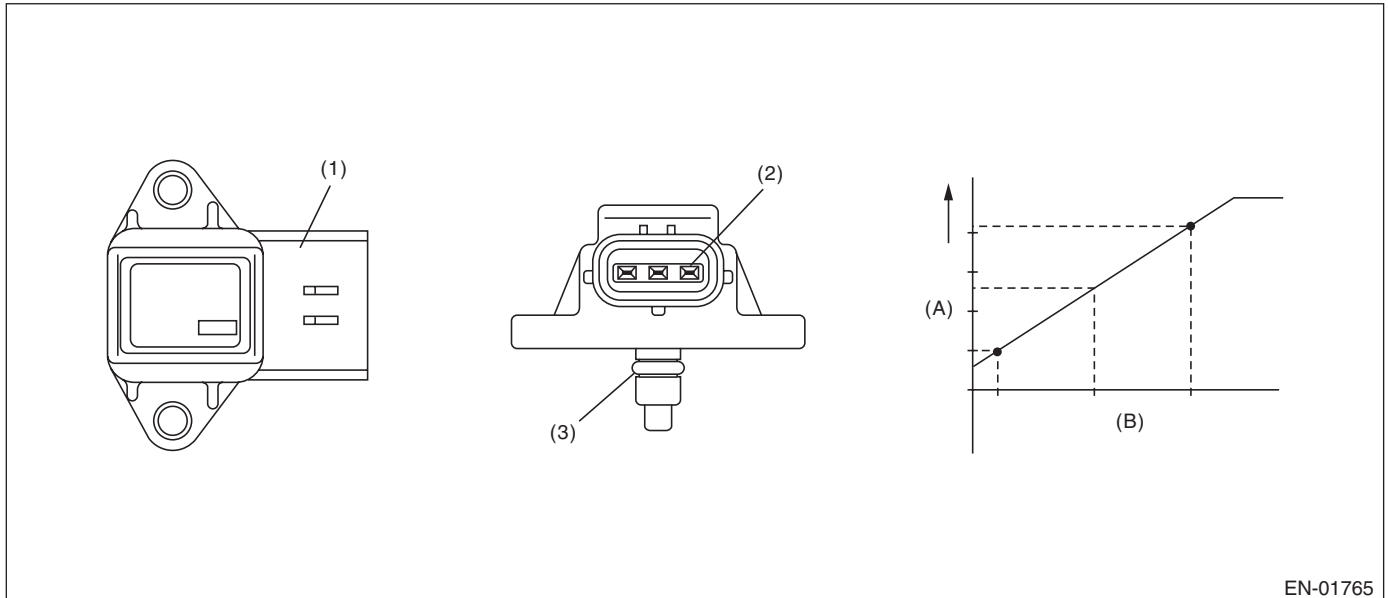
Sub feedback control: Not allowed.

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

H: DTC P0068 MAP/MAF - THROTTLE POSITION CORRELATION**1. OUTLINE OF DIAGNOSIS**

Detect the malfunction of intake manifold pressure sensor output property. Judge NG when the intake air pressure AD value is Low whereas it seemed to be High from the viewpoint of engine condition, or when it is High whereas it seemed to be Low from the engine condition.

2. COMPONENT DESCRIPTION

EN-01765

(1) Connector	(A) Output voltage
(2) Terminals	(B) Absolute pressure
(3) O-ring	

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Engine coolant temperature	$\geq 75^{\circ}\text{C}$ (167°F)

4. GENERAL DRIVING CYCLE

Perform the diagnosis continuously after idling.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge NG when either Low side or High side becomes NG.

Judge as NG when the continuous time of meeting the malfunction criteria below becomes more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Low side	
Engine speed	< 2500 rpm
Throttle position	$\geq 12^\circ$
Intake air amount every 0.5 engine revs.	$\geq 0.55 \text{ g (0.019 oz)/rev}$
Output voltage	< 1.4 V
High side	
Engine speed	600 — 900 rpm
Throttle position	$\leq 2.44^\circ$
Intake air amount every 0.5 engine revs.	< 0.4 g (0.014 oz)/rev
Output voltage	$\geq 3.4 \text{ V}$

Time Needed for Diagnosis: 3 seconds for low side, 7 seconds for high side

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OK and clear the NG when both Low side and High side become OK.

Judge as OK when the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
Low side	
Engine speed	< 2500 rpm
Throttle position	$\geq 12^\circ$
Intake air amount every 0.5 engine revs.	$\geq 0.55 \text{ g (0.019 oz)/rev}$
Output voltage	$\geq 1.4 \text{ V}$
High side	
Engine speed	600 — 900 rpm
Throttle position	$\leq 2.44^\circ$
Intake air amount every 0.5 engine revs.	< 0.4 g (0.014 oz)/rev
Output voltage	< 3.4 V

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

8. FAIL SAFE

- Intake manifold pressure sensor process: Estimate the pressure from engine load.
- ISC feedback: Not allowed to calculate the amount of feedback.

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

I: DTC P0076 INTAKE VALVE CONTROL SOLENOID CIRCUIT LOW (BANK 1)

1. OUTLINE OF DIAGNOSIS

Detect the open circuit of the oil switching solenoid valve.

Judge as NG when the current is small even though the output duty is large.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V

3. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

4. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time when the following conditions are established is more than 2 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
Duty ratio	$\geq 30\%$
Control current	< 0.026 A

Time Needed for Diagnosis: 2 seconds

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK and clear the NG when the continuous time when the following conditions are established is more than 2 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
Oil switching solenoid valve target current value – oil switching solenoid valve current value	< 0.08 A
Control current	≥ 0.11 A

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

None

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

J: DTC P0077 INTAKE VALVE CONTROL SOLENOID CIRCUIT HIGH (BANK 1)

1. OUTLINE OF DIAGNOSIS

Detect short circuits of the oil switching solenoid valve.

Judge as a short NG when the current is large even though the output duty is small.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	$\geq 10.9 \text{ V}$

3. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

4. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time when the following conditions are established is more than 2 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
Duty ratio	$< 7\%$
Control current	$\geq 0.465 \text{ A}$

Time Needed for Diagnosis: 2 seconds

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK and clear the NG when the continuous time when the following conditions are established is more than 2 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
Oil switching solenoid valve target current value – oil switching solenoid valve current value	$< 0.08 \text{ A}$

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

None

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

K: DTC P0082 INTAKE VALVE CONTROL SOLENOID CIRCUIT LOW (BANK 2)

NOTE:

For the diagnostic procedure, refer to DTC P0076. <Ref. to GD(H4SO)-23, DTC P0076 INTAKE VALVE CONTROL SOLENOID CIRCUIT LOW (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

L: DTC P0083 INTAKE VALVE CONTROL SOLENOID CIRCUIT HIGH (BANK 2)

NOTE:

For the diagnostic procedure, refer to DTC P0077. <Ref. to GD(H4SO)-24, DTC P0077 INTAKE VALVE CONTROL SOLENOID CIRCUIT HIGH (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

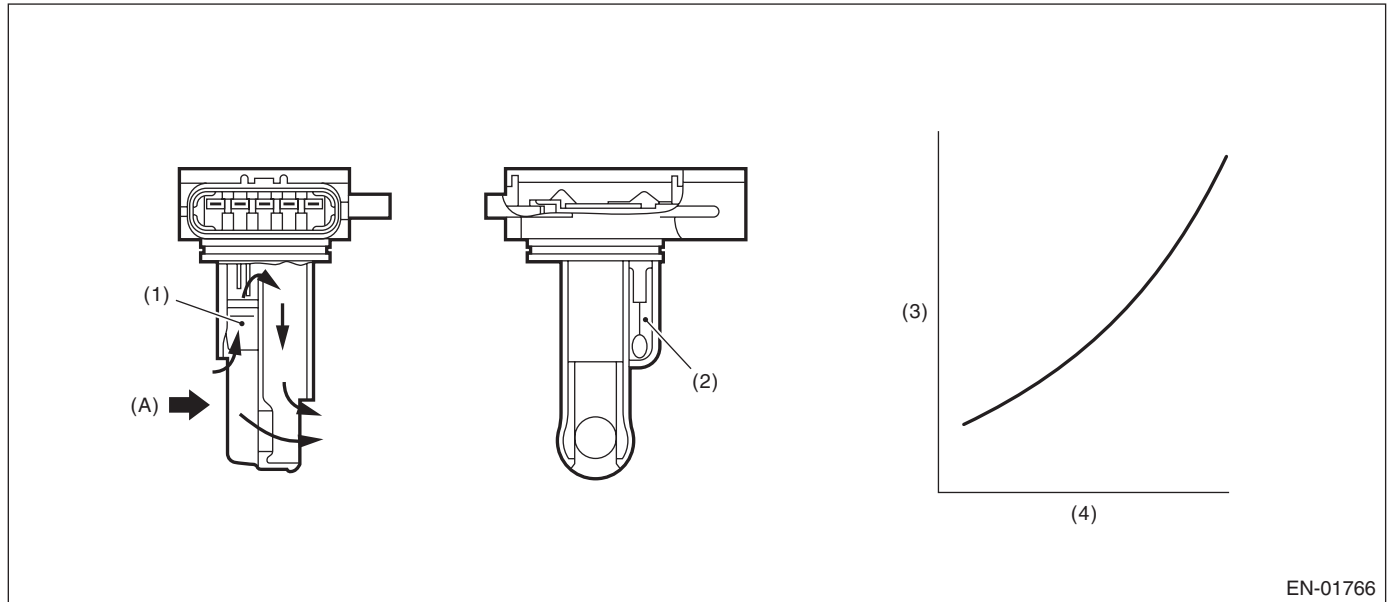
M: DTC P0101 MASS OR VOLUME AIR FLOW CIRCUIT RANGE/PERFORMANCE

1. OUTLINE OF DIAGNOSIS

Detect the malfunction of air flow sensor output property.

Judge as a low side NG when the air flow voltage indicates a small value regardless of running in a state where the air flow voltage increases. Judge as High side NG when the air flow voltage indicates a large value regardless of running in a state where the air flow voltage decreases. Judge air flow sensor property NG when the Low side or High side becomes NG.

2. COMPONENT DESCRIPTION



EN-01766

(1) Air flow sensor

(2) Intake air temperature sensor

(3) Voltage (V)

(4) Intake air volume (kg/s)

(A) Air

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Engine coolant temperature	$\geq 75^{\circ}\text{C}$ (167°F)

4. GENERAL DRIVING CYCLE

Perform the diagnosis continuously after idling.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time with the following criteria established exceeds the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
(Low side error) Output voltage Engine speed Throttle opening angle Intake manifold pressure	< 1.2 V ≥ 2000 rpm ≥ 13° ≥ 53.3 kPa (400 mmHg, 15.7 inHg)
(High side error 1) Output voltage Engine speed Throttle opening angle Intake manifold pressure	≥ 2.66 V 600 — 900 rpm < 2.44° < 40.0 kPa (300 mmHg, 11.8 inHg)
(High side error 2) Output voltage Engine speed Throttle opening angle Intake manifold pressure Fuel system diagnosis	≥ 1.45 V 600 — 900 rpm < 2.44° < 40.0 kPa (300 mmHg, 11.8 inHg) Rich side malfunction

Time Needed for Diagnosis:

Low side : 3 seconds

High side: 10 seconds

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OK when the criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
(Low side error) Output voltage Engine speed Throttle opening angle Intake manifold pressure	≥ 1.2 V ≥ 2000 rpm ≥ 13° ≥ 53.3 kPa (400 mmHg, 15.7 inHg)
(High side error) Output voltage Engine Speed Throttle opening angle Intake manifold pressure	< 2.66 V 600 — 900 rpm < 2.44° < 40.0 kPa (300 mmHg, 11.8 inHg)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

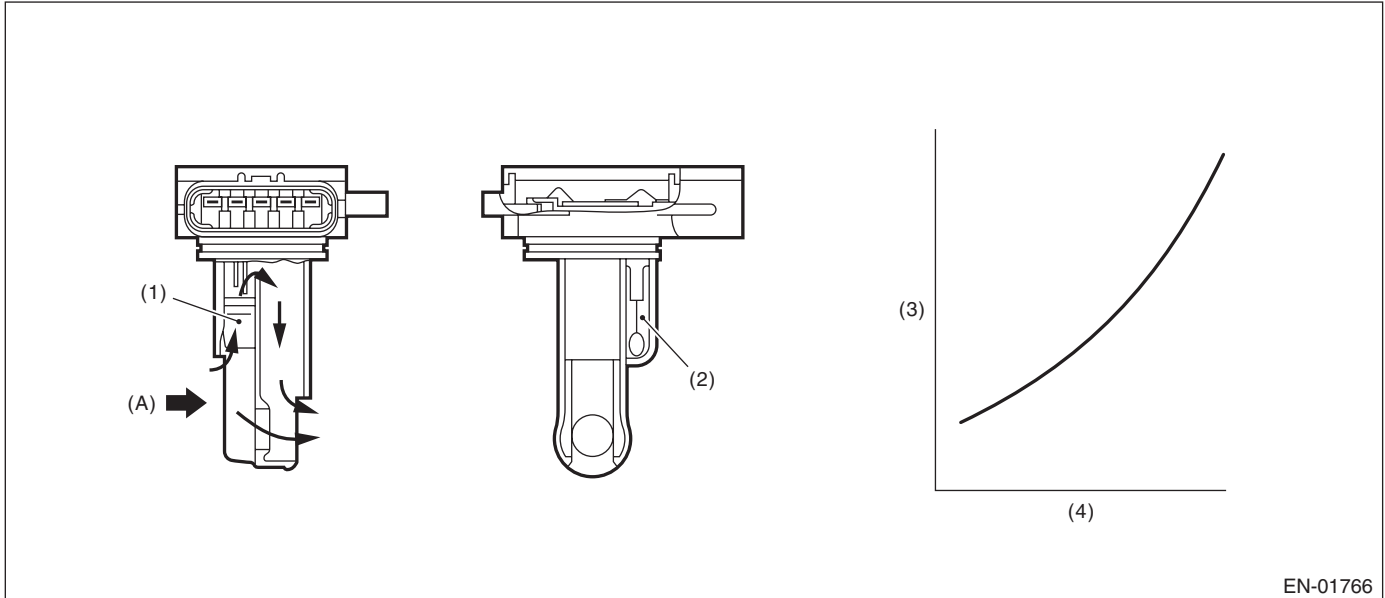
None

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

N: DTC P0102 MASS OR VOLUME AIR FLOW CIRCUIT LOW INPUT**1. OUTLINE OF DIAGNOSIS**

Detect open or short circuits of the air flow sensor.
Judge as NG if it is out of specification.

2. COMPONENT DESCRIPTION

EN-01766

(1) Air flow sensor

(2) Intake air temperature sensor

(3) Voltage (V)

(4) Intake air volume (kg/s)

(A) Air

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Judge as NG when the continuous time of meeting the malfunction criteria below becomes 0.5 seconds or more. Judge as OK and clear the NG when the malfunction criteria below are not met.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	$\leq 0.2 \text{ V}$

Time Needed for Diagnosis: 0.5 seconds

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

8. FAIL SAFE

None

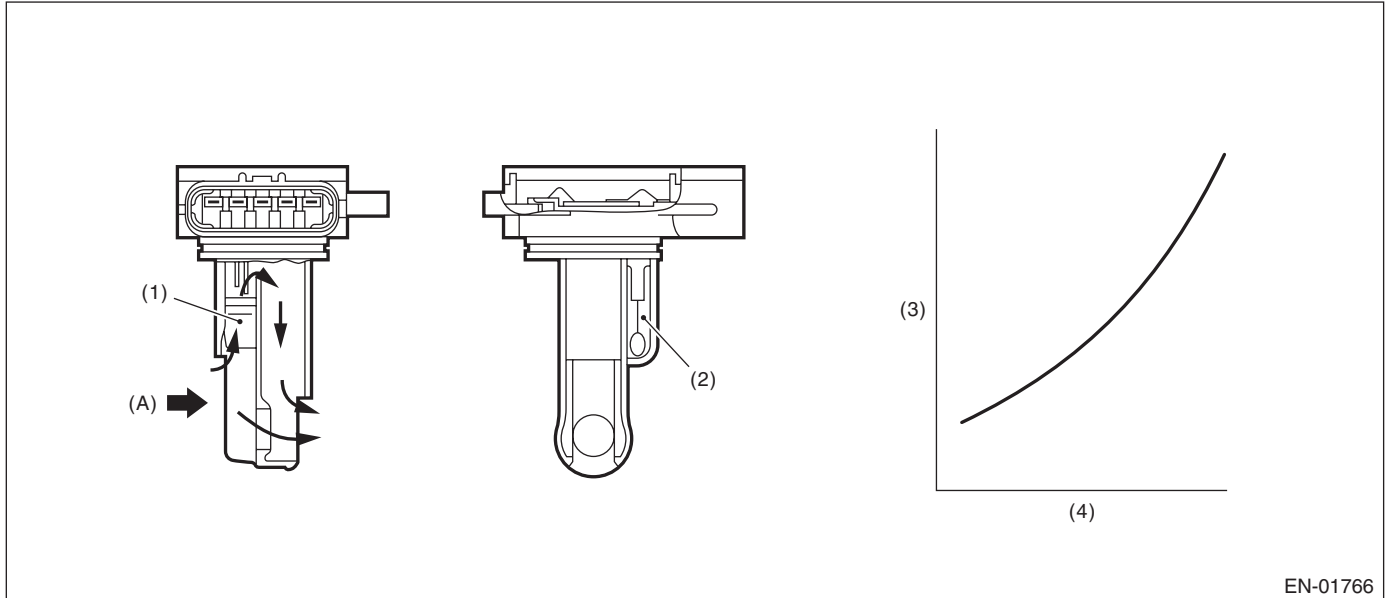
9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

O: DTC P0103 MASS OR VOLUME AIR FLOW CIRCUIT HIGH INPUT**1. OUTLINE OF DIAGNOSIS**

Detect open or short circuits of the air flow sensor.

Judge as NG if it is out of specification.

2. COMPONENT DESCRIPTION

EN-01766

(1) Air flow sensor

(2) Intake air temperature sensor

(3) Voltage (V)

(4) Intake air volume (kg/s)

(A) Air

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Judge NG when the continuous time of meeting the malfunction criteria below becomes more than 0.5 seconds. Judge as OK and clear the NG when the malfunction criteria below are not met.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	≥ 4.985 V

Time Needed for Diagnosis: 0.5 seconds

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

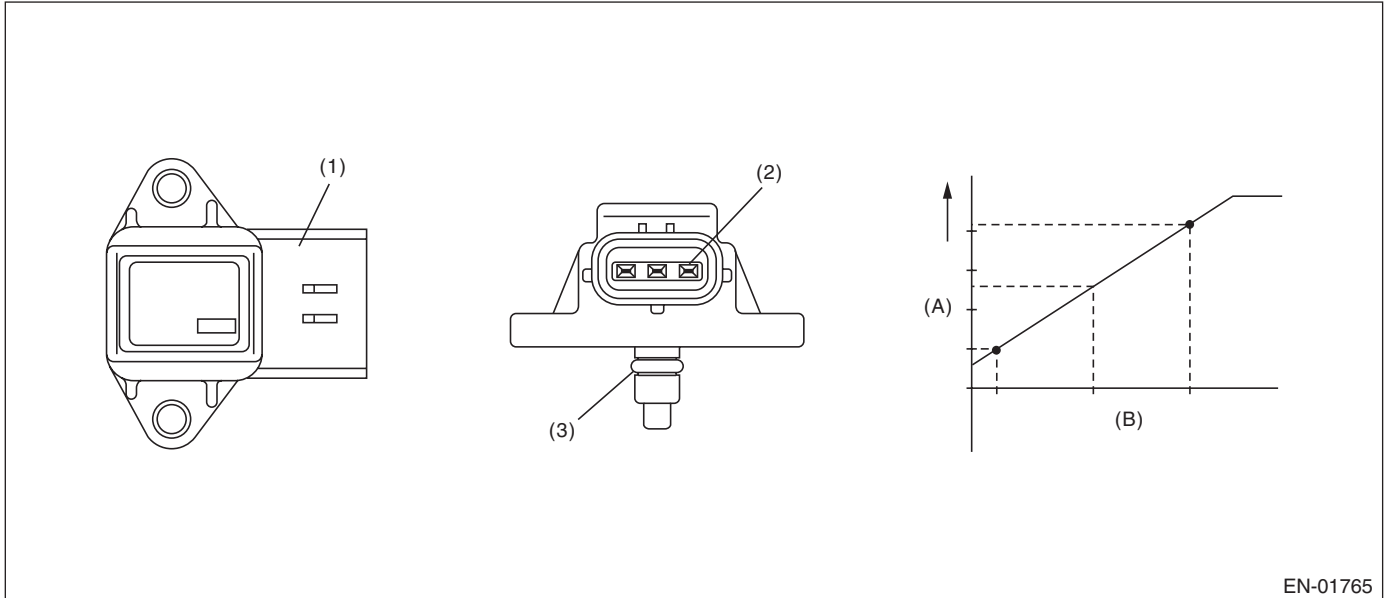
P: DTC P0107 MANIFOLD ABSOLUTE PRESSURE/BAROMETRIC PRESSURE CIRCUIT LOW INPUT

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of intake manifold pressure sensor.

Judge as NG if it is out of specification.

2. COMPONENT DESCRIPTION



EN-01765

- (1) Connector
- (2) Terminals
- (3) O-ring

- (A) Output voltage
- (B) Absolute pressure

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Judge as NG when the continuous time of meeting the malfunction criteria below becomes 0.5 seconds or more. Judge as OK and clear the NG when the malfunction criteria below are not met.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	< 0.568 V

Time Needed for Diagnosis: 0.5 seconds

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

8. FAIL SAFE

ISC feedback: Not allowed to calculate the amount of feedback.

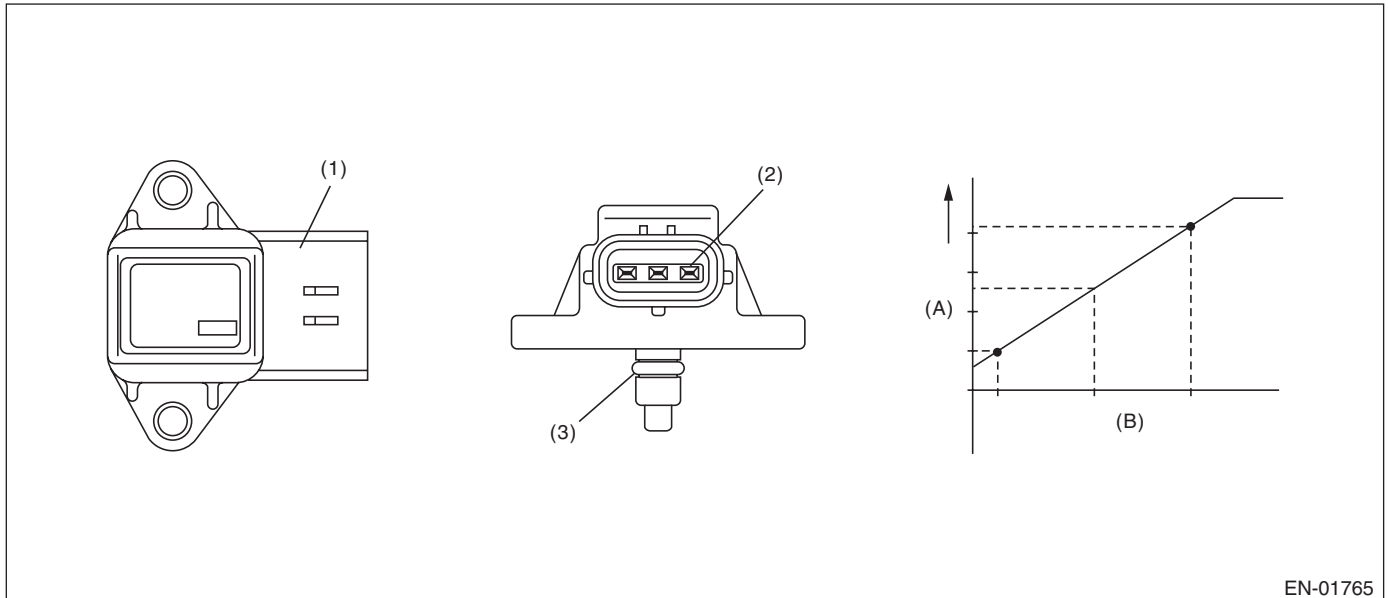
9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Q: DTC P0108 MANIFOLD ABSOLUTE PRESSURE/BAROMETRIC PRESSURE CIRCUIT HIGH INPUT**1. OUTLINE OF DIAGNOSIS**

Detect the open or short circuit of intake manifold pressure sensor.

Judge as NG if it is out of specification.

2. COMPONENT DESCRIPTION

EN-01765

- (1) Connector
- (2) Terminals
- (3) O-ring

- (A) Output voltage
- (B) Absolute pressure

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Judge as NG when the continuous time of meeting the malfunction criteria below becomes 0.5 seconds or more. Judge as OK and clear the NG when the malfunction criteria below are not met.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	≥ 4.921 V

Time Needed for Diagnosis: 0.5 seconds

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

8. FAIL SAFE

ISC feedback: Not allowed to calculate the amount of feedback.

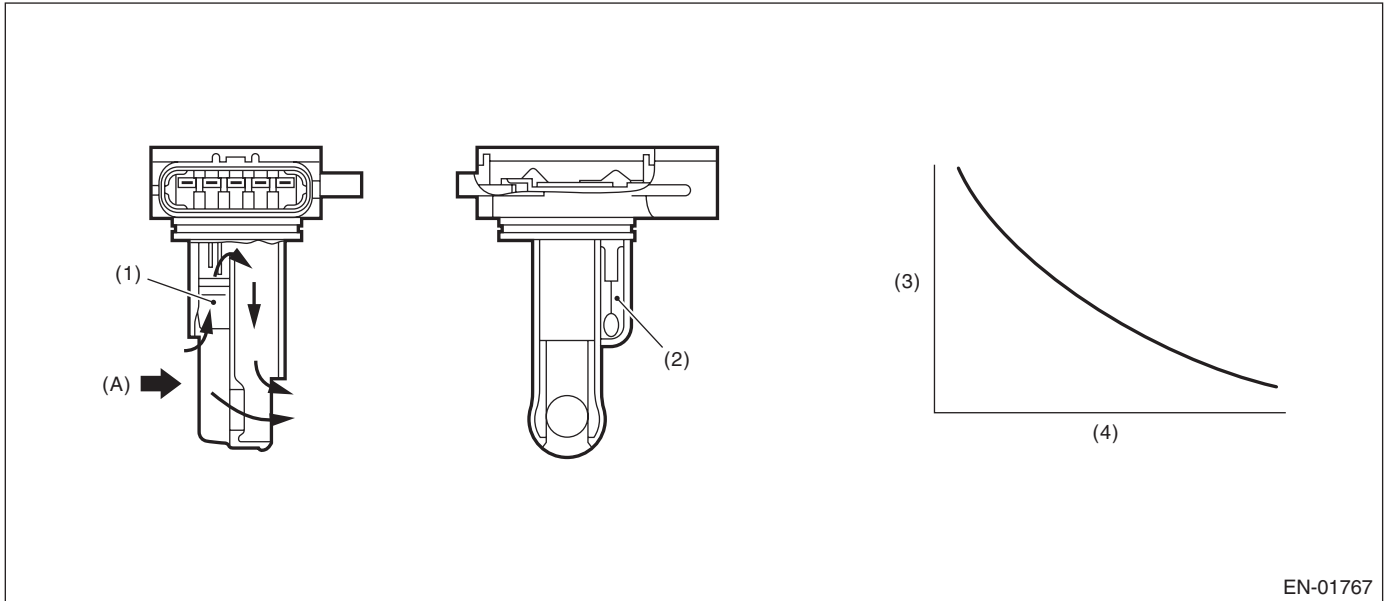
9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

R: DTC P0111 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT RANGE/ PERFORMANCE**1. OUTLINE OF DIAGNOSIS**

Detect the malfunction of intake air temperature sensor output property.

Judge as NG when the intake air temperature is not varied whereas it seemed to be varied from the viewpoint of engine condition.

2. COMPONENT DESCRIPTION

EN-01767

(1) Air flow sensor

(3) Resistance value (Ω)

(A) Air

(2) Intake air temperature sensor

(4) Intake air temperature $^{\circ}\text{C}$ ($^{\circ}\text{F}$)**3. ENABLE CONDITION**

Secondary Parameters	Enable Conditions
Coolant temp. before engine start	$< 30^{\circ}\text{C}$ (86°F)
Engine coolant temperature	$> 100^{\circ}\text{C}$ (212°F)
Battery voltage	$\geq 10.9\text{ V}$
Continuous time when the vehicle speed is less than 60 km/h (37 MPH)	600 seconds or more

4. GENERAL DRIVING CYCLE

Perform the diagnosis when the vehicle speed condition is completed after starting and idling the cold engine.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time of meeting the malfunction criteria below becomes 1 seconds or more.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage difference between Max. and Min.	< 20 mV (Equivalent to approximately 0.5°C (0.9°F) near 25°C)

Time Needed for Diagnosis: 1 second

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage difference between Max. and Min.	≥ 20 mV

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

8. FAIL SAFE

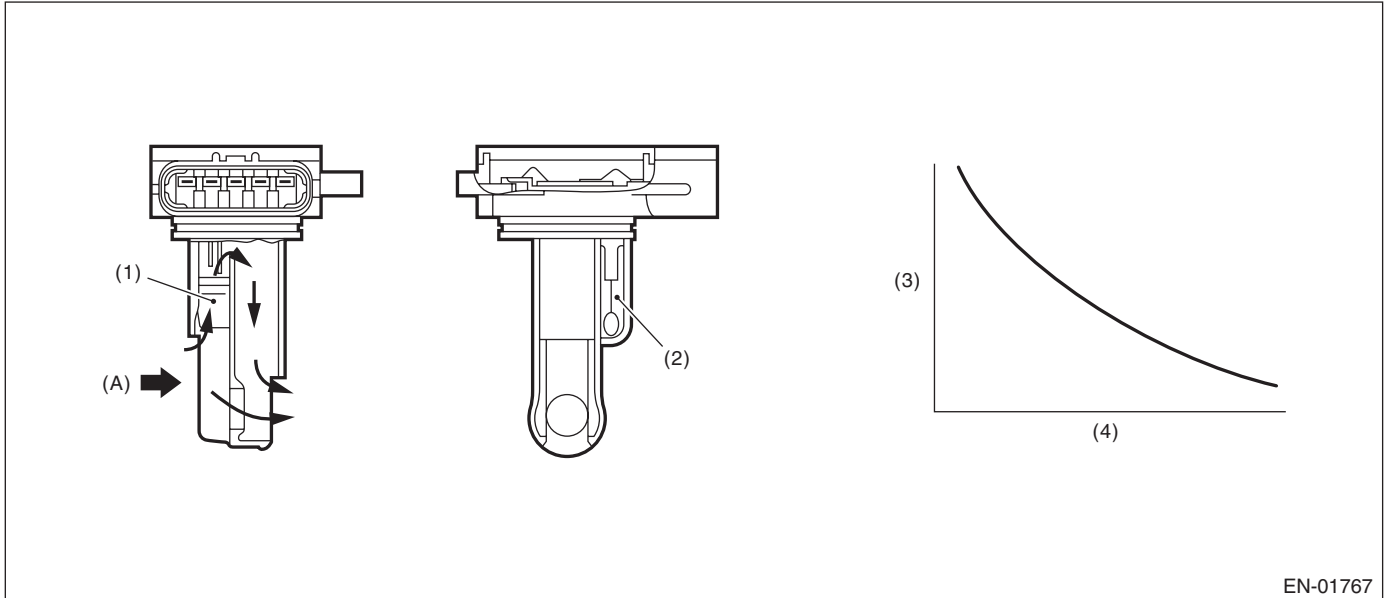
Intake air temperature sensor process: Intake air temperature is fixed at 20°C (68°F).

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

S: DTC P0112 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT LOW**1. OUTLINE OF DIAGNOSIS**

Detect open or short circuit of the intake air temperature sensor.
Judge as NG if it is out of specification.

2. COMPONENT DESCRIPTION

EN-01767

(1) Air flow sensor	(3) Resistance value (Ω)	(A) Air
(2) Intake air temperature sensor	(4) Intake air temperature $^{\circ}\text{C}$ ($^{\circ}\text{F}$)	

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD**Abnormality Judgment**

Judge as NG when the continuous time of meeting the malfunction criteria below becomes 0.5 seconds or more.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	$< 0.166 \text{ V}$
Ignition switch	ON

Time Needed for Diagnosis: 0.5 seconds

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	$\geq 0.166 \text{ V}$
Ignition switch	ON

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

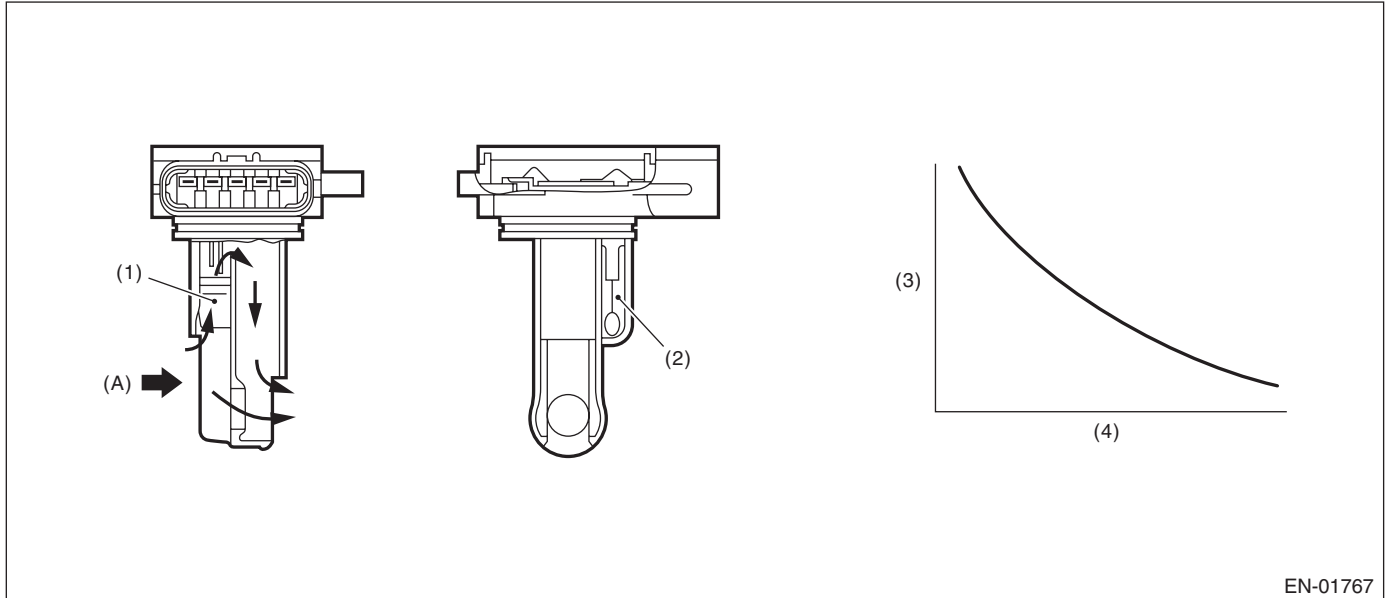
Intake air temperature sensor process: Intake air temperature is fixed at 20°C (68°F).

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

T: DTC P0113 INTAKE AIR TEMPERATURE SENSOR 1 CIRCUIT HIGH**1. OUTLINE OF DIAGNOSIS**

Detect open or short circuit of the intake air temperature sensor.
Judge as NG if it is out of specification.

2. COMPONENT DESCRIPTION

EN-01767

- (1) Air flow sensor
(2) Intake air temperature sensor
(3) Resistance value (Ω)
(4) Intake air temperature $^{\circ}\text{C}$ ($^{\circ}\text{F}$)
(A) Air

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD**Abnormality Judgment**

Judge as NG when the continuous time of meeting the malfunction criteria below becomes 0.5 seconds or more.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	$\geq 4.716 \text{ V}$
Ignition switch	ON

Time Needed for Diagnosis: 0.5 seconds

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	$< 4.716 \text{ V}$
Ignition switch	ON

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

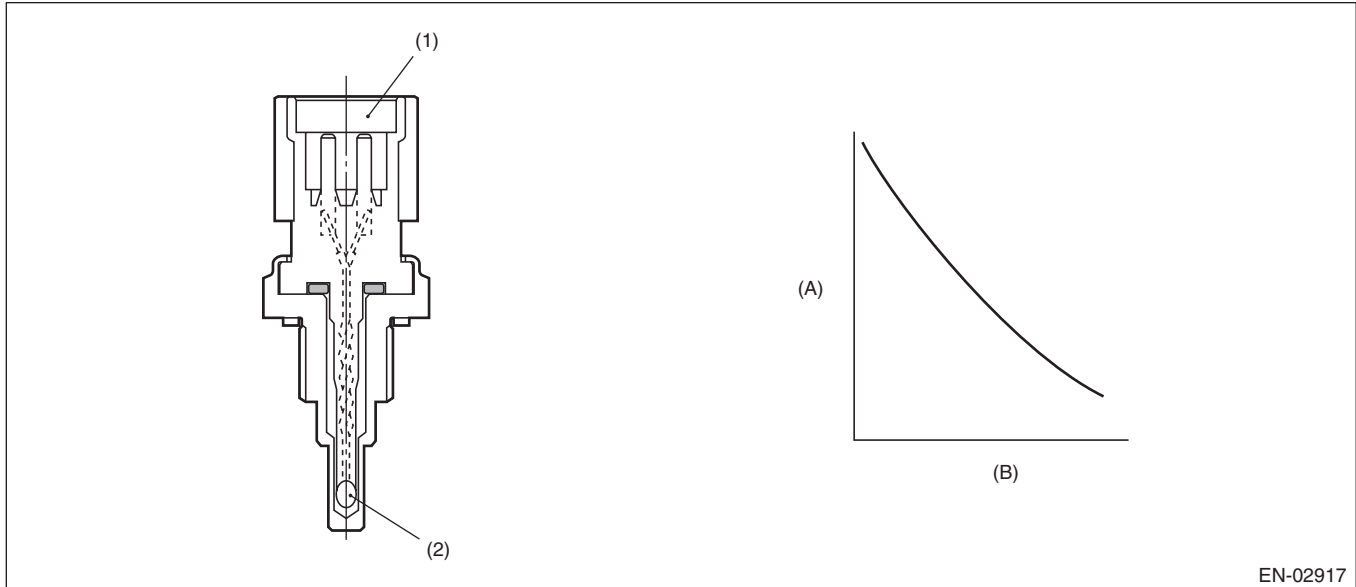
Intake air temperature sensor process: Intake air temperature is fixed at 20°C (68°F).

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

U: DTC P0117 ENGINE COOLANT TEMPERATURE CIRCUIT LOW**1. OUTLINE OF DIAGNOSIS**

Detect the open or short circuit of the engine coolant temperature sensor.
Judge as NG if it is out of specification.

2. COMPONENT DESCRIPTION

EN-02917

- (1) Connector
(2) Thermistor element

- (A) Resistance value (kΩ)
(B) Temperature °C (°F)

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Judge as NG when the continuous time of meeting the malfunction criteria below becomes 0.5 seconds or more. Judge as OK and clear the NG when the malfunction criteria below are not met.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	≤ 0.166 V

Time Needed for Diagnosis: 0.5 seconds

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

8. FAIL SAFE

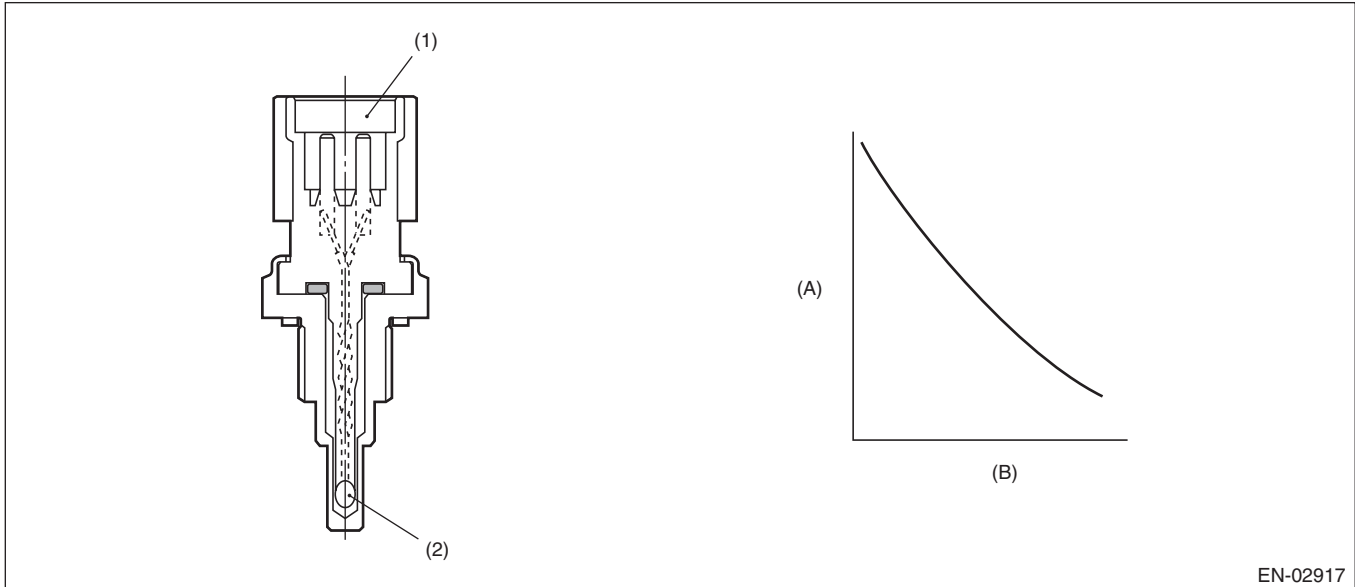
- Engine coolant temperature sensor process: Engine coolant temperature is fixed at 70°C (158°F)
- ISC Feedback: Calculate target engine speed as engine coolant temperature 70°C (158°F).
- ISC learning: Not allowed to learn.
- Air conditioner control: Not allowed to turn the air conditioner to ON.
- Radiator fan control: Both main and sub fan turn to ON.
- Tumble generator valve control: Open the tumble generator valve.

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

V: DTC P0118 ENGINE COOLANT TEMPERATURE CIRCUIT HIGH**1. OUTLINE OF DIAGNOSIS**

Detect the open or short circuit of the engine coolant temperature sensor.
Judge as NG if it is out of specification.

2. COMPONENT DESCRIPTION

EN-02917

- (1) Connector
(2) Thermistor element

- (A) Resistance value (kΩ)
(B) Temperature °C (°F)

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Judge as NG when the continuous time of meeting the malfunction criteria below becomes 0.5 seconds or more. Judge as OK and clear the NG when the malfunction criteria below are not met.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	≥ 4.716 V

Time Needed for Diagnosis: 0.5 seconds

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

8. FAIL SAFE

- Engine coolant temperature sensor process: Engine coolant temperature is fixed at 70°C (158°F)
- ISC Feedback: Calculate target engine speed as engine coolant temperature 70°C (158°F).
- ISC learning: Not allowed to learn.
- Air conditioner control: Not allowed to turn the air conditioner to ON.
- Radiator fan control: Both main and sub fan turn to ON.
- Tumble generator valve control: Open the tumble generator valve.

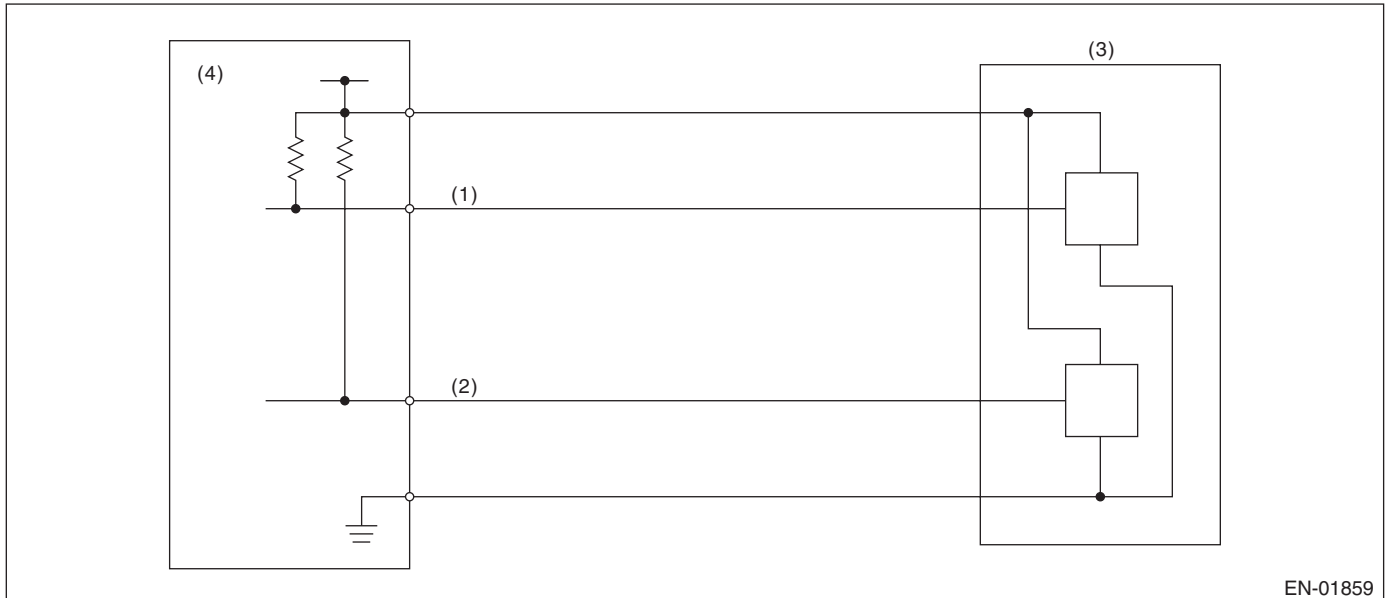
9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

W: DTC P0122 THROTTLE/PEDAL POSITION SENSOR/SWITCH “A” CIRCUIT LOW**1. OUTLINE OF DIAGNOSIS**

Detect the open or short circuit of throttle position sensor 1.

Judge as NG if it is out of specification.

2. COMPONENT DESCRIPTION

EN-01859

(1) Throttle position sensor 1 signal	(3) Throttle position sensor
(2) Throttle position sensor 2 signal	(4) Engine control module (ECM)

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Sensor 1 input voltage	≥ 0.309 V

Time Needed for Diagnosis: 24 milliseconds

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

8. FAIL SAFE

Stop the continuity to the electronic throttle control motor. (Throttle opening is fixed to 6°.)

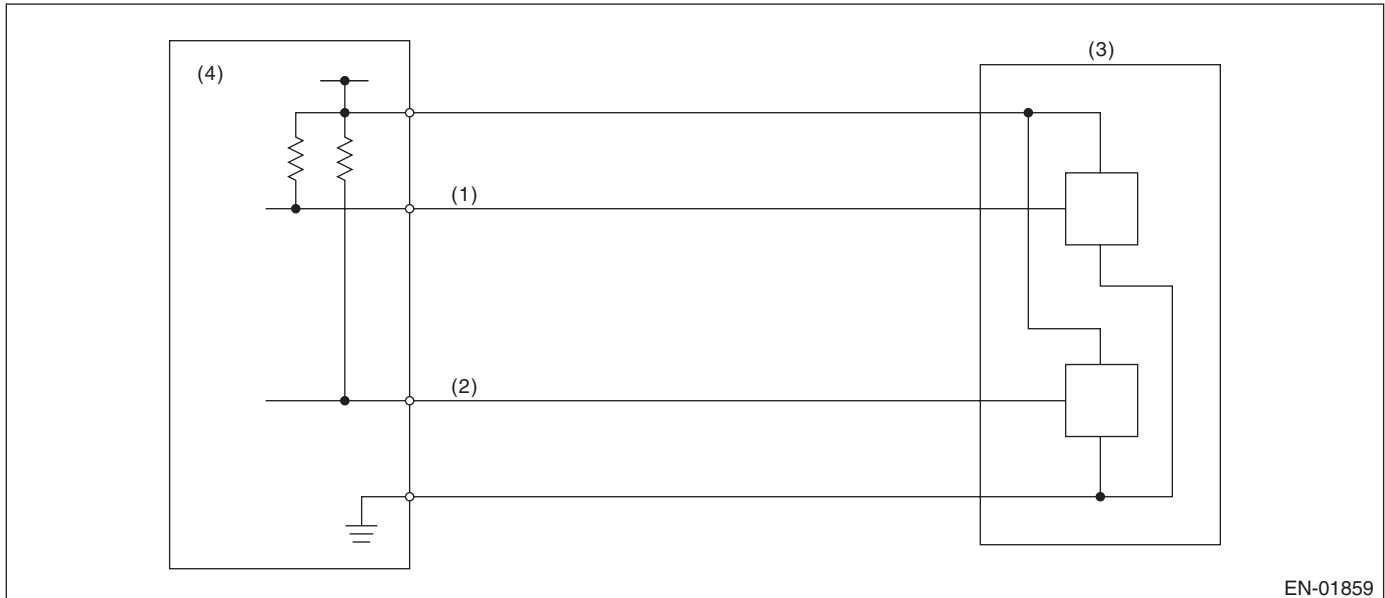
9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

X: DTC P0123 THROTTLE/PEDAL POSITION SENSOR/SWITCH “A” CIRCUIT HIGH**1. OUTLINE OF DIAGNOSIS**

Detect the open or short circuit of throttle position sensor 1.

Judge as NG if it is out of specification.

2. COMPONENT DESCRIPTION

(1) Throttle position sensor 1 signal

(3) Throttle position sensor

(4) Engine control module (ECM)

(2) Throttle position sensor 2 signal

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Sensor 1 input voltage	≤ 4.646 V

Time Needed for Diagnosis: 24 milliseconds

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

8. FAIL SAFE

Stop the continuity to the electronic throttle control motor. (Throttle opening is fixed to 6°.)

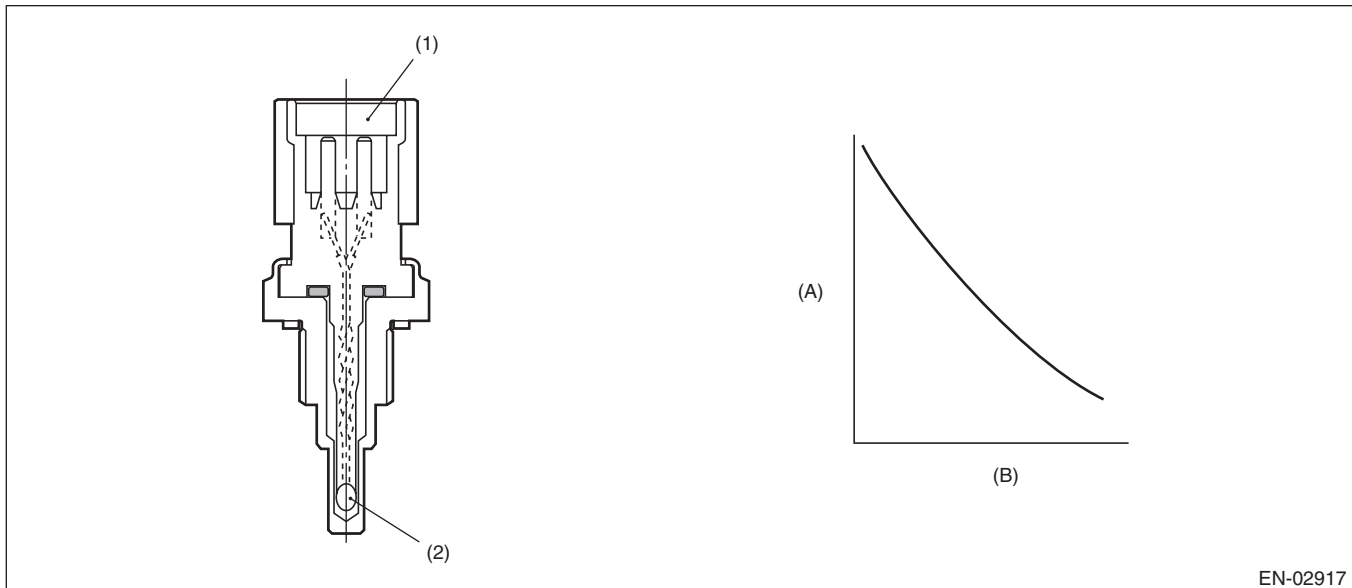
9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Y: DTC P0125 INSUFFICIENT COOLANT TEMPERATURE FOR CLOSED LOOP FUEL CONTROL**1. OUTLINE OF DIAGNOSIS**

Detect the malfunction of engine coolant temperature output property.

Judge as NG when the engine coolant temperature does not rise in driving conditions where it should.

2. COMPONENT DESCRIPTION

EN-02917

- (1) Connector
(2) Thermistor element

- (A) Resistance value (k Ω)
(B) Temperature °C (°F)

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Engine speed	≥ 500 rpm
Battery voltage	> 10.9 V

4. GENERAL DRIVING CYCLE

Perform the diagnosis only once after engine starting.

5. DIAGNOSTIC METHOD**Abnormality Judgment**

Judge as NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Engine coolant temperature	$< 20^{\circ}\text{C}$ (68°F)
Timer for diagnosis after engine starting	$\geq$ Judgment value of timer after engine starting

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

Timer for diagnosis after engine starting

a. Timer stop at fuel cut mode.

b. During the driving conditions except a) above, timer counts up.

64 milliseconds + TWCNT milliseconds (at the time of 64 milliseconds)

TWCNT is defined as follows.

TWCNT = 0 (at idle switch ON)

TWCNT at idle switch OFF is shown in the following table.

		Vehicle speed km/h (MPH)							
		0 (0)	8 (5)	16 (10)	24 (15)	32 (20)	40 (25)	48 (30)	56 (35)
Temperature °C (°F)	-20 (-4)	0 ms	32.076 ms	39.977 ms	47.879 ms	82.544 ms	117.209 ms	154.214 ms	185.206 ms
	-10 (14)	0 ms	25.704 ms	33.606 ms	41.508 ms	68.520 ms	95.532 ms	125.667 ms	155.802 ms
	0 (32)	0 ms	17.646 ms	25.548 ms	33.450 ms	53.652 ms	73.855 ms	97.120 ms	120.386 ms
	10 (50)	0 ms	7.901 ms	15.802 ms	23.704 ms	37.941 ms	52.177 ms	68.573 ms	82.538 ms

Judgment value of timer after engine starting

$t = 574 - 33 \times T_i$ (seconds)

T_i : The lowest engine coolant temperature after starting the engine

Time Needed for Diagnosis: Undetermined. (It is varied by the lowest engine coolant temperature and engine conditions such as vehicle speed and engine coolant temperature.)

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Engine coolant temperature	$\geq 20^{\circ}\text{C}$ (68°F)

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

8. FAIL SAFE

- Engine coolant temperature sensor process: Engine coolant temperature is fixed at 70°C (158°F)
- ISC Feedback: Calculate target engine speed as engine coolant temperature 70°C (158°F).
- ISC learning: Not allowed to learn.
- Air conditioner control: Not allowed to turn the air conditioner to ON.
- Radiator fan control: Both main and sub fan turn to ON.
- Tumble generator valve control: Open the tumble generator valve.

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

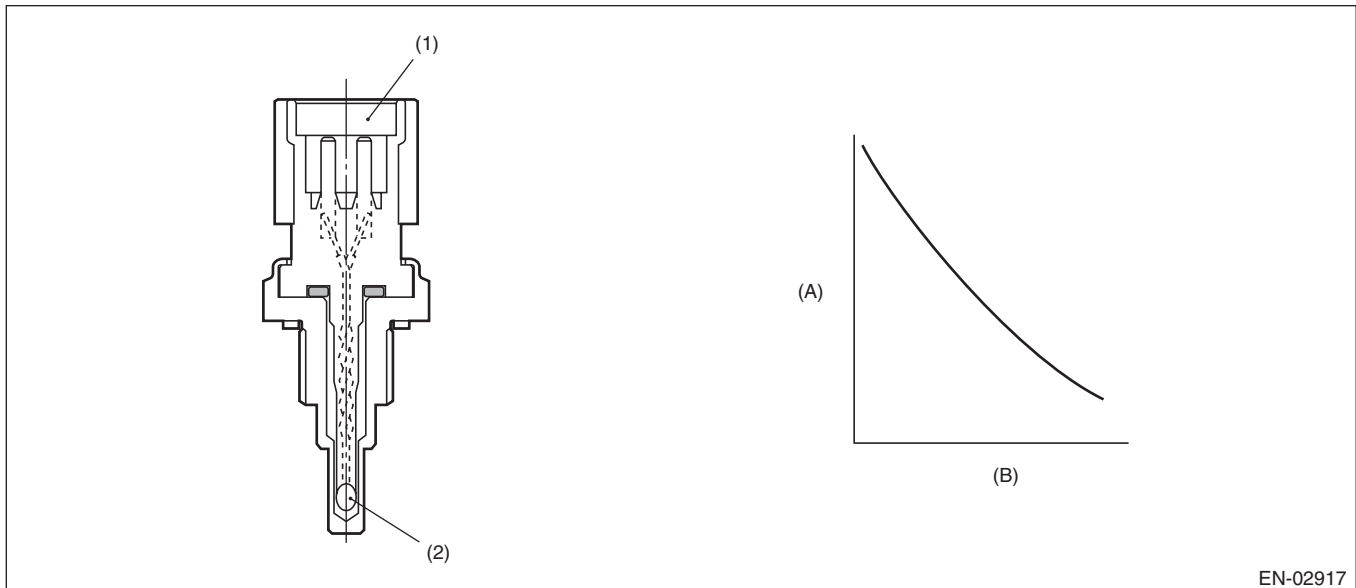
Z: DTC P0126 INSUFFICIENT ENGINE COOLANT TEMPERATURE FOR STABLE OPERATION

1. OUTLINE OF DIAGNOSIS

Detect the malfunction of the engine coolant temperature sensor characteristics.

Memorize the engine coolant temperature and fuel temperature at the last engine stop, and use them to judge as NG when the engine coolant temperature does not decrease when it should.

2. COMPONENT DESCRIPTION



EN-02917

- (1) Connector
(2) Thermistor element

- (A) Resistance value (kΩ)
(B) Temperature °C (°F)

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	$\geq 10.9 \text{ V}$
Refueling from the last engine stop till the current engine start	None
Fuel level	15.0 ℓ (3.96 US gal, 3.3 Imp gal)
Engine coolant temperature at the last engine stop	$\geq 75^{\circ}\text{C}$ (167°F) and $< 100^{\circ}\text{C}$ (212°F)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

4. GENERAL DRIVING CYCLE

Perform the diagnosis only once after starting the engine.

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG if the continuous time with the following conditions established is more than 2.5 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
Engine coolant temperature at the last engine stop – Minimum engine coolant temperature after the engine start	< 2.5°C (4.5°F)
Fuel temperature at the last engine stop – fuel temperature	5°C (9°F)
Intake air temperature – fuel temperature	2.5°C (4.5°F)
Fuel temperature	35°C (95°F)

Normality Judgment

When the following conditions are established, judged as OK.

Judgment Value

Malfunction Criteria	Threshold Value
Engine coolant temperature at the last engine stop – Minimum engine coolant temperature after the engine start	≥ 2.5°C (4.5°F)

Time Needed for Diagnosis: 2.5 seconds

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

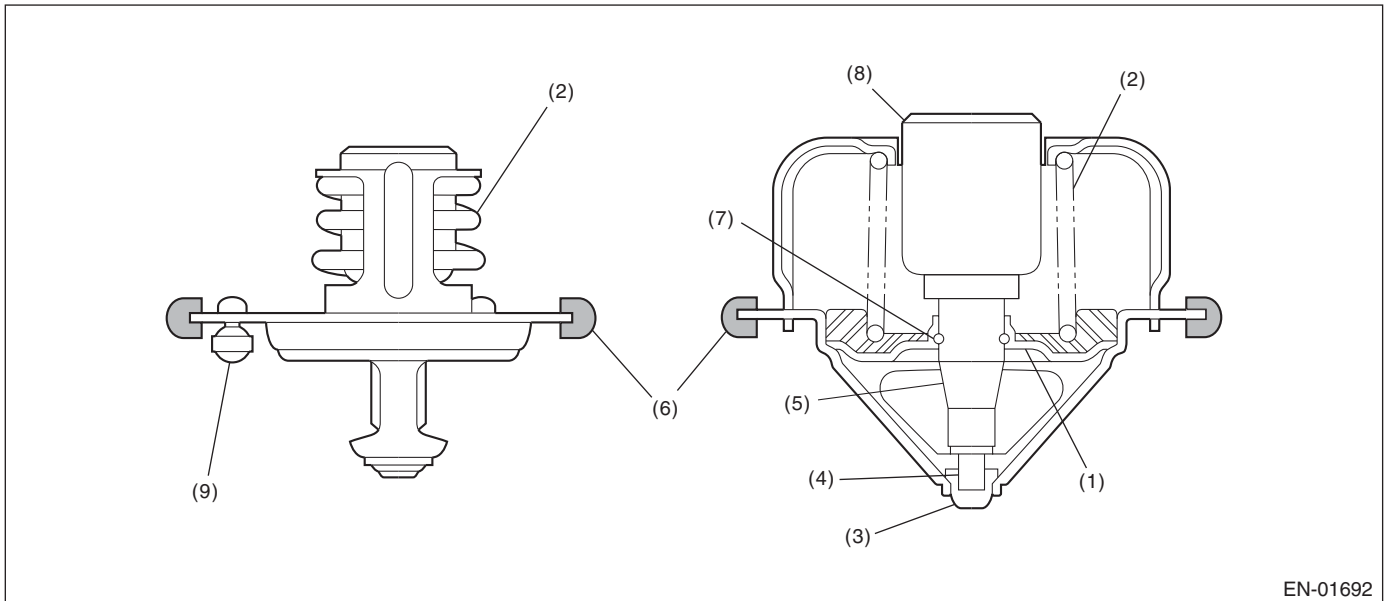
AA:DTC P0128 COOLANT THERMOSTAT (ENGINE COOLANT TEMPERATURE BELOW THERMOSTAT REGULATING TEMPERATURE)

1. OUTLINE OF DIAGNOSIS

Detect malfunctions of the thermostat function.

Judge as NG when the engine coolant temperature is lower than the estimated engine coolant temperature and the difference between them is large. Judge as OK when the engine coolant temperature comes to 70°C (158°F), and the difference is small, before judging NG.

2. COMPONENT DESCRIPTION



(1) Valve	(4) Piston	(7) Stop ring
(2) Spring	(5) Guide	(8) Wax element
(3) Stopper	(6) Rubber packing	(9) Jiggle valve

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time of meeting the malfunction criteria below becomes 30 seconds or more.

Judgment Value

Malfunction Criteria	Threshold Value
Battery voltage	$\geq 10.9 \text{ V}$
Engine coolant temperature at engine starting	$< 55^{\circ}\text{C}$ (131°F)
Engine coolant temperature	$< 75^{\circ}\text{C}$ (167°F)
(Estimated – measured) Engine coolant temperature	$> 30^{\circ}\text{C}$ (54°F)
Vehicle speed	$\geq 30 \text{ km/h}$ (19 MPH)
Estimated coolant temperature	$\geq 75^{\circ}\text{C}$ (167°F)
Estimate ambient temperature	$\geq -7^{\circ}\text{C}$ (19°F)

Time Needed for Diagnosis: Not fixed

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Battery voltage	$\geq 10.9 \text{ V}$
Engine coolant temperature at engine starting	$< 55^{\circ}\text{C}$ (131°F)
Engine coolant temperature	$\geq 75^{\circ}\text{C}$ (167°F)
(Estimated – measured) Engine coolant temperature	$\leq 30^{\circ}\text{C}$ (54°F)

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

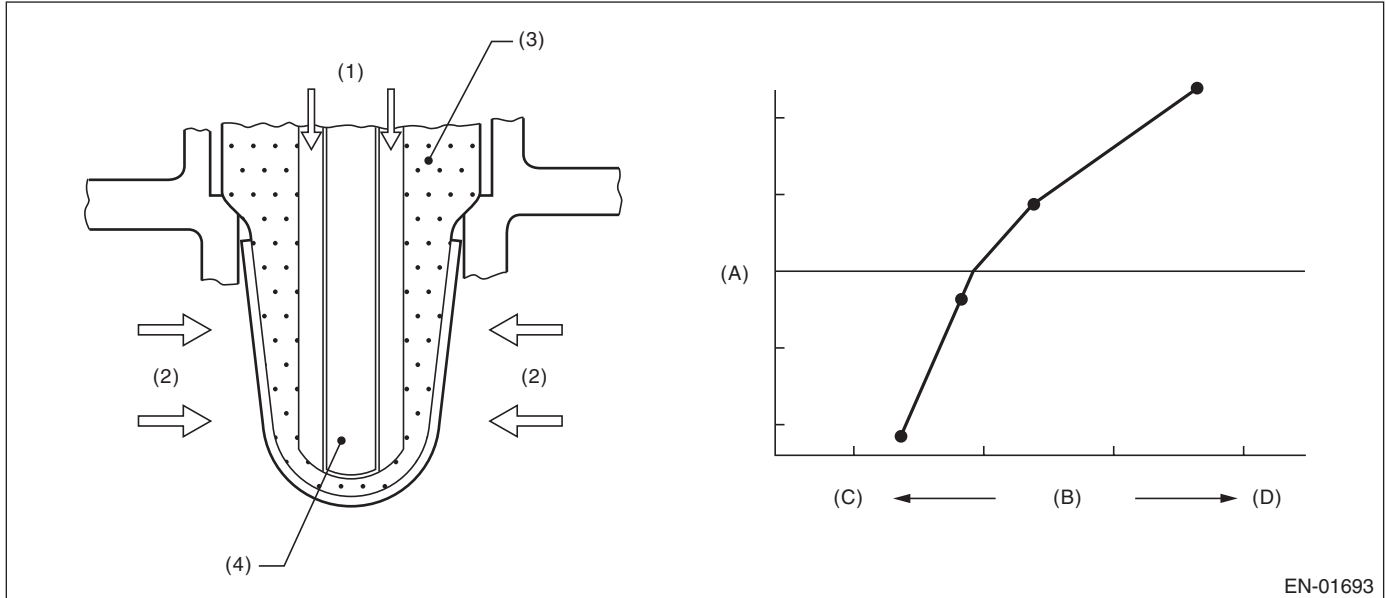
9. ECM OPERATION AT DTC SETTING

- Memorize the freeze frame data. (For test mode \$02)
- Memorize the diagnostic value and trouble standard value. (For test mode \$06)

AB:DTC P0131 O2 SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 1)**1. OUTLINE OF DIAGNOSIS**

Detect the open or short circuit of sensor.

Judge as NG when the element applied voltage is out of range, or the element current is out of range.

2. COMPONENT DESCRIPTION

- (1) Atmosphere
- (2) Exhaust gas
- (3) ZrO₂
- (4) Ceramic heater

- (A) Electromotive force
- (B) Air fuel ratio
- (C) Lean
- (D) Rich

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	$\geq 10.9 \text{ V}$

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Judge as NG when the continuous time of meeting any one of the malfunction criteria below is more than 1 second.

Judgment Value

Malfunction Criteria	Threshold Value
Input voltage	$< 1.8 \text{ V}$
Input current	$< -0.005 \text{ A}$

Time Needed for Diagnosis: 1 second

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

- Front oxygen (A/F) sensor heater control: Not allowed to apply current to the heater.
- A/F main learning: Not allowed to calculate the A/F main learning compensation factor.
- A/F sub learning: Not allowed to calculate the A/F sub learning compensation factor.
- Purge control: Not allowed to purge.

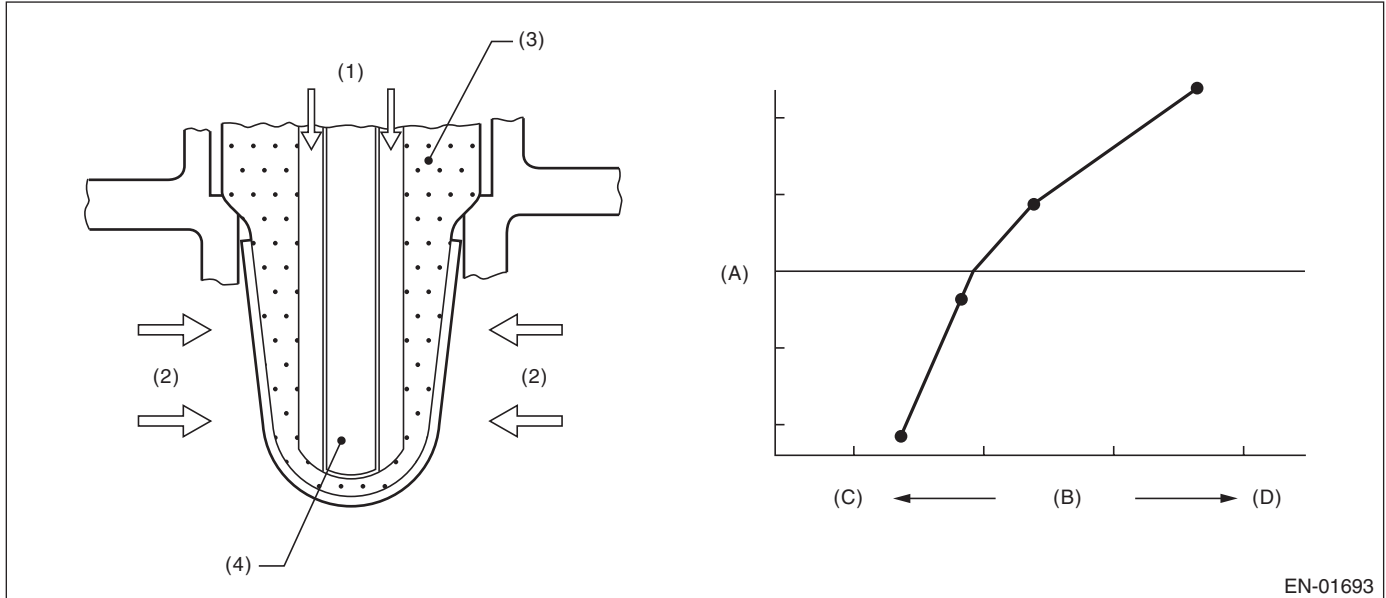
9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

AC:DTC P0132 O2 SENSOR CIRCUIT HIGH VOLTAGE (BANK 1 SENSOR 1)**1. OUTLINE OF DIAGNOSIS**

Detect the open or short circuit of sensor.

Judge as NG when the element applied voltage is out of range, or the element current is out of range.

2. COMPONENT DESCRIPTION

EN-01693

(1) Atmosphere	(A) Electromotive force
(2) Exhaust gas	(B) Air fuel ratio
(3) ZrO ₂	(C) Lean
(4) Ceramic heater	(D) Rich

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	$\geq 10.9 \text{ V}$

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Judge as NG when the continuous time of meeting any one of the malfunction criteria below is more than 1 second.

Judgment Value

Malfunction Criteria	Threshold Value
Input voltage	$\geq 3.8 \text{ V}$
Input current	$\geq 0.005 \text{ A}$

Time Needed for Diagnosis: 1 second

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

- Front oxygen (A/F) sensor heater control: Not allowed to apply current to the heater.
- A/F main learning: Not allowed to calculate the A/F main learning compensation factor.
- A/F sub learning: Not allowed to calculate the A/F sub learning compensation factor.
- Purge control: Not allowed to purge.

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

AD:DTC P0133 O2 SENSOR CIRCUIT SLOW RESPONSE (BANK 1 SENSOR 1)

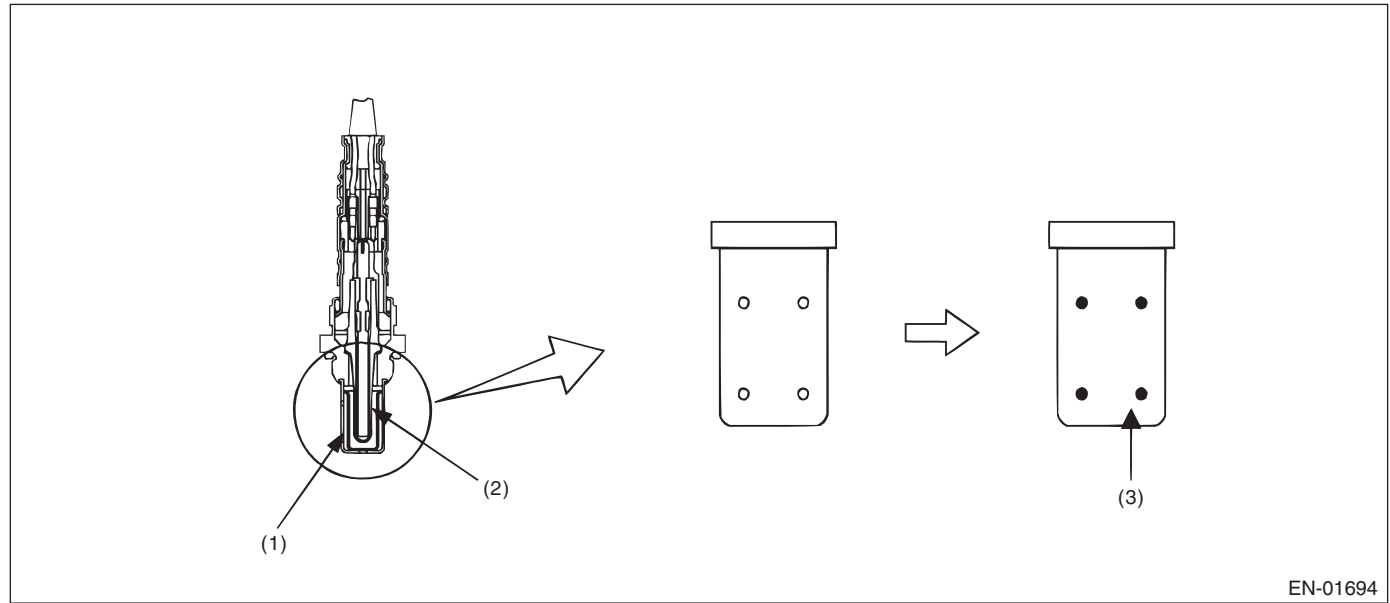
1. OUTLINE OF DIAGNOSIS

Detect the slow response of front oxygen (A/F) sensor.

Front oxygen (A/F) sensor cover has some ventilation holes for exhaust gas. Clogged ventilation holes are diagnosed.

When the holes are clogged, the A/F output variation becomes slow compared with the actual A/F variation because oxygen which reaches the zirconia layer is insufficient. Therefore, if the sensor cover holes are clogged, the rich to lean judgment in the ECM is delayed when the change from rich to lean occurs.

Judge as NG when the actual movement in comparison to the ECM control amount is slow.



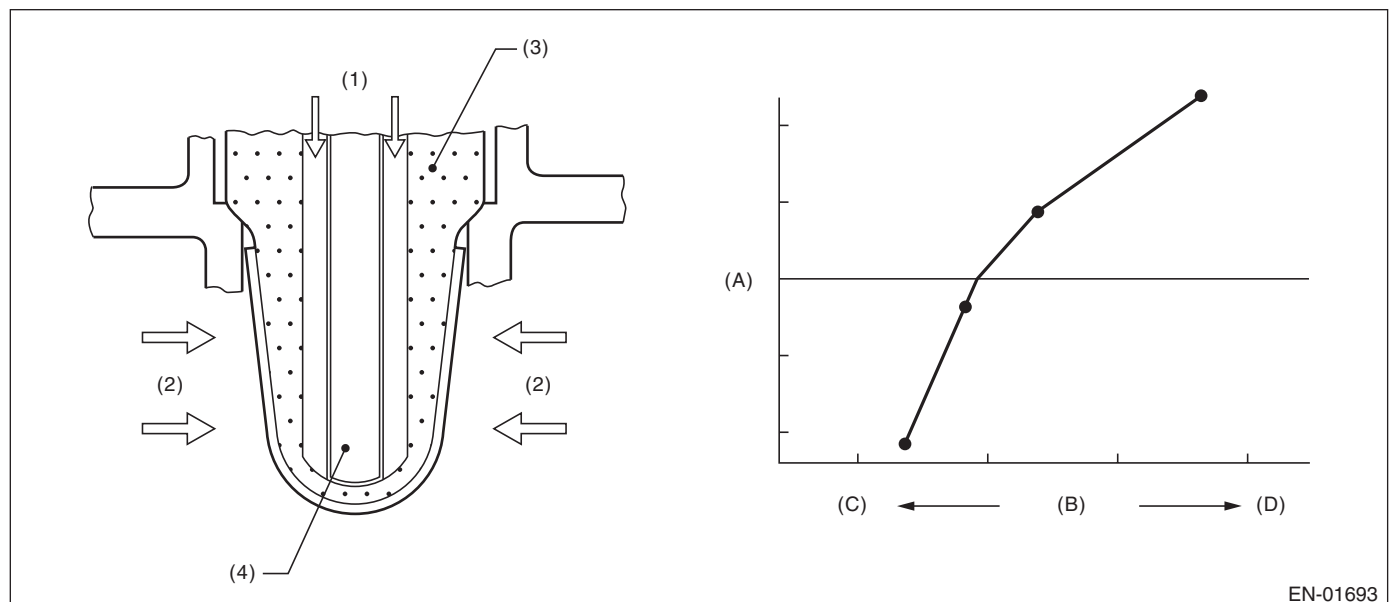
EN-01694

(1) Cover

(2) Zirconia

(3) Clogging

2. COMPONENT DESCRIPTION



EN-01693

(1) Atmosphere

(2) Exhaust gas

(3) ZrO_2

(4) Ceramic heater

(A) Electromotive force

(B) Air fuel ratio

(C) Lean

(D) Rich

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
All secondary parameters enable conditions	1 second or more
Battery voltage	> 10.9 V
Atmospheric pressure	> 75.1 kPa (563 mmHg, 22.2 inHg)
Closed loop control with main feedback	Operating
Front oxygen (A/F) sensor impedance	0 — 50 Ω
After engine starting	120 seconds or more
Engine coolant temperature	$\geq 75^{\circ}\text{C}$ (167°F)
Engine speed	1000 — 3200 rpm
Vehicle speed	10 — 120 km/h (6 — 75 MPH)
Amount of intake air	10 — 40 g (0.35 — 1.41 oz)/s
Engine load change during 0.5 engine revs.	≤ 0.02 g (0.001 oz)/rev
Learning value of EVAP conc. during purge	≤ 0.2
Total time of operating canister purge	20 seconds or more

4. GENERAL DRIVING CYCLE

Perform diagnosis only once at a constant speed of 10 to 120 km/h (6 to 75 MPH) after 120 seconds or more have passed after the engine starting.

5. DIAGNOSTIC METHOD

Calculate faf difference every 128 milliseconds, and the λ value difference. Calculate the diagnostic value after calculating for 210 seconds.

Judge as NG when the malfunction criteria below are met. Judge as OK and clear the NG when the malfunction criteria below are not met.

Judgment Value

Malfunction Criteria	Threshold Value
$\text{para}fca = \text{td}2faf/\text{td}2lmd$ where, $\text{td}2faf(N) = \text{td}2faf(n-1) + \text{d}2faf(n) $ $\text{td}2lmd(N) = \text{td}2lmd(n-1) + \text{d}2lmd(n) $ add up to a total of 210 seconds $\text{d}2faf(n) = (faf(n) - faf(n-1)) - (faf(n-1) - faf(n-2))$ $\text{d}2lmd(n) = (lmd(n) - lmd(n-1)) - (lmd(n-1) - lmd(n-2))$ faf = main feedback compensation coefficient every 128 milliseconds lmd = output lambda every 128 milliseconds	≥ 0.44

Time Needed for Diagnosis: 210 seconds

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

- Front oxygen (A/F) sensor main learning compensation: Not allowed to calculate.
- A/F sensor sub learning compensation: Not allowed to calculate.
- Purge control: Not allowed to purge.

9. ECM OPERATION AT DTC SETTING

- Memorize the freeze frame data. (For test mode \$02)
- Memorize the diagnostic value and trouble standard value. (For test mode \$06)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

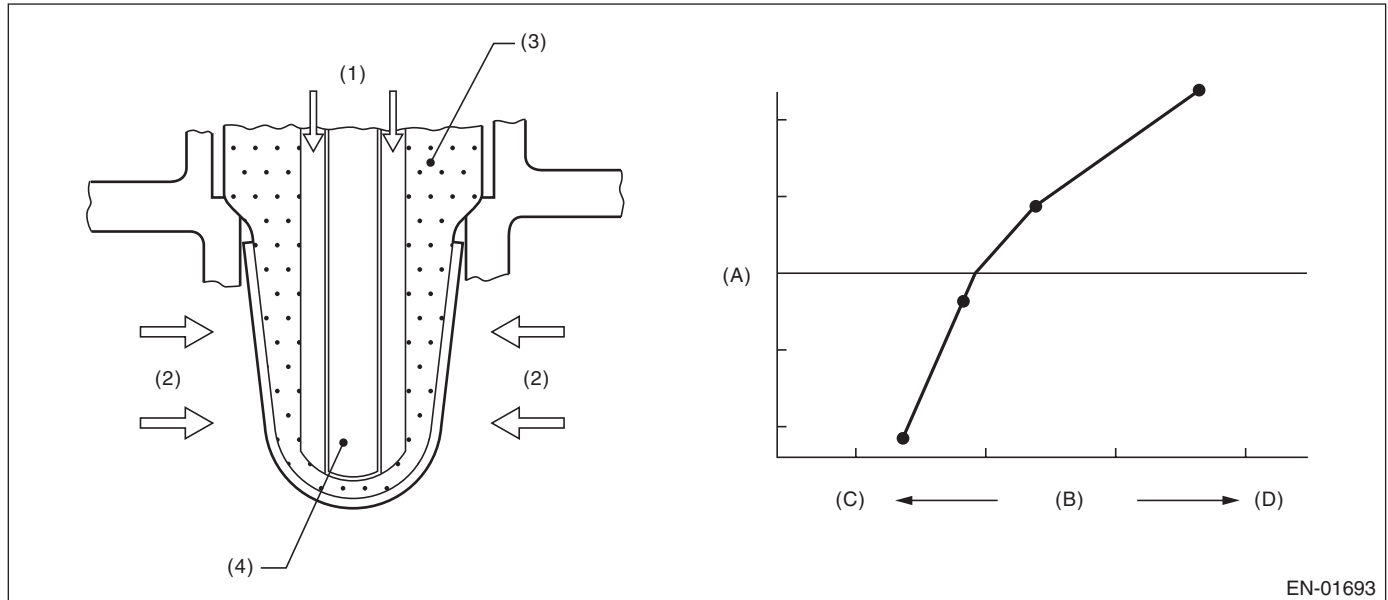
AE:DTC P0134 O2 SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK 1 SENSOR 1)

1. OUTLINE OF DIAGNOSIS

Detect open circuits of the sensor.

Judge as NG when the impedance of the element is large.

2. COMPONENT DESCRIPTION



(1) Atmosphere	(A) Electromotive force
(2) Exhaust gas	(B) Air fuel ratio
(3) ZrO ₂	(C) Lean
(4) Ceramic heater	(D) Rich

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Judge as NG when the continuous time of meeting the malfunction criteria below becomes more than 5 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
Battery voltage	≥ 10.9 V
Time of heater duty ≥ 70%	≥ 30 sec.
Front oxygen (A/F) sensor impedance	≥ 500 Ω

Time Needed for Diagnosis: 5 seconds

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

- Front oxygen (A/F) sensor heater control: Not allowed to apply current to the heater.
- A/F main learning: Not allowed to calculate the A/F main learning compensation factor.
- A/F sub learning: Not allowed to calculate the A/F sub learning compensation factor.
- Purge control: Not allowed to purge.

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

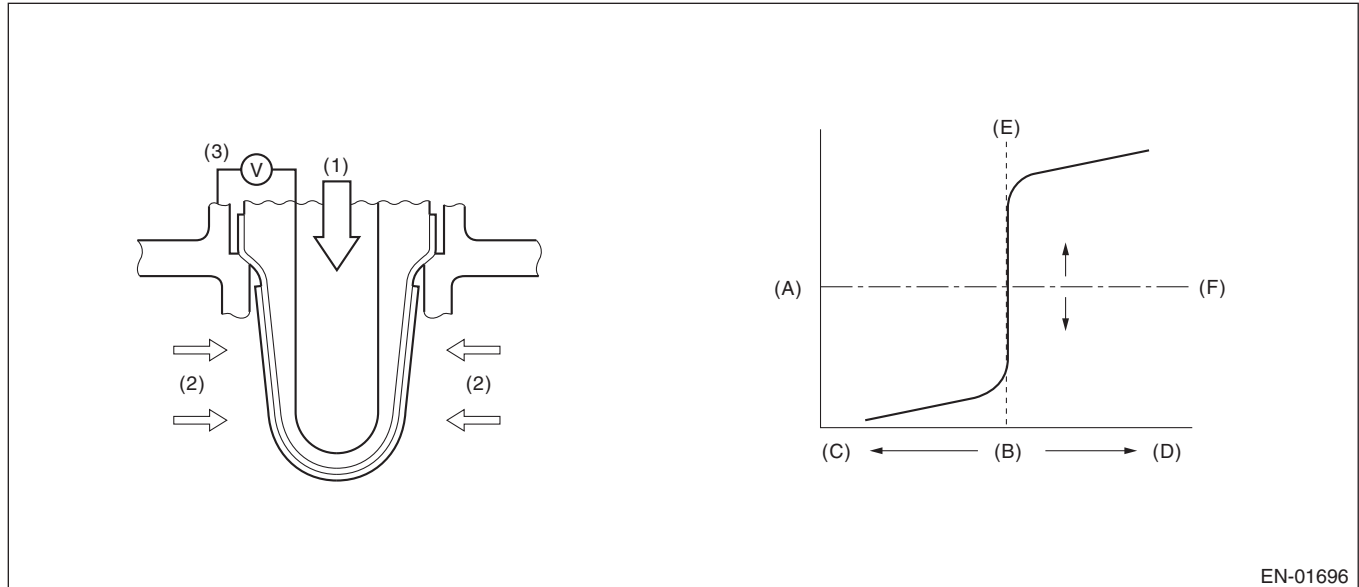
GENERAL DESCRIPTION

AF:DTC P0137 O2 SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 2)

1. OUTLINE OF DIAGNOSIS

Detect the continuity NG of oxygen sensor. If the oxygen sensor voltage reading is not within the probable range considering the operating conditions, judge as NG.

2. COMPONENT DESCRIPTION



(A) Electromotive force

(B) Air fuel ratio

(1) Atmosphere

(C) Rich

(D) Lean

(2) Exhaust gas

(E) Theoretical air fuel ratio

(F) Comparative voltage

(3) Electromotive force

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

3. ENABLE CONDITION

Used only for abnormality judgment

Secondary Parameters	Enable Conditions
High side	
Secondary air injection system	Not in operation
Closed loop control with the oxygen sensor	In operation
Misfire detection during 200 revs.	< 5 times
Front oxygen (A/F) sensor compensation coefficient	Not in limit value
Battery voltage	> 10.9 V
Low side 1	
Secondary air injection system	Not in operation
Closed loop control with the oxygen sensor	In operation
Misfire detection during 200 revs.	< 5 times
Front oxygen (A/F) sensor compensation coefficient	Not in limit value
Battery voltage	> 10.9 V
Amount of intake air	≥ 10 g/second
Low side 2	
Secondary air injection system	Not in operation
Closed loop control with the oxygen sensor	In operation
Misfire detection during 200 revs.	< 5 times
Front oxygen (A/F) sensor compensation coefficient	Not in limit value
Battery voltage	> 10.9 V
Amount of intake air	< 10 g/second
Current continuation time of the rear oxygen sensor heater	30 seconds or more
Low side 3	
Secondary air injection system	Not in operation
Closed loop control with the oxygen sensor	In operation
Misfire detection during 200 revs.	< 5 times
Front oxygen (A/F) sensor compensation coefficient	Not in limit value
Battery voltage	> 10.9 V
Amount of intake air	< 10 g/second
Current continuation time of the rear oxygen sensor heater	30 seconds or more
Fuel cut	Experienced

Used only for normality judgment

Secondary Parameters	Enable Condition
Secondary air injection system	Not in operation
Closed loop control with the oxygen sensor	In operation
Misfire detection during 200 revs.	< 5 times
Front oxygen (A/F) sensor compensation coefficient	Not in limit value
Battery voltage	> 10.9 V

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

4. GENERAL DRIVING CYCLE

After starting the engine, perform the diagnosis in series while the engine is in a constant operating condition.

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG if the continuous time when the following conditions are established exceeds the predetermined time, and judge as OK if it doesn't.

Judgment Value

Malfunction Criteria	Threshold Value	DTC
High side Maximum output voltage without continuity	$\geq 1200 \text{ mV}$	P0138
Low side Minimum output voltage without continuity	$< 30 \text{ mV}$	P0137

Time Needed for Diagnosis

High side: 2.5 seconds

Low side 1: 20 seconds

Low side 2: 40 seconds

Low side 3: Value from Map

Map

Fuel Cut Time (Seconds)	Time Needed for Diagnosis (Seconds)
0	40
2	40
10	60

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

8. FAIL SAFE

Sub feedback control: Not allowed.

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

AG:DTC P0138 O2 SENSOR CIRCUIT HIGH VOLTAGE (BANK 1 SENSOR 2)

NOTE:

For the detection conditions, refer to DTC P0137. <Ref. to GD(H4SO)-66, DTC P0137 O2 SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

AH:DTC P0139 O2 SENSOR CIRCUIT SLOW RESPONSE (BANK 1 SENSOR 2)

1. OUTLINE OF DIAGNOSIS

Detect the slow response of the oxygen sensor.

Judge as NG if either the rich to lean response diagnosis or lean to rich response diagnosis is NG, and judge as OK if both are OK.

[Rich → lean response diagnosis]

1. Measure the response time for oxygen sensor output changes when the A/F ratio changes to rich to lean. If the measured response time is larger than the threshold value, it is NG. If it is smaller, it is OK.

2. Judge as NG when the oxygen sensor voltage is large (rich) when recovering from a deceleration fuel cut.

[Lean → rich response diagnosis]

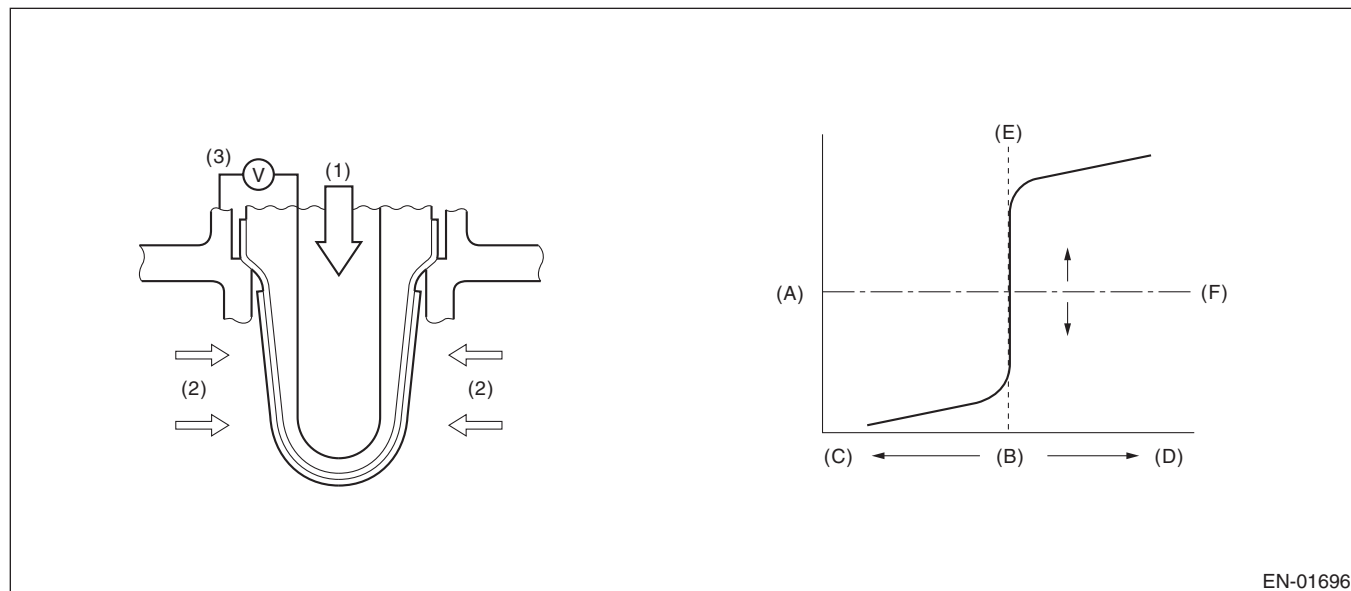
1. Measure the response time for oxygen sensor output changes when the A/F ratio changes to lean to rich. If the measured response time is larger than the threshold value, it is NG.

2. Judge as NG when the oxygen sensor voltage remains small when recovering from a deceleration fuel cut.

DIAGNOSTIC METHOD

Measure the response time of the output change of the oxygen sensor when the A/F ratio changes to rich to lean. And judge as NG when the measured response time is larger than the threshold value.

2. COMPONENT DESCRIPTION



EN-01696

- (1) Atmosphere
- (2) Exhaust gas
- (3) Electromotive force

- (A) Electromotive force
- (B) Air fuel ratio
- (C) Rich

- (D) Lean
- (E) Theoretical air fuel ratio
- (F) Comparative voltage

3. ENABLE CONDITION

- Rich → lean response diagnosis

Secondary Parameters	Enable Condition
Battery voltage	> 10.9 V
A/F sub feedback control condition	Completed
Deceleration fuel cut time is 6 seconds or more.	Experienced
After fuel cut	≥ 2 sec.
Rear oxygen heater current calculation time	≥ 60 sec.
Rear oxygen heater current continuous time	≥ 30 sec.
Catalyst warm-up counter (U5 model)	≥ 9000 times
Estimated temperature in catalyst layer (Except for U5 model)	≥ 400°C (752°F)

Diagnostic Trouble Code (DTC) Detecting Criteria

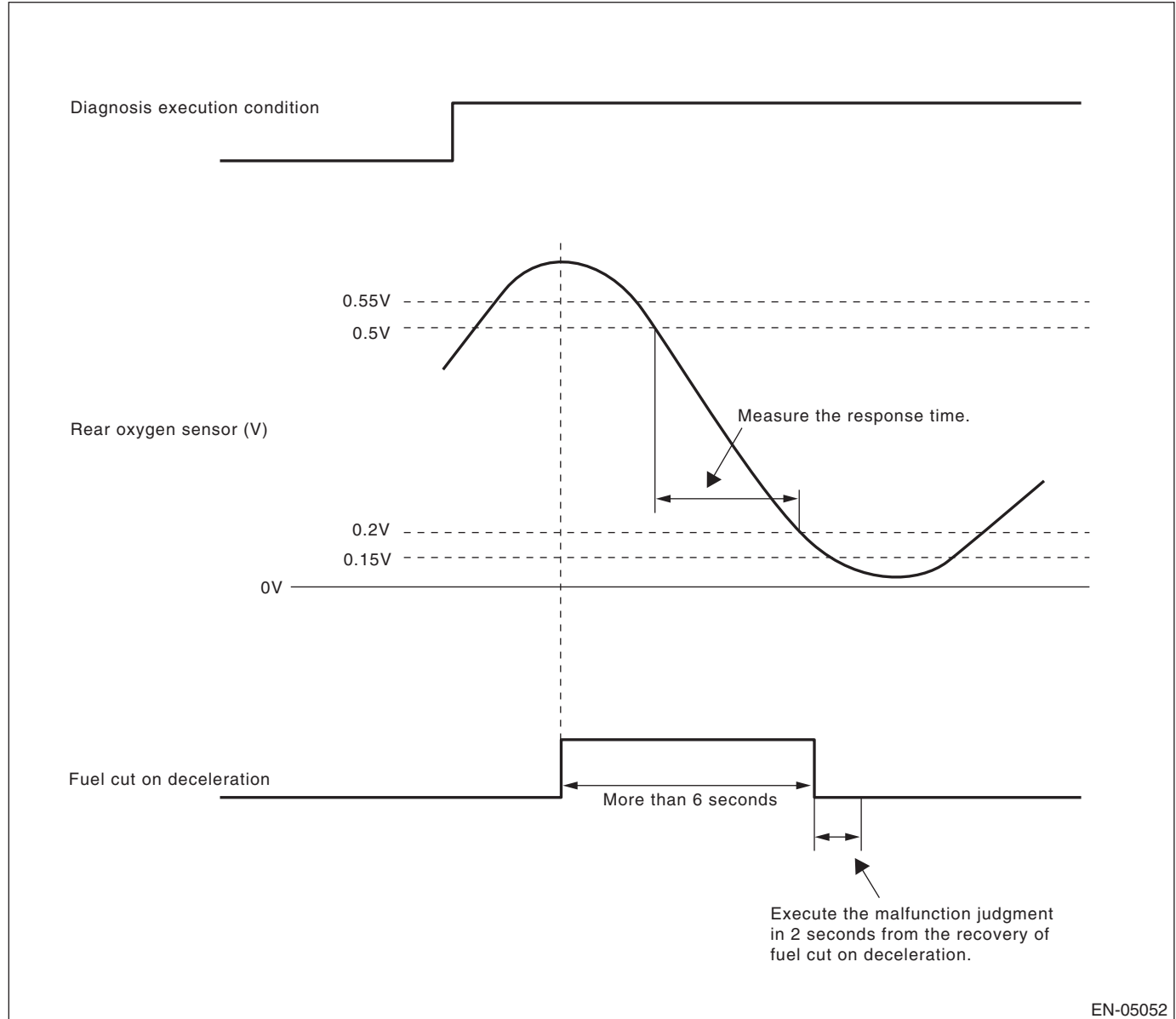
GENERAL DESCRIPTION

4. GENERAL DRIVING CYCLE

Perform the diagnosis only once when deceleration fuel cut occurs after rapid acceleration. (Pay attention to the oxygen sensor voltage to decide on the timing of the deceleration.)

5. DIAGNOSTIC METHOD

When the oxygen sensor output voltage changes from 0.55 V (rich) to 0.15 V (lean), calculate the minimum response time for output change between 0.5 V and 0.2 V for the judgment criteria.



Abnormality Judgment

1. Judge as NG when the judgment value is larger than the threshold value after deceleration fuel cut.
Response time (diagnosis value) > threshold value → abnormal

NOTE:

Variation time of rear oxygen sensor output voltage is short during fuel shut-off in deceleration. Carry out the NG judgment only after the fuel shut-off in deceleration. Even without deceleration fuel cut, judge as OK if the value is below the threshold.

When the deceleration fuel cut time is more than 6 seconds, judge as NG if the following criteria are met 2 seconds after recovering from the deceleration fuel cut.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

2. Judge as NG when the oxygen sensor voltage at recovery from a deceleration fuel cut is large. If the fuel cut time in a deceleration fuel cut is long (more than 6 s), and even after recovering from a deceleration fuel cut, the oxygen sensor voltage is high (0.55 V or more), judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Shortest time change from rich (0.5 V O ₂ output) to lean (0.2 V) if voltage reduces from 0.55 V to 0.15 V.	> 0.491 sec.
Time at over 0.55 V	> 2 sec.

Time Needed for Diagnosis: 1 time

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

1. Regardless of a deceleration fuel cut, if the response time (diagnosis value) when the oxygen sensor voltage has changed from rich to lean is shorter than the threshold value (judgment value), judge as a normal condition.

Response time (diagnosis value) ≤ threshold value → normal

2. Do not judge as a normal condition.

Judge as OK when the criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Shortest time change from rich (0.5 V O ₂ output) to lean (0.2 V) if voltage reduces from 0.55 V to 0.15 V.	≤ 0.491 sec.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

8. FAIL SAFE

Sub feedback control: Not allowed.

9. ECM OPERATION AT DTC SETTING

- Memorize the freeze frame data. (For test mode \$02)
- Memorize the diagnostic value and trouble standard value. (For test mode \$06)

10. ENABLE CONDITION

- Lean → rich response diagnosis

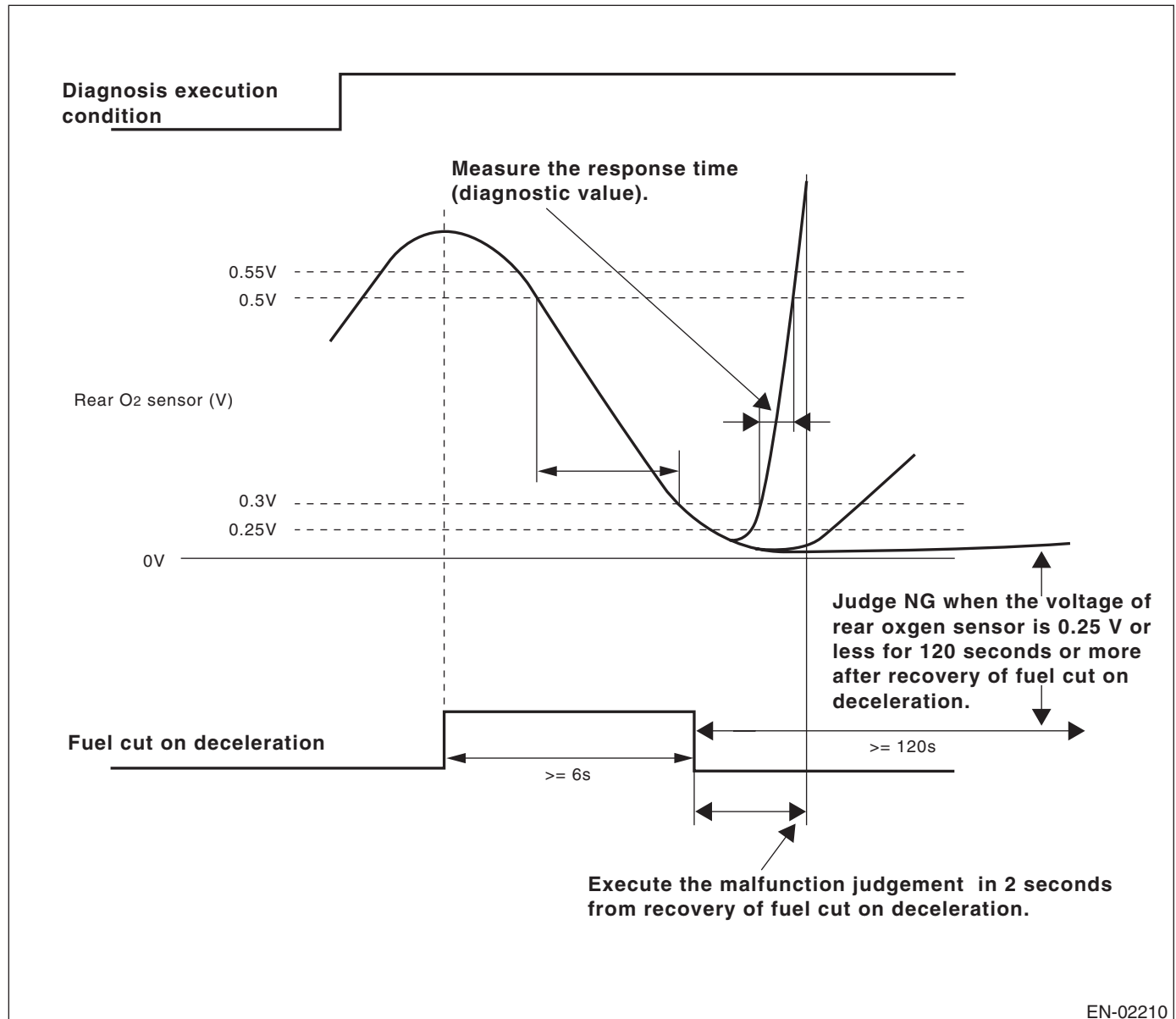
Secondary Parameters	Enable Conditions
Battery voltage	> 10.9 V
A/F main feedback control condition	Completed
Deceleration fuel cut ≥ 6 seconds	Experienced
After fuel cut	≥ 2 sec.

11. GENERAL DRIVING CYCLE

Perform the diagnosis only once when deceleration fuel cut occurs after rapid acceleration. (Pay attention to the oxygen sensor voltage to decide on the timing of the deceleration.)

12.DIAGNOSTIC METHOD

Calculate the minimum value of 0.3 V to 0.5 V output change response time when the oxygen sensor output voltage changes from 0.25 V (lean) to 0.55 V (rich).



Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

Abnormality Judgment

1. Judge as NG when the judgment value is larger than the threshold value after deceleration fuel cut.
Response time (diagnostic value) > threshold value → abnormal
2. If the oxygen sensor voltage is small after recovering from a deceleration fuel cut, and remains small, judge as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Shortest time change from lean (0.3 V O ₂ output) to rich (0.5 V) when voltage drops from 0.5 V to 0.25 V.	> 2 sec.
Time at less than 0.25 V	> 120 sec.

Time Needed for Diagnosis: 1 time

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

1. Regardless of a deceleration fuel cut, if the response time (diagnostic value) when the oxygen sensor voltage has changed from rich to lean is shorter than the threshold value (judgment value), judge as normal.
Response time (diagnostic value) ≤ threshold value → normal
 2. Normality judgement is not to be performed.
- Judge as OK when the criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Shortest time change from lean (0.3 V O ₂ output) to rich (0.5 V) when voltage drops from 0.55 V to 0.25 V.	≤ 2 sec.

13.DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

14.MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

15.FAIL SAFE

Sub feedback control: Not allowed.

16.ECM OPERATION AT DTC SETTING

- Memorize the freeze frame data. (For test mode \$02)
- Memorize the diagnostic value and trouble standard value. (For test mode \$06)

AI: DTC P0140 O2 SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK 1 SENSOR 2)

1. OUTLINE OF DIAGNOSIS

Detect abnormalities in the rear oxygen sensor output property.

When looking at the intake air amount, coolant temperature, main feedback control, deceleration fuel cut and other operating conditions, even though the rear oxygen sensor voltage should be moving under those conditions, if the voltage is low, this is judged as a Low side NG. If the voltage is high, it is judged as a High side NG.

When either Low side or High side is NG, judged as rear oxygen sensor property NG.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Engine coolant temperature	$\geq 75^{\circ}\text{C}$ (167°F)
Target output voltage of the rear oxygen sensor	$\geq 0.6\text{ V}$
Air intake amount	10 g (0.35 oz)/seconds or more
Battery voltage	$> 10.9\text{ V}$
Closed loop with the oxygen sensor	In operation
Misfire detection during 200 revs.	5 times or less
Front oxygen (A/F) sensor compensation coefficient	Not in limit value
Deceleration fuel cut of 5 seconds or more.	Experienced

3. GENERAL DRIVING CYCLE

Perform the diagnosis only once after idling.

4. DIAGNOSTIC METHOD

Abnormality Judgment

When one of the following conditions is established, judged as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Maximum output voltage low side diagnosis	$< 0.55\text{ V}$
Minimum output voltage high side diagnosis	$> 0.25\text{ V}$

Time Needed for Diagnosis: 200 seconds

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

When the following conditions are established, judged as OK.

Judgment Value

Malfunction Criteria	Threshold Value
Maximum output voltage low side diagnosis	$\geq 0.55\text{ V}$
Minimum output voltage high side diagnosis	$\leq 0.25\text{ V}$

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

Sub feedback control: Not allowed.

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

AJ:DTC P0171 SYSTEM TOO LEAN (BANK 1)

1. OUTLINE OF DIAGNOSIS

Detect fuel system malfunction by the amount of main feedback control.

DIAGNOSTIC METHOD

Fuel system is diagnosed by comparing the target air fuel ratio calculated by ECM with the actual air fuel ratio measured by sensor.

2. ENABLE CONDITION

- Lean side

Secondary Parameters	Enable Conditions
A/F main learning system	In operation
Engine coolant temperature	≥ 75°C (167°F)
Amount of intake air	≥ Value from Map 5
Intake air change during 0.5 engine revs.	≤ 0.02 g (0.001 oz)/rev

Map 5

Engine speed (rpm)	Idling	650	1000	1500	2000	2500	3000	3500	4000	4500
Measured value (g(oz)/rev)	NA	0.203 (0.0072)	0.183 (0.0065)	0.155 (0.0055)	0.149 (0.0053)	0.157 (0.0055)	0.162 (0.0057)	0.18 (0.0063)	0.193 (0.0068)	0.205 (0.0072)

3. GENERAL DRIVING CYCLE

Perform the diagnosis continuously at idling or at a constant speed after warming up the engine.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

4. DIAGNOSTIC METHOD

Abnormality Judgment

Compare the diagnosed value (fsobd) with the threshold value, and if a condition where the malfunction criteria below are met continues for more than 50 seconds, judge that there is a fault in the fuel system.

Judgment Value

Malfunction Criteria	Threshold Value
$fsobd = (sglmd - tglmda) + faf + flaf$ where, sglmd = measured lambda tglmda = target lambda faf = main feedback compensation coefficient (every 64 milliseconds) flaf = main feedback learning compensation coefficient	$\geq fsobdL1$ See Map 4 fsobdL1 = lean side threshold value of fsobd

Map 4 Threshold value for fuel system malfunction criteria

Amount of air (g(oz)/s)	0 (0)	3.2 (0.113)	6.4 (0.226)	9.6 (0.339)	12.8 (0.451)	16 (0.564)	19.2 (0.677)
fsobdL1 (%)	40	40	33.2	26.5	26.5	26.5	26.5

Time Needed for Diagnosis: 10 seconds × 5 times

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OK when the malfunction criteria below continue for 10 seconds or more.

Judgment Value

Malfunction Criteria	Threshold Value
$fsobd = (sglmd - tglmda) + faf + flaf$	< 19%

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When similar driving conditions are repeated 3 times and the result is OK.
- When "Clear Memory" is performed

7. FAIL SAFE

None

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

AK:DTC P0172 SYSTEM TOO RICH (BANK 1)

1. OUTLINE OF DIAGNOSIS

Detect fuel system malfunction by the amount of main feedback control.

DIAGNOSTIC METHOD

Fuel system is diagnosed by comparing the target air fuel ratio calculated by ECM with the actual air fuel ratio measured by sensor.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
A/F main learning system	In operation
Engine coolant temperature	$\geq 75^{\circ}\text{C}$ (168°F)
Amount of intake air	$\geq$ Value from Map 5
Intake air change during 0.5 engine revs.	≤ 0.02 g (0.001 oz)/rev
Learning value of EVAP conc. during purge	< 0.1
Cumulative time of canister purge after engine start	20 seconds or more
Continuous period after canister purge starting	30 seconds or more

Map 5

Engine speed (rpm)	Idling	650	1000	1500	2000	2500	3000	3500	4000	4500
Measured value (g(oz)/rev)	NA	0.203 (0.0072)	0.183 (0.0065)	0.155 (0.0055)	0.149 (0.0053)	0.157 (0.0055)	0.162 (0.0057)	0.18 (0.0063)	0.193 (0.0068)	0.205 (0.0072)

3. GENERAL DRIVING CYCLE

Perform the diagnosis continuously at idling or at a constant speed after warming up the engine.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

4. DIAGNOSTIC METHOD

Abnormality Judgment

Compare the diagnosed value (fsobd) with the threshold value, and if a condition where the malfunction criteria below are met continues for more than 50 seconds, judge that there is a fault in the fuel system.

Judgment Value

Malfunction Criteria	Threshold Value
$fsobd = (sglmd - tglmda) + faf + flaf$ where, sglmd = measured lambda tglmda = target lambda faf = main feedback compensation coefficient every 64 milliseconds flaf = main feedback learning compensation coefficient	$\leq fsobdR1$ See Map 4 fsobdR1 = rich side threshold value of fsobd

Map 4 Threshold value for fuel system malfunction criteria

Amount of air (g(oz)/s)	0 (0)	3.2 (0.113)	6.4 (0.226)	9.6 (0.339)	12.8 (0.451)	11.7 (0.413)	19.2 (0.677)
fsobdR1 (%)	-40	-40	-33.2	-26.5	-26.5	-26.5	-26.5

Time Needed for Diagnosis: 10 seconds $\times$ 5 times

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OK when the malfunction criteria below continues for 10 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
$fsobd = (sglmd - tglmda) + faf + flaf$	$\geq -20\%$

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When similar driving conditions are repeated 3 times and the result is OK.
- When "Clear Memory" is performed

7. FAIL SAFE

Purge control solenoid valve control: Not allowed to purge.

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

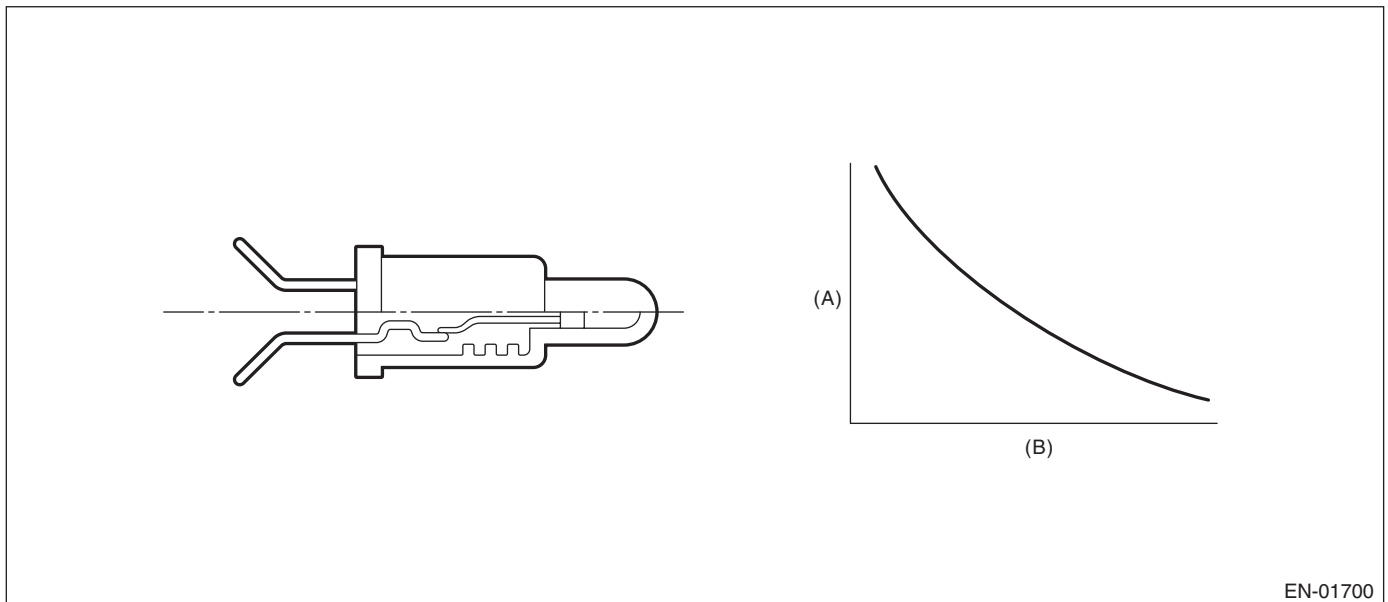
**AL:DTC P0181 FUEL TEMPERATURE SENSOR “A” CIRCUIT RANGE/
PERFORMANCE****1. OUTLINE OF DIAGNOSIS**

Detect faults in the fuel temperature sensor output properties.

Diagnosis is performed in two methods; drift diagnosis and stuck diagnosis. If either is NG, judge as NG. If both are OK, Judge as OK and clear the NG.

DRIFT DIAGNOSIS

Normally fuel temperature is lower than engine coolant temperature. When the fuel temperature becomes higher than the engine coolant temperature, the range is considered to be shifted, and judged as NG.

2. COMPONENT DESCRIPTION

(A) Resistance value (Ω)

(B) Fuel temperature $^{\circ}\text{C}$ ($^{\circ}\text{F}$)

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time of meeting the malfunction criteria below becomes 120 seconds or more.

Judgment Value

Malfunction Criteria	Threshold Value
Fuel level	$\geq 9.0 \text{ } \ell$ (2.38 US gal, 1.98 Imp gal)
After engine starting	20 seconds or more
Engine coolant temperature – engine coolant temperature at engine start	$> 10^{\circ}\text{C}$ (18°F)
Fuel temperature – Engine coolant temperature	$\geq 10^{\circ}\text{C}$ (18°F)
Battery voltage	$> 10.9 \text{ V}$

Time Needed for Diagnosis: 120 seconds

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OK when the criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Fuel level	$\geq 9.0 \text{ } \ell$ (2.38 US gal, 1.98 Imp gal)
After engine starting	20 seconds or more
Engine coolant temperature – engine coolant temperature at engine start	$> 10^{\circ}\text{C}$ (18°F)
Fuel temperature – Engine coolant temperature	$< 10^{\circ}\text{C}$ (18°F)
Engine coolant temperature	$< 75^{\circ}\text{C}$ (167°F)
Battery voltage	$> 10.9 \text{ V}$

Stuck Diagnosis

As the engine warms up (cumulative amount of intake air after starting is large), if the fuel temperature which should rise does not, determine as being stuck and NG.

6. ENABLE CONDITION

Secondary Parameters	Enable Conditions
After engine starting	20 seconds or more
Battery voltage	$> 10.9 \text{ V}$

7. GENERAL DRIVING CYCLE

Always perform diagnosis after 20 seconds have passed since the engine started.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

8. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Accumulated amount of intake air	≥ 551 kg (1215 lb)
Fuel temperature difference between Max. and Min.	$< 2^{\circ}\text{C}$ (3.6°F)

Time Needed for Diagnosis: Undetermined

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OK when the criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Accumulated amount of intake air	≥ 551 kg (1215 lb)
Fuel temperature difference between Max. and Min.	$\geq 2^{\circ}\text{C}$ (3.6°F)

9. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

10.MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

11.FAIL SAFE

None

12.ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

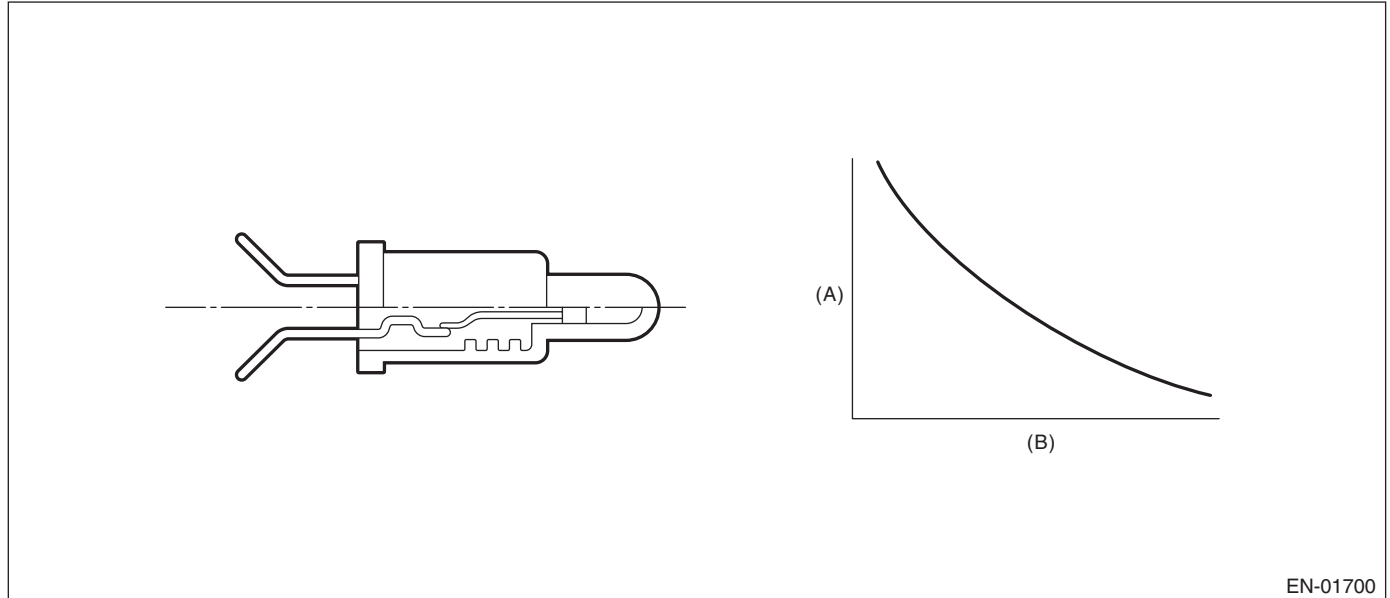
GENERAL DESCRIPTION

AM:DTC P0182 FUEL TEMPERATURE SENSOR “A” CIRCUIT LOW INPUT

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of fuel temperature sensor.
Judge as NG if it is out of specification.

2. COMPONENT DESCRIPTION



(A) Resistance value (Ω)

(B) Fuel temperature $^{\circ}\text{C}$ ($^{\circ}\text{F}$)

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time of meeting the malfunction criteria below becomes 2.5 seconds or more.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	$< 0.166 \text{ V}$
Battery voltage	$\geq 10.9 \text{ V}$

Time Needed for Diagnosis: 2.5 seconds

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	$\geq 0.166 \text{ V}$
Battery voltage	$\geq 10.9 \text{ V}$

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

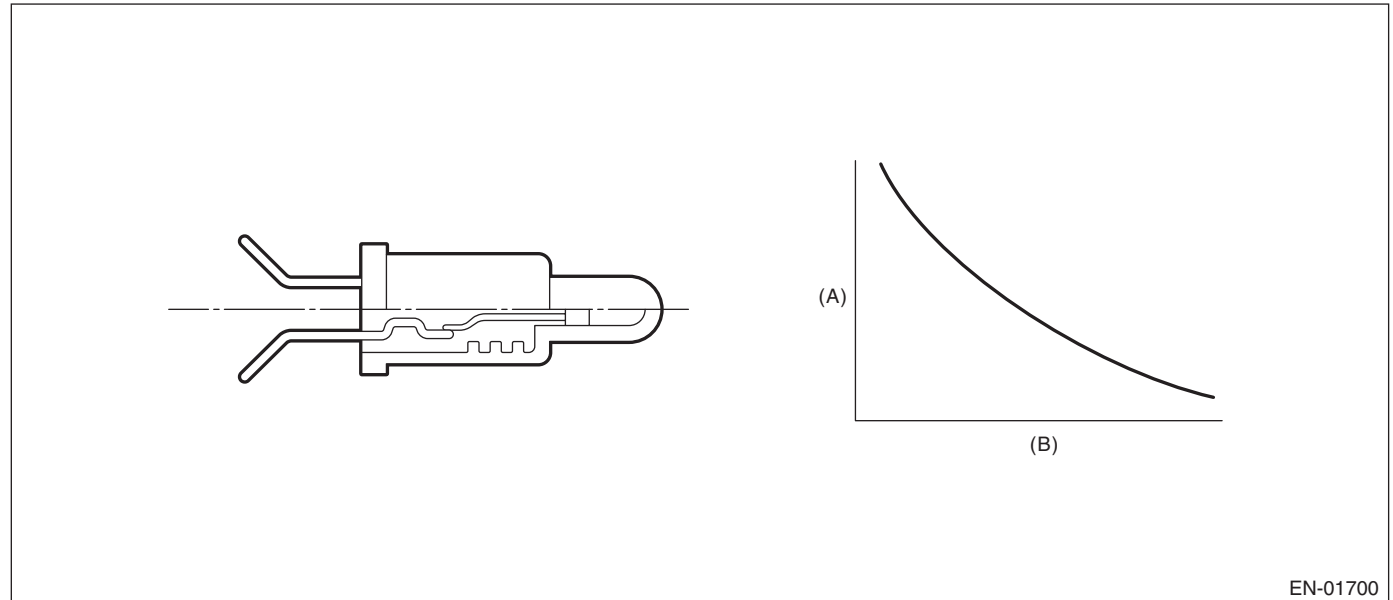
GENERAL DESCRIPTION

AN:DTC P0183 FUEL TEMPERATURE SENSOR “A” CIRCUIT HIGH INPUT

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of fuel temperature sensor.
Judge as NG if it is out of specification.

2. COMPONENT DESCRIPTION



(A) Resistance value (Ω)

(B) Fuel temperature $^{\circ}\text{C}$ ($^{\circ}\text{F}$)

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time of meeting the malfunction criteria below becomes 2.5 seconds or more.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	$\geq 4.716 \text{ V}$
Battery voltage	$\geq 10.9 \text{ V}$

Time Needed for Diagnosis: 2.5 seconds

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	$< 4.716 \text{ V}$
Battery voltage	$\geq 10.9 \text{ V}$

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

AO:DTC P0196 ENGINE OIL TEMPERATURE SENSOR CIRCUIT RANGE/ PERFORMANCE

1. OUTLINE OF DIAGNOSIS

Detect for abnormal values in the oil temperature sensor output properties.

Judge as NG when the oil temperature does not rise even though the engine is running under a condition where it should rise.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V
Engine speed	500 rpm

3. GENERAL DRIVING CYCLE

Perform the diagnosis continuously after starting the engine.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

4. DIAGNOSTIC METHOD

Abnormality Judgment

When the following conditions are established, judged as NG.

Judgment Value

Malfunction Criteria	Threshold Value
Engine oil temperature	< 15°C (59°F)
After engine start oil temperature sensor characteristic diagnosis timer	≥ Judgment value for after engine start oil temperature sensor characteristic diagnosis timer

After engine start oil temperature sensor characteristic diagnosis timer (timer for diagnosis).

a. Timer stop at fuel cut mode

b. During the driving conditions except a) above, timer counts up.

64 milliseconds + TOILCNT milliseconds (at the time of 64 milliseconds)

Where, TOILCNT is determined as follows.

TOILCNT = 0 (at idle switch ON)

For TOILCNT at Idle switch off, refer to the following table.

		Vehicle speed km/h (MPH)							
		0 (0)	8 (5)	16 (10)	24 (15)	32 (20)	40 (25)	48 (30)	56 (35)
Temperature °C (°F)	-30 (-22)	64 ms	73.2 ms	83.9 ms	96.3 ms	113.2 ms	133.9 ms	160.2 ms	194.6 ms
	-20 (-4)	64 ms	73.3 ms	84 ms	96.6 ms	113.7 ms	135 ms	162 ms	197.4 ms
	-10 (14)	64 ms	73.4 ms	84.2 ms	96.9 ms	114.5 ms	136.4 ms	164.4 ms	201.5 ms
	0 (32)	64 ms	73.5 ms	84.5 ms	97.4 ms	115.6 ms	138.5 ms	168 ms	207.6 ms
	10(50)	102.2 ms	114.8 ms	129.4 ms	146.7 ms	171.7 ms	203.4 ms	245.1 ms	302.1 ms

After engine start oil temperature characteristic diagnosis timer judgment value (t).

$t = 1882940 - 43302 \times T_i$ ($t \geq 1882940$)

T_i = The lowest coolant temperature after starting the engine

Time Needed for Diagnosis: Undetermined

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

When the following conditions are established, judged as OK.

Judgment Value

Malfunction Criteria	Threshold Value
Engine oil temperature	≥ 15°C (59°F)

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

7. FAIL SAFE

Oil temperature sensor process: Engine oil temperature is fixed at 70°C (158°F).

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

AP:DTC P0197 ENGINE OIL TEMPERATURE SENSOR LOW

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of the oil temperature sensor.
Judge as NG when outside of the possible range.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

3. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

4. DIAGNOSTIC METHOD

Judge as NG when the continuous time when the following conditions are established is more than 0.5 seconds. Judge as OK and clear the NG when the following conditions are not established.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	≤ 0.166 V

Time Needed for Diagnosis: 0.5 seconds

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

7. FAIL SAFE

Oil temperature sensor process: Engine oil temperature is fixed at 70°C (158°F).

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

AQ:DTC P0198 ENGINE OIL TEMPERATURE SENSOR HIGH**1. OUTLINE OF DIAGNOSIS**

Detect the open or short circuit of the oil temperature sensor.
Judge as NG when outside of the judgment value.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

3. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

4. DIAGNOSTIC METHOD

Judge as NG when the continuous time when the following conditions are established is more than 0.5 seconds. Judge as OK and clear the NG when the following conditions are not established.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	$\geq 4.716 \text{ V}$

Time Needed for Diagnosis: 0.5 seconds

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

7. FAIL SAFE

Oil temperature sensor process: Engine oil temperature is fixed at 70°C (158°F).

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

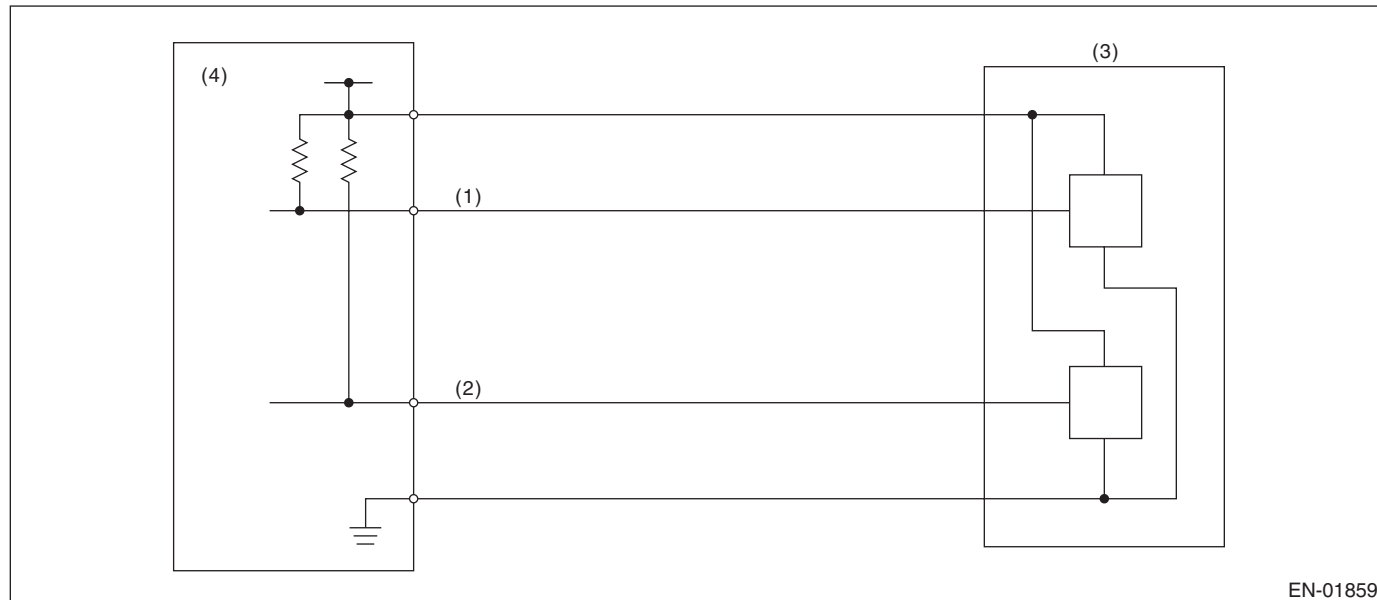
AR:DTC P0222 THROTTLE/PEDAL POSITION SENSOR/SWITCH “B” CIRCUIT LOW

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of throttle position sensor 2.

Judge as NG if it is out of specification.

2. COMPONENT DESCRIPTION



(1) Throttle position sensor 1 signal

(3) Throttle position sensor

(4) Engine control module (ECM)

(2) Throttle position sensor 2 signal

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Sensor 2 input voltage	≥ 0.749 V

Time Needed for Diagnosis: 24 milliseconds

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

8. FAIL SAFE

Stop the continuity to the electronic throttle control motor. (Throttle opening is fixed to 6°.)

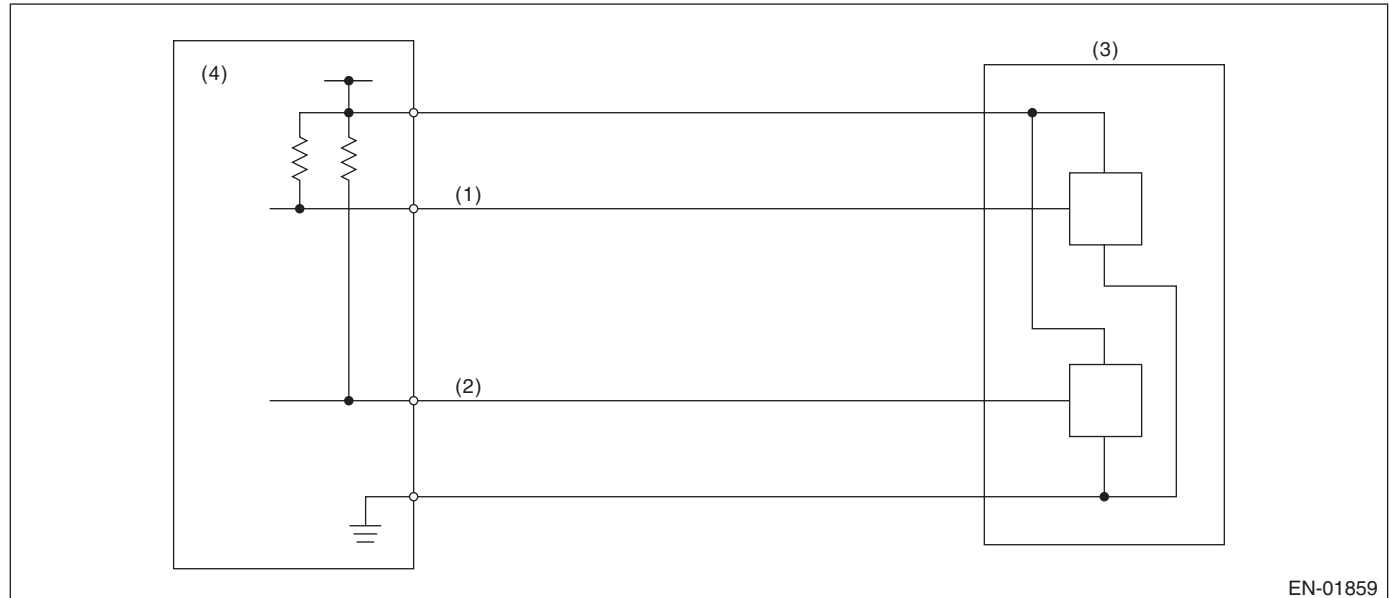
9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

AS:DTC P0223 THROTTLE/PEDAL POSITION SENSOR/SWITCH “B” CIRCUIT HIGH**1. OUTLINE OF DIAGNOSIS**

Detect the open or short circuit of throttle position sensor 2.

Judge as NG if it is out of specification.

2. COMPONENT DESCRIPTION

(1) Throttle position sensor 1 signal

(3) Throttle position sensor

(4) Engine control module (ECM)

(2) Throttle position sensor 2 signal

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Sensor 2 input voltage	≤ 4.747 V

Time Needed for Diagnosis: 24 milliseconds

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

8. FAIL SAFE

Stop the continuity to the electronic throttle control motor. (Throttle opening is fixed to 6°.)

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

AT:DTC P0301 CYLINDER 1 MISFIRE DETECTED

1. OUTLINE OF DIAGNOSIS

Detect the presence of misfire occurrence. (Revolution fluctuation method)

Monitoring misfire which influences exhaust deterioration (1.5 times of FTP) and catalyst damage is made obligatory by the law. Misfire affecting these two has two patterns below.

- Intermittent misfire (The same cylinder misfires in random, or different cylinders misfire in random.): FTP 1.5 times misfire
- Every time misfire (The same cylinder misfires every time.): FTP 1.5 times misfire, Catalyst damage misfire

The following detecting methods are adopted for these detection.

1) Intermittent misfire: FTP 1.5 times misfire

- 180° Interval Difference Method (MT: 1,800 rpm or less; AT: None)
- 360° Interval Difference Method (whole range)
- 720° Interval Difference Method (3,000 rpm or more)

2) Every time misfire: FTP 1.5 times misfire, Catalyst damage misfire

- 360° Interval Difference Method

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
All secondary parameters enable conditions	1 second or more
Intake manifold pressure change during 0.5 engine revs.	< 13.3 kPa (100 mmHg, 3.94 inHg)
Throttle position change during 16 milliseconds	< 21°
Fuel shut-off function	Not in operation
Atmospheric pressure	≥ 75.0 kPa (563 mmHg, 22.2 inHg)
Fuel level	≥ 9.0 ℓ (2.38 US gal, 1.98 Imp gal)
AT torque control	Not in operation
Evaporative system leak check	Not in operation
Engine speed	460 — 6,400 rpm
Intake manifold pressure	> Value from Map 3
Battery voltage	≥ 8 V
Fuel parameter determination	Not extremely low volatility

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

Map 3

MT (Vehicle Speed < 64 km/h (40 MPH))

rpm	650	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6400
kPa (mmHg, inHg)	25.6 (192, 7.56)	23.1 (173, 6.82)	20.0 (150, 5.91)	20.0 (150, 5.91)	20.0 (150, 5.91)	21.6 (162, 6.38)	26.4 (198, 7.80)	28.0 (210, 8.27)	29.5 (221, 8.71)	32.4 (243, 9.57)	36.4 (273, 10.75)	39.9 (299, 11.78)	44.5 (324, 13.14)

MT (Vehicle Speed ≥ 64 km/h (40 MPH))

rpm	650	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6400
kPa (mmHg, inHg)	31.6 (237, 9.33)	31.6 (237, 9.33)	31.6 (237, 9.33)	31.1 (233, 9.19)	31.3 (235, 9.24)	33.1 (248, 9.78)	33.9 (254, 10.01)	28.8 (216, 8.51)	30.1 (226, 8.89)	33.3 (250, 9.84)	36.9 (277, 10.90)	40.1 (301, 11.84)	44.5 (324, 13.14)

AT

rpm	700	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6400
kPa (mmHg, inHg)	25.6 (192, 7.56)	24.4 (183, 7.21)	22.0 (165, 6.50)	22.4 (168, 6.62)	22.8 (171, 6.73)	23.9 (179, 7.06)	29.9 (224, 8.83)	31.3 (235, 9.24)	29.9 (244, 8.83)	35.6 (267, 10.51)	39.3 (295, 11.61)	43.3 (325, 12.79)	44.5 (334, 13.14)

3. GENERAL DRIVING CYCLE

- Detect misfires from idling to high rpm.
- Perform the diagnosis continuously.

4. DIAGNOSTIC METHOD

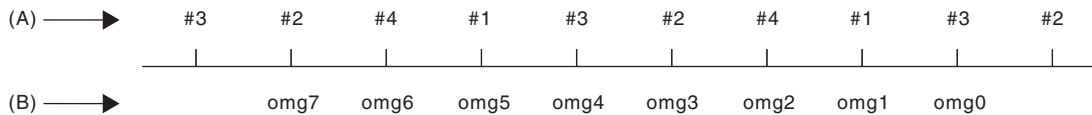
When a misfire occurs, the engine speed will decreased and the crankshaft position speed will change. Calculate the interval difference value (diagnostic value) from crankshaft position speed by the following formula, and judge whether a misfire is occurring or not comparing the calculated result with judgment value. Counting the number of misfires, if the misfire ratio is higher during 1000 rev. or 200 rev., Judge corresponding cylinders as NG.

Diagnostic value calculation (Calculate from angle speed)	→	Misfire detection every single ignition (Compare diagnostic value with judgment value)	→	NG judgment (Misfire occurrence judgment required by the law) (Compare number of misfire with judgment)
		• 180° Interval Difference Method • 360° Interval Difference Method • 720° Interval Difference Method		• FTP 1.5 times misfire NG judgment • Catalyst damage misfire NG judgment

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

As shown in the following figure, pick a cylinder as the standard and name it omg 0. And the former crankshaft position speed is named omg 1, the second former crankshaft position speed is named omg 2, the third is named omg 3, etc.



EN-01774

(A) Ignition order

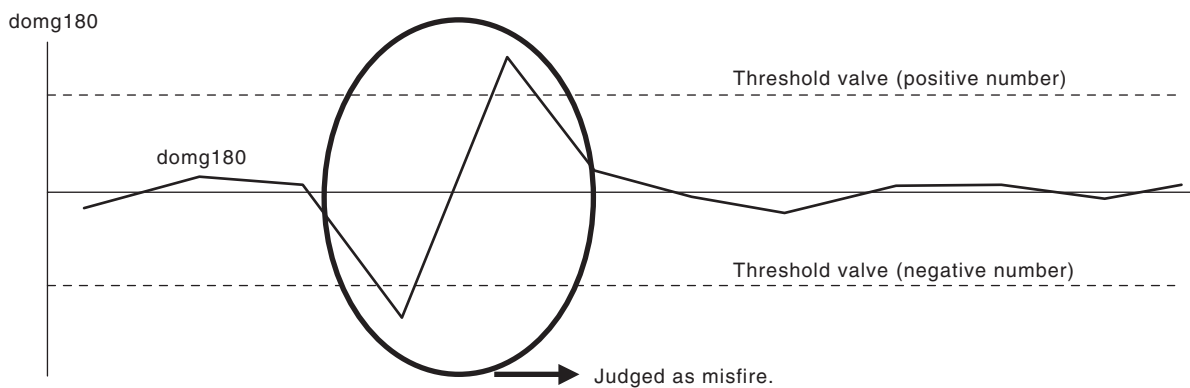
(B) Crankshaft position speed

180° Interval Difference Method

Diagnostic value $\text{domg180} = (\text{omg1} - \text{omg0}) - (\text{omg5} - \text{omg1})/4$

Judge as a misfire in the following cases.

- $\text{domg180} > \text{judgment value of positive side}$
 - $\text{domg180} \leq \text{judgment value of negative side}$
- (Judgment value before 180°CA)



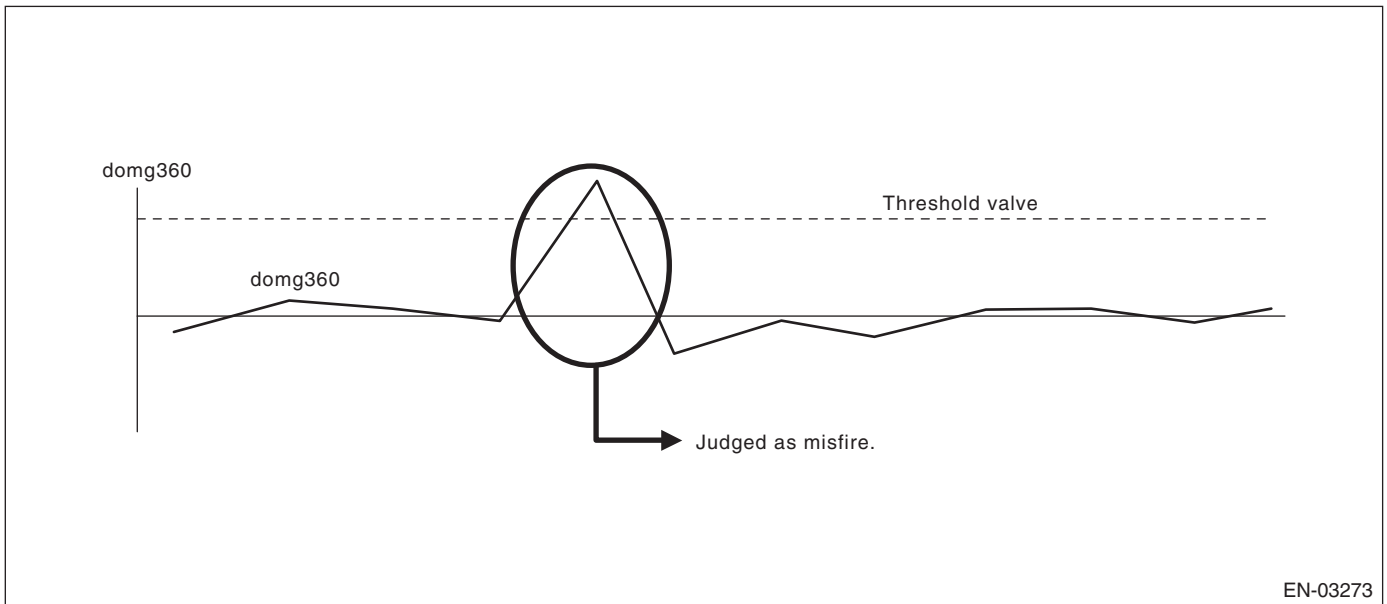
EN-02877

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

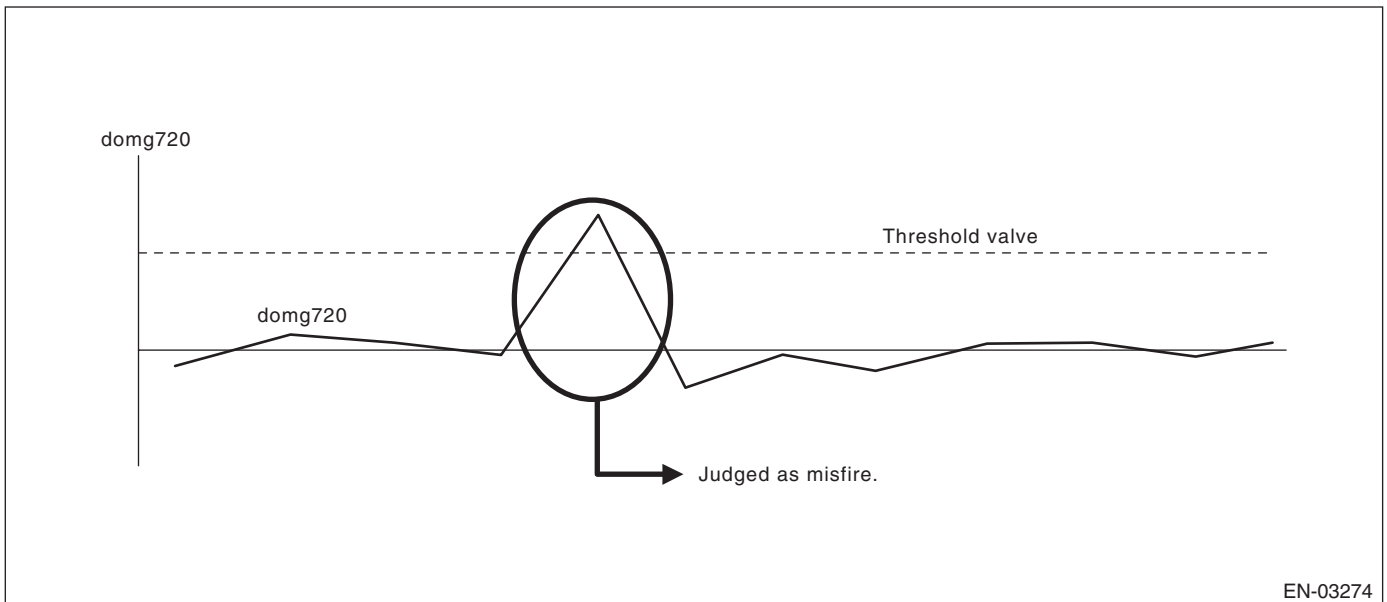
360° Interval Difference Method

Diagnostic value	$\text{domg } 360 = (\text{omg } 1 - \text{omg } 0) - (\text{omg } 3 - \text{omg } 2)$
Misfire judgment	$\text{domg } 360 > \text{Judgment value} \rightarrow \text{Judge as misfire}$



720° Interval Difference Method

Diagnostic value	$\text{domg } 720 = (\text{omg } 1 - \text{omg } 0) - (\text{omg } 5 - \text{omg } 4)$
Misfire judgment	$\text{domg } 720 > \text{Judgment value} \rightarrow \text{Judge as misfire}$



Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

FTP 1.5 times misfire (Misfire occurrence level which influences exhaust gas)

Judgment Value (Judge that malfunction occurs when the misfire ratio is high in 1000 engine revs.)

Malfunction Criteria	Threshold Value
FTP emission diagnostic value	> 1.0 % in 1000 revs

Time Needed for Diagnosis: 1000 engine revs.

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Catalyst damage misfire (Misfire occurrence level damaging catalyst)

Judgment Value (Judge that malfunction occurs when the misfire ratio is high in 200 engine revs. (400 ignitions))

Malfunction Criteria	Threshold Value
Catalyst damage misfire diagnostic value	See Map 1

Map 1 Threshold value of malfunction criteria for misfire damaging catalyst

percentage		Intake air (g (oz)/rev)									
		0.16 (0.0006)	0.28 (0.010)	0.4 (0.014)	0.52 (0.018)	0.64 (0.023)	0.76 (0.027)	0.92 (0.032)	1.1 (0.039)	1.2 (0.042)	1.3 (0.046)
Engine speed (rpm)	700	25	25	25	25	22.5	20	16	12	12	12
	1000	25	25	25	25	22.5	20	15.75	11	11	11
	1500	25	25	22.5	20	18.25	16.75	13.5	10	10	10
	2000	20	20	20	20	17	14.25	12.75	11	11	11
	2500	20	20	18.25	16.75	15.5	14.25	12.75	11	11	11
	3000	16.75	16.75	15.5	14.25	12.75	11	11	11	11	11
	3500	16.75	16.75	14	11	10	9	8.5	7.75	7.75	7.75
	4000	14.25	14.25	11	7.75	6	5	5	5	5	5
	4500	11	11	8.25	7.75	5	5	5	5	5	5
	5000	11	11	9.5	7.75	5	5	5	5	5	5
	5500	9	9	7.75	6.75	5	5	5	5	5	5
	6000	9	5	5	5	5	5	5	5	5	5
	6400	9	5	5	5	5	5	5	5	5	5

These figures indicate the misfire rate (%) in 400 ignitions; for example, 22.5 (%) means 400 (ignition) × 22.5 (%) = 90 (ignition) misfires. This value or more is judged as a misfire.

Time Needed for Diagnosis: 200 engine revs.

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

7. FAIL SAFE

None

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

AU:DTC P0302 CYLINDER 2 MISFIRE DETECTED

NOTE:

For the diagnostic procedure, refer to DTC P0301. <Ref. to GD(H4SO)-94, DTC P0301 CYLINDER 1 MISFIRE DETECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>

AV:DTC P0303 CYLINDER 3 MISFIRE DETECTED

NOTE:

For the diagnostic procedure, refer to DTC P0301. <Ref. to GD(H4SO)-94, DTC P0301 CYLINDER 1 MISFIRE DETECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>

AW:DTC P0304 CYLINDER 4 MISFIRE DETECTED

NOTE:

For the diagnostic procedure, refer to DTC P0301. <Ref. to GD(H4SO)-94, DTC P0301 CYLINDER 1 MISFIRE DETECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

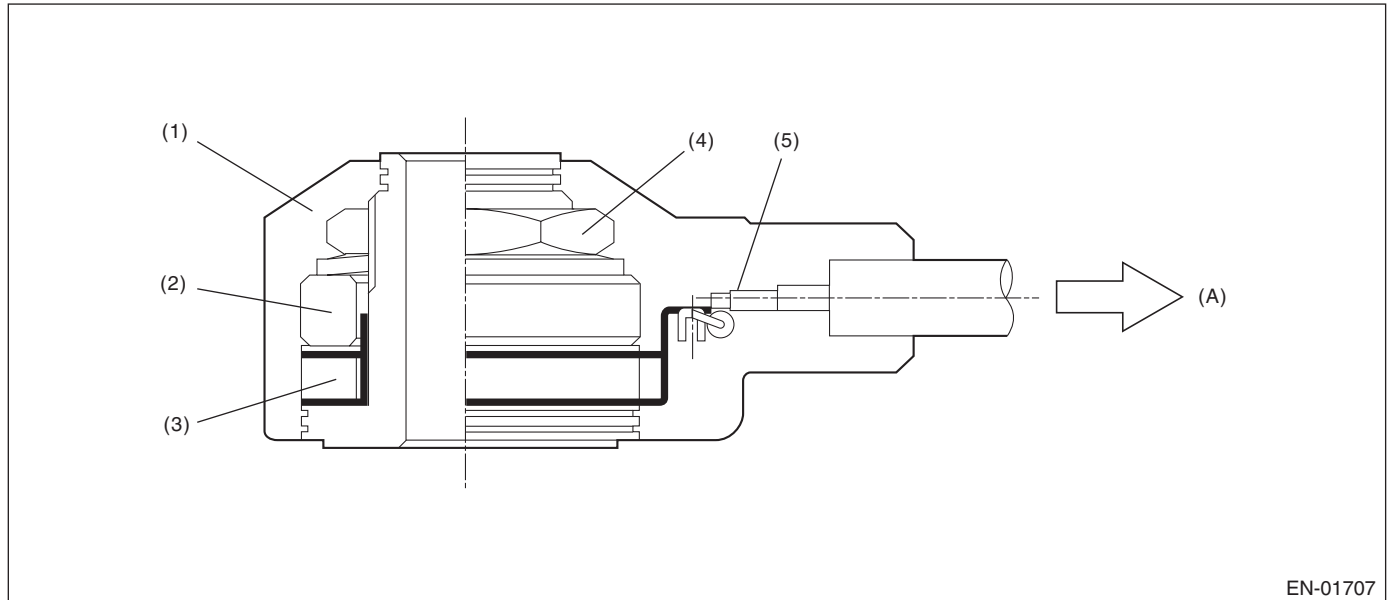
AX:DTC P0327 KNOCK SENSOR 1 CIRCUIT LOW (BANK 1 OR SINGLE SENSOR)

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of knock sensor.

Judge as NG if it is out of specification.

2. COMPONENT DESCRIPTION



(1) Case

(2) Weight

(3) Piezoelectric element

(4) Nut

(5) Resistance

(A) To knock sensor harness

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time of meeting the malfunction criteria below becomes 1 second or more.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	< 0.238 V
Ignition switch	ON

Time Needed for Diagnosis: 1 second

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	≥ 0.25 V
Ignition switch	ON

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

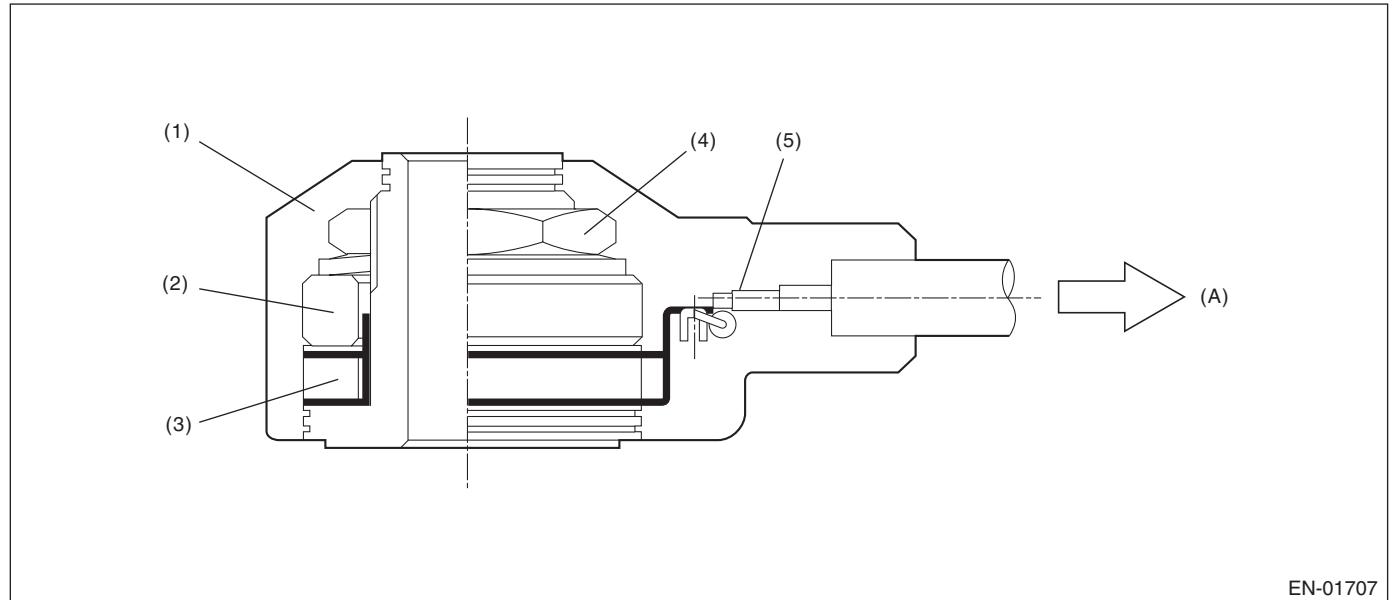
GENERAL DESCRIPTION

AY:DTC P0328 KNOCK SENSOR 1 CIRCUIT HIGH (BANK 1 OR SINGLE SENSOR)

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of knock sensor.
Judge as NG if it is out of specification.

2. COMPONENT DESCRIPTION



- (1) Case
- (2) Weight
- (3) Piezoelectric element

- (4) Nut
- (5) Resistance

- (A) To knock sensor harness

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time of meeting the malfunction criteria below becomes 1 second or more.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	≥ 4.714 V
Ignition switch	ON

Time Needed for Diagnosis: 1 second

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	< 4.7 V
Ignition switch	ON

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

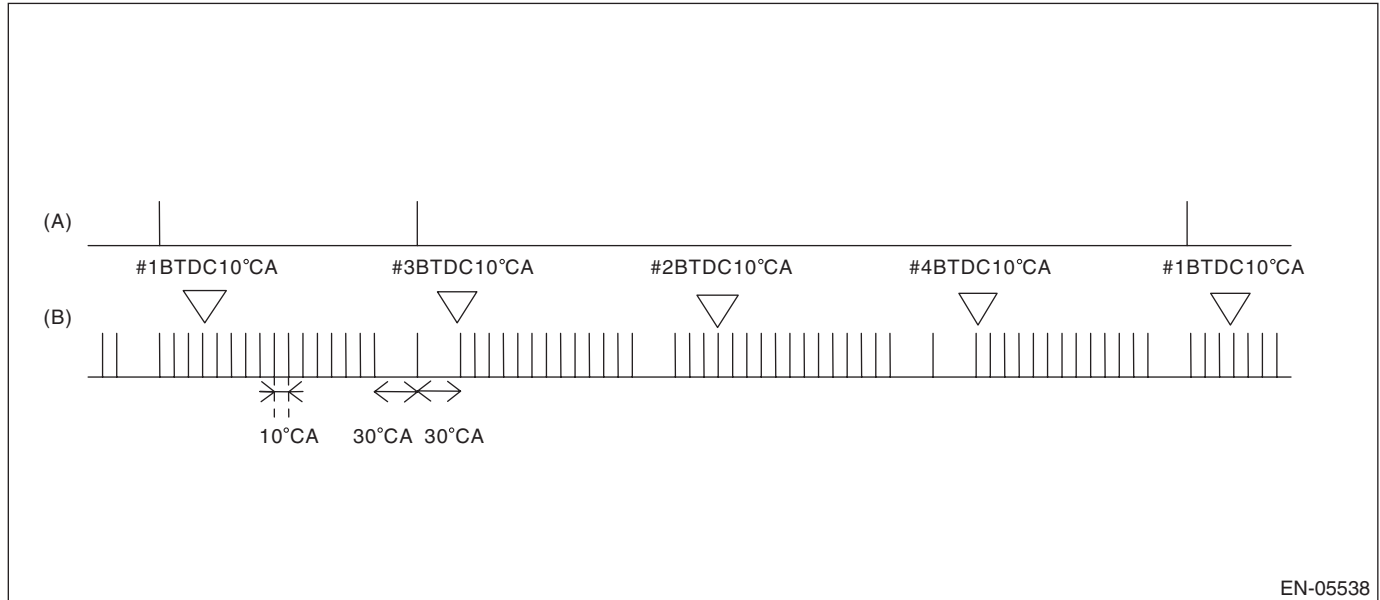
AZ:DTC P0335 CRANKSHAFT POSITION SENSOR “A” CIRCUIT

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of the crankshaft position sensor.

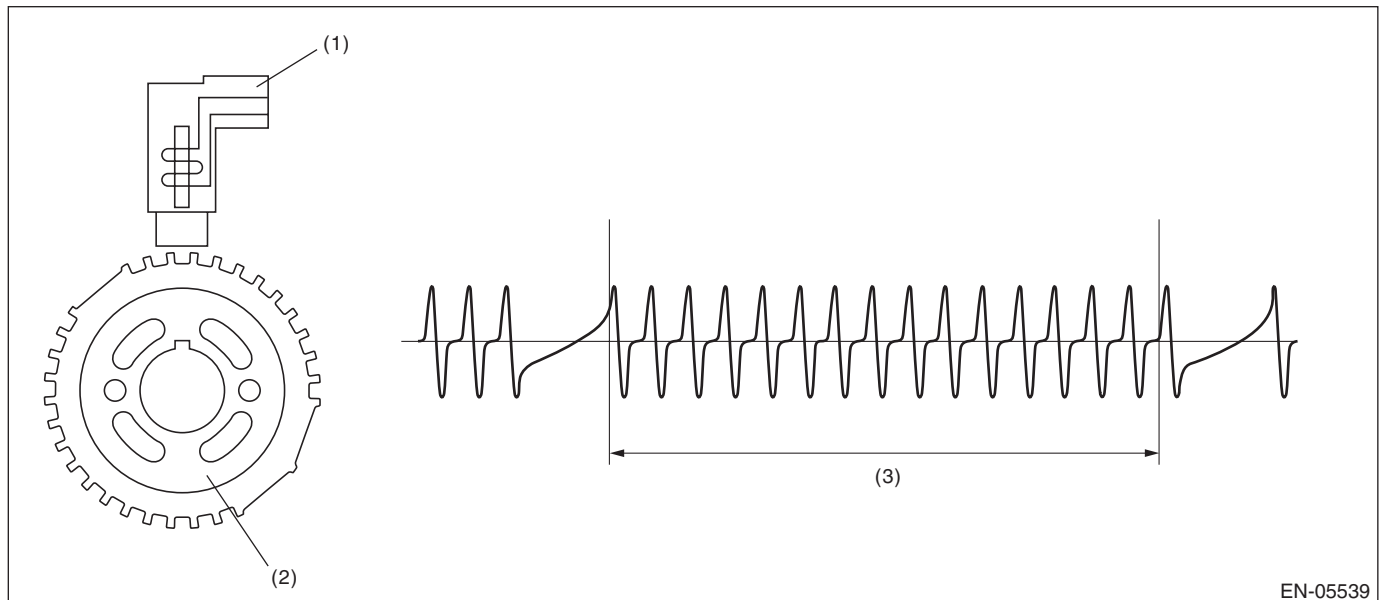
Judge as NG when the crank signal is not input even though the starter was turned on.

2. COMPONENT DESCRIPTION



(A) Camshaft signal

(B) Crankshaft signal



(1) Crankshaft position sensor

(2) Crank sprocket

(3) Crankshaft half-turn

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time of meeting the malfunction criteria below becomes more than 3 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
Starter switch	ON
Crankshaft position sensor signal	Not detected
Battery voltage	$\geq 8 \text{ V}$

Time Needed for Diagnosis: 3 seconds

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Crankshaft position sensor signal	Input exists
Battery voltage	$\geq 8 \text{ V}$

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

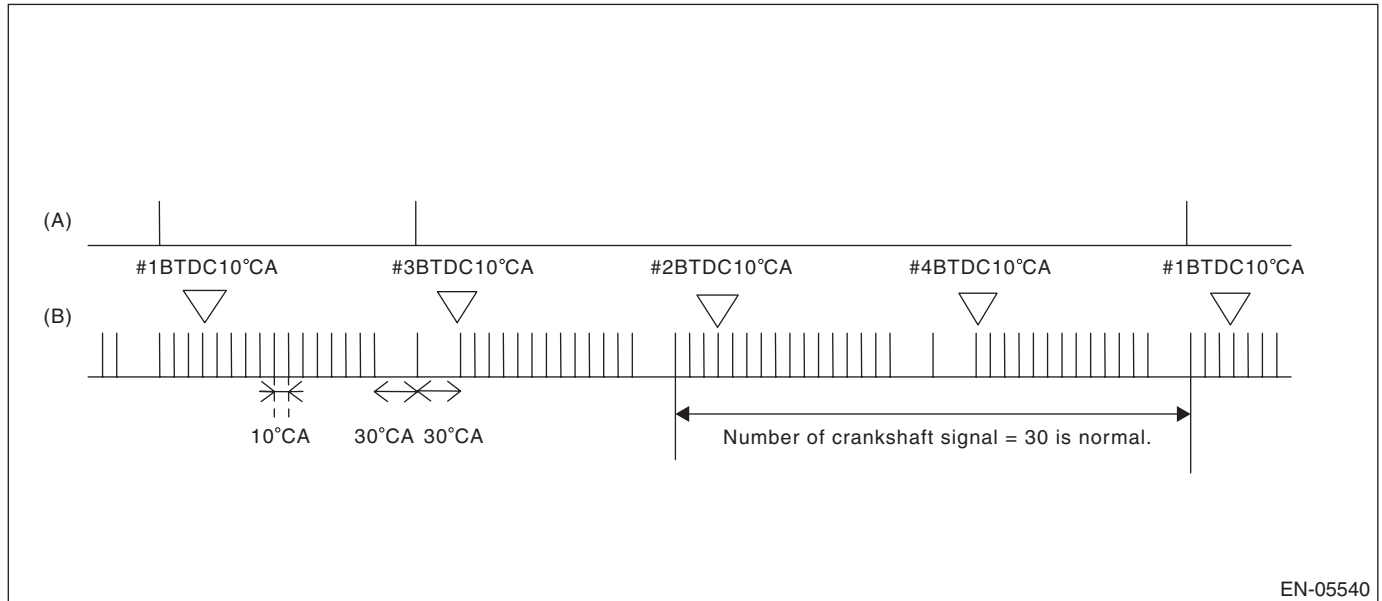
BA:DTC P0336 CRANKSHAFT POSITION SENSOR “A” CIRCUIT RANGE/PERFORMANCE

1. OUTLINE OF DIAGNOSIS

Detect for faults in crankshaft position sensor output properties.

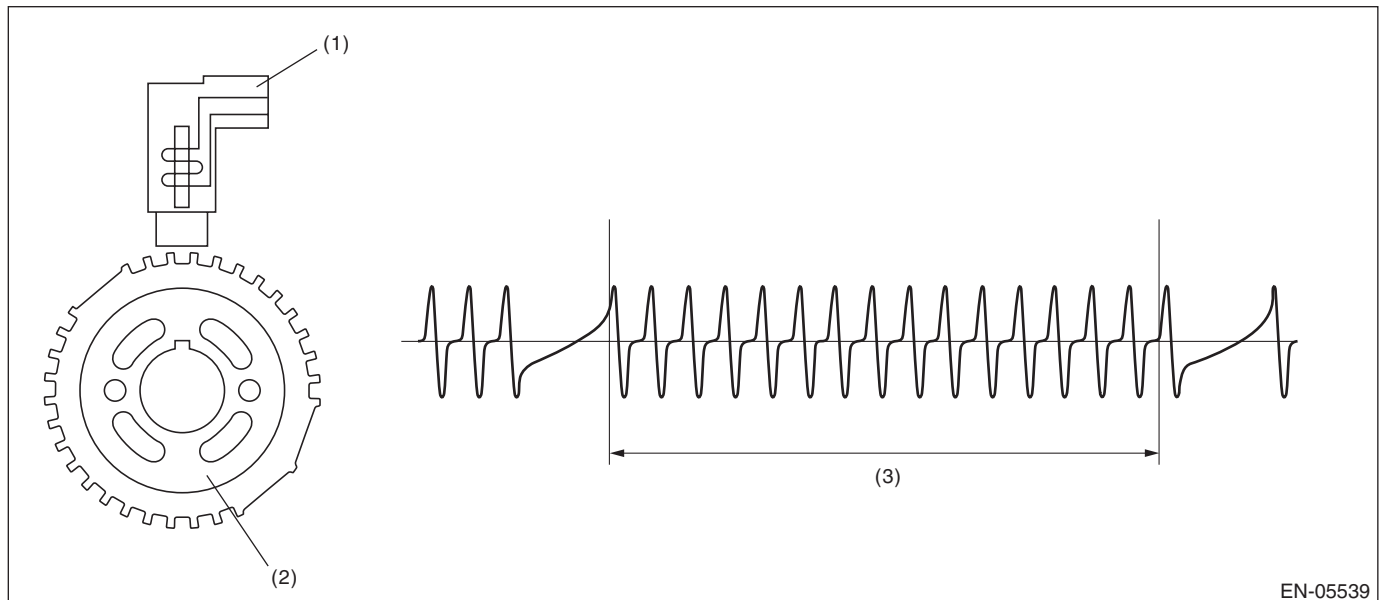
Judge as NG when there is a problem in the number of crankshaft signals for every revolution.

2. COMPONENT DESCRIPTION



(A) Camshaft signal

(B) Crankshaft signal



(1) Crankshaft position sensor

(2) Crank sprocket

(3) Crankshaft half-turn

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	$\geq 8 \text{ V}$
Engine speed	$< 4000 \text{ rpm}$

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

4. GENERAL DRIVING CYCLE

Perform the diagnosis continuously under 4000 rpm engine speed.

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when all the malfunction criteria below are completed more than 10 times in a row.

Judgment Value

Malfunction Criteria	Threshold Value
Cylinder number identification	Completed
Number of crankshaft position sensor signal during 1 rev.	Not = 30

Time Needed for Diagnosis: 10 engine revs.

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OK and clear the NG when all the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Cylinder number distinction	Completed
Number of crankshaft position sensor signal during 1 rev.	= 30

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

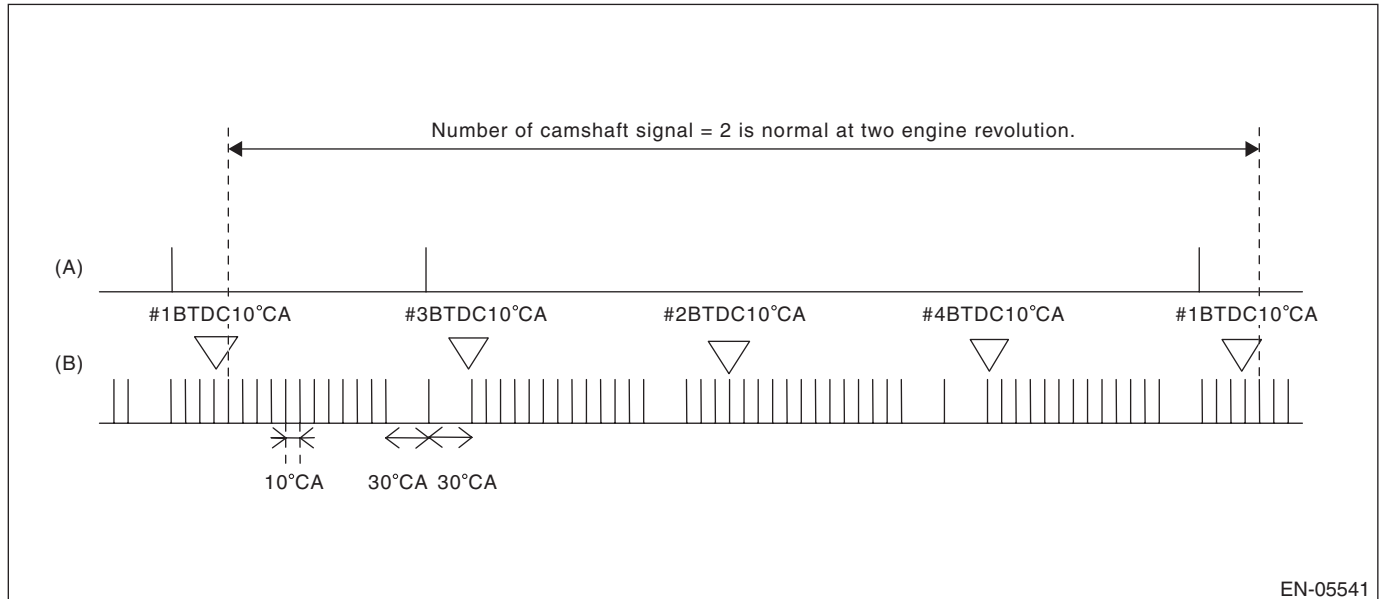
BB:DTC P0340 CAMSHAFT POSITION SENSOR “A” CIRCUIT (BANK 1 OR SINGLE SENSOR)

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of the camshaft position sensor.

Judge as NG when the number of camshaft signals remains abnormal.

2. COMPONENT DESCRIPTION



(A) Camshaft signal

(B) Crankshaft signal

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the following malfunction criteria continues for 8 engine revolutions or more.

Judgment Value

Malfunction Criteria	Threshold Value
Voltage	$\geq 8 \text{ V}$
Number of camshaft sensor signals during 2 rev.	Not = 2

Time Needed for Diagnosis: 8 rev.

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK and clear the NG when the following criteria are established.

Judgment Value

Malfunction Criteria	Threshold Value
Voltage	$\geq 8 \text{ V}$
Number of camshaft sensor signal during 2 rev.	2

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

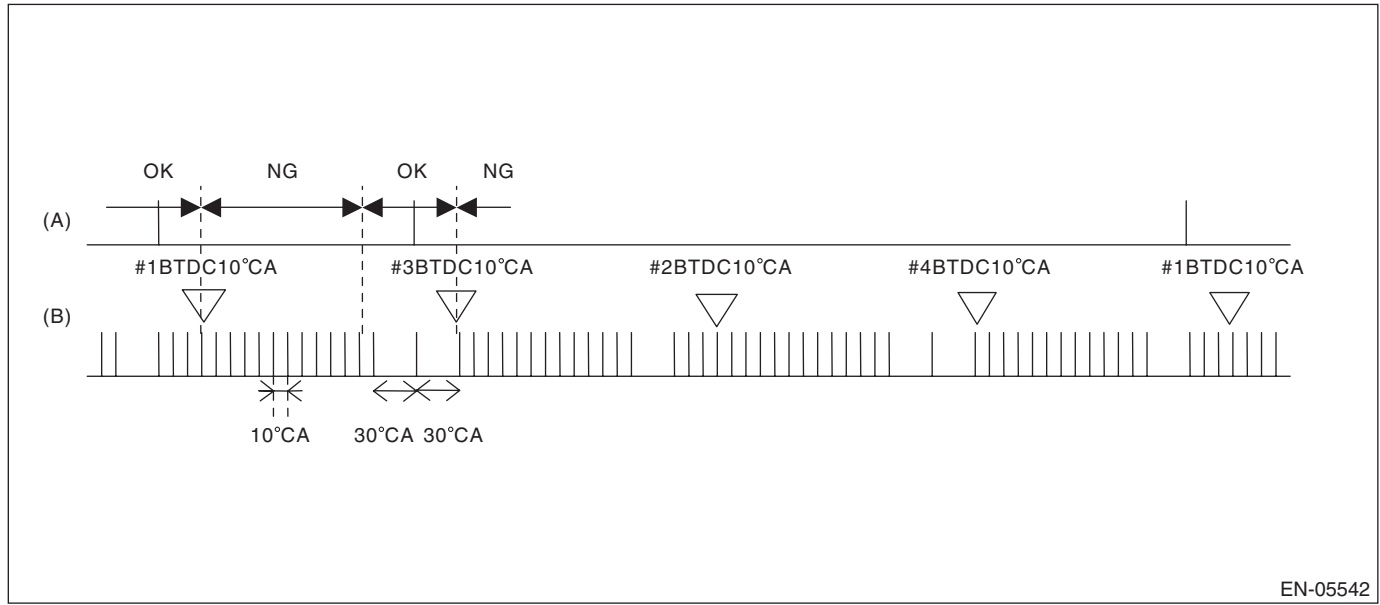
BC:DTC P0341 CAMSHAFT POSITION SENSOR "A" CIRCUIT RANGE/ PERFORMANCE (BANK 1 OR SINGLE SENSOR)

1. OUTLINE OF DIAGNOSIS

Detect the malfunction of camshaft position sensor output property.

Judge NG when the camshaft position signal input timing is shifted from the crankshaft position sensor signal because of timing belt tooth chip etc.

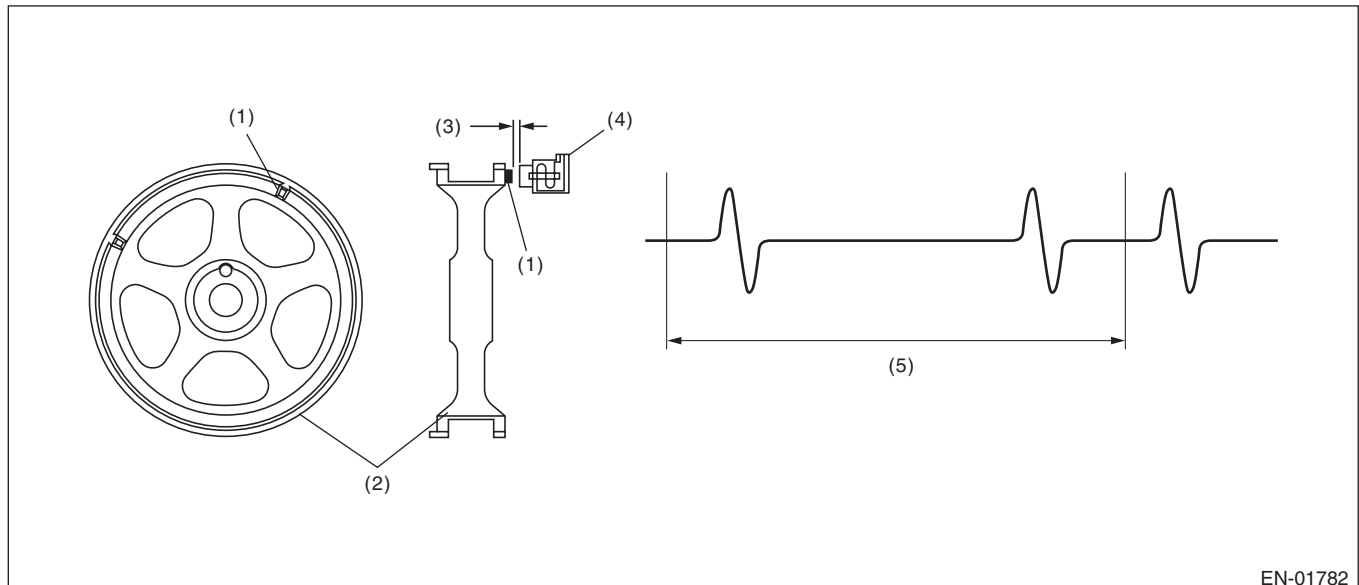
2. COMPONENT DESCRIPTION



EN-05542

(A) Camshaft signal

(B) Crankshaft signal



EN-01782

(1) Boss

(2) Cam sprocket

(3) Air gap

(4) Camshaft position sensor

(5) Camshaft one revolution (Engine two revolutions)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Cylinder number identification	Completed
Battery voltage	$\geq 8 \text{ V}$
Engine speed	550 — 1,000 rpm
Engine operation	Idling
Misfire	Not detected

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously at idle speed.

5. DIAGNOSTIC METHOD

Judge NG when the engine speed continues 4 revolutions for the malfunction criteria below. Judge as OK and clear the NG when the malfunction criteria below are not met.

Judgment Value

Malfunction Criteria	Threshold Value
Position of camshaft position sensor signal	Not between BTDC 10°CA and BTDC 80°CA

Time Needed for Diagnosis: 4 revs.

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

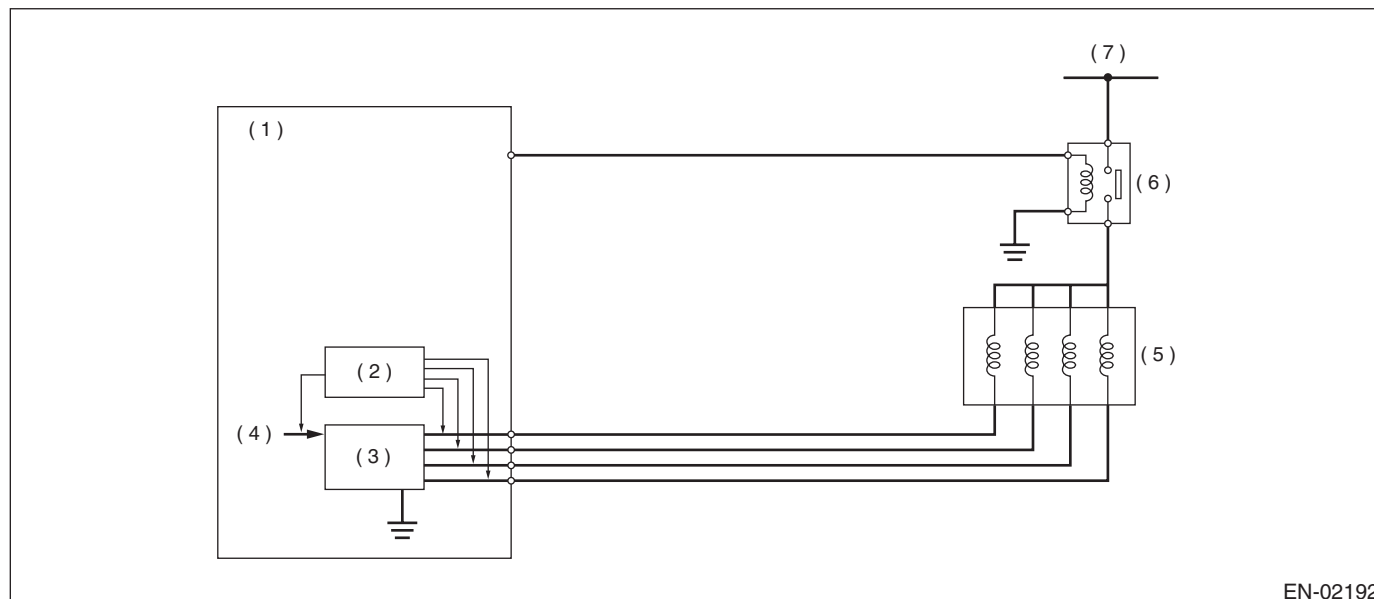
BD:DTC P0400 EXHAUST GAS RECIRCULATION FLOW

1. OUTLINE OF DIAGNOSIS

Detect EGR system malfunction.

Intake manifold pressure (negative pressure) is constant because the throttle valve is fully closed during deceleration fuel cut. At this time, when the EGR valve is opened/closed, the intake manifold pressure will change. EGR system OK/NG is judged by the range of this change.

2. COMPONENT DESCRIPTION



(1) ECM	(4) CPU	(6) Main relay
(2) Detecting circuit	(5) EGR valve	(7) Battery power supply
(3) Switching circuit		

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
After engine starting	40 seconds or more
Engine coolant temperature	$\geq 75^{\circ}\text{C}$ (167°F)
Engine speed	1200 — 2,950 rpm
Intake manifold pressure (absolute pressure)	$< 40.0\text{ kPa}$ (300 mmHg, 11.81 inHg)
Ambient air temperature	$\geq 5^{\circ}\text{C}$ (41°F)
Throttle position	$< 0.25^{\circ}$
Battery voltage	$> 10.9\text{ V}$
Atmospheric pressure	$\geq 75.0\text{ kPa}$ (563 mmHg, 22.17 inHg)
Vehicle speed	$\geq 53\text{ km/h}$ (33 MPH)
Fuel shut-off function	In operation
Neutral switch	Over 1 second after changing from OFF and ON to OFF.
Load (A/C, power steering, lighting, rear defogger, heater fan and radiator fan)	No change for over 5 seconds.

4. GENERAL DRIVING CYCLE

During deceleration fuel cut from more than 53 km/h (approx. 33 MPH), perform diagnosis once. Be careful of vehicle speed and engine speed. (Diagnosis will not be completed if the vehicle speed and engine speed conditions become out of specification due to deceleration.)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

Measure the pressure values as follows when the enable conditions are established, and perform diagnosis by calculating those results.

1. Label the intake manifold pressure value as PMOF1, which is observed when enable conditions are established, and set the EGR target step to 50 steps (nearly full open).
2. Label the intake manifold pressure value as PMON, which is observed after one second has passed since EGR target step was set to 50 steps (when the enable conditions were established), and set the EGR target step to 0.
3. Label the intake manifold pressure value as PMOF2, which is observed after one second has passed since EGR target step was set to 0 (after two seconds have passed since the enable conditions were established).

Abnormality Judgment

Judge as NG when the following conditions are established, and judge as OK when not.

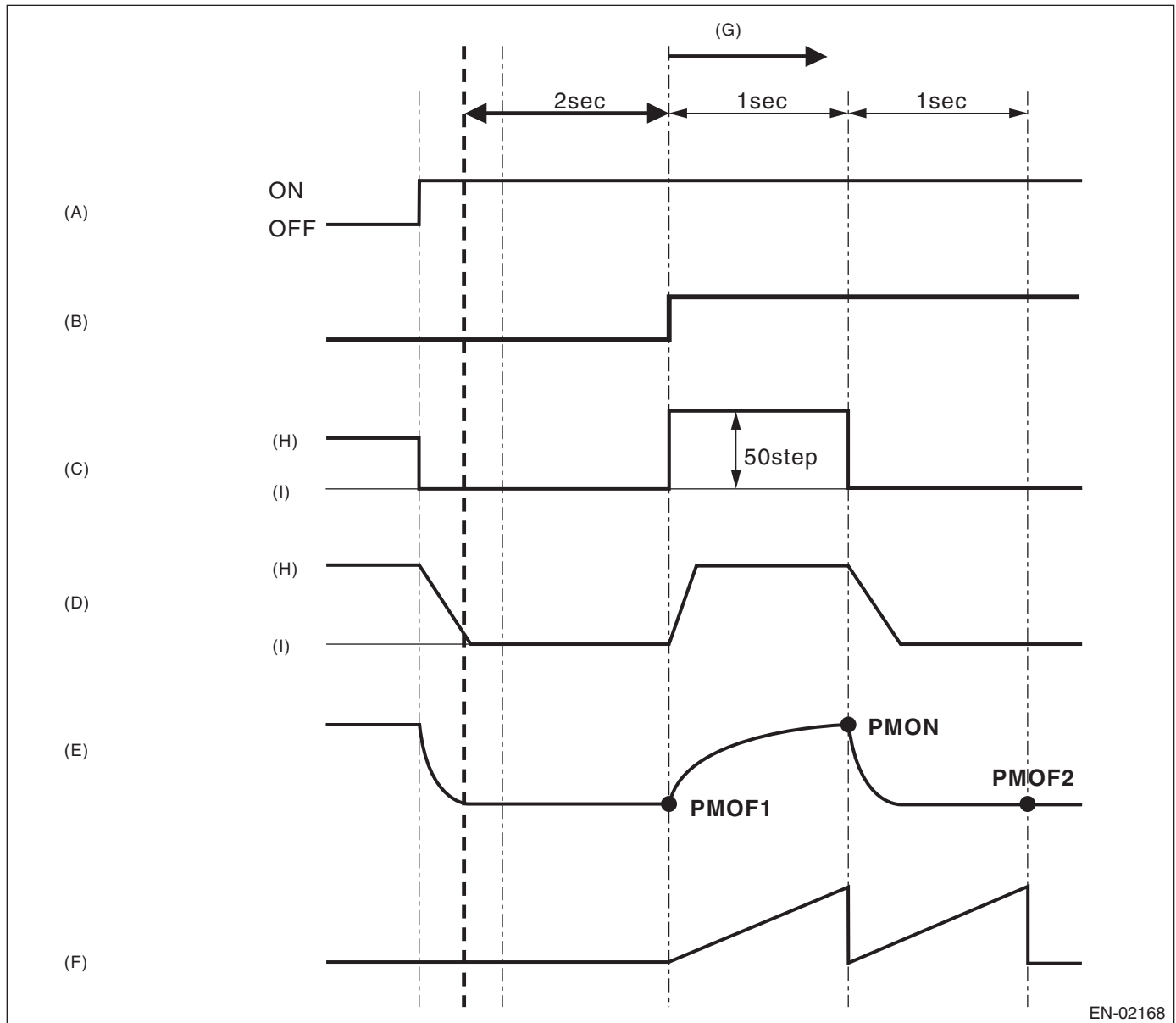
$PMON - (PMOF1 + PMOF2) / 2 < 2.48 \text{ kPa (18.63 mmHg, 0.733 inHg)}$

Time Needed for Diagnosis: 1 time

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.



EN-02168

(A) Deceleration fuel cut	(E) Intake manifold pressure (During normal condition)	(G) Start diagnosis
(B) Diagnosis enable conditions	(F) Diagnostic mode timer	(H) Open
(C) EGR target step		(I) Closed
(D) EGR actual step		

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

8. FAIL SAFE

A/F main learning = Not allowed.

Knock learning = Not allowed.

EGR control: Not allowed to operate.

9. ECM OPERATION AT DTC SETTING

- Memorize the freeze frame data. (For test mode \$02)
- Memorize the diagnostic value and trouble standard value. (For test mode \$06)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

BE:DTC P0420 CATALYST SYSTEM EFFICIENCY BELOW THRESHOLD (BANK 1)

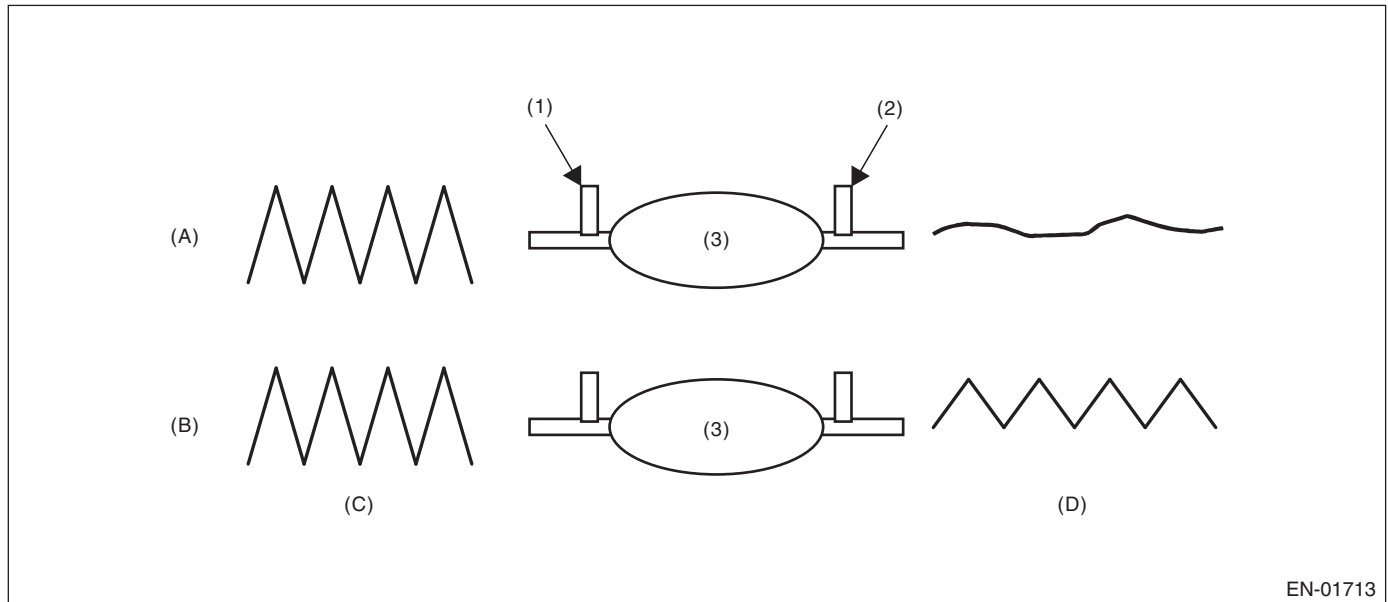
1. OUTLINE OF DIAGNOSIS

Detect the deterioration of the catalyst function.

Though the front oxygen sensor output would change slowly with a new catalyst, the sensor output with a deteriorated catalyst becomes high and the inversion time is shortened.

For this reason, the catalyst diagnosis is carried out by monitoring the front oxygen sensor output and comparing it with the front oxygen (A/F) sensor output.

2. COMPONENT DESCRIPTION



EN-01713

- (1) Front oxygen (A/F) sensor
- (2) Front oxygen sensor
- (3) Catalytic converter

- (A) Normal
- (B) Deterioration

- (C) Output waveform from the front oxygen (A/F) sensor
- (D) Output waveform from the front oxygen sensor

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	> 10.9 V
Atmospheric pressure	> 75.1 kPa (563 mmHg, 22.2 inHg)
Engine coolant temperature	≥ 70°C (158°F)
Catalyst warm-up counter (Map 2) (U5 model)	≥ 9000
Misfire detection during 200 revs.	< 5 times
Learning value of evaporation gas density	≤ 0.20
Sub feedback	In operation
Evaporative system diagnosis	Not in operation
Time of difference (< 0.10) between actual and target lambda	1000 milliseconds or more
Vehicle speed	> 70 km/h (43.5 MPH)
Amount of intake air	10 — 40 g (0.35 — 1.41 oz)/s
Engine load change every 0.5 engine revs.	< 0.02 g (0.001 oz)/rev
Rear oxygen output change from lower than 660 mV to higher than 660 mV	Experienced after fuel cut
After engine starting	≥ 205 sec.
Purge execution calculated time	5 seconds or more
Time from recovering from the fuel cut (U5 model)	≥ Value from Map 23
Estimated temperature inside catalyst layer (other than U5 model)	≥ 650°C (1202°F)

Map 2

Add the following value every 512 milliseconds.

Intake amount of air (g(oz)/s)	0 (0)	3.2 (0.113)	6.4 (0.226)	9.6 (0.339)	12.8 (0.451)	16 (0.564)	19.2 (0.677)	22.4 (0.790)	25.6 (0.903)	28.8 (1.016)	32 (1.129)	35.2 (1.242)
Total value for warm-up counter	−5	−5	15	31	46	62	77	92	108	123	127	127

Map 23

Time from recovering from the fuel cut (ms)	5000	30000	60000	180000
Value (ms)	0	60000	180000	300000

4. GENERAL DRIVING CYCLE

Perform the diagnosis only once at a constant speed of 70 km/h (43 MPH).

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

After establishing the execution conditions, calculate the front oxygen (A/F) sensor lambda deviation cumulative value per 128 milliseconds ($\sum |(\text{sglmd}_n - \text{sglmd}_{n-1})|$) and rear oxygen sensor output voltage deviation cumulative value ($\sum |(\text{ro2sad}_n - \text{ro2sad}_{n-1})|$), and when the front oxygen (A/F) sensor lambda deviation cumulative value ($\sum |(\text{sglmd}_n - \text{sglmd}_{n-1})|$) becomes higher than the predetermined value, calculate the diagnostic value.

Judge as NG when the malfunction criteria below are met. Judge as OK if the criteria below are not met.

Judgment Value

Malfunction Criteria	Threshold Value
$\sum (\text{ro2sad}_n - \text{ro2sad}_{n-1}) / \sum (\text{sglmd}_n - \text{sglmd}_{n-1}) $	> 15.4 (U5 model), > 18.5 (other than U5 model)

Time Needed for Diagnosis: 30 to 55 seconds

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

8. FAIL SAFE

None

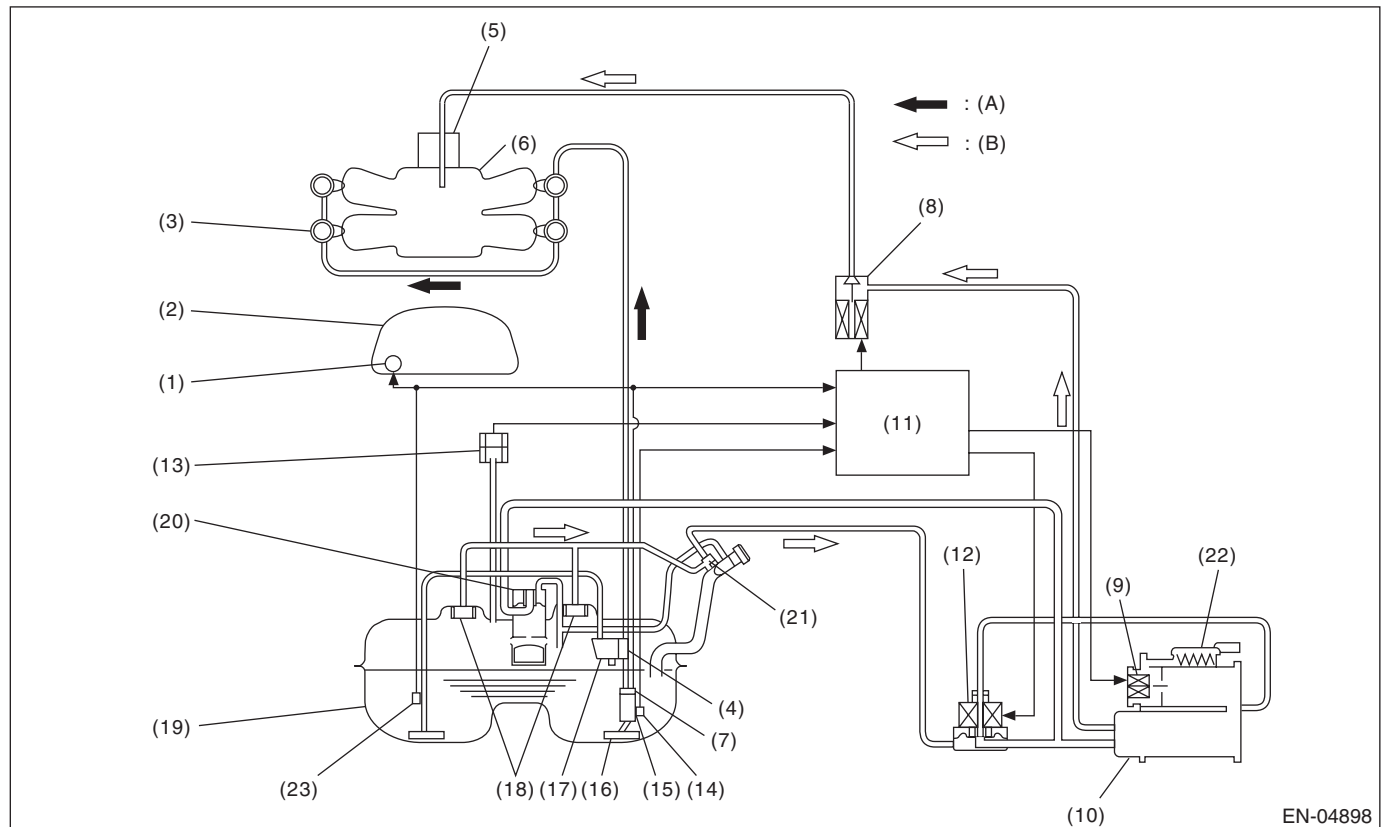
9. ECM OPERATION AT DTC SETTING

- Memorize the freeze frame data. (For test mode \$02)
- Memorize the diagnostic value and trouble standard value. (For test mode \$06)

BF:DTC P0442 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECT-ED (SMALL LEAK)

1. OUTLINE OF DIAGNOSIS

Check if there is a leakage in fuel system or not, and perform the function diagnosis of valve.



EN-04898

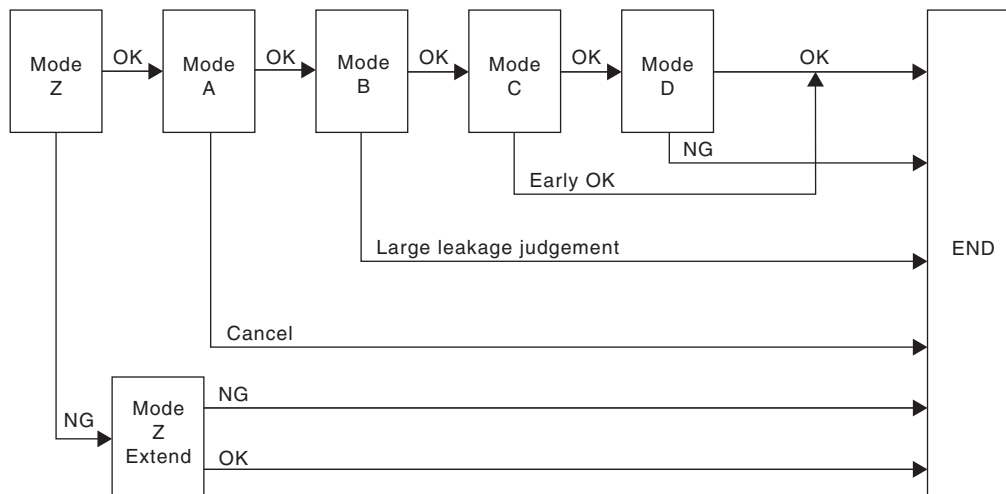
(1) Fuel gauge	(10) Canister	(19) Fuel tank
(2) Combination meter	(11) Engine control module (ECM)	(20) Vent valve
(3) Fuel injector	(12) Pressure control valve	(21) Shut-off valve
(4) Pressure regulator	(13) Fuel tank pressure sensor	(22) Drain filter
(5) Throttle body	(14) Fuel temperature sensor	(23) Fuel sub level sensor
(6) Intake manifold	(15) Fuel level sensor	
(7) Fuel filter	(16) Fuel pump	(A) Fuel line
(8) Purge control solenoid valve	(17) Jet pump	(B) Vaporized fuel line
(9) Drain valve	(18) Fuel cut valve	

In this system diagnosis, check for leakage and valve function is conducted by changing the fuel tank pressure and monitoring the pressure change using the fuel tank pressure sensor. During 0.04-inch diagnosis, perform in the order of mode Z → mode A → mode B → mode C and mode D; During 0.02-inch diagnosis, perform in the order of mode A → mode B → mode C → mode D and mode E.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

0.04-INCH DIAGNOSIS



EN-02872

Mode	Mode description	Diagnosis period
Mode Z (Purge control solenoid valve opening failure diagnosis)	Perform purge control solenoid valve opening failure diagnosis from the size of tank pressure variation from diagnosis start.	3 — 16 seconds
Mode A (Estimated evaporation amount)	Calculate the tank pressure change amount (P1).	10 seconds
Mode B (Sealed negative pressure, large leakage judgment)	Decrease the pressure in the tank to the target value by introducing the intake manifold pressure to the fuel tank. If the tank pressure cannot be reduced, it is diagnosed as large leak.	5 — 25 seconds
Mode C (Pressure increase check, advanced OK judgment)	Wait until the tank pressure returns to the target (start level of P2 calculation). If the tank pressure does not become the value, make advanced OK judgment.	1 — 15 seconds
Mode D (Negative pressure variation measurement, evaporation leakage diagnosis)	Calculate the tank pressure variation (P2), and obtain the diagnostic value using P1 found in Mode A. Perform the evaporation diagnosis using the diagnostic value.	10 seconds

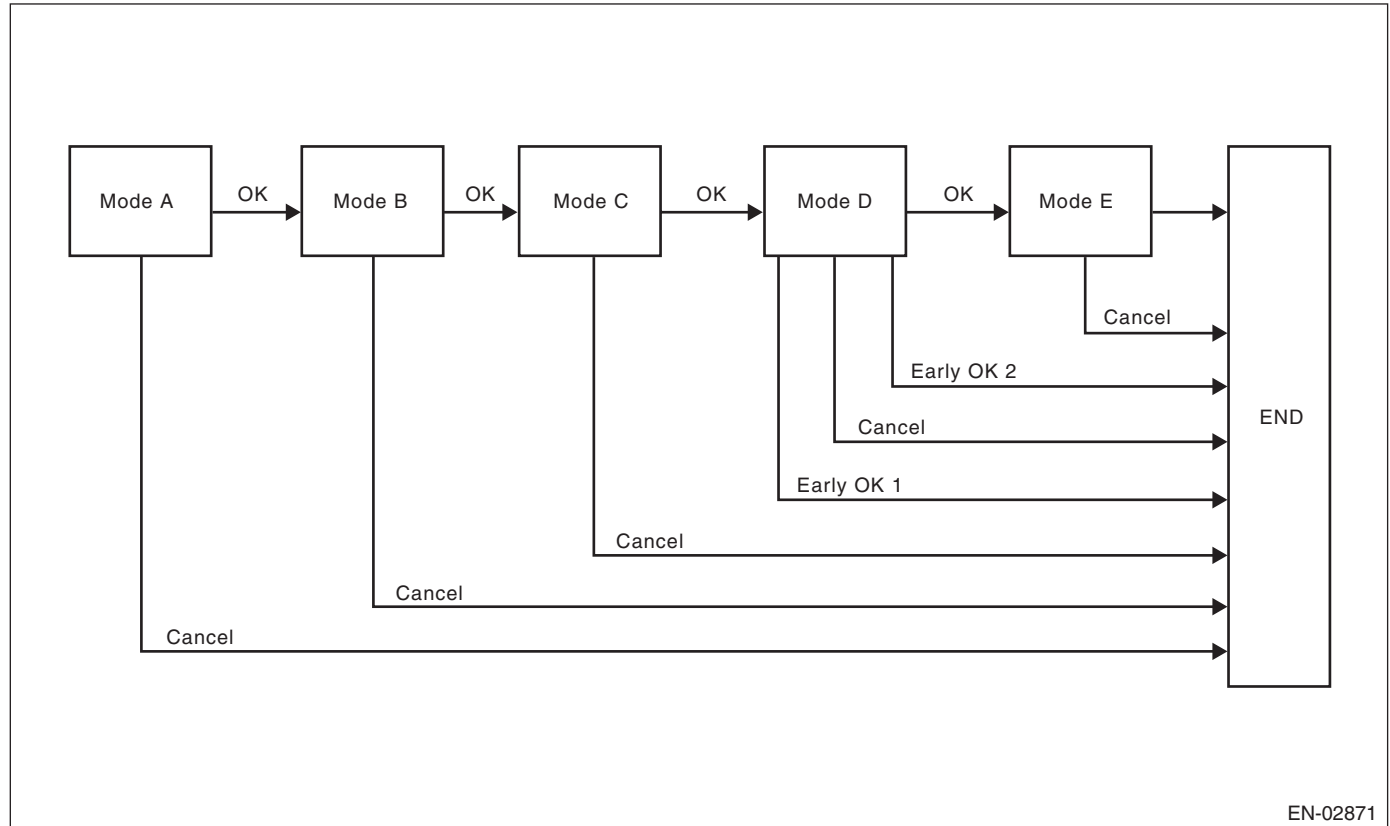
Mode Table for Evaporative Emission Control System Diagnosis

Mode	Tank internal pressure under normal conditions	Diagnostic item	DTC
Mode Z	Roughly the same as atmospheric pressure (Same as 0 kPa (0 mmHg, 0 inHg))	Purge control solenoid valve is judged to be open.	P0457
Mode A	Pressure is in proportion to amount of evaporative emission.		
Mode B	Negative pressure is formed due to intake manifold negative pressure.	Large leak	P0457
Mode C	Reaches target pressure		None
Mode D	Pressure change is small.	EVAP system large leak judgement [1.0 mm (0.04 in)]	P0442

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

0.02-inch Diagnosis



Mode	Mode Description	Diagnosis period
Mode A (0 point compensation)	When the pressure in the tank is high, wait until it returns to 0 point (Near 0 mmHg).	0 — 12 seconds
Mode B (Negative pressure introduced)	Decrease the pressure in the tank to the target value by introducing the intake manifold pressure to the fuel tank.	0 — 27 seconds
Mode C (Negative pressure maintained)	Wait until the tank pressure returns to the target (start level of P2 calculation).	0 — 20 seconds
Mode D (Negative pressure change calculated)	Calculate the time it takes for the tank pressure to return to the P2 calculation complete pressure. If the tank pressure does not return to the P2 calculation complete pressure, make advanced OK judgment.	0 — 200 seconds
Mode E (Evaporation generated amount calculated)	Calculate the amount of evaporation (P1).	0 — 280 seconds

2. COMPONENT DESCRIPTION

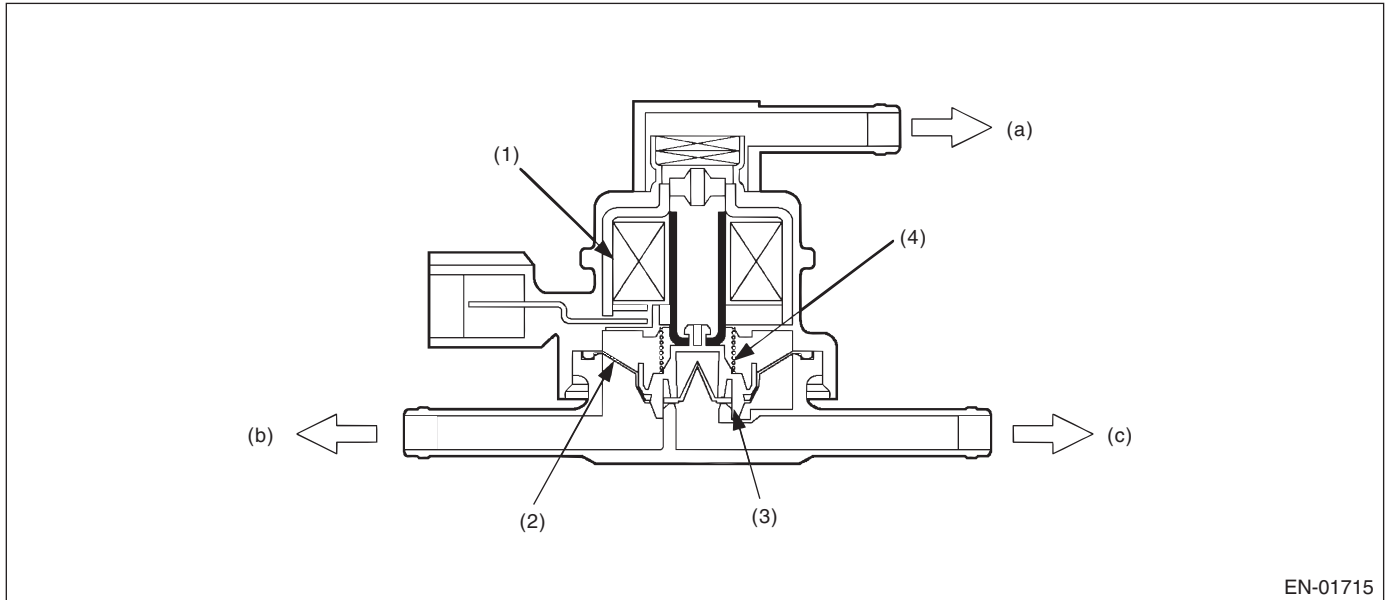
Pressure Control Solenoid Valve

PCV controls the fuel tank pressure to be equal to the atmospheric air pressure. Normally, the solenoid is set to OFF. The valve opens and closes mechanically in accordance with the pressure difference between tank and atmospheric air, or tank and canister.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

The valve is forcibly opened by setting the solenoid to ON at the time of diagnosis.

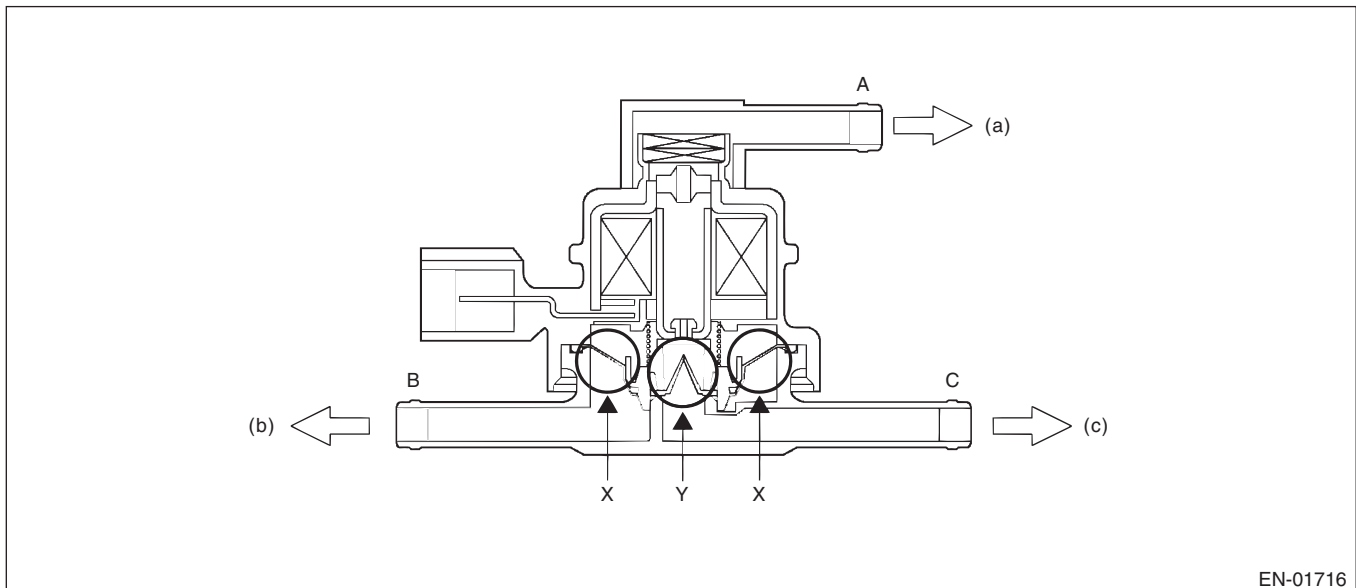


(1) Solenoid	(3) Valve	(a) Atmospheric pressure
(2) Diaphragm	(4) Spring	(b) Fuel tank
		(c) Canister

Valve Operation and Air Flow

In the figure below, divided by the diaphragm, the part above X is charged with atmospheric air pressure, and the part below X is charged with tank pressure. Also, the part above Y is charged with tank pressure, and the part below Y is charged with canister pressure.

If the atmospheric air pressure port is A, tank pressure port is B, and canister pressure port is C, the air flows according to pressure difference from each port as shown in the table below.



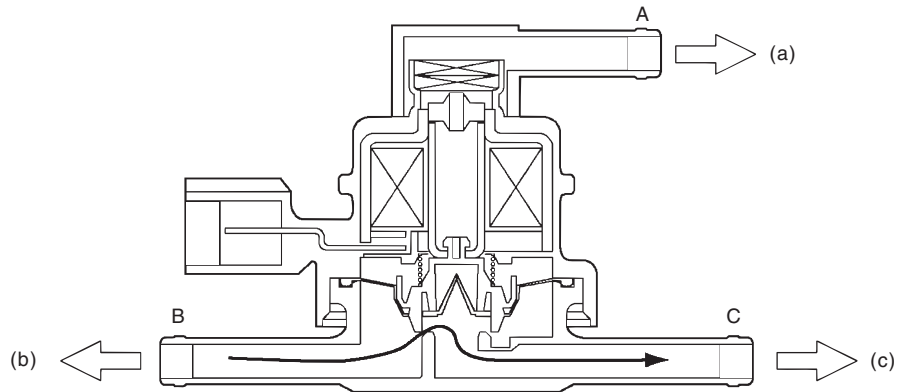
(a) Atmospheric pressure	(b) Fuel tank	(c) Canister

Condition of pressure	Flow
A < B (solenoid OFF)	B → C
B < C (solenoid OFF)	C → B
Solenoid ON	B ↔ C

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

When $A < B$ (Solenoid OFF)



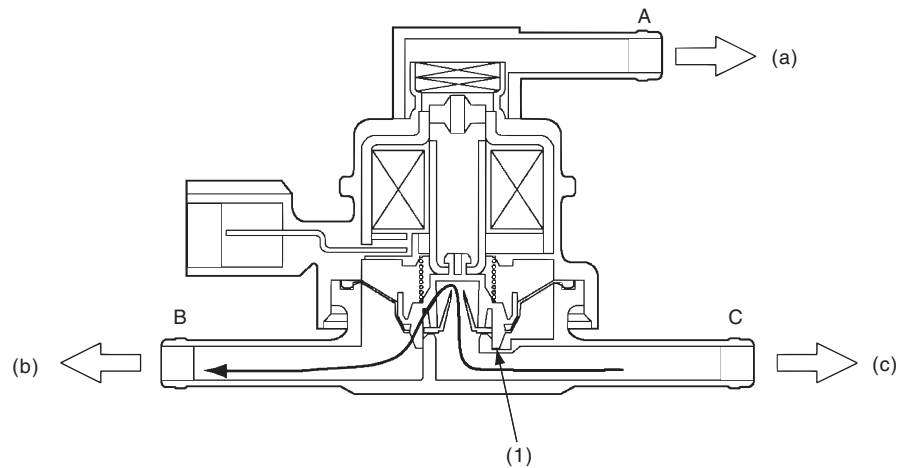
EN-01717

(a) Atmospheric pressure

(b) Fuel tank

(c) Canister

When $B < C$ (Solenoid OFF)



EN-01718

(1) Valve

(a) Atmospheric pressure

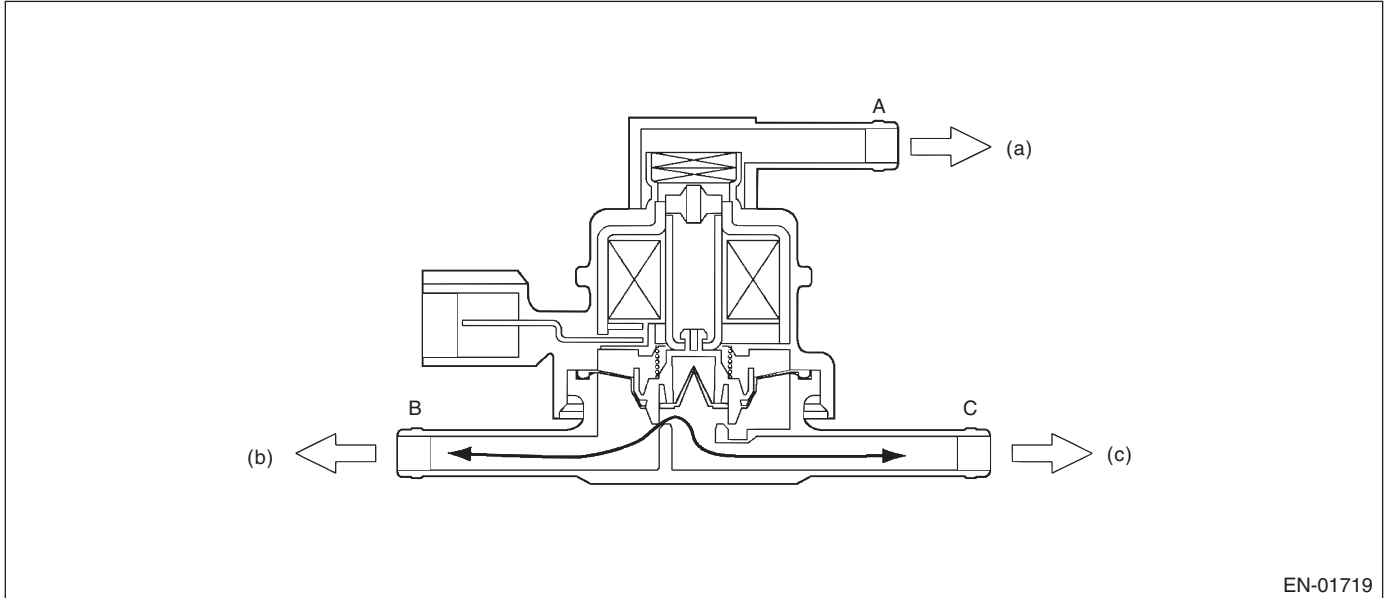
(b) Fuel tank

(c) Canister

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

When Solenoid is ON



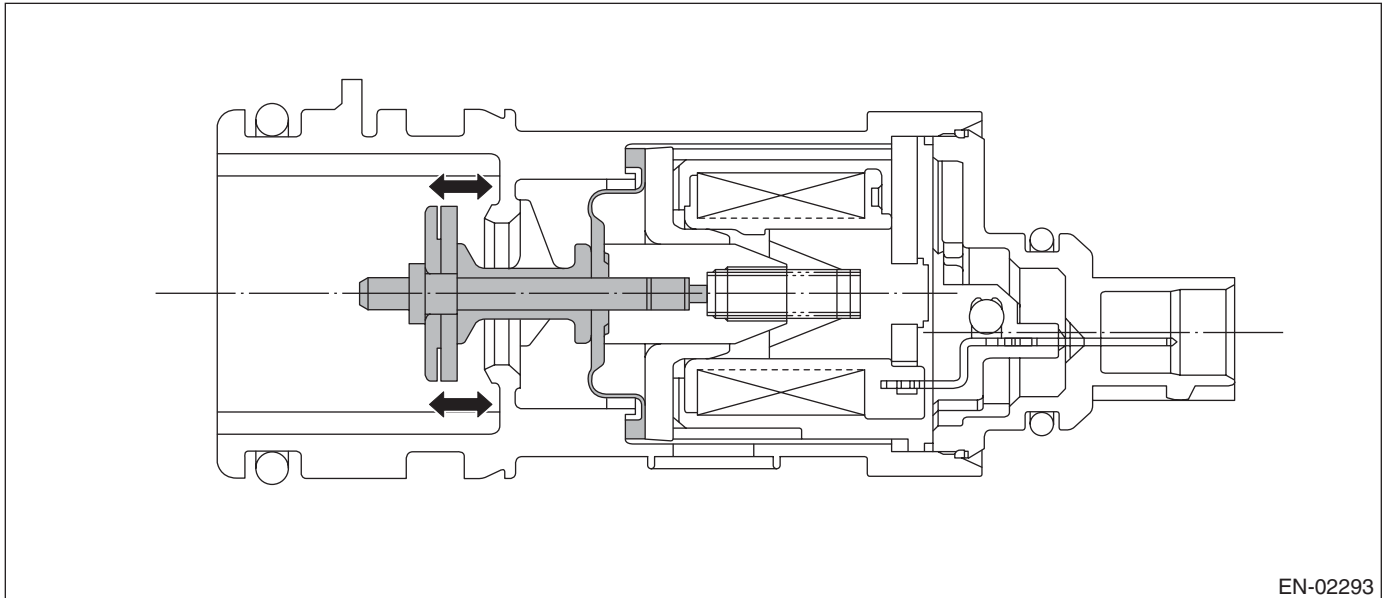
(a) Atmospheric pressure

(b) Fuel tank

(c) Canister

Drain Valve

Drain valve controls the ambient air to be introduced to the canister.



Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

3. ENABLE CONDITION

0.04-inch Diagnosis

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V
Barometric pressure	≥ 75.1 kPa (563 mmHg, 22.17 inHg)
Total time of canister purge operation	120 seconds or more
After engine starting	856 seconds or more
Learning value of evaporation gas density	≤ 0.08
Engine speed	1,050 — 6,000 rpm
Fuel tank pressure	≥ -4.00 kPa (-30 mmHg, -1.18 inHg)
Intake manifold vacuum (relative pressure)	< -26.7 kPa (-200 mmHg, -7.87 inHg)
Vehicle speed	≥ 32 km/h (20 MPH)
Fuel level	9.0 — 51.0 (2.38 — 13.47 US gal, 1.98 — 11.22 Imp gal)
Closed air/fuel ratio control	In operation
Fuel temperature	-10 — 45°C (14 — 113°F)
Intake air temperature	$\geq -10^{\circ}\text{C}$ (14°F)
Pressure change per second	< 0.23 kPa (1.7 mmHg, 0.07 inHg)
Minimum pressure change value every one second – Maximum pressure change value every one second	< 0.23 kPa (1.7 mmHg, 0.07 inHg)
Change of fuel level	< 2.5 $\varnothing$ /128 milliseconds (0.66 US gal/128 milliseconds, 0.55 Imp gal/128 milliseconds)
Air fuel ratio	0.76 — 1.25

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

0.02-inch Diagnosis

Secondary Parameters	Enable Condition
(At starting a diagnosis)	
Evap. diagnosis	Incomplete
Battery voltage	≥ 10.9 V
Atmospheric pressure	≥ 75.1 kPa (563 mmHg, 22.2 inHg)
Time from 0.02 inch leak, previous incomplete diagnosis	
When cancelling in mode A	> 120 sec.
When cancelling in other than mode A	> 600 sec.
Total time of canister purge operation	120 seconds or more
After engine starting	120 seconds or more
Fuel Temp.	$-10 - 70^{\circ}\text{C}$ ($14 - 158^{\circ}\text{F}$)
Fuel level	$9.0 - 51.0$ ℓ (2.38 — 13.47 US gal, 1.98 — 11.22 Imp gal)
Intake manifold vacuum (relative pressure)	< -8.0 kPa (-60 mmHg, -2.36 inHg)
Fuel tank pressure	$-0.67 - 1.43$ kPa ($-5 - 10.7$ mmHg, $-0.20 - 0.42$ inHg)
Vehicle speed	≥ 30 km/h (19 MPH)
Closed air/fuel ratio control	In operation
Engine speed	550 — 6000 rpm
(During diagnosis)	
Change of fuel level	$\leq$ Value from Map
Pressure change every one second	< 0.06 kPa (0.44 mmHg, 0.02 inHg)
Minimum pressure change value every one second —	< 0.07 kPa (0.51 mmHg, 0.02 inHg)
Maximum pressure change value every one second	
Pressure change in tank every second	≤ 0.1 kPa (0.75 mmHg, 0.03 inHg)
Atmospheric pressure change (Mode D)	$-0.48 - 0.32$ kPa ($-3.6 - 2.4$ mmHg, $-0.14 - 0.09$ inHg)
Atmospheric pressure change (Mode E)	$-0.32 - 0.32$ kPa ($-2.4 - 2.4$ mmHg, $-0.09 - 0.09$ inHg)

Map

Fuel level (ℓ , US gal, Imp gal)	0	10, 2.64, 2.2	20, 5.28, 4.4	30, 7.93, 6.6	40, 10.57, 8.8	50, 13.21, 11	60, 15.85, 13.2
Change (ℓ , US gal, Imp gal)	4.2, 1.11, 0.92	4.2, 1.11, 0.92	4.1, 1.08, 0.9	4.0, 1.06, 0.88	3.9, 1.03, 0.86	3.8, 1.0, 0.84	3.8, 1.0, 0.84

4. GENERAL DRIVING CYCLE

0.04-inch Diagnosis

- After 856 seconds or more have passed since the engine started, perform the diagnosis only once at a constant speed of 32 km/h (20 MPH) or more.
- Pay attention to the fuel temperature and fuel level.

0.02-inch Diagnosis

- After 770 seconds or more have passed since the engine started, perform the diagnosis at a constant speed of 68 km/h (42 MPH) or more, to judge as NG or OK.
- If judgment cannot be made, repeat the diagnosis.
- Be careful of the remaining fuel level.

5. DIAGNOSTIC METHOD

Purge control solenoid valve stuck open fault diagnosis

DTC

P0457 Evaporative Emission Control System Leak Detected (Fuel Cap Loose/Off)

Purpose of Mode Z

When performing the leakage diagnosis of EVAP system, the purge control solenoid valve must operate normally. Therefore, mode Z is used to diagnose the purge control solenoid valve stuck open condition. Note that if a purge control solenoid valve stuck open fault is detected, the EVAP system leakage diagnosis is cancelled.

Diagnostic method

Purge control solenoid valve functional diagnosis is performed by monitoring the tank pressure in mode Z.

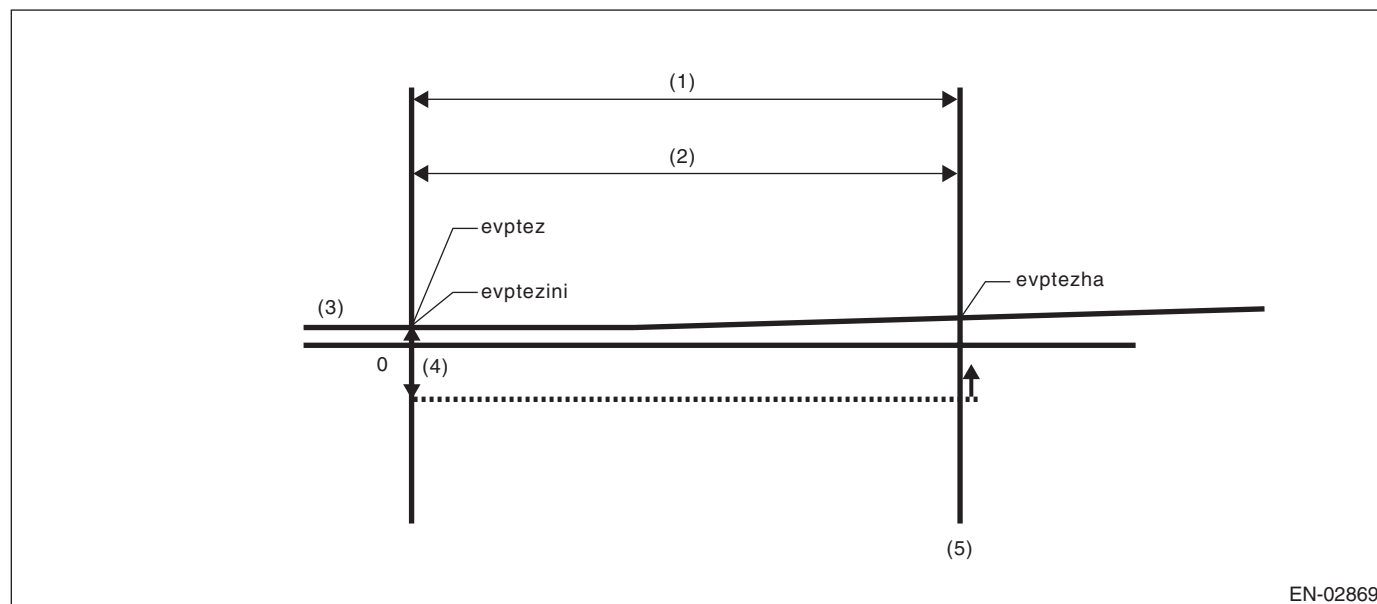
Normality Judgment

Judge OK and change to Mode A when the criteria below are completed in 3 seconds after Mode Z started.

Judgment Value

Malfunction Criteria	Threshold Value	DTC
(Tank pressure when Mode Z started) – (Tank pressure when Mode Z finished)	≤ 0.4 kPa (3 mmHg, 0.12 inHg)	P0457

Normal



EN-02869

(1) Mode Z	(3) Fuel tank pressure	(5) OK judgment
(2) 3 seconds	(4) 0.4 kPa (3.0 mmHg, 0.12 inHg)	

- $evptez - evptezha \leq 0.4$ kPa (3.0 mmHg, 0.12 inHg)
- $evptezini - evptezha \leq 0.4$ kPa (3.0 mmHg, 0.12 inHg)

Judge as normal when both are established.

Abnormality Judgment

If OK judgment cannot be made, extend Mode Z 16 seconds more, and judge as NG when all the criteria below are completed after 16 seconds.

Judgment Value

Malfunction Criteria	Threshold Value	DTC
(Tank pressure when Mode Z started) – (Tank pressure when Mode Z finished)	> 0.6 kPa (4.5 mmHg, 0.18 inHg)	P0457
Tank pressure when Mode Z started	≤ 1.43 kPa (10.7 mmHg, 0.42 inHg)	
Time of 2 0 or more fuel no sloshing	≥ 40 sec.	

Diagnostic Trouble Code (DTC) Detecting Criteria

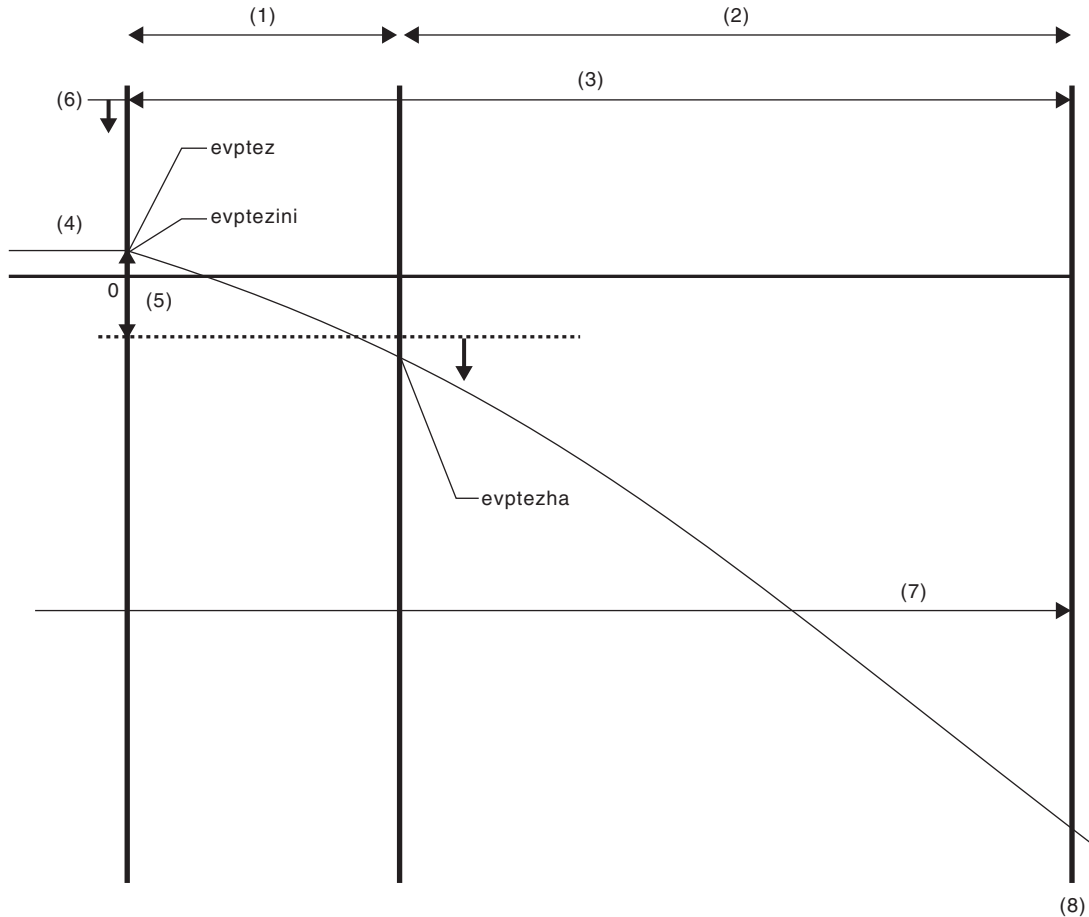
GENERAL DESCRIPTION

Time Needed for Diagnosis: 16 seconds

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

When judgment for purge control solenoid valve stuck open NG is made, end the evaporative diagnosis. Cancel the evaporative diagnosis when the OK/NG judgment for purge control solenoid valve stuck open cannot be made in Mode Z.

Purge Control Solenoid Valve Open Fixation



EN-02870

(1) Mode Z	(4) Fuel tank pressure	(7) No fuel sloshing for 40 seconds
(2) Extended mode Z	(5) 0.87 kPa (6.5 mmHg, 0.26 inHg)	(8) NG judgment
(3) 16 seconds	(6) 1.43 kPa (10.7 mmHg, 0.42 inHg)	

- $evptezini, evptez \leq 1.43 \text{ kPa (10.7 mmHg, 0.42 inHg)}$
 - $evptez - evptezha \leq 0.87 \text{ kPa (6.5 mmHg, 0.26 inHg)}$
 - $evptezini - evptezha \leq 0.87 \text{ kPa (6.5 mmHg, 0.26 inHg)}$
 - No fuel sloshing of over 2 $\varnothing$ (0.53 US gal, 0.44 Imp gal) for 40 seconds or more.
- Judge as normal when all are established.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

Leak Diagnosis

DTC

P0442 Evaporative Emission Control System Leak Detected (Small Leak)

P0457 Evaporative Emission Control System Leak Detected (Fuel Cap Loose/Off)

Diagnostic method

- The diagnostic method consists of creating a sealed vacuum in the fuel tank and then determining the presence of leakage from the speed at which the tank internal pressure returns to atmospheric pressure.
- The diagnosis is divided into the following five phases.

Mode A: (Estimated evaporation gas amount)

Calculate the tank pressure change amount (P1) when using mode A. After calculating P1, switch to mode B.

Mode B: (Negative pressure sealed)

Introduce negative pressure in the intake manifold to the tank.

Approximately 0 → -1.4 kPa (0 → -10.5 mmHg, 0 → -0.41 inHg)

When the pressure above (desired negative pressure) is reached, enters Mode C.

In this case, if the tank pressure does not reach the target negative pressure, judge that there is a large leakage (10 seconds or 25 seconds) in the system and terminate the evaporative emission control system diagnosis.

Abnormality Judgment

Judge as NG (large leak) when the criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value	DTC
Time to reach target negative pressure Or mode B time (Min. pressure value in tank when in mode B) – (Tank pressure when mode B started)	≥ 25 sec. ≥ 10 sec. < -0.53 kPa (-4 mmHg, -0.16 inHg)	P0457

Mode C: (Check pressure rise)

Stop the introduction of negative pressure. (Wait until the tank pressure returns to the start level of P2 calculation.)

Change to Mode D when the tank pressure returns to the start level of P2 calculation.

Judge immediate OK and change to Mode E when it does not return in spite of spending the specified time.

Tank pressure when starting calculation of P2	Make advanced OK judgment
-1.3 kPa (-9.75 mmHg, -0.38 inHg)	15 seconds

Mode D: (Measure amount of negative pressure change)

Monitor the tank pressure change amount in mode D. In this case, the tank pressure increases (nears atmospheric pressure), because evaporation occurs. However, if any leakage exists, the pressure increases additionally in proportion to this leakage. The pressure variation of this tank is P2.

After calculating P2, perform a small leak diagnosis according to the items below.

When Mode D is ended

Assign tank variations measured in Mode A and Mode D; P1 and P2, to the formula below, judge small leaks in the system. If the measured judgment value exceeds the threshold value, it is judged to be a malfunction.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

Abnormality Judgment

Judge as NG when the criteria below are met and judge as OK and clear NG when not met.

Judgment Value

Malfunction Criteria	Threshold Value	DTC
P2 – 1.5 × P1 P2: Tank pressure that changes every 10 seconds in mode D P1: Tank pressure that changes every 10 seconds in mode A	> Value from Map 7 * Threshold value: Map (Remaining Fuel vs Tank temperature)	P0442

* 1.5: Evaporation amount compensation value when below negative pressure (Amount of evaporation occurrence increases as a vacuum condition increases.)

Map 7 Malfunction criteria limit for evaporation diagnosis

Fuel temperature vs Fuel level	5°C (41°F)	15°C (59°F)	25°C (77°F)	35°C (95°F)	45°C (113°F)
10 ℓ (2.6 US gal, 2.2 Imp gal)	0.49 kPa (3.68 mmHg, 0.145 inHg)	0.49 kPa (3.68 mmHg, 0.145 inHg)	0.53 kPa (3.95 mmHg, 0.156 inHg)	0.54 kPa (4.07 mmHg, 0.160 inHg)	0.56 kPa (4.17 mmHg, 0.164 inHg)
20 ℓ (5.3 US gal, 4.4 Imp gal)	0.50 kPa (3.77 mmHg, 0.148 inHg)	0.51 kPa (3.79 mmHg, 0.149 inHg)	0.53 kPa (4.01 mmHg, 0.158 inHg)	0.56 kPa (4.17 mmHg, 0.164 inHg)	0.57 kPa (4.27 mmHg, 0.168 inHg)
30 ℓ (7.9 US gal, 6.6 Imp gal)	0.51 kPa (3.85 mmHg, 0.152 inHg)	0.52 kPa (3.9 mmHg, 0.154 inHg)	0.54 kPa (4.06 mmHg, 0.160 inHg)	0.57 kPa (4.27 mmHg, 0.168 inHg)	0.60 kPa (4.48 mmHg, 0.176 inHg)
40 ℓ (10.6 US gal, 8.8 Imp gal)	0.65 kPa (4.88 mmHg, 0.192 inHg)	0.65 kPa (4.90 mmHg, 0.193 inHg)	0.66 kPa (4.98 mmHg, 0.196 inHg)	0.71 kPa (5.32 mmHg, 0.209 inHg)	0.76 kPa (5.73 mmHg, 0.226 inHg)
50 ℓ (13.2 US gal, 11.0 Imp gal)	0.79 kPa (5.90 mmHg, 0.232 inHg)	0.79 kPa (5.90 mmHg, 0.232 inHg)	0.79 kPa (5.90 mmHg, 0.232 inHg)	0.85 kPa (6.38 mmHg, 0.251 inHg)	0.88 kPa (6.60 mmHg, 0.260 inHg)

Time Needed for Diagnosis: 30 to 100 seconds

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Leak Diagnosis

DTC

P0456 Evaporative Emission Control System Leak Detected (very small leak)

Diagnostic method

- The diagnostic method consists of creating a sealed vacuum in the fuel tank and then determining the presence of leakage from the speed at which the tank internal pressure returns to atmospheric pressure.
- The diagnosis is divided into the following five phases.

Mode A: (0 point compensation)

When the pressure in the tank is high, wait until it returns to 0 point (Near 0 mmHg.). Shift to mode B when returned to the 0 point. Cancel the diagnosis when 0 point does not return in the specified time.

Mode B: (Vacuum pressure introduction)

Introduce negative pressure in the intake manifold to the tank.

Approximately 0 → -2.0 kPa (0 → -15 mmHg, 0 → -0.59 inHg)

When the pressure above (desired negative pressure) is reached, enters Mode C.

At this time, if the tank internal pressure does not reach the target vacuum pressure, cancel the diagnosis.

Mode C: (Vacuum pressure maintained)

Stop the introduction of negative pressure. (Wait until the tank pressure returns to the start level of P2 calculation.)

Change to Mode D either when the tank pressure returns to the start level of P2 calculation, or when the pre-determined amount of time has passed.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

Mode D: (Vacuum pressure change amount calculation)

Monitor the tank pressure in mode D, calculate (P2) the pressure change in the tank, and measure the time (evpdset) for the tank pressure to return when calculation of P2 is completed. Shift to Mode E when the tank pressure returns to the end level of P2 calculation. If it does not return to the P2 calculation end tank internal pressure after the predetermined amount of time has passed, make advanced OK judgment or cancel the diagnosis.

Normality Judgment

Judge as OK when the criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Advanced OK judgment 1	
Mode D time	≥ 30 sec.
Tank internal pressure	≤ -1.8 kPa (-13.4 mmHg, -0.53 inHg)
Advanced OK judgment 2	
Mode D time	≥ 200 sec.
P2	≤ 0.9 — 1.3 kPa (7 — 9.6 mmHg, 0.28 — 0.38 inHg)

Mode E: (Evaporation occurrence amount calculation)

Calculate the change of tank pressure with the time evpdset to judge as NG/OK according to the value of P1. (There are gray judgments.)

Abnormality Judgment

Judge as NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
P1	< Value from Map 7 * Threshold value: Map (Remaining fuel vs evpdset)

Map 7 Malfunction criteria limit for evaporation diagnosis

Time (evpdset) vs fuel level	0 seconds	30 seconds	80 seconds	100 seconds	150 seconds	200 seconds
10 ℓ (2.6 US gal, 2.2 Imp gal)	0 kPa (0 mmHg, 0 inHg)	0.21 kPa (1.6 mmHg, 0.063 inHg)	0.29 kPa (2.2 mmHg, 0.087 inHg)	0.29 kPa (2.2 mmHg, 0.087 inHg)	0.29 kPa (2.2 mmHg, 0.087 inHg)	0.29 kPa (2.2 mmHg, 0.087 inHg)
30 ℓ (7.9 US gal, 6.6 Imp gal)	0 kPa (0 mmHg, 0 inHg)	0.21 kPa (1.6 mmHg, 0.063 inHg)	0.29 kPa (2.2 mmHg, 0.087 inHg)	0.29 kPa (2.2 mmHg, 0.087 inHg)	0.29 kPa (2.2 mmHg, 0.087 inHg)	0 kPa (0 mmHg, 0 inHg)
50 ℓ (13.2 US gal, 11.0 Imp gal)	0 kPa (0 mmHg, 0 inHg)	0.24 kPa (1.8 mmHg, 0.071 inHg)	0.29 kPa (2.2 mmHg, 0.087 inHg)	0.29 kPa (2.2 mmHg, 0.087 inHg)	0 kPa (0 mmHg, 0 inHg)	0 kPa (0 mmHg, 0 inHg)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

Normality Judgment

Judge as OK when the criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
P1	> Value from Map 8 * Threshold value: Map (Remaining fuel vs evpdset)

Map 8 Malfunction criteria limit for evaporation diagnosis

Time (evpdset) vs fuel level	0 seconds	30 seconds	80 seconds	100 seconds	150 seconds	200 seconds
10 ℓ (2.6 US gal, 2.2 Imp gal)	0.16 kPa (1.2 mmHg, 0.047 inHg)	0.37 kPa (2.8 mmHg, 0.110 inHg)	0.45 kPa (3.4 mmHg, 0.134 inHg)	0.45 kPa (3.4 mmHg, 0.134 inHg)	0.45 kPa (3.4 mmHg, 0.134 inHg)	0.45 kPa (3.4 mmHg, 0.134 inHg)
30 ℓ (7.9 US gal, 6.6 Imp gal)	0.16 kPa (1.2 mmHg, 0.047 inHg)	0.37 kPa (2.8 mmHg, 0.110 inHg)	0.45 kPa (3.4 mmHg, 0.134 inHg)	0.45 kPa (3.4 mmHg, 0.134 inHg)	0.45 kPa (3.4 mmHg, 0.134 inHg)	0.45 kPa (3.4 mmHg, 0.134 inHg)
50 ℓ (13.2 US gal, 11.0 Imp gal)	0.16 kPa (1.2 mmHg, 0.047 inHg)	0.40 kPa (3 mmHg, 0.118 inHg)	0.45 kPa (3.4 mmHg, 0.134 inHg)	0.45 kPa (3.4 mmHg, 0.134 inHg)	0.45 kPa (3.4 mmHg, 0.134 inHg)	0.45 kPa (3.4 mmHg, 0.134 inHg)

Time Needed for Diagnosis: 65 to 514 seconds

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

- Memorize the freeze frame data. (For test mode \$02)
- Memorize the diagnostic value and trouble standard value. (For test mode \$06)

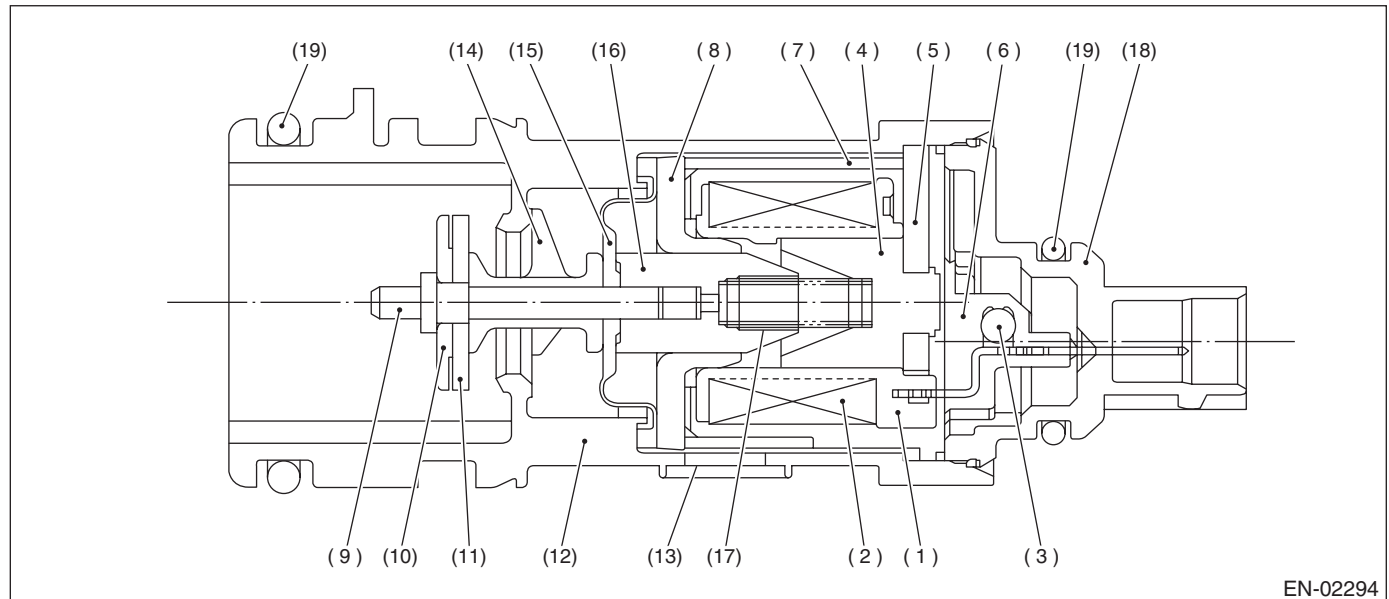
BG:DTC P0447 EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT OPEN

1. OUTLINE OF DIAGNOSIS

Detect open or short circuit of the drain valve.

Judge as NG when the ECM output level differs from the actual terminal level.

2. COMPONENT DESCRIPTION



(1) Bobbin	(8) Magnetic plate	(14) Retainer
(2) Coil	(9) Shaft	(15) Diaphragm
(3) Diode	(10) Plate	(16) Movable core
(4) Stator core	(11) Valve	(17) Spring
(5) End plate	(12) Housing	(18) Cover
(6) Body	(13) Filter	(19) O-ring
(7) Yoke		

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time of meeting all the malfunction criteria below becomes more than 2.5 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
Ignition switch	ON
Battery voltage	≥ 10.9 V
After engine starting	1 second or more
Terminal output voltage when ECM outputs OFF signal	Low

Time Needed for Diagnosis: 2.5 seconds

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK and clear the NG when all the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Ignition switch	ON
Battery voltage	≥ 10.9 V
After engine starting	1 second or more
Terminal output voltage when ECM outputs OFF signal	High

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

8. FAIL SAFE

Pressure control solenoid valve control: Open the pressure control solenoid valve.

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

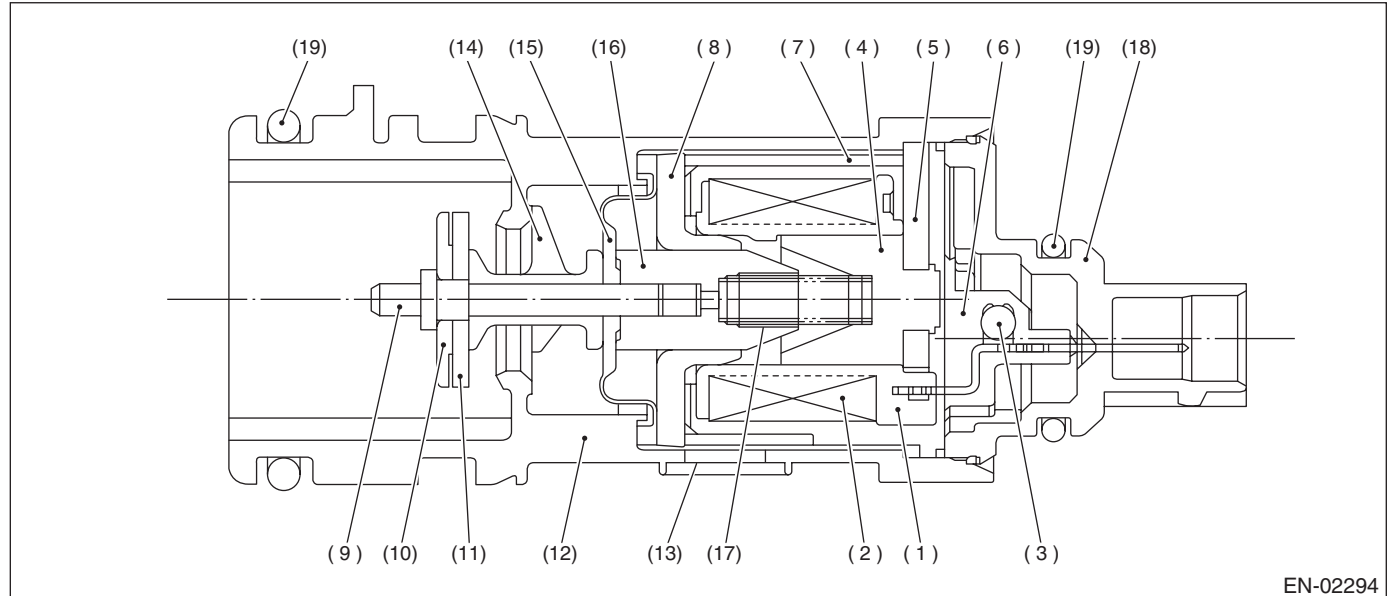
BH:DTC P0448 EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT SHORTED

1. OUTLINE OF DIAGNOSIS

Detect open or short circuit of the drain valve.

Judge as NG when the ECM output level differs from the actual terminal level.

2. COMPONENT DESCRIPTION



(1) Bobbin	(8) Magnetic plate	(14) Retainer
(2) Coil	(9) Shaft	(15) Diaphragm
(3) Diode	(10) Plate	(16) Movable core
(4) Stator core	(11) Valve	(17) Spring
(5) End plate	(12) Housing	(18) Cover
(6) Body	(13) Filter	(19) O-ring
(7) Yoke		

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time of meeting the malfunction criteria below becomes more than 2.5 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
Ignition switch	ON
Battery voltage	≥ 10.9 V
After engine starting	1 second or more
Terminal output voltage when ECM outputs ON signal	High

Time Needed for Diagnosis: 2.5 seconds

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK and clear the NG when all the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Ignition switch	ON
Battery voltage	≥ 10.9 V
After engine starting	1 second or more
Terminal output voltage when ECM outputs ON signal	Low

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

8. FAIL SAFE

Pressure control solenoid valve control: Open the pressure control solenoid valve.

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

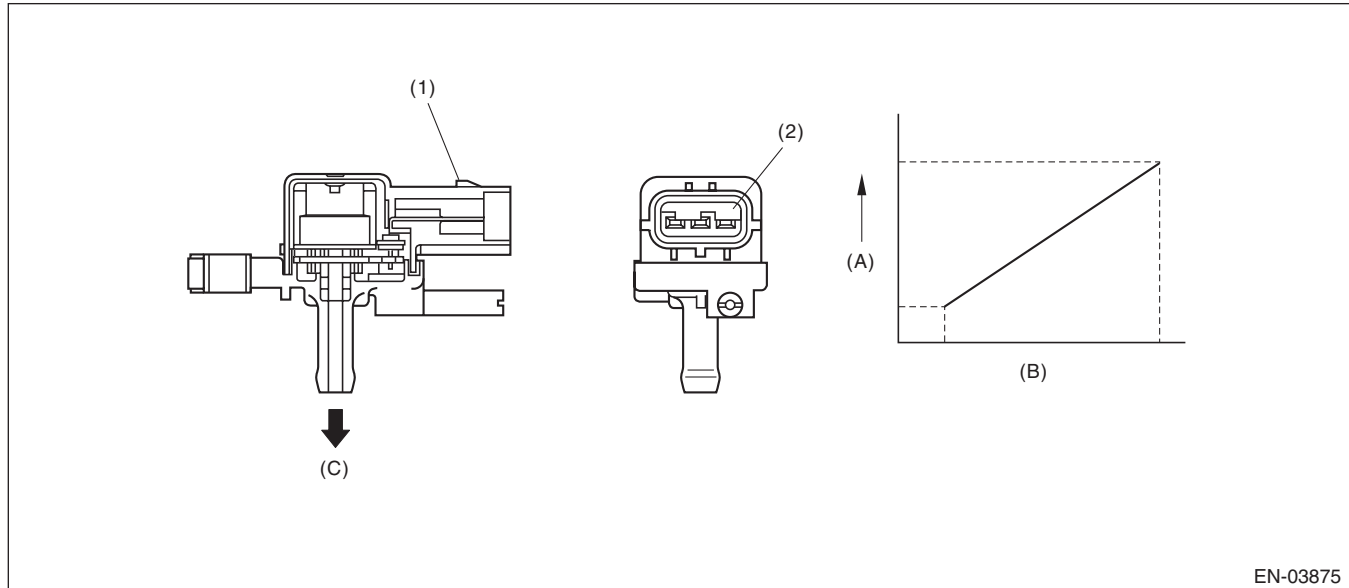
BI: DTC P0451 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR

1. OUTLINE OF DIAGNOSIS

Detect the tank pressure sensor output property abnormality.

If there is no variation of tank internal pressure when there should be under the operating condition, judge as NG.

2. COMPONENT DESCRIPTION



EN-03875

- (1) Connector
- (2) Terminals

- (A) Output voltage
- (B) Input voltage

- (C) To fuel tank

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
After engine starting	60 seconds or more
Fuel level	$\geq 9.0 \text{ l}$ (2.4 US gal, 2.0 Imp gal)
Fuel temperature	$< 35^{\circ}\text{C}$ (95°F)
Battery voltage	$\geq 10.9 \text{ V}$
Atmospheric pressure	$> 75.1 \text{ kPa}$ (563 mmHg, 22.2 inHg)

4. GENERAL DRIVING CYCLE

- Perform the diagnosis continuously after 60 seconds or more have passed since the engine started.
- Be sure to check the fuel level and fuel temperature.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Number of times when the difference between the maximum value and minimum value for the fuel level every 60 seconds is 2 ℓ (0.53 US gal, 0.44 Imp gal) or more (with enable conditions established)	≥ 16 times
Maximum – Minimum tank pressure (with enable conditions established)	< 0.05 kPa (0.375 mmHg, 0.01 inHg)
Maximum – Minimum fuel temperature (with enable condition completed)	≥ 7°C (12.6°F)

If the maximum value – minimum value for the fuel level every 60 seconds is less than 2 liters, extend 60 seconds and make judgment with the maximum and minimum values for the fuel level in 120 seconds. If a difference does not appear though the time was extended 60 seconds, extend the time (180, 240, 300 seconds) and continue the judgment. If the maximum value – minimum value for the fuel level is 2 liters or more, the diagnosis counter counts up.

Time Needed for Diagnosis: 1 minute × 16 times or more

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Maximum – Minimum tank pressure	≥ 0.05 kPa (0.375 mmHg, 0.01 inHg)

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

8. FAIL SAFE

Purge control solenoid valve control: Not allowed to purge fixed mode.

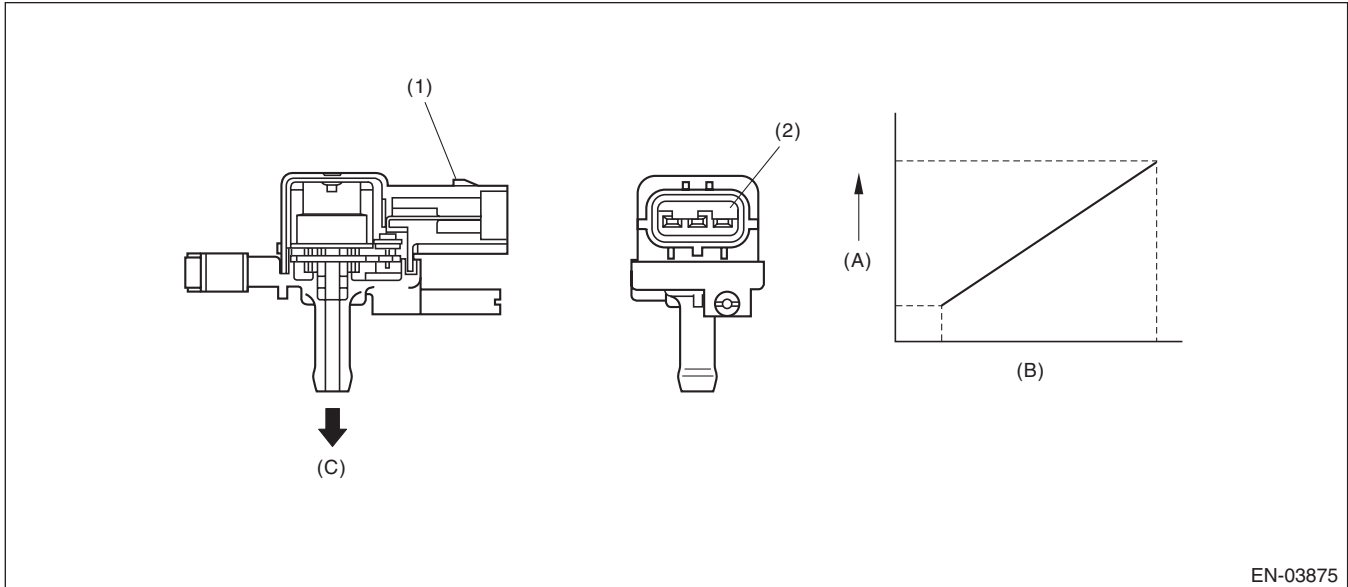
9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

BJ:DTC P0452 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR LOW INPUT**1. OUTLINE OF DIAGNOSIS**

Detect the open or short circuit of the fuel tank pressure sensor.

Judge as NG if it is out of specification.

2. COMPONENT DESCRIPTION

EN-03875

(1) Connector

(2) Terminals

(A) Output voltage

(B) Input voltage

(C) To fuel tank

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	$\geq 10.9 \text{ V}$

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time of meeting the malfunction criteria below becomes 15 seconds or more.

Judgment Value

Malfunction Criteria	Threshold Value
Fuel tank pressure	≤ -7.48 kPa (-56.15 mmHg, -2.21 inHg)

Time Needed for Diagnosis: 15 seconds

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK when the criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Fuel tank pressure	> -7.48 kPa (-56.15 mmHg, -2.21 inHg)

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

8. FAIL SAFE

Purge control solenoid valve control: Not allowed to purge fixed mode.

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

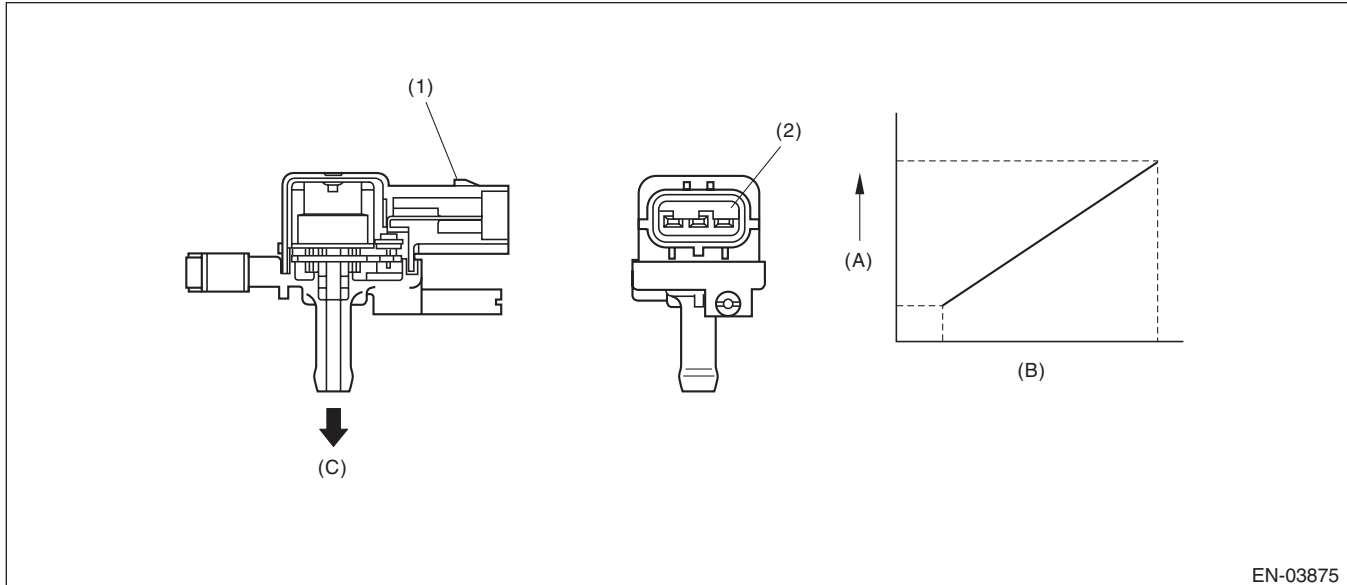
BK:DTC P0453 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR HIGH INPUT

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of the fuel tank pressure sensor.

Judge as NG if it is out of specification.

2. COMPONENT DESCRIPTION



EN-03875

- (1) Connector
(2) Terminals

- (A) Output voltage
(B) Input voltage

- (C) To fuel tank

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Vehicle speed	≥ 2 km/h (1 MPH)
All conditions of EVAP canister purge	Completed
Learning value of evaporation gas density	≤ 0.08
Main feedback compensation coefficient	≥ 0.9
Battery voltage	≥ 10.9 V

4. GENERAL DRIVING CYCLE

Perform the diagnosis continually when purging.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time of meeting the malfunction criteria below becomes 15 seconds or more.

Judgment Value

Malfunction Criteria	Threshold Value
Fuel tank pressure	> 7.98 kPa (59.85 mmHg, 2.36 inHg)
Fuel temperature	< 35°C (95°F)
Atmospheric pressure	≥ 75.1 kPa (563 mmHg, 22.2 inHg)

Time Needed for Diagnosis: 15 seconds

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK when the criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Fuel tank pressure	≤ 7.98 kPa (59.85 mmHg, 2.36 inHg)

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

8. FAIL SAFE

Purge control solenoid valve control: Not allowed to purge fixed mode.

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

BL:DTC P0456 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (VERY SMALL LEAK)

NOTE:

For the detection standard, refer to DTC P0442 “EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (SMALL LEAK)”. <Ref. to GD(H4SO)-119, DTC P0442 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (SMALL LEAK), Diagnostic Trouble Code (DTC) Detecting Criteria.>

BM:DTC P0457 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (FUEL CAP LOOSE/OFF)

NOTE:

For the detection standard, refer to DTC P0442 “EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (SMALL LEAK)”. <Ref. to GD(H4SO)-119, DTC P0442 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (SMALL LEAK), Diagnostic Trouble Code (DTC) Detecting Criteria.>

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

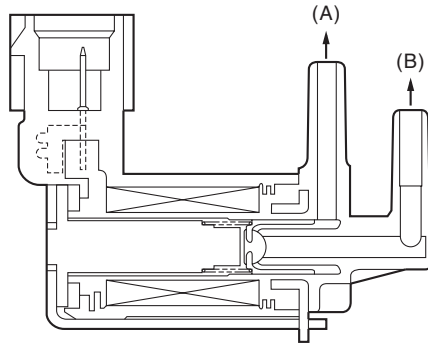
BN:DTC P0458 EVAPORATIVE EMISSION SYSTEM PURGE CONTROL VALVE CIRCUIT LOW

1. OUTLINE OF DIAGNOSIS

Detect open or short circuit of the purge control solenoid valve.

Judge as NG when the ECM output level differs from the actual terminal level.

2. COMPONENT DESCRIPTION



EN-01733

(A) To canister

(B) To intake manifold

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON
Battery voltage	$\geq 10.9 \text{ V}$
After engine starting	1 second or more

4. GENERAL DRIVING CYCLE

Always perform the diagnosis after starting the engine.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Continuous time with the following conditions established:	≥ 2.5 sec.
Duty ratio of "ON"	$< 75\%$
Terminal output voltage	Low

Time Needed for Diagnosis: 2.5 seconds

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Terminal output voltage	High

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

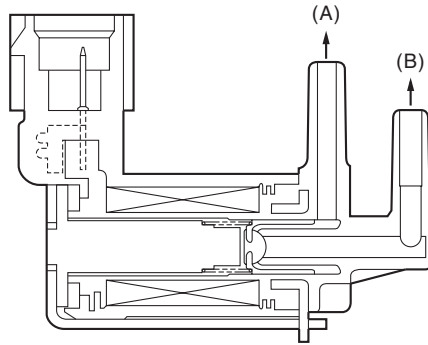
BO:DTC P0459 EVAPORATIVE EMISSION SYSTEM PURGE CONTROL VALVE CIRCUIT HIGH

1. OUTLINE OF DIAGNOSIS

Detect open or short circuit of the purge control solenoid valve.

Judge as NG when the ECM output level differs from the actual terminal level.

2. COMPONENT DESCRIPTION



EN-01733

(A) To canister

(B) To intake manifold

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON
Battery voltage	$\geq 10.9 \text{ V}$
After engine starting	1 second or more

4. GENERAL DRIVING CYCLE

Always perform the diagnosis after starting the engine.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Continuous time with the following conditions established:	≥ 2.5 sec.
Duty ratio of "ON"	≥ 25%
Terminal output voltage	High

Time Needed for Diagnosis: 2.5 seconds

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Terminal output voltage	Low

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

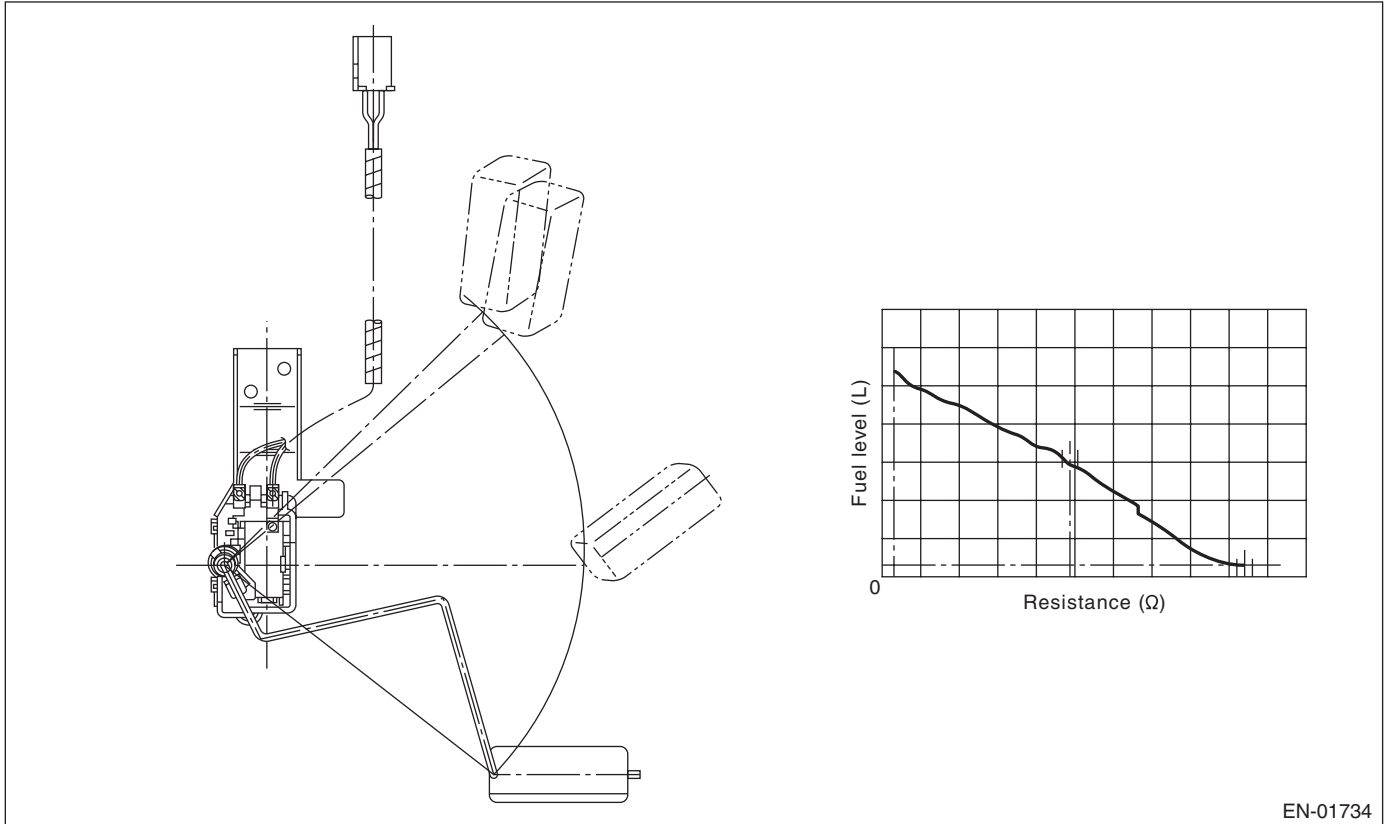
BP:DTC P0461 FUEL LEVEL SENSOR “A” CIRCUIT RANGE/PERFORMANCE

1. OUTLINE OF DIAGNOSIS

Detect malfunctions of the fuel level sensor output property.

If the fuel level does not vary in a particular driving condition / engine condition where it should, judge as NG.

2. COMPONENT DESCRIPTION



3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Accumulated amount of intake air	> 331 kg (729.9 lb)
Max. – Min. values of fuel level output	< 2.6 ℓ (0.69 US gal, 0.57 Imp gal)
Battery voltage	≥ 10.9 V
After engine starting	5 seconds or more

Time Needed for Diagnosis: Undetermined

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Accumulated amount of intake air	> 331 kg (729.9 lb)
Max. – Min. values of fuel level output	≥ 2.6 ℓ (0.69 US gal, 0.57 Imp gal)
Battery voltage	≥ 10.9 V
After engine starting	5 seconds or more

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

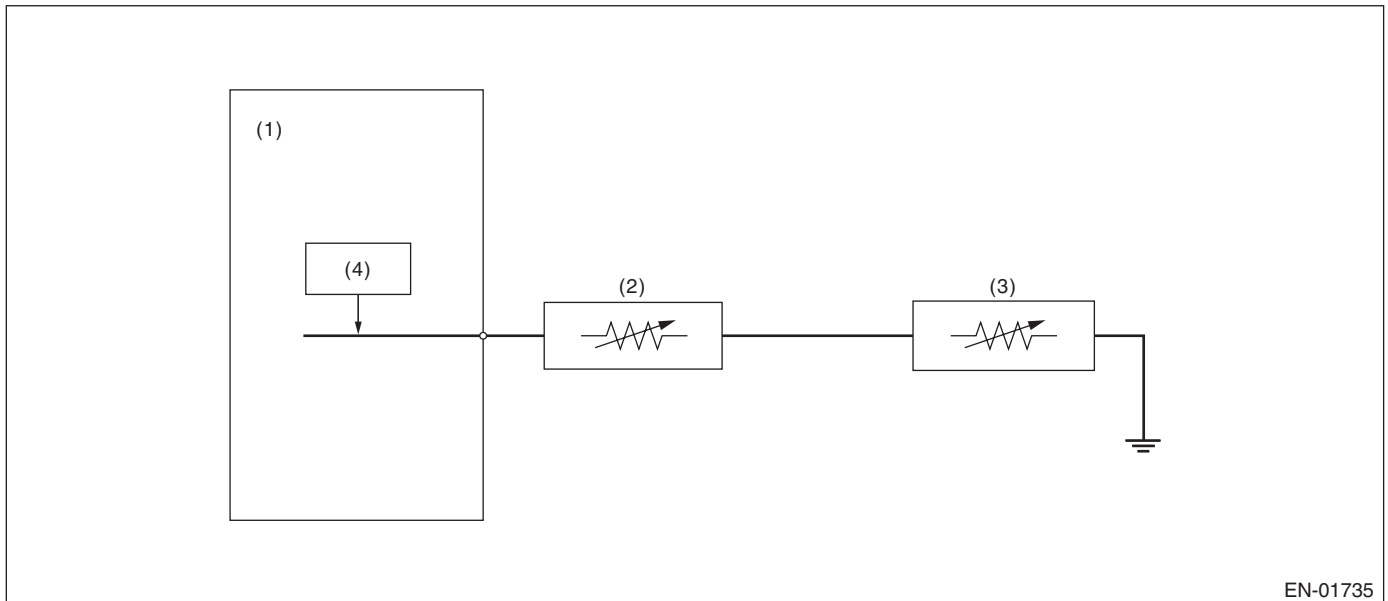
GENERAL DESCRIPTION

BQ:DTC P0462 FUEL LEVEL SENSOR “A” CIRCUIT LOW

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of fuel level sensor. Judge as NG if it is out of specification.

2. COMPONENT DESCRIPTION



(1) Engine control module (ECM)

(3) Fuel sub level sensor

(4) Detecting circuit

(2) Fuel level sensor

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time of meeting the malfunction criteria below becomes more than time needed for diagnosis (2.5 seconds).

Judgment Value

Malfunction Criteria	Threshold Value
Ignition switch	ON
Battery voltage	$\geq 10.9 \text{ V}$
After engine starting	3 seconds or more
Output voltage	$\leq 0.035 \text{ V}$

Time Needed for Diagnosis: 2.5 seconds

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Ignition switch	ON
Battery voltage	$\geq 10.9 \text{ V}$
After engine starting	3 seconds or more
Output voltage	$> 0.035 \text{ V}$

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

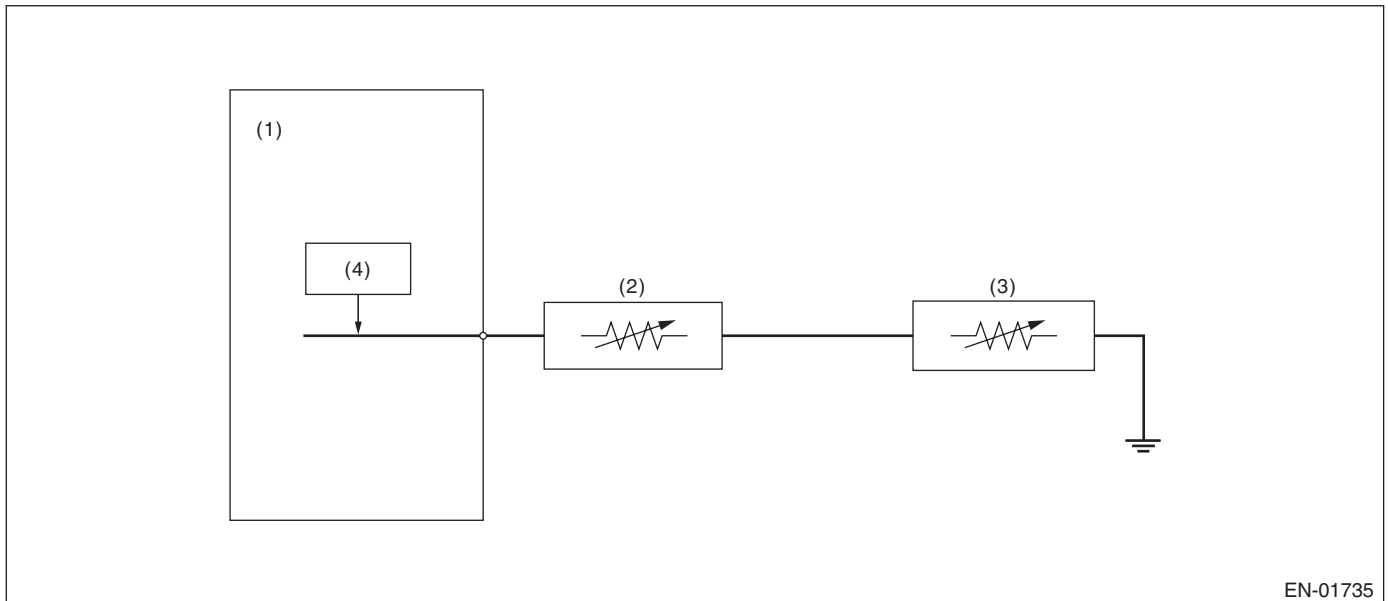
GENERAL DESCRIPTION

BR:DTC P0463 FUEL LEVEL SENSOR “A” CIRCUIT HIGH

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of fuel level sensor. Judge as NG if it is out of specification.

2. COMPONENT DESCRIPTION



(1) Engine control module (ECM)

(3) Fuel sub level sensor

(4) Detecting circuit

(2) Fuel level sensor

3. ENABLE CONDITION

Secondary Parameters	Enable Condition
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time of meeting the malfunction criteria below exceeds the time required for diagnosis (2.5 seconds).

Judgment Value

Malfunction Criteria	Threshold Value
Ignition switch	ON
Battery voltage	$\geq 10.9 \text{ V}$
After engine starting	3 seconds or more
Output voltage	$\geq 4.911 \text{ V}$

Time Needed for Diagnosis: 2.5 seconds

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold value
Ignition switch	ON
Battery voltage	$\geq 10.9 \text{ V}$
After engine starting	3 seconds or more
Output voltage	$< 4.911 \text{ V}$

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

BS:DTC P0464 FUEL LEVEL SENSOR CIRCUIT INTERMITTENT

1. OUTLINE OF DIAGNOSIS

Detect the unstable output faults from the fuel level sensor caused by noise. Judge as NG when the max. value and cumulative value of output voltage variation of the fuel level sensor is larger than the threshold value.

2. ENABLE CONDITION

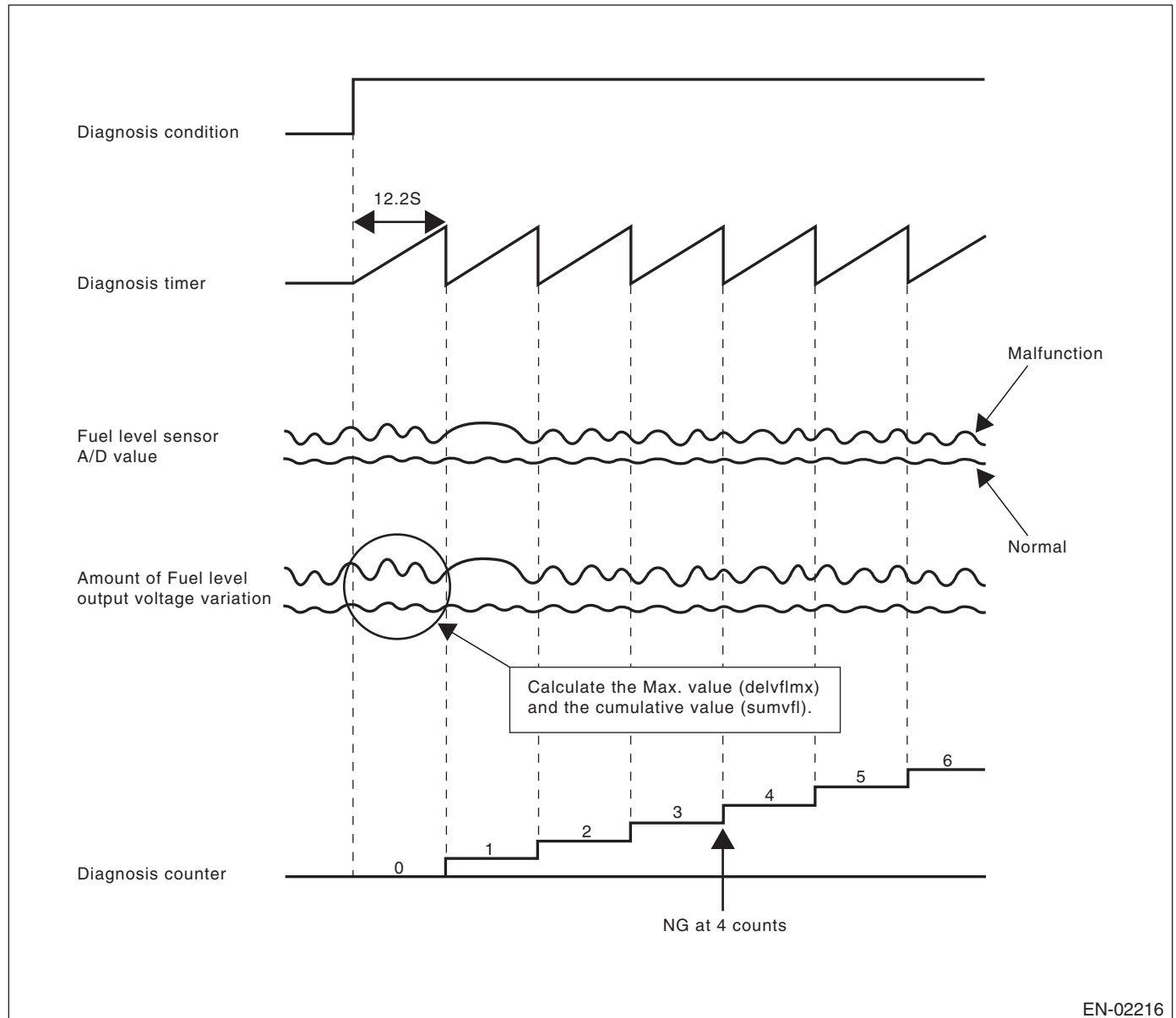
Malfunction Criteria	Threshold Value
Engine speed	≥ 500 rpm
After engine starting	1 second or more
Ignition switch	ON
Battery voltage	> 10.9 V
Idle switch	ON
Fuel level	9.0 — 51 ℓ (2.38 — 13.47 US gal, 1.98 — 11.22 Imp gal)
Vehicle speed = 0 km/h (0 MPH)	10 seconds or more

3. GENERAL DRIVING CYCLE

- Always perform the diagnosis continuously at idle speed.
- Pay attention to the fuel level.

4. DIAGNOSTIC METHOD

Calculate the Max. value (delflmax) and cumulative value (sumfl) of output voltage variation of fuel level sensor during 12.2 seconds. Judge as normal when both max. and cumulative values are not over the threshold value. Otherwise, when either of them is over the threshold value, the diagnosis counter counts up. Judge as NG if the counter indicated 4 counts.



EN-02216

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

Abnormality Judgment

Judge as NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Total times of the condition reaching follows, DELFLMAX $\geq 0.2 - 0.26$ V or SUMFL ≥ 16 V At that time, DELFLMAX: Maximum difference of sensor output for 12.2 seconds; SUMFL: Integrated value of the sensor output deviation for 12.2 seconds	≥ 4 times

The diagnosis counter does not count up when the following conditions are completed within 12.2 seconds.

Maximum value – minimum value of change of tank pressure for 12.2 seconds	≥ 0.05 kPa (0.375 mmHg, 0.02 inHg)
Maximum value – minimum value of battery voltage for 12.2 seconds	≥ 1.65 V

Time Needed for Diagnosis: 12.2 seconds $\times$ 4 times

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
DELFLMAX SUMFL At that time, DELFLMAX: Maximum difference of sensor output for 12.2 seconds; SUMFL: Integrated value of the sensor output deviation for 12.2 seconds	$< 0.2 - 0.26$ V < 16 V

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

7. FAIL SAFE

None

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

BT:DTC P0483 FAN RATIONALITY CHECK**1. OUTLINE OF DIAGNOSIS**

Detect the function abnormality of the radiator fan.

Judge as NG when the engine coolant temperature slowly decreases even when the radiator fan is rotating.

2. ENABLE CONDITION

Diagnostic enable condition is established if the radiator fan changes from OFF → ON when all of the conditions below are met.

When one of the conditions below is not met, the diagnostic enable condition is not established.

Secondary Parameters	Enable Conditions
Engine speed	560 — 900 rpm
Idle switch	ON
Vehicle speed	< 2 km/h (1 MPH)
Battery voltage	≥ 10.9 V

3. GENERAL DRIVING CYCLE

Perform the diagnosis continuously when the radiator fan changes from OFF → ON when idling.

4. DIAGNOSTIC METHOD**Abnormality Judgment**

Judge as NG when the continuous time of meeting the malfunction criteria below becomes more than 5 minutes.

Judgment Value

Malfunction Criteria	Threshold Value
Engine coolant temperature	≥ 100°C (212°F)
Radiator fan signal change	OFF to ON
Engine coolant temperature	Does not decrease

Time Needed for Diagnosis: 5 minutes

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Radiator fan signal change	OFF to ON
Engine coolant temperature	Decrease

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

7. FAIL SAFE

None

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

BU:DTC P0502 VEHICLE SPEED SENSOR “A” CIRCUIT LOW INPUT

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of vehicle speed. Judge NG when low vehicle speed (0 km/h (0 MPH)) remains whereas it seemed to be in a usual driving speed.

2. ENABLE CONDITION (FOR ABNORMALITY JUDGMENT ONLY)

Secondary Parameters	Enable Condition
Engine speed	< 4000 rpm
Fuel cut in decel.	In operation
Battery voltage	≥ 10.9 V

3. GENERAL DRIVING CYCLE

Perform the diagnosis continuously during deceleration fuel cut.

4. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time of meeting the malfunction criteria below becomes 4 seconds or more.

Judgment Value

Malfunction Criteria	Threshold Value
Vehicle speed	< 1

Time Needed for Diagnosis: 4 seconds

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK and clear the NG when all of the following criteria are established.

Malfunction Criteria	Threshold Value
Vehicle speed	≥ 1
Starter switch	OFF
Starter switch ON → OFF time	≥ 3 sec.

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

- Vehicle speed sensor signal process: Vehicle speed = 10 km/h (6 MPH)
- ISC control: Open loop compensation is set to specified value (1 g (0.04 oz)/s). Not allowed to calculate ISC feed back amount.
- Radiator fan control: Both main and sub fan ON
- Tumble generator valve control: Open the tumble generator valve.

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

BV:DTC P0503 VEHICLE SPEED SENSOR “A” INTERMITTENT/ERRATIC/HIGH**1. OUTLINE OF DIAGNOSIS**

Detect the open or short circuit of vehicle speed. Judge NG when high vehicle speed (240 km/h (149 MPH) or more) remains whereas it seemed to be in a usual driving speed.

2. ENABLE CONDITION (FOR ABNORMALITY JUDGMENT ONLY)

Secondary Parameters	Enable Condition
Engine speed	< 4000 rpm
Fuel cut in decel.	In operation
Battery voltage	≥ 10.9 V

3. GENERAL DRIVING CYCLE

Perform the diagnosis continuously during deceleration fuel cut.

4. DIAGNOSTIC METHOD**Abnormality Judgment**

Judge as NG when the continuous time of meeting the malfunction criteria below becomes 4 seconds or more.

Judgment Value

Malfunction Criteria	Threshold Value
Vehicle speed	≥ 240

Time Needed for Diagnosis: 4 seconds

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK and clear the NG when all of the following criteria are established.

Malfunction Criteria	Threshold Value
Vehicle speed	< 240
Starter switch	OFF
Starter switch ON → OFF time	≥ 3 sec.

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

- Vehicle speed sensor signal process: Vehicle speed = 10 km/h (6 MPH)
- ISC control: Open loop compensation is set to specified value (1 g (0.04 oz)/s). Not allowed to calculate ISC feed back amount.
- Radiator fan control: Both main and sub fan ON
- Tumble generator valve control: Open the tumble generator valve.

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

BW:DTC P0506 IDLE AIR CONTROL SYSTEM RPM LOWER THAN EXPECTED

1. OUTLINE OF DIAGNOSIS

Detect the malfunction that actual engine speed is not close to target engine speed during idling. Judge as NG when actual engine speed is not close to target engine speed during idling.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Engine coolant temperature	$\geq 75^{\circ}\text{C}$ (167°F)
Battery voltage	$\geq 10.9\text{ V}$
Atmospheric pressure	$> 75.1\text{ kPa}$ (563 mmHg , 22.2 inHg)
Fuel level	$\geq 9.0\text{ l}$ (2.38 US gal , 1.98 Imp gal)
After engine starting	$\geq 10.5\text{ sec.}$
Feedback in ISC	In operation
Lambda value	$0.81 - 1.1$
After air condition switching ON/OFF	$> 5.1\text{ sec.}$
After intake manifold pressure changes more than 4 kPa (30 mmHg , 1.2 inHg)	$> 5.1\text{ sec.}$
After neutral switch ON/OFF change	$> 5.1\text{ sec.}$
Vehicle speed	0 km/h (0 MPH)

3. GENERAL DRIVING CYCLE

Perform the diagnosis continuously at idling after warming up engine.

4. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time of meeting the malfunction criteria below is 10 seconds $\times$ 3 times.

Judgment Value

Malfunction Criteria	Threshold Value
Actual – target engine speed	$< -100\text{ rpm}$
Feedback value for ISC	Max.

Time Needed for Diagnosis: 10 seconds $\times$ 3 times

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OK and clear NG when the continuous time of meeting the malfunction criteria below becomes more than 10 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
Actual – target engine speed	$\geq -100\text{ rpm}$

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

7. FAIL SAFE

None

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

BX:DTC P0507 IDLE AIR CONTROL SYSTEM RPM HIGHER THAN EXPECTED

1. OUTLINE OF DIAGNOSIS

Detect the malfunction that actual engine speed is not close to target engine speed during idling. Judge as NG when actual engine speed is not close to target engine speed during idling.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Engine coolant temperature	$\geq 75^{\circ}\text{C}$ (167°F)
Battery voltage	$\geq 10.9\text{ V}$
Atmospheric pressure	$> 75.1\text{ kPa}$ (563 mmHg , 22.2 inHg)
Fuel level	$\geq 9.0\text{ l}$ (2.38 US gal , 1.98 Imp gal)
After engine starting	$\geq 10.5\text{ sec.}$
Feedback in ISC	In operation
Lambda value	$0.81 - 1.1$
After air condition switching ON/OFF	$> 5.1\text{ sec.}$
After intake manifold pressure changes more than 4 kPa (30 mmHg , 1.2 inHg)	$> 5.1\text{ sec.}$
After neutral switch ON/OFF change	$> 5.1\text{ sec.}$
Vehicle speed	0 km/h (0 MPH)

3. GENERAL DRIVING CYCLE

Perform the diagnosis continuously at idling after warming up engine.

4. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time of meeting the malfunction criteria below is 10 seconds $\times$ 3 times.

Judgment Value

Malfunction Criteria	Threshold Value
Actual – target engine speed	$\geq 200\text{ rpm}$
Feedback value for ISC	Min.

Time Needed for Diagnosis: 10 seconds $\times$ 3 times

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OK and clear NG when the continuous time of meeting the malfunction criteria below becomes more than 10 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
Actual – target engine speed	$< 200\text{ rpm}$

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

7. FAIL SAFE

None

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

BY:DTC P0512 STARTER REQUEST CIRCUIT

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of starter SW.

Judge ON NG when the starter SW signal remains ON.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

3. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

4. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as ON NG when the continuous time of meeting the malfunction criteria below becomes more than 3 minutes.

Judgment Value

Malfunction Criteria	Threshold Value
Engine speed	> 500 rpm
Starter OFF signal	Not detected
Battery voltage	> 8 V

Time Needed for Diagnosis: 180 seconds

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge ON OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Starter OFF signal	Detected
Battery voltage	> 8 V

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

7. FAIL SAFE

None

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

BZ:DTC P0519 IDLE AIR CONTROL SYSTEM PERFORMANCE**1. OUTLINE OF DIAGNOSIS**

Detect malfunctions in which the engine speed continues to rise during idling.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V
Feedback in ISC	In operation
Vehicle speed	< 4 km/h (2 MPH)
After engine starting	1 second or more

3. GENERAL DRIVING CYCLE

Perform the diagnosis continuously if the vehicle speed at less than 4 km/h (2 MPH).

4. DIAGNOSTIC METHOD

Judge as NG when the continuous time of meeting the all malfunction criteria below becomes more than 2 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
Engine speed – targeted engine speed	> 2000 rpm
Feedback compensation for ISC	≤ 0
Engine speed change every 180 degree engine revs.	≥ -5 rpm

Time Needed for Diagnosis: 2 seconds

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK and clear NG when the continuous time of meeting the malfunction criteria below becomes more than 5 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
Engine speed – targeted engine speed	< 200 rpm

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

Fuel cut: Cuts off fuel for only #1 and #2 cylinders, or for all cylinders according to vehicle speed, engine speed, and throttle position.

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

CA:DTC P0600 SERIAL COMMUNICATION LINK

1. OUTLINE OF DIAGNOSIS

Detect malfunction of CAN communication.

Judge as NG when CAN communication is not established, CAN communication with AT is not established, and the data from the AT is not normal.

2. COMPONENT DESCRIPTION

ECM and TCM are connected by high speed CAN.

(Common Specifications)

CAN Protocol 2.0 B (Active)

Frame Format: 11 Bit ID Frame (Standard Frame)

(High speed CAN)

Conforms to ISO11898

Communication Speed: 500 kbps

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V
Starter switch	OFF
Engine	run

4. GENERAL DRIVING CYCLE

Perform the diagnosis continuously after starting the engine.

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when either of the following conditions is established.

Judge as OK and clear the NG when the continuous time when all of the following criteria are established is more than the predetermined time (1 second).

Judgment Value

Malfunction Criteria	Threshold Value
bus off flag or warning flag	set
ID is not received from the TCM	= 500 milliseconds

Time Needed for Diagnosis: 1 time

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

7. MALFUNCTION INDICATOR CLEAR PARAMETERS

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

CB:DTC P0604 INTERNAL CONTROL MODULE RANDOM ACCESS MEMORY (RAM) ERROR**1. OUTLINE OF DIAGNOSIS**

Detect the malfunction of microcomputer (RAM).

When there is a problem in the main CPU normal RAM, or the sub CPU normal RAM, judge as NG. Judge as OK when both are operating properly.

If it is possible to write data to the whole area of RAM in the initial routine, and is possible to read the same data, it is judged as OK, and if not, NG.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

Diagnosis with the initial routine.

3. GENERAL DRIVING CYCLE

Perform the diagnosis as soon as the ignition switch is turned to ON.

4. DIAGNOSTIC METHOD**Abnormality Judgment**

Judge as NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Main CPU normal RAM abnormal Write 5AA5A55A and then read. (Whole area of RAM) Or write A55A5AA5 and then read. (Whole area of RAM)	5AA5A55A cannot be read. A55A5AA5 cannot be read.
Sub CPU normal RAM abnormal Write 5AA5 and then read. (Whole area of RAM) Or write A55A and then read. (Whole area of RAM)	5AA5 cannot be read. A55A cannot be read.

Time Needed for Diagnosis: Undetermined

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Main CPU normal RAM abnormal Write 5AA5A55A and then read. (Whole area of RAM) And write A55A5AA5 and then read. (Whole area of RAM)	5AA5A55A can be read. A55A5AA5 can be read.
Sub CPU normal RAM abnormal Write 5AA5 and then read. (Whole area of RAM) And write A55A and then read. (Whole area of RAM)	5AA5 can be read. A55A can be read.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

None

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

CC:DTC P0605 INTERNAL CONTROL MODULE READ ONLY MEMORY (ROM) ERROR**1. OUTLINE OF DIAGNOSIS**

Judge as NG when SUM value of ROM is outside the standard value.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON

3. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

4. DIAGNOSTIC METHOD**Abnormality Judgment**

Judge as NG when the continuous time of meeting the malfunction criteria below becomes 0.5 seconds or more.

Judgment Value

Malfunction Criteria	Threshold Value
SUM value of ROM	Specification

Time Needed for Diagnosis: Undetermined

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed (Only with engine stopped)

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed (Only with engine stopped)

7. FAIL SAFE

Stop the continuity to the electronic throttle control motor. (Throttle opening is fixed to 6°.)

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
(1) Ignition switch	ON
(2) Ignition switch	ON
(3) None	—
(4) None	—
(5) Throttle opening angle	
(6) Brake switch (only with cruise control)	ON
(7) None	—
(8) Cruise control	OFF

4. GENERAL DRIVING CYCLE

- (1) — (4): Always perform the diagnosis continuously.
(5): Always perform the diagnosis continuously when idling.
(6): Perform the diagnosis when the brake pedal is depressed.
(7): Always perform the diagnosis continuously.
(8): Always perform the diagnosis continuously when the cruise control pedal is not operating.

5. DIAGNOSTIC METHOD

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
(1) Difference of CPU reading value of the throttle position sensor signal	0.0858 V
(2) Difference of CPU on read value of the accelerator pedal position sensor signal	0.038 V
(3) WD pulse from sub CPU	WD pulse occur
(4) Communication between CPU	Possible to communicate
(5) Throttle position sensor 1 opening angle — (Throttle position sensor 1 opening angle after the amplifier) 1/4	< 3°
(6) Cruise control cancel signal at brake ON	Cruise control cancel signal ON
(7) Brake switch 1, 2 signal	SW 1 and 2 are matched

Time Needed for Diagnosis:

1. 250 milliseconds
2. 250 milliseconds
3. 200 milliseconds
4. 200 milliseconds
5. 24 milliseconds
6. 250 milliseconds
7. 200 milliseconds

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

Stop the continuity to the electronic throttle control motor. (Throttle opening is fixed to 6°.)

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

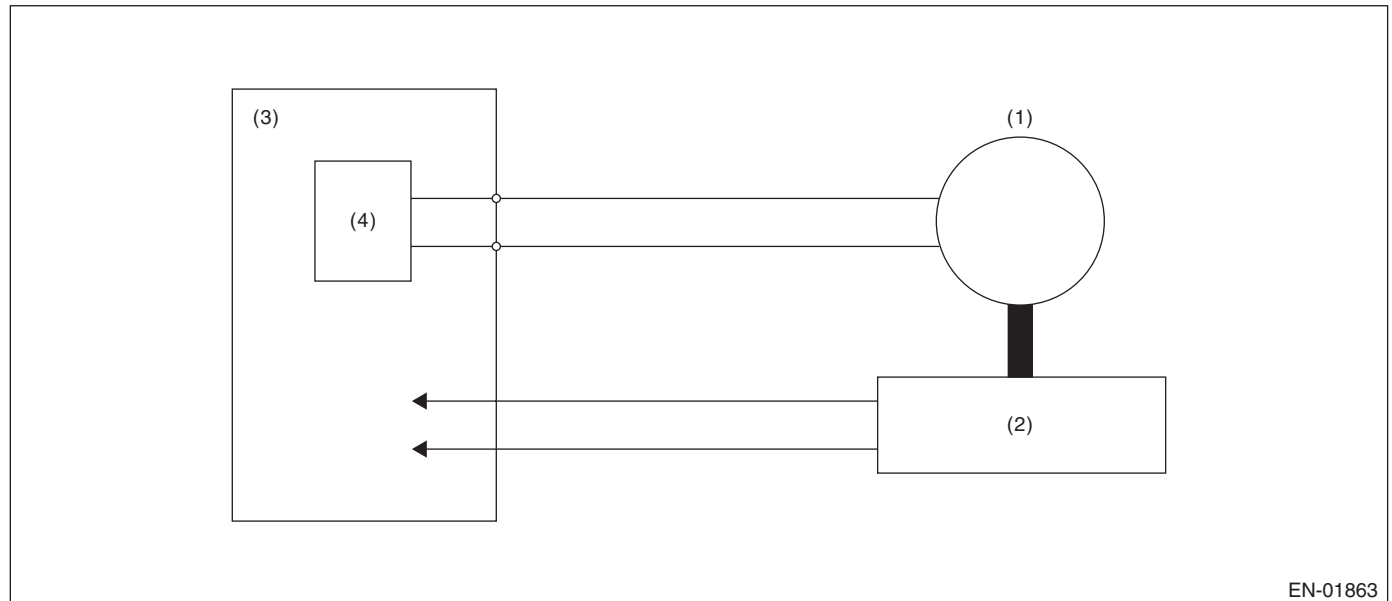
GENERAL DESCRIPTION

CE:DTC P0638 THROTTLE ACTUATOR CONTROL RANGE/PERFORMANCE (BANK 1)

1. OUTLINE OF DIAGNOSIS

Judge as NG when the target opening angle and actual opening angle is mismatched or the current to motor is more than specified duty for specified time continuously.

2. COMPONENT DESCRIPTION



(1) Motor

(3) Engine control module (ECM)

(4) Drive circuit

(2) Throttle position sensor

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON
Normal operation of electric throttle control	ON

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously when the electric throttle control is operating.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

Judge as OK and clear the NG when the malfunction criteria below are met.

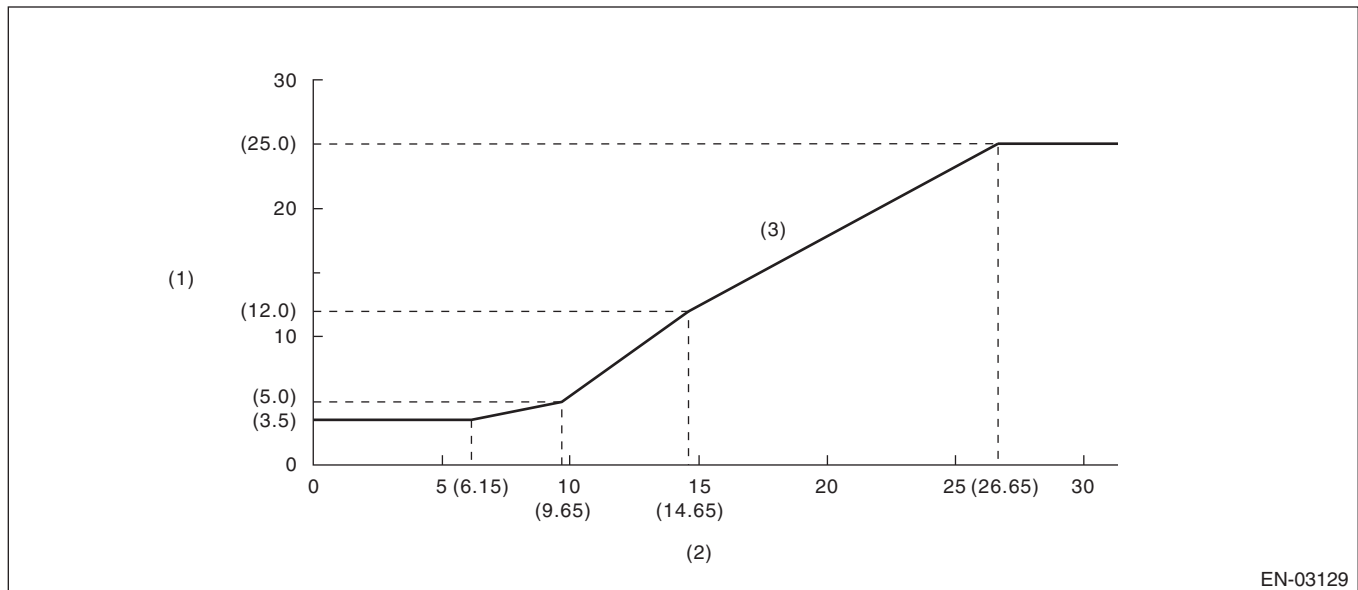
Judgment Value

Malfunction Criteria	Threshold Value
Difference between target opening angle and actual opening angle	3.5° or less
Output duty to drive circuit	95% or less

Time Needed for Diagnosis:

- Target opening angle and actual opening angle: 250 milliseconds (For NG) 2000 milliseconds (For OK)
- Output duty to drive circuit: 2000 milliseconds

Details of Judgment Value



(1) Difference between target opening angle and actual opening angle (°)

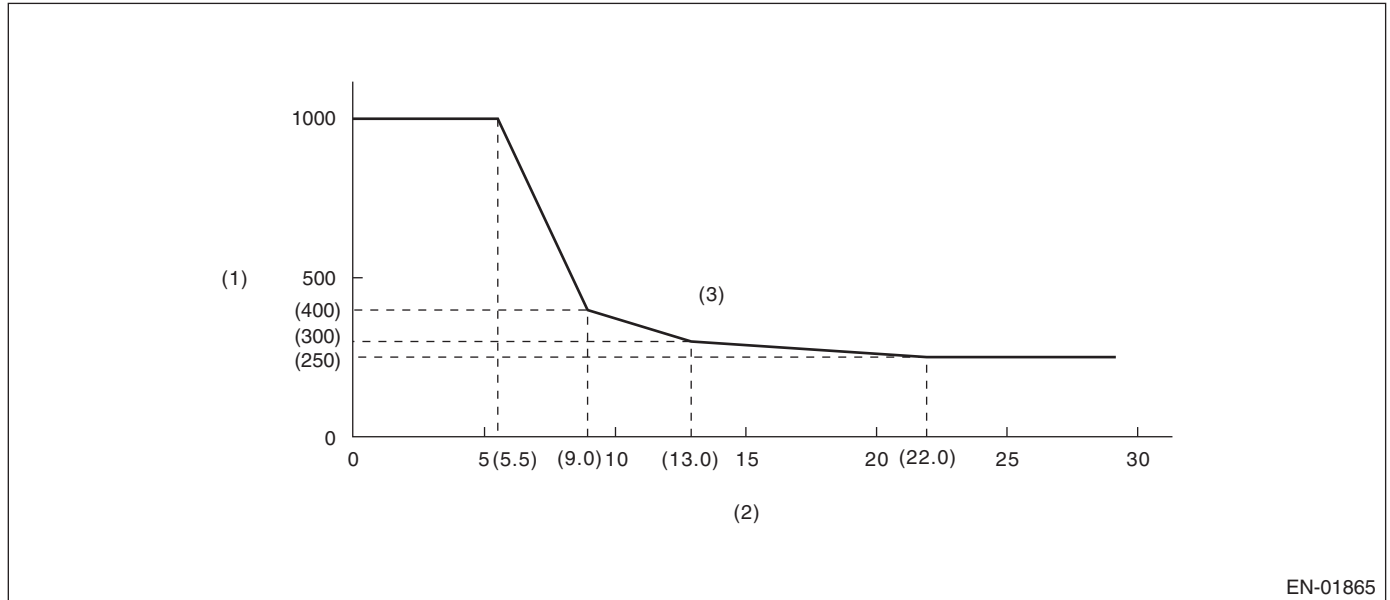
(2) Target throttle opening angle (°)

(3) NG area

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

Details of Judgment (The actual opening angle $\leq$ target opening angle is always 1000 milliseconds)



(1) Judgment time (milliseconds)

(2) Throttle position sensor 1 opening angle

(3) NG area

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed (Only with engine stopped)

8. FAIL SAFE

Stop the continuity to the electronic throttle control motor. (Throttle opening is fixed to 6°.)

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

CF:DTC P0691 FAN 1 CONTROL CIRCUIT LOW**1. OUTLINE OF DIAGNOSIS**

Detect the open or short circuit of radiator fan circuit.

Judge as NG when the ECM output level differs from the actual terminal level.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

3. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

4. DIAGNOSTIC METHOD**Abnormality Judgment**

Judge as NG when the continuous time of meeting the malfunction criteria below becomes more than 2.5 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
After engine starting	1 second or more
Engine speed	≥ 500 rpm
Ignition switch	ON
Battery voltage	≥ 10.9 V
Terminal voltage level when ECM outputs OFF signal	Low level

Time Needed for Diagnosis: 2.5 seconds

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
After engine starting	1 second or more
Engine speed	≥ 500 rpm
Ignition switch	ON
Battery voltage	≥ 10.9 V
Terminal voltage level when ECM outputs OFF signal	High level

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

7. FAIL SAFE

None

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

CG:DTC P0692 FAN 1 CONTROL CIRCUIT HIGH

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of radiator fan circuit.

Judge as NG when the ECM output level differs from the actual terminal level.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

3. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

4. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time of meeting the malfunction criteria below becomes more than 2.5 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
After engine starting	1 second or more
Engine speed	≥ 500 rpm
Ignition switch	ON
Battery voltage	≥ 10.9 V
Terminal voltage level when ECM outputs ON signal	High level

Time Needed for Diagnosis: 2.5 seconds

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
After engine starting	1 second or more
Engine speed	≥ 500 rpm
Ignition switch	ON
Battery voltage	≥ 10.9 V
Terminal voltage level when ECM outputs ON signal	Low level

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

7. FAIL SAFE

None

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

CH:DTC P0700 TRANSMISSION CONTROL SYSTEM (MIL REQUEST)**1. OUTLINE OF DIAGNOSIS**

CAN communication is established with AT and, judge as NG when there is a MIL lighting request.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V

3. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

4. DIAGNOSTIC METHOD

Judge as NG when the continuous time of meeting the malfunction criteria below becomes more than pre-determined amount of time (2.5 seconds).

Judge as OK and clear the NG when the following conditions are not met.

Judgment Value

Malfunction Criteria	Threshold Value
MIL lighting request from TCM	set

Time Needed for Diagnosis: 2.5 seconds

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

7. FAIL SAFE

None

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

CI: DTC P0851 PARK/NEUTRAL SWITCH INPUT CIRCUIT LOW (AT MODEL)

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of the neutral SW.

Judge NG when the ECM neutral terminal input differs from the reception data from TCM.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON
Battery voltage	≥ 10.9 V
After engine starting	2 seconds or more
Starter switch	OFF

3. GENERAL DRIVING CYCLE

Perform the diagnosis continuously in 2 seconds after starting the engine.

4. DIAGNOSTIC METHOD

Judge as NG when the continuous time of meeting the malfunction criteria below becomes more than 2.56 seconds. Judge as OK and clear the NG when the malfunction criteria below are not met.

Judgment Value

Malfunction Criteria	Threshold Value
Neutral switch signal when park/neutral = "OFF" and any other switches = "ON" on AT	LOW (ON)

Time Needed for Diagnosis: 2.56 seconds

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

7. FAIL SAFE

Control of cruise control: Not allowed to control.

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

CJ:DTC P0851 NEUTRAL SWITCH INPUT CIRCUIT LOW (MT MODEL)**1. OUTLINE OF DIAGNOSIS**

Detect the open or short circuit of the neutral SW.

Judge NG when there is no change in the neutral SW even if the driving shift was applied. (There is neutral SW ON/OFF inversion from the vehicle speed and engine speed.)

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON
Battery voltage	≥ 10.9 V
After engine starting	2 seconds or more
Starter switch	OFF

3. GENERAL DRIVING CYCLE

Perform the diagnosis continuously in 2 seconds after starting the engine.

4. DIAGNOSTIC METHOD

Judge NG when the malfunction criteria below are completed 3 time or more after the neutral SW change.
Judge as OK and clear the NG if there is change in the neutral SW.

Judgment Value

Malfunction Criteria	Threshold Value
Neutral switch signal (while changing from a to b below)	LOW (ON)
Driving condition change	a) to b)
a) Vehicle speed = 0 km/h (0 MPH) and engine speed 600 — 900 rpm	
b) Vehicle speed ≥ 64 km/h (40 MPH) and engine speed 1600 — 2550 rpm	

Time Needed for Diagnosis: Monitoring 3 times

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

7. FAIL SAFE

Control of cruise control: Not allowed to control.

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

CK:DTC P0852 PARK/NEUTRAL SWITCH INPUT CIRCUIT HIGH (AT MODEL)

1. OUTLINE OF DIAGNOSIS

Judge the open or short circuit of the neutral SW.

Judge NG when the ECM neutral terminal input differs from the reception data from TCM.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON
Battery voltage	≥ 10.9 V
After engine starting	2 seconds or more
Starter switch	OFF

3. GENERAL DRIVING CYCLE

Perform the diagnosis continuously in 2 seconds after starting the engine.

4. DIAGNOSTIC METHOD

Judge as NG when the continuous time until meeting the malfunction criteria below becomes 2.56 seconds.

Judge as OK and clear the NG when the malfunction criteria below are not met.

Judgment Value

Malfunction Criteria	Threshold Value
Neutral switch signal when park/neutral = "ON" and any other switches = "OFF" on AT	HIGH (OFF)

Time Needed for Diagnosis: 2.56 seconds

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

7. FAIL SAFE

Control of cruise control: Not allowed to control.

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

CL:DTC P0852 NEUTRAL SWITCH INPUT CIRCUIT HIGH (MT MODEL)**1. OUTLINE OF DIAGNOSIS**

Judge the open or short circuit of the neutral SW.

Judge NG when there is no change in the neutral SW even if the driving shift was applied. (There is neutral SW ON/OFF inversion from the vehicle speed and engine speed.)

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON
Battery voltage	≥ 10.9 V
After engine starting	2 seconds or more
Starter switch	OFF

3. GENERAL DRIVING CYCLE

Perform the diagnosis continuously in 2 seconds after starting the engine.

4. DIAGNOSTIC METHOD

Judge NG when the malfunction criteria below are completed 3 time or more after the neutral SW change.

Judge as OK and clear the NG if there is change in the neutral SW.

Judgment Value

Malfunction Criteria	Threshold Value
Neutral switch signal (while changing from a to b below)	HIGH (OFF)
Driving condition change	a) to b)
a) Vehicle speed = 0 km/h (0 MPH) and engine speed 600 — 900 rpm	
b) Vehicle speed ≥ 64 km/h (40 MPH) and engine speed 1600 — 2550 rpm	

Time Needed for Diagnosis: Monitoring 3 times

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

7. FAIL SAFE

Control of cruise control: Not allowed to control.

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

CM:DTC P1152 O2 SENSOR CIRCUIT RANGE/PERFORMANCE (LOW) (BANK 1 SENSOR 1)

1. OUTLINE OF DIAGNOSIS

Detect that λ value remains Low.

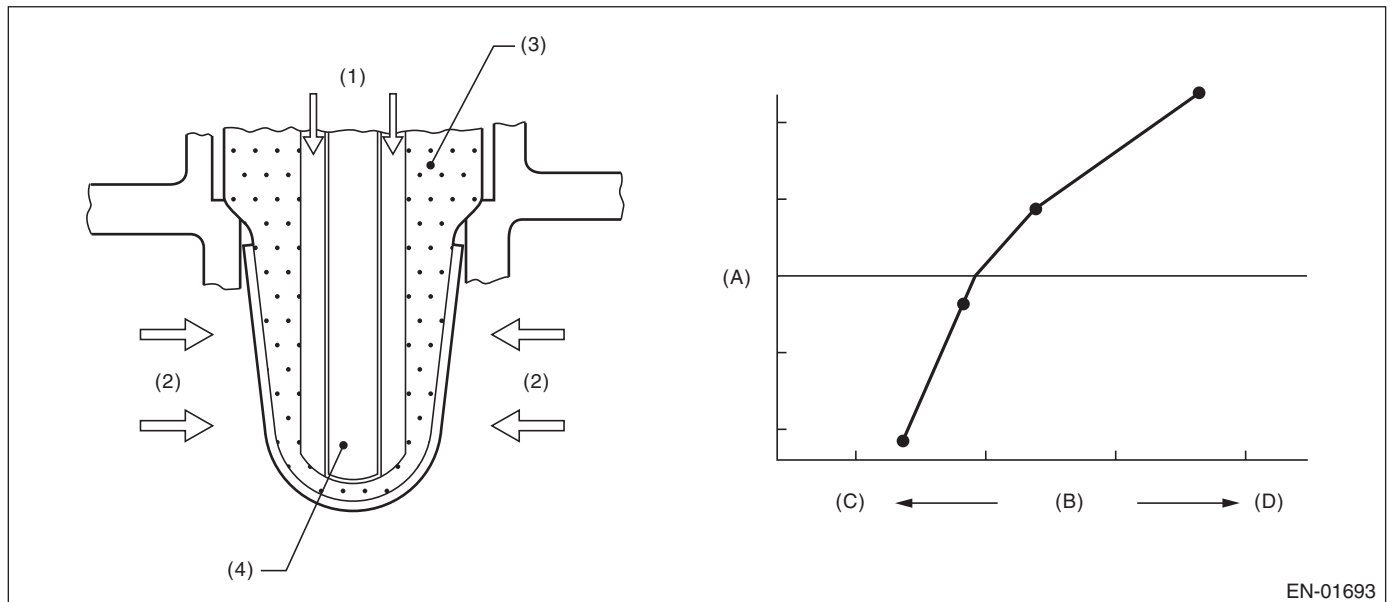
Judge as NG when lambda value is abnormal in accordance with λ value of front oxygen (A/F) sensor and running conditions such as vehicle speed, amount of intake air, engine coolant temperature, sub feedback control, etc.

λ value = Actual air fuel ratio/Theoretical air fuel ratio

$\lambda > 1$: Lean

$\lambda < 1$: Rich

2. COMPONENT DESCRIPTION



- (1) Atmosphere
- (2) Exhaust gas
- (3) ZrO₂
- (4) Ceramic heater

- (A) Electromotive force
- (B) Air fuel ratio
- (C) Lean
- (D) Rich

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
All secondary parameters enable conditions	4 seconds or more
Battery voltage	> 10.9 V
Atmospheric pressure	> 75.1 kPa (563 mmHg, 22.2 inHg)
Rear oxygen sensor sub feedback	Execution
Rear oxygen sensor output voltage – Feedback target voltage	–0.2 V — 0.1 V
Or rear oxygen sensor sub feedback compensation coefficient	On Min.
Or rear oxygen sensor sub feedback compensation coefficient	On Max.
After engine starting	60 seconds or more
Engine coolant temperature	≥ 75°C (167°F)
Vehicle speed	≥ 20 km/h (12 MPH)
Amount of intake air	≥ 6 g (0.21 oz)/s
Load change during 0.5 engine revs.	≤ 0.02 g (0.001 oz)/rev
Front oxygen (A/F) sensor impedance	0 — 50 Ω
Learning value of evaporation gas density	≤ 0.2
Total time of operating canister purge	20 seconds or more
Target lambda load compensation coefficient	–0.03 — 0

4. GENERAL DRIVING CYCLE

Perform diagnosis continuously at a constant speed of 20 km/h (12 MPH) or more after 60 seconds have passed since the engine started.

5. DIAGNOSTIC METHOD

Judge as NG when the continuous time of meeting the malfunction criteria below becomes more than 10 seconds. Judge as OK and clear the NG when the malfunction criteria below are not met.

Judgment Value

Malfunction Criteria	Threshold Value
λ value when rear oxygen sensor sub feedback compensation coefficient is not at maximum limit	≤ 0.85

Time Needed for Diagnosis: 10 seconds

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

- Front oxygen (A/F) sensor main learning compensation: Not allowed to calculate.
- Front oxygen (A/F) sensor sub learning compensation: Not allowed to calculate.
- Purge control: Not allowed to purge.

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

CN:DTC P1153 O2 SENSOR CIRCUIT RANGE/PERFORMANCE (HIGH) (BANK 1 SENSOR 1)

1. OUTLINE OF DIAGNOSIS

Detect that λ value remains High.

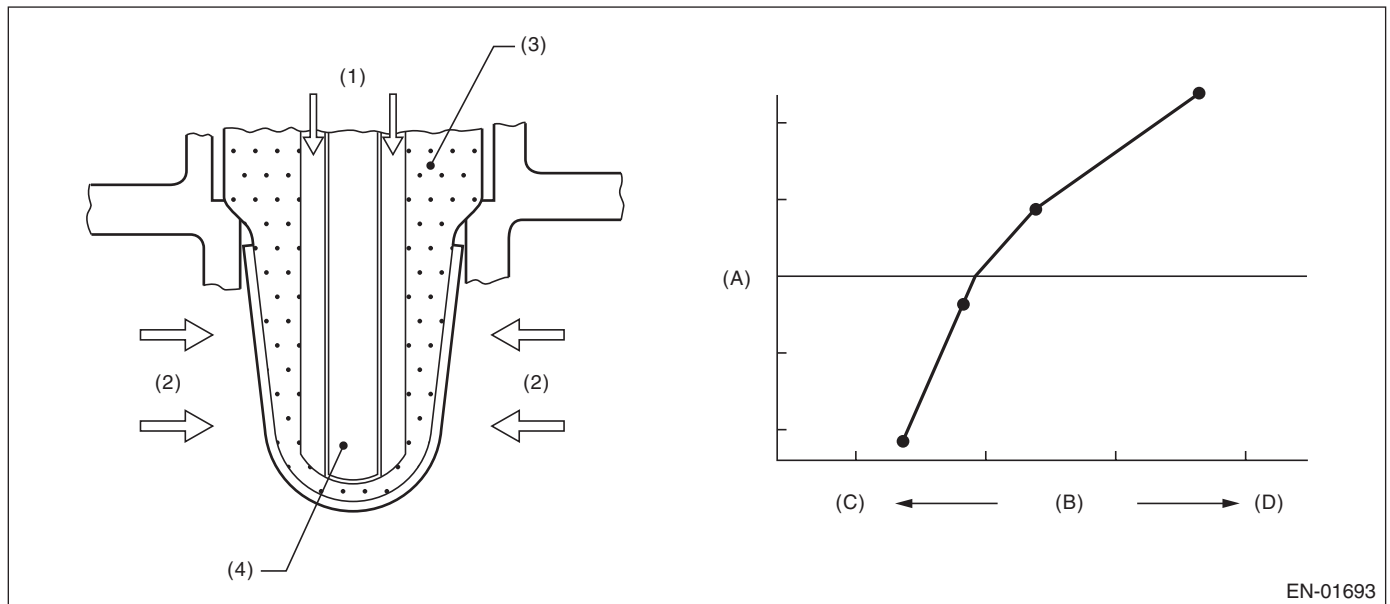
Judge as NG when lambda value is abnormal in accordance with λ value of front oxygen (A/F) sensor and running conditions such as vehicle speed, amount of intake air, engine coolant temperature, sub feedback control, etc.

λ value = Actual air fuel ratio/Theoretical air fuel ratio

$\lambda > 1$: Lean

$\lambda < 1$: Rich

2. COMPONENT DESCRIPTION



EN-01693

- (1) Atmosphere
- (2) Exhaust gas
- (3) ZrO₂
- (4) Ceramic heater

- (A) Electromotive force
- (B) Air fuel ratio
- (C) Lean
- (D) Rich

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
All secondary parameters enable conditions	4 seconds or more
Battery voltage	> 10.9 V
Atmospheric pressure	> 75.1 kPa (563 mmHg, 22.2 inHg)
Rear oxygen sensor sub feedback	Execution
Rear oxygen sensor output voltage – Feedback target voltage	–0.2 V — 0.1 V
Or rear oxygen sensor sub feedback compensation coefficient	On Min.
Or rear oxygen sensor sub feedback compensation coefficient	On Max.
After engine starting	60 seconds or more
Engine coolant temperature	≥ 75°C (167°F)
Vehicle speed	≥ 20 km/h (12 MPH)
Amount of intake air	≥ 6 g (0.21 oz)/s
Load change during 0.5 engine revs.	≤ 0.02 g (0.001 oz)/rev
Front oxygen (A/F) sensor impedance	0 — 50 Ω
Learning value of evaporation gas density	≤ 0.2
Total time of operating canister purge	20 seconds or more
Target lambda load compensation coefficient	–0.03 — 0

4. GENERAL DRIVING CYCLE

Perform diagnosis continuously at a constant vehicle speed of 20 km/h (12 MPH) or more after 60 seconds have passed since the engine started.

5. DIAGNOSTIC METHOD

Judge as NG when the continuous time of meeting the malfunction criteria below becomes more than 10 seconds. Judge as OK and clear the NG when the malfunction criteria below are not met.

Judgment Value

Malfunction Criteria	Threshold Value
λ value when rear oxygen sensor sub feedback compensation coefficient cannot be at minimum limit	≥ 1.15

Time Needed for Diagnosis: 10 seconds

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

- Front oxygen (A/F) sensor main learning compensation: Not allowed to calculate.
- Front oxygen (A/F) sensor sub learning compensation: Not allowed to calculate.
- Purge control: Not allowed to purge.

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

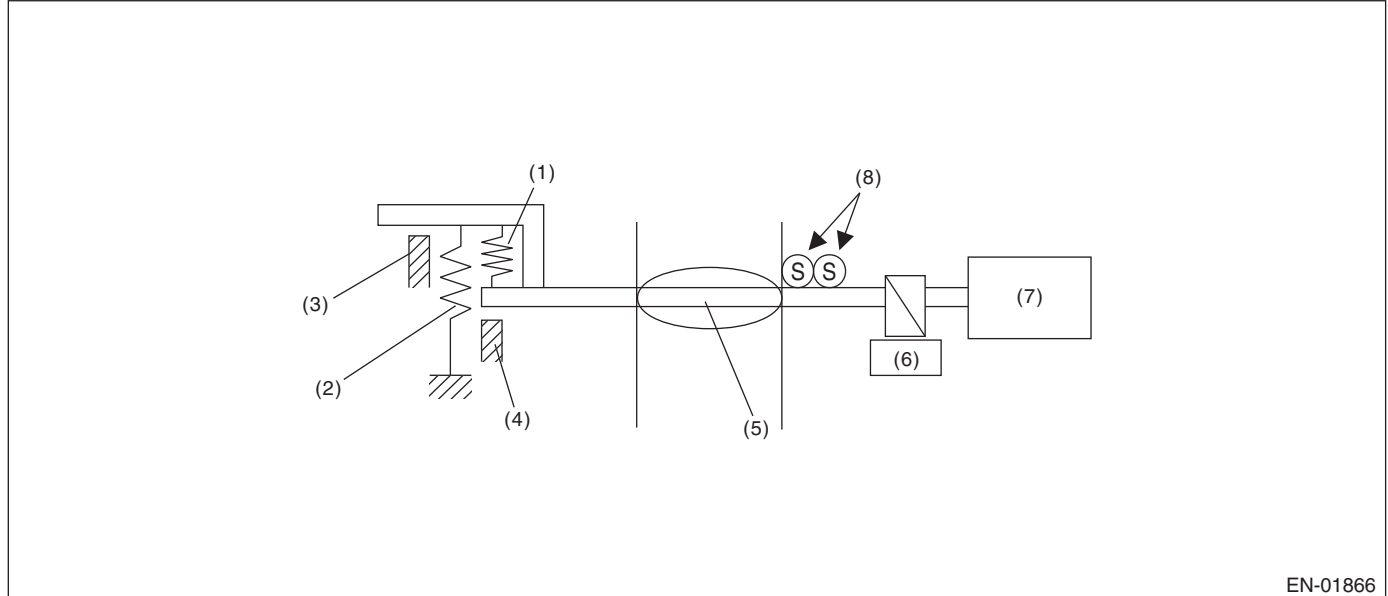
GENERAL DESCRIPTION

CO:DTC P1160 RETURN SPRING FAILURE

1. OUTLINE OF DIAGNOSIS

Judge as NG when the valve does not move to the close direction with the motor power stopped and the valve open more than the default opening.

2. COMPONENT DESCRIPTION



(1) Opener spring	(4) Full closed stopper	(7) DC motor
(2) Return spring	(5) Throttle valve	(8) Main and sub throttle sensor
(3) Intermediate stopper	(6) Gear	

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Throttle opening angle	OFF
Motor continuity	OFF

4. GENERAL DRIVING CYCLE

- Ignition switch ON → OFF
- Ignition switch OFF → ON (Only after clearing memory)

5. DIAGNOSTIC METHOD

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Opening variation after continuity is set to OFF	$\geq 2^\circ$

Time Needed for Diagnosis: 1880 milliseconds

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed (Only with engine stopped)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed (Only with engine stopped)

8. FAIL SAFE

Throttle opening is fixed to 6°.

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

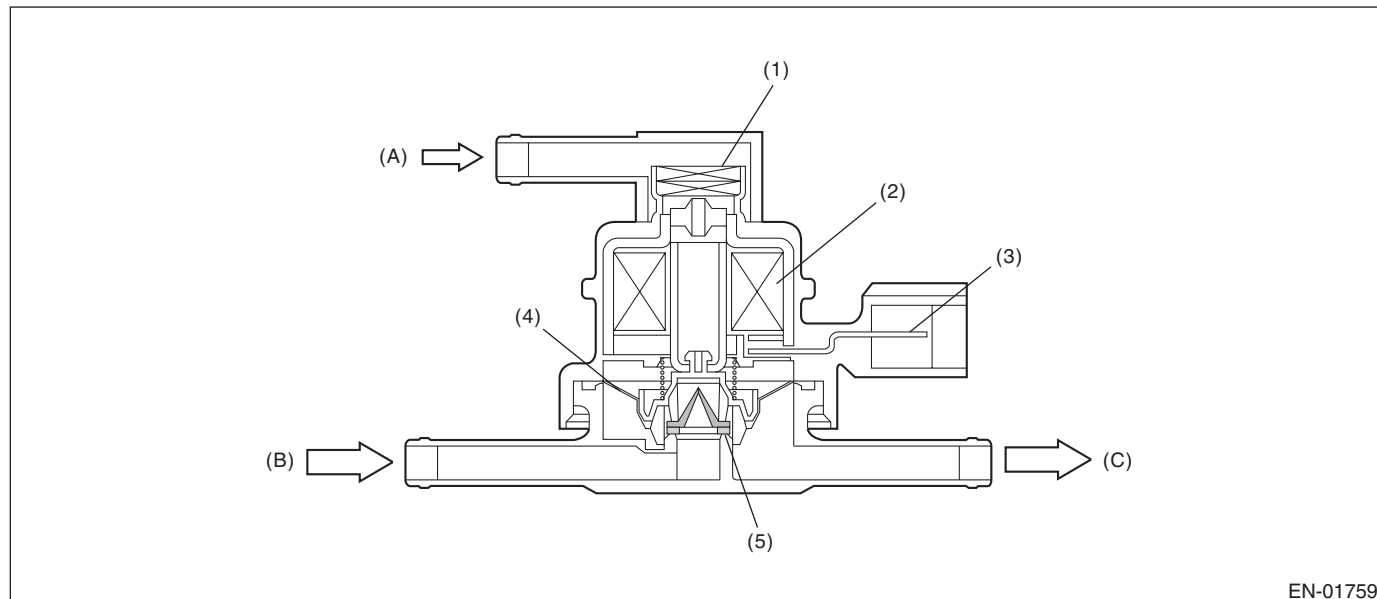
CP:DTC P1400 FUEL TANK PRESSURE CONTROL SOLENOID VALVE CIRCUIT LOW

1. OUTLINE OF DIAGNOSIS

Detect the open/short circuit of pressure control solenoid valve.

Judge as NG when ECM output level is different from actual terminal level.

2. COMPONENT DESCRIPTION



(1) Filter

(2) Coil

(3) Connector terminal

(4) Diaphragm

(5) Valve

(A) Atmospheric pressure

(B) Shut-off valve

(C) To fuel tank

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON
Battery voltage	$\geq 10.9 \text{ V}$
After engine starting	1 second or more

4. GENERAL DRIVING CYCLE

Always perform the diagnosis after starting the engine.

5. DIAGNOSTIC METHOD

Judge as NG when the continuous time of meeting the malfunction criteria below becomes more than time needed for diagnosis (2.5 seconds). Judge as OK and clear the NG when the malfunction criteria below are not met.

Judgment Value

Malfunction Criteria	Threshold Value
Terminal output voltage when ECM outputs OFF signal	Low

Time Needed for Diagnosis: 2.5 seconds

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

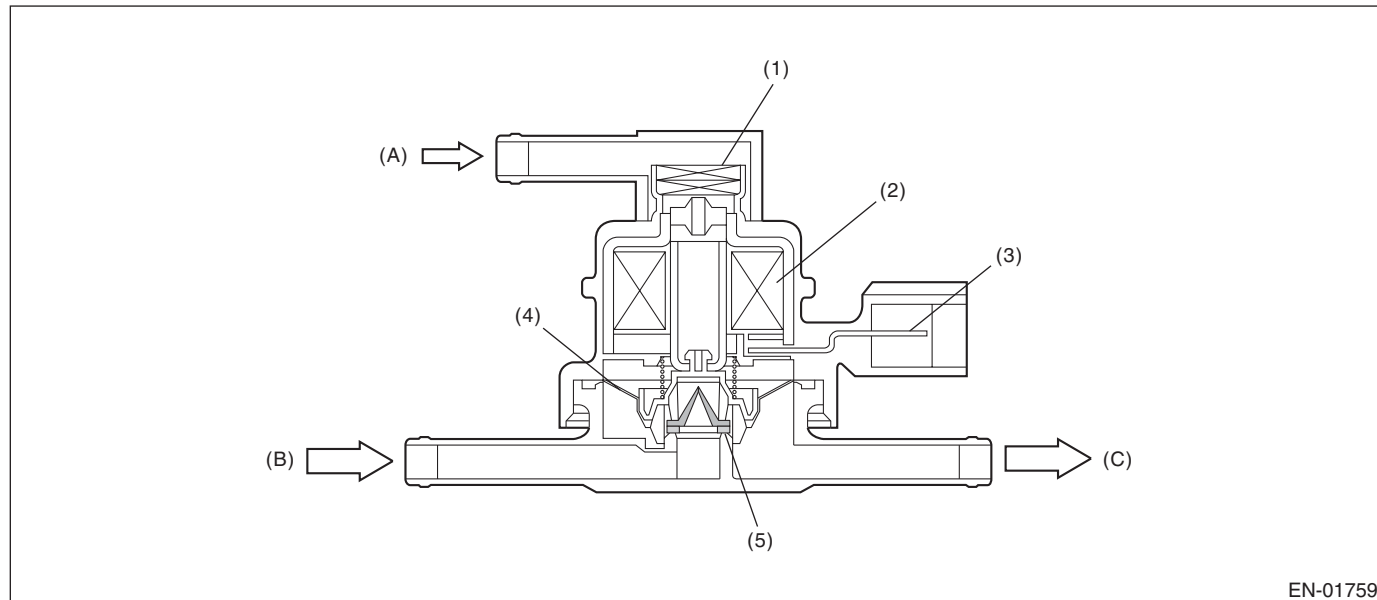
CQ:DTC P1420 FUEL TANK PRESSURE CONTROL SOL. VALVE CIRCUIT HIGH

1. OUTLINE OF DIAGNOSIS

Detect the open/short circuit of pressure control solenoid valve.

Judge as NG when ECM output level is different from actual terminal level.

2. COMPONENT DESCRIPTION



EN-01759

(1) Filter	(4) Diaphragm	(A) Atmospheric pressure
(2) Coil	(5) Valve	(B) Shut-off valve
(3) Connector terminal		(C) To fuel tank

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON
Battery voltage	$\geq 10.9 \text{ V}$
After engine starting	1 second or more

4. GENERAL DRIVING CYCLE

Always perform the diagnosis after starting the engine.

5. DIAGNOSTIC METHOD

Judge as NG when the continuous time of meeting the malfunction criteria below becomes more than time needed for diagnosis (2.5 seconds). Judge as OK and clear the NG when the malfunction criteria below are not met.

Judgment Value

Malfunction Criteria	Threshold Value
Terminal output voltage when ECM outputs ON signal	High

Time Needed for Diagnosis: 2.5 seconds

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

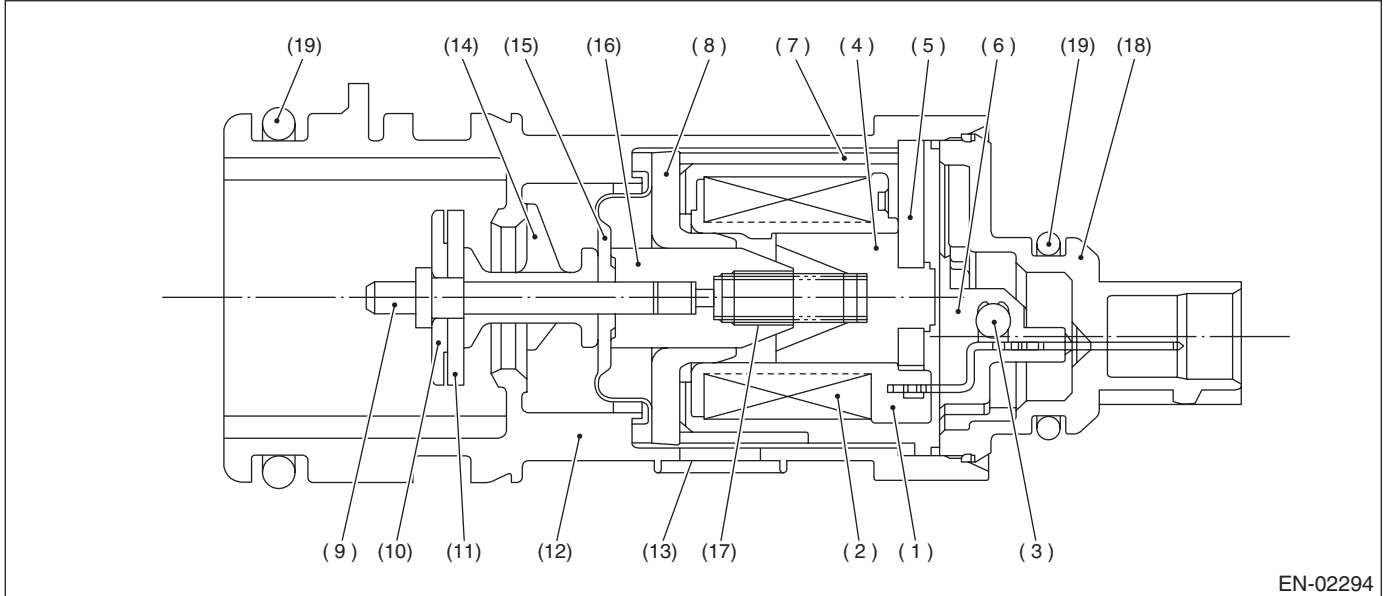
GENERAL DESCRIPTION

CR:DTC P1443 VENT CONTROL SOLENOID VALVE FUNCTION PROBLEM

1. OUTLINE OF DIAGNOSIS

Detect the abnormal function (stuck closed) of the drain valve.
Judge as NG when fuel tank pressure is low.

2. COMPONENT DESCRIPTION



EN-02294

(1) Bobbin	(8) Magnetic plate	(15) Diaphragm
(2) Coil	(9) Shaft	(16) Movable core
(3) Diode	(10) Plate	(17) Spring
(4) Stator core	(11) Valve	(18) Cover
(5) End plate	(12) Housing	(19) O-ring
(6) Body	(13) Filter	
(7) Yoke	(14) Retainer	

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Drain valve	Open
Battery voltage	$\geq 10.9 \text{ V}$
Atmospheric pressure	$\geq 75.0 \text{ kPa}$ (563 mmHg, 22.17 inHg)
Tank pressure when starter is OFF → ON	$-0.7 \text{ — } 1.4 \text{ kPa}$ ($-5 \text{ — } 10.7 \text{ mmHg}$, $-0.20 \text{ — } 0.42 \text{ inHg}$)

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time while meeting all of the malfunction criteria below is more than 3 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
Tank pressure	≤ -4.0 kPa (-30 mmHg, -1.18 inHg)

Time Needed for Diagnosis: 3 seconds

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK and clear the NG when all the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Tank pressure	> -4.0 kPa (-30 mmHg, -1.18 inHg)
Cumulative time when all of the malfunction criteria below is completed.	≥ 30 sec.
Purge control solenoid valve duty ratio	Not = 0
Fuel temp.	$-10 - 45^{\circ}\text{C}$ ($14 - 113^{\circ}\text{F}$)
Intake manifold relative pressure	≤ -26.7 kPa (-200 mmHg, -7.87 inHg)

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

8. FAIL SAFE

Pressure control solenoid valve control: Open the pressure control solenoid valve.

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

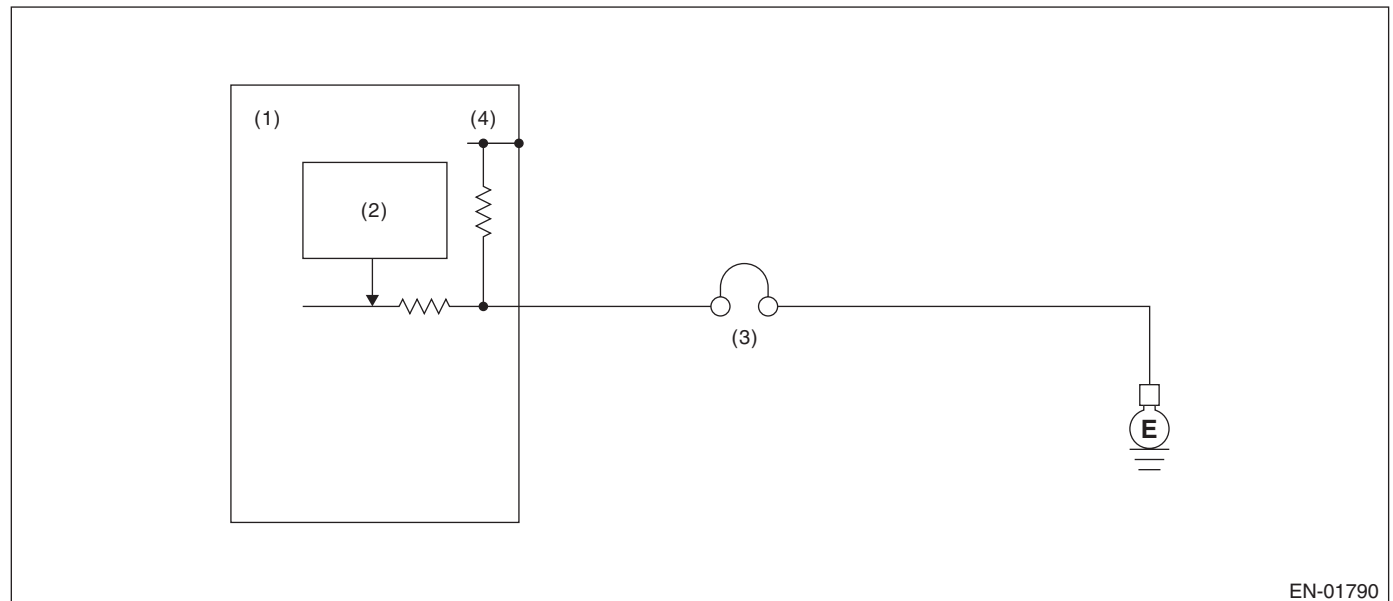
CS:DTC P1491 POSITIVE CRANKCASE VENTILATION (BLOW-BY) FUNCTION PROBLEM

1. OUTLINE OF DIAGNOSIS

Detect the blow-by hose release abnormality.

Judge as NG when the diagnosis terminal voltage is high.

2. COMPONENT DESCRIPTION



(1) Engine control module (ECM)

(3) PCV diagnosis connector

(2) Detecting circuit

(4) 5 V

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time with the following criteria established exceeds 2.5 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
Battery voltage	> 10.9 V
Engine speed	≥ 500 rpm
Positive crankcase ventilation diagnosis voltage	High

Time Needed for Diagnosis: 2.5 seconds

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK when the following conditions are established after predetermined amount of time has passed.
Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Battery voltage	> 10.9 V
Engine speed	≥ 500 rpm
Positive crankcase ventilation diagnosis voltage	Low

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

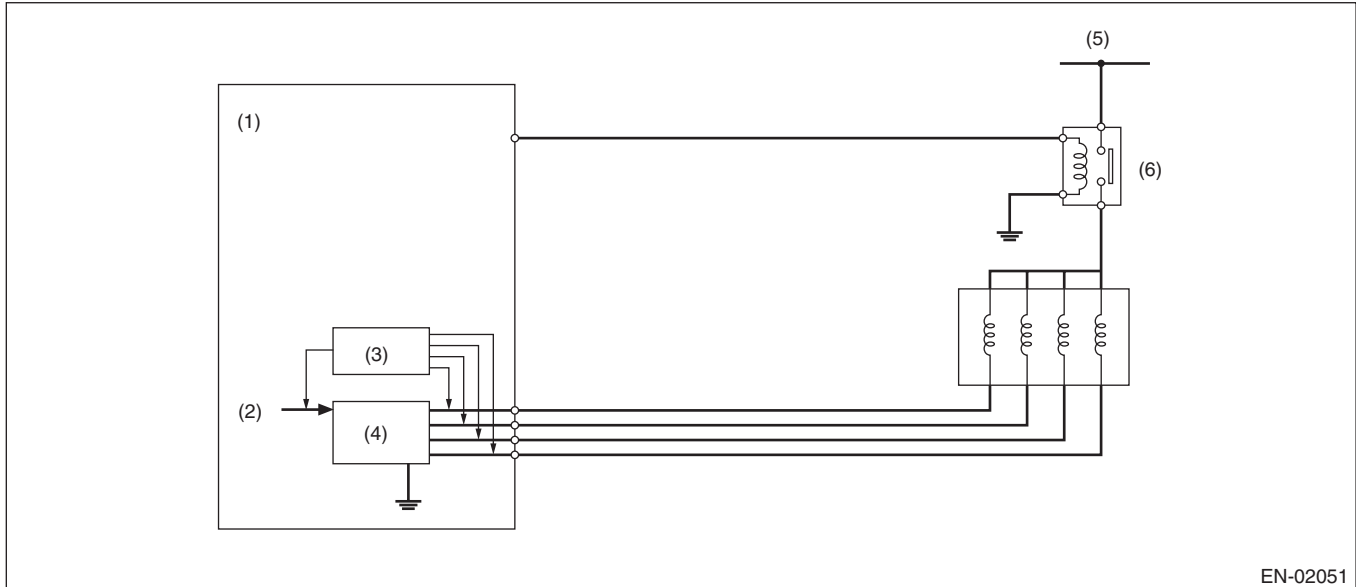
GENERAL DESCRIPTION

CT:DTC P1492 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (LOW INPUT)

1. OUTLINE OF DIAGNOSIS

- Detects open or short circuit of EGR.
- Judge as NG when the ECM output level differs from the actual terminal level.

2. COMPONENT DESCRIPTION



(1) Engine control module (ECM)

(3) Detecting circuit

(5) Battery voltage

(2) Computer unit (CPU)

(4) Switch circuit

(6) Main relay

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
EGR valve target position	> 0 step
Battery voltage	> 10.9 V

4. GENERAL DRIVING CYCLE

Perform diagnosis continuously during EGR operation.

5. DIAGNOSTIC METHOD**Abnormality Judgment**

Judge as NG when the continuous time with the following criteria established exceeds the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Terminal voltage level when ECM outputs OFF signal	Low level

Time Needed for Diagnosis: 2.5 seconds

Malfunction Indicator Light: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Terminal voltage level when ECM outputs OFF signal	High level

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

8. FAIL SAFE

- Front oxygen (A/F) sensor main learning compensation: Not allowed to calculate.
- Knock sensor learning compensation: Not allowed to calculate.
- EGR control: Not allowed to operate.

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

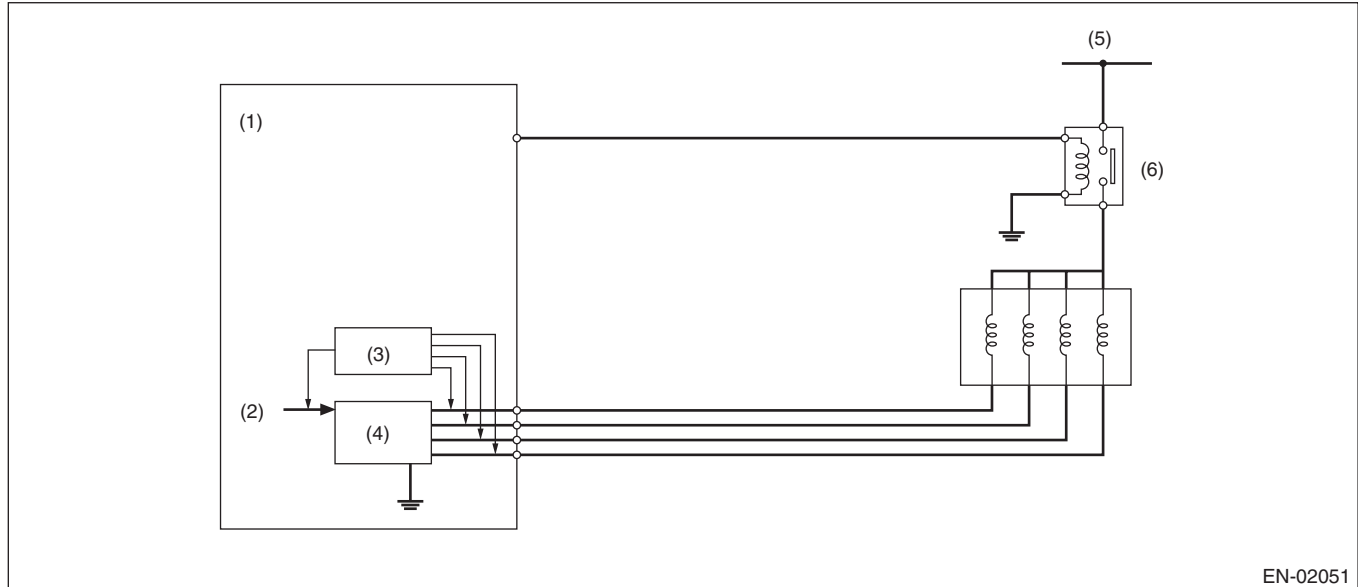
GENERAL DESCRIPTION

CU:DTC P1493 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (HIGH INPUT)

1. OUTLINE OF DIAGNOSIS

- Detects open or short circuit of EGR.
- Judge as NG when the ECM output level differs from the actual terminal level.

2. COMPONENT DESCRIPTION



(1) Engine control module (ECM)

(2) Computer unit (CPU)

(3) Detecting circuit

(4) Switch circuit

(5) Battery voltage

(6) Main relay

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	> 10.9 V
EGR valve target position	> 0 step

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD**Abnormality Judgment**

Judge as NG when the continuous time with the following criteria established exceeds the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Terminal voltage level when ECM outputs ON signal	High level

Time Needed for Diagnosis: 2.5 seconds

Malfunction Indicator Light: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Terminal voltage level when ECM outputs ON signal	Low level

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

8. FAIL SAFE

- Front oxygen (A/F) sensor main learning compensation: Not allowed to calculate.
- Knock sensor learning compensation: Not allowed to calculate.
- EGR control: Not allowed to operate.

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

CV:DTC P1494 EGR SOLENOID VALVE SIGNAL #2 CIRCUIT MALFUNCTION (LOW INPUT)

NOTE:

For the detection conditions, refer to DTC P1492. <Ref. to GD(H4SO)-196, DTC P1492 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CW:DTC P1495 EGR SOLENOID VALVE SIGNAL #2 CIRCUIT MALFUNCTION (HIGH INPUT)

NOTE:

For the detection conditions, refer to DTC P1493. <Ref. to GD(H4SO)-198, DTC P1493 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CX:DTC P1496 EGR SOLENOID VALVE SIGNAL #3 CIRCUIT MALFUNCTION (LOW INPUT)

NOTE:

For the detection conditions, refer to DTC P1492. <Ref. to GD(H4SO)-196, DTC P1492 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CY:DTC P1497 EGR SOLENOID VALVE SIGNAL #3 CIRCUIT MALFUNCTION (HIGH INPUT)

NOTE:

For the detection conditions, refer to DTC P1493. <Ref. to GD(H4SO)-198, DTC P1493 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CZ:DTC P1498 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (LOW INPUT)

NOTE:

For the detection conditions, refer to DTC P1492. <Ref. to GD(H4SO)-196, DTC P1492 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>

DA:DTC P1499 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (HIGH INPUT)

NOTE:

For the detection conditions, refer to DTC P1493. <Ref. to GD(H4SO)-198, DTC P1493 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>

DB:DTC P1518 STARTER SWITCH CIRCUIT LOW INPUT**1. OUTLINE OF DIAGNOSIS**

Detect the open or short circuit of starter SW.

Judge as OFF NG when the engine starts without starter ON experience.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

3. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

4. DIAGNOSTIC METHOD**Abnormality Judgment**

Judge as OFF NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Vehicle speed	< 1 km/h (1 MPH)
Starter ON signal	Not detected
engine speed, after engine speed of less than 500 rpm continues for more than 0.8 seconds.	≥ 500 rpm

Time Needed for Diagnosis: 1 second

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OFF OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Starter ON	Experienced
Battery voltage	> 8 V

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

7. FAIL SAFE

None

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

DC:DTC P1560 BACK-UP VOLTAGE CIRCUIT MALFUNCTION

1. OUTLINE OF DIAGNOSIS

Detect the open/short circuit of back-up power supply circuit.

Judge as NG when the backup voltage becomes smaller than the battery voltage.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

3. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

4. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time with the following criteria established exceeds 2.5 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
Voltage of back-up power supply	Low
Battery voltage	≥ 10.9 V
Engine speed	≥ 500 rpm

Time Needed for Diagnosis: 2.5 seconds

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Voltage of back-up power supply	High
Battery voltage	≥ 10.9 V
Engine speed	≥ 500 rpm

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

7. FAIL SAFE

None

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

DD:DTC P1602 CONTROL MODULE PROGRAMMING ERROR

1. OUTLINE OF DIAGNOSIS

Detect the malfunction of catalytic converter initial warm-up retard angle control.

Judge as NG if the ECM is not operating properly when performing catalytic converter initial warm-up retard angle control.

Judge as NG when judged NG in either or both diagnosis of exhaust temperature and diagnosis of idle speed.

- Diagnosis of exhaust temperature

Judge as NG if the exhaust temperature is below the specified value at 14 seconds after a cold start.

- Diagnosis of idle speed

Judge as NG when actual engine speed is not close to target engine speed after stopping retard angle control.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Atmospheric pressure	> 75.1 kPa (563 mmHg, 22.2 inHg)
Battery voltage	> 10.9 V
Diagnosis of cold start	Incomplete
Engine	Start
Vehicle speed	≤ 2 km/h (1 MPH)
Misfire during 200 engine revs.	< 5
Time elapsed after engine start	= 14 seconds

3. GENERAL DRIVING CYCLE

Diagnose at cold start.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

4. DIAGNOSTIC METHOD

- Diagnosis of exhaust temperature

Abnormality Judgment

Calculate the estimated exhaust temperature when the enable conditions for judgment were established. Judge as NG if the following conditions are established within 14 seconds after starting the engine.

Judgment Value

Malfunction Criteria	Threshold Value
Estimated exhaust temperature	< Value from Map 1

Map 1

Engine coolant temperature at start °C (°F)	-40 (-40)	-30 (-22)	-20 (-4)	-10 (-14)	0 (32)	10 (50)	20 (68)	30 (86)	40 (104)	50 (122)
Threshold value AT model °C (°F)	152 (306)	152 (306)	152 (306)	152 (306)	152 (306)	143 (289)	135 (275)	127 (261)	121 (250)	118 (244)
Threshold value MT model °C (°F)	135 (275)	135 (275)	135 (275)	135 (275)	135 (275)	135 (275)	134 (273)	129 (264)	126 (259)	119 (246)

Time Needed for Diagnosis: 14 seconds

Malfunction indicator light: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgement

Judge as OK when the following conditions are established after predetermined amount of time has passed.

Judgment Value

Malfunction Criteria	Threshold Value
Estimated exhaust temperature	≥ Value from Map 1

- Diagnosis of idle speed

Judges NG when all of the following conditions are established, and judge as OK if they are not established.

Malfunction Criteria	Threshold Value
Continuous time of (target engine RPM – engine RPM > 300)	≥ 10000 ms
(actual retard amount > AT model:18°C, MT model:13°C)	≥ 3000 ms

Time Needed for Diagnosis: 6 seconds

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

5. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

7. FAIL SAFE

None

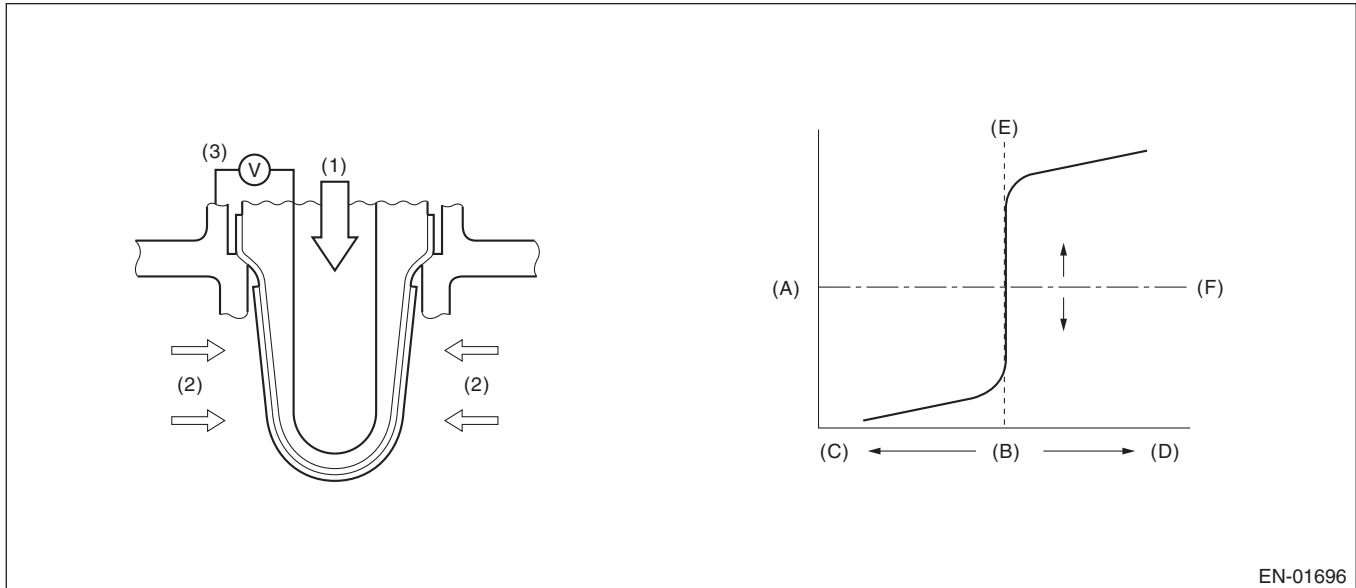
8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

DE:DTC P2096 POST CATALYST FUEL TRIM SYSTEM TOO LEAN BANK 1**1. OUTLINE OF DIAGNOSIS**

Detect the malfunction of fuel system from the amount of sub feedback control.

Judge as NG when the sub feedback learning control is being performed and when the learning value goes to the lean side.

2. COMPONENT DESCRIPTION

EN-01696

- (1) Atmosphere
- (2) Exhaust gas
- (3) Electromotive force

- (A) Electromotive force
- (B) Air fuel ratio
- (C) Rich

- (D) Lean
- (E) Theoretical air fuel ratio
- (F) Comparative voltage

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Continuous time when the following conditions are established	1 second or more
Sub feedback learning execution conditions	Completed

4. GENERAL DRIVING CYCLE

Perform the diagnosis continuously at a constant speed of 50 — 100 km/h (31 — 62 MPH).

5. DIAGNOSTIC METHOD

Judge as NG when the continuous time of meeting the malfunction criteria below becomes 5 seconds or more. Judge as OK when the continuous time of not meeting the malfunction criteria below becomes 5 seconds or more.

Judgment Value

Malfunction Criteria	Threshold Value
Sub feedback learning value	≤ -0.02

Time Needed for Diagnosis: 5 seconds $\times$ 1 time

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When similar driving conditions are repeated 3 times and the result is OK.
- When “Clear Memory” is performed

8. FAIL SAFE

None

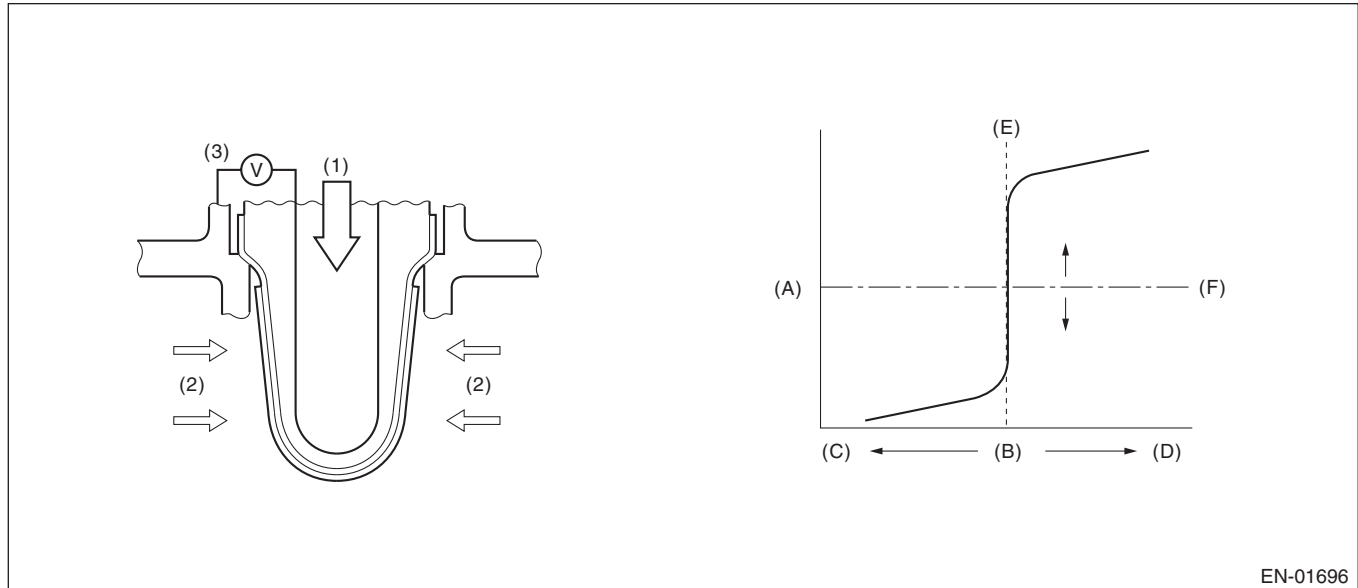
9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

DF:DTC P2097 POST CATALYST FUEL TRIM SYSTEM TOO RICH BANK 1**1. OUTLINE OF DIAGNOSIS**

Detect the malfunction of fuel system from the amount of sub feedback control.

Judge as NG when the sub feedback learning control is being performed and when the learning value goes to the rich side.

2. COMPONENT DESCRIPTION

EN-01696

- (1) Atmosphere
- (2) Exhaust gas
- (3) Electromotive force

- (A) Electromotive force
- (B) Air fuel ratio
- (C) Rich

- (D) Lean
- (E) Theoretical air fuel ratio
- (F) Comparative voltage

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Continuous time when the following conditions are established	1 second or more
Sub feedback learning execution conditions	Completed

4. GENERAL DRIVING CYCLE

Perform the diagnosis continuously at a constant speed of 50 — 100 km/h (31 — 62 MPH).

5. DIAGNOSTIC METHOD

Judge as NG when the continuous time of meeting the malfunction criteria below becomes 5 seconds or more. Judge as OK when the continuous time of not meeting the malfunction criteria below becomes 5 seconds or more.

Judgment Value

Malfunction Criteria	Threshold Value
Sub feedback learning value	≥ 0.038

Time Needed for Diagnosis: 5 seconds $\times$ 1 time

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When similar driving conditions are repeated 3 times and the result is OK.
- When “Clear Memory” is performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

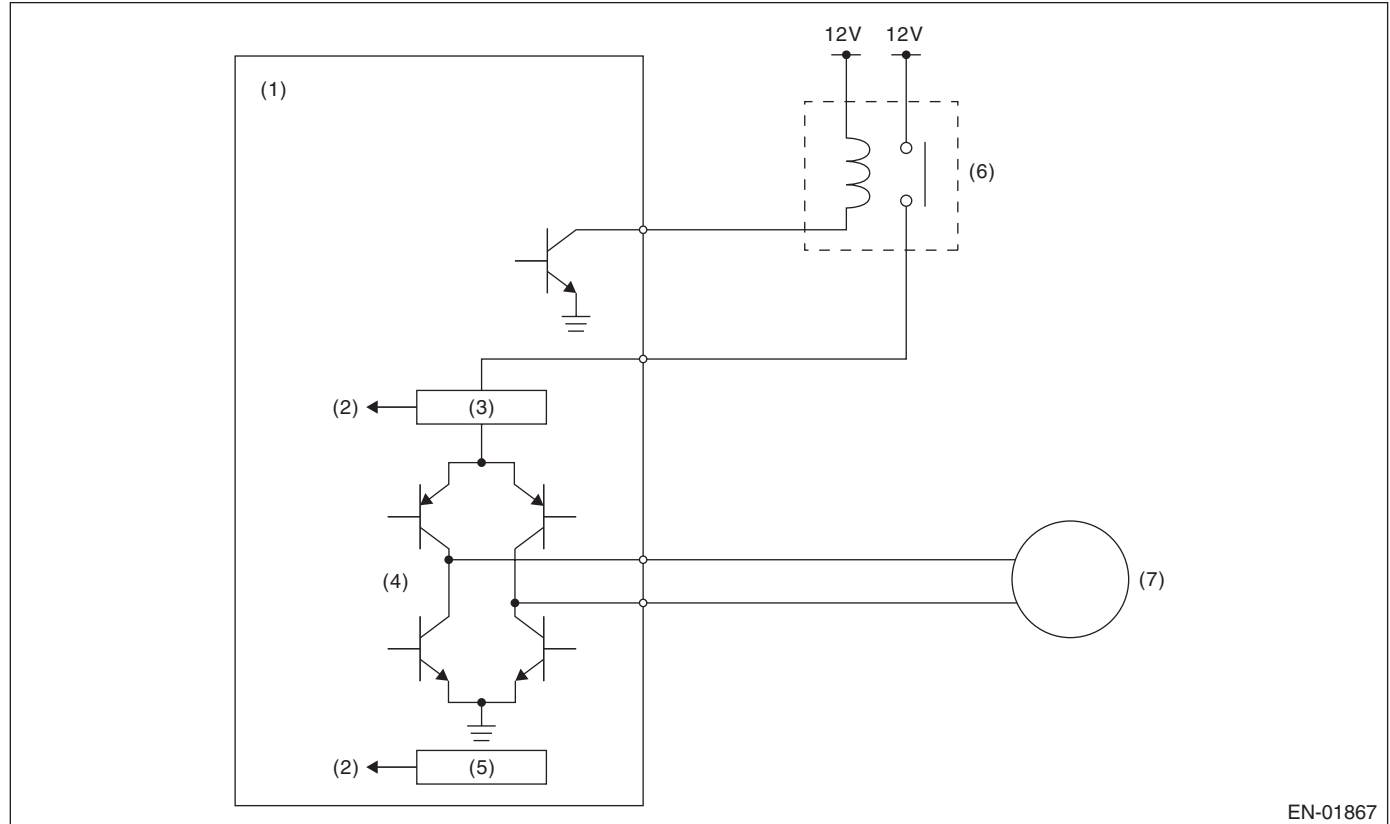
Memorize the freeze frame data. (For test mode \$02)

DG:DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/ PERFORMANCE

1. OUTLINE OF DIAGNOSIS

Judge as NG when the motor current becomes too large or drive circuit is heated.

2. COMPONENT DESCRIPTION



EN-01867

- (1) Engine control module (ECM)
- (2) Detecting circuit
- (3) Overcurrent detection circuit

- (4) Drive circuit
- (5) Temperature detection circuit

- (6) Electronic throttle control relay
- (7) Motor

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Under control of electronic throttle control	ON

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Motor current	$\leq 8 \text{ A}$
Drive circuit inner temperature	$\leq 175^{\circ}\text{C}$ (347°F)

Time Needed for Diagnosis:

- 500 milliseconds (For NG)
- 2000 milliseconds (For OK)

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed (Only with engine stopped)

8. FAIL SAFE

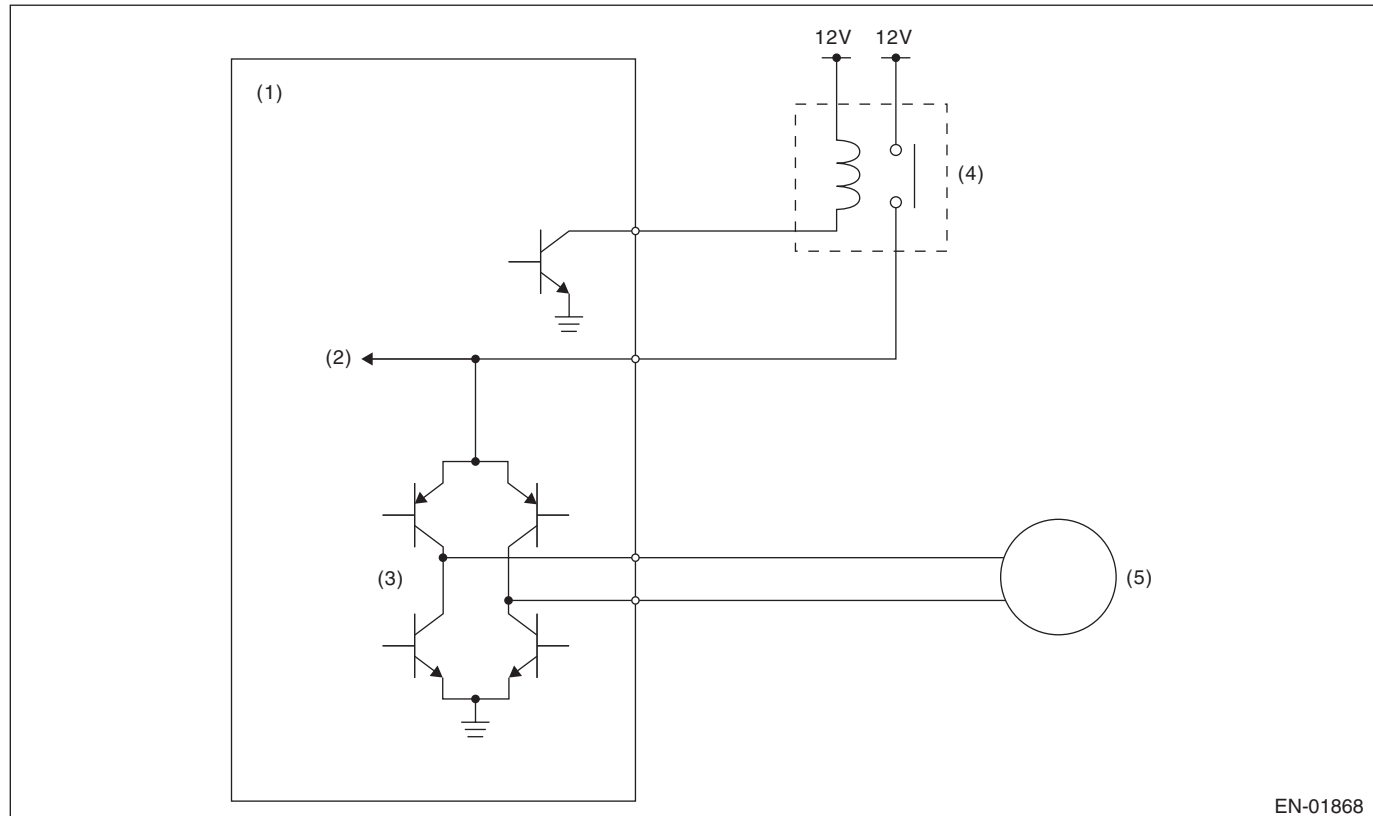
Stop the continuity to the electronic throttle control motor. (Throttle opening is fixed to 6°.)

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

DH:DTC P2102 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT LOW**1. OUTLINE OF DIAGNOSIS**

Judge as NG when the electronic throttle control power is not supplied even when ECM sets the electronic throttle control relay to ON.

2. COMPONENT DESCRIPTION

EN-01868

(1) Engine control module (ECM)	(3) Drive circuit	(5) Motor
(2) Voltage detection circuit	(4) Electronic throttle control relay	

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Electronic throttle control relay output	ON

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Motor power voltage	$\geq 5 \text{ V}$

Time Needed for Diagnosis:

- 400 milliseconds (For NG)
- 2000 milliseconds (For OK)

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed (Only with engine stopped)

8. FAIL SAFE

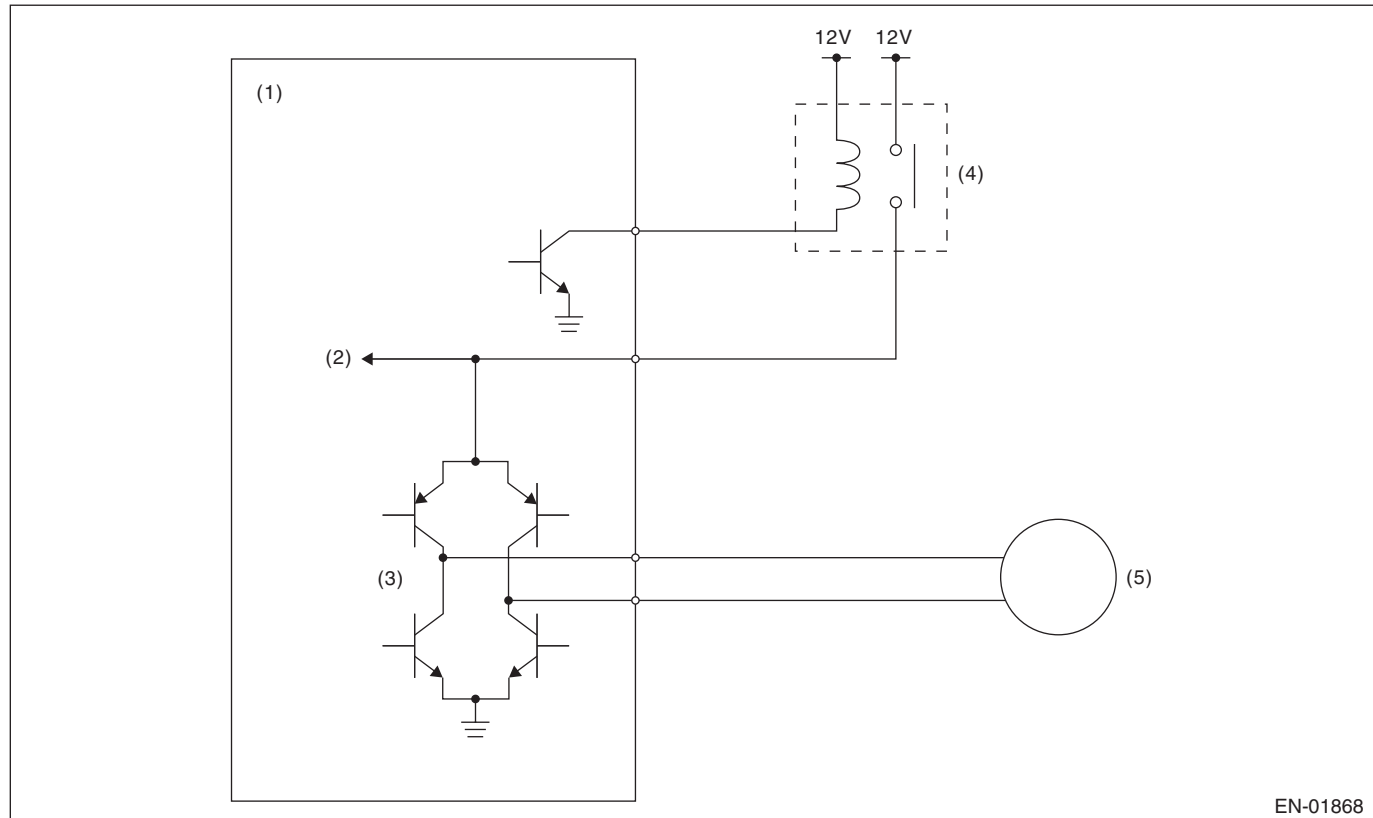
Stop the continuity to the electronic throttle control motor. (Throttle opening is fixed to 6°.)

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

DI: DTC P2103 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT HIGH**1. OUTLINE OF DIAGNOSIS**

Judge as NG when the electronic throttle control power is supplied even when ECM sets the electronic throttle relay to OFF.

2. COMPONENT DESCRIPTION

(1) Engine control module (ECM)

(3) Drive circuit

(5) Motor

(2) Voltage detection circuit

(4) Electronic throttle control relay

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Electronic throttle control relay output	OFF

4. GENERAL DRIVING CYCLE

- When ignition switch ON → OFF
- Ignition switch OFF → ON (Only after clearing memory)

5. DIAGNOSTIC METHOD

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Motor power voltage	$\leq 5\text{ V}$

Time Needed for Diagnosis:

- 600 milliseconds (For NG)
- 400 milliseconds (For OK)

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed (Only with engine stopped)

8. FAIL SAFE

Stop the continuity to the electronic throttle control motor. (Throttle opening is fixed to 6°.)

9. ECM OPERATION AT DTC SETTING

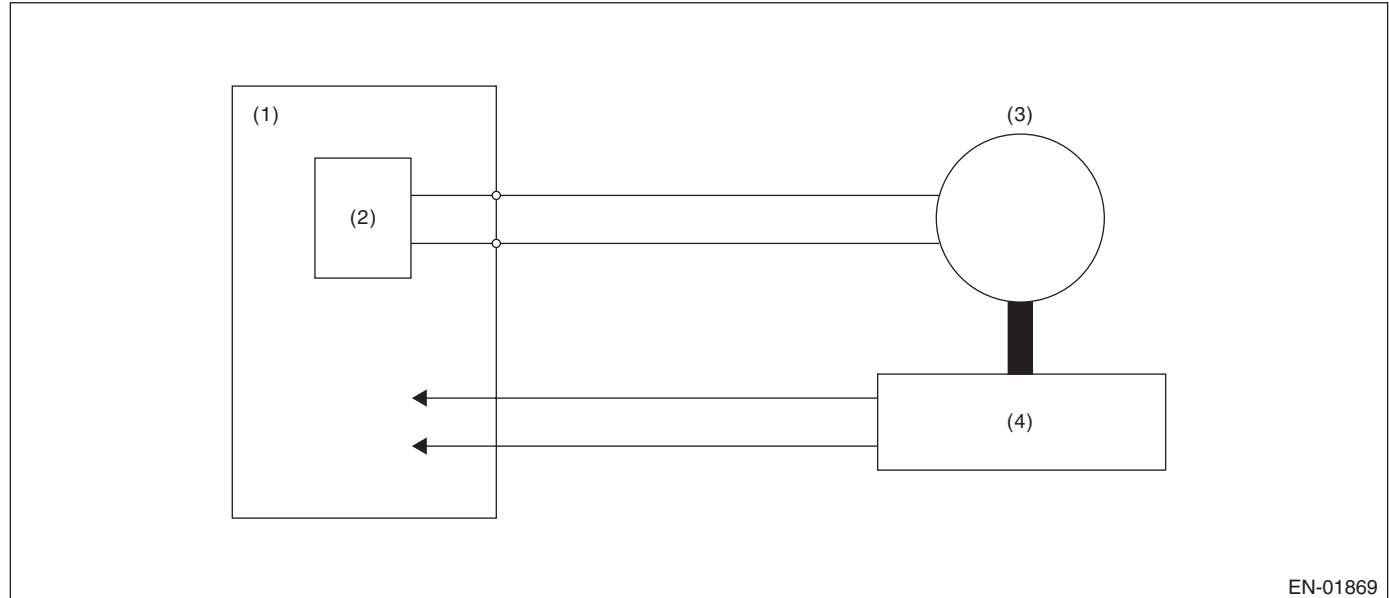
Memorize the freeze frame data. (For test mode \$02)

DJ:DTC P2109 THROTTLE/PEDAL POSITION SENSOR “A” MINIMUM STOP PERFORMANCE

1. OUTLINE OF DIAGNOSIS

Judge as NG when all close point learning cannot conducted or abnormal value is detected.

2. COMPONENT DESCRIPTION



(1) Engine control module (ECM)	(3) Motor
(2) Drive circuit	(4) Throttle position sensor

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON → OFF
Ignition switch (only after cleaning the memory)	OFF → ON

4. GENERAL DRIVING CYCLE

Perform the diagnosis at all close point learning.

5. DIAGNOSTIC METHOD

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Throttle opening angle at all close point learning	10.127° or more, 19.872° or less
Throttle sensor opening angle when the ignition switch is ON – Throttle minimum stop position	≥ 1.683°

Time Needed for Diagnosis: 8 — 80 milliseconds

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

8. FAIL SAFE

Stop the continuity to the electronic throttle control motor. (Throttle opening is fixed to 6°.)

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

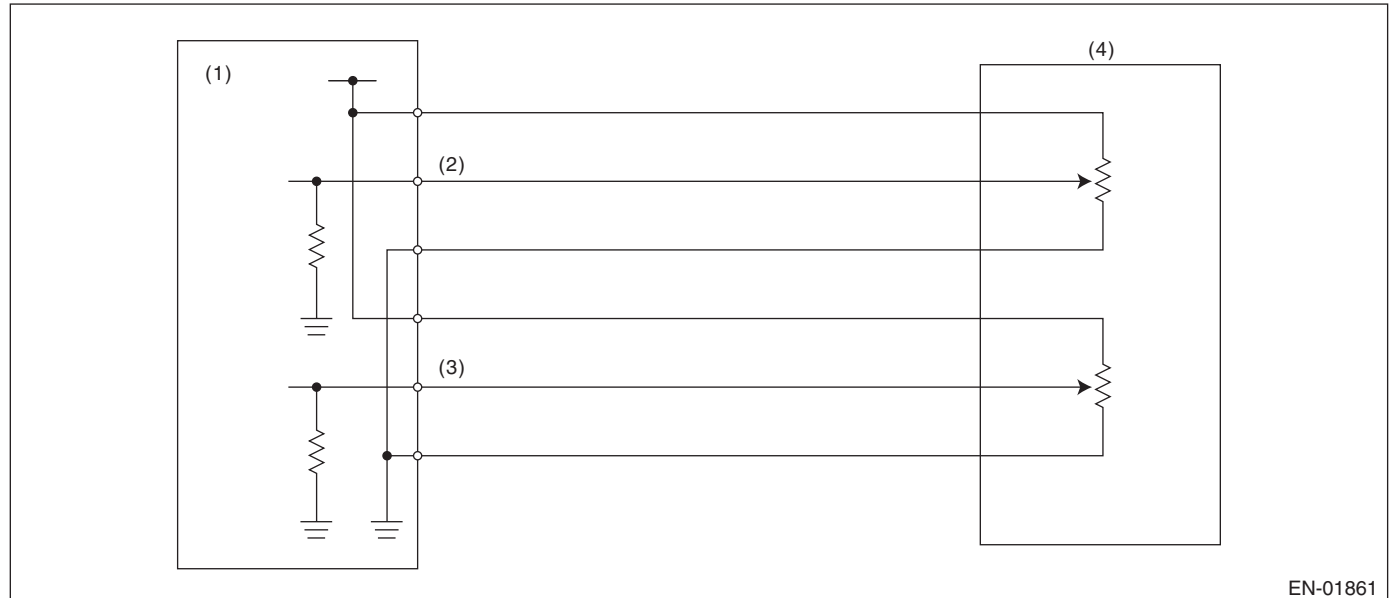
DK:DTC P2122 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D” CIRCUIT LOW INPUT

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of accelerator pedal position sensor 1.

Judge as NG if it is out of specification.

2. COMPONENT DESCRIPTION



(1) Engine control module (ECM)	(3) Accelerator pedal position sensor 2 signal	(4) Accelerator pedal position sensor
(2) Accelerator pedal position sensor 1 signal		

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Sensor 1 input voltage	≥ 0.308 V

Time Needed for Diagnosis: 100 milliseconds

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

8. FAIL SAFE

- Single malfunction: Control with normal sensor
- Simultaneous failure: Throttle opening is fixed to 6°.

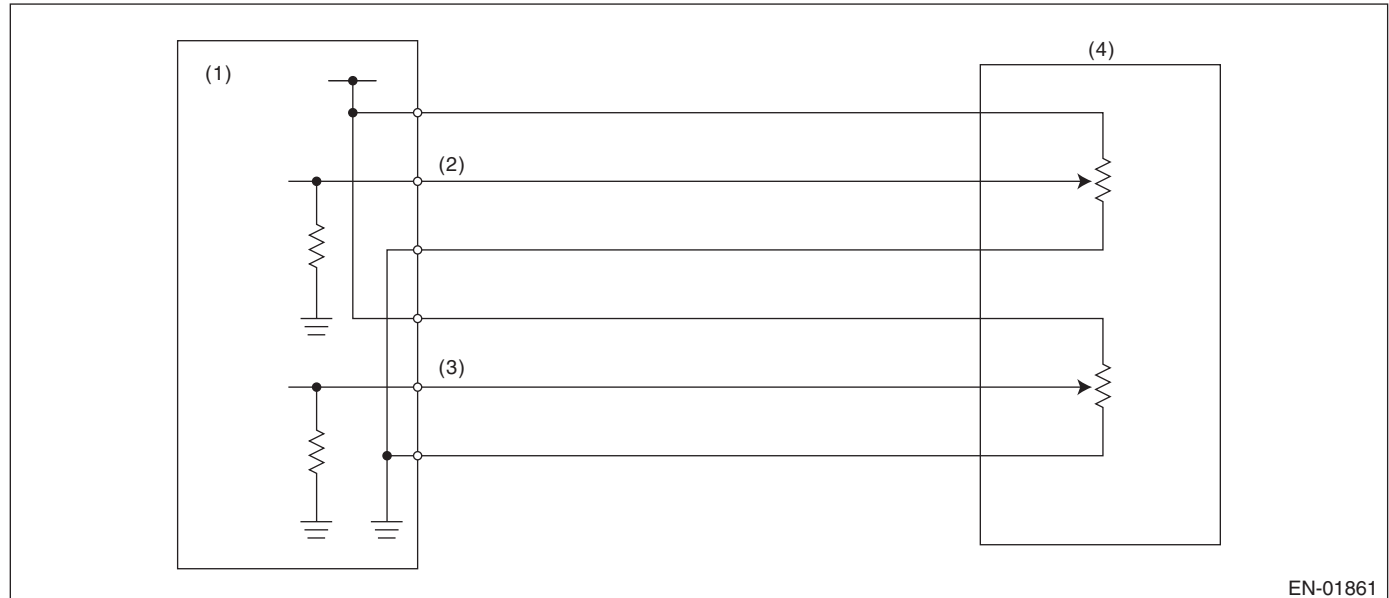
9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

**DL:DTC P2123 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D” CIRCUIT
HIGH INPUT****1. OUTLINE OF DIAGNOSIS**

Detect the open or short circuit of accelerator pedal position sensor 1.

Judge as NG if it is out of specification.

2. COMPONENT DESCRIPTION

(1) Engine control module (ECM)
(2) Accelerator pedal position sensor
1 signal

(3) Accelerator pedal position sensor
2 signal

(4) Accelerator pedal position sensor

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Sensor 1 input voltage	≤ 4.856 V

Time Needed for Diagnosis: 100 milliseconds

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

8. FAIL SAFE

- Single malfunction: Control with normal sensor
- Simultaneous failure: Throttle opening is fixed to 6°.

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

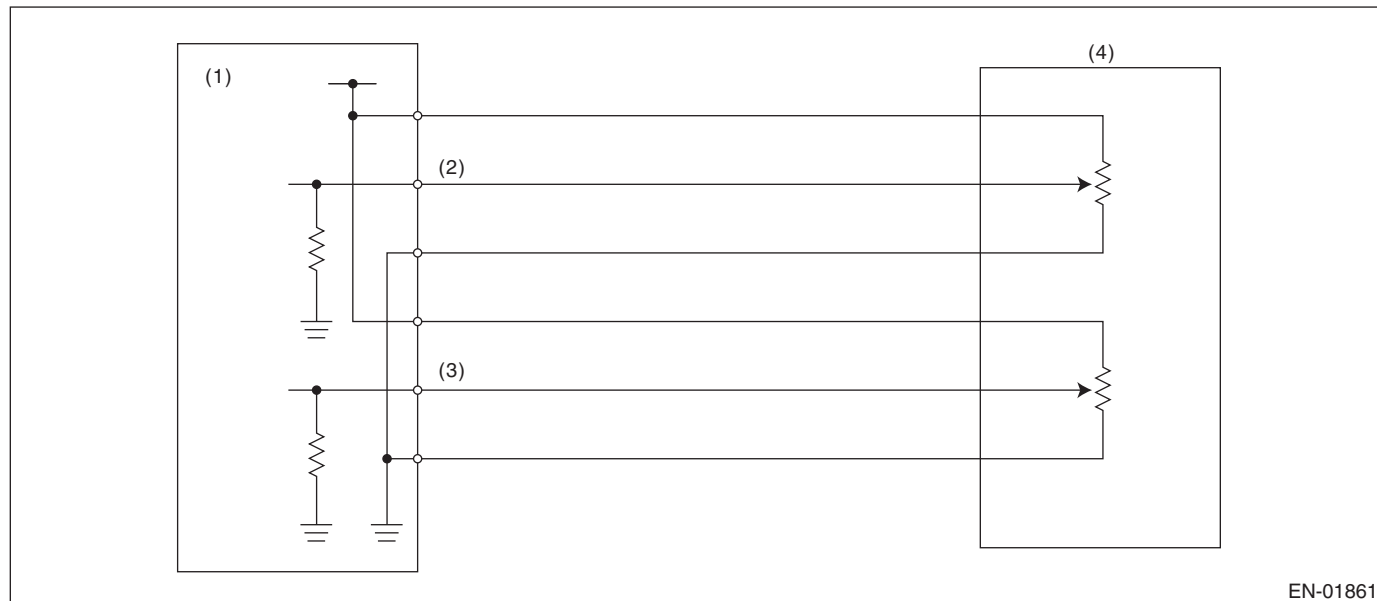
DM:DTC P2127 THROTTLE/PEDAL POSITION SENSOR/SWITCH “E” CIRCUIT LOW INPUT

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of accelerator pedal position sensor 2.

Judge as NG if it is out of specification.

2. COMPONENT DESCRIPTION



EN-01861

- (1) Engine control module (ECM) (3) Accelerator pedal position sensor 2 signal (4) Accelerator pedal position sensor 1 signal
- (2) Accelerator pedal position sensor 1 signal

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Sensor 2 input voltage	≥ 0.308 V

Time Needed for Diagnosis: 100 milliseconds

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

8. FAIL SAFE

- Single malfunction: Control with normal sensor
- Simultaneous failure: Throttle opening is fixed to 6°.

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

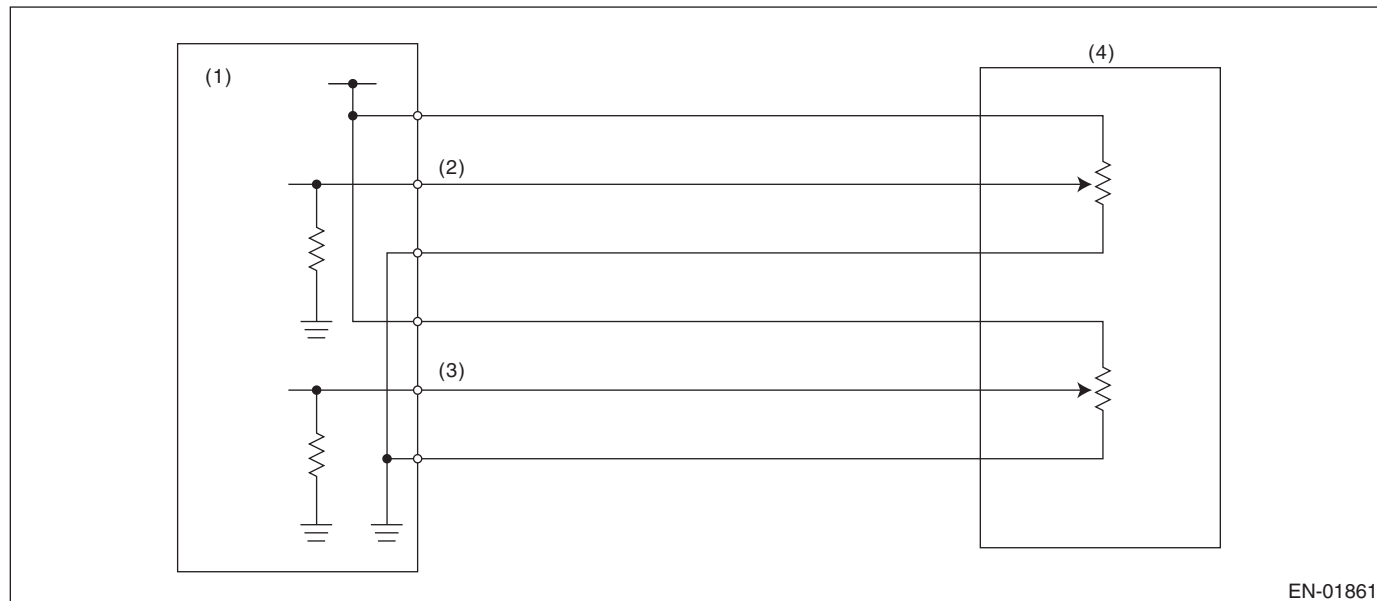
DN:DTC P2128 THROTTLE/PEDAL POSITION SENSOR/SWITCH “E” CIRCUIT HIGH INPUT

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of accelerator pedal position sensor 2.

Judge as NG if it is out of specification.

2. COMPONENT DESCRIPTION



(1) Engine control module (ECM)
(2) Accelerator pedal position sensor 1 signal

(3) Accelerator pedal position sensor 2 signal

(4) Accelerator pedal position sensor

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Sensor 2 input voltage	≤ 4.865 V

Time Needed for Diagnosis: 100 milliseconds

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed (Only with engine stopped)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

8. FAIL SAFE

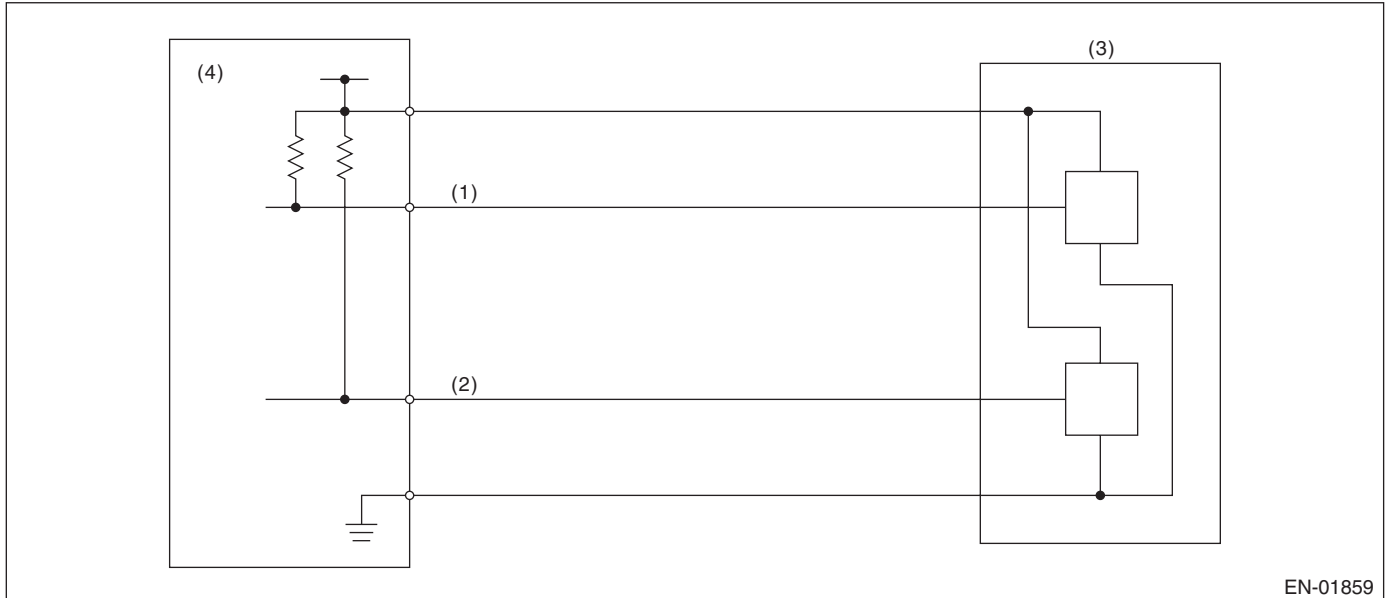
- Single malfunction: Control with normal sensor
- Simultaneous failure: Throttle opening is fixed to 6°.

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

DO:DTC P2135 THROTTLE/PEDAL POSITION SENSOR/SWITCH “A”/“B” VOLT-AGE CORRELATION**1. OUTLINE OF DIAGNOSIS**

Judge as NG when the signal level of throttle position sensor 1 is different from the throttle position sensor 2.

2. COMPONENT DESCRIPTION

- (1) Throttle position sensor 1 signal (3) Throttle position sensor
(2) Throttle position sensor 2 signal (4) Engine control module (ECM)

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

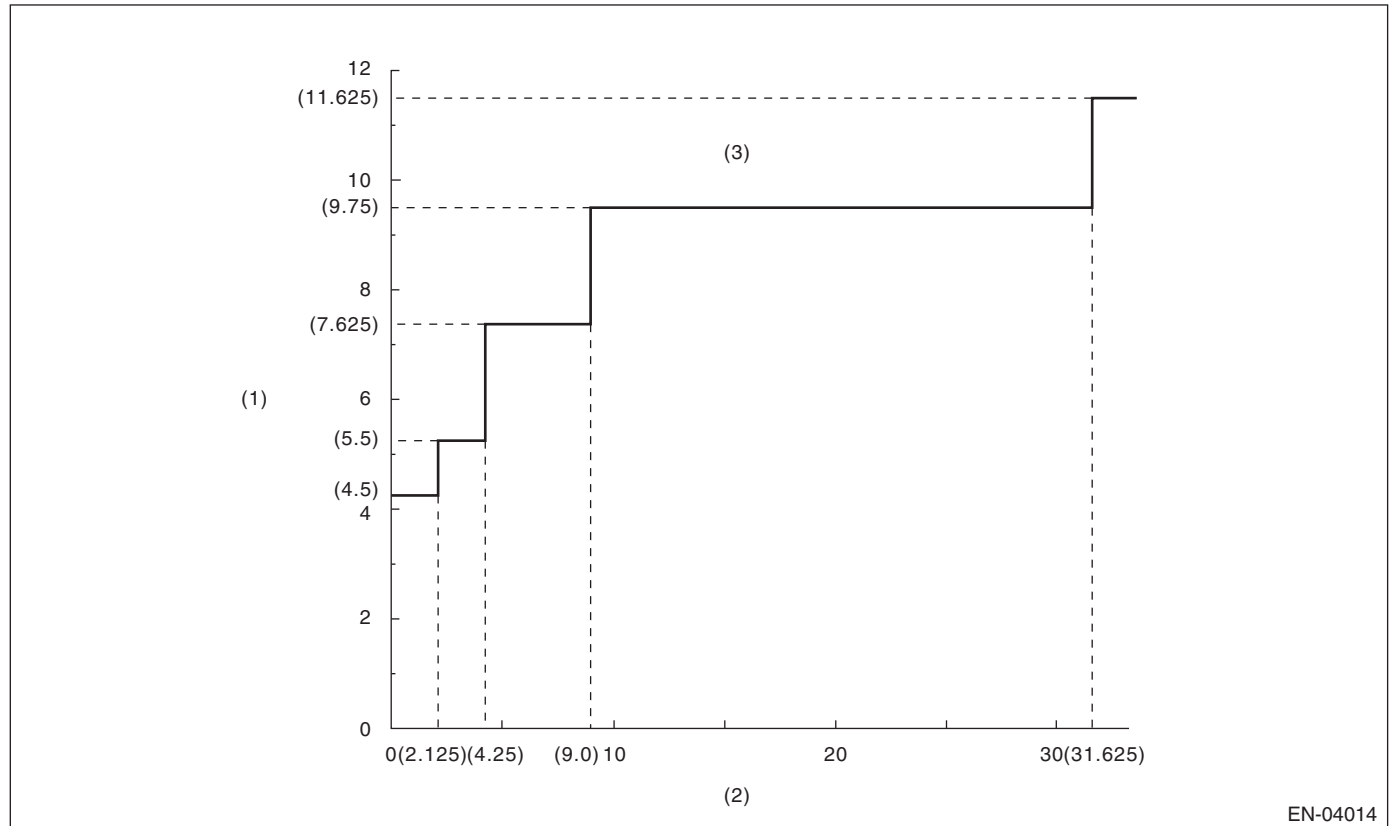
5. DIAGNOSTIC METHOD

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Signal difference between two sensors	$\leq 4.5^{\circ}$

Details of Judgment Value



EN-04014

(1) Sensor output difference (°)

(2) Throttle position sensor 1 opening angle (°)

(3) NG area

Time Needed for Diagnosis: 24 milliseconds (For NG), 24 milliseconds (For OK)

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed (Only with engine stopped)

8. FAIL SAFE

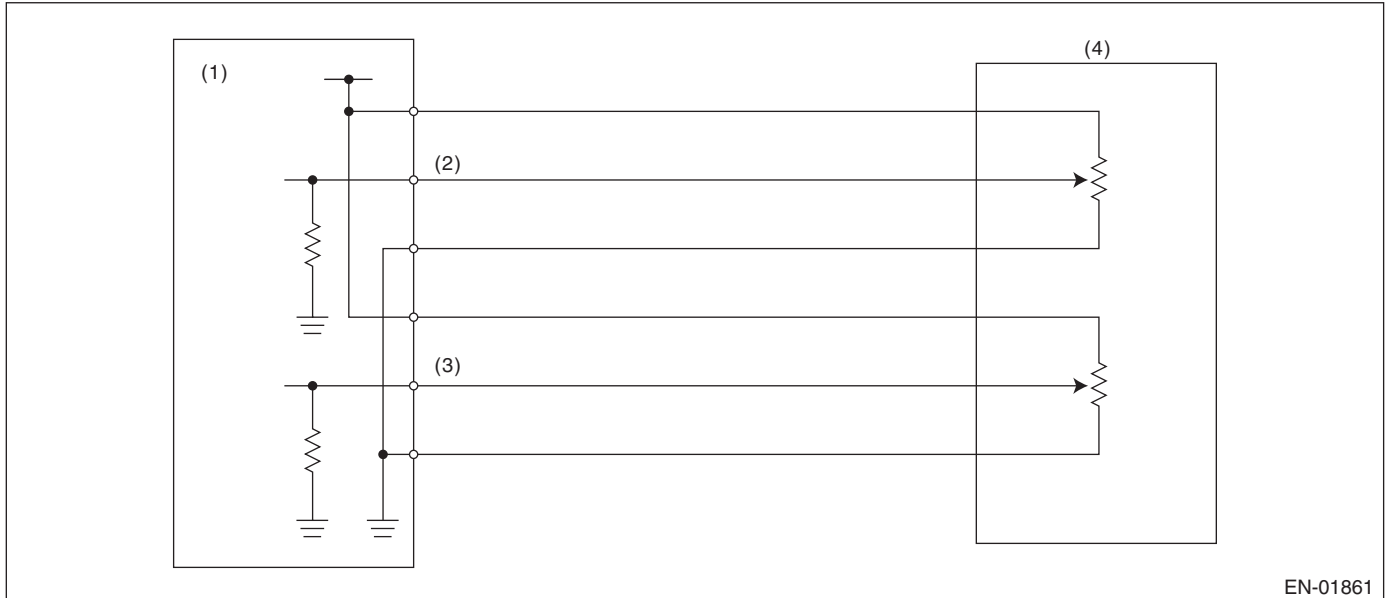
Stop the continuity to the electronic throttle control motor. (Throttle opening is fixed to 6°.)

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

DP:DTC P2138 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D”/“E” VOLT-AGE CORRELATION**1. OUTLINE OF DIAGNOSIS**

Judge as NG when the signal level of accelerator pedal position sensor 1 is different from the accelerator pedal position sensor 2.

2. COMPONENT DESCRIPTION

(1) Engine control module (ECM)
 (2) Accelerator pedal position sensor 1 signal

(3) Accelerator pedal position sensor 2 signal

(4) Accelerator pedal position sensor

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON
Battery voltage	≥ 6 (V)

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

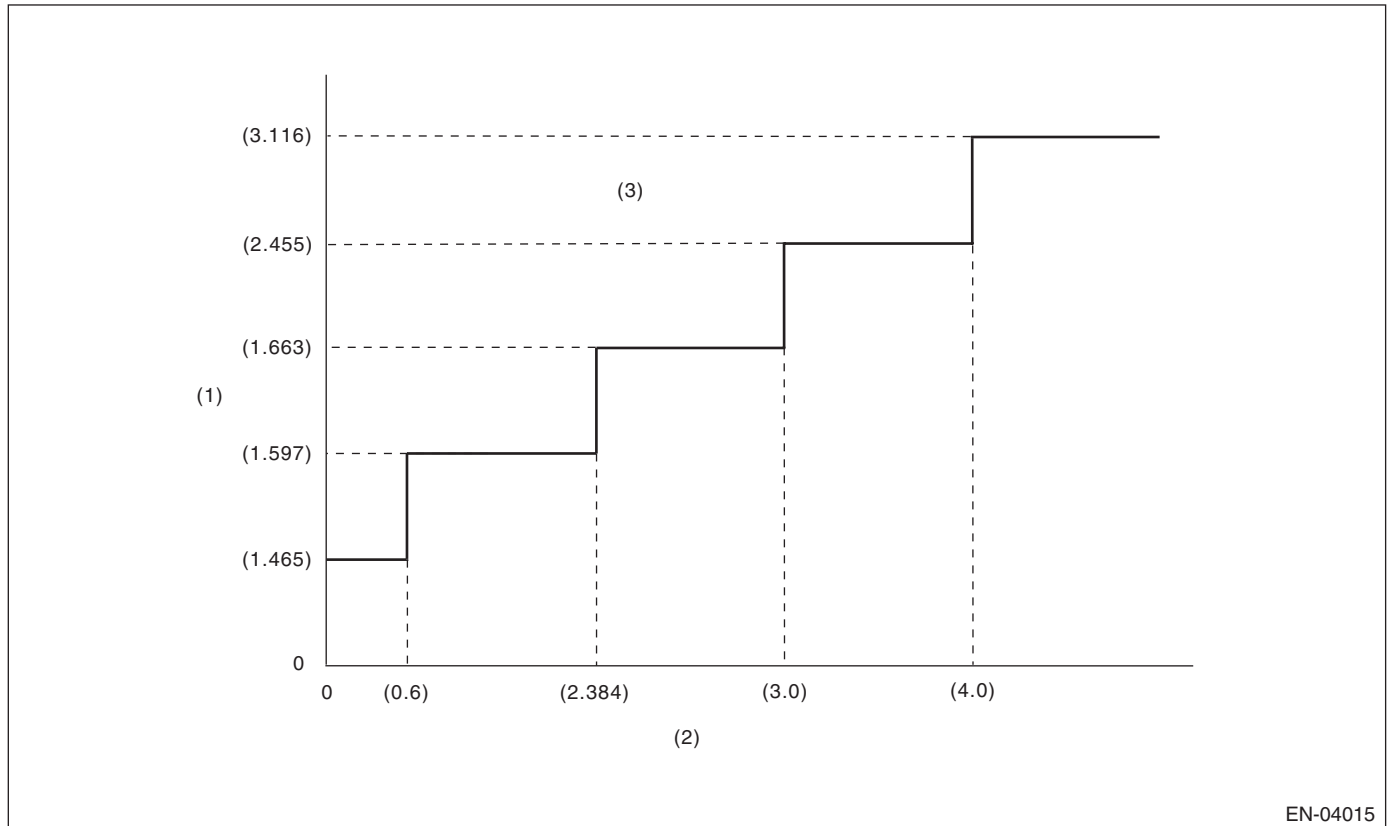
5. DIAGNOSTIC METHOD

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Signal difference between two sensors	$\leq 1.465^{\circ}$

Details of Judgment Value



EN-04015

(1) Sensor output difference (°)

(2) Throttle position sensor 2 opening angle (°)

(3) NG area

Time Needed for Diagnosis:

- 116 milliseconds (For NG)
- 1000 milliseconds (For OK)

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

8. FAIL SAFE

Throttle opening is fixed to 6°.

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

DQ:DTC P2227 BAROMETRIC PRESSURE CIRCUIT RANGE/PERFORMANCE**1. OUTLINE OF DIAGNOSIS**

Detect the malfunction of atmospheric pressure sensor output property.

Judge as NG when the atmospheric pressure sensor output is largely different from the intake manifold pressure at engine starting.

2. COMPONENT DESCRIPTION

The atmospheric pressure sensor is built into the ECM.

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Engine speed	< 300 rpm
Vehicle speed	< 1 km/h (1 MPH)

4. GENERAL DRIVING CYCLE

Perform the diagnosis before engine starts with the ignition switch ON.

5. DIAGNOSTIC METHOD**Abnormality Judgment**

Judge as NG when the continuous time of meeting the malfunction criteria below becomes 0.3 seconds or more.

Judgment Value

Malfunction Criteria	Threshold Value
Atmospheric pressure – Manifold pressure	≥ 26.7 kPa (200 mmHg, 7.88 inHg)
Intake manifold pressure at engine start-up – Manifold pressure	< 1.33 kPa (10 mmHg, 2.95 inHg)

Time Needed for Diagnosis: 0.3 seconds

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Normality Judgment

Judge as OK and clear the NG when the continuous time with the following criteria established is more than 0.3 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
Atmospheric pressure – Manifold pressure	< 26.7 kPa (200 mmHg, 7.88 inHg)

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When “Clear Memory” is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When “Clear Memory” is performed

8. FAIL SAFE

Atmospheric pressure sensor process: Fix the atmospheric pressure to 101 kPa (760 mmHg, 29.8 inHg).

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

DR:DTC P2228 BAROMETRIC PRESSURE CIRCUIT LOW

1. OUTLINE OF DIAGNOSIS

Detect the open/short circuit of the atmospheric pressure sensor.
Judge as NG if it is out of specification.

2. COMPONENT DESCRIPTION

The atmospheric pressure sensor is built into the ECM.

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Abnormality Judgment

Judge as NG when the continuous time of meeting the malfunction criteria below becomes 0.5 seconds or more.

Judgment Value

Malfunction Criteria	Threshold Value
Ignition switch	ON
Output voltage	< 0.118 V

Time Needed for Diagnosis: 0.5 seconds

Malfunction Indicator Light Illumination: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Ignition switch	ON
Output voltage	≥ 0.118 V

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

8. FAIL SAFE

Atmospheric pressure sensor process: Fix the atmospheric pressure to 101 kPa (760 mmHg, 29.8 inHg).

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

DS:DTC P2229 BAROMETRIC PRESSURE CIRCUIT HIGH**1. OUTLINE OF DIAGNOSIS**

Detect the open/short circuit of the atmospheric pressure sensor.
Judge as NG if it is out of specification.

2. COMPONENT DESCRIPTION

The atmospheric pressure sensor is built into the ECM.

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD**Abnormality Judgment**

Judge as NG when the continuous time of meeting the malfunction criteria below becomes 0.5 seconds or more.

Judgment Value

Malfunction Criteria	Threshold Value
Ignition switch	ON
Output voltage	≥ 4.936 V

Time Needed for Diagnosis: 0.5 seconds

Malfunction Indicator Light: Illuminates as soon as a malfunction occurs.

Normality Judgment

Judge as OK and clear the NG when the malfunction criteria below are met.

Judgment Value

Malfunction Criteria	Threshold Value
Ignition switch	ON
Output voltage	< 4.936 V

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" is performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle is completed 3 times in a row
- When "Clear Memory" is performed

8. FAIL SAFE

Atmospheric pressure sensor process: Fix the atmospheric pressure to 101 kPa (760 mmHg, 29.8 inHg).

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

General Description

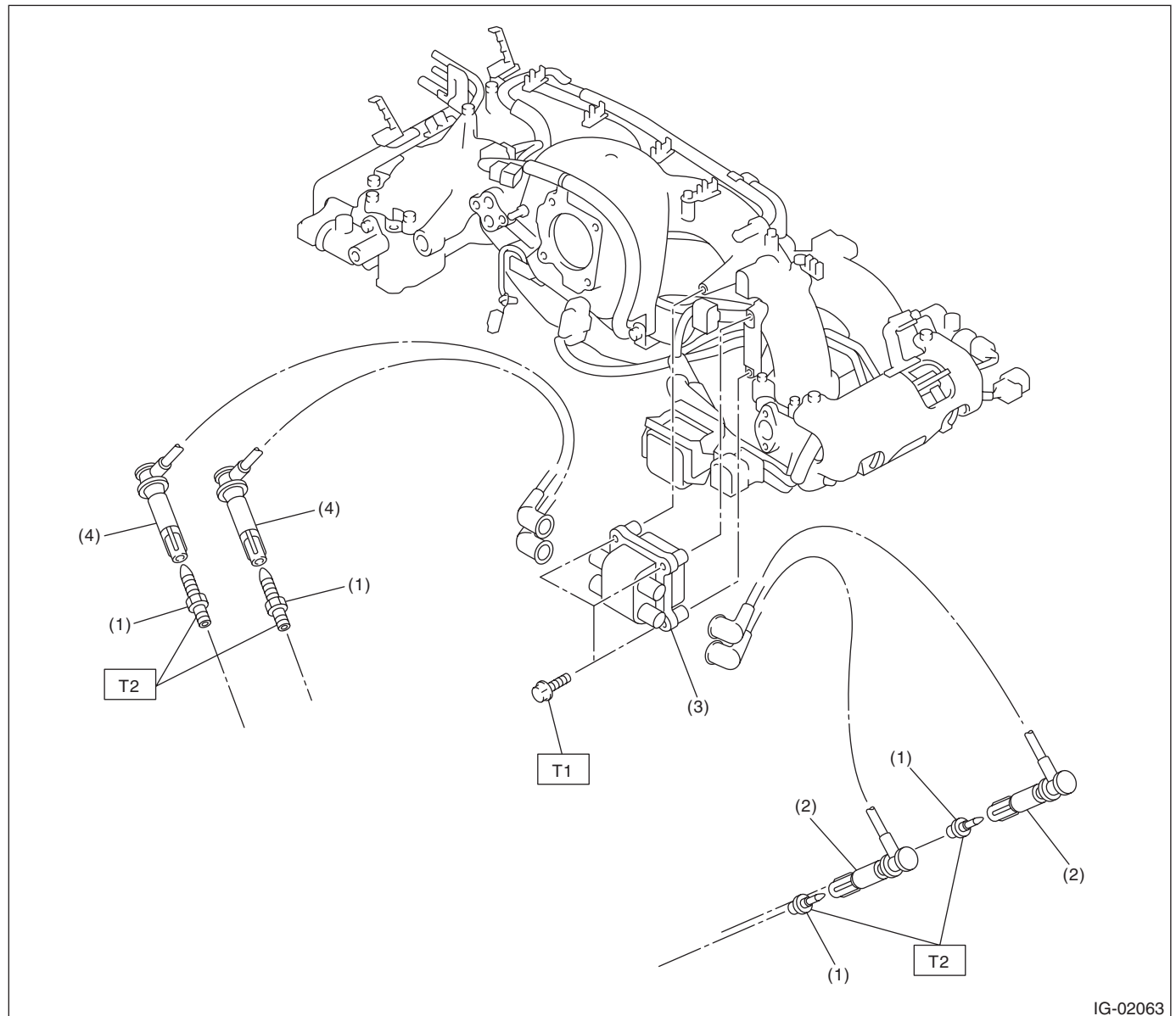
IGNITION

1. General Description

A: SPECIFICATION

Item		Specification
Ignition coil and ignitor assembly	Type	FH 0286
	Manufacturer	Diamond Electric
	Secondary coil resistance	11.2 k Ω ±15%
Spark plug	Manufacturer and type	NGK: FR5AP-11
	Thread size (diameter, pitch, length) mm	14, 1.25, 19
	Spark plug gap mm (in)	1.0 — 1.1 (0.039 — 0.043)
	Electrode	Platinum

B: COMPONENT



(1) Spark plug	(3) Ignition coil and ignitor ASSY
(2) Spark plug cord (#1, #3)	(4) Spark plug cord (#2, #4)

Tightening torque: N·m (kgf·m, ft·lb)
T1: 6.4 (0.65, 4.7)
T2: 21 (2.1, 15.2)

C: CAUTION

- Wear appropriate work clothing, including a cap, protective goggles and protective shoes when performing any work.
- Remove contamination including dirt and corrosion before removal, installation or disassembly.
- Keep the disassembled parts in order and protect them from dust and dirt.
- Before removal, installation or disassembly, be sure to clarify the failure. Avoid unnecessary removal, installation, disassembly and replacement.
- Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.
- Be sure to tighten fasteners including bolts and nuts to the specified torque.
- Place shop jacks or rigid racks at the specified points.
- Before disconnecting connectors of sensors or units, be sure to disconnect the ground cable from the battery.

2. Spark Plug

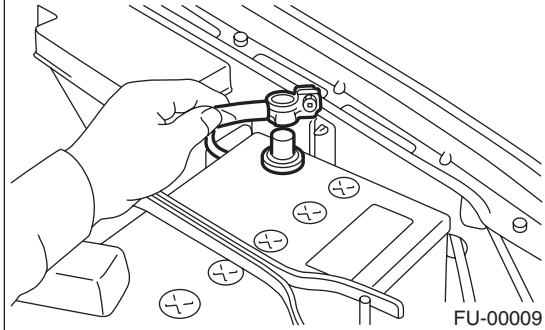
A: REMOVAL

Spark plug:

<Ref. to IG(H4SO)-2, SPECIFICATION, General Description.>

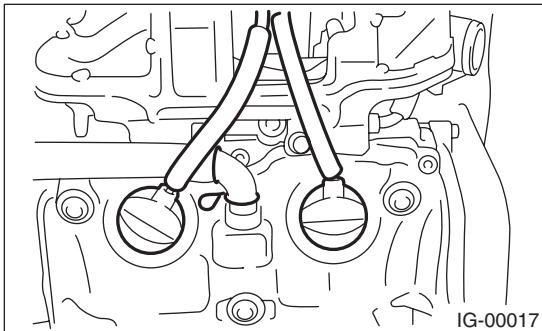
1. RH SIDE

- 1) Disconnect the ground cable from the battery.

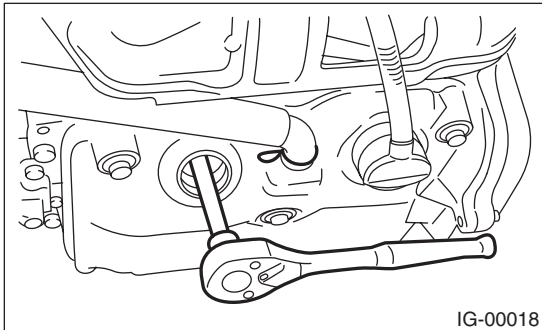


- 2) Remove the air cleaner case. <Ref. to IN (H4SO)-5, REMOVAL, Air Cleaner Case.>

- 3) Remove the spark plug cords by pulling the boot. (Do not pull the cord itself.)

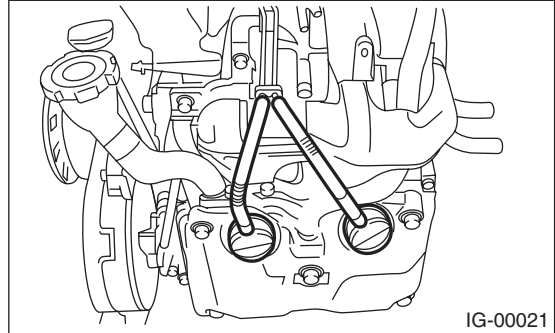


- 4) Remove the spark plug with a spark plug socket.

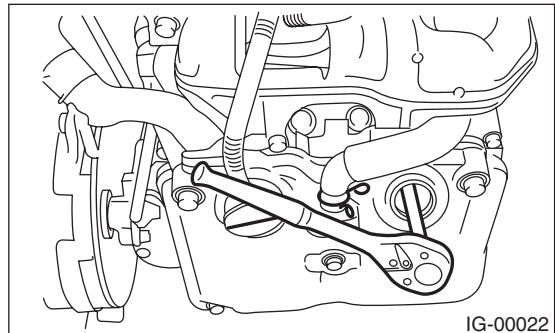


2. LH SIDE

- 1) Remove the battery.
- 2) Remove the spark plug cords by pulling the boot. (Do not pull the cord itself.)



- 3) Remove the spark plug with a spark plug socket.



B: INSTALLATION

1. RH SIDE

Install in the reverse order of removal.

Tightening torque:

21 N·m (2.1 kgf-m, 15.2 ft-lb)

NOTE:

The tightening torque described above should be applied to only new spark plugs without oil on their threads.

In case their threads are lubricated, the torque should be reduced by approx. 1/3 of the specified torque in order to avoid over-stressing.

2. LH SIDE

Install in the reverse order of removal.

Tightening torque:

21 N·m (2.1 kgf-m, 15.2 ft-lb)

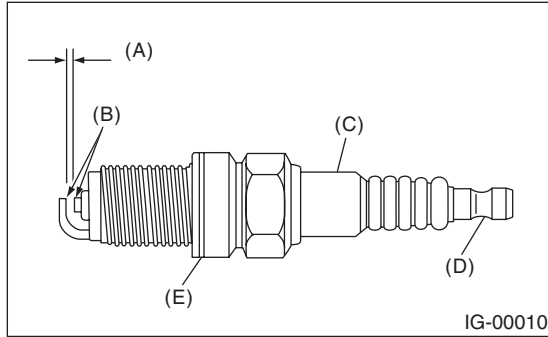
NOTE:

The tightening torque described above should be applied to only new spark plugs without oil on their threads.

In case their threads are lubricated, the torque should be reduced by approx. 1/3 of the specified torque in order to avoid over-stressing.

C: INSPECTION

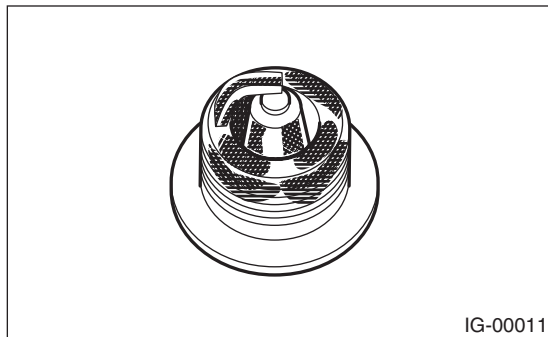
Check the electrodes and inner and outer ceramic insulator of plugs, noting the type of deposits and the degree of electrode erosion.



- (A) Spark plug gap
- (B) Carbon accumulation or wear
- (C) Crack
- (D) Damage
- (E) Damaged gasket

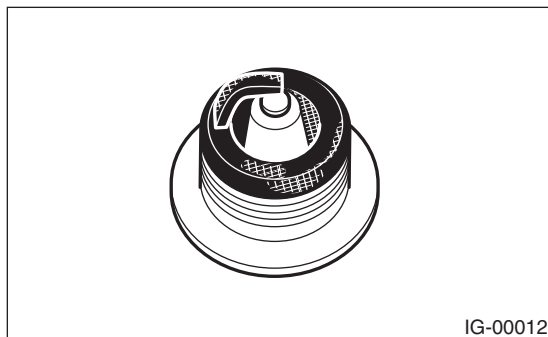
1) Normal:

Brown to grayish-tan deposits and slight electrode wear indicate correct spark plug heat range.



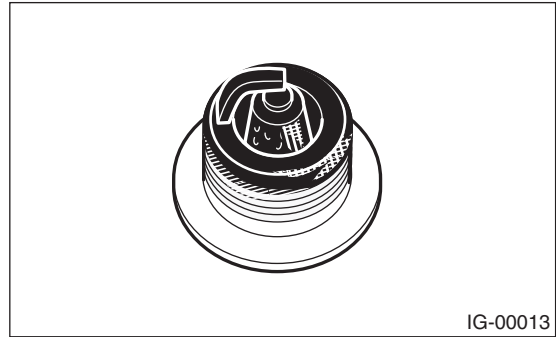
2) Carbon fouled:

Dry fluffy carbon deposits on insulator and electrode are mostly caused by slow speed driving in the city, weak ignition, too rich fuel mixture, dirty air cleaner, etc.



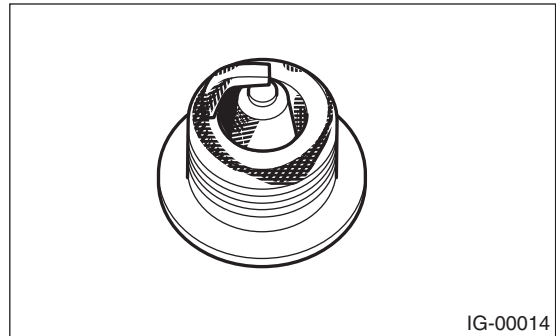
3) Oil fouled:

Wet black deposits show oil entrance into combustion chamber through worn rings or increased clearance between valve guides and stems.



4) Overheating:

White or light gray insulator with black or brown spots and bluish burnt electrodes indicates engine overheating, incorrect ignition timing, improper fuel, or loose spark plugs.



D: ADJUSTMENT

Clean the spark plugs using a wire brush. Clean and remove the carbon or oxide deposits. But do not wear away ceramic insulator at this time. If deposits are too stubborn, replace the spark plugs.

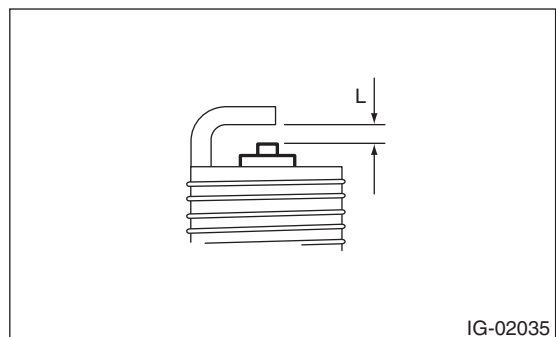
After cleaning the spark plugs, measure the spark plug gap using a gap gauge.

NOTE:

Do not use a plug cleaner because the spark plugs are applied with platinum tip.

Spark plug gap: L

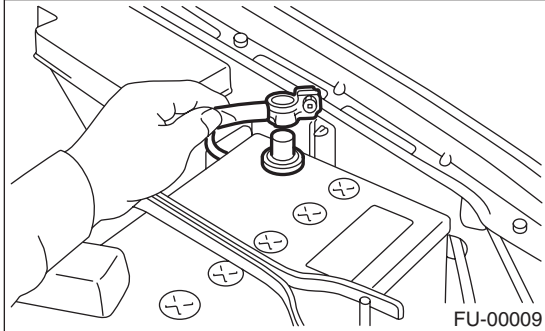
1.0 — 1.1 mm (0.039 — 0.043 in)



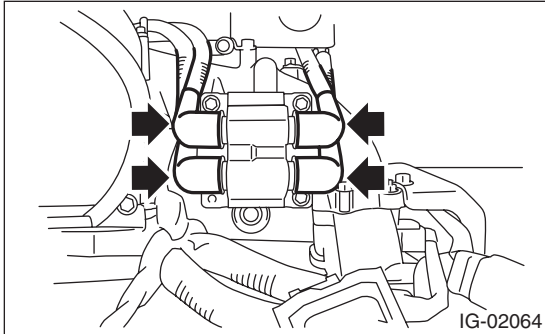
3. Ignition Coil and Ignitor Assembly

A: REMOVAL

1) Disconnect the ground cable from the battery.

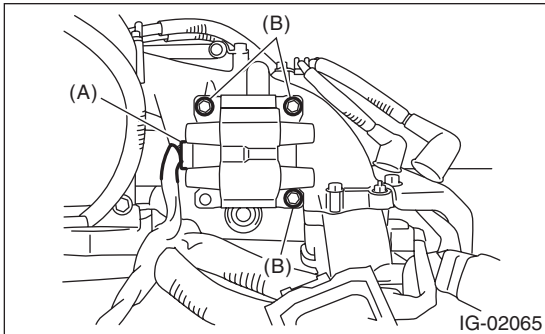


2) Disconnect the spark plug cords from ignition coil and ignitor assembly.



3) Disconnect the connector (A) from ignition coil and ignitor assembly.

4) Remove the bolt (B) which secures the ignition coil and ignitor assembly to intake manifold.



B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:

6.4 N·m (0.65 kgf-m, 4.7 ft-lb)

CAUTION:

Connect the spark plug cords to correct positions. Failure to do so will damage the unit.

C: INSPECTION

Check the following items using a tester. Replace if defective.

- Secondary coil resistance

CAUTION:

- If the resistance is extremely low, it indicates the presence of a short-circuit.
- Ignitor is integrated with the coil. Therefore the resistance of primary side coil cannot be measured.

Specified resistance:

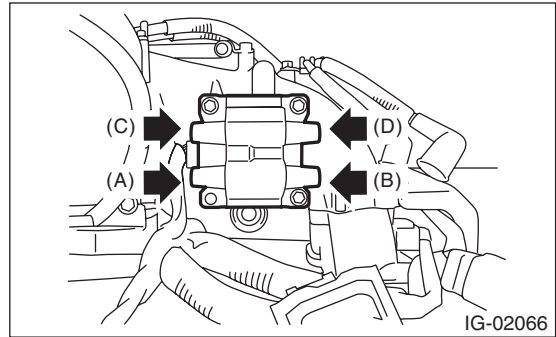
[Secondary side]

Between (A) and (B)

11.2 kΩ±15%

Between (C) and (D)

11.2 kΩ±15%



4. Spark Plug Cord

A: INSPECTION

Check the following items.

- Damage to cords, deformation, burning or rust formation of terminals
- Resistance value of cords

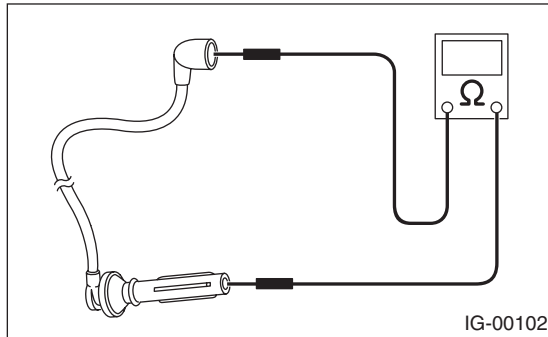
Specified resistance:

#1 cord: 7.1 — 12.1 k Ω

#2 cord: 12.1 — 19.9 k Ω

#3 cord: 7.7 — 13.0 k Ω

#4 cord: 12.3 — 20.2 k Ω



Spark Plug Cord

IGNITION

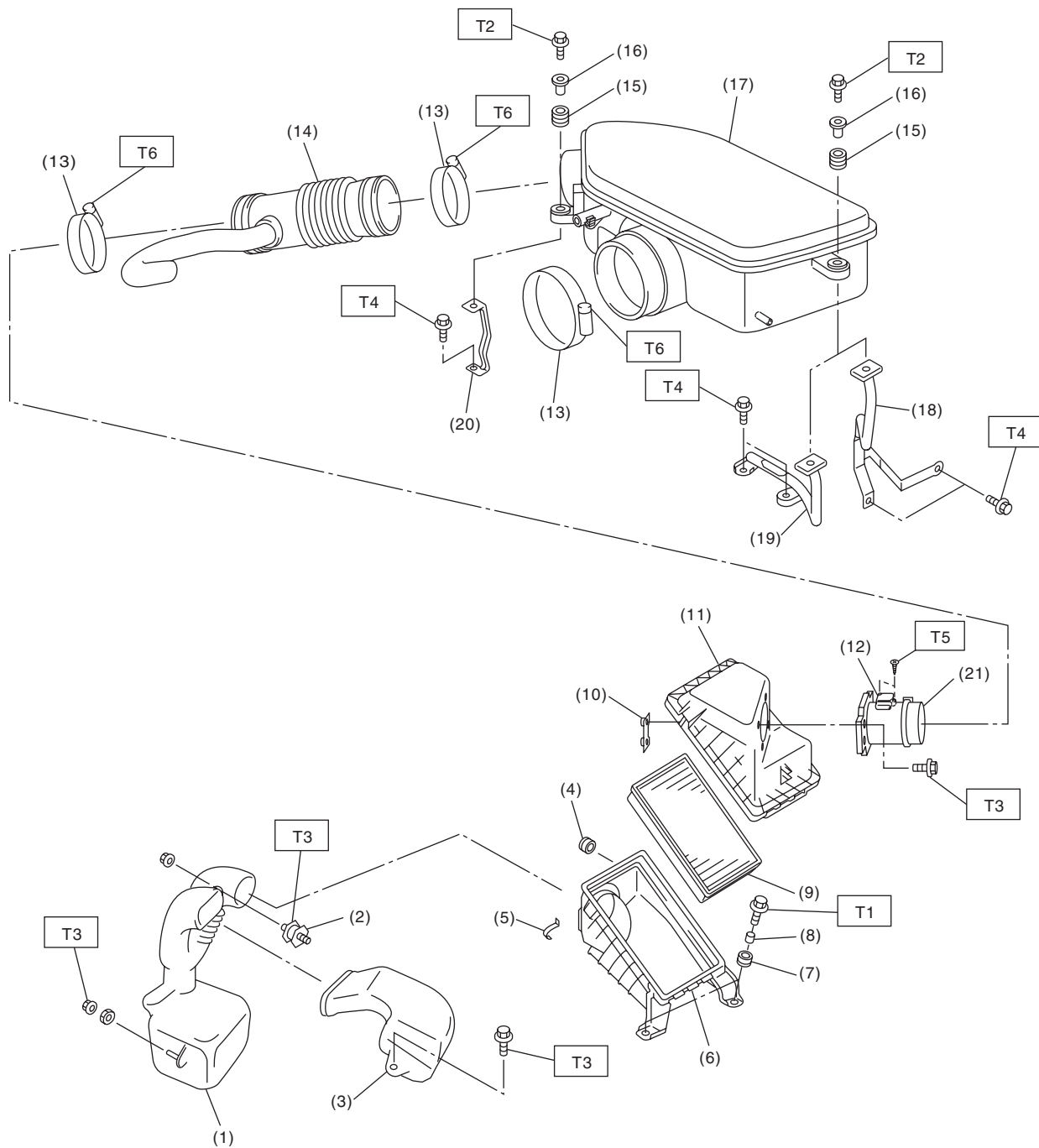
IG(H4SO)-8

General Description

INTAKE (INDUCTION)

1. General Description

A: COMPONENT



IN-02202

General Description

INTAKE (INDUCTION)

(1) Resonator chamber	(11) Air cleaner upper cover (with a HC adsorption filter: U5 model)	(20) Stay RH
(2) Cushion		(21) Duct
(3) Air intake duct	(12) Air flow sensor	
(4) Cushion	(13) Clamp	
(5) Clip	(14) Intake duct	
(6) Air cleaner lower case	(15) Cushion	
(7) Cushion	(16) Spacer	
(8) Spacer	(17) Air intake chamber	
(9) Air cleaner element	(18) Stay LH (MT model)	
(10) Guide	(19) Stay LH (AT model)	

Tightening torque: N·m (kgf-m, ft-lb)

T1: 33 (3.4, 24.6)

T2: 6.5 (0.66, 4.8)

T3: 7.5 (0.76, 5.5)

T4: 16 (1.6, 11.6)

T5: 1.0 (0.10, 0.7)

T6: 3.0 (0.3, 2.1)

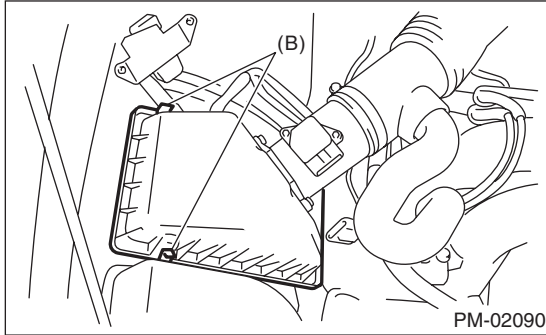
B: CAUTION

- Wear appropriate work clothing, including a cap, protective goggles and protective shoes when performing any work.
- Remove contamination including dirt and corrosion before removal, installation or disassembly.
- Keep the disassembled parts in order and protect them from dust and dirt.
- Before removal, installation or disassembly, be sure to clarify the failure. Avoid unnecessary removal, installation, disassembly and replacement.
- Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.
- Be sure to tighten fasteners including bolts and nuts to the specified torque.
- Place shop jacks or rigid racks at the specified points.
- Before disconnecting connectors of sensors or units, be sure to disconnect the ground cable from the battery.

2. Air Cleaner Element

A: REMOVAL

1) Remove the clips (B) on air cleaner case.



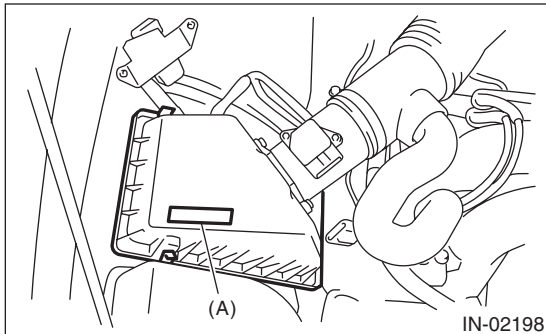
2) Remove the air cleaner element.

B: INSTALLATION

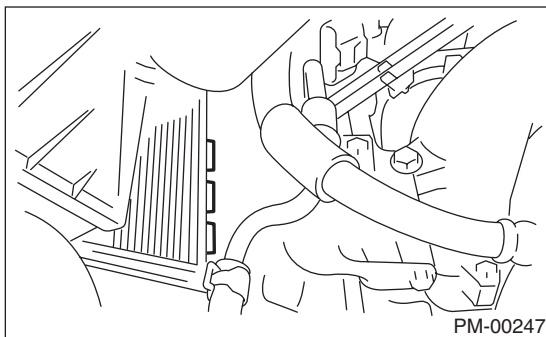
Install in the reverse order of removal.

NOTE:

- The air cleaner element differs depending on the destination market. For the specification of U5 model, refer to the NOTE (A) on the upper side of air cleaner upper cover.



- Fasten with a clip after inserting the lower tab of case.



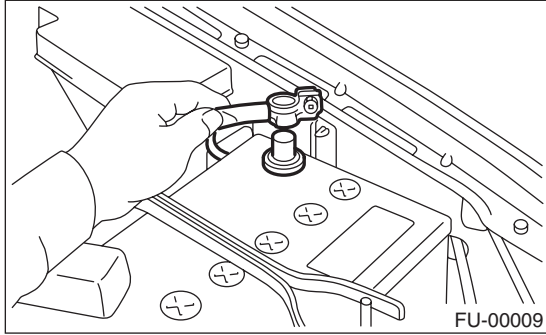
C: INSPECTION

- 1) Replace with a new part if the air cleaner element is extremely damaged or dirty.
- 2) Replace the air cleaner upper cover when the HC adsorption filter is damaged. (U5 model)

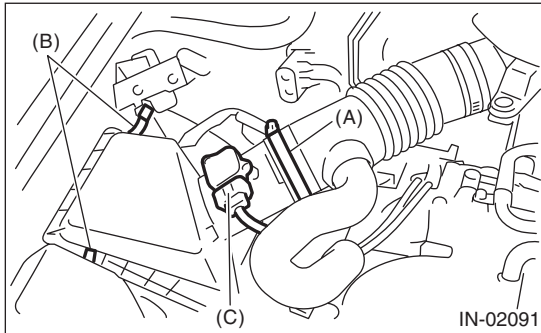
3. Air Cleaner Case

A: REMOVAL

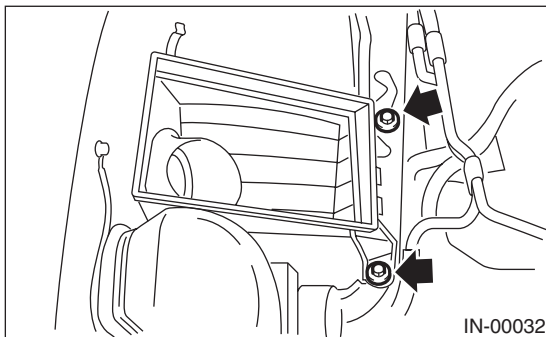
- 1) Disconnect the ground cable from the battery.



- 2) Loosen the clamps (A) which connect the air cleaner case and the intake duct.
- 3) Remove the clips (B) from air cleaner case.
- 4) Disconnect the connector (C) from mass air flow and intake air temperature sensor.



- 5) Remove the intake duct and upper cover from air cleaner case.
- 6) Remove the air cleaner element.
- 7) Remove the bolts which install air cleaner case to vehicle body.



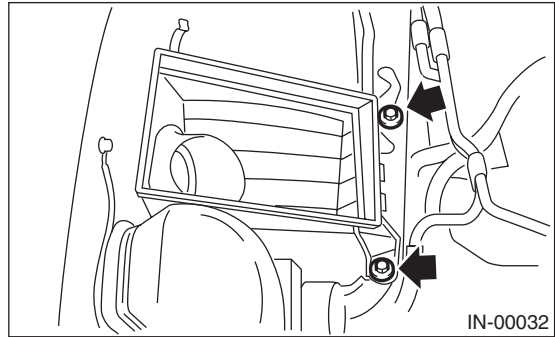
- 8) Remove the air cleaner case.

B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:

33 N·m (3.4 kgf-m, 24.6 ft-lb)



C: INSPECTION

- 1) Check for cracks or loose connection.
- 2) Replace the air cleaner upper cover when the duct is damaged. (U5 model)

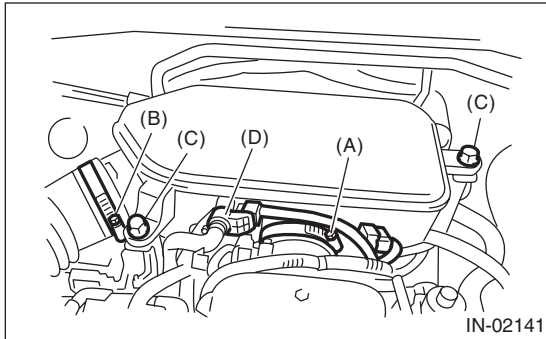
NOTE:

Do not remove the duct as it cannot be reinstalled. (U5 model)

4. Air Intake Chamber

A: REMOVAL

- 1) Loosen the clamp (A) which connects air intake chamber to throttle body.
- 2) Loosen the clamp (B) which connects the duct to air intake chamber.
- 3) Remove the bolt (C) which secures air intake chamber to the stay.
- 4) Disconnect the connector (D).



- 5) Disconnect the blow-by hoses, and then remove air intake chamber.

B: INSTALLATION

Install in the reverse order of removal.

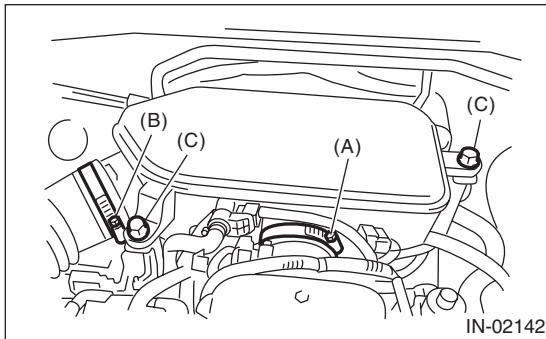
Tightening torque:

Clamp (A), (B)

3.0 N·m (0.3 kgf-m, 2.1 ft-lb)

Bolt (C)

6.5 N·m (0.66 kgf-m, 4.8 ft-lb)



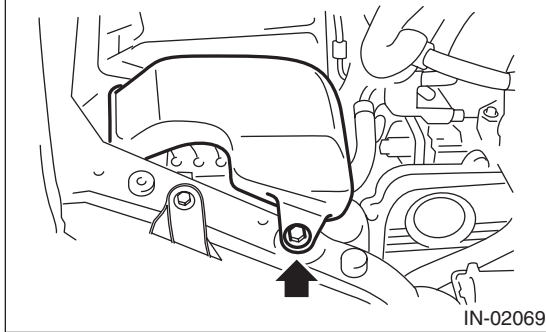
C: INSPECTION

- 1) Check for cracks or loose connection.
- 2) Inspect that no foreign objects are mixed in the air intake chamber.

5. Air Intake Duct

A: REMOVAL

- 1) Remove the bolts which install the air intake duct on the front side of body.
- 2) Remove the air intake duct.



B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:

7.5 N·m (0.76 kgf-m, 5.5 ft-lb)

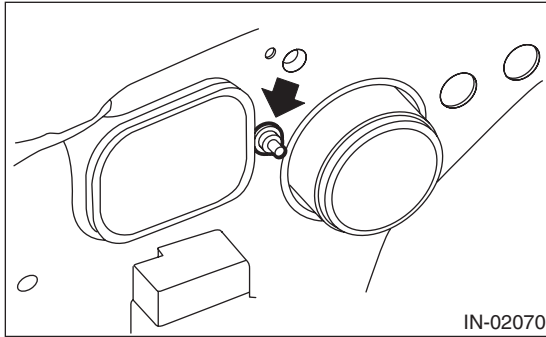
C: INSPECTION

- 1) Check for cracks or loose connection.
- 2) Inspect that no foreign objects in the air intake duct.

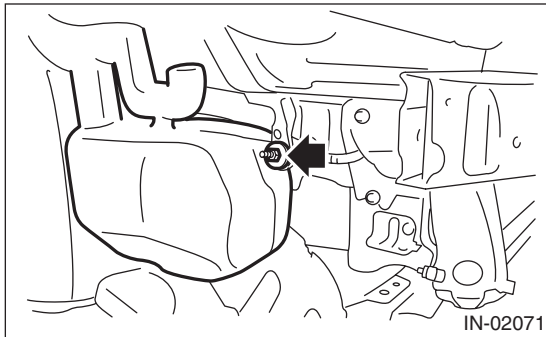
6. Resonator Chamber

A: REMOVAL

- 1) Set the vehicle on a lift.
- 2) Remove the air intake duct.
- 3) Remove the air cleaner lower case.
<Ref. to IN (H4SO)-5, REMOVAL, Air Cleaner Case.>
- 4) Remove the resonator chamber attaching bolts on the right side of the engine room.



- 5) Remove the front wheel RH, and lift-up the vehicle.
- 6) Remove the front mudguard RH.
- 7) Remove the resonator chamber from the inside front fender.



B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:

7.5 N·m (0.76 kgf-m, 5.5 ft-lb)

C: INSPECTION

- 1) Check for cracks or loose connection.
- 2) Check that no foreign objects are mixed in the resonator.

General Description

LUBRICATION

1. General Description

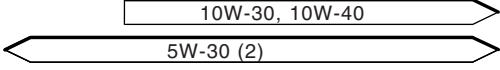
A: SPECIFICATION

Lubrication method				Forced lubrication	
Oil pump	Pump type			Trochoid type	
	Number of teeth	Inner rotor		9	
		Outer rotor		10	
	Outer rotor diameter × thickness			78 × 10 mm (3.07 × 0.39 in)	
	Tip clearance between inner and outer rotors	Specification		0.04 — 0.14 mm (0.0016 — 0.0055 in)	
		Limit		0.18 mm (0.0071 in)	
	Side clearance between inner rotor and pump case	Specification		0.02 — 0.07 mm (0.0008 — 0.0028 in)	
		Limit		0.12 mm (0.0047 in)	
	Case clearance between outer rotor and pump case	Specification		0.10 — 0.175 mm (0.0039 — 0.0069 in)	
		Limit		0.20 mm (0.0079 in)	
	Performance (Oil temperature 80°C (176°F))	600 rpm	Discharge pressure	98 kPa (1.0 kgf/cm ² , 14 psi)	
			Discharge rate	4.6 ℓ (4.9 US qt, 4.0 Imp qt)/min.	
		5,000 rpm	Discharge pressure	294 kPa (3.0 kgf/cm ² , 43 psi)	
Discharge rate			47.0 ℓ (49.7 US qt, 41.4 Imp qt)/min.		
Relief valve working pressure				588 kPa (6.0 kgf/cm ² , 85 psi)	
Oil filter	Filter type			Full-flow filter type	
	Filtration area	Outer diameter: 68 mm (2.68 in)		800 cm ² (124 sq in)	
		Outer diameter: 65 mm (2.56 in)		470 cm ² (73 sq in)	
	By-pass valve opening pressure			160 kPa (1.63 kgf/cm ² , 23.2 psi)	
	Outer diameter × width	Outer diameter: 68 mm (2.68 in)		68 × 65 mm (2.68 × 2.56 in)	
		Outer diameter: 65 mm (2.56 in)		65 × 74.4 mm (2.56 × 2.93 in)	
	Installation bolt specifications			M 20 × 1.5	
Oil pressure switch	Type			Immersed contact point type	
	Operating voltage — wattage			12 V — 3.4 W or less	
	Warning light operating pressure			14.7 kPa (0.15 kgf/cm ² , 2.1 psi)	
	Proof pressure			981 kPa (10 kgf/cm ² , 142 psi) or more	
Engine oil	Capacity (at overhaul)	Non-turbo		5.0 ℓ (5.4 US qt, 4.5 Imp qt)	
		Turbo		5.0 ℓ (5.4 US qt, 4.5 Imp qt)	
	When replacing engine oil and oil filter	Non-turbo		4.2 ℓ (4.4 US qt, 3.7 Imp qt)	
		Turbo		4.3 ℓ (4.5 US qt, 3.8 Imp qt)	
	When replacing engine oil only	Non-turbo		4.0 ℓ (4.2 US qt, 3.5 Imp qt)	
		Turbo		4.0 ℓ (4.2 US qt, 3.5 Imp qt)	

Recommended oil:

Items having the API standard SM “Energy Conserving” logo

ILSAC standard GF-4 “starburst mark” displayed on container top.

SAE (1)						
(°C)	-30	-20	-15	0	15	30 40
(°F)	-22	-4	5	32	59	86 104
						
LU-02203						

(1) SAE viscosity No. and applicable temperature

(2) Recommended

CAUTION:

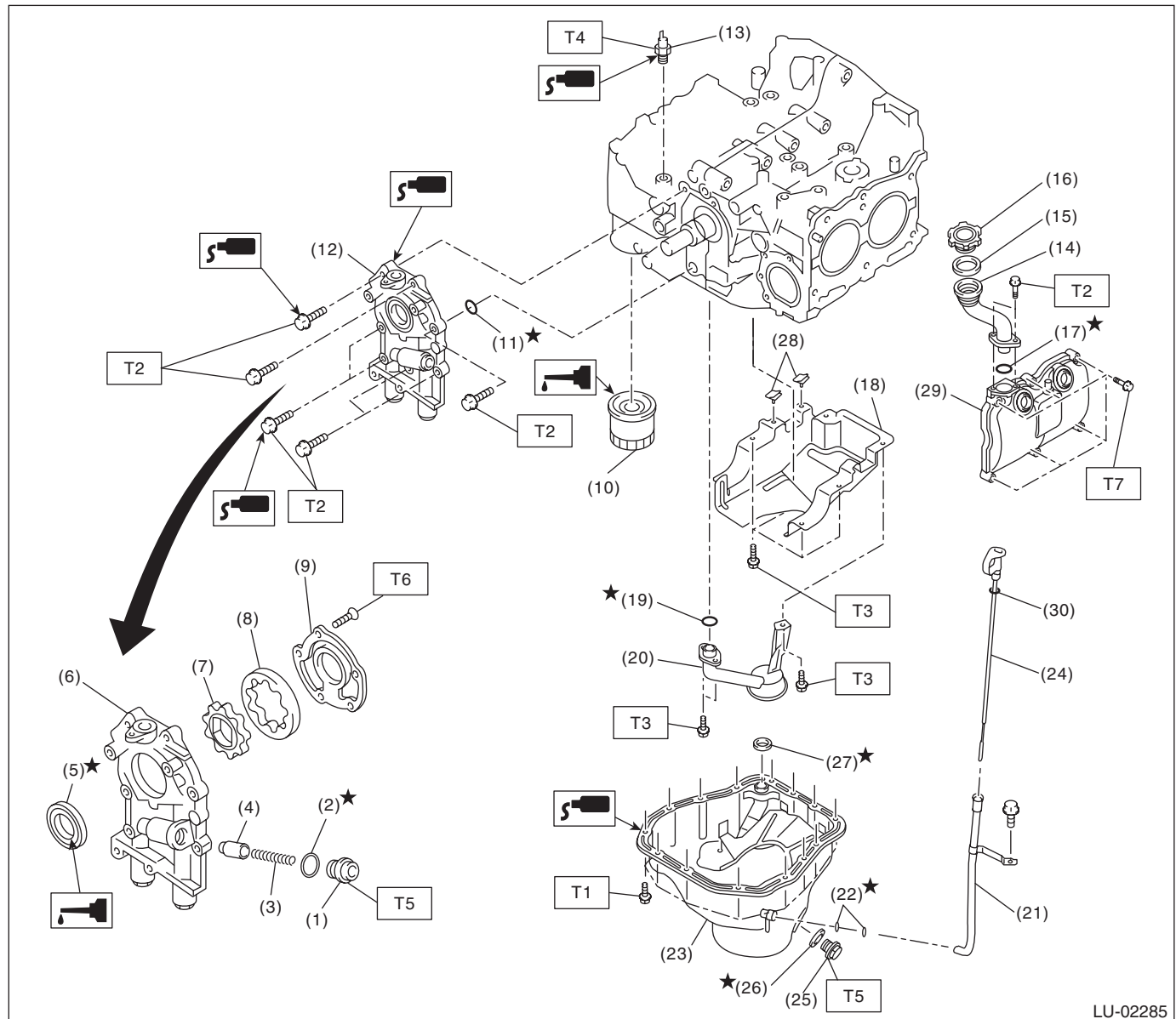
It is acceptable to fill an engine with oil of another name when replacing oil, but use an API standard specified by Subaru or one that has SAE viscosity number.

NOTE:

Use an oil with the viscosity shown below if the vehicle is used in regions of high temperature, or in severe environments. API standard: SM or SL
SAE viscosity No.: 30, 40, 10W-50, 20W-40, 20W-50

B: COMPONENT

1. NON-TURBO MODEL



(1) Plug	(15) O-ring
(2) Gasket	(16) Oil filler cap
(3) Relief valve spring	(17) O-ring
(4) Relief valve	(18) Baffle plate
(5) Oil seal	(19) O-ring
(6) Oil pump case	(20) Oil strainer
(7) Inner rotor	(21) Oil level gauge guide
(8) Outer rotor	(22) O-ring
(9) Oil pump cover	(23) Oil pan
(10) Oil filter	(24) Oil level gauge
(11) O-ring	(25) Drain plug
(12) Oil pump ASSY	(26) Metal gasket
(13) Oil pressure switch	(27) Gasket
(14) Oil filler duct	

- (28) Seal
(29) Rocker cover
(30) O-ring

Tightening torque: N·m (kgf-m, ft-lb)

T1: 5 (0.5, 3.6)

T2: 6.4 (0.65, 4.7)

T3: 10 (1.0, 7.2)

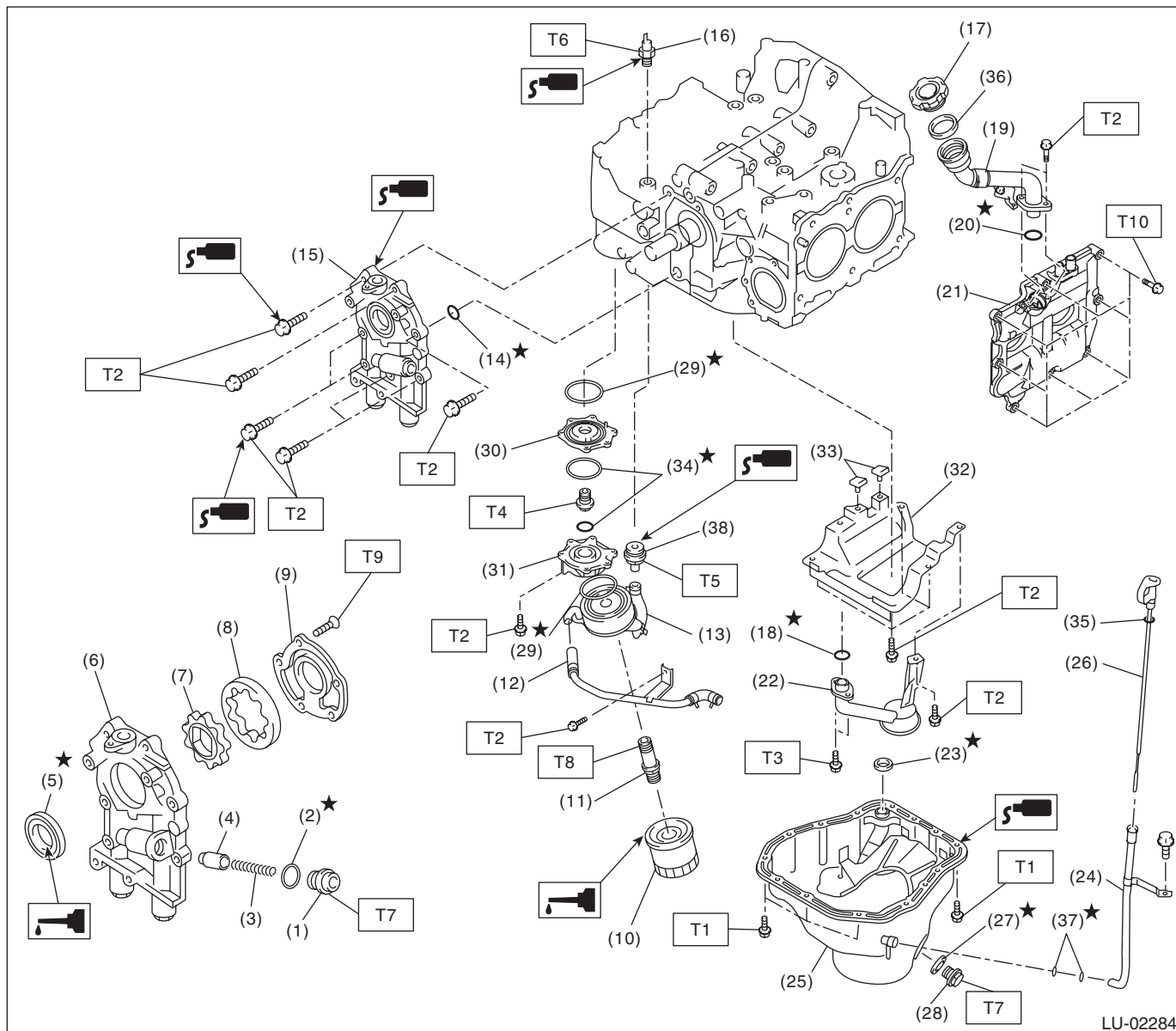
T4: 25 (2.5, 18.1)

T5: 44 (4.5, 32.5)

T6: 5.4 (0.55, 4.0)

**T7: <Ref. to ME(H4SO)-55, INSTAL-
LATION, Camshaft.>**

2. TURBO MODEL



General Description

LUBRICATION

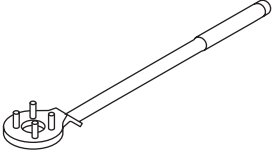
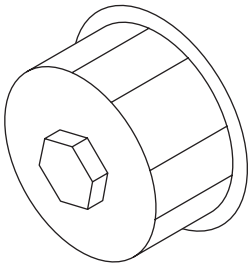
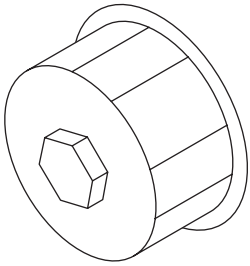
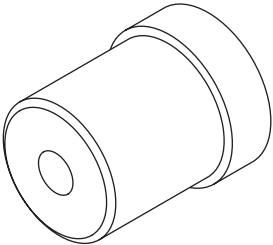
(1) Plug	(18) O-ring	(35) O-ring
(2) Gasket	(19) Oil filler duct	(36) O-ring
(3) Relief valve spring	(20) O-ring	(37) O-ring
(4) Relief valve	(21) Rocker cover	(38) Plug
(5) Oil seal	(22) Oil strainer	
(6) Oil pump case	(23) Gasket	
(7) Inner rotor	(24) Oil level gauge guide	
(8) Outer rotor	(25) Oil pan	
(9) Oil pump cover	(26) Oil level gauge	
(10) Oil filter	(27) Metal gasket	
(11) Oil cooler connector	(28) Drain plug	
(12) Water by-pass pipe	(29) Gasket	
(13) Oil cooler	(30) Adapter (1)	
(14) O-ring	(31) Adapter (2)	
(15) Oil pump ASSY	(32) Baffle plate	
(16) Oil pressure switch	(33) Seal	
(17) Oil filler cap	(34) O-ring	

Tightening torque: N·m (kgf-m, ft-lb)**T1: 5 (0.5, 3.6)****T2: 6.4 (0.65, 4.7)****T3: 10 (1.0, 7.2)****T4: 45 (4.6, 33.2)****T5: 69 (7.0, 51)****T6: 25 (2.5, 18.1)****T7: 44 (4.5, 32.5)****T8: 54 (5.5, 40)****T9: 5.4 (0.55, 4.0)****T10: <Ref. to ME(H4DOTC)-55,
INSTALLATION, Camshaft.>**

C: CAUTION

- Wear appropriate work clothing, including a cap, protective goggles and protective shoes when performing any work.
- Remove contamination including dirt and corrosion before removal, installation or disassembly.
- Keep the disassembled parts in order and protect them from dust and dirt.
- Before removal, installation or disassembly, be sure to clarify the failure. Avoid unnecessary removal, installation, disassembly and replacement.
- Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.
- Be sure to tighten fasteners including bolts and nuts to the specified torque.
- Place shop jacks or rigid racks at the specified points.
- Before disconnecting connectors of sensors or units, be sure to disconnect the ground cable from the battery.

D: PREPARATION TOOL

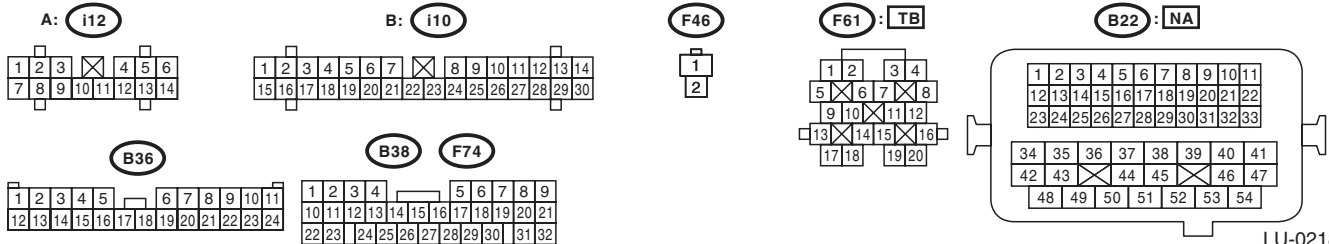
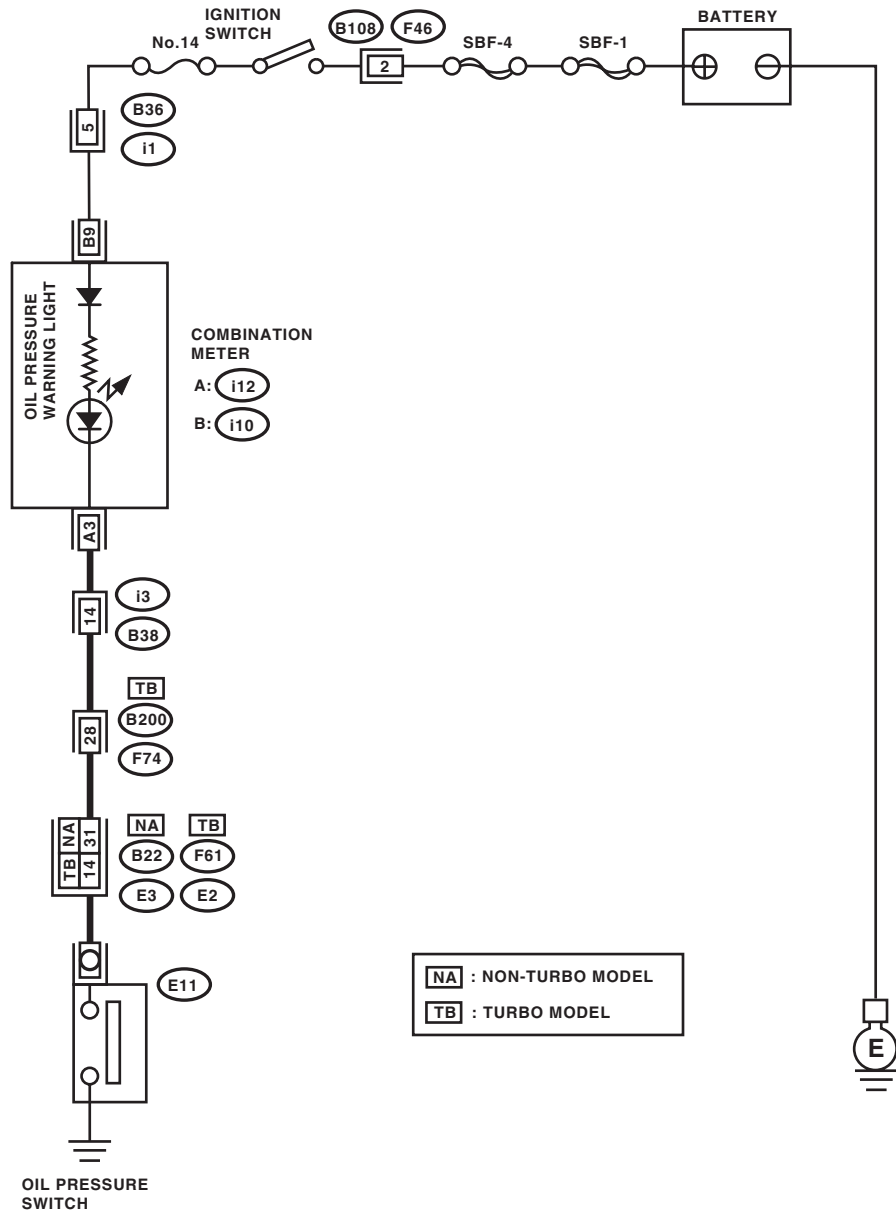
ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-499977100	499977100	CRANK PULLEY WRENCH	Used for stopping rotation of crank pulley when loosening and tightening the crank pulley bolt.
 ST18332AA000	18332AA000	OIL FILTER WRENCH	Used for removing and installing oil filter. (Outer diameter: 68 mm (2.68 in))
 ST18332AA010	18332AA010	OIL FILTER WRENCH	Used for removing and installing oil filter. (Outer diameter: 65 mm (2.56 in))
 ST-499587100	499587100	OIL SEAL INSTALLER	Used for installing oil seal into oil pump.

Oil Pressure System

LUBRICATION

2. Oil Pressure System

A: WIRING DIAGRAM



B: INSPECTION

Step	Check	Yes	No
1 CHECK COMBINATION METER. 1) Turn the ignition switch to ON (engine OFF). 2) Check other warning lights.	Does the warning light illuminate?	Go to step 2.	Repair or replace the combination meter. <Ref. to IDI-3, INSPECTION, Combination Meter System.>
2 CHECK THE HARNESS CONNECTOR BETWEEN THE COMBINATION METER AND THE OIL PRESSURE SWITCH. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from oil pressure switch. 3) Turn the ignition switch to ON. 4) Measure the voltage of harness between oil pressure switch connector and chassis ground. Connector & terminal (E11) No. 1 (+) — Chassis ground (-):	Is the voltage 10 V or more?	Replace the oil pressure switch.	Go to step 3.
3 CHECK COMBINATION METER. 1) Turn the ignition switch to OFF. 2) Remove the combination meter. 3) Measure the resistance of combination meter. Terminals (i10) No. 9 — (i12) No. 3:	Is the resistance less than 10 Ω ?	Replace the harness connector between the combination meter and the oil pressure switch.	Repair or replace the combination meter. <Ref. to IDI-3, INSPECTION, Combination Meter System.>

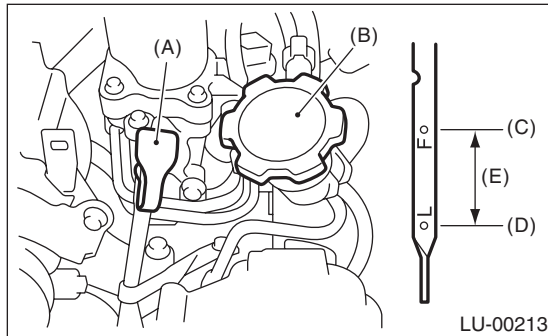
3. Engine Oil

A: INSPECTION

- 1) Park the vehicle on a level surface.
- 2) Remove the oil level gauge and wipe away the oil.
- 3) Reinsert the level gauge all the way. Be sure that the level gauge is correctly inserted and properly orientated.
- 4) Remove it again and note the reading. If the engine oil level is below "L" line, add oil to bring the level up to "F" line.
- 5) After turning off the engine, wait a few minutes for the oil to return to the oil pan before checking the level.
- 6) Just after driving or while the engine is warm, engine oil level shows in the range between "F" line and cutout portion. This is caused by thermal expansion of engine oil.

NOTE:

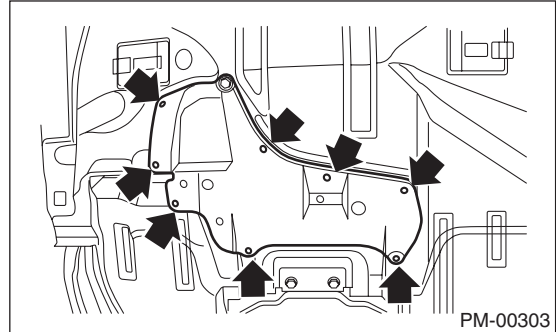
To prevent overfilling of engine oil, do not add oil above "F" line when the engine is cold.



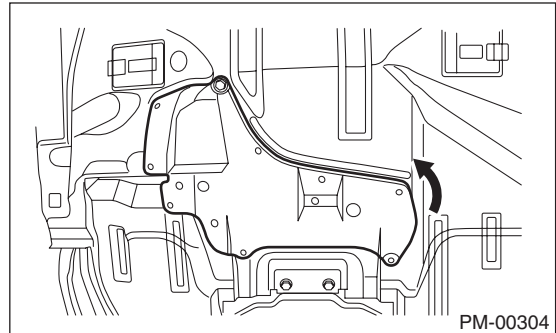
- (A) Oil level gauge
- (B) Engine oil filler cap
- (C) Upper level
- (D) Lower level
- (E) Approx. 1.0 ℓ (1.1 US qt, 0.9 Imp qt)

B: REPLACEMENT

- 1) Open the engine oil filler cap for quick draining of engine oil.
- 2) Lift-up the vehicle.
- 3) Remove the service hole clip located on the under cover.



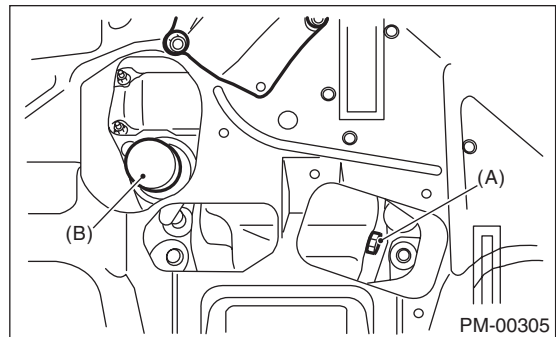
- 4) Rotate the service hole cover in the arrow direction.



- 5) Drain engine oil by loosening the engine oil drain plug.

NOTE:

Prepare the container for draining of engine oil.



- (A) Drain plug
- (B) Oil filter

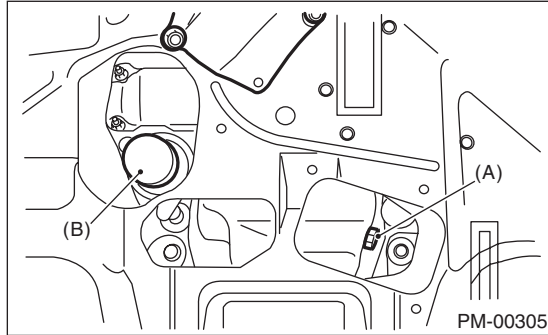
6) Tighten the engine oil drain plug after draining engine oil.

NOTE:

Use a new drain plug gasket.

Tightening torque:

44 N·m (4.5 kgf-m, 32.5 ft-lb)



(A) Drain plug

(B) Oil filter

7) Install the service hole cover.

8) Using engine oil of proper quality and viscosity, fill engine oil through the oil filler duct to the upper level on level gauge. Make sure that the vehicle is parked on a level surface when checking oil level.

Recommended oil

<Ref. to LU (H4SO)-2, SPECIFICATION, General Description.>

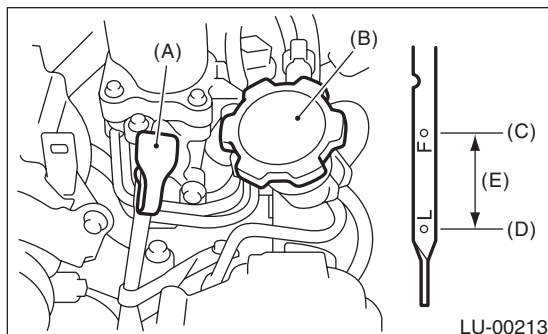
Engine oil capacity:

<Ref. to LU (H4SO)-2, SPECIFICATION, General Description.>

9) Close the engine oil filler cap.

10) Start the engine and warm it up for a time.

11) After the engine stops, recheck the oil level. If necessary, add engine oil up to the upper level on level gauge.



(A) Oil level gauge

(B) Engine oil filler cap

(C) Upper level

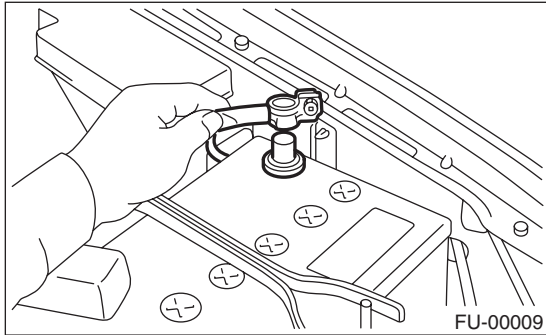
(D) Lower level

(E) Approx. 1.0 ℓ (1.1 US qt, 0.9 Imp qt)

4. Oil Pump

A: REMOVAL

1) Disconnect the ground cable from the battery.

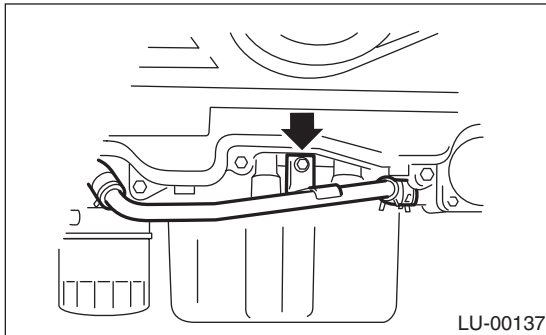


2) Remove the collector cover. (Turbo model)

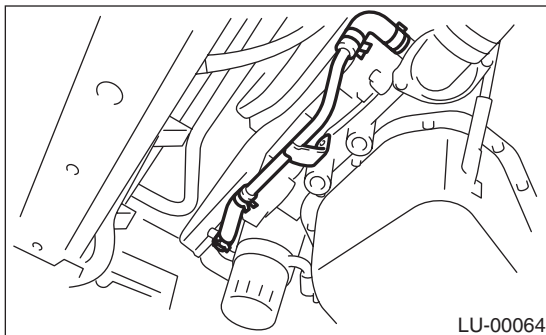
3) Lift-up the vehicle.

4) Remove the under cover.

5) Remove the bolts which install water pipe of oil cooler to oil pump. (Turbo model)

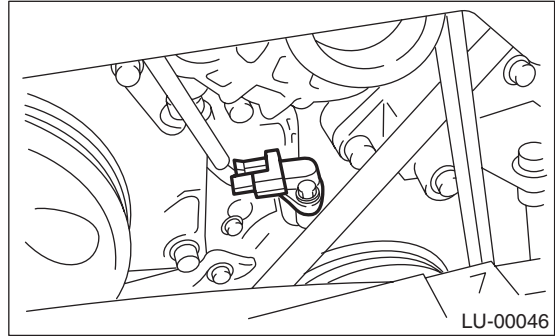


6) Remove the water pipe and hoses between oil cooler and water pump. (Turbo model)



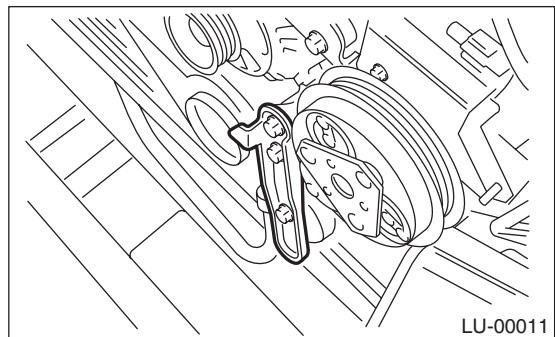
7) Remove the radiator. <Ref. to CO(H4SO)-27, REMOVAL, Radiator.>

8) Remove the crankshaft position sensor.



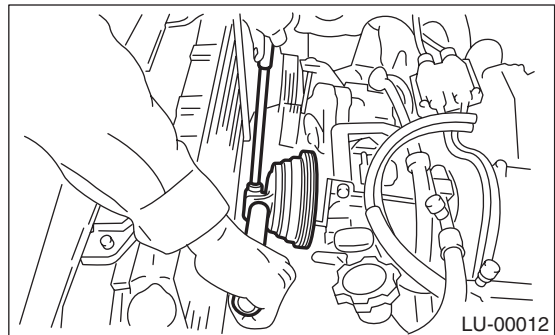
9) Remove the V-belts. (Non-turbo model) <Ref. to ME(H4SO)-40, REMOVAL, V-belt.> (Turbo model) <Ref. to ME(H4DOTC)-40, REMOVAL, V-belt.>

10) Remove the V-belt tensioner.



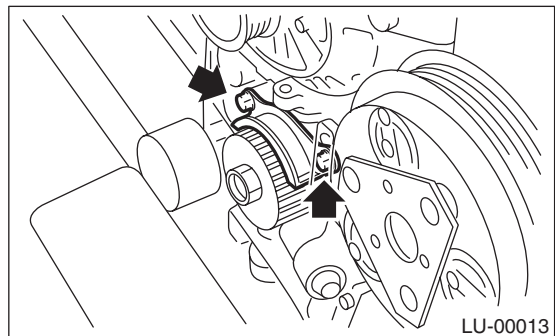
11) Remove the crank pulley using ST.

ST 499977100 CRANK PULLEY WRENCH

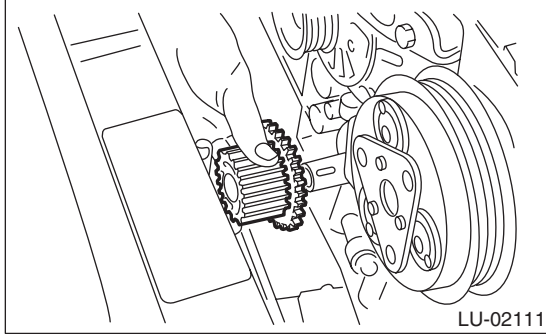


12) Remove the water pump. <Ref. to CO(H4SO)-20, REMOVAL, Water Pump.>

13) Remove the timing belt guide. (MT model)



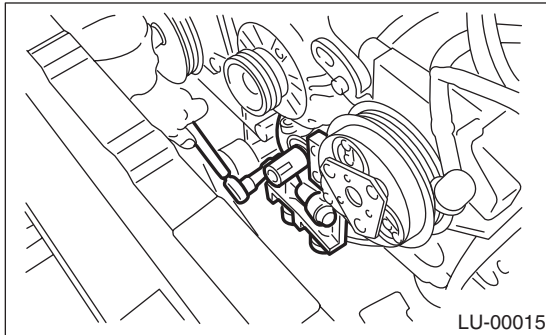
14) Remove the crank sprocket.



15) Remove the bolts which install oil pump onto cylinder block.

NOTE:

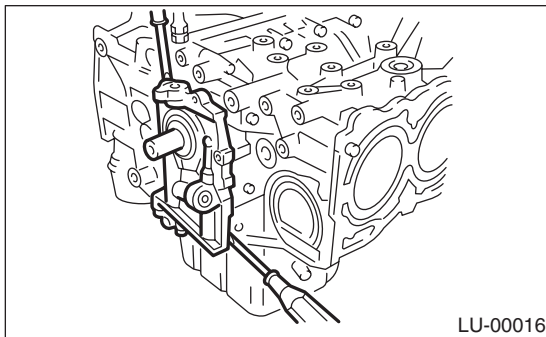
When disassembling and checking the oil pump, loosen the relief valve plug before removing the oil pump.



16) Remove the oil pump by using flat tip screwdriver.

CAUTION:

Be careful not to scratch mating surfaces of cylinder block and oil pump.



B: INSTALLATION

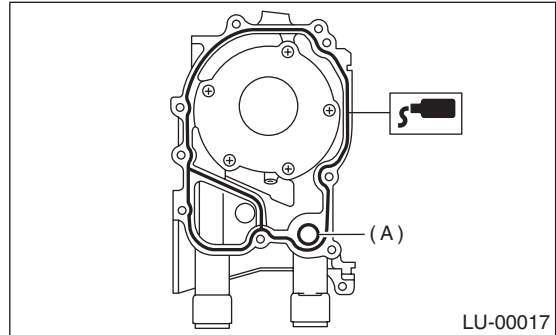
Install in the reverse order of removal.

Perform the following.

1) Apply liquid gasket to the mating surfaces of oil pump.

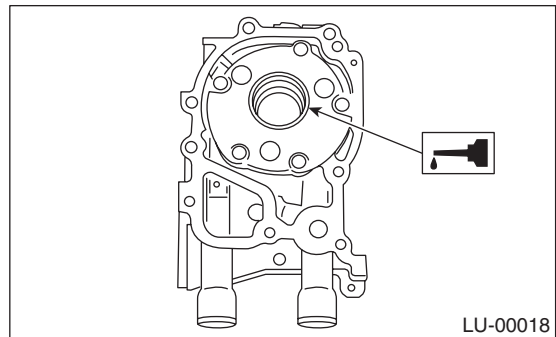
Liquid gasket:

THREE BOND 1215 (Part No. 004403007) or equivalent



2) Replace O-ring (A) with a new part.

3) Apply a coat of engine oil to the inside of oil seal.



4) Position the oil pump, aligning the notched area with crankshaft, and push the oil pump straight.

CAUTION:

- **Make sure the oil seal lip is not folded.**
- **Be careful not to scratch the oil seal when installing oil pump on cylinder block.**

5) Install the oil pump.

Oil Pump

LUBRICATION

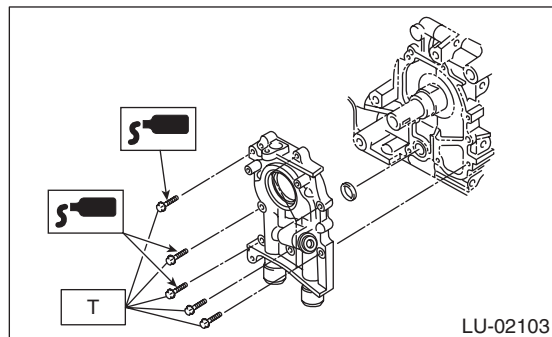
6) Apply liquid gasket to the three bolts thread shown in figure. (if the bolts are reused)

Liquid gasket:

THREE BOND 1324 (Part No. 004403042) or equivalent

Tightening torque:

6.4 N·m (0.65 kgf-m, 4.7 ft-lb)

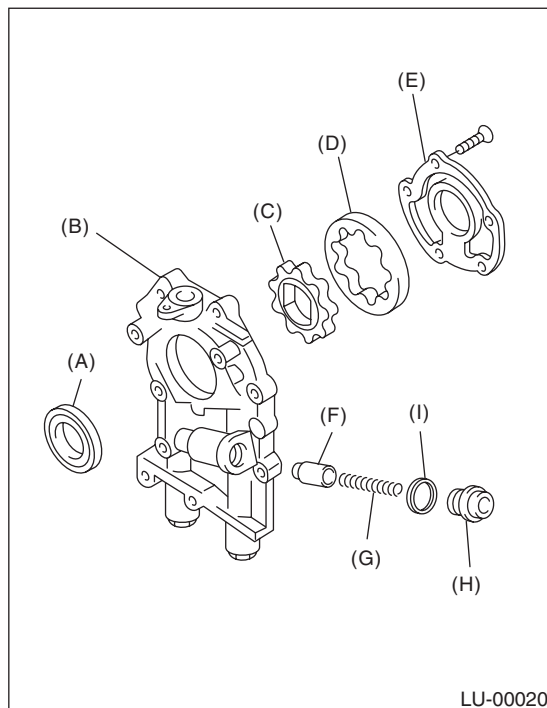


C: DISASSEMBLY

Remove the screw which secures oil pump cover and then disassemble oil pump. Inscribe alignment marks on the inner and outer rotors so that they can be replaced in their original positions during reassembly.

CAUTION:

Before disassembling the oil pump, remove the relief valve.



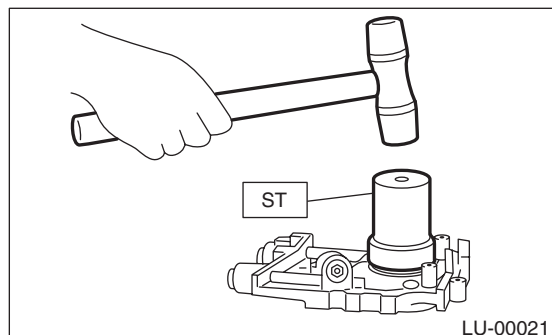
- (A) Oil seal
- (B) Oil pump case
- (C) Inner rotor
- (D) Outer rotor
- (E) Oil pump cover
- (F) Relief valve
- (G) Relief valve spring
- (H) Plug
- (I) Gasket

D: ASSEMBLY

1) Assemble the front oil seal by using ST.
ST 499587100 OIL SEAL INSTALLER

NOTE:

Use a new front oil seal.



2) Apply a coat of engine oil to inner and outer rotors.

3) Assemble the inner and outer rotors in their original positions.

4) Assemble the oil relief valve and install relief valve spring and plug.

NOTE:

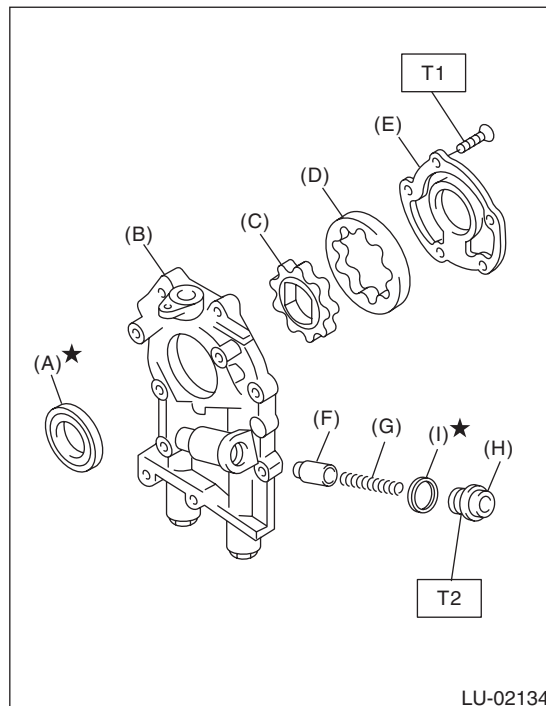
Use a new gasket.

5) Assemble the oil pump cover.

Tightening torque:

T1: 5.4 N·m (0.55 kgf-m, 4.0 ft-lb)

T2: 44 N·m (4.5 kgf-m, 32.5 ft-lb)



- (A) Oil seal
- (B) Pump case
- (C) Inner rotor
- (D) Outer rotor
- (E) Pump cover
- (F) Relief valve
- (G) Relief valve spring
- (H) Plug
- (I) Gasket

E: INSPECTION

1. TIP CLEARANCE

Measure the tip clearance of rotors. If the clearance exceeds the limit, replace rotors as a matched set.

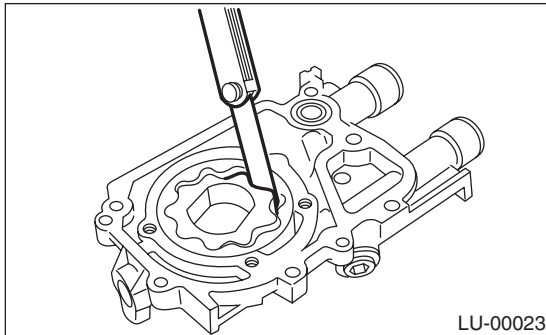
Tip clearance:

Specification:

0.04 — 0.14 mm (0.0016 — 0.0055 in)

Service limit:

0.18 mm (0.0071 in)



2. CASE CLEARANCE

Measure the clearance between outer rotor and oil pump case. If the clearance exceeds the limit, replace the rotor.

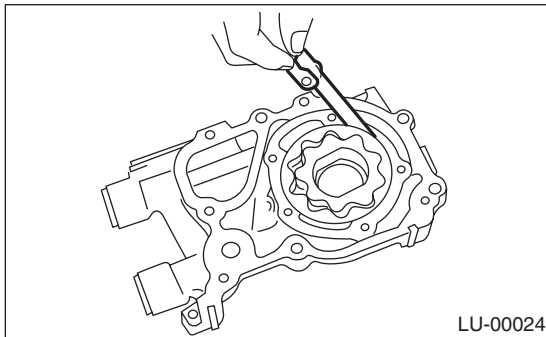
Case clearance:

Specification:

0.10 — 0.175 mm (0.0039 — 0.0069 in)

Service limit:

0.20 mm (0.0079 in)



3. SIDE CLEARANCE

Measure the clearance between oil pump inner rotor and oil pump cover. If the clearance exceeds the limit, replace rotor or oil pump case.

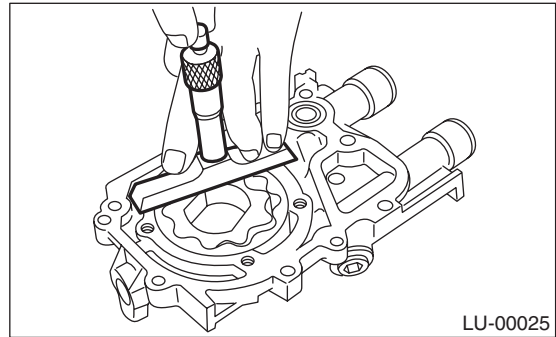
Side clearance:

Specification:

0.02 — 0.07 mm (0.0008 — 0.0028 in)

Service limit:

0.12 mm (0.0047 in)



4. OIL RELIEF VALVE

Check the valve for assembly condition and damage, and the relief valve spring for damage and deterioration. Replace the parts if defective.

Relief valve spring

Free length:

73.7 mm (2.902 in)

Installed length:

54.7 mm (2.154 in)

Load when installed:

93.1 N (9.49 kgf, 20.88 lb)

5. OIL PUMP CASE

Check the oil pump case for worn shaft hole, clogged oil passage, worn rotor chamber, cracks and other faults.

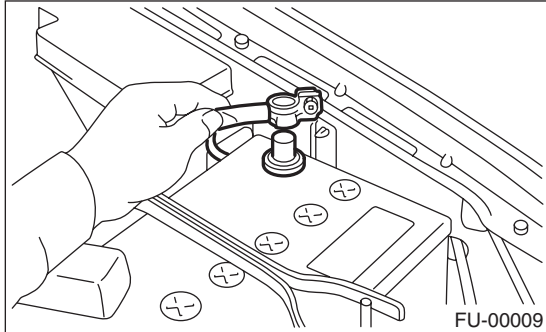
6. OIL SEAL

Check the oil seal lips for deformation, hardening, wear, etc. and replace if defective.

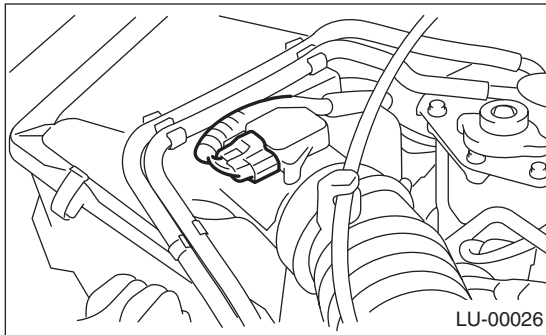
5. Oil Pan and Strainer

A: REMOVAL

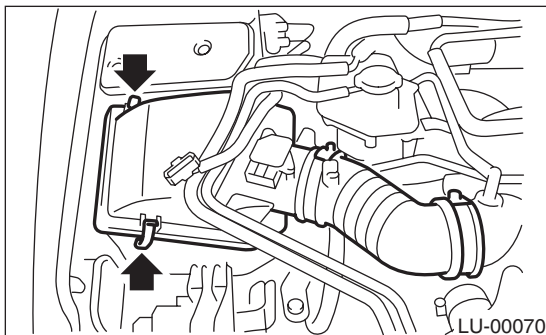
- 1) Set the vehicle on a lift.
- 2) Remove the front wheels.
- 3) Disconnect the ground cable from the battery.



- 4) Remove the collector cover. (Turbo model)
- 5) Disconnect the connector from the mass air flow and intake air temperature sensor.

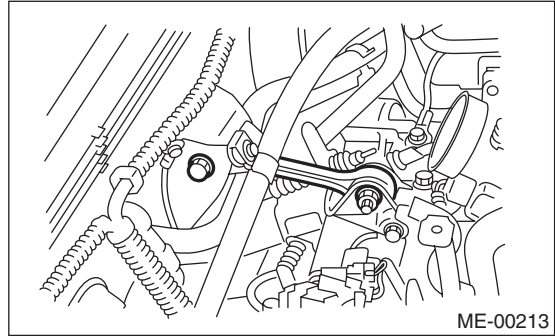


- 6) Remove the air intake duct and air cleaner case. (Non-turbo model) <Ref. to IN (H4SO)-7, REMOVAL, Air Intake Duct.> <Ref. to IN (H4SO)-5, REMOVAL, Air Cleaner Case.>
- 7) Remove the air intake boot and air cleaner upper cover. (Turbo model)

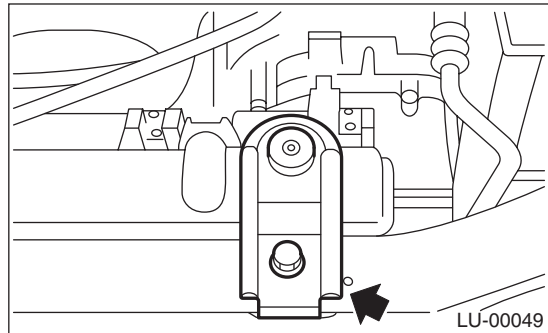


- 8) Remove the intercooler. (Turbo model) <Ref. to IN(H4DOTC)-11, REMOVAL, Intercooler.>

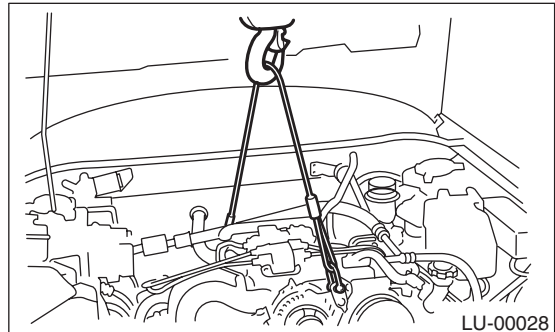
- 9) Remove the pitching stopper.



- 10) Remove the radiator upper brackets.



- 11) Support the engine with a lifting device and wire ropes.



- 12) Lift-up the vehicle.

CAUTION:

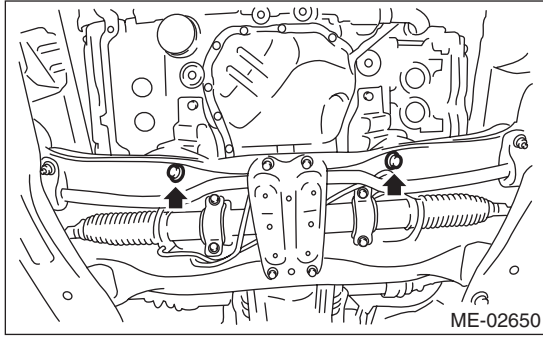
When lifting up the vehicle, raise up wire ropes at the same time.

- 13) Remove the under cover.
- 14) Drain the engine oil. <Ref. to LU (H4SO)-10, REPLACEMENT, Engine Oil.>
- 15) Remove the front and center exhaust pipes. (Non-turbo model) <Ref. to EX (H4SO)-4, REMOVAL, Front Exhaust Pipe.>

Oil Pan and Strainer

LUBRICATION

16) Remove the nuts which install front cushion rubber onto front crossmember.



17) Remove the bolts which install oil pan on cylinder block with the engine raised up.

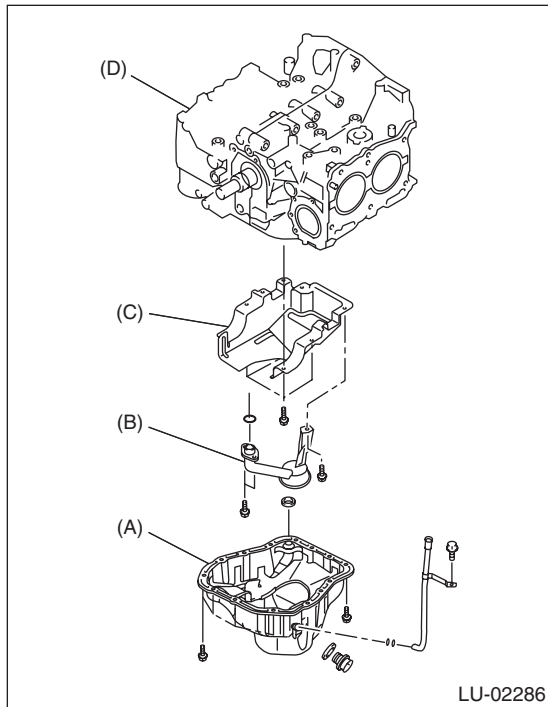
18) Insert the oil pan cutter blade into the gap between cylinder block and oil pan.

CAUTION:

Do not use a screwdriver or similar tool in place of oil pan cutter.

19) Remove the oil strainer.

20) Remove the baffle plate.



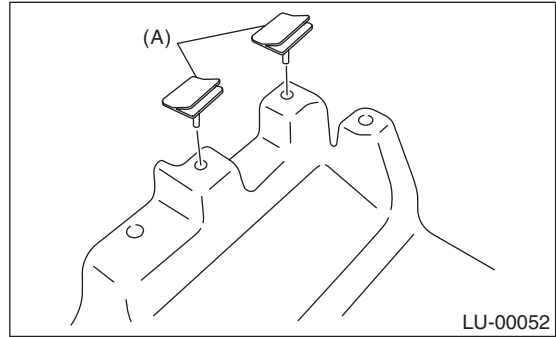
- (A) Oil pan
- (B) Oil strainer
- (C) Baffle plate
- (D) Cylinder block

B: INSTALLATION

CAUTION:

Before installing the oil pan, clean the mating surface of oil pan and engine block.

1) Make sure that the seals (A) are installed securely on the baffle plate in a direction as shown in the figure below.



2) Install the baffle plate.

Tightening torque:

6.4 N·m (0.65 kgf-m, 4.7 ft-lb)

3) Install the oil strainer onto baffle plate.

NOTE:

Replace the O-ring with a new part.

Tightening torque:

10 N·m (1.0 kgf-m, 7.2 ft-lb)

4) Tighten the strainer stay together with the baffle plate.

Tightening torque:

6.4 N·m (0.65 kgf-m, 9.7 ft-lb)

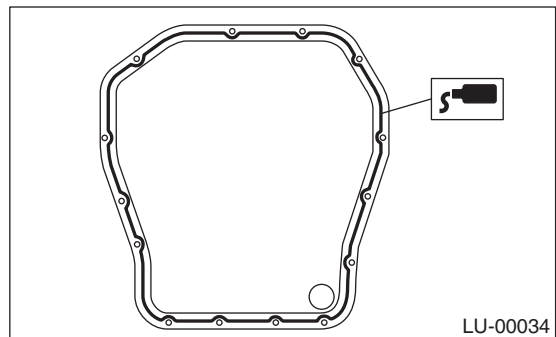
5) Apply liquid gasket to the mating surfaces, and install the oil pan.

NOTE:

Install within 5 min. after applying liquid gasket.

Liquid gasket:

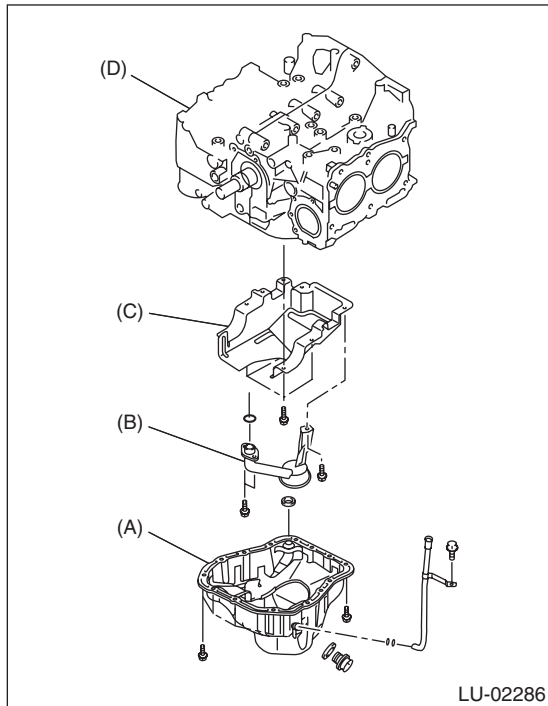
THREE BOND 1207C (Part No. 004403012) or equivalent



6) Tighten the bolt which installs oil pan to engine block.

Tightening torque:

5 N·m (0.5 kgf-m, 3.6 ft-lb)



- (A) Oil pan
- (B) Oil strainer
- (C) Baffle plate
- (D) Cylinder block

7) Lower the engine onto front crossmember.

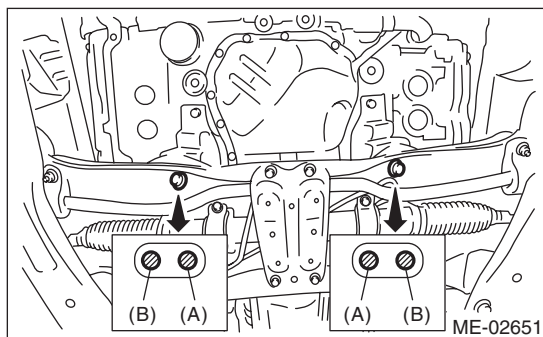
8) Install front cushion rubber onto front crossmember by tightening with nuts.

NOTE:

Make sure the front cushion rubber mounting bolts (A) and locator (B) are securely installed.

Tightening torque:

85 N·m (8.7 kgf-m, 63 ft-lb)



9) Install the front and center exhaust pipe. (Non-turbo model) <Ref. to EX (H4SO)-5, INSTALLATION, Front Exhaust Pipe.>

NOTE:

Use a new gasket.

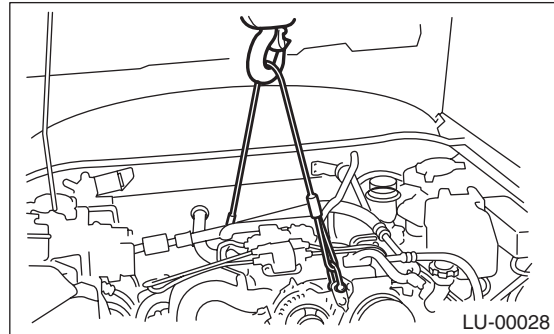
10) Install the under cover.

11) Lower the vehicle.

CAUTION:

When lowering the vehicle, lower the lift-up device and wire ropes at the same time.

12) Remove the lifting device and wire ropes.

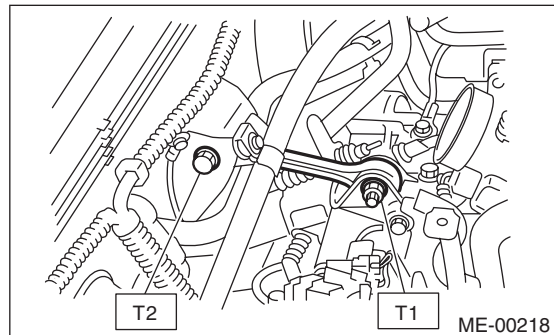


13) Install the pitching stopper.

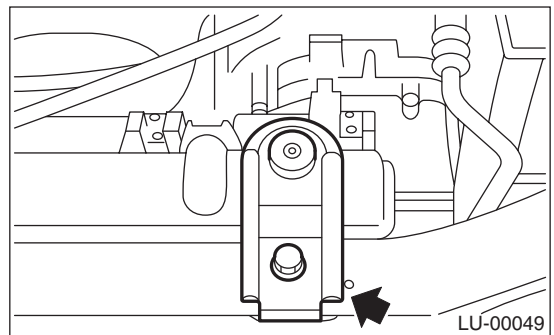
Tightening torque:

T1: 50 N·m (5.1 kgf-m, 36.9 ft-lb)

T2: 58 N·m (5.9 kgf-m, 42.8 ft-lb)



14) Install the radiator upper brackets.



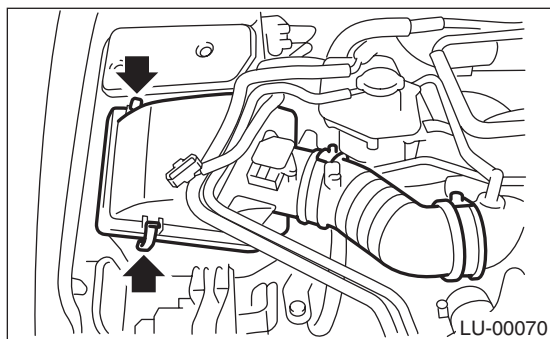
15) Install the air intake duct and air cleaner case. (Non-turbo model) <Ref. to IN (H4SO)-7, INSTALLATION, Air Intake Duct.> <Ref. to IN (H4SO)-5, INSTALLATION, Air Cleaner Case.>

16) Install the intercooler. (Turbo model) <Ref. to IN(H4DOTC)-11, INSTALLATION, Intercooler.>

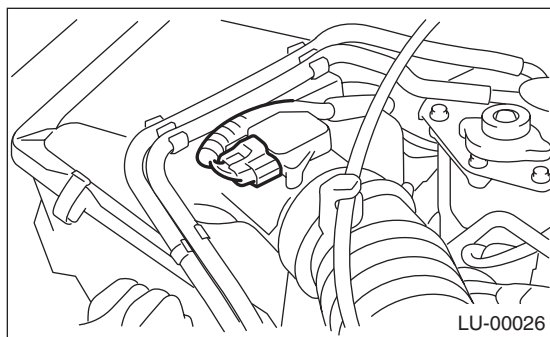
Oil Pan and Strainer

LUBRICATION

17) Install the air intake boot and air cleaner upper cover. (Turbo model)

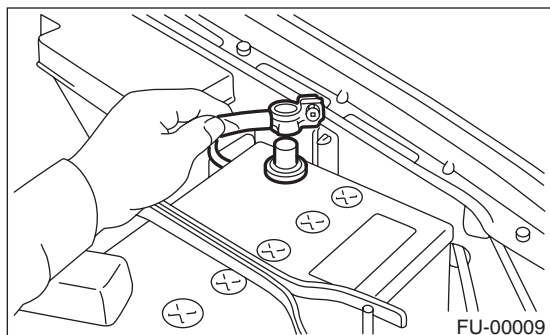


18) Connect the connector to the mass air flow and intake air temperature sensor.



19) Install the front wheels.

20) Connect the ground cable to the battery.



21) Refill the engine oil. <Ref. to LU (H4SO)-10, INSPECTION, Engine Oil.>

22) Install the collector cover. (Turbo model)

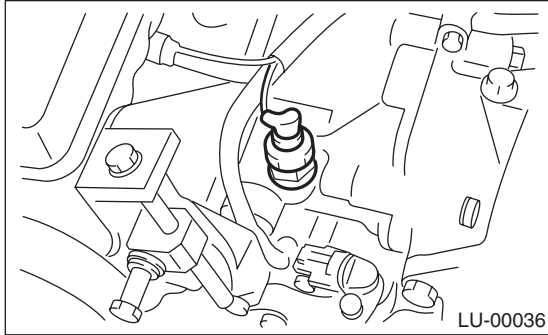
C: INSPECTION

Visually check that the oil pan, oil strainer, oil strainer stay and baffle plate are not damaged.

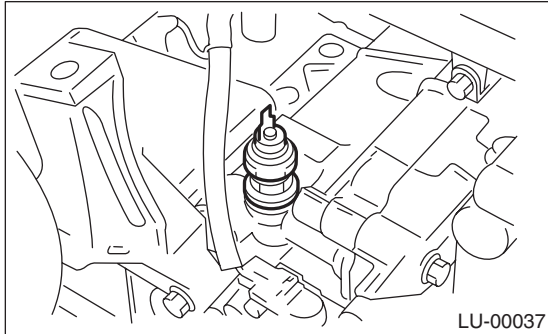
6. Oil Pressure Switch

A: REMOVAL

- 1) Remove the collector cover. (Turbo model)
- 2) Remove the generator from bracket. <Ref. to SC (H4SO)-14, REMOVAL, Generator.>
- 3) Disconnect the terminal from oil pressure switch.



- 4) Remove the oil pressure switch.

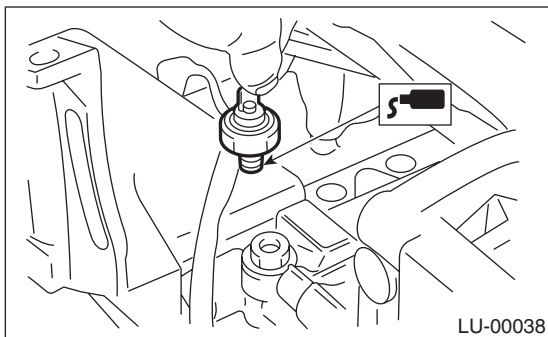


B: INSTALLATION

- 1) Apply liquid gasket to the oil pressure switch threads.

Liquid gasket:

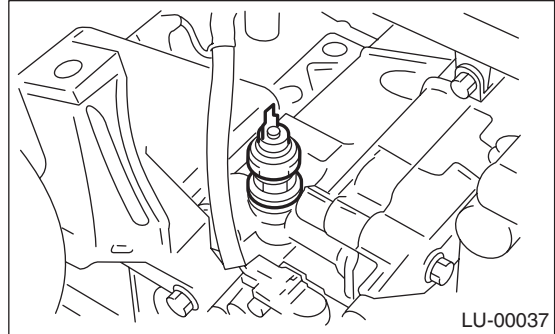
THREE BOND 1324 (Part No. 004403042) or equivalent



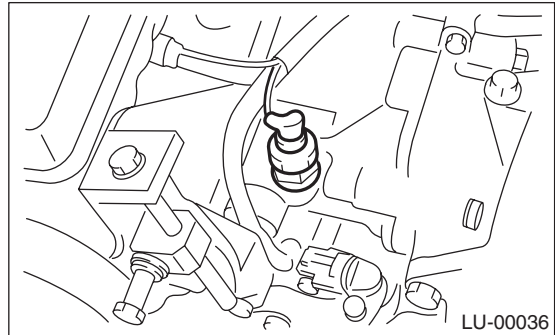
- 2) Install the oil pressure switch onto engine block.

Tightening torque:

25 N·m (2.5 kgf-m, 18.1 ft-lb)



- 3) Connect the terminal to the oil pressure switch.



- 4) Install the generator to bracket. <Ref. to SC (H4SO)-14, INSTALLATION, Generator.>
- 5) Install the collector cover. (Turbo model)

C: INSPECTION

Check the oil pressure switch installation portion for oil leakage and oil seepage.

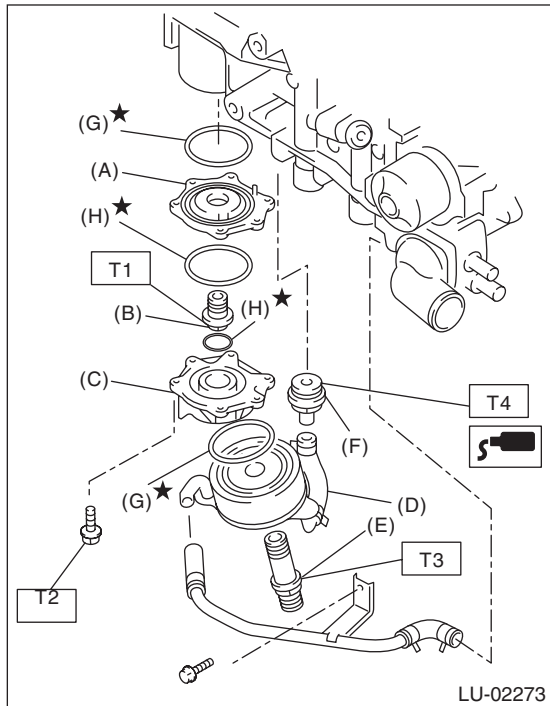
7. Engine Oil Cooler

A: REMOVAL

NOTE:

The engine oil cooler is mounted to the turbo model.

- 1) Lift-up the vehicle.
- 2) Remove the under cover.
- 3) Drain the engine oil.
<Ref. to LU (H4SO)-10, REPLACEMENT, Engine Oil.>
- 4) Drain engine coolant.
- 5) Remove the water by-pass pipe between oil cooler and water pump.
- 6) Remove the engine oil filter.
<Ref. to LU (H4SO)-24, REMOVAL, Engine Oil Filter.>
- 7) Remove the oil cooler connector and remove the oil cooler.
- 8) Remove the adapters (1) and (2).



- (A) Adapter (1)
- (B) Adapter connector
- (C) Adapter (2)
- (D) Oil cooler
- (E) Oil cooler connector
- (F) Plug
- (G) Gasket
- (H) O-ring

B: INSTALLATION

NOTE:

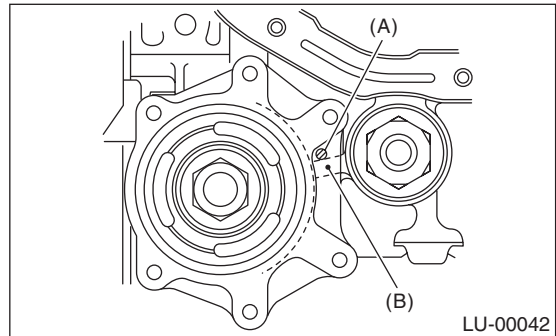
The engine oil cooler is mounted to the turbo model.

- 1) Install in the reverse order of removal.

NOTE:

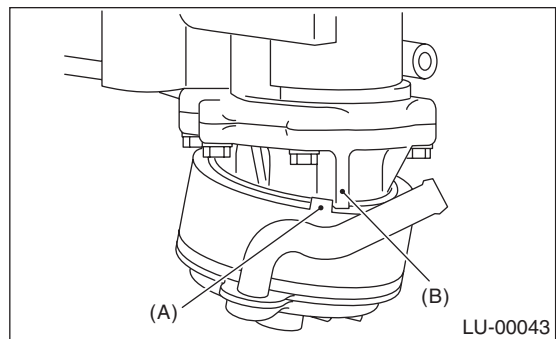
Use new O-rings and gasket.

- 2) Touch the adapter (1) knock pin (A) to the cylinder block rib (B) to install the adapter (1).



- 3) Install the adapter (2).

- 4) Touch the engine oil cooler stopper (A) to the adapter (2) rib (B) to install the engine oil cooler.



5) When installing the plug, apply liquid gasket to the plug screw.

Liquid gasket:

THREE BOND 1324 (Part No. 004403042) or equivalent

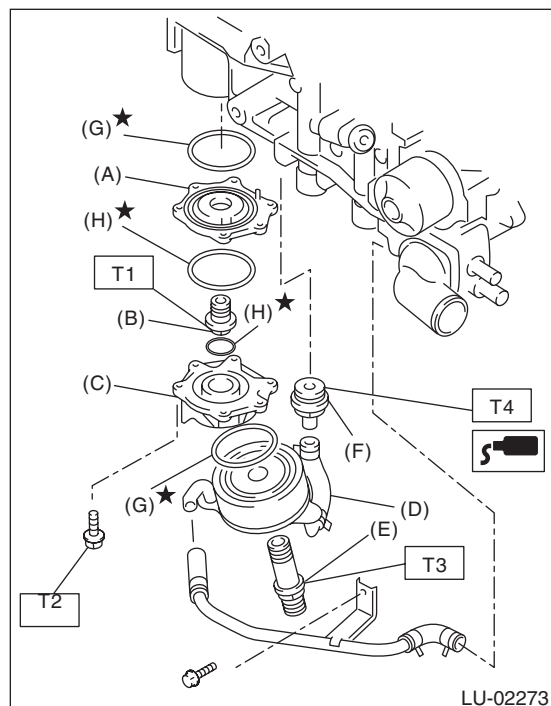
Tightening torque:

T1: 45 N·m (4.6 kgf-m, 33.2 ft-lb)

T2: 6.4 N·m (0.65 kgf-m, 4.7 ft-lb)

T3: 54 N·m (5.5 kgf-m, 40 ft-lb)

T4: 69 N·m (7.0 kgf-m, 51 ft-lb)



- (A) Adapter (1)
- (B) Adapter connector
- (C) Adapter (2)
- (D) Oil cooler
- (E) Oil cooler connector
- (F) Plug
- (G) Gasket
- (H) O-ring

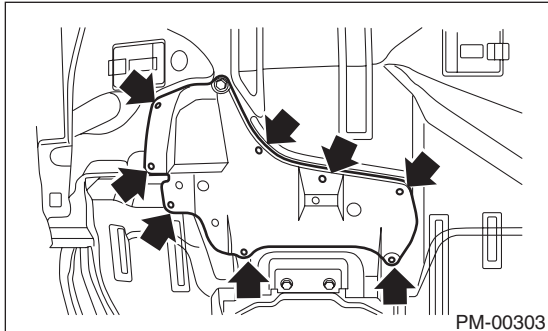
C: INSPECTION

- 1) Check that coolant passages are not clogged using an air blower.
- 2) Check the mating surfaces of cylinder block, O-ring and gasket groove, and oil filter for damage.

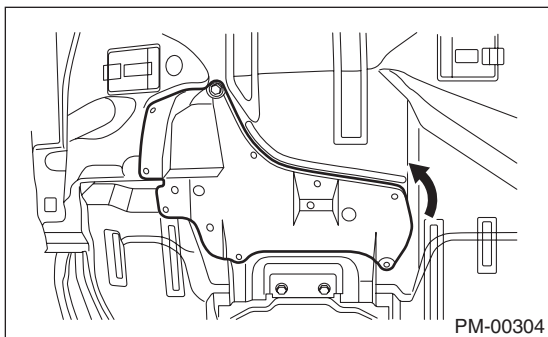
8. Engine Oil Filter

A: REMOVAL

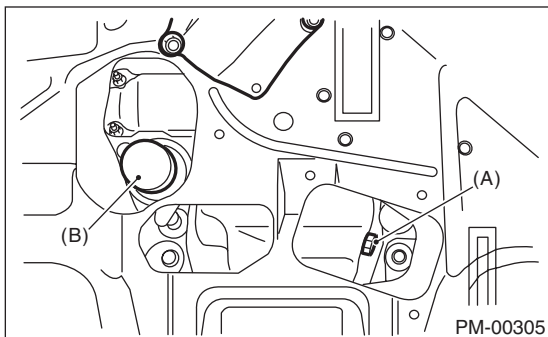
- 1) Lift-up the vehicle.
- 2) Remove the service hole clip located on the under cover.



- 3) Rotate the service hole cover in the arrow direction.



- 4) Remove the crank pulley using ST.
- ST 18332AA000 OIL FILTER WRENCH (OUTER DIAMETER: 68 mm (2.68 in) FOR OIL FILTER)
- ST 18332AA010 OIL FILTER WRENCH (OUTER DIAMETER: 65 mm (2.56 in) FOR OIL FILTER)



- (A) Drain plug
(B) Oil filter

B: INSTALLATION

CAUTION:

Do not tighten excessively, or oil may leak.

- 1) Clean the oil filter installation surface on cylinder block or oil cooler.
- 2) Obtain a new oil filter and apply a thin coat of engine oil to the seal rubber.
- 3) Install the oil filter turning it by hand, being careful not to damage the seal rubber.
 - Tighten the oil filter 65 mm (2.56 in) in diameter (approx. 2/3 — 3/4 rotation) after the seal rubber of the oil filter comes in contact with cylinder block or oil cooler. When using a torque wrench, tighten to 12 N·m (1.2 kgf-m, 8.7 ft-lb).
 - Tighten the oil filter 68 mm (2.68 in) in diameter (approx. 1 rotation) after the seal rubber of the oil filter comes in contact with cylinder block or oil cooler. When using a torque wrench, tighten to 14 N·m (1.4 kgf-m, 10.3 ft-lb).
- 4) Install the under cover.
- 5) Lower the vehicle.

C: INSPECTION

- 1) After installing the oil filter, run the engine and make sure that no oil is leaking around seal rubber.

NOTE:

The filter element and filter case are permanently jointed; therefore, interior cleaning is not necessary.

- 2) Check the engine oil level. <Ref. to LU (H4SO)-10, INSPECTION, Engine Oil.>

9. Engine Lubrication System Trouble in General

A: INSPECTION

Before performing diagnostics, make sure that the engine oil level is correct and no oil leakage exists.

Trouble	Possible cause		Corrective action
1. Warning light remains on.	1) Oil pressure switch failure	Cracked diaphragm or oil leakage within switch	Replace.
		Broken spring or seized contacts	Replace.
	2) Low oil pressure	Clogging of oil filter	Replace.
		Malfunction of oil by-pass valve in oil filter	Clean or replace.
		Malfunction of oil relief valve in oil pump	Clean or replace.
		Clogged oil passage	Clean.
		Excessive tip clearance and side clearance of oil pump rotor and gear	Replace.
		Clogged oil strainer or broken pipe	Clean or replace.
	3) No oil pressure	Insufficient engine oil	Replenish.
		Broken pipe of oil strainer	Replace.
		Stuck oil pump rotor	Replace.
2. Warning light does not illuminate.	1) Malfunction of combination meter		Replace.
	2) Poor contact of switch contact points		Replace.
	3) Disconnection of wiring		Repair.
3. Warning light flickers momentarily.	1) Poor contact of terminals		Repair.
	2) Defective wiring harness		Repair.
	3) Low oil pressure		Check for the same possible causes as listed 1. — 2.

Engine Lubrication System Trouble in General

LUBRICATION

General Description

MECHANICAL

1. General Description

A: SPECIFICATION

	Model			2.5 L
Engine	Cylinder arrangement			Horizontally opposed, liquid cooled, 4-cylinder, 4-stroke gasoline engine
	Valve system mechanism			Belt driven Single overhead camshaft 4-valve/cylinder
	Bore × Stroke mm (in)			99.5 × 79.0 (3.917 × 3.110)
	Displacement cm ³ (cu in)			2,457 (150)
	Compression ratio			10.0
	Compression pressure (at 350 rpm) kPa (kg/cm ² , psi)			1,020 — 1,275 (10.4 — 13.0, 148 — 185)
	Number of piston rings			Pressure ring: 2, Oil ring: 1
	Intake valve timing	Constant	Open	BTDC 0°
			Close	ABDC 58°
		Low speed	Open	BTDC 0°
			Close	ABDC −50°
		High speed	Open	BTDC 14°
			Close	ABDC 62°
	Exhaust valve timing		Open	BBDC 54°
			Close	ATDC 14°
	Valve clearance mm (in)		Intake	0.20±0.04 (0.0079±0.0016)
			Exhaust	0.25±0.04 (0.0098±0.0016)
Idling speed [at neutral position on MT, or “P” or “N” position on AT] rpm		MT	650±100 (No load) 850±100 (A/C ON)	
		AT	700±100 (No load) 850±100 (A/C ON)	
Ignition order				1 → 3 → 2 → 4
Ignition timing		BTDC/rpm	MT	10°±8°/650
			AT	15°±8°/700

General Description

MECHANICAL

NOTE:

US: undersize OS: oversize

Belt tension adjuster	Protrusion of adjuster rod			mm (in)	5.2 — 6.2 (0.205 — 0.244)	
Belt tensioner	Spacer O.D.			mm (in)	17.955 — 17.975 (0.7069 — 0.7077)	
	Tensioner bushing I.D.			mm (in)	18.00 — 18.08 (0.7087 — 0.7118)	
	Clearance between spacer and bushing	mm (in)	Standard	0.025 — 0.125 (0.0010 — 0.0049)		
			Limit	0.175 (0.0069)		
	Side clearance of spacer	mm (in)	Standard	0.20 — 0.55 (0.0079 — 0.0217)		
Limit			0.81 (0.0319)			
Valve rocker arm	Clearance between shaft and arm	mm (in)	Standard	0.020 — 0.054 (0.0008 — 0.0021)		
			Limit	0.10 (0.0039)		
Camshaft	Bending limit			mm (in)	0.025 (0.0010)	
	Thrust clearance			mm (in)	Standard	0.030 — 0.090 (0.0012 — 0.0035)
					Limit	0.10 (0.0039)
	Cam lobe height	mm (in)	Intake	Constant	Standard	40.075 — 40.175 (1.5778 — 1.5817)
					Limit	39.975 (1.5738)
			Low speed	Standard	35.182 — 35.282 (1.3851 — 1.3891)	
				Limit	35.082 (1.3812)	
			High speed	Standard	40.315 — 40.415 (1.5872 — 1.5911)	
				Limit	40.215 (1.5833)	
	Exhaust		Standard	40.149 — 40.249 (1.5807 — 1.5846)		
			Limit	40.049 (1.5767)		
	Camshaft journal O.D.			mm (in)	31.928 — 31.945 (1.2570 — 1.2577)	
	Camshaft journal hole I.D.			mm (in)	32.000 — 32.018 (1.2598 — 1.2605)	
Oil clearance			mm (in)	Standard	0.055 — 0.090 (0.0022 — 0.0035)	
				Limit	0.10 (0.0039)	
Cylinder head	Surface warpage limit (Mating surface with cylinder block)			mm (in)	0.03 (0.001)	
	Grinding limit			mm (in)	0.1 (0.004)	
	Standard height			mm (in)	97.5 (3.84)	
Valve seat	Seating angle				90°	
	Contacting width	mm (in)	Intake	Standard	0.8 — 1.4 (0.03 — 0.055)	
				Limit	1.7 (0.067)	
			Exhaust	Standard	1.2 — 1.8 (0.047 — 0.071)	
Limit				2.2 (0.087)		
Valve guide	Inside diameter			mm (in)	6.000 — 6.012 (0.2362 — 0.2367)	
	Protrusion above head			mm (in)	Intake	20.0 — 21.0 (0.787 — 0.827)
					Exhaust	16.5 — 17.5 (0.650 — 0.689)
Valve	Head edge thickness	mm (in)	Intake	Standard	0.8 — 1.2 (0.03 — 0.047)	
				Limit	0.6 (0.024)	
			Exhaust	Standard	1.0 — 1.4 (0.039 — 0.055)	
				Limit	0.6 (0.024)	
	Stem outer diameter			mm (in)	Intake	5.950 — 5.965 (0.2343 — 0.2348)
					Exhaust	5.945 — 5.960 (0.2341 — 0.2346)
	Valve stem gap	mm (in)	Standard	Intake	0.035 — 0.062 (0.0014 — 0.0024)	
				Exhaust	0.040 — 0.067 (0.0016 — 0.0026)	
			Limit	—	0.15 (0.0059)	
Overall length			mm (in)	Intake	120.6 (4.75)	
				Exhaust	121.7 (4.79)	

General Description

MECHANICAL

Valve spring	Free length			mm (in)	55.2 (2.173)	
	Squareness				2.5°, 2.4 mm (0.094 in) or less	
	Tension/ spring height	N (kgf, lb)/mm (in)	Set	235.3 — 270.7 (24 — 27.6, 52.9 — 60.8)/45.0 (1.772)		
			Lift	578.9 — 639.9 (59.1 — 65.3, 130.3 — 143.9)/34.7 (1.366)		
Cylinder block	Surface warpage limit (mating with cylinder head)			mm (in)	0.025 (0.00098)	
	Grinding limit			mm (in)	0.1 (0.004)	
	Standard height			mm (in)	201.0 (7.91)	
	Cylinder inner diameter	mm (in)	Standard	A	99.505 — 99.515 (3.9175 — 3.9179)	
				B	99.495 — 99.505 (3.9171 — 3.9175)	
	Taper	mm (in)	Standard	0.015 (0.0006)		
			Limit	0.050 (0.0020)		
	Out-of-roundness	mm (in)	Standard	0.010 (0.0004)		
			Limit	0.050 (0.0020)		
	Piston clearance	mm (in)	Standard	−0.010 — 0.010 (−0.00039 — 0.00039)		
			Limit	0.030 (0.0012)		
Cylinder inner boring limit (diameter)				mm (in)	To 100.005 (3.9372)	
Piston	Outer diameter	mm (in)	Standard	A	99.505 — 99.515 (3.9175 — 3.9179)	
				B	99.495 — 99.505 (3.9171 — 3.9175)	
			0.25 (0.0098) OS		99.745 — 99.765 (3.9270 — 3.9278)	
			0.50 (0.0197) OS		99.995 — 100.015 (3.9368 — 3.9376)	
	Piston pin specified diameter				mm (in)	23.000 — 23.006 (0.9055 — 0.9057)
Piston pin	Outer diameter			mm (in)	22.994 — 23.000 (0.9053 — 0.9055)	
	Clearance between piston and piston pin:	mm (in)	Standard	0.004 — 0.008 (0.0002 — 0.0003)		
			Limit	0.020 (0.0008)		
	Degree of fit				Piston pin must be fitted into position with thumb at 20°C (68°F).	
Piston ring	Ring closed gap	mm (in)	Top ring	Standard	0.20 — 0.35 (0.0079 — 0.0138)	
				Limit	1.0 (0.039)	
			Second ring	Standard	0.37 — 0.52 (0.0144 — 0.0203)	
				Limit	1.0 (0.039)	
			Oil ring	Standard	0.20 — 0.50 (0.0079 — 0.0197)	
				Limit	1.5 (0.059)	
	Ring groove gap	mm (in)	Top ring	Standard	0.040 — 0.080 (0.0016 — 0.0031)	
				Limit	0.15 (0.0059)	
			Second ring	Standard	0.030 — 0.070 (0.0012 — 0.0028)	
Limit				0.15 (0.0059)		
Connecting rod	Bend or twist per 100 mm (3.94 in) in length			mm (in)	Limit	0.10 (0.0039)
	Side clearance of large end			mm (in)	Standard	0.070 — 0.330 (0.0028 — 0.0130)
					Limit	0.4 (0.016)
Bearing of large end	Oil clearance	mm (in)	Standard		0.016 — 0.044 (0.00063 — 0.0017)	
			Limit		0.05 (0.0020)	
	Bearing size (Thickness at center)	mm (in)	Standard		1.492 — 1.501 (0.0587 — 0.0591)	
			0.03 (0.0012) US		1.510 — 1.513 (0.0594 — 0.0596)	
			0.05 (0.0020) US		1.520 — 1.523 (0.0598 — 0.0600)	
			0.25 (0.0098) US		1.620 — 1.623 (0.0638 — 0.0639)	
Bushing of small end	Clearance between piston pin and bushing			mm (in)	Standard	0 — 0.022 (0 — 0.0009)
					Limit	0.030 (0.0012)

General Description

MECHANICAL

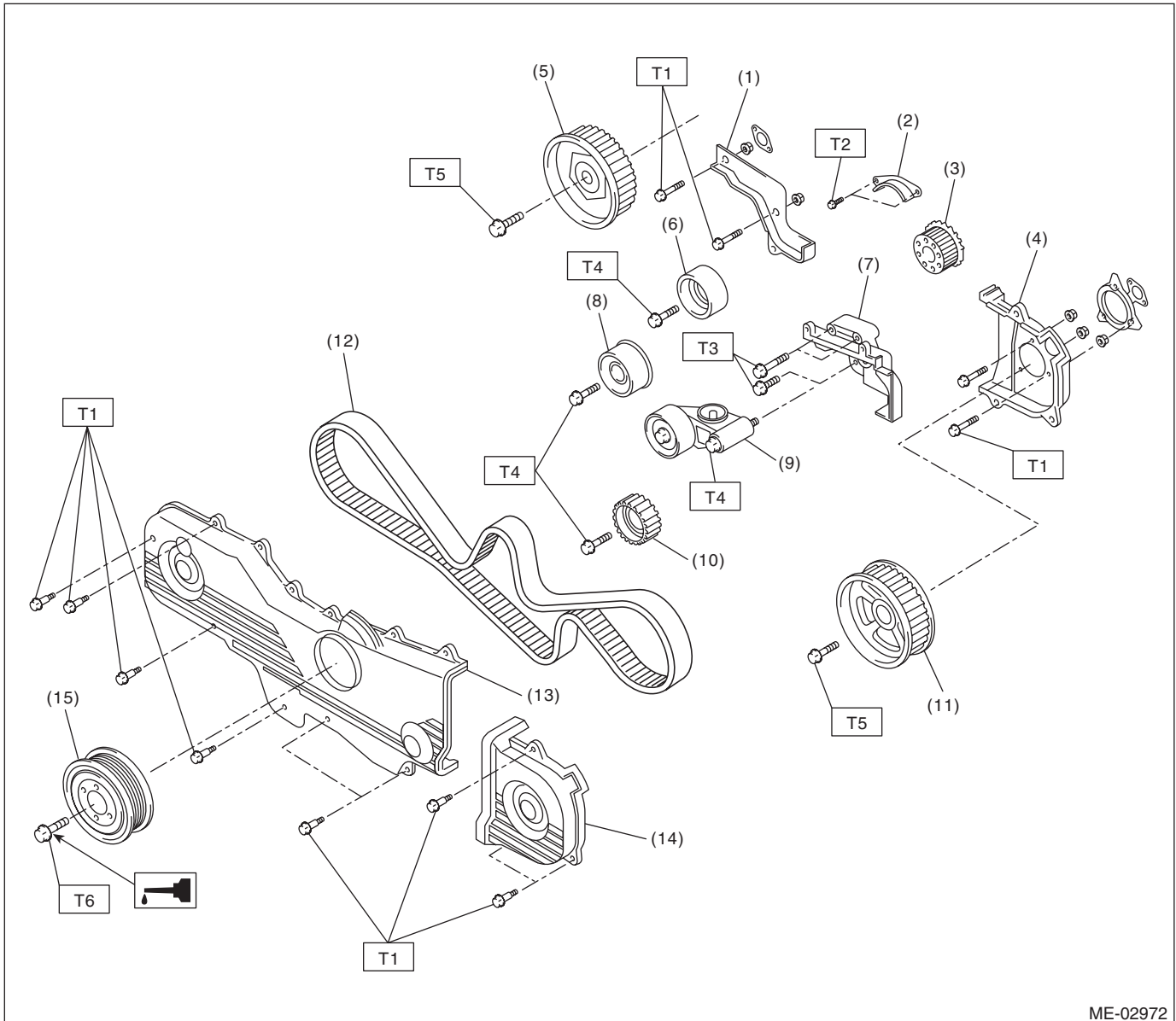
Crankshaft	Bend limit		mm (in)	0.035 (0.0014)	
	Crank pin	Out-of-roundness	mm (in)	0.003 (0.0001)	
		Cylindricality	mm (in)	0.004 (0.0002)	
		Grinding limit (dia.)	mm (in)	To 51.750 (2.0374)	
		Out-of-roundness	mm (in)	0.005 (0.0002)	
	Crank journal	Cylindricality	mm (in)	0.006 (0.0002)	
		Grinding limit (dia.)	mm (in)	To 59.758 (2.3527)	
		Crank pin outer diameter	mm (in)	Standard	51.984 — 52.000 (2.0466 — 2.0472)
	0.03 (0.0012) US			51.954 — 51.970 (2.0454 — 2.0461)	
	0.05 (0.0020) US			51.934 — 51.950 (2.0446 — 2.0453)	
	0.25 (0.0098) US			51.734 — 51.750 (2.0368 — 2.0374)	
	Crank journal outer diameter	mm (in)	Standard	59.992 — 60.008 (2.3619 — 2.3625)	
			0.03 (0.0012) US	59.962 — 59.978 (2.3607 — 2.3613)	
			0.05 (0.0020) US	59.942 — 59.958 (2.3599 — 2.3605)	
			0.25 (0.0098) US	59.742 — 59.758 (2.3520 — 2.3527)	
	Thrust clearance	mm (in)	Standard	0.030 — 0.115 (0.0012 — 0.0045)	
			Limit	0.25 (0.0098)	
	Oil clearance	mm (in)	Standard	0.010 — 0.030 (0.0001 — 0.0012)	
			Limit	0.40 (0.016)	
Main bearing	Main bearing	#1, #3	mm (in)	Standard	1.998 — 2.011 (0.0787 — 0.0792)
			0.03 (0.0012) US	2.017 — 2.020 (0.0794 — 0.0795)	
			0.05 (0.0020) US	2.027 — 2.030 (0.0798 — 0.0799)	
			0.25 (0.0098) US	2.127 — 2.130 (0.0837 — 0.0839)	
		#2, #4, #5	mm (in)	Standard	2.000 — 2.013 (0.0787 — 0.0793)
			0.03 (0.0012) US	2.019 — 2.022 (0.0795 — 0.0796)	
			0.05 (0.0020) US	2.029 — 2.032 (0.0799 — 0.0800)	
			0.25 (0.0098) US	2.129 — 2.132 (0.0838 — 0.0839)	

General Description

MECHANICAL

B: COMPONENT

1. TIMING BELT



ME-02972

(1) Timing belt cover No. 2 (RH)	(9) Automatic belt tension adjuster ASSY
(2) Timing belt guide (MT model)	(10) Belt idler No. 2
(3) Crank sprocket	(11) Cam sprocket No. 2
(4) Timing belt cover No. 2 (LH)	(12) Timing belt
(5) Cam sprocket No. 1	(13) Front timing belt cover
(6) Belt idler (No. 1)	(14) Timing belt cover (LH)
(7) Tensioner bracket	(15) Crank pulley
(8) Belt idler (No. 2)	

Tightening torque: N·m (kgf·m, ft·lb)

T1: 5 (0.5, 3.6)

T2: 9.75 (1.0, 7.2)

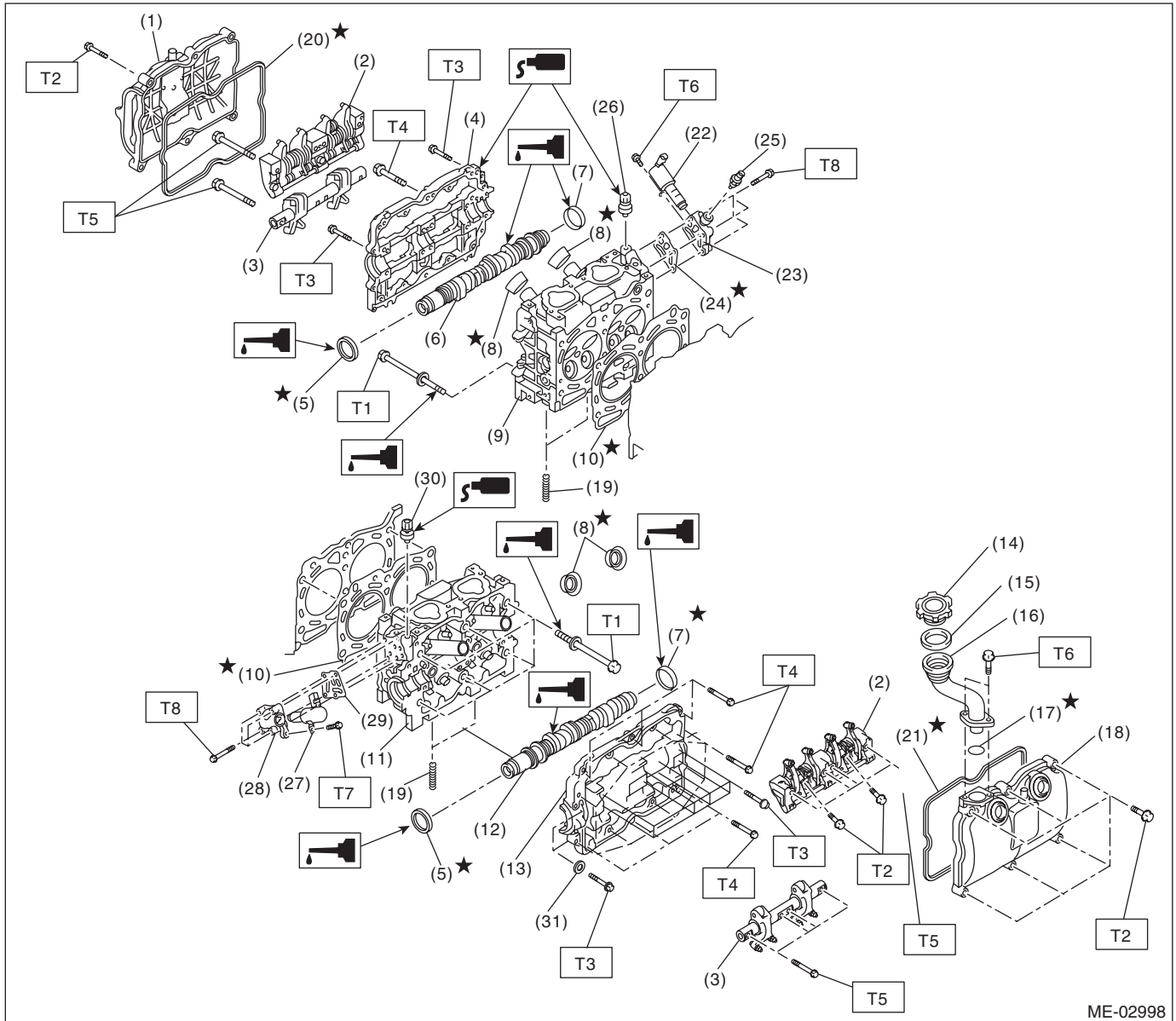
T3: 24.5 (2.5, 18.1)

T4: 39 (4.0, 28.9)

T5: 78 (8.0, 57.9)

T6: <Ref. to ME(H4SO)-42, INSTALLATION, Crank Pulley.>

2. CYLINDER HEAD AND CAMSHAFT



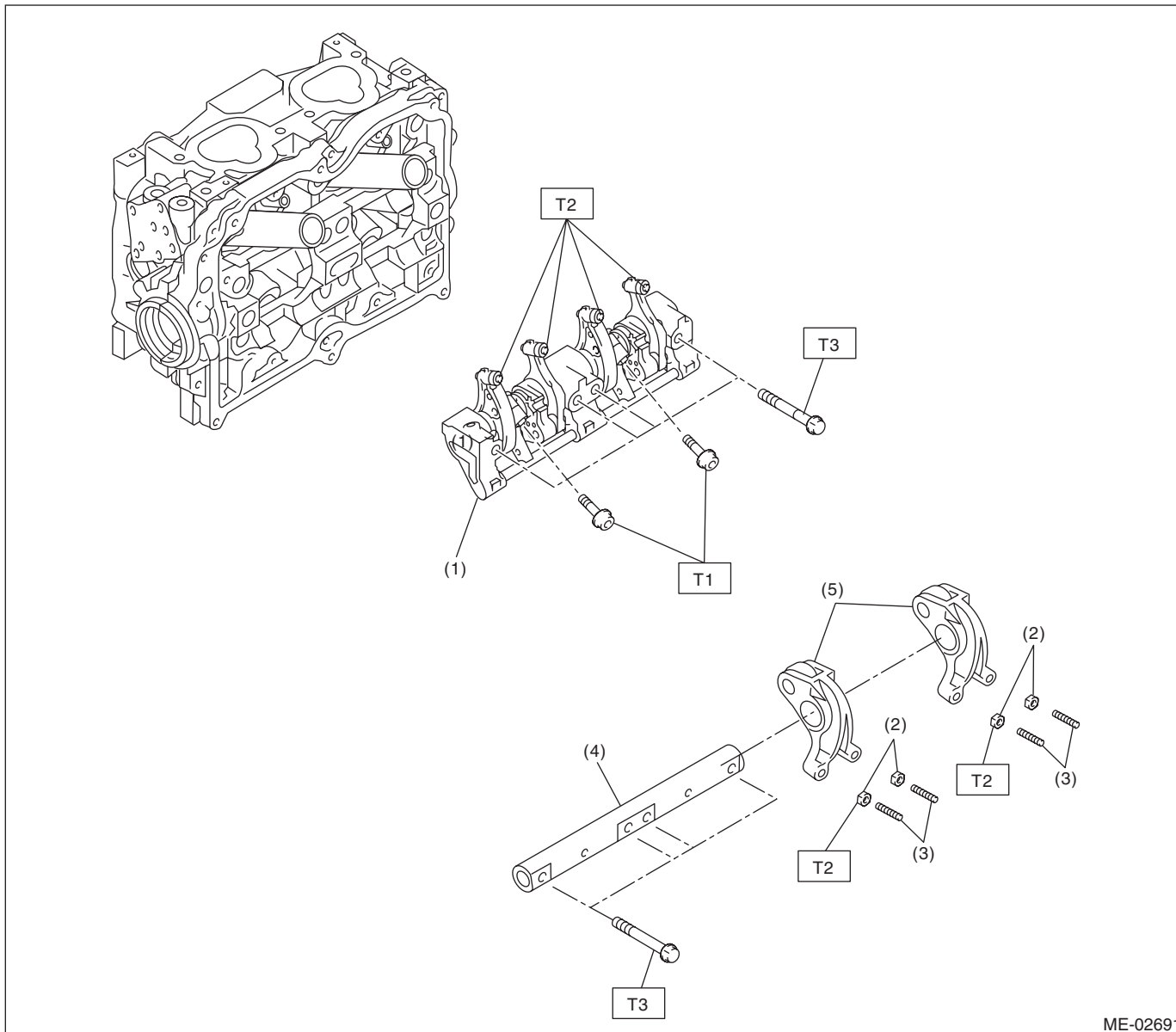
ME-02998

General Description

MECHANICAL

(1) Rocker cover (RH)	(17) O-ring	(30) Variable valve lift diagnosis oil pressure switch (LH)
(2) Intake valve rocker ASSY	(18) Rocker cover (LH)	(31) Seal washer
(3) Exhaust valve rocker ASSY	(19) Stud bolt	
(4) Camshaft cap (RH)	(20) Rocker cover gasket (RH)	
(5) Oil seal	(21) Rocker cover gasket (LH)	<i>Tightening torque: N·m (kgf-m, ft-lb)</i>
(6) Camshaft (RH)	(22) Oil switching solenoid valve (RH)	<i>T1: <Ref. to ME(H4SO)-58, INSTALLATION, Cylinder Head.></i>
(7) Plug	(23) Oil switching solenoid valve holder (RH)	<i>T2: <Ref. to ME(H4SO)-51, INSTALLATION, Valve Rocker Assembly.></i>
(8) Spark plug pipe gasket	(24) Gasket	
(9) Cylinder head (RH)	(25) Oil temperature sensor	
(10) Cylinder head gasket	(26) Variable valve lift diagnosis oil pressure switch (RH)	<i>T3: 9.75 (1.0, 7.2)</i>
(11) Cylinder head (LH)	(27) Oil switching solenoid valve (LH)	<i>T4: 18 (1.8, 13.0)</i>
(12) Camshaft (LH)	(28) Oil switching solenoid valve holder (LH)	<i>T5: 25 (2.5, 18.1)</i>
(13) Camshaft cap (LH)	(29) Gasket	<i>T6: 6.4 (0.65, 4.7)</i>
(14) Oil filler cap		<i>T7: 8 (0.8, 5.9)</i>
(15) Gasket		<i>T8: 10 (1.0, 7.4)</i>
(16) Oil filler duct		

3. VALVE ROCKER ASSEMBLY



ME-02691

- (1) Intake valve rocker arm ASSY
- (2) Valve rocker nut
- (3) Valve rocker adjusting screw

- (4) Exhaust rocker shaft
- (5) Exhaust valve rocker arm

Tightening torque: N·m (kgf·m, ft·lb)

T1: 6 (0.6, 4.3)

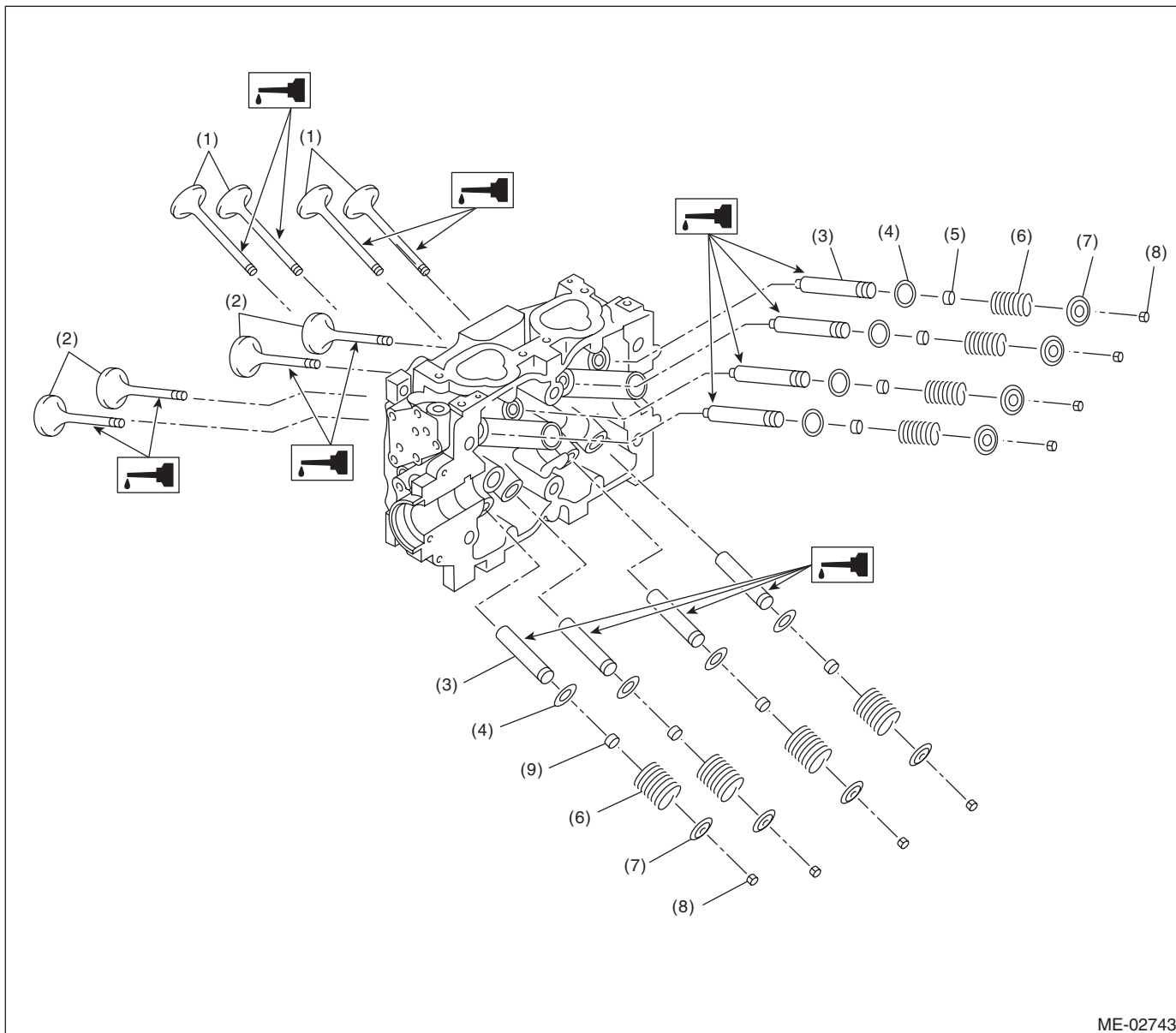
T2: 9.75 (1.0, 7.2)

T3: 25 (2.5, 18.1)

General Description

MECHANICAL

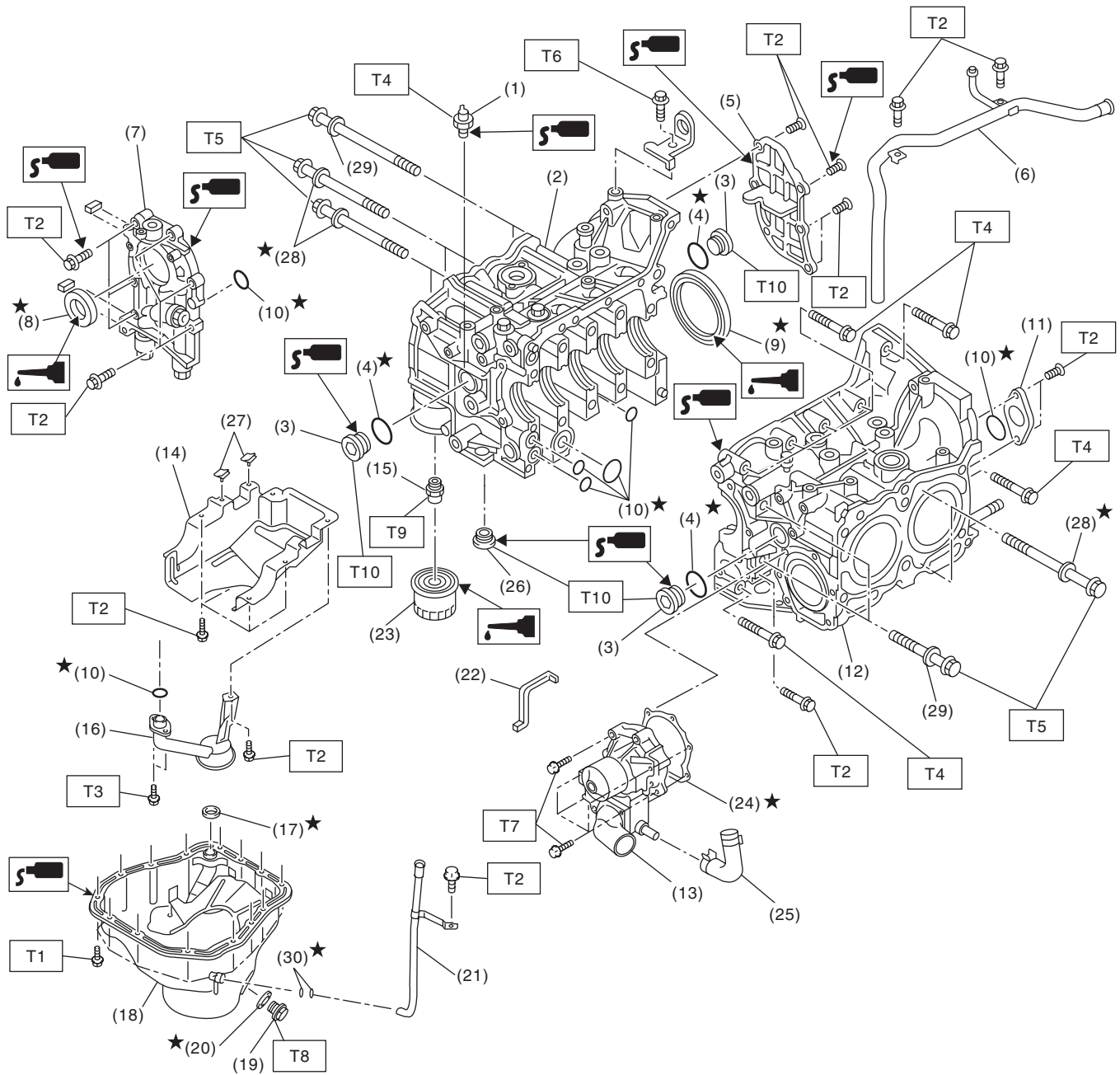
4. CYLINDER HEAD AND VALVE ASSEMBLY



ME-02743

(1) Exhaust valve	(4) Valve spring seat	(7) Retainer
(2) Intake valve	(5) Intake valve oil seal	(8) Retainer key
(3) Valve guide	(6) Valve spring	(9) Exhaust valve oil seal

5. CYLINDER BLOCK



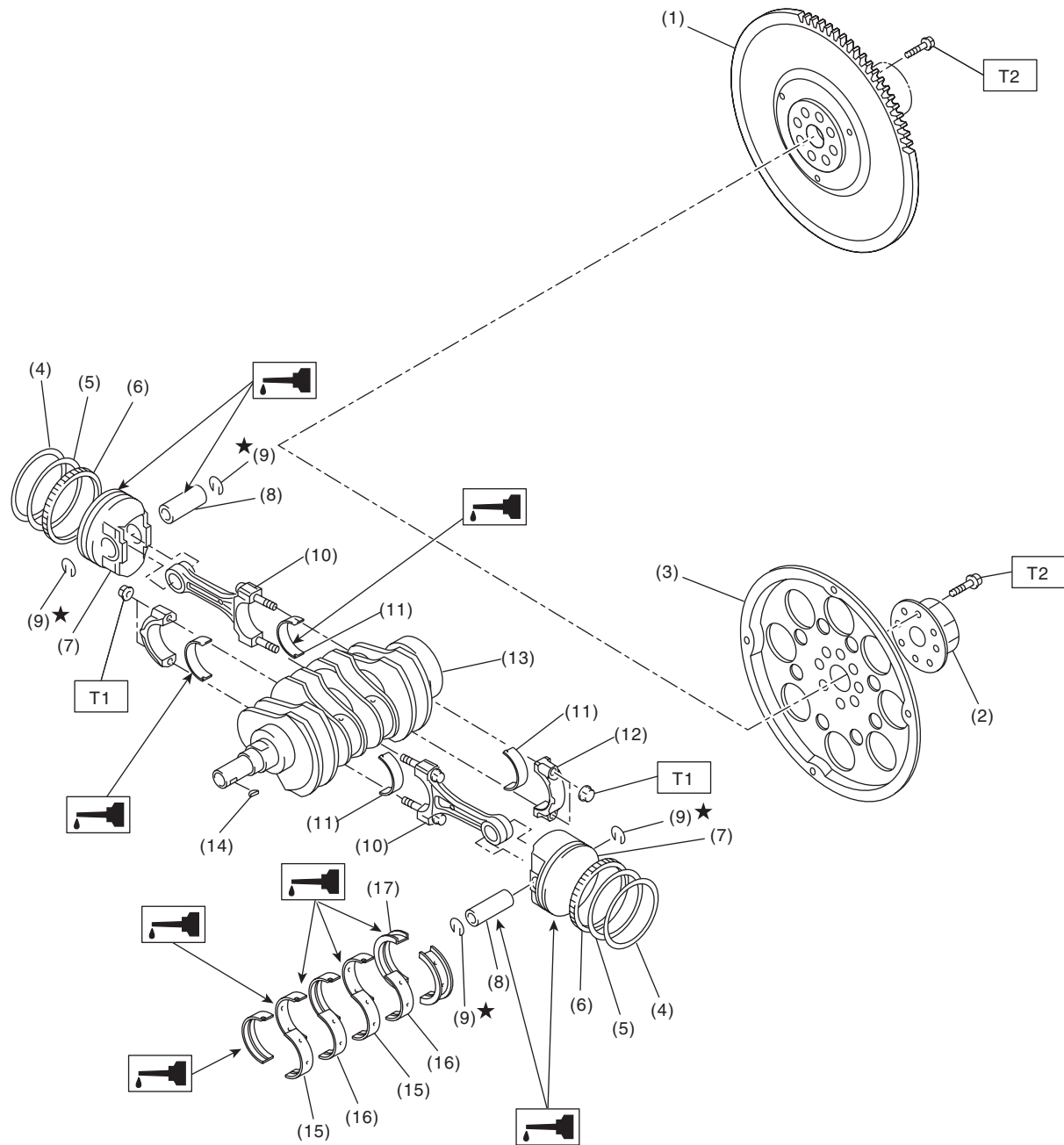
ME-03000

General Description

MECHANICAL

(1) Oil pressure switch	(16) Oil strainer	<i>Tightening torque: N·m (kgf-m, ft-lb)</i>
(2) Cylinder block (RH)	(17) Gasket	<i>T1: 5 (0.5, 3.6)</i>
(3) Service hole plug	(18) Oil pan	<i>T2: 6.4 (0.65, 4.7)</i>
(4) Gasket	(19) Drain plug	<i>T3: 9.75 (1.0, 7.2)</i>
(5) Oil separator cover	(20) Metal gasket	<i>T4: 25 (2.5, 18.1)</i>
(6) Water by-pass pipe	(21) Oil level gauge guide	<i>T5: <Ref. to ME(H4SO)-69, INSTAL-</i>
(7) Oil pump	(22) Water pump sealing	<i>LATION, Cylinder Block.></i>
(8) Front oil seal	(23) Oil filter	<i>T6: 16 (1.6, 11.6)</i>
(9) Rear oil seal	(24) Gasket	<i>T7: First 12 (1.2, 8.7)</i>
(10) O-ring	(25) Water pump hose	<i>Second 12 (1.2, 8.7)</i>
(11) Service hole cover	(26) Plug	<i>T8: 44 (4.5, 33)</i>
(12) Cylinder block (LH)	(27) Seal	<i>T9: 45 (4.6, 33.3)</i>
(13) Water pump	(28) Seal washer	<i>T10: 70 (7.1, 50.6)</i>
(14) Baffle plate	(29) Washer	
(15) Oil filter connector	(30) O-ring	

6. CRANKSHAFT AND PISTON



ME-02974

(1) Flywheel (MT model)	(8) Piston pin	(15) Crankshaft bearing #1, #3
(2) Reinforcement (AT model)	(9) Snap ring	(16) Crankshaft bearing #2, #4
(3) Drive plate (AT model)	(10) Connecting rod	(17) Crankshaft bearing #5
(4) Top ring	(11) Connecting rod bearing	
(5) Second ring	(12) Connecting rod cap	
(6) Oil ring	(13) Crankshaft	
(7) Piston	(14) Woodruff key	

Tightening torque: N-m (kgf-m, ft-lb)

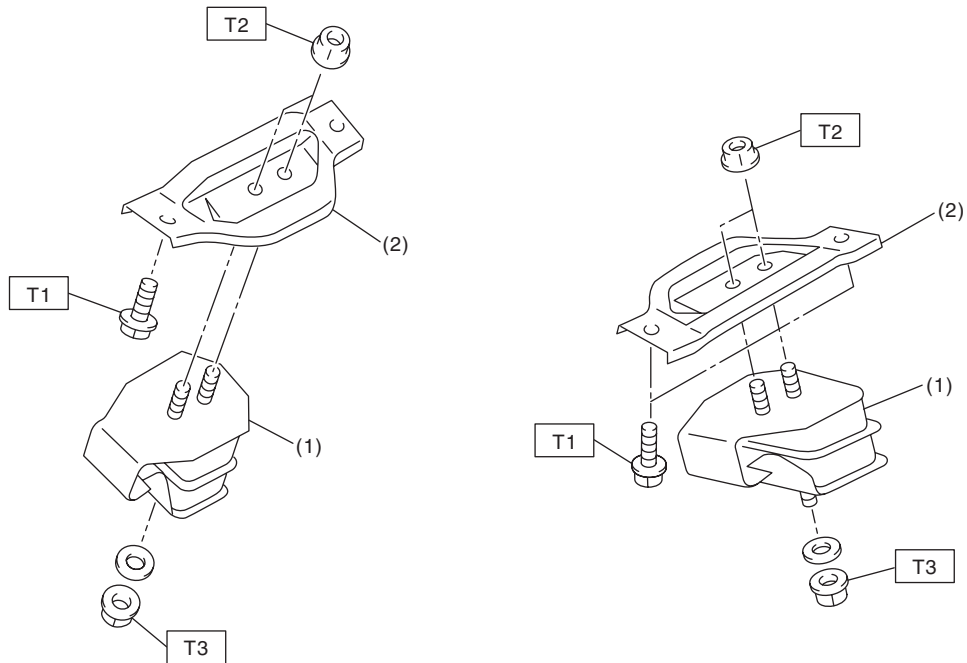
T1: 45 (4.6, 33.3)

T2: 72 (7.3, 52.8)

General Description

MECHANICAL

7. ENGINE MOUNTING



ME-00413

(1) Front cushion rubber

(2) Front engine mounting bracket

Tightening torque: N·m (kgf-m, ft-lb)

T1: 35 (3.6, 25.8)

T2: 42 (4.3, 31.0)

T3: 85 (8.7, 63)

C: CAUTION

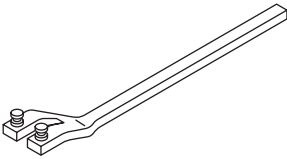
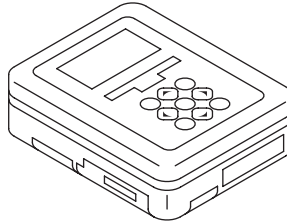
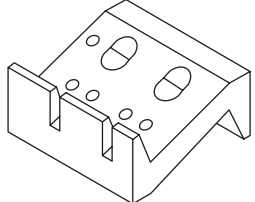
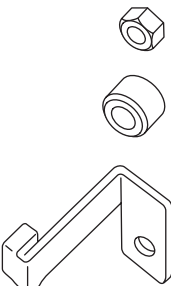
- Wear appropriate work clothing, including a cap, protective goggles and protective shoes when performing any work.
- Remove contamination including dirt and corrosion before removal, installation or disassembly.
- Keep the disassembled parts in order and protect them from dust and dirt.
- Before removal, installation or disassembly, be sure to clarify the failure. Avoid unnecessary removal, installation, disassembly and replacement.
- Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.
- Be sure to tighten fasteners including bolts and nuts to the specified torque.
- Place shop jacks or rigid racks at the specified points.
- Before disconnecting connectors of sensors or units, be sure to disconnect the ground cable from the battery.
- All parts should be thoroughly cleaned, paying special attention to engine oil passages, pistons and bearings.
- Rotating parts and sliding parts such as piston, bearing and gear should be coated with oil prior to assembly.
- Be careful not to let oil, grease or coolant contact the timing belt, clutch disc and flywheel.
- All removed parts, if to be reused, should be re-installed in the original positions and directions.
- Bolts, nuts and washers should be replaced with new parts as required.
- Even if necessary inspections have been made in advance, proceed with assembly work while making rechecks.
- Remove or install the engine in an area where chain hoists, lifting devices, etc. are available for ready use.
- Be sure not to damage coated surfaces of body panels with tools, or not to stain seats and windows with coolant or oil. Place a cover over fender, as required, for protection.
- Prior to starting work, prepare the following:
Service tools, clean cloth, containers to catch coolant and oil, wire ropes, chain hoist, transmission jacks, etc.
- Lift-up or lower the vehicle when necessary. Make sure to support the correct positions.

General Description

MECHANICAL

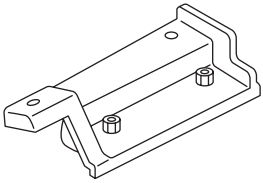
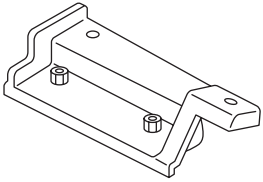
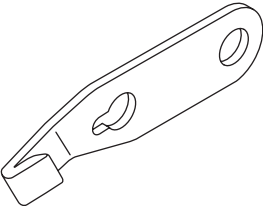
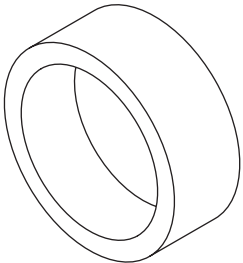
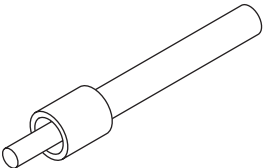
D: PREPARATION TOOL

1. SPECIAL TOOL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST18231AA010	18231AA010	CAM SPROCKET WRENCH	- Used for removing and installing cam sprocket. (LH side) - CAMSHAFT SPROCKET WRENCH (499207100) can also be used.
 ST1B020XU0	1B020XU0	SUBARU SELECT MONITOR KIT	Used for troubleshooting the electrical system.
 ST-498267800	498267800	CYLINDER HEAD TABLE	- Used for replacing valve guides. - Used for removing and installing valve spring.
 ST-498277200	498277200	STOPPER SET	Used for installing automatic transmission assembly to engine.

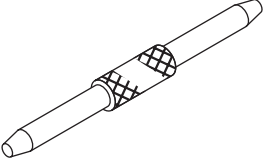
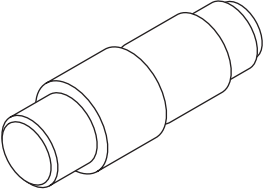
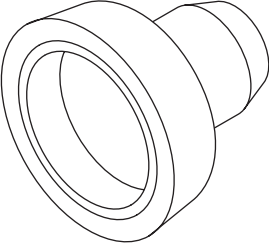
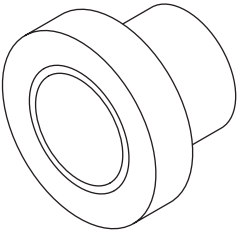
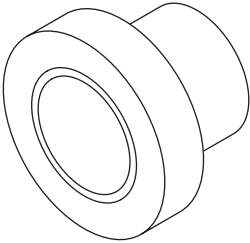
General Description

MECHANICAL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-498457000	498457000	ENGINE STAND ADAPTER RH	Used together with ENGINE STAND (499817100).
 ST-498457100	498457100	ENGINE STAND ADAPTER LH	Used together with ENGINE STAND (499817100).
 ST-498497100	498497100	CRANKSHAFT STOPPER	Used for removing and installing the flywheel and the drive plate.
 ST-498747300	498747300	PISTON GUIDE	Used for installing piston in cylinder.
 ST-498857100	498857100	VALVE OIL SEAL GUIDE	Used for press-fitting of intake and exhaust valve guide oil seals.

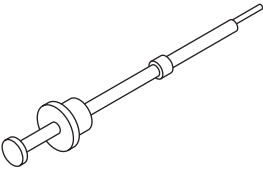
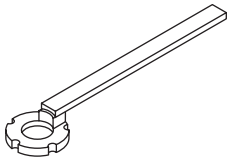
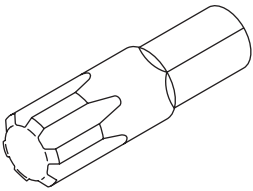
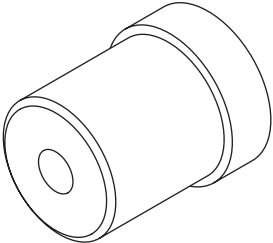
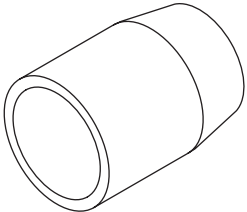
General Description

MECHANICAL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-499017100	499017100	PISTON PIN GUIDE	Used for installing piston pin, piston and connecting rod.
 ST-499037100	499037100	CONNECTING ROD BUSHING REMOVER AND INSTALLER	Used for removing and installing connecting rod bushing.
 ST-499587200	499587200	CRANKSHAFT OIL SEAL INSTALLER	• Used for installing crankshaft oil seal. • Used together with CRANKSHAFT OIL SEAL GUIDE (499597100).
 ST-499587500	499587500	OIL SEAL INSTALLER	• Used for installing camshaft oil seal. • Used together with OIL SEAL GUIDE (499597000).
 ST-499587700	499587700	CAMSHAFT OIL SEAL INSTALLER	Used for installing cylinder head plug.

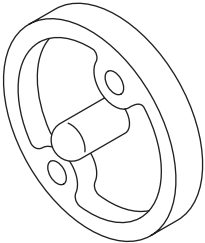
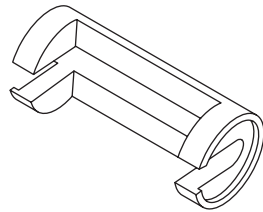
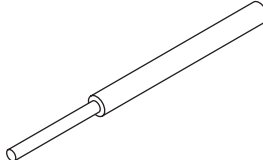
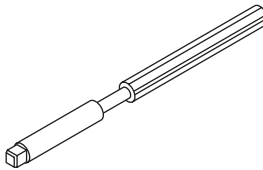
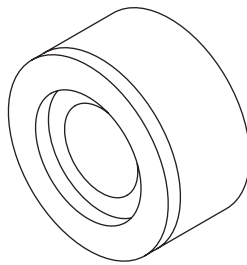
General Description

MECHANICAL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-499097700	499097700	PISTON PIN REMOVER ASSY	Used for removing piston pin.
 ST-499207400	499207400	CAM SPROCKET WRENCH	Used for removing and installing cam sprocket. (RH side)
 ST-499497000	499497000	TORX® PLUS	Used for removing and installing camshaft cap.
 ST-499587100	499587100	OIL SEAL INSTALLER	Used for installing oil pump oil seal.
 ST-499597000	499597000	OIL SEAL GUIDE	• Used for installing camshaft oil seal. • Used together with camshaft OIL SEAL INSTALLER (499587500).

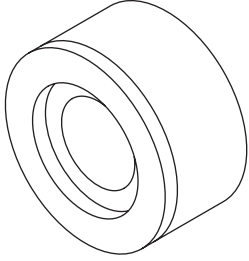
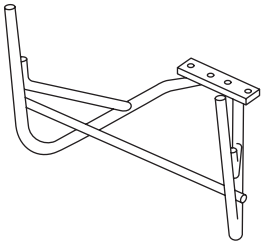
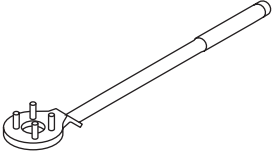
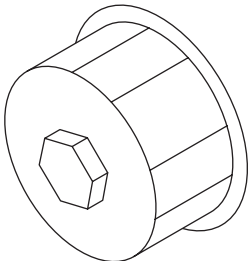
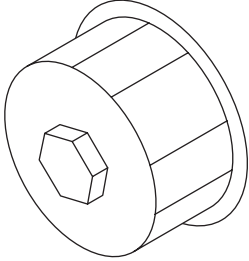
General Description

MECHANICAL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-499597100	499597100	CRANKSHAFT OIL SEAL GUIDE	- Used for installing crankshaft oil seal. - Used together with CRANKSHAFT OIL SEAL INSTALLER (499587200).
 ST-499718000	499718000	VALVE SPRING REMOVER	Used for removing and installing valve spring.
 ST-499767200	499767200	VALVE GUIDE REMOVER	Used for removing valve guides.
 ST-499767400	499767400	VALVE GUIDE REAMER	Used for reaming valve guides.
 ST-499767700	499767700	VALVE GUIDE ADJUSTER	Used for installing valve guides. (Intake side)

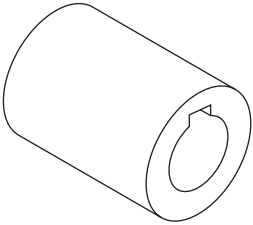
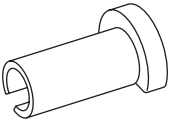
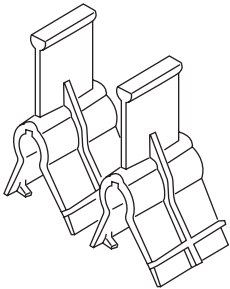
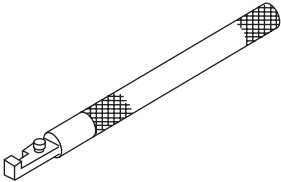
General Description

MECHANICAL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-499767800	499767800	VALVE GUIDE ADJUSTER	Used for installing valve guides. (Exhaust side)
 ST-499817100	499817100	ENGINE STAND	- Stand used for engine disassembly and assembly. - Used together with ENGINE STAND ADAPTER RH (498457000) & LH (498457100).
 ST-499977100	499977100	CRANK PULLEY WRENCH	Used for stopping rotation of crank pulley when loosening/tightening crank pulley bolt.
 ST18332AA000	18332AA000	OIL FILTER WRENCH	Used for removing and installing oil filter. (Outer diameter: 68 mm (2.68 in))
 ST18332AA010	18332AA010	OIL FILTER WRENCH	Used for removing and installing oil filter. (Outer diameter: 65 mm (2.56 in))

General Description

MECHANICAL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-499987500	499987500	CRANKSHAFT SOCKET	Used for rotating crankshaft.
 ST42099AE000	42099AE000	CONNECTOR REMOVER	Used for removing the quick connector.
 ST18354AA000	18354AA000	VALVE ROCKER HOLDER	Used for installing the valve rocker assembly (intake). (2 sets)
 ST18258AA000	18258AA000	SPRING INSTALLER	Used for installing the valve rocker assembly (intake).

2. GENERAL TOOL

TOOL NAME	REMARKS
Compression gauge	Used for measuring compression.
Vacuum gauge	Used for measuring negative pressure.
Oil pressure gauge	Used for measuring oil pressure.
Fuel pressure gauge	Used for measuring fuel pressure.
Timing light	Used for measuring ignition timing.

E: PROCEDURE

It is possible to conduct the following service procedures with engine on vehicle, however, the procedures described in this section are based on the condition that the engine is removed from vehicle.

- V-belt
- Timing belt
- Valve rocker assembly
- Camshaft
- Cylinder head

2. Compression

A: INSPECTION

CAUTION:

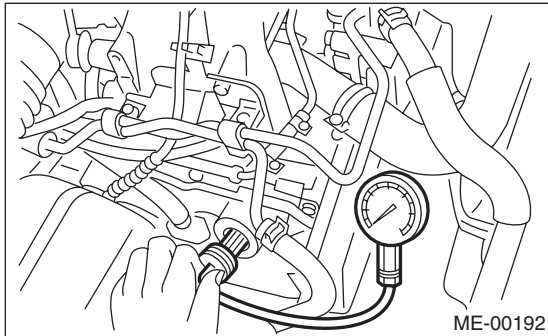
After warming-up, engine becomes very hot. Be careful not to burn yourself during measurement.

- 1) After warming-up the engine, turn the ignition switch to OFF.
- 2) Make sure that the battery is fully charged.
- 3) Release the fuel pressure.
<Ref. to FU(H4SO)-44, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>
- 4) Remove all spark plugs. <Ref. to IG(H4SO)-4, REMOVAL, Spark Plug.>
- 5) Fully open the throttle valve.
- 6) Check the starter motor for satisfactory performance and operation.
- 7) Hold the compression gauge tightly against the spark plug hole.

NOTE:

When using a screw-in type compression gauge, the screw (put into cylinder head spark plug hole) should be less than 18 mm (0.71 in) long.

- 8) Crank the engine by means of the starter motor, and read the maximum value on the gauge when the pointer is steady.



- 9) Perform at least two measurements per cylinder, and make sure that the values are correct.

Compression (350 rpm and fully open throttle):

Standard:

**1,020 — 1,275 kPa (10.4 — 13.0 kgf/cm²,
148 — 185 psi)**

Service limit:

1,020 kPa (10.4 kgf/cm², 148 psi)

Difference between cylinders:

49 kPa (0.5 kgf/cm², 7 psi), or less

3. Idle Speed

A: INSPECTION

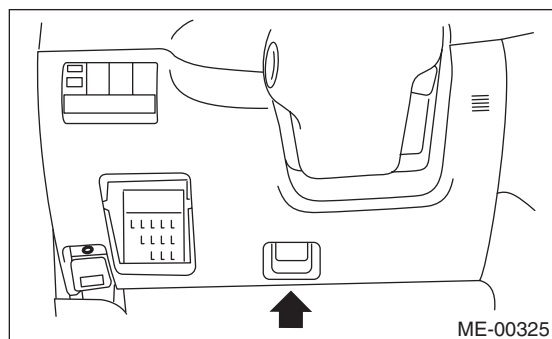
1) Before checking the idle speed, check the following item:

- (1) Check the air cleaner element is free from clogging, ignition timing is correct, spark plugs are in good condition, and hoses are connected properly.
- (2) Check the malfunction indicator light does not illuminate.

2) Warm up the engine.

3) Stop the engine, and turn the ignition switch to OFF.

4) Connect the Subaru Select Monitor to the data link connector.



5) Turn the ignition switch to ON and run the Subaru Select Monitor.

6) Select {Each System Check} in Main Menu.

7) Select {Engine Control System} in Selection Menu.

8) Select {Current Data Display & Save} in Engine Control System Diagnosis.

9) Select {Data Display} in Data Display Menu.

10) Start the engine, and read the engine idle speed.

11) Check the idle speed when no-loaded. (Headlight, heater fan, rear defroster, radiator fan, A/C and etc. are OFF)

Idle speed [No load and gears in "N" or "P" range]:

650±100 rpm (MT model)

700±100 rpm (AT model)

12) Check the idle speed when loaded. (Turn the A/C switch ON and operate the compressor for at least one minute before measurement.)

Idle speed [A/C "ON" and gears in "N" or "P" range]:

850±100 rpm

NOTE:

Idle speed cannot be adjusted manually, because the idle speed is automatically adjusted. If the prescribed idle speed cannot be maintained, refer to the General On-board Diagnosis Table under "Engine Control System". <Ref. to EN(H4SO)(diag)-2, Basic Diagnostic Procedure.>

4. Ignition Timing

A: INSPECTION

CAUTION:

After warming-up, engine becomes very hot. Be careful not to burn yourself at measurement.

1) Before checking the ignition timing, check the following item:

(1) Check the air cleaner element is free from clogging, spark plugs are in good condition, and hoses are connected properly.

(2) Make sure that the malfunction indicator light does not illuminate.

2) Warm-up the engine.

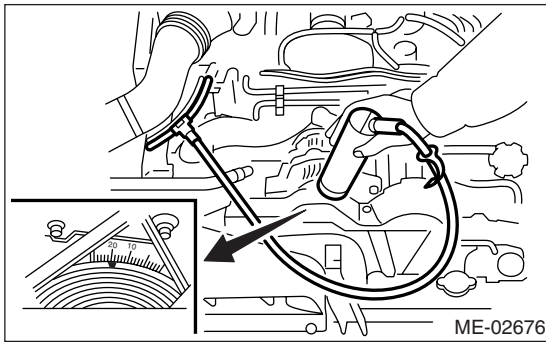
3) When checking the ignition timing, connect the timing light to the #1 cylinder spark plug cord and illuminate the timing mark with the timing light.

4) Start the engine and check the ignition timing at idle speed as shown below.

Ignition timing [BTDC/rpm]:

$10^{\circ} \pm 8^{\circ} / 650$ (MT model)

$15^{\circ} \pm 8^{\circ} / 700$ (AT model)



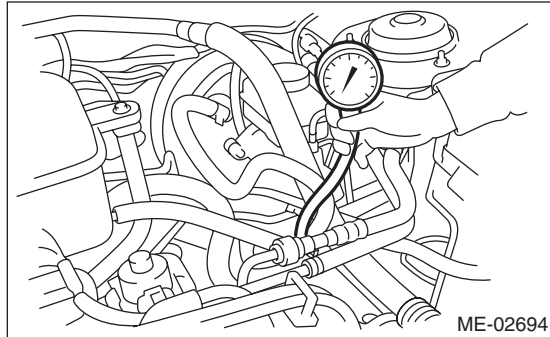
If the timing is not correct, check the ignition control system. <Ref. to EN(H4SO)(diag)-2, Basic Diagnostic Procedure.>

5. Intake Manifold Vacuum

A: INSPECTION

- 1) Warm up the engine.
- 2) Disconnect the brake vacuum hose from intake manifold, and then install the vacuum gauge.
- 3) Keep the engine at idle speed and read the vacuum gauge indication.

By observing the gauge needle movement, internal condition of the engine can be diagnosed as described below.



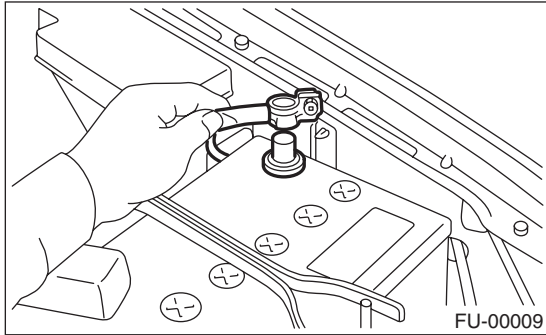
Vacuum pressure (at idling, A/C “OFF”):
–60.0 kPa (–450 mmHg, –17.72 inHg) or less

Diagnosis of engine condition by measurement of intake manifold vacuum	
Vacuum gauge indication	Possible engine condition
1. Needle is steady but lower than normal position. This tendency becomes more evident as engine temperature rises.	Air leakage around intake manifold gasket, disconnection or damage of vacuum hose
2. Needle intermittently drops to position lower than normal position.	Leakage around cylinder
3. Needle drops suddenly and intermittently from normal position.	Sticky valve
4. When engine speed is gradually increased, needle begins to vibrate rapidly at certain speed, and then vibration increases as engine speed increases.	Weak or broken valve springs
5. Needle vibrates above and below normal position in narrow range.	Defective ignition system

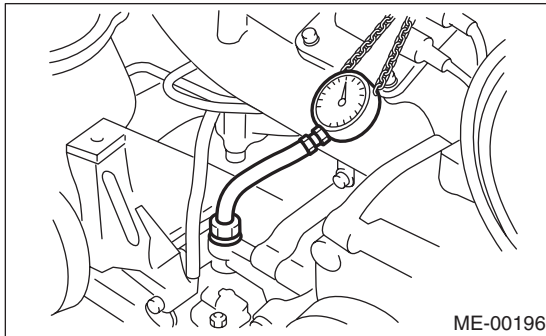
6. Engine Oil Pressure

A: INSPECTION

- 1) Remove the oil pressure switch. <Ref. to LU (H4SO)-21, REMOVAL, Oil Pressure Switch.>
- 2) Connect the oil pressure gauge to cylinder block.
- 3) Connect the ground cable to the battery.



- 4) Start the engine, and measure the oil pressure.



Oil pressure:

Standard:

98 kPa (1.0 kg/cm², 14 psi) or more at 600 rpm
294 kPa (3.0 kg/cm², 43 psi) or more at 5,000 rpm

CAUTION:

- If the oil pressure is out of standard values, check the oil pump, oil filter and lubrication line. <Ref. to LU (H4SO)-25, INSPECTION, Engine Lubrication System Trouble in General.>
- If the oil pressure warning light is turned on and oil pressure is in the specified range, check the oil pressure switch. <Ref. to LU (H4SO)-25, INSPECTION, Engine Lubrication System Trouble in General.>

NOTE:

Standard value is based on an engine oil temperature of 80°C (176°F).

- 5) After measuring the oil pressure, install the oil pressure switch. <Ref. to LU (H4SO)-21, INSTALLATION, Oil Pressure Switch.>

Tightening torque:

25 N·m (2.5 kgf-m, 18.1 ft-lb)

7. Fuel Pressure

A: INSPECTION

CAUTION:

Before removing the fuel pressure gauge, release the fuel pressure.

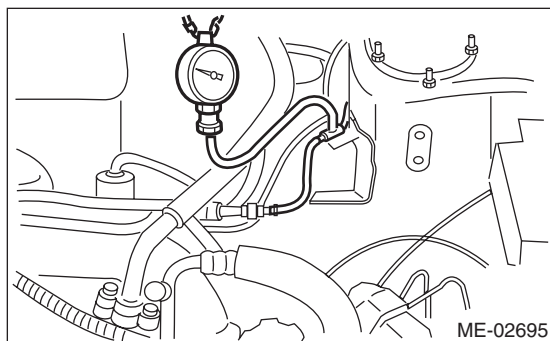
NOTE:

If the fuel pressure is out of specification, check or replace the fuel pump and fuel delivery line.

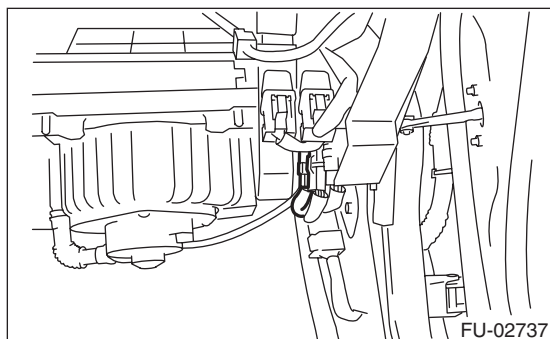
1) Release the fuel pressure.

<Ref. to FU(H4SO)-44, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>

2) Disconnect the fuel delivery hose from fuel damper, and connect fuel pressure gauge.



3) Connect the connector of fuel pump relay.



4) Start the engine.

5) Measure the fuel pressure after warming up the engine.

Fuel pressure:

Standard:

339.5 — 360.5 kPa (3.5 — 3.7 kg/cm², 49 — 52 psi)

NOTE:

The fuel pressure gauge registers 10 to 20 kPa (0.1 to 0.2 kg/cm², 1 to 3 psi) higher than standard values during high-altitude operations.

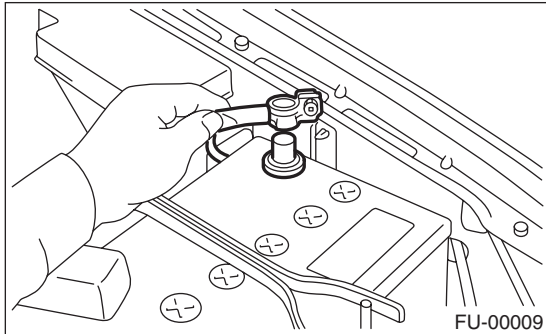
8. Valve Clearance

A: INSPECTION

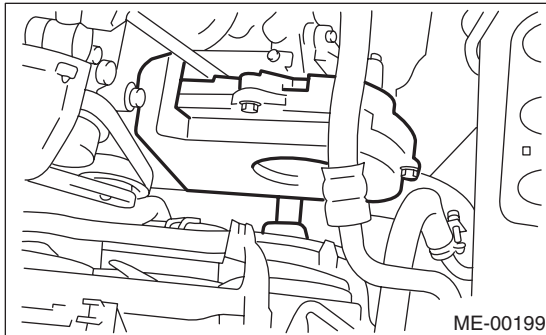
NOTE:

Inspection and adjustment of valve clearance should be performed while engine is cold.

- 1) Set the vehicle on a lift.
- 2) Lift-up the vehicle.
- 3) Remove the under cover.
- 4) Lower the vehicle.
- 5) Disconnect the ground cable from the battery.



- 6) Remove the timing belt cover (LH).



- 7) Remove the fuel injector. <Ref. to FU(H4SO)-30, REMOVAL, Fuel Injector.>

- 8) When inspecting #1 and #3 cylinders:

- (1) Disconnect the spark plug cords from spark plugs RH side. <Ref. to IG(H4SO)-4, RH SIDE, REMOVAL, Spark Plug.>
- (2) Disconnect the PCV hose from rocker cover (RH).
- (3) Remove the bolts, then remove the rocker cover (RH).

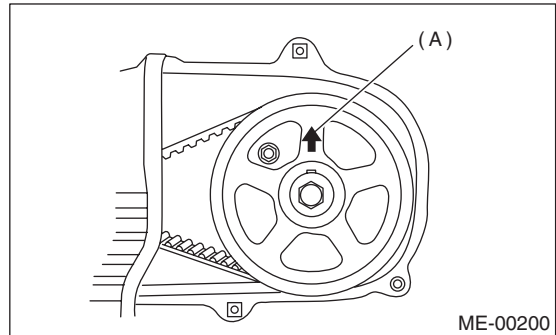
- 9) When inspecting #2 and #4 cylinders:

- (1) Disconnect the spark plug cords from spark plugs (LH side). <Ref. to IG(H4SO)-4, LH SIDE, REMOVAL, Spark Plug.>
- (2) Disconnect the PCV hose from rocker cover (LH).
- (3) Remove the bolts, then remove the rocker cover (LH).

- 10) Set #1 cylinder piston to top dead center of compression stroke by rotating the crank pulley clockwise using the socket wrench.

NOTE:

When the arrow mark (A) on cam sprocket (LH) comes exactly to the top, #1 cylinder piston is brought to the top dead center of compression stroke.



- 11) Measure #1 cylinder valve clearance by using thickness gauge (A).

NOTE:

- Insert a thickness gauge in as horizontally as possible with respect to the valve stem end face.
- Lift-up the vehicle and measure the exhaust valve clearance.

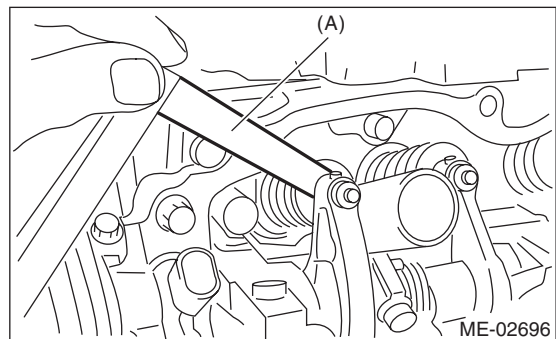
Valve clearance (standard):

Intake

0.20 ± 0.04 mm (0.0079 ± 0.0016 in)

Exhaust

0.25 ± 0.04 mm (0.0098 ± 0.0016 in)



- 12) If necessary, adjust the valve clearance. <Ref. to ME(H4SO)-31, ADJUSTMENT, Valve Clearance.>

13) Measure the valve clearance in #3, #2 and #4 cylinder in the same measurement procedure as #1 cylinder.

NOTE:

- Be sure to set the cylinder pistons to their respective top dead centers on compression stroke before measuring valve clearances.
- By rotating the crank pulley clockwise every 180° from the state that #1 cylinder piston is on the top dead center of compression stroke, #3, #2 and #4 cylinder pistons come to the top dead center of compression stroke in this order.

14) After inspection, install the related parts in the reverse order of removal.

B: ADJUSTMENT

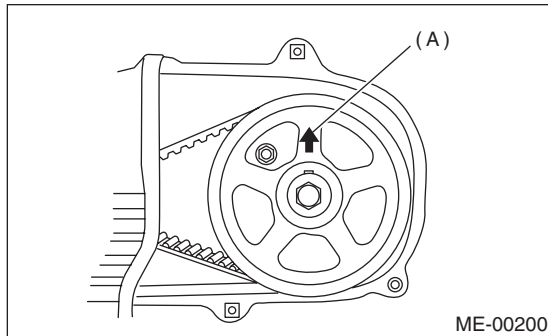
NOTE:

Adjustment of valve clearance should be performed while engine is cold.

1) Set #1 cylinder piston to top dead center of compression stroke by rotating the crank pulley clockwise using the socket wrench.

NOTE:

When the arrow mark (A) on cam sprocket (LH) comes exactly to the top, #1 cylinder piston is brought to the top dead center of compression stroke.



2) Adjust the #1 cylinder valve clearance.

- (1) Loosen the valve rocker nut and screw.
- (2) Set a suitable thickness gauge.
- (3) While noting the valve clearance, tighten the valve rocker adjusting screw.
- (4) When the specified valve clearance is obtained, tighten the valve rocker nut.

Tightening torque:

9.75 N·m (1.0 kgf-m, 7.2 ft-lb)

NOTE:

- Insert a thickness gauge in as horizontally as possible with respect to the valve stem end face.
- Lift-up the vehicle and adjust the exhaust valve clearance.

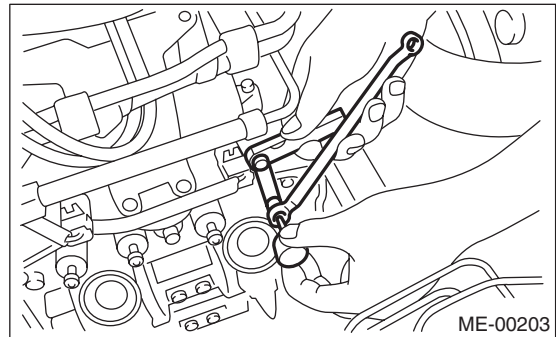
Valve clearance:

Intake

0.20±0.04 mm (0.0079±0.0016 in)

Exhaust

0.25±0.04 mm (0.0098±0.0016 in)



3) Adjust the valve clearance in #3, #2 and #4 cylinder in the same adjustment procedure as #1 cylinder.

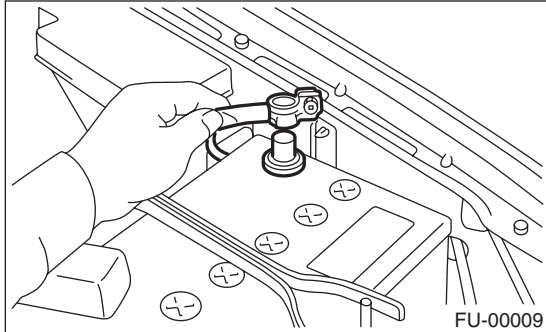
NOTE:

- Be sure to set the cylinder pistons to their respective top dead centers on compression stroke before adjusting valve clearances.
 - By rotating the crank pulley clockwise every 180° from the state that #1 cylinder piston is on the top dead center of compression stroke, #3, #2 and #4 cylinder pistons come to the top dead center of compression stroke in this order.
- 4) Ensure the valve clearances of each cylinder are within specifications. If necessary, readjust the valve clearances.

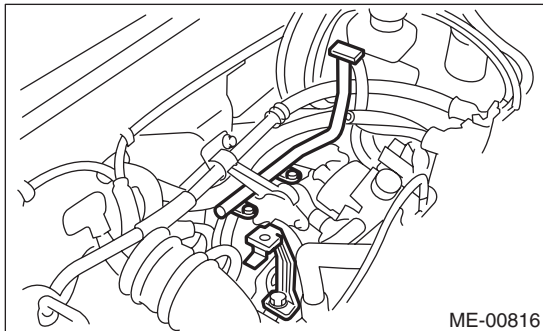
9. Engine Assembly

A: REMOVAL

- 1) Set the vehicle on a lift.
- 2) Open the front hood fully and support with the front food stay.
- 3) Collect the refrigerant from the A/C system.
<Ref. to AC-19, PROCEDURE, Refrigerant Recovery Procedure.>
- 4) Release the fuel pressure.
<Ref. to FU(H4SO)-44, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>
- 5) Disconnect the ground cable from the battery.

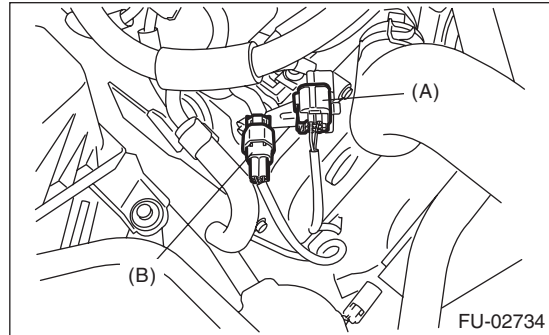


- 6) Open the fuel filler flap lid, and remove the fuel filler cap.
- 7) Remove the air intake duct, air cleaner case and air intake chamber.
<Ref. to IN (H4SO)-7, REMOVAL, Air Intake Duct.>
<Ref. to IN (H4SO)-5, REMOVAL, Air Cleaner Case.> <Ref. to IN (H4SO)-6, REMOVAL, Air Intake Chamber.>
- 8) Remove the under cover.
- 9) Remove the radiator from the vehicle. <Ref. to CO(H4SO)-27, REMOVAL, Radiator.>
- 10) Disconnect the A/C pressure hoses from A/C compressor.
- 11) Remove the air intake chamber stay.



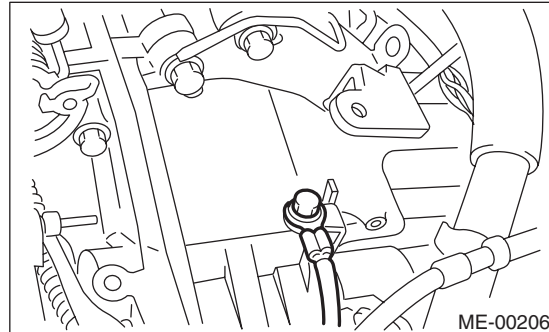
- 12) Disconnect the following connectors and cables.

- (1) Front oxygen (A/F) sensor connector
- (2) Rear oxygen sensor connector

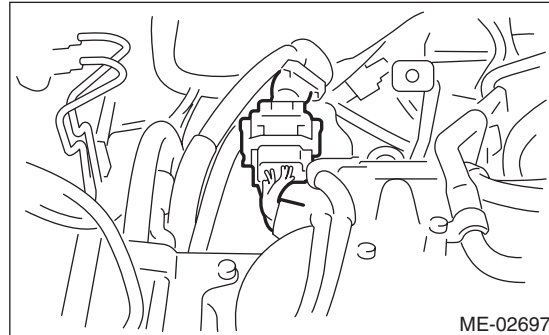


- (A) Front oxygen (A/F) sensor connector
(B) Rear oxygen sensor connector

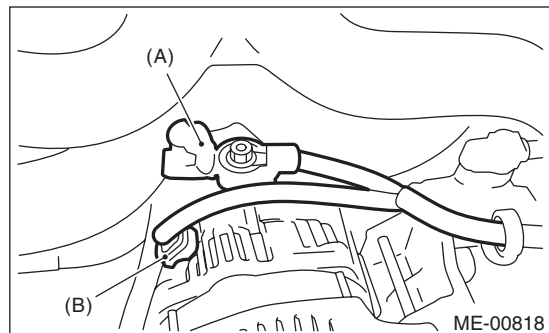
- (3) Engine ground cable



- (4) Engine harness connectors

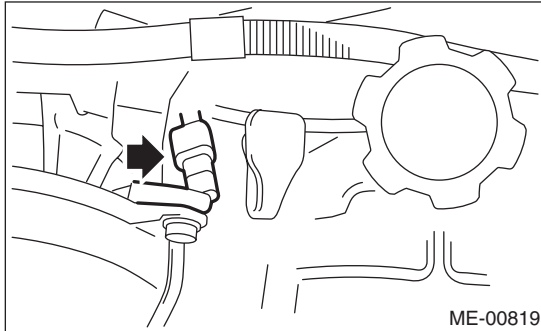


- (5) Generator connector and terminal

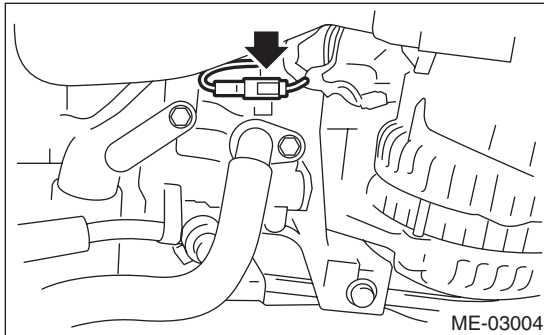


- (A) Terminals
(B) Generator connector

(6) A/C compressor connector

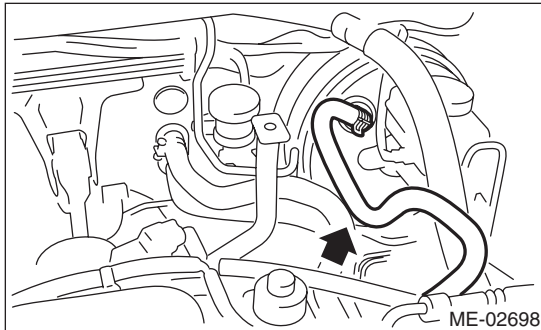


(7) Power steering switch connector



13) Disconnect the following hoses.

(1) Brake booster vacuum hose

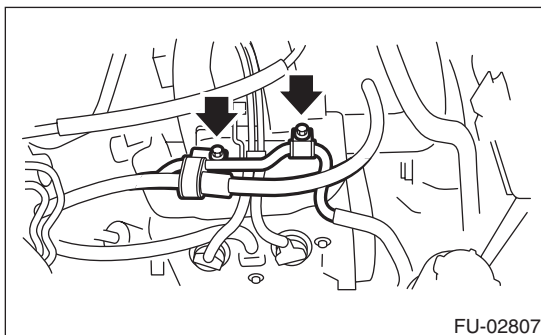


(2) Heater inlet and outlet hoses

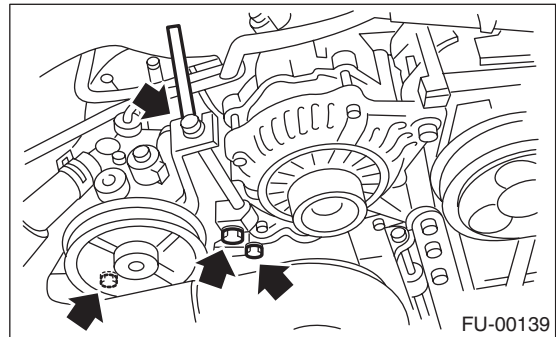
14) Remove the power steering pump.

(1) Remove the front side V-belts. <Ref. to ME(H4SO)-40, FRONT SIDE BELT, REMOVAL, V-belt.>

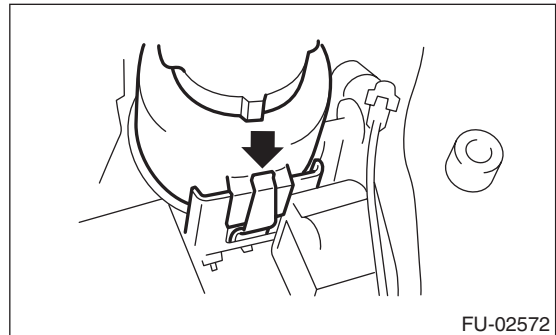
(2) Remove the bolts which hold the power steering pipes onto the fuel pipe protector RH.



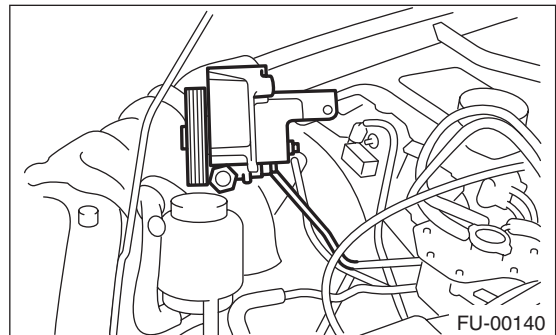
(3) Remove the bolts which secure the power steering pump to the bracket.



(4) Remove the power steering reservoir tank from the bracket by pulling it upwards.

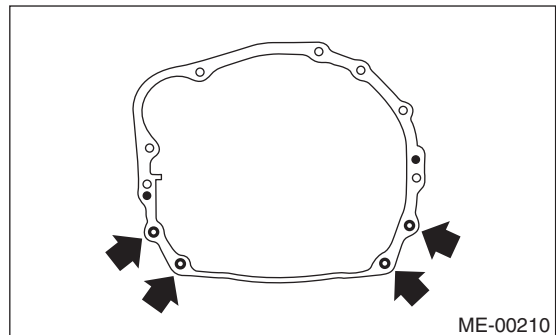


(5) Place the power steering pump on the right side wheel apron.



15) Remove the front and center exhaust pipes. <Ref. to EX (H4SO)-4, REMOVAL, Front Exhaust Pipe.>

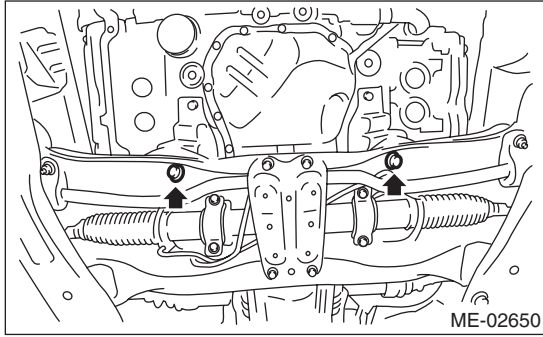
16) Remove the bolts and nuts which hold lower side of transmission to engine.



Engine Assembly

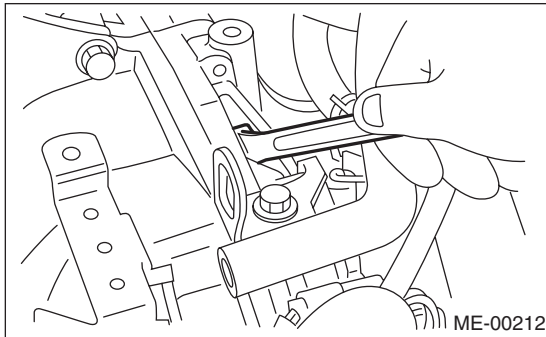
MECHANICAL

- 17) Remove the nuts which install front cushion rubber onto front crossmember.

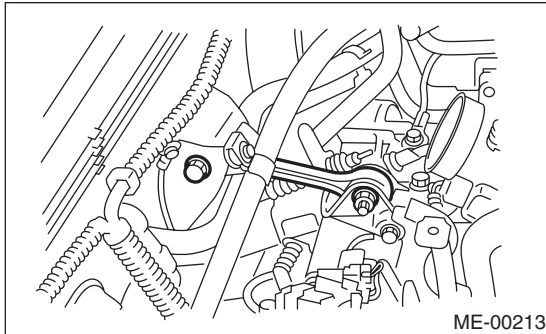


- 18) Separate the torque converter clutch from drive plate. (AT model)

- (1) Lower the vehicle.
- (2) Remove the service hole plug.
- (3) Remove the bolts which hold torque converter clutch to drive plate.
- (4) Remove other bolts while rotating the crankshaft using socket wrench.



- 19) Remove the pitching stopper.



- 20) Disconnect the fuel hoses from fuel pipe.

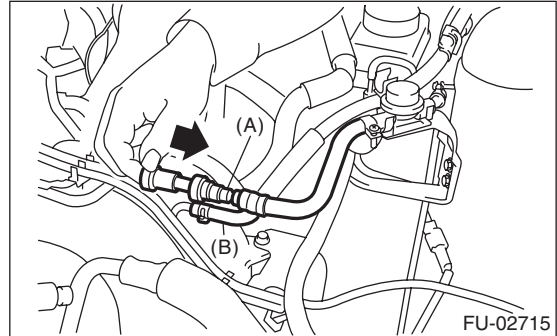
- (1) Disconnect the quick connector on the fuel delivery line by pushing the ST in the direction of the arrow.

ST 42099AE000 CONNECTOR REMOVER

- (2) Remove the clip and disconnect the evaporation hose from the pipe.

CAUTION:

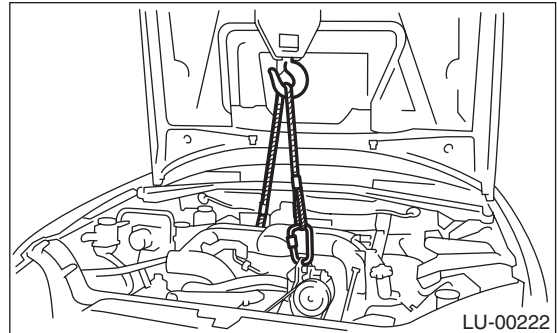
- Be careful not to spill fuel.
- Catch the fuel from hoses using a container or cloth.



(A) Fuel delivery hose

(B) Evaporation hose

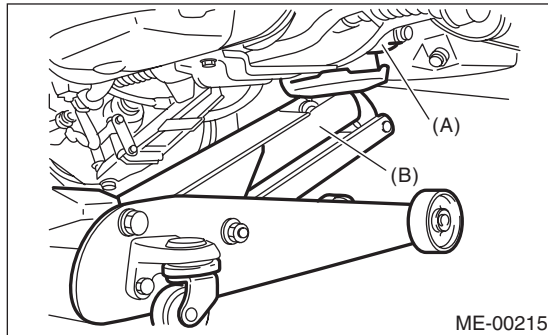
- 21) Support the engine with a lifting device and wire ropes.



22) Support the transmission with a garage jack.

CAUTION:

Be sure to always perform this work, in order to prevent the transmission from lowering for its own weight.



(A) Transmission

(B) Garage jack

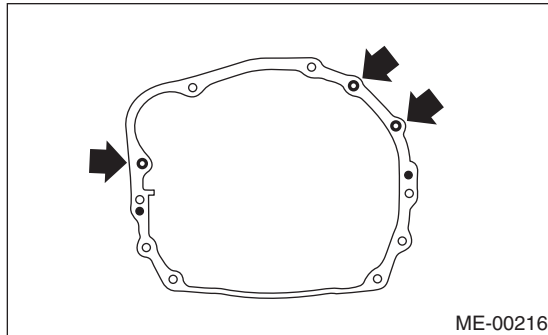
CAUTION:

Before removing the engine away from transmission, check to be sure no work has been overlooked.

23) Separation of engine and transmission.

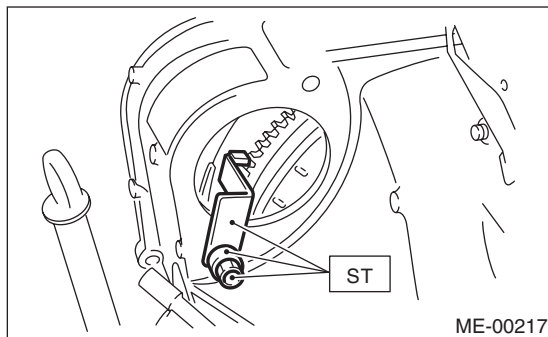
(1) Remove the starter. <Ref. to SC (H4SO)-6, REMOVAL, Starter.>

(2) Remove the bolts which hold upper side of transmission to engine.



24) Attach the ST to converter case. (AT model)

ST 498277200 STOPPER SET



25) Remove the engine from vehicle.

(1) Slightly raise the engine.

(2) Raise the transmission with garage jack.

(3) Move the engine horizontally until main shaft is withdrawn from clutch cover.

(4) Slowly lift the engine away from the engine compartment.

NOTE:

Be careful not to damage adjacent parts or body panels with crank pulley, oil level gauge, etc.

26) Remove the front cushion rubbers.

B: INSTALLATION

1) Install the front cushion rubbers.

Tightening torque:

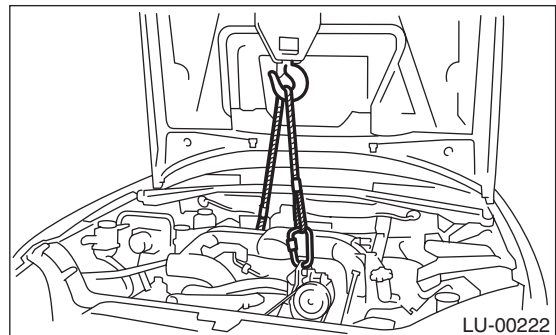
35 N·m (3.6 kgf-m, 25.8 ft-lb)

2) Apply a small amount of grease to splines of mainshaft. (MT model)

3) Position the engine in engine compartment and connect the engine to the transmission.

NOTE:

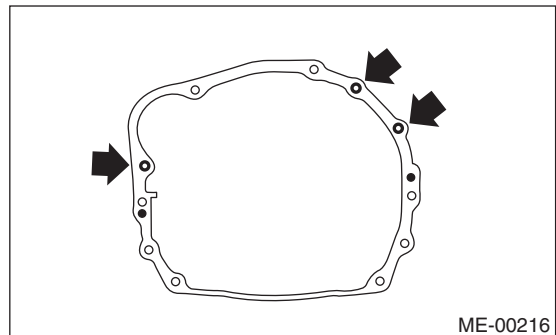
Be careful not to damage adjacent parts or body panels with crank pulley, oil level gauge, etc.



4) Tighten the bolts which hold upper side of transmission to engine.

Tightening torque:

50 N·m (5.1 kgf-m, 36.9 ft-lb)



5) Remove the lifting device and wire ropes.

6) Remove the garage jack.

Engine Assembly

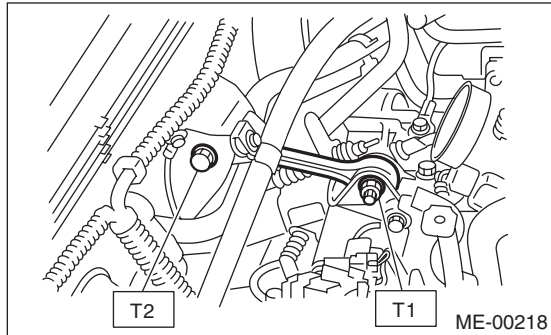
MECHANICAL

7) Install the pitching stopper.

Tightening torque:

T1: 50 N·m (5.1 kgf-m, 36.9 ft-lb)

T2: 58 N·m (5.9 kgf-m, 42.8 ft-lb)



8) Remove the ST from converter case. (AT model)

NOTE:

Be careful not to drop the ST into the converter case when removing the ST.

ST 498277200 STOPPER SET

9) Install the starter. <Ref. to SC (H4SO)-6, INSTALLATION, Starter.>

10) Install the torque converter clutch to drive plate. (AT model)

(1) Tighten the bolts which hold torque converter clutch to drive plate.

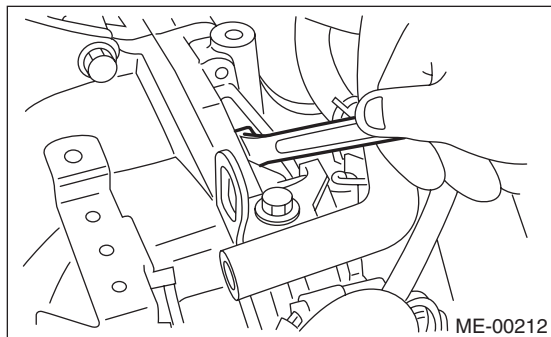
(2) Tighten other bolts while rotating the crankshaft using socket wrench.

NOTE:

Be careful not to drop bolts into the torque converter clutch housing.

Tightening torque:

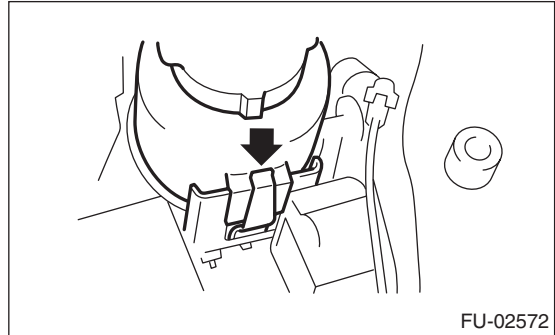
25 N·m (2.5 kgf-m, 18.1 ft-lb)



(3) Install the service hole plug to prevent getting foreign matter inside.

11) Install the power steering pump.

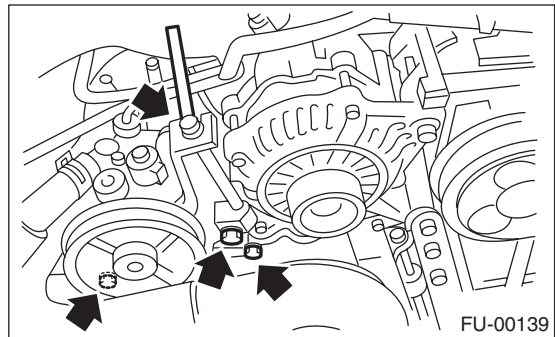
(1) Install the power steering reservoir tank to the bracket.



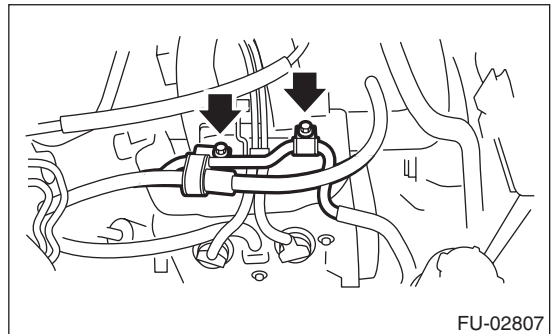
(2) Install the power steering pump to the bracket, and tighten the bolts.

Tightening torque:

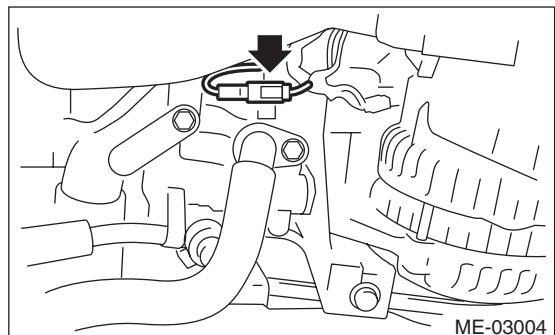
22 N·m (2.2 kgf-m, 16 ft-lb)



(3) Install the pipe along with the bracket.



(4) Connect the power steering switch connector.



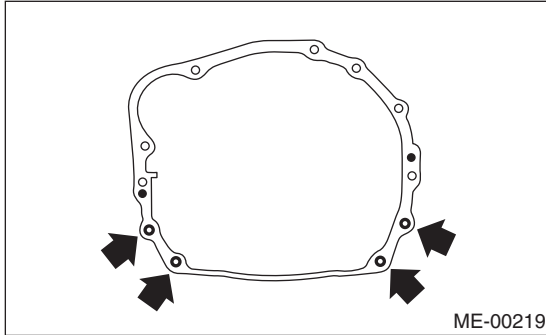
(5) Install and adjust the front side belt. <Ref. to ME(H4SO)-40, FRONT SIDE BELT, INSTALLATION, V-belt.>

12) Lift-up the vehicle.

13) Tighten the bolts and nuts which hold lower side of the transmission to engine.

Tightening torque:

50 N·m (5.1 kgf-m, 36.9 ft-lb)



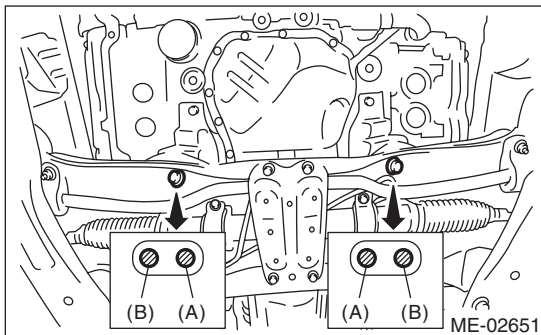
14) Tighten the nuts which install the front cushion rubber onto crossmember.

Tightening torque:

85 N·m (8.7 kgf-m, 63 ft-lb)

NOTE:

Make sure the front cushion rubber mounting bolts (A) and locator (B) are securely installed.



15) Install the front and center exhaust pipe.

<Ref. to EX (H4SO)-5, INSTALLATION, Front Exhaust Pipe.>

16) Lower the vehicle.

17) Connect the following hoses.

- (1) Fuel delivery hose, and evaporation hose
- (2) Heater inlet and outlet hoses
- (3) Brake booster vacuum hose

18) Connect the following connectors.

- (1) Front oxygen (A/F) sensor connector
- (2) Rear oxygen sensor connector
- (3) Engine harness connectors
- (4) Generator connector and terminal
- (5) A/C compressor connector

19) Install the air intake chamber stay.

Tightening torque:

16 N·m (1.6 kgf-m, 11.6 ft-lb)

20) Tighten the engine ground cable.

Tightening torque:

14 N·m (1.4 kgf-m, 10.1 ft-lb)

21) Install the A/C pressure hoses. <Ref. to AC-34, INSTALLATION, Hose and Tube.>

22) Install the radiator to vehicle. <Ref. to CO(H4SO)-29, INSTALLATION, Radiator.>

23) Install the air intake duct, air cleaner case and air intake chamber. <Ref. to IN (H4SO)-7, INSTALLATION, Air Intake Duct.> <Ref. to IN (H4SO)-5, INSTALLATION, Air Cleaner Case.> <Ref. to IN (H4SO)-6, INSTALLATION, Air Intake Chamber.>

24) Install the under cover.

25) Install the battery in the vehicle, and connect cables.

26) Fill engine coolant.

<Ref. to CO(H4SO)-18, FILLING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>

27) Check the ATF level and replenish it if necessary.

<Ref. to 4AT-28, INSPECTION, Automatic Transmission Fluid.>

28) Charge the A/C system with refrigerant. <Ref. to AC-20, PROCEDURE, Refrigerant Charging Procedure.>

29) Remove the front hood stay, and close the front hood.

30) Lower the vehicle from lift.

C: INSPECTION

1) Check that pipes, hoses, connectors and clamps are installed firmly.

2) Check the engine coolant and ATF are at specified levels.

3) Start the engine and check for exhaust gas, engine coolant, leaks of fuel, etc. Also check for noise and vibrations.

10.Engine Mounting

A: REMOVAL

- 1) Remove the engine unit. <Ref. to ME(H4SO)-32, REMOVAL, Engine Assembly.>
- 2) Remove the engine mounting from engine assembly.

B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:

Engine mounting

35 N·m (3.6 kgf-m, 25.8 ft-lb)

C: INSPECTION

Make sure that no crack or other damages do not exist.

11.Preparation for Overhaul

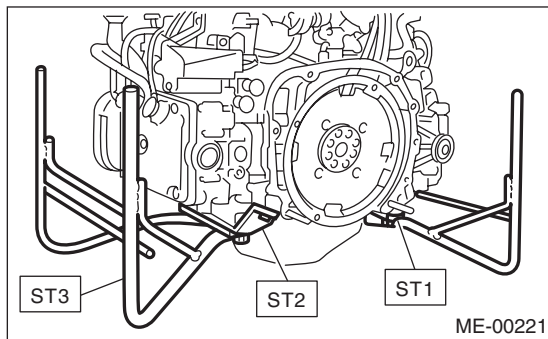
A: PROCEDURE

1) After removing the engine from body, secure it to ST in the following procedure.

ST1 498457000 ENGINE STAND ADAPTER
RH

ST2 498457100 ENGINE STAND ADAPTER
LH

ST3 499817100 ENGINE STAND



2) In this section the procedures described under each index are all connected and stated in order. The procedure for overhauling of the engine will be completed when you go through all steps in the process.

Therefore, in this section, to conduct the particular procedure within the flow of a section, you need to go back and conduct the procedure described previously in order to do that particular procedure.

12.V-belt

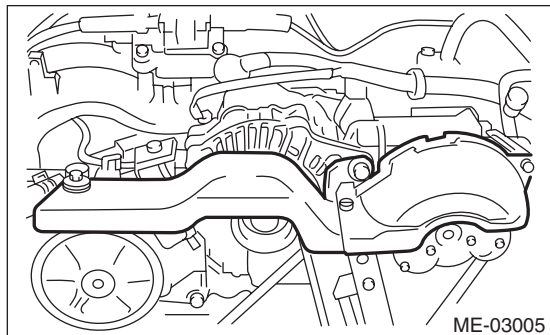
A: REMOVAL

NOTE:

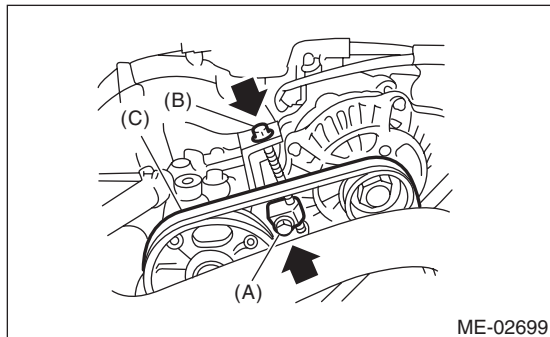
Perform the work with the engine installed to body when replacing a single part.

1. FRONT SIDE BELT

- 1) Remove the V-belt covers.

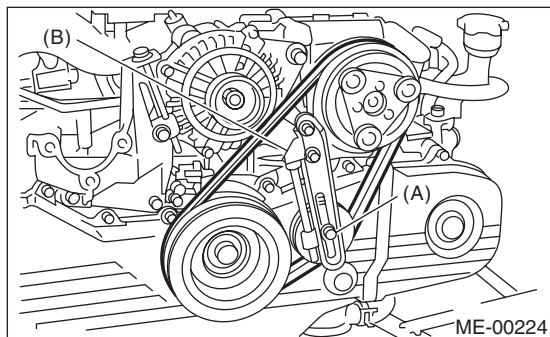


- 2) Loosen the lock bolt (A).
- 3) Loosen the slider bolt (B).
- 4) Remove the front side belt (C).



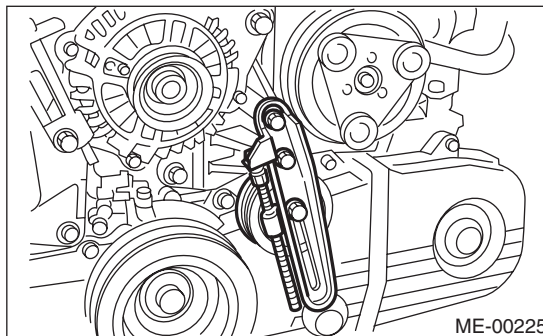
2. REAR SIDE BELT

- 1) Loosen the lock nut (A).
- 2) Loosen the slider bolt (B).



- 3) Remove the rear side belt.

- 4) Remove the belt tensioner.



B: INSTALLATION

CAUTION:

Wipe off any oil and water on the belt and pulley.

1. FRONT SIDE BELT

- 1) Install the front side belt (C), and tighten the slider bolt so as to obtain the specified belt tension. <Ref. to ME(H4SO)-41, INSPECTION, V-belt.>
- 2) Tighten the lock bolt (A).
- 3) Tighten the slider bolt (B).

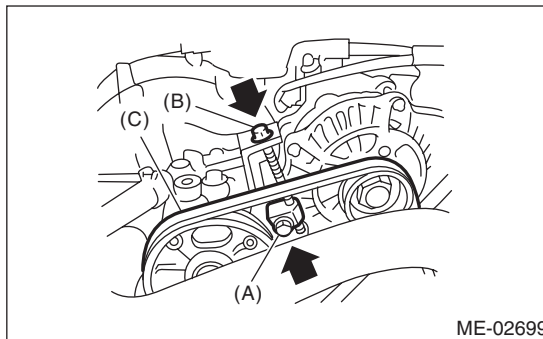
Tightening torque:

Lock bolt (A)

25 N·m (2.5 kgf-m, 18.1 ft-lb)

Slider bolt (B)

8 N·m (0.8 kgf-m, 5.8 ft-lb)



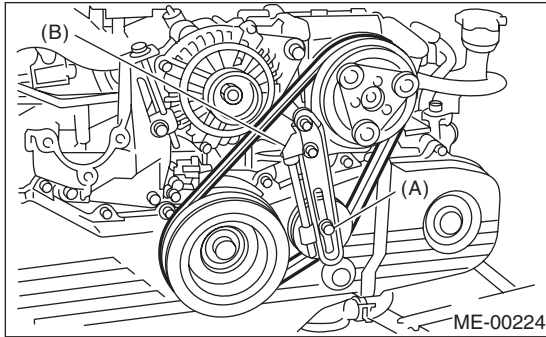
2. REAR SIDE BELT

- 1) Install the belt tensioner.
- 2) Install a rear side belt, and tighten the slider bolt (B) so as to obtain the specified belt tension.
<Ref. to ME(H4SO)-41, INSPECTION, V-belt.>
- 3) Tighten the lock nut (A).

Tightening torque:

Lock nut (A)

23 N·m (2.3 kgf-m, 17.0 ft-lb)



C: INSPECTION

- 1) Replace the belts, if crack, fraying or wear is found.
- 2) Remove the V-belt cover and reservoir tank. (with belt tension gauge)
- 3) Check the V-belt tension and adjust it if necessary by changing the generator installing position or idler pulley installing position.

Belt tension (with belt tension gauge):

(A)

When installing new parts

640 — 780 N (65 — 80 kgf, 144 — 175 lb)

At inspection

490 — 640 N (50 — 65 kgf, 110 — 144 lb)

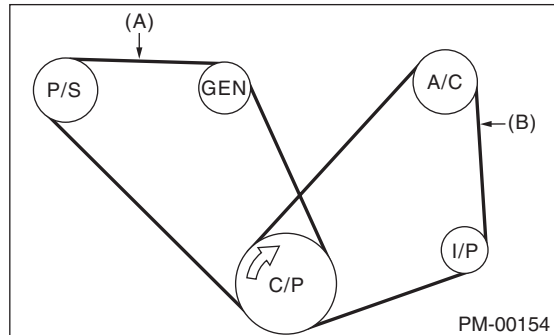
(B)

When installing new parts

650 — 750 N (66 — 76 kgf, 146 — 169 lb)

At inspection

350 — 450 N (36 — 46 kgf, 78 — 101 lb)



(A) Front side belt

(B) Rear side belt

C/P Crank pulley

GEN Generator

P/S Power steering oil pump pulley

A/C Air conditioning compressor pulley

I/P Idler pulley

Belt tension (without belt tension gauge):

(A)

When installing new parts

7 — 9 mm (0.276 — 0.354 in)

At inspection

9 — 11 mm (0.354 — 0.433 in)

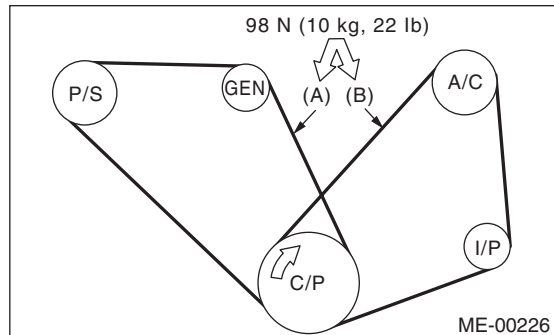
(B)

When installing new parts

7.5 — 8.5 mm (0.295 — 0.335 in)

At inspection

9.0 — 10.0 mm (0.354 — 0.394 in)



(A) Front side belt

(B) Rear side belt

C/P Crank pulley

GEN Generator

P/S Power steering oil pump pulley

A/C Air conditioning compressor pulley

I/P Idler pulley

13.Crank Pulley

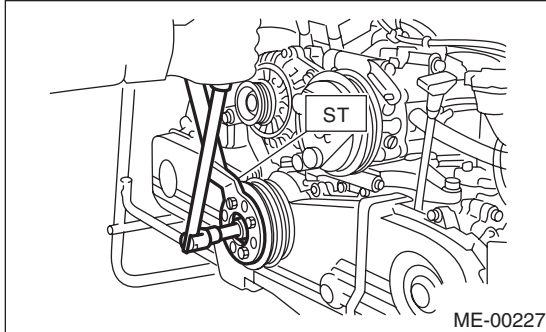
A: REMOVAL

NOTE:

Perform the work with the engine installed to body when replacing a single part.

- 1) Remove the V-belts. <Ref. to ME(H4SO)-40, REMOVAL, V-belt.>
- 2) Remove the crank pulley bolt. To lock the crankshaft, use ST.

ST 499977100 CRANK PULLEY WRENCH



- 3) Remove the crank pulley.

B: INSTALLATION

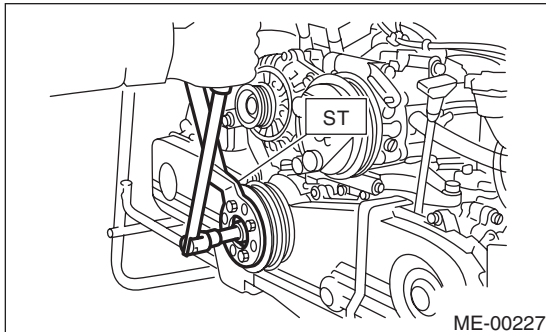
- 1) Install the crank pulley.
 - 2) Install the pulley bolt.
- To lock the crankshaft, use ST.

ST 499977100 CRANK PULLEY WRENCH

- (1) Clean the crankshaft thread using compressed air.
- (2) Apply engine oil to the crank pulley bolt seat and thread.
- (3) Tighten the bolts temporarily with tightening torque of 44 N·m (4.5 kgf-m, 33 ft-lb).
- (4) Tighten the crank pulley bolts.

Tightening torque:

180 N·m (18.4 kgf-m, 132.8 ft-lb)



- 3) Check that the tightening angle of the clamp pulley bolt is a minimum of 65°. Perform the following procedure when less than 65°.

CAUTION:

If the tightening angle of crank pulley bolt is less than 65°, the bolt is damaged. In this case, the bolt must be replaced.

- (1) Replace the crank pulley bolts and clean them.

Crank pulley bolt:

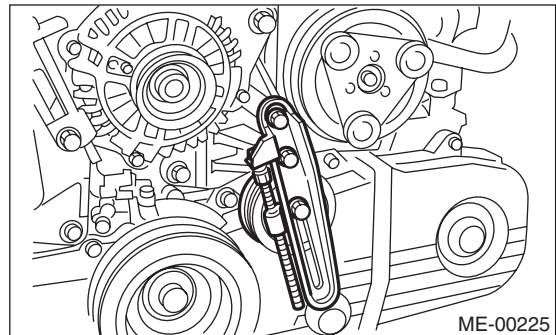
12369AA011

- (2) Clean the crankshaft thread using compressed air.
- (3) Apply engine oil to the crank pulley bolt seat and thread.
- (4) Tighten the bolts temporarily with tightening torque of 44 N·m (4.5 kgf-m, 33 ft-lb).
- (5) Tighten the crank pulley bolt keeping them in an angle between 65° and 75°.

NOTE:

Conduct the tightening procedures by confirming the turning angle of crank pulley bolt referring to the gauge indicated on timing belt cover.

- 4) Install the belt tensioner.



- 5) Install the V-belts. <Ref. to ME(H4SO)-40, INSTALLATION, V-belt.>

C: INSPECTION

- 1) Make sure the V-belt is not worn or otherwise damaged.
- 2) Check the tension of the belt. <Ref. to ME(H4SO)-41, INSPECTION, V-belt.>

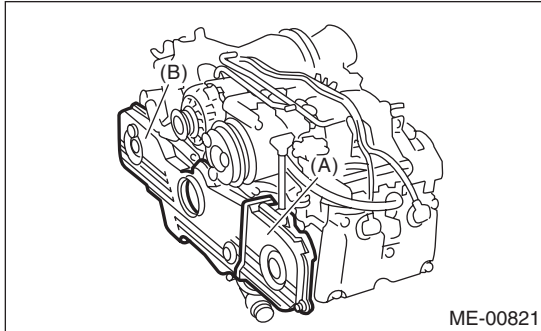
14. Timing Belt Cover

A: REMOVAL

NOTE:

Perform the work with the engine installed to body when replacing a single part.

- 1) Remove the V-belts. <Ref. to ME(H4SO)-40, REMOVAL, V-belt.>
- 2) Remove the crank pulley. <Ref. to ME(H4SO)-42, REMOVAL, Crank Pulley.>
- 3) Remove the timing belt cover (LH).
- 4) Remove the front timing belt cover.



(A) Timing belt cover (LH)

(B) Front timing belt cover

B: INSTALLATION

- 1) Install the front timing belt cover.

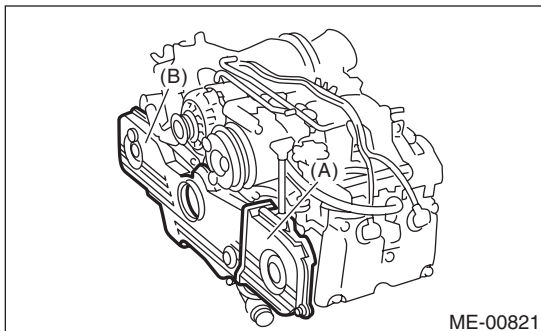
Tightening torque:

5 N·m (0.5 kgf-m, 3.6 ft-lb)

- 2) Install the timing belt cover (LH).

Tightening torque:

5 N·m (0.5 kgf-m, 3.6 ft-lb)



(A) Timing belt cover (LH)

(B) Front timing belt cover

- 3) Install the crank pulley. <Ref. to ME(H4SO)-42, INSTALLATION, Crank Pulley.>

- 4) Install the V-belts. <Ref. to ME(H4SO)-40, INSTALLATION, V-belt.>

C: INSPECTION

Check the cover for damage.

15. Timing Belt

A: REMOVAL

1. TIMING BELT

NOTE:

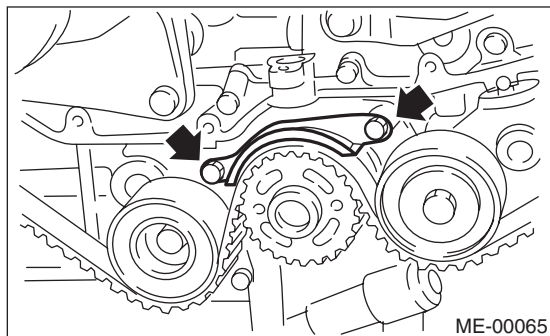
Perform the work with the engine installed to body when replacing a single part. For operation procedures, refer to "Timing Belt" of the PM section. <Ref. to PM-12, Timing Belt.>

1) Remove the V-belts. <Ref. to ME(H4SO)-40, REMOVAL, V-belt.>

2) Remove the crank pulley. <Ref. to ME(H4SO)-42, REMOVAL, Crank Pulley.>

3) Remove the timing belt cover. <Ref. to ME(H4SO)-43, REMOVAL, Timing Belt Cover.>

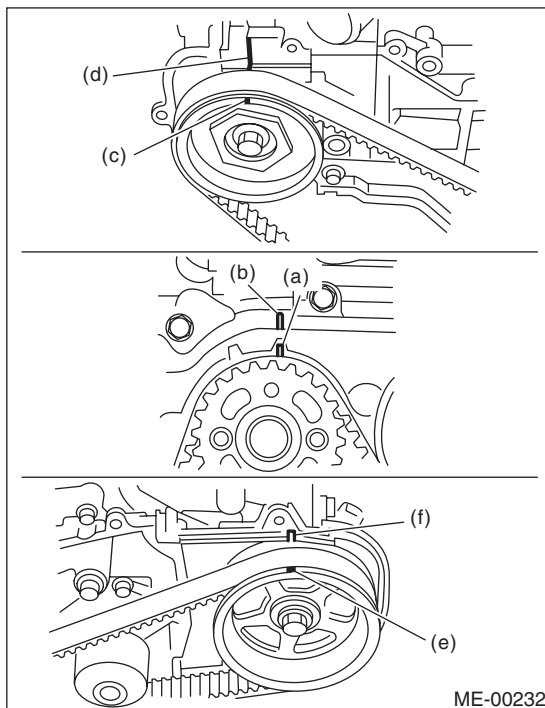
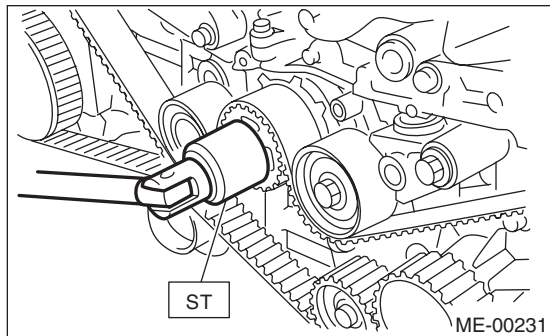
4) Remove the timing belt guide. (MT model)



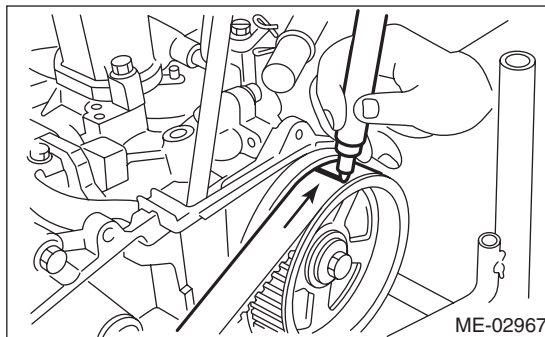
5) If the alignment mark or arrow mark (which indicates the direction of rotation) on timing belt fade away, put new marks before removing the timing belt as shown in procedures below.

(1) Use the ST to turn crankshaft. Align the mark (a) of sprocket to the cylinder block notch (b), and then ensure the right side cam sprocket mark (c), cam cap and cylinder head matching surface (d) or left side cam sprocket mark (e), timing belt cover notch (f) are properly adjusted.

ST 499987500 CRANKSHAFT SOCKET



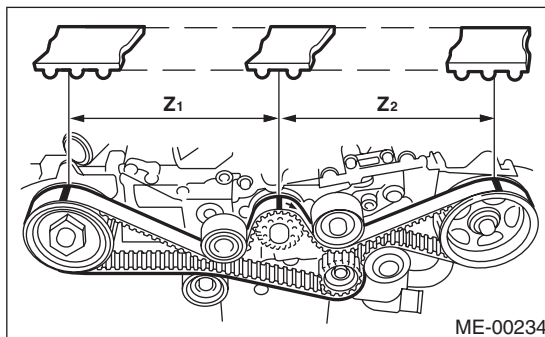
(2) Using white paint, put an alignment mark and an arrow mark on timing belts in relation to the crank sprocket and cam sprockets.



Specified data:

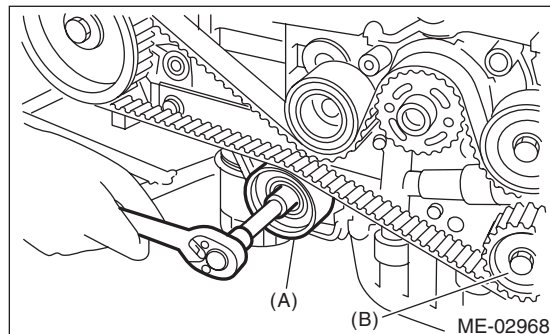
Z₁: Length of 46.8-teeth

Z₂: Length of 43.7-teeth

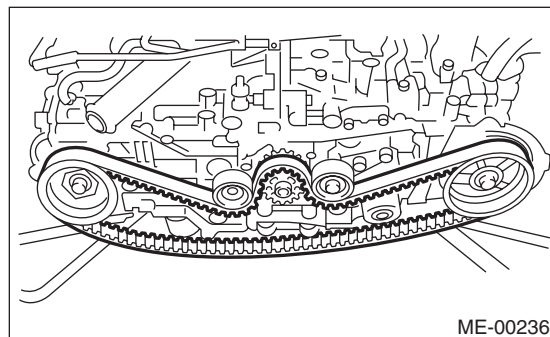


6) Remove the belt idler (A).

7) Remove the belt idler (B).

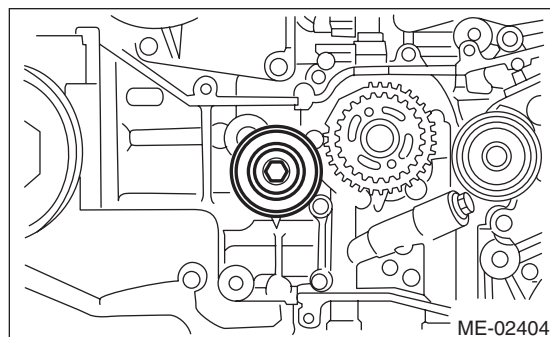


8) Remove the timing belt.

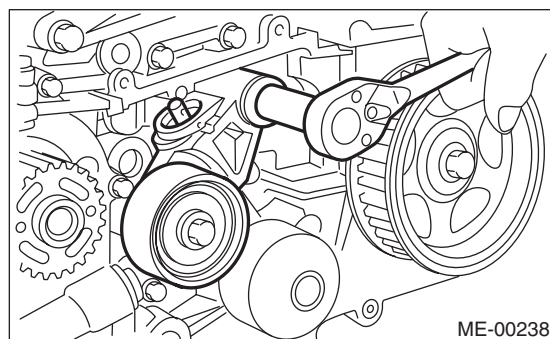


2. BELT IDLER AND AUTOMATIC BELT TENSION ADJUSTER ASSEMBLY

1) Remove the belt idler (No. 1).



2) Remove the automatic belt tension adjuster assembly.



B: INSTALLATION

1. AUTOMATIC BELT TENSION ADJUSTER ASSEMBLY AND BELT IDLER

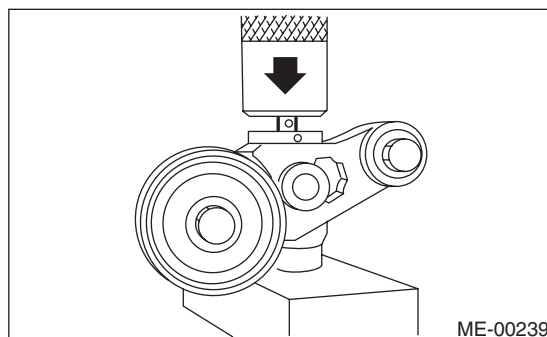
1) Preparation for installation of automatic belt tension adjuster assembly.

CAUTION:

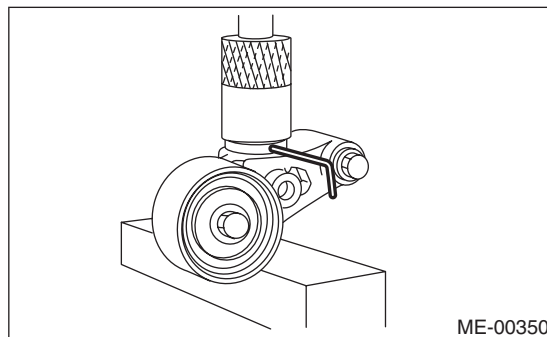
- Always use a vertical type pressing tool to move the adjuster rod down.
- Do not use a lateral type vise.
- Push the adjuster rod vertically.
- Press-in the push adjuster rod gradually taking more than three minutes.
- Do not allow press pressure to exceed 9,807 N (1,000 kgf, 2,205 lb).
- Press the adjuster rod as far as the end surface of the cylinder. Do not press the adjuster rod into cylinder. Doing so may damage the cylinder.
- Do not release the press pressure until stopper pin is completely inserted.

(1) Attach the automatic belt tension adjuster assembly to vertical pressing tool.

(2) Slowly move the adjuster rod down with a pressure of more than 294 N (30 kgf, 66 lb) until the adjuster rod is aligned with the stopper pin hole in the cylinder.



(3) With a 2 mm (0.08 in) dia. stopper pin or a 2 mm (0.08 in) (nominal) dia. hex wrench inserted into the stopper pin hole in cylinder, secure the adjuster rod.



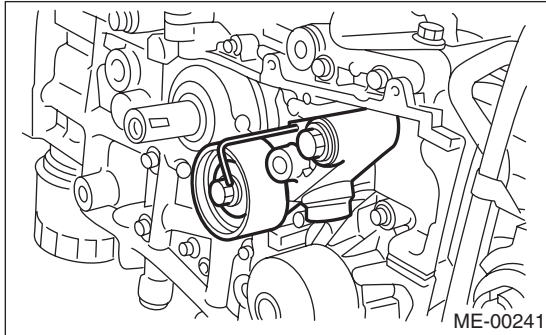
Timing Belt

MECHANICAL

2) Install the automatic belt tension adjuster assembly.

Tightening torque:

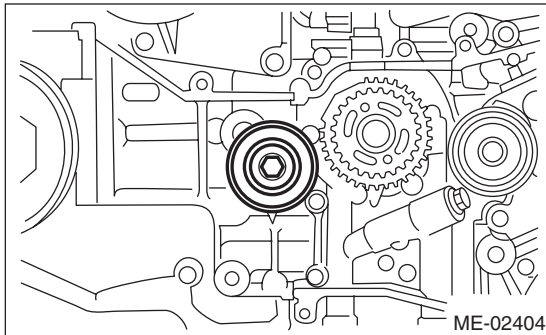
39 N·m (4.0 kgf-m, 28.9 ft-lb)



3) Install the belt idler (No. 1).

Tightening torque:

39 N·m (4.0 kgf-m, 28.9 ft-lb)



2. TIMING BELT

1) Prepare for installation of the automatic belt tension adjuster assembly. <Ref. to ME(H4SO)-45, AUTOMATIC BELT TENSION ADJUSTER ASSEMBLY AND BELT IDLER, INSTALLATION, Timing Belt.>

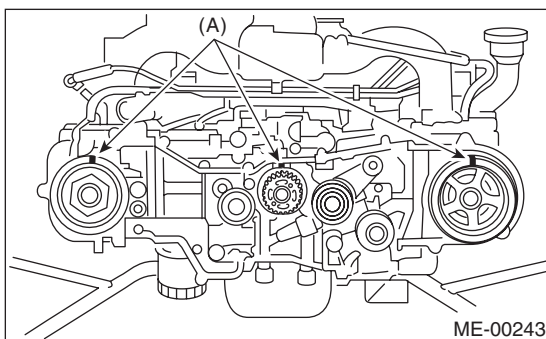
2) Turn the camshaft sprocket No. 2 using ST1, and turn the camshaft sprocket No. 1 using ST2 so that their alignment marks (A) come to top positions.

ST1 18231AA010 CAM SPROCKET WRENCH

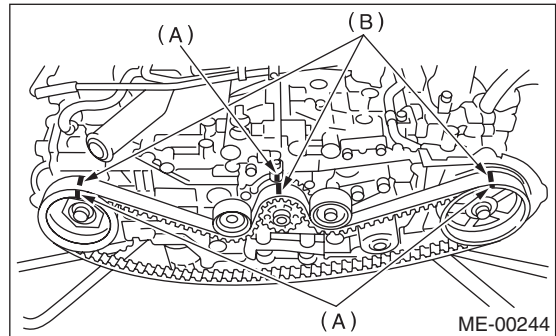
NOTE:

CAM SPROCKET WRENCH (499207100) can also be used.

ST2 499207400 CAM SPROCKET WRENCH



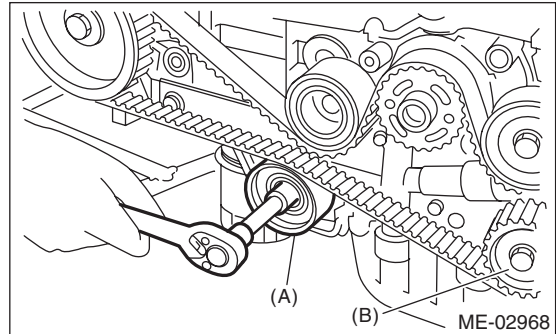
3) While aligning the alignment mark (B) on timing belt with the mark (A) on sprockets, position the timing belt properly.



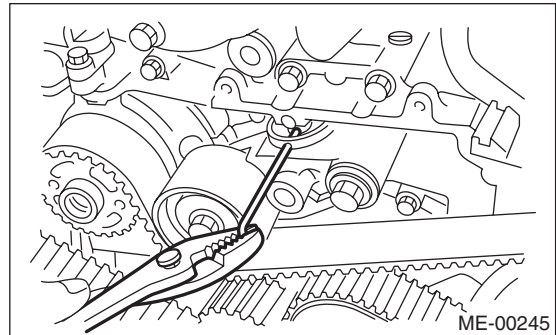
4) Install the belt idler (A) and (B).

Tightening torque:

39 N·m (4.0 kgf-m, 28.9 ft-lb)

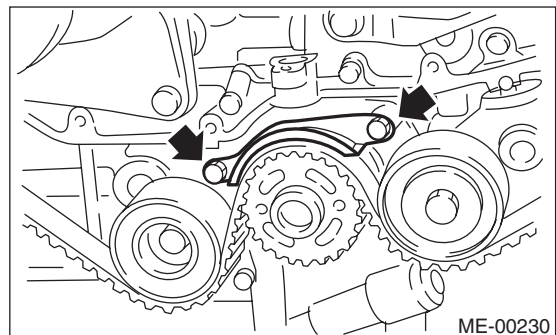


5) After ensuring the marks on timing belt and camshaft sprockets are aligned, remove the stopper pin from belt tension adjuster.



6) Install the timing belt guide. (MT model)

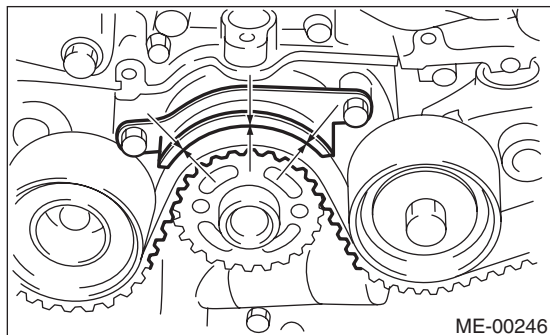
(1) Temporarily tighten the bolts mounting the timing belt guide.



(2) Check and adjust the clearance between timing belt and timing belt guide by using thickness gauge.

Clearance:

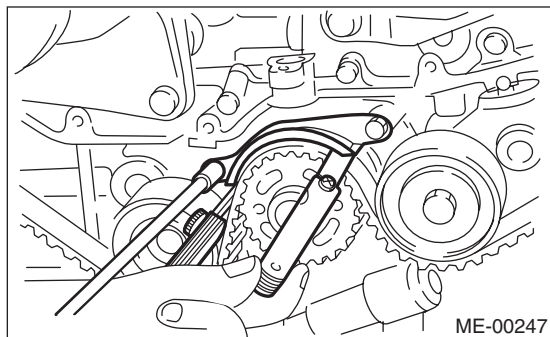
$1.0 \pm 0.5 \text{ mm}$ ($0.039 \pm 0.020 \text{ in}$)



(3) Tighten the bolts mounting the timing belt guide.

Tightening torque:

$9.75 \text{ N}\cdot\text{m}$ ($1.0 \text{ kgf}\cdot\text{m}$, $7.2 \text{ ft}\cdot\text{lb}$)



7) Install the timing belt cover.

<Ref. to ME(H4SO)-43, INSTALLATION, Timing Belt Cover.>

8) Install the crank pulley. <Ref. to ME(H4SO)-42, INSTALLATION, Crank Pulley.>

9) Install the V-belts. <Ref. to ME(H4SO)-40, INSTALLATION, V-belt.>

C: INSPECTION

1. TIMING BELT

1) Check the timing belt teeth for breaks, cracks or wear. If any fault is found, replace the belt.

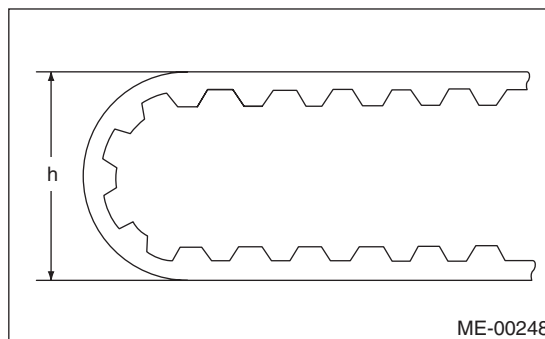
2) Check the condition of the backside of belt. If cracks are found, replace the belt.

CAUTION:

- Be careful not to let oil, grease or coolant contact the belt. Remove quickly and thoroughly if this happens.
- Do not bend the timing belt sharply.

In radial diameter h :

60 mm (2.36 in) or more



2. AUTOMATIC BELT TENSION ADJUST-ER

1) Visually check the oil seals for leaks, and rod ends for abnormal wear and scratches. If necessary, replace the automatic belt tension adjuster assembly.

NOTE:

Slight traces of oil at rod's oil seal does not indicate a problem.

2) Check that the adjuster rod does not move when a pressure of 294 N (30 kgf, 66 lb) is applied to it. This is to check the adjuster rod stiffness.

3) If the adjuster rod is not stiff enough and moves freely when applying a pressure of 294 N (30 kgf, 66 lb), check it using the following procedures.

(1) Slowly press the adjuster rod down to the end surface of cylinder. Repeat this operation two to three times.

(2) With the adjuster rod moved all the way up, apply a pressure of 294 N (30 kgf, 66 lb) to it. Check the adjuster rod movement.

(3) If the adjuster rod is not stiff enough and moves down, replace the automatic belt tension adjuster assembly with a new part.

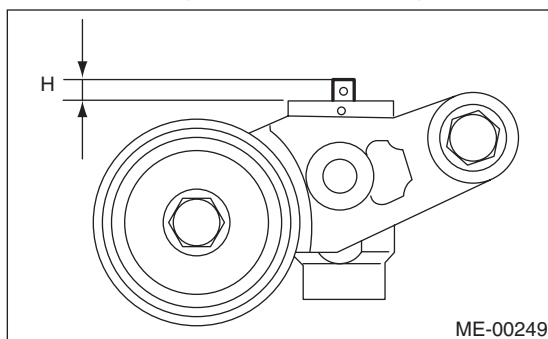
CAUTION:

- Always use a vertical type pressing tool to move the adjuster rod down.
- Do not use a lateral type vise.
- Push the adjuster rod vertically.
- Press the adjuster rod gradually taking more than three minutes.
- Do not allow press pressure to exceed 9,807 N (1,000 kgf, 2,205 lb).
- Press the adjuster rod to the end surface of the cylinder. Do not press the adjuster rod into cylinder. Doing so may damage the cylinder.

4) Measure the rod protrusion amount (H) from the body edge. If it is not within specified range, replace with new part.

Amount of rod protrusion H:

5.2 — 6.2 mm (0.204 — 0.244 in)



3. BELT TENSION PULLEY

1) Check the mating surfaces of timing belt and contact point of adjuster rod for abnormal wear or scratches. Replace the automatic belt tension adjuster assembly if faulty.

2) Check the belt tension pulley for smooth rotation. Replace if noise or excessive play occurs.

3) Check the belt tension pulley for grease leakage.

4. BELT IDLER

1) Check the belt idler for smooth rotation. Replace if noise or excessive play occurs.

2) Check the outer contacting surfaces of idler pulley for abnormal wear and scratches.

3) Check the belt idler for grease leakage.

16. Cam Sprocket

A: REMOVAL

NOTE:

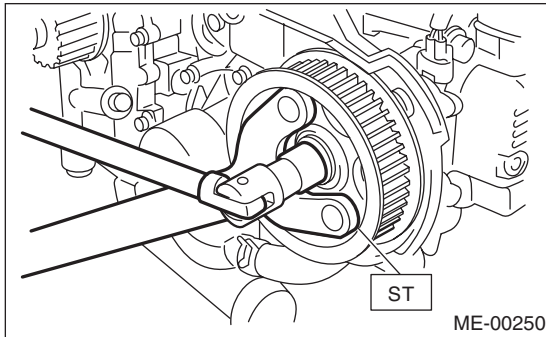
Perform the work with the engine installed to body when replacing a single part.

- 1) Remove the V-belts. <Ref. to ME(H4SO)-40, REMOVAL, V-belt.>
- 2) Remove the crank pulley. <Ref. to ME(H4SO)-42, REMOVAL, Crank Pulley.>
- 3) Remove the timing belt cover. <Ref. to ME(H4SO)-43, REMOVAL, Timing Belt Cover.>
- 4) Remove the timing belt. <Ref. to ME(H4SO)-44, REMOVAL, Timing Belt.>
- 5) Remove the camshaft position sensor. <Ref. to FU(H4SO)-24, REMOVAL, Camshaft Position Sensor.>
- 6) Remove the cam sprocket No. 2. To lock the camshaft, use the ST.

ST 18231AA010 CAM SPROCKET WRENCH

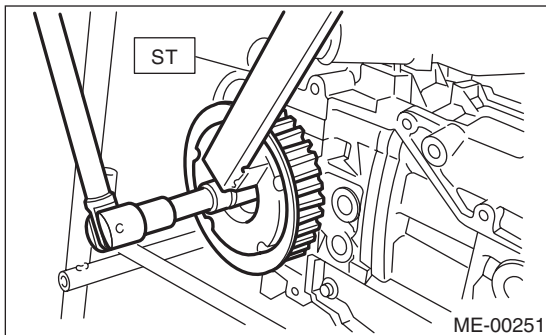
NOTE:

CAM SPROCKET WRENCH (499207100) can also be used.



- 7) Remove the cam sprocket No. 1. To lock the camshaft, use the ST.

ST 499207400 CAM SPROCKET WRENCH



B: INSTALLATION

- 1) Install the cam sprocket No. 1. To lock the camshaft, use the ST.

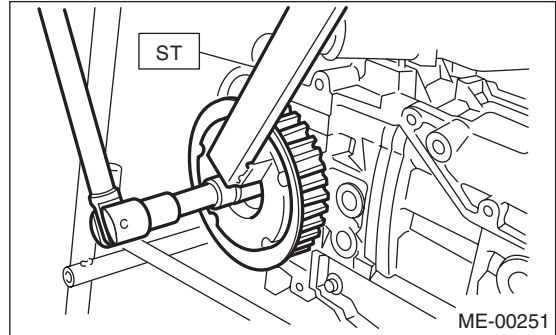
ST 499207400 CAM SPROCKET WRENCH

Tightening torque:

78 N·m (8.0 kgf-m, 57.9 ft-lb)

NOTE:

Do not confuse left and right side cam sprockets during installation. Identify by L or R markings.



- 2) Install the cam sprocket No. 2. To lock the camshaft, use the ST.

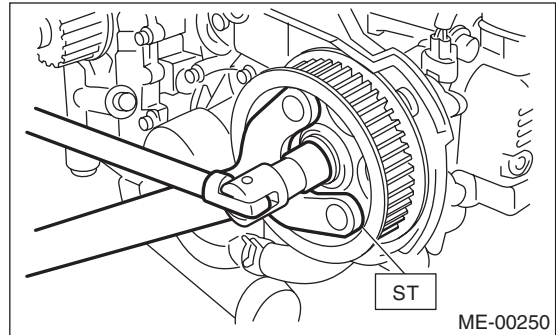
ST 18231AA010 CAM SPROCKET WRENCH

NOTE:

CAM SPROCKET WRENCH (499207100) can also be used.

Tightening torque:

78 N·m (8.0 kgf-m, 57.9 ft-lb)



- 3) Install the camshaft position sensor. <Ref. to FU(H4SO)-24, INSTALLATION, Camshaft Position Sensor.>

- 4) Install the timing belt. <Ref. to ME(H4SO)-45, INSTALLATION, Timing Belt.>

- 5) Install the timing belt cover.

<Ref. to ME(H4SO)-43, INSTALLATION, Timing Belt Cover.>

- 6) Install the crank pulley. <Ref. to ME(H4SO)-42, INSTALLATION, Crank Pulley.>

- 7) Install the V-belts. <Ref. to ME(H4SO)-40, INSTALLATION, V-belt.>

C: INSPECTION

- 1) Check the cam sprocket teeth for abnormal wear and scratches.

- 2) Make sure there is no free play between cam sprocket and key.

- 3) Check the cam sprocket protrusion used for sensor for damage and contamination of foreign matter.

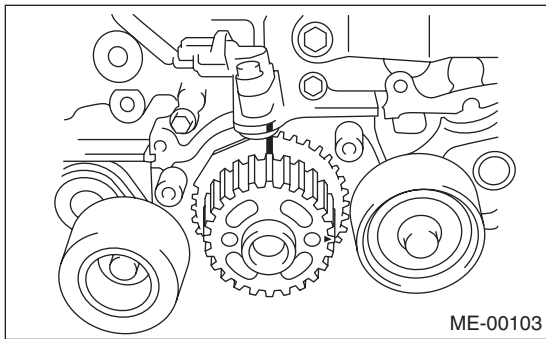
17.Crank Sprocket

A: REMOVAL

NOTE:

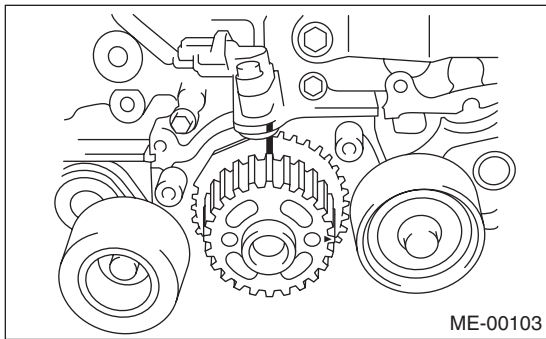
Perform the work with the engine installed to body when replacing a single part.

- 1) Remove the V-belts. <Ref. to ME(H4SO)-40, REMOVAL, V-belt.>
- 2) Remove the crank pulley. <Ref. to ME(H4SO)-42, REMOVAL, Crank Pulley.>
- 3) Remove the timing belt cover. <Ref. to ME(H4SO)-43, REMOVAL, Timing Belt Cover.>
- 4) Remove the timing belt. <Ref. to ME(H4SO)-44, REMOVAL, Timing Belt.>
- 5) Remove the crank sprocket.



B: INSTALLATION

- 1) Install the crank sprocket.



- 2) Install the timing belt. <Ref. to ME(H4SO)-45, INSTALLATION, Timing Belt.>
- 3) Install the timing belt cover. <Ref. to ME(H4SO)-43, INSTALLATION, Timing Belt Cover.>
- 4) Install the crank pulley. <Ref. to ME(H4SO)-42, INSTALLATION, Crank Pulley.>
- 5) Install the V-belts. <Ref. to ME(H4SO)-40, INSTALLATION, V-belt.>

C: INSPECTION

- 1) Check the crank sprocket teeth for abnormal wear and scratches.
- 2) Make sure there is no free play between crank sprocket and key.
- 3) Check the crank sprocket protrusion used for sensor for damage and contamination of foreign matter.

18. Valve Rocker Assembly

A: REMOVAL

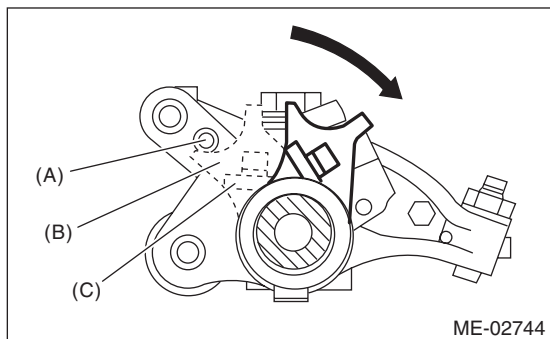
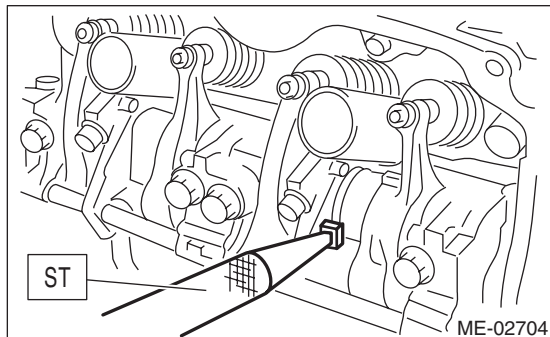
NOTE:

Perform the work with the engine installed to body when replacing a single part. Refer to "Valve Clearance" for preparation. <Ref. to ME(H4SO)-30, Valve Clearance.>

- 1) Remove the V-belts. <Ref. to ME(H4SO)-40, REMOVAL, V-belt.>
- 2) Remove the crank pulley. <Ref. to ME(H4SO)-42, REMOVAL, Crank Pulley.>
- 3) Remove the timing belt cover. <Ref. to ME(H4SO)-43, REMOVAL, Timing Belt Cover.>
- 4) Remove the timing belt. <Ref. to ME(H4SO)-44, REMOVAL, Timing Belt.>
- 5) Remove the cam sprocket. <Ref. to ME(H4SO)-49, REMOVAL, Cam Sprocket.>
- 6) Disconnect the PCV hose and remove the rocker cover.
- 7) Remove the valve rocker assembly.

(1) Use the ST to rotate the spring stopper in the direction of the arrow to remove it from adjuster pin.

ST 18258AA000 SPRING INSTALLER

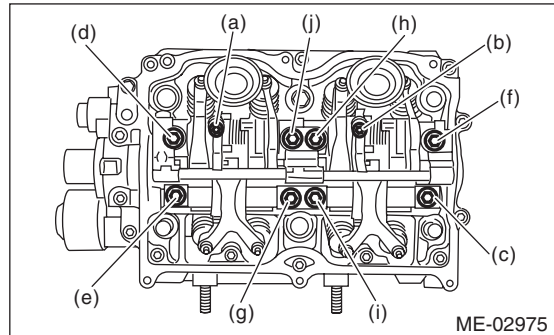


- (A) Adjuster pin
- (B) Spring stopper
- (C) Spring

- (2) Remove the bolts (a) through (j) in alphabetical sequence.

NOTE:

Leave two or three threads of bolts (i) and (j) engaged in order to retain the valve rocker assembly.

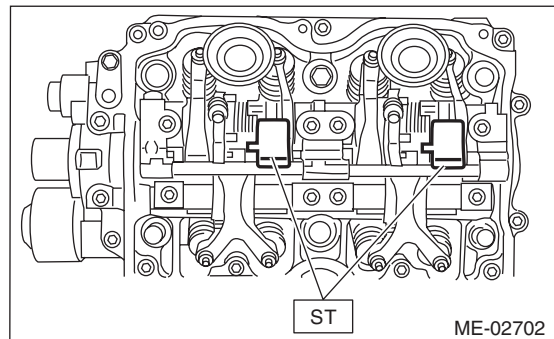


- (3) Remove the valve rocker assembly.

NOTE:

Set the ST in the position shown in the drawing to remove the intake valve rocker assembly.

ST 18354AA000 VALVE ROCKER HOLDER



B: INSTALLATION

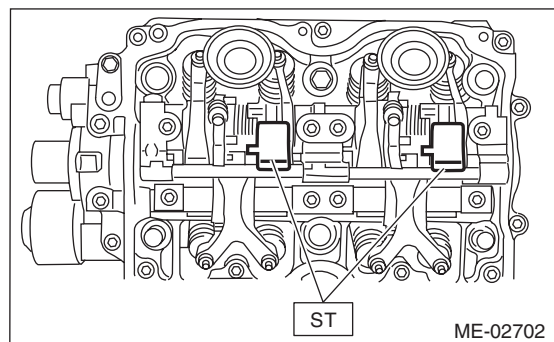
- 1) Install the valve rocker assembly.

(1) Temporarily tighten the bolts equally in alphabetical order as shown in the figure.

NOTE:

- Do not temporarily tighten the bolts (i) and (j).
- Set the ST in the position shown in the drawing to mount the intake valve rocker assembly.

ST 18354AA000 VALVE ROCKER HOLDER



Valve Rocker Assembly

MECHANICAL

(2) Tighten the bolts (a) through (h) to specified torque.

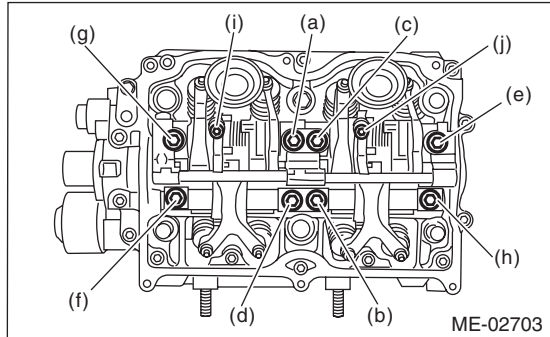
Tightening torque:

25 N·m (2.5 kgf-m, 18.1 ft-lb)

(3) Tighten the bolts (i) through (j) to specified torque.

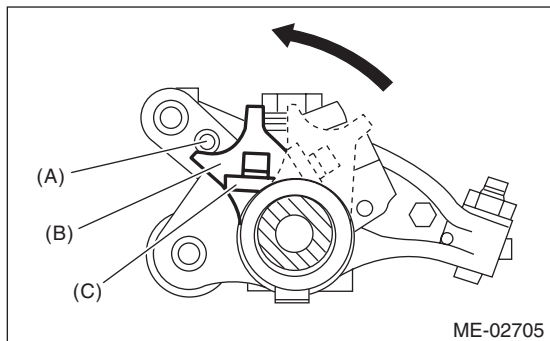
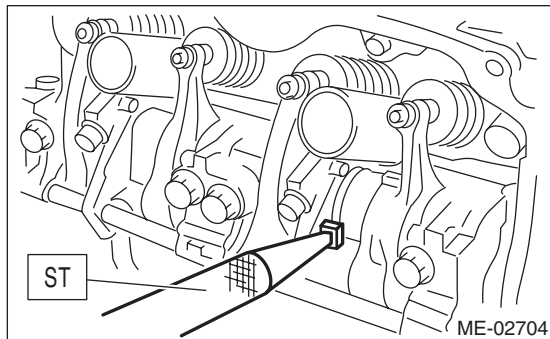
Tightening torque:

6 N·m (0.6 kgf-m, 4.3 ft-lb)



(4) Use the ST to rotate the spring stopper in the direction of the arrow to fasten the adjuster pin.

ST 18258AA000 SPRING INSTALLER



- (A) Adjuster pin
- (B) Spring stopper
- (C) Spring

2) Install the cam sprocket. <Ref. to ME(H4SO)-49, INSTALLATION, Cam Sprocket.>

3) Install the timing belt. <Ref. to ME(H4SO)-45, INSTALLATION, Timing Belt.>

4) Adjust the valve clearance. <Ref. to ME(H4SO)-31, ADJUSTMENT, Valve Clearance.>

5) Install the rocker cover and rocker cover gasket, and then connect PCV hose.

NOTE:

- Use a new rocker cover gasket.
- Tighten the bolts in two stages in alphabetical sequence as shown in figure.

Tightening torque:

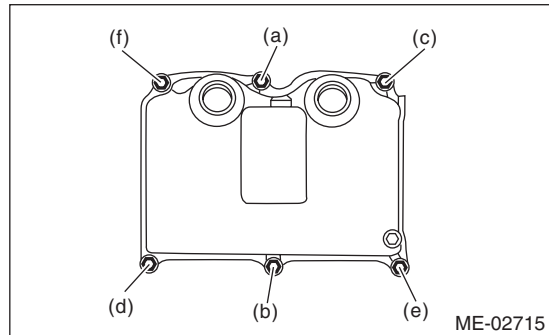
First time

6.4 N·m (0.65 kgf-m, 4.7 ft-lb)

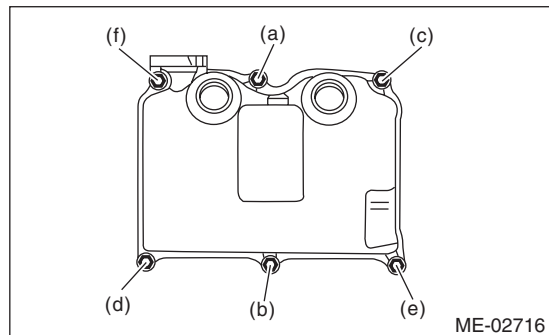
Second time (tighten only (a) and (b))

6.4 N·m (0.65 kgf-m, 4.7 ft-lb)

RH side



LH side



6) Install the timing belt cover. <Ref. to ME(H4SO)-43, INSTALLATION, Timing Belt Cover.>

7) Install the crank pulley. <Ref. to ME(H4SO)-42, INSTALLATION, Crank Pulley.>

8) Install the V-belts. <Ref. to ME(H4SO)-40, INSTALLATION, V-belt.>

C: DISASSEMBLY

NOTE:

Intake valve rocker assembly cannot be disassembled.

1) Remove the exhaust valve rocker arm from the rocker shaft.

NOTE:

Keep all the removed parts in order for re-installing in their original positions.

2) Remove the nut and adjusting screw from exhaust valve rocker.

D: ASSEMBLY

NOTE:

Intake valve rocker assembly cannot be disassembled.

- 1) Install the adjusting screw and nut to the exhaust valve rocker.
- 2) Insert the exhaust valve rocker arm to rocker shaft.

NOTE:

Valve rocker arms, and rocker shaft have identification marks. Make sure the parts with same markings are properly assembled.

E: INSPECTION

1. INTAKE VALVE ROCKER ASSEMBLY

- 1) If the roller or valve contact surface of valve rocker arm is worn or dented excessively, replace the valve rocker assembly.
- 2) Check that the valve rocker arm roller rotates smoothly. If not, replace the valve rocker assembly.

2. EXHAUST VALVE ROCKER ASSEMBLY

- 1) Measure the inner diameter of valve rocker arm and outer diameter of valve rocker shaft, and confirm the difference (oil clearance) between the two values.

Clearance between arm and shaft:

Standard:

0.020 — 0.054 mm (0.0008 — 0.0021 in)

Service limit:

0.10 mm (0.0039 in)

- 2) If the oil clearance exceeds the limit, replace the valve rocker arm or shaft, whichever shows greater amount of wear.

Rocker arm inside diameter:

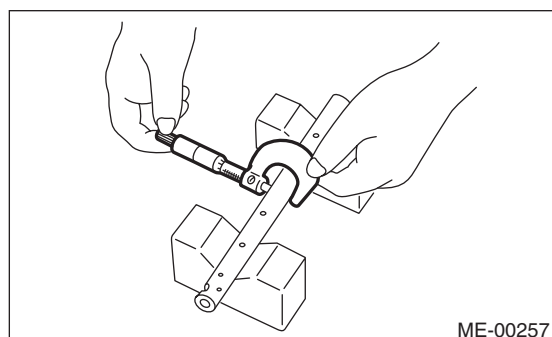
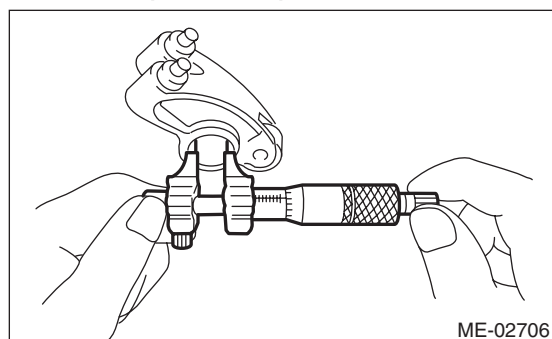
22.020 — 22.041 mm (0.8669 — 0.8678 in)

Rocker shaft diameter:

21.987 — 22.000 mm (0.8656 — 0.8661 in)

- 3) If the roller or valve contact surface of valve rocker arm is worn or dented excessively, replace the valve rocker arm.

- 4) Check that the valve rocker arm roller rotates smoothly. If not, replace the valve rocker arm.



19. Camshaft

A: REMOVAL

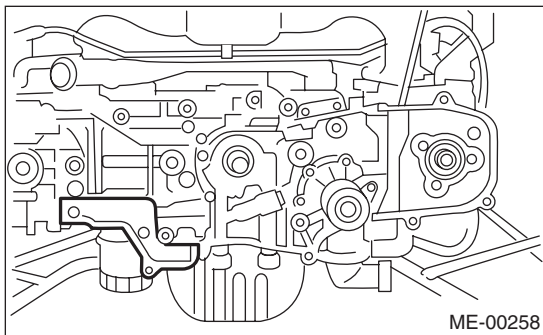
NOTE:

Perform the work with the engine installed to body when replacing a single part. Refer to "Valve Clearance" for preparation. <Ref. to ME(H4SO)-30, Valve Clearance.>

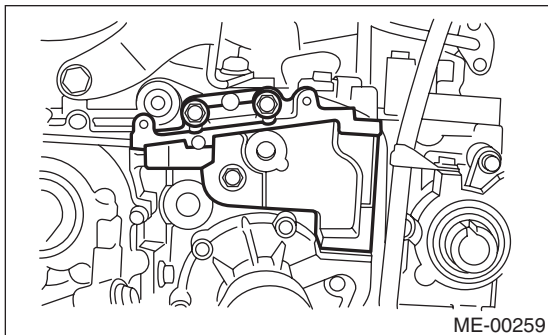
- 1) Remove the V-belts. <Ref. to ME(H4SO)-40, REMOVAL, V-belt.>
- 2) Remove the crank pulley. <Ref. to ME(H4SO)-42, REMOVAL, Crank Pulley.>
- 3) Remove the timing belt cover. <Ref. to ME(H4SO)-43, REMOVAL, Timing Belt Cover.>
- 4) Remove the timing belt. <Ref. to ME(H4SO)-44, REMOVAL, Timing Belt.>
- 5) Remove the cam sprocket. <Ref. to ME(H4SO)-49, REMOVAL, Cam Sprocket.>
- 6) Remove the timing belt cover No. 2 (LH).
- 7) Remove the timing belt cover No. 2 (RH).

NOTE:

Do not damage or lose the seal rubber when removing the timing belt covers.



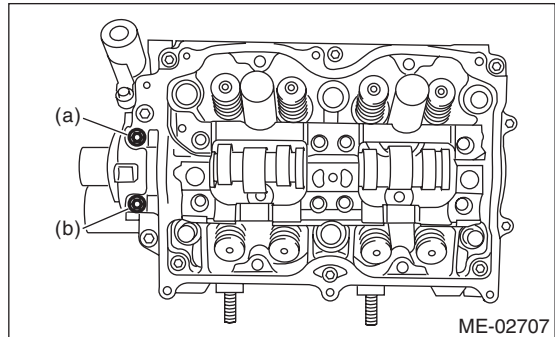
- 8) Remove the tensioner bracket.



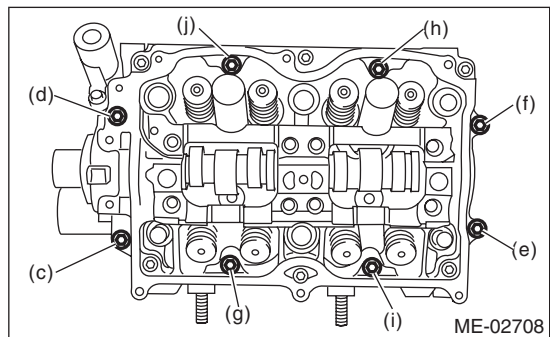
- 9) Remove the camshaft position sensor support. (LH side only)
- 10) Remove the oil level gauge guide. (LH side only)
- 11) Remove the valve rocker assembly. <Ref. to ME(H4SO)-51, REMOVAL, Valve Rocker Assembly.>

- 12) Remove the camshaft cap.

- (1) Remove the bolts (a) and (b) in alphabetical sequence.

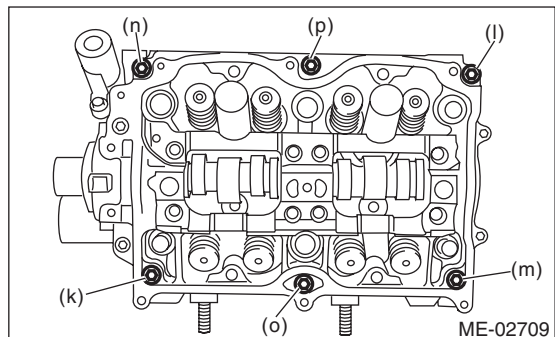


- (2) Equally loosen the bolts (c) through (j) all the way in alphabetical sequence.



- (3) Remove the bolts (k) through (p) in alphabetical sequence using ST.

ST 499497000 TORX® PLUS



- (4) Remove the camshaft cap.

- 13) Remove the camshaft.

- 14) Remove the oil seal.

- 15) Remove the plug from rear side of camshaft.

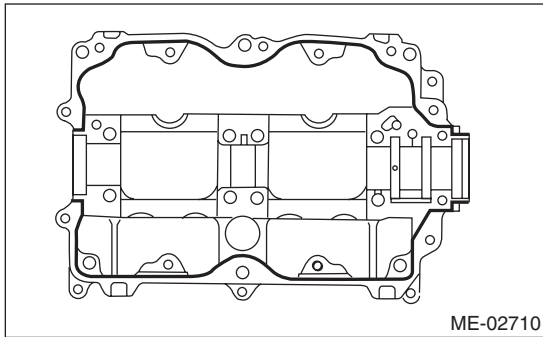
CAUTION:

- Do not remove the oil seal unless necessary.
- Do not scratch the journal surface when removing the oil seal.

B: INSTALLATION

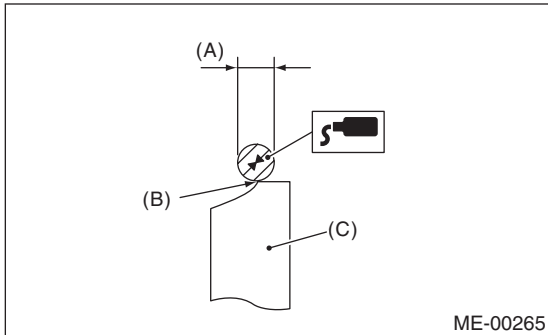
- 1) Apply a thin coat of engine oil to camshaft journals, and install the camshaft.
- 2) Install the camshaft cap.
 - (1) Apply liquid gasket to the mating surfaces of camshaft cap.

Liquid gasket:
THREE BOND 1280B
(Part No. K0877YA018)

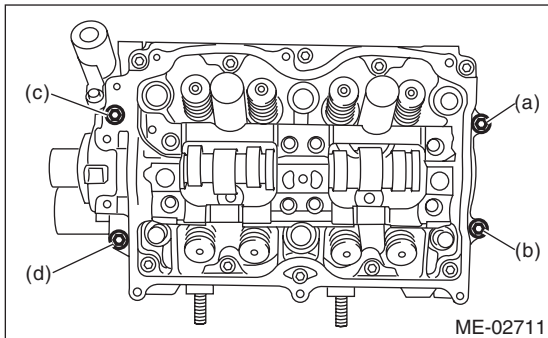


NOTE:

- Apply a coat of liquid gasket of 3 mm (0.12 in) in diameter (A) along the edge (B) of camshaft cap (C) mating surface.
- Install within 5 min. after applying liquid gasket.



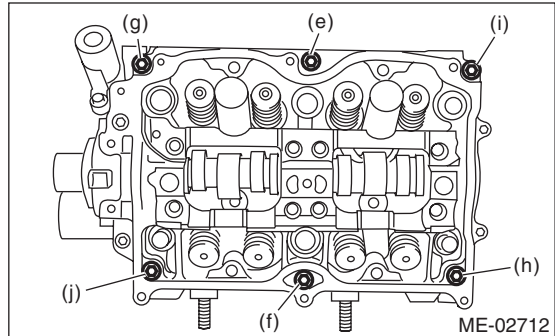
- (2) Temporarily tighten the bolts (a) through (d) in alphabetical sequence.



- (3) Install the valve rocker assembly.
 <Ref. to ME(H4SO)-51, INSTALLATION, Valve Rocker Assembly.>

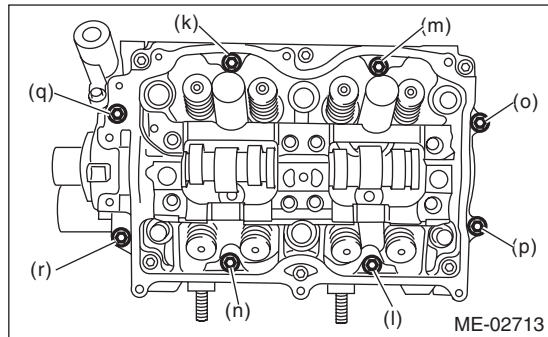
- (4) Tighten the TORX® bolts (e) through (j) in alphabetical sequence using ST.
 ST 499497000 TORX® PLUS

Tightening torque:
18 N·m (1.8 kgf-m, 13.0 ft-lb)



- (5) Tighten the bolts (k) through (r) in alphabetical sequence.

Tightening torque:
9.75 N·m (1.0 kgf-m, 7.2 ft-lb)

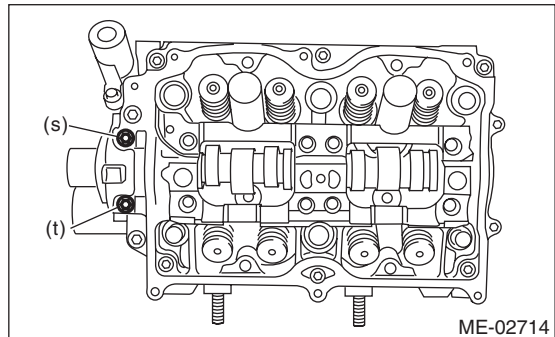


- (6) Tighten the bolts (s) and (t) in alphabetical sequence.

NOTE:

- Use new seal washer.
- Install and tighten the seal washer.

Tightening torque:
9.75 N·m (1.0 kgf-m, 7.2 ft-lb)



Camshaft

MECHANICAL

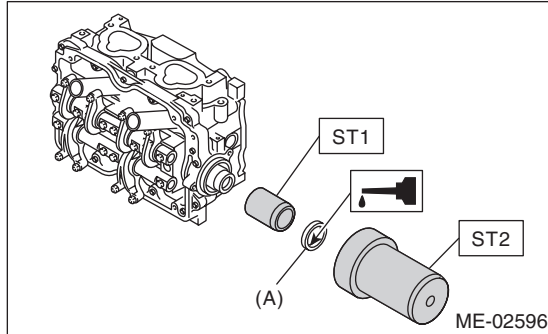
3) Apply a coat of engine oil to the oil seal periphery and oil seal lip, then install the oil seal (A) on camshaft using ST1 and ST2.

NOTE:

Use a new oil seal.

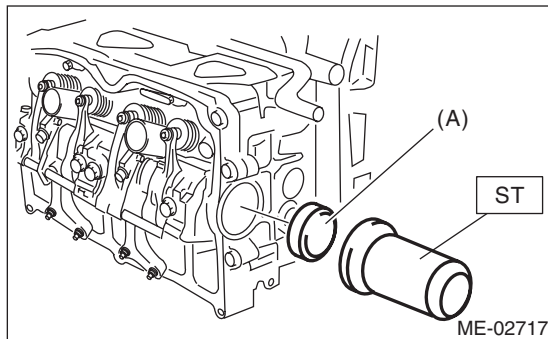
ST1 499597000 OIL SEAL GUIDE

ST2 499587500 OIL SEAL INSTALLER



4) Install the plug (A) using ST.

ST 499587700 CAMSHAFT OIL SEAL INSTALLER



5) Adjust the valve clearance. <Ref. to ME(H4SO)-31, ADJUSTMENT, Valve Clearance.>

6) Install the rocker cover and rocker cover gasket, and then connect PCV hose.

NOTE:

- Use a new rocker cover gasket.
- Tighten the bolts in two stages in alphabetical sequence as shown in figure.

Tightening torque:

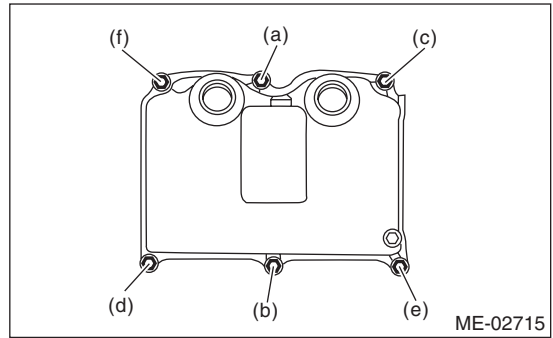
First time

6.4 N·m (0.65 kgf-m, 4.7 ft-lb)

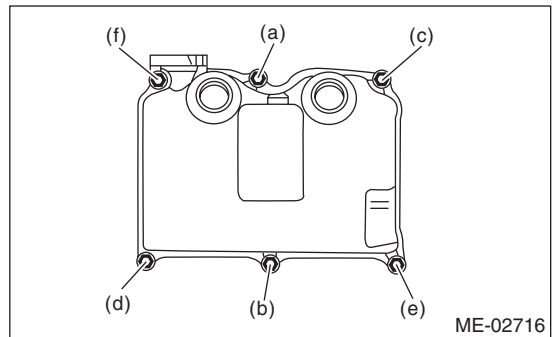
Second time (tighten only (a) and (b))

6.4 N·m (0.65 kgf-m, 4.7 ft-lb)

RH side



LH side



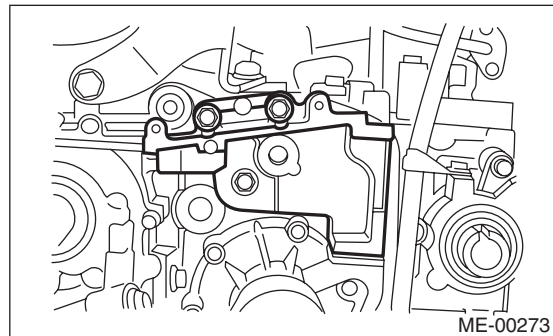
7) Install the oil level gauge guide. (LH side only)

8) Install the camshaft position sensor support. (LH side only)

9) Install the tensioner bracket.

Tightening torque:

24.5 N·m (2.5 kgf-m, 18.1 ft-lb)



10) Install the timing belt cover No. 2 (RH).

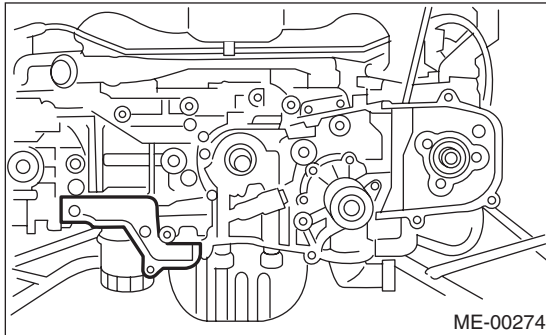
Tightening torque:

5 N·m (0.5 kgf-m, 3.6 ft-lb)

11) Install the timing belt cover No. 2 (LH).

Tightening torque:

5 N·m (0.5 kgf-m, 3.6 ft-lb)



12) Install the cam sprocket. <Ref. to ME(H4SO)-49, INSTALLATION, Cam Sprocket.>

13) Install the timing belt. <Ref. to ME(H4SO)-45, INSTALLATION, Timing Belt.>

14) Install the timing belt cover.

<Ref. to ME(H4SO)-43, INSTALLATION, Timing Belt Cover.>

15) Install the crank pulley. <Ref. to ME(H4SO)-42, INSTALLATION, Crank Pulley.>

16) Install the V-belts. <Ref. to ME(H4SO)-40, INSTALLATION, V-belt.>

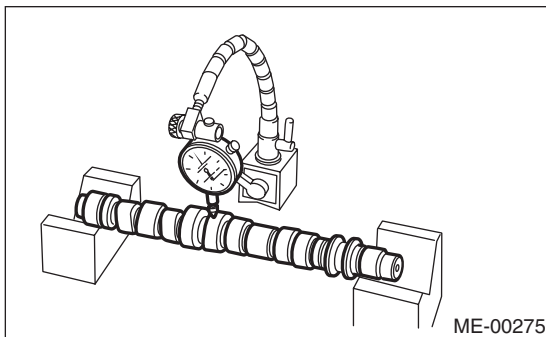
C: INSPECTION

1. CAMSHAFT

1) Measure the bend, and repair or replace if necessary.

Service limit:

0.025 mm (0.00098 in)



2) Check the journal for damage and wear. Replace if faulty.

3) Measure the outer diameter of camshaft journal and inner diameter of cylinder head journal, and confirm the difference (oil clearance) between the two values. If the oil clearance exceeds standard, replace the camshaft or cylinder head as necessary.

Unit: mm (in)		
Oil clearance	Standard	0.055 — 0.090 (0.0022 — 0.0035)
	Limit	0.10 (0.0039)
Camshaft journal O.D.		31.928 — 31.945 (1.2570 — 1.2577)
Journal hole I.D.		32.000 — 32.018 (1.2598 — 1.2605)

4) Check the cam face condition, and remove the minor faults by grinding with oil stone. Measure the cam height H. If it exceeds the limit, replace it.

Cam height H:

Part			Unit: mm (in)
Intake	Constant	Standard	40.075 — 40.175 (1.5778 — 1.5817)
		Limit	39.975 (1.5738)
	Low speed	Standard	35.182 — 35.282 (1.3851 — 1.3891)
		Limit	35.082 (1.3812)
	High speed	Standard	40.315 — 40.415 (1.5872 — 1.5911)
		Limit	40.215 (1.5833)
Exhaust		Standard	40.149 — 40.249 (1.5807 — 1.5846)
		Limit	40.049 (1.5767)

Cam base circle diameter A:

Intake

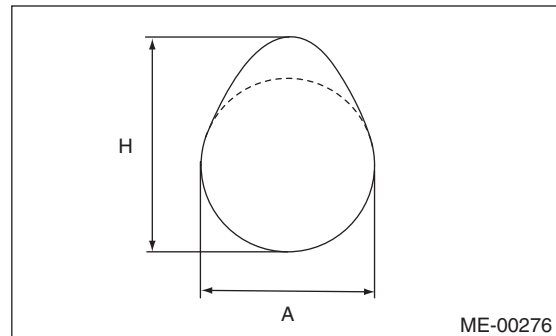
34.00 mm (1.3386 in)

Exhaust

34.00 mm (1.3386 in)

Base circle step of adjacent intake cams (low speed and high speed):

0.03 mm (0.001 in) or less



5) Measure the thrust clearance of camshaft with setting the dial gauge at end of camshaft. If the thrust clearance exceeds the limit, replace the camshaft caps and cylinder head as a set. If necessary, replace the camshaft.

Standard:

0.030 — 0.090 mm (0.0012 — 0.0035 in)

Service limit:

0.10 mm (0.0039 in)

20. Cylinder Head

A: REMOVAL

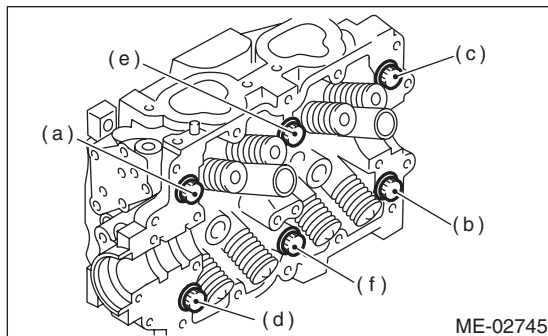
NOTE:

Perform the work with the engine installed to body when replacing a single part. Refer to "Valve Clearance" for preparation. <Ref. to ME(H4SO)-30, Valve Clearance.>

- 1) Remove the V-belts. <Ref. to ME(H4SO)-40, REMOVAL, V-belt.>
- 2) Remove the crank pulley. <Ref. to ME(H4SO)-42, REMOVAL, Crank Pulley.>
- 3) Remove the timing belt cover. <Ref. to ME(H4SO)-43, REMOVAL, Timing Belt Cover.>
- 4) Remove the timing belt. <Ref. to ME(H4SO)-44, REMOVAL, Timing Belt.>
- 5) Remove the cam sprocket. <Ref. to ME(H4SO)-49, REMOVAL, Cam Sprocket.>
- 6) Remove the intake manifold. <Ref. to FU(H4SO)-13, REMOVAL, Intake Manifold.>
- 7) Remove the bolt which installs the A/C compressor bracket on cylinder head.
- 8) Remove the valve rocker assembly. <Ref. to ME(H4SO)-51, REMOVAL, Valve Rocker Assembly.>
- 9) Remove the camshaft. <Ref. to ME(H4SO)-54, REMOVAL, Camshaft.>
- 10) Remove the cylinder head bolts in alphabetical sequence as shown in the figure.

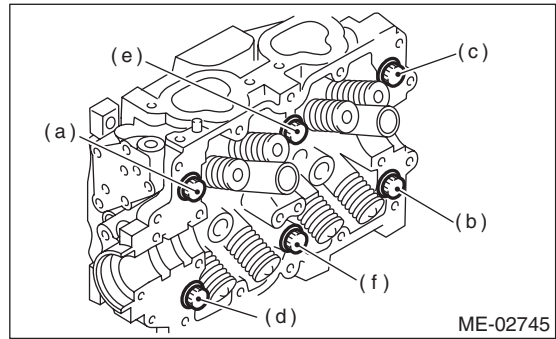
NOTE:

Leave bolts (a) and (c) engaged by three or four threads to prevent the cylinder head from falling.



- 11) While tapping the cylinder head with a plastic hammer, separate it from cylinder block.

- 12) Remove the bolts (a) and (c) to remove cylinder head.



- 13) Remove the cylinder head gasket.

CAUTION:

Be careful not to scratch the mating surface of cylinder block and cylinder head.

- 14) Similarly, remove the right side cylinder head.

B: INSTALLATION

- 1) Install the cylinder head and gaskets on cylinder block.

CAUTION:

Be careful not to scratch the mating surface of cylinder block and cylinder head.

NOTE:

Use new cylinder head gaskets.

- 2) Tighten the cylinder head bolts.
 - (1) Apply a thin coat of engine oil to washer and bolt thread.
 - (2) Tighten all bolts to 29 N·m (3.0 kgf-m, 22 ft-lb) in alphabetical sequence. Then tighten all bolts to 69 N·m (7.0 kgf-m, 51 ft-lb) in alphabetical sequence.
 - (3) Loosen all the bolts by 180° in reverse order of installation, and loosen again by 180° in the same order.
 - (4) Tighten all bolts to 42 N·m (3.9 kgf-m, 31 ft-lb) in alphabetical sequence.
 - (5) Tighten all bolts by 80 to 90° in alphabetical sequence.
 - (6) Tighten all bolts by 40 to 45° in alphabetical sequence.

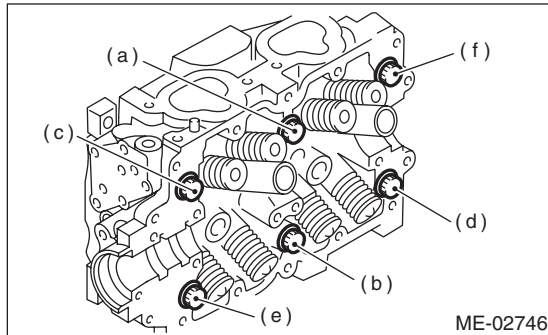
CAUTION:

The tightening angle of the bolt should not exceed 45°.

(7) Further tighten the bolts (a) and (b) by 40 — 45°.

CAUTION:

Make sure the total “re-tightening angle” of the step (6) and (7) does not exceed 90°.



3) Install the camshaft. <Ref. to ME(H4SO)-55, INSTALLATION, Camshaft.>

4) Install the valve rocker assembly. <Ref. to ME(H4SO)-51, INSTALLATION, Valve Rocker Assembly.>

5) Install the A/C compressor bracket on cylinder head.

6) Install the intake manifold.

<Ref. to FU(H4SO)-15, INSTALLATION, Intake Manifold.>

7) Install the cam sprocket. <Ref. to ME(H4SO)-49, INSTALLATION, Cam Sprocket.>

8) Install the timing belt. <Ref. to ME(H4SO)-45, INSTALLATION, Timing Belt.>

9) Adjust the valve clearance. <Ref. to ME(H4SO)-31, ADJUSTMENT, Valve Clearance.>

10) Install the rocker cover and rocker cover gasket, and then connect PCV hose.

NOTE:

Use a new gasket.

11) Install the timing belt cover.

<Ref. to ME(H4SO)-43, INSTALLATION, Timing Belt Cover.>

12) Install the crank pulley. <Ref. to ME(H4SO)-42, INSTALLATION, Crank Pulley.>

13) Install the V-belts. <Ref. to ME(H4SO)-40, INSTALLATION, V-belt.>

C: DISASSEMBLY

1) Place the cylinder head on the ST.

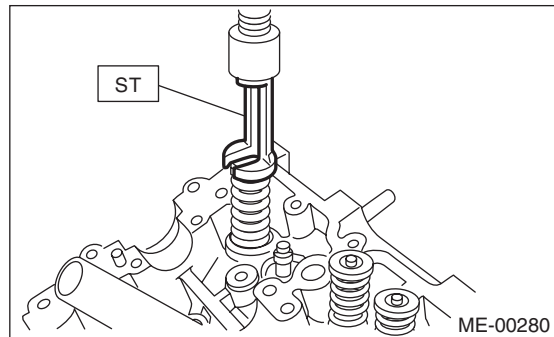
ST 498267800 CYLINDER HEAD TABLE

2) Set the ST on valve spring. Compress the valve spring and remove the valve spring retainer key. Remove each valve and valve spring.

ST 499718000 VALVE SPRING REMOVER

NOTE:

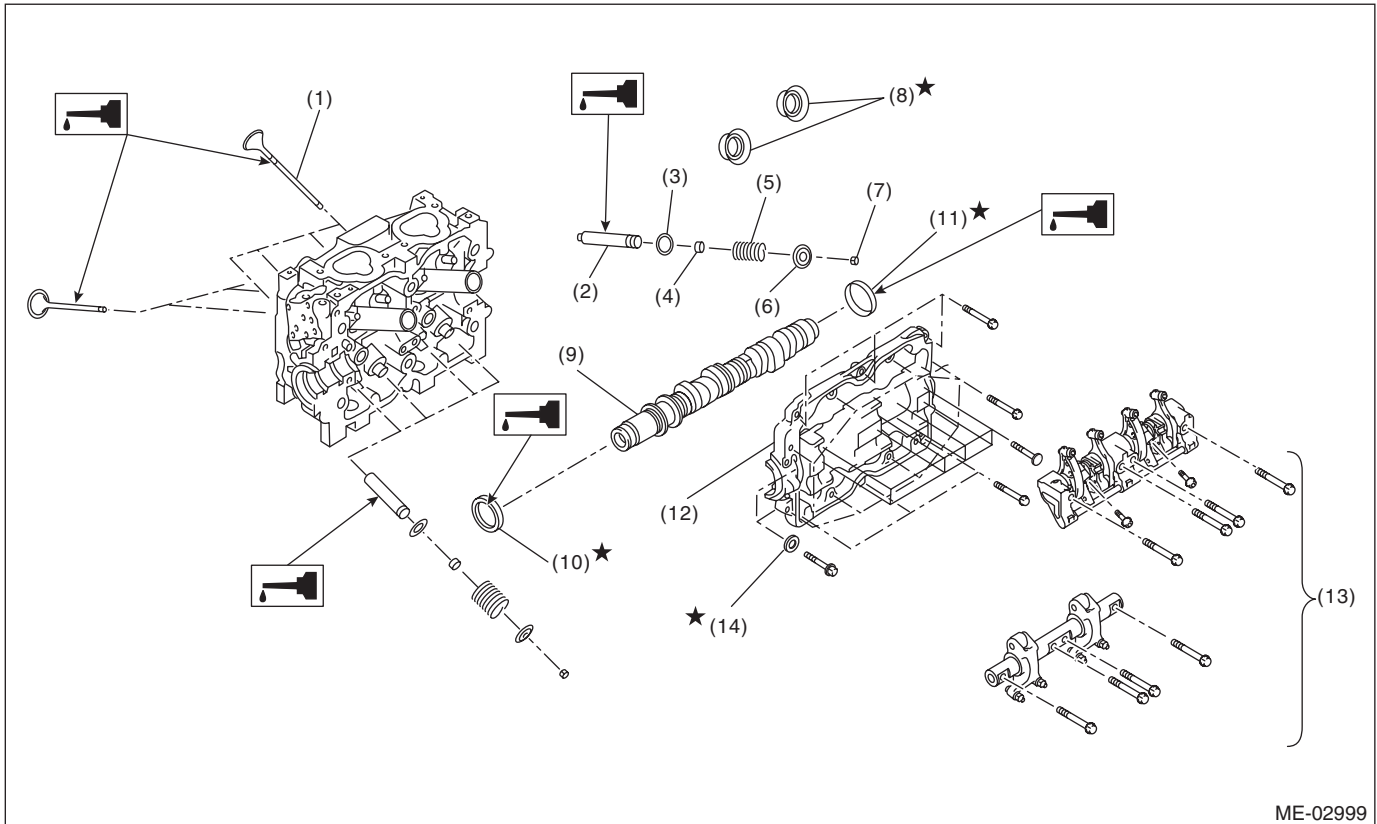
- Mark each valve to prevent confusion.
- Pay careful attention not to damage the lips of intake valve oil seals and exhaust valve oil seals.
- Keep all the removed parts in order for re-installing in their original positions.



Cylinder Head

MECHANICAL

D: ASSEMBLY



ME-02999

(1) Valve	(6) Retainer	(11) Plug
(2) Valve guide	(7) Retainer key	(12) Camshaft cap
(3) Valve spring seat	(8) Spark plug gasket	(13) Valve rocker ASSY
(4) Oil seal	(9) Camshaft	(14) Seal washer
(5) Valve spring	(10) Oil seal	

1) Installation of valve spring and valve:

(1) Place the cylinder head on the ST.

ST 498267800 CYLINDER HEAD TABLE

(2) Coat the stem of each valve with engine oil and insert the valve into valve guide.

NOTE:

When inserting the valve into valve guide, use special care not to damage the oil seal lip.

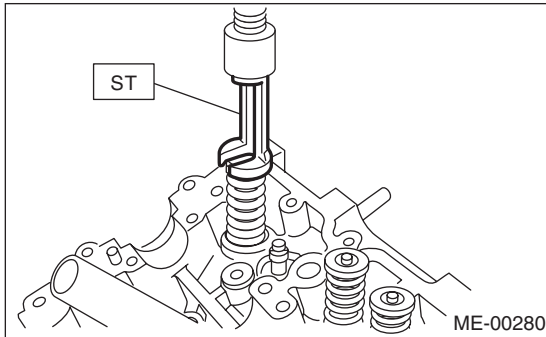
(3) Install the valve spring and retainer.

NOTE:

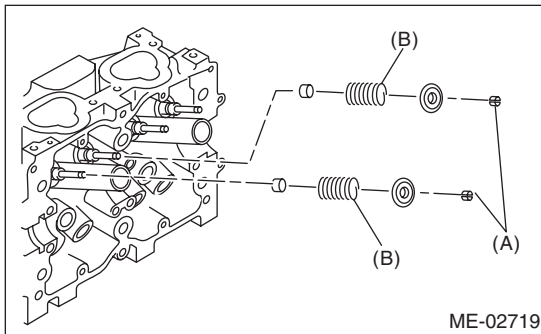
Be sure to install the valve spring with its close-coiled end facing the seat on cylinder head.

(4) Set the ST on valve spring.

ST 499718000 VALVE SPRING REMOVER



(5) Compress the valve spring and fit the valve spring retainer key.



(A) Retainer key

(B) Valve spring

(C) Retainer

(6) After installing, tap the valve spring retainers lightly with a plastic hammer for better seating.

E: INSPECTION

1. CYLINDER HEAD

1) Make sure that no crack or other damage do not exists. In addition to visual inspection, inspect important areas using liquid penetrant tester.

Also make sure the gasket installing surface shows no trace of gas and water leaks.

2) Place the cylinder head on the ST.

ST 498267800 CYLINDER HEAD TABLE

3) Measure the warping of the cylinder head surface that mates with crankcase using a straight edge and thickness gauge.

If the warping exceeds the limit, regrind the surface with a surface grinder.

Warping limit:

0.035 mm (0.0012 in)

Grinding limit:

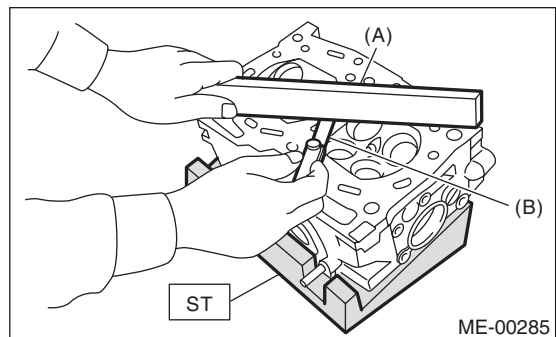
0.1 mm (0.004 in)

Standard height of cylinder head:

97.5 mm (3.839 in)

NOTE:

Uneven torque for the cylinder head bolts can cause warping. When reassembling, pay special attention to the torque so as to tighten evenly.



(A) Straight edge

(B) Thickness gauge

Cylinder Head

MECHANICAL

2. VALVE SEAT

Inspect the intake and exhaust valve seats, and correct the contact surfaces with a valve seat cutter if they are defective or when valve guides are replaced.

Valve seat width *W*:

Standard:

Intake (A)

0.8 — 1.4 mm (0.03 — 0.055 in)

Exhaust (B)

1.2 — 1.8 mm (0.047 — 0.071 in)

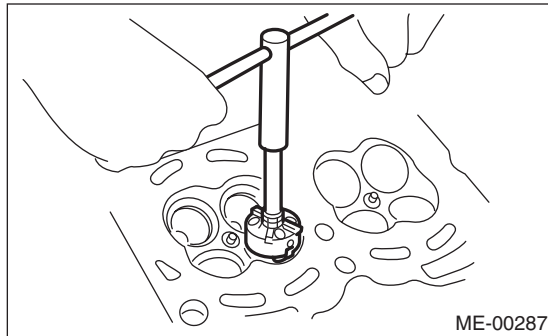
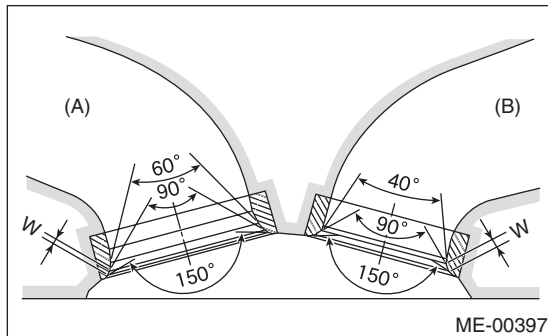
Service limit:

Intake (A)

1.7 mm (0.067 in)

Exhaust (B)

2.2 mm (0.087 in)



3. VALVE GUIDE

1) Check the clearance between valve guide and stem. The clearance can be checked by measuring respectively the outer diameter of valve stem with a micrometer and the inner diameter of valve guide with a caliper gauge.

Clearance between the valve guide and valve stem:

Standard:

Intake

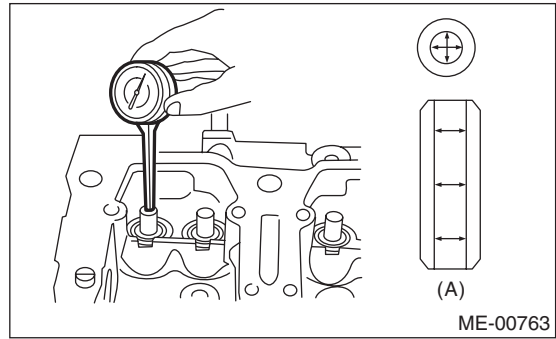
0.035 — 0.062 mm (0.0014 — 0.0024 in)

Exhaust

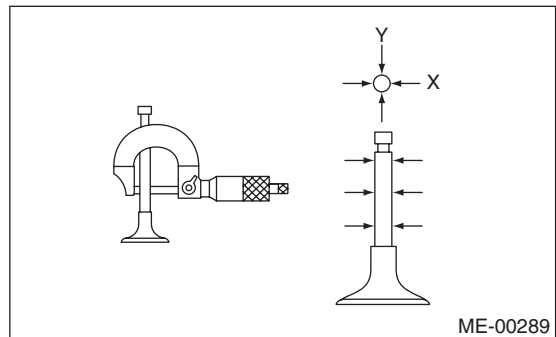
0.040 — 0.067 mm (0.0016 — 0.0026 in)

Service limit:

0.15 mm (0.0059 in)



(A) Valve guide



2) If the clearance between valve guide and stem exceeds the limit, replace the valve guide or valve itself whichever shows greater amount of wear. See the following procedure for valve guide replacement.

Valve guide inner diameter:

6.000 — 6.012 mm (0.2362 — 0.2367 in)

Valve stem outer diameters:

Intake

5.950 — 5.965 mm (0.2343 — 0.2348 in)

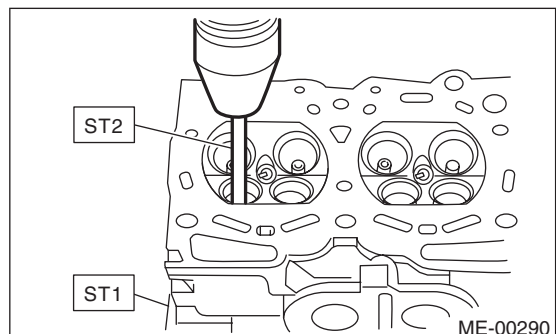
Exhaust

5.945 — 5.960 mm (0.2341 — 0.2346 in)

(1) Place the cylinder head on ST1 with the combustion chamber upward so that valve guides fit the holes in ST1.

(2) Insert the ST2 into valve guide and press it down to remove the valve guide.

ST1 498267800 CYLINDER HEAD TABLE
ST2 499767200 VALVE GUIDE REMOVER



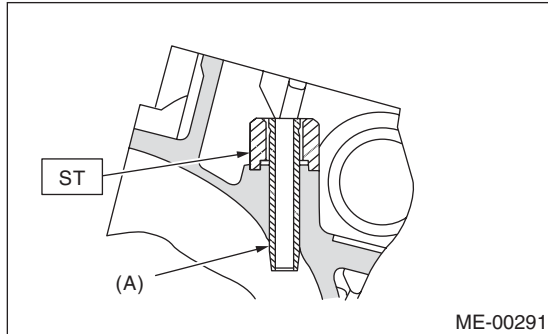
(3) Turn the cylinder head upside down and place the ST as shown in the figure.

Intake side

ST 499767700 VALVE GUIDE ADJUSTER

Exhaust side

ST 499767800 VALVE GUIDE ADJUSTER



(A) Valve guide

(4) Before installing a new valve guide, make sure that neither scratches nor damages exist on the inner surface of valve guide holes in cylinder head.

(5) Put a new valve guide, coated with sufficient oil, in cylinder, and insert the ST1 into valve guide. Press in until the valve guide upper end is flush with the upper surface of ST2.

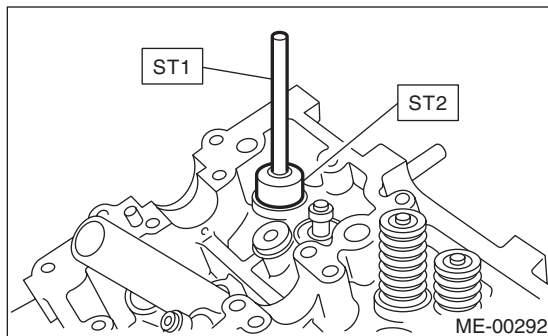
ST1 499767200 VALVE GUIDE REMOVER

Intake side

ST2 499767700 VALVE GUIDE ADJUSTER

Exhaust side

ST2 499767800 VALVE GUIDE ADJUSTER



(6) Check the valve guide protrusion.

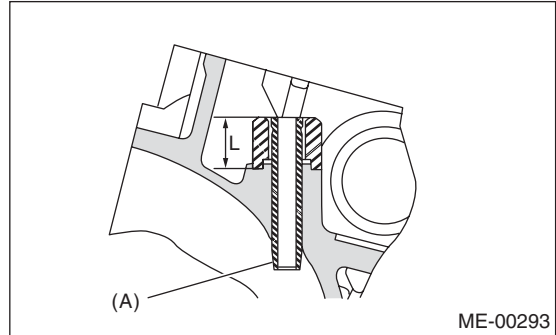
Valve guide protrusion L:

Intake

20.0 — 21.0 mm (0.787 — 0.827 in)

Exhaust

16.5 — 17.5 mm (0.650 — 0.689 in)



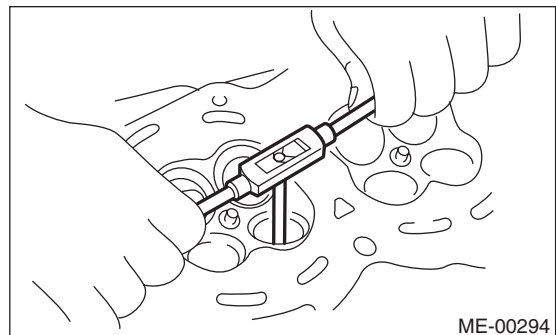
(A) Valve guide

(7) Ream the inside of valve guide using ST. Put the reamer in valve guide, and rotate the reamer slowly clockwise while pushing it lightly. Bring the reamer back while rotating it clockwise. After reaming, clean the valve guide to remove chips.

NOTE:

- Apply engine oil to the reamer when reaming.
- If the inner surface of the valve guide is torn, slightly grind the edge of the reamer with an oil stone.
- If the inner surface of valve guide becomes lustrous and the reamer does not chip, use a new reamer or remedy the reamer.

ST 499767400 VALVE GUIDE REAMER



(8) Recheck the contact condition between valve and valve seat after replacing the valve guide.

Cylinder Head

MECHANICAL

4. INTAKE AND EXHAUST VALVE

1) Inspect the flange and stem of valve, and replace if damaged, worn, or deformed, or if H is outside of the specified limit.

H:

Intake

Standard:

0.8 — 1.2 mm (0.03 — 0.047 in)

Limit:

0.6 mm (0.024 in)

Exhaust

Standard:

1.0 — 1.4 mm (0.039 — 0.055 in)

Limit:

0.6 mm (0.024 in)

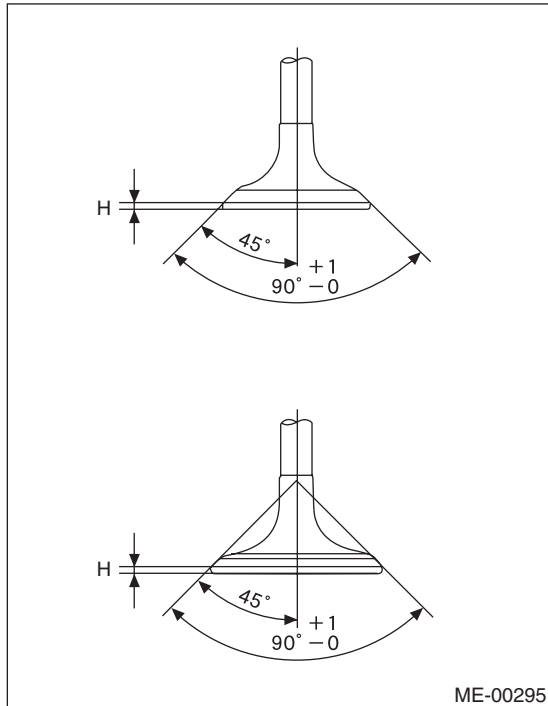
Valve overall length:

Intake

120.6 mm (4.75 in)

Exhaust

121.7 mm (4.79 in)



2) Put a small amount of grinding compound on the seat surface, and lap the valve and seat surface. Replace with a new valve oil seal after lapping.

NOTE:

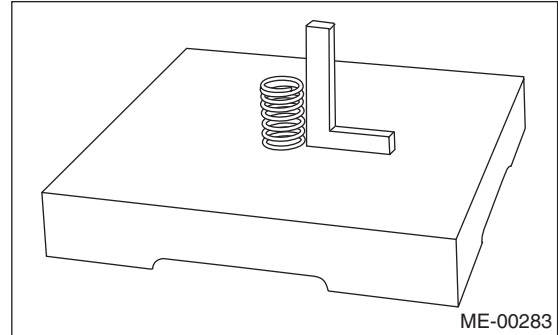
It is possible to differentiate between the intake valve and the exhaust valve by their overall length.

5. VALVE SPRING

1) Check the valve springs for damage, free length, and tension. Replace the valve spring if it is not within the standard value presented in the table.

2) To measure the squareness of the valve spring, stand the spring on a surface plate and measure its deflection at the top of spring using a try square.

Free length mm (in)		55.2 (2.173)
Tension/spring height N (kgf, lb)/ mm (in)	Set	235.3 — 270.7 (24 — 27.6, 52.9 — 60.8)/45.0 (1.772)
	Lift	578.9 — 639.9 (59.1 — 65.3, 130.3 — 143.9)/ 34.7 (1.366)
Squareness		2.5°, 2.4 mm (0.094 in) or less



6. INTAKE AND EXHAUST VALVE OIL SEAL

In the following case, remove the oil seal from the valve guide and replace it with a new part.

- When the lip is damaged.
- When the spring is out of the specified position.
- When readjusting the surfaces of intake valve and valve sheet.
- When replacing the intake valve guide.

1) Place the cylinder head on ST1.

2) Using the ST2, press-fit the oil seal.

ST1 498267800 CYLINDER HEAD TABLE

ST2 498857100 VALVE OIL SEAL GUIDE

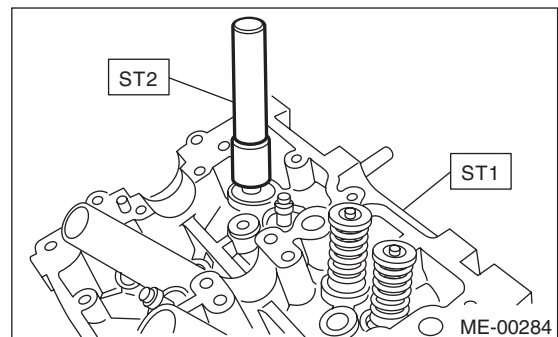
NOTE:

- Apply engine oil to oil seal before press-fitting.
- When press-fitting the oil seal, do not use a hammer or strike in.
- The intake valve oil seal and exhaust valve oil seal can be differentiated by colors.

Color of rubber part:

Intake [Gray]

Exhaust [Green]



21. Cylinder Block

A: REMOVAL

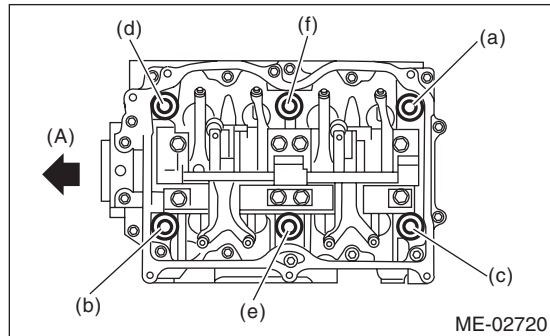
NOTE:

Before conducting this procedure, drain the engine oil completely.

- 1) Remove the intake manifold. <Ref. to FU(H4SO)-13, REMOVAL, Intake Manifold.>
- 2) Remove the V-belts. <Ref. to ME(H4SO)-40, REMOVAL, V-belt.>
- 3) Remove the crank pulley. <Ref. to ME(H4SO)-42, REMOVAL, Crank Pulley.>
- 4) Remove the timing belt cover. <Ref. to ME(H4SO)-43, REMOVAL, Timing Belt Cover.>
- 5) Remove the timing belt. <Ref. to ME(H4SO)-44, REMOVAL, Timing Belt.>
- 6) Remove the cam sprocket. <Ref. to ME(H4SO)-49, REMOVAL, Cam Sprocket.>
- 7) Remove the crank sprocket. <Ref. to ME(H4SO)-50, REMOVAL, Crank Sprocket.>
- 8) Remove the generator and A/C compressor with their brackets.
- 9) Remove the rocker cover.
- 10) Remove the cylinder head bolts in alphabetical sequence shown in the figure.

NOTE:

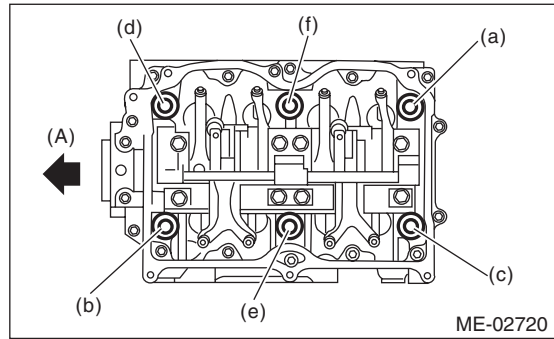
Leave bolts (a) and (d) engaged by three or four threads to prevent the cylinder head from falling.



(A) Front side

- 11) While tapping the cylinder head with a plastic hammer, separate it from cylinder block.

- 12) Remove the bolts (a) and (d) to remove cylinder head.



(A) Front side

- 13) Remove the cylinder head gasket.

CAUTION:

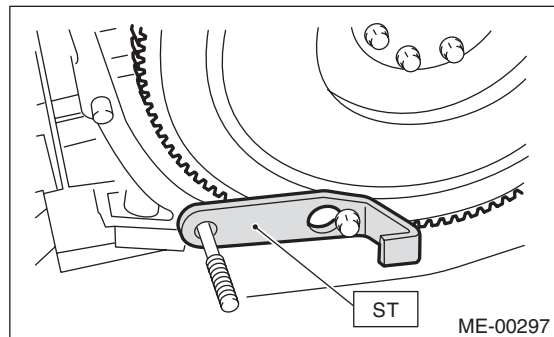
Be careful not to scratch the mating surface of cylinder block and cylinder head.

- 14) Similarly, remove the right side cylinder head.
- 15) Remove the clutch housing cover. (MT model)
- 16) Remove the flywheel (MT model) or drive plate (AT model).

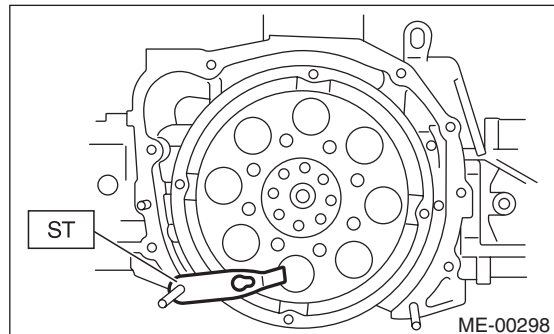
Using the ST, lock the crankshaft.

ST 498497100 CRANKSHAFT STOPPER

- MT model



- AT model

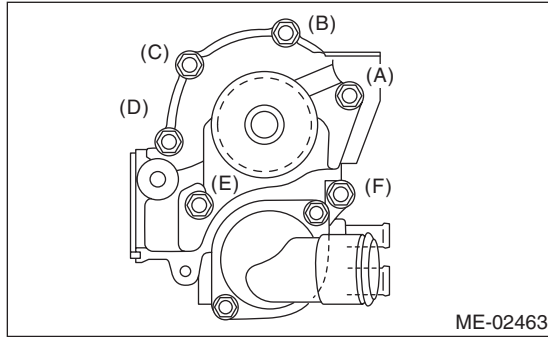


- 17) Remove the oil separator cover.
- 18) Remove the water by-pass pipe for heater.

Cylinder Block

MECHANICAL

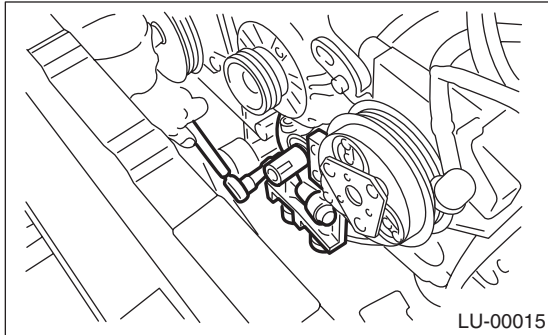
19) Remove the water pump after loosening the bolts in alphabetical sequence as shown in the figure.



20) Remove the bolts which install oil pump onto cylinder block.

NOTE:

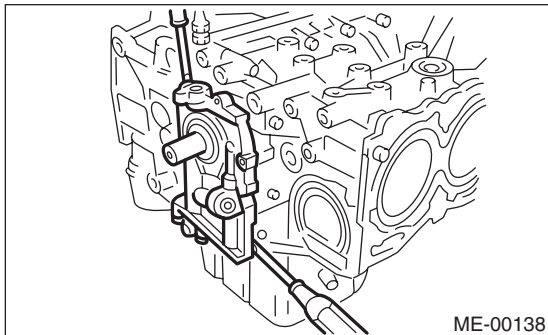
When disassembling and checking the oil pump, loosen the relief valve plug before removing the oil pump.



21) Remove the oil pump from cylinder block using a flat tip screwdriver.

CAUTION:

Be careful not to scratch the mating surface of cylinder block and oil pump.



22) Remove the oil pan.

(1) Place the cylinder block to face the #2 and #4 piston side upward.

(2) Remove the bolts which secure oil pan to cylinder block.

(3) Insert an oil pan cutter blade between cylinder block-to-oil pan clearance and remove the oil pan.

CAUTION:

Do not use a screwdriver or similar tool in place of oil pan cutter.

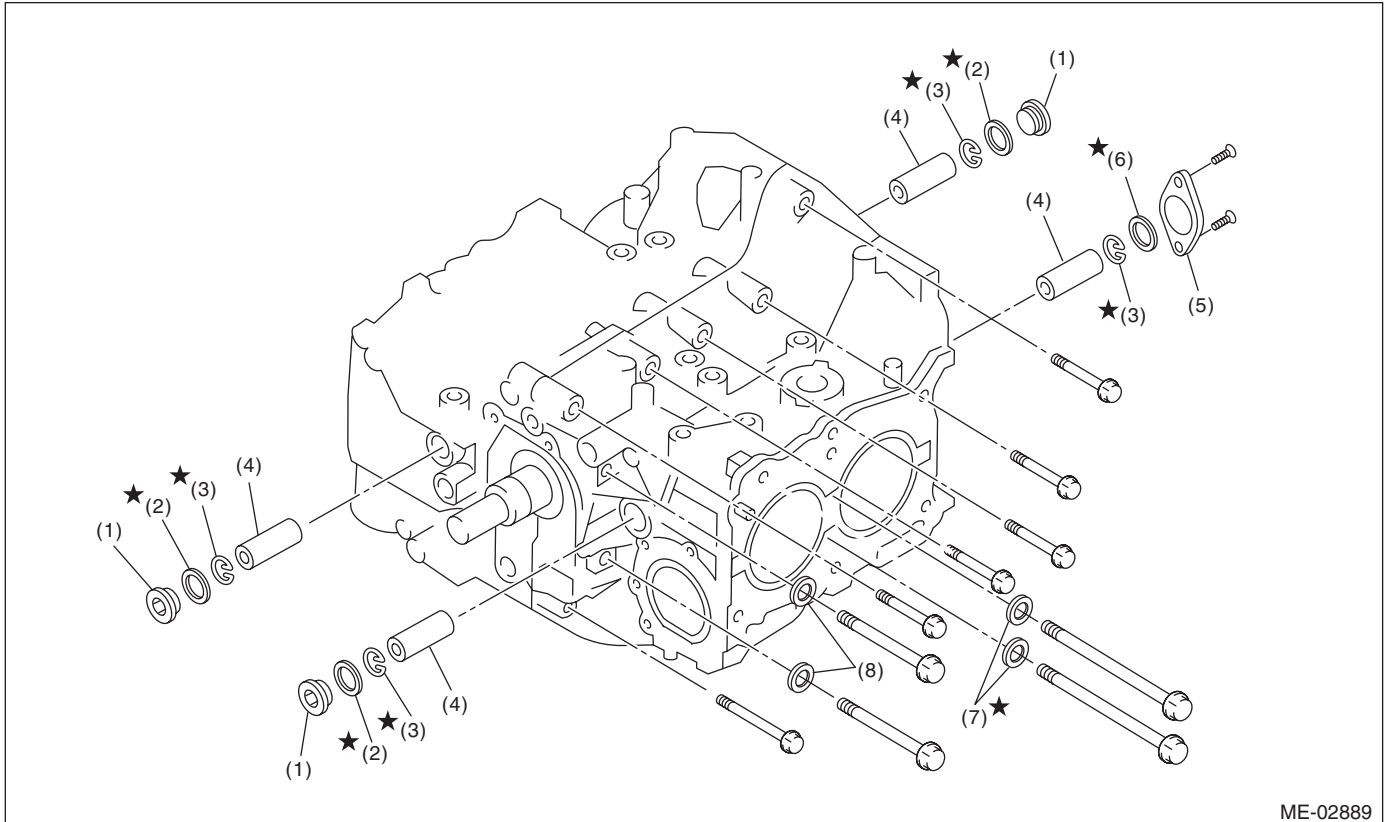
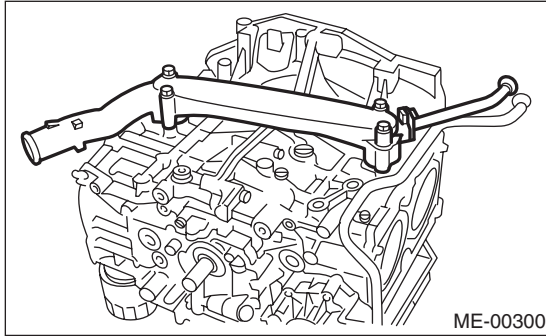
23) Remove the oil strainer stay.

24) Remove the oil strainer.

25) Remove the baffle plate.

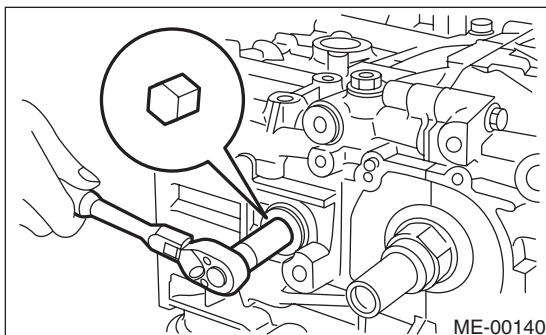
26) Remove the oil filter. <Ref. to LU (H4SO)-24, REMOVAL, Engine Oil Filter.>

27) Remove the water pipe.

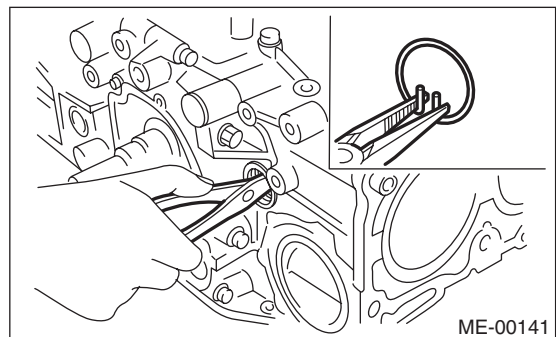


(1) Service hole plug	(4) Piston pin	(7) Seal washer
(2) Gasket	(5) Service hole cover	(8) Washer
(3) Snap ring	(6) O-ring	

28) Remove the service hole cover and service hole plugs using a hexagon wrench [14 mm].



29) Rotate the crankshaft to bring #1 and #2 pistons to bottom dead center position, then remove the piston snap ring through service hole of #1 and #2 cylinders.



Cylinder Block

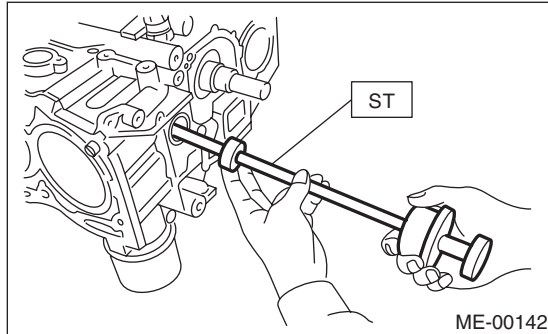
MECHANICAL

30) Draw out the piston pin from #1 and #2 pistons using ST.

ST 499097700 PISTON PIN REMOVER

NOTE:

Be careful not to confuse the original combination of piston, piston pin and cylinder.



31) Similarly remove the piston pins from #3 and #4 pistons.

32) Remove the bolts which connect cylinder block on the side of #1 and #3 cylinders (RH).

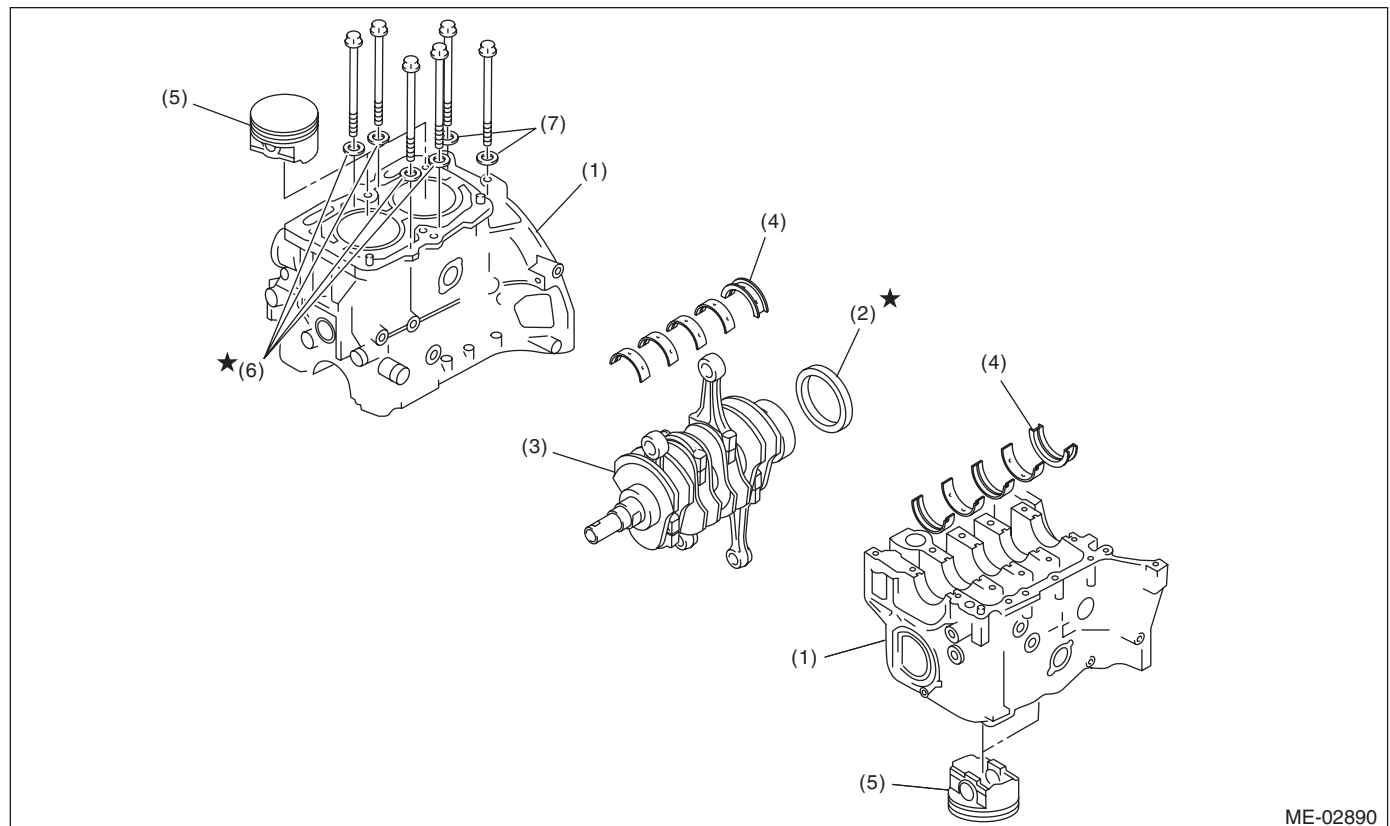
33) Loosen the bolts which connect cylinder block on the side of #2 and #4 cylinders (LH) two or three turns.

34) Set up the cylinder block so that #2 and #4 cylinders (LH) are on the upper side, then remove bolts connecting the cylinder block.

35) Separate the cylinder block (RH) and (LH).

NOTE:

When separating the cylinder block, do not allow the connecting rod to fall or damage the cylinder block.



(1) Cylinder block

(2) Rear oil seal

(3) Crankshaft

(4) Crankshaft bearing

(5) Piston

(6) Seal washer

(7) Washer

36) Remove the rear oil seal.

37) Remove the crankshaft together with connecting rod.

38) Remove the crankshaft bearings from cylinder block using a hammer handle.

NOTE:

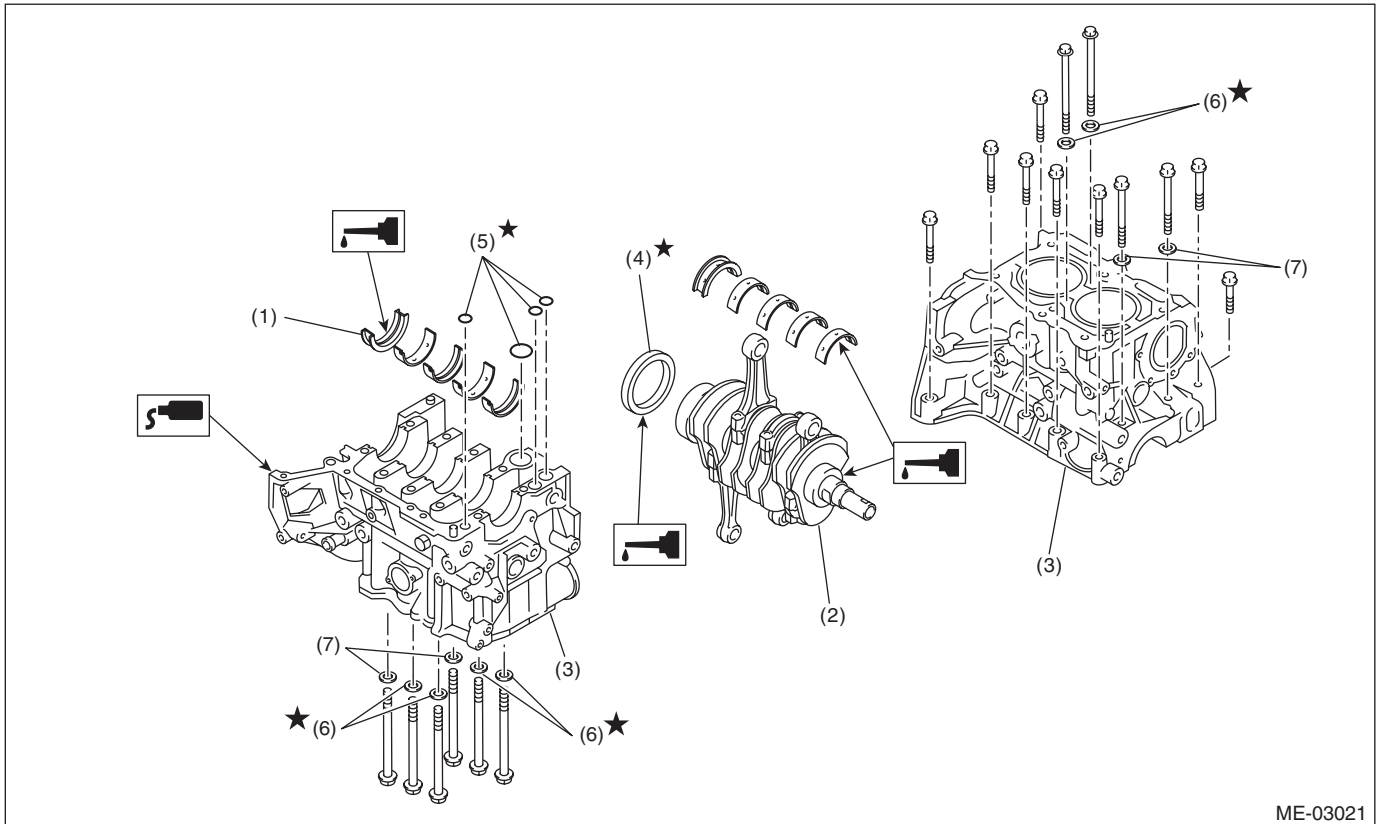
Be careful not to confuse the crankshaft bearing combination. Press the bearing at the end opposite to locking lip.

39) Draw out each piston from cylinder block using wooden bar or hammer handle.

NOTE:

Be careful not to confuse the piston and cylinder combination.

B: INSTALLATION



ME-03021

(1) Crankshaft bearing	(4) Rear oil seal	(6) Seal washer
(2) Crankshaft	(5) O-ring	(7) Washer
(3) Cylinder block		

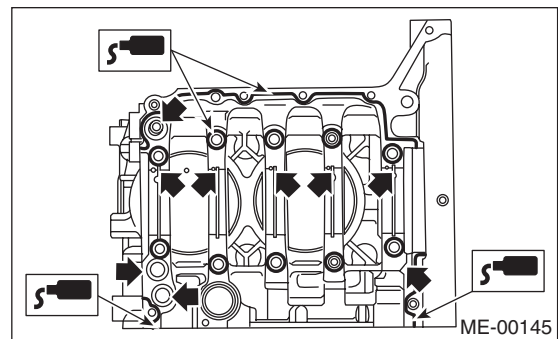
- 1) Remove oil on the mating surface of cylinder block before installation. Apply a coat of engine oil to the bearing and crankshaft journal.
- 2) Position the crankshaft and the O-ring on the #1 and #3 cylinder block.
- 3) Apply liquid gasket to the mating surface of #1 and #3 cylinder blocks (RH), and install #2 and #4 cylinder blocks (LH) to above and position them.

Liquid gasket:

THREE BOND 1215 (Part No. 004403007) or equivalent

NOTE:

Do not allow liquid gasket to jut into O-ring grooves, oil passages, bearing grooves, etc.



ME-00145

- 4) Apply a coat of engine oil to the washer and bolt thread.

NOTE:

Use new seal washer.

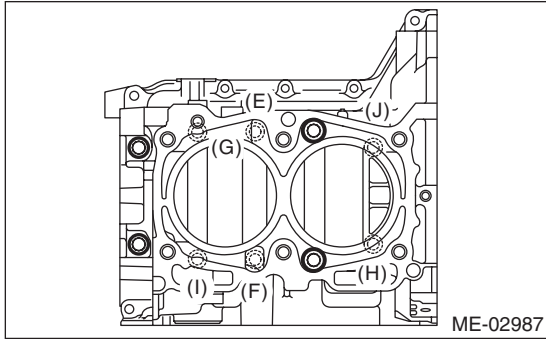
Cylinder Block

MECHANICAL

5) Tighten the 10 mm cylinder block connecting bolts on the LH side (A — D) in alphabetical order.

Tightening torque:

10 N·m (1.0 kgf-m, 7.2 ft-lb)

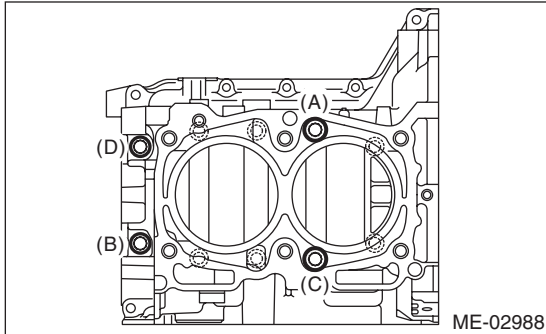


ME-02987

6) Tighten the 10 mm cylinder block connecting bolts on the RH side (E — J) in alphabetical order.

Tightening torque:

10 N·m (1.0 kgf-m, 7.2 ft-lb)

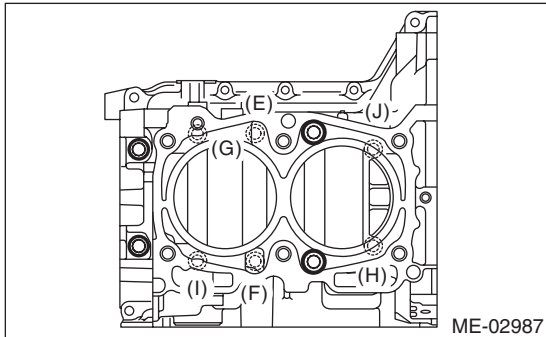


ME-02988

7) Further tighten the cylinder block connecting bolts on the LH side (A — D) in alphabetical sequence.

Tightening torque:

18 N·m (1.8 kgf-m, 13 ft-lb)

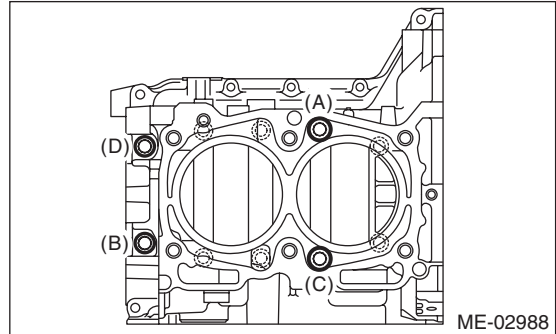


ME-02987

8) Further tighten the cylinder block connecting bolts on the RH side (E — J) in alphabetical sequence.

Tightening torque:

18 N·m (1.8 kgf-m, 13 ft-lb)



ME-02988

9) Further tighten the cylinder block connecting bolts on the LH side (A — D) in alphabetical sequence.

- (A), (C): Angle tightening

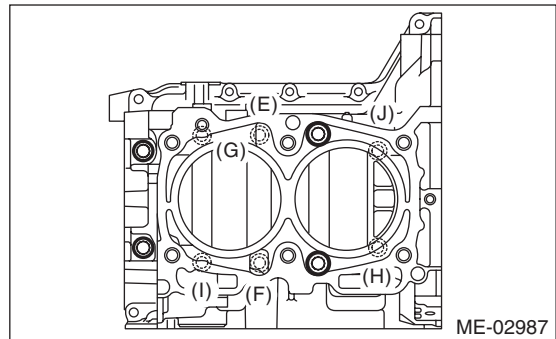
Tightening angle:

90°

- (B), (D): Torque tightening

Tightening torque:

40 N·m (4.1 kgf-m, 29.6 ft-lb)

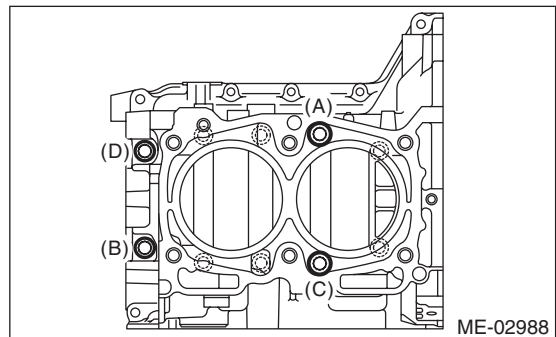


ME-02987

10) Tighten the cylinder block connecting bolts on the RH side (E — J) in alphabetical sequence.

Tightening angle:

90°



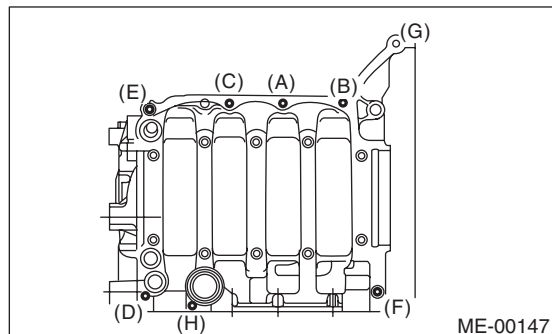
ME-02988

11) Tighten the 8 mm and 6 mm cylinder block connecting bolts on LH side (A — H) in alphabetical sequence.

Tightening torque:

(A) — (G): 25 N·m (2.5 kgf-m, 18.1 ft-lb)

(H): 6.4 N·m (0.65 kgf-m, 4.7 ft-lb)



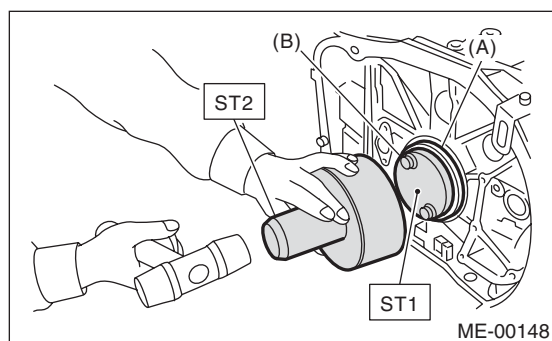
12) Apply a coat of engine oil to the oil seal periphery, then install the rear oil seal using ST1 and ST2.

NOTE:

Use a new rear oil seal.

ST1 499597100 OIL SEAL GUIDE

ST2 499587200 OIL SEAL INSTALLER



(A) Rear oil seal

(B) Flywheel attaching bolt

13) Position the top ring gap at (A) or (B) in the figure.

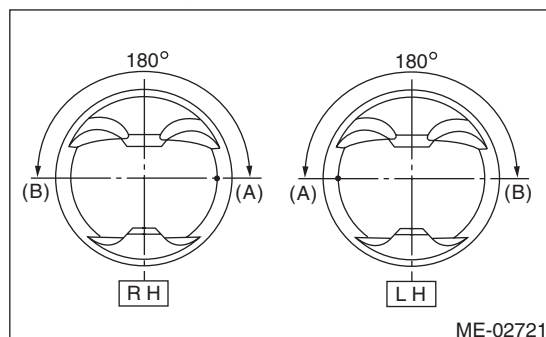
NOTE:

Assemble so that the piston ring mark “R” faces the upper side of the piston.

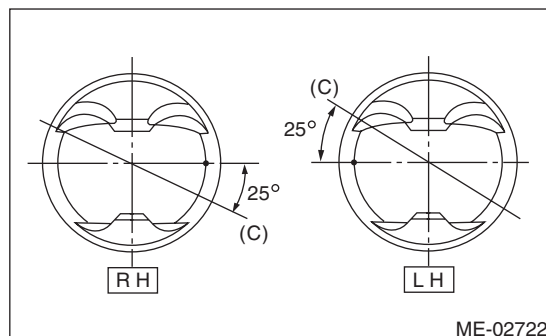
14) Position the second ring gap at 180° on the reverse side the top ring gap.

NOTE:

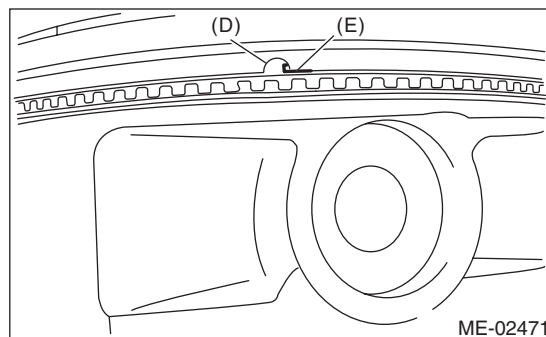
Assemble so that the piston ring mark “R” faces the upper side of the piston.



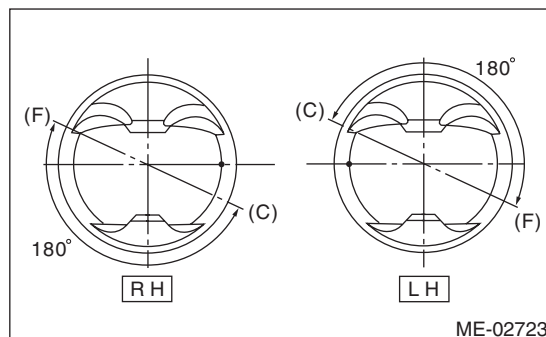
15) Position the upper rail gap at (C) in the figure.



16) Align the upper rail spin stopper (E) to the side hole (D) on the piston.



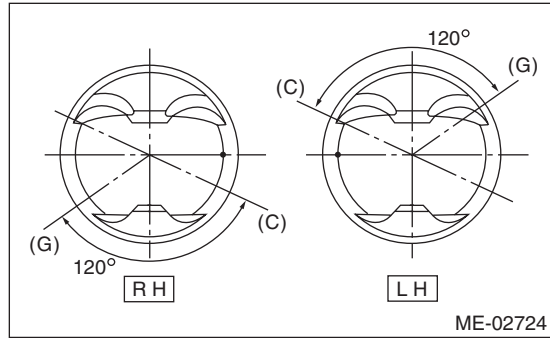
17) Position the expander gap at (F) in the figure.



Cylinder Block

MECHANICAL

18) Position the lower rail gap at (G) in the figure.



NOTE:

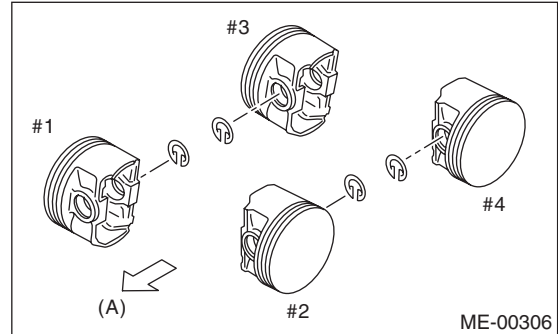
- Make sure the ring gaps do not face the same direction.
- Make sure ring gaps are not within the piston skirt area.

19) Install the snap ring.

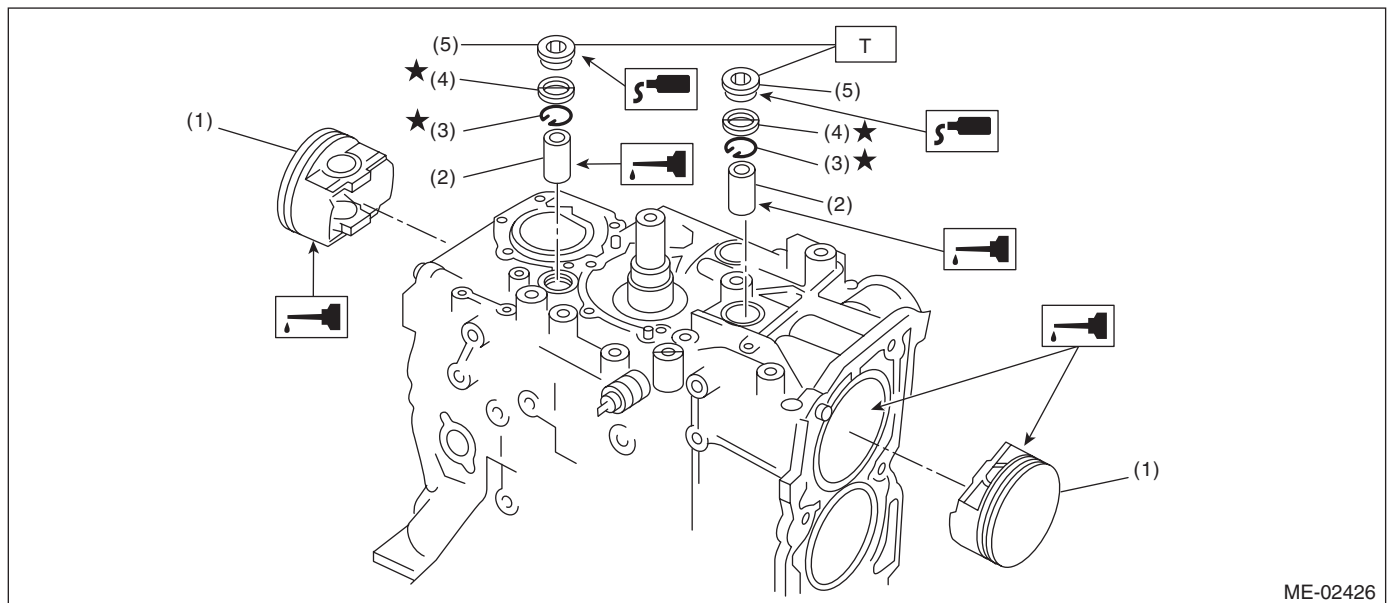
Install the snap rings in the piston holes located opposite to the service holes in cylinder block before assembling pistons to the cylinder.

NOTE:

Use new snap rings.



(A) Front side



(1) Piston	(4) Gasket
(2) Piston pin	(5) Service hole plug
(3) Snap ring	

Tightening torque: N·m (kgf·m, ft·lb)

T: 70 (7.1, 50.6)

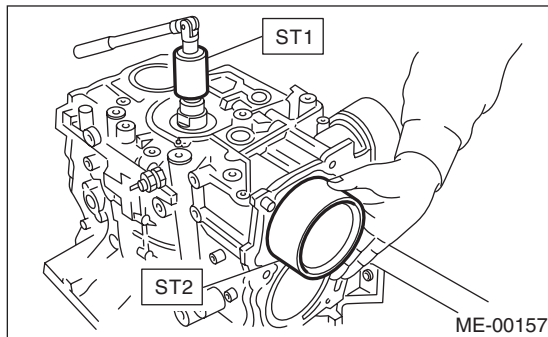
20) Install the piston.

- (1) Place the cylinder block to face the #1 and #2 cylinder side upward.
- (2) Using the ST1, turn the crankshaft so that #1 and #2 connecting rods are set at bottom dead center.

ST1 499987500 CRANKSHAFT SOCKET

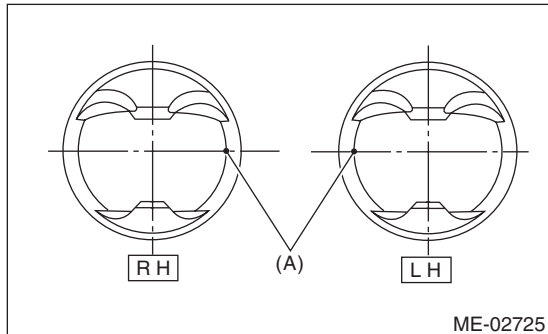
- (3) Apply a coat of engine oil to the pistons and cylinders and insert pistons in their cylinders using ST2.

ST2 498747300 PISTON GUIDE



NOTE:

Face the piston front mark towards the front of the engine.

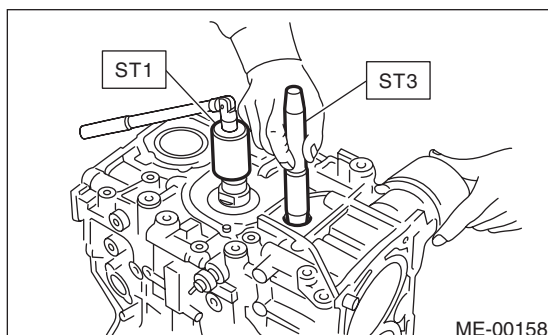


(A) Front mark

21) Install the piston pin.

- (1) Apply a coat of engine oil to ST3.
- (2) Insert ST3 into the service hole to align piston pin hole with connecting rod small end.

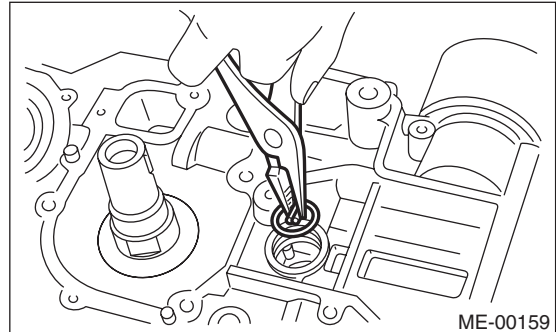
ST3 499017100 PISTON PIN GUIDE



- (3) Apply a coat of engine oil to piston pin, and insert the piston pin into piston and connecting rod through service hole.
- (4) Install the snap ring.

NOTE:

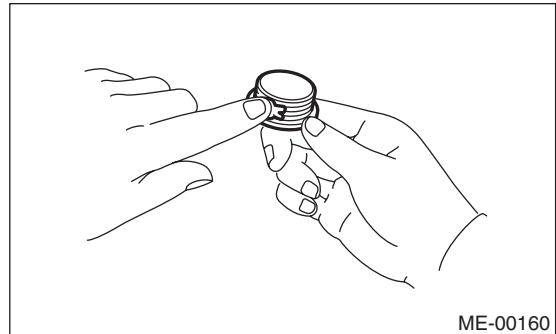
Use new snap rings.



- (5) Apply liquid gasket to the bolt threads of service plug.

Liquid gasket:

THREE BOND 1105 (Part No. 004403010) or equivalent



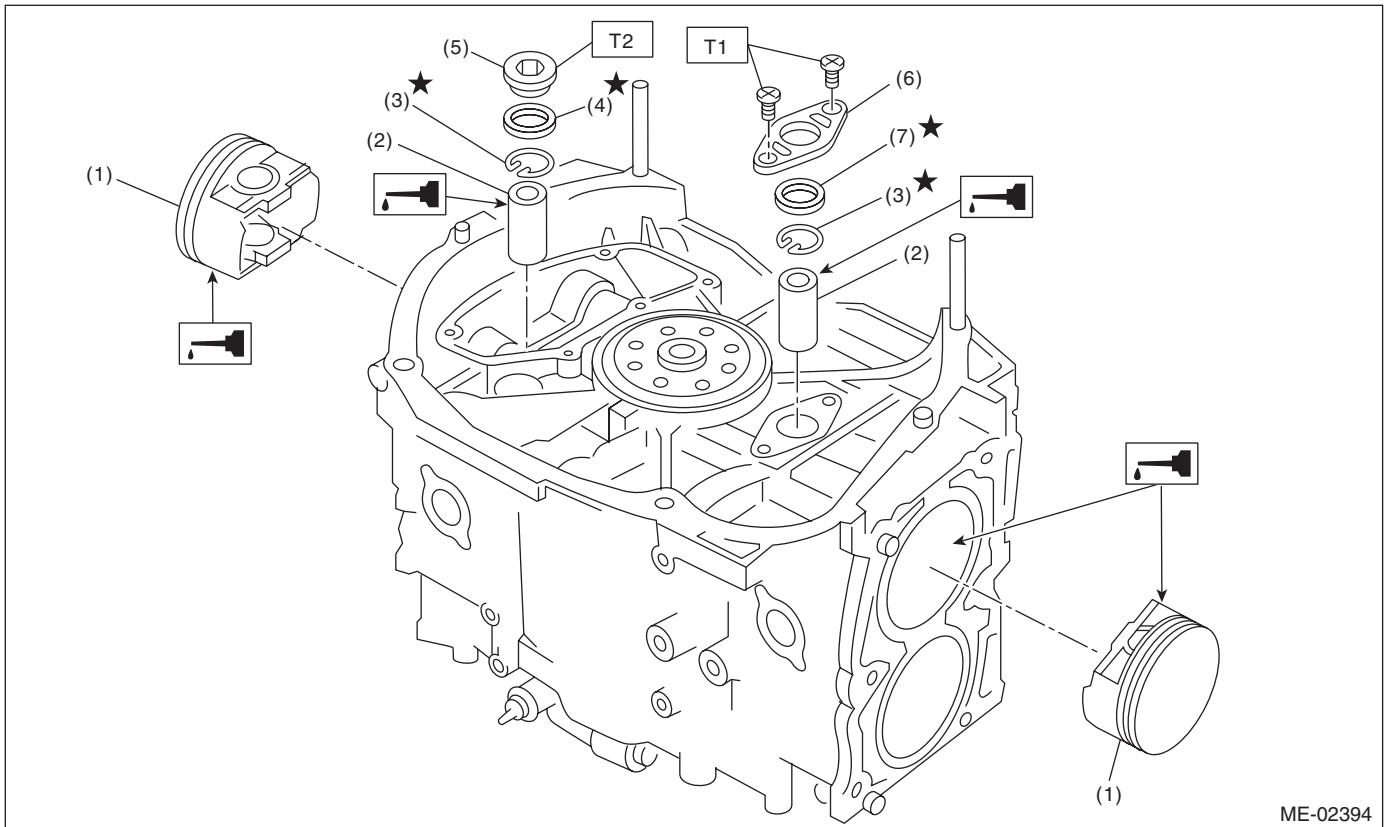
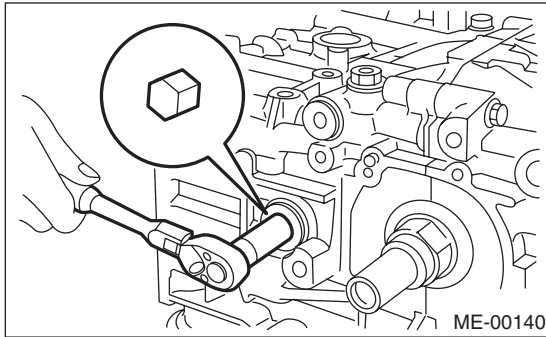
Cylinder Block

MECHANICAL

(6) Install the service hole plug and gasket.

NOTE:

Use a new gasket.



(1) Piston	(5) Service hole plug
(2) Piston pin	(6) Service hole cover
(3) Snap ring	(7) O-ring
(4) Gasket	

Tightening torque: N·m (kgf-m, ft-lb)

T1: 6.4 (0.65, 4.7)

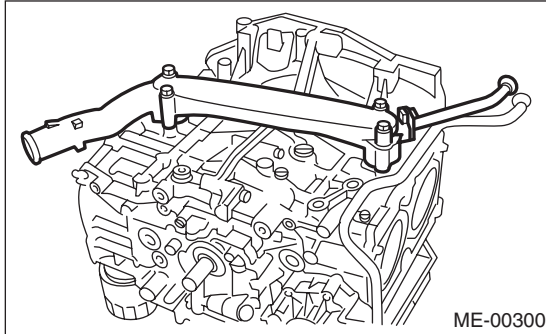
T2: 70 (7.1, 50.6)

(7) Place the cylinder block to face the #3 and #4 cylinder side upward. Following the same procedures as used for #1 and #2 cylinders, install the pistons and piston pins.

22) Install the water pipe.

Tightening torque:

6.4 N·m (0.65 kgf-m, 4.7 ft-lb)



23) Install the baffle plate.

Tightening torque:

6.4 N·m (0.65 kgf-m, 4.7 ft-lb)

24) Install the oil strainer and O-ring.

Tightening torque:

10 N·m (1.0 kgf-m, 7.2 ft-lb)

25) Install the oil strainer stay.

NOTE:

Tighten the oil strainer stay together with the baffle plate.

Tightening torque:

6.4 N·m (0.65 kgf-m, 4.7 ft-lb)

26) Apply liquid gasket to the mating surfaces, and install the oil pan.

NOTE:

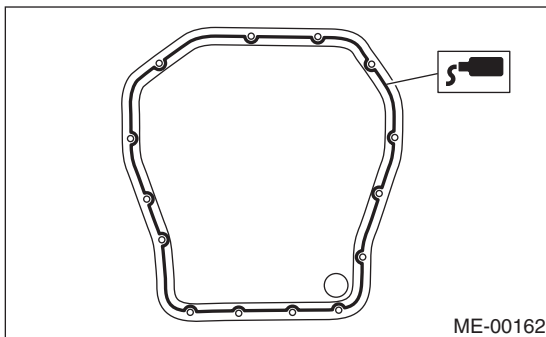
Install within 5 min. after applying liquid gasket.

Liquid gasket:

THREE BOND 1207C (Part No. 004403012) or equivalent

Tightening torque:

5 N·m (0.5 kgf-m, 3.6 ft-lb)



27) Apply liquid gasket to the mating surfaces and the threaded portion of bolt (A) shown in the figure (when reusing the bolt), and then install the oil separator cover.

NOTE:

Install within 5 min. after applying liquid gasket.

Liquid gasket:

• **Mating surface**

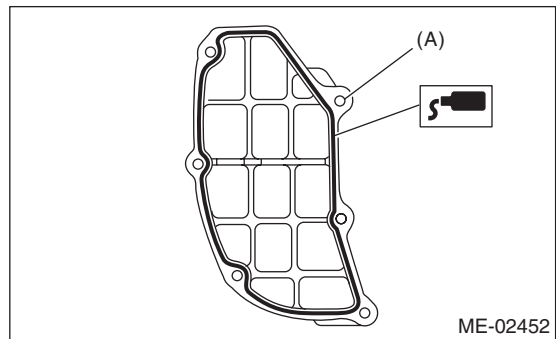
THREE BOND 1217G or equivalent

• **Bolt (A) thread (when reusing the bolt)**

THREE BOND 1324 (Part No. 004403042) or equivalent

Tightening torque:

6.4 N·m (0.65 kgf-m, 4.7 ft-lb)



28) Install the flywheel. (MT model)

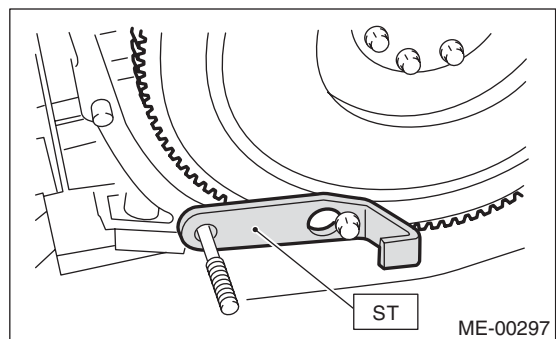
<Ref. to CL-14, INSTALLATION, Flywheel.>

To lock the crankshaft, use the ST.

ST 498497100 CRANKSHAFT STOPPER

Tightening torque:

72 N·m (7.3 kgf-m, 52.8 ft-lb)



Cylinder Block

MECHANICAL

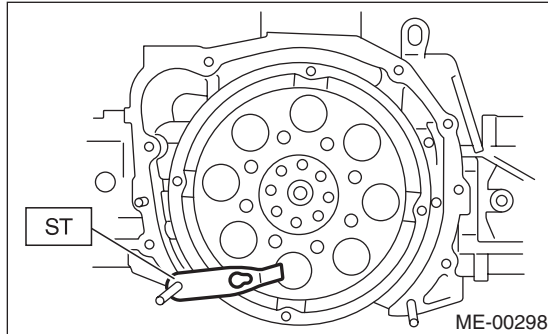
29) Install the drive plate.

To lock the crankshaft, use the ST.

ST 498497100 CRANKSHAFT STOPPER

Tightening torque:

72 N·m (7.3 kgf-m, 52.8 ft-lb)

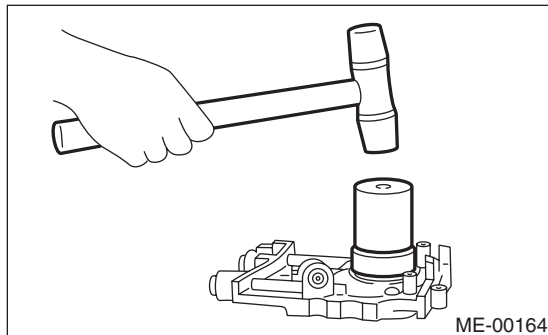


30) Install the housing cover.

31) Installation of oil pump:

(1) Replace the front oil seal with a new part using ST.

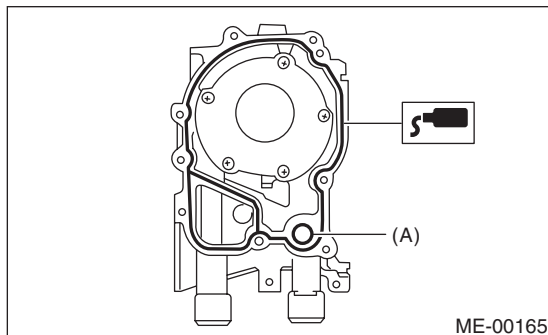
ST 499587100 OIL SEAL INSTALLER



(2) Apply liquid gasket to the matching surface of oil pump.

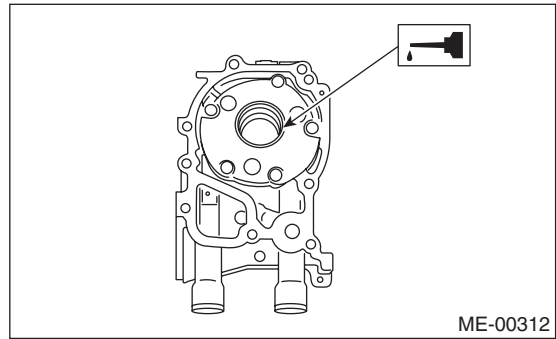
Liquid gasket:

THREE BOND 1215 (Part No. 004403007) or equivalent



(A) O-ring

(3) Apply a coat of engine oil to the inside of oil seal.



(4) Install the oil pump to cylinder block. Be careful not to damage the oil seal during installation.

NOTE:

- Make sure the oil seal lip is not folded.
- Align the flat surface of oil pump's inner rotor with crankshaft before installation.
- Use new O-rings and seals when installing the oil pump.

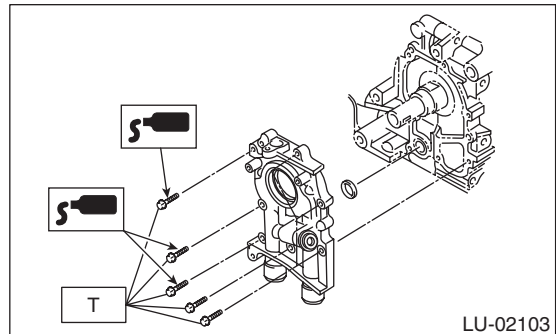
(5) Apply liquid gasket to the three bolts thread shown in figure. (when reusing the bolt)

Liquid gasket:

THREE BOND 1324 (Part No. 004403042) or equivalent

Tightening torque:

T: 6.4 N·m (0.65 kgf-m, 4.7 ft-lb)



32) Install the water pump and gasket.

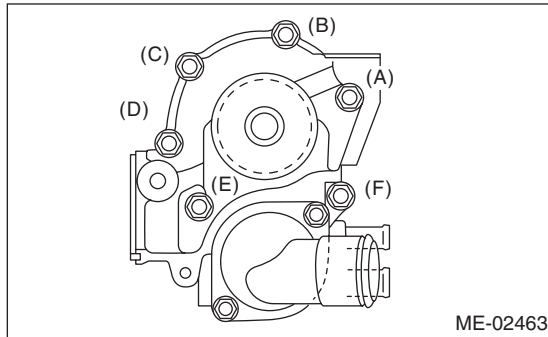
Tightening torque:

First: 12 N·m (1.2 kgf-m, 8.7 ft-lb)

Second: 12 N·m (1.2 kgf-m, 8.7 ft-lb)

NOTE:

- When installing the water pump, tighten bolts in two stages in alphabetical sequence as shown in the figure.
- Use a new gasket.



33) Install the water by-pass pipe for heater.

34) Install the oil filter.

<Ref. to LU (H4SO)-24, INSTALLATION, Engine Oil Filter.>

35) Tighten the cylinder head bolts. <Ref. to ME(H4SO)-58, INSTALLATION, Cylinder Head.>

36) Install the oil level gauge guide and tighten the bolts. (LH side only)

37) Install the crank sprocket.

<Ref. to ME(H4SO)-50, INSTALLATION, Crank Sprocket.>

38) Install the cam sprocket. <Ref. to ME(H4SO)-49, INSTALLATION, Cam Sprocket.>

39) Install the timing belt. <Ref. to ME(H4SO)-45, INSTALLATION, Timing Belt.>

40) Adjust the valve clearance. <Ref. to ME(H4SO)-31, ADJUSTMENT, Valve Clearance.>

41) After assembling the rocker cover gasket to the rocker cover, install it to the cylinder head, and then connect it to PCV hose.

NOTE:

Use a new rocker cover gasket.

42) Install the timing belt cover.

<Ref. to ME(H4SO)-43, INSTALLATION, Timing Belt Cover.>

43) Install the crank pulley. <Ref. to ME(H4SO)-42, INSTALLATION, Crank Pulley.>

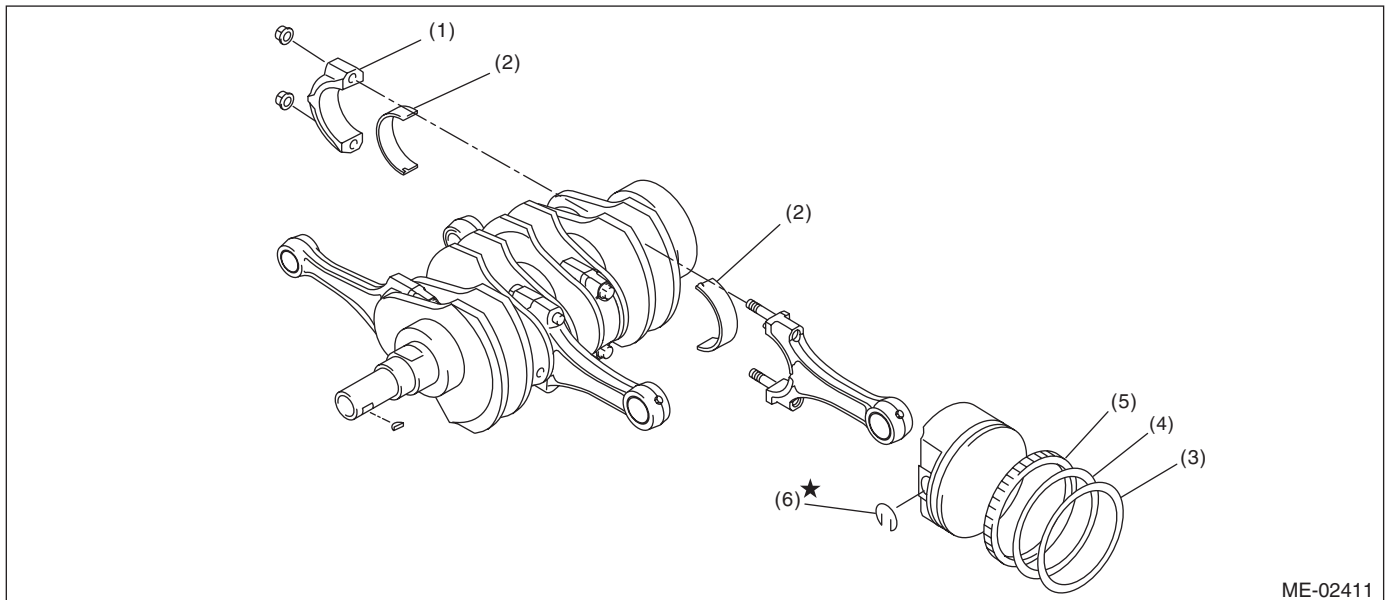
44) Install the intake manifold.

<Ref. to FU(H4SO)-15, INSTALLATION, Intake Manifold.>

45) Install the generator and A/C compressor brackets on cylinder head.

46) Install the V-belts. <Ref. to ME(H4SO)-40, INSTALLATION, V-belt.>

C: DISASSEMBLY



- (1) Connecting rod cap
(2) Connecting rod bearing

- (3) Top ring
(4) Second ring

- (5) Oil ring
(6) Snap ring

Cylinder Block

MECHANICAL

- 1) Remove the connecting rod cap.
- 2) Remove the connecting rod bearing.

NOTE:

Arrange the removed connecting rod, connecting rod cap and bearing in order, to prevent confusion.

- 3) Remove the piston rings using piston ring expander.

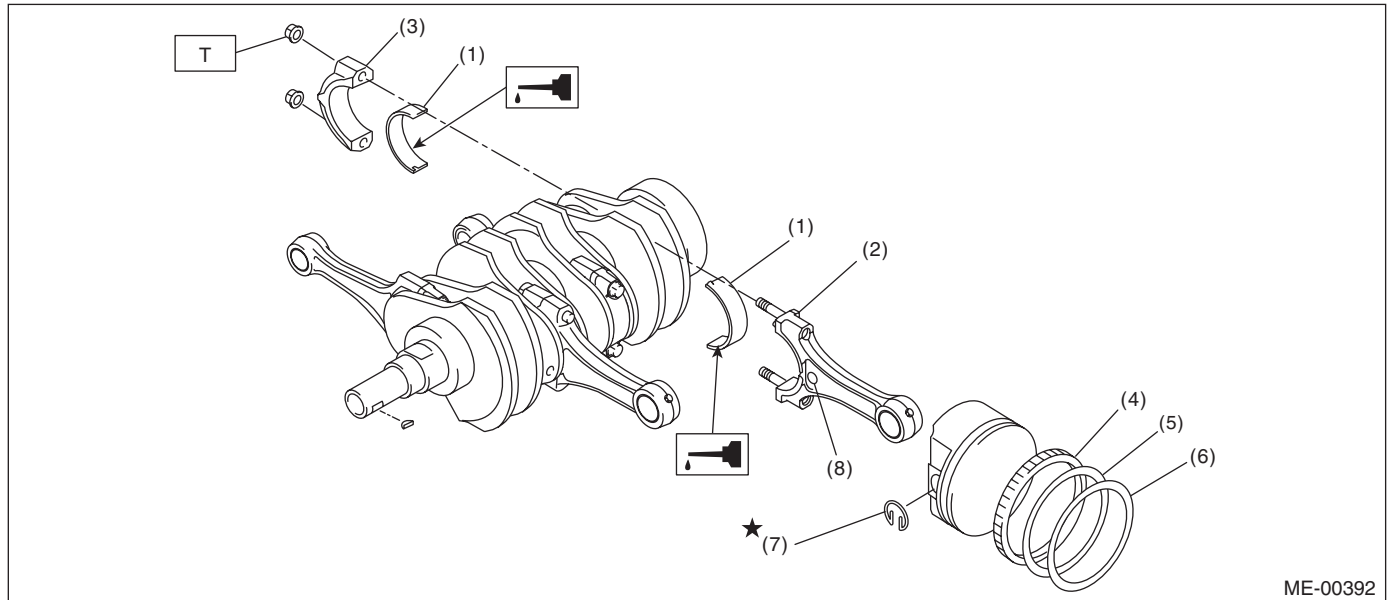
- 4) Remove the oil ring by hand.

NOTE:

Arrange the removed piston rings in proper order, to prevent confusion.

- 5) Remove the snap ring.

D: ASSEMBLY



(1) Connecting rod bearing	(5) Second ring
(2) Connecting rod	(6) Top ring
(3) Connecting rod cap	(7) Snap ring
(4) Oil ring	(8) Side mark

Tightening torque: N·m (kgf-m, ft-lb)

T: 45 (4.6, 33.3)

- 1) Apply oil to the surfaces of the connecting rod bearings.
- 2) Install the connecting rod bearings on connecting rods and connecting rod caps.
- 3) Position each connecting rod with a side mark facing forward, and install it.
- 4) Install the connecting rod cap with connecting rod nut.

Make sure the arrow on connecting rod cap faces toward front during installation.

NOTE:

- Each connecting rod has its own mating cap. Make sure that they are assembled correctly by checking their matching number.
 - When tightening the connecting rod nuts, apply oil on the threads.
- 5) Install the expander, lower rail and upper rail by hand. Install the second ring and top ring using piston ring expander.

E: INSPECTION

1. CYLINDER BLOCK

- 1) Visually check for cracks and damage. Especially, inspect the important parts using liquid penetrant tester.
- 2) Check the oil passages for clogging.
- 3) Inspect the cylinder block surface that mates with cylinder head for warping by using a straight edge, and correct by grinding if necessary.

Warping limit:

0.025 mm (0.00098 in)

Grinding limit:

0.1 mm (0.004 in)

Standard height of cylinder block:

201.0 mm (7.91 in)

2. CYLINDER AND PISTON

1) The cylinder bore size is stamped on the cylinder block front upper surface.

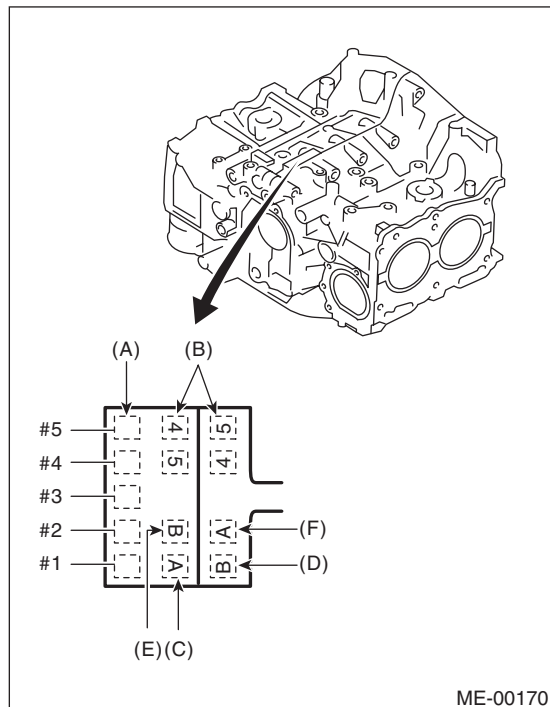
NOTE:

- Measurement should be performed at a temperature of 20°C (68°F).
- Standard sized pistons are classified into two grades, "A" and "B". These grades should be used as guide lines in selecting a standard piston.

Standard diameter:

A: 99.505 — 99.515 mm (3.9175 — 3.9179 in)

B: 99.495 — 99.505 mm (3.9171 — 3.9175 in)



- (A) Main journal size mark
- (B) Cylinder block (RH)-(LH) combination mark
- (C) #1 cylinder bore size mark
- (D) #2 cylinder bore size mark
- (E) #3 cylinder bore size mark
- (F) #4 cylinder bore size mark

2) How to measure the inner diameter of each cylinder

Measure the inner diameter of each cylinder in both the thrust and piston pin directions at the heights as shown in the figure, using a cylinder bore gauge.

NOTE:

Measurement should be performed at a temperature of 20°C (68°F).

Taper:

Standard:

0.015 mm (0.0006 in)

Service limit:

0.050 mm (0.0020 in)

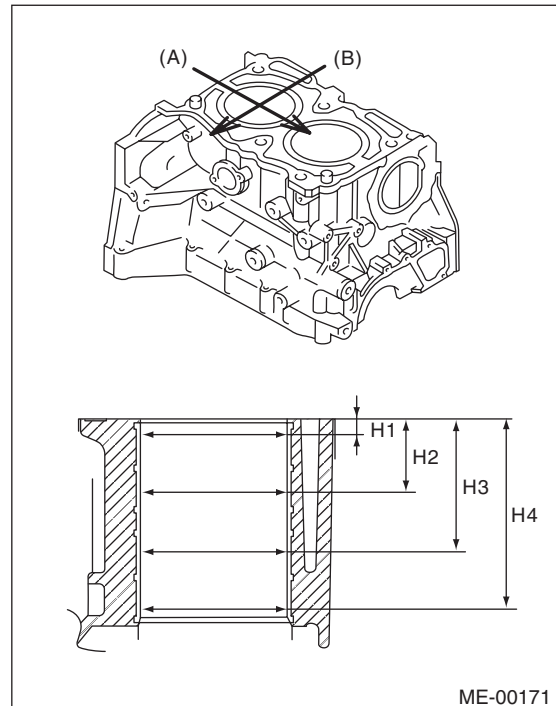
Out-of-roundness:

Standard:

0.010 mm (0.0004 in)

Service limit:

0.050 mm (0.0020 in)



- (A) Piston pin direction
- (B) Thrust direction
- H1 10 mm (0.39 in)
- H2 45 mm (1.77 in)
- H3 80 mm (3.15 in)
- H4 115 mm (4.53 in)

3) When the piston is to be replaced due to general wear or cylinder wear, select a suitable sized piston by measuring the piston clearance.

Cylinder Block

MECHANICAL

4) How to measure the outer diameter of each cylinder:

Measure the outer diameter of each piston at the height as shown in the figure. (Thrust direction)

NOTE:

Measurement should be performed at a temperature of 20°C (68°F).

Piston grade point H:
38.2 mm (1.504 in)

Standard:

A: 99.505 — 99.515 mm (3.9175 — 3.9179 in)

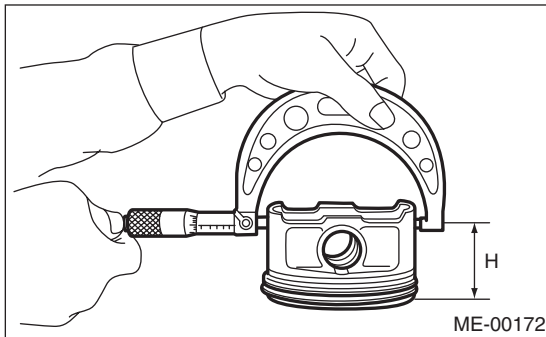
B: 99.495 — 99.505 mm (3.9171 — 3.9175 in)

0.25 mm (0.0098 in) oversize:

99.745 — 99.765 mm (3.9270 — 3.9278 in)

0.50 mm (0.0197 in) oversize:

99.995 — 100.015 mm (3.9368 — 3.9376 in)



5) Calculate the clearance between cylinder and piston.

NOTE:

Measurement should be performed at a temperature of 20°C (68°F).

Cylinder to piston clearance at 20°C (68°F):

Standard:

-0.010 — 0.010 mm (-0.00039 — 0.00039 in)

Service limit:

0.030 mm (0.0012 in)

6) Boring and honing

(1) If any of the measured value of taper, out-of-roundness or cylinder-to-piston clearance is not within the service limit or if there is any damage on the cylinder wall, rebores it to use an oversize piston.

CAUTION:

- When any of the cylinders needs reboring, all other cylinders must be bored at the same time, and replace to oversize pistons.
- Do not perform boring on one cylinder only. Nor replace an oversize piston for one cylinder only.

(2) If the cylinder inner diameter exceeds the limit after boring and honing, replace the cylinder block.

Cylinder inner boring limit (diameter):
To 100.005 mm (3.9372 in)

NOTE:

Immediately after reboring, the cylinder diameter may differ from its real diameter due to temperature rise. Thus, pay attention when measuring the cylinder diameter.

3. PISTON AND PISTON PIN

1) Check the pistons and piston pins for damage, cracks and wear, and the piston ring grooves for wear and damage. Replace if faulty.

2) Measure the piston-to-cylinder clearance at each cylinder. <Ref. to ME(H4SO)-79, CYLINDER AND PISTON, INSPECTION, Cylinder Block.> If any of the clearances exceeds the limit value, replace the piston or bore the cylinder to enable use of the oversize piston.

3) Make sure that the piston pin can be inserted into the piston pin hole with fingers at 20°C (68°F). Replace if faulty.

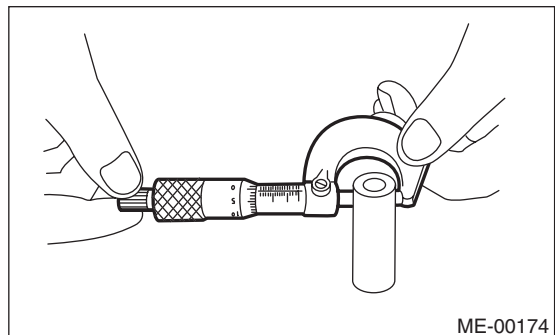
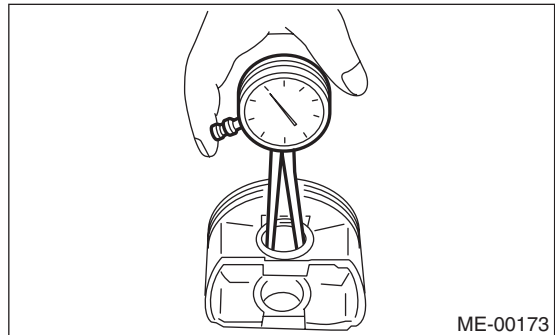
Clearance between piston hole and piston pin:

Standard:

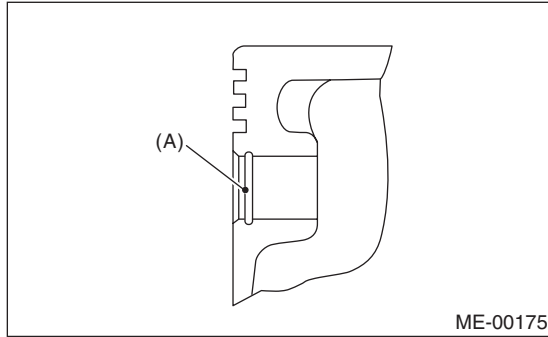
0.004 — 0.008 mm (0.0002 — 0.0003 in)

Service limit:

0.020 mm (0.0008 in)



4) Check the snap ring installation groove (A) on the piston for burr. If necessary, remove burr from the groove so that the piston pin can lightly move.



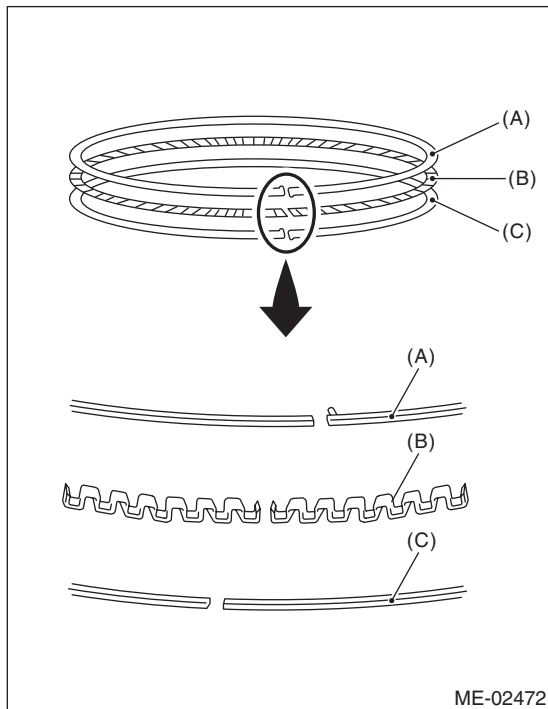
5) Check the piston pin snap ring for distortion, cracks and wear.

4. PISTON RING

1) If the piston ring is broken, damaged or worn, or if its tension is insufficient, or when the piston is replaced, replace the piston ring with a new part of the same size as piston.

NOTE:

- Marks that shows the installing direction are shown on the end of top and second rings. Face these marks upward when installing the rings to piston.
- Oil ring consists of the upper rail, expander and lower rail. Be careful about the direction of rail when installing the oil ring to piston.

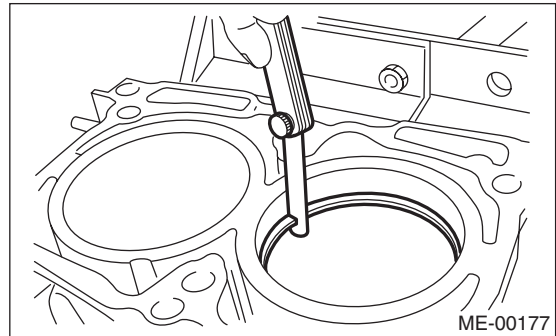


- (A) Upper rail
- (B) Expander
- (C) Lower rail

2) Clean the piston ring groove and piston ring.

3) Squarely place the piston ring and oil ring in cylinder, and measure the piston ring gap with a thickness gauge.

		mm (in)	
		Standard	Limit
Piston ring gap	Top ring	0.20 — 0.35 (0.0079 — 0.0138)	1.0 (0.039)
	Second ring	0.37 — 0.52 (0.0144 — 0.0203)	
	Oil ring rail	0.20 — 0.50 (0.0079 — 0.0197)	1.5 (0.059)

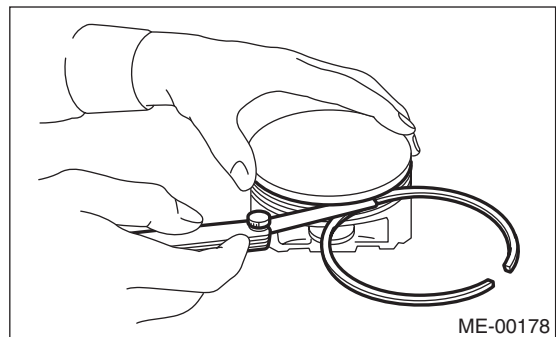


4) Measure the clearance between piston ring and piston ring groove with a thickness gauge.

NOTE:

Before measuring the clearance, clean the piston ring groove and piston ring.

		mm (in)	
		Standard	Limit
Clearance between piston ring and piston ring groove	Top ring	0.040 — 0.080 (0.0016 — 0.0031)	0.15 (0.059)
	Second ring	0.030 — 0.070 (0.0012 — 0.0028)	

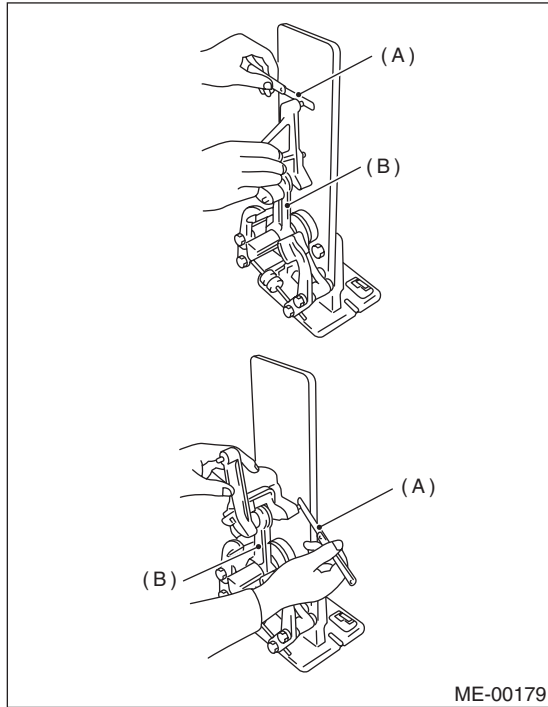


5. CONNECTING ROD

- 1) Replace the connecting rod, if the large or small end thrust surface is damaged.
- 2) Check for bend or twist using a connecting rod aligner. Replace the connecting rod if the bend or twist exceeds the limit.

Limit of bend or twist per 100 mm (3.94 in) in length:

0.10 mm (0.0039 in)



- (A) Thickness gauge
(B) Connecting rod

- 3) Install the connecting rod fitted with bearing to crankshaft and measure the side clearance (thrust clearance). Replace the connecting rod if the side clearance exceeds the specified limit.

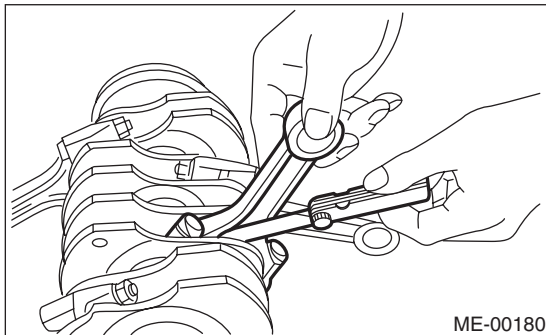
Connecting rod side clearance:

Standard:

0.070 — 0.330 mm (0.0028 — 0.0130 in)

Service limit:

0.4 mm (0.016 in)



- 4) Inspect the connecting rod bearing for scar, peeling, seizure, melting, wear, etc.

- 5) Measure the oil clearance on each connecting rod bearing using plastigauge. If there is an oil clearance that exceeds the service limit, replace the defective bearing with a new standard or under-sized bearing as necessary. (See the table below.)

Connecting rod oil clearance:

Standard:

0.016 — 0.044 mm (0.00063 — 0.0017 in)

Service limit:

0.05 mm (0.0020 in)

Unit: mm (in)		
Bearing	Bearing size (Thickness at center)	Outer diameter of crank pin
Standard	1.492 — 1.501 (0.0587 — 0.0591)	51.984 — 52.000 (2.0466 — 2.0472)
0.03 (0.0012) Undersize	1.510 — 1.513 (0.0594 — 0.0596)	51.954 — 51.970 (2.0454 — 2.0461)
0.05 (0.0020) Undersize	1.520 — 1.523 (0.0598 — 0.0600)	51.934 — 51.950 (2.0446 — 2.0453)
0.25 (0.0098) Undersize	1.620 — 1.623 (0.0638 — 0.0639)	51.734 — 51.750 (2.0368 — 2.0374)

- 6) Inspect the bushing at connecting rod small end, and replace if worn or damaged. Also measure the piston pin clearance at connecting rod small end.

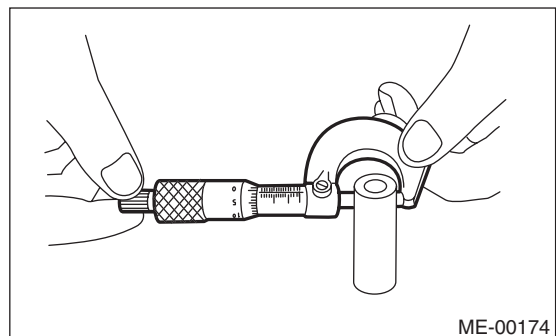
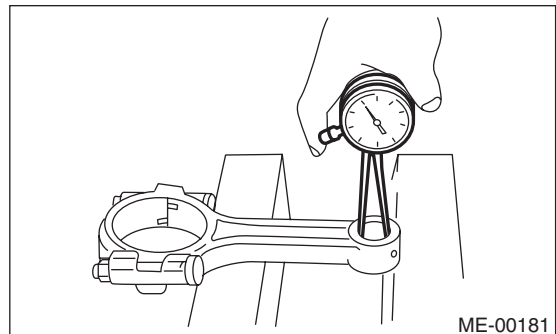
Clearance between piston pin and bushing:

Standard:

0 — 0.022 mm (0 — 0.0009 in)

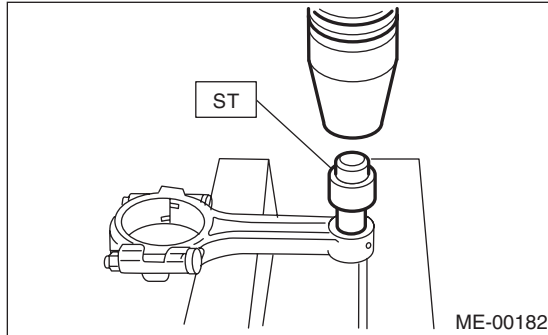
Service limit:

0.030 mm (0.0012 in)



- 7) Replacement procedure is as follows.
- (1) Remove the bushing from connecting rod with ST and press.
 - (2) Press the bushing with the ST after applying oil on the periphery of new bushing.

ST 499037100 CONNECTING ROD BUSHING REMOVER AND INSTALLER



- (3) Make two 3 mm (0.12 in) holes in the pressed bushing by aligning with the pre-manufactured holes on the connecting rod. Then, ream the inside of bushing.
- (4) After completion of reaming, clean the bushing to remove chips.

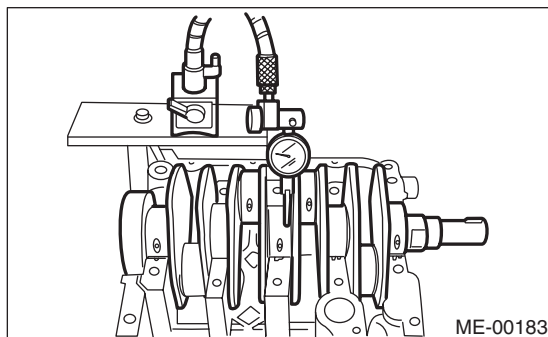
6. CRANKSHAFT AND CRANKSHAFT BEARING

- 1) Clean the crankshaft completely, and check it for cracks using liquid penetrant tester. Replace if faulty.
- 2) Measure the bend of crankshaft. If it exceeds the limit, repair or replace it.

NOTE:

If a suitable V-block is not available, install #1 and #5 crankshaft bearing on cylinder block, position the crankshaft on these bearings, and then measure the crankshaft bend using a dial gauge.

Crankshaft bend limit:
0.035 mm (0.0014 in)



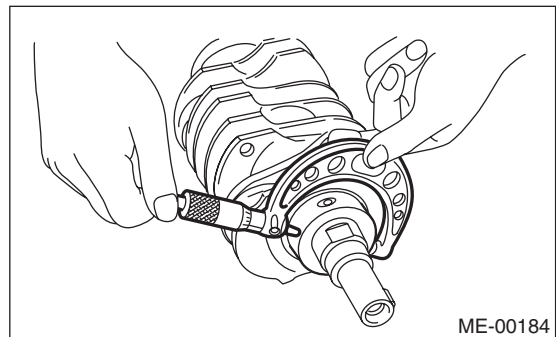
- 3) Inspect the crank journal and crank pin for wear. If they are not within the standard, replace the bearing with a suitable (undersize) one, and replace or readjust the crankshaft if necessary. When grinding the crank journal or crank pin, finish them to the specified dimensions according to the undersize bearing to be used.

Crank pin

Out-of-roundness:
0.003 mm (0.0001 in)
Cylindricity:
0.004 mm (0.0002 in)
Grinding limit:
To 51.750 mm (2.0374 in) dia.

Crank journal

Out-of-roundness:
0.005 mm (0.0002 in)
Cylindricity:
0.006 mm (0.0002 in)
Grinding limit:
To 59.758 mm (2.3527 in) dia.



Cylinder Block

MECHANICAL

Unit: mm (in)				
		Crank journal outer diameter		Crank pin outer diameter
		#1, #3	#2, #4, #5	
Standard	Journal O.D.	59.992 — 60.008 (2.3619 — 2.3625)	59.992 — 60.008 (2.3619 — 2.3625)	51.984 — 52.000 (2.0466 — 2.0472)
	Bearing size (Thickness at center)	1.998 — 2.011 (0.0787 — 0.0792)	2.000 — 2.013 (0.0787 — 0.0793)	1.492 — 1.501 (0.0587 — 0.0591)
0.03 (0.0012) Undersize	Journal O.D.	59.962 — 59.978 (2.3607 — 2.3613)	59.962 — 59.978 (2.3607 — 2.3613)	51.954 — 51.970 (2.0454 — 2.0461)
	Bearing size (Thickness at center)	2.017 — 2.020 (0.0794 — 0.0795)	2.019 — 2.022 (0.0795 — 0.0796)	1.510 — 1.513 (0.0594 — 0.0596)
0.05 (0.0020) Undersize	Journal O.D.	59.942 — 59.958 (2.3599 — 2.3605)	59.942 — 59.958 (2.3599 — 2.3605)	51.934 — 51.950 (2.0446 — 2.0453)
	Bearing size (Thickness at center)	2.027 — 2.030 (0.0798 — 0.0799)	2.029 — 2.032 (0.0799 — 0.0800)	1.520 — 1.523 (0.0598 — 0.0600)
0.25 (0.0098) Undersize	Journal O.D.	59.742 — 59.758 (2.3520 — 2.3527)	59.742 — 59.758 (2.3520 — 2.3527)	51.734 — 51.750 (2.0368 — 2.0374)
	Bearing size (Thickness at center)	2.127 — 2.130 (0.0837 — 0.0839)	2.129 — 2.132 (0.0838 — 0.0839)	1.620 — 1.623 (0.0638 — 0.0639)

4) Use a thickness gauge to measure the thrust clearance of crankshaft at center bearing. If the clearance exceeds the limit, replace the bearing.

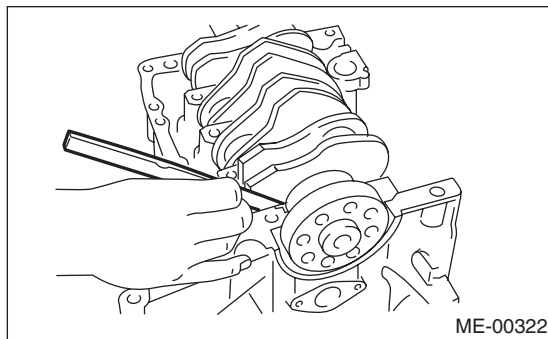
Crankshaft thrust clearance:

Standard:

0.030 — 0.115 mm (0.0012 — 0.0045 in)

Service limit:

0.25 mm (0.0098 in)



5) Inspect individual crankshaft bearings for signs of flaking, seizure, melting and wear.

6) Measure the oil clearance on each crankshaft bearing using plastigauge. If the measured value exceeds the limit, replace the defective bearing with an undersize one, and replace or readjust the crankshaft if necessary.

Crankshaft oil clearance:

Standard:

0.010 — 0.030 mm (0.0004 — 0.0012 in)

Service limit:

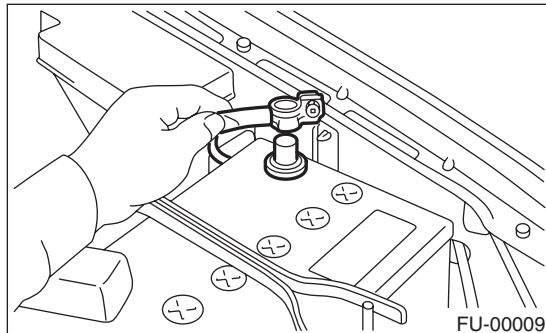
0.040 mm (0.0016 in)

22.Oil Switching Solenoid Valve

A: REMOVAL

1. RH SIDE

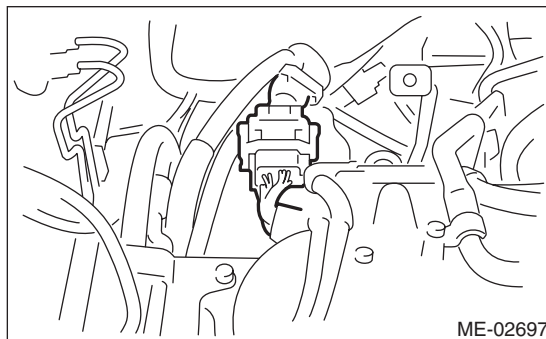
1) Disconnect the ground cable from the battery.



2) Remove the air intake chamber.

<Ref. to IN (H4SO)-6, REMOVAL, Air Intake Chamber.>

3) Remove the engine harness connector from the bracket.



4) Disconnect the connector from the oil switching solenoid valve.

5) Remove the oil switching solenoid valve.

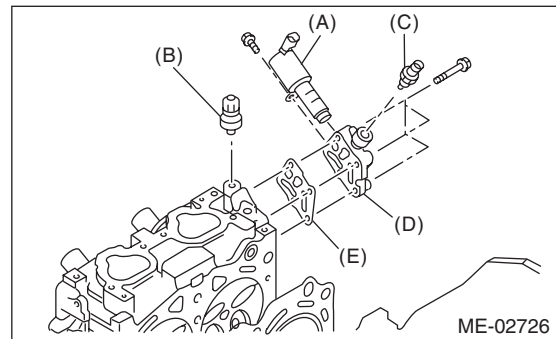
6) Remove the variable valve lift diagnosis oil pressure switch.

<Ref. to FU(H4SO)-34, REMOVAL, Variable Valve Lift Diagnosis Oil Pressure Switch.>

7) Remove the oil temperature sensor.

<Ref. to FU(H4SO)-35, REMOVAL, Oil Temperature Sensor.>

8) Remove the oil switching solenoid valve holder from the cylinder head.



(A) Oil switching solenoid valve

(B) Variable valve lift diagnosis oil pressure switch

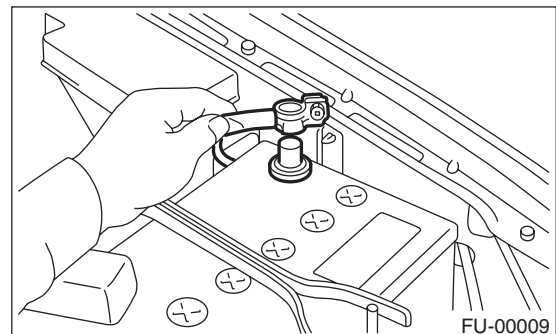
(C) Oil temperature sensor

(D) Oil switching solenoid valve holder

(E) Gasket

2. LH SIDE

1) Disconnect the ground cable from the battery.



2) Remove the V-belts.

<Ref. to ME(H4SO)-40, REMOVAL, V-belt.>

3) Remove the crank pulley.

<Ref. to ME(H4SO)-42, REMOVAL, Crank Pulley.>

4) Remove the timing belt cover.

<Ref. to ME(H4SO)-43, REMOVAL, Timing Belt Cover.>

5) Remove the timing belt.

<Ref. to ME(H4SO)-44, REMOVAL, Timing Belt.>

6) Remove the cam sprocket.

<Ref. to ME(H4SO)-49, REMOVAL, Cam Sprocket.>

7) Remove the timing belt cover No. 2 (LH).

8) Disconnect the connector from the oil switching solenoid valve.

9) Remove the oil switching solenoid valve.

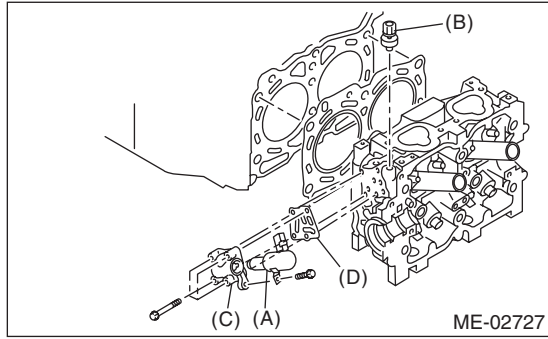
10) Remove the variable valve lift diagnosis oil pressure switch.

<Ref. to FU(H4SO)-34, REMOVAL, Variable Valve Lift Diagnosis Oil Pressure Switch.>

Oil Switching Solenoid Valve

MECHANICAL

11) Remove the oil switching solenoid valve holder from the cylinder head.



- (A) Oil switching solenoid valve
- (B) Variable valve lift diagnosis oil pressure switch
- (C) Oil switching solenoid valve holder
- (D) Gasket

B: INSTALLATION

1. RH SIDE

Install in the reverse order of removal.

NOTE:

- Use a new gasket.
- Apply liquid gasket to the bolt threads of oil temperature sensor.

Liquid gasket:

THREE BOND 1324 (Part No. 004403042) or equivalent

Tightening torque:

T1

8 N·m (0.8 kgf-m, 5.9 ft-lb)

T2

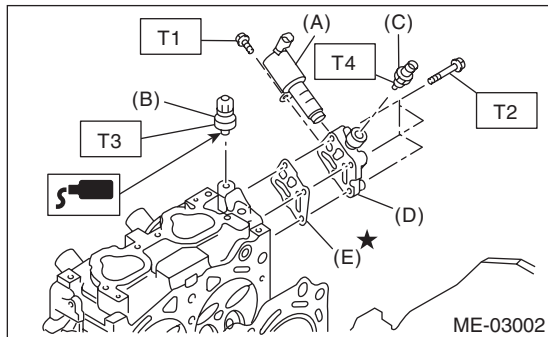
10 N·m (1.0 kgf-m, 7.4 ft-lb)

T3

17 N·m (1.7 kgf-m, 12.5 ft-lb)

T4

18 N·m (1.8 kgf-m, 13.3 ft-lb)



- (A) Oil switching solenoid valve
- (B) Variable valve lift diagnosis oil pressure switch
- (C) Oil temperature sensor
- (D) Oil switching solenoid valve holder
- (E) Gasket

2. LH SIDE

Install in the reverse order of removal.

NOTE:

- Use a new gasket.
- Apply liquid gasket to the bolt threads of oil temperature sensor.

Liquid gasket:

THREE BOND 1324 (Part No. 004403042) or equivalent

Tightening torque:

T1

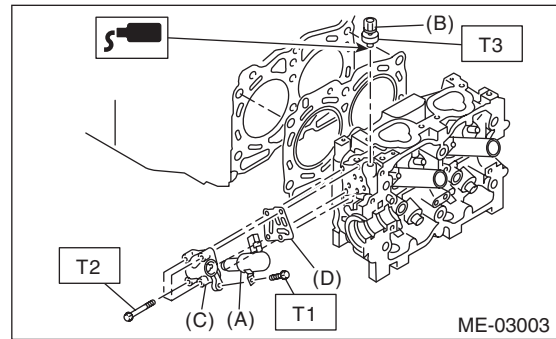
8 N·m (0.8 kgf-m, 5.9 ft-lb)

T2

10 N·m (1.0 kgf-m, 7.4 ft-lb)

T3

17 N·m (1.7 kgf-m, 12.5 ft-lb)



- (A) Oil switching solenoid valve
- (B) Variable valve lift diagnosis oil pressure switch
- (C) Oil temperature sensor
- (D) Gasket

23.Intake and Exhaust Valve

A: SPECIFICATION

Refer to “Cylinder Head” for removal and installation procedures of intake and exhaust valves. <Ref. to ME(H4SO)-58, REMOVAL, Cylinder Head.>
<Ref. to ME(H4SO)-58, INSTALLATION, Cylinder Head.>

24.Piston

A: SPECIFICATION

Refer to “Cylinder Block” for removal and installation procedures of pistons. <Ref. to ME(H4SO)-65, REMOVAL, Cylinder Block.> <Ref. to ME(H4SO)-69, INSTALLATION, Cylinder Block.>

25.Connecting Rod

A: SPECIFICATION

Refer to “Cylinder Block” for removal and installation procedures of connecting rod.

<Ref. to ME(H4SO)-65, REMOVAL, Cylinder Block.> <Ref. to ME(H4SO)-69, INSTALLATION, Cylinder Block.>

26.Crankshaft

A: SPECIFICATION

Refer to “Cylinder Block” for removal and installation procedures of the crankshaft. <Ref. to ME(H4SO)-65, REMOVAL, Cylinder Block.> <Ref. to ME(H4SO)-69, INSTALLATION, Cylinder Block.>

27.Engine Trouble in General

A: INSPECTION

NOTE:

“RANK” shown in the chart refers to the possibility of the cause of trouble in order “Very often” to “Rarely”

A — Very often

B — Sometimes

C — Rarely

Symptoms	Problem parts etc.	Possible cause	RANK
1. Engine does not start.			
1) Starter does not turn.	Starter	Defective battery-to-starter harness	B
		Defective starter switch	C
		Defective inhibitor switch	C
		Defective starter	B
	Battery	Improper connection of terminal	A
		Run-down battery	A
		Defective charging system	B
	Friction	Seizure of crankshaft and connecting rod bearing	C
		Seized camshaft	C
		Seized or stuck piston and cylinder	C
2) Initial combustion does not occur.	Starter	Defective starter	C
	Engine control system <Ref. to EN(H4SO)(diag)-2, Basic Diagnostic Procedure.>		A
	Fuel line	Defective fuel pump and relay	A
		Clogged fuel line	C
		Lack of or insufficient fuel	B
	Timing belt	Degradation, etc.	B
		Defective timing	B
	Compression	Incorrect valve clearance	C
		Loosened spark plug or defective gasket	C
		Loosened cylinder head bolt or defective gasket	C
		Improper valve sealing	C
		Defective valve stem	C
		Worn or broken valve spring	B
		Worn or stuck piston rings, cylinder and piston	C
		Incorrect valve timing	B
		Improper engine oil (low viscosity)	B

Engine Trouble in General

MECHANICAL

Symptoms	Problem parts etc.	Possible cause	RANK
3) Initial combustion occurs.	Engine control system <Ref. to EN(H4SO)(diag)-2, Basic Diagnostic Procedure.>		A
	Intake system	Defective intake manifold gasket	B
		Defective throttle body gasket	B
	Fuel line	Defective fuel pump and relay	C
		Clogged fuel line	C
		Lack of or insufficient fuel	B
	Timing belt	Degradation, etc.	B
		Defective timing	B
	Compression	Incorrect valve clearance	C
		Loosened spark plug or defective gasket	C
		Loosened cylinder head bolt or defective gasket	C
		Improper valve sealing	C
		Defective valve stem	C
		Worn or broken valve spring	B
		Worn or stuck piston rings, cylinder and piston	C
		Incorrect valve timing	B
		Improper engine oil (low viscosity)	B
4) Engine stalls after initial combustion.	Engine control system <Ref. to EN(H4SO)(diag)-2, Basic Diagnostic Procedure.>		A
	Intake system	Loosened or cracked intake duct	B
		Loosened or cracked PCV hose	C
		Loosened or cracked vacuum hose	C
		Defective intake manifold gasket	B
		Defective throttle body gasket	B
		Dirty air cleaner element	C
	Fuel line	Clogged fuel line	C
		Lack of or insufficient fuel	B
	Timing belt	Degradation, etc.	B
		Defective timing	B
	Compression	Incorrect valve clearance	C
		Loosened spark plug or defective gasket	C
		Loosened cylinder head bolt or defective gasket	C
		Improper valve sealing	C
		Defective valve stem	C
		Worn or broken valve spring	B
		Worn or stuck piston rings, cylinder and piston	C
		Incorrect valve timing	B
		Improper engine oil (low viscosity)	B

Engine Trouble in General

MECHANICAL

Symptoms	Problem parts etc.	Possible cause	RANK
2. Rough idle and engine stall	Engine control system <Ref. to EN(H4SO)(diag)-2, Basic Diagnostic Procedure.>		A
	Intake system	Loosened or cracked intake duct	A
		Loosened or cracked PCV hose	A
		Loosened or cracked vacuum hose	A
		Defective intake manifold gasket	B
		Defective throttle body gasket	B
		Defective PCV valve	C
		Loosened oil filler cap	B
		Dirty air cleaner element	C
	Fuel line	Defective fuel pump and relay	C
		Clogged fuel line	C
		Lack of or insufficient fuel	B
	Timing belt	Defective timing	C
	Compression	Incorrect valve clearance	B
		Loosened spark plug or defective gasket	B
		Loosened cylinder head bolt or defective gasket	B
		Improper valve sealing	B
		Defective valve stem	C
		Worn or broken valve spring	B
		Worn or stuck piston rings, cylinder and piston	B
		Incorrect valve timing	A
		Improper engine oil (low viscosity)	B
	Lubrication system	Incorrect oil pressure	B
		Defective rocker cover gasket	C
	Cooling system	Overheating	C
	Others	Evaporative emission control system malfunction	A
		Stuck or damaged throttle valve	B

Engine Trouble in General

MECHANICAL

Symptoms	Problem parts etc.	Possible cause	RANK
3. Low output, hesitation and poor acceleration	Engine control system <Ref. to EN(H4SO)(diag)-2, Basic Diagnostic Procedure.>		A
	Intake system	Loosened or cracked intake duct	A
		Loosened or cracked PCV hose	A
		Loosened or cracked vacuum hose	B
		Defective intake manifold gasket	B
		Defective throttle body gasket	B
		Defective PCV valve	B
		Loosened oil filler cap	B
		Dirty air cleaner element	A
	Fuel line	Defective fuel pump and relay	B
		Clogged fuel line	B
		Lack of or insufficient fuel	C
	Timing belt	Defective timing	B
	Compression	Incorrect valve clearance	B
		Loosened spark plug or defective gasket	B
		Loosened cylinder head bolt or defective gasket	B
		Improper valve sealing	B
		Defective valve stem	C
		Worn or broken valve spring	B
		Worn or stuck piston rings, cylinder and piston	C
		Incorrect valve timing	A
		Improper engine oil (low viscosity)	B
	Lubrication system	Incorrect oil pressure	B
	Cooling system	Overheating	C
		Over-cooling	C
	Others	Evaporative emission control system malfunction	A
4. Surging	Engine control system <Ref. to EN(H4SO)(diag)-2, Basic Diagnostic Procedure.>		A
	Intake system	Loosened or cracked intake duct	A
		Loosened or cracked PCV hose	A
		Loosened or cracked vacuum hose	A
		Defective intake manifold gasket	B
		Defective throttle body gasket	B
		Defective PCV valve	B
		Loosened oil filler cap	B
		Dirty air cleaner element	B
	Fuel line	Defective fuel pump and relay	B
		Clogged fuel line	B
		Lack of or insufficient fuel	C
	Timing belt	Defective timing	B
	Compression	Incorrect valve clearance	B
		Loosened spark plug or defective gasket	C
		Loosened cylinder head bolt or defective gasket	C
		Improper valve sealing	C
		Defective valve stem	C
		Worn or broken valve spring	C
		Worn or stuck piston rings, cylinder and piston	C
		Incorrect valve timing	A
		Improper engine oil (low viscosity)	B
	Cooling system	Overheating	B
	Others	Evaporative emission control system malfunction	C

Engine Trouble in General

MECHANICAL

Symptoms	Problem parts etc.	Possible cause	RANK
5. Engine does not return to idle.	Engine control system <Ref. to EN(H4SO)(diag)-2, Basic Diagnostic Procedure.>		A
	Intake system	Loosened or cracked vacuum hose	A
	Others	Stuck or damaged throttle valve	A
6. Dieseling (Run-on)	Engine control system <Ref. to EN(H4SO)(diag)-2, Basic Diagnostic Procedure.>		A
	Cooling system	Overheating	B
	Others	Evaporative emission control system malfunction	B
7. After burning in exhaust system	Engine control system <Ref. to EN(H4SO)(diag)-2, Basic Diagnostic Procedure.>		A
	Intake system	Loosened or cracked intake duct	C
		Loosened or cracked PCV hose	C
		Loosened or cracked vacuum hose	B
		Defective PCV valve	B
		Loosened oil filler cap	C
	Timing belt	Defective timing	B
	Compression	Incorrect valve clearance	B
		Loosened spark plug or defective gasket	C
		Loosened cylinder head bolt or defective gasket	C
		Improper valve sealing	B
		Defective valve stem	C
		Worn or broken valve spring	C
		Worn or stuck piston rings, cylinder and piston	C
		Incorrect valve timing	A
	Lubrication system	Incorrect oil pressure	C
	Cooling system	Over-cooling	C
	Others	Evaporative emission control system malfunction	C
8. Knocking	Engine control system <Ref. to EN(H4SO)(diag)-2, Basic Diagnostic Procedure.>		A
	Intake system	Loosened oil filler cap	B
	Timing belt	Defective timing	B
	Compression	Incorrect valve clearance	C
		Incorrect valve timing	B
	Cooling system	Overheating	A
9. Excessive engine oil consumption	Intake system	Loosened or cracked PCV hose	A
		Defective PCV valve	B
		Loosened oil filler cap	C
	Compression	Defective valve stem	A
		Worn or stuck piston rings, cylinder and piston	A
	Lubrication system	Loosened oil pump attaching bolts and defective gasket	B
		Defective oil filter seal	B
		Defective crankshaft oil seal	B
		Defective rocker cover gasket	B
		Loosened oil drain plug or defective gasket	B
		Loosened oil pan fitting bolts or defective oil pan	B

Engine Trouble in General

MECHANICAL

Symptoms	Problem parts etc.	Possible cause	RANK
10. Excessive fuel consumption	Engine control system <Ref. to EN(H4SO)(diag)-2, Basic Diagnostic Procedure.>		A
	Intake system	Dirty air cleaner element	A
	Timing belt	Defective timing	B
	Compression	Incorrect valve clearance	B
		Loosened spark plug or defective gasket	C
		Loosened cylinder head bolt or defective gasket	C
		Improper valve sealing	B
		Defective valve stem	C
		Worn or broken valve spring	C
		Worn or stuck piston rings, cylinder and piston	B
		Incorrect valve timing	B
	Lubrication system	Incorrect oil pressure	C
	Cooling system	Over-cooling	C

28.Engine Noise

A: INSPECTION

Type of sound	Condition	Possible cause
Regular clicking sound	Sound increases as engine speed increases.	- Valve mechanism is defective. - Incorrect valve clearance - Worn valve rocker - Worn camshaft - Broken valve spring
Heavy and dull clank	Oil pressure is low.	- Camshaft journal wear - Worn connecting rod bearing (large end)
	Oil pressure is normal.	Damaged engine mounting
High-pitched clank (Spark knock)	Sound is noticeable when accelerating with an overload condition.	- Ignition timing advanced - Accumulation of carbon inside combustion chamber - Wrong spark plug - Improper gasoline
Clank when engine speed is 1,000 to 2,000 rpm	Sound is reduced when fuel injector connector of noisy cylinder is disconnected. (NOTE*)	- Camshaft journal wear - Worn connecting rod bearing (large end)
Knocking sound when engine is operating under idling speed and engine is warm	Sound is reduced when fuel injector connector of noisy cylinder is disconnected. (NOTE*)	- Worn cylinder liner and piston ring - Broken or stuck piston ring - Worn piston pin and hole at piston end of connecting rod
	Sound is not reduced if each fuel injector connector is disconnected in turn. (NOTE*)	- Worn cam sprocket - Worn camshaft journal bore in cylinder head assembly
Squeaky sound	—	Insufficient generator lubrication
Rubbing sound	—	Poor contact of generator brush and rotor
Gear scream when starting engine	—	- Defective ignition starter switch - Worn gear and starter pinion
Sound like polishing glass with a dry cloth	—	- Loose drive belt - Defective water pump shaft
Hissing sound	—	- Insufficient compression - Air leakage in air intake system, hose, connection or manifold
Timing belt noise	—	- Loose timing belt - Belt contacting with case/adjacent part
Valve noise	—	Incorrect valve clearance

NOTE*)

When disconnecting the fuel injector connector, the malfunction indicator light illuminates and DTC is stored in ECM memory. Therefore, perform the Clear Memory Mode <Ref. to EN(H4SO)(diag)-44, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-35, PROCEDURE, Inspection Mode.> after connecting the fuel injector connector.

General Description

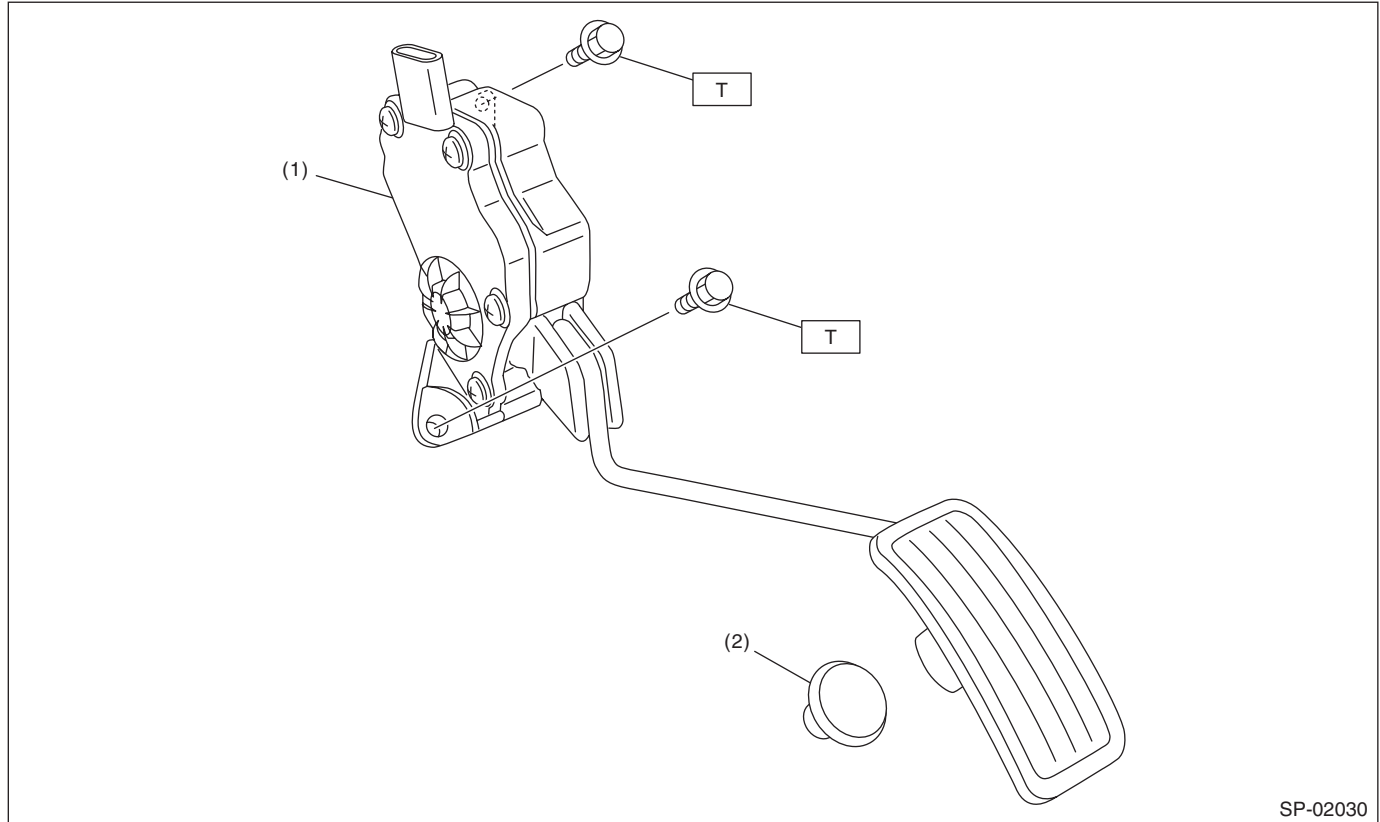
SPEED CONTROL SYSTEMS

1. General Description

A: SPECIFICATION

Accelerator pedal	Stroke	At pedal pad	52 — 57 mm (2.05 — 2.24 in)

B: COMPONENT



(1) Accelerator pedal ASSY

(2) Stopper

Tightening torque: N·m (kgf-m, ft-lb)
T: 18 (1.8, 13.0)

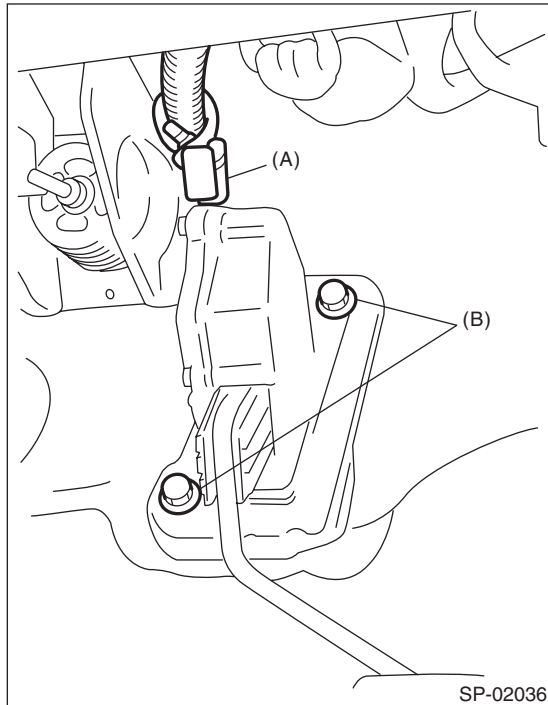
C: CAUTION

- Wear appropriate work clothing, including a cap, protective goggles and protective shoes when performing any work.
- Remove contamination including dirt and corrosion before removal or installation.
- Keep the parts in order and protect them from dust and dirt.
- Before removal or installation, be sure to clarify the failure. Avoid unnecessary removal, installation, disassembly and replacement.
- Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.
- Be sure to tighten fasteners including bolts and nuts to the specified torque.
- Place shop jacks or rigid racks at the specified points.
- Before disconnecting connectors of sensors or units, be sure to disconnect the ground cable from the battery.

2. Accelerator Pedal

A: REMOVAL

- 1) Disconnect the ground cable from battery.
- 2) Disconnect the connector (A).
- 3) Remove the nut (B) securing accelerator pedal assembly.



B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:

18 N·m (1.8 kgf-m, 13.0 ft-lb)

C: DISASSEMBLY

NOTE:

Accelerator pedal cannot be disassembled.

Accelerator Pedal

SPEED CONTROL SYSTEMS

General Description

STARTING/CHARGING SYSTEMS

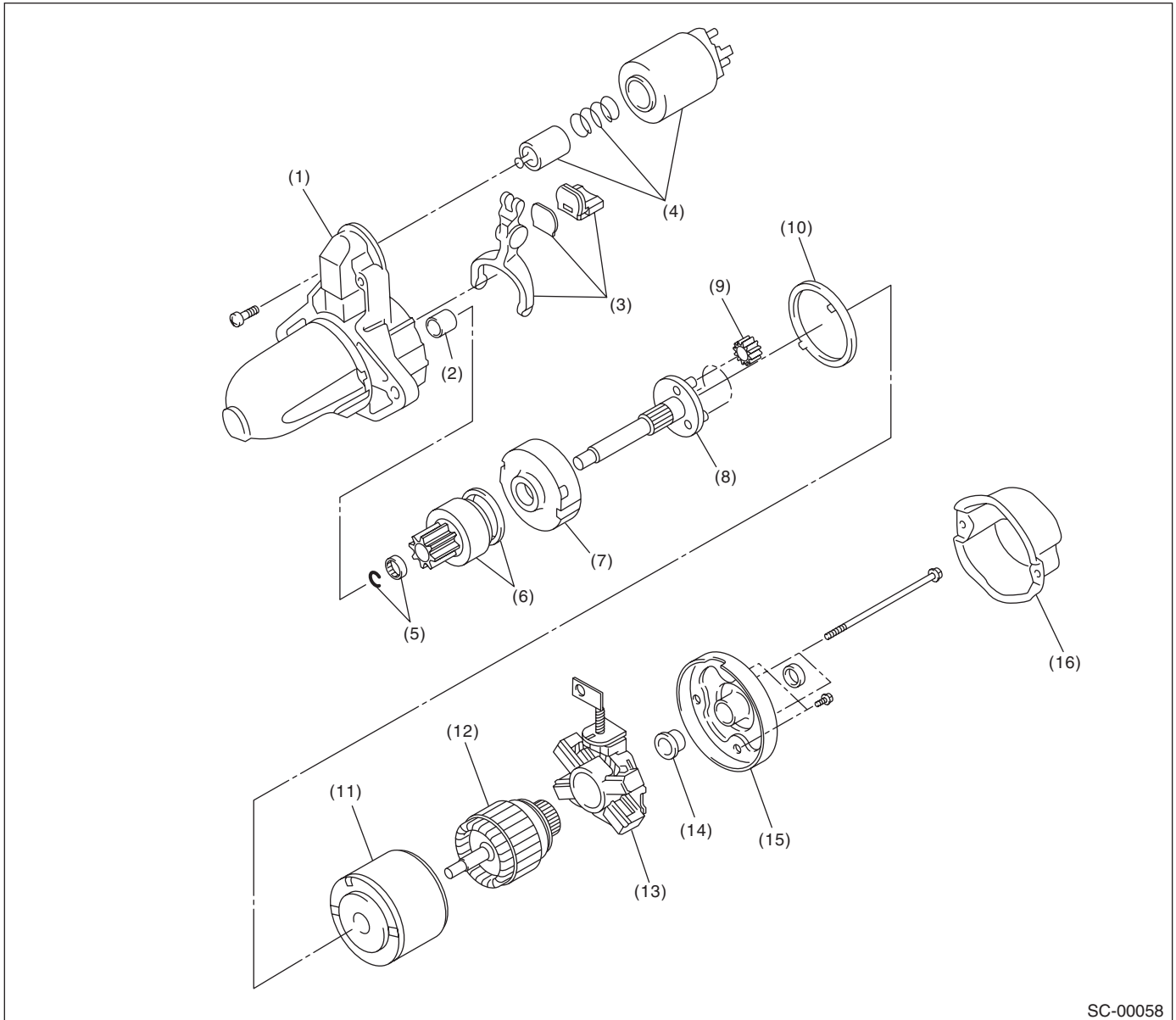
1. General Description

A: SPECIFICATION

Item			Specification	
Vehicle model			MT	AT
Starter	Type		Reduction type	
	Model		M000T30471	M000T20171
	Manufacturer		Mitsubishi Electric	
	Voltage and output		12 V — 1.0 kW	12 V — 1.4 kW
	Direction of rotation		Counterclockwise (when observed from pinion)	
	Number of pinion teeth		8	9
	No-load characteristics	Voltage	11 V	
		Current	95 A or less	90 A or less
		Rotating speed	More than 2,500 rpm	More than 2,000 rpm
	Load characteristics	Voltage	7.5 V	7.7 V
		Current	300 A	400 A
		Torque	8.84 N·m (0.90 kgf-m, 6.5 ft-lb) or more	16.7 N·m (1.70 kgf-m, 12.3 ft-lb) or more
		Rotating speed	More than 870 rpm	More than 710 rpm
	Lock characteristics	Voltage	4 V	3.5 V
		Current	680 A or less	960 A or less
		Torque	17 N·m (1.73 kgf-m, 12.5 ft-lb) or more	31 N·m (3.16 kgf-m, 22.9 ft-lb) or more
Generator	Type		Rotating-field three-phase type, voltage regulator built-in type, with load response control system	
	Model	Non-turbo	A2TG0391	
		Turbo	A3TG0491	
	Manufacturer		Mitsubishi Electric	
	Voltage and output	Non-turbo	12 V — 90 A	
		Turbo	12 V — 110 A	
	Polarity on ground side		Negative	
	Direction of rotation		Clockwise (when observed from pulley side)	
	Armature connection		3-phase Y-type	
	Output current	Non-turbo	1,500 rpm — 40 A or more 2,500 rpm — 74 A or more 5,000 rpm — 84 A or more	
		Turbo	1,500 rpm — 50 A or more 2,500 rpm — 91 A or more 5,000 rpm — 105 A or more	
	Regulated voltage		14.1 — 14.8 V [20°C (68°F)]	
Battery	Voltage and capacity		12V-48AH (55D23L)	12V-52AH (75D23L)

B: COMPONENT

1. STARTER

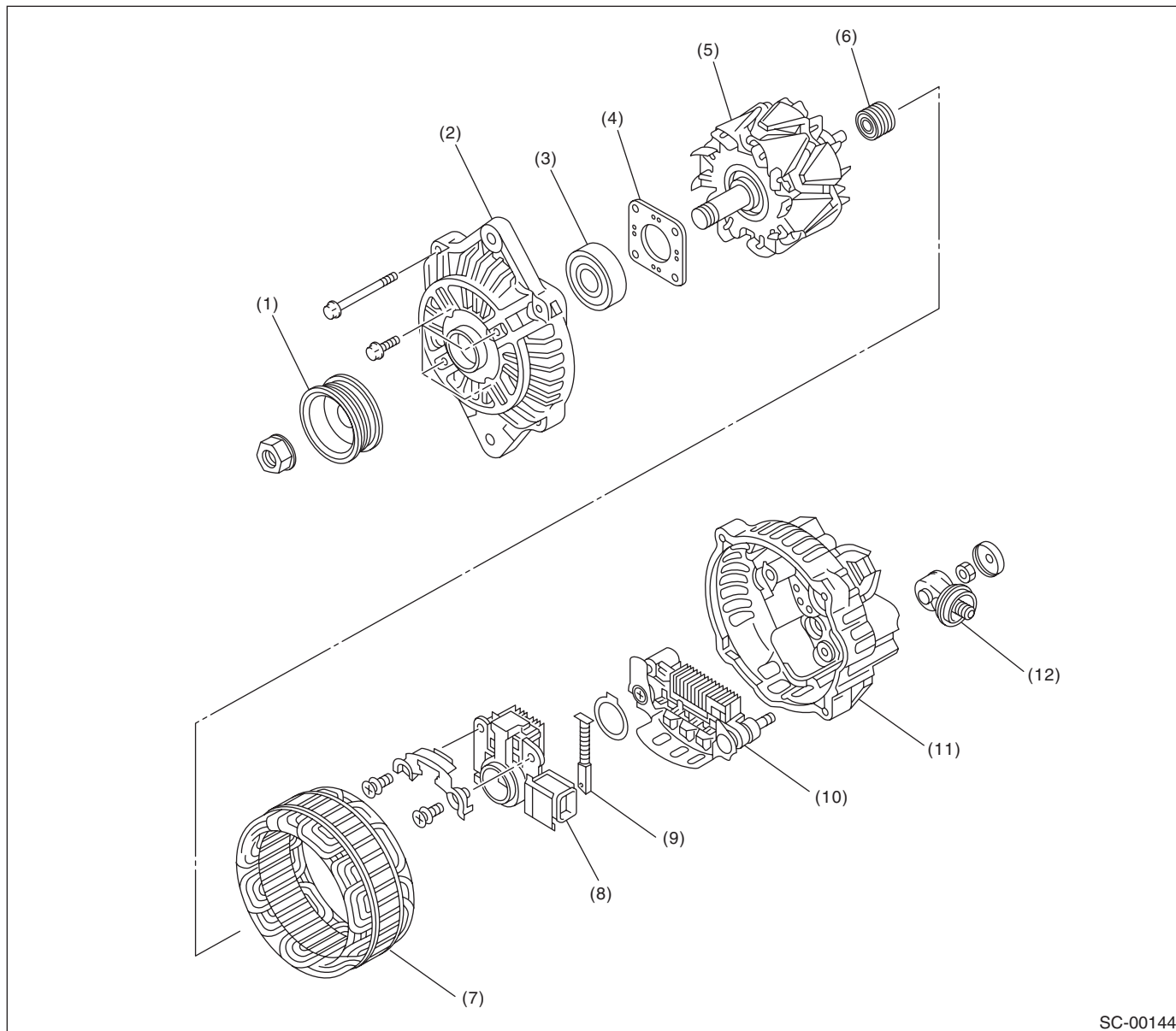


(1) Front bracket	(7) Internal gear ASSY	(12) Armature
(2) Sleeve bearing	(8) Shaft ASSY	(13) Brush holder ASSY
(3) Lever set	(9) Gear ASSY	(14) Sleeve bearing
(4) Switch ASSY	(10) Packing	(15) Rear cover
(5) Stopper set	(11) Yoke ASSY	(16) Rear cover set
(6) Overrunning clutch		

General Description

STARTING/CHARGING SYSTEMS

2. GENERATOR



SC-00144

(1) Pulley	(5) Rotor	(9) Brush
(2) Front cover	(6) Bearing	(10) Rectifier
(3) Ball bearing	(7) Starter coil	(11) Rear cover
(4) Bearing retainer	(8) IC regulator with brush	(12) Terminal

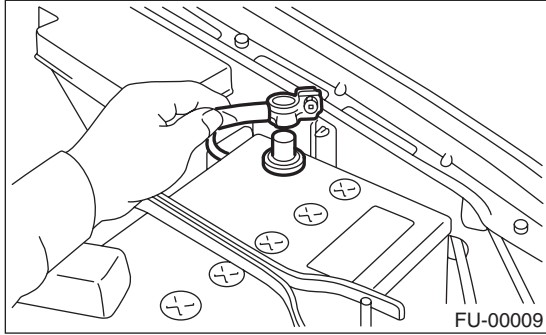
C: CAUTION

- Wear appropriate work clothing, including a cap, protective goggles and protective shoes when performing any work.
- Remove contamination including dirt and corrosion before removal, installation or disassembly.
- Keep the disassembled parts in order and protect them from dust and dirt.
- Before removal, installation or disassembly, be sure to clarify the failure. Avoid unnecessary removal, installation, disassembly and replacement.
- Vehicle components are extremely hot after driving. Be wary of receiving burns from heated parts.
- Be sure to tighten fasteners including bolts and nuts to the specified torque.
- Place shop jacks or rigid racks at the specified points.
- Before disconnecting connectors of sensors or units, be sure to disconnect the ground cable from the battery.

2. Starter

A: REMOVAL

1) Disconnect the ground cable from the battery.



2) Remove the collector cover. (Turbo model)

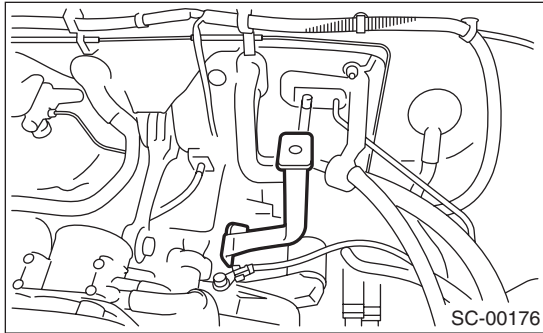
3) Remove the air intake chamber. (Non-turbo model)

<Ref. to IN (H4SO)-6, REMOVAL, Air Intake Chamber.>

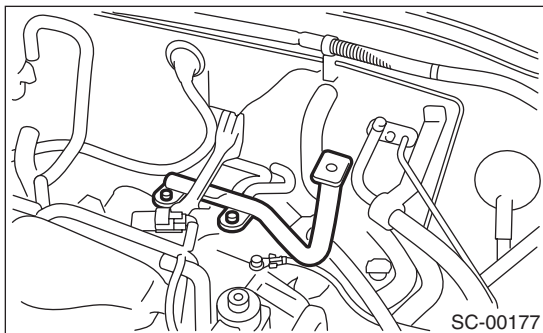
4) Remove the intercooler. (Turbo model) <Ref. to IN(H4DOTC)-11, REMOVAL, Intercooler.>

5) Remove the air intake chamber stay LH. (Non-turbo model)

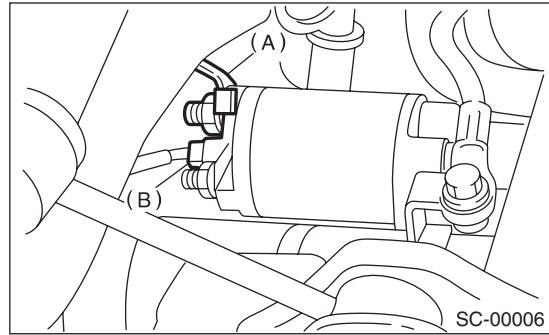
- MT model



- AT model



6) Disconnect the connector and terminal from starter.



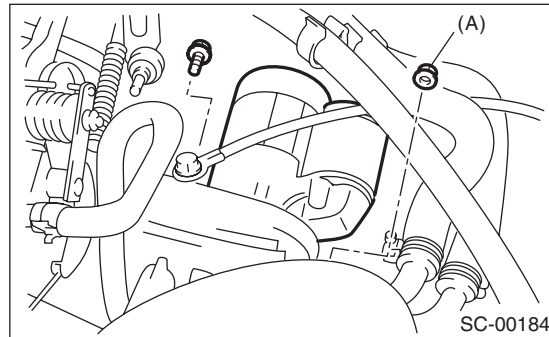
(A) Terminal

(B) Connector

7) Remove the starter from transmission.

NOTE:

For MT model, the bolt is used in place of nut (A) shown in the figure.



B: INSTALLATION

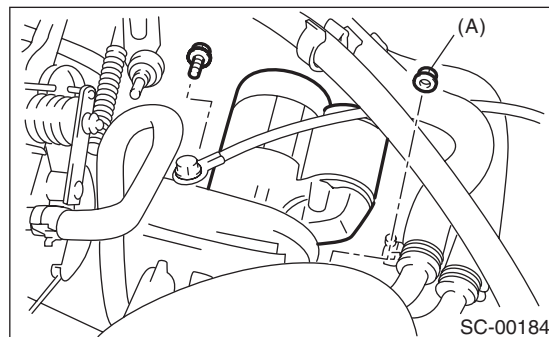
Install in the reverse order of removal.

NOTE:

For MT model, the bolt is used in place of nut (A) shown in the figure.

Tightening torque:

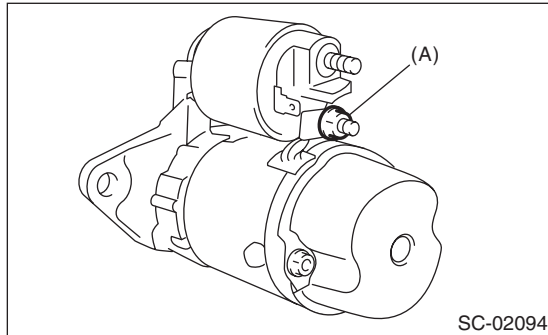
50 N·m (5.1 kgf-m, 37 ft-lb)



C: DISASSEMBLY

1. STARTER ASSEMBLY

1) Loosen the nuts fastening the switch assembly terminal M, then disconnect the connector.

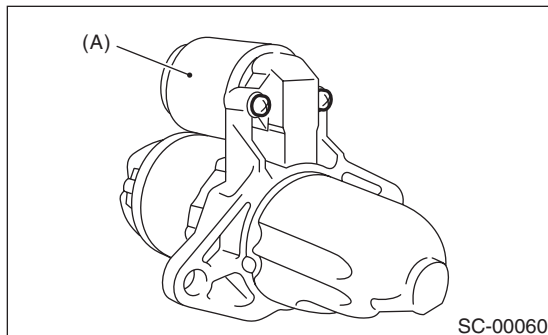


(A) Terminal M

2) Remove the bolts fastening the switch assembly, then remove the switch assembly, plunger and plunger spring as a unit from the starter.

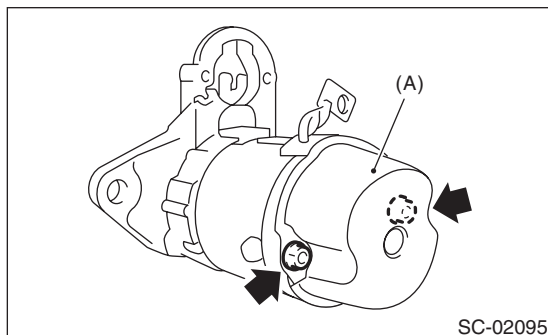
NOTE:

Be careful because the pinion gap adjustment washer may sometimes be used on the mounting surface of the switch assembly.



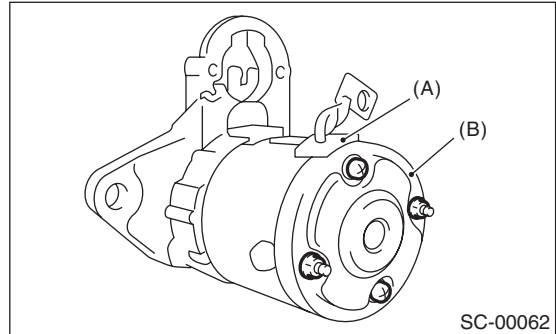
(A) Switch ASSY

3) Remove the bolts on both sides, then remove rear cover set.



(A) Rear cover set

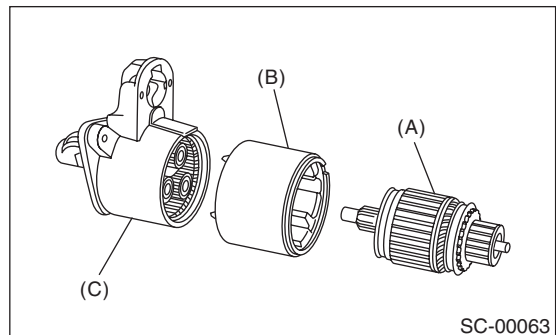
4) Remove the bolts passing through both sides, and the brush holder screws, then remove rear cover and brush holder assembly.



(A) Brush holder ASSY

(B) Rear cover

5) Remove the armature and yoke assembly from the front bracket.

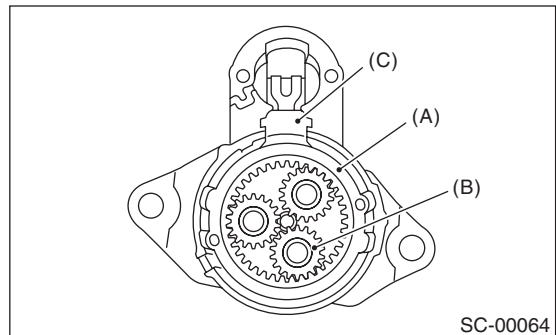


(A) Armature

(B) Yoke ASSY

(C) Front bracket

6) Remove the packing A, planetary gears and packing B.



(A) Packing A

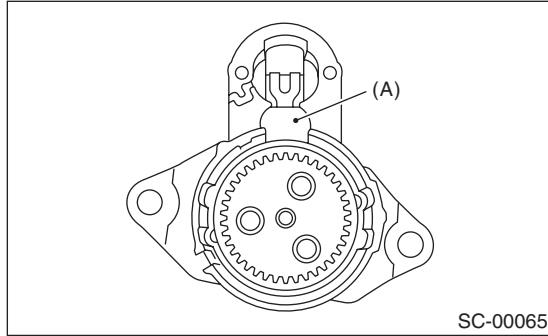
(B) Planetary gear

(C) Packing B

Starter

STARTING/CHARGING SYSTEMS

7) Remove the plate.



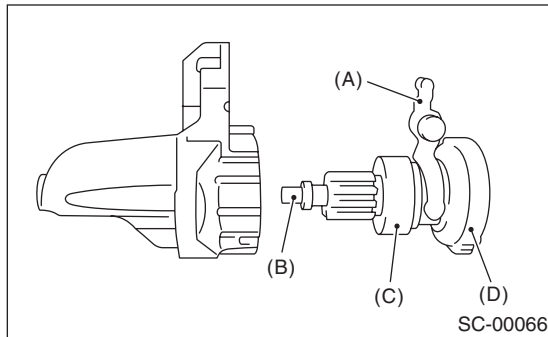
(A) Plate

8) Remove the front assembly and overrunning clutch from the front bracket.

NOTE:

Check the following points before removal.

- Lever direction
- Internal gear assembly position

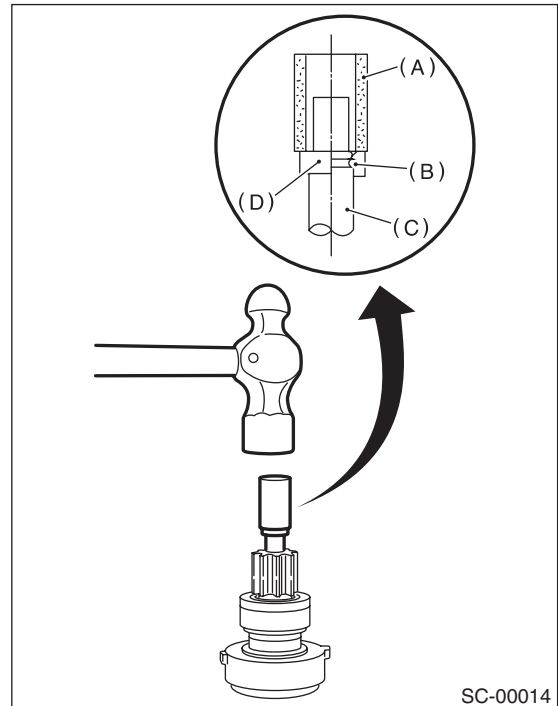


- (A) Lever
(B) Shaft ASSY
(C) Overrunning clutch
(D) Internal gear ASSY

9) Use the following procedures to remove the overrunning clutch from the shaft assembly.

- (1) Use the appropriate tool (such as the right size of socket wrench) to lightly tap on the stopper to remove it from the ring.

(2) Remove the ring, spacer, and clutch from the shaft.



- (A) Socket wrench
(B) Ring
(C) Shaft
(D) Stopper

D: ASSEMBLY

NOTE:

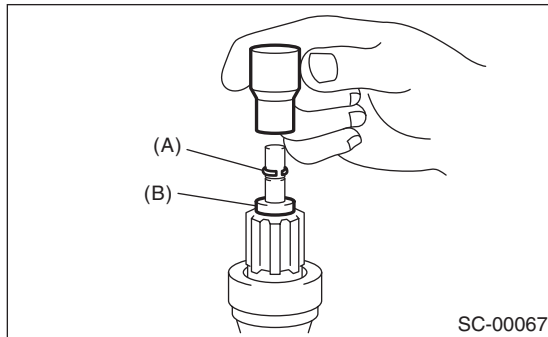
Apply grease to the following parts before assembly.

- Sleeve bearing
- Pinion shaft rotational portion
- Shaft spline portion
- Inside of reduction system
- Lever fulcrum/Clutch rotational portion

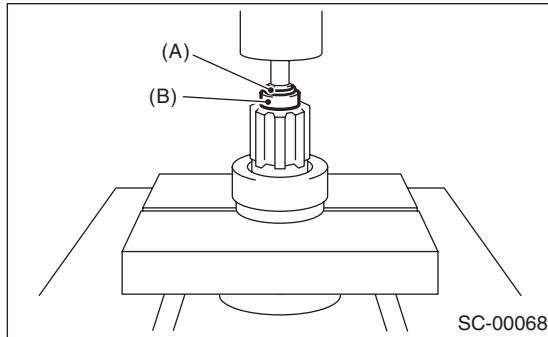
1) Install the overrunning clutch to the shaft assembly.

2) Use the following procedures to install stopper to the shaft assembly.

(1) Use the appropriate tool (such as the right size of socket wrench) to lightly tap on the ring to insert it into the shaft groove.



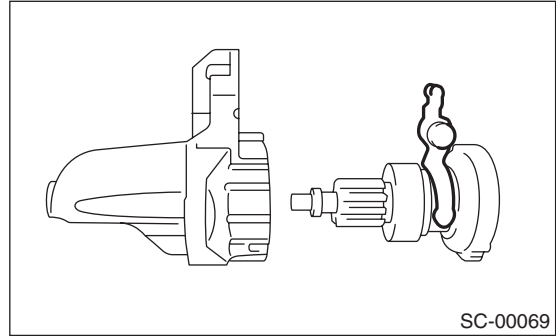
(2) Using the ST, press the stopper into the ring.



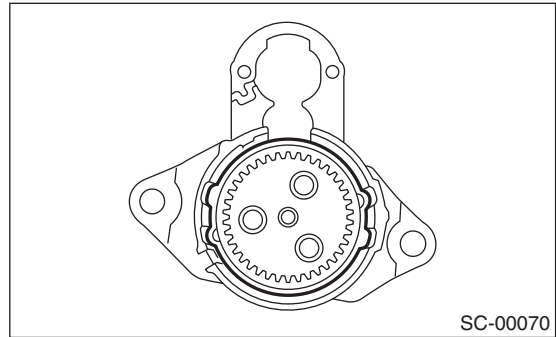
- (A) Ring
(B) Stopper

3) Be careful of the following to install the shaft assembly to the front bracket.

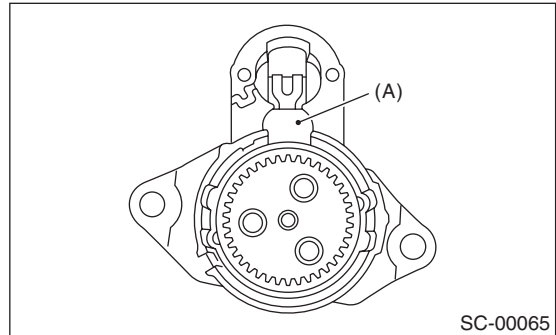
(1) Lever direction



(2) Internal gear position



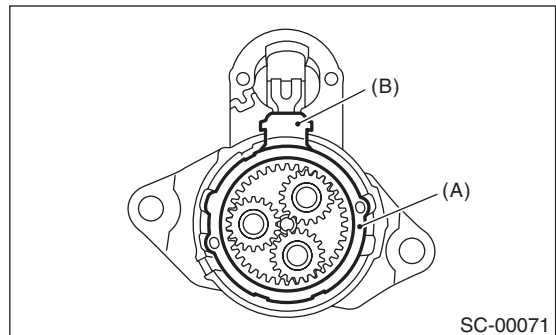
4) Install the plate.



(A) Plate

5) Install the planetary gear.

6) Be careful of the installation position to install the packing A and B.



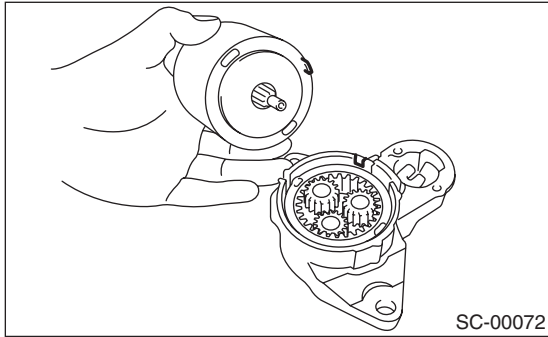
- (A) Packing A
(B) Packing B

7) Install the armature to the yoke assembly.

Starter

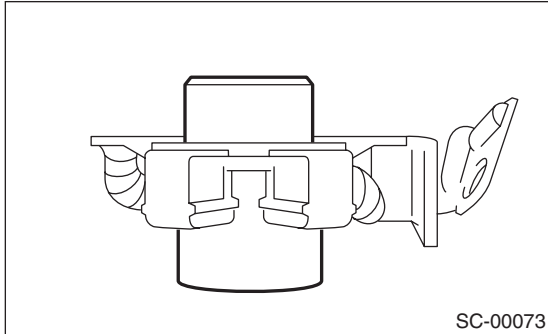
STARTING/CHARGING SYSTEMS

8) Align the yoke assembly with the groove and install it to the front bracket.

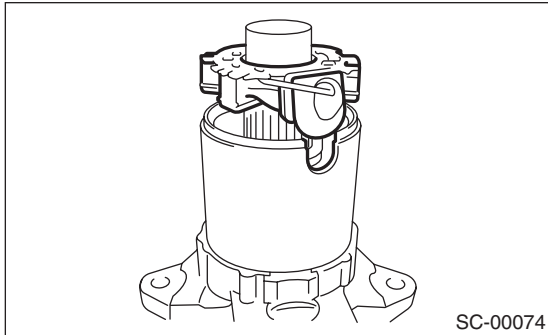


9) Use the following procedures to install the brush holder to the yoke assembly.

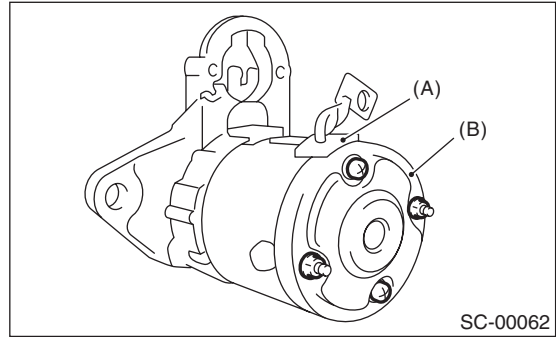
(1) Push the brush into the brush holder, then use the appropriate tool (such as the right size of socket wrench) to fasten in position.



(2) Align the brush holder with the groove in the yoke assembly, the slide to install.



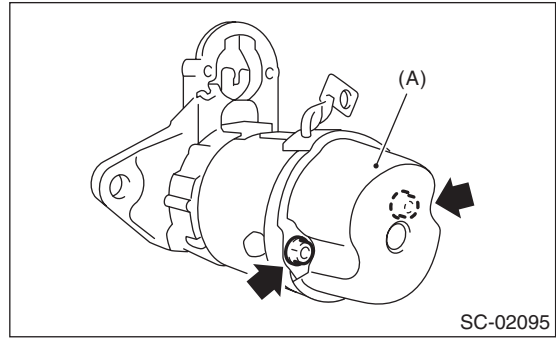
10) Align the rear cover groove with the brush holder assembly to install.



(A) Brush holder ASSY

(B) Rear cover

11) Install the rear cover set.

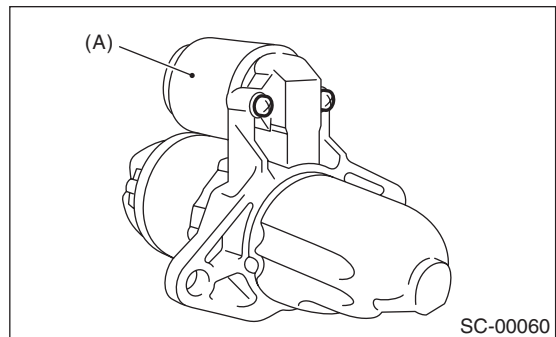


(A) Rear cover set

12) Use the following procedures to install the switch assembly to the front bracket.

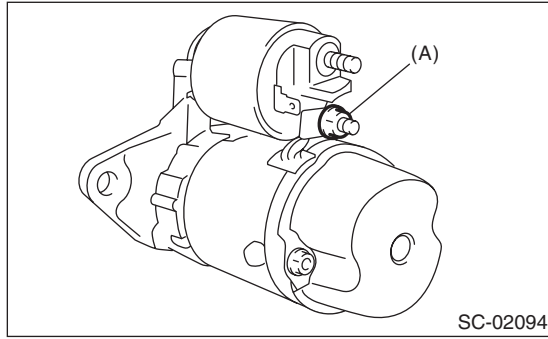
(1) Insert the plunger and plunger spring into the switch assembly.

(2) Hook the protrusion on the plunger onto the lever end, then install to the front bracket.



(A) Switch ASSY

13) Install the connector to the switch assembly terminal M.



(A) Terminal M

E: INSPECTION

1. ARMATURE

1) Check the commutator for signs of seizure or stepped wear caused by roughness of the surface. If there is light wear, use sandpaper to repair.

2) Run-out test

Check for run-out on the commutator. If excessive, replace it.

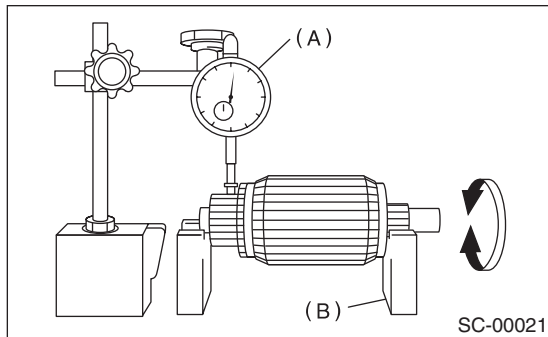
Commutator run-out:

Standard:

0.05 mm (0.0020 in)

Service limit:

0.10 mm (0.0039 in) or less



(A) Dial gauge

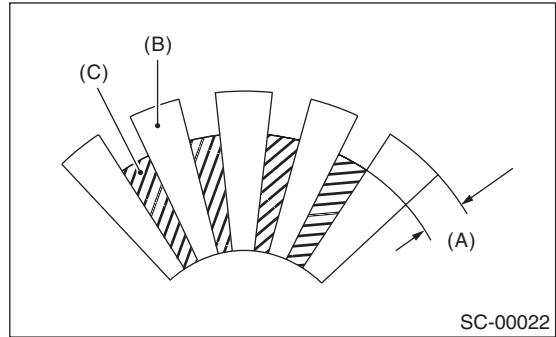
(B) V-block

3) Depth of segment mold

Check the depth of the segment mold.

Depth of segment mold:

0.5 mm (0.020 in)



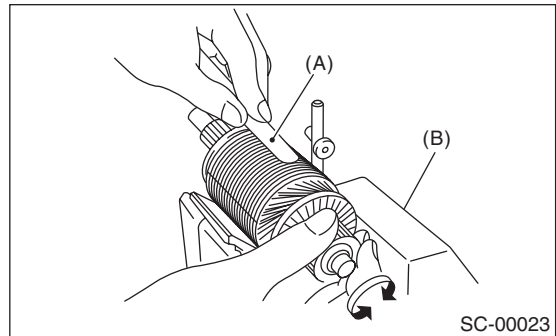
(A) Depth of segment mold

(B) Segment

(C) Mold

4) Armature short-circuit test

Place the armature on the growler tester to check for short circuits. While slowly turning the armature, support the steel seat for the armature core. If the circuits on the armature are shorted, the steel seat will vibrate, causing it to move to the core. When the steel seat has moved and vibrated, replace or repair the armature with the shorted circuit.

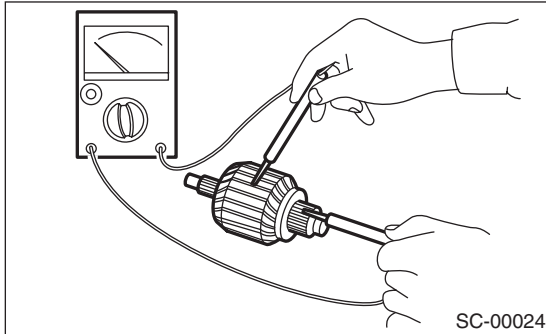


(A) Steel seat

(B) Growler tester

5) Armature ground test

Use a circuit tester to touch the probe of one side to the commutator segment, and the other probe to the shaft. If there is no continuity, it is normal. If there is continuity, the armature is grounded. If grounded, replace the armature.



2. YOKE

Make sure that the pole is set at the predetermined position.

3. OVERRUNNING CLUTCH

Check that there is no wear or damage to the piston teeth. Replace if damaged. If it rotates smoothly when rotated in the correct direction (counterclockwise) and does not return to the other direction, it is normal.

CAUTION:

To prevent spilling of grease, do not clean the overrunning clutch with oil.

4. BRUSH AND BRUSH HOLDER

1) Brush length

Measure the length of the brush. If it exceeds service limits, replace it.

Replace if there is wear or fissures.

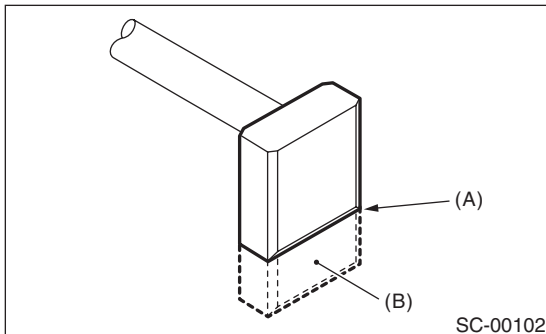
Brush length:

Standard:

12.3 mm (0.484 in)

Service limit:

7.0 mm (0.276 in)



(A) Service limit line

(B) Brush

2) Brush movement

Check that the brush moves smoothly in the brush holder.

3) Brush spring force

Measure the brush spring force with a spring scale. Replace the brush holder if below the service limit.

Brush spring force:

Standard:

15.9 — 19.5 N (1.62 — 1.99 kgf, 3.57 — 4.38 lb) (When new)

Service limit:

2.5 N (0.25 kgf, 0.56 lb)

5. SWITCH ASSEMBLY

Using a circuit tester (set in Ω), check that there is continuity between terminals S and M, and between terminal S and ground.

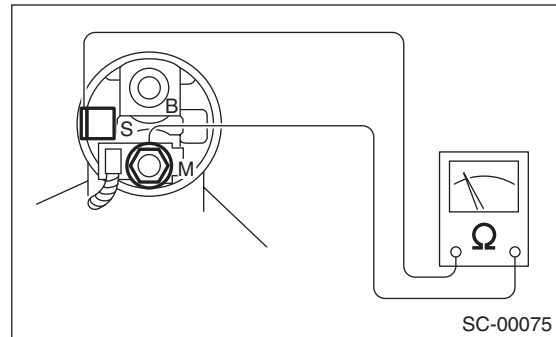
Also check to be sure there is no continuity between terminal M and B.

Terminal / Resistance:

S — M/1 Ω or less

S — Ground/1 Ω or less

M — B/1 M Ω or more



6. SWITCH ASSEMBLY OPERATION

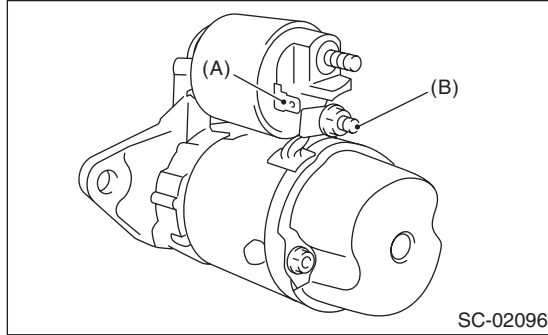
1) Using a lead wire, connect the terminal S of switch assembly to positive terminal of battery, and starter body to ground terminal of battery. The pinion should be forced endwise on shaft.

NOTE:

With the pinion forced endwise on shaft, starter motor can sometimes rotate because current flows, through pull-in coil, to motor. This is not a problem.

2) Disconnect the connector from terminal M. Then using a lead wire, connect the positive terminal of battery and terminal M and ground terminal to starter body.

In this test set up, the pinion should return to its original position even when it is pulled out with a screwdriver.



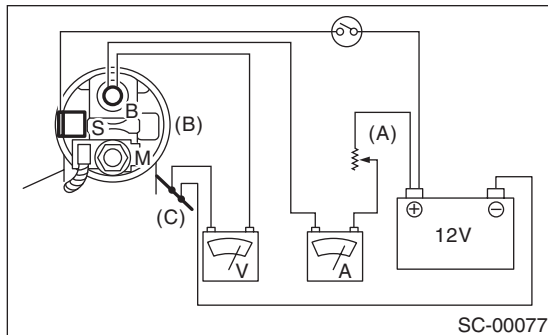
- (A) Terminal S
- (B) Terminal M

7. PERFORMANCE TEST

The starter should be submitted to performance tests whenever it has been overhauled, to assure its satisfactory performance when installed on the engine.

Three performance tests, no-load test, load test, and lock test, are presented here; however, if the load test and lock test cannot be performed, carry out at least the no-load test.

For these performance tests, use the circuit shown in figure.



- (A) Variable resistance
- (B) Starter body
- (C) Magnetic switch

1) No-load test

With switch on, adjust the variable resistance until the voltage is 11 V, read the value of ammeter to measure starter speed. Compare these values with the standard.

No-load test (Standard):

Voltage/Current

MT model

Max. 11 V / 95 A

AT model

Max. 11 V / 90 A

Rotating speed:

MT model

More than 2,500 rpm

AT model

More than 2,000 rpm

2) Load test

Apply the specified braking torque to starter. The condition is normal if the current draw and starter speed are within standard.

Load test (Standard):

Voltage/Load:

MT model

7.5 V/8.84 N·m (0.90 kgf-m, 6.5 ft-lb)

AT model

7.7 V/16.7 N·m (1.7 kgf-m, 12.3 ft-lb)

Current/Speed:

MT model

300 A/870 rpm or more

AT model

400 A/710 rpm or more

3) Lock test

With the starter stalled, or not rotating, measure the torque developed and current draw when the voltage is adjusted to standard voltage.

Lock test (Standard):

Voltage/Current

MT model

4 V / 680 A or less

AT model

3.5 V / 960 A or less

Torque:

MT model

17.0 N·m (1.73 kgf-m, 12.5 ft-lb) or more

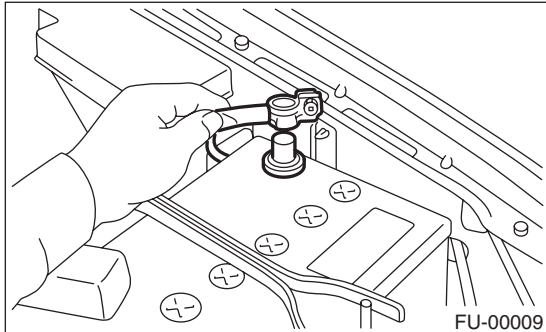
AT model

31.0 N·m (3.16 kgf-m, 22.9 ft-lb) or more

3. Generator

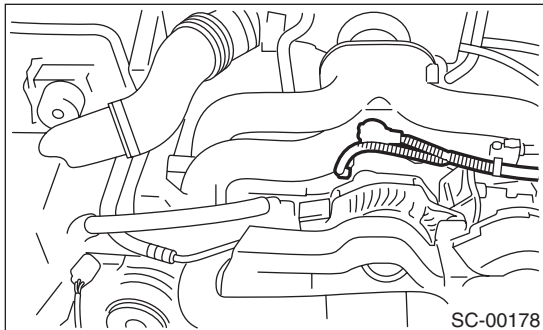
A: REMOVAL

- 1) Disconnect the ground cable from the battery.

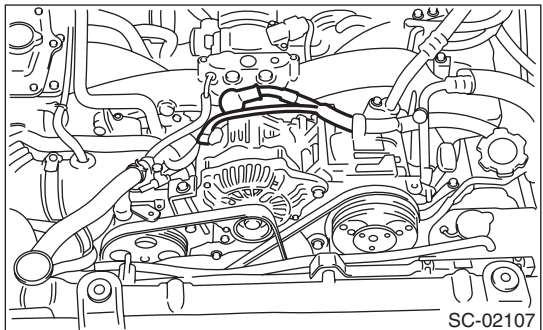


- 2) Remove the collector cover. (Turbo model)
- 3) Disconnect the connector and terminal from generator.

- Non-turbo model

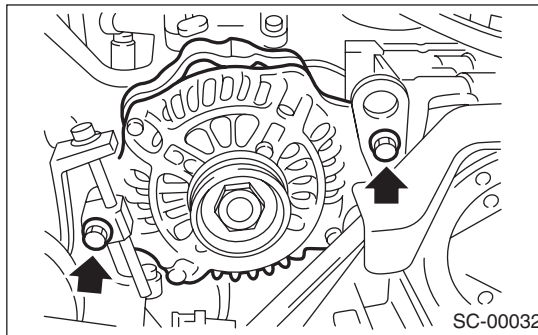


- Turbo model



- 4) Remove the V-belt covers. (Non-turbo model)
- 5) Remove the front side V-belts.
<Ref. to ME(H4SO)-40, FRONT SIDE BELT, REMOVAL, V-belt.>

- 6) Remove the bolts which install the bracket to remove the generator.

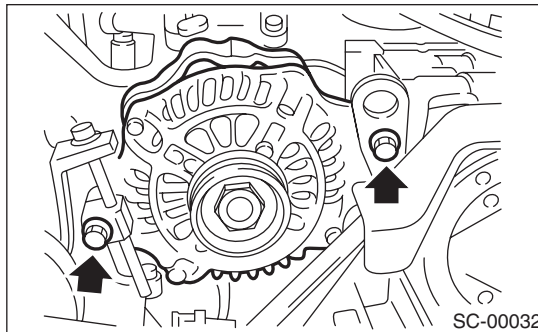


B: INSTALLATION

Install in the reverse order of removal.

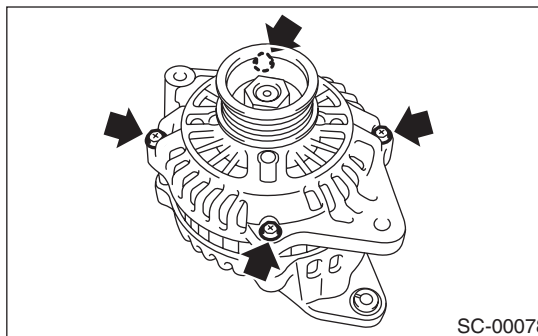
CAUTION:

Check and adjust the V-belt tension. <Ref. to ME(H4SO)-41, INSPECTION, V-belt.> or <Ref. to ME(H4DOTC)-41, INSPECTION, V-belt.>

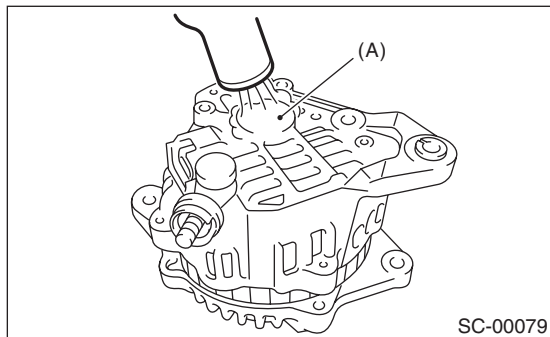


C: DISASSEMBLY

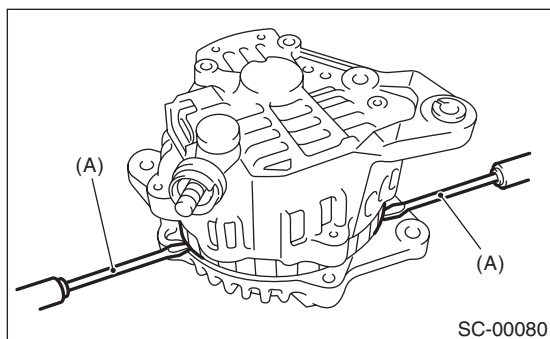
- 1) Remove the four through-bolts.



2) Use a drier to heat the rear cover (A) portion to 50°C (122°F).

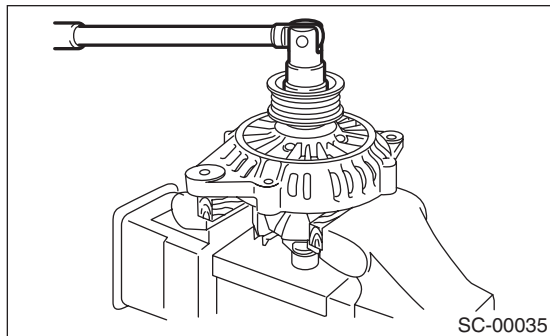


3) Insert the end of a flat tip screwdriver into the gap between stator core and front cover. Separate these to disassemble.



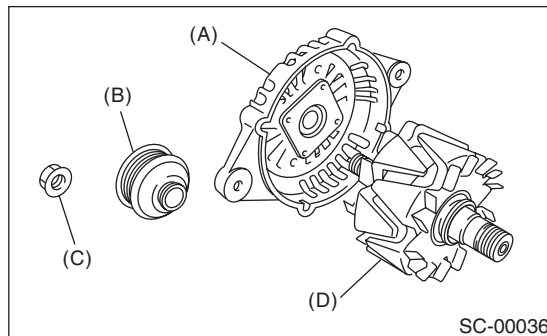
(A) Screwdriver

4) Using a vise, support the rotor and remove the pulley bolt.



CAUTION:

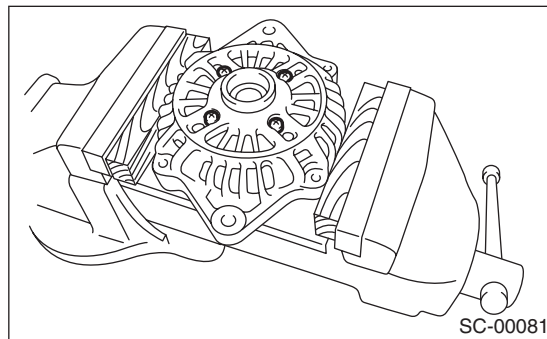
Insert the aluminum plate or wood piece into the contact surface of the vise while support the rotor in the vise to prevent damaging the rotor.



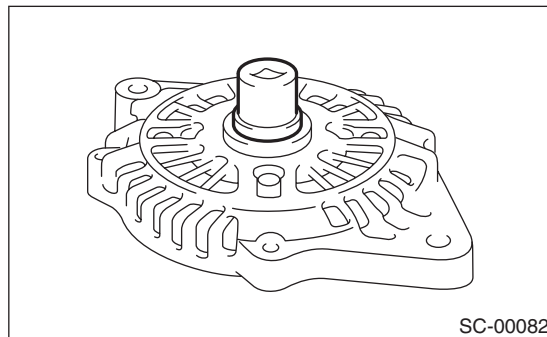
- (A) Front cover
- (B) Pulley
- (C) Nut
- (D) Rotor

5) Use the following procedures to remove the ball bearings.

(1) Remove the bolt, and then detach the bearing retainer.



(2) Firmly install the appropriate tool (such as the right size of socket wrench) to the bearing inner race.

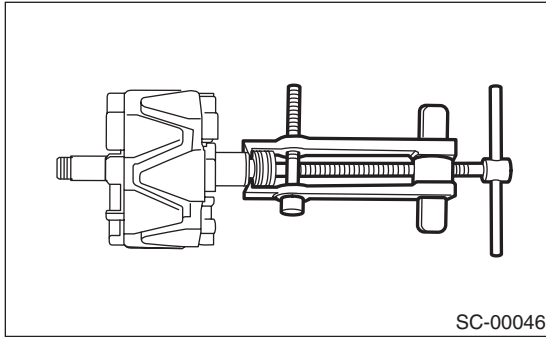


(3) Use the press to push the ball bearings from the front cover.

Generator

STARTING/CHARGING SYSTEMS

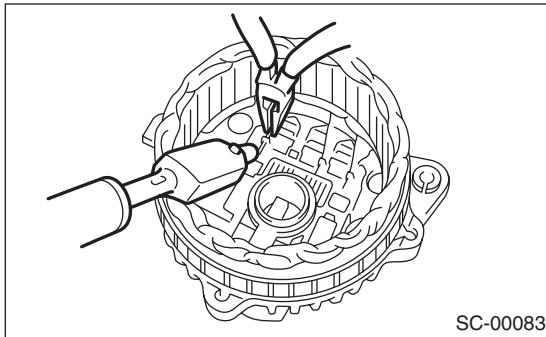
6) Using the bearing puller, remove the bearings from the rotor.



7) Disconnect the connection between the rectifier and stator coil, then remove the stator coil.

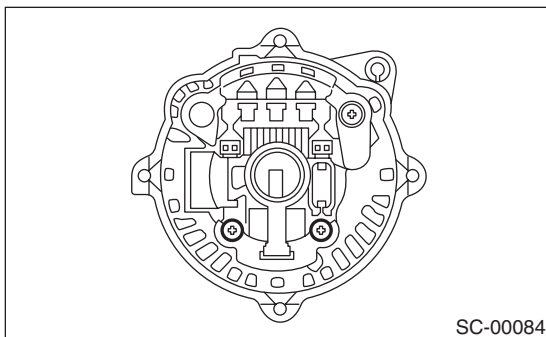
CAUTION:

Do not touch it with 180 to 270 W solder on its terminals for more than 5 seconds consecutively, because the rectifier cannot withstand so much heat.

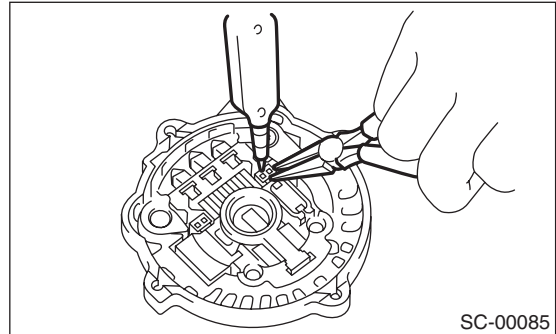


8) Use the following procedures to remove the IC regulator.

(1) Remove the screws which secure IC regulator to the rear cover.

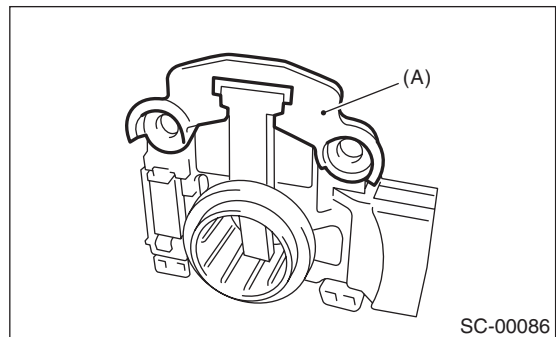


(2) Disconnect the connection between the IC regulator and rectifier, then remove the IC regulator.



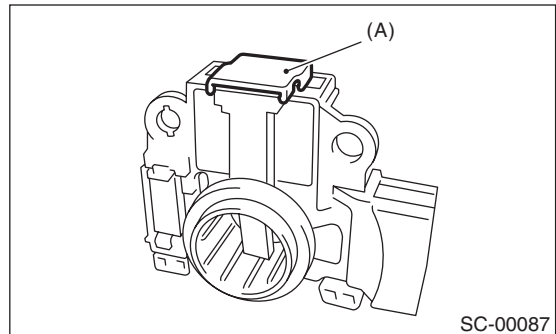
9) Use the following procedures to remove the brush.

(1) Remove the cover A.



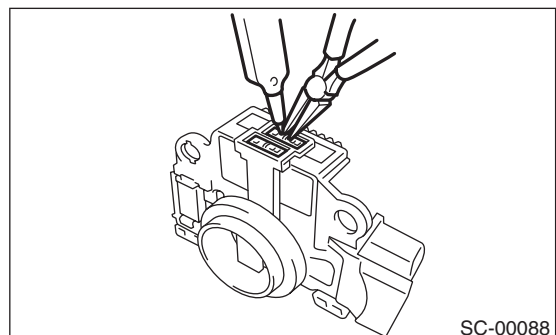
(A) Cover A

(2) Remove the cover B.



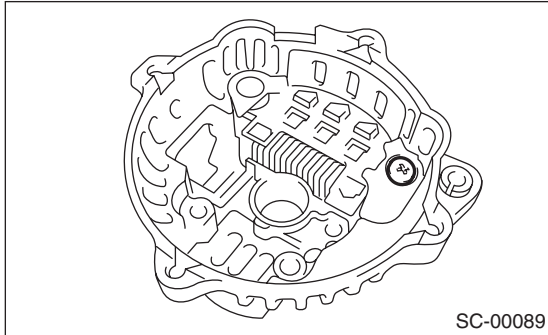
(A) Cover B

(3) Disconnect the connection and remove the brush.

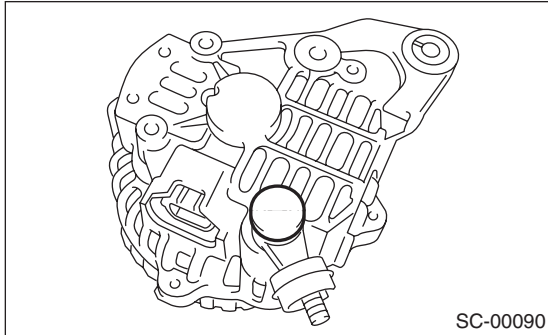


10) Use the following procedures to remove the rectifier.

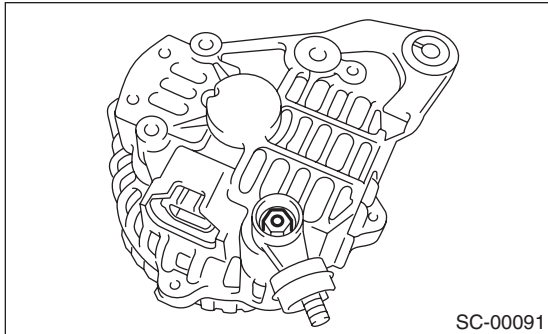
(1) Remove the bolts which secure the rectifier.



(2) Remove the cover on the terminal B.



(3) Remove the nuts of the terminal B, then remove the rectifier.



D: ASSEMBLY

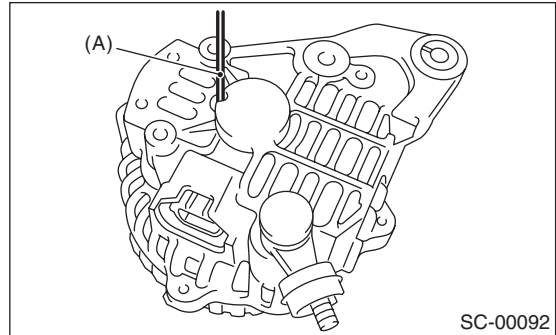
Assemble in the reverse order of disassembly.

1) Pull-out of the brush

Before assembling, push the brush into the brush holder. Then pass a wire through the hole (dia. 1 mm (0.0394 in), Length: 4 to 5 cm (1.6 to 2.0 in) and fasten at that position.

CAUTION:

After re-assembling, remove the wire.



(A) Wire

2) Install the ball bearings.

(1) Set the ball bearings in the front cover, then firmly install the appropriate tool (such as the right size of socket wrench) to the bearing outer race.

(2) Using a press to press the ball bearings into the specified positions.

(3) Install the bearing retainer.

3) Using a press to install the bearings (rear side) to the rotor shaft.

4) Heat the bearing box inside the rear cover to [50 to 60° C (122 to 140° F)] and push the rear bearings into the rear cover.

CAUTION:

Do not apply grease to the rear bearings. If oil adheres to the bearing box, completely wipe it away.

5) After re-assembling, manually turn the pulley to check that the rotor rotates smoothly.

E: INSPECTION

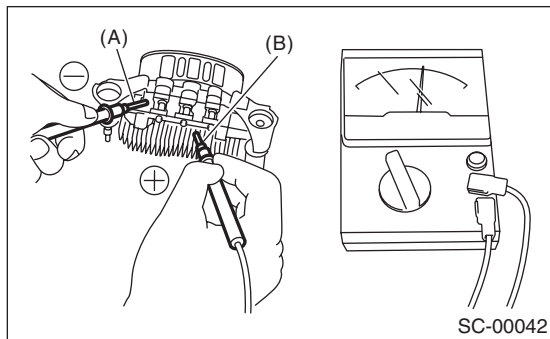
1. DIODE

CAUTION:

There is the possibility of damaging the diodes if a mega-tester (used to measure high voltages) or a similar measuring instrument is used. Therefore, absolutely never use in this test.

1) Check the positive diode

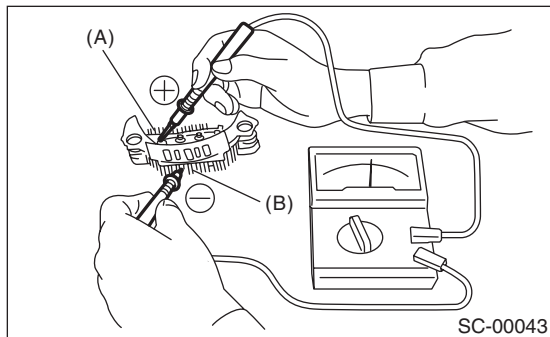
Check the continuity between the diode lead and positive side heat sink. If resistance is $1\ \Omega$ or less only in the direction from the diode lead to the heat sink, the positive diode is normal.



- (A) Diode lead
- (B) Heat sink (Positive side)

2) Check negative diode

Check the continuity between the diode lead and negative side heat sink. If resistance is $1\ \Omega$ or less only in the direction from the heat sink to the diode lead, the negative diode is normal.



- (A) Diode lead
- (B) Heat sink (Negative side)

2. ROTOR

1) Slip ring surface

Check that there is no dirt on the slip ring or roughness in the sliding surface. Repair the slip ring surface using a lathe or sand paper.

2) Slip ring outer diameter

Measure the slip ring outer diameter. Replace the rotor assembly if the slip ring is worn.

Slip ring outer diameter:

Standard:

22.7 mm (0.894 in)

Tolerance limit value:

22.1 mm (0.870 in)

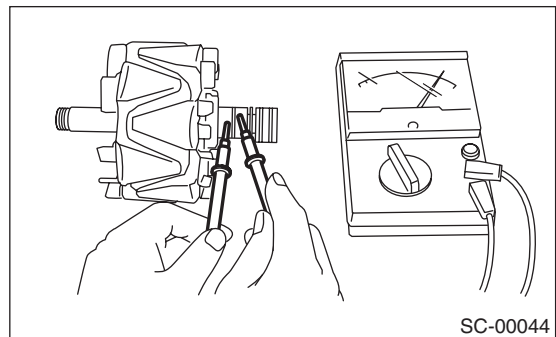
3) Continuity test

Using a circuit tester, check the resistance between slip rings.

Replace the rotor assembly if the resistance is not within the specified value.

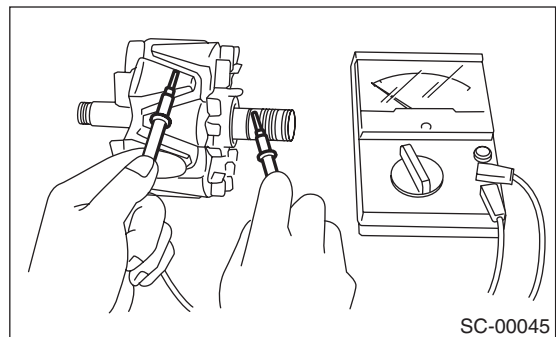
Specified resistance:

Approximately $1.8 - 2.2\ \Omega$



4) Insulation test

Check the continuity between the slip ring and the rotor core or shaft. If the resistance is $1\ \Omega$ or less, replace the rotor assembly because the rotor coil is grounded.



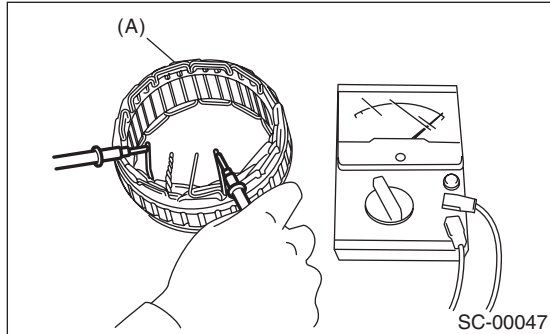
5) Ball bearings (rear side)

Check the rear ball bearings. If there is any noise, or the rotor does not rotate smoothly, replace.

3. STATOR

1) Continuity test

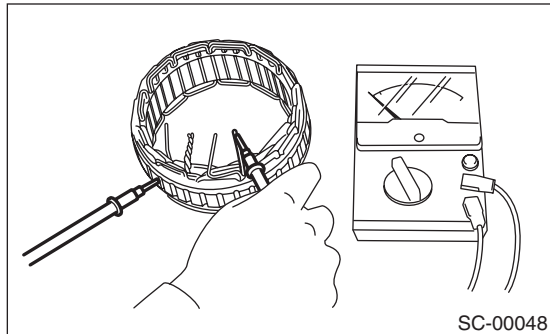
Inspect the continuity between the stator coil lead wire terminals. If the resistance is 1 M Ω or more, replace the stator assembly because the lead wire is damaged.



(A) Stator

2) Insulation test

Inspect the continuity between the stator coil stator core and lead wire terminals. If the resistance is 1 Ω or less, replace the stator assembly because the stator coil is grounded.



4. BRUSH

1) Measure the length of each brush. Replace the brush if wear exceeds service limits. There is a service limit mark (A) on each brush.

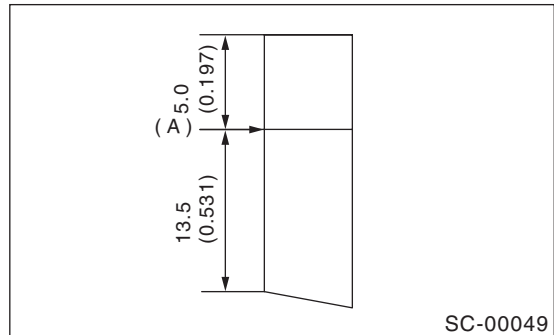
Brush length:

Standard:

18.5 mm (0.728 in)

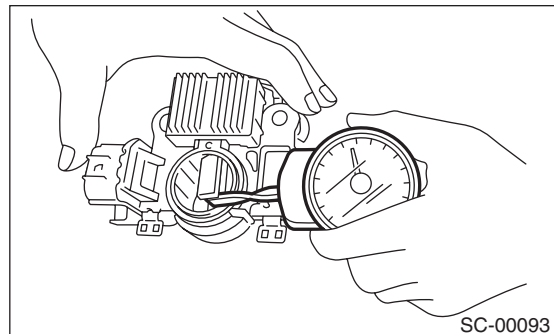
Service limit:

5.0 mm (0.197 in)



2) Check that there is appropriate pressure on the brush spring.

Use a spring pressure indicator to push the brush into the brush holder until the leading end protrudes 2 mm (0.08 in). Then, measure the brush spring pressure. If the pressure is 2.2 N (0.224 kgf, 7.91 oz) or less, replace the brush spring with a new part. 4.8 — 6.0 N (0.489 — 0.612 kgf, 17.26 — 21.60 oz) pressure is required for the new spring.



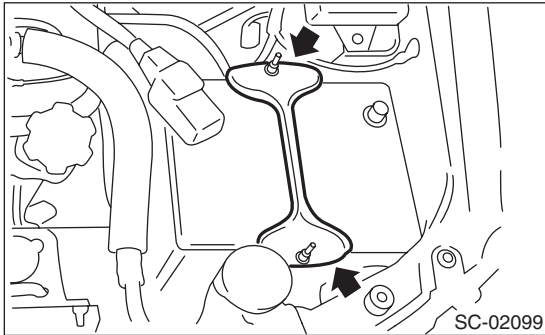
5. BEARINGS (FRONT SIDE)

Check the front ball bearings. Replace the ball bearings if there is resistance in the rotation, or if there is noise.

4. Battery

A: REMOVAL

- 1) Disconnect the positive (+) terminal after disconnecting the negative (–) terminal of battery.
- 2) Remove the flange nut from battery rod and remove battery holder.



- 3) Remove the battery.

B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:

3.4 N·m (0.35 kgf-m, 2.5 ft-lb)

NOTE:

- Clean the battery cable terminals and apply grease to retard the formation of corrosion.
- Connect the positive (+) terminal, and then connect the negative (–) terminal of battery.
- Initial diagnosis of the electronic throttle control is performed after the battery is installed. Therefore, start the engine after 10 seconds or more have passed since turning the ignition switch to ON.

C: INSPECTION

WARNING:

- Battery fluid is corrosive acid and has toxicity; be careful of handling the fluid.
- Do not let the battery fluid contact with skin, eyes or clothing. Especially at contact with eyes, flush with water for 15 minutes and get prompt medical attention.
- Do not let electrolyte contact with painted surfaces.
- Batteries produce explosive gases; be careful of handling.
- Keep open flames away from batteries.
- When working around batteries, be sure to protect eyes with safety glasses, etc., in case an explosion occurs. Never lean over a battery.
- Ventilate sufficiently when using or charging batteries in enclosed space.
- Before starting work, remove rings, watches and other metallic objects.

- When in contact with a metallic portion of the vehicle, never allow metallic tools held in the other hand to come into contact with the battery positive terminal or any hardware attached to the terminal.

1. EXTERNAL PARTS

Check the battery case, top cover, vent plugs, and terminal posts for dirt or cracks. If necessary, clean with water and wipe with a dry cloth.

Apply a thin coat of grease on the terminal posts to prevent corrosion.

2. ELECTROLYTE LEVEL:

Check the electrolyte level in each cell. If the level is below MIN level, bring the level to MAX level by pouring distilled water into the battery cell. Do not fill beyond MAX LEVEL.

3. SPECIFIC GRAVITY OF ELECTROLYTE:

- 1) Measure specific gravity of electrolyte using a hydrometer and a thermometer.

Specific gravity varies with temperature of electrolyte so that it must be corrected at 20°C (68°F) using the following equation:

$$S_{20} = St + 0.0007 \times (t - 20)$$

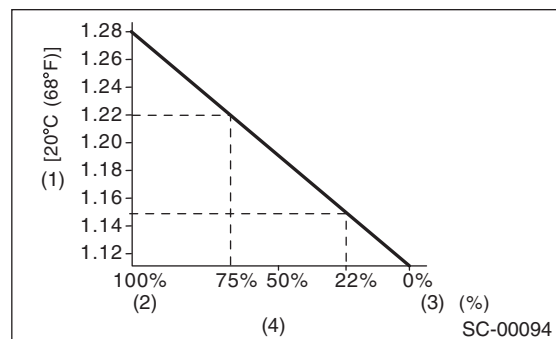
S₂₀: Specific gravity corrected at electrolytic solution temperature of 20°C (68°F)

St: Measured specific gravity

t: Measured temperature (°C)

Determine whether or not battery must be charged, according to corrected specific gravity.

Standard specific gravity: 1.220 — 1.290 [at 20°C (68°F)]



- (1) Specific gravity
- (2) Complete charge
- (3) State of charge
- (4) Specific gravity and state of charge

- 2) Measuring the specific gravity of the electrolytic solution in the battery will disclose the state of charge of the battery. The relation between specific gravity and state of charge is as shown in the figure.

D: MEASUREMENT

WARNING:

Do not bring an open flame close to the battery while working.

CAUTION:

- Prior to charging, corroded terminals should be cleaned with a brush and common caustic soda solution.
- Be careful since battery electrolytic solution overflows while charging the battery.
- Observe instructions when handling the battery charger.
- Before charging the battery on the vehicle, disconnect the battery ground terminal to prevent damage of generator diodes or other electrical units.

1. JUDGMENT OF BATTERY IN CHARGED CONDITION

1) Specific gravity of electrolyte should be held within the specific range from 1.250 to 1.290 for more than one hour.

2) Voltage per battery cell should be held at a specific value in a range from 2.5 to 2.8 V for more than one hour.

2. CHECK CONDITION OF CHARGE WITH HYDROMETER.

Hydrometer indicator	State of charge	Corrective action
Green dot	65% or more	Load test
Dark dot	65% or less	Charge battery
Clear dot	Low electrolyte	Replace the battery.* (If cranking is difficult)
* Check electrical system before replacement.		

3. NORMAL CHARGING

Charge the battery at the current value specified by manufacturer or at approximately 1/10 of battery's ampere-hour rating.

4. QUICK CHARGING

Quick charging is a method that the battery is charged in a short period of time with a relatively large current by using a quick charger.

Since a large current flow raises electrolyte temperature, the battery is subject to damage if the large current is used for prolonged time. For this reason, the quick charging must be carried out within a current range that will not increase the electrolyte temperature above 40°C (104°F).

Also the quick charging is a temporary mean to bring battery voltage up to some level, and battery should be charged slowly with low current as a rule.

CAUTION:

- Observe the items in 3. NORMAL CHARGING.
- Never use more than 10 A when charging the battery because it will shorten the battery life.

