

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. Failure to do so will damage the ECM instantly, and the fuel injector and other parts will also be damaged.

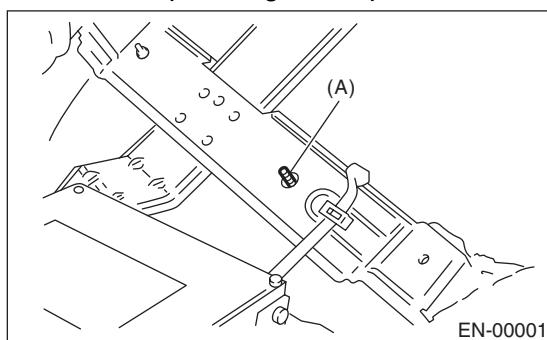
3) Do not disconnect the battery terminals while the engine is running. A large counter electromotive force will be generated in the generator, and this voltage may damage electronic parts such as ECM etc.

4) Before disconnecting the connectors of each sensor and ECM, be sure to turn the ignition switch to OFF. Perform the Clear Memory Mode after connecting the connectors. <Ref. to EN(H4SO)(diag)-63, Clear Memory Mode.>

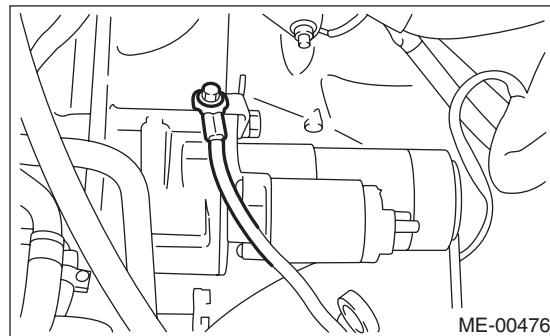
5) Use a tapered pin with a diameter of less than 0.6 mm (0.024 in) when measuring the voltage or resistance of individual sensor or all electrical control modules. Do not insert the pin 4 mm (0.16 in) or more into the part.

6) Take care not to allow water to get into the connectors when servicing or washing the vehicle in rainy weather. Avoid exposure to water even if the connectors are waterproof.

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



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



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

10) 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 passenger's seat floor mat.)
- 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.

11) When disconnecting the fuel hose, release the fuel pressure. <Ref. to FU(H4SO)-45, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>

12) 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

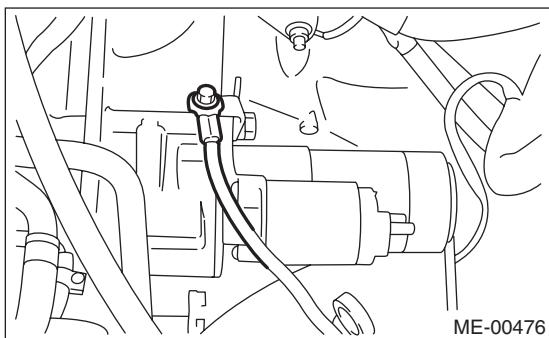
Specific gravity:

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.

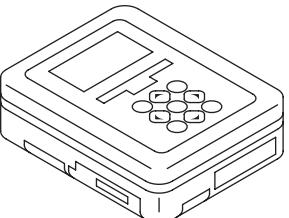
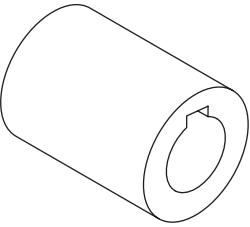
The MFI system also has the following features:

- 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

General Description

ENGINE (DIAGNOSTICS)

D: PREPARATION TOOL

| ILLUSTRATION | TOOL NUMBER | DESCRIPTION | REMARKS |
|---|-------------|-------------------------------|---|
|  ST1B021XU0 | 1B021XU0 | SUBARU SELECT MONITOR III KIT | Used for troubleshooting the electrical system. |
|  ST-499987500 | 499987500 | CRANKSHAFT SOCKET | Used for rotating the crankshaft. |