

COOLING

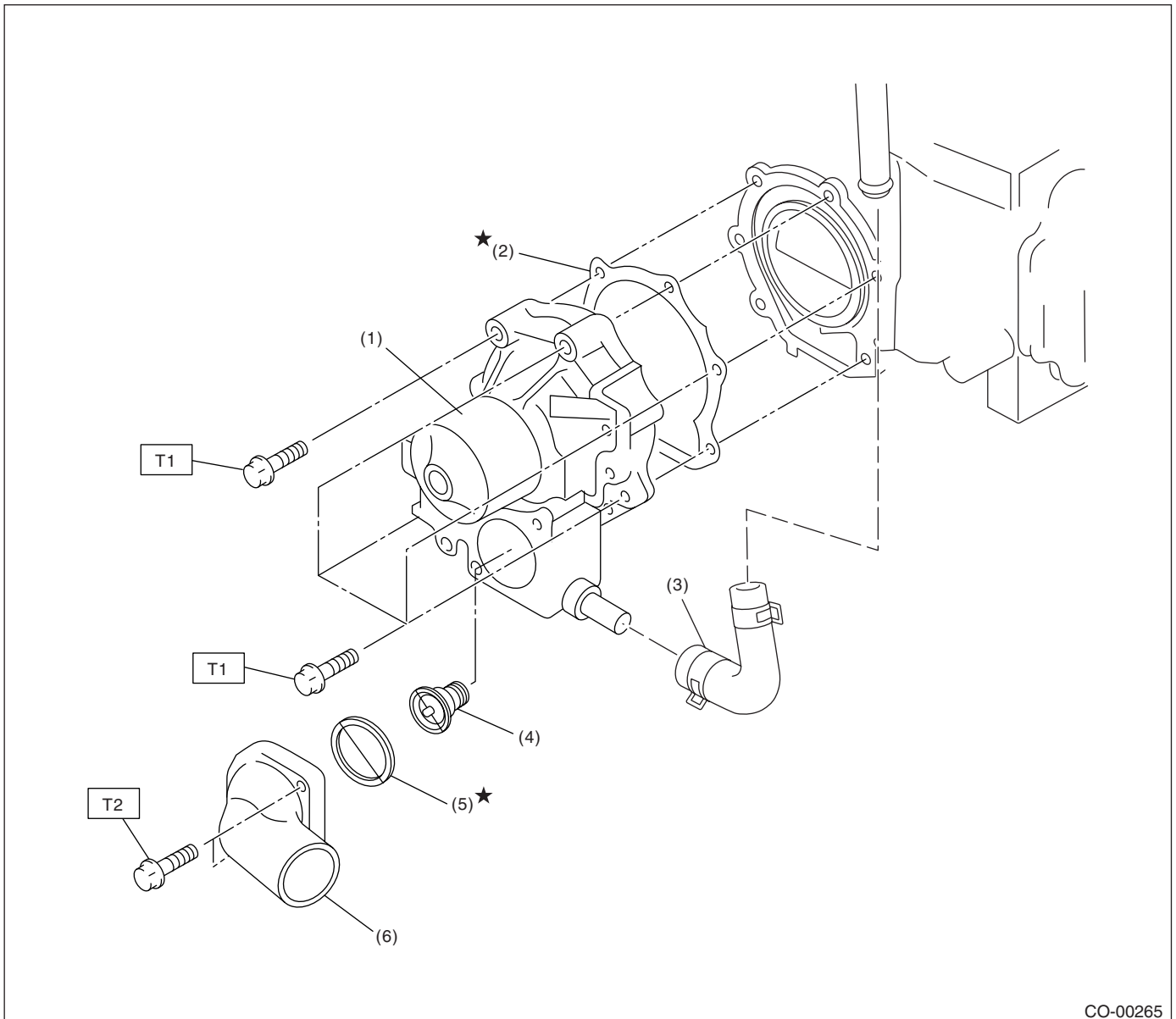
General Description

COOLING

1. General Description

A: SPECIFICATION

Cooling system			Electric fan + Forced engine coolant circulation system		
Total engine coolant capacity			AT model: Approx. 6.9 (7.3, 6.1) MT model: Approx. 7.0 (7.4, 6.2)		
Water pump	Type		Centrifugal impeller type		
	Discharge performance I	Discharge	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	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	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		
	Pump pulley diameter		60 mm (2.36 in)		
	Clearance between impeller and case	Standard	0.5 — 1.5 mm (0.020 — 0.060 in)		
Thermostat	Type		Wax pellet type		
	Starts to open		80 — 84°C (176 — 183°F)		
	Fully opened		95°C (203°F)		
	Valve lift		9.0 mm (0.354 in) or more		
	Valve bore		35 mm (1.38 in)		
Radiator fan	Motor	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 × 340 × 16 mm (27.22 × 13.39 × 0.63 in)		
	Pressure range in which cap valve is open		Above: 108±15 kPa (1.1±0.15 kgf/cm ² , 16±2 psi) Below: -1.0 to -4.9 kPa (-0.01 to -0.05 kgf/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)		

B: COMPONENT**1. WATER PUMP**

CO-00265

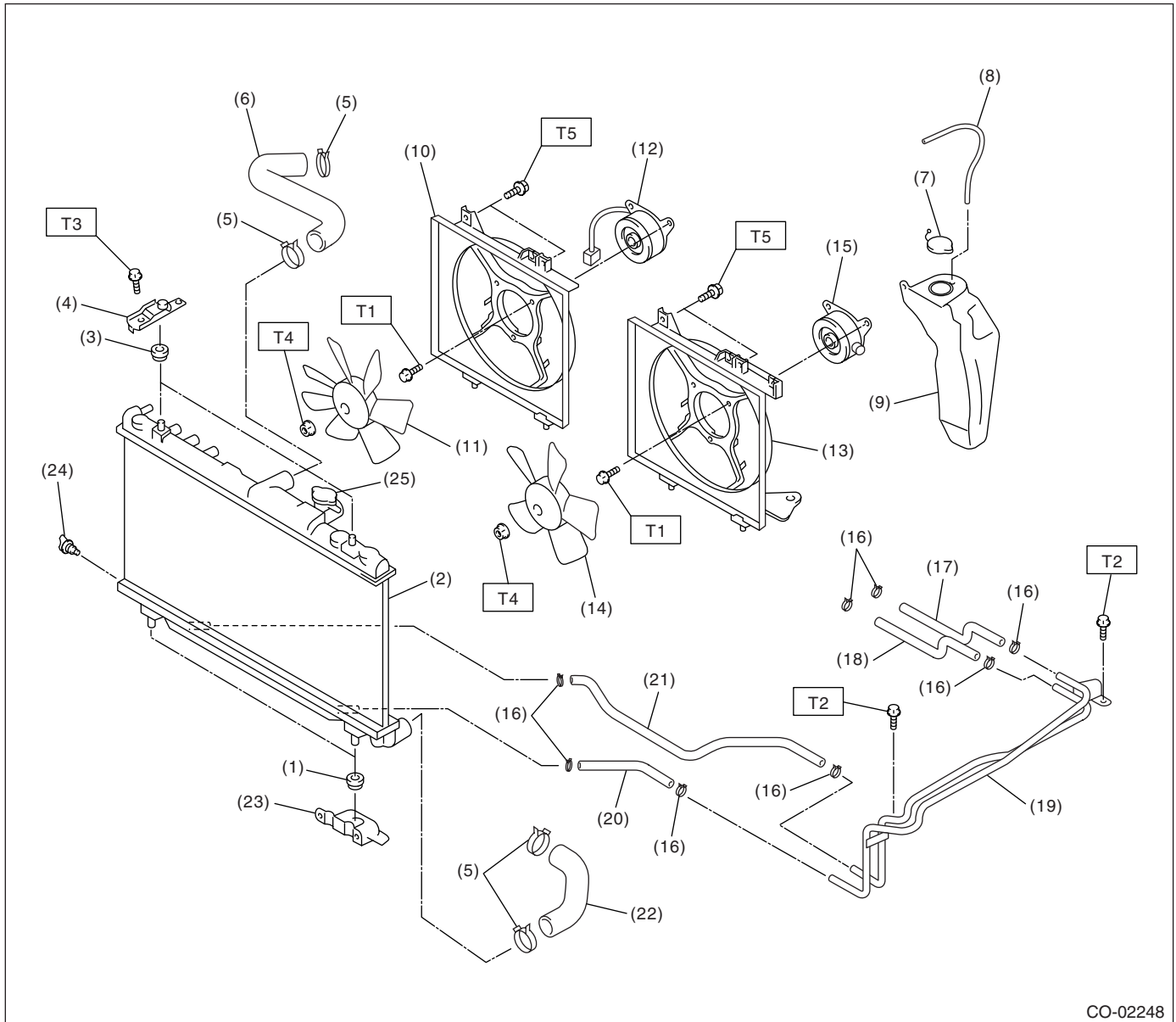
(1) Water pump ASSY	(5) Gasket
(2) Gasket	(6) Thermostat cover
(3) Heater by-pass hose	
(4) Thermostat	

Tightening torque: N·m (kgf-m, ft-lb)**T1: First 12 (1.2, 8.7)
Second 12 (1.2, 8.7)****T2: 12 (1.2, 8.7)**

General Description

COOLING

2. RADIATOR AND RADIATOR FAN



CO-02248

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

Tightening torque: N·m (kgf-m, ft-lb)

T1: 4.4 (0.45, 3.3)

T2: 12 (1.2, 8.7)

T3: 18 (1.8, 13.0)

T4: 3.4 (0.35, 2.5)

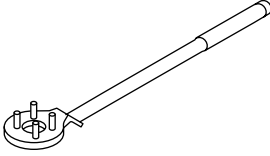
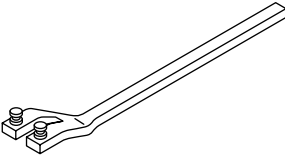
T5: 4.9 (0.50, 3.6)

C: CAUTION

- Wear work clothing, including a cap, protective goggles, and protective shoes during operation.
- 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.
- Be careful not to burn your hands, because each part in the vehicle is hot after running.
- 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 electrical connectors of sensors or units, be sure to disconnect the ground cable from battery.

D: PREPARATION TOOL

1. SPECIAL TOOL

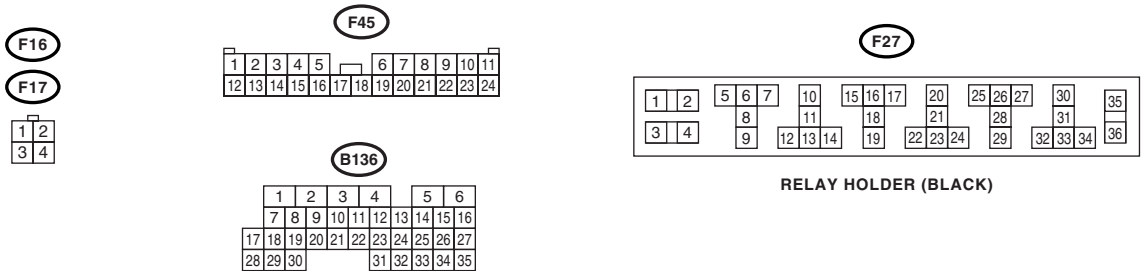
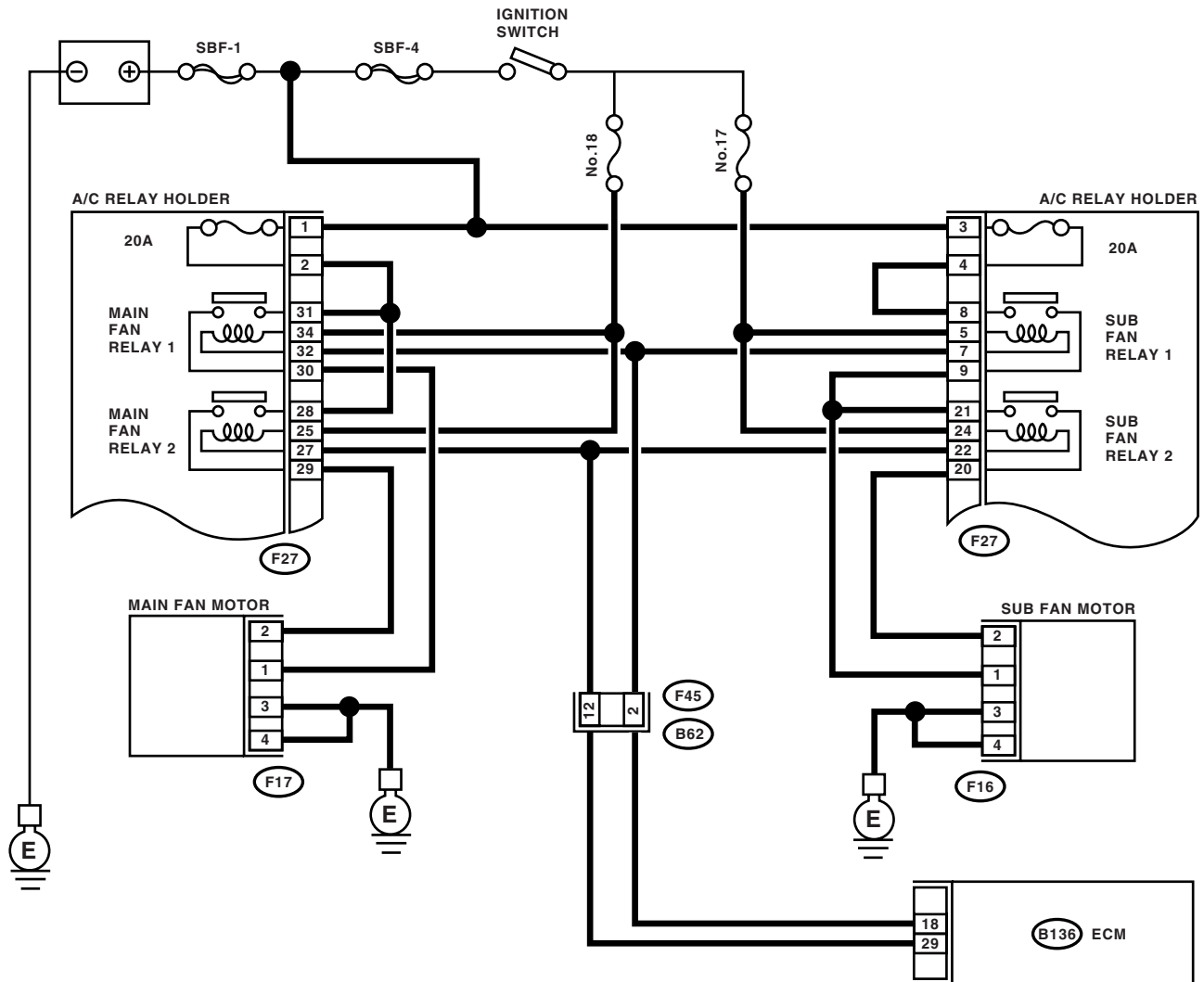
ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-499977100	499977100	CRANK PULLEY WRENCH	Used for stopping rotation of crank pulley when loosening and tightening crankshaft pulley bolt.
 ST18231AA010	18231AA010	CAM SPROCKET WRENCH	• Used for removing and installing cam sprocket. • Also the CAM SPROCKET WRENCH (499207100) can be used.

Radiator Main Fan System

COOLING

2. Radiator Main Fan System

A: WIRING DIAGRAM



CO-02237

B: INSPECTION

DETECTING CONDITION:

- Engine coolant temperature is above 96°C (205°F).
- A/C compressor is rotated.
- Vehicle speed is below 19 km/h (12 MPH).

TROUBLE SYMPTOM:

- Radiator main fan does not rotate under the above conditions.
- Radiator main fan does not rotate at high speed when the following conditions are both met:
 - (1) Engine coolant temperature is above 90°C (194°F).
 - (2) A/C is ON.

Step	Check	Yes	No
1 CHECK OPERATION OF RADIATOR. 1) Run the engine at idle. (Vehicle stationary) 2) Turn the A/C switch to OFF. 3) Warm the engine coolant temperature over 96°C (205°F).	Does the main radiator fan rotate?	Go to step 2.	Go to step 3.
2 CHECK OPERATION OF RADIATOR. Turn the A/C switch to ON at condition of step 1.	Does the main radiator fan rotate faster when A/C compressor is operated?	Radiator main fan system is okay.	Go to step 17.
3 CHECK POWER SUPPLY TO MAIN FAN MOTOR. CAUTION: Be careful not to overheat the engine during repair. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from main fan motor. 3) Start the engine, and warm it up until engine coolant temperature increases over 96°C (205°F). 4) Stop the engine and turn ignition switch to ON. 5) Measure the voltage between main fan motor connector and chassis ground. Connector & terminal (F17) No. 1 (+) — Chassis ground (–):	Is the voltage more than 10 V?	Go to step 4.	Go to step 7.
4 CHECK GROUND CIRCUIT OF MAIN FAN MOTOR. 1) Turn the ignition switch to OFF. 2) Measure the resistance between main fan motor connector and chassis ground. Connector & terminal (F17) No. 3 — Chassis ground: (F17) No. 4 — Chassis ground:	Is the resistance less than 5 Ω?	Go to step 5.	Repair the open circuit in harness between main fan motor connector and chassis ground.
5 CHECK POOR CONTACT. Check poor contact in main fan motor connector.	Is there poor contact in main fan motor connector?	Repair the poor contact in main fan motor connector.	Go to step 6.
6 CHECK MAIN FAN MOTOR. Connect the battery positive (+) terminal to terminal No. 1, and ground (–) terminal to terminal No. 3 or No. 4 of main fan motor connector.	Does the main fan rotate?	Repair the poor contact in main fan motor connector.	Replace the main fan motor with a new one.

Radiator Main Fan System

COOLING

Step	Check	Yes	No
7 CHECK POWER SUPPLY TO MAIN FAN RELAY1. 1) Turn the ignition switch to OFF. 2) Remove the main fan relay1 from A/C relay holder. 3) Measure the voltage between main fan relay1 terminal and chassis ground. Connector & terminal (F27) No. 31 (+) — Chassis ground (-):	Is the voltage more than 10 V?	Go to step 8.	Go to step 9.
8 CHECK POWER SUPPLY TO MAIN FAN RELAY1. 1) Turn the ignition switch to ON. 2) Measure the voltage between main fan relay1 terminal and chassis ground. Connector & terminal (F27) No. 34 (+) — Chassis ground (-):	Is the voltage more than 10 V?	Go to step 12.	Go to step 11.
9 CHECK 20 A FUSE. 1) Remove the 20 A fuse from A/C relay holder. 2) Check the condition of fuse.	Is the fuse blown out?	Replace the fuse.	Go to step 10.
10 CHECK POWER SUPPLY TO A/C RELAY HOLDER 20 A FUSE TERMINAL. Measure the voltage of harness between A/C relay holder 20 A fuse terminal and chassis ground. Connector & terminal (F27) No. 1 (+) — Chassis ground (-):	Is the voltage more than 10 V?	Repair the open circuit in harness between 20 A fuse and main fan relay terminal.	Repair the open circuit in harness between main fuse box connector and 20 A fuse terminal.
11 CHECK FUSE. 1) Turn the ignition switch to OFF. 2) Remove the fuse No. 18 from joint box. 3) Check the condition of fuse.	Is the fuse blown out?	Replace the fuse.	Repair the open circuit in harness between main fan relay and ignition switch.
12 CHECK MAIN FAN RELAY. 1) Turn the ignition switch to OFF. 2) Remove the main fan relay1. 3) Measure the resistance of main fan relay1. Terminals No. 30 — No. 31:	Is the resistance more than 1 MΩ?	Go to step 13.	Replace the main fan relay.
13 CHECK MAIN FAN RELAY. 1) Connect the battery to terminals No. 34 and No. 32 of main fan relay1. 2) Measure the resistance of main fan relay1. Terminals No. 30 — No. 31:	Is the resistance less than 1 Ω?	Go to step 14.	Replace the main fan relay.
14 CHECK HARNESS BETWEEN MAIN FAN RELAY TERMINAL AND MAIN FAN MOTOR CONNECTOR. Measure the resistance of harness between main fan motor connector and main fan relay terminal. Connector & terminal (F17) No. 1 — (F27) No. 30:	Is the resistance less than 1 Ω?	Go to step 15.	Repair the open circuit in harness between main fan motor connector and main fan relay terminal.

Radiator Main Fan System

COOLING

Step	Check	Yes	No
15 CHECK HARNESS BETWEEN MAIN FAN RELAY AND ECM. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM. 3) Measure the resistance of harness between main fan relay connector and ECM connector. Connector & terminal (F27) No. 32 — (B136) No. 18:	Is the resistance less than 1 Ω ?	Go to step 16.	Repair the open circuit in harness between main fan relay and ECM.
16 CHECK POOR CONTACT. Check poor contact in connector between main fan and ECM.	Is there poor contact in connector between main fan motor and ECM?	Repair the poor contact connector.	Record the DTC. Repair the trouble cause. <Ref. to EN(H4SO)(diag)-35, Read Diagnostic Trouble Code (DTC).>
17 CHECK POWER SUPPLY TO MAIN FAN MOTOR. CAUTION: Be careful not to overheat the engine during repair. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from main fan motor. 3) Start the engine, and warm it up until engine coolant temperature increases over 96°C (205°F). 4) Turn the A/C switch ON. 5) Measure the voltage while A/C compressor is rotating. 6) Measure the voltage between main fan motor connector and chassis ground. Connector & terminal (F17) No. 2 (+) — Chassis ground (-):	Is the voltage more than 10 V?	Go to step 18.	Go to step 20.
18 CHECK POOR CONTACT. Check poor contact in main fan motor connector.	Is there poor contact in main fan motor connector?	Repair the poor contact in main fan motor connector.	Go to step 19.
19 CHECK MAIN FAN MOTOR. Connect the battery positive (+) terminal to terminal No. 2, and ground (-) terminal to terminal No. 3 or No. 4 of main fan motor connector.	Does the main fan rotate?	Repair the poor contact in main fan motor connector.	Replace the main fan motor with a new one.
20 CHECK POWER SUPPLY TO MAIN FAN RELAY2. 1) Turn the ignition switch to OFF. 2) Remove the main fan relay2 from A/C relay holder. 3) Measure the voltage between main fan relay2 terminal and chassis ground. Connector & terminal (F27) No. 28 (+) — Chassis ground (-):	Is the voltage more than 10 V?	Go to step 21.	Go to step 22.
21 CHECK POWER SUPPLY TO MAIN FAN RELAY2. 1) Turn the ignition switch to ON. 2) Measure the voltage between main fan relay2 terminal and chassis ground. Connector & terminal (F27) No. 25 (+) — Chassis ground (-):	Is the voltage more than 10 V?	Go to step 25.	Go to step 24.

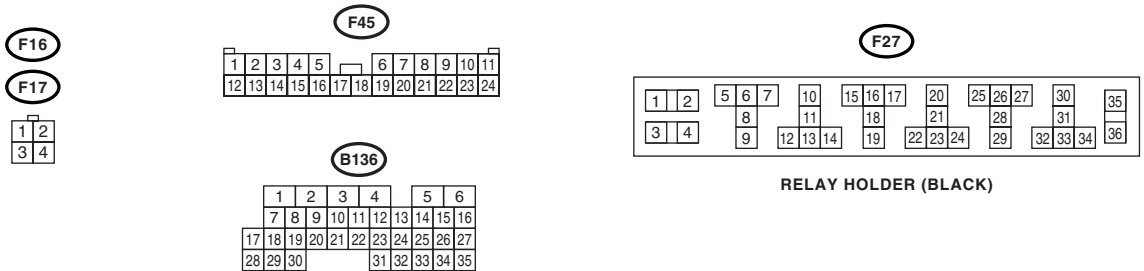
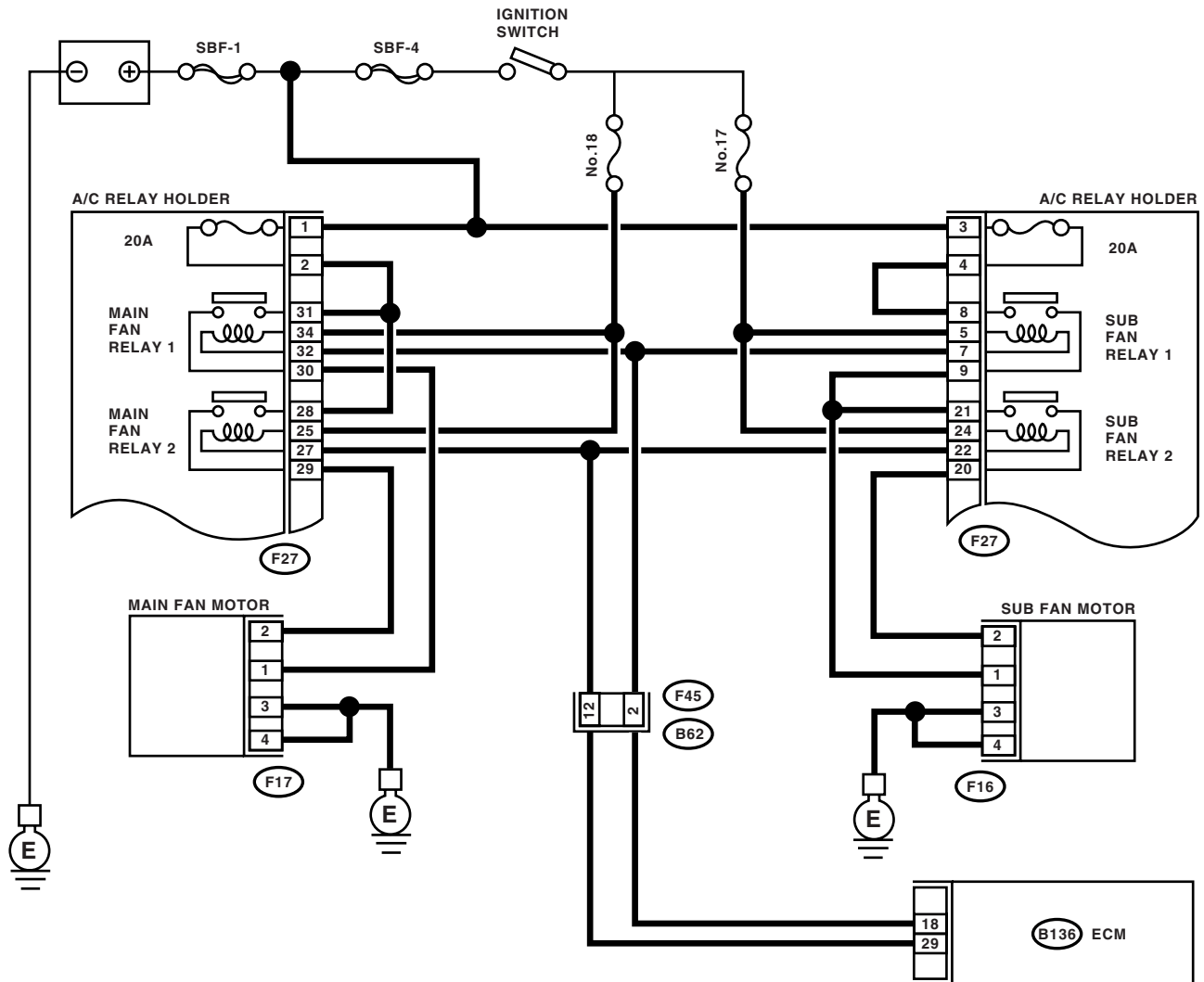
Radiator Main Fan System

COOLING

Step	Check	Yes	No
22 CHECK 20 A FUSE. 1) Remove the 20 A fuse from A/C relay holder. 2) Check the condition of fuse.	Is the fuse blown out?	Replace the fuse.	Go to step 23.
23 CHECK POWER SUPPLY TO A/C RELAY HOLDER 20 A FUSE TERMINAL. Measure the voltage of harness between A/C relay holder 20 A fuse terminal and chassis ground. Connector & terminal (F27) No. 1 (+) — Chassis ground (-):	Is the voltage more than 10 V?	Repair the open circuit in harness between 20 A fuse and main fan relay terminal.	Repair the open circuit in harness between main fuse box connector and 20 A fuse terminal.
24 CHECK FUSE. 1) Turn the ignition switch to OFF. 2) Remove the fuse No. 18 from joint box. 3) Check the condition of fuse.	Is the fuse blown out?	Replace the fuse.	Repair the open circuit in harness between main fan relay and ignition switch.
25 CHECK MAIN FAN RELAY. 1) Turn the ignition switch to OFF. 2) Remove the main fan relay. 3) Measure the resistance of main fan relay. Terminals No. 28 — No. 29:	Is the resistance more than 1 MΩ?	Go to step 26.	Replace the main fan relay.
26 CHECK MAIN FAN RELAY. 1) Connect the battery to terminals No. 25 and No. 27 of main fan relay. 2) Measure the resistance of main fan relay. Terminals No. 28 — No. 29:	Is the resistance less than 1 Ω?	Go to step 27.	Replace the main fan relay.
27 CHECK HARNESS BETWEEN MAIN FAN RELAY TERMINAL AND MAIN FAN MOTOR CONNECTOR. Measure the resistance of harness between main fan motor connector and main fan relay terminal. Connector & terminal (F17) No. 2 — (F27) No. 29:	Is the resistance less than 1 Ω?	Go to step 28.	Repair the open circuit in harness between main fan motor connector and main fan relay terminal.
28 CHECK HARNESS BETWEEN MAIN FAN RELAY AND ECM. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM. 3) Measure the resistance of harness between main fan relay connector and ECM connector. Connector & terminal (F27) No. 27 — (B136) No. 29:	Is the resistance less than 1 Ω?	Go to step 29.	Repair the open circuit in harness between main fan relay and ECM.
29 CHECK POOR CONTACT. Check poor contact in connector between main fan and ECM.	Is there poor contact in connector between main fan motor and ECM?	Repair the poor contact connector.	Record the DTC. Repair the trouble cause. <Ref. to EN(H4SO)(diag)-35, Read Diagnostic Trouble Code (DTC).>

3. Radiator Sub Fan System

A: WIRING DIAGRAM



RELAY HOLDER (BLACK)

CO-02237

Radiator Sub Fan System

COOLING

B: INSPECTION

DETECTING CONDITION:

- Engine coolant temperature is above 96°C (205°F).
- A/C compressor is rotated.
- Vehicle speed is below 19 km/h (12 MPH).

TROUBLE SYMPTOM:

- Radiator sub fan does not rotate under the above conditions.
- Radiator sub fan does not rotate at high speed when the following conditions are both met:
 - (1) Engine coolant temperature is above 90°C (194°F).
 - (2) A/C is ON.

Step	Check	Yes	No
1 CHECK OPERATION OF RADIATOR. 1) Run the engine at idle. (Vehicle stationary) 2) Turn the A/C switch to OFF. 3) Warm the engine coolant temperature over 96°C (205°F).	Does the radiator sub fan rotate?	Go to step 2.	Go to step 3.
2 CHECK OPERATION OF RADIATOR. Turn the A/C switch to ON at condition of step 1.	Does the radiator sub fan rotate faster when A/C compressor is operated?	Radiator sub fan system is okay.	Go to step 17.
3 CHECK POWER SUPPLY TO SUB FAN MOTOR. CAUTION: Be careful not to overheat the engine during repair. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from sub fan motor. 3) Start the engine, and warm it up until engine coolant temperature increases over 96°C (205°F). 4) Stop the engine and turn ignition switch to ON. 5) Measure the voltage between sub fan motor connector and chassis ground. Connector & terminal (F16) No. 1 (+) — Chassis ground (-):	Is the voltage more than 10 V?	Go to step 4.	Go to step 7.
4 CHECK GROUND CIRCUIT OF SUB FAN MOTOR. 1) Turn the ignition switch to OFF. 2) Measure the resistance between sub fan motor connector and chassis ground. Connector & terminal (F16) No. 3 — Chassis ground: (F16) No. 4 — Chassis ground:	Is the resistance less than 5 Ω?	Go to step 5.	Repair the open circuit in harness between sub fan motor connector and chassis ground.
5 CHECK POOR CONTACT. Check poor contact in sub fan motor connector.	Is there poor contact in sub fan motor connector?	Repair the poor contact in sub fan motor connector.	Go to step 6.
6 CHECK SUB FAN MOTOR. Connect the battery positive (+) terminal to terminal No. 1, and ground (-) terminal to terminal No. 3 or No. 4 of sub fan motor connector.	Does the sub fan rotate?	Repair the poor contact in sub fan motor connector.	Replace the sub fan motor with a new one.

Radiator Sub Fan System

COOLING

Step	Check	Yes	No
7 CHECK POWER SUPPLY TO SUB FAN RELAY1. 1) Turn the ignition switch to OFF. 2) Remove the sub fan relay1 from A/C relay holder. 3) Measure the voltage between sub fan relay1 terminal and chassis ground. Connector & terminal (F27) No. 8 (+) — Chassis ground (-):	Is the voltage more than 10 V?	Go to step 8.	Go to step 9.
8 CHECK POWER SUPPLY TO SUB FAN RELAY1. 1) Turn the ignition switch to ON. 2) Measure the voltage between sub fan relay1 terminal and chassis ground. Connector & terminal (F27) No. 5 (+) — Chassis ground (-):	Is the voltage more than 10 V?	Go to step 12.	Go to step 11.
9 CHECK 20 A FUSE. 1) Remove the 20 A fuse from A/C relay holder. 2) Check the condition of fuse.	Is the fuse blown out?	Replace the fuse.	Go to step 10.
10 CHECK POWER SUPPLY TO A/C RELAY HOLDER 20 A FUSE TERMINAL. Measure the voltage of harness between A/C relay holder 20 A fuse terminal and chassis ground. Connector & terminal (F27) No. 3 (+) — Chassis ground (-):	Is the voltage more than 10 V?	Repair the open circuit in harness between 20 A fuse and sub fan relay terminal.	Repair the open circuit in harness between sub fuse box connector and 20 A fuse terminal.
11 CHECK FUSE. 1) Turn the ignition switch to OFF. 2) Remove the fuse No. 17 from joint box. 3) Check the condition of fuse.	Is the fuse blown out?	Replace the fuse.	Repair the open circuit in harness between sub fan relay and ignition switch.
12 CHECK SUB FAN RELAY. 1) Turn the ignition switch to OFF. 2) Remove the sub fan relay1. 3) Measure the resistance of sub fan relay1. Terminals No. 8 — No. 9:	Is the resistance more than 1 MΩ?	Go to step 13.	Replace the sub fan relay.
13 CHECK SUB FAN RELAY. 1) Connect the battery to terminals No. 5 and No. 7 of sub fan relay1. 2) Measure the resistance of sub fan relay. Terminals No. 8 — No. 9:	Is the resistance less than 1 Ω?	Go to step 14.	Replace the sub fan relay.
14 CHECK HARNESS BETWEEN SUB FAN RELAY TERMINAL AND SUB FAN MOTOR CONNECTOR. Measure the resistance of harness between sub fan motor connector and sub fan relay terminal. Connector & terminal (F16) No. 1 — (F27) No. 9:	Is the resistance less than 1 Ω?	Go to step 15.	Repair the open circuit in harness between sub fan motor connector and sub fan relay terminal.

Radiator Sub Fan System

COOLING

Step	Check	Yes	No
15 CHECK HARNESS BETWEEN SUB FAN RELAY AND ECM. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM. 3) Measure the resistance of harness between sub fan relay connector and ECM connector. Connector & terminal (F27) No. 7 — (B136) No. 18:	Is the resistance less than 1 Ω ?	Go to step 16.	Repair the open circuit in harness between sub fan relay and ECM.
16 CHECK POOR CONTACT. Check poor contact in connector between sub fan and ECM.	Is there poor contact in connector between sub fan motor and ECM?	Repair the poor contact connector.	Record the DTC. Repair the trouble cause. <Ref. to EN(H4SO)(diag)-35, Read Diagnostic Trouble Code (DTC).>
17 CHECK POWER SUPPLY TO SUB FAN MOTOR. CAUTION: Be careful not to overheat the engine during repair. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from sub fan motor. 3) Start the engine, and warm it up until engine coolant temperature increases over 96°C (205°F). 4) Turn the A/C switch ON. 5) Measure the voltage while A/C compressor is rotating. 6) Measure the voltage between sub fan motor connector and chassis ground. Connector & terminal (F16) No. 2 (+) — Chassis ground (-):	Is the voltage more than 10 V?	Go to step 18.	Go to step 20.
18 CHECK POOR CONTACT. Check poor contact in sub fan motor connector.	Is there poor contact in sub fan motor connector?	Repair the poor contact in sub fan motor connector.	Go to step 19.
19 CHECK SUB FAN MOTOR. Connect the battery positive (+) terminal to terminal No. 2, and ground (-) terminal to terminal No. 3 or No. 4 of sub fan motor connector.	Does the sub fan rotate?	Repair the poor contact in sub fan motor connector.	Replace the sub fan motor with a new one.
20 CHECK POWER SUPPLY TO SUB FAN RELAY2. 1) Turn the ignition switch to OFF. 2) Remove the sub fan relay2 from A/C relay holder. 3) Measure the voltage between sub fan relay2 terminal and chassis ground. Connector & terminal (F27) No. 21 (+) — Chassis ground (-):	Is the voltage more than 10 V?	Go to step 21.	Go to step 22.
21 CHECK POWER SUPPLY TO SUB FAN RELAY2. 1) Turn the ignition switch to ON. 2) Measure the voltage between sub fan relay2 terminal and chassis ground. Connector & terminal (F27) No. 24 (+) — Chassis ground (-):	Is the voltage more than 10 V?	Go to step 25.	Go to step 24.

Radiator Sub Fan System

COOLING

Step	Check	Yes	No
22 CHECK 20 A FUSE. 1) Remove the 20 A fuse from A/C relay holder. 2) Check the condition of fuse.	Is the fuse blown out?	Replace the fuse.	Go to step 23.
23 CHECK POWER SUPPLY TO A/C RELAY HOLDER 20 A FUSE TERMINAL. Measure the voltage of harness between A/C relay holder 20 A fuse terminal and chassis ground. Connector & terminal (F27) No. 3 (+) — Chassis ground (-):	Is the voltage more than 10 V?	Repair the open circuit in harness between 20 A fuse and sub fan relay terminal.	Repair the open circuit in harness between sub fuse box connector and 20 A fuse terminal.
24 CHECK FUSE. 1) Turn the ignition switch to OFF. 2) Remove the fuse No. 17 from joint box. 3) Check the condition of fuse.	Is the fuse blown out?	Replace the fuse.	Repair the open circuit in harness between sub fan relay and ignition switch.
25 CHECK SUB FAN RELAY. 1) Turn the ignition switch to OFF. 2) Remove the sub fan relay2. 3) Measure the resistance of sub fan relay2. Terminals No. 20 — No. 21:	Is the resistance more than 1 MΩ?	Go to step 26.	Replace the sub fan relay.
26 CHECK SUB FAN RELAY. 1) Connect the battery to terminals No. 22 and No. 24 of sub fan relay2. 2) Measure the resistance of sub fan relay2. Terminals No. 20 — No. 21:	Is the resistance less than 1 Ω?	Go to step 27.	Replace the sub fan relay.
27 CHECK HARNESS BETWEEN SUB FAN RELAY TERMINAL AND SUB FAN MOTOR CONNECTOR. Measure the resistance of harness between sub fan motor connector and sub fan relay2 terminal. Connector & terminal (F16) No. 2 — (F27) No. 20:	Is the resistance less than 1 Ω?	Go to step 28.	Repair the open circuit in harness between sub fan motor connector and sub fan relay terminal.
28 CHECK HARNESS BETWEEN SUB FAN RELAY AND ECM. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM. 3) Measure the resistance of harness between sub fan relay connector and ECM connector. Connector & terminal (F27) No. 22 — (B136) No. 29:	Is the resistance less than 1 Ω?	Go to step 29.	Repair the open circuit in harness between sub fan relay and ECM.
29 CHECK POOR CONTACT. Check poor contact in connector between sub fan and ECM.	Is there poor contact in connector between sub fan motor and ECM?	Repair the poor contact connector.	Record the DTC. Repair the trouble cause. <Ref. to EN(H4SO)(diag)-35, Read Diagnostic Trouble Code (DTC).>

4. Engine Coolant

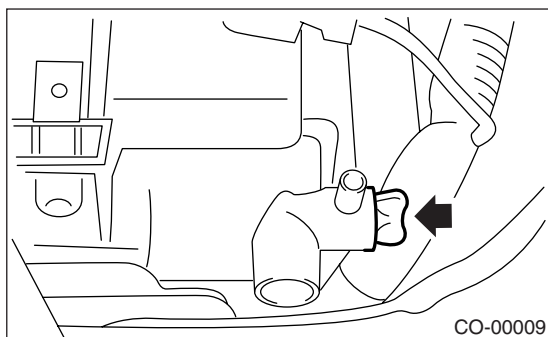
A: REPLACEMENT

1. DRAINING OF ENGINE COOLANT

- 1) Lift-up the vehicle.
- 2) Remove the under cover.
- 3) Remove the drain plug to drain engine coolant into container.

NOTE:

- Remove the radiator cap so that engine coolant will drain faster.
- If engine coolant adheres to the exhaust pipe, wipe it off completely.



- 4) Install the drain plug.

2. FILLING OF ENGINE COOLANT

- 1) Pour cooling system conditioner through the filler neck.

Cooling system protective agent:

COOLING SYSTEM CONDITIONER (Part No. SOA635071)

- 2) Fill engine coolant into the radiator up to filler neck position.

Coolant capacity (fill up to "FULL" level):

AT model:

Approx. 6.9 ℓ (7.3 US qt, 6.1 Imp qt)

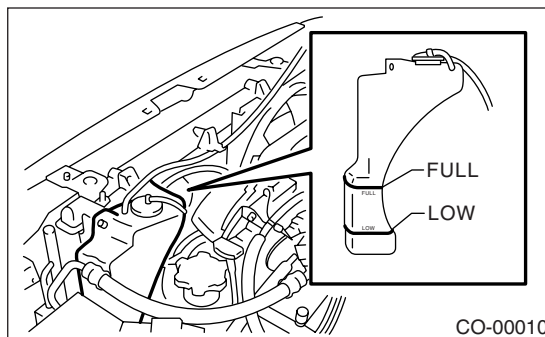
MT model:

Approx. 7.0 ℓ (7.4 US qt, 6.2 Imp qt)

NOTE:

The SUBARU Genuine Coolant containing anti-freeze and anti-rust agents is especially made for SUBARU engine, which has an aluminum crank-case. Always use SUBARU Genuine Coolant, since other coolant may cause corrosion.

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



- 4) Close the radiator cap and start the engine. 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, open the radiator cap. If the engine coolant level drops, add engine coolant into radiator up to the filler neck position.
- 6) Perform the procedures 4) and 5) again.
- 7) Attach the radiator cap and reservoir tank cap properly.
- 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.
 - If the radiator hose becomes to harden by the pressure of engine coolant, air bleeding operation seems to be almost completed.
- 10) Stop the engine and wait until engine coolant temperature lowers to 30°C (86°F).
 - 11) Open the radiator cap. If the engine coolant level drops, add engine coolant into radiator up to the filler neck position and reservoir tank to "FULL" level.
 - 12) Attach the radiator cap and reservoir tank cap properly.
 - 13) Operate the heater at maximum hot position and the blower speed setting to "LO" and start the engine. Race at less than 3,000 rpm. If the flowing sound is heard at this time, perform the procedures from 9) again.

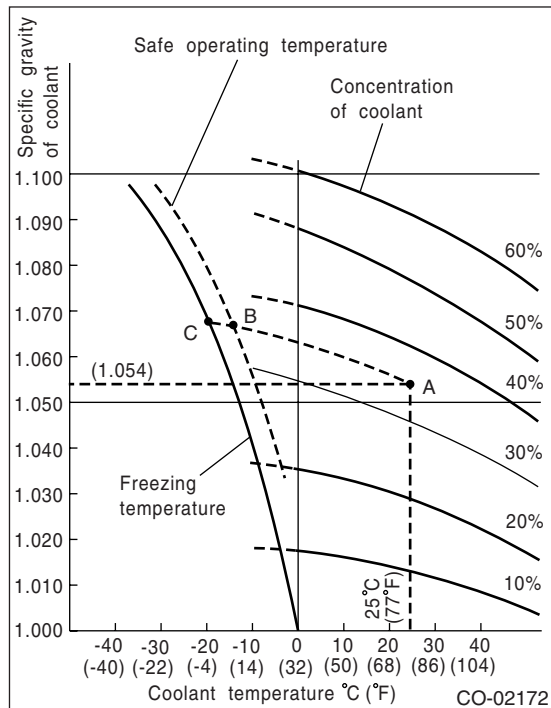
B: INSPECTION

1. RELATIONSHIP OF SUBARU COOLANT CONCENTRATION AND FREEZING TEMPERATURE

The concentration and safe operating temperature of the 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 and 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

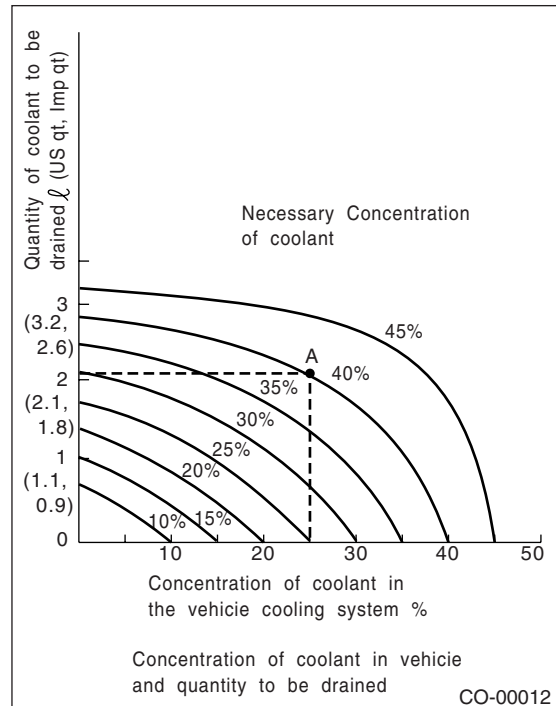
To adjust the concentration of the coolant according to temperature, find the proper fluid concentration in the above diagram and replace the necessary amount of coolant with an undiluted solution of SUBARU genuine coolant (concentration 50%).

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

[Example]

Assume that the coolant concentration must be increased from 25% to 40%. Find point A, where the 25% line of coolant concentration intersects with the 40% curve of the necessary 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.

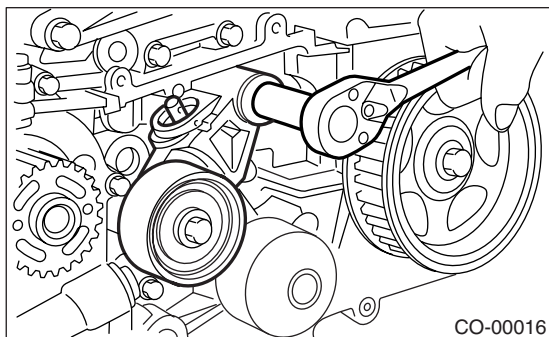
If a coolant concentration of 50% is needed, drain all the coolant and refill with the undiluted solution only.



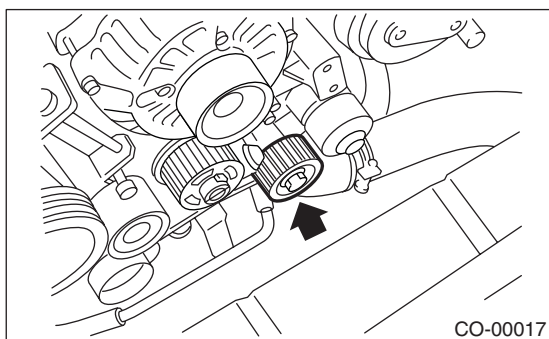
5. Water Pump

A: REMOVAL

- 1) Remove the radiator. <Ref. to CO(H4SO)-23, REMOVAL, Radiator.>
- 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.
<Ref. to ME(H4SO)-44, TIMING BELT, REMOVAL, Timing Belt.>
- 5) Remove the automatic belt tension adjuster.



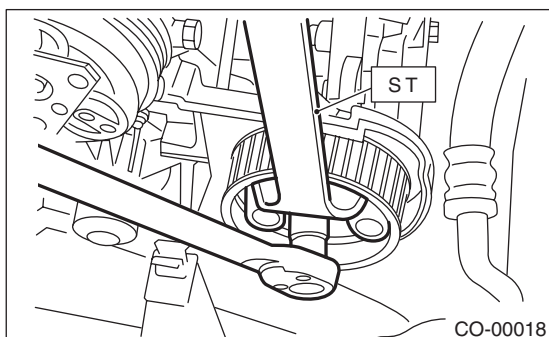
- 6) Remove the belt idler No. 2.



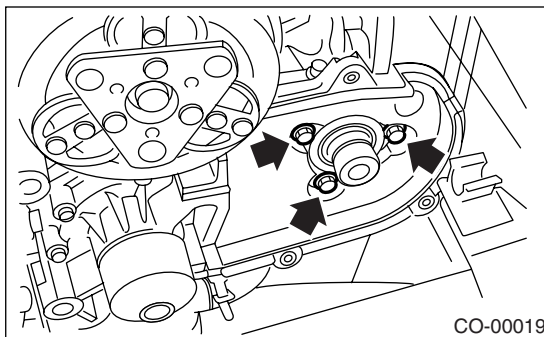
- 7) Remove the cam sprocket (LH) by using ST.
ST 18231AA010 CAM SPROCKET WRENCH

NOTE:

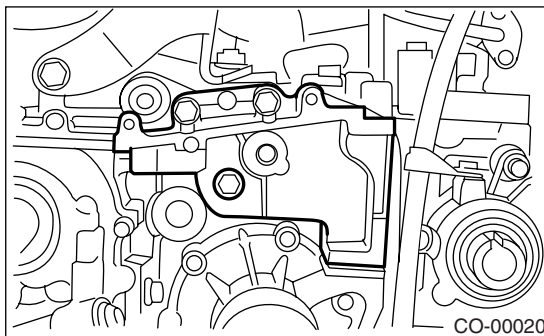
Also the CAM SPROCKET WRENCH (499207100) can be used.



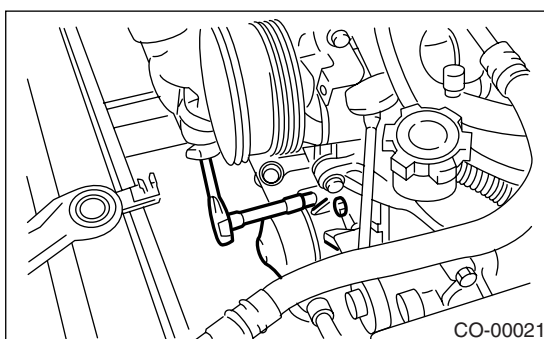
- 8) Remove the belt cover No. 2 (LH).



- 9) Remove the tensioner bracket.



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



B: INSTALLATION

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

NOTE:

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

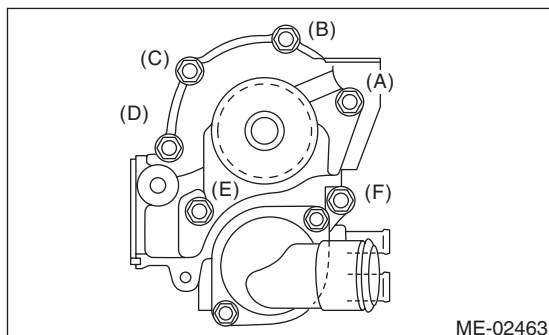
Tightening torque:

First:

12 N·m (1.2 kgf-m, 8.7 ft-lb)

Second:

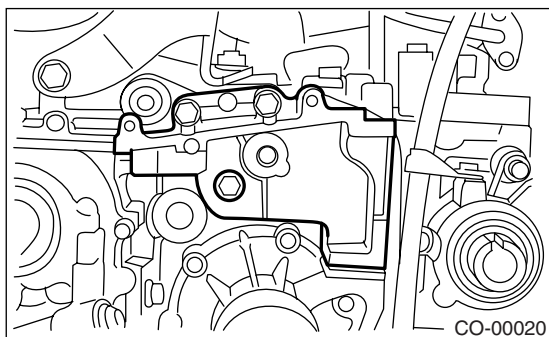
12 N·m (1.2 kgf-m, 8.7 ft-lb)



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

Tightening torque:

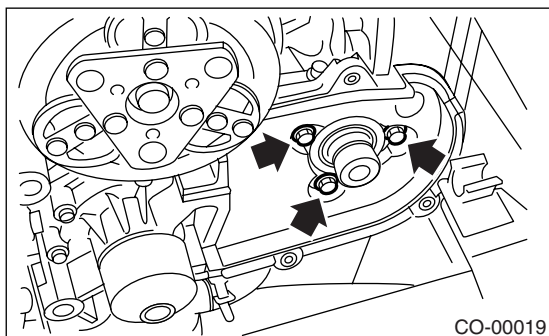
24.5 N·m (2.5 kgf-m, 18.1 ft-lb)



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

Tightening torque:

5 N·m (0.5 kgf-m, 3.6 ft-lb)



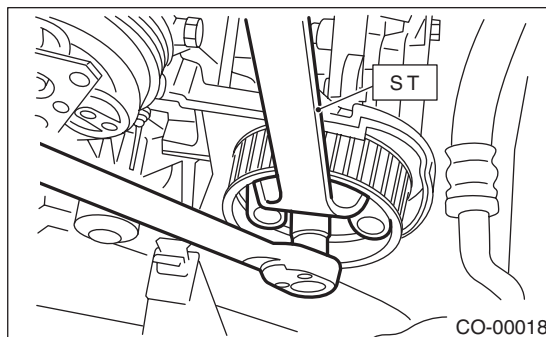
- 5) Install the cam sprockets (LH) by using ST. ST 18231AA010 CAM SPROCKET WRENCH

NOTE:

Also the CAM SPROCKET WRENCH (499207100) can be used.

Tightening torque:

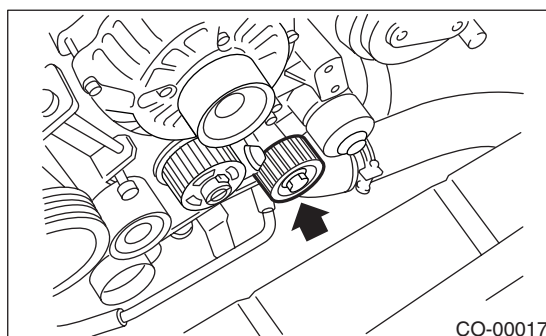
78 N·m (8.0 kgf-m, 57.9 ft-lb)



- 6) Install the belt idler No. 2.

Tightening torque:

39 N·m (4.0 kgf-m, 28.9 ft-lb)



- 7) Install the automatic belt tension adjuster whose tension rod is held with 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 crank pulley. <Ref. to ME(H4SO)-42, INSTALLATION, Crank Pulley.>
- 10) Install the V-belts. <Ref. to ME(H4SO)-40, INSTALLATION, V-belt.>
- 11) Install the radiator. <Ref. to CO(H4SO)-24, INSTALLATION, Radiator.>

C: INSPECTION

- 1) Check the water pump bearing for smooth rotation.
- 2) Check the water pump pulley for abnormalities.
- 3) Check the impeller for damage or abnormal deformation.
- 4) Check the clearance between impeller and pump case.

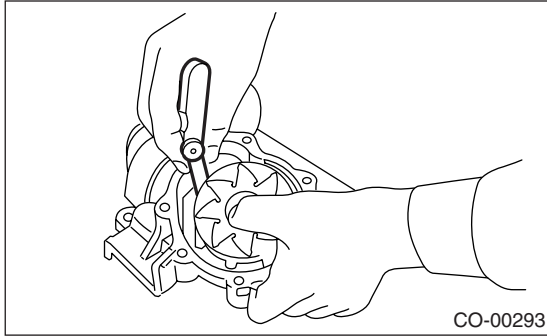
Water Pump

COOLING

Clearance between impeller and pump case:

Standard

0.5 — 1.5 mm (0.020 — 0.060 in)

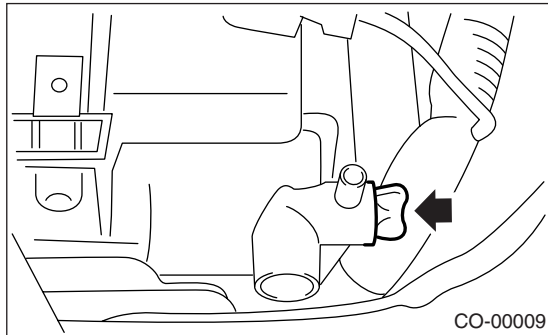


5) After water pump installation, check the pulley shaft for engine coolant leaks. If leaks are noted, replace the water pump assembly.

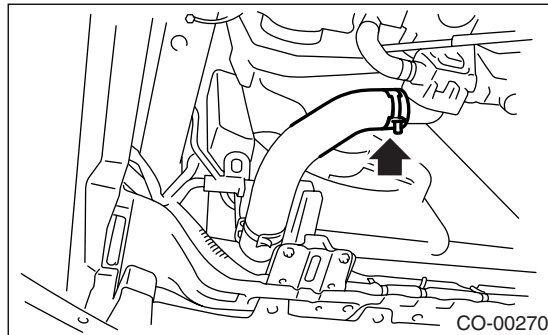
6. Thermostat

A: REMOVAL

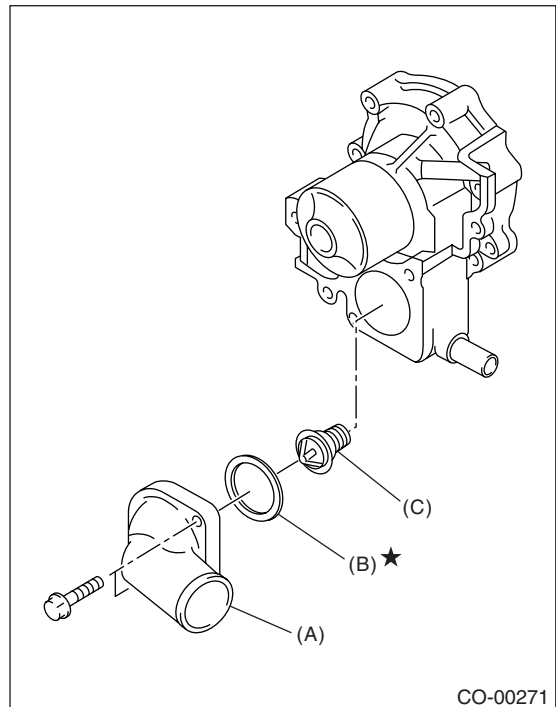
- 1) Set the vehicle on a lift.
- 2) Lift-up the vehicle.
- 3) Remove the under cover.
- 4) Drain the engine coolant completely. <Ref. to CO(H4SO)-16, DRAINING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>



- 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:

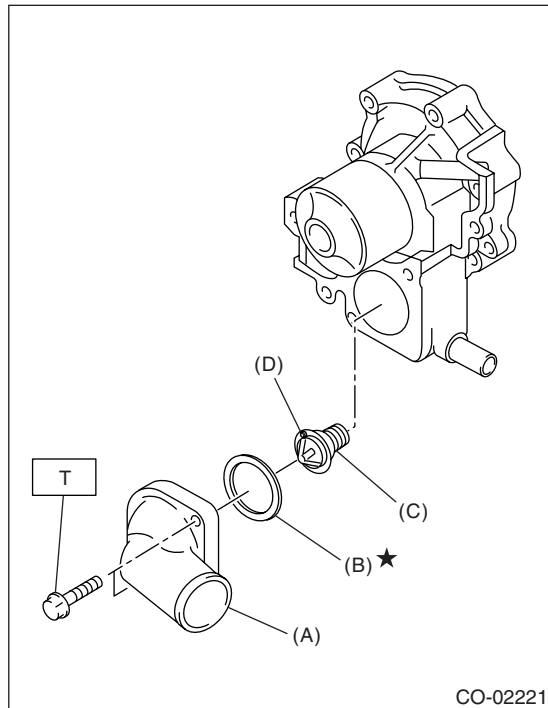
- When reinstalling the thermostat, use a new gasket.
- The thermostat must be installed with the jiggle pin facing to the up side.

Thermostat

COOLING

Tightening torque:

12 N·m (1.2 kgf-m, 8.7 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 with engine coolant. <Ref. to CO(H4SO)-16, 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 the valve lift.
- Hold the thermostat with a wire or the like to avoid contacting with container bottom.

Starting temperature to open:

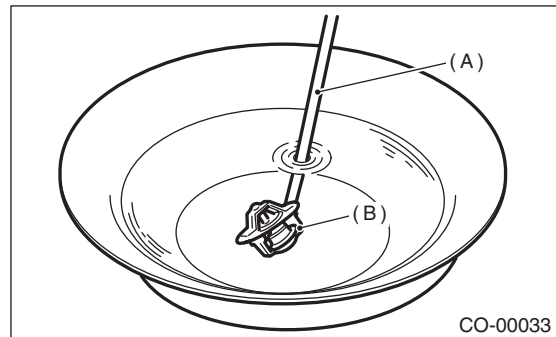
80 — 84°C (176 — 183°F)

Fully opens:

95°C (203°F)

Valve lift:

9.0 mm (0.354 in) or more.

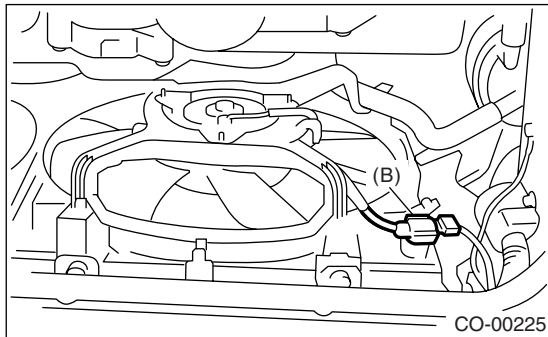
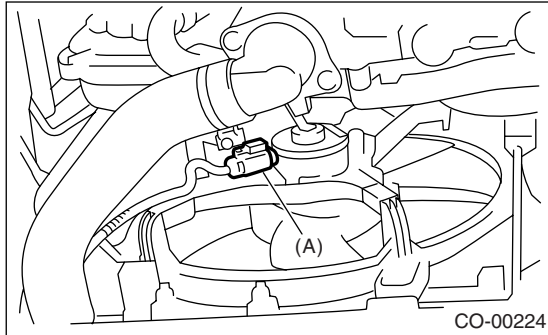


- (A) Thermometer
- (B) Thermostat

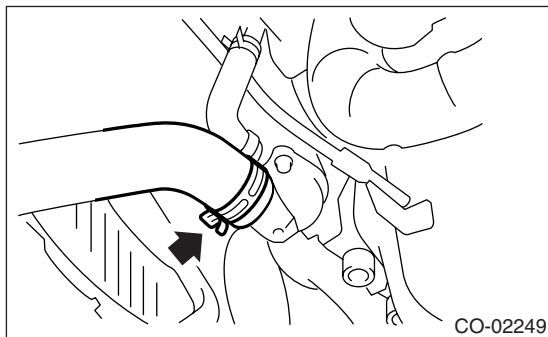
7. Radiator

A: REMOVAL

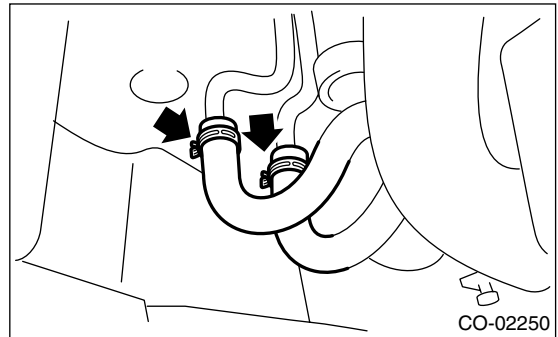
- 1) Set the vehicle on a lift.
- 2) Disconnect the ground cable from battery.
- 3) Lift-up the vehicle.
- 4) Remove the under cover.
- 5) Drain the engine coolant completely. <Ref. to CO(H4SO)-16, DRAINING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>
- 6) Disconnect the connectors of radiator main fan motor (A) and sub fan motor (B).



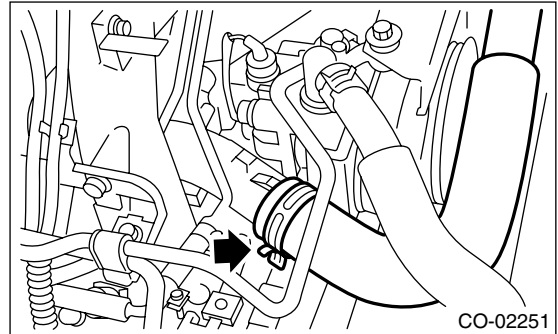
- 7) Disconnect the radiator outlet hose from water pump.



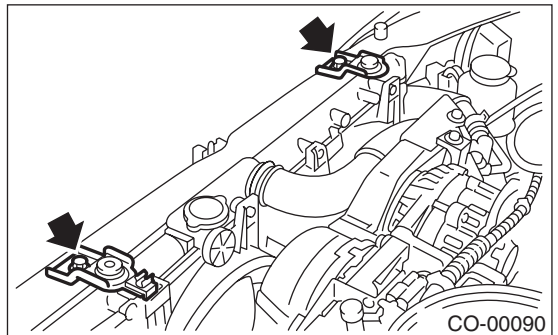
- 8) Disconnect the ATF cooler hoses from ATF pipe. (AT model) Plug the openings in the hose and radiator with caps in order to prevent ATF from leaking.



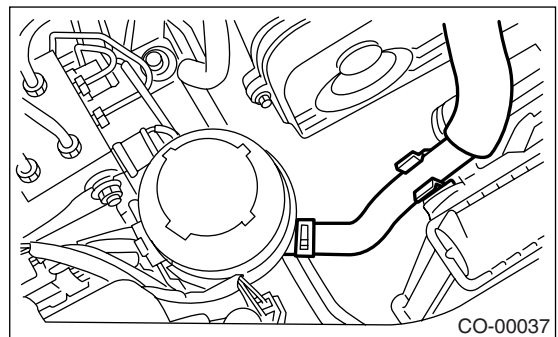
- 9) Lower the vehicle.
- 10) Disconnect the overflow hose.
- 11) Remove the reservoir tank. <Ref. to CO(H4SO)-29, REMOVAL, Reservoir Tank.>
- 12) Remove the air intake duct.
- 13) Disconnect the radiator inlet hose from engine.



- 14) Remove the radiator upper brackets.



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



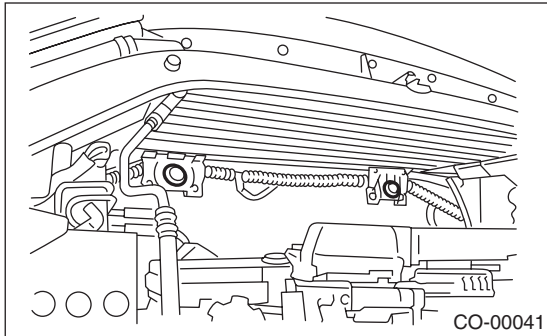
Radiator

COOLING

16) Lift the radiator up and away from the vehicle.

B: INSTALLATION

1) Attach the radiator lower cushions to holes on the radiator lower bracket.



2) Install the radiator to vehicle.

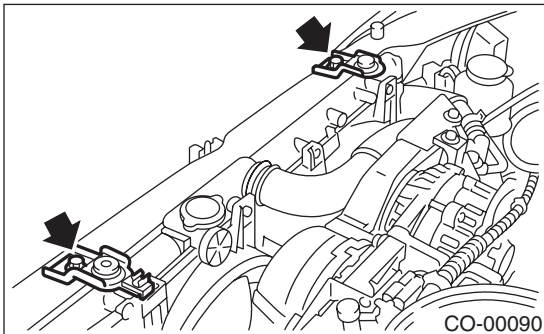
NOTE:

Fit the pins on lower side of radiator into the cushions on the body side.

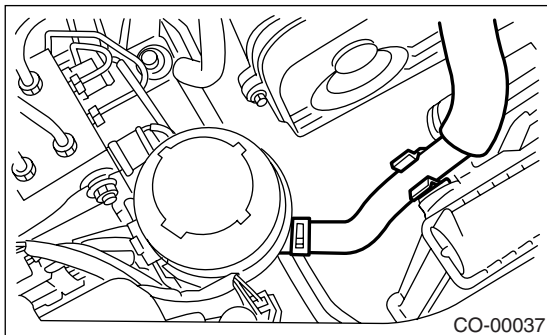
3) Install the radiator upper brackets, and then tighten the bolts.

Tightening torque:

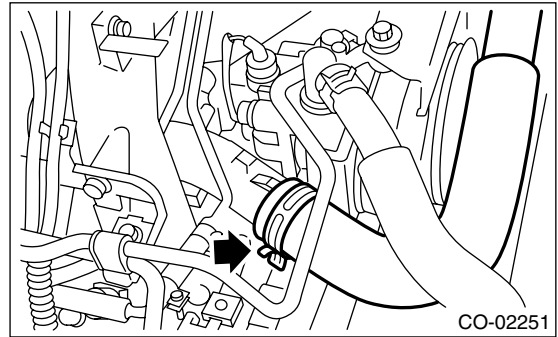
18 N·m (1.8 kgf-m, 13.0 ft-lb)



4) Attach the power steering hose to radiator.



5) Connect the radiator inlet hose.



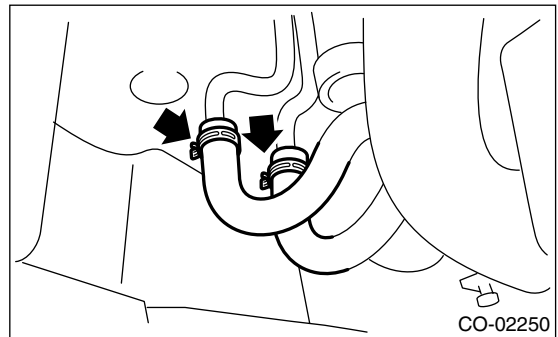
6) Install the air intake duct.

7) Install the reservoir tank.

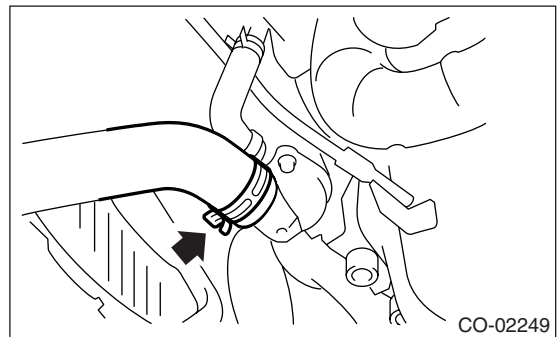
8) Connect the overflow hose.

9) Lift-up the vehicle.

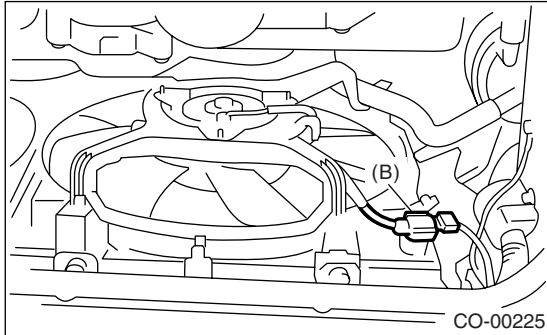
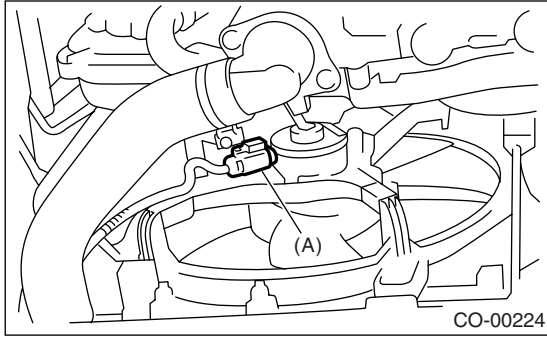
10) Connect the ATF cooler hoses. (AT model)



11) Connect the radiator outlet hose.



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

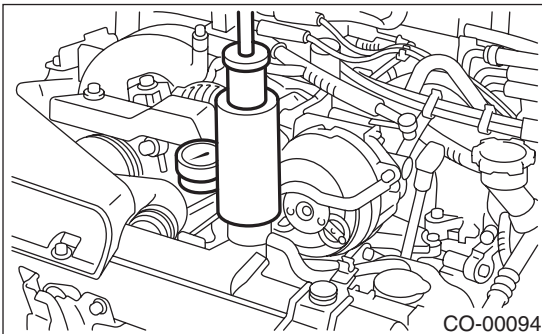


- If engine coolant adheres to the exhaust pipe, wipe it off completely.
- Be careful to prevent engine coolant from spurting out when removing the tester.
- Be careful also not to deform the filler neck of radiator when installing or removing tester.

- 13) Install the under cover.
 14) Lower the vehicle.
 15) Connect the battery ground cable to battery.
 16) Fill engine coolant. <Ref. to CO(H4SO)-16, FILLING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>
 17) Check the ATF level. <Ref. to 4AT-30, INSPECTION, Automatic Transmission Fluid.>

C: INSPECTION

1) Remove the radiator cap, top off radiator, and then attach the tester to radiator in place of cap.



- 2) Apply a pressure of 157 kPa (1.6 kgf/cm², 23 psi) to the radiator in the follow cases.
- (1) Engine coolant leaks at/around radiator.
 - (2) Engine coolant leaks at/around hoses or connections.

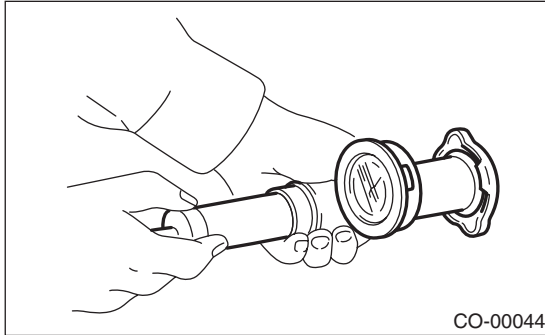
CAUTION:

- Engine should be turned off.
- Wipe engine coolant from check points in advance.

8. Radiator Cap

A: INSPECTION

1) Attach the radiator cap to tester.



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

Standard pressure:

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

Service limit pressure:

83 kPa (0.85 kgf/cm², 12 psi)

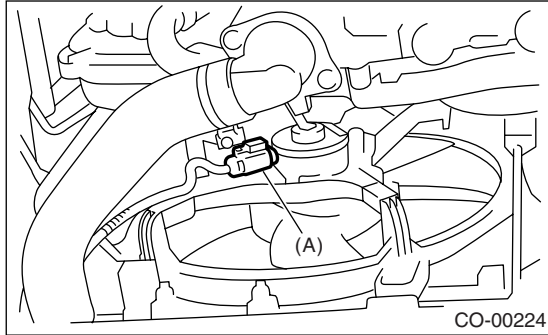
CAUTION:

Be sure to remove foreign matter and rust from the cap in advance. Otherwise, results of pressure test will be incorrect.

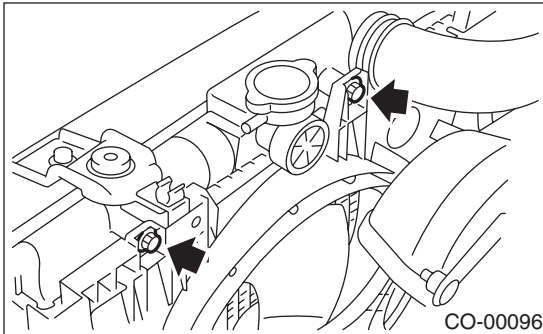
9. Radiator Main Fan and Fan Motor

A: REMOVAL

- 1) Set the vehicle on a lift.
- 2) Disconnect the ground cable from battery.
- 3) Lift-up the vehicle.
- 4) Remove the under cover.
- 5) Disconnect the connector of main fan motor (A).



- 6) Remove the ATF hose from clip of radiator main fan motor assembly. (AT model)
- 7) Lower the vehicle.
- 8) Disconnect the overflow hose.
- 9) Remove the reservoir tank. <Ref. to CO(H4SO)-29, REMOVAL, Reservoir Tank.>
- 10) Remove the bolts which secure the radiator main fan shroud to radiator.



- 11) Remove the radiator fan motor assembly.

B: INSTALLATION

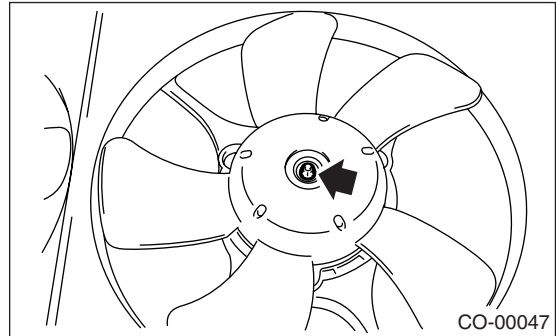
Install in the reverse order of removal.

NOTE:

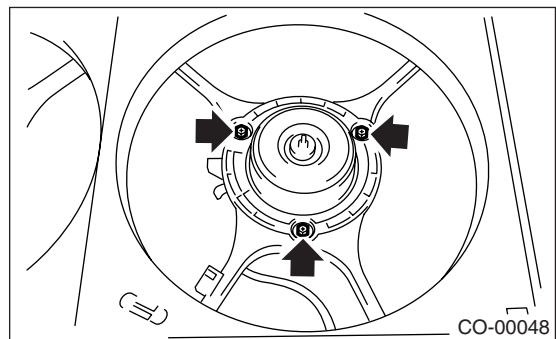
- If it is difficult to install the radiator main fan motor assembly, first loosen the bolts which hold the radiator sub fan motor assembly.
- Refer to COMPONENT for tightening torque. <Ref. to CO(H4SO)-3, COMPONENT, General Description.>

C: DISASSEMBLY

- 1) Remove the nut which holds the fan onto fan motor.



- 2) Remove the bolts which install the fan motor onto shroud.

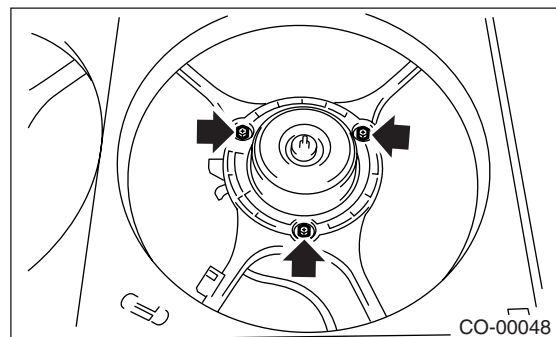


D: ASSEMBLY

Assemble in the reverse order of disassembly.

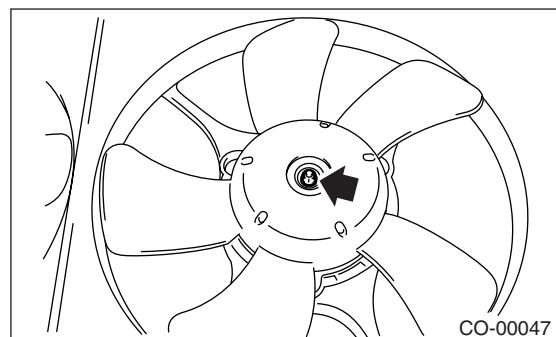
Tightening torque:

4.4 N·m (0.45 kgf-m, 3.3 ft-lb)



Tightening torque:

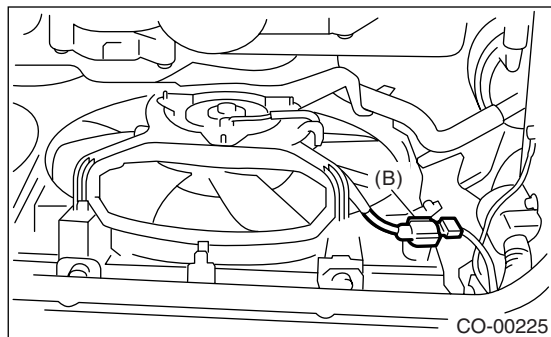
3.4 N·m (0.35 kgf-m, 2.5 ft-lb)



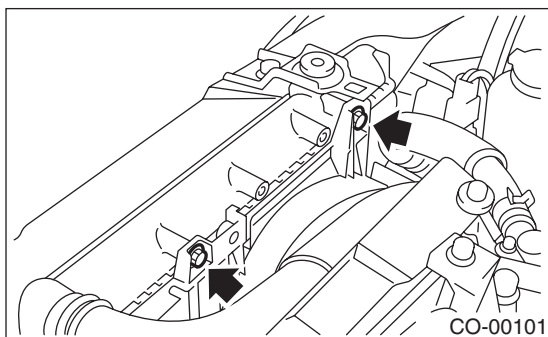
10. Radiator Sub Fan and Fan Motor

A: REMOVAL

- 1) Set the vehicle on a lift.
- 2) Disconnect the ground cable from battery.
- 3) Lift-up the vehicle.
- 4) Remove the under cover.
- 5) Disconnect the connector of sub fan motor (B).



- 6) Remove the ATF hose from clips of radiator sub fan motor assembly. (AT model)
- 7) Lower the vehicle.
- 8) Remove the air intake duct.
- 9) Remove the bolts which hold the radiator sub fan shroud to radiator.



- 10) Remove the radiator sub fan motor assembly through the under side of vehicle.

B: INSTALLATION

Install in the reverse order of removal.

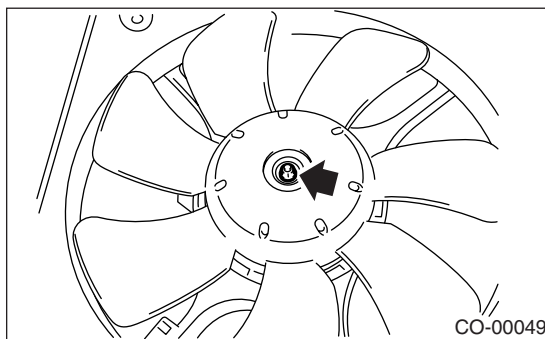
NOTE:

Refer to COMPONENT for tightening torque. <Ref. to CO(H4SO)-3, COMPONENT, General Description.>

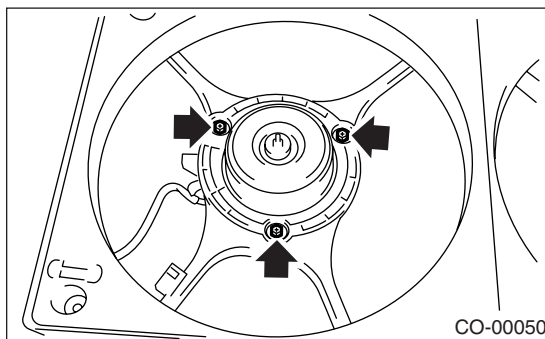
C: DISASSEMBLY

- 1) Remove the clip which holds the motor connector onto shroud.

- 2) Remove the nut which holds the fan onto fan motor.



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

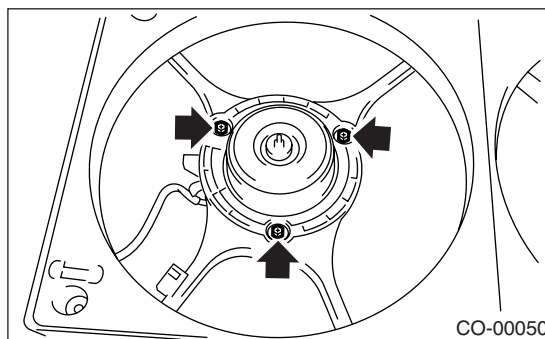


D: ASSEMBLY

Assemble in the reverse order of disassembly.

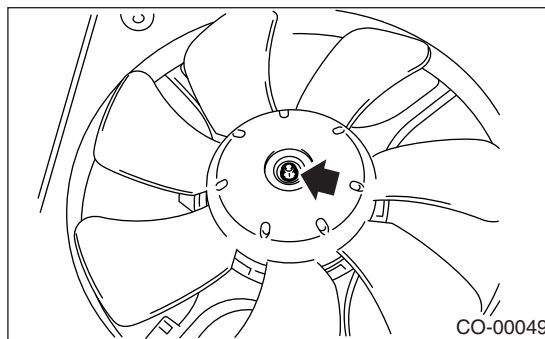
Tightening torque:

4.4 N·m (0.45 kgf-m, 3.3 ft-lb)



Tightening torque:

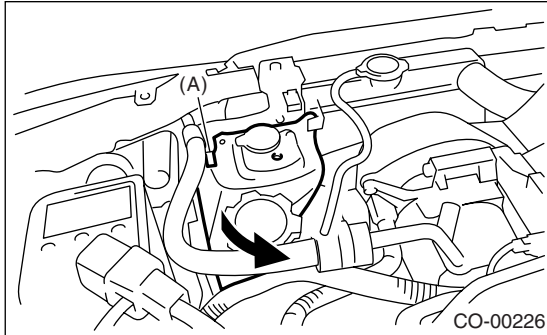
3.4 N·m (0.35 kgf-m, 2.5 ft-lb)



11. Reservoir Tank

A: REMOVAL

- 1) Disconnect the overflow hose from the radiator filler neck position.
- 2) While pressing the pawl (A), remove the reservoir tank by pulling in the direction of arrow.



B: INSTALLATION

Install in the reverse order of removal.

C: INSPECTION

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

Engine Cooling System Trouble in General

COOLING

12.Engine Cooling System Trouble in General

A: INSPECTION

Trouble	Possible cause	Corrective action
Over-heating	a. Insufficient engine coolant	Replenish the engine coolant, inspect for leakage, and repair.
	b. Loose timing belt	Repair or replace the 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, Basic Diagnostic Procedure.>
	h. Clogged or leaking radiator	Clean or repair, or replace.
	i. Improper engine oil 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, 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	Repair or replace.
	n. Dragging brake	Adjust.
	o. Malfunction of radiator fan	Inspect the radiator fan relay, engine coolant temperature sensor or radiator motor and replace them.
Over-cooling	a. Atmospheric temperature extremely low	Partly cover the radiator front area.
	b. Defective thermostat	Replace.
Engine coolant leaks	a. Loosened or damaged connecting units on hoses	Repair or replace.
	b. Leakage from water pump	Replace.
	c. Leakage from water pipe	Repair or replace.
	d. Leakage around cylinder head gasket	Retighten the cylinder head bolts or replace gasket.
	e. Damaged or cracked cylinder head and cylinder block	Repair or replace.
	f. Damaged or cracked thermostat case	Repair or replace.
	g. Leakage from radiator	Repair or replace.
Noise	a. Defective timing belt	Replace.
	b. Defective radiator fan	Replace.
	c. Defective water pump bearing	Replace the water pump.
	d. Defective water pump mechanical seal	Replace the water pump.

EMISSION CONTROL

(AUX. EMISSION CONTROL DEVICES)

General Description

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

1. General Description

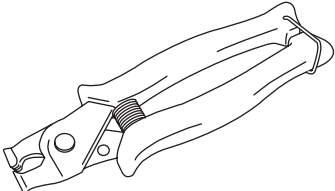
A: CAUTION

- Wear work clothing, including a cap, protective goggles and protective shoes during operation.
- 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.

B: PREPARATION TOOL

1. SPECIAL TOOLS

- Be careful not to burn yourself, because each part on the vehicle is hot after running.
- 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 electrical connectors of sensors or units, be sure to disconnect the ground cable from battery.

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST18353AA000	18353AA000	CLAMP PLIERS	• Used for removing and installing PCV hose. • This tool is a general tool that is made by CAILLAU in France. (Code: 54.0.000.205) Tool number is fixed as special tool in order to obtain it as easily as SUBARU genuine parts.

2. Front Catalytic Converter

A: REMOVAL

Front catalytic converter and front exhaust pipe are integrated into one unit; therefore, the removal procedure is the same as that for front exhaust pipe. <Ref. to EX(H4SO)-4, REMOVAL, Front Exhaust Pipe.>

B: INSTALLATION

Front catalytic converter and front exhaust pipe are integrated into one unit; therefore, the installation procedure is the same as that for front exhaust pipe. <Ref. to EX(H4SO)-4, INSTALLATION, Front Exhaust Pipe.>

C: INSPECTION

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

3. Rear Catalytic Converter

A: REMOVAL

Rear catalytic converter and center exhaust pipe are integrated into one unit; therefore, the removal procedure is the same as that for front catalytic converter. <Ref. to EX(H4SO)-6, REMOVAL, Center Exhaust Pipe.>

B: INSTALLATION

Rear catalytic converter and center exhaust pipe are integrated into one unit; therefore, the installation procedure is the same as that for front catalytic converter. <Ref. to EX(H4SO)-6, INSTALLATION, Center Exhaust Pipe.>

C: INSPECTION

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

4. EGR Valve

A: SPECIFICATION

Refer to “EGR Valve” for removal and installation.

<Ref. to FU(H4SO)-29, EGR Valve.>

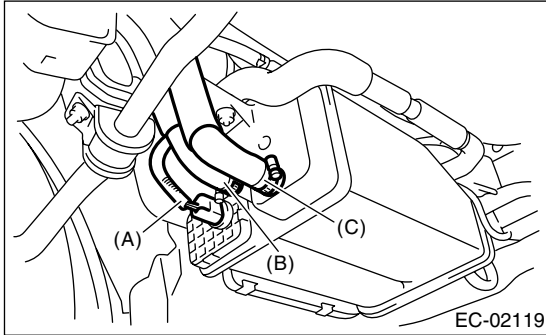
Canister

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

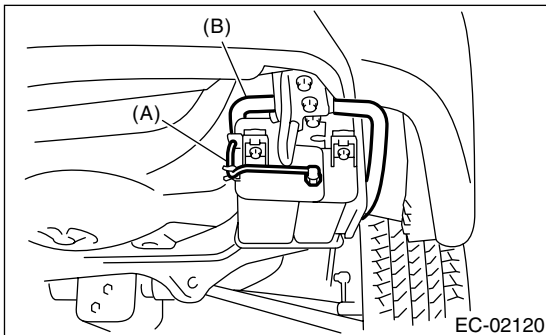
5. Canister

A: REMOVAL

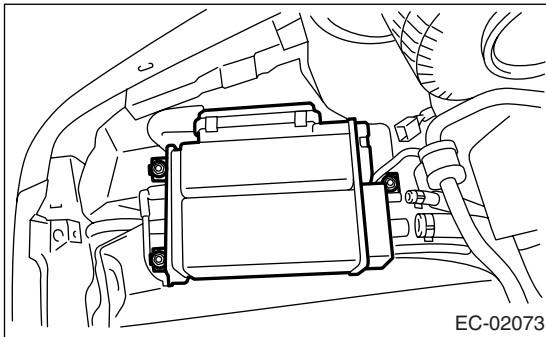
- 1) Disconnect the ground cable from battery.
- 2) Lift up the vehicle.
- 3) Disconnect connector (A) from drain valve.
- 4) Disconnect evaporation hoses (B) and (C) from canister.



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



- 7) Remove the canister from vehicle.



B: INSTALLATION

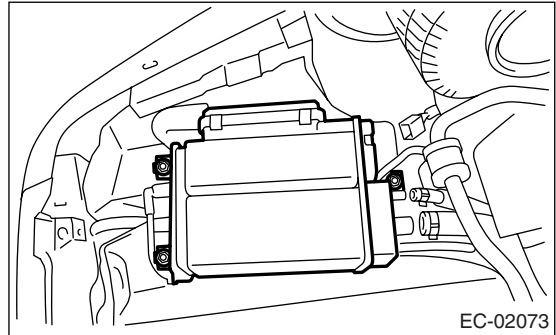
Install in the reverse order of removal.

NOTE:

Replace the retainer of quick connector with new one.

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.

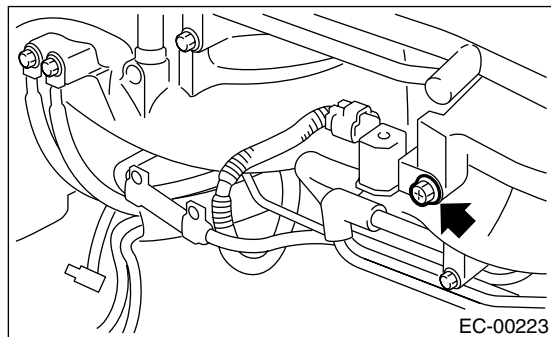
Purge Control Solenoid Valve

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

6. Purge Control Solenoid Valve

A: REMOVAL

- 1) Disconnect the ground cable from battery.
- 2) Disconnect the connector and hoses of purge control solenoid valve, and then remove the purge control solenoid valve.

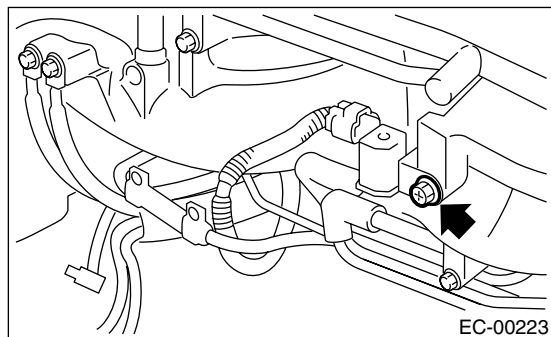


B: INSTALLATION

Install in the reverse order of removal.

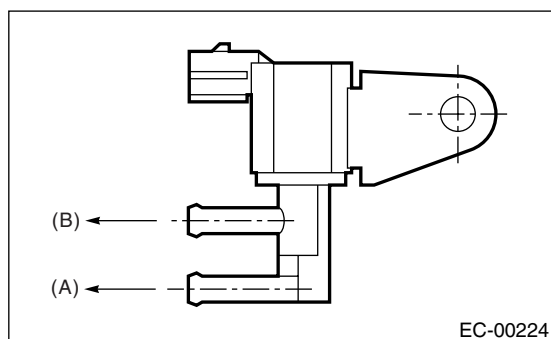
Tightening torque:

19 N·m (1.9 kgf-m, 14.0 ft-lb)



NOTE:

Connect the evaporation hose as shown in the figure.



(A) To intake manifold

(B) To fuel pipe (Evaporation line)

C: INSPECTION

Make sure the hoses are not cracked or loose.

7. Fuel Level Sensor

A: REMOVAL

For removal procedure, refer to “FU” section. <Ref. to FU(H4SO)-52, REMOVAL, Fuel Level Sensor.>

B: INSTALLATION

For installation procedure, refer to “FU” section. <Ref. to FU(H4SO)-52, INSTALLATION, Fuel Level Sensor.>

8. Fuel Temperature Sensor

A: REMOVAL

Fuel temperature sensor and fuel level sensor are integrated into one unit; therefore, the removal procedure is the same as that for fuel level sensor. <Ref. to FU(H4SO)-52, REMOVAL, Fuel Level Sensor.>

B: INSTALLATION

Fuel temperature sensor and fuel level sensor are integrated into one unit; therefore, the installation procedure is the same as that for fuel level sensor. <Ref. to FU(H4SO)-52, INSTALLATION, Fuel Level Sensor.>

Fuel Sub Level Sensor

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

9. Fuel Sub Level Sensor

A: REMOVAL

For removal procedure, refer to “FU” section. <Ref. to FU(H4SO)-53, REMOVAL, Fuel Sub Level Sensor.>

B: INSTALLATION

For installation procedure, refer to “FU” section. <Ref. to FU(H4SO)-53, INSTALLATION, Fuel Sub Level Sensor.>

Fuel Tank Pressure Sensor

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

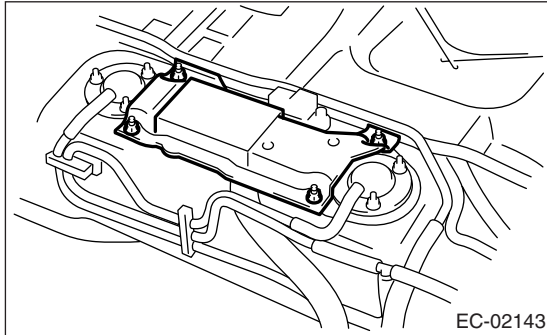
10. Fuel Tank Pressure Sensor

A: REMOVAL

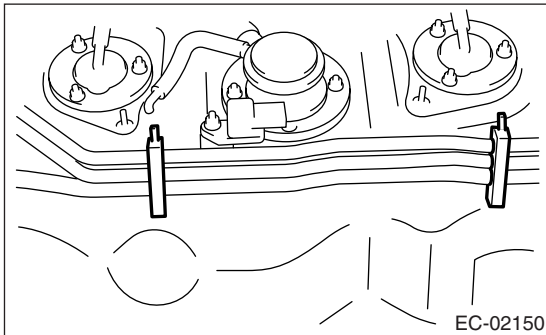
WARNING:

- Place “NO FIRE” signs near the working area.
- Be careful not to spill fuel.

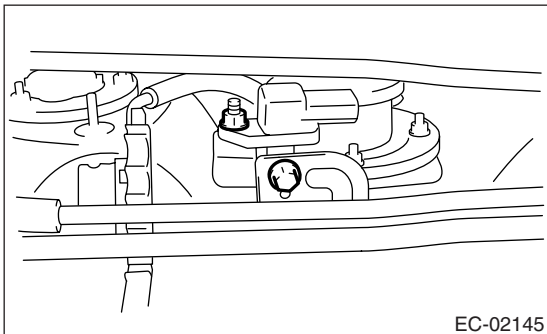
- 1) Remove the fuel tank. <Ref. to FU(H4SO)-43, REMOVAL, Fuel Tank.>
- 2) Remove the protector cover.



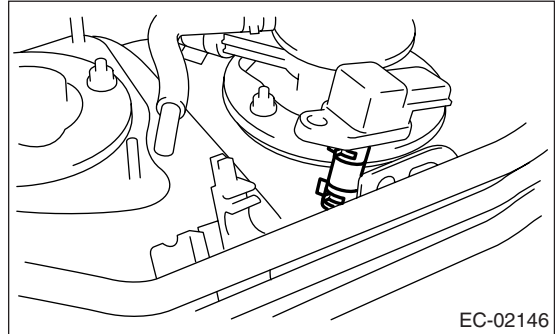
- 3) Disconnect the connector from fuel tank pressure sensor.
- 4) Release the clips which hold the fuel pipes onto fuel tank.



- 5) Remove the nuts and bolts which install the fuel tank pressure sensor on bracket.



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

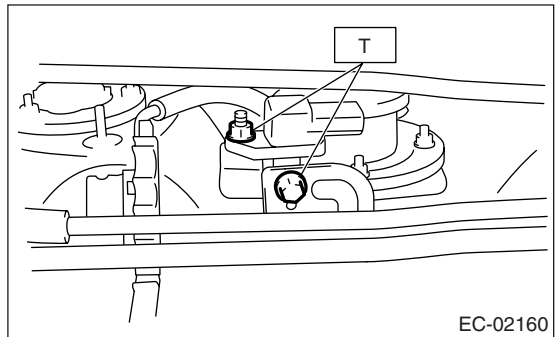


B: INSTALLATION

Install in the reverse order of removal.

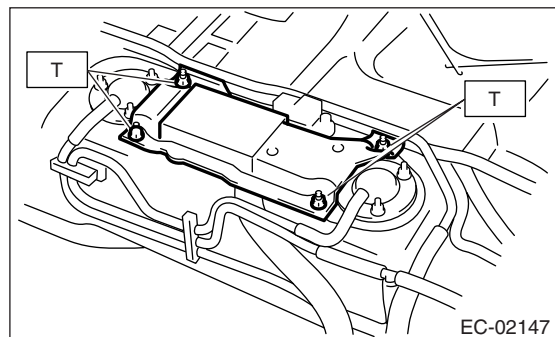
Tightening torque:

7.4 N·m (0.75 kgf·m, 5.4 ft·lb)



Tightening torque:

T: 4.4 N·m (0.45 kgf·m, 3.3 ft·lb)



C: INSPECTION

Make sure the hoses are not cracked or loose.

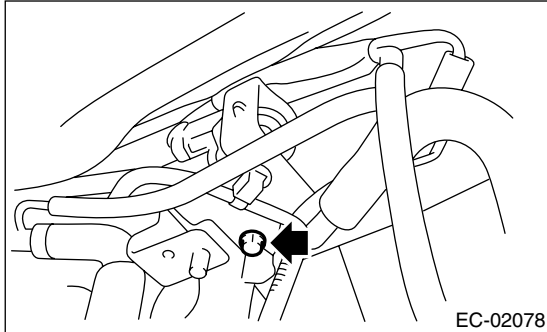
Pressure Control Solenoid Valve

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

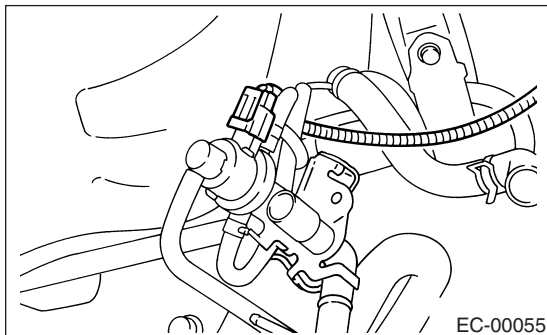
11. Pressure Control Solenoid Valve

A: REMOVAL

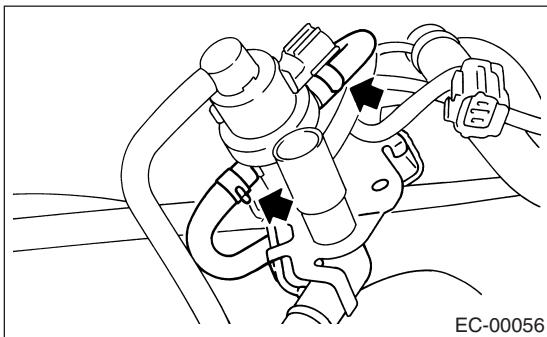
- 1) Set the vehicle on a lift.
- 2) Disconnect the ground cable from battery.
- 3) Lift up the vehicle.
- 4) Remove the canister. <Ref. to EC(H4SO)-6, REMOVAL, Canister.>
- 5) Remove the bolt which installs the pressure control solenoid valve holding bracket on body.



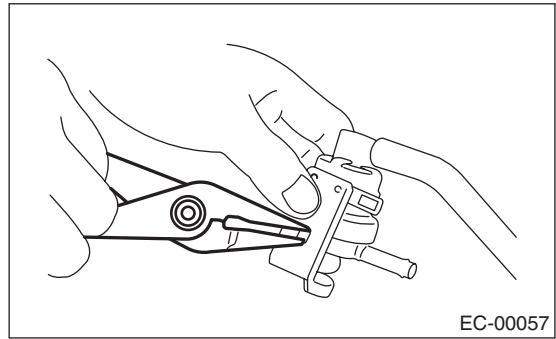
- 6) Remove the pressure control solenoid valve with bracket.
- 7) Disconnect the connector from pressure control solenoid valve.



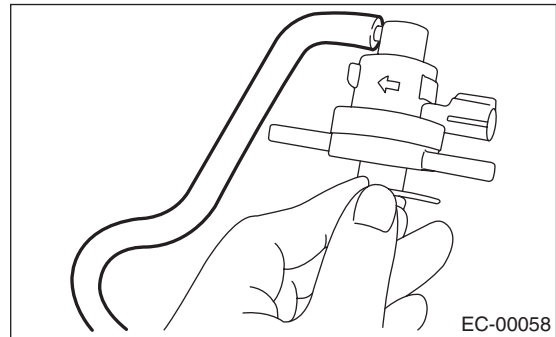
- 8) Disconnect the two evaporation hoses from pressure control solenoid valve.



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



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

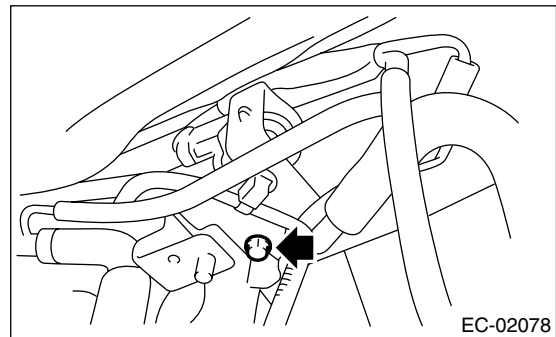


B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:

25 N·m (2.6 kgf-m, 18.8 ft-lb)



C: INSPECTION

Make sure the hoses are not cracked or loose.

12.Drain Filter

A: SPECIFICATION

Drain filter is built in the canister, and it is a part which cannot be disassembled.

Vent Valve

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

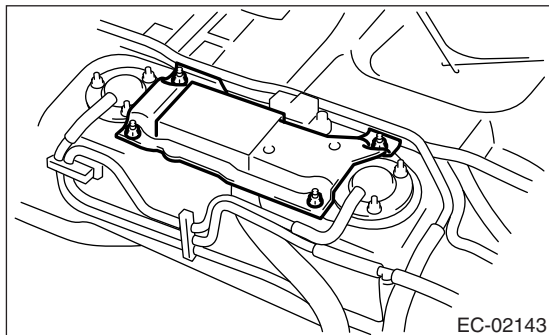
13.Vent Valve

A: REMOVAL

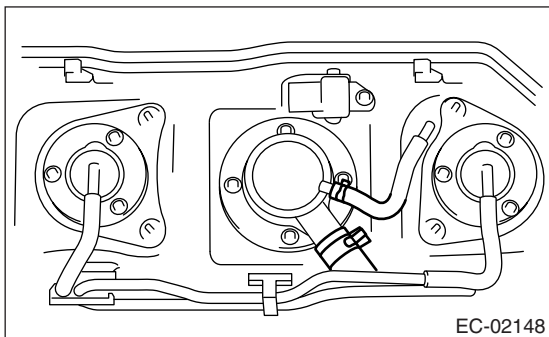
WARNING:

- Place “NO FIRE” signs near the working area.
- Be careful not to spill fuel.

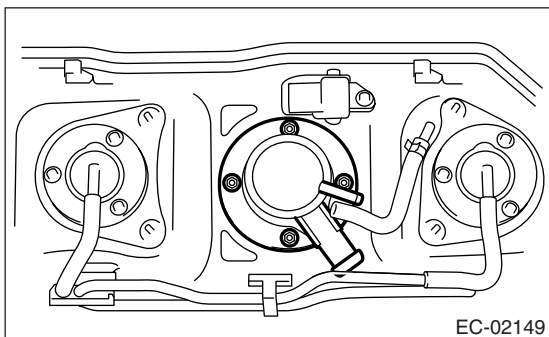
- 1) Remove the fuel tank. <Ref. to FU(H4SO)-43, REMOVAL, Fuel Tank.>
- 2) Remove the protector cover.



- 3) Remove the clips, and disconnect the hoses from vent valve.



- 4) Remove the nuts, and then remove the vent valve.



B: INSTALLATION

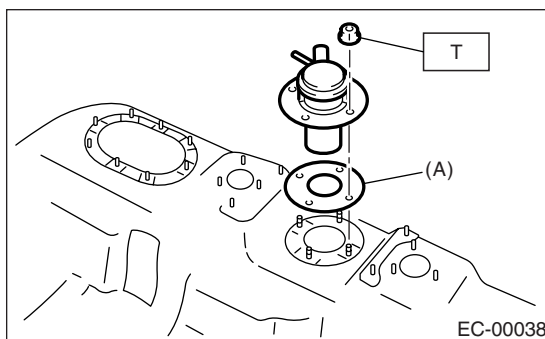
Install in the reverse order of removal.

NOTE:

Replace the gasket with a new one.

Tightening torque:

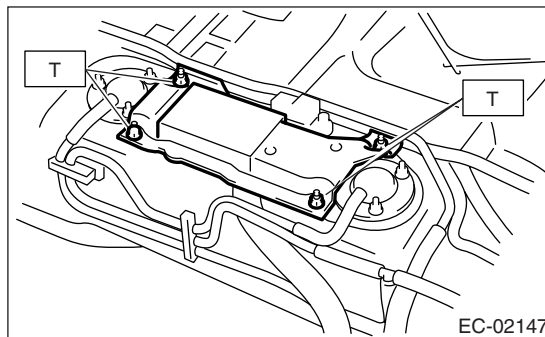
T: 4.4 N·m (0.45 kgf-m, 3.3 ft-lb)



(A) Gasket

Tightening torque:

T: 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

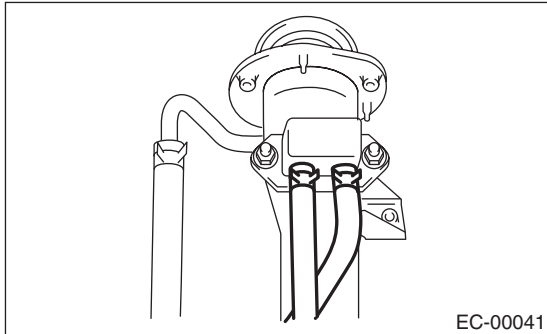
WARNING:

- Place “NO FIRE” signs near the working area.
- Be careful not to spill fuel.

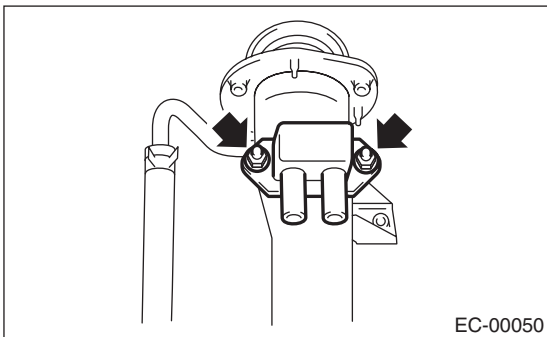
1) Remove the fuel filler pipe.

<Ref. to FU(H4SO)-46, REMOVAL, Fuel Filler Pipe.>

2) Disconnect the evaporation hoses from shut valve.



3) Remove the shut valve from fuel filler pipe.

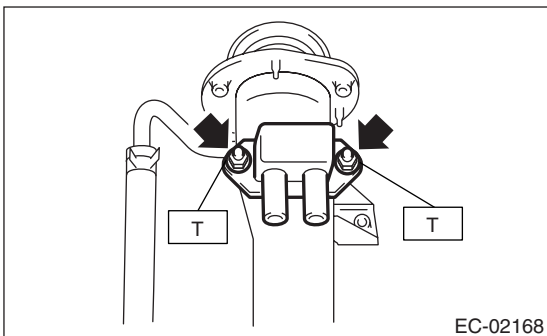


B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:

4.5 N·m (0.46 kgf-m, 3.3 ft-lb)



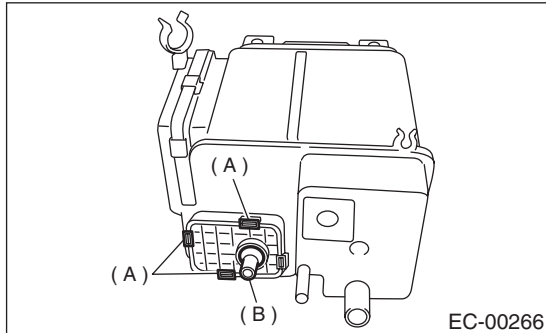
C: INSPECTION

Make sure the hoses are not cracked or loose.

15.Drain Valve

A: REMOVAL

- 1) Set the vehicle on the lift.
- 2) Disconnect the ground cable from battery.
- 3) Lift up the vehicle.
- 4) Remove the canister. <Ref. to EC(H4SO)-6, REMOVAL, Canister.>
- 5) Remove clip (A), and then remove drain valve (B) from canister.
- 6) Remove the filter from drain valve (B).



B: INSTALLATION

Install in the reverse order of removal.

CAUTION:

- Assemble the drain valve filter without any clearance.
- Make sure the packing in the groove before assembling drain valve to canister.
- Replace the clip with new one.

C: INSPECTION

- 1) Make sure that all hoses are installed securely.
- 2) Make sure that hoses are not cracked or loose.

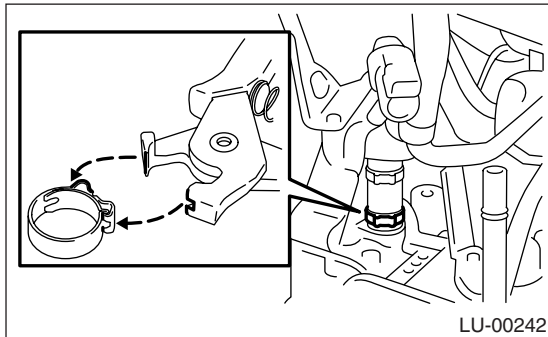
16.PCV Hose Assembly

A: REMOVAL

CAUTION:

Removal is not allowed except for the damage of PCV hose, diagnosis connector and PCV valve.

- 1) Remove the intake manifold. <Ref. to FU(H4DOTC)-14, REMOVAL, Intake Manifold.>
 - 2) Clip the protrusion of clamp after aligning the concave portion of ST with protrusion of clamp, and then unlock the lock.
 - 3) Remove the PCV hose assembly.
- ST 18353AA000 CLAMP PLIERS



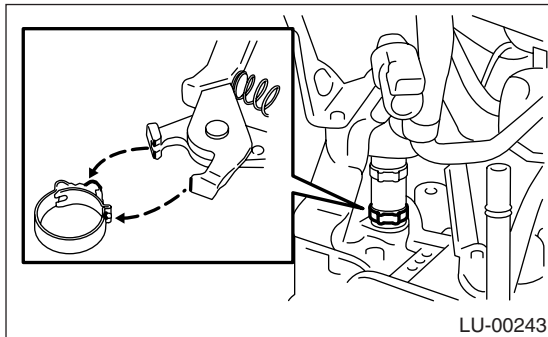
B: INSTALLATION

NOTE:

Replace the clamp with a new one.

- 1) Install the PCV hose assembly, and then lock the clamp with protrusion of clamp clipped by pliers.

ST 18353AA000 CLAMP PLIERS



- 2) Install the intake manifold. <Ref. to FU(H4DOTC)-17, INSTALLATION, Intake Manifold.>

PCV Hose Assembly

EMISSION CONTROL (AUX. EMISSION CONTROL DEVICES)

ENGINE (DIAGNOSTICS)

Basic Diagnostic Procedure

ENGINE (DIAGNOSTICS)

1. Basic Diagnostic Procedure

A: PROCEDURE

1. ENGINE

Step	Check	Yes	No
1 CHECK ENGINE START FAILURE. 1) Ask the customer when and how the trouble occurred using the check list for interview. <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)-58, Diagnostics for Engine Starting Failure.>
2 CHECK ILLUMINATION OF MALFUNCTION INDICATOR LIGHT.	Does malfunction indicator light illuminate?	Go to step 3.	Inspection using "General Diagnostics Table". <Ref. to EN(H4SO)(diag)-342, 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 the 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) Read the DTC on the Subaru Select Monitor or general scan tool.	Does the Subaru Select Monitor or general scan tool indicate DTC?	Record the DTC. Repair the trouble cause. <Ref. to EN(H4SO)(diag)-73, List of Diagnostic Trouble Code (DTC).> Go to step 4.	Repair the related parts. NOTE: If DTC is not shown on display although the malfunction indicator light illuminates, perform diagnostics of malfunction indicator light circuit or combination meter. <Ref. to EN(H4SO)(diag)-49, Malfunction Indicator Light.>
4 PERFORM THE DIAGNOSIS. 1) Perform the clear memory mode. <Ref. to EN(H4SO)(diag)-46, Clear Memory Mode.> 2) Perform the inspection mode. <Ref. to EN(H4SO)(diag)-36, Inspection Mode.>	Does the Subaru Select Monitor or general scan tool indicate DTC?	Inspect using "Diagnostics Procedure with Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-80, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>	Complete the diagnosis.

2. Check List for Interview

A: CHECK

1. CHECK LIST No. 1

Check the following items when problem has occurred.

NOTE:

Use copies of this page for interviewing customers.

Customer's name		Engine No.	
Date of sale		Fuel brand	
Date of repair		Odometer reading	km
VIN No.			miles
Weather	☐ Fine ☐ Cloudy ☐ Rainy ☐ Snowy ☐ Various/Others:		
Outdoor 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	CB	☐ ON / ☐ OFF
Rear wiper	☐ ON / ☐ OFF		

Check List for Interview

ENGINE (DIAGNOSTICS)

2. CHECK LIST No. 2

Check the following items 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 diagnostics indicator light ☐ ABS warning light ☐ Engine oil pressure warning light
b) Fuel level
• Lack of gasoline: ☐ Yes / ☐ No • Indicator position of fuel gauge: • Experienced 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 parts other than 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 ☐ No 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:

- Airbag system connectors are colored yellow. Do not use electrical test equipment on these circuit.
- 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 part will 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 the ECM, be sure to turn OFF the ignition switch.

5) Poor contact has been identified as a primary cause of this problem. To measure the voltage and/or resistance of individual sensors or all electrical control modules at the harness side connector, use a tapered pin with a diameter of less than 0.64 mm (0.025 in). 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.

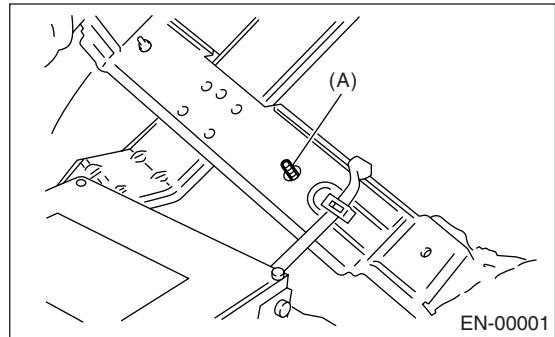
Otherwise, the ECM may be damaged.

CAUTION:

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

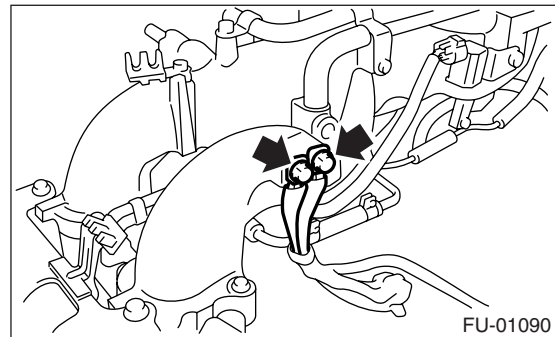
7) The connectors to each sensor in the engine compartment and the harness connectors on the engine side and body side are all designed to be waterproof. However, it is still necessary to take care not to allow water to get into the connectors when washing the vehicle, or when servicing the vehicle on a rainy day.

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



(A) Stud bolt

9) Use engine grounding terminal or engine proper as the grounding point to the body when measuring voltage and resistance in the 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 the 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 the ECM.

12) Before disconnecting the fuel hose, release the fuel pressure. <Ref. to FU(H4SO)-42, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>

General Description

ENGINE (DIAGNOSTICS)

13) On models with ABS, when performing driving test in jacked-up or lifted-up position, sometimes the warning light may be lit, but this is not a malfunction of the system. The reason for this is the speed difference between the front and rear wheels. After diagnosis of engine control system, perform the ABS memory clearance procedure of self-diagnosis system.

B: INSPECTION

Before performing diagnostics, check the following items which might affect engine problems:

1. BATTERY

1) Measure battery voltage and specific gravity of electrolyte.

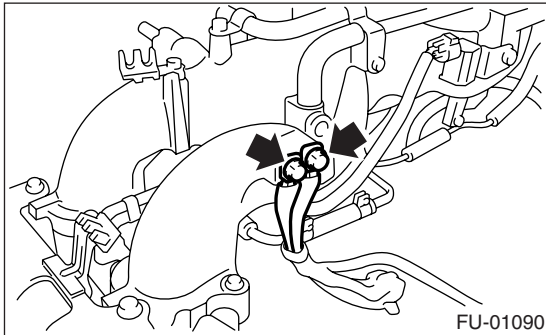
Standard voltage: 12 V

Specific gravity: Above 1.260

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

2. ENGINE GROUNDING

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



C: NOTE

1. DESCRIPTION

- The on-board diagnostics (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 engine family 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 when it detects a malfunction first.
- 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.

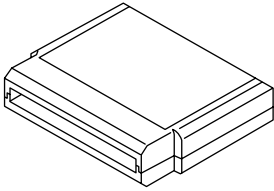
With this system fuel, which is pressurized at a constant pressure, is injected into the intake air passage of the cylinder head. The injection quantity of fuel is controlled by an intermittent injection system where the electro-magnetic injection valve (fuel injector) opens only for a short period of 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.

- Further, all the operating conditions of the engine are converted into electric signals, and this results in additional features of the system, such as large improved adaptability, easier addition of compensating element, etc.

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 coolant and intake air temperature.

D: PREPARATION TOOL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST18482AA010	18482AA010 (Newly adopted tool)	CARTRIDGE	Troubleshooting for electrical systems.
 ST22771AA030	22771AA030	SUBARU SELECT MONITOR KIT	Troubleshooting for electrical systems.

Electrical Component Location

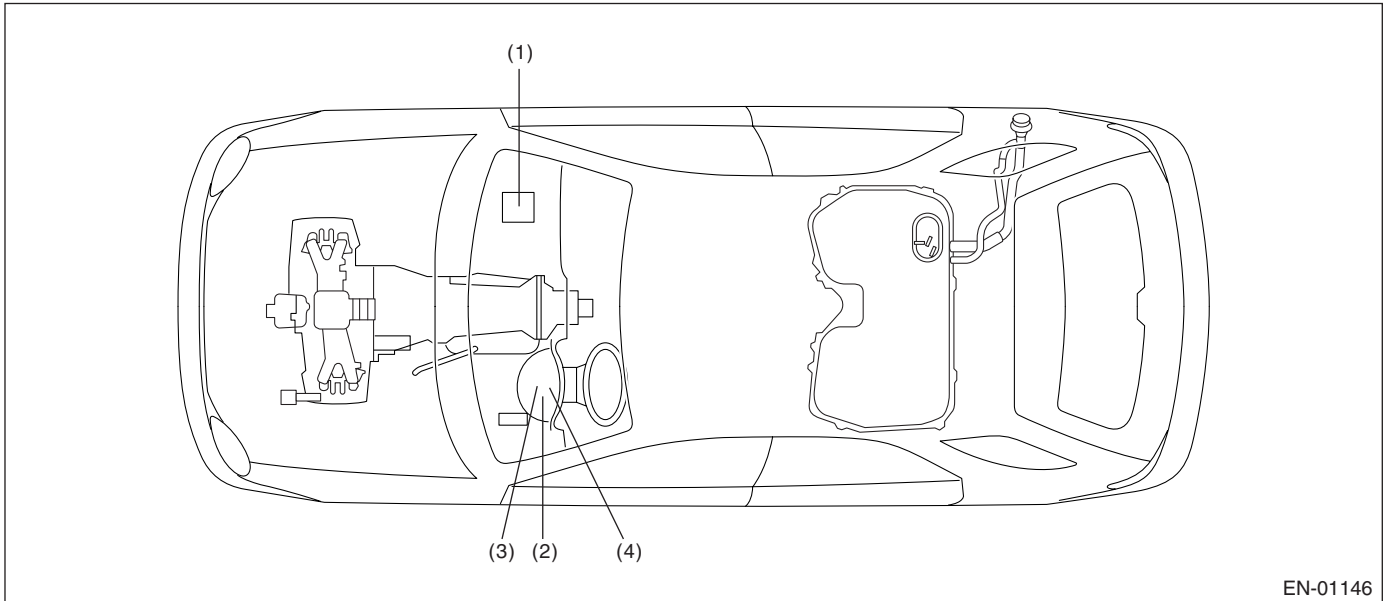
ENGINE (DIAGNOSTICS)

4. Electrical Component Location

A: LOCATION

1. ENGINE

• CONTROL MODULE

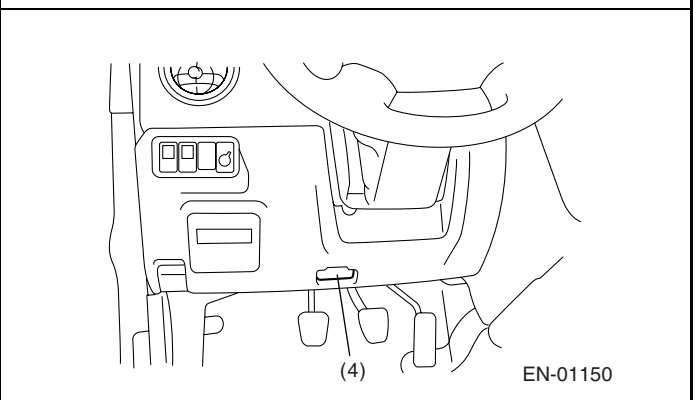
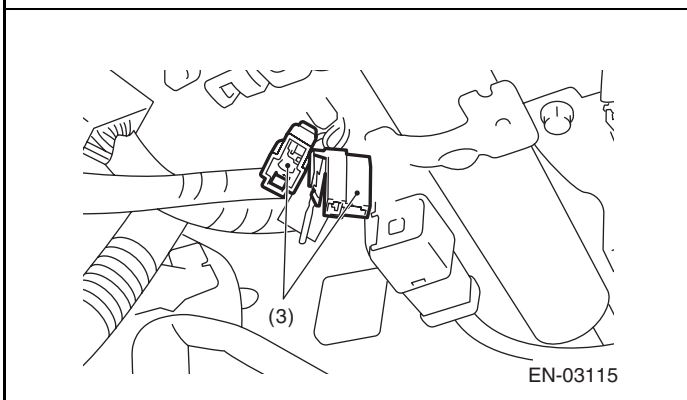
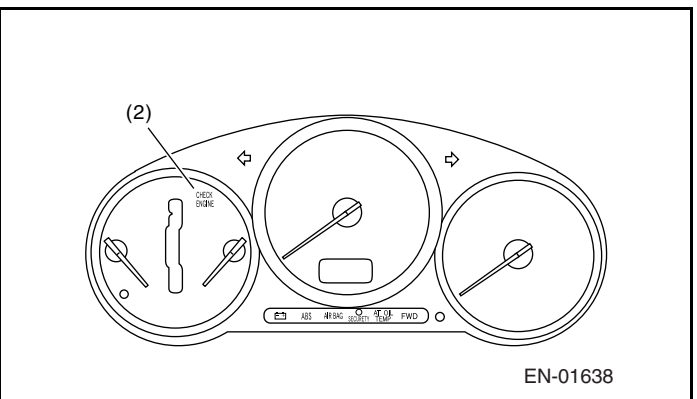
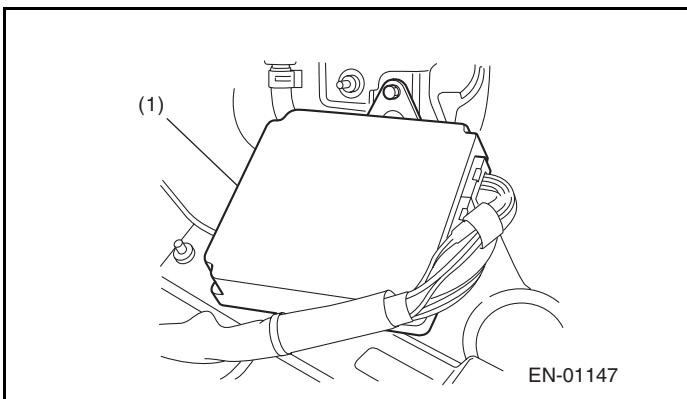


(1) Engine control module (ECM)

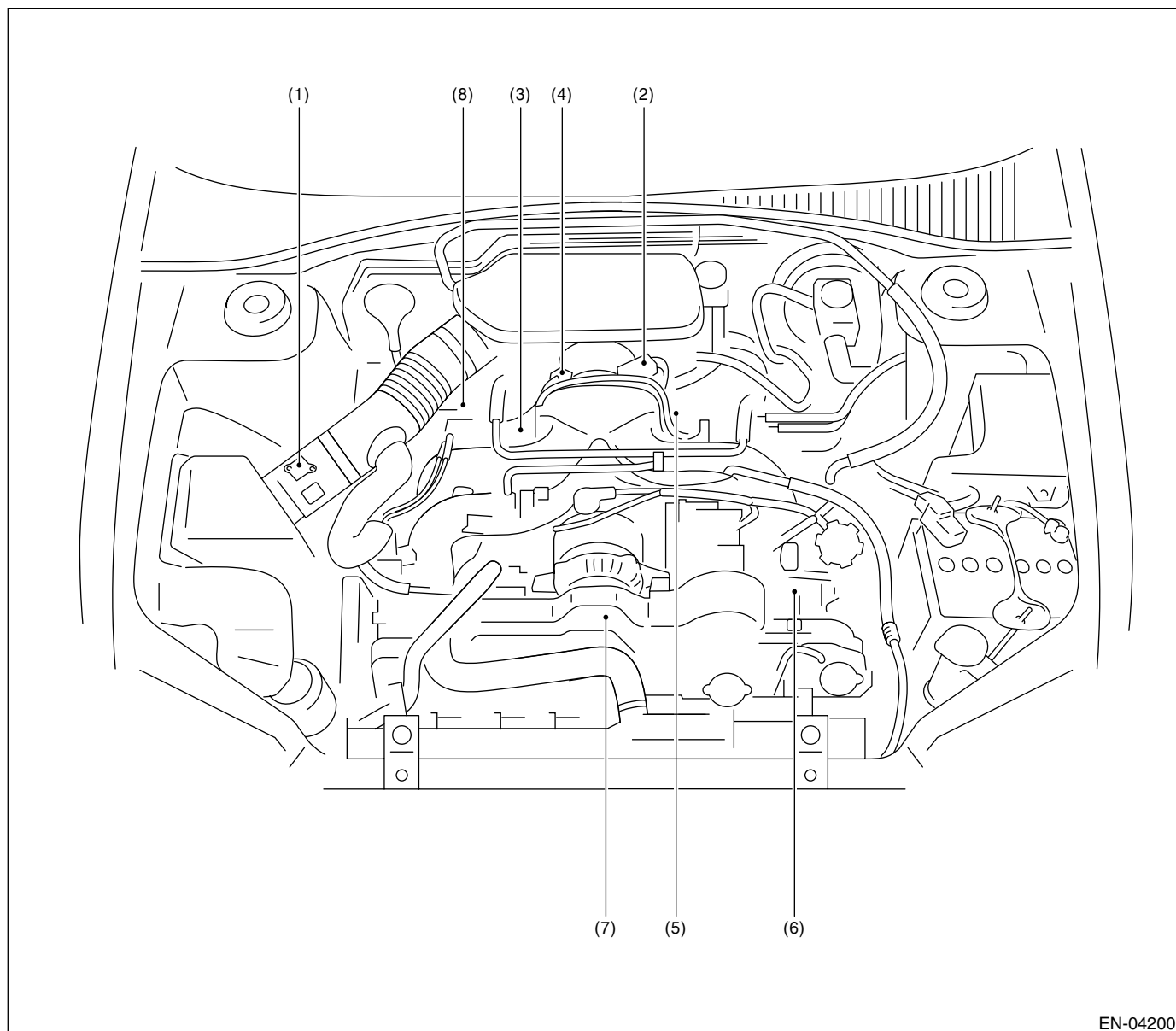
(3) Test mode connector

(4) Data link connector

(2) Malfunction indicator light



• SENSOR

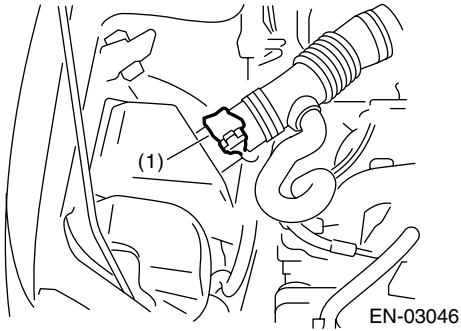
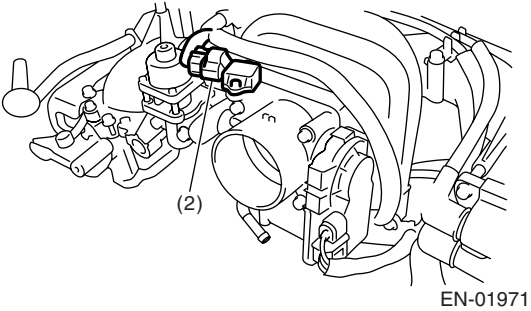
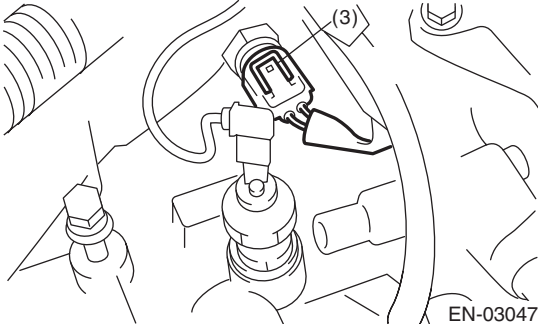
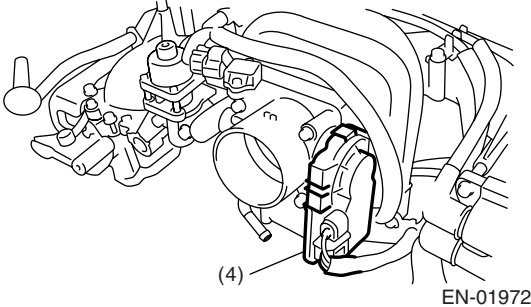
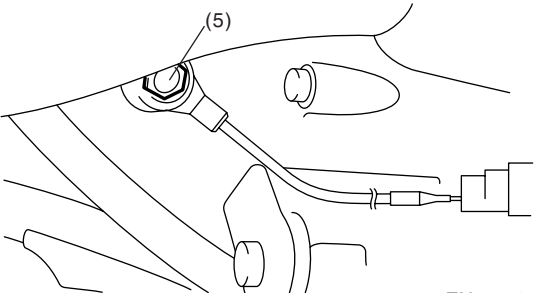
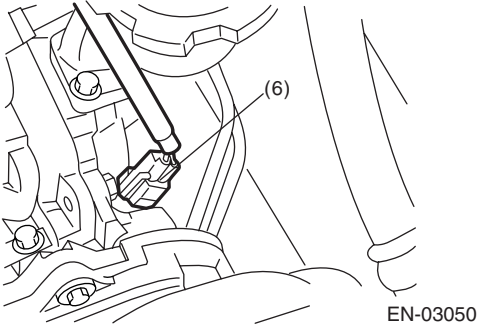
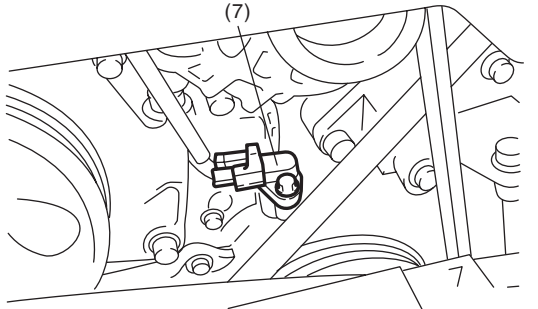
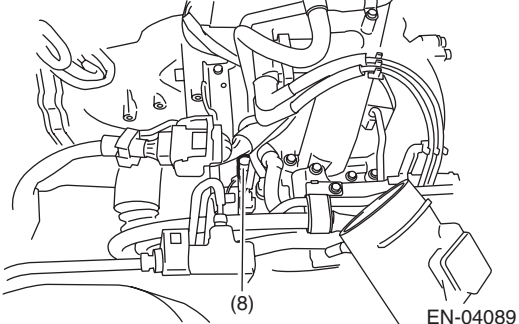


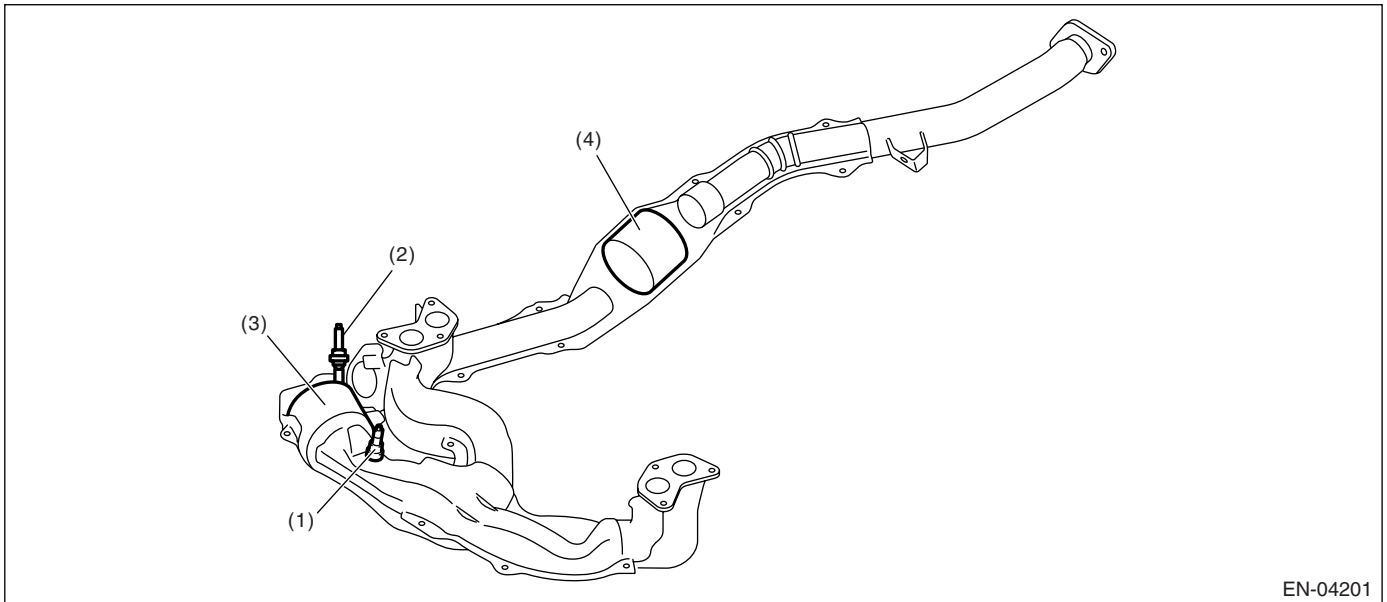
EN-04200

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

Electrical Component Location

ENGINE (DIAGNOSTICS)

 EN-03046	 EN-01971
 EN-03047	 EN-01972
 EN-03048	 EN-03050
 EN-03049	 EN-04089



EN-04201

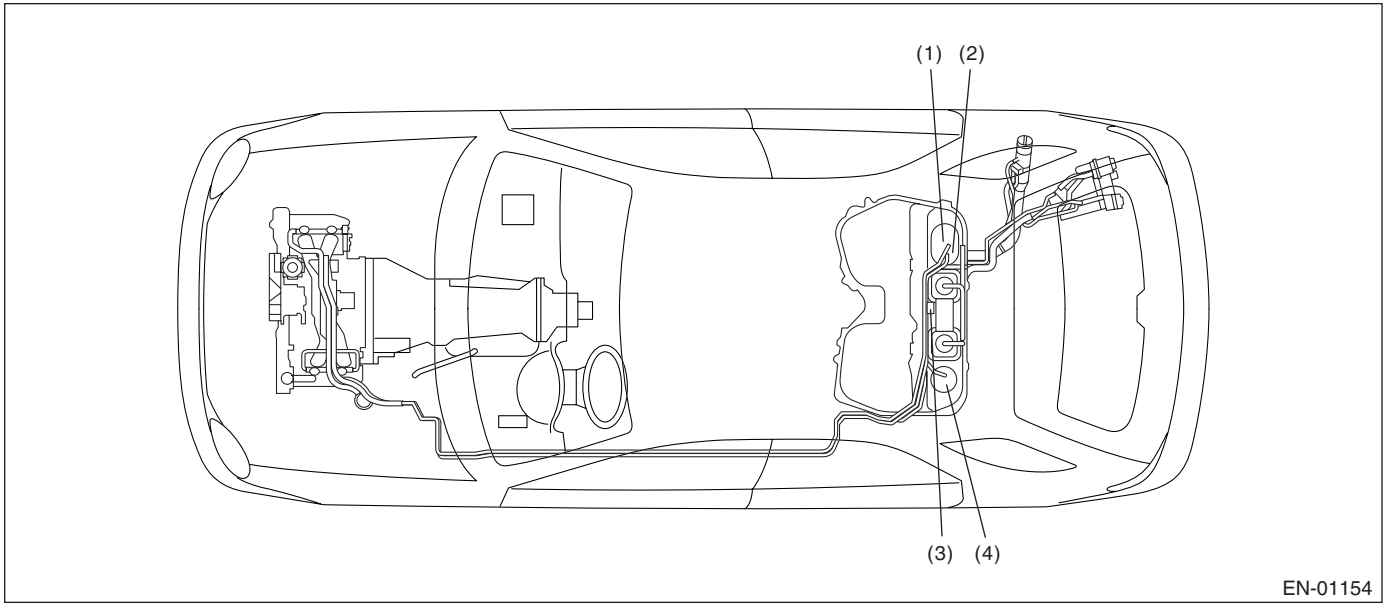
(1) Front oxygen (A/F) sensor
(2) Rear oxygen sensor

(3) Front catalytic converter

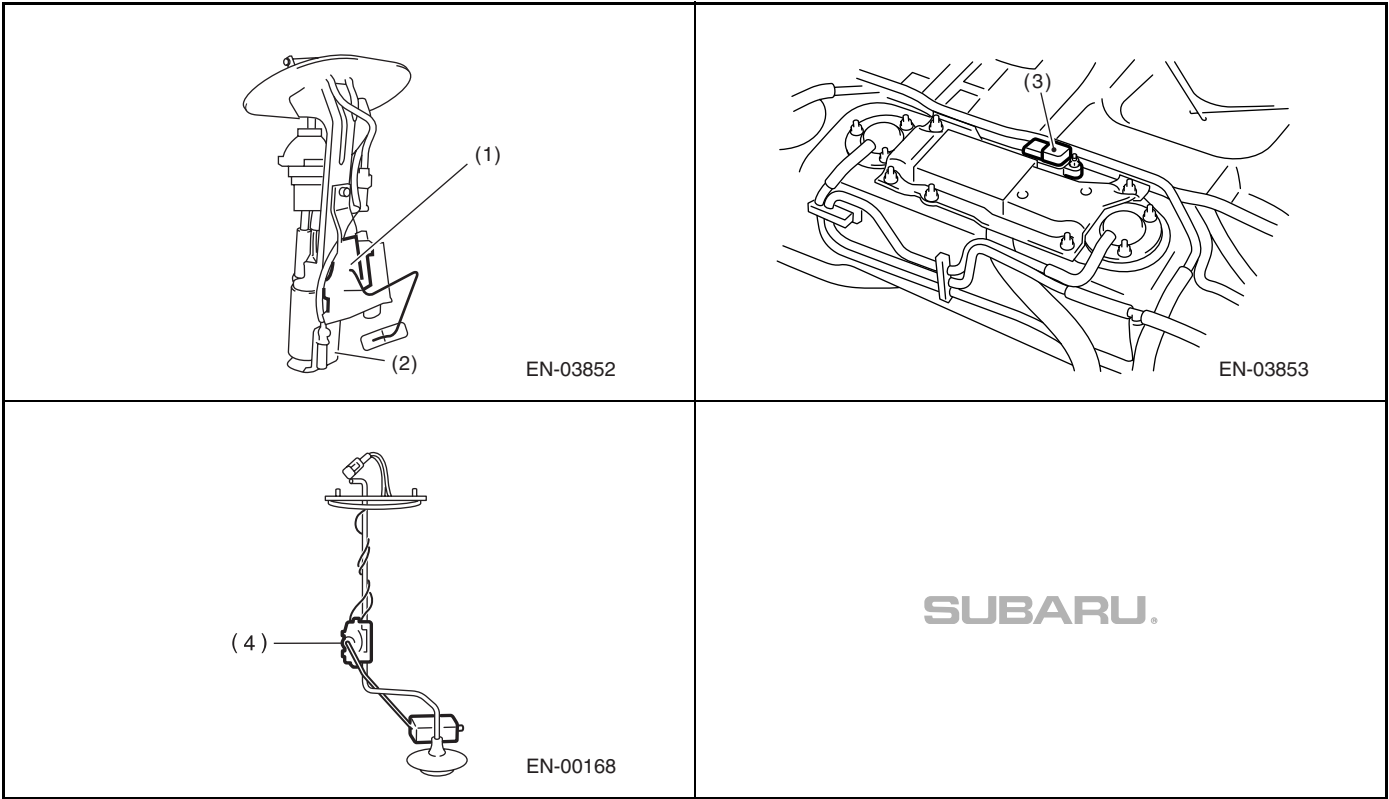
(4) Rear catalytic converter

Electrical Component Location

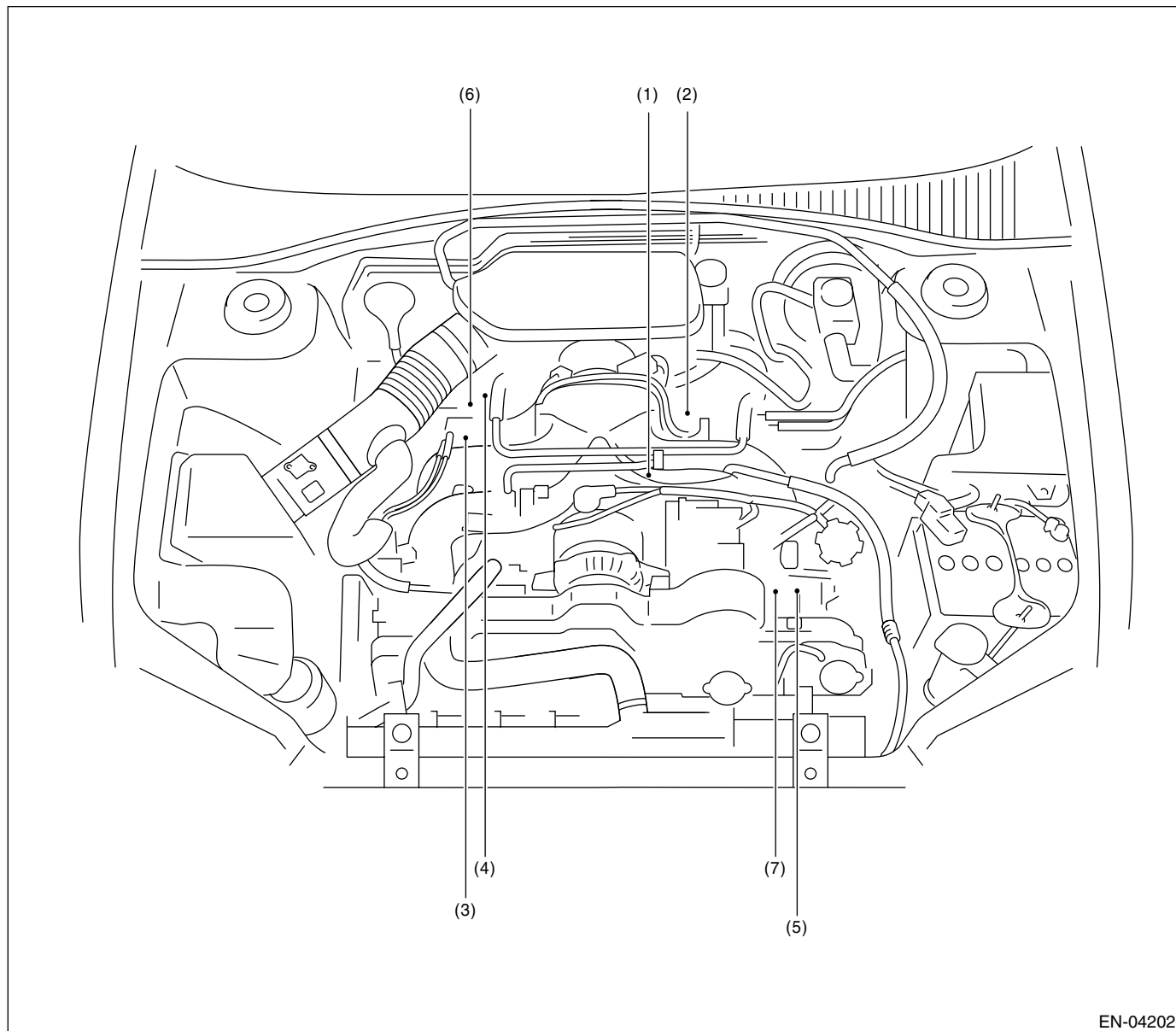
ENGINE (DIAGNOSTICS)



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



• SOLENOID VALVE, EMISSION CONTROL SYSTEM PARTS AND IGNITION SYSTEM PARTS



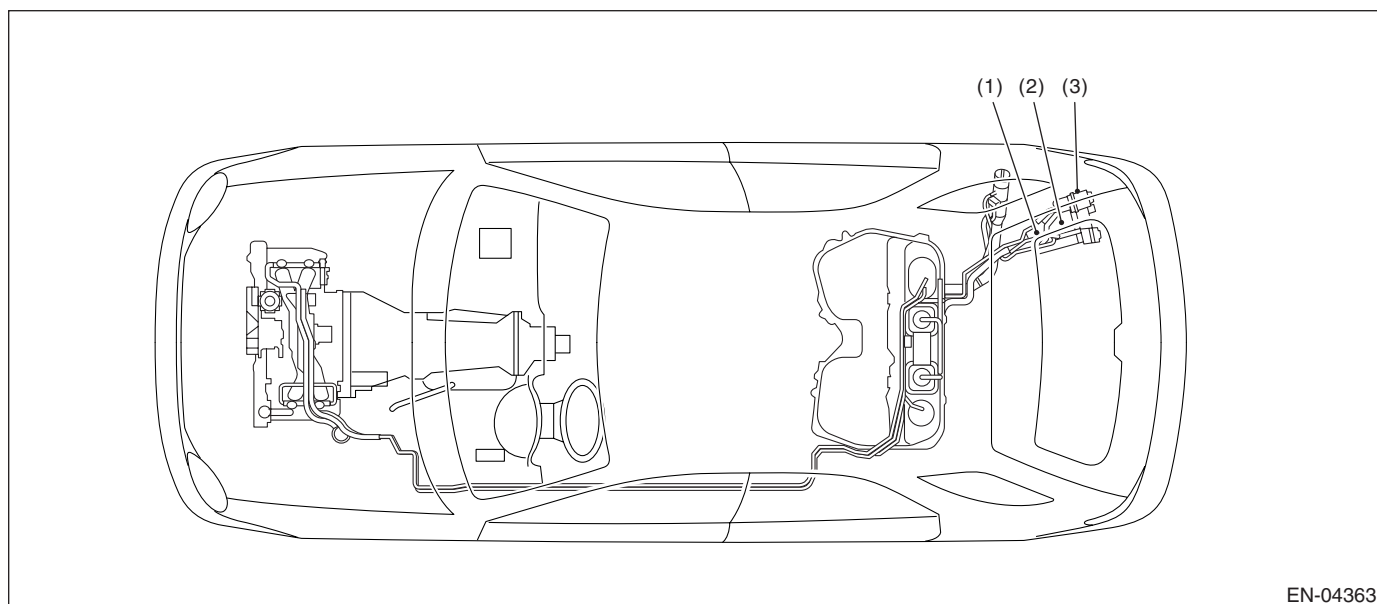
EN-04202

(1) Purge control solenoid valve	(4) Oil switching solenoid valve RH	(7) Variable valve lift diagnosis oil pressure switch LH
(2) EGR valve	(5) Oil switching solenoid valve LH	
(3) Ignition coil and ignitor ASSY	(6) Variable valve lift diagnosis oil pressure switch RH	

Electrical Component Location

ENGINE (DIAGNOSTICS)

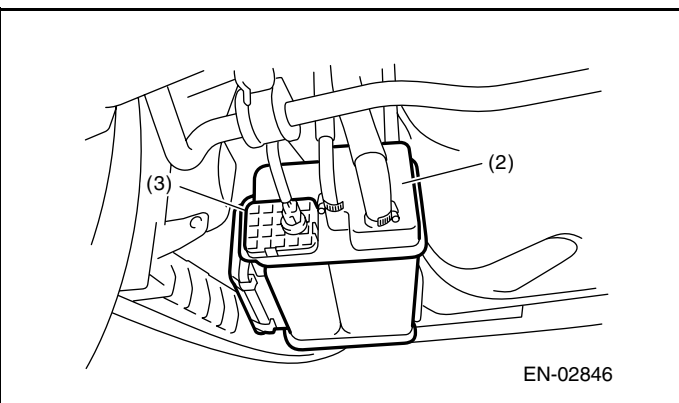
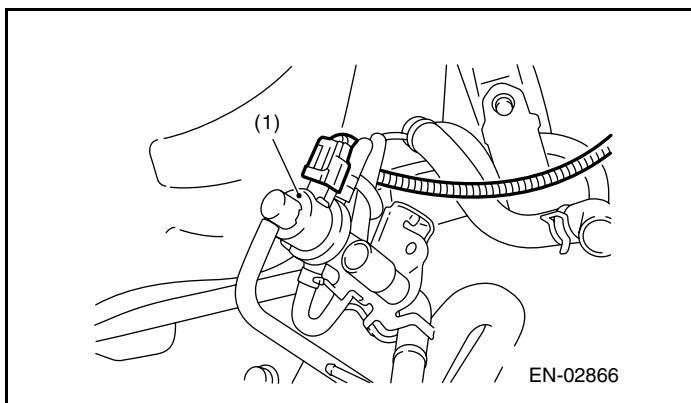
Diagram showing the location of component (1) on the engine. The component is a small rectangular unit with a connector, located near the top of the engine block. EN-03052	Diagram showing the location of component (2) on the engine. The component is a small cylindrical unit with a connector, located near the top of the engine block. EN-01976
Diagram showing the location of component (3) on the engine. The component is a small rectangular unit with a connector, located near the top of the engine block. EN-02864	Diagram showing the location of component (4) on the engine. The component is a small cylindrical unit with a connector, located near the top of the engine block. EN-04422
Diagram showing the location of component (5) on the engine. The component is a small rectangular unit with a connector, located near the top of the engine block. EN-04420	Diagram showing the location of component (6) on the engine. The component is a small rectangular unit with a connector, located near the top of the engine block. EN-04384
Diagram showing the location of component (7) on the engine. The component is a small rectangular unit with a connector, located near the top of the engine block. EN-04419	SUBARU.



(1) Pressure control solenoid valve

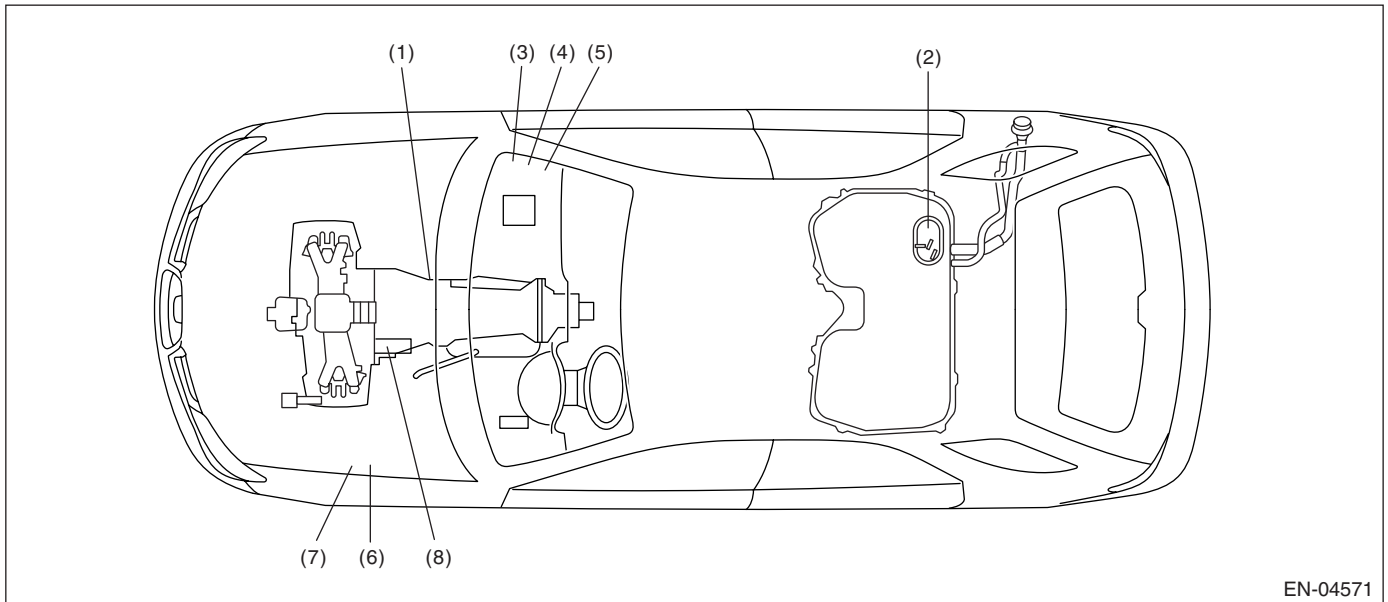
(2) Canister

(3) Drain valve

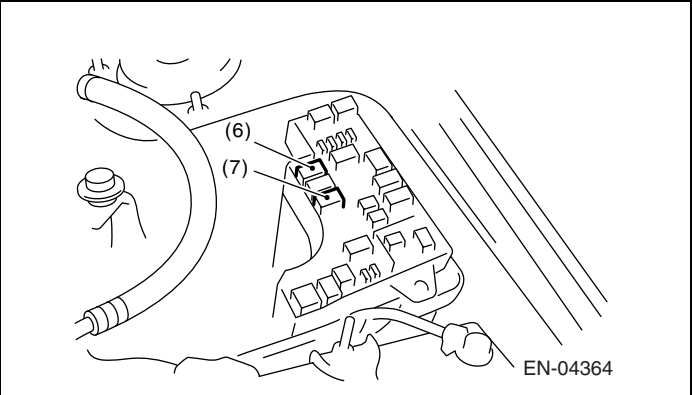
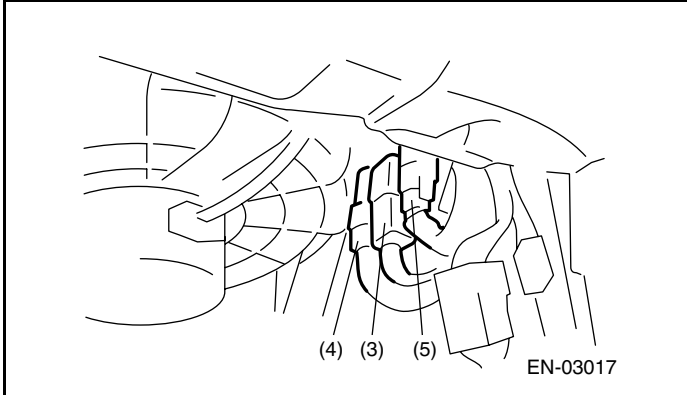
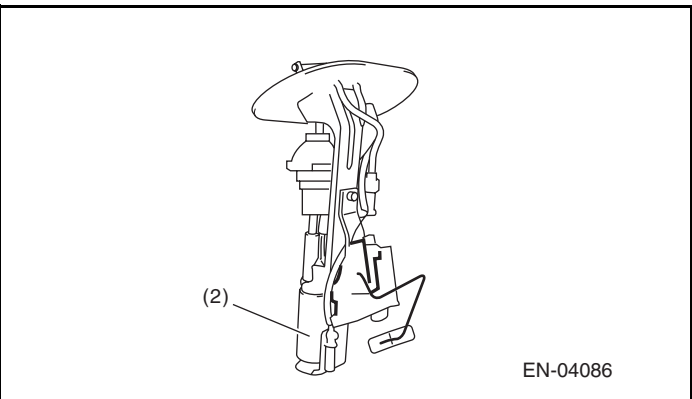
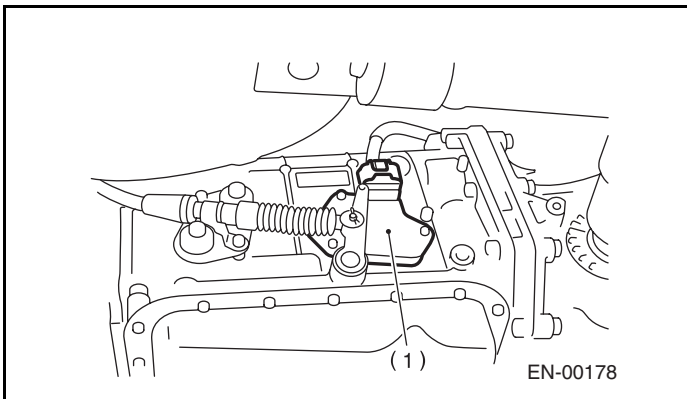


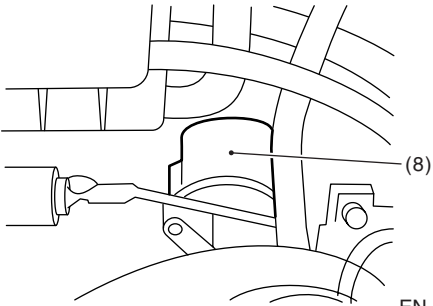
Electrical Component Location

ENGINE (DIAGNOSTICS)



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



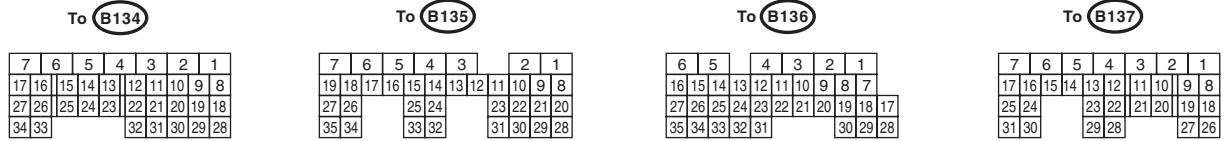
 EN-04570	SUBARU.

Engine Control Module (ECM) I/O Signal

ENGINE (DIAGNOSTICS)

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

A: ELECTRICAL SPECIFICATION



EN-01812

Content		Connector No.	Terminal No.	Signal (V)		Note
				Ignition SW ON (Engine OFF)	Engine ON (Idling)	
Crankshaft position sensor	Signal (+)	B134	13	0	-7 — +7	Sensor output waveform
	Signal (-)	B134	14	0	0	—
	Shield	B134	24	0	0	—
Rear oxygen sensor	Signal	B135	4	0	0 — 0.9	—
	Shield	B135	1	0	0	—
	GND (sensor)	B134	29	0	0	—
Front oxygen (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 temperature sensor	Signal	B134	34	1.0 — 1.4	1.0 — 1.4	After warm-up the engine.
	GND (sensor)	B134	29	0	0	After warm-up the engine.
Vehicle speed signal		B136	12	0 or 5	0 or 5	“5” and “0” are repeatedly displayed when vehicle is driven.
Mass air flow sensor	Signal	B135	26	—	0.3 — 4.5	—
	Shield	B135	35	0	0	—
	GND	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	—
Ignition switch		B135	27	10 — 13	12 — 14	—

Engine Control Module (ECM) I/O Signal

ENGINE (DIAGNOSTICS)

Content		Connector No.	Terminal 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	12 — 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 unit power supply		B134	7	10 — 13	12 — 14	—
		B135	2	10 — 13	12 — 14	—
Ignition control	1	B137	18	0	1 — 3.4	Waveform
	2	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 control relay		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 shut relay control		B136	24	0.5 or less	0.5 or less	—
Malfunction indicator lamp		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	Signal	B134	6	3.4 — 3.8	1.4 — 1.8	—
	GND (sensor)	B134	29	0	0	
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	—
Power steering oil pressure switch		B134	33	ON: 1 or less OFF: 10 — 13	ON: 0 OFF: 12 — 14	—

Engine Control Module (ECM) I/O Signal

ENGINE (DIAGNOSTICS)

Content		Connector No.	Terminal No.	Signal (V)		Note
				Ignition SW ON (Engine OFF)	Engine ON (Idling)	
Front oxygen (A/F) sensor signal (+)		B135	9	—	2.7 — 2.9	—
Front oxygen (A/F) sensor signal (-)		B135	8	—	2.35 — 2.55	—
Front oxygen (A/F) sensor shield		B135	1	0	0	—
SSM/GST communication line		B136	16	Less than 1 $\longleftrightarrow$ More than 4	Less than 1 $\longleftrightarrow$ More than 4	—
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	—
Electronic throttle control	Main	B134	18	0.64 — 0.72 Fully opened: 3.96	0.64 — 0.72 (After engine warm-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 warm-up)	Fully closed: 1.48 Fully opened: 4.17
	Power supply	B134	19	5	5	—
	GND (sensor)	B134	29	0	0	—
Electronic throttle control motor (+)		B137	5	Duty waveform	Duty waveform	Driving frequency: 500 Hz
Electronic throttle control motor (-)		B137	4	Duty waveform	Duty waveform	Driving frequent: 500 Hz
Electronic throttle control motor power supply		B136	1	10 — 13	12 — 14	—
Electronic throttle control motor relay		B136	21	ON: 0 OFF: 10 — 13	ON: 0 OFF: 12 — 14	When ignition switch is ON: ON
Accelerator pedal position sensor	Main sensor 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 sensor)	B135	29	0	0	—
	Sub sensor 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 sensor)	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: 1 or less 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	—

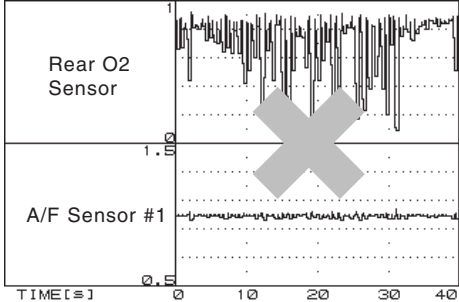
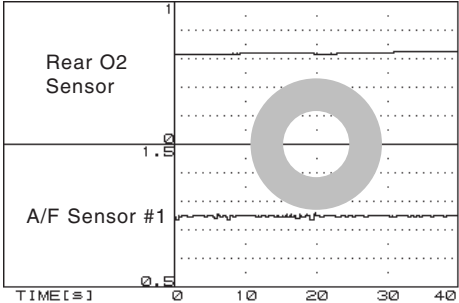
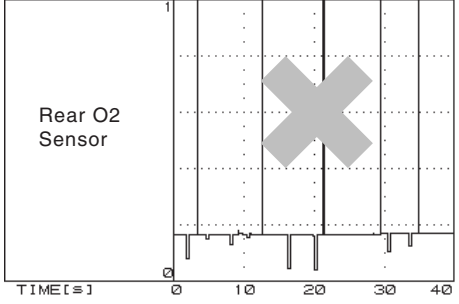
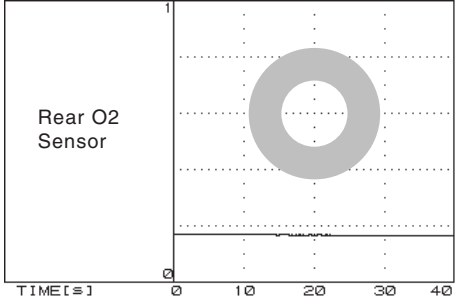
Engine Control Module (ECM) I/O Signal

ENGINE (DIAGNOSTICS)

Content	Connector No.	Terminal No.	Signal (V)		Note
			Ignition SW ON (Engine OFF)	Engine ON (Idling)	
SET/COAST switch	B135	24	ON: 10 — 13 OFF: 0	ON: 12 — 14 OFF: 0	—
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	—
RESUME/ACCEL switch	B135	13	ON: 10 — 13 OFF: 0	ON: 12 — 14 OFF: 0	—
Main switch	B135	12	ON: 10 — 13 OFF: 0	ON: 12 — 14 OFF: 0	—
CAN communication	Signal (+)	B136	27	Pulse signal	—
	Signal (–)	B136	35	Pulse signal	—
EGR solenoid valve	Signal 1	B134	8	0 or 10 — 13	0 or 12 — 14
	Signal 2	B134	9	0 or 10 — 13	0 or 12 — 14
	Signal 3	B134	10	0 or 10 — 13	0 or 12 — 14
	Signal 4	B134	20	0 or 10 — 13	0 or 12 — 14
Oil switching solenoid valve RH	Signal (+)	B137	25	0	Duty waveform
	Signal (–)	B137	24	0	0
Oil switching solenoid valve LH	Signal (+)	B137	31	0	Duty waveform
	Signal (–)	B137	30	0	0
Oil temperature sensor signal	B134	23	1.0 — 1.4	1.0 — 1.4	After warm-up the engine.
Variable valve lift diagnosis oil pressure switch RH	B134	31	0	0	—
Variable valve lift diagnosis oil pressure switch LH	B134	32	0	0	—

Engine Control Module (ECM) I/O Signal

ENGINE (DIAGNOSTICS)

Input/Output	Measuring condition	Waveform
1. Rear oxygen sensor	5 minutes after driving at a constant speed of 80 — 113 km/h (50 — 70 MPH)	 EN-04680
2. Rear oxygen sensor	While idling (Oxygen sensor in active status)	 EN-04681

6. Engine Condition Data

A: ELECTRICAL SPECIFICATION

Content	Specified data
Engine load	17.6 — 40.5 (%): Idling
	14.72 — 29.8 (%): 2,500 rpm racing

Measuring condition:

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

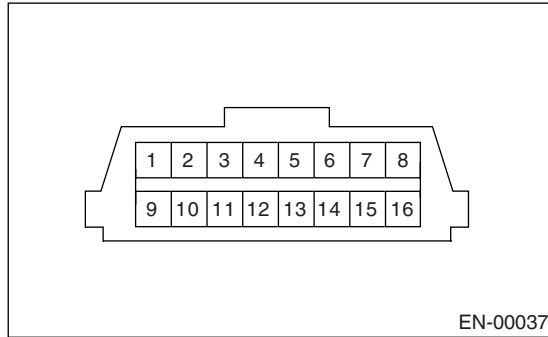
7. Data Link Connector

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 the general scan tools and the Subaru Select Monitor, because the circuit for the Subaru Select Monitor may be damaged.



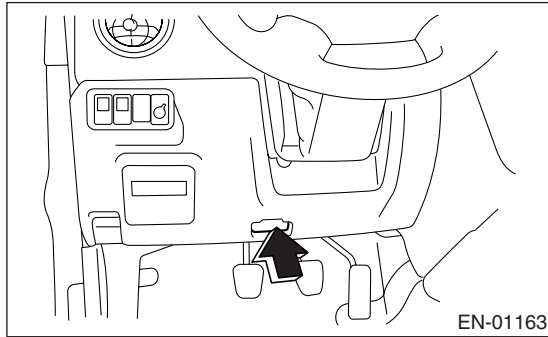
Terminal No.	Contents	Terminal No.	Contents
1	Power supply	9	Blank
2	Blank	10	Subaru Select Monitor signal
3	Blank	11	Blank
4	Blank	12	Ground
5	Blank	13	Ground
6	Blank	14	Blank
7	Blank	15	Blank
8	Blank	16	Blank

8. General Scan Tool

A: OPERATION

1. HOW TO USE GENERAL SCAN TOOL

- 1) Prepare a general scan tool required by SAE J1978.
- 2) Open the cover and connect the general scan tool to 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:

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

Refers to data denoting the current operating condition of analog input/output, digital input/output and/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 revolution	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

NOTE:

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

- (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 non-continuously 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 procedures, refer to the General Scan Tool Operation Manual.)

NOTE:

For details concerning DTC, refer to the List of Diagnostic Trouble Code (DTC). <Ref. to EN(H4SO)(diag)-73, List of Diagnostic Trouble Code (DTC).>

General Scan Tool

ENGINE (DIAGNOSTICS)

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

Refers to data denoting the operating condition when trouble is sensed by the 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 CARB required freeze frame data storage	—
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 revolution	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 opening angle	%
15	Oxygen sensor output voltage and short term fuel trim associated with oxygen sensor	V and %
1C	Supporting OBD system	—

NOTE:

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

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

Refer to Read Diagnostic Trouble Code (DTC) for information about data denoting emission-related powertrain DTC. <Ref. to EN(H4SO)(diag)-73, List of Diagnostic Trouble Code (DTC).>

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

Refers 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 or reset emission-related diagnostic information (MODE \$04).

6. MODE \$06

Refer to test value of troubleshooting and data of test limit on support data bit sequence table. List of support data is shown in the following table.

TID	CID	Test value & Test limit
\$41	\$81	Rear oxygen sensor circuit (Bank 1 Sensor 2)
	\$02	
\$81	\$01	Catalyst system
\$82	\$01	Exhaust gas recirculation system
	\$02	
\$83	\$01	Evaporative emission control system (0.04 inch leak)
	\$02	Evaporative emission control system (0.04 inch leak)
	\$03	Evaporative emission control system (0.04 inch leak)
	\$04	Evaporative emission control system (0.04 inch leak)
	\$05	Evaporative emission control system (0.02 inch leak)
	\$06	Evaporative emission control system (0.02 inch leak)
\$84	\$01	Front oxygen (A/F) sensor circuit slow response (Bank 1 Sensor 1)
\$85	\$01	Rear O ₂ sensor circuit slow response (Bank 1 Sensor 2) Rich → Lean
	\$02	Rear O ₂ sensor circuit slow response (Bank 1 Sensor 2) Lean → Rich

7. MODE \$07

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

8. MODE \$09

Refer to data of vehicle specification (VIN, calibration ID, diagnosis frequency etc.).

9. Subaru Select Monitor

A: OPERATION

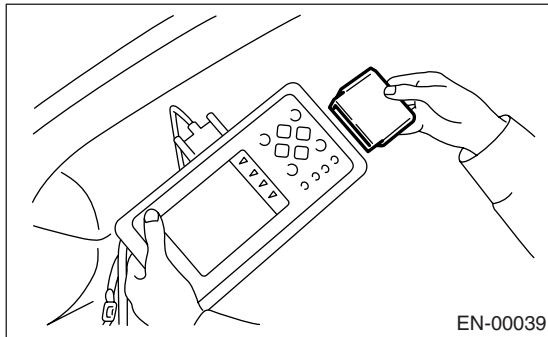
1. HOW TO USE SUBARU SELECT MONITOR

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



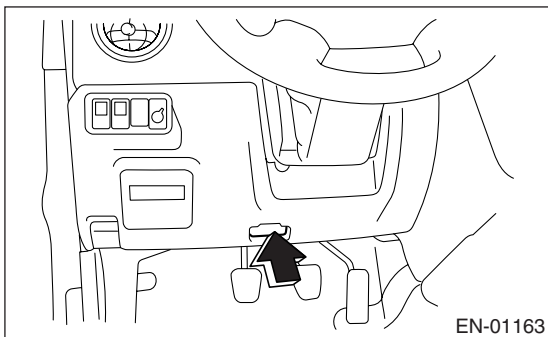
2) Connect the diagnosis cable to Subaru Select Monitor.

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



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

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

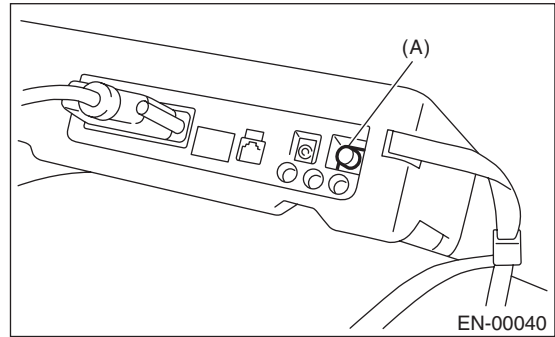


(2) Connect the diagnosis cable to data link connector.

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 Subaru Select Monitor power switch to ON.



(A) Power switch

6) Using the Subaru Select Monitor, call up DTC 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 indicate DTC. <Ref. to EN(H4SO)(diag)-35, 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 indicate DTC. <Ref. to EN(H4SO)(diag)-35, Read Diagnostic Trouble Code (DTC).>

4. READ CURRENT DATA FOR ENGINE. (NORMAL MODE)

- 1) On the «Main Menu» display screen, select the {Each System Check} and press the [YES] key.
 - 2) On the «System Selection Menu» display screen, select the {Engine} and press the [YES] key.
 - 3) Press the [YES] key after the information of engine type has been displayed.
 - 4) On the «Engine Diagnosis» display screen, select the {Current Data Display/Save}, and then press the [YES] key.
 - 5) On the «Data Display Menu» display screen, select the {Data Display} and press the [YES] key.
 - 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.

Remarks	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 198F
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)
Vehicle speed signal	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)
Amount of intake air	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 pressure signal	Atmosphere Pressure	mmHg, kPa, inHg or psig	(Atmosphere pressure)
Intake manifold relative pressure	Mani. Relative Pressure	mmHg, kPa, inHg or psig	(Mani. 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	Accel. Opening Angle	%	0.0%
Purge control solenoid duty ratio	CPC Valve Duty Ratio	%	0 — 3%
EGR steps	No. of EGR Steps	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 #1	—	1.0
A/F correction 3	A/F Correction #3	%	0.3%
A/F learning 3	A/F Learning #3	%	0.00%
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

Subaru Select Monitor

ENGINE (DIAGNOSTICS)

Remarks	Display	Unit of measure	Note (at idling)
Sub acceleration sensor voltage	Sub-accelerator Sensor	V	0.68 V
Main acceleration 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	Oil Temperature	°C	≥ 85°C (After engine warm-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 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 Vehicle ID Signal	—	ON/OFF
Test mode terminal	Test Mode Signal	—	OFF
Neutral position switch signal	Neutral Position Switch	—	ON
Soft idle switch signal	Idle Switch Signal	—	ON
Ignition switch signal	Ignition Switch	—	ON
Power steering switch input signal	P/S Switch	—	OFF (At OFF)
Air conditioning switch signal	A/C Switch	—	OFF (At OFF)
Starter switch signal	Starter Switch	—	OFF
Rear O ₂ monitor	Rear O2 Rich Signal	—	ON/OFF
Knocking signal	Knocking Signal	—	OFF
Crankshaft position sensor signal	Crankshaft Position Sig.	—	ON
Camshaft position sensor signal	Camshaft Position Sig.	—	ON
Rear defogger switch signal	Rear Defogger SW	—	OFF (At OFF)
Blower fan switch signal	Blower Fan SW	—	OFF (At OFF)
Light switch signal	Light Switch	—	OFF (At OFF)
A/C middle pressure switch signal	A/C Mid Pressure Switch	—	OFF (At OFF)
Air conditioner compressor relay output signal	A/C Compressor Signal	—	OFF (At OFF)
Radiator fan relay 1 signal	Radiator Fan Relay #1	—	OFF (At OFF)
Radiator fan relay 2 signal	Radiator Fan Relay #2	—	OFF (At OFF)
Fuel pump relay signal	Fuel Pump Relay	—	ON
Pressure control solenoid valve signal	PCV Solenoid	—	OFF
PCV hose ASSY diagnosis signal	Blow-by leak Connector	—	ON
Drain valve signal	Vent Control Solenoid	—	OFF
Variable valve lift diagnosis oil pressure switch signal 1	Eng. Oil Press. SW1	—	ON
Variable valve lift diagnosis oil pressure switch signal 2	Eng. Oil Press. SW2	—	ON
AT coordinate retard angle demand signal	Retard Signal from AT	—	OFF
AT coordinate fuel cut demand signal	Fuel Cut Signal from AT	—	OFF
AT coordinate permission demand	Torque 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)

Remarks	Display	Unit of measure	Note (at idling)
Crusise control cancel switch signal	CC Cancel SW	—	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} and press the [YES] key.
 - 2) On the «System Selection Menu» display screen, select the {Engine} and press the [YES] key.
 - 3) Press the [YES] key after the information of engine type has been displayed.
 - 4) On the «Engine Diagnosis» display screen, select the {OBD system} and press the [YES] key.
 - 5) On the «OBD Menu» display screen, select the {Current Data Display/Save}, and press the [YES] key.
 - 6) On the «Data Display Menu» display screen, select the {Data Display} and press the [YES] key.
 - 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.

DESCRIPTION	Display	Unit of measure	Note (at idling)
Number of diagnosis code	Number of Diag. Code:	—	0
Condition of malfunction indicator light	MI (MIL)	—	OFF
Monitoring test of misfire	Misfire monitoring	—	complete
Monitoring test of fuel system	Fuel system monitoring	—	complete
Monitoring test of comprehensive component	Component monitoring	—	complete
Test of catalyst	Catalyst Diagnosis	—	incomplete
Test of heating-type catalyst	Heated catalyst	—	no support
Test of evaporative emission purge control system	Evaporative purge system	—	incomplete
Test of secondary air system	Secondary air system	—	no support
Test of air conditioning system refrigerant	A/C system refrigerant	—	no support
Test of oxygen sensor	O1 Sensor Diagnosis	—	incomplete
Test of oxygen sensor heater	O2 Heater Diagnosis	—	complete
Test of EGR system	EGR system	—	incomplete
A/F control #1	Fuel system for Bank 1	—	CLOSE normal
Load	Calculated load valve	%	23.0%
Engine coolant temperature signal	Coolant Temp.	°C	92°C or 198°F
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	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
Ignition timing #1	Ignition timing adv. #1	°	+16.0°
Intake air temperature signal	Intake Air Temp.	°C or °F	36°C or 97°F
Amount of intake air	Mass Air Flow	g/s or lb/m	2.7 g/s or 0.36 lb/m
Throttle opening angle signal	Throttle Opening Angle	%	13%
Oxygen sensor (Bank 1 Sensor 2)	Oxygen sensor #12	V	0.7 V
A/F correction (Bank 1 Sensor 2)	A/F Correction #12	%	0.0%
OBD 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

Subaru Select Monitor

ENGINE (DIAGNOSTICS)

DESCRIPTION	Display	Unit of measure	Note (at idling)
Front oxygen (A/F) sensor (Bank 1 Sensor 1)	A/F sensor #11	mA	0.00 mA

NOTE:

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

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

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

Contents	Display	Unit of measure
DTC for freeze frame data	Freeze frame data	DTC
Air fuel ratio control system for bank 1	Fuel system for Bank1	CLOSE normal or OPEN initial
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 psig
Engine speed signal	Engine Speed	rpm
Vehicle speed signal	Vehicle Speed	km/h or MPH
Ignition timing signal	Ignition Timing	°
Intake air volume	Mass Air Flow	g/sec
Intake air temperature signal	Intake Air Temp	°C
Throttle position signal	Throttle Opening Angle	%
Oxygen sensor (Bank 1 Sensor 2)	Oxygen sensor #12	V
A/F correction (Bank 1 Sensor 2)	Short term fuel trim #12	%
Front oxygen (A/F) sensor (Bank 1 Sensor 1)	Oxygen sensor #11	Support
Oxygen sensor (Bank 1 Sensor 2)	Oxygen sensor #12	Support

NOTE:

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

7. LED OPERATION MODE FOR ENGINE

- 1) On the «Main Menu» display screen, select the {Each System Check} and press the [YES] key.
 - 2) On the «System Selection Menu» display screen, select the {Engine} and press the [YES] key.
 - 3) Press the [YES] key after the information of engine type has been displayed.
 - 4) On the «Engine Diagnosis» display screen, select the {Current Data Display/Save}, and then press the [YES] key.
 - 5) On the «Data Display Menu» display screen, select the {Data & LED Display} and press the [YES] key.
 - 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.

Remarks	Display	Message	LED "ON" requirements
AT/MT identification signal	AT Vehicle ID Signal	ON or OFF	Illuminate (AT model)
Test mode signal	Test Mode Signal	ON or OFF	D check
Neutral position switch signal	Neutral Position Switch	ON or OFF	When neutral position signal is entered.
Idle switch signal	Idle Switch Signal	ON or OFF	When idle switch signal is entered.
Ignition switch signal	Ignition Switch	ON or OFF	When ignition switch is turned to ON.
Power steering switch signal	P/S Switch	ON or OFF	When power steering switch is entered.
Air conditioning switch signal	A/C Switch	ON or OFF	When air conditioning switch is input.
Starter switch signal	Starter Switch	ON or OFF	When starter switch is input.
Rear oxygen sensor rich signal	Rear O2 Rich Signal	ON or OFF	When rear oxygen sensor mixture ratio is rich.
Knocking signal	Knocking Signal	ON or OFF	When knocking signal is input.
Crankshaft position sensor signal	Crankshaft Position Signal	ON or OFF	When crankshaft position sensor signal is input.
Camshaft position sensor signal	Camshaft Position Signal	ON or OFF	When camshaft position sensor signal is entered.
Rear defogger switch signal	Rear Defogger Switch	ON or OFF	When rear defogger switch is turned to ON.
Blower fan switch signal	Blower Fan Switch	ON or OFF	When blower fan switch is turned to ON.
Light switch signal	Light Switch	ON or OFF	When light switch is turned to ON.
A/C middle pressure switch signal	A/C Mid Pressure Switch	ON or OFF	When A/C middle pressure switch is turned to ON.
Air conditioning relay signal	A/C Compressor Signal	ON or OFF	When air conditioning relay is in function.
Radiator fan relay 1 signal	Radiator Fan Relay #1	ON or OFF	When radiator fan relay 1 is in function.
Radiator fan relay 2 signal	Radiator Fan Relay #2	ON or OFF	When radiator fan relay 2 is in function.
Fuel pump relay signal	Fuel Pump Relay	ON or OFF	ON output
PCV hose ASSY diagnosis signal	Blow-by leak Connector	ON or OFF	PCV hose ASSY is connected.
Pressure control solenoid valve signal	PCV Solenoid	ON or OFF	When pressure control solenoid valve is in operation.
Drain valve signal	Vent Control Solenoid	ON or OFF	When drain valve is in operation.
Variable valve lift diagnosis oil pressure switch signal 1	Engine Oil Pressure SW1	ON or OFF	Variable valve lift diagnosis oil pressure switch signal 1 is input.

Subaru Select Monitor

ENGINE (DIAGNOSTICS)

Remarks	Display	Message	LED "ON" requirements
Variable valve lift diagnosis oil pressure switch signal 2	Engine Oil Pressure SW2	ON or OFF	Variable valve lift diagnosis oil pressure switch signal 2 is input.
AT retard angle demand signal	Retard Signal	ON or OFF	When AT retard angle demand signal is input.
AT fuel cut signal	Fuel Cut	ON or OFF	When AT fuel cut signal is input.
AT coordinate permission signal	Torque Control Permission	ON or OFF	When AT coordinate permission signal is input.
Electronic throttle control motor relay signal	ETC Motor Relay	ON or OFF	When electronic throttle control is in function.
Clutch switch signal	Clutch Switch	ON or OFF	When clutch switch is turned to ON.
Stop light switch signal	Stop Light Switch	ON or OFF	When stop switch is turned to ON.
SET/COAST switch signal	SET/COAST Switch	ON or OFF	When SET/COAST switch is turned to ON.
RES/ACC switch signal	RESUME/ACCEL Switch	ON or OFF	When RES/ACC switch is turned to ON.
Brake switch signal	Brake Switch	ON or OFF	When brake switch is turned to ON.
Main switch signal	Main Switch	ON or OFF	When main switch is turned to ON.
Cancel switch signal	Cancel Switch	ON or OFF	When cancel switch is turned to ON.

NOTE:

For detailed operation procedure, refer to "SUBARU SELECT MONITOR OPERATION MANUAL".

8. VIN REGISTRATION

- 1) On the «Main Menu» display screen, select the {Each System Check} and press the [YES] key.
- 2) On the «System Selection Menu» display screen, select the {Engine} and press the [YES] key.
- 3) Press the [YES] key after the information of engine type has been displayed.
- 4) On the «Engine Diagnosis» display screen, select the {VIN registration} and press the [YES] key.
- 5) Perform the procedure as shown in the display.

NOTE:

For detailed operation procedure, refer to "SUBARU SELECT MONITOR OPERATION MANUAL".

10. Read Diagnostic Trouble Code (DTC)

A: OPERATION

1. SUBARU SELECT MONITOR (NORMAL MODE)

- 1) On «Main Menu» display screen, select the {Each System Check} and press the [YES] key.
- 2) On «System Selection Menu» display screen, select the {Engine Control System} and press the [YES] key.
- 3) Press the [YES] key after the information of engine type is displayed.
- 4) On «Engine Diagnosis» display screen, select the {Diagnostic Code(s) Display} and press the [YES] key.
- 5) On «Diagnostic Code(s) Display» display screen, select the {Current Diagnostic Code(s)} or {History Diagnostic Code(s)} and press the [YES] key.

NOTE:

- For detailed operation procedure, refer to SUBARU SELECT MONITOR OPERATION MANUAL.
- For details concerning DTC, refer to the List of Diagnostic Trouble Code (DTC). <Ref. to EN(H4SO)(diag)-73, List of Diagnostic Trouble Code (DTC).>

2. SUBARU SELECT MONITOR (OBD MODE)

- 1) On «Main Menu» display screen, select the {2. Each System Check} and press the [YES] key.
- 2) On «System Selection Menu» display screen, select the {Engine Control System} and press the [YES] key.
- 3) Press the [YES] key after the information of engine type is displayed.
- 4) On «Engine Diagnosis» display screen, select the {OBD System} and press the [YES] key.
- 5) On «OBD Menu» display screen, select the {Diagnosis Code(s) Display} and press the [YES] key.
- 6) Make sure that a DTC is shown on display screen.

NOTE:

- For detailed operation procedure, refer to SUBARU SELECT MONITOR OPERATION MANUAL.
- For details concerning DTC, refer to the List of Diagnostic Trouble Code (DTC). <Ref. to EN(H4SO)(diag)-73, List of Diagnostic Trouble Code (DTC).>

3. GENERAL SCAN TOOL

Refers to data denoting emission-related powertrain DTC.

For details concerning DTC, refer to the List of Diagnostic Trouble Code (DTC). <Ref. to EN(H4SO)(diag)-73, List of Diagnostic Trouble Code (DTC).>

NOTE:

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

Inspection Mode

ENGINE (DIAGNOSTICS)

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 next item Drive cycle.

<Ref. to EN(H4SO)(diag)-41, Drive Cycle.>

DTC	Item
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 Circuit Low Input
P0113	Intake Air Temperature Circuit High Input
P0117	Engine Coolant Temperature Circuit Low Input
P0118	Engine Coolant Temperature Circuit High Input
P0122	Throttle/Pedal Position Sensor/Switch "A" Circuit Low Input
P0123	Throttle/Pedal Position Sensor/Switch "A" Circuit High Input
P0131	O ₂ Sensor Circuit Low Voltage (Bank 1 Sensor 1)
P0132	O ₂ Sensor Circuit High Voltage (Bank 1 Sensor 1)
P0137	O ₂ Sensor Circuit Low Voltage (Bank 1 Sensor 2)
P0138	O ₂ Sensor Circuit High Voltage (Bank 1 Sensor 2)
P0140	O ₂ 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 Input
P0223	Throttle/Pedal Position Sensor/Switch "B" Circuit High Input
P0327	Knock Sensor 1 Circuit Low Input (Bank 1 or Single Sensor)
P0328	Knock Sensor 1 Circuit High Input (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 Control System Purge Control Valve Circuit Low
P0462	Fuel Level Sensor Circuit Low Input
P0463	Fuel Level Sensor Circuit High Input
P0502	Vehicle Speed Sensor Circuit Low Input
P0503	Vehicle Speed Sensor Intermittent/Erratic/High
P0512	Starter Request Circuit
P0600	CAN Communication Circuit
P0604	Internal Control Module Random Access Memory (RAM) Error

Inspection Mode

ENGINE (DIAGNOSTICS)

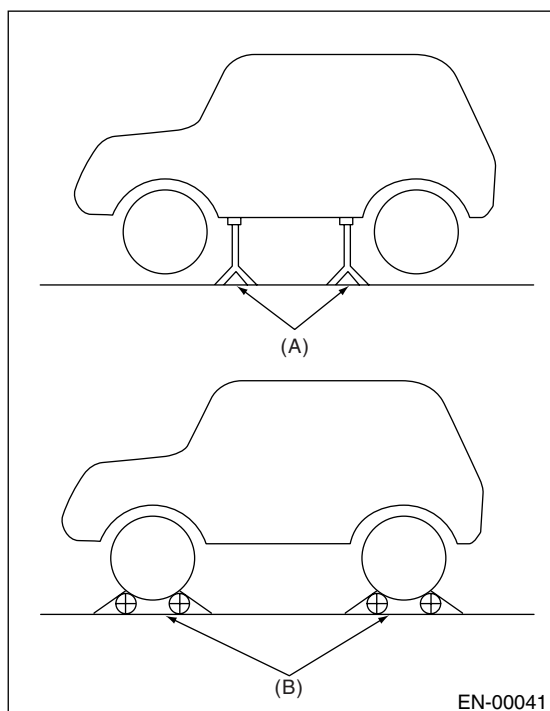
DTC	Item
P0605	Internal Control Module Read Only Memory (ROM) Error
P0607	Control Module Performance
P0638	Throttle Actuator Control Range/Performance (Bank 1)
P0691	Cooling Fan 1 Control Circuit Low
P0692	Cooling Fan 1 Control Circuit High
P0700	Request AT Mil ON
P0851	Neutral Switch Input Circuit Low
P0852	Neutral Switch Input Circuit High
P1152	O ₂ Sensor Circuit Range/Performance (Low) (Bank 1 Sensor 1)
P1153	O ₂ 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 Solenoid 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 Rationality
P2138	Throttle/Pedal Position Sensor/Switch "D" / "E" Voltage Rationality
P2227	Atmospheric Pressure Sensor Circuit Range/Performance
P2228	Atmospheric Pressure Sensor Circuit Malfunction (Low Input)
P2229	Atmospheric Pressure Sensor Circuit Malfunction (High Input)

1. PREPARATION FOR THE INSPECTION MODE

- 1) Make sure the fuel remains approx. half amount [20 — 40 ℓ (5.3 — 10.6 US gal, 4.4 — 8.8 Imp gal)] and the battery voltage is 12 V or more.
- 2) Raise the vehicle using a garage jack and place on rigid racks or drive the vehicle onto free rollers.

WARNING:

- Before raising the vehicle, ensure the parking brake is applied.
- Do not use a pantograph jack in place of a rigid rack.
- Secure a rope or wire to the front and rear towing or tie-down hooks to prevent the lateral runout of front wheels.
- Do not abruptly depress/release the clutch pedal or accelerator pedal during works even when 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 the vehicle.
- Since the rear wheels will also rotate, do not place anything near them. Also, make sure nobody goes in front of the vehicle.



- (A) Rigid rack
(B) Free rollers

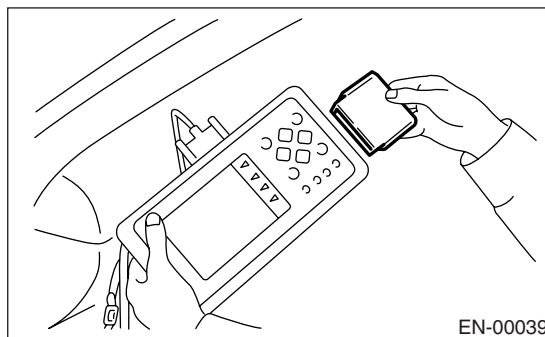
2. SUBARU SELECT MONITOR

- 1) After clearing the memory, check for any remaining unresolved trouble data. <Ref. to EN(H4SO)(diag)-46, 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.>



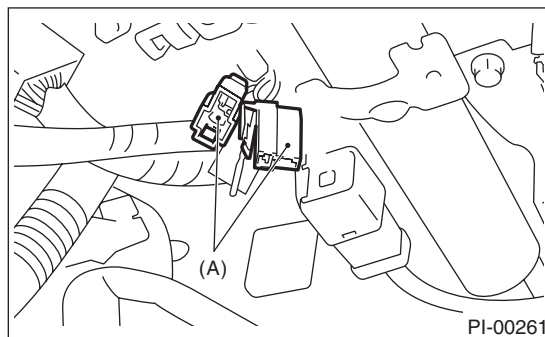
EN-00038

- 4) Connect the diagnosis cable to Subaru Select Monitor.
- 5) Insert the cartridge into Subaru Select Monitor. <Ref. to EN(H4SO)(diag)-7, PREPARATION TOOL, General Description.>



EN-00039

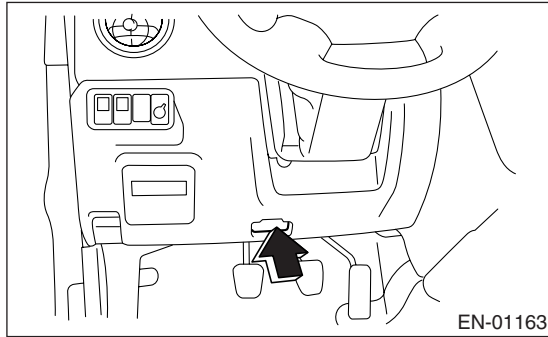
- 6) Connect the test mode connector (A) at the lower portion of instrument panel (on driver's side).



PI-00261

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

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

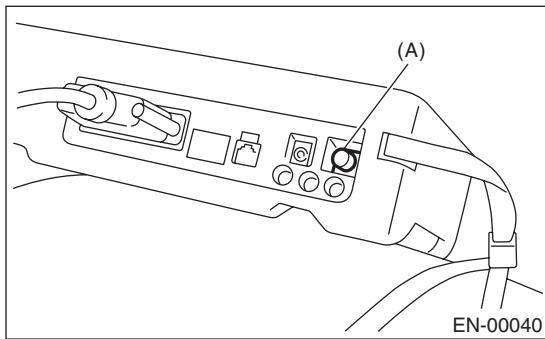


- (2) Connect the diagnosis cable to data link connector.

CAUTION:

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

- 8) Turn the ignition switch to ON (engine OFF) and Subaru Select Monitor power switch to ON.



(A) Power switch

- 9) On «Main Menu» display screen, select the {2. Each System Check} and press the [YES] key.
 10) On «System Selection Menu» display screen, select the {Engine Control System} and press the [YES] key.
 11) Press the [YES] key after the information of engine type is displayed.
 12) On «Engine Diagnosis» display screen, select the {Dealer Check Mode Procedure} and press the [YES] key.
 13) When the "Perform Inspection (Dealer Check) Mode?" is shown on display screen, press the [YES] key.
 14) Perform subsequent procedures as instructed on display screen.
 • If trouble still remains in memory, the corresponding DTC appears on display screen.

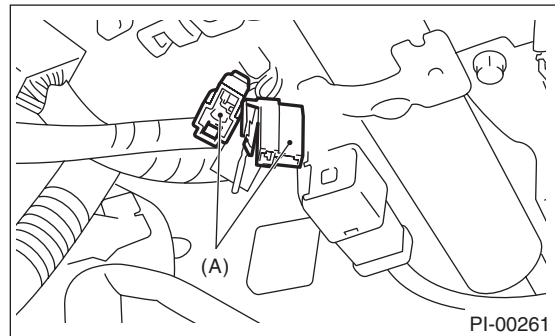
NOTE:

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

- For details concerning the DTC, refer to the List of Diagnostic Trouble Code (DTC).
 <Ref. to EN(H4SO)(diag)-73, List of Diagnostic Trouble Code (DTC).>
- Release the parking brake.
- The speed difference between front and rear wheels may light either the ABS warning light, but this indicates no malfunctions. When the engine control diagnosis is finished, perform the ABS memory clearance procedure of self-diagnosis system.

3. GENERAL SCAN TOOL

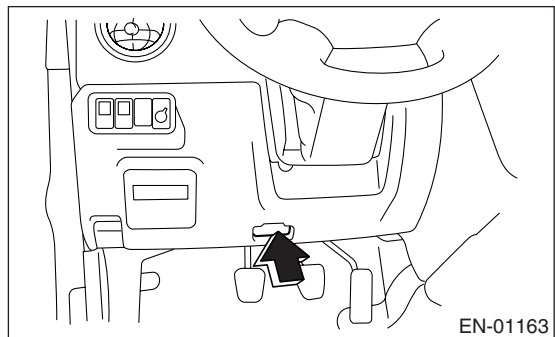
- 1) After clearing memory, check for any remaining unresolved trouble data: <Ref. to EN(H4SO)(diag)-46, Clear Memory Mode.>
 2) Warm up the engine.
 3) Connect the test mode connector (A) at the lower side of instrument panel (on the driver's side).



- 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" position before starting. (AT models)
 - Depress the clutch pedal when starting engine. (MT models)
- 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 brake switch ON. (AT models)

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” position (AT models) or “1st” gear (MT models) and drive the vehicle at 5 to 10 km/h (3 to 6 MPH).

NOTE:

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

10) Using the general scan tool, check for 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 the List of Diagnostic Trouble Code (DTC).

<Ref. to EN(H4SO)(diag)-73, List of Diagnostic Trouble Code (DTC).>

12. Drive Cycle

A: PROCEDURE

There are some drive patterns shown below 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) Make sure that the fuel remains approx. half amount [20 — 40 ℓ (5.3 — 10.6 US gal, 4.4 — 8.8 Imp gal)], and battery voltage is 12 V or more.
- 2) After performing the diagnostics and cleaning memory, check for any remaining unresolved trouble data. <Ref. to EN(H4SO)(diag)-46, Clear Memory Mode.>
- 3) Disconnect the test mode connector.

NOTE:

- Except for the water temperature specified items at starting, the diagnosis is carried out after engine warm up.
- Carry out the diagnosis which is marked * on DTC twice, then, after finishing first diagnosis, stop the engine and do second time at the same condition.

2. DRIVE CYCLE A (AFTER RUNNING 20 MINUTES AT 80 KM/H (50 MPH), IDLE 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 (Coolant Temperature Below Thermostat Regulating Temperature)	—
*P0133	O ₂ 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 Range/Performance	—
*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.

Drive Cycle

ENGINE (DIAGNOSTICS)

DTC	Item	Condition
P2103	Throttle Actuator Control Motor Circuit High	Diagnosis completes in drive cycle B or C as well.

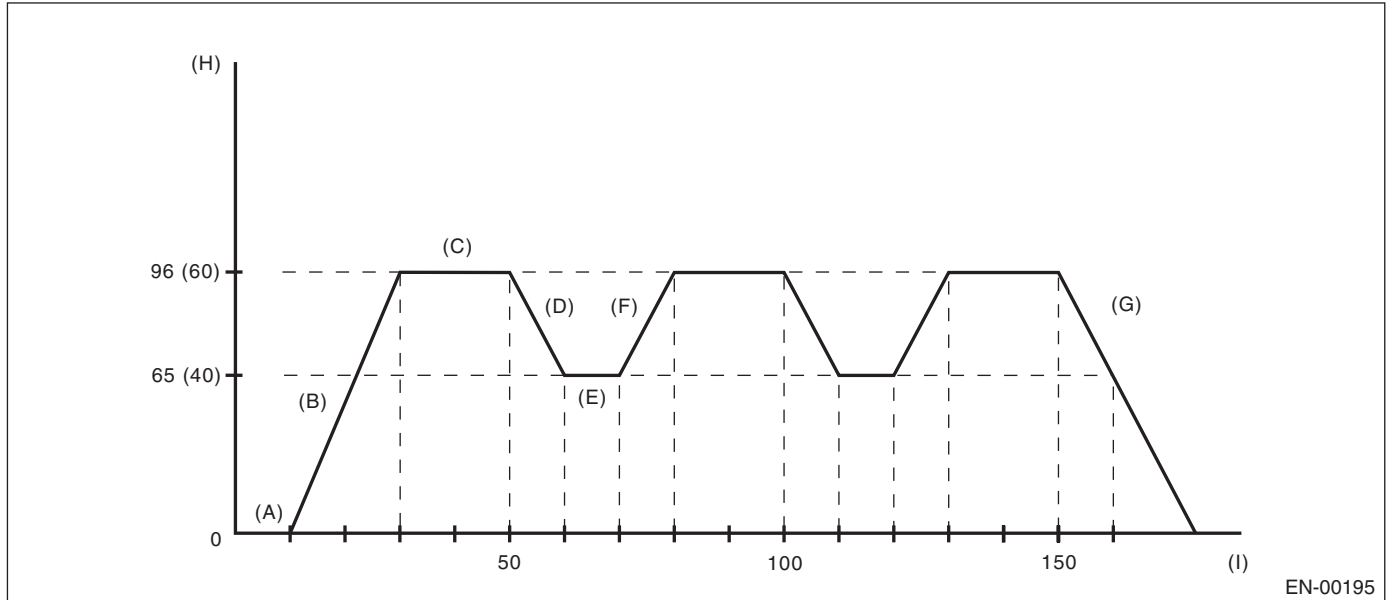
3. DRIVE CYCLE B (TEN MINUTES IDLING)

NOTE:

Drive the vehicle at 10 km/h (6 MPH) or more 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	Cooling Fan Rationality Check	—
*P0506	Idle Control System RPM Lower Than Expected	—
*P0507	Idle 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 engine for 1 minute.
- (B) Accelerate to 96 km/h (60 MPH) within 20 seconds.
- (C) Drive vehicle at 96 km/h (60 MPH) for 20 seconds.
- (D) Decelerate with fully closed throttle to 65 km/h (40 MPH).
- (E) Drive vehicle at 65 km/h (40 MPH) for 10 seconds.
- (F) Accelerate to 96 km/h (60 MPH) within 10 seconds.
- (G) Stop vehicle with throttle fully closed.
- (H) Vehicle speed km/h (MPH)
- (I) Seconds

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 Problem	—
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	O ₂ Sensor Circuit No Activity Detected (Bank 1 Sensor 1)	—
*P0139	O ₂ 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	—
P1492	EGR Solenoid Valve Signal #1 Circuit Malfunction (Low Input)	—
P1493	EGR Solenoid Valve Signal #1 Circuit Malfunction (High Input)	—

Drive Cycle

ENGINE (DIAGNOSTICS)

DTC	Item	Condition
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 #5 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 of more than 9.0 ℓ (2.4 US gal, 2.0 Imp gal) remains and the battery voltage is more than 10.9 V.
- 3) Make sure that the engine coolant temperature rises for more than 10°C (50°F) from the level of engine starting and is also more than 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)-46, Clear Memory Mode.>
- 3) Drive the vehicle for the distance equal to fuel of 50 ℓ (13.2 US gal, 11 Imp gal).

NOTE:

- It is possible to drive intermittently.
- Do not disconnect the terminal of battery during diagnosis. (If disconnecting the terminal of battery, the data will be cleared.)

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)-46, Clear Memory Mode.>
- 3) Drive the vehicle for the distance equal to fuel of 30 ℓ (7.9 US gal, 6.6 Imp gal).

NOTE:

- It is possible to drive intermittently.
- Do not disconnect the terminal of battery during diagnosis. (If disconnecting the terminal of battery, the data will be cleared.)

DTC	Item	Condition
P0461	Fuel Level Sensor 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 the engine coolant temperature is more than 95°C (203°F) from engine starting.
- 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. (If disconnecting the terminal of battery, the data will be cleared.)

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

13. Clear Memory Mode

A: OPERATION

1. SUBARU SELECT MONITOR (NORMAL MODE)

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

NOTE:

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

2. SUBARU SELECT MONITOR (OBD MODE)

- 1) On «Main Menu» display screen, select the {2. Each System Check} and press the [YES] key.
- 2) On «System Selection Menu» display screen, select the {Engine Control System} and press the [YES] key.
- 3) Press the [YES] key after the information of engine type is displayed.
- 4) On «Engine Diagnosis» display screen, select the {OBD System} and press the [YES] key.
- 5) On «OBD Menu» display screen, select the {4. Diagnosis Code(s) Cleared} and press the [YES] key.
- 6) When the 'Clear Diagnostic Code?' is shown on the display screen, press the [YES] key.
- 7) Turn the Subaru Select Monitor and ignition switch to OFF.

NOTE:

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

3. GENERAL SCAN TOOL

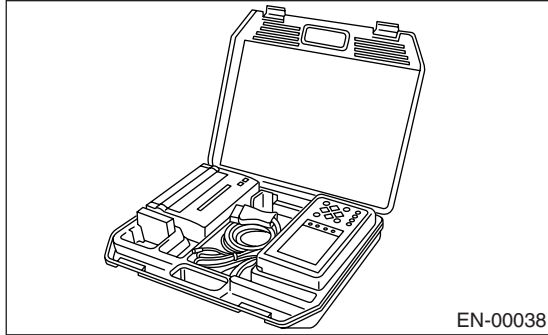
For clear memory procedures using the general scan tool, refer to General Scan Tool Instruction Manual.

After the memory has been cleared, the idle air control solenoid valve must be initialized. To do this, turn the ignition switch to ON position. Wait 3 seconds before starting the engine.

14. Compulsory Valve Operation Check Mode

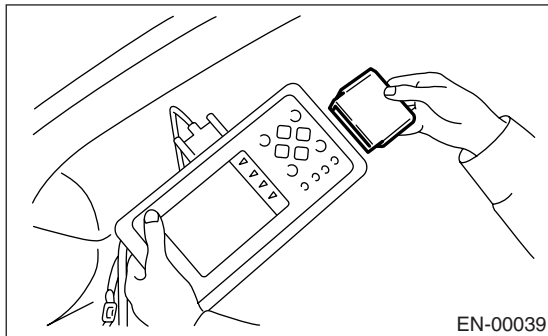
A: OPERATION

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

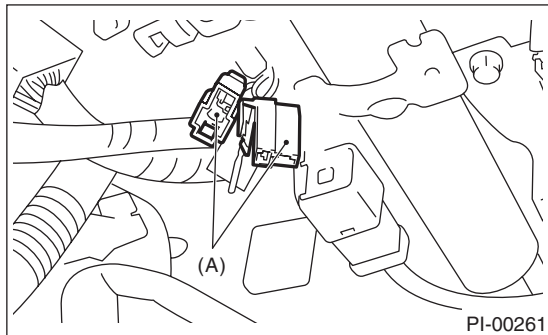


2) Connect the diagnosis cable to Subaru Select Monitor.

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

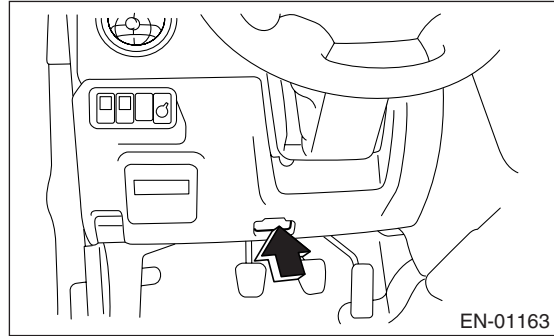


4) Connect the test mode connector (A) at the lower portion of instrument panel (on driver's side).



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

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

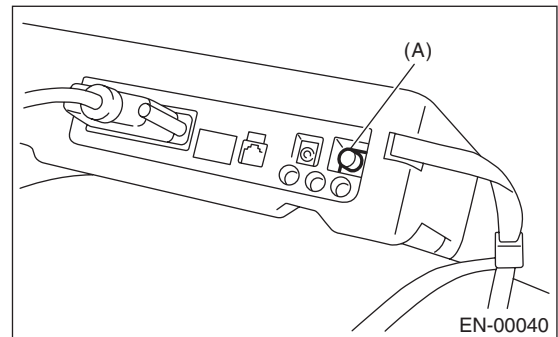


(2) Connect the diagnosis cable to data link connector.

CAUTION:

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

6) Turn the ignition switch to ON (engine OFF) and Subaru Select Monitor power switch to ON.



(A) Power switch

7) On «Main Menu» display screen, select the {2. Each System Check} and press the [YES] key.

8) On «System Selection Menu» display screen, select the {Engine Control System} and press the [YES] key.

9) Press the [YES] key after the information of engine type is displayed.

10) On «Engine Diagnosis» display screen, select the {System Operation Check Mode} and press the [YES] key.

11) On «System Operation Check Mode» display screen, select the {Actuator ON/OFF Operation} and press the [YES] key.

12) Select the desired compulsory actuator on the «Actuator ON/OFF Operation» display screen and press the [YES] key.

13) Pressing the [NO] key completes the compulsory valve operation check mode. The display will then return to the «Actuator ON/OFF Operation» screen.

Compulsory Valve Operation Check Mode

ENGINE (DIAGNOSTICS)

- A list of 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 Solenoid Valve
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
Emission-bypass valve permission flag

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

15. Malfunction Indicator Light

A: PROCEDURE

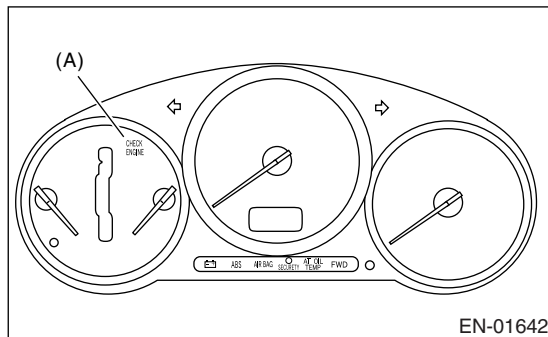
1. Activation of malfunction indicator light. <Ref. to EN(H4SO)(diag)-49, ACTIVATION OF MALFUNCTION INDICATOR LIGHT, Malfunction Indicator Light.>
↓
2. Malfunction indicator light does not come on. <Ref. to EN(H4SO)(diag)-51, MALFUNCTION INDICATOR LIGHT DOES NOT COME ON, Malfunction Indicator Light.>
↓
3. Malfunction indicator light does not go off. <Ref. to EN(H4SO)(diag)-53, MALFUNCTION INDICATOR LIGHT DOES NOT GO OFF., Malfunction Indicator Light.>
↓
4. Malfunction indicator light does not blink at a cycle of 3 Hz. <Ref. to EN(H4SO)(diag)-54, MALFUNCTION INDICATOR LIGHT DOES NOT BLINK AT A CYCLE OF 3 HZ., Malfunction Indicator Light.>
↓
5. Malfunction indicator light remains blinking at a cycle of 3 Hz. <Ref. to EN(H4SO)(diag)-56, MALFUNCTION INDICATOR LIGHT REMAINS BLINKING AT A CYCLE OF 3 HZ., Malfunction Indicator Light.>

B: ACTIVATION OF MALFUNCTION INDICATOR LIGHT

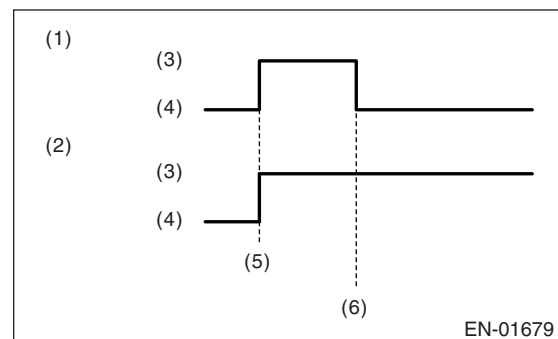
1) When the ignition switch is turned to ON (engine off), the malfunction indicator light (A) in the combination meter illuminates.

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)-51, MALFUNCTION INDICATOR LIGHT DOES NOT COME ON, Malfunction Indicator Light.>



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

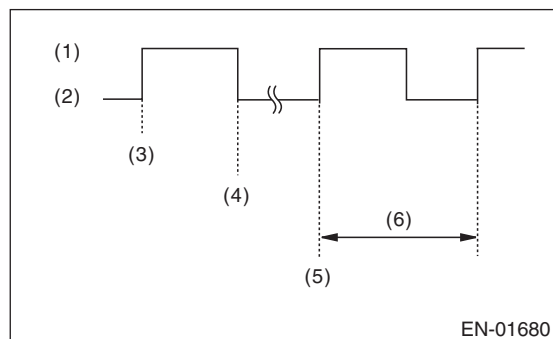


- (1) No trouble
- (2) Trouble occurs
- (3) ON
- (4) OFF
- (5) Ignition switch ON
- (6) Engine start

Malfunction Indicator Light

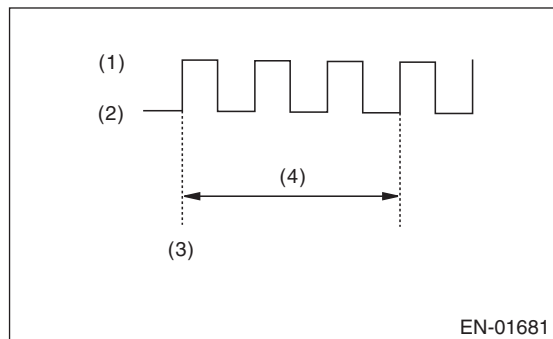
ENGINE (DIAGNOSTICS)

3) If the diagnosis system detects a misfire which could damage the catalyst, the malfunction indicator light blink at a cycle of 1 Hz.



- (1) ON
- (2) OFF
- (3) Ignition switch ON
- (4) Engine start
- (5) Misfire start
- (6) 1 second

4) When the ignition switch is turned to ON (engine off) or to "START" with test mode connector connected, the malfunction indicator light blinks at a cycle of 3 Hz.



- (1) ON
- (2) OFF
- (3) Ignition switch ON
- (4) 1 second

C: MALFUNCTION INDICATOR LIGHT DOES NOT COME ON

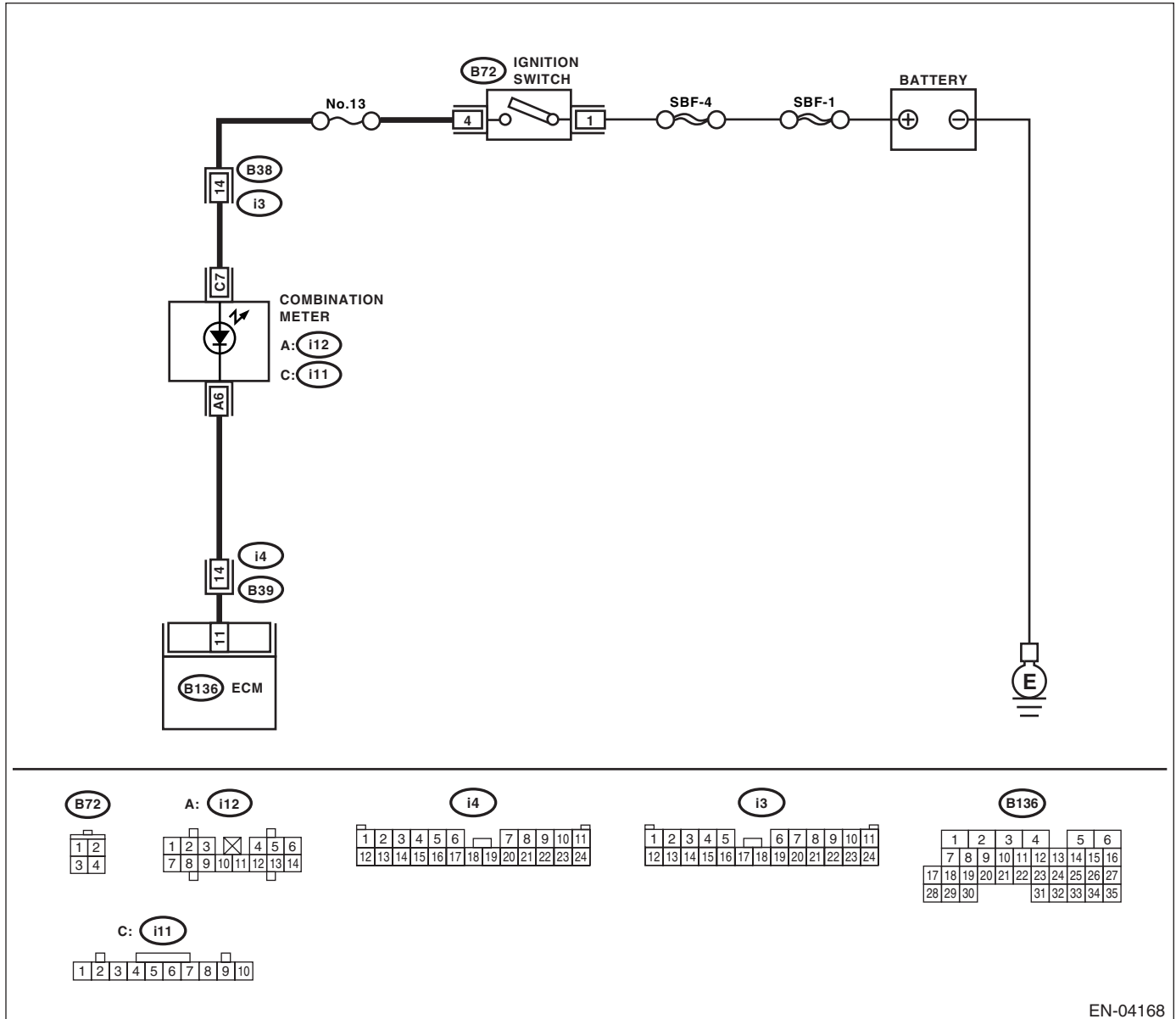
DIAGNOSIS:

The malfunction indicator light circuit is open or shorted.

TROUBLE SYMPTOM:

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

WIRING DIAGRAM:



EN-04168

Malfunction Indicator Light

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK OUTPUT SIGNAL FROM 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 poor contact 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 ECM connector connection.	Is the ECM connector correctly connected?	Replace the ECM. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>	Repair 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. 6:	Is the resistance less than 1 Ω ?	Go to step 5.	Repair harness and connector. NOTE: In this case, repair the following: • Open circuit in harness between ECM and combination meter connector • Poor contact in coupling connector
5 CHECK POOR CONTACT. Check poor contact in combination meter connector.	Is there poor contact in combination meter connector?	Repair poor contact in 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 (i11) No. 7 (+) — Chassis ground (-):	Is the voltage more than 10 V?	Replace the combination meter circuit board. <Ref. to IDI-10, Combination Meter.>	Check the following and repair if necessary. NOTE: • Blown out fuse (No. 13) • Open or short circuit in harness between fuse (No. 13) and battery terminal • Poor contact in ignition switch connector

D: MALFUNCTION INDICATOR LIGHT DOES NOT GO OFF.

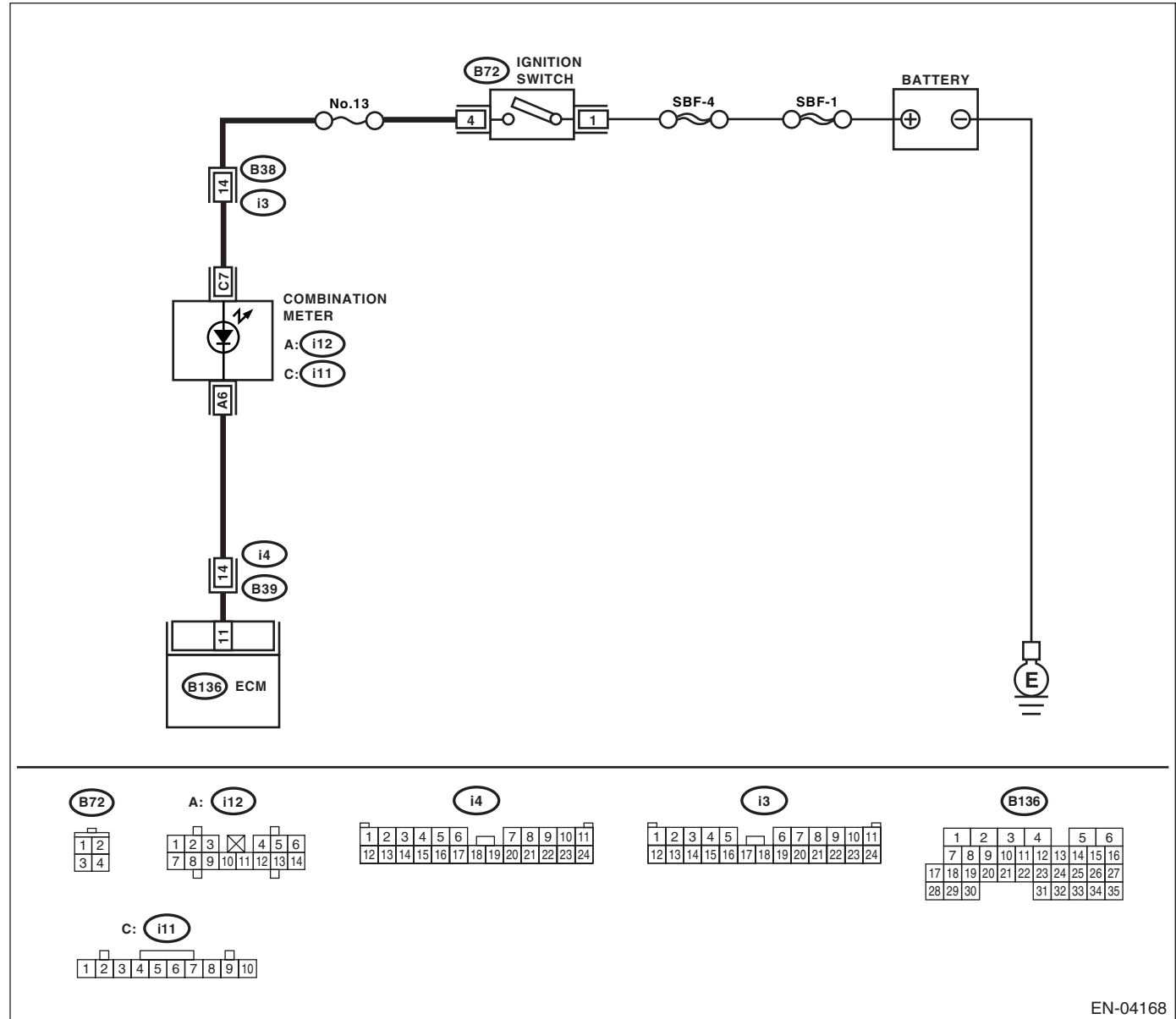
DIAGNOSIS:

The malfunction indicator light circuit is shorted.

TROUBLE SYMPTOM:

Although malfunction indicator light comes on when the engine runs, DTC is not shown on 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 connector from ECM. 3) Turn the ignition switch to ON.	Repair short circuit in harness between combination meter and ECM connector.	Replace the ECM. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>

Malfunction Indicator Light

ENGINE (DIAGNOSTICS)

E: MALFUNCTION INDICATOR LIGHT DOES NOT BLINK AT A CYCLE OF 3 Hz.

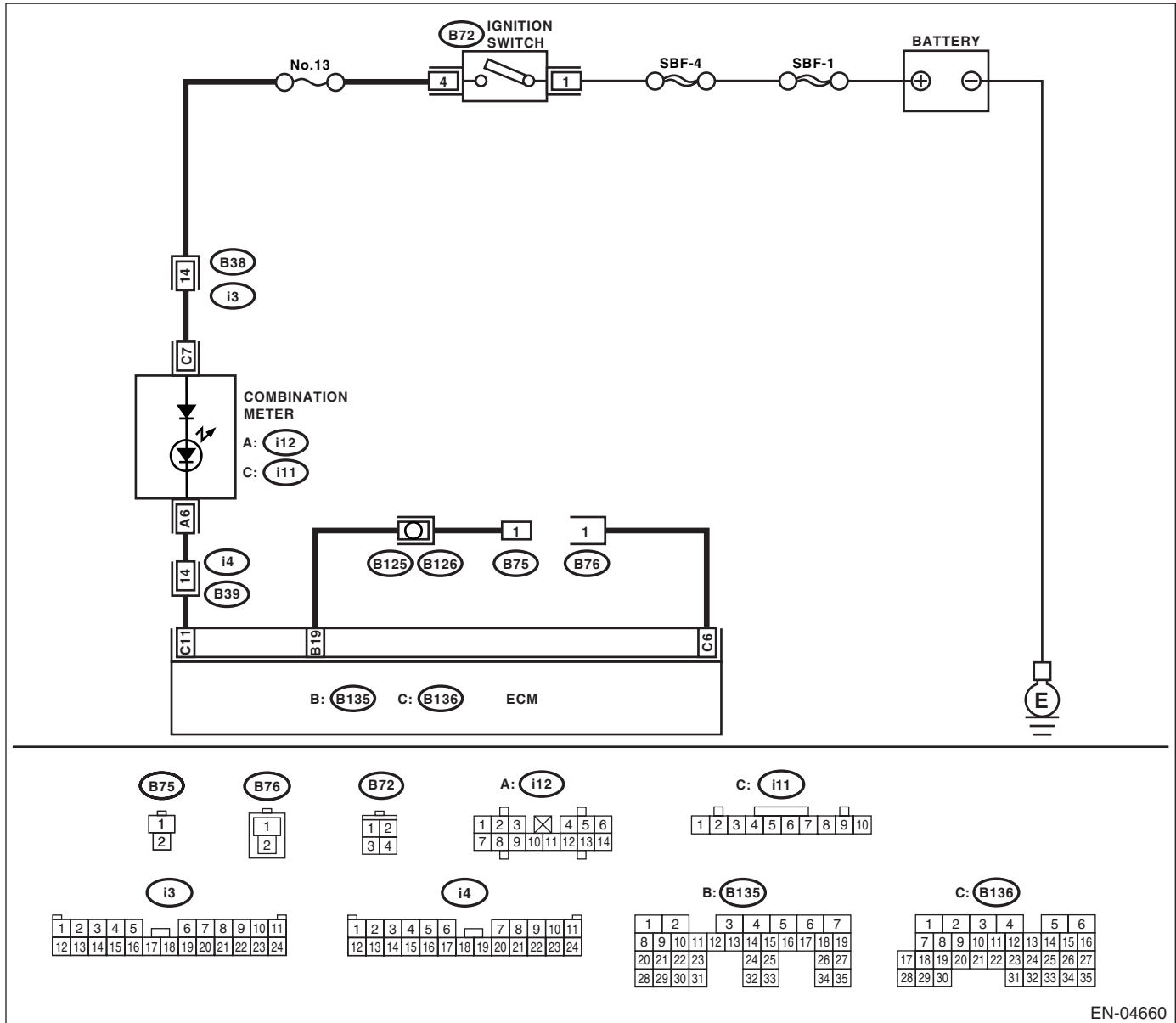
DIAGNOSIS:

- The malfunction indicator light circuit is open or shorted.
- Test mode connector circuit is in open.

TROUBLE SYMPTOM:

When in inspection mode, malfunction indicator light does not blink at a cycle of 3 Hz.

WIRING DIAGRAM:



EN-04660

Malfunction Indicator Light

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK STATUS OF MALFUNCTION INDICATOR LIGHT. 1) Turn the ignition switch to OFF. 2) Disconnect the test mode connector. 3) Turn the ignition switch to ON. (engine OFF)	Does the malfunction indicator light illuminate?	Go to step 2.	Repair the malfunction indicator light circuit. <Ref. to EN(H4SO)(diag)-51, MALFUNCTION INDICATOR LIGHT DOES NOT COME ON, Malfunction Indicator Light.>
2 CHECK HARNESS BETWEEN COMBINATION METER AND ECM CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM. 3) Turn the ignition switch to ON.	Does the malfunction indicator light illuminate?	Repair ground short circuit in harness between combination meter and ECM connector.	Go to step 3.
3 CHECK HARNESS BETWEEN TEST MODE CONNECTOR AND ECM. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM. 3) Measure the resistance of harness between test mode connector and ECM. <i>Connector & terminal (B76) No. 1 — (B136) No. 6:</i>	Is the resistance less than 1 Ω ?	Go to step 4.	Repair the open circuit in harness between test mode connector and ECM.
4 CHECK POOR CONTACT. Check poor contact in ECM connector.	Is there poor contact in ECM connector?	Repair poor contact in ECM connector.	Go to step 5.
5 CHECK HARNESS BETWEEN ECM AND TEST MODE CONNECTOR. Measure the resistance of harness between ECM and test mode connector. <i>Connector & terminal (B135) No. 19 — (B75) No. 1:</i>	Is the resistance less than 1 Ω ?	Go to step 6.	Repair the open circuit in harness between ECM and test mode connector.
6 CHECK POOR CONTACT. Check poor contact in ECM connector.	Is there poor contact in ECM connector?	Repair poor contact in ECM connector.	Replace the ECM. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>

Malfunction Indicator Light

ENGINE (DIAGNOSTICS)

F: MALFUNCTION INDICATOR LIGHT REMAINS BLINKING AT A CYCLE OF 3 Hz.

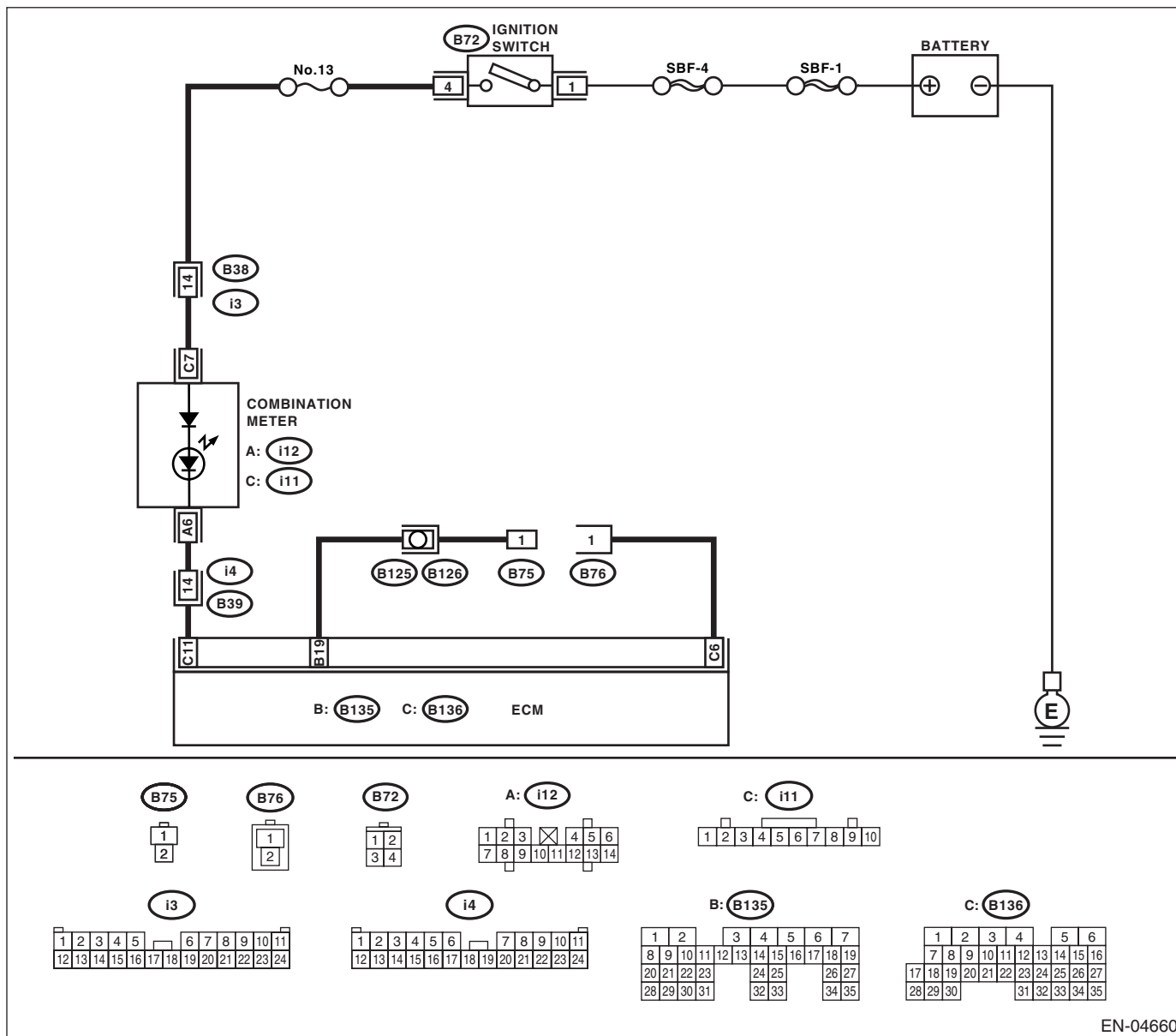
DIAGNOSIS:

Test mode connector circuit is shorted.

TROUBLE SYMPTOM:

Malfunction indicator light blinks at a cycle of 3 Hz when the ignition switch is turned to ON.

WIRING DIAGRAM:



EN-04660

Malfunction Indicator Light

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK TEST MODE CONNECTOR. 1) Disconnect the test mode connector. 2) Turn the ignition switch to ON.	Does the malfunction indicator light blink?	Go to step 2.	System is in good order. NOTE: Malfunction indicator light blinks at a cycle of 3 Hz when test mode connector is connected.
2 CHECK HARNESS BETWEEN ECM CONNECTOR AND ENGINE GROUNDING TERMINAL. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM. 3) Measure the resistance of harness between ECM connector and chassis ground. Connector & terminal (B135) No. 19 — Chassis ground:	Is the resistance less than 5 Ω ?	Repair short circuit in harness between ECM and test mode connector.	Replace the ECM. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>

Diagnostics for Engine Starting Failure

ENGINE (DIAGNOSTICS)

16. Diagnostics for Engine Starting Failure

A: PROCEDURE

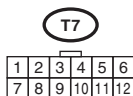
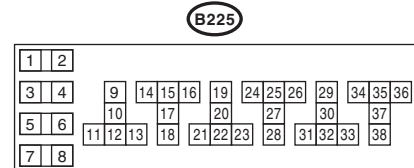
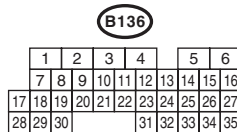
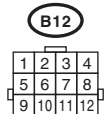
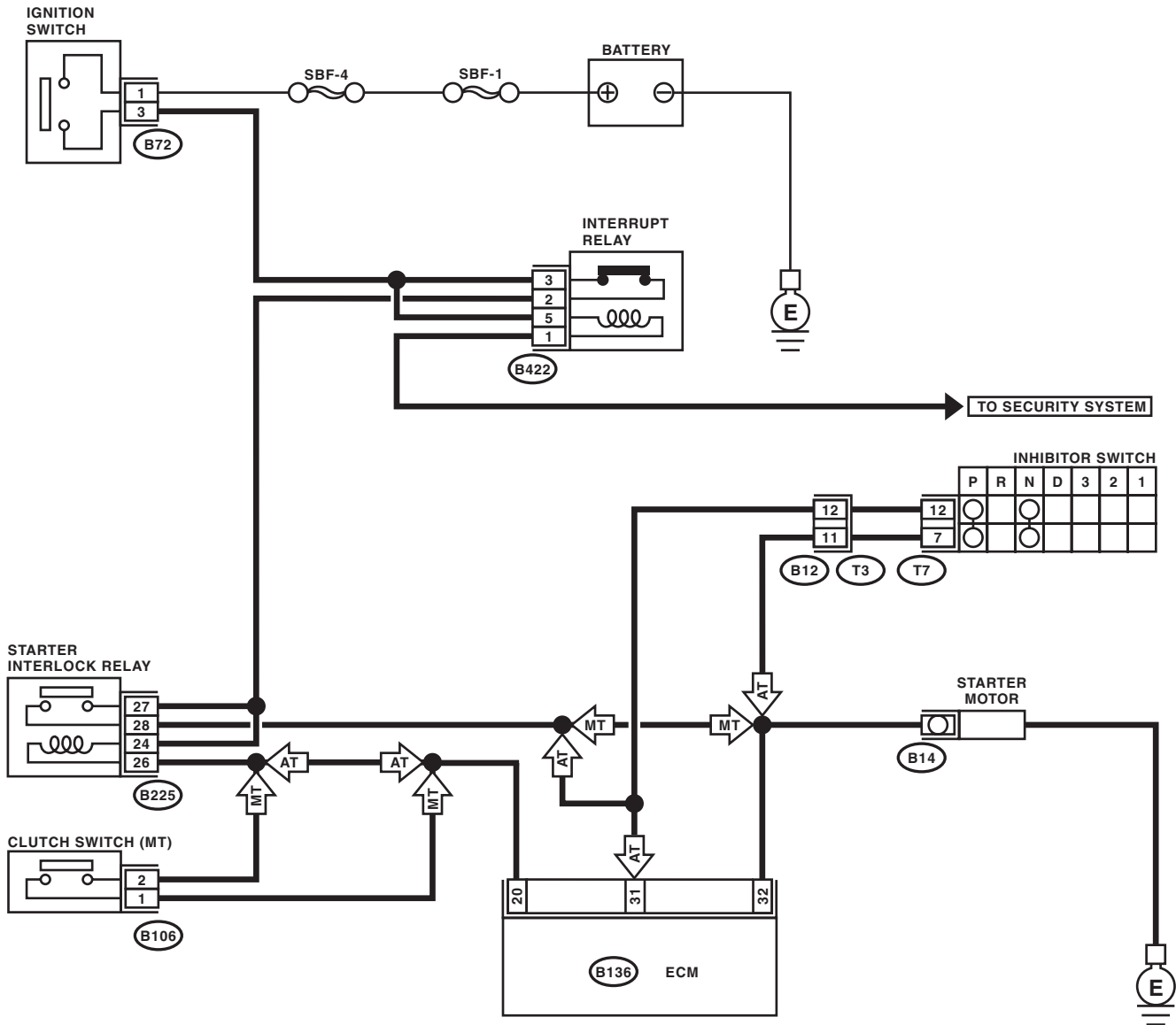
1. Check the fuel level.
↓
2. Inspection of starter motor circuit. <Ref. to EN(H4SO)(diag)-59, STARTER MOTOR CIRCUIT, Diagnostics for Engine Starting Failure.>
↓
3. Inspection of ECM power supply and ground line. <Ref. to EN(H4SO)(diag)-63, CHECK POWER SUPPLY AND GROUND LINE OF ENGINE CONTROL MODULE (ECM), Diagnostics for Engine Starting Failure.>
↓
4. Inspection of ignition control system. <Ref. to EN(H4SO)(diag)-65, IGNITION CONTROL SYSTEM, Diagnostics for Engine Starting Failure.>
↓
5. Inspection of fuel pump circuit. <Ref. to EN(H4SO)(diag)-68, FUEL PUMP CIRCUIT, Diagnostics for Engine Starting Failure.>
↓
6. Inspection of fuel injector circuit. <Ref. to EN(H4SO)(diag)-71, FUEL INJECTOR CIRCUIT, Diagnostics for Engine Starting Failure.>

B: STARTER MOTOR CIRCUIT

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04637

Diagnostics for Engine Starting Failure

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK BATTERY. Check the battery voltage.	Is the voltage more than 12 V?	Go to step 2.	Charge or replace the battery.
2 CHECK OPERATION OF STARTER MOTOR.	Does the starter motor operate?	Go to step 3.	Go to step 4.
3 CHECK DTC.	Is the DTC displayed? <Ref. to EN(H4SO)(diag)-35, OPERATION, Read Diagnostic Trouble Code (DTC).>	Using the List of Diagnostic Trouble Code (DTC), check the appropriate DTC. <Ref. to EN(H4SO)(diag)-73, List of Diagnostic Trouble Code (DTC).>	Repair the 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 START. 4) Measure the power supply voltage between starter motor connector terminal and engine ground. Connector & terminal (B14) No. 1 (+) — Engine ground (-): NOTE: • On AT models, place the select lever in the "P" or "N" range. • On MT models, depress the clutch pedal.	Is the voltage more than 10 V?	Check the starter motor. <Ref. to SC(H4SO)-8, 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 more than 10 V?	Go to step 6.	Repair open circuit in 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 while turning ignition switch to the START position. Terminals (B72) 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 target AT model?	Go to step 8.	Go to step 12.
8 CHECK INPUT VOLTAGE OF STARTER INTERLOCK RELAY. 1) Turn 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 while turning ignition switch to START. Connector & terminal (B225) No. 24 (+) — Chassis ground (-): (B225) No. 27 (+) — Chassis ground (-):	Is the voltage more than 10 V?	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) Using a lead wire, connect the terminal No. 24 of starter interlock relay to positive terminal of battery, and terminal No. 26 to ground terminal of battery. 2) Measure the resistance between starter interlock relay terminals. Terminals 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 ignition switch. 4) Measure the input voltage between inhibitor switch connector terminal and engine ground while turning ignition switch to START. Connector & terminal (B12) No. 12 (+) — Engine ground (-):	Is the voltage more than 10 V?	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 the "P" or "N" range. 2) Measure the resistance between inhibitor switch terminals. Connector & terminal (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-48, Inhibitor Switch.>
12 CHECK INPUT VOLTAGE OF STARTER INTERLOCK RELAY. 1) Turn 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 while turning ignition switch to START. Connector & terminal (B225) No. 24 (+) — Chassis ground (-): (B225) No. 27 (+) — Chassis ground (-):	Is the voltage more than 10 V?	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) Using a lead wire, connect the terminal No. 24 of starter interlock relay to positive terminal of battery, and terminal No. 26 to ground terminal of battery. 2) Measure the resistance between starter interlock relay terminals. Terminals 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 clutch switch connector and chassis ground. Connector & terminal (B106) No. 1 — Chassis ground:	Is the resistance less than 1 Ω ?	Go to step 15.	Repair open circuit of ground cable.

Diagnostics for Engine Starting Failure

ENGINE (DIAGNOSTICS)

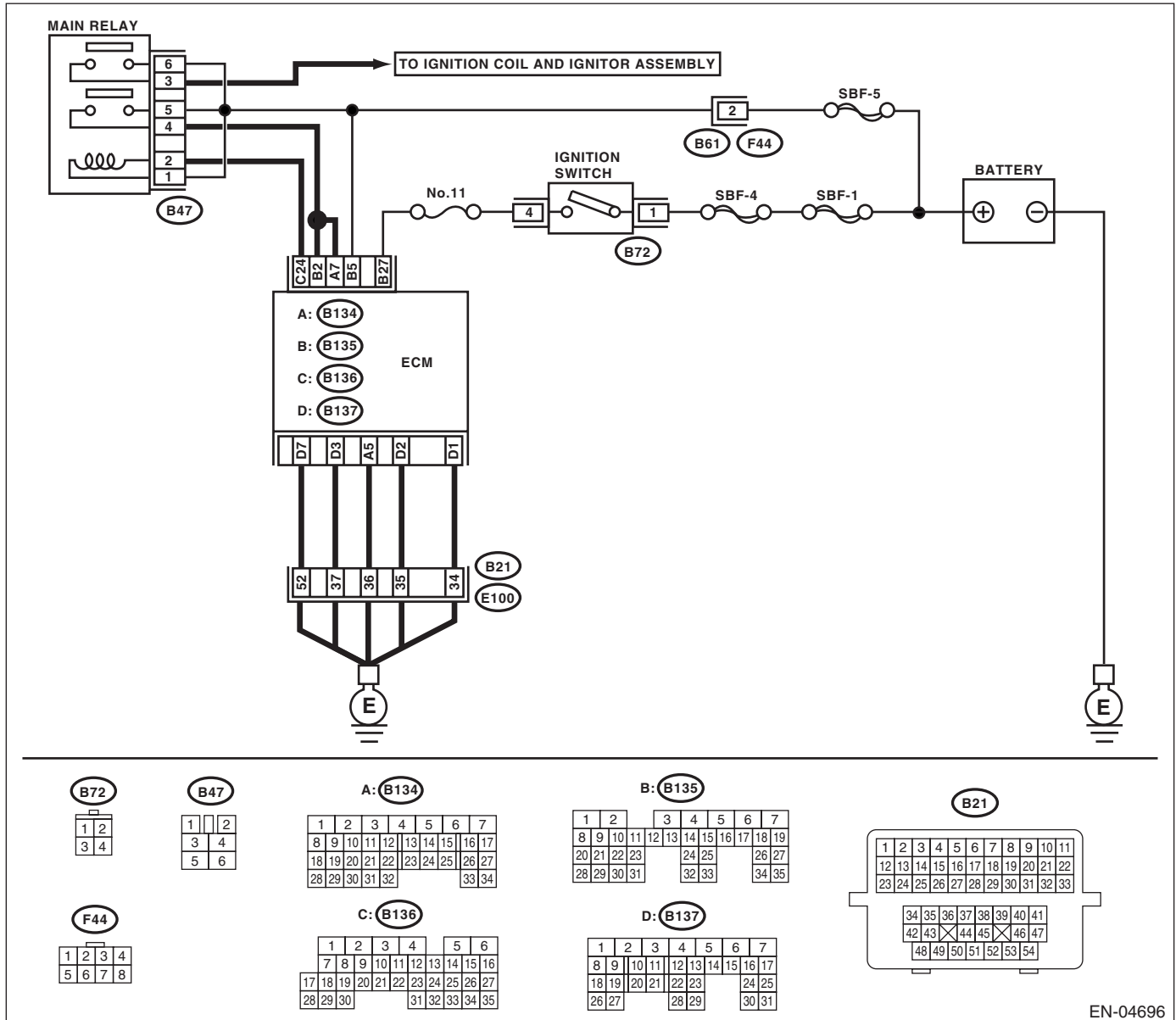
Step	Check	Yes	No
15 CHECK CLUTCH SWITCH. Measure the resistance between clutch switch terminals while depressing the clutch pedal. <i>Terminals</i> <i>No. 1 — No. 2:</i>	Is the resistance less than 1 Ω ?	Go to step 16 .	Replace the clutch switch. <Ref. to CL-36, Clutch Switch.>
16 CHECK CLUTCH SWITCH CIRCUIT. 1) Connect the connector to clutch switch. 2) Measure the resistance between starter interlock relay connector and chassis ground while depressing the clutch pedal. <i>Connector & terminal</i> <i>(B225) No. 26 — Chassis ground:</i>	Is the resistance less than 1 Ω ?	Repair short circuit to ground in harness between starter interlock relay and starter motor.	Repair 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 repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04696

Diagnostics for Engine Starting Failure

ENGINE (DIAGNOSTICS)

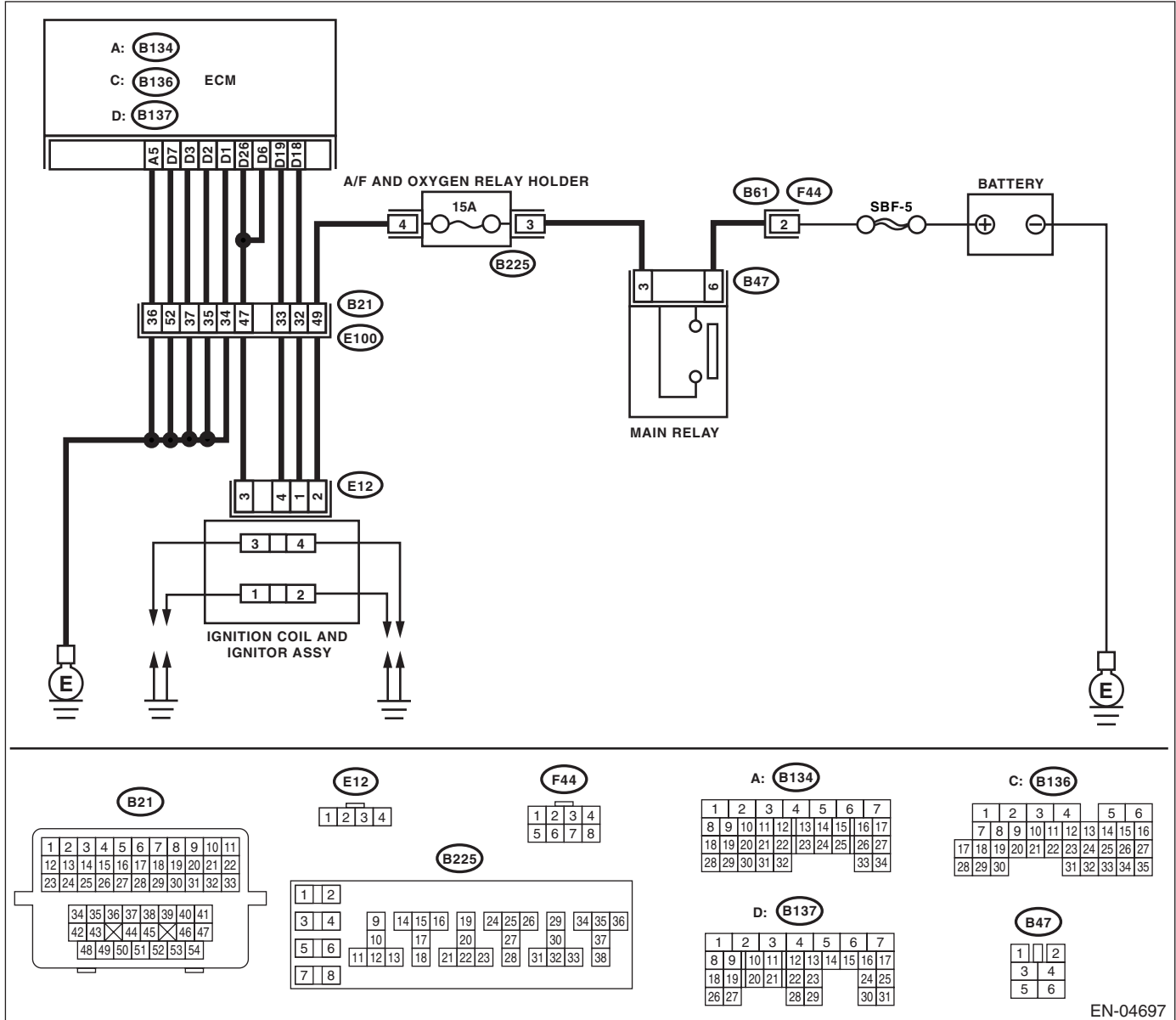
Step	Check	Yes	No
1 CHECK MAIN RELAY. 1) Turn the ignition switch to OFF. 2) Remove the main relay. 3) Using a lead wire, connect the terminal No. 1 of main relay to positive terminal of battery, and terminal No. 2 to ground terminal of battery. 4) Measure the resistance between main relay terminals. Terminals No. 3 — No. 6: No. 4 — No. 5:	Is the measured value less than 10 Ω ?	Go to step 2.	Replace the main relay.
2 CHECK GROUND CIRCUIT OF ECM. 1) Disconnect the connector 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 measured value less than 5 Ω ?	Go to step 3.	Repair the open circuit in harness between ECM connector and engine grounding terminal or poor contact in connector.
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 measured value more than 10 V?	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 measured value more than 10 V?	Go to step 5.	Repair the open or ground short circuit in 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 (B135) No. 2 (+) — Chassis ground (-): (B134) No. 7 (+) — Chassis ground (-): (B136) No. 24 (+) — Chassis ground (-):	Is the measured value more than 10 V?	Check the ignition control system. <Ref. to EN(H4SO)(diag)-65, IGNITION CONTROL SYSTEM, Diagnostics for Engine Starting Failure.>	Repair the open or ground short circuit in harness between ECM connector and main relay connector.

D: IGNITION CONTROL SYSTEM

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



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 the new spark plug on plug cord cap. CAUTION: Do not remove the spark plug from engine. 3) Contact the spark plug's thread portion on 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)-68, 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 more than 10 V?	Go to step 3.	Repair harness and connector. NOTE: In this case, repair the following: • Open circuit in harness between ignition coil and ignitor assembly, and ignition switch connector • Poor contact in coupling connectors
3 CHECK HARNESS OF IGNITION COIL AND IGNITOR ASSEMBLY GROUND CIRCUIT. 1) Turn the ignition switch to OFF. 2) Measure the resistance between 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 harness and connector. NOTE: In this case, repair the following: • Open circuit in 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 10 — 15 k Ω ?	Go to step 5.	Replace the ignition coil and ignitor assembly. <Ref. to IG(H4SO)-7, Ignition Coil and Ignitor Assembly.>
5 CHECK INPUT SIGNAL FOR IGNITION COIL AND IGNITOR ASSEMBLY. 1) Connect the connector to 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)-7, Ignition Coil and Ignitor Assembly.>

Diagnostics for Engine Starting Failure

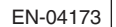
ENGINE (DIAGNOSTICS)

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 connector 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 harness and connector. NOTE: In this case, repair the following: • 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 more than 1 M Ω ?	Go to step 8.	Repair ground short circuit in harness between ECM and ignition coil and ignitor assembly connector.
8 CHECK POOR CONTACT. Check poor contact in ECM connector.	Is there poor contact in ECM connector?	Repair poor contact in ECM connector.	Check fuel pump circuit. <Ref. to EN(H4SO)(diag)-68, FUEL PUMP CIRCUIT, Diagnostics for Engine Starting Failure.>

ENGINE (DIAGNOSTICS)

CAUTION:

WIRING DIAGRAM:



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 two seconds when turning the ignition switch to ON. NOTE: Fuel pump operation can also be executed using Subaru Select Monitor. For the procedure, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4SO)(diag)-47, Compulsory Valve Operation Check Mode.>	Does the fuel pump produce operating sound?	Check fuel injector circuit. <Ref. to EN(H4SO)(diag)-71, 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 harness and connector. NOTE: In this case, repair the following: • 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 more than 10 V?	Replace the fuel pump. <Ref. to FU(H4SO)-50, 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 harness and connector. NOTE: In this case, repair the following: • Open circuit in harness between fuel pump connector and chassis grounding terminal • Poor contact in coupling connectors
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 more than 1 M Ω ?	Go to step 6.	Repair short circuit in harness between fuel pump and fuel pump relay connector.

Diagnostics for Engine Starting Failure

ENGINE (DIAGNOSTICS)

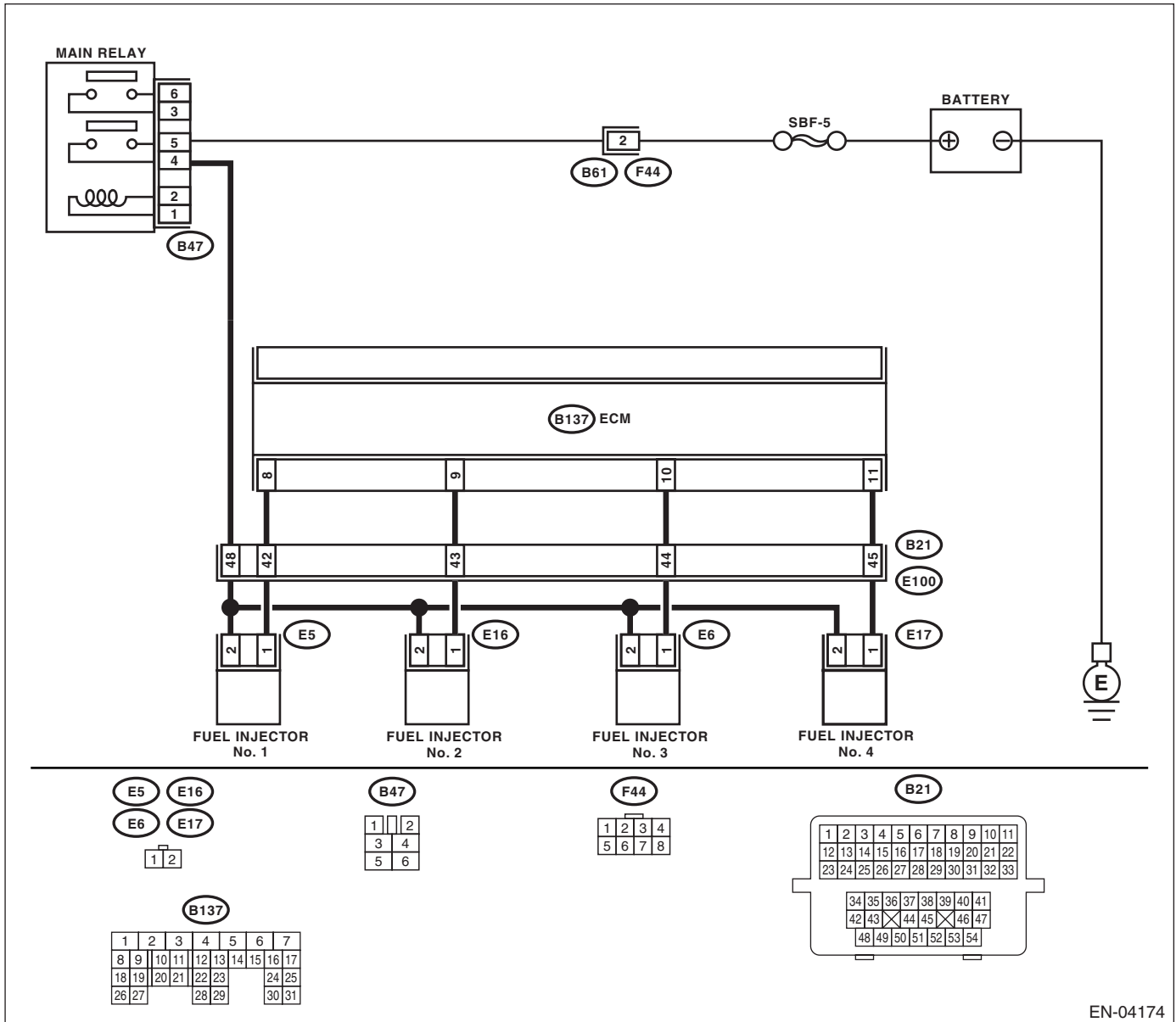
Step	Check	Yes	No
6 CHECK FUEL PUMP RELAY. 1) Disconnect the connectors from fuel pump relay and main relay. 2) Remove the fuel pump relay and main relay with bracket. 3) Using a lead wire, connect the terminal No. 1 of fuel pump relay to positive terminal of battery, and No. 3 terminal to ground terminal of battery. 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)-40, Fuel Pump Relay.>
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 open circuit in harness between ECM and fuel pump relay connector.
8 CHECK POOR CONTACT. Check poor contact in ECM connector.	Is there poor contact in ECM connector?	Repair poor contact in ECM connector.	Check fuel injector circuit. <Ref. to EN(H4SO)(diag)-71, FUEL INJECTOR CIRCUIT, Diagnostics for Engine Starting Failure.>

F: FUEL INJECTOR CIRCUIT

CAUTION:

- Check or repair only faulty parts.
- After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04174

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 "operating" sound. Use a sound scope or put a screwdriver on 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 the fuel injector terminal and engine ground. Connector & terminal <i>#1 (E5) No. 2 (+) — Engine ground (-):</i> <i>#2 (E16) No. 2 (+) — Engine ground (-):</i> <i>#3 (E6) No. 2 (+) — Engine ground (-):</i> <i>#4 (E17) No. 2 (+) — Engine ground (-):</i>	Is the voltage more than 10 V?	Go to step 3.	Repair harness and connector. NOTE: In this case, repair the following: • Open circuit in harness between main relay and fuel injector connector • Poor contact in main relay connector • Poor contact in coupling connector (B22) • Poor contact in fuel injector connector
3 CHECK HARNESS BETWEEN ECM AND FUEL INJECTOR CONNECTOR. 1) Disconnect the connector from ECM. 2) Measure the resistance of harness between ECM and fuel injector connector. Connector & terminal <i>#1 (B137) No. 8 — (E5) No. 1:</i> <i>#2 (B137) No. 9 — (E16) No. 1:</i> <i>#3 (B137) No. 10 — (E6) No. 1:</i> <i>#4 (B137) No. 11 — (E17) No. 1:</i>	Is the resistance less than 1 Ω ?	Go to step 4.	Repair harness and connector. NOTE: In this case, repair the following: • 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 <i>#1 (B137) No. 8 — Chassis ground:</i> <i>#2 (B137) No. 9 — Chassis ground:</i> <i>#3 (B137) No. 10 — Chassis ground:</i> <i>#4 (B137) No. 11 — Chassis ground:</i>	Is the resistance more than 1 M Ω ?	Go to step 5.	Repair ground short circuit in 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 <i>No. 1 — No. 2:</i>	Is the resistance 5 — 20 Ω ?	Go to step 6.	Replace the faulty fuel injector.
6 CHECK POOR CONTACT. Check poor contact in 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)-342, INSPECTION, General Diagnostic Table.>

List of Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

17. List of Diagnostic Trouble Code (DTC)

A: LIST

DTC	Item	Index
P0026	Intake Valve Control Solenoid Circuit Range/Performance (Bank 1)	<Ref. to EN(H4SO)(diag)-80, 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)-82, 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)-84, 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)-86, 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)-89, 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)-91, 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)-94, DTC P0038 HO2S HEATER CONTROL CIRCUIT HIGH (BANK 1 SENSOR 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0068	Manifold Absolute Pressure/Barometric Pressure Circuit Range/Performance Problem	<Ref. to EN(H4SO)(diag)-96, DTC P0068 MANIFOLD ABSOLUTE PRESSURE SENSOR RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0076	Intake Valve Control Solenoid Circuit Low (Bank 1)	<Ref. to EN(H4SO)(diag)-98, 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)-100, 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)-102, 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)-104, 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)-106, 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)-108, 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)-111, 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)-113, 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)-116, DTC P0108 MANIFOLD ABSOLUTE PRESSURE/BAROMETRIC PRESSURE CIRCUIT HIGH INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0111	Intake Air Temperature Circuit Range/Performance	<Ref. to EN(H4SO)(diag)-119, DTC P0111 INTAKE AIR TEMPERATURE CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

List of Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

DTC	Item	Index
P0112	Intake Air Temperature Circuit Low Input	<Ref. to EN(H4SO)(diag)-121, DTC P0112 INTAKE AIR TEMPERATURE CIRCUIT LOW INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0113	Intake Air Temperature Circuit High Input	<Ref. to EN(H4SO)(diag)-123, DTC P0113 INTAKE AIR TEMPERATURE CIRCUIT HIGH INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0117	Engine Coolant Temperature Circuit Low Input	<Ref. to EN(H4SO)(diag)-126, DTC P0117 ENGINE COOLANT TEMPERATURE CIRCUIT LOW INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0118	Engine Coolant Temperature Circuit High Input	<Ref. to EN(H4SO)(diag)-128, DTC P0118 ENGINE COOLANT TEMPERATURE CIRCUIT HIGH INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0122	Throttle/Pedal Position Sensor/Switch "A" Circuit Low Input	<Ref. to EN(H4SO)(diag)-130, DTC P0122 THROTTLE/PEDAL POSITION SENSOR/SWITCH "A" CIRCUIT LOW INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0123	Throttle/Pedal Position Sensor/Switch "A" Circuit High Input	<Ref. to EN(H4SO)(diag)-133, DTC P0123 THROTTLE/PEDAL POSITION SENSOR/SWITCH "A" CIRCUIT HIGH INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0125	Insufficient Coolant Temperature for Closed Loop Fuel Control	<Ref. to EN(H4SO)(diag)-136, DTC P0125 INSUFFICIENT COOLANT TEMPERATURE FOR CLOSED LOOP FUEL CONTROL, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0126	Insufficient Coolant Temperature for Stable Operation	<Ref. to EN(H4SO)(diag)-138, DTC P0126 INSUFFICIENT COOLANT TEMPERATURE FOR STABLE OPERATION, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0128	Coolant Thermostat (Coolant Temperature Below Thermostat Regulating Temperature)	<Ref. to EN(H4SO)(diag)-140, DTC P0128 COOLANT THERMOSTAT (COOLANT TEMPERATURE BELOW THERMOSTAT REGULATING TEMPERATURE), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0131	O ₂ Sensor Circuit Low Voltage (Bank 1 Sensor 1)	<Ref. to EN(H4SO)(diag)-141, DTC P0131 O ₂ SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0132	O ₂ Sensor Circuit High Voltage (Bank 1 Sensor 1)	<Ref. to EN(H4SO)(diag)-143, DTC P0132 O ₂ SENSOR CIRCUIT HIGH VOLTAGE (BANK 1 SENSOR 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0133	O ₂ Sensor Circuit Slow Response (Bank 1 Sensor 1)	<Ref. to EN(H4SO)(diag)-145, DTC P0133 O ₂ SENSOR CIRCUIT SLOW RESPONSE (BANK 1 SENSOR 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0134	O ₂ Sensor Circuit No Activity Detected (Bank 1 Sensor 1)	<Ref. to EN(H4SO)(diag)-147, DTC P0134 O ₂ SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK 1 SENSOR 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0137	O ₂ Sensor Circuit Low Voltage (Bank 1 Sensor 2)	<Ref. to EN(H4SO)(diag)-149, DTC P0137 O ₂ SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0138	O ₂ Sensor Circuit High Voltage (Bank 1 Sensor 2)	<Ref. to EN(H4SO)(diag)-152, DTC P0138 O ₂ SENSOR CIRCUIT HIGH VOLTAGE (BANK 1 SENSOR 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0139	O ₂ Sensor Circuit Slow Response (Bank 1 Sensor 2)	<Ref. to EN(H4SO)(diag)-155, DTC P0139 O ₂ SENSOR CIRCUIT SLOW RESPONSE (BANK 1 SENSOR 2), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0140	O ₂ Sensor Circuit No Activity Detected (Bank 1 Sensor 2)	<Ref. to EN(H4SO)(diag)-157, DTC P0140 O ₂ 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)-159, DTC P0171 SYSTEM TOO LEAN (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0172	System too Rich (Bank 1)	<Ref. to EN(H4SO)(diag)-160, DTC P0172 SYSTEM TOO RICH (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

List of Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

DTC	Item	Index
P0181	Fuel Temperature Sensor "A" Circuit Range/Performance	<Ref. to EN(H4SO)(diag)-162, 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)-164, 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)-166, 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)-169, 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)-171, 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)-173, DTC P0198 ENGINE OIL TEMPERATURE SENSOR HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0222	Throttle/Pedal Position Sensor/Switch "B" Circuit Low Input	<Ref. to EN(H4SO)(diag)-175, DTC P0222 THROTTLE/PEDAL POSITION SENSOR/SWITCH "B" CIRCUIT LOW INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0223	Throttle/Pedal Position Sensor/Switch "B" Circuit High Input	<Ref. to EN(H4SO)(diag)-178, DTC P0223 THROTTLE/PEDAL POSITION SENSOR/SWITCH "B" CIRCUIT HIGH INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0301	Cylinder 1 Misfire Detected	<Ref. to EN(H4SO)(diag)-181, DTC P0301 CYLINDER 1 MISFIRE DETECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0302	Cylinder 2 Misfire Detected	<Ref. to EN(H4SO)(diag)-181, DTC P0302 CYLINDER 2 MISFIRE DETECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0303	Cylinder 3 Misfire Detected	<Ref. to EN(H4SO)(diag)-181, DTC P0303 CYLINDER 3 MISFIRE DETECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0304	Cylinder 4 Misfire Detected	<Ref. to EN(H4SO)(diag)-182, DTC P0304 CYLINDER 4 MISFIRE DETECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0327	Knock Sensor 1 Circuit Low Input (Bank 1 or Single Sensor)	<Ref. to EN(H4SO)(diag)-188, DTC P0327 KNOCK SENSOR 1 CIRCUIT LOW INPUT (BANK 1 OR SINGLE SENSOR), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0328	Knock Sensor 1 Circuit High Input (Bank 1 or Single Sensor)	<Ref. to EN(H4SO)(diag)-190, DTC P0328 KNOCK SENSOR 1 CIRCUIT HIGH INPUT (BANK 1 OR SINGLE SENSOR), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0335	Crankshaft Position Sensor "A" Circuit	<Ref. to EN(H4SO)(diag)-192, 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)-194, 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)-196, 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)-198, 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	<Ref. to EN(H4SO)(diag)-201, 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)-203, DTC P0420 CATALYST SYSTEM EFFICIENCY BELOW THRESHOLD (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0442	Evaporative Emission Control System Leak Detected (small leak)	<Ref. to EN(H4SO)(diag)-207, DTC P0442 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (SMALL LEAK), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

List of Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

DTC	Item	Index
P0447	Evaporative Emission Control System Vent Control Circuit Open	<Ref. to EN(H4SO)(diag)-211, 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)-214, DTC P0448 EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT SHORTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0451	Evaporative Emission Control System Pressure Sensor Range/Performance	<Ref. to EN(H4SO)(diag)-216, DTC P0451 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0452	Evaporative Emission Control System Pressure Sensor Low Input	<Ref. to EN(H4SO)(diag)-218, 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)-221, 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)-224, 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)-227, DTC P0457 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (FUEL CAP LOOSE/OFF), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0458	Evaporative Emission Control System Purge Control Valve Circuit Low	<Ref. to EN(H4SO)(diag)-231, DTC P0458 EVAPORATIVE EMISSION CONTROL SYSTEM PURGE CONTROL VALVE CIRCUIT LOW, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0459	Evaporative Emission Control System Purge Control Valve Circuit High	<Ref. to EN(H4SO)(diag)-233, DTC P0459 EVAPORATIVE EMISSION CONTROL SYSTEM PURGE CONTROL VALVE CIRCUIT HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0461	Fuel Level Sensor Circuit Range/Performance	<Ref. to EN(H4SO)(diag)-235, DTC P0461 FUEL LEVEL SENSOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0462	Fuel Level Sensor Circuit Low Input	<Ref. to EN(H4SO)(diag)-237, DTC P0462 FUEL LEVEL SENSOR CIRCUIT LOW INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0463	Fuel Level Sensor Circuit High Input	<Ref. to EN(H4SO)(diag)-240, DTC P0463 FUEL LEVEL SENSOR CIRCUIT HIGH INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0464	Fuel Level Sensor Circuit Intermittent	<Ref. to EN(H4SO)(diag)-243, DTC P0464 FUEL LEVEL SENSOR CIRCUIT INTERMITTENT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0483	Cooling Fan Rationality Check	<Ref. to EN(H4SO)(diag)-244, DTC P0483 COOLING FAN RATIONALITY CHECK, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0502	Vehicle Speed Sensor Circuit Low Input	<Ref. to EN(H4SO)(diag)-246, DTC P0502 VEHICLE SPEED SENSOR CIRCUIT LOW INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0503	Vehicle Speed Sensor Intermittent/Erratic/High	<Ref. to EN(H4SO)(diag)-247, DTC P0503 VEHICLE SPEED SENSOR INTERMITTENT/ERRATIC/HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0506	Idle Control System RPM Lower Than Expected	<Ref. to EN(H4SO)(diag)-249, DTC P0506 IDLE CONTROL SYSTEM RPM LOWER THAN EXPECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0507	Idle Control System RPM Higher Than Expected	<Ref. to EN(H4SO)(diag)-251, DTC P0507 IDLE CONTROL SYSTEM RPM HIGHER THAN EXPECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0512	Starter Request Circuit	<Ref. to EN(H4SO)(diag)-253, DTC P0512 STARTER REQUEST CIRCUIT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0513	Incorrect Immobilizer Key	<Ref. to IM(diag)-21, DTC P0513 INCORRECT IMMOBILIZER KEY, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

List of Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

DTC	Item	Index
P0519	Idle Control System Malfunction (Fail-Safe)	<Ref. to EN(H4SO)(diag)-255, DTC P0519 IDLE CONTROL SYSTEM MALFUNCTION (FAIL-SAFE), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0600	CAN Communication Circuit	<Ref. to EN(H4SO)(diag)-258, 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)-260, 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)-261, 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)-262, 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)-263, DTC P0638 THROTTLE ACTUATOR CONTROL RANGE/PERFORMANCE (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0691	Cooling Fan 1 Control Circuit Low	<Ref. to EN(H4SO)(diag)-264, DTC P0691 COOLING FAN 1 CONTROL CIRCUIT LOW, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0692	Cooling Fan 1 Control Circuit High	<Ref. to EN(H4SO)(diag)-264, DTC P0692 COOLING FAN 1 CONTROL CIRCUIT HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0700	Request AT Mil ON	<Ref. to EN(H4SO)(diag)-264, DTC P0700 TRANSMISSION CONTROL SYSTEM (MIL REQUEST), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0851	Neutral Switch Input Circuit Low	<Ref. to EN(H4SO)(diag)-265, DTC P0851 NEUTRAL SWITCH INPUT CIRCUIT LOW (AT MODEL), Diagnostic Procedure with Diagnostic Trouble Code (DTC).> <Ref. to EN(H4SO)(diag)-267, DTC P0851 NEUTRAL SWITCH INPUT CIRCUIT LOW (MT MODEL), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P0852	Neutral Switch Input Circuit High	<Ref. to EN(H4SO)(diag)-270, DTC P0852 NEUTRAL SWITCH INPUT CIRCUIT HIGH (AT MODEL), Diagnostic Procedure with Diagnostic Trouble Code (DTC).> <Ref. to EN(H4SO)(diag)-273, DTC P0852 NEUTRAL SWITCH INPUT CIRCUIT HIGH (MT MODEL), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1152	O ₂ Sensor Circuit Range/Performance (Low) (Bank 1 Sensor 1)	<Ref. to EN(H4SO)(diag)-275, DTC P1152 O ₂ SENSOR CIRCUIT RANGE/PERFORMANCE (LOW) (BANK 1 SENSOR 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1153	O ₂ Sensor Circuit Range/Performance (High) (Bank 1 Sensor 1)	<Ref. to EN(H4SO)(diag)-277, DTC P1153 O ₂ 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)-280, 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)-281, DTC P1400 FUEL TANK PRESSURE CONTROL SOLENOID VALVE CIRCUIT LOW, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1420	Fuel Tank Pressure Control Solenoid Valve Circuit High	<Ref. to EN(H4SO)(diag)-284, 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)-286, 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)-288, 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)-290, 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	Index
P1493	EGR Solenoid Valve Signal #1 Circuit Malfunction (High Input)	<Ref. to EN(H4SO)(diag)-290, 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)-290, 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)-290, 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)-290, 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)-290, 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)-291, 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)-294, 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)-296, 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)-299, DTC P1560 BACK-UP VOLTAGE CIRCUIT MALFUNCTION, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1570	Antenna	<Ref. to IM(diag)-22, DTC P1570 ANTENNA, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1571	Reference Code Incompatibility	<Ref. to IM(diag)-15, DTC P1571 REFERENCE CODE INCOMPATIBILITY, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1574	Key Communication Failure	<Ref. to IM(diag)-20, DTC P1574 KEY IMMOBILIZER COMMUNICATION, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1576	EGI Control Module EEPROM	<Ref. to IM(diag)-21, DTC P1576 EGI CONTROL MODULE EEPROM, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P1577	IMM Control Module EEPROM	<Ref. to IM(diag)-21, DTC P1577 IMM CONTROL MODULE EEPROM, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2096	Post Catalyst Fuel Trim System Too Lean Bank 1	<Ref. to EN(H4SO)(diag)-300, 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)-306, 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)-312, 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)-318, 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)-321, 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)-323, 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)-324, DTC P2122 THROTTLE/PEDAL POSITION SENSOR/SWITCH "D" CIRCUIT LOW INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

List of Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

DTC	Item	Index
P2123	Throttle/Pedal Position Sensor/Switch "D" Circuit High Input	<Ref. to EN(H4SO)(diag)-326, 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)-328, DTC P2127 THROTTLE/PEDAL POSITION SENSOR/SWITCH "E" CIRCUIT LOW INPUT, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2128	Throttle/Pedal Position Sensor/Switch "E" Circuit High Input	<Ref. to EN(H4SO)(diag)-330, 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 Rationality	<Ref. to EN(H4SO)(diag)-332, DTC P2135 THROTTLE/PEDAL POSITION SENSOR/SWITCH "A"/"B" VOLTAGE RATIONALITY, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2138	Throttle/Pedal Position Sensor/Switch "D"/"E" Voltage Rationality	<Ref. to EN(H4SO)(diag)-337, DTC P2138 THROTTLE/PEDAL POSITION SENSOR/SWITCH "D"/"E" VOLTAGE RATIONALITY, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2227	Atmospheric Pressure Sensor Circuit Range/Performance	<Ref. to EN(H4SO)(diag)-340, DTC P2227 BAROMETRIC PRESSURE TOO LOW, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2228	Atmospheric Pressure Sensor Circuit Malfunction (Low Input)	<Ref. to EN(H4SO)(diag)-340, DTC P2228 ATMOSPHERIC PRESSURE SENSOR CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
P2229	Atmospheric Pressure Sensor Circuit Malfunction (High Input)	<Ref. to EN(H4SO)(diag)-341, DTC P2229 ATMOSPHERIC PRESSURE SENSOR CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

18. Diagnostic Procedure with Diagnostic Trouble Code (DTC)

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

DTC DETECTING CONDITION:

- 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.>

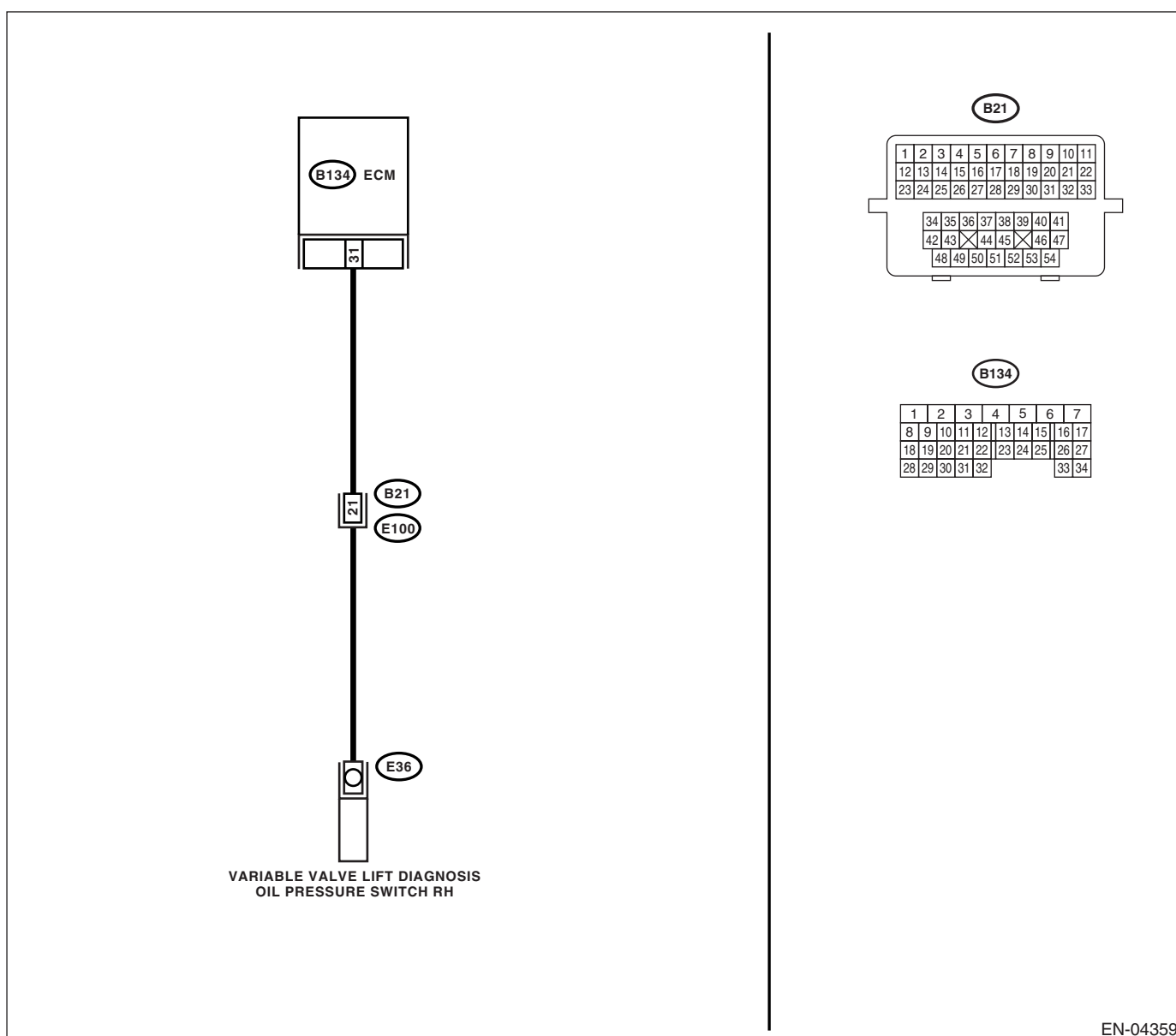
TROUBLE SYMPTOM:

Erroneous idling

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04359

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK FOR ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Using the List of "Diagnostic Trouble Code (DTC)", check the appropriate DTC. <Ref. to EN(H4SO)(diag)-73, 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) Idle the engine. 2) Turn the ignition switch to OFF. 3) Disconnect the connector 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 (E36) No. 1 — Engine ground:	Is the resistance more than 1 MΩ?	Go to step 3.	Repair the ground short circuit in 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 — (E36) 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 in harness between ECM and variable valve lift diagnosis oil pressure switch connector.
4 CHECK DTC. 1) Erase the memory. <Ref. to EN(H4SO)(diag)-46, Clear Memory Mode.> 2) After idling the engine, check the DTC.	Is the DTC displayed?	Replace the oil switching solenoid valve. <Ref. to ME(H4SO)-85, Oil Switching Solenoid Valve.>	Finish the diagnosis.
5 CHECK DTC. 1) Erase the memory. <Ref. to EN(H4SO)(diag)-46, Clear Memory Mode.> 2) After idling the engine, check the DTC.	Is the DTC displayed?	Check the oil passage. Contact your SOA Service Center since deterioration of some parts may be the cause.	Finish the diagnosis.

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.>

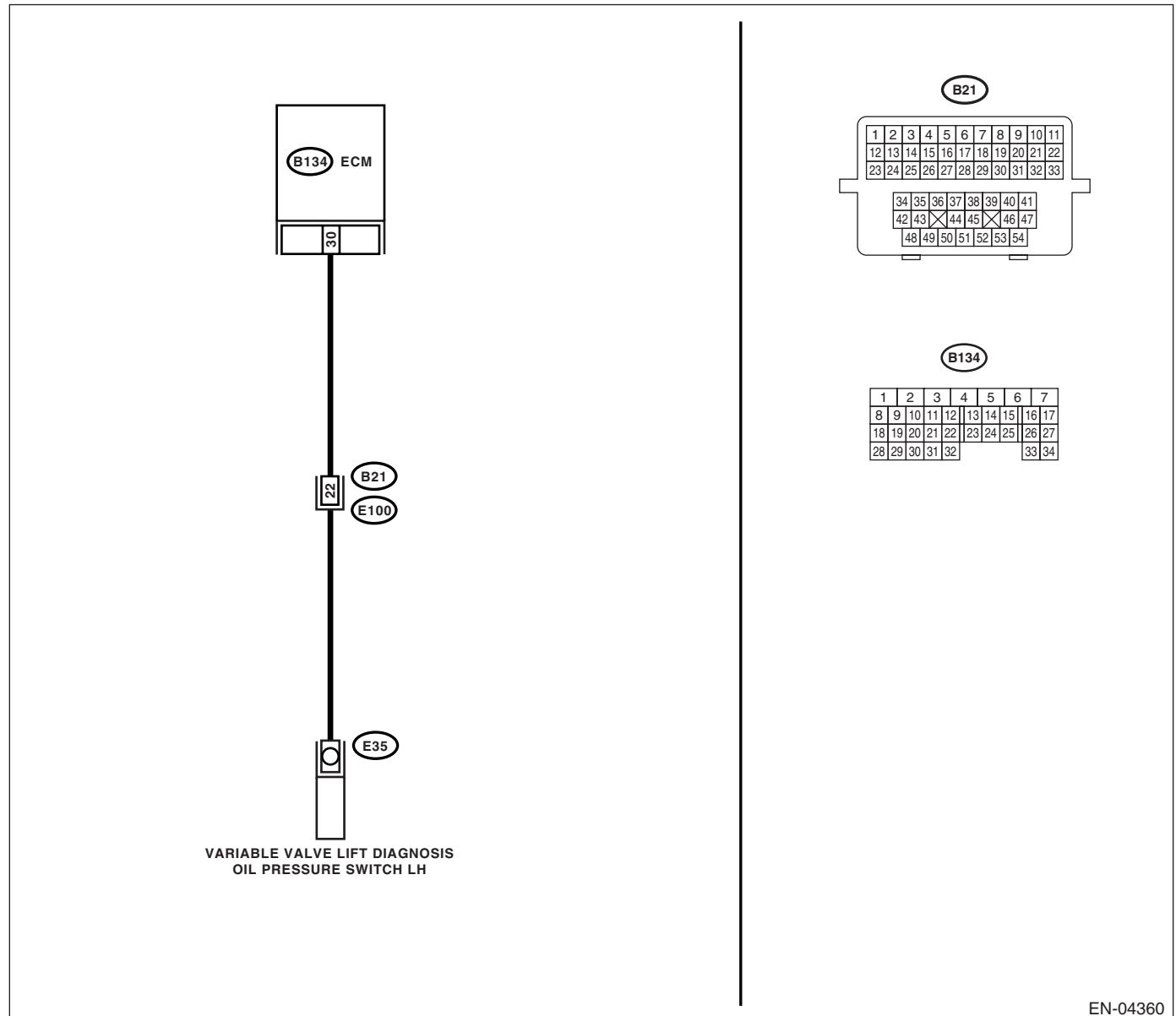
TROUBLE SYMPTOM:

Erroneous idling

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04360

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK FOR ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Using the List of "Diagnostic Trouble Code (DTC)", check the appropriate DTC. <Ref. to EN(H4SO)(diag)-73, 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) Idle the engine. 2) Turn the ignition switch to OFF. 3) Disconnect the connector 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 (E35) No. 1 — Engine ground:	Is the resistance more than 1 MΩ?	Go to step 3.	Repair the ground short circuit in 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. 30 — (E35) 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 in harness between ECM and variable valve lift diagnosis oil pressure switch connector.
4 CHECK DTC. 1) Erase the memory. <Ref. to EN(H4SO)(diag)-46, Clear Memory Mode.> 2) After idling the engine, check the DTC.	Is the DTC displayed?	Replace the oil switching solenoid valve. <Ref. to ME(H4SO)-85, Oil Switching Solenoid Valve.> Go to step 5.	Finish the diagnosis.
5 CHECK DTC. 1) Erase the memory. <Ref. to EN(H4SO)(diag)-46, Clear Memory Mode.> 2) After idling the engine, check the DTC.	Is the DTC displayed?	Check the oil passage. Contact your SOA Service Center since deterioration of some parts may be the cause.	Finish the diagnosis.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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

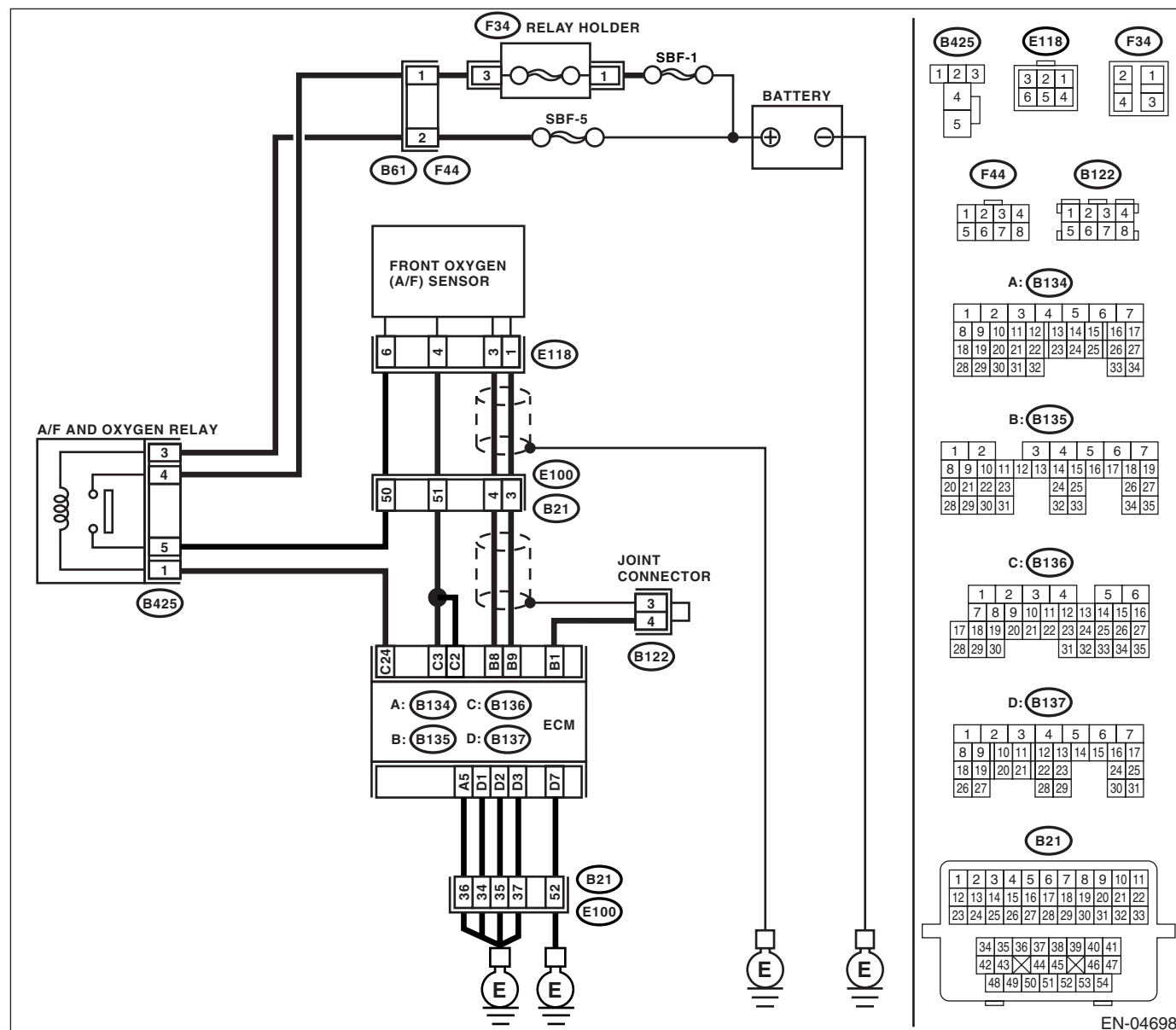
DTC DETECTING CONDITION:

- 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 repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04698

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 the engine and warm-up 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 — (E118) No. 4: (B136) No. 3 — (E118) No. 4:	Is the resistance less than 1 Ω ?	Go to step 2.	Repair the open circuit in 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. 9 — (E118) No. 1: (B135) No. 8 — (E118) No. 3:	Is the resistance less than 1 Ω ?	Go to step 3.	Repair the open circuit in harness between main relay and front oxygen (A/F) sensor connector.
3 CHECK HARNESS BETWEEN A/F AND 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 (B425) No. 5 — (E118) No. 6:	Is the resistance less than 1 Ω ?	Go to step 4.	Repair the open circuit in harness between A/F and 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. 3 — 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 in ECM and front oxygen (A/F) sensor connector.	Is there poor contact in ECM or front oxygen (A/F) sensor connector?	Repair the poor contact in ECM or 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)

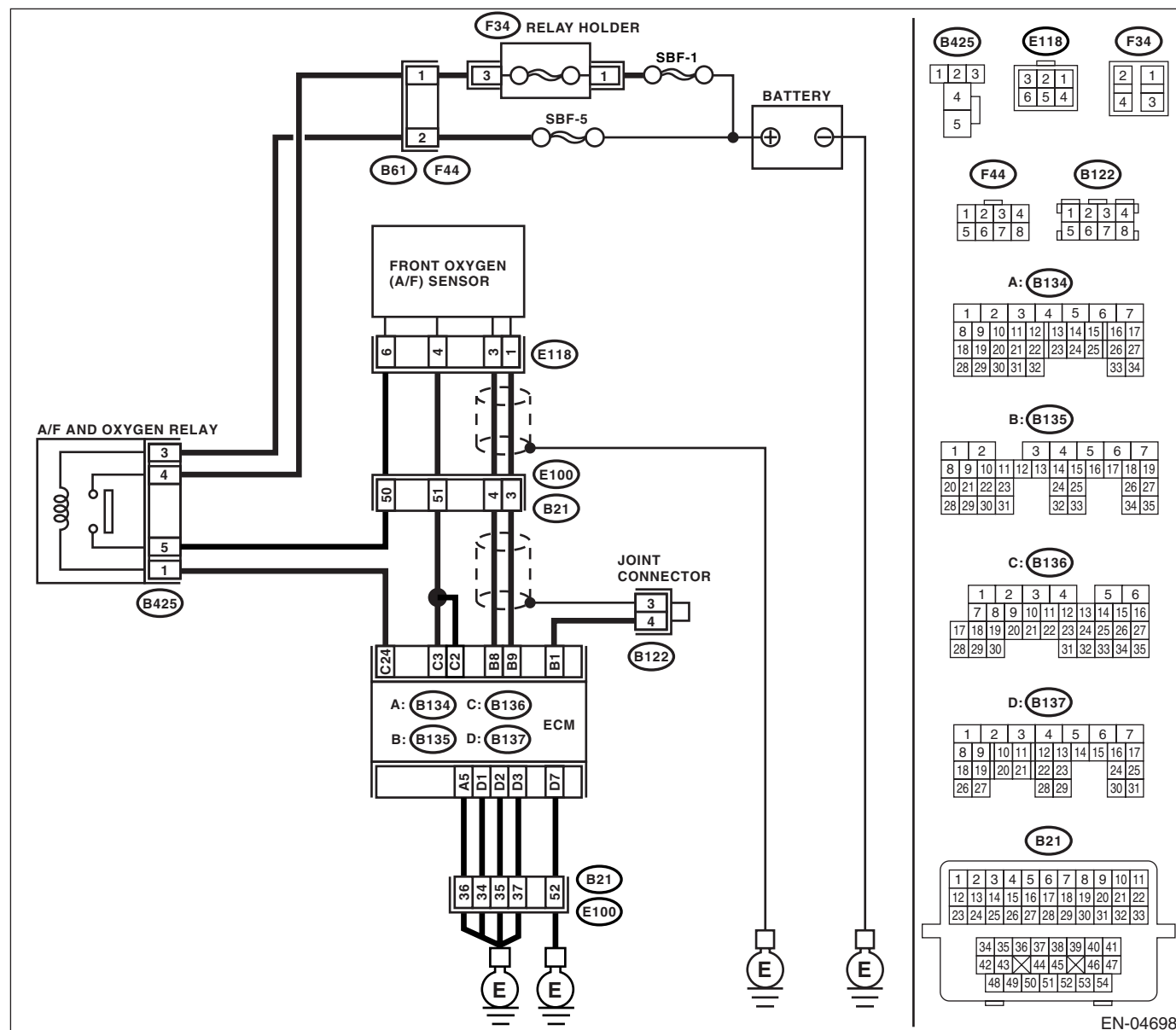
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-12, DTC P0031 HO2S HEATER CONTROL CIRCUIT LOW (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04698

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK ANY OTHER DTC ON DISPLAY.	Does the Subaru Select Monitor or general scan tool display DTC P0031 and P0037 at the same time?	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 (E118) No. 6 (+) — Engine ground (-):	Is the voltage more than 10 V?	Go to step 3.	Repair power supply line. NOTE: In this case, repair the following: • 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 OF 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 harness and connector. NOTE: In this case, repair the following: • 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 Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to the "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-28, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the General Scan Tool Instruction Manual.	Is the current more than 0.2 A?	Repair poor contact in connector. NOTE: In this case, repair the following: • Poor contact in front oxygen (A/F) sensor connector • Poor contact in ECM connector	Go to step 5.
5 CHECK INPUT SIGNAL FROM 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.
6 CHECK OUTPUT SIGNAL FROM 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 by shaking the ECM harness and connector?	Repair poor contact in ECM connector.	Go to step 7.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
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 harness and connector. NOTE: In this case, repair the following: • Open or ground short circuit in 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)

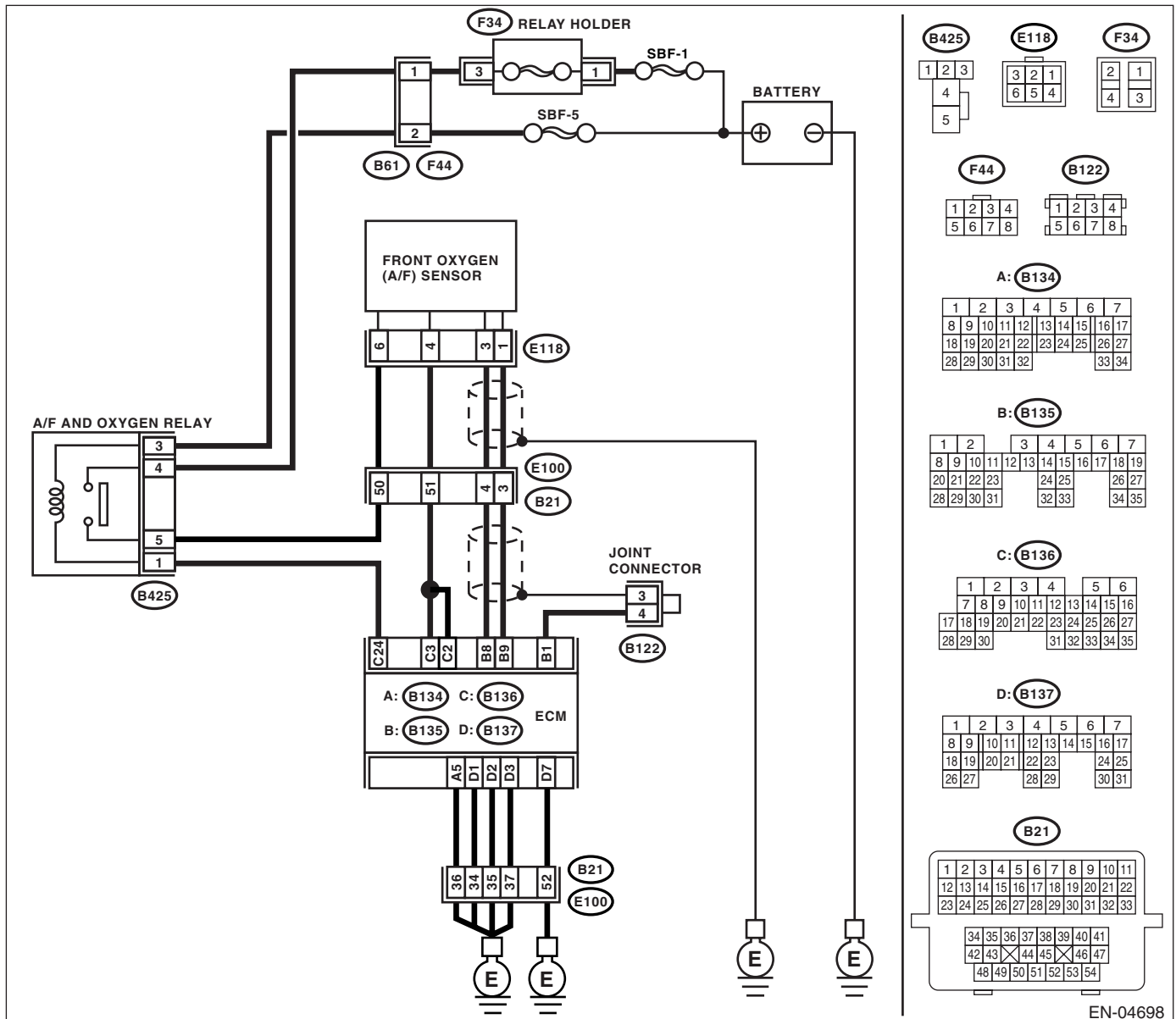
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-14, DTC P0032 HO2S HEATER CONTROL CIRCUIT HIGH (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04698

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

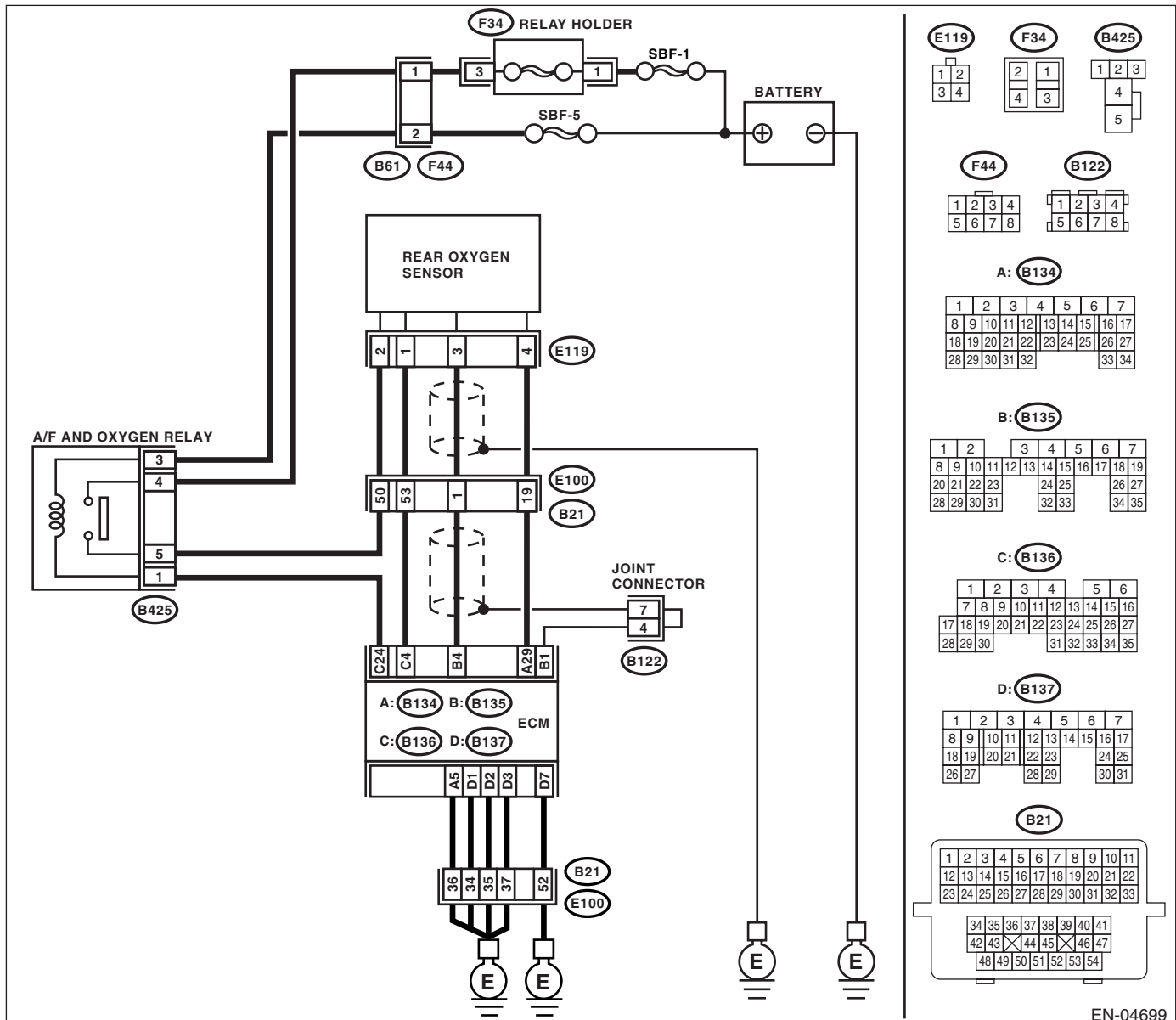
Step	Check	Yes	No
1 CHECK OUTPUT SIGNAL FROM ECM. 1) Turn the ignition switch to ON. 2) Measure the voltage between ECM connector and chassis ground. Connector & terminal (B136) No. 2 (+) — Chassis ground (-): (B136) No. 3 (+) — Chassis ground (-):	Is the voltage more than 8 V?	Go to step 2.	Go to step 3.
2 CHECK FRONT OXYGEN (A/F) SENSOR HEATER CURRENT. 1) Turn the ignition switch to OFF. 2) Repair the battery short circuit in 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 Subaru Select Monitor or the general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to the "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-28, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the General Scan Tool Instruction Manual.	Is the current more than 2.3 A?	Replace the ECM. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>	Finish the diagnosis.
3 CHECK OUTPUT SIGNAL FROM 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 by shaking the ECM harness and connector?	Repair battery short circuit in harness between ECM and front oxygen (A/F) sensor connector.	Finish the diagnosis.

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)-16, DTC P0037 HO2S HEATER CONTROL CIRCUIT LOW (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-04699

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK GROUND CIRCUIT OF ECM. 1) Turn the ignition switch to OFF. 2) Disconnect the connector 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 harness and connector. NOTE: In this case, repair the following: • 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 the "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-28, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the General Scan Tool Instruction Manual.	Is the current more than 0.2 A?	Repair the connector. NOTE: In this case, repair the following: • 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 FROM 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 FROM ECM. Measure the voltage between ECM connector and chassis ground. Connector & terminal (B136) No. 4 (+) — Chassis ground (-):	Does the voltage change by shaking the ECM harness and connector?	Repair poor contact in ECM connector.	Go to step 5.
5 CHECK OUTPUT SIGNAL FROM ECM. 1) Disconnect the connector from 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)-38, Engine Control Module (ECM).>	Repair battery short circuit in harness between ECM and rear oxygen sensor connector. After repair, replace the ECM. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
6 CHECK POWER SUPPLY TO REAR OXYGEN SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from 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 (E119) No. 2 (+) — Chassis ground (-):	Is the voltage more than 10 V?	Go to step 7.	Repair power supply line. NOTE: In this case, repair the following: • 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 harness and connector. NOTE: In this case, repair the following: • 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)-37, Rear Oxygen Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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

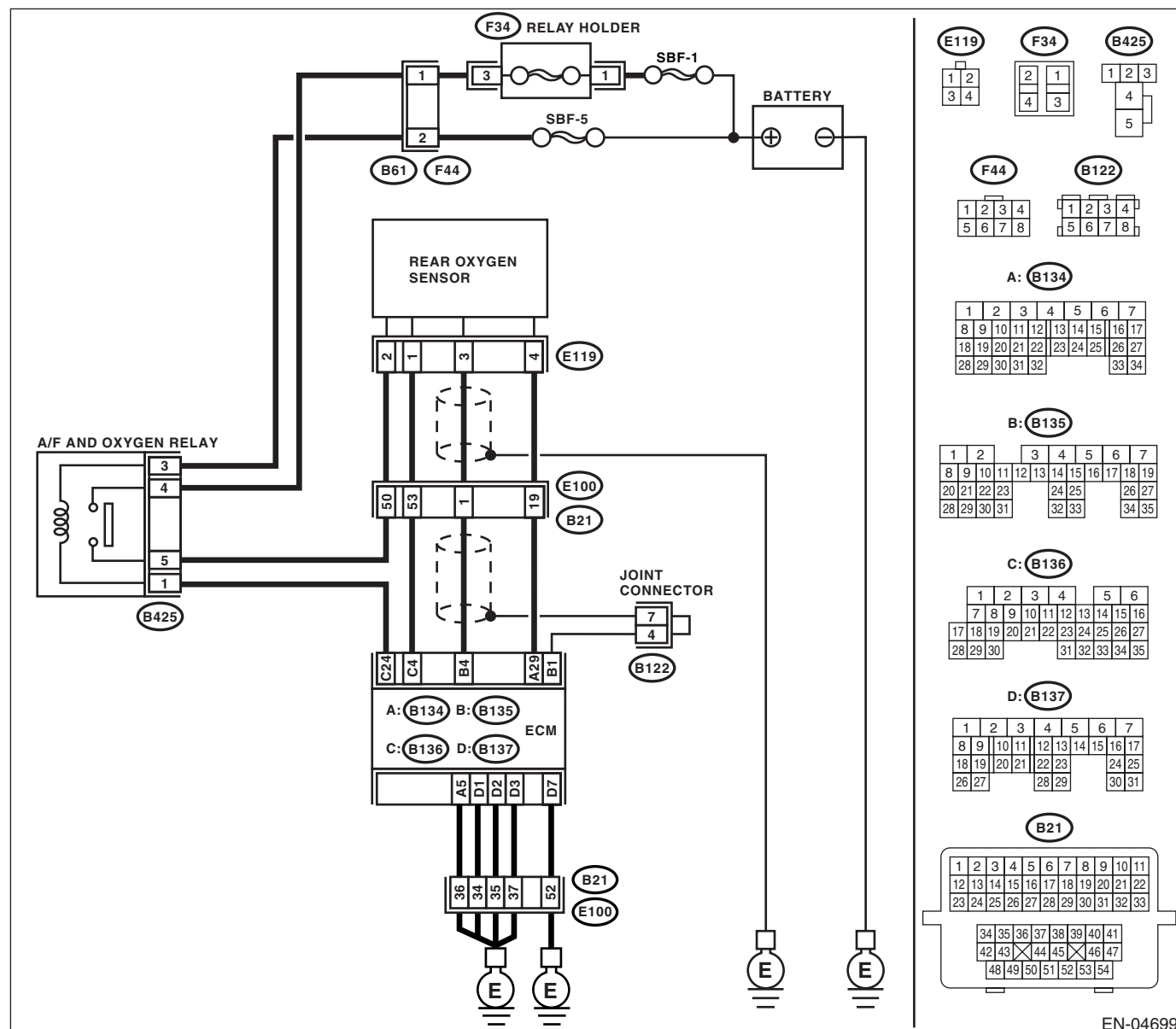
DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-17, DTC P0038 HO2S HEATER CONTROL CIRCUIT HIGH (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04699

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK INPUT SIGNAL FOR ECM. Measure the voltage between ECM connector and chassis ground. Connector & terminal (B136) No. 4 (+) — Chassis ground (-):	Is the voltage more than 8 V?	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 in 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 the general scan tool. NOTE: - Subaru Select Monitor For detailed operation procedure, refer to the "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-28, Subaru Select Monitor.> - General scan tool For detailed operation procedure, refer to the General Scan Tool Instruction Manual.	Is the current more than 7 A?	Replace the ECM. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>	Finish the diagnosis.
3 CHECK POOR CONTACT. Check poor contact in ECM connector.	Is there poor contact in ECM connector?	Repair poor contact in ECM connector.	Finish the diagnosis.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

H: DTC P0068 MANIFOLD ABSOLUTE PRESSURE SENSOR RANGE/PERFORMANCE

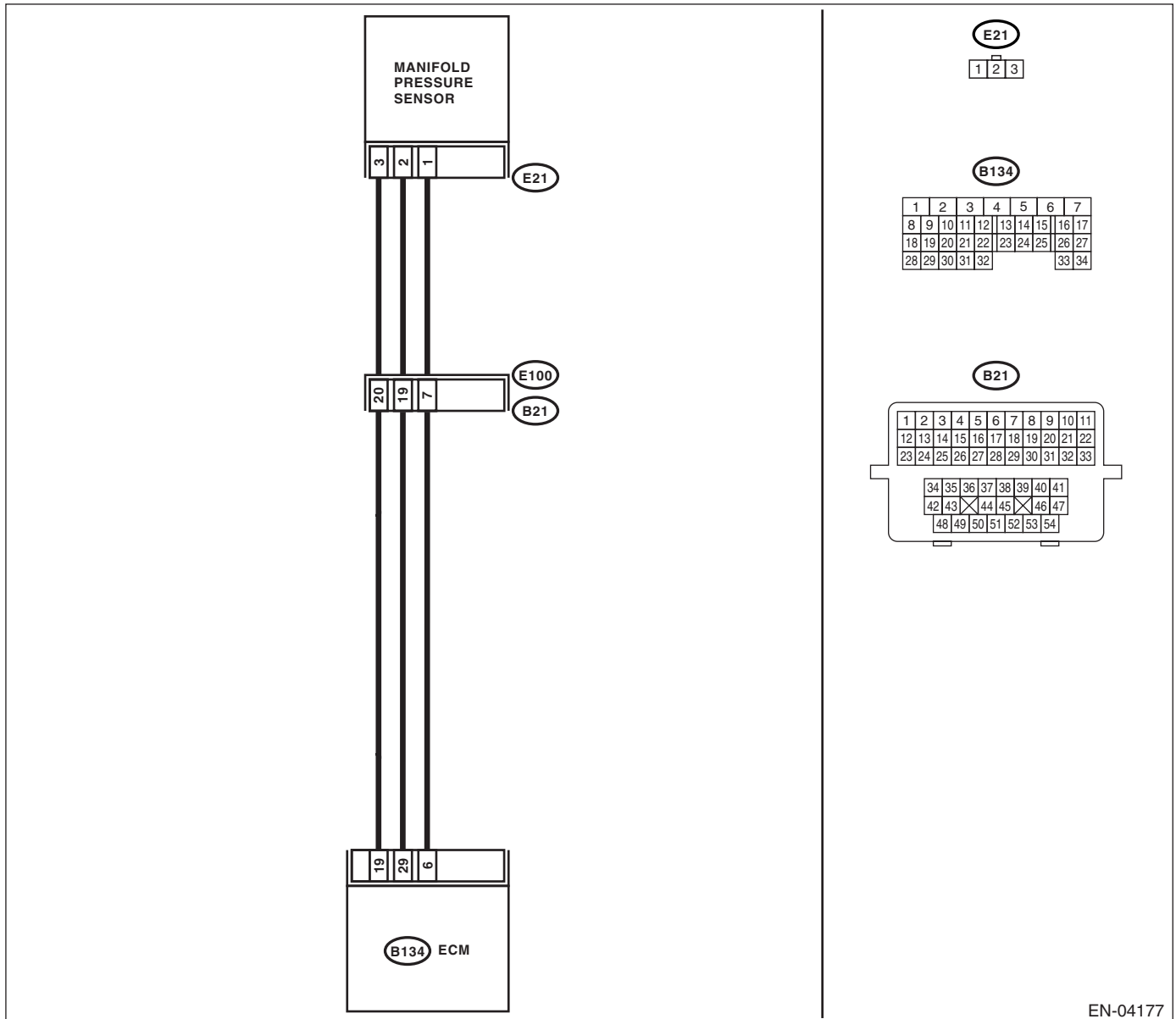
DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-19, DTC P0068 MANIFOLD PRESSURE SENSOR RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04177

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?	Inspect DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-73, 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 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 selector lever or shift lever in "P" or "N" position. 3) Turn the A/C switch to OFF. 4) All accessory switches OFF. 5) Read the data of intake manifold absolute pressure sensor signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-28, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the General Scan Tool Instruction Manual.	Ignition ON: Is the measured value 73.3 — 106.6 kPa (550 — 800 mmHg, 21.65 — 31.50 inHg)? Idling: Is the measured value 20.0 — 46.7 kPa (150 — 350 mmHg, 5.91 — 13.78 inHg)?	Go to step 4.	Replace the manifold absolute pressure sensor. <Ref. to FU(H4SO)-27, Manifold Absolute Pressure Sensor.>
4 CHECK THROTTLE POSITION. Read the data of throttle position signal using Subaru Select Monitor or general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-28, 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 POSITION.	Is the measured value more than 85% when throttle is wide 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)-21, DTC P0076 INTAKE VALVE CONTROL CIRCUIT LOW (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

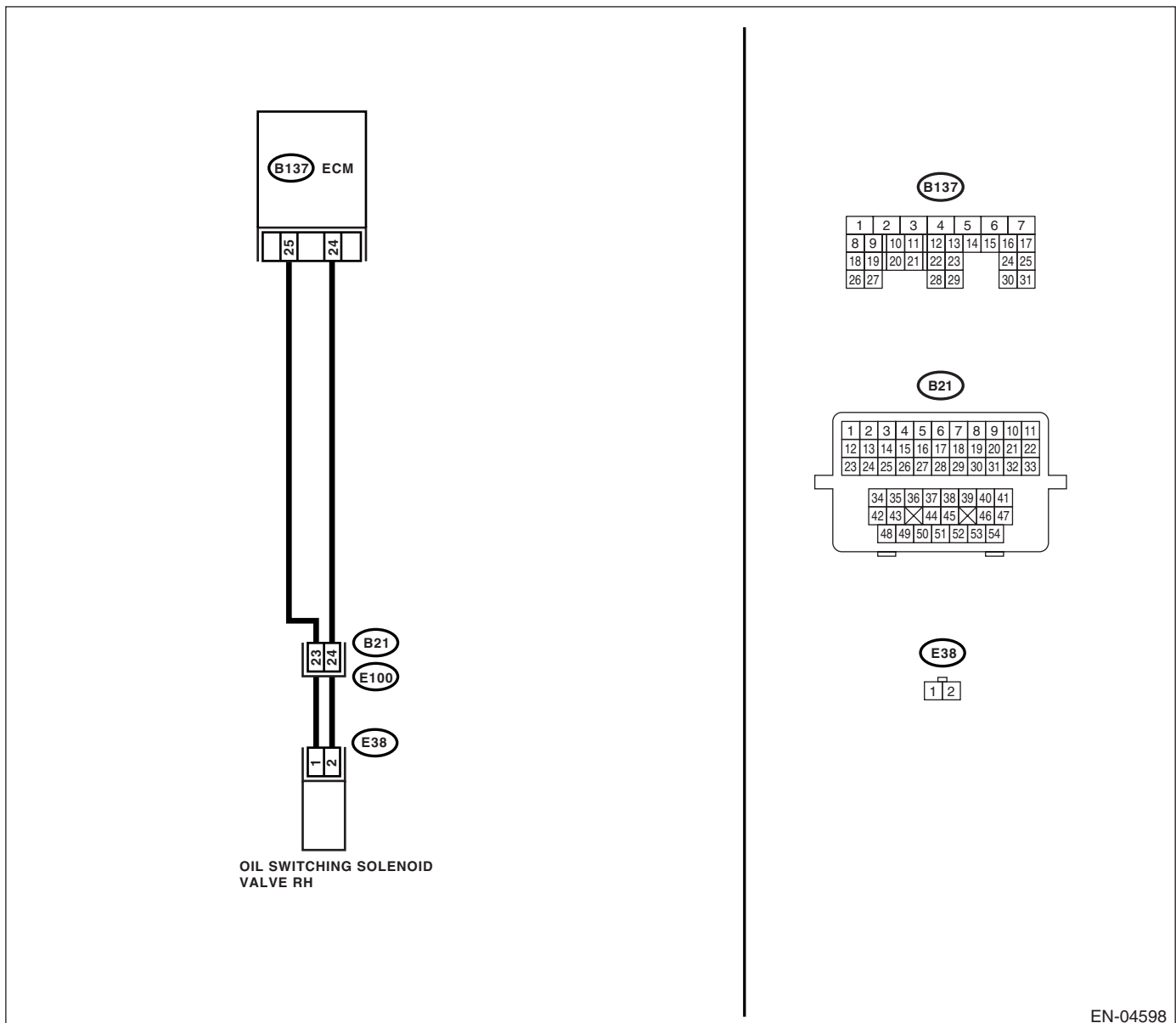
TROUBLE SYMPTOM:

Erroneous idling

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, 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 connector from ECM and oil switching solenoid valve. 3) Measure the resistance between ECM and oil switching solenoid valve connector. Connector & terminal (B137) No. 25 — (E38) No. 1: (B137) No. 24 — (E38) No. 2:	Is the resistance less than 1 Ω ?	Go to step 2.	Repair the open circuit in harness between ECM and oil switching solenoid valve connector. NOTE: In this case, repair the following: • Open circuit in harness between ECM and oil switching solenoid valve connector • Poor contact in coupling connectors
2 CHECK OIL SWITCHING SOLENOID VALVE. 1) Remove the oil switching solenoid valve connector. 2) Measure the resistance between oil switching solenoid valve terminals. Terminal No. 1 — No. 2:	Is the resistance 6 — 12 Ω ?	Repair the poor contact in 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)-22, DTC P0077 INTAKE VALVE CONTROL CIRCUIT HIGH (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

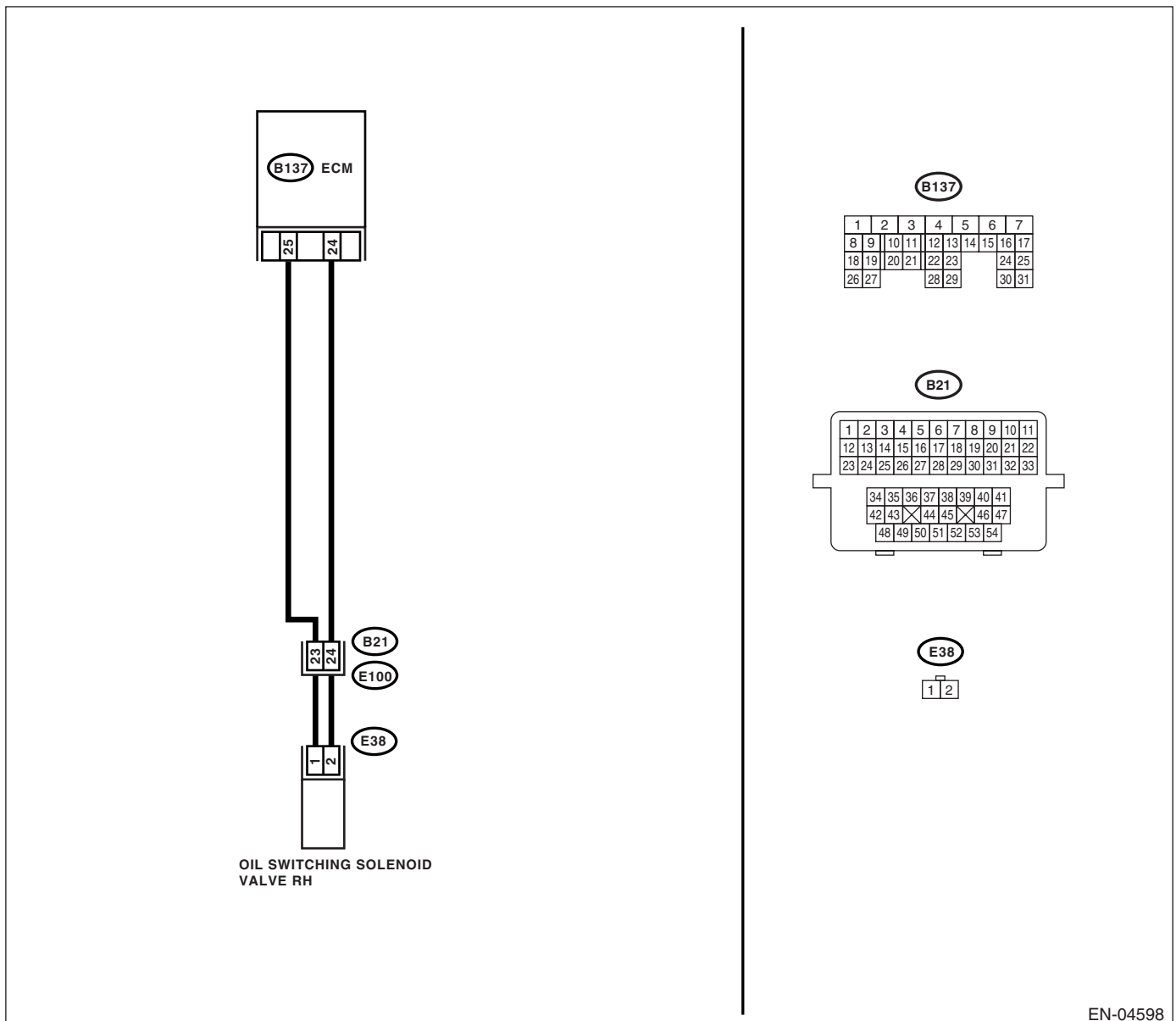
TROUBLE SYMPTOM:

Erroneous idling

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04598

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 connector from ECM and oil switching solenoid valve. 3) Measure the resistance between oil switching solenoid valve connector and engine ground. <i>Connector & terminal</i> <i>(E38) No. 1 — Engine ground:</i> <i>(E38) No. 2 — Engine ground:</i>	Is the resistance more than 1 MΩ?	Go to step 2.	Repair the short circuit in harness 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. <i>Terminal</i> <i>No. 1 — No. 2:</i>	Is the resistance 6 — 12 Ω?	Repair the poor contact in 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)-23, DTC P0082 INTAKE VALVE CONTROL CIRCUIT LOW (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

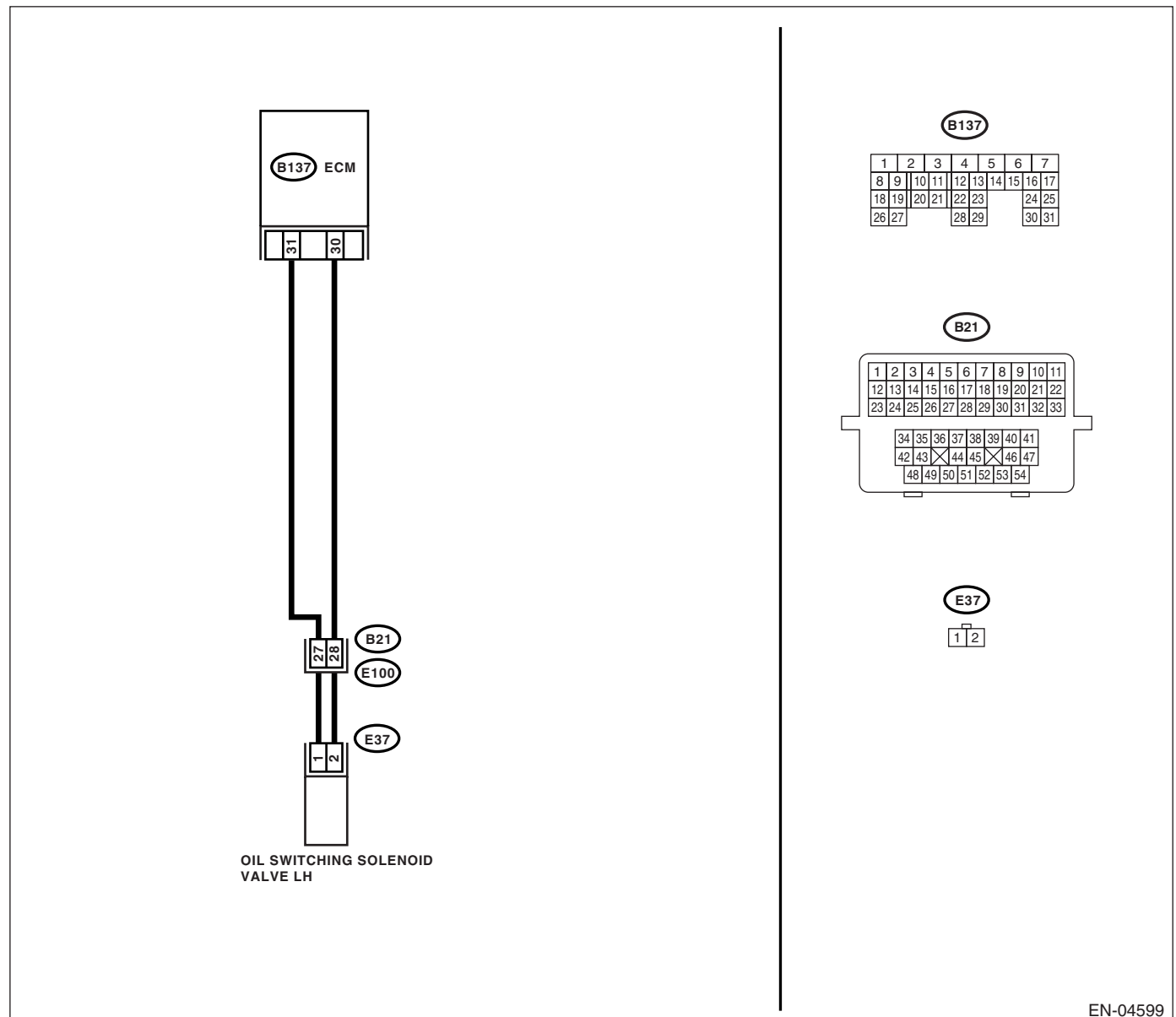
TROUBLE SYMPTOM:

Erroneous idling

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, 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 connector from ECM and oil switching solenoid valve. 3) Measure the resistance between ECM and oil switching solenoid valve connector. Connector & terminal (B137) No. 31 — (E37) No. 1: (B137) No. 30 — (E37) No. 2:	Is the resistance less than 1 Ω ?	Go to step 2.	Repair the open circuit in harness between ECM and oil switching solenoid valve connector. NOTE: In this case, repair the following: • Open circuit in harness between ECM and oil switching solenoid valve connector • Poor contact in coupling connectors
2 CHECK OIL SWITCHING SOLENOID VALVE. 1) Remove the oil switching solenoid valve connector. 2) Measure the resistance between oil switching solenoid valve terminals. Terminal No. 1 — No. 2:	Is the resistance 6 — 12 Ω ?	Repair the poor contact in 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)-23, DTC P0083 INTAKE VALVE CONTROL CIRCUIT HIGH (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

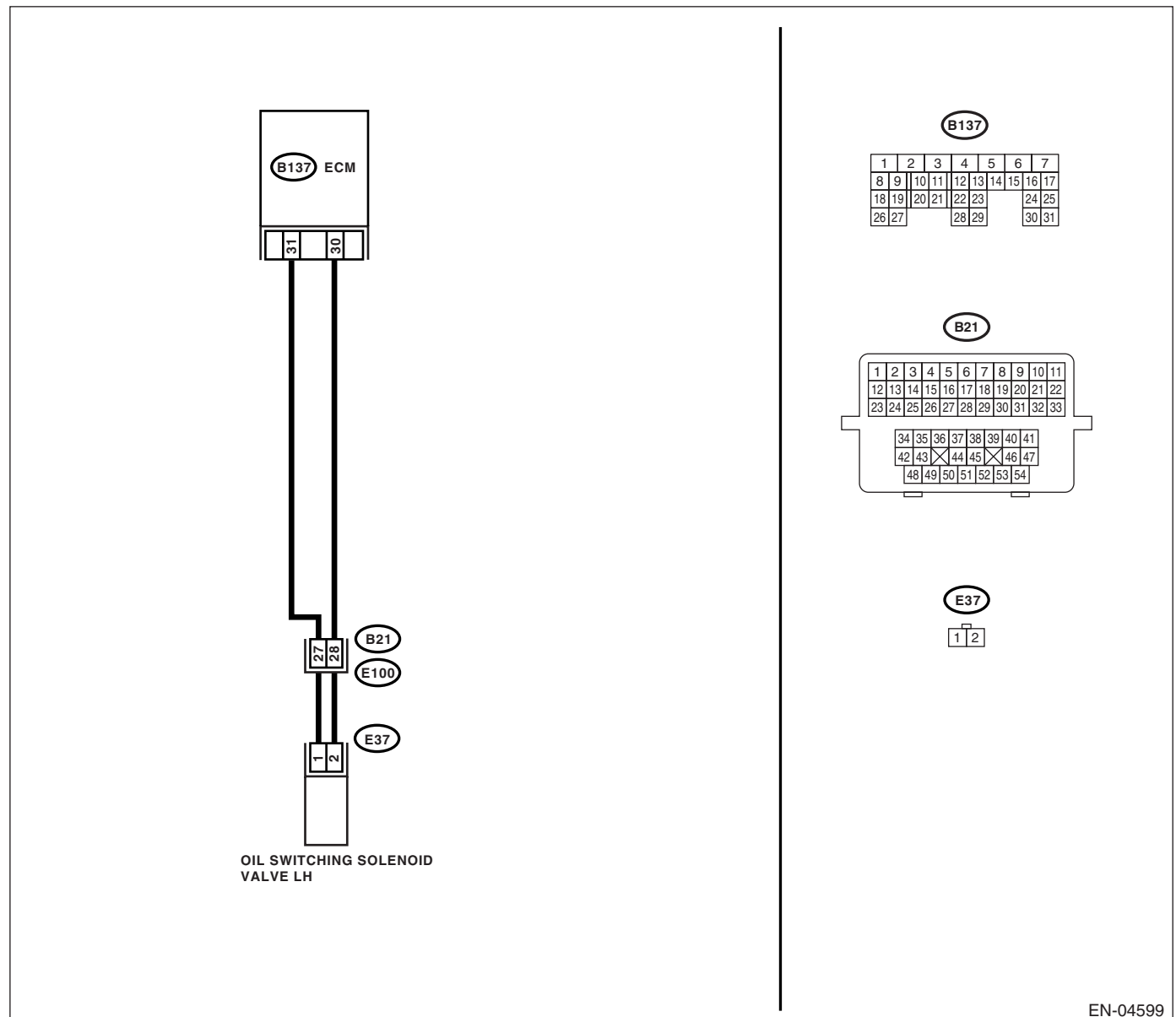
TROUBLE SYMPTOM:

Erroneous idling

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04599

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 connector from ECM and oil switching solenoid valve. 3) Measure the resistance between oil switching solenoid valve connector and engine ground. <i>Connector & terminal</i> <i>(E37) No. 1 — Engine ground:</i> <i>(E37) No. 2 — Engine ground:</i>	Is the resistance more than 1 MΩ?	Go to step 2.	Repair the short circuit in harness 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. <i>Terminal</i> <i>No. 1 — No. 2:</i>	Is the resistance 6 — 12 Ω?	Repair the poor contact in 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)-23, DTC P0101 MASS OR VOLUME AIR FLOW CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

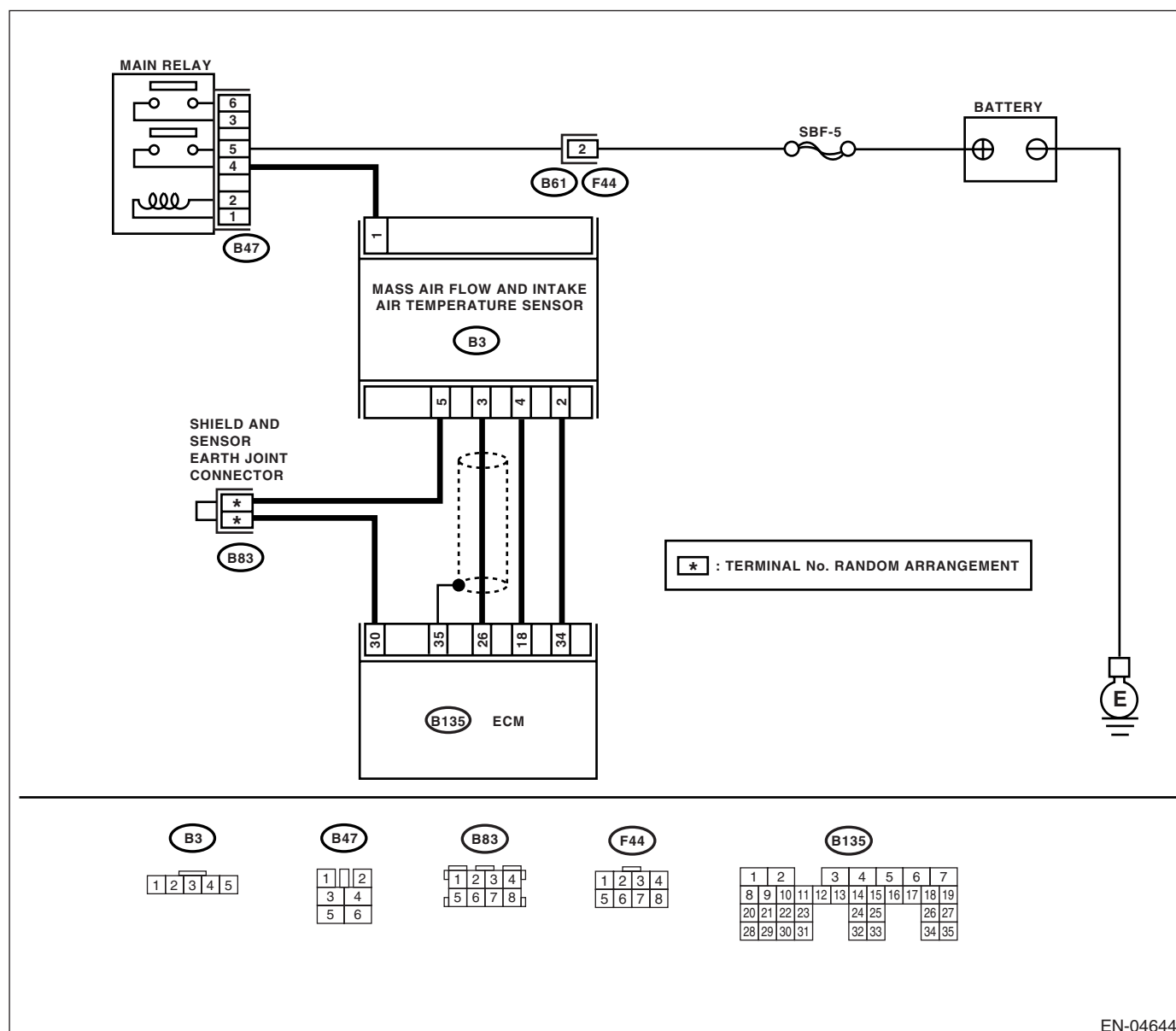
TROUBLE SYMPTOM:

- Erroneous idling
- Engine stalls.
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04644

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?	Inspect the relevant DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-73, 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)-25, DTC P0102 MASS OR VOLUME AIR FLOW CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

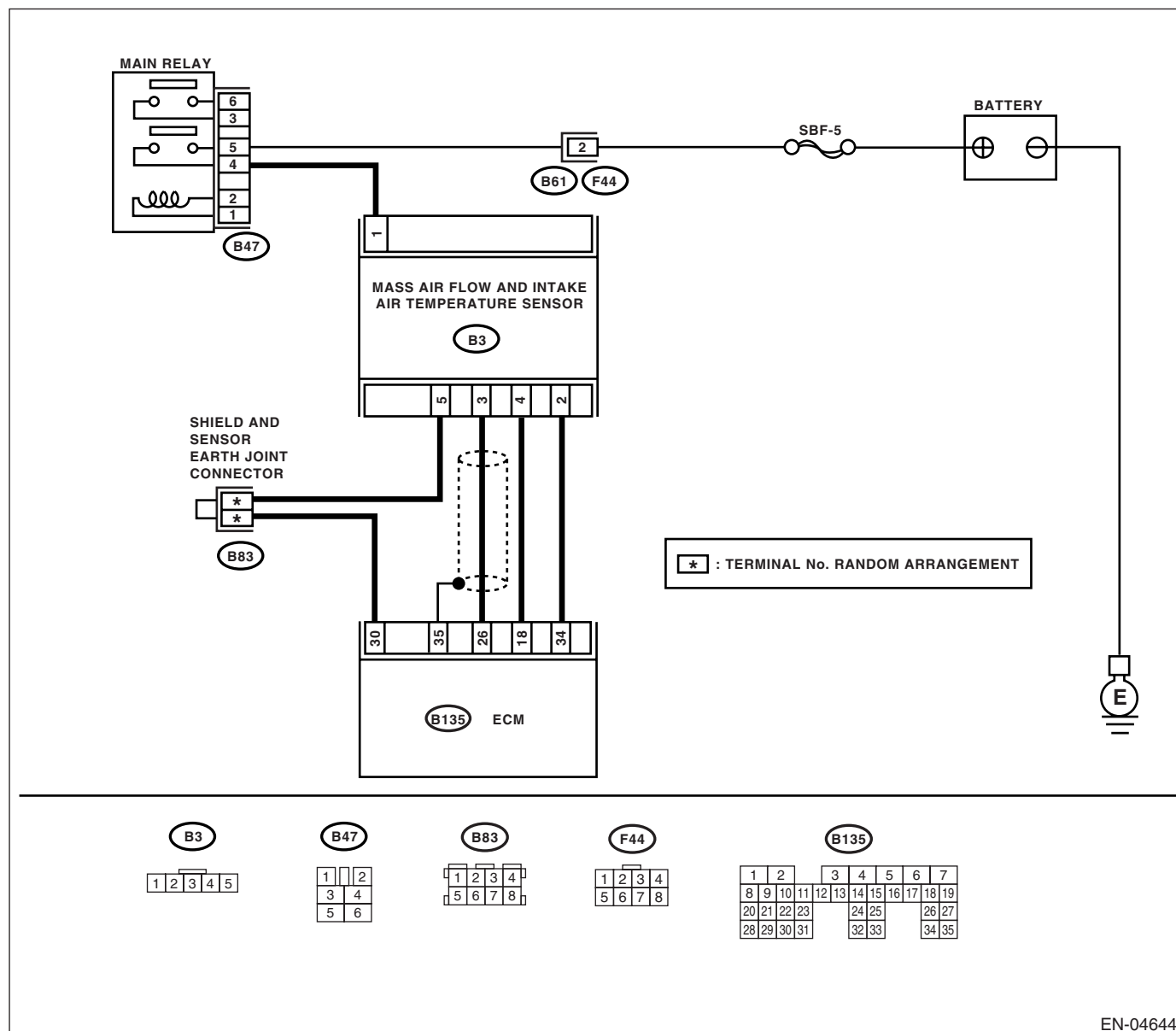
TROUBLE SYMPTOM:

- Erroneous idling
- Engine stalls.
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04644

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 Subaru Select Monitor or the 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 the "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-28, Subaru Select Monitor.> - General scan tool For detailed operation procedures, refer to the General Scan Tool Instruction Manual.	Is the measured value within 0.2 to 4.7 V?	Even if malfunction indicator light lights up, the circuit has returned to a normal condition at this time. A temporary poor contact of the connector or harness may be the cause. Repair the harness or connector in the mass air flow sensor. NOTE: In this case, repair the following: - 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 FOR ECM. Measure the voltage between ECM connector and chassis ground while engine is idling. Connector & terminal (B135) No. 26 (+) — Chassis ground (-):	Is the measured value less than 0.2 V?	Go to step 4.	Go to step 3.
3 CHECK INPUT SIGNAL FOR ECM (USING SUBARU SELECT MONITOR). Measure the voltage between ECM connector and chassis ground while engine is idling.	Shake the ECM harness and connector, while monitoring value of Subaru Select Monitor. Does the voltage change?	Repair the poor contact in ECM connector.	Contact your SOA Service Center since deterioration of some parts may be the cause.
4 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 more than 5 V?	Go to step 5.	Repair the open circuit between mass air flow sensor and main relay.
5 CHECK HARNESS BETWEEN ECM AND MASS AIR FLOW SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector 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. 30 — (B3) No. 5: (B135) No. 34 — (B3) No. 2:	Is the measured value less than 1 Ω?	Go to step 6.	Repair the open circuit between ECM and mass air flow sensor connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
6 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. 30 — Chassis ground: (B135) No. 34 — Chassis ground:	Is the measured value more than 1 MΩ?	Go to step 7.	Repair the ground short circuit between ECM and mass air flow sensor connector.
7 CHECK POOR CONTACT Check poor contact in mass air flow sensor connector.	Is there poor contact in mass air flow sensor connector?	Repair the poor contact in 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)-26, DTC P0103 MASS OR VOLUME AIR FLOW CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

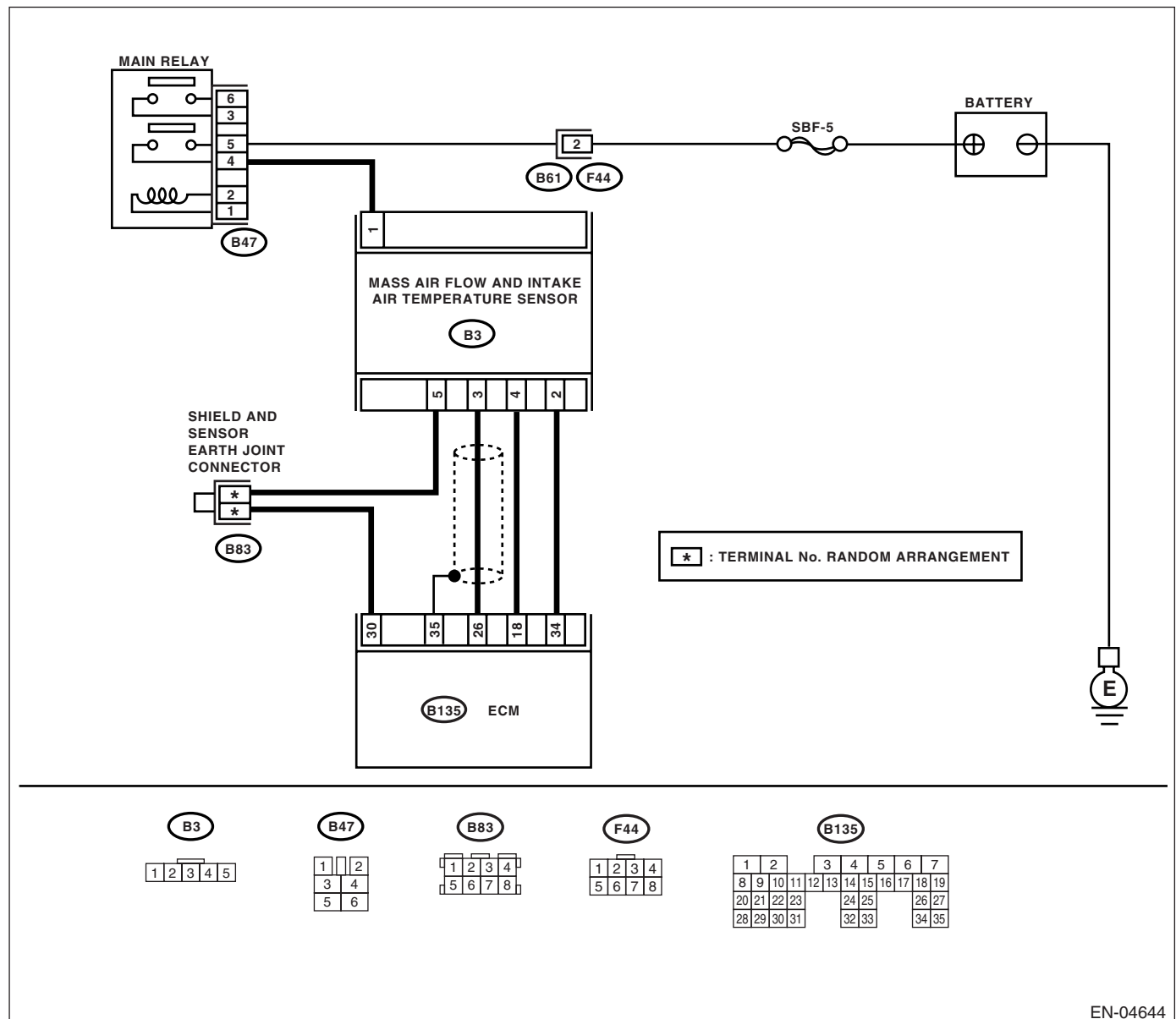
TROUBLE SYMPTOM:

- Erroneous idling
- Engine stalls.
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04644

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 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 the "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-28, Subaru Select Monitor.> - General scan tool For detailed operation procedures, refer to the General Scan Tool Instruction Manual.	Is the measured value within 0.2 to 4.7 V?	Even if malfunction indicator light lights up, 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 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. 3 (+) — Chassis ground (-):	Is the measured value more than 5 V?	Repair the battery short 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 connector from ECM. 3) Measure the resistance between ECM connector and mass air flow sensor connector. Connector & terminal (B3) No. 2 — (B135) No. 34:	Is the measured value 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 harness between mass air flow sensor connector and ECM connector.

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 the "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-28, 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 poor contact in ECM and manifold absolute pressure sensor connector.	Is there poor contact in ECM or manifold absolute pressure sensor connector?	Repair poor contact in ECM or manifold absolute pressure sensor connector.	Even if malfunction indicator light lights up, the circuit has returned to a normal condition at this time.
3 CHECK OUTPUT SIGNAL FOR ECM. Measure the voltage between ECM connector and chassis ground. Connector & terminal (B134) No. 6 (+) — Chassis ground (-):	Is the voltage more than 4.5 V?	Go to step 5.	Go to step 4.
4 CHECK OUTPUT SIGNAL FOR ECM. Measure the voltage between ECM connector and chassis ground. Connector & terminal (B134) No. 6 (+) — Chassis ground (-):	Does the voltage change by shaking the ECM harness and connector?	Repair poor contact in ECM connector.	Contact your SOA Service Center since deterioration of some parts may be the cause.
5 CHECK INPUT SIGNAL FOR 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 7.	Go to step 6.
6 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 the "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-28, Subaru Select Monitor.>	Is the measured value more than 13.3 kPa (100 mmHg, 3.94 inHg) by shaking the harness and connector of ECM?	Repair poor contact in ECM connector.	Go to step 7.
7 CHECK HARNESS BETWEEN MANIFOLD ABSOLUTE PRESSURE SENSOR AND ECM 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 more than 4.5 V?	Go to step 8.	Repair open circuit in harness between ECM and manifold absolute pressure sensor connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
8 CHECK HARNESS BETWEEN MANIFOLD ABSOLUTE PRESSURE SENSOR AND ECM CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM. 3) Measure the resistance of harness between ECM and manifold absolute pressure sensor connector. <i>Connector & terminal</i> <i>(B134) No. 19 — (E21) No. 3:</i>	Is the resistance less than 1 Ω ?	Go to step 9.	Repair open circuit in harness between ECM and manifold absolute pressure sensor connector.
9 CHECK POOR CONTACT. Check poor contact in manifold absolute pressure sensor connector.	Is there poor contact in manifold absolute pressure sensor connector?	Repair poor contact in 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

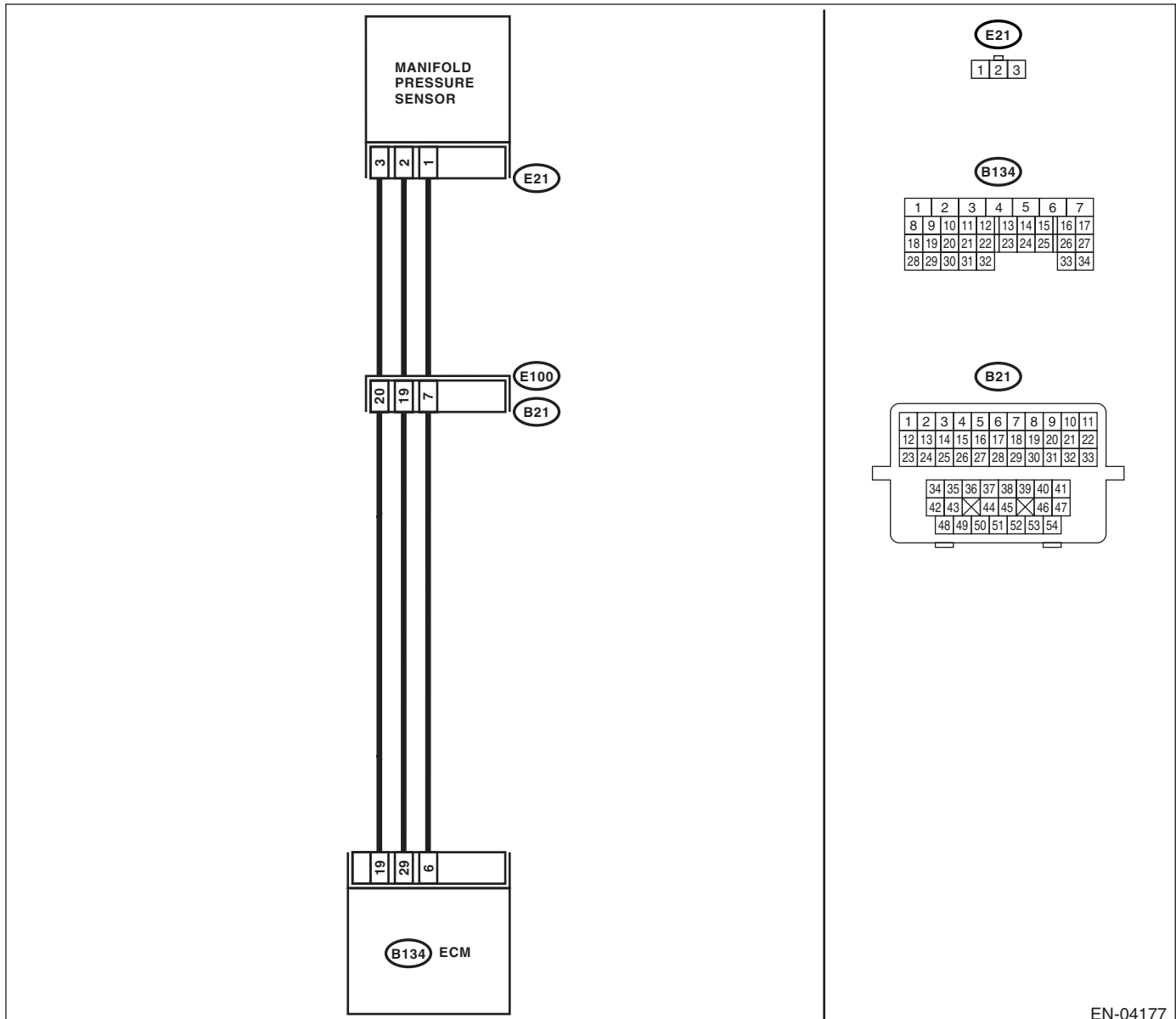
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-29, DTC P0108 MANIFOLD ABSOLUTE PRESSURE/BAROMETRIC PRESSURE CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, 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 intake manifold absolute pressure signal using Subaru Select Monitor or general scan tool. NOTE: - Subaru Select Monitor For detailed operation procedure, refer to the "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-28, 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 10.	Go to step 2.
2 CHECK OUTPUT SIGNAL FOR ECM. Measure the voltage between ECM connector and chassis ground. Connector & terminal (B134) No. 6 (+) — Chassis ground (-):	Is the voltage more than 4.5 V?	Go to step 4.	Go to step 3.
3 CHECK OUTPUT SIGNAL FOR ECM. Measure the voltage between ECM connector and chassis ground. Connector & terminal (B134) No. 6 (+) — Chassis ground (-):	Does the voltage change by shaking the ECM harness and connector?	Repair poor contact in ECM connector.	Contact your SOA Service Center since deterioration of some parts may be the cause.
4 CHECK INPUT SIGNAL FOR 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 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 the "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-28, Subaru Select Monitor.>	Is the measured value more than 13.3 kPa (100 mmHg, 3.94 inHg) by shaking the harness and connector of ECM?	Repair poor contact in ECM connector.	Go to step 6.
6 CHECK HARNESS BETWEEN MANIFOLD ABSOLUTE PRESSURE SENSOR AND ECM 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 more than 4.5 V?	Go to step 7.	Repair open circuit in 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 MANIFOLD ABSOLUTE PRESSURE SENSOR AND ECM CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM. 3) Measure the resistance of harness between ECM and manifold absolute pressure sensor connector. <i>Connector & terminal</i> <i>(B134) No. 29 — (E21) No. 2:</i>	Is the resistance less than 1 Ω ?	Go to step 8.	Repair open circuit in harness between ECM and manifold absolute pressure sensor connector.
8 CHECK HARNESS BETWEEN MANIFOLD ABSOLUTE PRESSURE SENSOR AND ECM CONNECTOR. Measure the resistance of harness between ECM and manifold absolute pressure sensor connector. <i>Connector & terminal</i> <i>(B134) No. 19 — (E21) No. 3:</i>	Is the resistance less than 1 Ω ?	Go to step 9.	Repair open circuit in harness between ECM and manifold absolute pressure sensor connector.
9 CHECK POOR CONTACT. Check poor contact in manifold absolute pressure sensor connector.	Is there poor contact in manifold absolute pressure sensor connector?	Repair poor contact in manifold absolute pressure sensor connector.	Replace the manifold absolute pressure sensor. <Ref. to FU(H4SO)-27, Manifold Absolute Pressure Sensor.>
10 CHECK HARNESS BETWEEN MANIFOLD ABSOLUTE PRESSURE SENSOR AND ECM CONNECTOR. 1) Turn the ignition switch to OFF and Subaru Select Monitor or the general scan tool power switch to OFF. 2) Disconnect the connector from manifold absolute pressure sensor. 3) Turn the ignition switch to ON and Subaru Select Monitor or the 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 the "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-28, 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 battery short circuit in harness between ECM and manifold absolute pressure sensor connector.	Replace the manifold absolute pressure sensor. <Ref. to FU(H4SO)-27, Manifold Absolute Pressure Sensor.>

R: DTC P0111 INTAKE AIR TEMPERATURE CIRCUIT RANGE/PERFORMANCE

DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-30, DTC P0111 INTAKE AIR TEMPERATURE CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

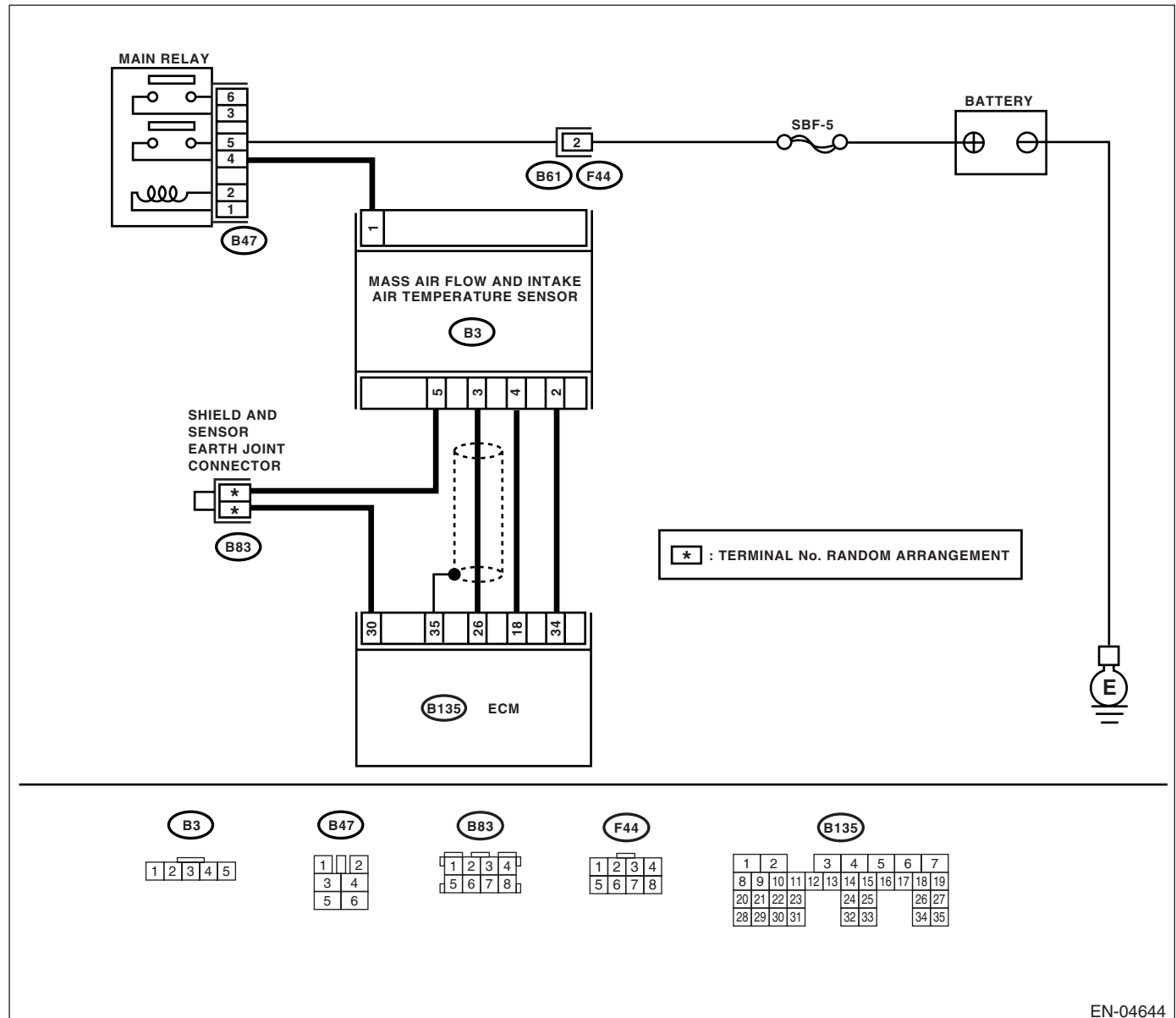
TROUBLE SYMPTOM:

- Erroneous idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04644

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?	Inspect DTC using “List of Diagnostic Trouble Code (DTC)”. <Ref. to EN(H4SO)(diag)- 73, List of Diag- nostic 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 Temper- ature Sensor.>

S: DTC P0112 INTAKE AIR TEMPERATURE CIRCUIT LOW INPUT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-32, DTC P0112 INTAKE AIR TEMPERATURE CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

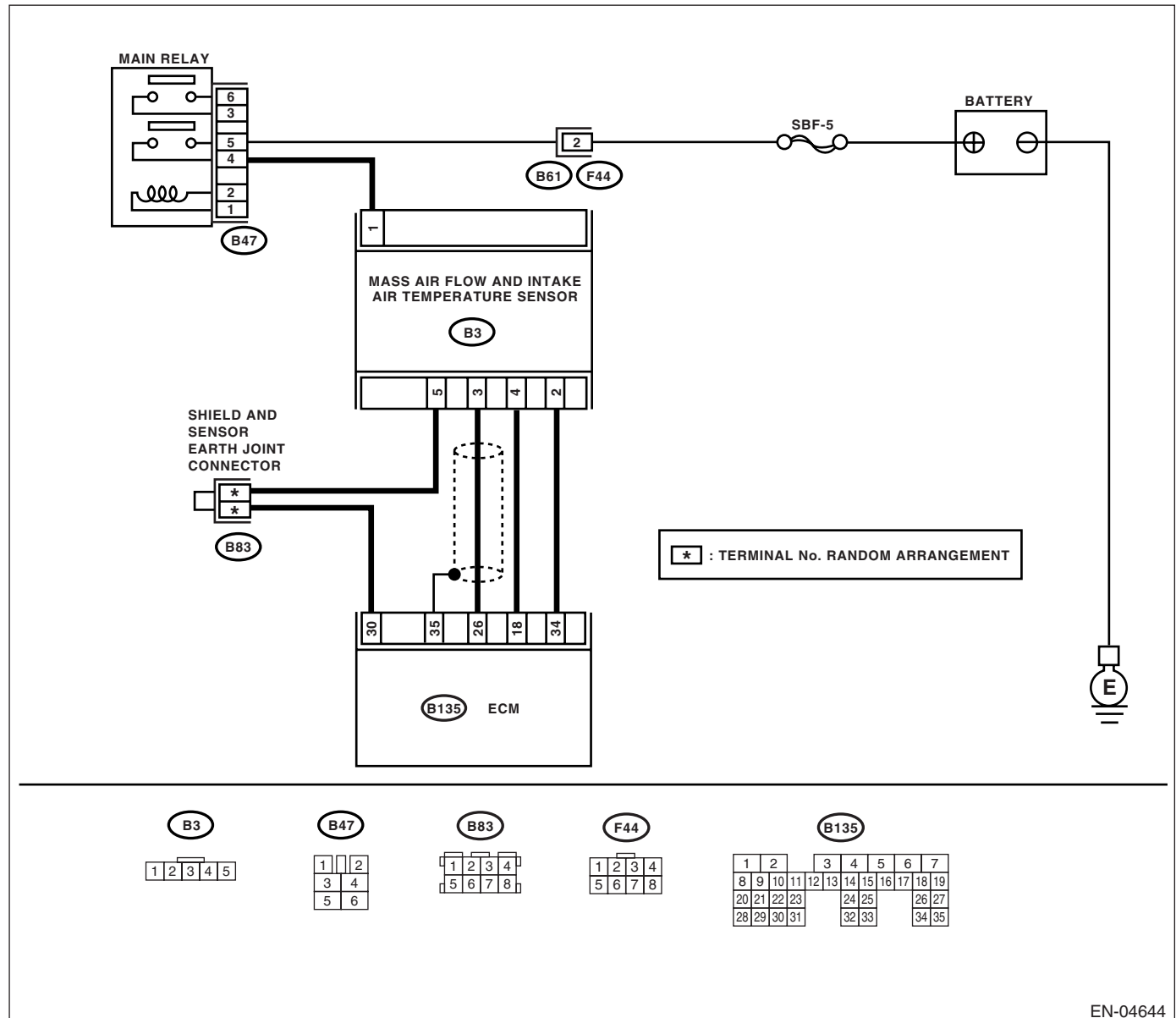
TROUBLE SYMPTOM:

- Erroneous idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04644

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 the general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to the "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-28, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the General Scan Tool Instruction Manual.	Is the measured value more than 120°C (248°F)?	Go to step 2.	Repair poor contact. NOTE: In this case, repair the following: • 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 the general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedure, refer to the "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-28, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the General Scan Tool Instruction Manual.	Is the measured value 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 ground short circuit in harness between intake air temperature sensor and ECM connector.

T: DTC P0113 INTAKE AIR TEMPERATURE CIRCUIT HIGH INPUT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-33, DTC P0113 INTAKE AIR TEMPERATURE CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

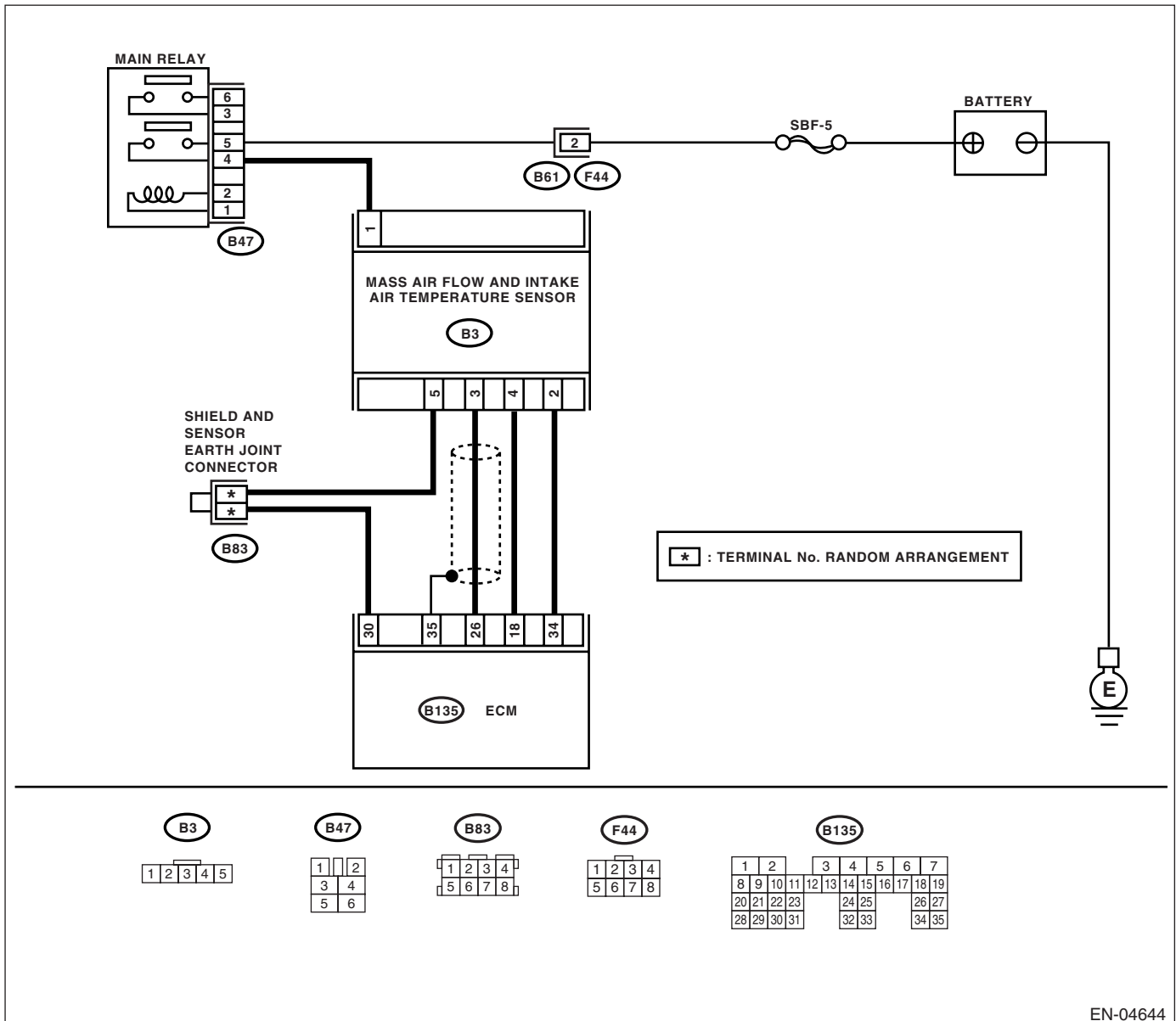
TROUBLE SYMPTOM:

- Erroneous idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04644

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 the general scan tool. NOTE: - Subaru Select Monitor For detailed operation procedure, refer to the "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-28, Subaru Select Monitor.> - General scan tool For detailed operation procedure, refer to the General Scan Tool Instruction Manual.	Is the measured value less than -40°C (-40°F)?	Go to step 2.	Repair poor contact. NOTE: In this case, repair the following: - 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 and manifold absolute pressure sensor connector and engine ground. Connector & terminal (B3) No. 4 (+) — Engine ground (-):	Is the measured value more than 10 V?	Repair battery short circuit in 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 measured value more than 10 V?	Repair battery short circuit in 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 measured value more than 3 V?	Go to step 5.	Repair harness and connector. NOTE: In this case, repair the following: - 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 measured value less than 5 Ω ?	Replace the intake air temperature sensor. <Ref. to FU(H4SO)-28, Mass Air Flow and Intake Air Temperature Sensor.>	Repair harness and connector. NOTE: In this case, repair the following: • 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 INPUT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-35, DTC P0117 ENGINE COOLANT TEMPERATURE CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

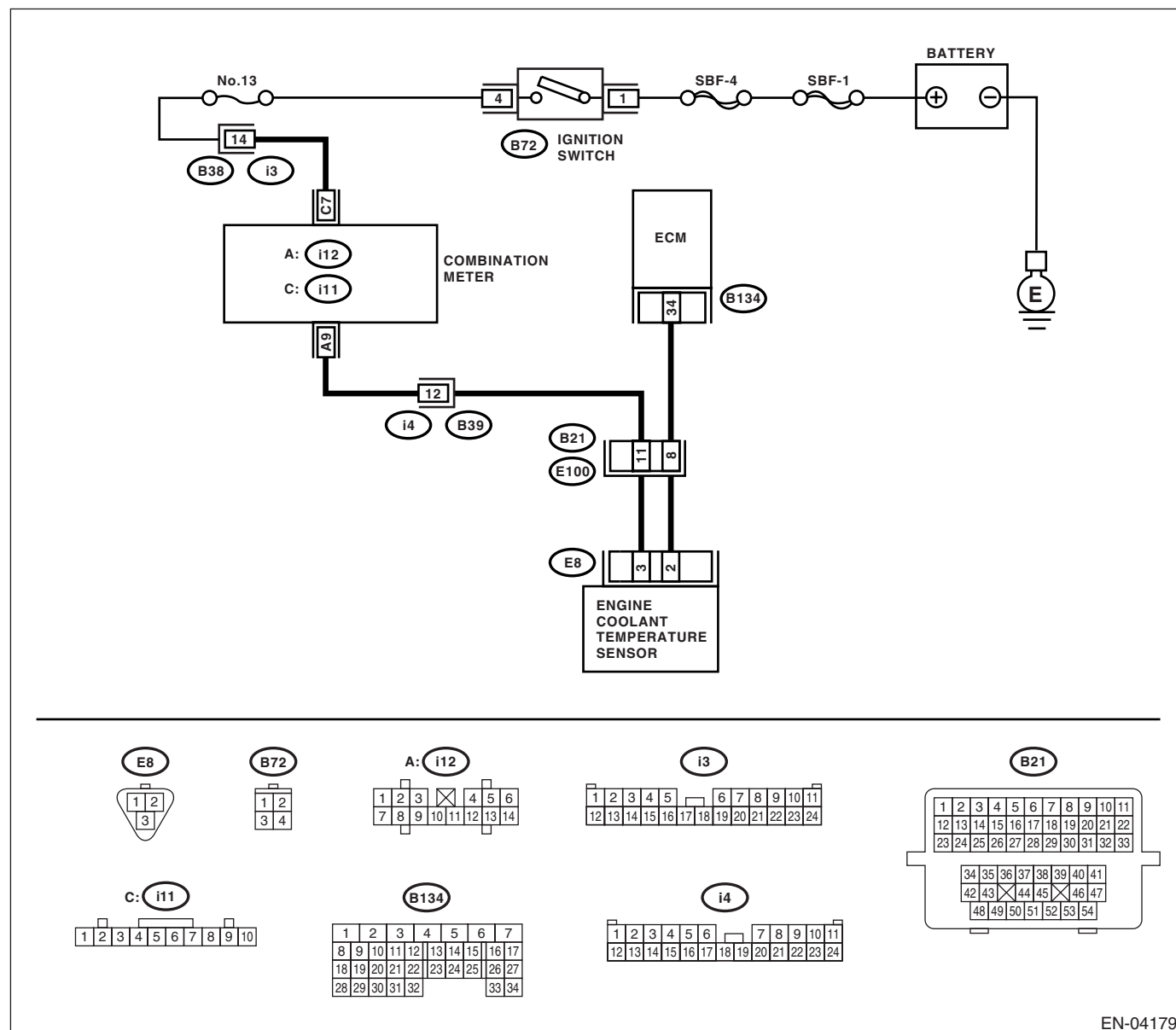
TROUBLE SYMPTOM:

- Hard to start
- Erroneous idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04179

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 the "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-28, Subaru Select Monitor.> - General scan tool For detailed operation procedures, refer to the General Scan Tool Instruction Manual.	Is the engine coolant temperature more than 150°C (302°F)?	Go to step 2.	Repair poor contact. NOTE: In this case, repair the following: - 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 connector from 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 the "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-28, 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 battery short circuit in 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 INPUT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-36, DTC P0118 ENGINE COOLANT TEMPERATURE CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

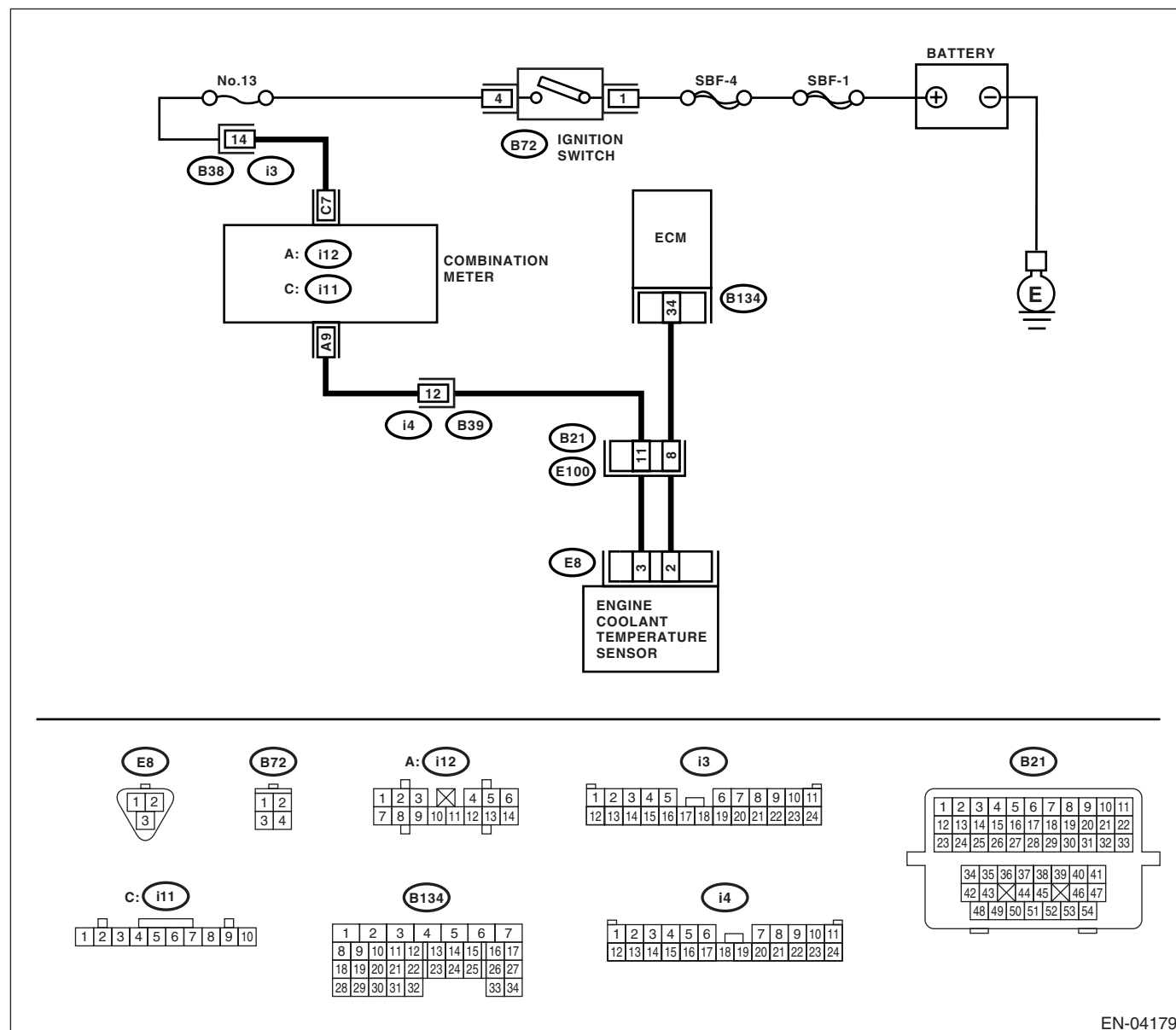
TROUBLE SYMPTOM:

- Hard to start
- Erroneous idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04179

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 the "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-28, 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 poor contact. NOTE: In this case, repair the following: • 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 connector from engine coolant temperature sensor. 3) Measure the voltage between engine coolant temperature sensor connector and engine ground. Connector & terminal (E8) No. 3 (+) — Engine ground (-):	Is the voltage more than 10 V?	Repair battery short circuit in 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. 3 (+) — Engine ground (-):	Is the voltage more than 10 V?	Repair battery short circuit in 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. 3 (+) — Engine ground (-):	Is the voltage more than 4 V?	Go to step 5.	Repair harness and connector. NOTE: In this case, repair the following: • 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. 2 — 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 harness and connector. NOTE: In this case, repair the following: • 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

W: DTC P0122 THROTTLE/PEDAL POSITION SENSOR/SWITCH “A” CIRCUIT LOW INPUT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-38, DTC P0122 THROTTLE/PEDAL POSITION SENSOR/SWITCH “A” CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Erroneous idling
- Engine stalls.
- Poor driving performance

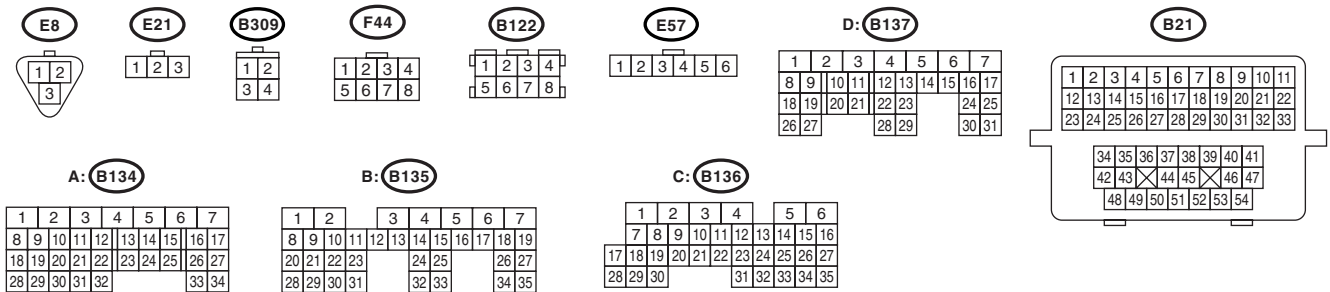
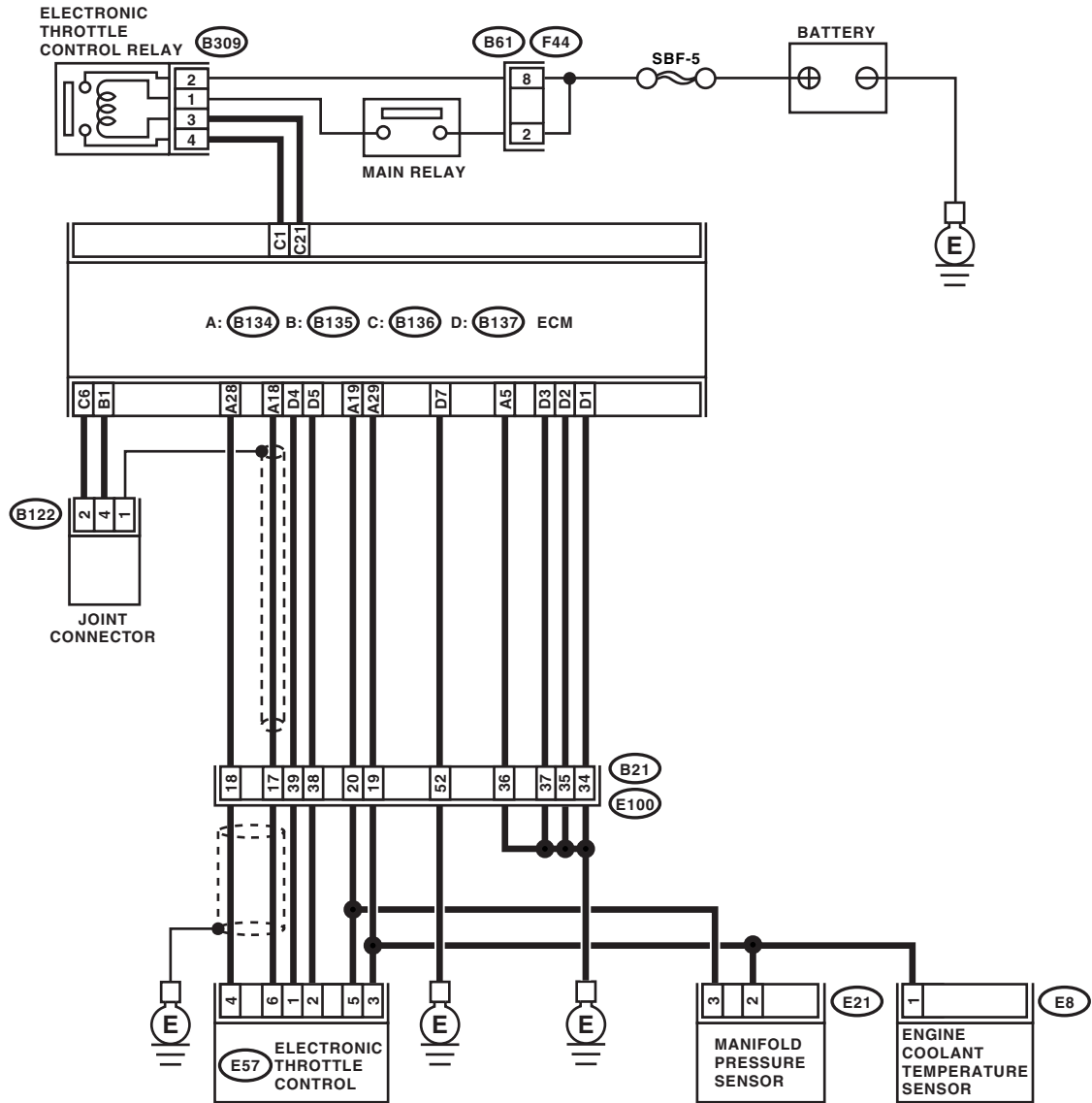
CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

WIRING DIAGRAM:



EN-04700

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 more than 0.4 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 connector 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 more than 1 M Ω ?	Go to step 5.	Repair the ground 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 the poor contact in ECM connector. Replace the ECM if defective. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>
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 more than 10 Ω ?	Repair poor contact of electronic throttle control connector. Replace the electronic throttle control. <Ref. to FU(H4SO)-12, Throttle Body.>	Repair the poor contact in ECM connector. Replace the ECM if defective. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>

**X: DTC P0123 THROTTLE/PEDAL POSITION SENSOR/SWITCH “A” CIRCUIT
HIGH INPUT**

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-39, DTC P0123 THROTTLE/PEDAL POSITION SENSOR/SWITCH “A” CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

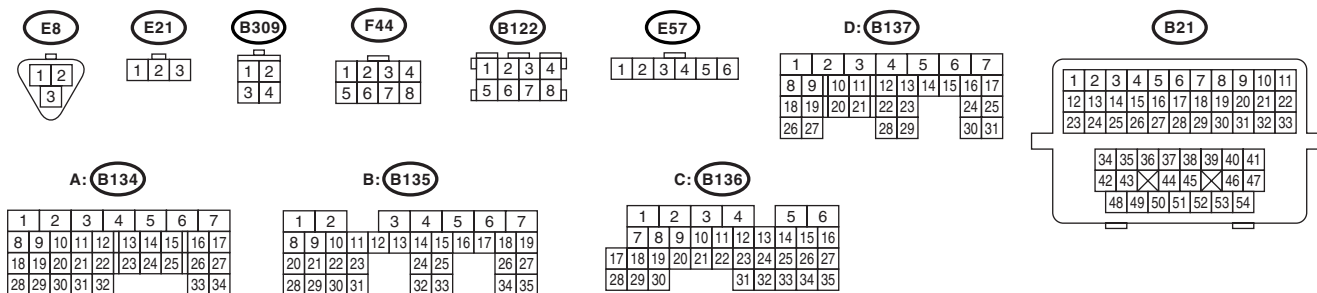
TROUBLE SYMPTOM:

- Erroneous idling
- Engine stalls.
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

ENGINE (DIAGNOSTICS)



EN(H4SO)(diag)-134

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 connector 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:	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 1 Ω ?	Go to step 5.	Repair the poor contact in ECM connector. Replace the ECM if defective. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>
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 battery short circuit in harness between ECM connector and electronic throttle control connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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)-40, DTC P0125 INSUFFICIENT COOLANT TEMPERATURE FOR CLOSED LOOP FUEL CONTROL, Diagnostic Trouble Code (DTC) Detecting Criteria.>

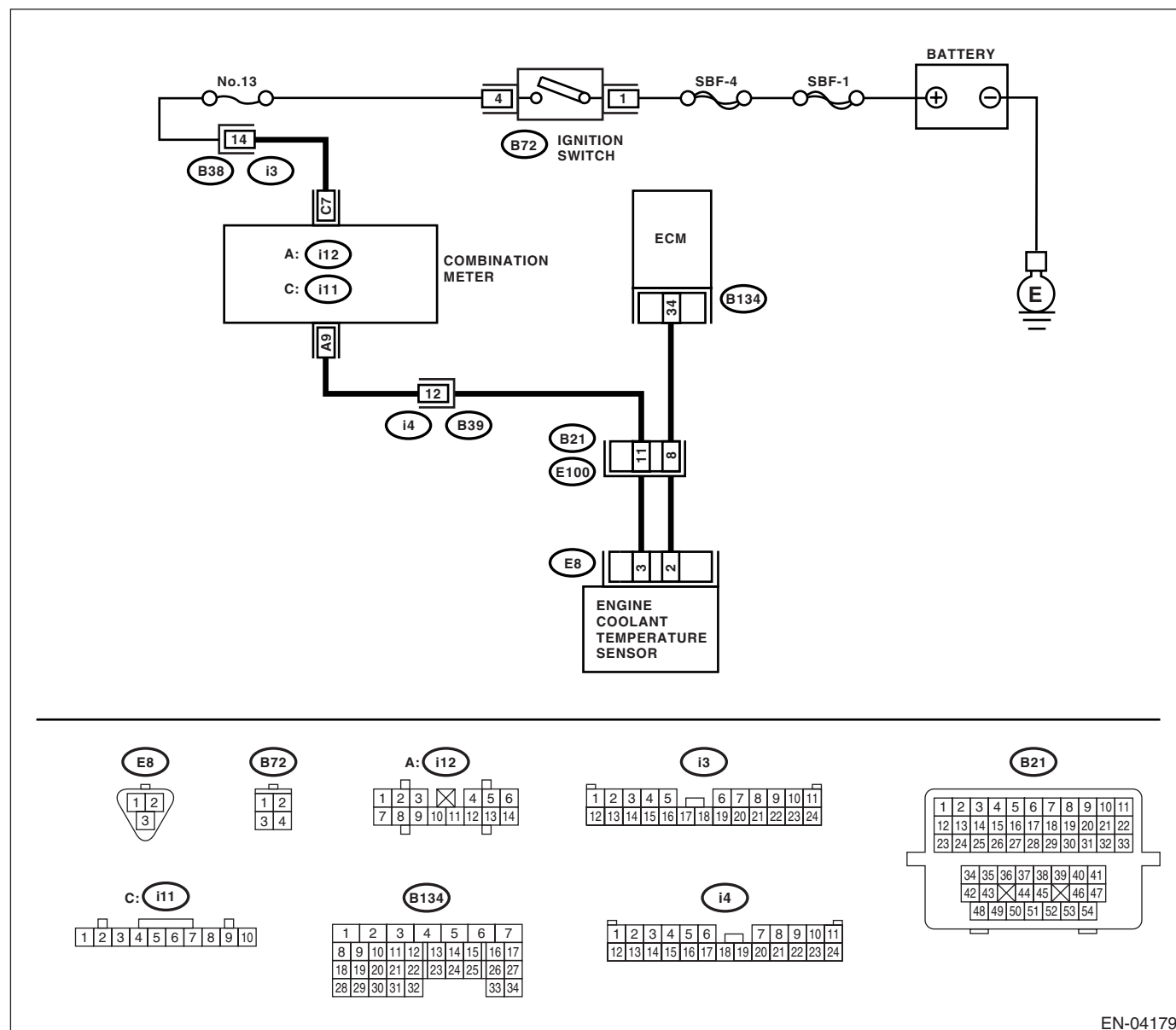
TROUBLE SYMPTOM:

Engine would not return to idling.

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04179

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)-73, 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)-21, Thermostat.>	Replace the engine coolant temperature sensor. <Ref. to FU(H4SO)-22, Engine Coolant Temperature Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Z: DTC P0126 INSUFFICIENT COOLANT TEMPERATURE FOR STABLE OPERATION

DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-42, DTC P0126 INSUFFICIENT ENGINE COOLANT TEMPERATURE FOR STABLE OPERATION, Diagnostic Trouble Code (DTC) Detecting Criteria.>

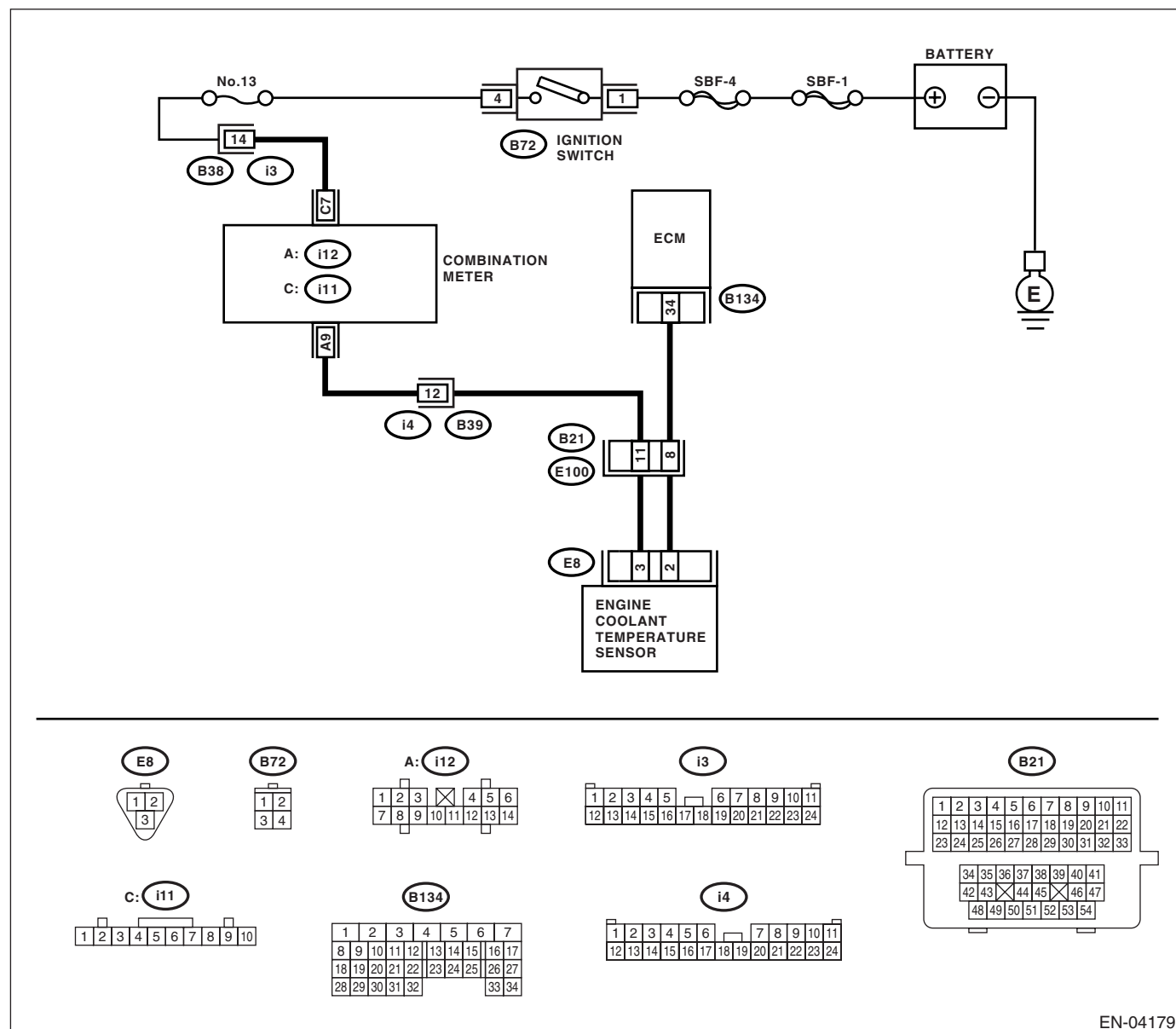
TROUBLE SYMPTOM:

Engine would not return to idling.

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04179

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?	Inspect the DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-73, 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 coolant is cold and after warmed-up. <i>Terminals</i> <i>No. 2 — No. 3:</i>	Is the resistance of engine coolant temperature sensor different between when engine coolant is cold and after warmed-up?	Contact your SOA Service Center since deterioration of some parts may be the cause.	Replace the engine coolant temperature sensor. <Ref. to FU(H4SO)-22, Engine Coolant Temperature Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

AA:DTC P0128 COOLANT THERMOSTAT (COOLANT TEMPERATURE BELOW THERMOSTAT REGULATING TEMPERATURE)

DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-44, DTC P0128 COOLANT THERMOSTAT (COOLANT TEMPERATURE BELOW THERMOSTAT REGULATING TEMPERATURE), Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

Thermostat remains open.

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, 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?	Inspect DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-73, List of Diagnostic Trouble Code (DTC).>	Go to step 3.
3 CHECK ENGINE COOLANT.	Are coolant level and mixture ratio of cooling water to anti-freeze solution correct?	Go to step 4.	Replace the engine coolant. <Ref. to CO(H4SO)-16, 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)-27, Radiator Main Fan and Fan Motor.> and <Ref. to CO(H4SO)-28, Radiator Sub Fan and Fan Motor.>	Replace the thermostat. <Ref. to CO(H4SO)-21, Thermostat.>

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

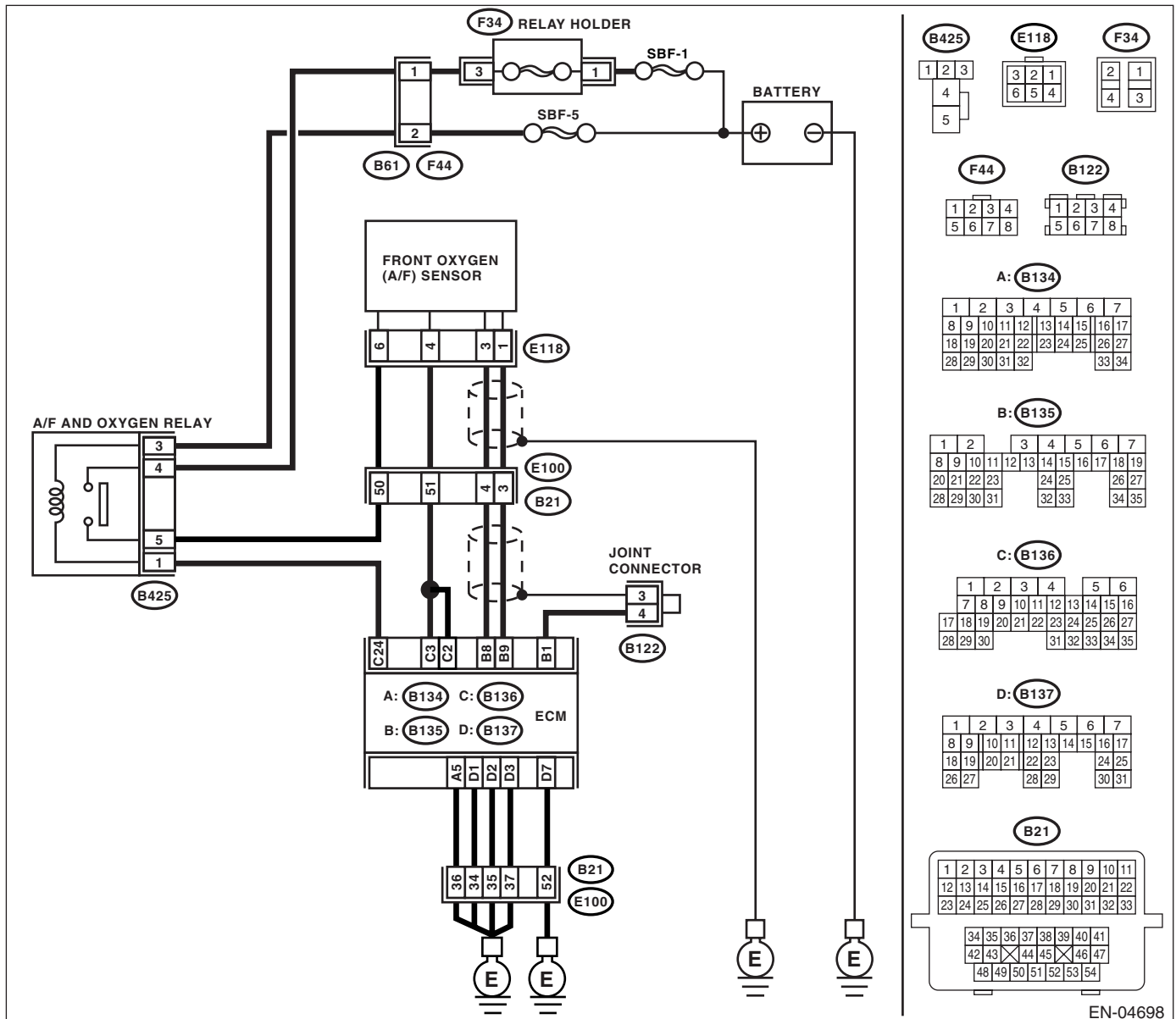
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-46, DTC P0131 O₂ SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04698

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK FRONT OXYGEN (A/F) SENSOR CONNECTOR AND COUPLING CONNECTOR.	Is there water in connector?	Remove infiltrating water completely.	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 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 — Chassis ground: (B135) No. 8 — Chassis ground:	Is the resistance more than 1 MΩ?	Replace the front oxygen (A/F) sensor. <Ref. to FU(H4SO)-36, Front Oxygen (A/F) Sensor.>	Repair ground short circuit in harness between ECM and front oxygen (A/F) sensor connector.

AC:DTC P0132 O₂ SENSOR CIRCUIT HIGH VOLTAGE (BANK 1 SENSOR 1)

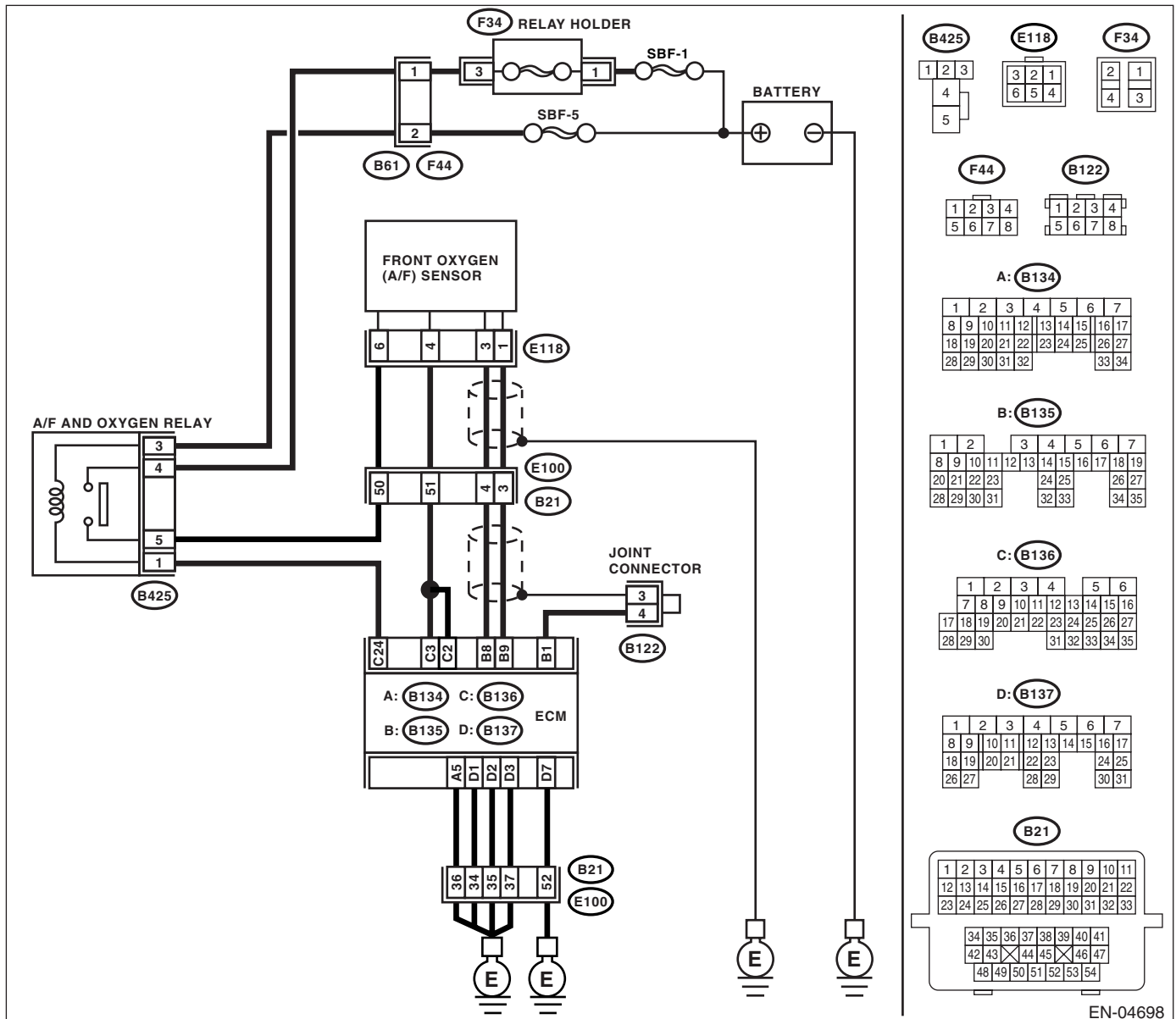
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-47, DTC P0132 O₂ SENSOR CIRCUIT HIGH VOLTAGE (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04698

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK FRONT OXYGEN (A/F) SENSOR CONNECTOR AND COUPLING CONNECTOR.	Is there water in connector?	Remove infiltrating water completely.	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 connectors 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 more than 8 V?	Repair battery short circuit in harness between ECM and front oxygen (A/F) sensor connector.	Replace the front oxygen (A/F) sensor. <Ref. to FU(H4SO)-36, Front Oxygen (A/F) Sensor.>

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

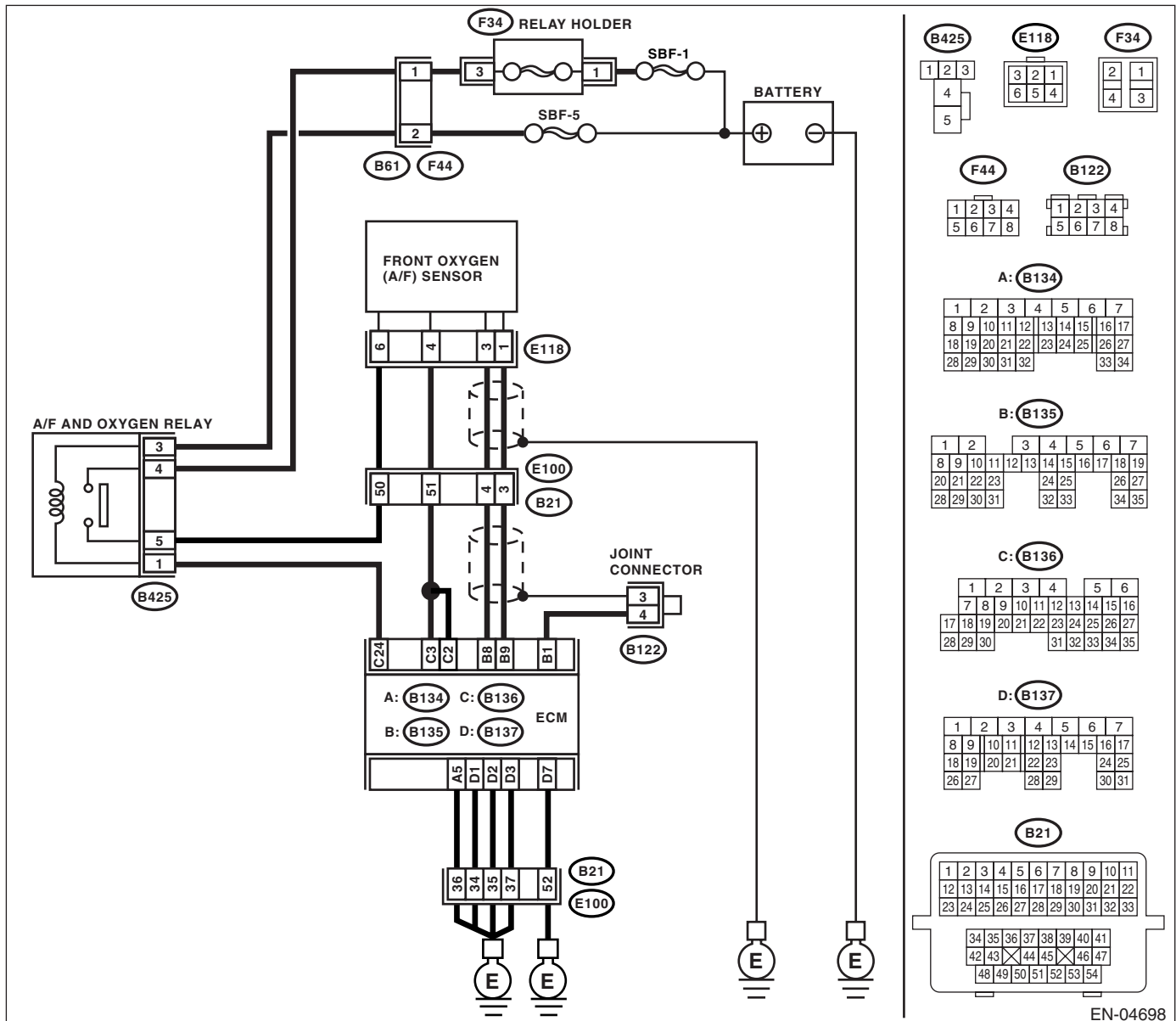
DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-49, DTC P0133 O₂ SENSOR CIRCUIT SLOW RESPONSE (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04698

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)-73, 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 a fault in exhaust system?	Repair exhaust system.	Replace the front oxygen (A/F) sensor. <Ref. to FU(H4SO)-36, Front Oxygen (A/F) Sensor.>

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

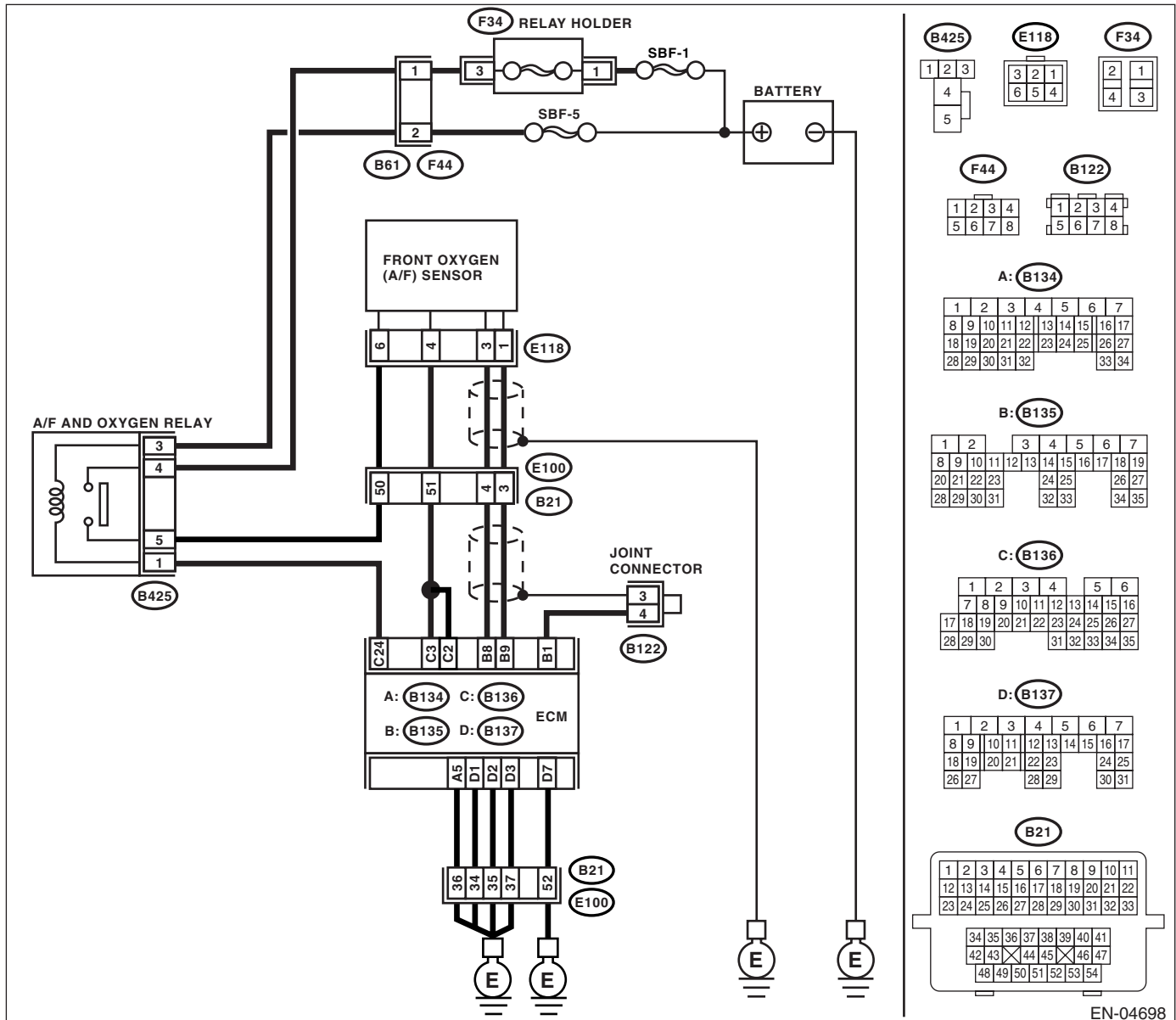
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-51, DTC P0134 O₂ SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04698

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 connectors 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 — (E118) No. 3: (B135) No. 9 — (E118) No. 1:	Is the resistance less than 1 Ω ?	Go to step 2.	Repair harness and connector. NOTE: In this case, repair the following: • 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
2 CHECK POOR CONTACT. Check poor contact in front oxygen (A/F) sensor connector.	Is there poor contact in front oxygen (A/F) sensor connector?	Repair 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.>

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

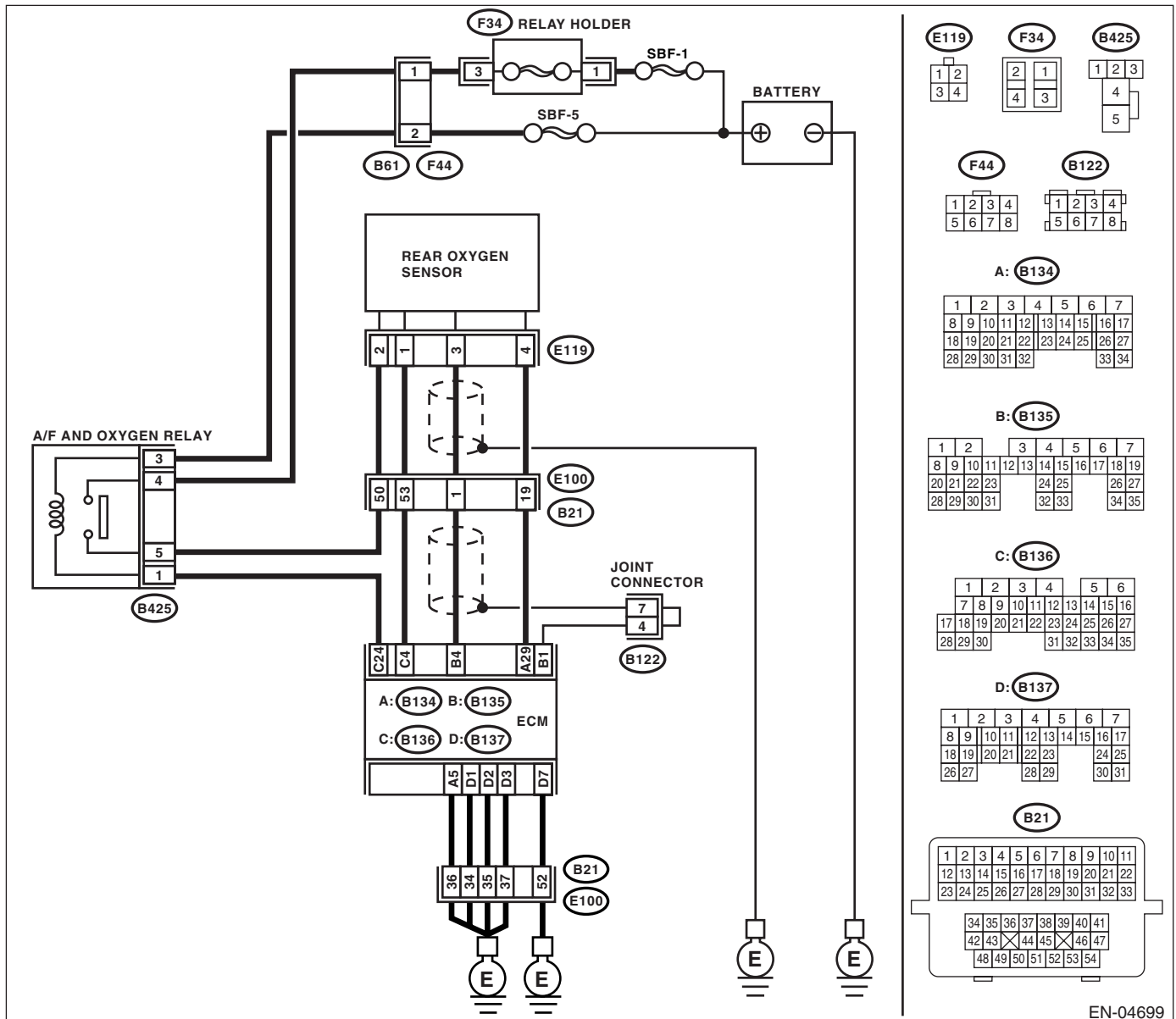
DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-53, DTC P0137 O₂ SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04699

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)-73, 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. (2 minutes at the longest) 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 the "READ CURRENT DATA SHOWN ON DISPLAY FOR ENGINE". <Ref. to EN(H4SO)(diag)-28, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the General Scan Tool Instruction Manual.	Is the voltage more than 490 mV?	Go to step 6.	Go to step 3.
3 CHECK REAR OXYGEN SENSOR CONNECTOR AND COUPLING CONNECTOR.	Is there water in connector?	Remove infiltrating water completely.	Go to step 4.
4 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and rear oxygen sensor. 3) Measure the resistance of harness between ECM and rear oxygen sensor connector. Connector & terminal (B135) No. 4 — (E119) No. 3: (B134) No. 29 — (E119) No. 4:	Is the resistance more than 3 Ω?	Repair open circuit in 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 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 (E119) No. 3 (+) — Engine ground (-):	Is the voltage 0.2 — 0.5 V?	Replace the rear oxygen sensor. <Ref. to FU(H4SO)-37, Rear Oxygen Sensor.>	Repair harness and connector. NOTE: In this case, repair the following: • 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 ill fitting of parts between front oxygen (A/F) sensor and rear oxygen sensor	Is there a fault in exhaust system?	Repair or replace faulty parts.	Replace the rear oxygen sensor. <Ref. to FU(H4SO)-37, Rear Oxygen Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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

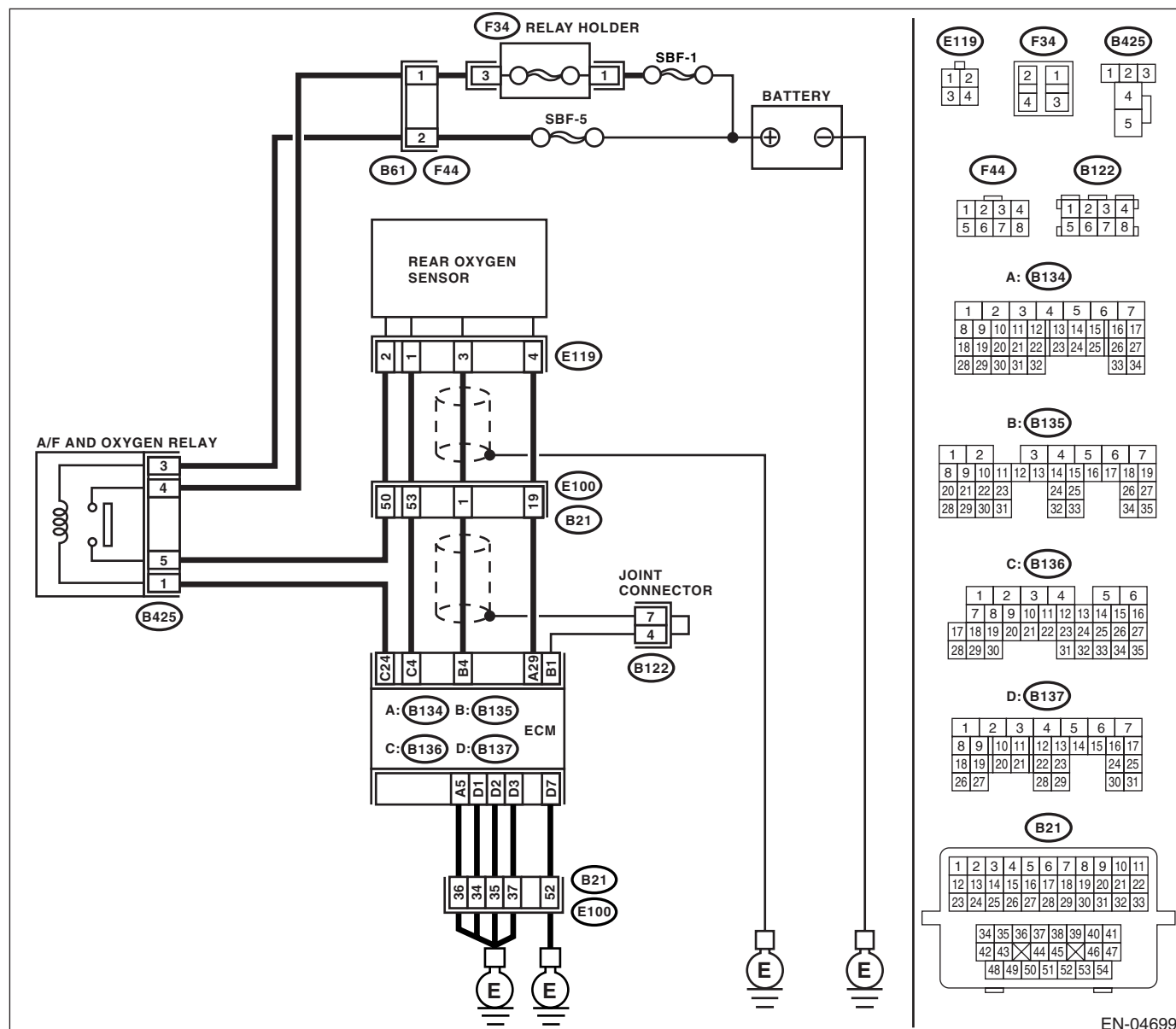
DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-56, DTC P0138 O₂ SENSOR CIRCUIT HIGH VOLTAGE (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04699

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)-73, 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 immediately decrease 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 the "READ CURRENT DATA SHOWN ON DISPLAY FOR ENGINE". <Ref. to EN(H4SO)(diag)-28, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the General Scan Tool Instruction Manual.	Is the voltage less than 250 mV?	Go to step 6.	Go to step 3.
3 CHECK REAR OXYGEN SENSOR CONNECTOR AND COUPLING CONNECTOR.	Is there water in connector?	Remove infiltrating water completely.	Go to step 4.
4 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and rear oxygen sensor. 3) Measure the resistance of harness between ECM and rear oxygen sensor connector. Connector & terminal (B135) No. 4 — (E119) No. 3: (B134) No. 29 — (E119) No. 4:	Is the resistance more than 3 Ω?	Repair open circuit in 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 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 (E119) No. 3 (+) — Engine ground (-):	Is the voltage 0.2 — 0.5 V?	Replace the rear oxygen sensor. <Ref. to FU(H4SO)-37, Rear Oxygen Sensor.>	Repair harness and connector. NOTE: In this case, repair the following: • 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)

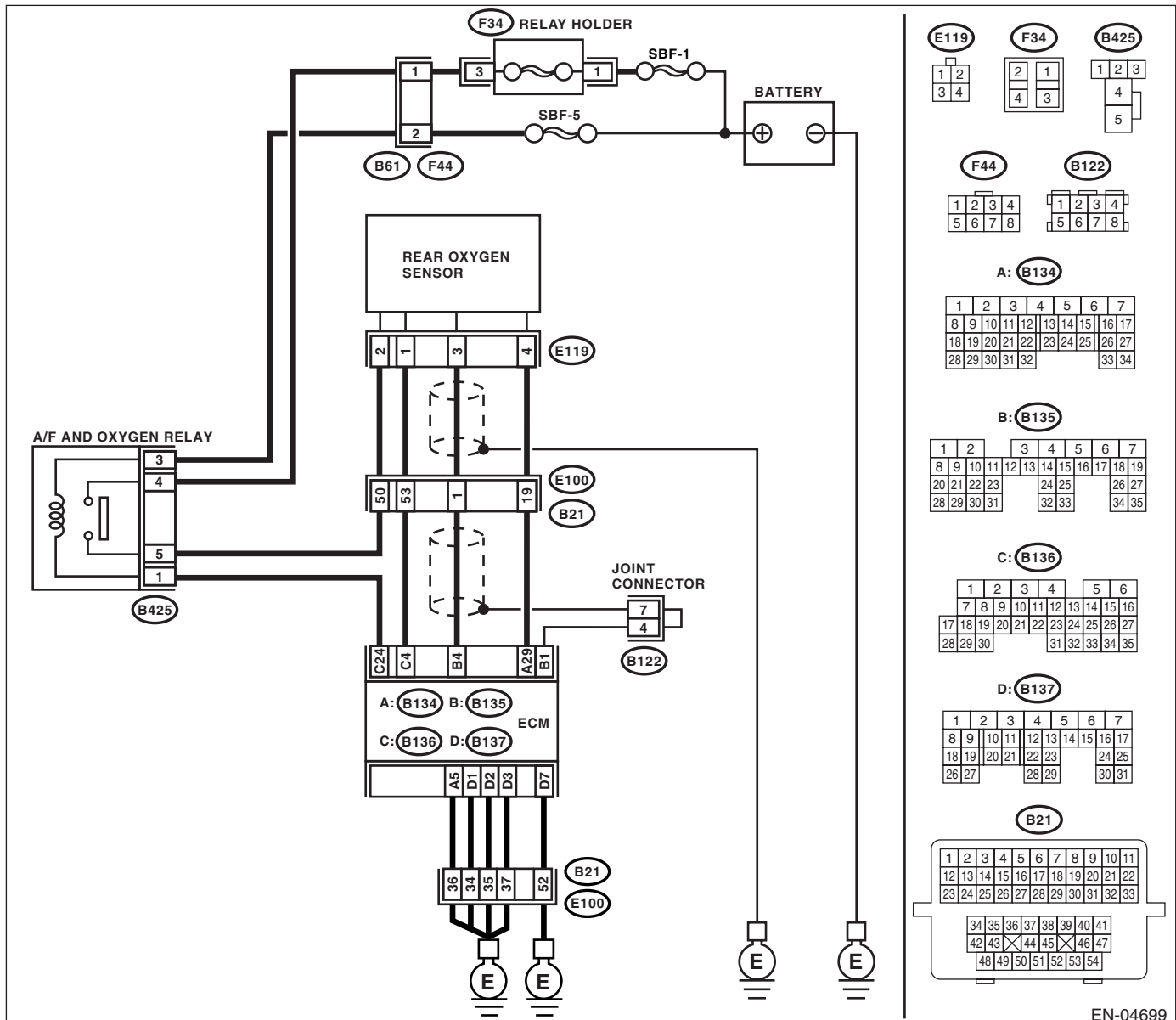
Step	Check	Yes	No
6 CHECK EXHAUST SYSTEM. Check exhaust system parts. NOTE: Check the following items. • Loose installation of portions • Damage (crack, hole etc.) of parts • Looseness and ill fitting of parts between front oxygen (A/F) sensor and rear oxygen sensor	Is there a fault in exhaust system?	Repair or replace faulty parts.	Replace the rear oxygen sensor. <Ref. to FU(H4SO)-37, Rear Oxygen Sensor.>

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)-56, DTC P0139 O₂ SENSOR CIRCUIT SLOW RESPONSE (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-04699

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)-73, 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 connectors from ECM and rear oxygen sensor. 3) Measure the resistance of harness between ECM and rear oxygen sensor connector. Connector & terminal (B135) No. 4 — (E119) No. 3:	Is the resistance less than 1 Ω ?	Go to step 3.	Repair open circuit in harness between rear oxygen sensor and ECM connectors.
3 CHECK HARNESS BETWEEN REAR OXYGEN SENSOR AND ECM CONNECTOR. Measure the resistance between rear oxygen sensor harness connector and chassis ground. Connector & terminal (E119) No. 3 — Chassis ground:	Is the resistance more than 1 M Ω ?	Go to step 4.	Repair short circuit ground in harness.
4 CHECK REAR OXYGEN SENSOR DATA. Measure the resistance between connector terminals of rear oxygen sensor. terminals No. 3 — No. 4:	Is the resistance less than 1 Ω ?	Replace the rear oxygen sensor. <Ref. to FU(H4SO)-37, Rear Oxygen Sensor.>	Temporary poor contact occurs. Check poor contact in connector.

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

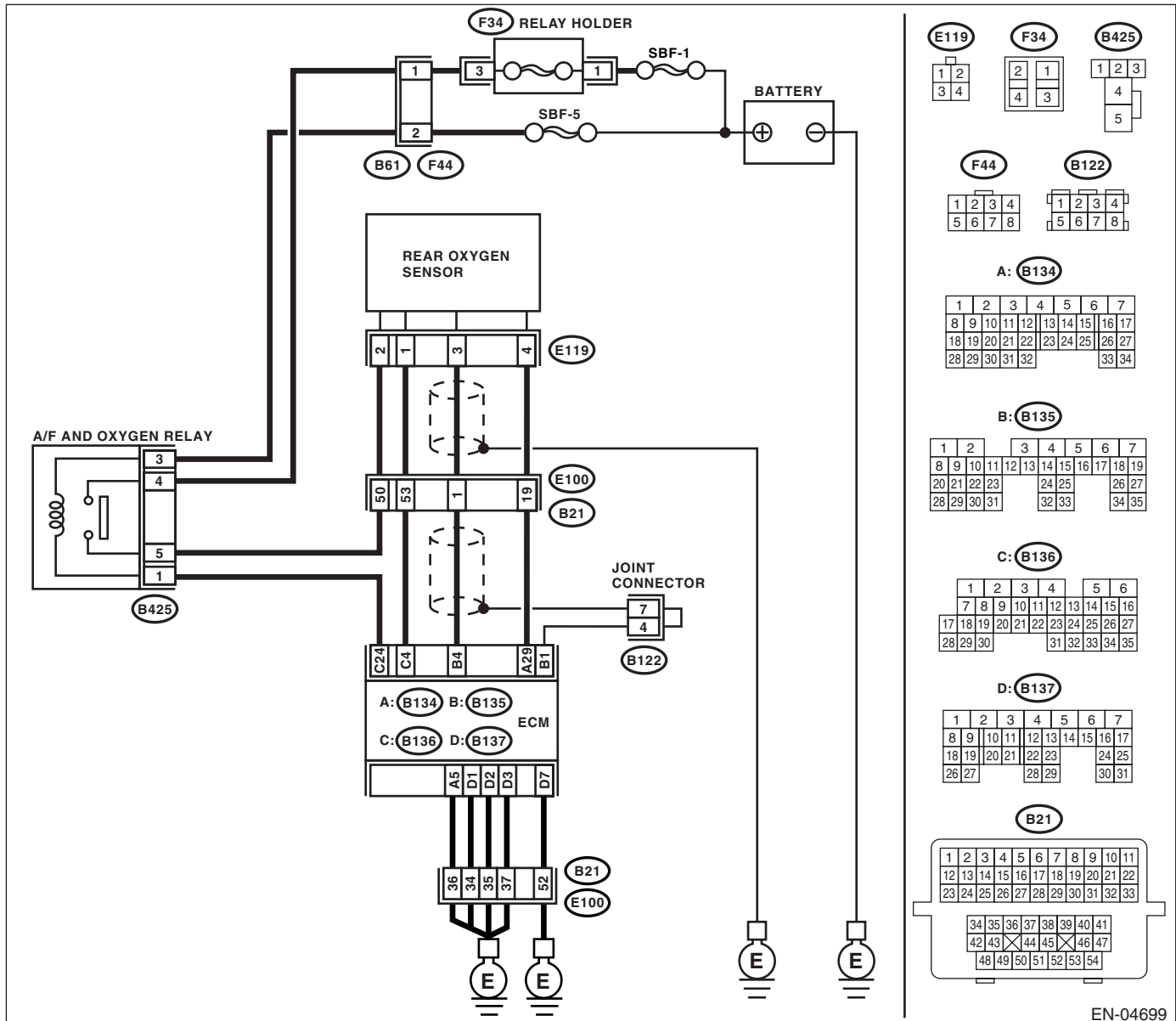
DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-62, DTC P0140 O₂ SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04699

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK FOR ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Using the List of "Diagnostic Trouble Code (DTC)", check the appropriate DTC. <Ref. to EN(H4SO)(diag)-73, 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. (2 minutes at the longest) 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 procedures, refer to the "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-28, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the General Scan Tool Instruction Manual.	Is the voltage more than 490 mV?	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 immediately decrease the engine speed at 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 procedures, refer to the "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-28, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the General Scan Tool Instruction Manual.	Is the voltage less than 250 mV?	Go to step 7.	Go to step 4.
4 CHECK REAR OXYGEN SENSOR CONNECTOR AND COUPLING CONNECTOR.	Is there water in connector?	Remove infiltrating water completely.	Go to step 5.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
5 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and rear oxygen sensor. 3) Measure the resistance of harness between ECM and rear oxygen sensor connector. <i>Connector & terminal</i> <i>(B135) No. 4 — (E119) No. 3:</i> <i>(B134) No. 29 — (E119) No. 4:</i>	Is the resistance more than 3 Ω ?	Repair the open circuit in harness between ECM and rear oxygen sensor connector.	Go to step 6.
6 CHECK HARNESS BETWEEN REAR OXYGEN SENSOR AND ECM CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from rear oxygen sensor. 3) Turn the ignition switch to ON. 4) Measure the voltage between rear oxygen sensor connector and chassis ground. <i>Connector & terminal</i> <i>(E119) No. 3 (+) — Chassis ground (-):</i>	Is the voltage 0.2 — 0.5 V?	Replace the rear oxygen sensor. <Ref. to FU(H4SO)-37, Rear Oxygen Sensor.>	Repair harness and connector. NOTE: In this case, repair the following: • 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 the exhaust system parts. NOTE: In this case, repair the following: • Looseness and incomplete installation of exhaust system parts • Damage (crack, hole etc.) of parts • Looseness and incomplete installation 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)-37, Rear Oxygen Sensor.>

AJ:DTC P0171 SYSTEM TOO LEAN (BANK 1)

Refer to DTC P0172 for diagnostic procedure. <Ref. to EN(H4SO)(diag)-160, DTC P0172 SYSTEM TOO RICH (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

AK:DTC P0172 SYSTEM TOO RICH (BANK 1)

DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-65, DTC P0172 SYSTEM TOO RICH (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Erroneous idling
- Engine stalls.
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

Step	Check	Yes	No
1 CHECK EXHAUST SYSTEM.	Are there holes or loose bolts on exhaust system?	Repair 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 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 on the floor. Measure the fuel pressure. <Ref. to ME(H4SO)-29, INSPECTION, Fuel Pressure.> Warning: Before removing the fuel pressure gauge, release fuel pressure. NOTE: If fuel pressure does not increase, squeeze fuel return hose 2 to 3 times, then measure fuel pressure again.	Is the fuel pressure 339.5 — 360.5 kPa (3.5 — 3.7 kgf/cm ² , 49 — 52 psi)?	Go to step 4.	Repair the following items. Fuel pressure too high: • Clogged fuel return line or bent hose Fuel pressure too low: • Improper fuel pump discharge • Clogged fuel supply 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 the “READ CURRENT DATA FOR ENGINE”. <Ref. to EN(H4SO)(diag)-28, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the general scan tool instruction manual.	Is the engine coolant temperature more than 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 MASS AIR FLOW AND INTAKE AIR TEMPERATURE SENSOR SIGNAL. 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 "N" or "P" range. 3) Turn the A/C switch to OFF. 4) Turn all 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 the "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-28, 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 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 select lever or shift lever in neutral position. 3) Turn the A/C switch to OFF. 4) Turn all 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 the "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-28, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool instruction manual.	Subtract ambient temperature from intake air temperature. Is the obtained value -10 — 50°C (-18 — 90°F)?	Contact your SOA Service Center since deterioration of some parts may be the cause.	Check 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)

AL:DTC P0181 FUEL TEMPERATURE SENSOR "A" CIRCUIT RANGE/PERFORMANCE

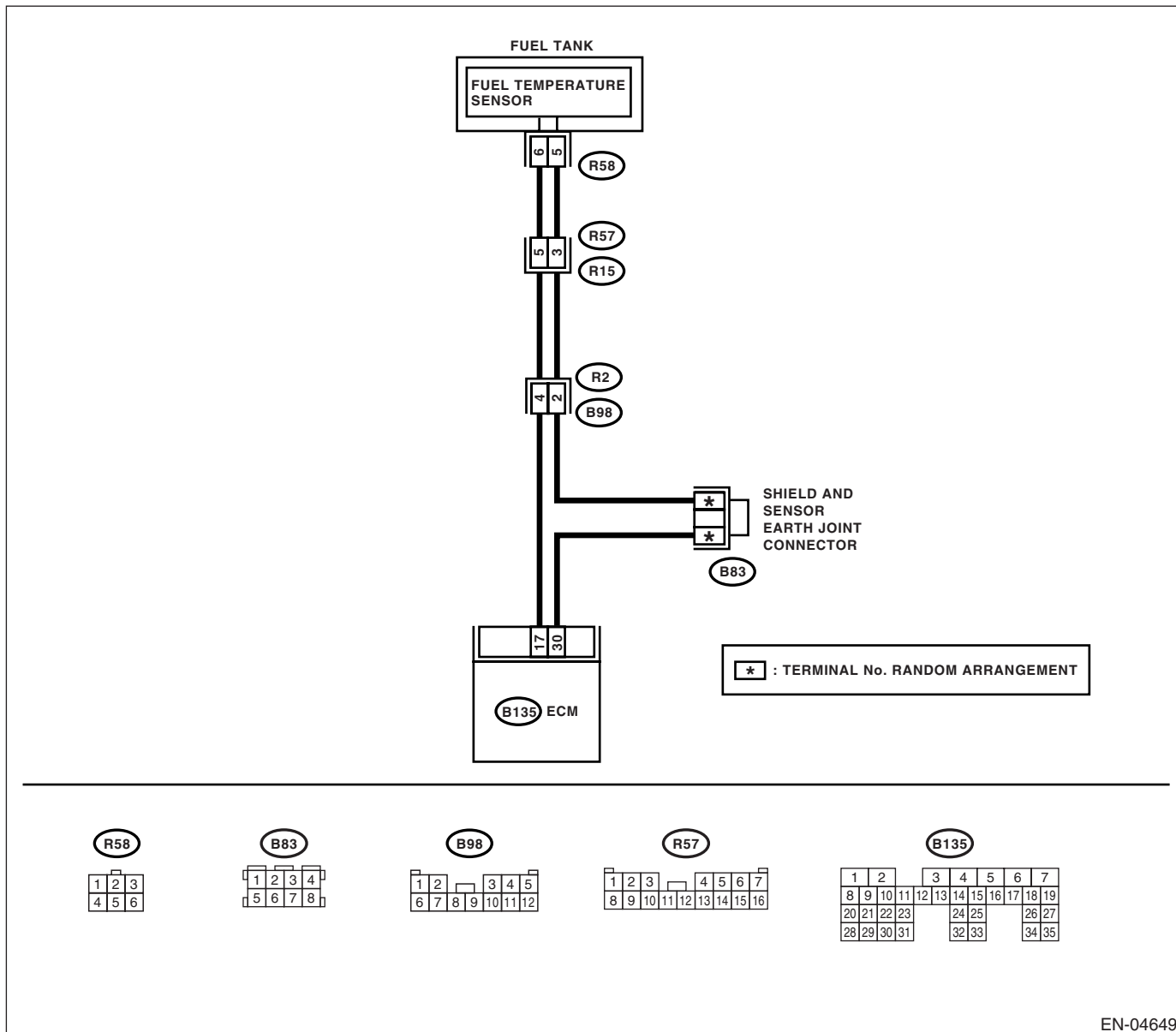
DTC DETECTING CONDITION:

- Fault occurs in two consecutive driving cycles
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-67, DTC P0181 FUEL TEMPERATURE SENSOR "A" CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04649

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?	Inspect DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-73, 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.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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

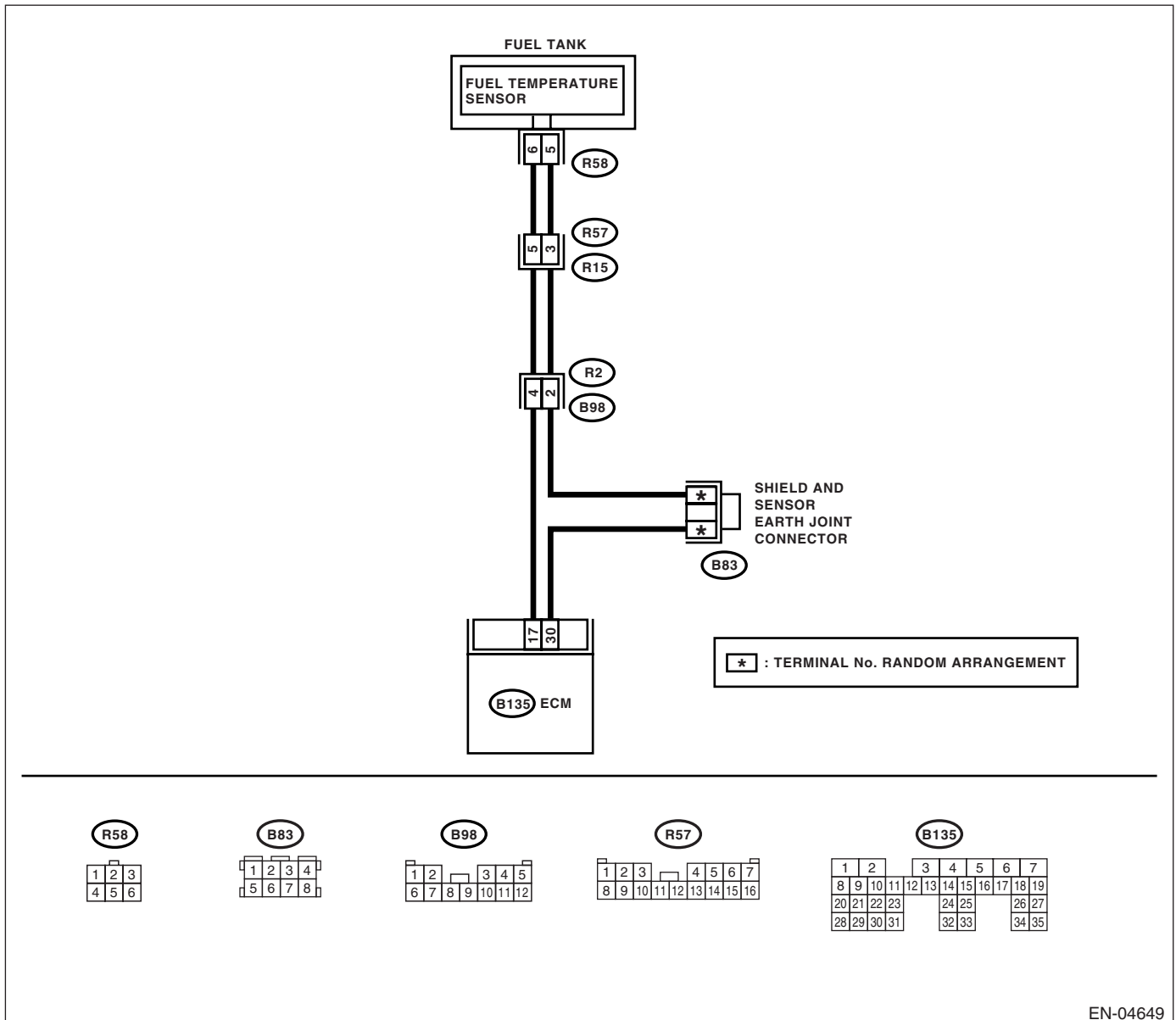
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-70, DTC P0182 FUEL TEMPERATURE SENSOR “A” CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04649

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 procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-28, Subaru Select Monitor.> - General scan tool For detailed operation procedures, refer to the General Scan Tool Instruction Manual.	Is the fuel temperature 150°C (302°F)?	Go to step 2.	The malfunction indicator light may light up, however, the circuit is returned to the normal status at the moment.
2 CHECK CURRENT DATA. 1) Turn ignition switch to OFF. 2) Remove the access hole lid. 3) Disconnect the connector from fuel pump. 4) Turn 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 procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-28, Subaru Select Monitor.> - General scan tool For detailed operation procedures, refer to the General Scan Tool Instruction Manual.	Is the fuel temperature -40°C (-40°F)?	Replace the fuel temperature sensor. <Ref. to EC(H4SO)-9, Fuel Temperature Sensor.>	Repair short circuit to ground in harness between fuel pump and ECM connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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

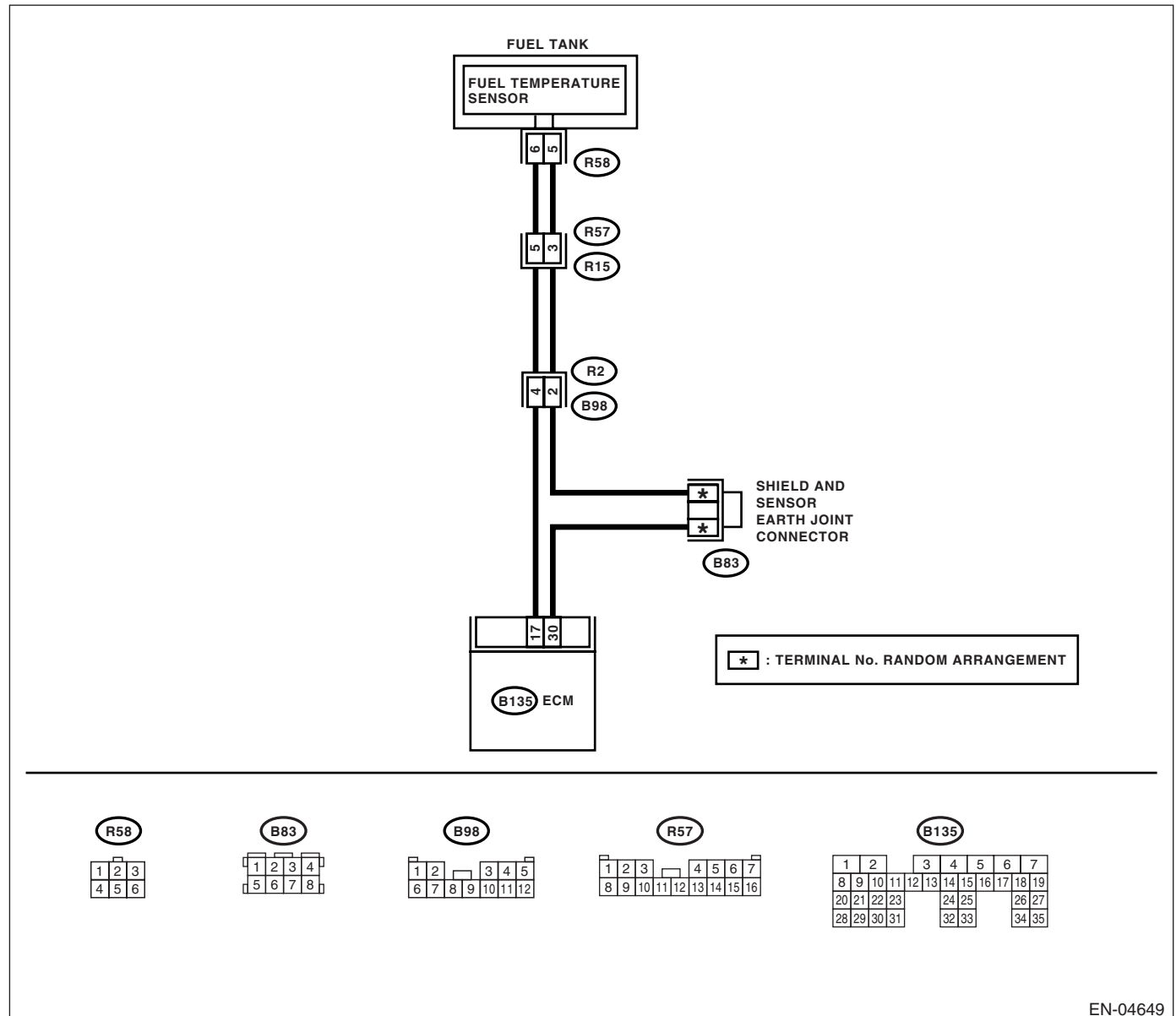
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-71, DTC P0183 FUEL TEMPERATURE SENSOR “A” CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04649

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 procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-28, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the General Scan Tool Instruction Manual.	Is the fuel temperature -40°C (-40°F)?	Go to step 2.	Repair poor contact. NOTE: In this case, repair the following: • 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 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 more than 10 V?	Repair short circuit to battery in harness between ECM and fuel pump connector.	Go to step 3.
3 CHECK HARNESS BETWEEN FUEL TEMPERATURE SENSOR AND ECM CONNECTOR. 1) Turn 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 more than 10 V?	Repair short circuit to battery in 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 more than 4 V?	Go to step 5.	Repair harness and connector. NOTE: In this case, repair the following: • 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 ignition switch to OFF. 2) Disconnect the connector 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 harness and connector. NOTE: In this case, repair the following: • 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

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)-73, DTC P0196 ENGINE OIL TEMPERATURE SENSOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

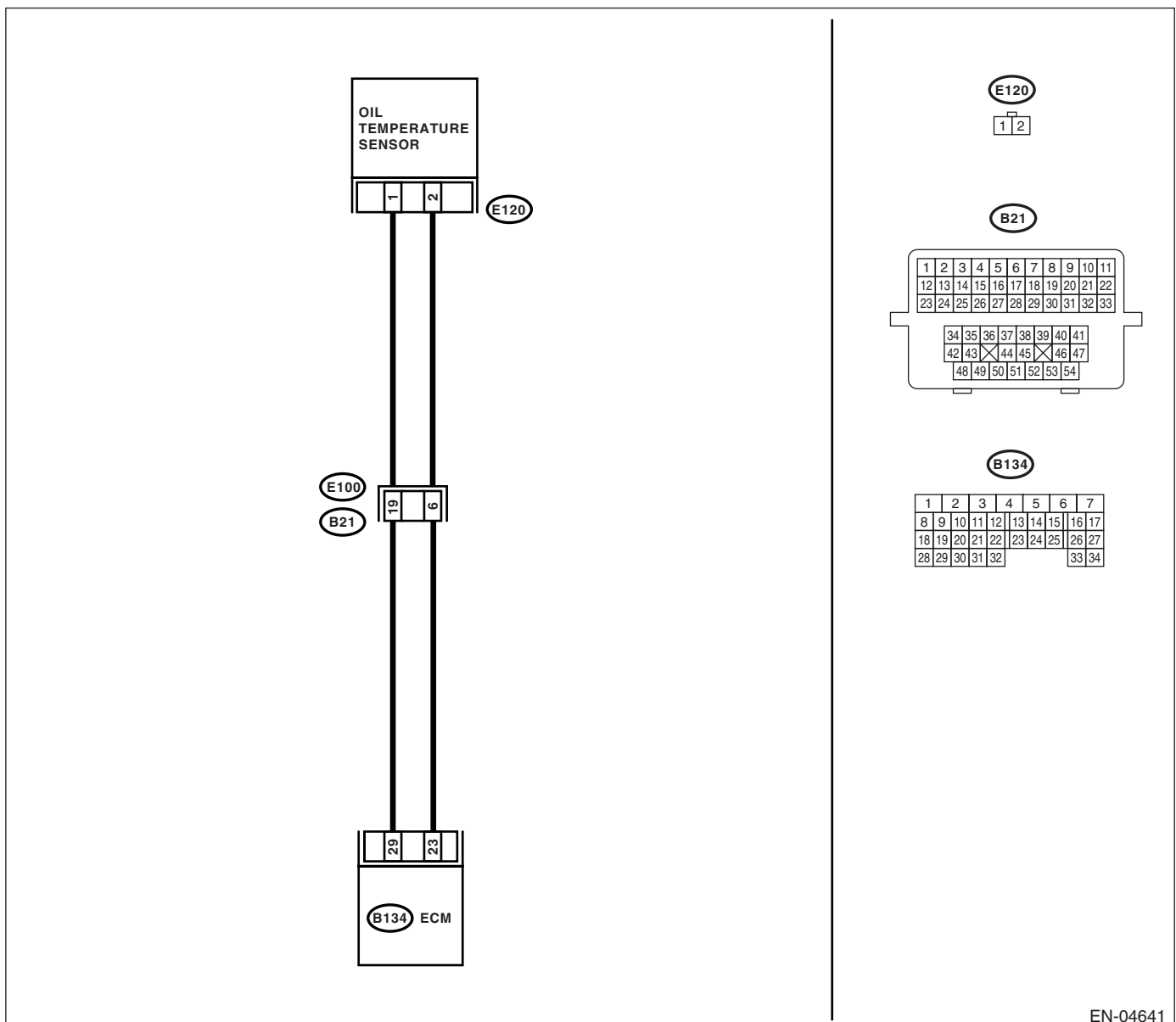
TROUBLE SYMPTOM:

- Hard to start
- Erroneous idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04641

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK FOR ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Using the List of “Diagnostic Trouble Code (DTC)”, check the appropriate DTC. <Ref. to EN(H4SO)(diag)-73, List of Diagnostic Trouble Code (DTC).> NOTE: In this case, it is not necessary to inspect DTC P0196.	Replace the oil temperature sensor. <Ref. to FU(H4SO)-35, Oil Temperature Sensor.>

AP:DTC P0197 ENGINE OIL TEMPERATURE SENSOR LOW

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-74, DTC P0197 ENGINE OIL TEMPERATURE SENSOR CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

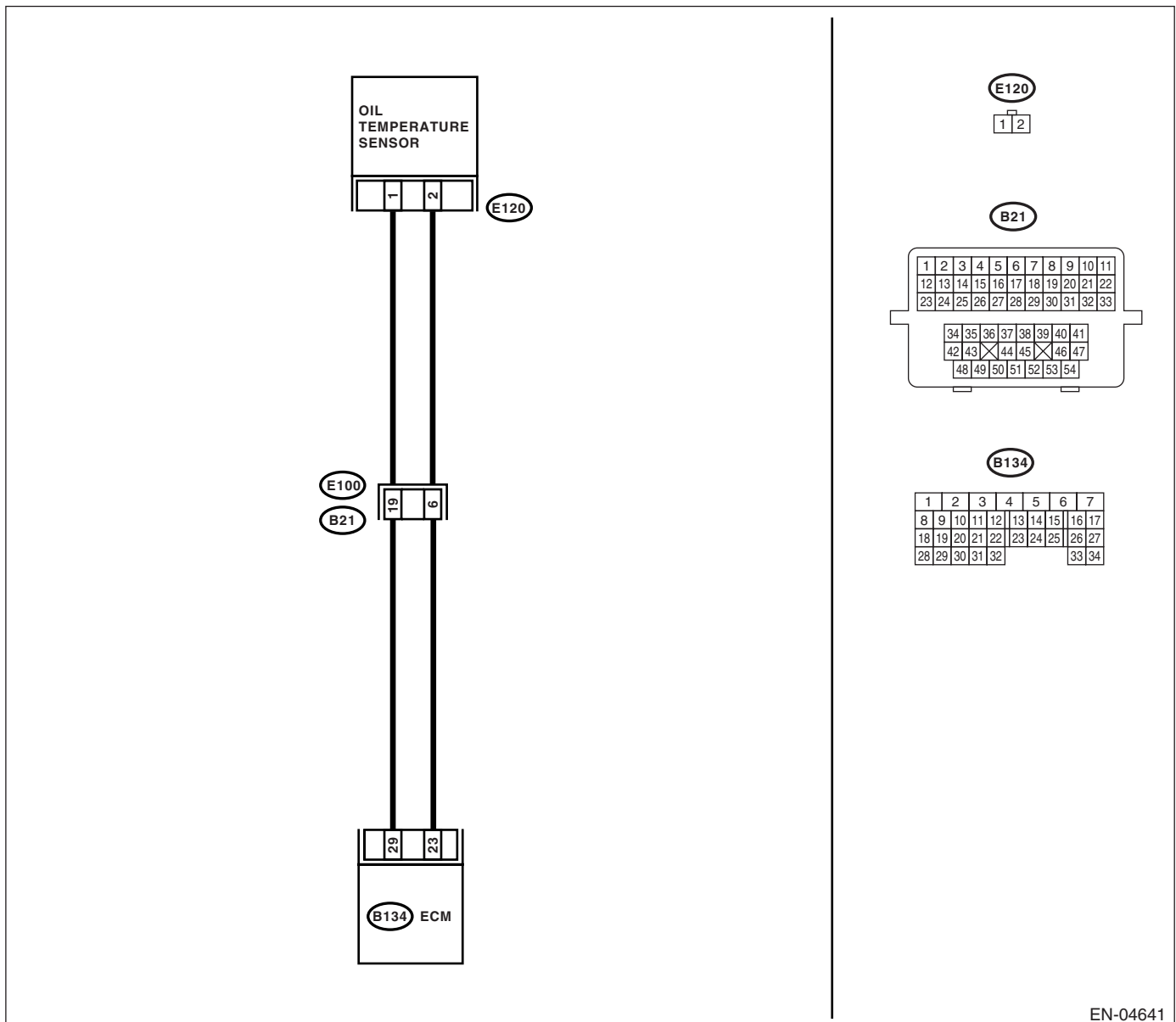
TROUBLE SYMPTOM:

- Hard to start
- Erroneous idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04641

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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

AQ:DTC P0198 ENGINE OIL TEMPERATURE SENSOR HIGH

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-75, DTC P0198 ENGINE OIL TEMPERATURE SENSOR CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

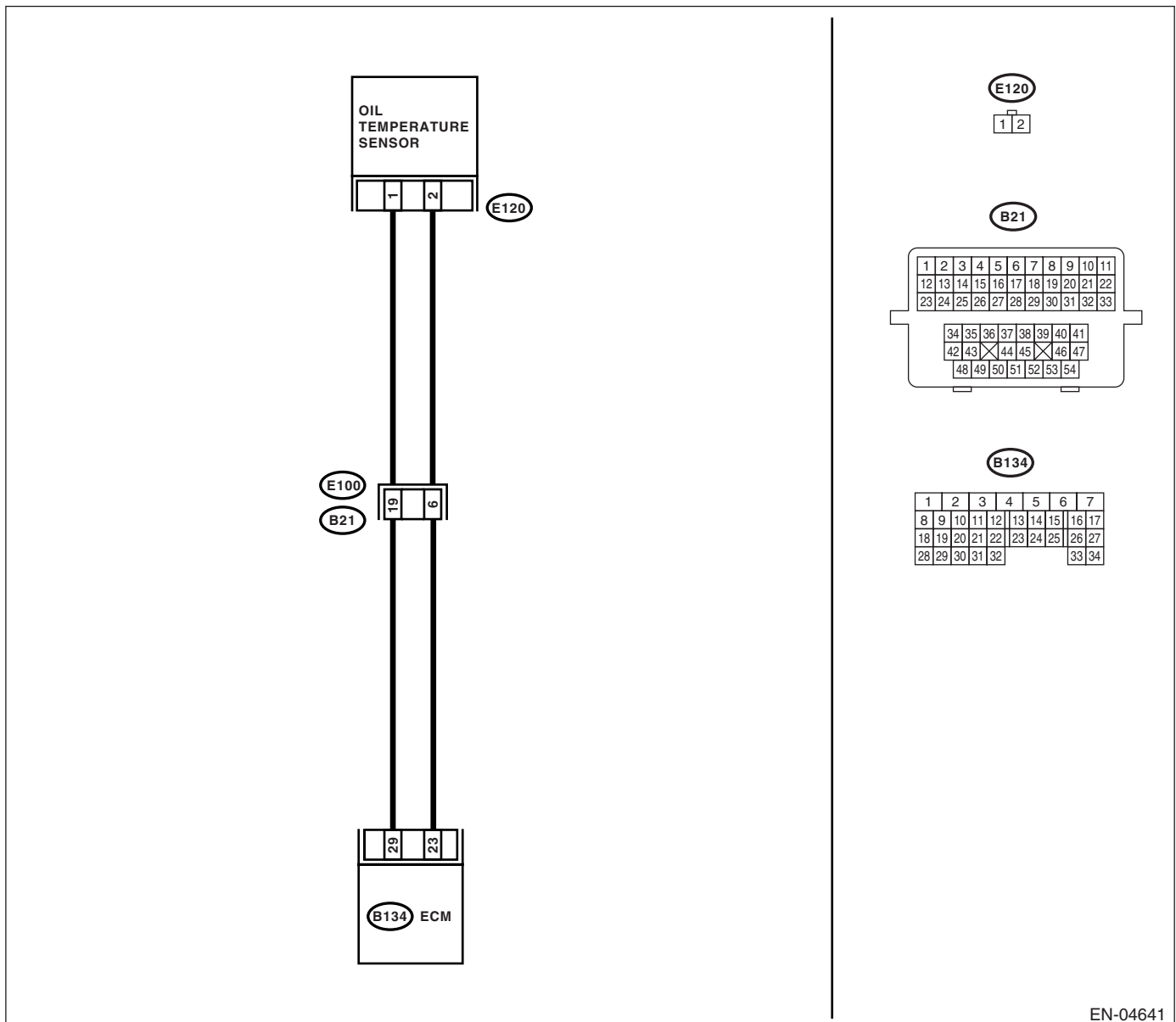
TROUBLE SYMPTOM:

- Hard to start
- Erroneous idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04641

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK HARNESS BETWEEN OIL TEMPERATURE SENSOR AND ECM CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from oil temperature sensor. 3) Measure the voltage between oil temperature sensor connector and engine ground. Connector & terminal (E120) No. 2 (+) — Engine ground (-):	Is the voltage more than 10 V?	Repair the battery short circuit in harness between ECM and oil temperature sensor connector.	Go to step 2.
2 CHECK HARNESS BETWEEN OIL TEMPERATURE SENSOR AND ECM CONNECTOR. 1) Turn the ignition switch to ON. 2) Measure the voltage between oil temperature sensor connector and engine ground. Connector & terminal (E120) No. 2 (+) — Engine ground (-):	Is the voltage more than 10 V?	Repair the battery short circuit in harness between ECM and oil temperature sensor connector.	Go to step 3.
3 CHECK HARNESS BETWEEN OIL TEMPERATURE SENSOR AND ECM CONNECTOR. Measure the voltage between oil temperature sensor connector and engine ground. Connector & terminal (E120) No. 2 (+) — Engine ground (-):	Is the voltage more than 4 V?	Go to step 4.	Repair harness and connector. NOTE: In this case, repair the following: • Open circuit in harness between ECM and oil temperature sensor connector • Poor contact in oil temperature sensor connector • Poor contact in ECM connector • Poor contact in coupling connectors
4 CHECK HARNESS BETWEEN OIL TEMPERATURE SENSOR AND ECM CONNECTOR. 1) Turn the ignition switch to OFF. 2) Measure the voltage between oil temperature sensor connector and engine ground. Connector & terminal (E120) No. 1 — Engine ground:	Is the resistance less than 5 Ω ?	Replace the oil temperature sensor. <Ref. to FU(H4SO)-35, Oil Temperature Sensor.>	Repair harness and connector. NOTE: In this case, repair the following: • Open circuit in harness between ECM and oil temperature sensor connector • Poor contact in oil temperature sensor connector • Poor contact in ECM connector • Poor contact in coupling connectors • Poor contact in joint connector

**AR:DTC P0222 THROTTLE/PEDAL POSITION SENSOR/SWITCH “B” CIRCUIT
LOW INPUT**

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-76, DTC P0222 THROTTLE/PEDAL POSITION SENSOR/SWITCH “B” CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Erroneous idling
- Poor driving performance
- Engine stalls.

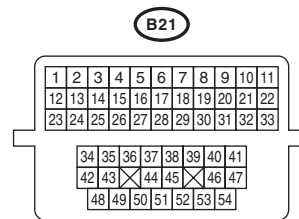
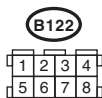
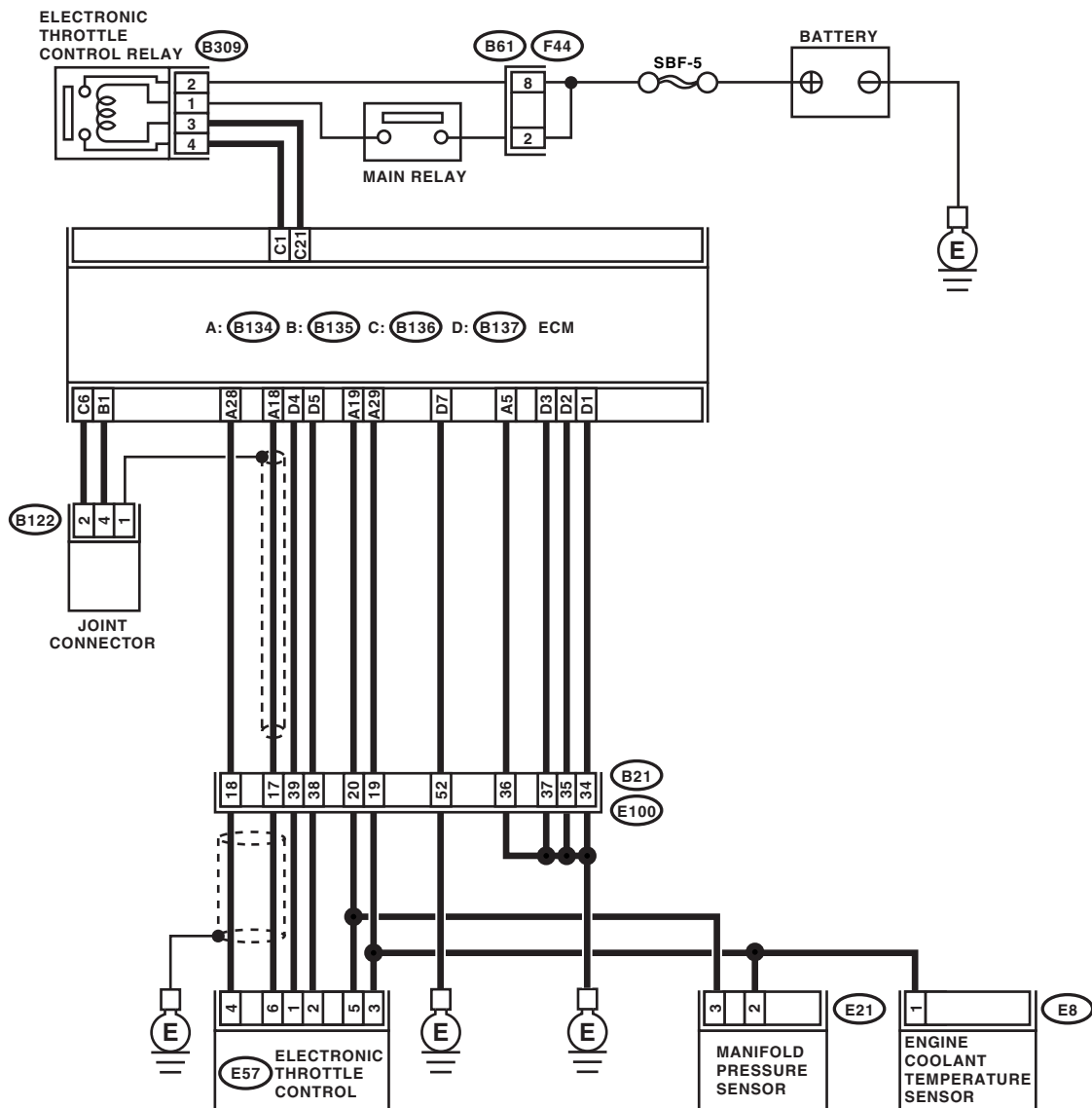
CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

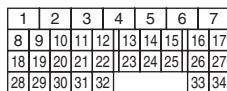
Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

WIRING DIAGRAM:



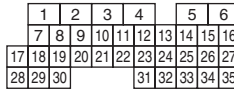
A: B134



B: B135



C: B136



EN-04700

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK OUTPUT VOLTAGE OF SENSOR. 1) Turn the ignition switch to ON. 2) Read data of sub throttle sensor signal using Subaru Select Monitor.	Is the measured value more than 0.8 V?	Go to step 2.	Go to step 3.
2 CHECK POOR CONTACT IN CONNECTORS. Check poor contact in the connectors between the ECM and electronic throttle control.	Is there poor contact in the connectors between ECM and electronic throttle control?	Repair the poor contact in connectors.	Connector has returned to a normal condition at this time. A temporary poor contact of the connector may be the cause.
3 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM. 3) Disconnect the connector from electronic throttle control. 4) Measure the resistance between the ECM connector and electronic throttle control connector. Connector & terminal (B134) No. 28 — (E57) No. 4:	Is the measured value less than 1 Ω ?	Go to step 4.	Repair the open harness connector.
4 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. Check the resistance between the ECM connector and chassis ground. Connector & terminal (B134) No. 28 — Chassis ground:	Is the measured value more than 1 M Ω ?	Go to step 5.	Repair the ground short of harness.
5 CHECK POWER SUPPLY TO SENSOR. 1) Connect the ECM connectors. 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 measured value within 4.5 to 5.5 V?	Go to step 6.	Repair the poor contact in ECM connector. If problem persists, replace the ECM. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>
6 CHECK SHORT OF 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 measured value more than 10 Ω ?	Repair the poor contact in electronic throttle control connector. If problem persists, replace the electronic throttle control. <Ref. to FU(H4SO)-12, Throttle Body.>	Repair the poor contact in ECM connectors. If problem persists, replace the ECM. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

AS:DTC P0223 THROTTLE/PEDAL POSITION SENSOR/SWITCH “B” CIRCUIT HIGH INPUT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-77, DTC P0223 THROTTLE/PEDAL POSITION SENSOR/SWITCH “B” CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Erroneous idling
- Poor driving performance
- Engine stalls.

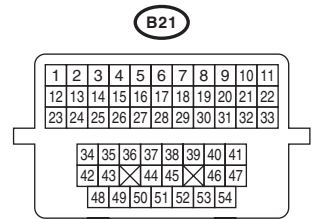
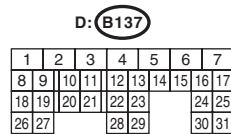
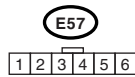
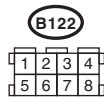
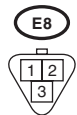
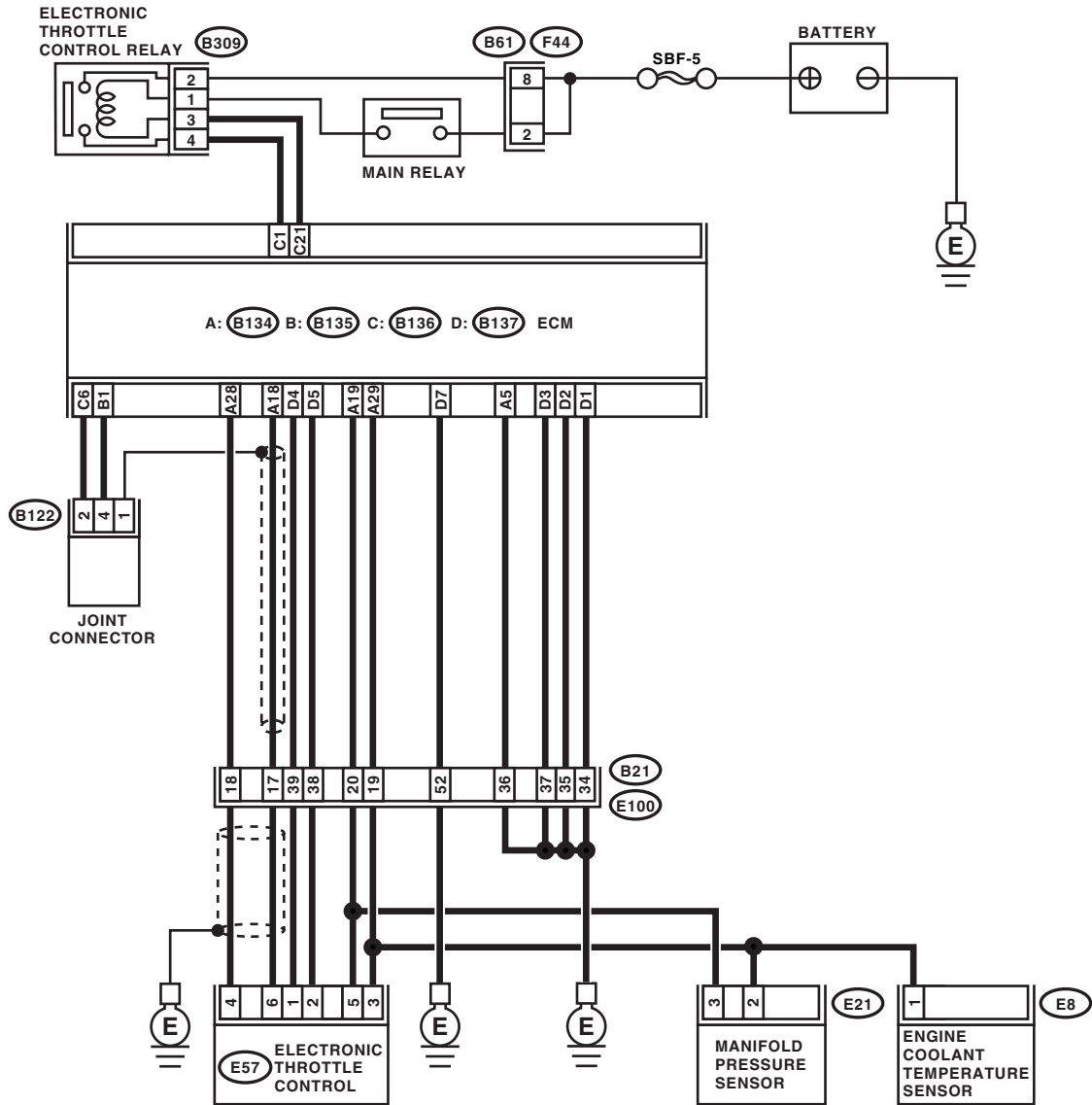
CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

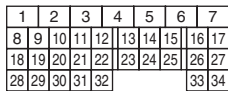
Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

WIRING DIAGRAM:



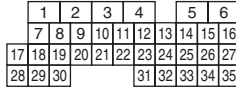
A: (B134)



B: (B135)



C: (B136)



EN-04700

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK OUTPUT VOLTAGE OF SENSOR. 1) Turn the ignition switch to ON. 2) Read the data of sub throttle sensor signals, using the Subaru Select Monitor.	Is the measured value less than 4.73 V?	Go to step 2.	Go to step 3.
2 CHECK POOR CONTACT IN CONNECTORS. Check poor contact in connectors between ECM and electronic throttle control.	Is there poor contact in the connectors between ECM and electronic throttle control?	Repair the poor contact in connectors.	Connector has returned to a normal condition at this time. A temporary poor contact of the connector may be the cause.
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 measured value 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 the electronic throttle control connector and engine ground. Connector & terminal (E57) No. 3 — Engine ground:	Is the measured value less than 5 Ω ?	Go to step 5.	Repair the poor contact in ECM connector. If the problem persists, replace the ECM. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>
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 measured value less than 10 V?	Go to step 6.	Repair the battery short of harness between ECM connector and electronic throttle control connector.
6 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. Measure the voltage between the electronic throttle control connector and engine ground. Connector & terminal (E57) No. 4 (+) — Engine ground (-):	Is the measured value less than 10 V?	Go to step 7.	Repair the short 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 connector from ECM. 3) Measure the voltage between connectors. Connector & terminal (B134) No. 28 — (B134) No. 19:	Is the measured value more than 1 M Ω ?	Repair the poor contact in electronic throttle control connector. If problem persists, replace the electronic throttle control. <Ref. to FU(H4SO)-12, Throttle Body.>	Short circuit of sensor power supply may be the cause.

AT:DTC P0301 CYLINDER 1 MISFIRE DETECTED

NOTE:

For the diagnostic procedure, refer to DTC P0304. <Ref. to EN(H4SO)(diag)-182, 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)-182, 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)-182, DTC P0304 CYLINDER 4 MISFIRE DETECTED, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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)-83, DTC P0304 CYLINDER 4 MISFIRE DETECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>

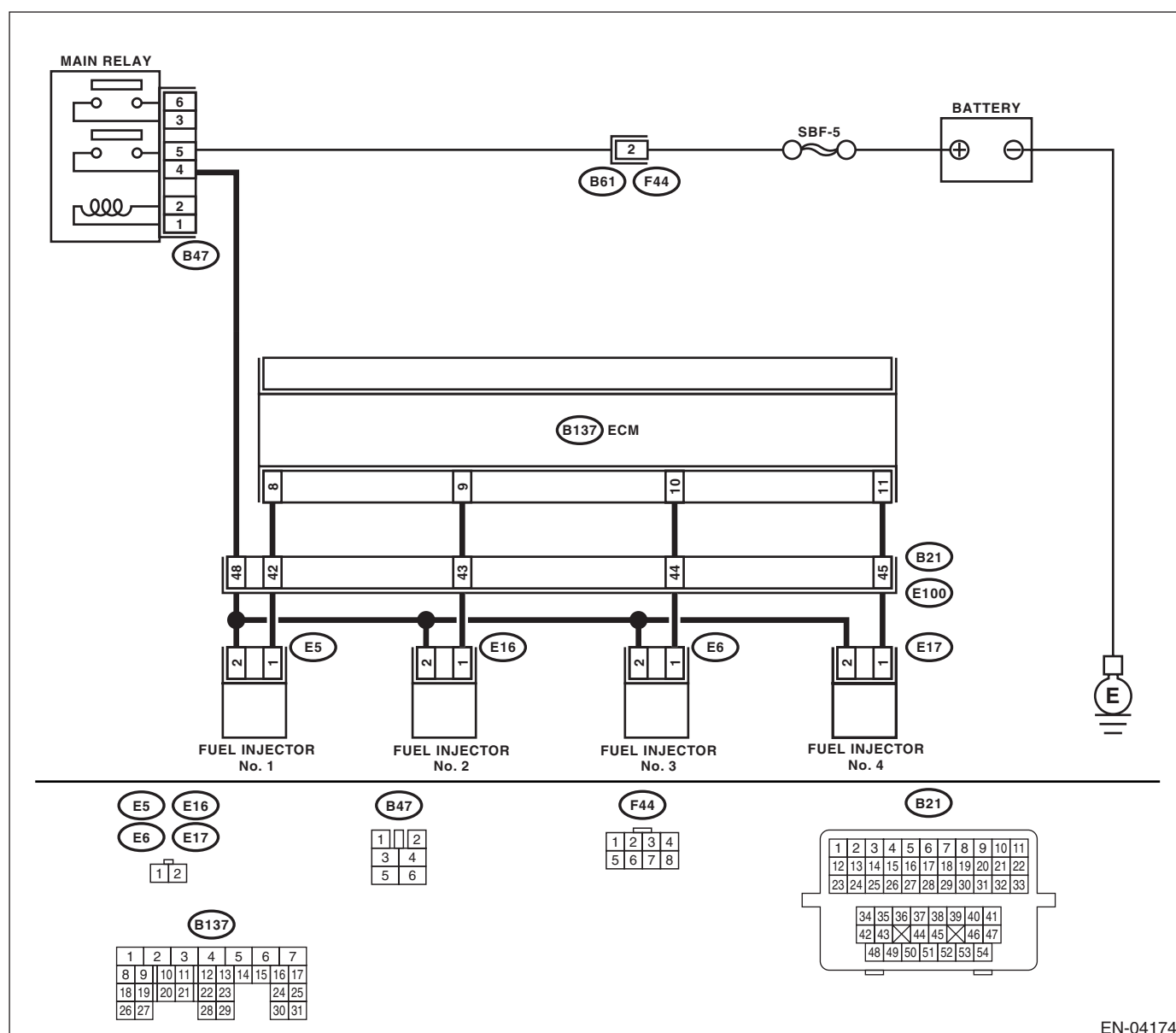
TROUBLE SYMPTOM:

- Engine stalls.
- Erroneous idling
- Rough driving

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04174

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)-73, 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 FROM 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 more than 10 V?	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 more than 1 MΩ?	Go to step 4.	Repair ground short circuit in 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 harness and connector. NOTE: In this case, repair the following: • 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 5 — 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 more than 10 V?	Repair poor contact in all connectors in fuel injector circuit.	Repair harness and connector. NOTE: In this case, repair the following: • 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 cylinder. 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 more than 10 V?	Repair battery short circuit in harness between ECM and fuel injector. After repair, replace the ECM. <Ref. to FU(H4SO)-38, 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)-38, 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 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 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 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 fuel so fuel meter indication is higher than the "Lower" level. After replenishing 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)-46, 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 16.	Go to step 14.
14 CHECK CAUSE OF MISFIRE DIAGNOSED.	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.	Go to step 15.
15 CHECK FOR POOR CONTACT.	Is there poor contact in the ignition coil, fuel injector, ECM and coupling connector?	Repair poor contact.	Contact your SOA Service Center after checking followings. NOTE: In this case, check the following: • Condition of fuel • Fuel additive used or not • Visually check spark plug • Visually check spark plug cord • Condition of engine oil
16 CHECK AIR INTAKE SYSTEM.	Is there a fault in air intake system?	Repair 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 17.
17 CHECK MISFIRE SYMPTOM. 1) Turn the ignition switch to ON. 2) Read the DTC. NOTE: • Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-28, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the General Scan Tool Operation Manual.	Does the Subaru Select Monitor or general scan tool display only one DTC?	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. Is any other DTC displayed?	Does the Subaru Select Monitor or general scan tool indicate DTC P0301 and P0302?	Go to step 23 .	Go to step 19 .
19 CHECK DTC ON DISPLAY. Is any other DTC displayed?	Does the Subaru Select Monitor or general scan tool indicate DTC P0303 and P0304?	Go to step 24 .	Go to step 20 .
20 CHECK DTC ON DISPLAY. Is any other DTC displayed?	Does the Subaru Select Monitor or general scan tool indicate DTC P0301 and P0303?	Go to step 25 .	Go to step 21 .
21 CHECK DTC ON DISPLAY. Is any other DTC displayed?	Does the Subaru Select Monitor or general scan tool indicate DTC P0302 and P0304?	Go to step 26 .	Go to step 27 .
22 ONLY ONE CYLINDER	Is there a fault in that 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)-159, DTC P0171 SYSTEM TOO LEAN (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
23 GROUP OF #1 AND #2 CYLINDERS	Are there faults in #1 and #2 cylinders?	Repair or replace faulty parts. NOTE: • Check the following items. • Spark plugs • Fuel injectors • Ignition coil • Compression ratio • If no abnormal is discovered, check for "IGNITION CONTROL SYSTEM" of #1 and #2 cylinders side. <Ref. to EN(H4SO)(diag)-65, IGNITION CONTROL SYSTEM, Diagnostics for Engine Starting Failure.>	Go to DTC P0171. <Ref. to EN(H4SO)(diag)-159, 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 #3 AND #4 CYLINDERS	Are there faults in #3 and #4 cylinders?	Repair or replace faulty parts. NOTE: • Check the following items. • Spark plugs • Fuel injectors • Ignition coil • If no abnormal is discovered, check for "IGNITION CONTROL SYSTEM" of #3 and #4 cylinders side. <Ref. to EN(H4SO)(diag)-65, IGNITION CONTROL SYSTEM, Diagnostics for Engine Starting Failure.>	Go to DTC P0171. <Ref. to EN(H4SO)(diag)-159, DTC P0171 SYSTEM TOO LEAN (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
25 GROUP OF #1 AND #3 CYLINDERS	Are there faults in #1 and #3 cylinders?	Repair or replace faulty parts. NOTE: Check the following items. • Spark plugs • Fuel injectors • Skipping timing belt teeth	Go to DTC P0171. <Ref. to EN(H4SO)(diag)-159, DTC P0171 SYSTEM TOO LEAN (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
26 GROUP OF #2 AND #4 CYLINDERS	Are there faults in #2 and #4 cylinders?	Repair or replace faulty parts. NOTE: Check the following items. • Spark plugs • Fuel injectors • Compression ratio • Skipping timing belt teeth	Go to DTC P0171. <Ref. to EN(H4SO)(diag)-159, DTC P0171 SYSTEM TOO LEAN (BANK 1), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>
27 CYLINDER AT RANDOM	Is the engine idle rough?	Go to DTC P0171. <Ref. to EN(H4SO)(diag)-159, 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 plugs • Fuel injectors • Compression ratio

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-84, DTC P0327 KNOCK SENSOR 1 CIRCUIT LOW INPUT (BANK 1 OR SINGLE SENSOR), Diagnostic Trouble Code (DTC) Detecting Criteria.>

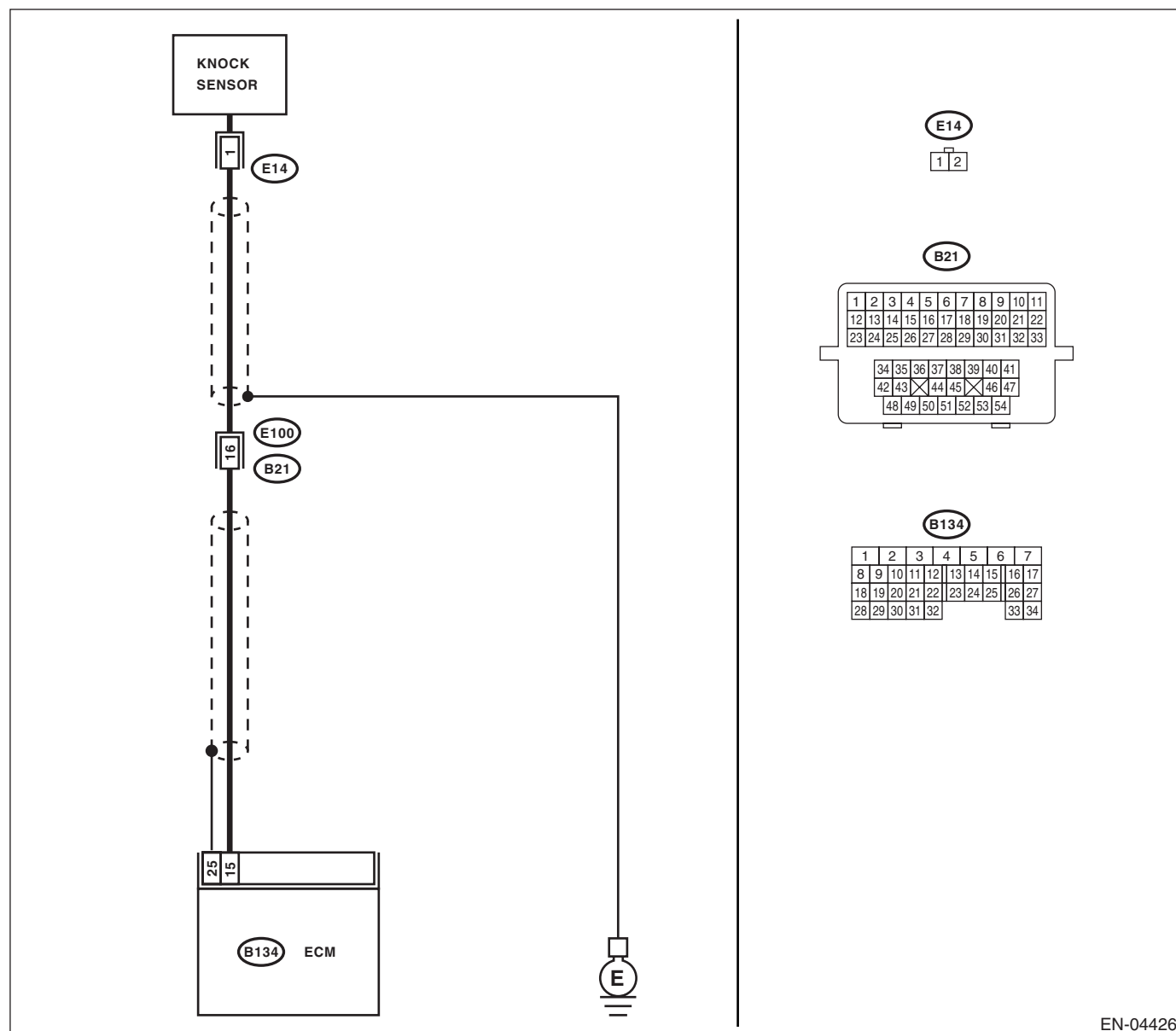
TROUBLE SYMPTOM:

- Poor driving performance
- Knocking occurs.

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04426

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 connector from ECM. 3) Measure the resistance between ECM harness connector and chassis ground. Connector & terminal (B134) No. 15 — Chassis ground:	Is the resistance more than 700 k Ω ?	Go to step 2.	Repair harness and connector. NOTE: In this case, repair the following: • 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 more than 700 k Ω ?	Go to step 3.	Repair harness and connector. NOTE: In this case, repair the following: • Poor contact in knock sensor connector
3 CHECK CONDITION OF KNOCK SENSOR INSTALLATION.	Is the knock sensor installation bolt tightened securely?	Replace the knock sensor. <Ref. to FU(H4SO)-25, Knock Sensor.>	Tighten knock sensor installation bolt securely.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-86, DTC P0328 KNOCK SENSOR 1 CIRCUIT HIGH INPUT (BANK 1 OR SINGLE SENSOR), Diagnostic Trouble Code (DTC) Detecting Criteria.>

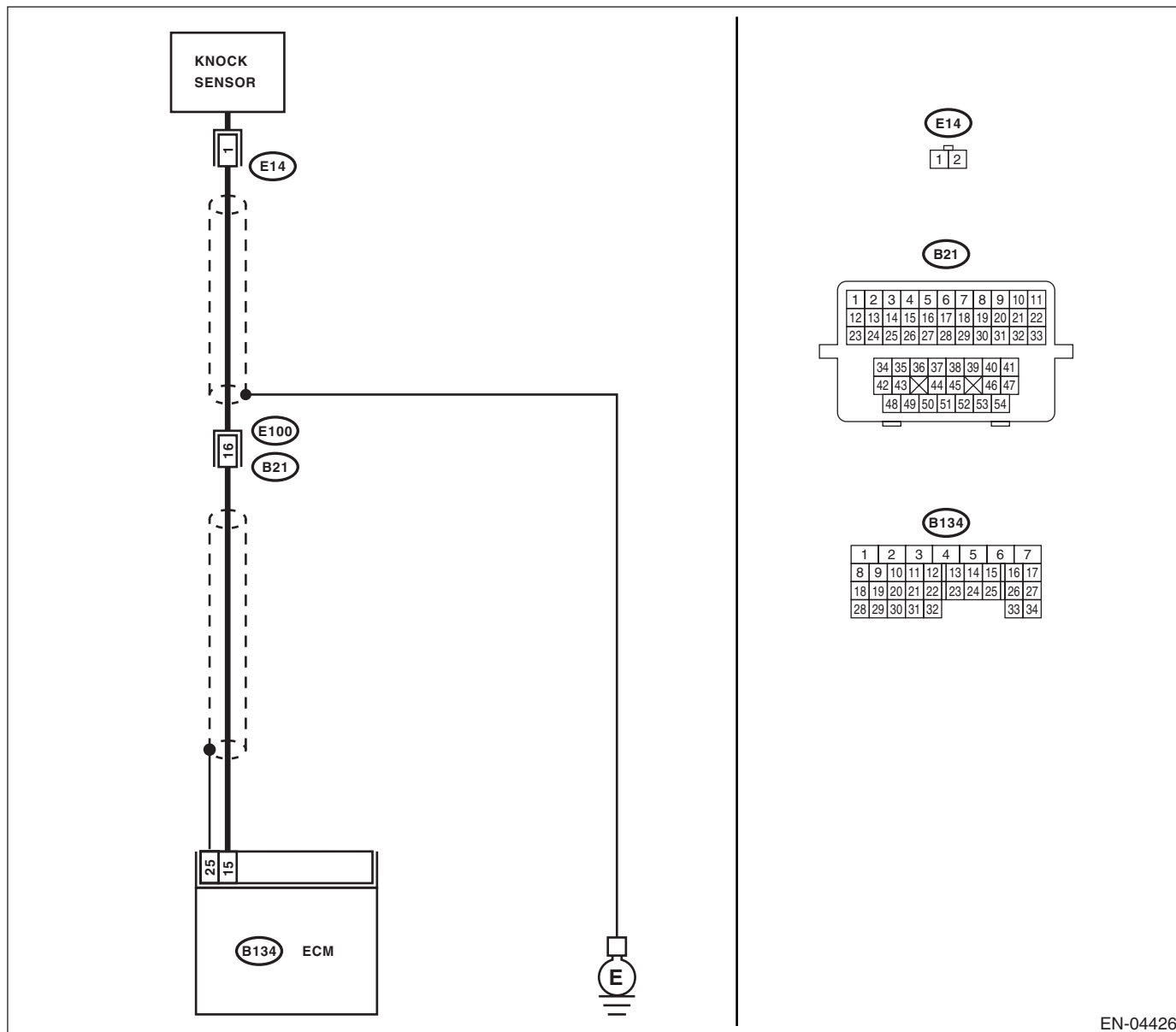
TROUBLE SYMPTOM:

- Poor driving performance
- Knocking occurs.

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04426

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 k Ω ?	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 k Ω ?	Replace the knock sensor. <Ref. to FU(H4SO)-25, Knock Sensor.>	Repair ground short circuit in harness between knock sensor connector and ECM connector. NOTE: The harness between both connectors is shielded. Repair short circuit of harness together with shield.
3 CHECK INPUT SIGNAL FOR 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 more than 2 V?	Even if malfunction indicator light lights up, 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: • Poor contact in knock sensor connector • Poor contact in ECM connector • Poor contact in coupling connector	Repair poor contact in ECM connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

AZ:DTC P0335 CRANKSHAFT POSITION SENSOR “A” CIRCUIT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-88, DTC P0335 CRANKSHAFT POSITION SENSOR “A” CIRCUIT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

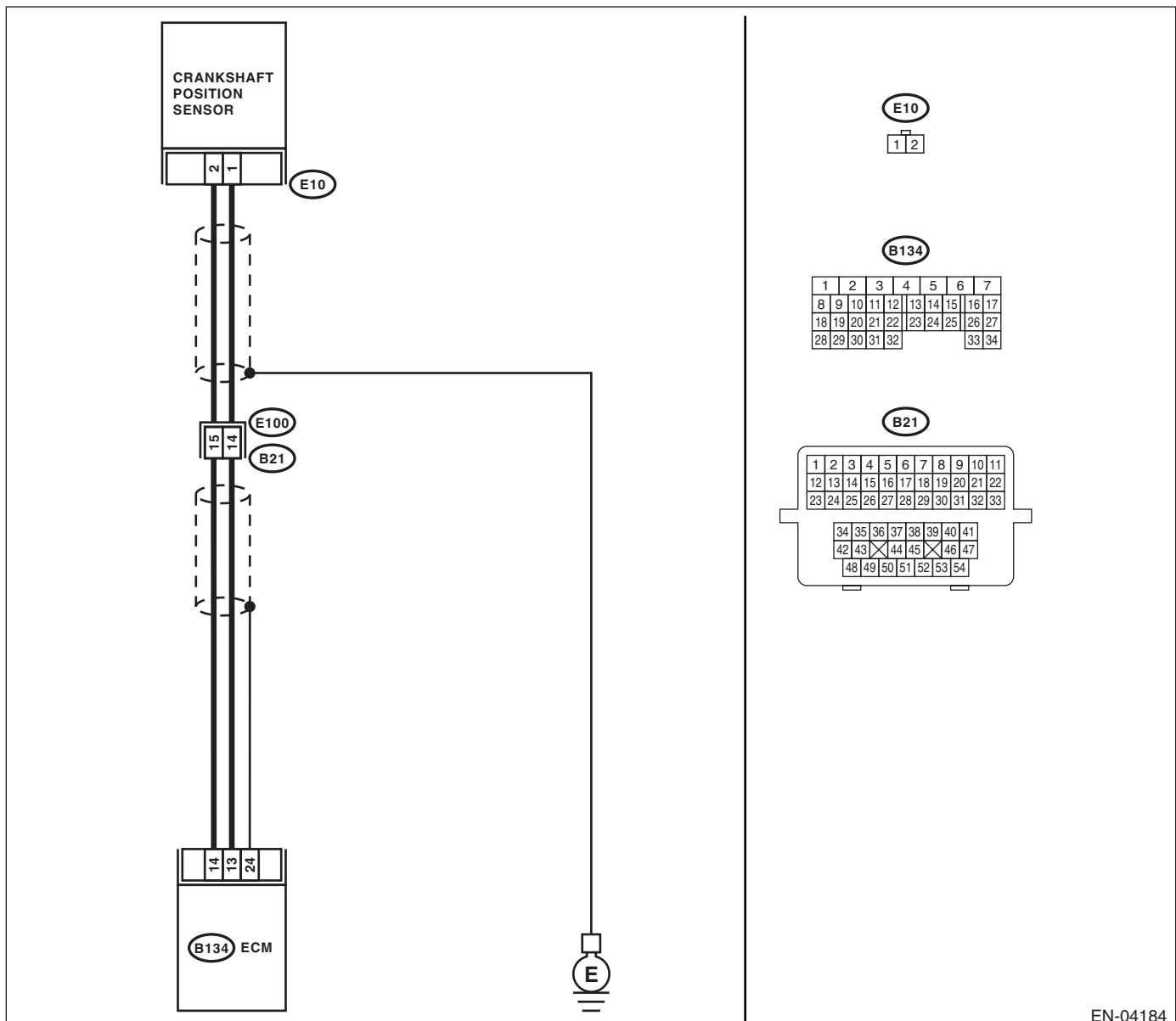
TROUBLE SYMPTOM:

- Engine stalls.
- Failure of engine to start

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04184

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 more than 100 k Ω ?	Repair harness and connector. NOTE: In this case, repair the following: • 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 ground short circuit in harness between crankshaft position sensor and ECM connector. NOTE: The harness between both connectors are shielded. Repair ground short circuit in harness together 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 harness and connector. NOTE: In this case, repair the following: • 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 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 1 — 4 k Ω ?	Repair poor contact in crankshaft position sensor connector.	Replace the crankshaft position sensor. <Ref. to FU(H4SO)-23, Crankshaft Position Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-90, DTC P0336 CRANKSHAFT POSITION SENSOR "A" CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

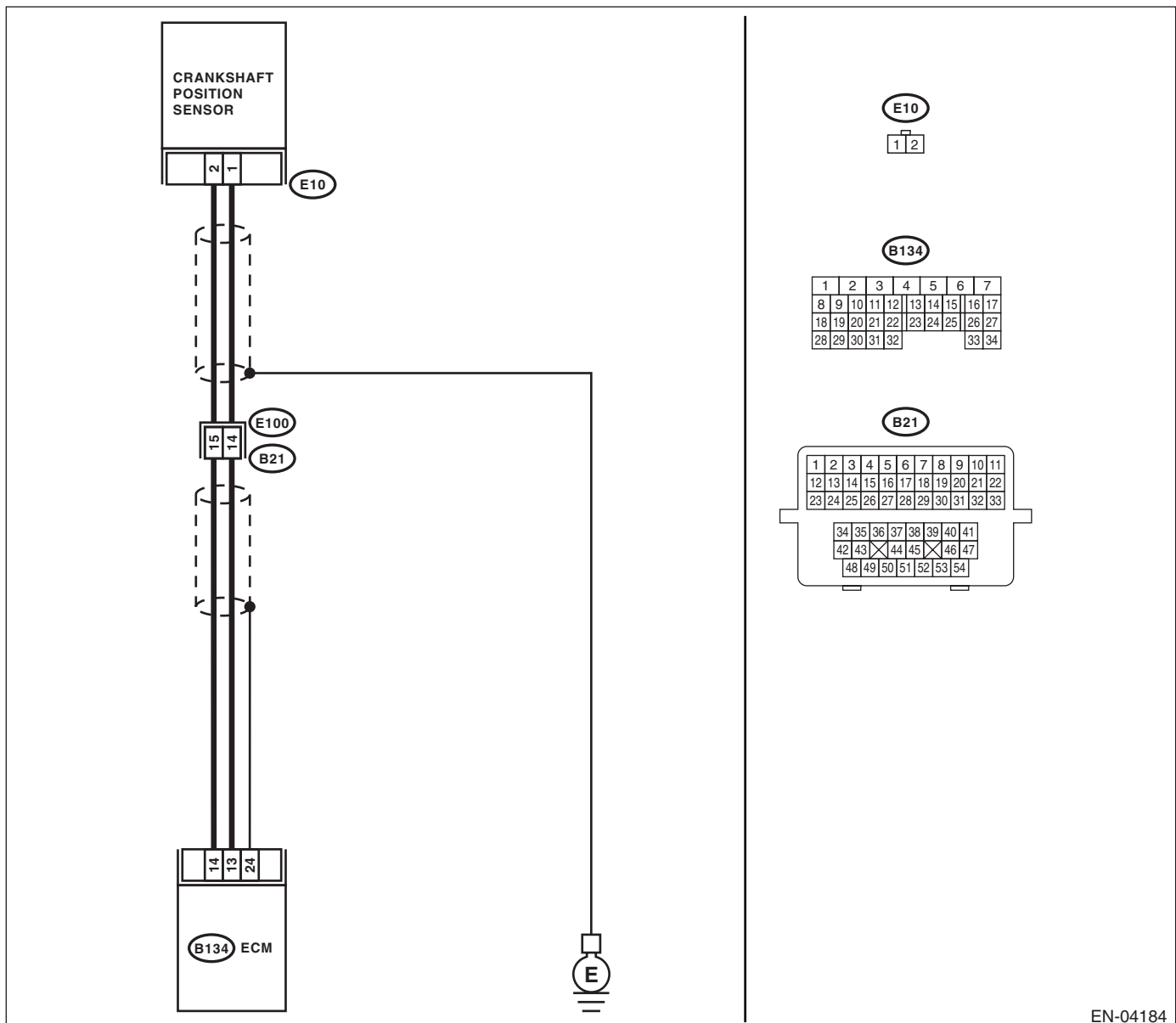
TROUBLE SYMPTOM:

- Engine stalls.
- Failure of engine to start

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04184

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?	Inspect DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-73, 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 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 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 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.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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)-92, DTC P0340 CAMSHAFT POSITION SENSOR “A” CIRCUIT (BANK 1 OR SINGLE SENSOR), Diagnostic Trouble Code (DTC) Detecting Criteria.>

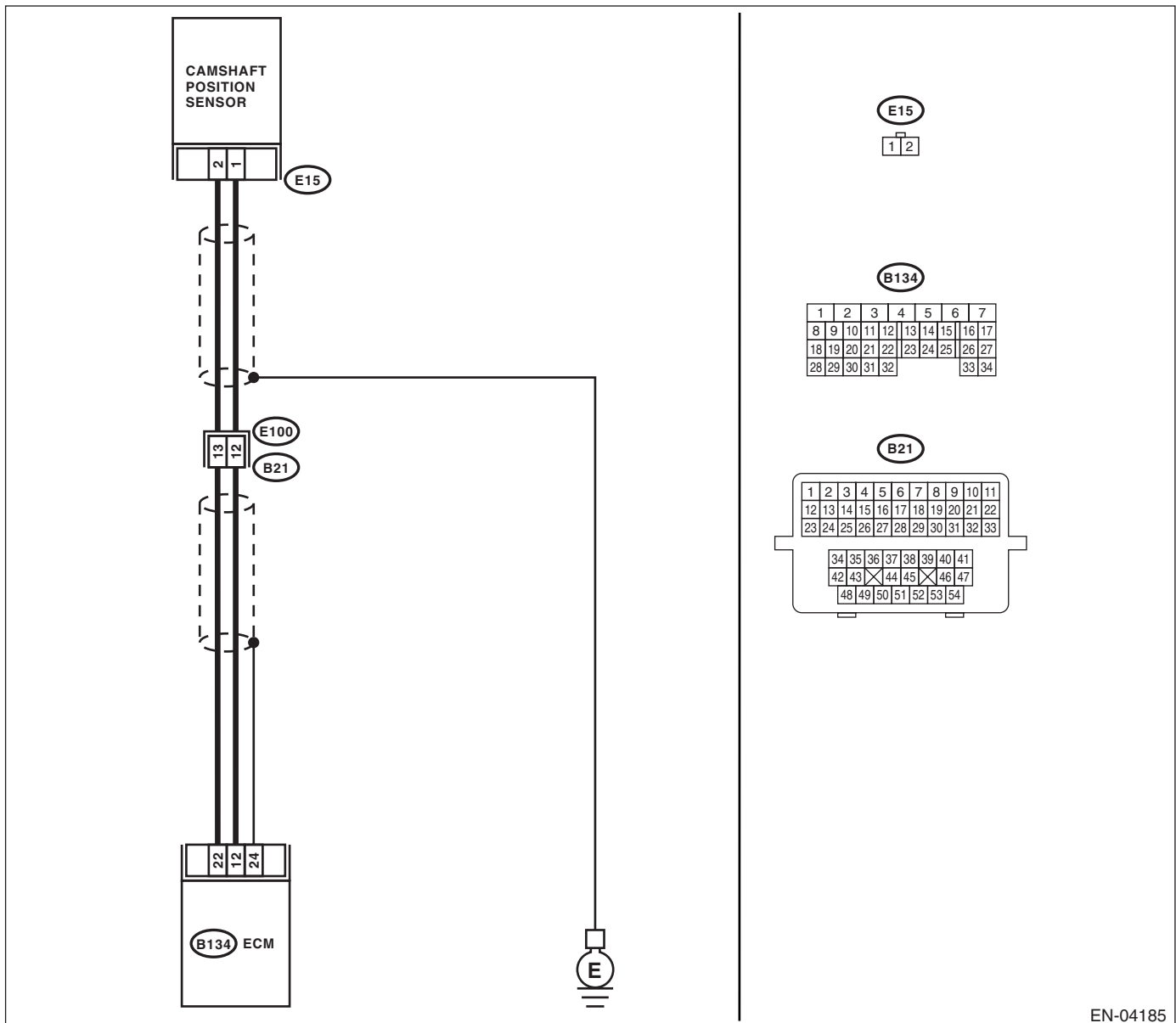
TROUBLE SYMPTOM:

- Engine stalls.
- Failure of engine to start

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04185

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 more than 100 k Ω ?	Repair harness and connector. NOTE: In this case, repair the following: • 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 ground short circuit in harness between camshaft position sensor and ECM connector. NOTE: The harness between both connectors are shielded. Repair ground short circuit in harness together 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 harness and connector. NOTE: In this case, repair the following: • 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 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 1 — 4 k Ω ?	Repair poor contact in camshaft position sensor connector.	Replace the camshaft position sensor. <Ref. to FU(H4SO)-24, Camshaft Position Sensor.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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)-94, DTC P0341 CAMSHAFT POSITION SENSOR “A” CIRCUIT RANGE/PERFORMANCE (BANK 1 OR SINGLE SENSOR), Diagnostic Trouble Code (DTC) Detecting Criteria.>

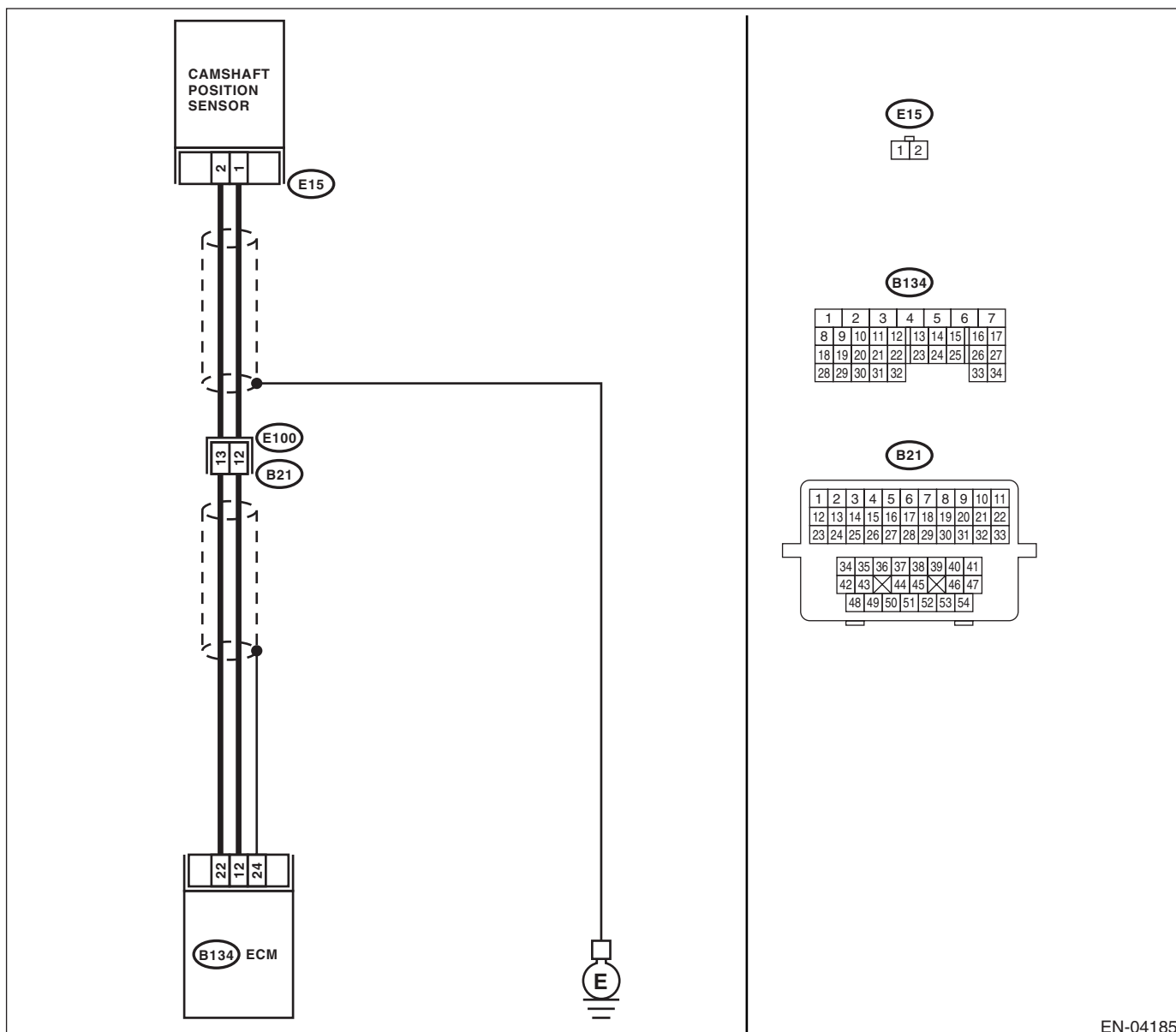
TROUBLE SYMPTOM:

- Engine stalls.
- Failure of engine to start

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04185

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?	Inspect DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-73, 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 more than 100 k Ω ?	Repair harness and connector. NOTE: In this case, repair the following: • 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 ground short circuit in harness between camshaft position sensor and ECM connector. NOTE: The harness between both connectors are shielded. Repair ground short circuit in harness together 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 harness and connector. NOTE: In this case, repair the following: • 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 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 1 — 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 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 camshaft using ST, and align alignment mark on cam sprocket with alignment mark on timing belt cover LH. ST 499987500 CAMSHAFT SOCKET	Is the timing belt dislocated from its proper position?	Repair 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.>

BD:DTC P0400 EXHAUST GAS RECIRCULATION FLOW

DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-96, DTC P0400 EXHAUST GAS RECIRCULATION FLOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

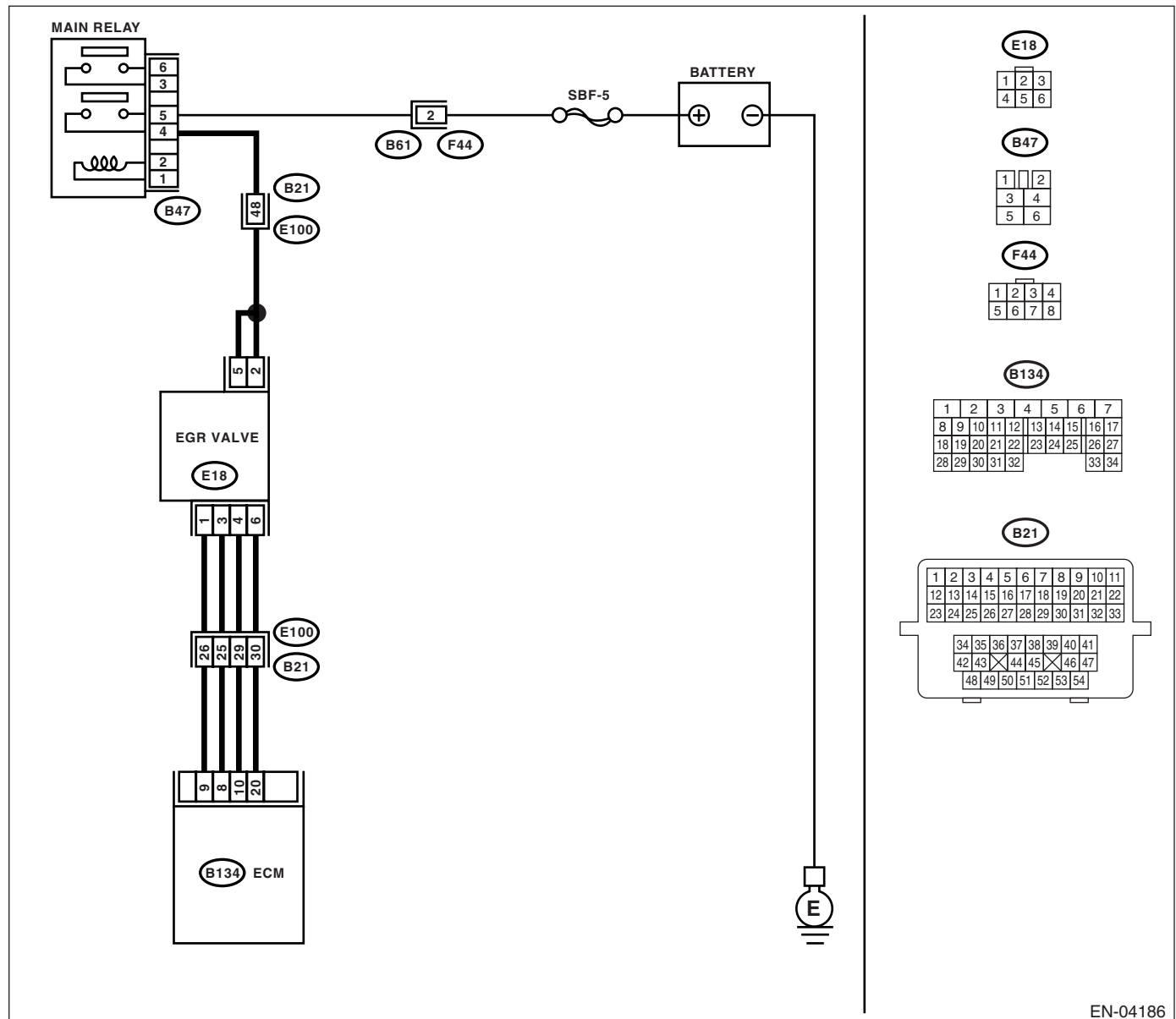
TROUBLE SYMPTOM:

- Poor driving performance at low engine speed
- Faulty idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04186

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?	Inspect DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-73, 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 procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-28, 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 EGR valve, manifold absolute pressure sensor and throttle body are securely installed.	Go to step 3.
3 CHECK POWER SUPPLY TO EGR SOLENOID VALVE. 1) Disconnect connector from EGR solenoid valve. 2) Turn ignition switch ON. 3) Measure voltage between EGR solenoid valve and engine ground. Connector & terminal (E15) No. 2 (+) — Engine ground (-): (E18) No. 5 (+) — Engine ground (-):	Is the measured value more than 10 V?	Go to step 4.	Repair the open circuit in harness between main relay and EGR solenoid valve connector.
4 CHECK EGR SOLENOID VALVE. Measure resistance between EGR solenoid valve terminals. NOTE: Measure resistance between EGR solenoid valve terminals. Connector & terminal No. 1 — No. 2: No. 3 — No. 2: No. 4 — No. 5: No. 6 — No. 5:	Is the measured value within 20 to 30 Ω?	Go to step 5.	Replace EGR solenoid valve. <Ref. to FU(H4SO)-29, EGR Valve.>
5 OUTPUT SIGNAL FROM ECM 1) Turn ignition switch OFF. 2) Connect connectors to ECM and EGR solenoid valve. 3) Turn ignition switch ON. 4) Measure voltage between ECM and chassis ground. Connector & terminal (B134) No. 8 (+) — Chassis ground (-): (B134) No. 9 (+) — Chassis ground (-): (B134) No. 10 (+) — Chassis ground (-): (B134) No. 20 (+) — Chassis ground (-):	Is the measured value within 0 to 10 V?	Repair poor contact in 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 ignition switch OFF. 2) Disconnect connector from EGR solenoid valve and ECM. 3) Measure resistance of harness between EGR solenoid valve and ECM connector. Connector & terminal (B134) No. 8 — (E18) No. 3: (B134) No. 9 — (E18) No. 1: (B134) No. 10 — (E18) No. 4: (B134) No. 20 — (E18) No. 6:	Is the measured value less than 1 Ω ?	Go to step 7.	Repair open circuit in harness between ECM and EGR solenoid valve connector.
7 CHECK HARNESS BETWEEN EGR SOLENOID VALVE AND ECM CONNECTOR. Measure resistance of harness between EGR solenoid valve and chassis ground. Connector & terminal (B134) No. 8 — Chassis ground: (B134) No. 9 — Chassis ground: (B134) No. 10 — Chassis ground: (B134) No. 20 — Chassis ground:	Is the measured value more than 1 M Ω ?	Go to step 8.	Repair short circuit in harness between main relay and EGR solenoid valve connector.
8 CHECK POOR CONTACT. Check poor contact in ECM and EGR solenoid valve connector.	Is there poor contact in ECM and EGR solenoid valve connector?	Repair poor contact in ECM and EGR solenoid valve connector.	Even if MIL lights up, the circuit has returned to a normal 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)-99, 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.

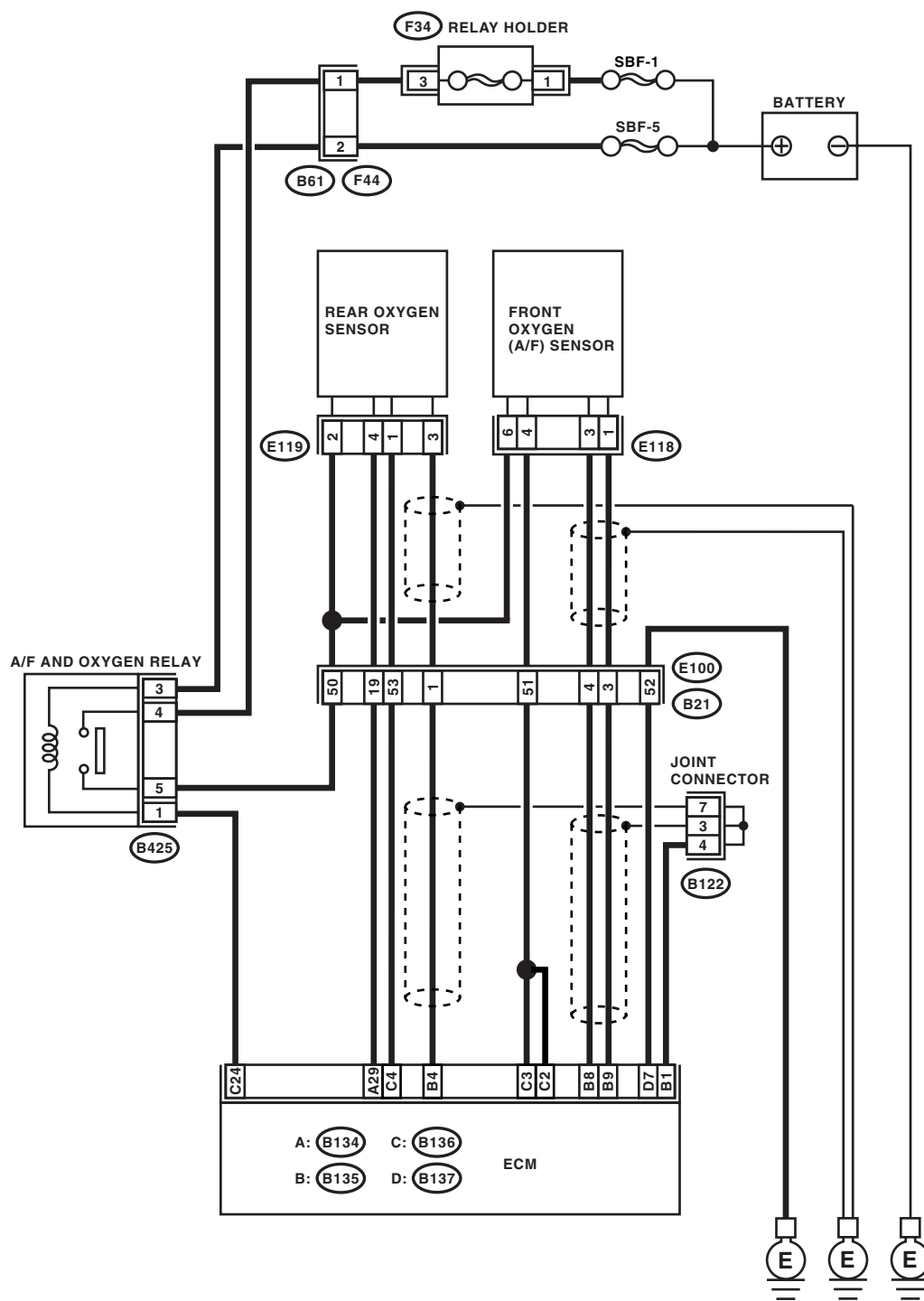
CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

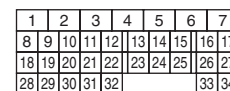
Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

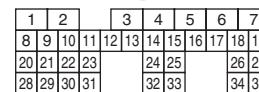
WIRING DIAGRAM:



A: **B134**



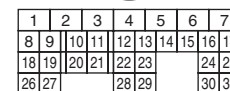
B: **B135**



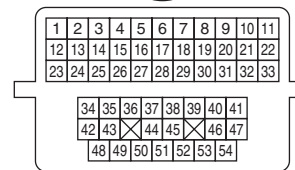
C: **B136**



D: **B137**



B21



EN-04626

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?	Inspect the relevant DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-73, List of Diagnostic Trouble Code (DTC).> NOTE: In this case, it is not necessary to inspect DTC P0420.	Go to step 2.
2 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 incomplete installation of front oxygen (A/F) sensor and rear oxygen sensor	Is there a fault in exhaust system?	Repair or replace the exhaust system. <Ref. to EX(H4SO)-2, General Description.>	Go to step 3.
3 CHECK WAVEFORM ON SUBARU SELECT MONITOR. (DURING DRIVING) 1) Drive at a constant speed of 80 — 113 km/h (50 — 70 MPH). 2) After leaving it in the condition of Step 1) for 5 minutes, read the waveform data using Subaru Select Monitor while driving. <Ref. to EN(H4SO)(diag)-18, ELECTRICAL SPECIFICATION, Engine Control Module (ECM) I/O Signal.>	Is normal waveform displayed?	Contact your SOA-Service Center since deterioration of some parts may be the cause.	Go to step 4.
4 CHECK WAVEFORM ON SUBARU SELECT MONITOR. (DURING IDLING) 1) Run the vehicle at idle. 2) In the condition of Step 1), read the waveform data using Subaru Select Monitor. <Ref. to EN(H4SO)(diag)-18, ELECTRICAL SPECIFICATION, Engine Control Module (ECM) I/O Signal.>	Is normal waveform displayed?	Go to step 10.	Go to step 5.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
5 CHECK VOLTAGE OF REAR OXYGEN SENSOR. 1) Warm-up the engine until engine coolant temperature is above 70°C (158°F), and keep the engine speed at 3,000 rpm. (2 minutes at the longest) 2) Read the rear oxygen sensor voltage using Subaru Select Monitor. NOTE: - For MT model, depress the clutch pedal. - Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-28, Subaru Select Monitor.> - General scan tool For detailed operation procedures, refer to the general scan tool instruction manual.	Is the voltage more than 490 mV?	Go to step 9.	Go to step 6.
6 CHECK REAR OXYGEN SENSOR CONNECTOR AND COUPLING CONNECTOR.	Is there water in connector?	Remove infiltrating water completely.	Go to step 7.
7 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and rear oxygen sensor. 3) Measure the resistance of harness between ECM and rear oxygen sensor connector. Connector & terminal (B135) No. 4 — (E119) No. 3: (B134) No. 29 — (E119) No. 4:	Is the resistance more than 3 Ω?	Repair the open circuit in harness between ECM and rear oxygen sensor connector.	Go to step 8.
8 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR. 1) Turn the ignition switch to ON. 2) Measure the voltage between rear oxygen sensor connector and chassis ground. Connector & terminal (E119) No. 3 (+) — Chassis ground:	Is the voltage 0.2 — 0.5 V?	Go to step 11.	Repair the harness and connector. NOTE: Repair the following items. - Open circuit in harness between rear oxygen sensor and ECM connector - Poor contact of rear oxygen sensor and ECM connector - Poor contact in ECM connector

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
9 CHECK VOLTAGE OF REAR OXYGEN SENSOR. 1) Warm-up the engine until engine coolant temperature is above 70°C (158°F), and immediately decrease the engine speed at 3,000 rpm. 2) Read the rear oxygen sensor voltage using Subaru Select Monitor. NOTE: - For MT model, depress the clutch pedal. - Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-28, Subaru Select Monitor.> - General scan tool For detailed operation procedures, refer to the general scan tool instruction manual.	Is the voltage less than 250 mV?	Contact your SOA Service Center since deterioration of some parts may be the cause.	Go to step 7.
10 CHECK CATALYTIC CONVERTER.	Is the catalytic converter damaged?	Replace the catalytic converter. <Ref. to EC(H4SO)-3, Front Catalytic Converter.>	Contact your SOA Service Center since deterioration of some parts may be the cause.
11 CHECK REAR OXYGEN SENSOR SHIELD. 1) Turn the ignition switch to OFF. 2) Bare the sensor shield of body side harness 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)-37, 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)-101, 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.

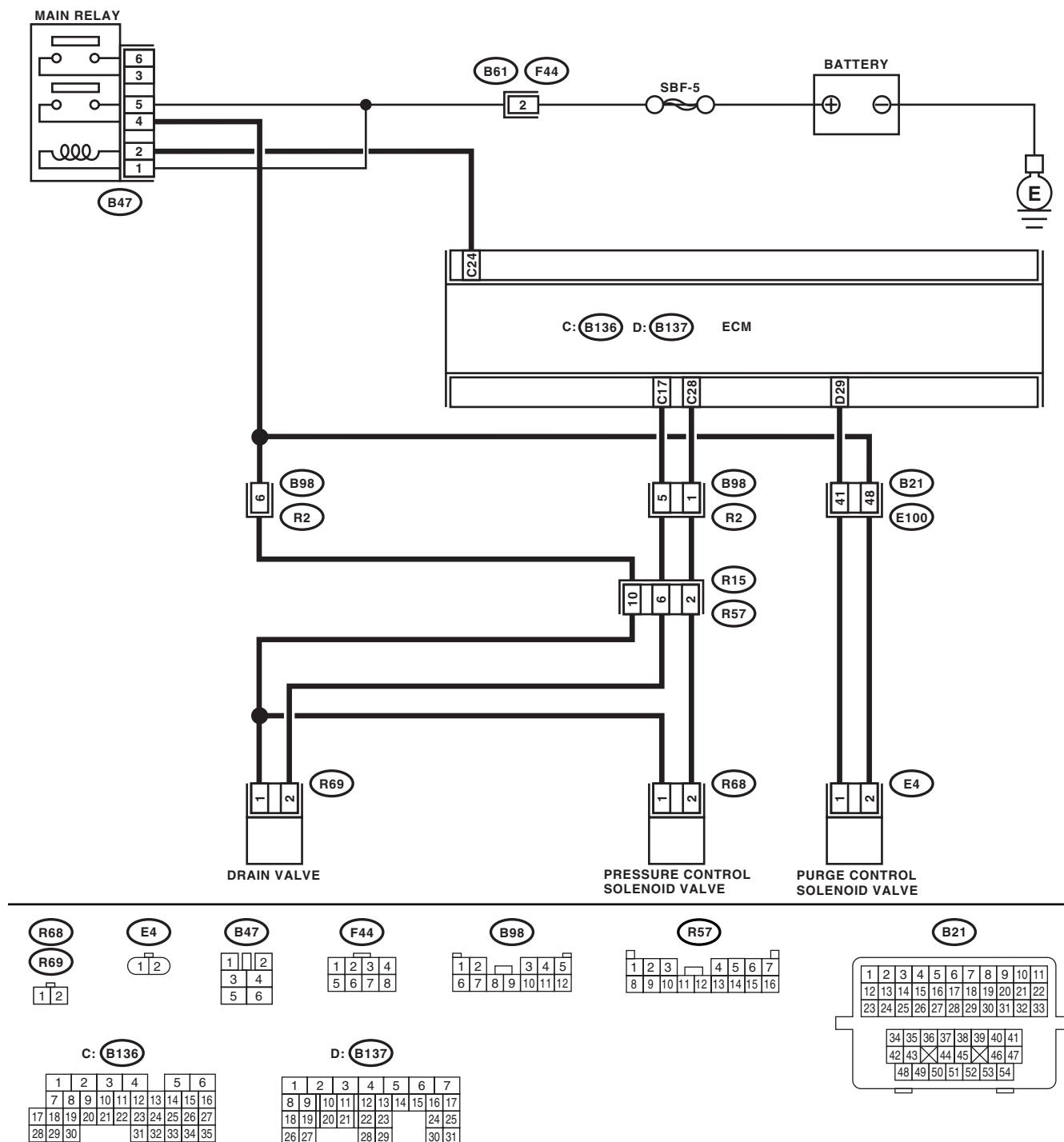
CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

WIRING DIAGRAM:



EN-04188

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?	Inspect the relevant DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-73, List of Diagnostic Trouble Code (DTC).>	Go to step 2.
2 CHECK FUEL FILLER CAP. 1) Turn 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.	Tighten fuel filler cap securely.
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)-46, Fuel Filler Pipe.>	Go to step 5.
5 CHECK DRAIN VALVE. 1) Connect the test mode connector. 2) Turn ignition switch to ON. 3) Operate the drain valve. NOTE: Drain valve operation can be executed using Subaru Select Monitor. For the procedure, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4SO)(diag)-47, Compulsory Valve Operation Check Mode.>	Does the drain valve operate?	Go to step 6.	Replace the drain valve. <Ref. to EC(H4SO)-16, 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 the procedure, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4SO)(diag)-47, 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: Pressure control solenoid valve operation can be executed using Subaru Select Monitor. For the procedure, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4SO)(diag)-47, 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)

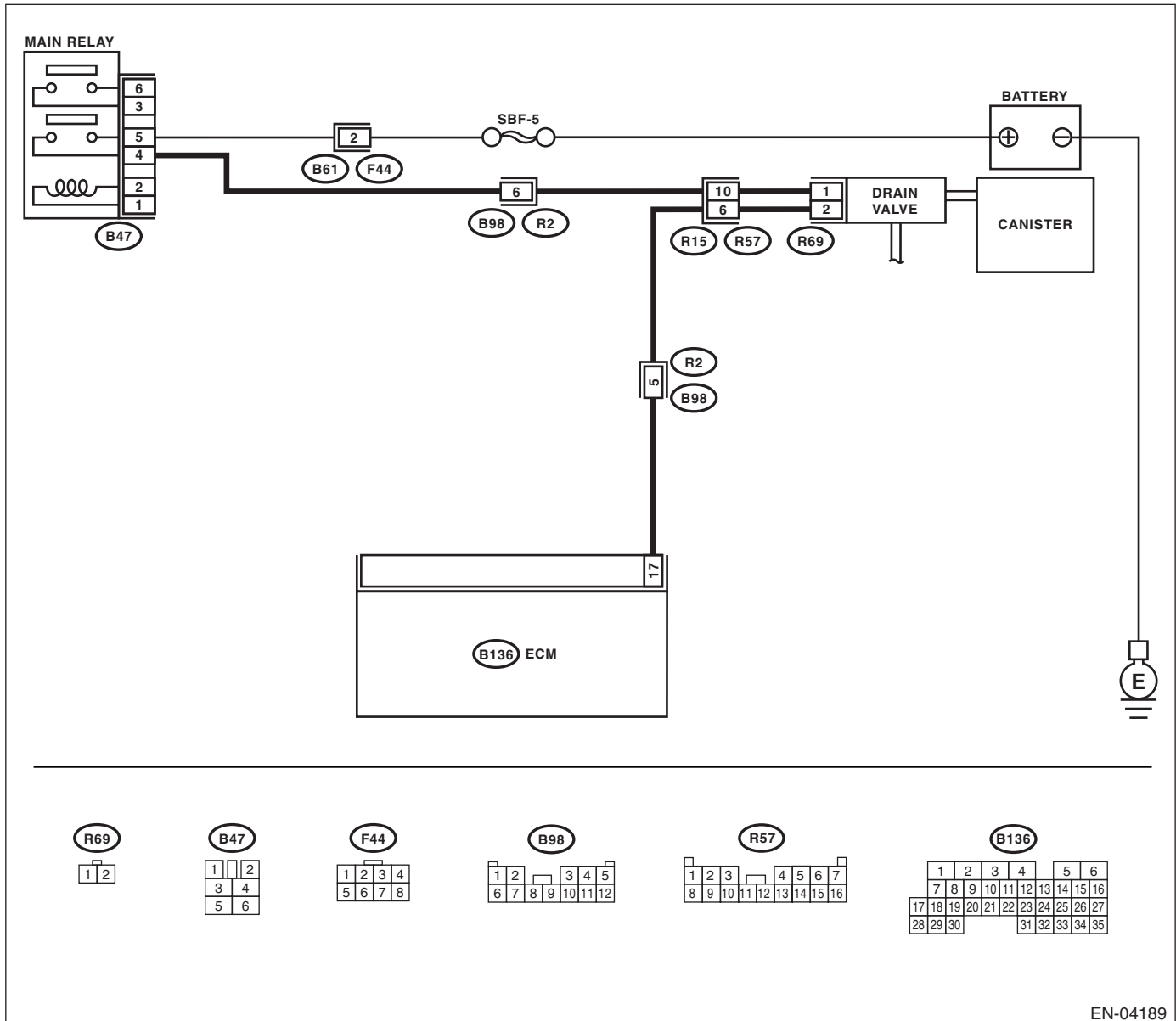
Step	Check	Yes	No
8 CHECK EVAPORATIVE EMISSION CONTROL SYSTEM LINE. Turn ignition switch to OFF.	Is there a hole of more than 1.0 mm (0.04 in) dia. on evaporation line?	Repair or replace the evaporation line. <Ref. to FU(H4SO)-57, Fuel Delivery & Evaporation Lines.>	Go to step 9 .
9 CHECK CANISTER.	Is 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)-43, 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)-43, 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.	Contact your SOA Service Center since deterioration of some parts may be the cause.

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)-116, DTC P0447 EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT OPEN, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-04189

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK OUTPUT SIGNAL FROM ECM. 1) Turn ignition switch to ON. 2) Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 17 (+) — Chassis ground (-):	Is the voltage more than 10 V?	Go to step 2.	Go to step 3.
2 CHECK FOR POOR CONTACT. Check for poor contact in ECM connector.	Is there poor contact in ECM connector?	Repair poor contact in ECM connector.	The malfunction indicator light may light up, however, the circuit is returned to the normal status at the moment. (However, the possibility of poor contact still remains.) NOTE: In this case, repair the following: • Poor contact in drain valve connector • Poor contact in ECM connector • Poor contact in coupling connector
3 CHECK HARNESS BETWEEN DRAIN VALVE AND ECM CONNECTOR. 1) Turn 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 more than 1 MΩ?	Go to step 4.	Repair short circuit to ground in harness between ECM and drain valve connector.
4 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 5.	Repair harness and connector. NOTE: In this case, repair the following: • Open circuit in harness between ECM and drain valve connector • Poor contact in coupling connector
5 CHECK DRAIN VALVE. Measure the resistance between drain valve terminals. Terminals No. 1 — No. 2:	Is the resistance 10 — 100 Ω?	Go to step 6.	Replace the drain valve. <Ref. to EC(H4SO)-16, Drain Valve.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
6 CHECK POWER SUPPLY TO DRAIN VALVE. 1) Turn ignition switch to ON. 2) Measure the voltage between drain valve and chassis ground. Connector & terminal (R69) No. 1 (+) — Chassis ground (-):	Is the voltage more than 10 V?	Go to step 7.	Repair harness and connector. NOTE: In this case, repair the following: • Open circuit in harness between main relay and drain valve • Poor contact in coupling connector • Poor contact in main relay connector
7 CHECK FOR POOR CONTACT. Check for poor contact in drain valve connector.	Is there poor contact in drain valve connector?	Repair poor contact in drain valve connector.	Contact your SOA Service Center since deterioration of some parts may be the cause.

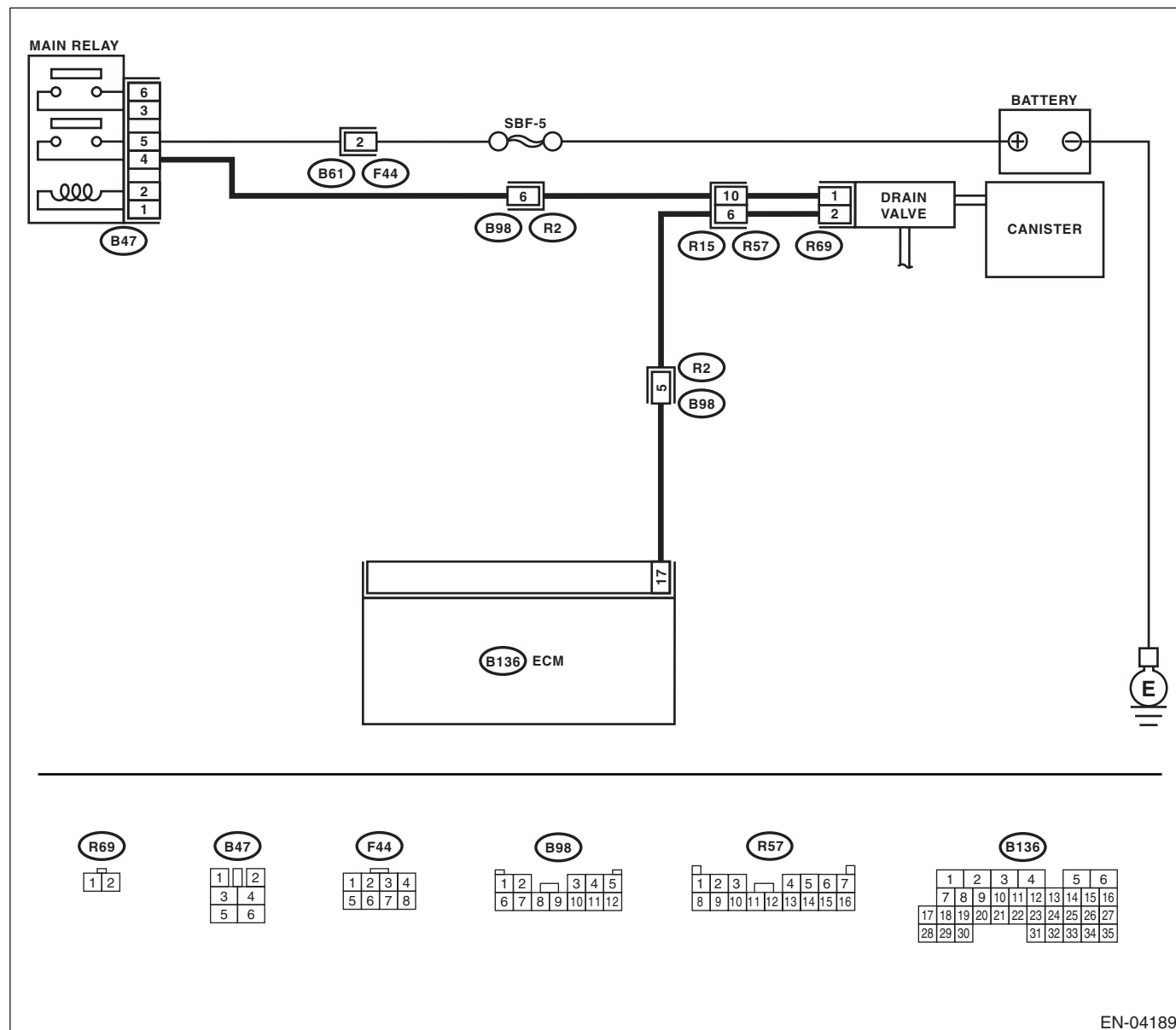
ENGINE (DIAGNOSTICS)

DTC DETECTING CONDITION:

- CAUTION:**

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK INPUT SIGNAL FOR ECM. 1) Turn ignition switch to OFF. 2) Connect the test mode connector at the lower portion of instrument panel (on the driver's side). 3) Turn ignition switch to ON. 4) While operating the drain valve, measure voltage between ECM and chassis ground. NOTE: Drain valve operation can be executed using Subaru Select Monitor. For the procedure, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4SO)(diag)-47, Compulsory Valve Operation Check Mode.> Connector & terminal (B136) No. 17 (+) — Chassis ground (-):	Is the voltage 0 — 10 V?	Go to step 2.	The malfunction indicator light may light up, however, the circuit is returned to the normal status at the moment. In this case, repair poor contact in ECM connector.
2 CHECK INPUT SIGNAL FOR ECM. 1) Turn ignition switch to ON. 2) Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 17 (+) — Chassis ground (-):	Is the voltage more than 10 V?	Go to step 4.	Go to step 3.
3 CHECK FOR POOR CONTACT. Check for poor contact in ECM connector.	Is there poor contact in ECM connector?	Repair poor contact in ECM connector.	Replace the ECM. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>
4 CHECK HARNESS BETWEEN DRAIN VALVE AND ECM CONNECTOR. 1) Turn ignition switch to OFF. 2) Disconnect the connector from drain valve. 3) Turn ignition switch to ON. 4) Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 17 (+) — Chassis ground (-):	Is the voltage more than 10 V?	Repair short circuit to battery in harness between ECM and drain valve connector. After repair, replace the ECM. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>	Go to step 5.
5 CHECK DRAIN VALVE. 1) Turn 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 <Ref. to EC(H4SO)-16, Drain Valve.> and ECM <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>.	Go to step 6.
6 CHECK FOR POOR CONTACT. Check for poor contact in ECM connector.	Is there poor contact in ECM connector?	Repair poor contact in ECM connector.	Replace the ECM. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

BI: DTC P0451 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR RANGE/PERFORMANCE

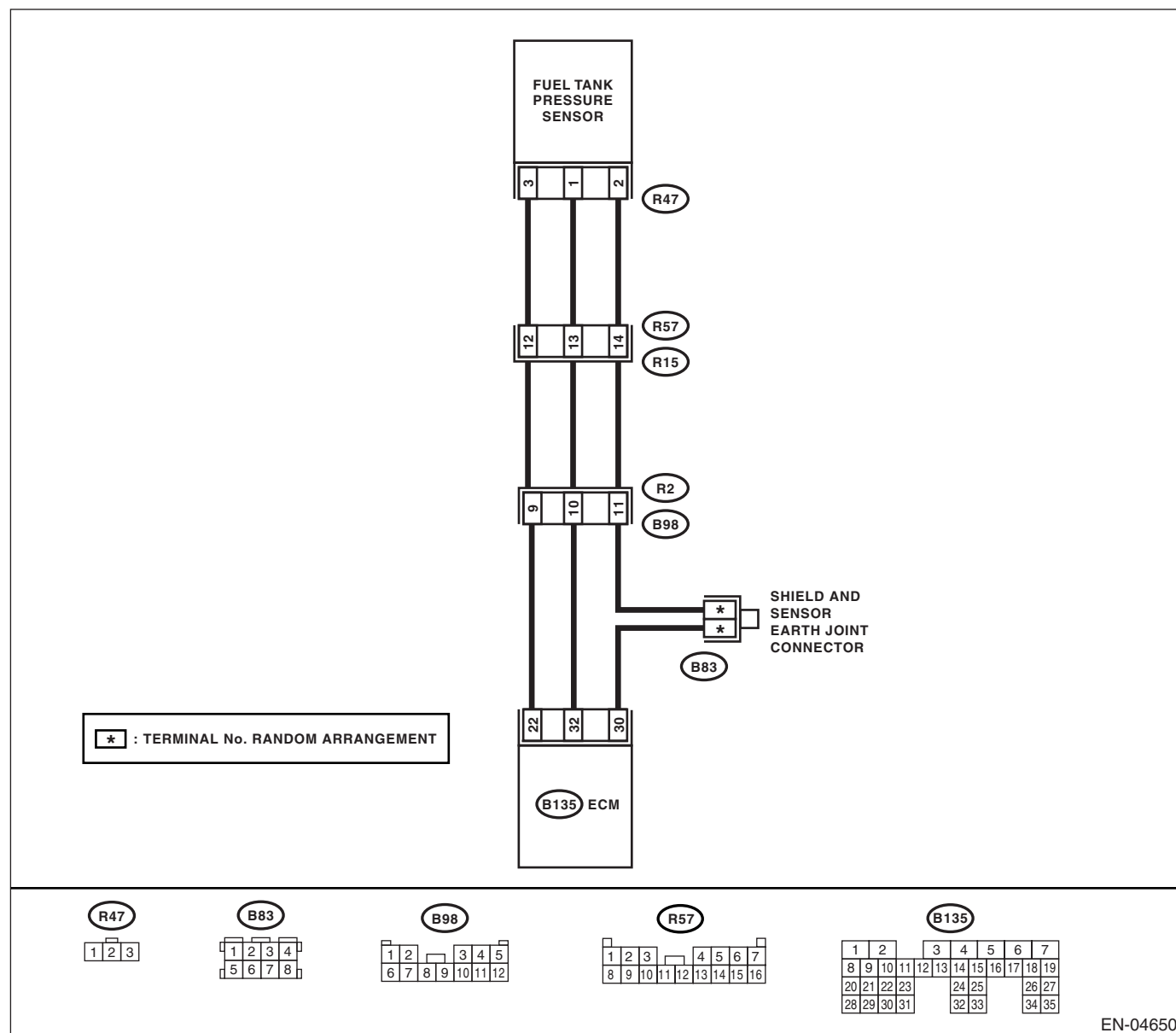
DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-120, DTC P0451 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04650

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?	Inspect the relevant DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-73, List of Diagnostic Trouble Code (DTC).>	Go to step 2 .
2 CHECK FUEL FILLER CAP. 1) Turn ignition switch to OFF. 2) Open the fuel filler flap lid.	Is the fuel filler cap tightened securely?	Go to step 3 .	Tighten fuel filler cap securely.
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 air ventilation hoses and pipes between fuel filler pipe and fuel tank	Is there a 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

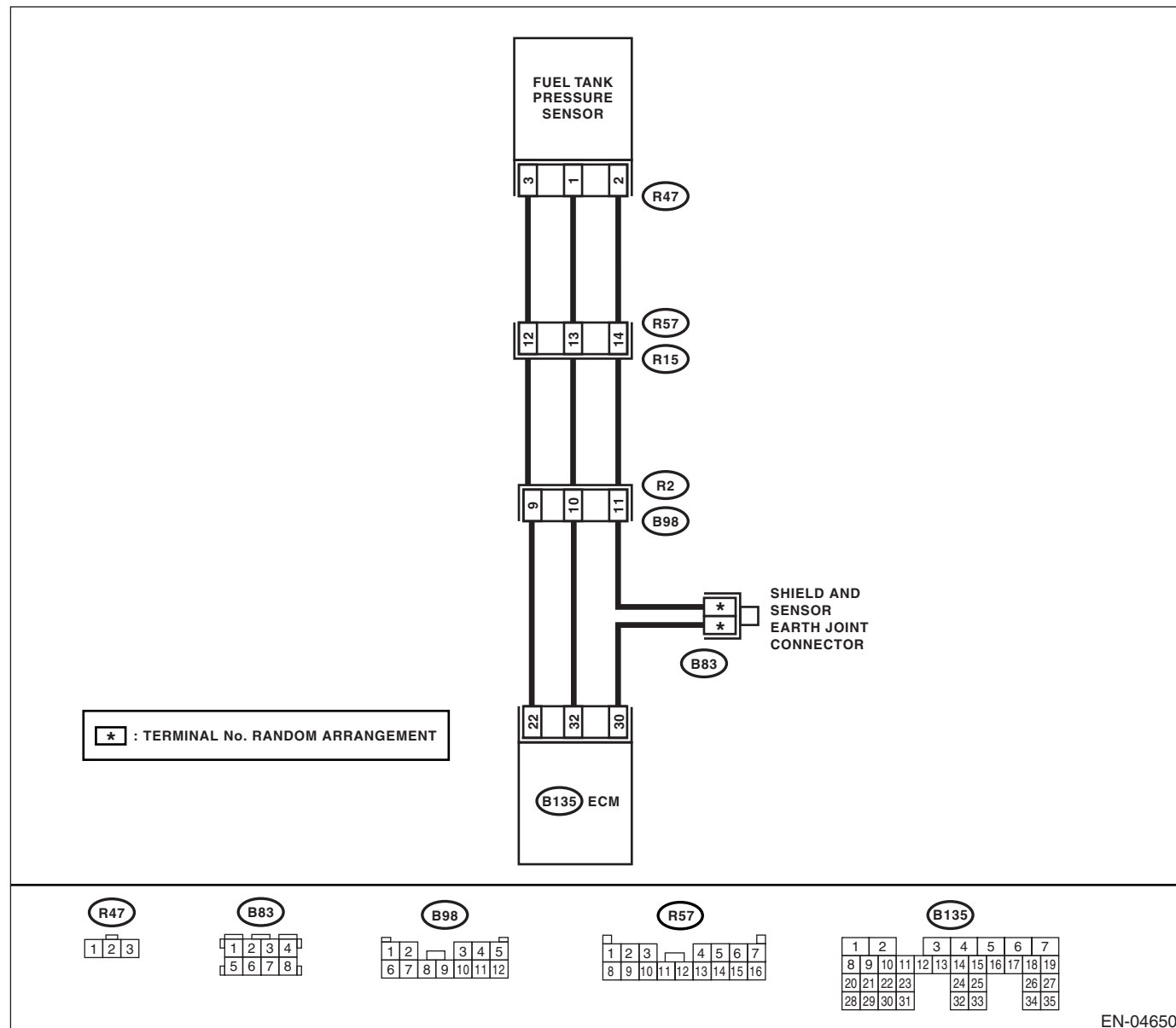
DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-122, DTC P0452 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04650

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK CURRENT DATA. 1) Turn ignition switch to OFF. 2) Remove the fuel filler cap. 3) Install the fuel filler cap. 4) Turn ignition switch to ON. 5) Read the data of fuel tank pressure sensor signal using Subaru Select Monitor or the general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-28, 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.	The malfunction indicator light may light up, however, the circuit is returned to the normal status at the moment.
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 more than 4.5 V?	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 by shaking the ECM harness and connector?	Repair poor contact in ECM connector.	Contact your SOA Service Center since deterioration of some parts may be the cause.
4 CHECK INPUT SIGNAL FOR 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 procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-28, Subaru Select Monitor.>	Does the measured value change by 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 ignition switch to OFF. 2) Remove the rear seat cushion. 3) Separate rear wiring harness and fuel tank cord. 4) Turn 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 more than 4.5 V?	Go to step 7.	Repair harness and connector. NOTE: In this case, repair the following: • 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 ignition switch to OFF. 2) Disconnect the connector 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 8.	Repair harness and connector. NOTE: In this case, repair the following: • Open circuit in harness between ECM and rear wiring harness connector • Poor contact in coupling connector • Poor contact in joint connector
8 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 more than 1 M Ω ?	Go to step 9.	Repair short circuit to ground in harness between ECM and rear wiring harness connector.
9 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 10.	Repair open circuit in fuel tank cord.
10 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 11.	Repair open circuit in fuel tank cord.
11 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 more than 1 M Ω ?	Go to step 12.	Repair short circuit to ground in fuel tank cord.
12 CHECK FOR POOR CONTACT. Check for poor contact in fuel tank pressure sensor connector.	Is there poor contact in fuel tank pressure sensor connector?	Repair 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

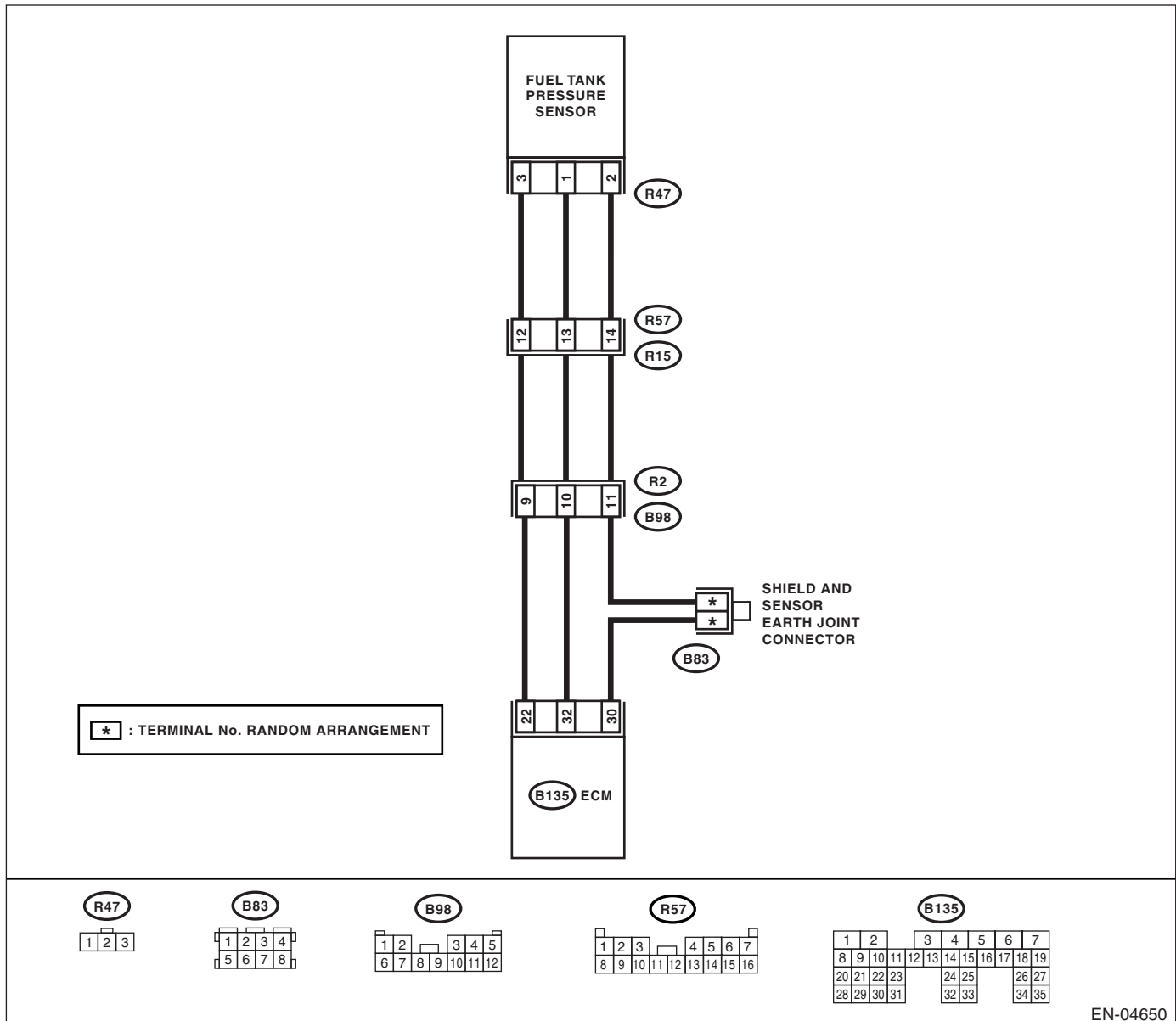
DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-124, DTC P0453 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04650

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK CURRENT DATA. 1) Turn ignition switch to OFF. 2) Remove the fuel filler cap. 3) Install the fuel filler cap. 4) Turn ignition switch to ON. 5) Read the data of fuel tank pressure sensor signal using Subaru Select Monitor or the general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-28, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the General Scan Tool Instruction Manual.	Is the measured value more than 2.8 kPa (21.0 mmHg, 0.827 inHg)?	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 more than 4.5 V?	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 by shaking the ECM harness and connector?	Repair poor contact in ECM connector.	Replace the ECM. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>
4 CHECK INPUT SIGNAL FOR 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 procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-28, Subaru Select Monitor.>	Does the measured value change by 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 ignition switch to OFF. 2) Remove the rear seat cushion. 3) Separate rear wiring harness and fuel tank cord. 4) Turn 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 more than 4.5 V?	Go to step 7.	Repair harness and connector. NOTE: In this case, repair the following: • 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 ignition switch to OFF. 2) Disconnect the connector 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 harness and connector. NOTE: In this case, repair the following: • 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 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 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 open circuit in fuel tank cord.
10 CHECK FOR POOR CONTACT. Check for poor contact in fuel tank pressure sensor connector.	Is there poor contact in fuel tank pressure sensor connector?	Repair 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 ignition switch to OFF. 2) Disconnect the connector from fuel tank pressure sensor. 3) Turn ignition switch to ON. 4) Read the data of fuel tank pressure sensor signal using Subaru Select Monitor or the general scan tool. NOTE: • Subaru Select Monitor For detailed operation procedures, refer to "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-28, Subaru Select Monitor.> • General scan tool For detailed operation procedures, refer to the General Scan Tool Instruction Manual.	Is the measured value more than 2.8 kPa (21.0 mmHg, 0.827 inHg)?	Repair short circuit to battery in 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)-125, 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.

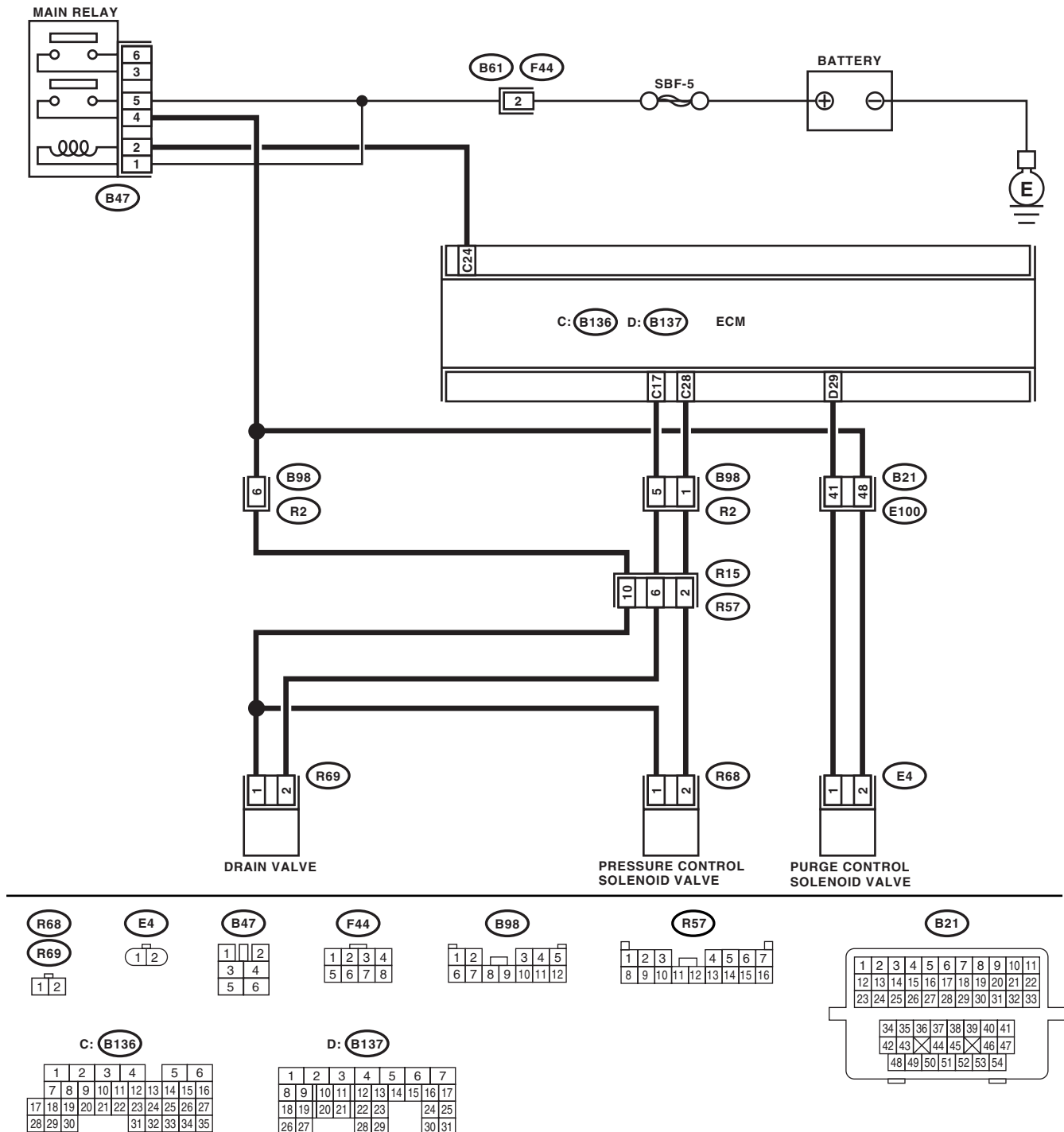
CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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?	Inspect the relevant DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-73, List of Diagnostic Trouble Code (DTC).>	Go to step 2.
2 CHECK FUEL FILLER CAP. 1) Turn 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.	Tighten fuel filler cap securely.
3 CHECK FUEL FILLER CAP.	Is the fuel filler cap SUBARU genuine?	Go to step 4.	Replace with a SUBARU 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)-46, Fuel Filler Pipe.>	Go to step 5.
5 CHECK DRAIN VALVE. 1) Connect the test mode connector. 2) Turn ignition switch to ON. 3) Operate the drain valve. NOTE: Drain valve operation can be executed using Subaru Select Monitor. For the procedure, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4SO)(diag)-47, Compulsory Valve Operation Check Mode.>	Does the drain valve operate?	Go to step 6.	Replace the drain valve. <Ref. to EC(H4SO)-16, 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 the procedure, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4SO)(diag)-47, 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: Pressure control solenoid valve operation can be executed using Subaru Select Monitor. For the procedure, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4SO)(diag)-47, 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)-7, Purge Control Solenoid Valve.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
8 CHECK EVAPORATIVE EMISSION CONTROL SYSTEM LINE. Turn ignition switch to OFF.	Is there a hole of more than 0.5 mm (0.020 in) dia. on evaporation line?	Repair or replace the evaporation line. <Ref. to FU(H4SO)-57, Fuel Delivery & 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)-43, 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)-43, 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.	Contact your SOA Service Center since deterioration of some parts may be the cause.

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)-101, 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.

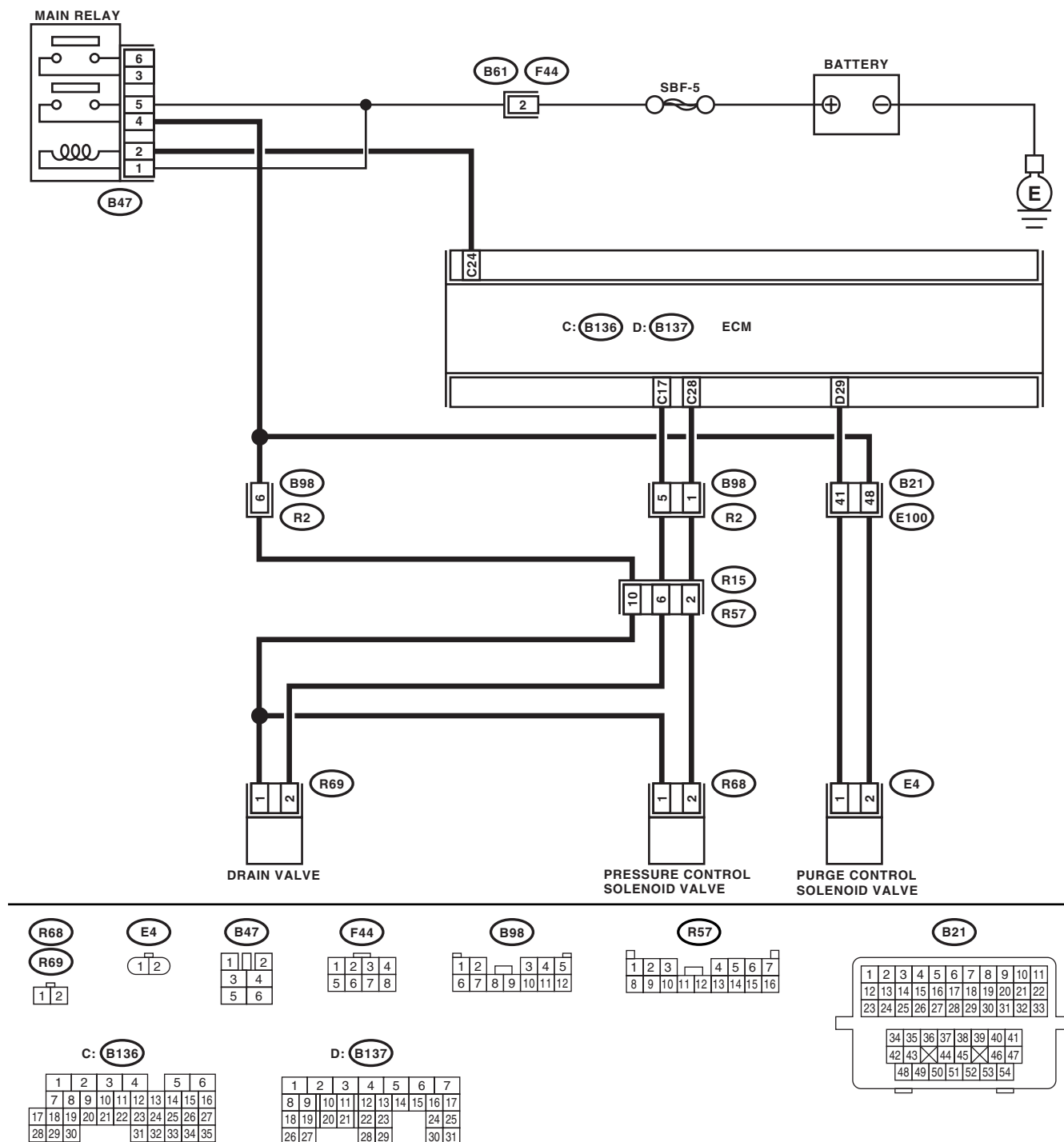
CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

WIRING DIAGRAM:



EN-04188

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?	Inspect the relevant DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-73, List of Diagnostic Trouble Code (DTC).>	Go to step 2.
2 CHECK FUEL FILLER CAP. 1) Turn 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.	Tighten fuel filler cap securely.
3 CHECK FUEL FILLER CAP.	Is the fuel filler cap SUBARU genuine?	Go to step 4.	Replace with a SUBARU 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)-46, Fuel Filler Pipe.>	Go to step 5.
5 CHECK DRAIN VALVE. 1) Connect the test mode connector. 2) Turn ignition switch to ON. 3) Operate the drain valve. NOTE: Drain valve operation can be executed using Subaru Select Monitor. For the procedure, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4SO)(diag)-47, Compulsory Valve Operation Check Mode.>	Does the drain valve operate?	Go to step 6.	Replace the drain valve. <Ref. to EC(H4SO)-16, 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 the procedure, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4SO)(diag)-47, 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: Pressure control solenoid valve operation can be executed using Subaru Select Monitor. For the procedure, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4SO)(diag)-47, 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)-7, Purge Control Solenoid Valve.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
8 CHECK CANISTER.	Is the canister damaged?	Repair or replace the canister. <Ref. to EC(H4SO)-6, Canister.>	Go to step 9 .
9 CHECK FUEL TANK. Remove the fuel tank. <Ref. to FU(H4SO)-43, Fuel Tank.>	Is the fuel tank damaged?	Repair or replace the fuel tank. <Ref. to FU(H4SO)-43, 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.	Contact your SOA Service Center since deterioration of some parts may be the cause.

DTC DETECTING CONDITION:

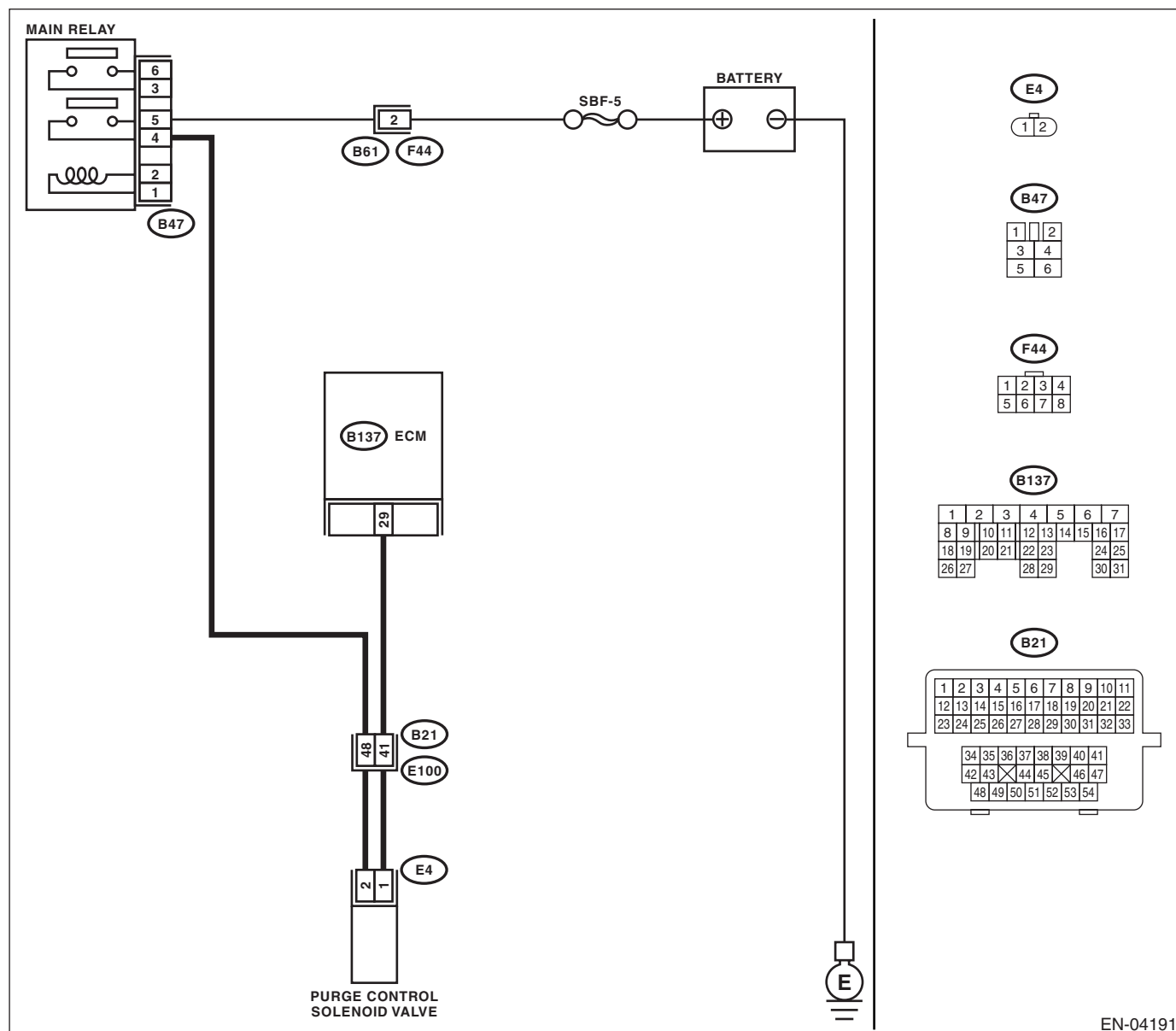
- TROUBLE SYMPTOM:**

Erroneous idling

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK OUTPUT SIGNAL FROM 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 more than 10 V?	Even if malfunction indicator light lights up, the circuit has returned to a normal condition at this time. Contact your SOA Service Center since deterioration of some parts may be the cause.	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 more than 1 MΩ?	Go to step 3.	Repair ground short circuit in 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 of harness connector. Connector & terminal (B137) No. 29 — (E4) No. 1:	Is the resistance less than 1 Ω?	Go to step 4.	Repair open circuit in harness between ECM and purge control solenoid valve connector. NOTE: In this case, repair the following: • 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 10 — 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. 1 (+) — Engine ground (-):	Is the voltage more than 10 V?	Go to step 6.	Repair open circuit in harness between main relay and purge control solenoid valve connector.
6 CHECK POOR CONTACT. Check poor contact in purge control solenoid valve connector.	Is there poor contact in purge control solenoid valve connector?	Repair poor contact in purge control solenoid valve connector.	Contact your SOA Service Center since deterioration of some parts may be the cause.

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

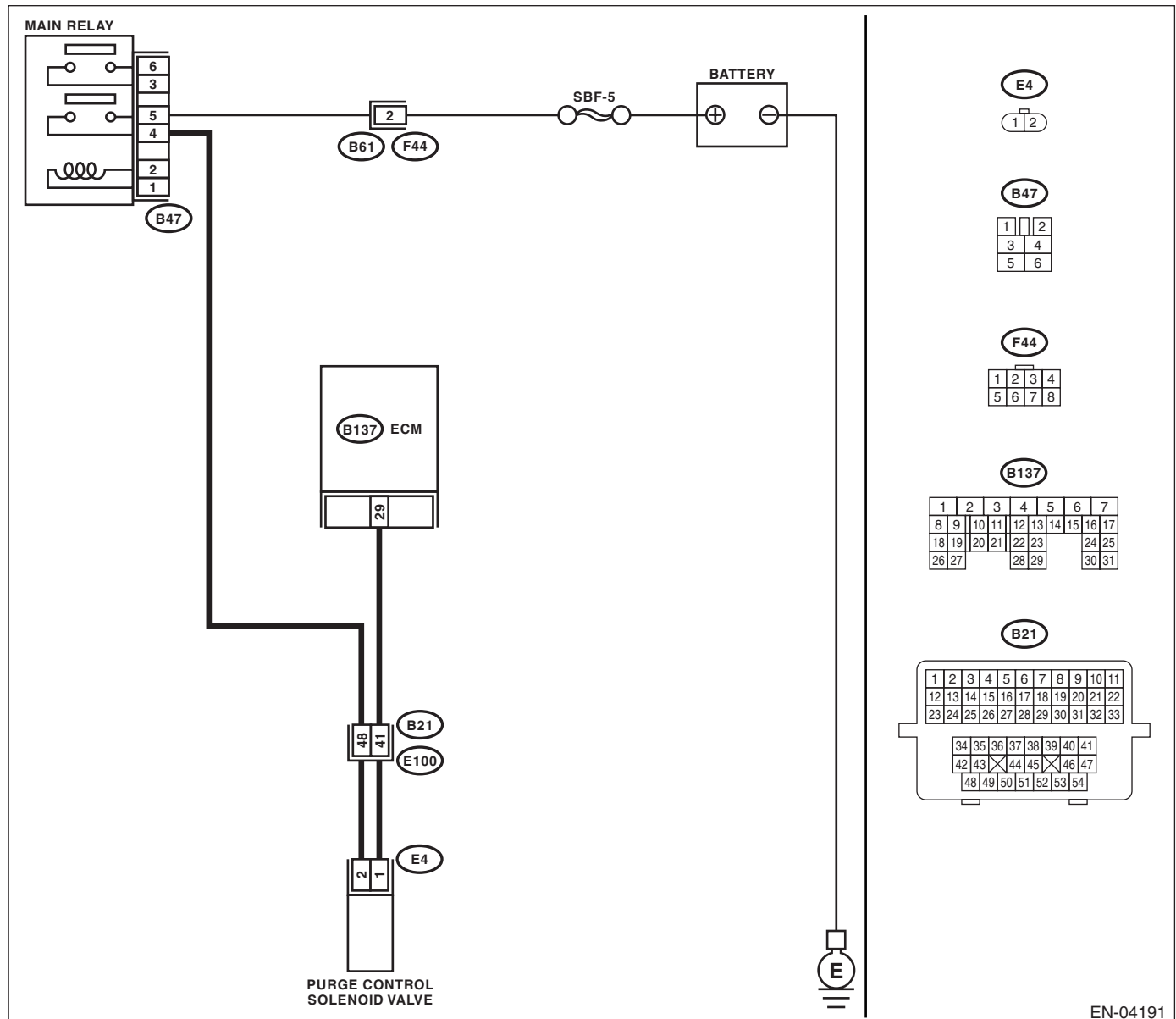
- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-127, DTC P0459 EVAPORATIVE EMISSION CONTROL SYSTEM PURGE CONTROL VALVE CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

Erroneous idling

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-04191

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK OUTPUT SIGNAL FROM 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) While operating the purge control solenoid valve, measure voltage between ECM and chassis ground. 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)-47, Compulsory Valve Operation Check Mode.> Connector & terminal (B137) No. 29 (+) — Chassis ground (-):	Is the voltage 0 — 10 V?	Go to step 2.	Even if malfunction indicator light light up, the circuit has returned to a normal condition at this time. In this case, repair poor contact in ECM connector.
2 CHECK OUTPUT SIGNAL FROM 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 more than 10 V?	Go to step 4.	Go to step 3.
3 CHECK POOR CONTACT. Check poor contact in ECM connector.	Is there poor contact in ECM connector?	Repair poor contact in ECM connector.	Replace the ECM. <Ref. to FU(H4SO)-38, 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 more than 10 V?	Repair battery short circuit in harness between ECM and purge control solenoid valve connector. After repair, replace the ECM. <Ref. to FU(H4SO)-38, 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)-38, Engine Control Module (ECM).>	Go to step 6.
6 CHECK POOR CONTACT. Check poor contact in ECM connector.	Is there poor contact in ECM connector?	Repair poor contact in ECM connector.	Replace the ECM. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>

BP:DTC P0461 FUEL LEVEL SENSOR CIRCUIT RANGE/PERFORMANCE

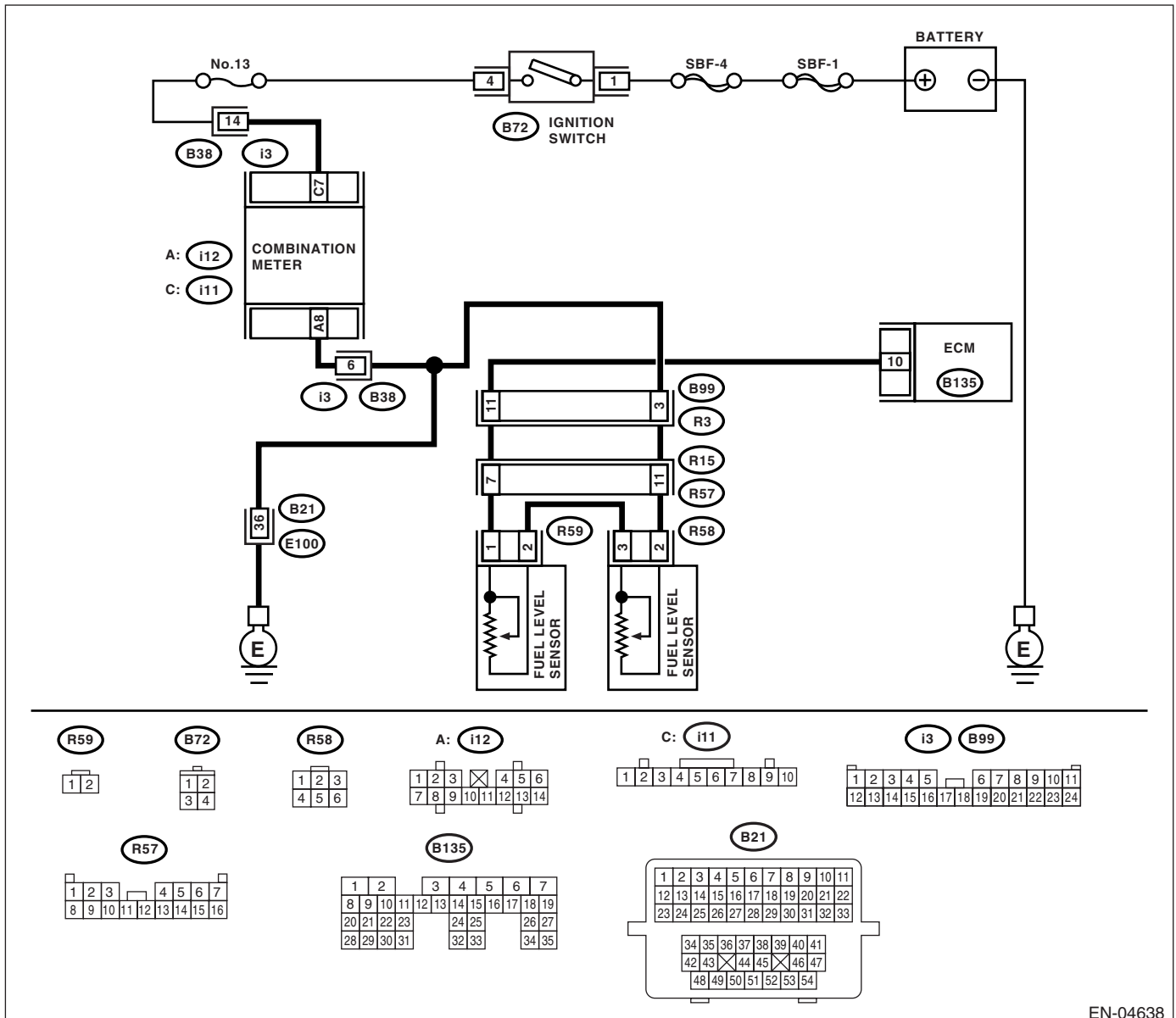
DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-129, DTC P0461 FUEL LEVEL SENSOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04638

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?	Inspect DTC using “List of Diagnostic Trouble Code (DTC)”. <Ref. to EN(H4SO)(diag)-73, 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)-52, Fuel Level Sensor.> and fuel sub level sensor. <Ref. to FU(H4SO)-53, Fuel Sub Level Sensor.>

BQ:DTC P0462 FUEL LEVEL SENSOR CIRCUIT LOW INPUT

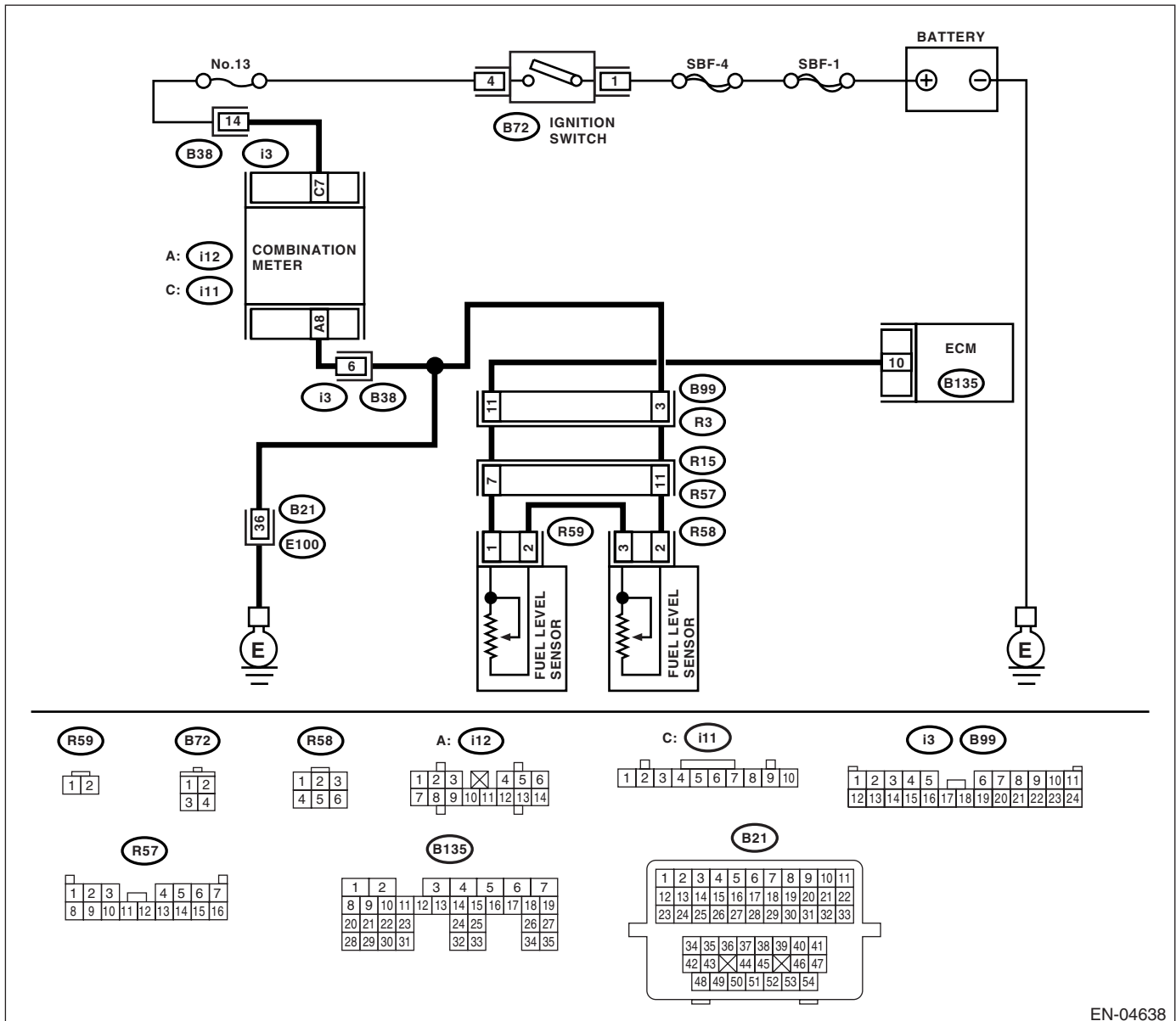
DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-131, DTC P0462 FUEL LEVEL SENSOR CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04638

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 FOR 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 the "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-28, 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 malfunction indicator light lights up, 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: • Poor contact in combination meter connector • Poor contact in ECM connector • Poor contact in coupling connectors
4 CHECK INPUT VOLTAGE OF ECM. 1) Turn the ignition switch to OFF. 2) Separate 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 more than 0.12 V?	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 (i11) and ECM connector. 3) Measure the resistance between ECM and chassis ground. Connector & terminal (B135) No. 10 — Chassis ground:	Is the resistance more than 1 MΩ?	Go to step 7.	Repair ground short circuit in 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 — (i12) No. 8:	Is the resistance less than 10 Ω?	Repair or replace the combination meter. <Ref. to IDI-3, Combination Meter System.>	Repair open circuit between ECM and combination meter connector. NOTE: In this case, repair the following: 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 ignition switch to OFF. 2) Disconnect the connector from 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 more than 1 MΩ?	Go to step 8.	Repair short circuit to ground in 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 more than 1 MΩ?	Go to step 9.	Repair ground short circuit in fuel tank cord.
9 CHECK FUEL LEVEL SENSOR. 1) Remove the fuel pump assembly. <Ref. to FU(H4SO)-50, 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 0.5 — 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)-53, 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 0.5 — 2.5 Ω?	Repair poor contact in harness between ECM and combination meter connector.	Replace the fuel sub level sensor.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

BR:DTC P0463 FUEL LEVEL SENSOR CIRCUIT HIGH INPUT

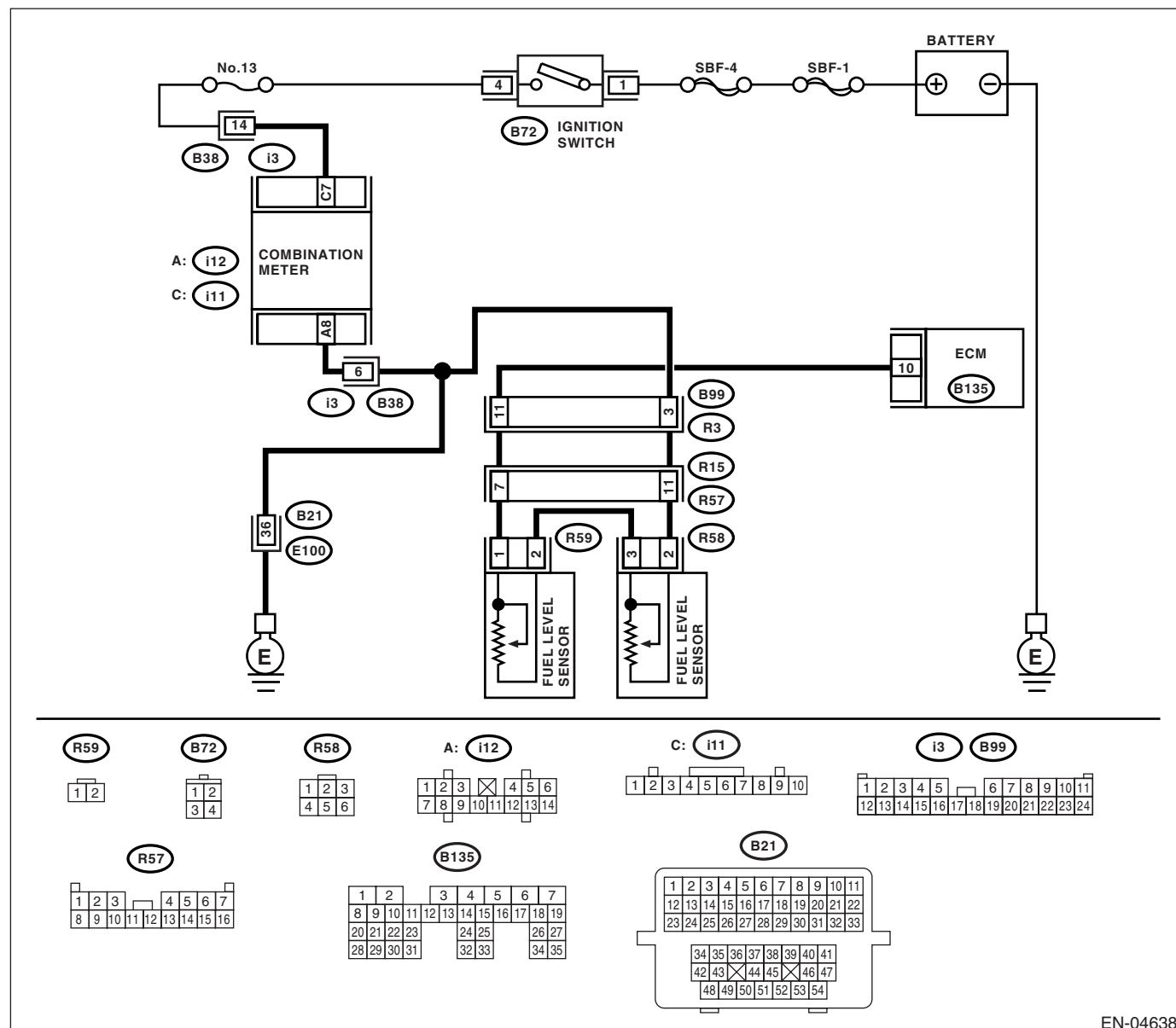
DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-133, DTC P0463 FUEL LEVEL SENSOR CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04638

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 FOR 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 more than 4.75 V?	Go to step 3.	Even if malfunction indicator light lights up, 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: • 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 (i11) 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 more than 4.75 V?	Repair battery short circuit between ECM and combination meter connector.	Go to step 4.
4 CHECK HARNESS BETWEEN ECM AND FUEL TANK CORD. 1) Turn the ignition switch to OFF. 2) Separate 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 open circuit in harness 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 open circuit in harness between fuel tank cord and chassis ground. NOTE: In this case, repair the following: Poor contact in coupling connectors
6 CHECK FUEL TANK CORD. 1) Disconnect the connector from 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 open circuit in harness 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 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 open circuit in harness 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 open circuit in harness between coupling connector and fuel level sensor.
9 CHECK FUEL LEVEL SENSOR. 1) Remove the fuel pump assembly. <Ref. to FU(H4SO)-50, 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 more than 54.5 Ω ?	Replace the fuel level sensor. <Ref. to FU(H4SO)-52, Fuel Level Sensor.>	Go to step 10.
10 CHECK FUEL SUB LEVEL SENSOR. 1) Remove the fuel sub level sensor. <Ref. to FU(H4SO)-53, 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 more than 41.5 Ω ?	Replace the fuel sub level sensor. <Ref. to FU(H4SO)-53, Fuel Sub Level Sensor.>	Replace the combination meter. <Ref. to IDI-10, Combination Meter.>

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?	Inspect DTC P0462 or P0463 using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-73, 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)-50, 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)-52, Fuel Level Sensor.>
3 CHECK FUEL SUB LEVEL SENSOR. 1) Remove the fuel sub level sensor. <Ref. to FU(H4SO)-52, Fuel 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)-52, Fuel Level Sensor.>

BT:DTC P0483 COOLING FAN RATIONALITY CHECK

DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-138, DTC P0483 COOLING FAN RATIONALITY CHECK, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Occurrence of noise
- Overheating

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

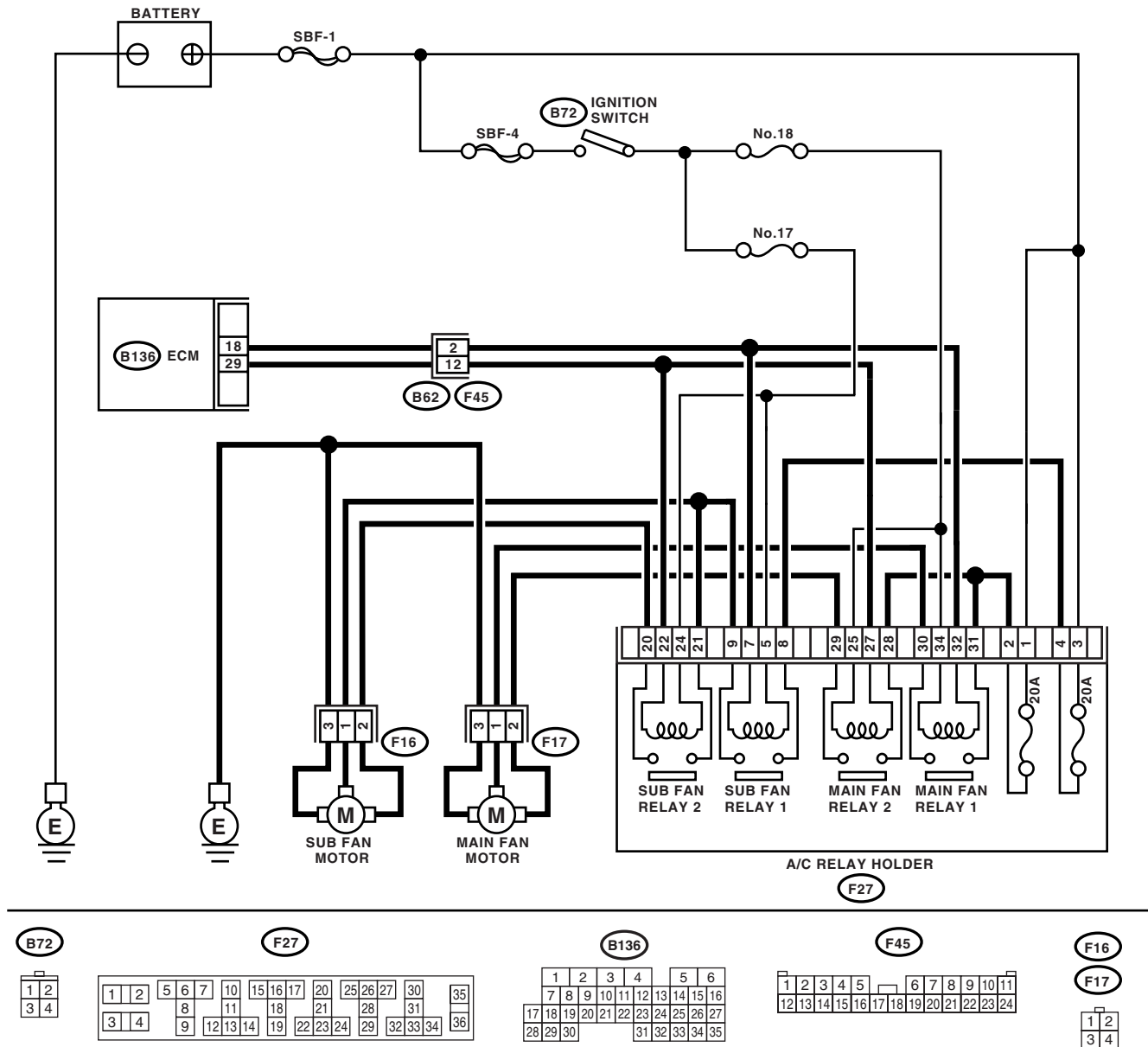
NOTE:

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.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

WIRING DIAGRAM:



EN-04193

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?	Inspect the relevant DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-73, List of Diagnostic Trouble Code (DTC).>	Check radiator fan and fan motor. <Ref. to CO(H4SO)-27, Radiator Main Fan and Fan Motor.> and <Ref. to CO(H4SO)-28, Radiator Sub Fan and Fan Motor.>

BU:DTC P0502 VEHICLE SPEED SENSOR CIRCUIT LOW INPUT

NOTE:

For the diagnostic procedure, refer to DTC P0503. <Ref. to EN(H4SO)(diag)-247, DTC P0503 VEHICLE SPEED SENSOR INTERMITTENT/ERRATIC/HIGH, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

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

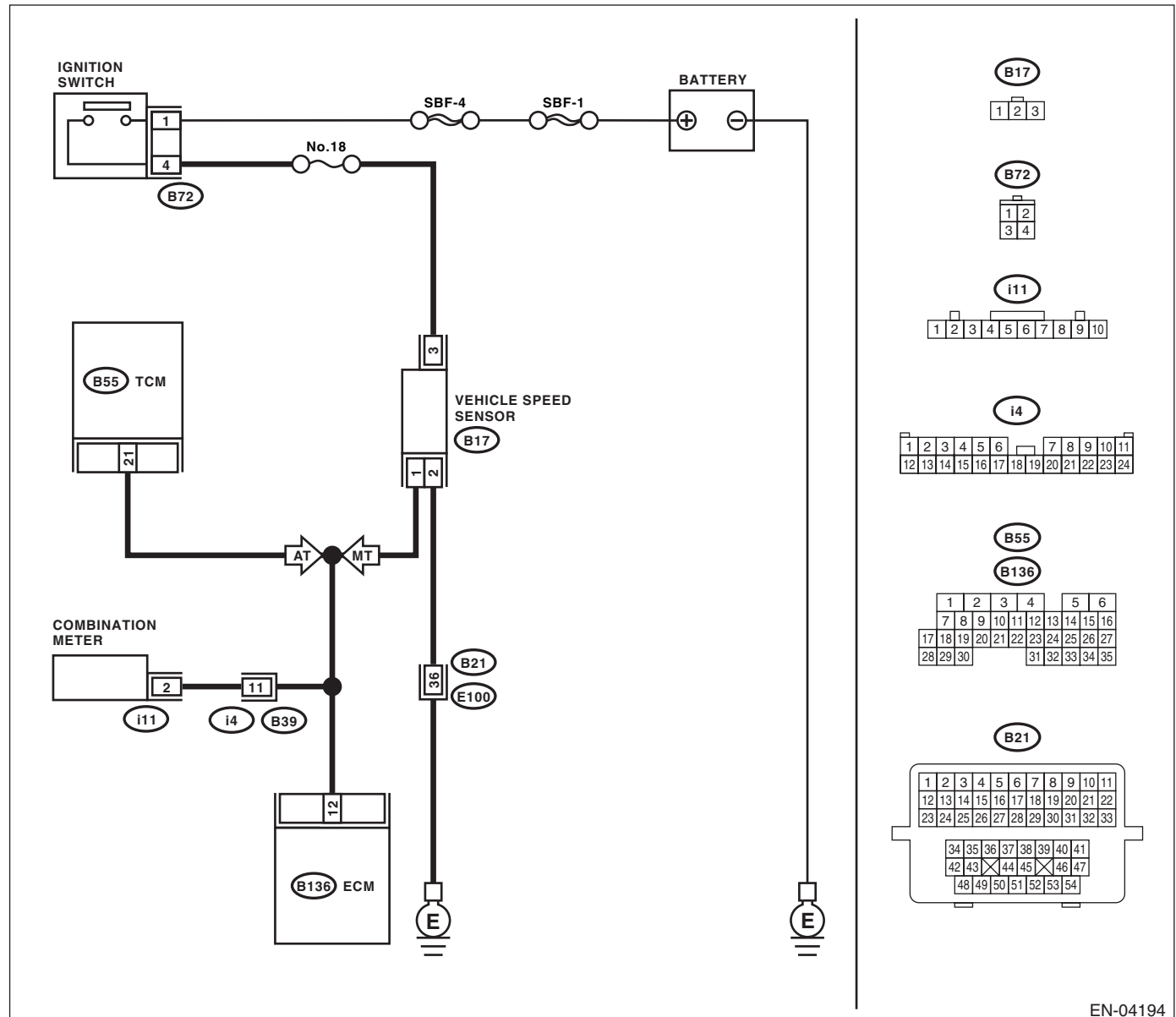
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-140, DTC P0503 VEHICLE SPEED SENSOR INTERMITTENT/ERRATIC/HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04194

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK TRANSMISSION TYPE.	Is the target AT model?	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 front vehicle speed sensor signal circuit. <Ref. to 4AT(D)(diag)-52, 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 speedometer and vehicle speed sensor. <Ref. to IDI-13, Speedometer.> and <Ref. to 4AT-51, Front Vehicle Speed Sensor.> and <Ref. to 4AT-55, Rear Vehicle Speed Sensor.> and <Ref. to 4AT-56, 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 combination meter. 3) Measure the resistance between ECM and combination meter. Connector & terminal (B136) No. 12 — (i11) No. 2:	Is the resistance less than 10 Ω?	Repair poor contact in ECM connector.	Repair harness and connector. NOTE: In this case, repair the following: • 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 CONTROL SYSTEM RPM LOWER THAN EXPECTED

DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-141, DTC P0506 IDLE 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.

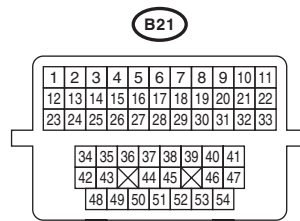
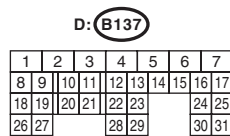
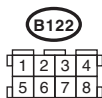
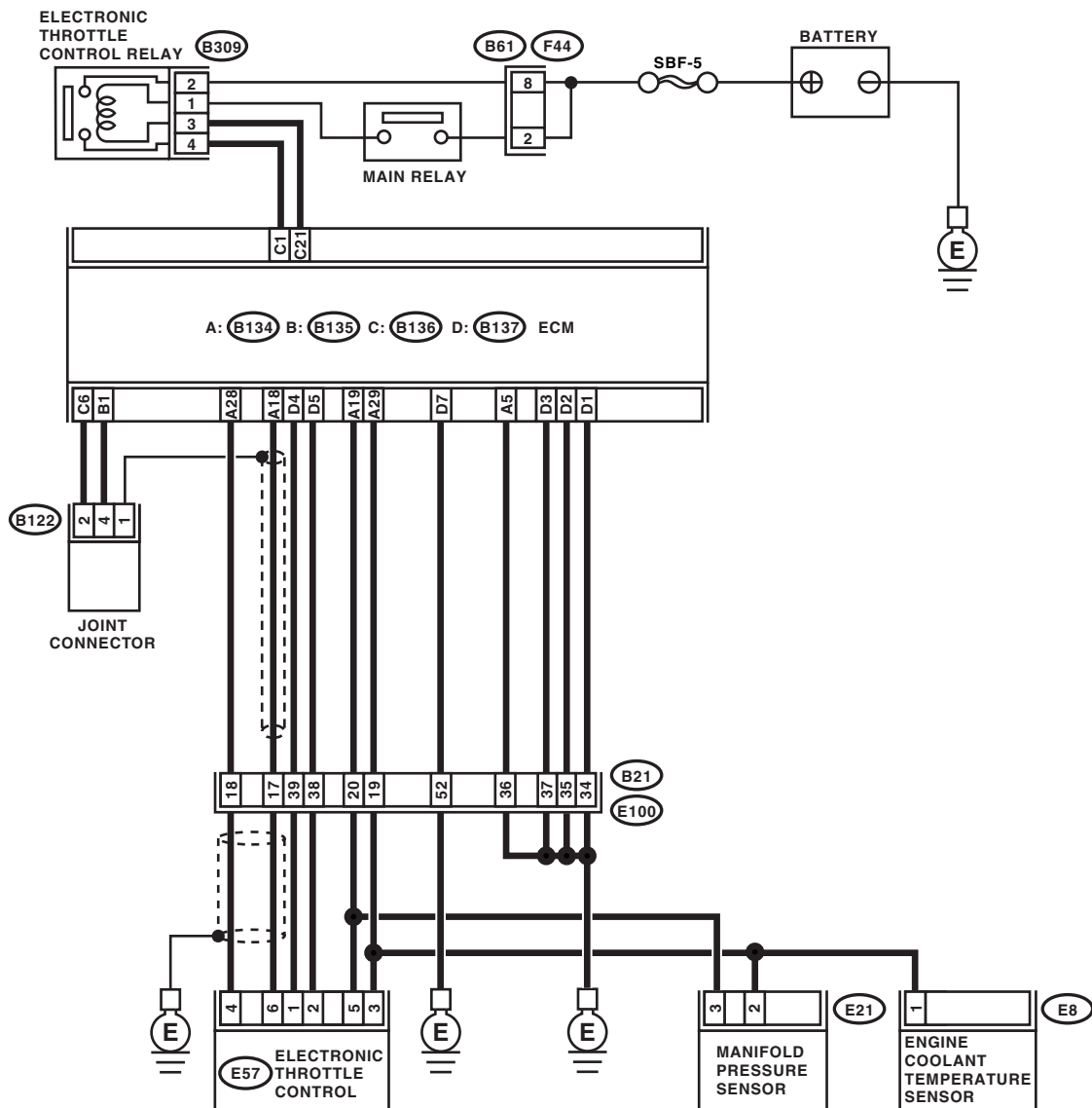
CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

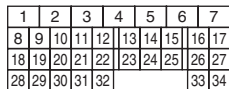
Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

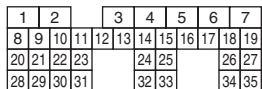
WIRING DIAGRAM:



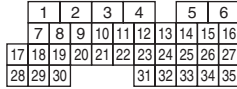
A: (B134)



B: (B135)



C: (B136)



EN-04700

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?	Inspect the relevant DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-73, 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 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 there foreign particles in electronic throttle control?	Remove the foreign particles from electronic throttle control.	Perform the diagnosis of DTC P2101.

BX:DTC P0507 IDLE CONTROL SYSTEM RPM HIGHER THAN EXPECTED

DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-142, DTC P0507 IDLE CONTROL SYSTEM RPM HIGHER THAN EXPECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

Engine keeps running at higher revolution than specified idling revolution.

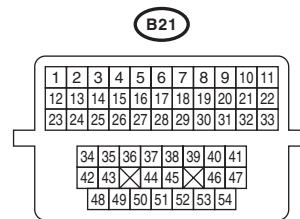
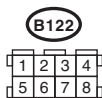
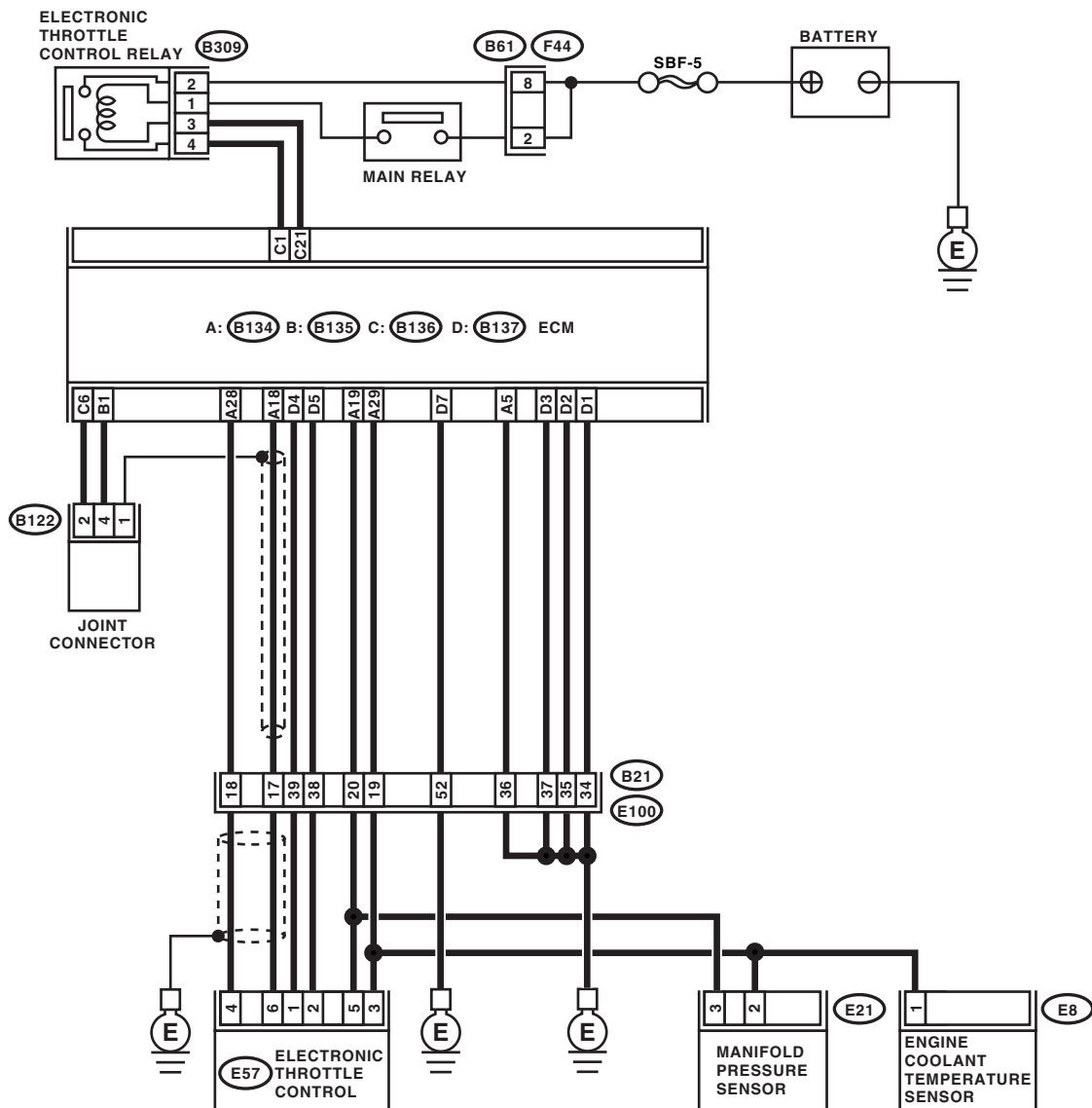
CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

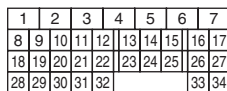
Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

WIRING DIAGRAM:



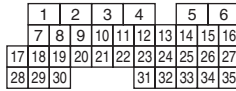
A: B134



B: B135



C: B136



EN-04700

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?	Inspect the relevant DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-73, 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 the engine, and idle it. 3) Check the following items. • Loose installation of intake manifold and throttle body • Cracks of intake manifold gasket and throttle body gasket • Disconnections of vacuum hoses	Is there a fault in air intake system?	Repair the 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 there foreign particles in electronic throttle control?	Remove the foreign particles 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)-143, DTC P0512 STARTER REQUEST CIRCUIT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

Failure of engine to start

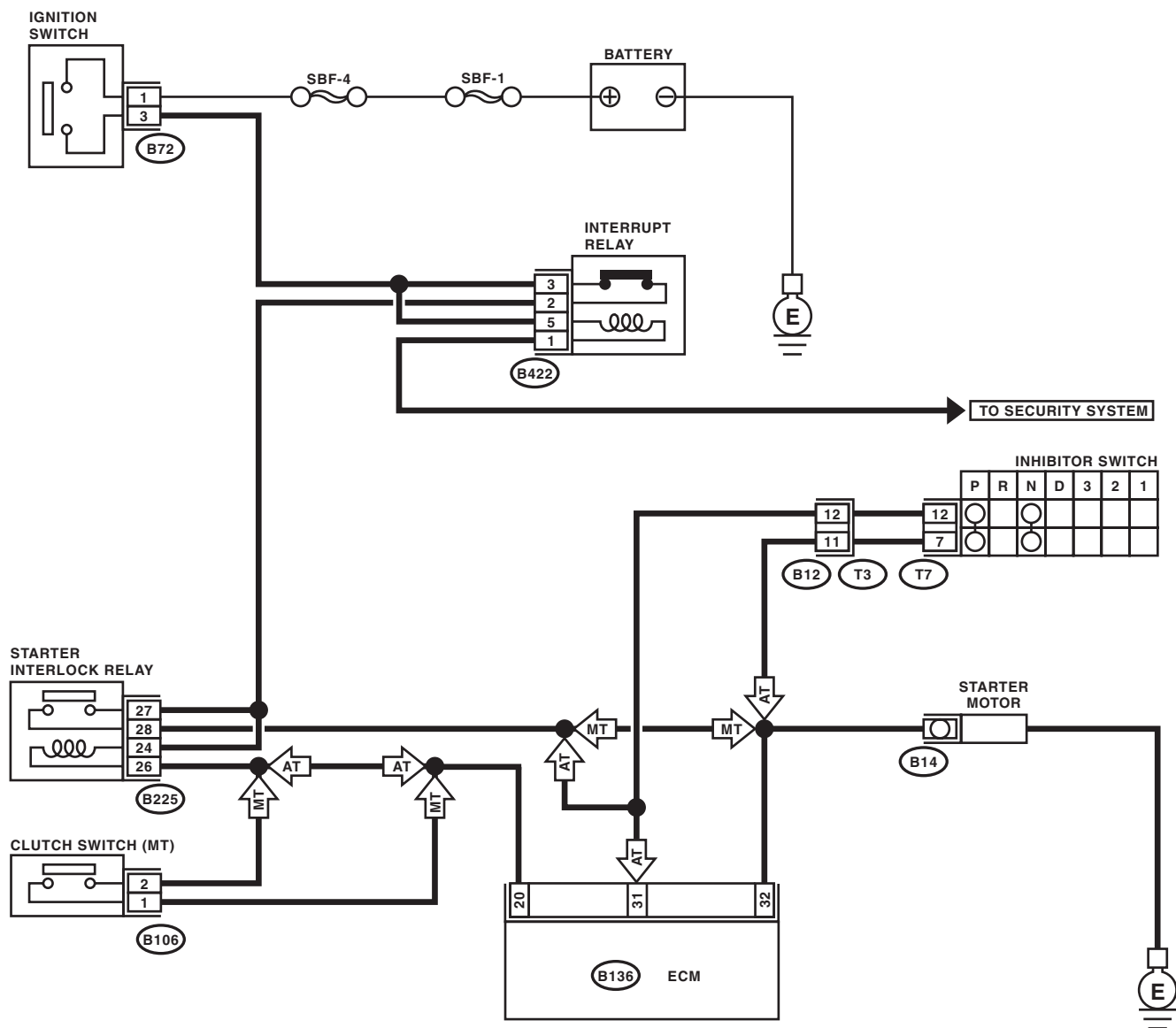
CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

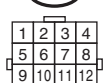
WIRING DIAGRAM:



B106



B12



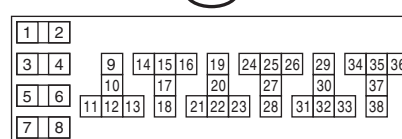
B422



B136



B225



B72



T7



EN-04637

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 battery short circuit in starter motor circuit.	Check starter motor circuit. <Ref. to EN(H4SO)(diag)-59, STARTER MOTOR CIRCUIT, Diagnostics for Engine Starting Failure.>

BZ:DTC P0519 IDLE CONTROL SYSTEM MALFUNCTION (FAIL-SAFE)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-145, DTC P0519 IDLE CONTROL SYSTEM MALFUNCTION (FAIL-SAFE), Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

Engine keeps running at higher revolution than specified idling revolution.

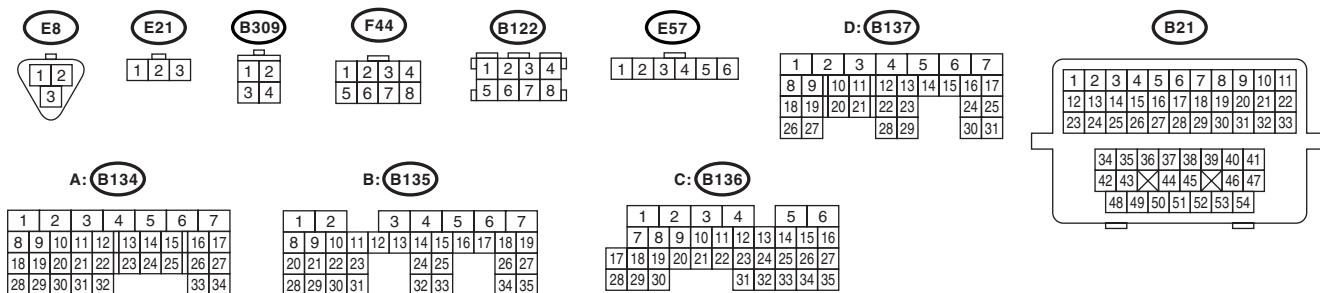
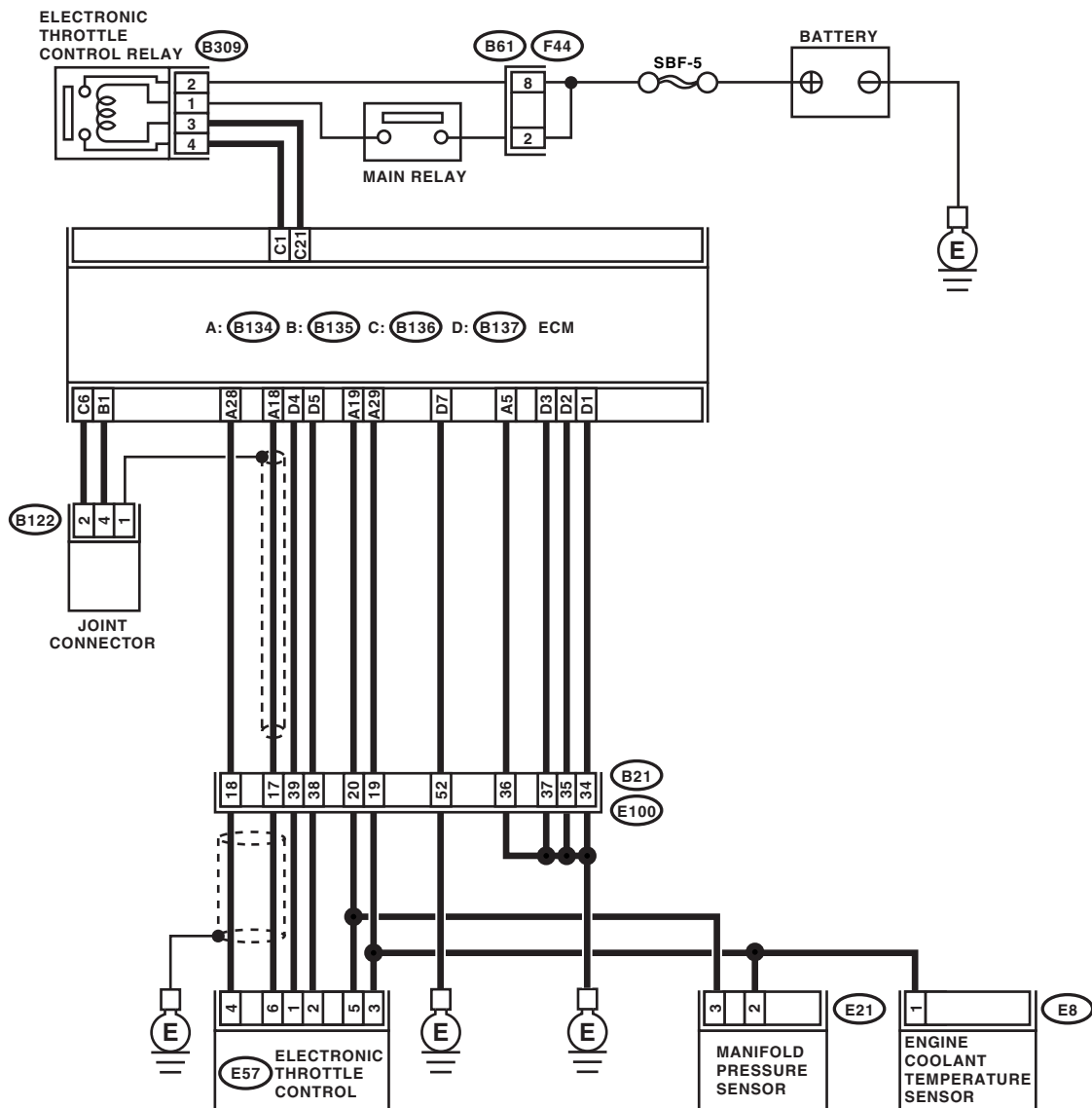
CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

WIRING DIAGRAM:



EN-04700

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?	Inspect the relevant DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-73, 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 the engine, and idle it. 3) Check the following items. • Loose installation of intake manifold and throttle body • Cracks of intake manifold gasket and throttle body gasket • Disconnections of vacuum hoses	Is there a fault in air intake system?	Repair the air suction and leaks.	Go to step 3.
3 CHECK ELECTRIC THROTTLE. 1) Turn the ignition switch to OFF. 2) Remove the electric throttle. 3) Check the electric throttle.	Are there foreign particles in electric throttle?	Remove the foreign particles from electric throttle.	Perform the diagnosis of DTC P2101.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

CA:DTC P0600 SERIAL COMMUNICATION LINK

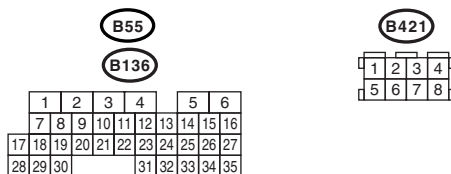
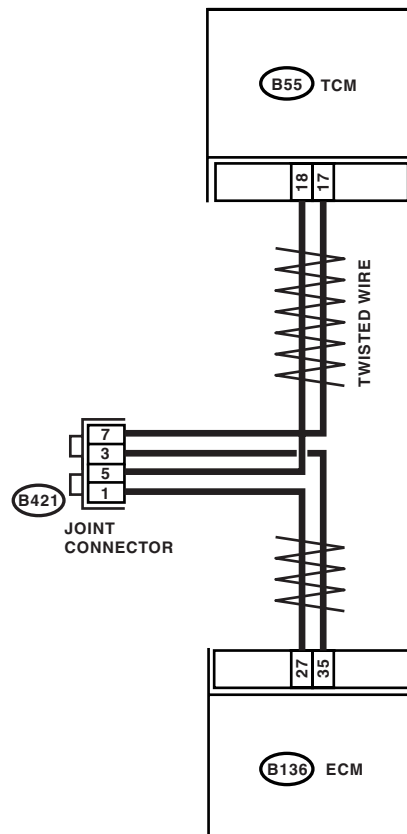
DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-146, DTC P0600 SERIAL COMMUNICATION LINK, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04653

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 ON. 2) Disconnect the connector from ECM. 3) Disconnect the connector from TCM. 4) Measure the resistance between ECM and TCM. <i>Connector & terminal</i> <i>(B136) No. 35 — (B55) No. 17:</i> <i>(B136) No. 27 — (B55) No. 18:</i>	Is the measured value 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. <i>Connector & terminal</i> <i>(B136) No. 35 — Chassis ground:</i> <i>(B136) No. 27 — Chassis ground:</i>	Is the measured value more than 1 M Ω ?	Go to step 3.	Repair the harness or connector.
3 CHECK HARNESS BETWEEN ECM AND TCM. Check the resistance between ECM connectors. <i>Connector & terminal</i> <i>(B136) No. 35 — (B136) No. 27:</i>	Is the measured value more than 1 M Ω ?	Go to step 4.	Repair the harness or connector.
4 CHECK STATUS OF AT SYSTEM. Perform AT diagnosis using Subaru Select Monitor. Check if DTC P1718 is displayed.	Is DTC P1718 displayed?	Check AT system.	Replace the ECM. <Ref. to FU(H4SO)-38, 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)-147, DTC P0604 INTERNAL CONTROL MODULE RANDOM ACCESS MEMORY (RAM) ERROR, Diagnostic Trouble Code (DTC) Detecting Criteria.>

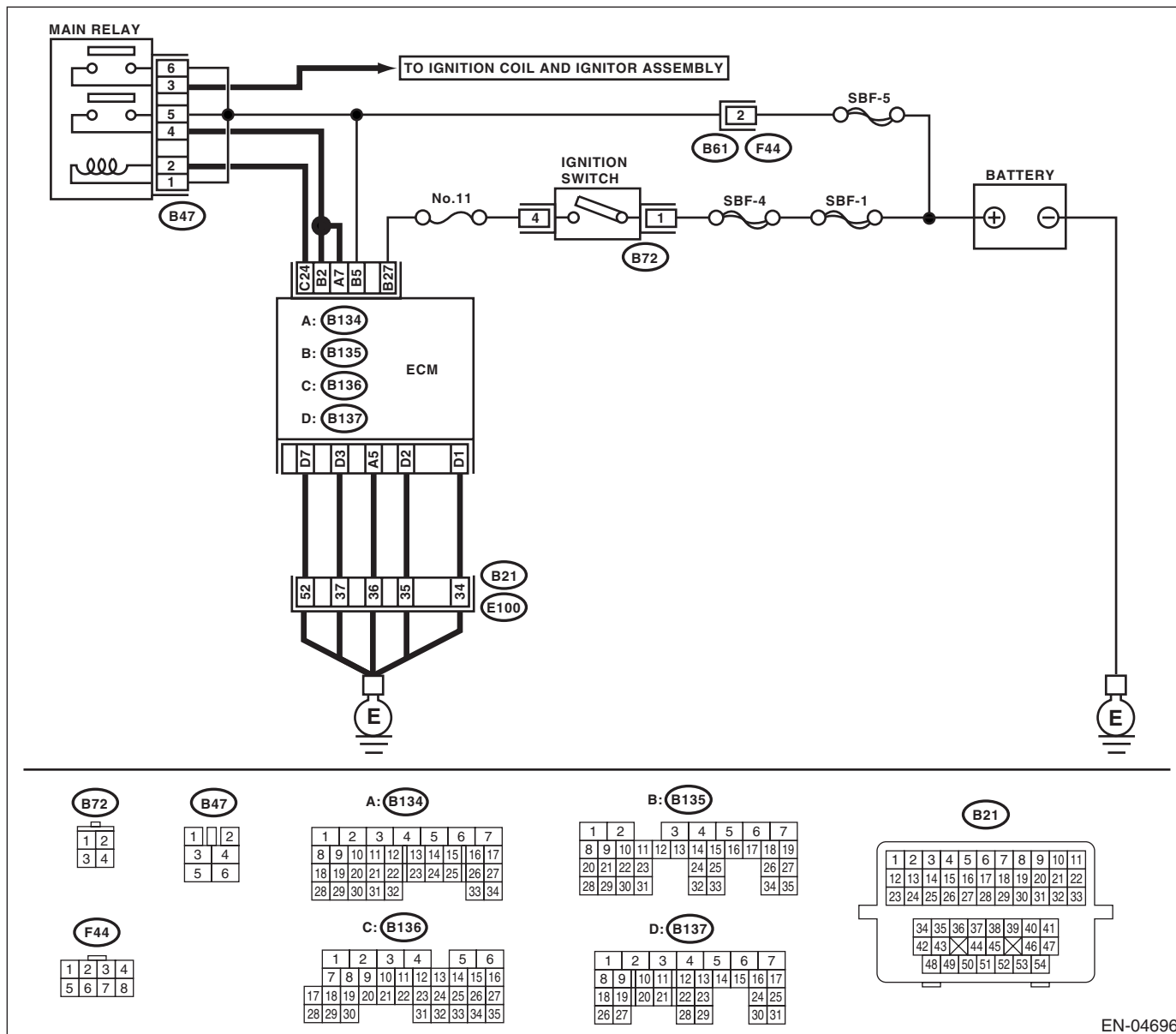
TROUBLE SYMPTOM:

- Engine does not start.
- Engine stalls.

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04696

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 the List of Diagnostic Trouble Code (DTC). <Ref. to EN(H4SO)(diag)-73, List of Diagnostic Trouble Code (DTC).>	A 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)-262, 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)-148, DTC P0605 INTERNAL CONTROL MODULE READ ONLY MEMORY (ROM) ERROR, Diagnostic Trouble Code (DTC) Detecting Criteria.> and <Ref. to GD(H4SO)-149, DTC P0607 CONTROL MODULE PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>

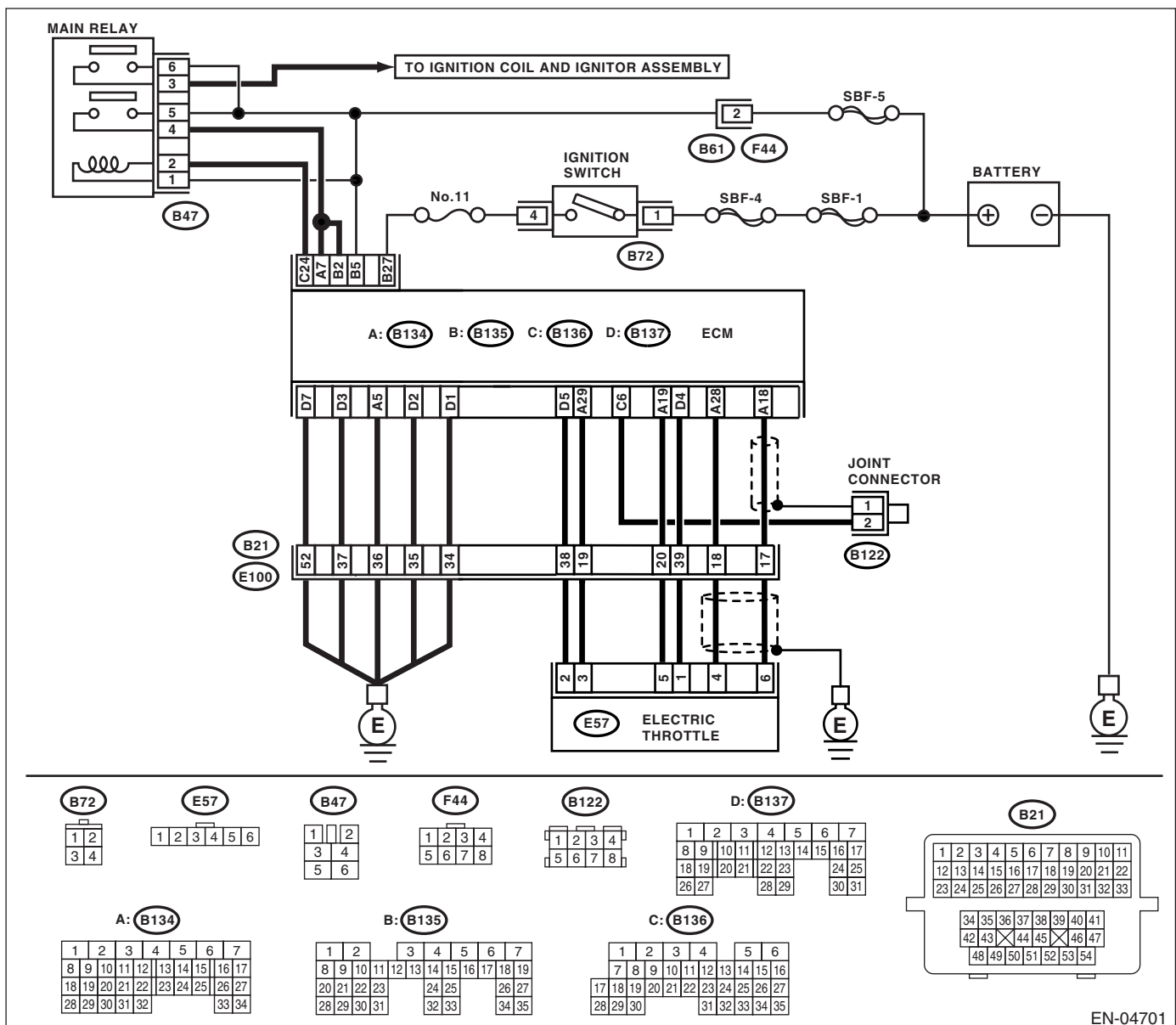
TROUBLE SYMPTOM:

- Erroneous idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04701

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 circuit or ground short 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 circuit or ground short of power supply circuit.
3 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM and electronic throttle control. 3) Measure the resistance of harness between ECM and electronic throttle control. 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 in harness between ECM and electronic throttle control.
4 CHECK GROUND HARNESS OF ECM 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)-38, Engine Control Module (ECM).>	Repair the following items. • Retighten 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)-312, 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 COOLING FAN 1 CONTROL CIRCUIT LOW

DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-153, DTC P0691 COOLING FAN 1 CONTROL CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Radiator fan does not operate properly.
- Overheating

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

Step	Check	Yes	No
1 CHECK FOR ANY OTHER DTC ON DISPLAY.	Is the DTC P0691 displayed?	Check the radiator fan relay. <Ref. to CO(H4SO)-6, Radiator Main Fan System.> <Ref. to CO(H4SO)-11, Radiator Sub Fan System.>	A temporary poor contact occurs.

CG:DTC P0692 COOLING FAN 1 CONTROL CIRCUIT HIGH

DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-154, DTC P0692 COOLING FAN 1 CONTROL CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Radiator fan does not operate properly.
- Overheating

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

Step	Check	Yes	No
1 CHECK FOR ANY OTHER DTC ON DISPLAY.	Is the DTC P0692 displayed?	Check the radiator fan relay. <Ref. to CO(H4SO)-6, Radiator Main Fan System.> <Ref. to CO(H4SO)-11, Radiator Sub Fan System.>	A temporary poor contact occurs.

CH:DTC P0700 TRANSMISSION CONTROL SYSTEM (MIL REQUEST)

GENERAL DESCRIPTION <Ref. to GD(H4SO)-155, 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.>

CI: DTC P0851 NEUTRAL SWITCH INPUT CIRCUIT LOW (AT MODEL)

DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-156, DTC P0851 NEUTRAL SWITCH INPUT CIRCUIT LOW (AT MODEL), Diagnostic Trouble Code (DTC) Detecting Criteria.>

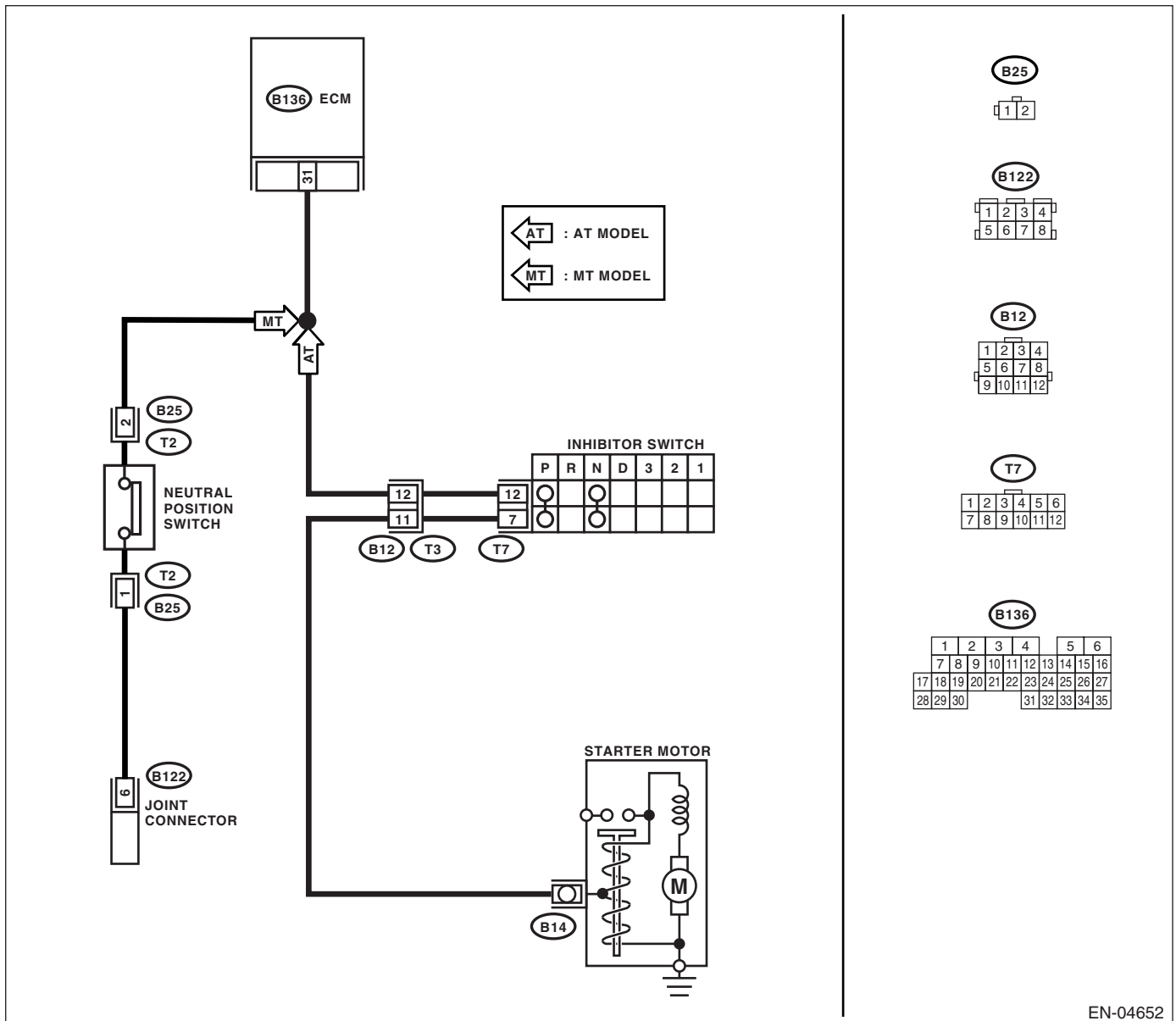
TROUBLE SYMPTOM:

Erroneous idling

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04652

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?	Inspect DTC P0705 using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-73, List of Diagnostic Trouble Code (DTC).>	Go to step 2.
2 CHECK INPUT SIGNAL FOR ECM. 1) Turn the ignition switch to ON. 2) Place the select lever except for "N" and "P" ranges. 3) Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 31 (+) — Chassis ground (-):	Is the voltage 4.5 — 5.5 V?	Even if malfunction indicator light lights up, the circuit has returned to a normal condition at this time.	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 more than 1 MΩ?	Go to step 4.	Repair ground short circuit in 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 more than 1 MΩ?	Go to step 5.	Repair ground short circuit in harness between transmission harness and inhibitor switch connector.
5 CHECK INHIBITOR SWITCH. Measure the resistance between inhibitor switch connector the receptacle's terminals in select lever except for "N" and "P" range. Terminals No. 7 — No. 12:	Is the resistance more than 1 MΩ?	Go to step 6.	Replace the inhibitor switch. <Ref. to 4AT-48, Inhibitor Switch.>
6 CHECK SELECTOR CABLE CONNECTION.	Is there any fault in selector cable connection to inhibitor switch?	Repair selector cable connection. <Ref. to CS-28, INSPECTION, Select Cable.>	Contact your SOA Service Center since deterioration of some parts may be the cause.

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)-157, DTC P0851 NEUTRAL SWITCH INPUT CIRCUIT LOW (MT MODEL), Diagnostic Trouble Code (DTC) Detecting Criteria.>

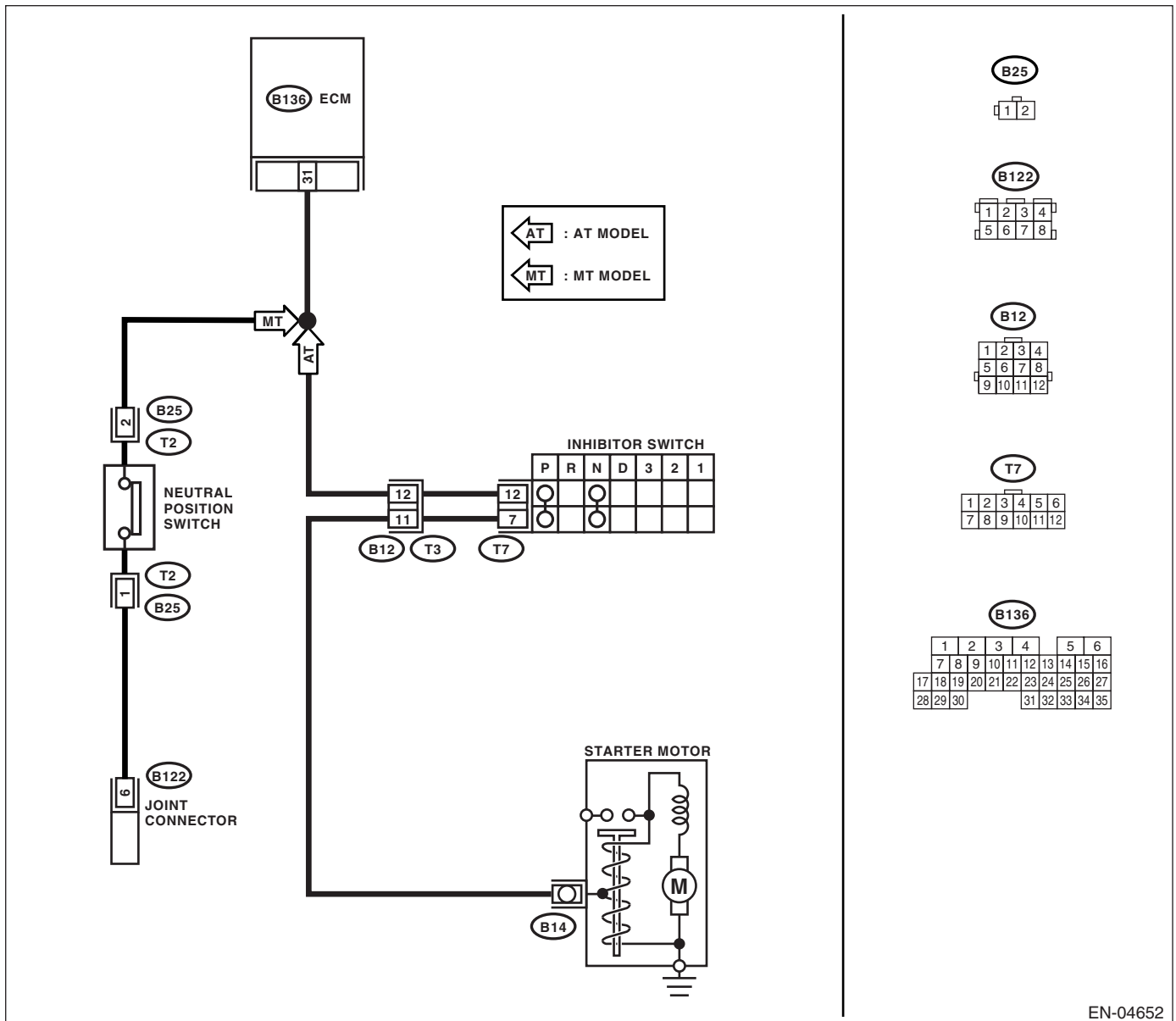
TROUBLE SYMPTOM:

Erroneous idling

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04652

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK INPUT SIGNAL FOR ECM. 1) Turn the ignition switch to ON. 2) Place the shift lever in a position 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 4.
2 CHECK INPUT SIGNAL FOR ECM. 1) Place the shift lever in neutral. 2) Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 31 (+) — Chassis ground (-):	Is the voltage more than 10 V?	Go to step 3.	Go to step 4.
3 CHECK POOR CONTACT. Check poor contact in ECM connector.	Is there poor contact in ECM connector?	Repair poor contact in ECM connector.	Contact your SOA Service Center since deterioration of some parts may be the cause.
4 CHECK NEUTRAL POSITION SWITCH. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from transmission harness. 3) Place the shift lever in a position 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 5.	Repair short circuit in transmission harness or replace neutral position switch.
5 CHECK NEUTRAL POSITION SWITCH. 1) Place the shift lever in neutral. 2) Measure the resistance between transmission harness connector terminals. Connector & terminal (T2) No. 1 — No. 2:	Is the resistance more than 1 M Ω ?	Go to step 6.	Repair short circuit in transmission harness or replace neutral position switch.
6 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 7.	Repair ground short circuit in harness between ECM and transmission harness connector.
7 CHECK HARNESS BETWEEN ECM AND NEUTRAL POSITION 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 more than 1 M Ω ?	Go to step 8.	Repair open circuit in harness between ECM and transmission harness connector.
8 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 ?	Go to step 9.	Repair open circuit in harness between transmission harness connector and engine ground terminal.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step		Check	Yes	No
9	CHECK POOR CONTACT. Check poor contact in transmission harness connector.	Is there poor contact in transmission harness connector?	Repair poor contact in transmission harness connector.	Contact your SOA Service Center since deterioration of some parts may be the cause.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

CK:DTC P0852 NEUTRAL SWITCH INPUT CIRCUIT HIGH (AT MODEL)

DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-158, DTC P0852 NEUTRAL SWITCH INPUT CIRCUIT HIGH (AT MODEL), Diagnostic Trouble Code (DTC) Detecting Criteria.>

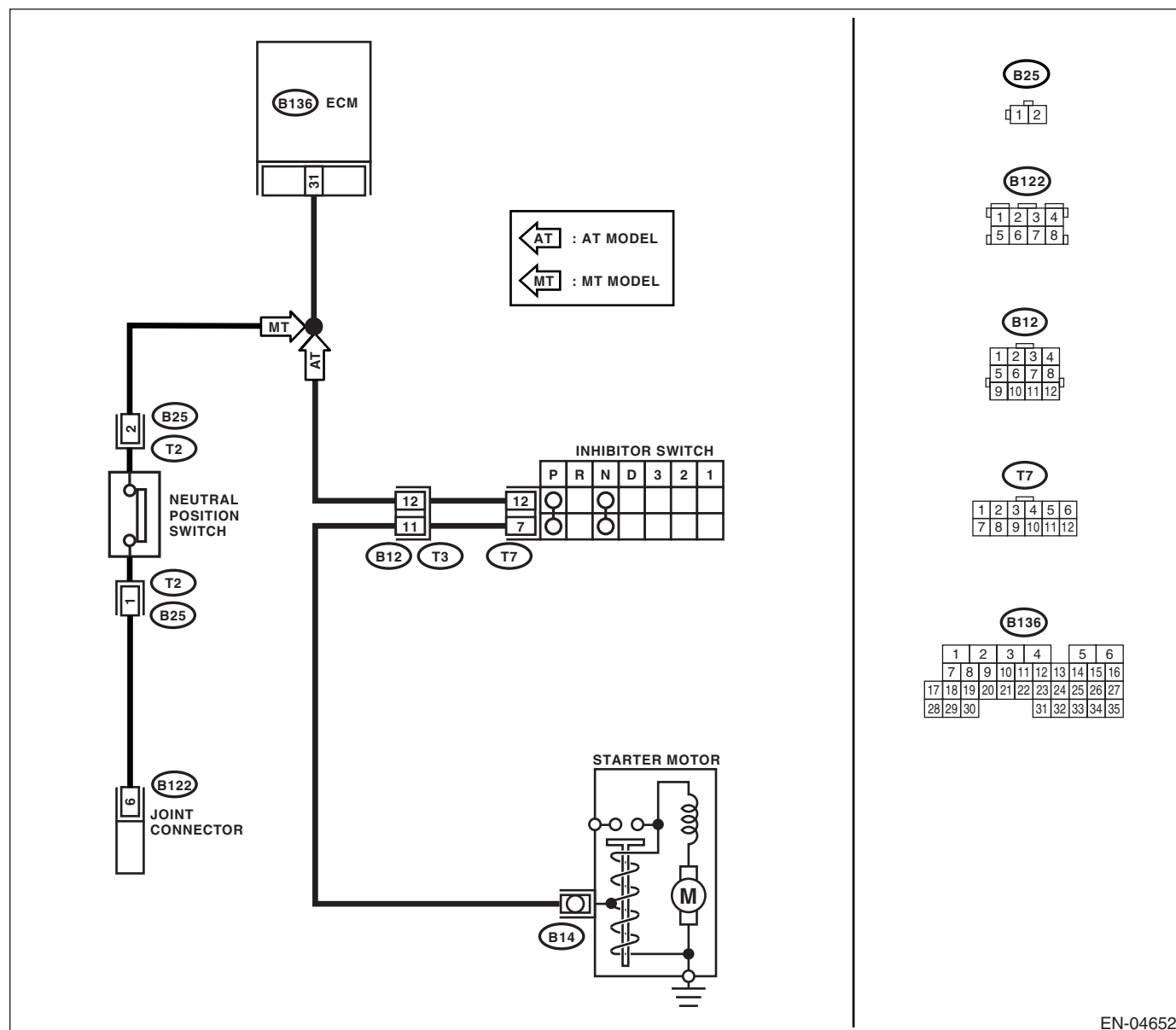
TROUBLE SYMPTOM:

Erroneous idling

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04652

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?	Inspect DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-73, List of Diagnostic Trouble Code (DTC).>	Go to step 2.
2 CHECK INPUT SIGNAL FOR ECM. 1) Turn the ignition switch to ON. 2) Measure the voltage between ECM and chassis ground in select lever "N" and "P" ranges. Connector & terminal (B136) No. 31 (+) — Chassis ground (-):	Is the voltage less than 1 V?	Go to step 3.	Go to step 5.
3 CHECK INPUT SIGNAL FOR ECM. Measure the voltage between ECM and chassis ground in select lever except for "N" and "P" ranges. Connector & terminal (B136) No. 31 (+) — Chassis ground (-):	Is the voltage 4.5 — 5.5 V?	Go to step 4.	Go to step 5.
4 CHECK POOR CONTACT. Check poor contact in ECM connector.	Is there poor contact in ECM connector?	Repair poor contact in ECM connector.	Contact your SOA Service Center since deterioration of some parts may be the cause.
5 CHECK INPUT SIGNAL FOR ECM. Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 31 (+) — Chassis ground (-):	Is the voltage more than 10 V?	Repair battery short circuit in harness between ECM and inhibitor switch connector.	Go to step 6.
6 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 7.	Repair harness and connector. NOTE: In this case, repair the following: • Open circuit in harness between ECM and inhibitor switch connector • Poor contact in coupling connector • Poor contact in inhibitor switch connector • Poor contact in ECM connector

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
7 CHECK INHIBITOR SWITCH GROUND LINE. Measure the resistance of harness between inhibitor switch connector and engine ground. <i>Connector & terminal</i> <i>(T7) No. 12 — Engine ground:</i>	Is the resistance less than 5 Ω ?	Go to step 8.	Repair open circuit in harness between inhibitor switch connector and starter motor ground line. NOTE: In this case, repair the following: • 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
8 CHECK INHIBITOR SWITCH. Measure the resistance between inhibitor switch connector receptacle's terminals in select lever "N" and "P" ranges. <i>Terminals</i> <i>No. 7 — No. 12:</i>	Is the resistance less than 1 Ω ?	Go to step 9.	Replace the inhibitor switch. <Ref. to 4AT-48, Inhibitor Switch.>
9 CHECK SELECTOR CABLE CONNECTION.	Is there any fault in selector cable connection to inhibitor switch?	Repair selector cable connection. <Ref. to CS-28, INSPECTION, Select Cable.>	Contact your SOA Service Center since deterioration of some parts may be the cause.

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)-159, DTC P0852 NEUTRAL SWITCH INPUT CIRCUIT HIGH (MT MODEL), Diagnostic Trouble Code (DTC) Detecting Criteria.>

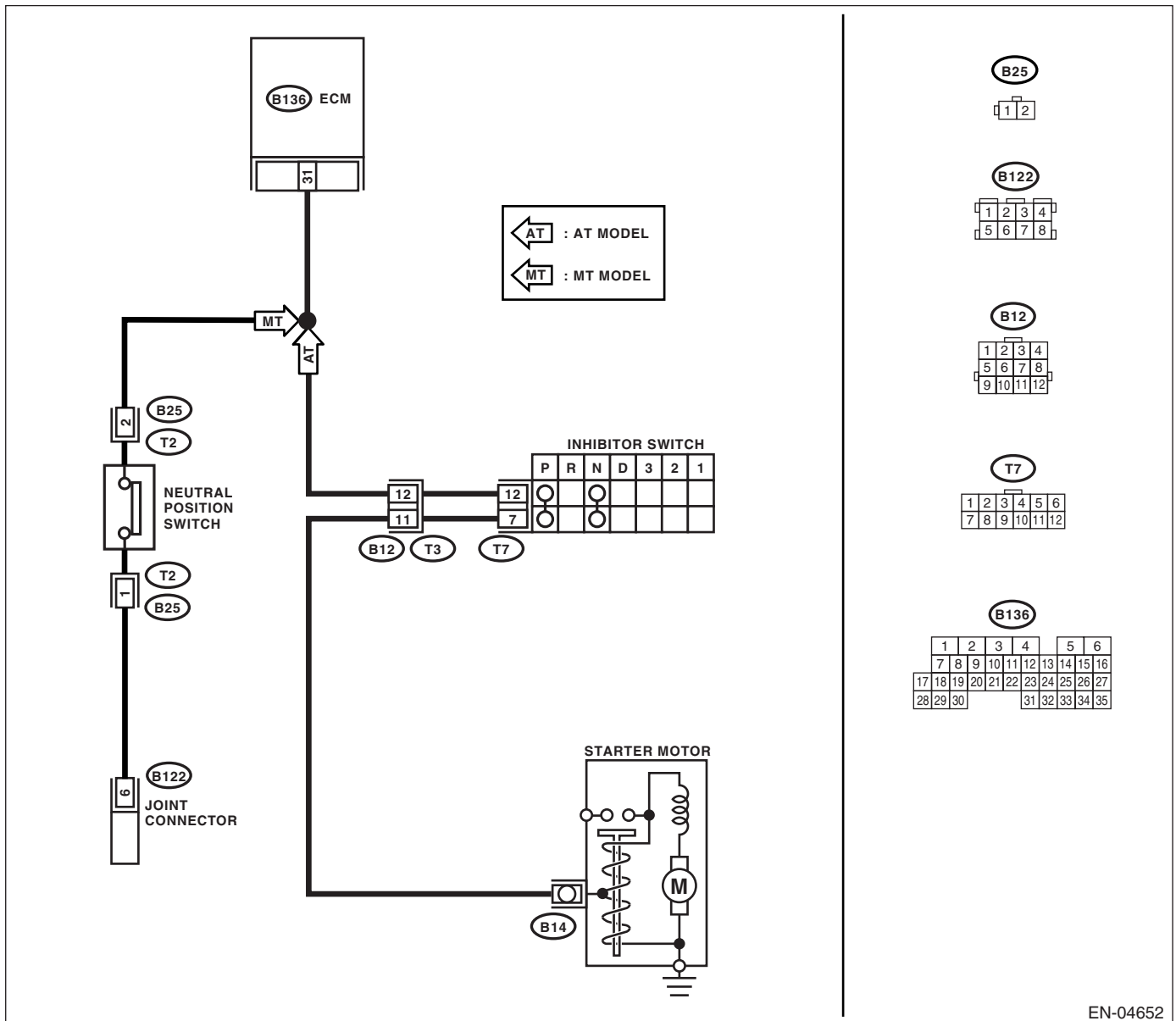
TROUBLE SYMPTOM:

Erroneous idling

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04652

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK INPUT SIGNAL FOR ECM. 1) Turn ignition switch to ON. 2) Place the shift lever in a position except for neutral. 3) Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 31 (+) — Chassis ground (-):	Is the voltage more than 10 V?	Go to step 2.	Go to step 4.
2 CHECK INPUT SIGNAL FOR ECM. 1) Place the shift lever in a position except for neutral. 2) 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 3.	Go to step 5.
3 CHECK FOR POOR CONTACT. Check for poor contact in ECM connector.	Is there poor contact in ECM connector?	Repair poor contact in ECM connector.	Contact your SOA Service Center since deterioration of some parts may be the cause.
4 CHECK NEUTRAL SWITCH. 1) Place the shift lever in neutral. 2) Measure the resistance between transmission harness connector terminals. Connector & terminal (T2) No. 1 — No. 2:	Is the resistance more than 1 M Ω ?	Go to step 5.	Repair open circuit in transmission harness or replace neutral switch.
5 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 6.	Repair open circuit in harness between ECM and transmission harness connector.
6 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 ?	Go to step 7.	Repair harness and connector. NOTE: In this case, repair the following: • Open circuit in harness between transmission harness connector and engine ground • Poor contact in coupling connector
7 CHECK FOR POOR CONTACT. Check for poor contact in transmission harness connector.	Is there a poor contact in the transmission harness connector?	Repair poor contact in transmission harness connector.	Contact your SOA Service Center since deterioration of some parts may be the cause.

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)-160, DTC P1152 O₂ SENSOR CIRCUIT RANGE/PERFORMANCE (LOW) (BANK1 SENSOR1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

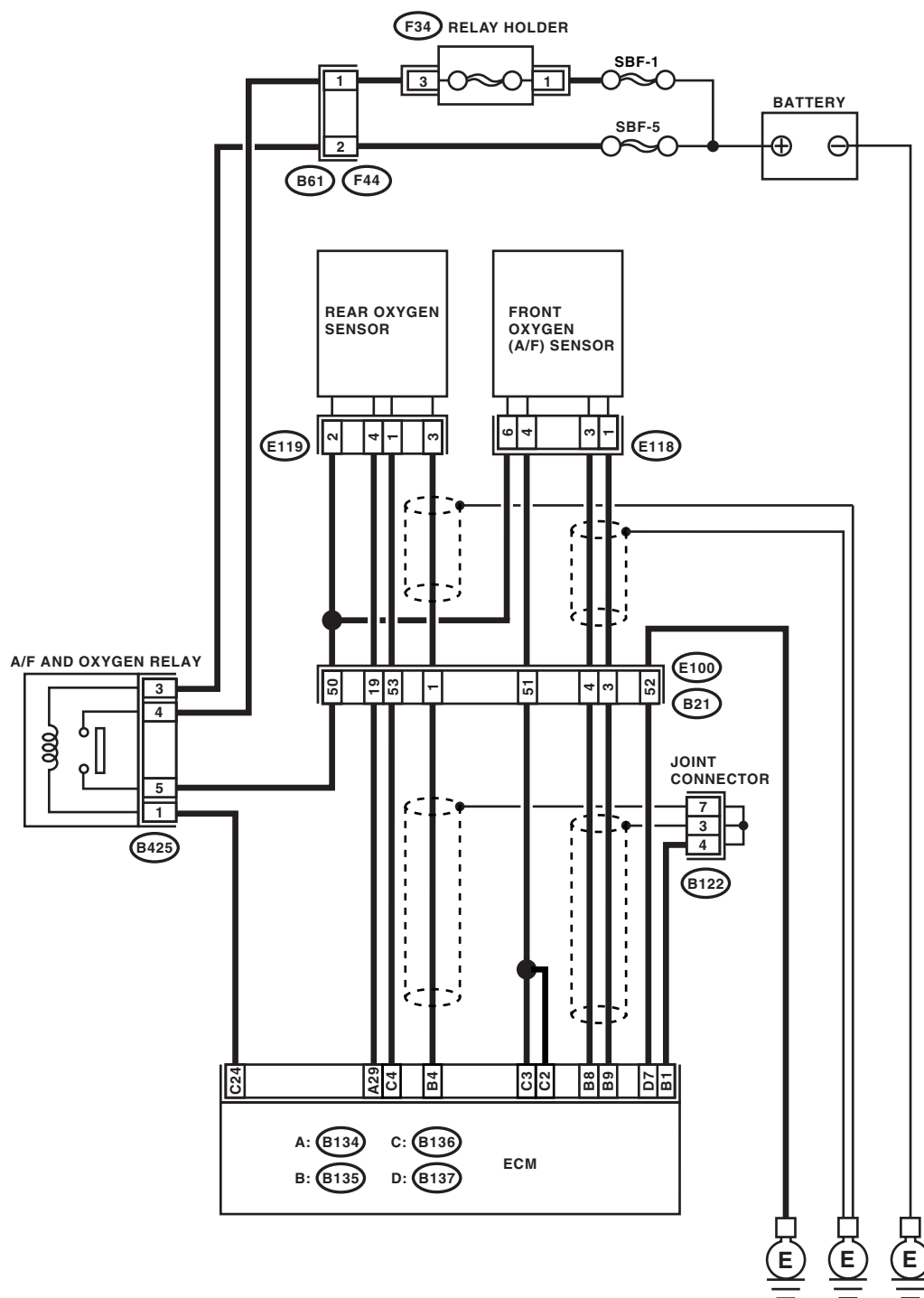
CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

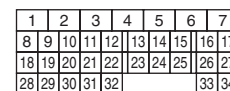
Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

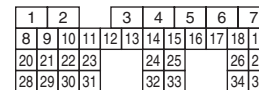
WIRING DIAGRAM:



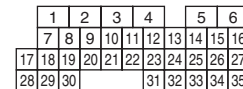
A: **B134**



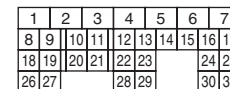
B: **B135**



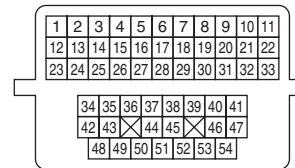
C: **B136**



D: **B137**



B21



EN-04626

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK FRONT OXYGEN (A/F) SENSOR CONNECTOR AND COUPLING CONNECTOR.	Is there water in connector?	Remove infiltrating water completely.	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 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 — (E118) No. 3: (B135) No. 9 — (E118) No. 1:	Is the measured value less than 1 Ω?	Go to step 3.	Repair the harness and connector. NOTE: In this case, repair the following: • 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 in 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)-162, DTC P1153 O₂ SENSOR CIRCUIT RANGE/PERFORMANCE (HIGH) (BANK1 SENSOR1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

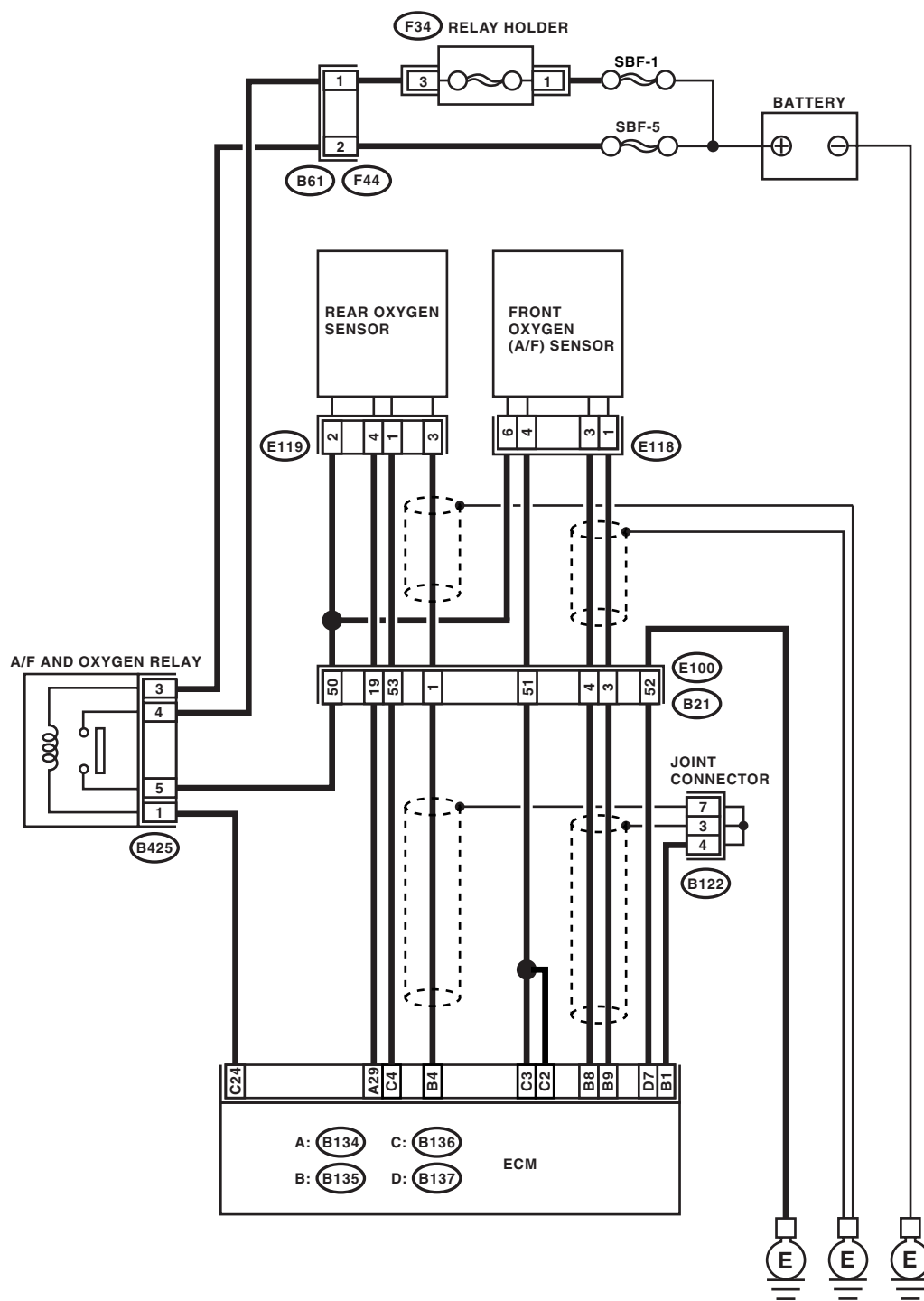
CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

WIRING DIAGRAM:



E119

1	2
3	4

F34

2	1
4	3

E118

3	2	1
6	5	4

B425

1	2	3
4		
5		

F44

1	2	3	4
5	6	7	8

B122

1	2	3	4
5	6	7	8

A: B134

1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31	32	33	34	35

B: B135

1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31	32	33	34	35

C: B136

1	2	3	4	5	6
7	8	9	10	11	12
13	14	15	16	17	18
19	20	21	22	23	24
25	26	27	28	29	30
31	32	33	34	35	

D: B137

1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31	32	33	34	35

B21

1	2	3	4	5	6	7	8	9	10	11
12	13	14	15	16	17	18	19	20	21	22
23	24	25	26	27	28	29	30	31	32	33
34	35	36	37	38	39	40	41	42	43	44
45	46	47	48	49	50	51	52	53	54	

EN-04626

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK FRONT OXYGEN (A/F) SENSOR CONNECTOR AND COUPLING CONNECTOR.	Is there water in connector?	Remove infiltrating water completely.	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. 3) Measure the resistance of harness between ECM connector and chassis ground. Connector & terminal (B135) No. 8 — Chassis ground:	Is the measured value more than 1 MΩ?	Go to step 3.	Repair the ground short circuit in harness between ECM and front oxygen (A/F) sensor connector.
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. 9 — Chassis ground:	Is the measured value more than 1 MΩ?	Go to step 4.	Repair the ground short circuit in harness between ECM and front oxygen (A/F) sensor connector.
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. 8 (+) — Chassis ground (-):	Is the measured value more than 4.5 V?	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. 8 (+) — Chassis ground (-):	Is the measured value more than 10 V?	Repair the battery short circuit in harness between ECM and front oxygen (A/F) sensor connector. After repair, replace the ECM. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>	Repair the poor contact in ECM connector.
6 CHECK OUTPUT SIGNAL FOR ECM. Measure the voltage between ECM connector and chassis ground. Connector & terminal (B135) No. 9 (+) — Chassis ground (-):	Is the measured value more than 4.95 V?	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. 9 (+) — Chassis ground (-):	Is the measured value more than 10 V?	Repair the battery short circuit in harness between ECM and front oxygen (A/F) sensor connector. After repair, replace the ECM. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>	Repair the poor contact in ECM connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

CO:DTC P1160 RETURN SPRING FAILURE

NOTE:

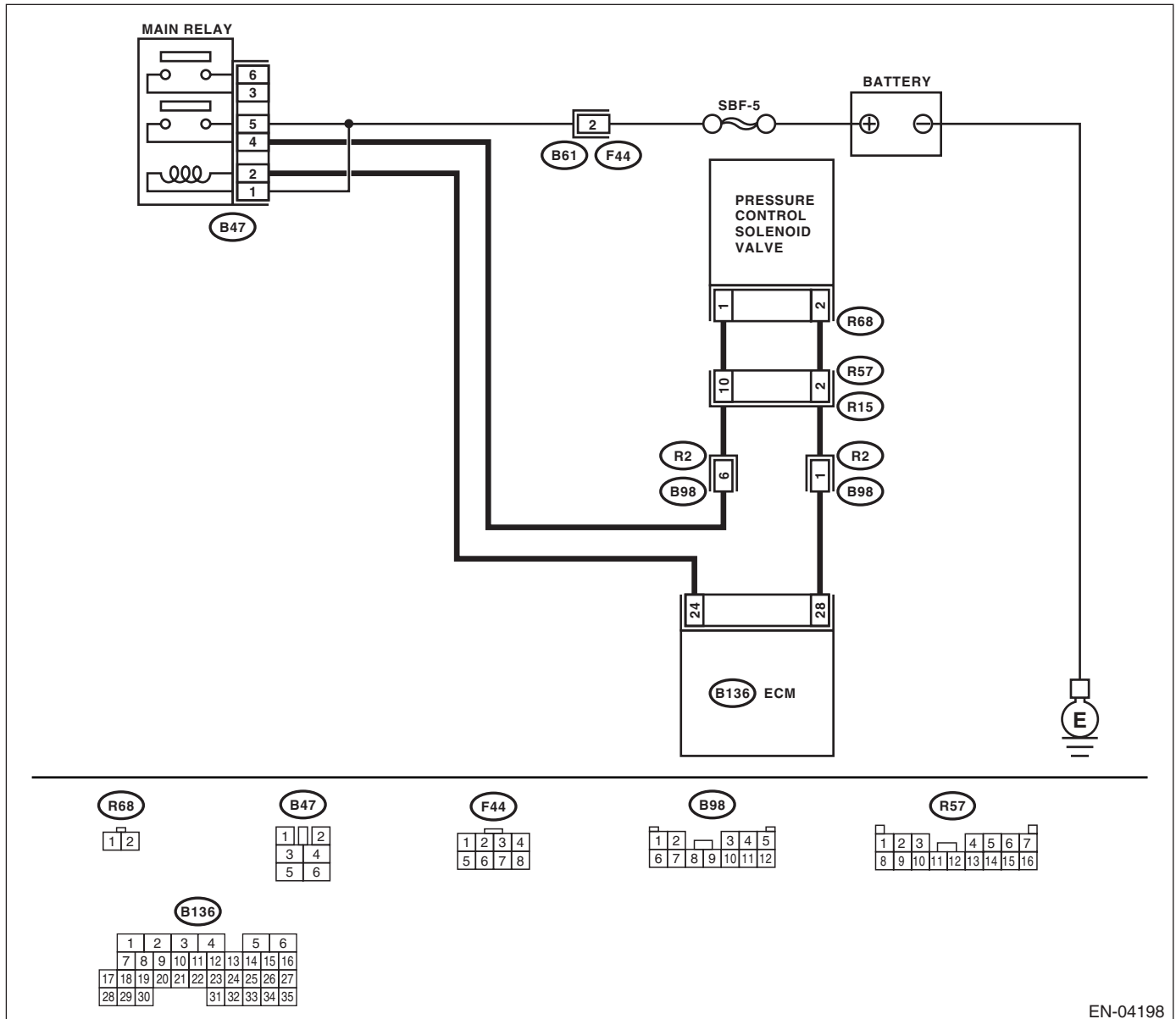
For the diagnostic procedure, refer to DTC P2101. <Ref. to EN(H4SO)(diag)-312, DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

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)-165, DTC P1400 FUEL TANK PRESSURE CONTROL SOLENOID VALVE CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-04198

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK OUTPUT SIGNAL FROM ECM. 1) Turn ignition switch to ON. 2) Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 28 (+) — Chassis ground (-):	Is the voltage more than 10 V?	Go to step 2.	Go to step 3.
2 CHECK FOR POOR CONTACT. Check for poor contact in ECM connector.	Is there poor contact in ECM connector?	Repair poor contact in ECM connector.	Contact your SOA Service Center since deterioration of some parts may be the cause.
3 CHECK HARNESS BETWEEN PRESSURE CONTROL SOLENOID VALVE AND ECM CONNECTOR. 1) Turn ignition switch to OFF. 2) Disconnect the connectors from 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 short circuit to ground in harness between ECM and pressure control solenoid valve connector.	Go to step 4.
4 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 5.	Repair harness and connector. NOTE: In this case, repair the following: • Open circuit in harness between ECM and pressure control solenoid valve connector • Poor contact in coupling connector
5 CHECK PRESSURE CONTROL SOLENOID VALVE. Measure the resistance between pressure control solenoid valve terminals. Terminals No. 1 — No. 2:	Is the resistance 10 — 100 Ω ?	Go to step 6.	Replace the pressure control solenoid valve. <Ref. to EC(H4SO)-12, Pressure Control Solenoid Valve.>
6 CHECK POWER SUPPLY TO PRESSURE CONTROL SOLENOID VALVE. 1) Turn 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 more than 10 V?	Go to step 7.	Repair harness and connector. NOTE: In this case, repair the following: • Open circuit in harness between main relay and pressure control solenoid valve connector • Poor contact in coupling connector • Poor contact in main relay connector

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
7 CHECK FOR POOR CONTACT. Check for poor contact in pressure control solenoid valve connector.	Is there poor contact in pressure control solenoid valve connector?	Repair poor contact in pressure control solenoid valve connector.	Contact your SOA Service Center since deterioration of some parts may be the cause.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

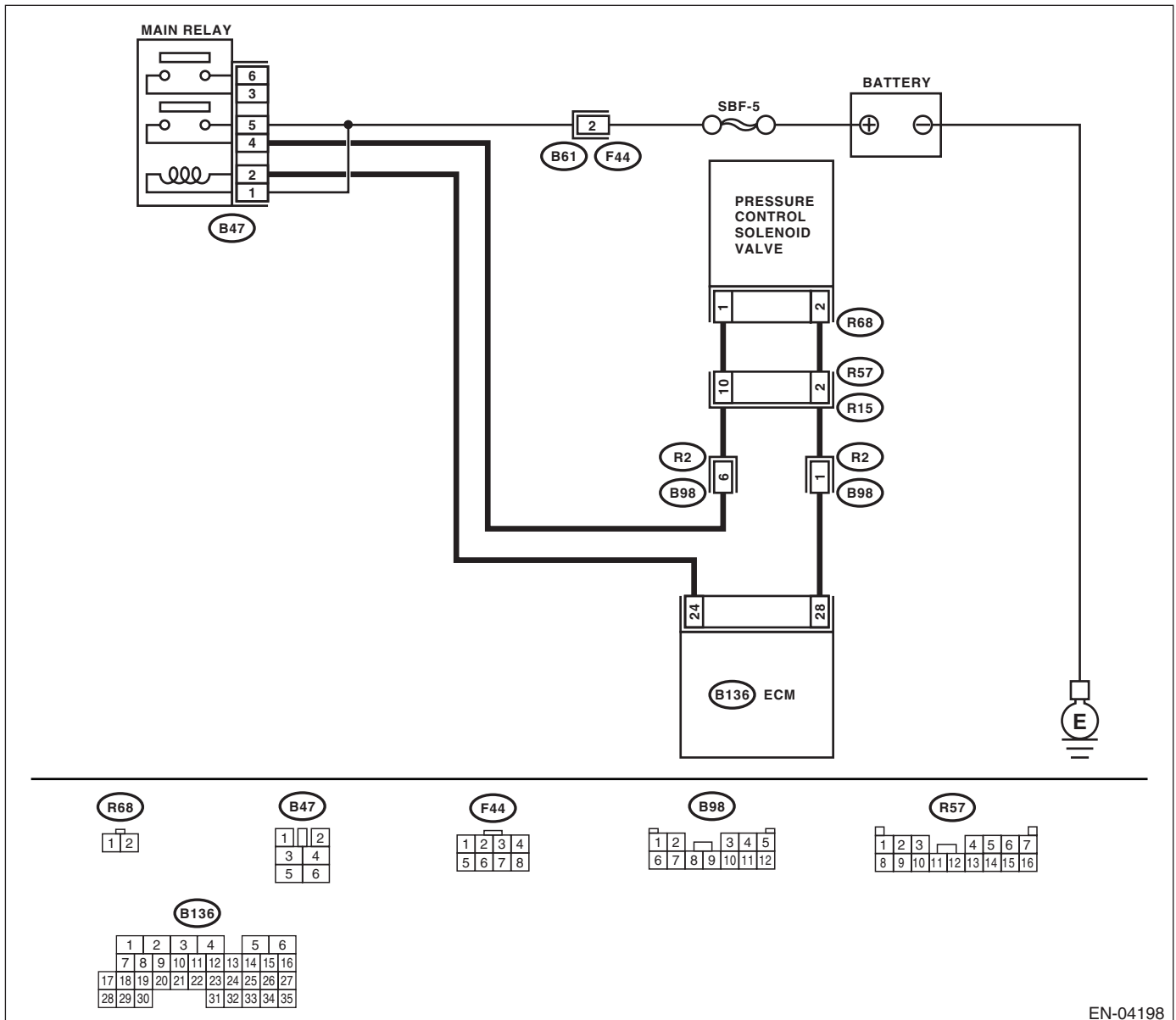
CQ:DTC P1420 FUEL TANK PRESSURE CONTROL SOL. VALVE CIRCUIT HIGH DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-167, DTC P1420 FUEL TANK PRESSURE CONTROL SOL. VALVE CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK INPUT SIGNAL FOR ECM. 1) Turn ignition switch to OFF. 2) Connect the test mode connector at the lower portion of instrument panel (on the driver's side). 3) Turn ignition switch to ON. 4) While operating the pressure control solenoid valve, measure voltage between ECM and chassis ground. NOTE: Pressure control solenoid valve operation can be executed using Subaru Select Monitor. For the procedure, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4SO)(diag)-47, Compulsory Valve Operation Check Mode.> Connector & terminal (B136) No. 28 (+) — Chassis ground (-):	Is the voltage 0 — 10 V?	Go to step 2.	The malfunction indicator light may light up, however, the circuit is returned to the normal status at the moment. In this case, repair poor contact in ECM connector.
2 CHECK INPUT SIGNAL FOR ECM. 1) Turn ignition switch to ON. 2) Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 28 (+) — Chassis ground (-):	Is the voltage more than 10 V?	Go to step 4.	Go to step 3.
3 CHECK FOR POOR CONTACT. Check for poor contact in ECM connector.	Is there poor contact in ECM connector?	Repair poor contact in ECM connector.	Replace the ECM. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>
4 CHECK HARNESS BETWEEN PRESSURE CONTROL SOLENOID VALVE AND ECM CONNECTOR. 1) Turn ignition switch to OFF. 2) Disconnect the connector from pressure control solenoid valve. 3) Turn ignition switch to ON. 4) Measure the voltage between ECM and chassis ground. Connector & terminal (B136) No. 28 (+) — Chassis ground (-):	Is the voltage more than 10 V?	Repair short circuit to battery in harness between ECM and pressure control solenoid valve connector. After repair, replace the ECM. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>	Go to step 5.
5 CHECK PRESSURE CONTROL SOLENOID VALVE. 1) Turn 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 the ECM <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>.	Go to step 6.
6 CHECK FOR POOR CONTACT. Check for poor contact in ECM connector.	Is there poor contact in ECM connector?	Repair poor contact in ECM connector.	Replace the ECM. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>

ENGINE (DIAGNOSTICS)

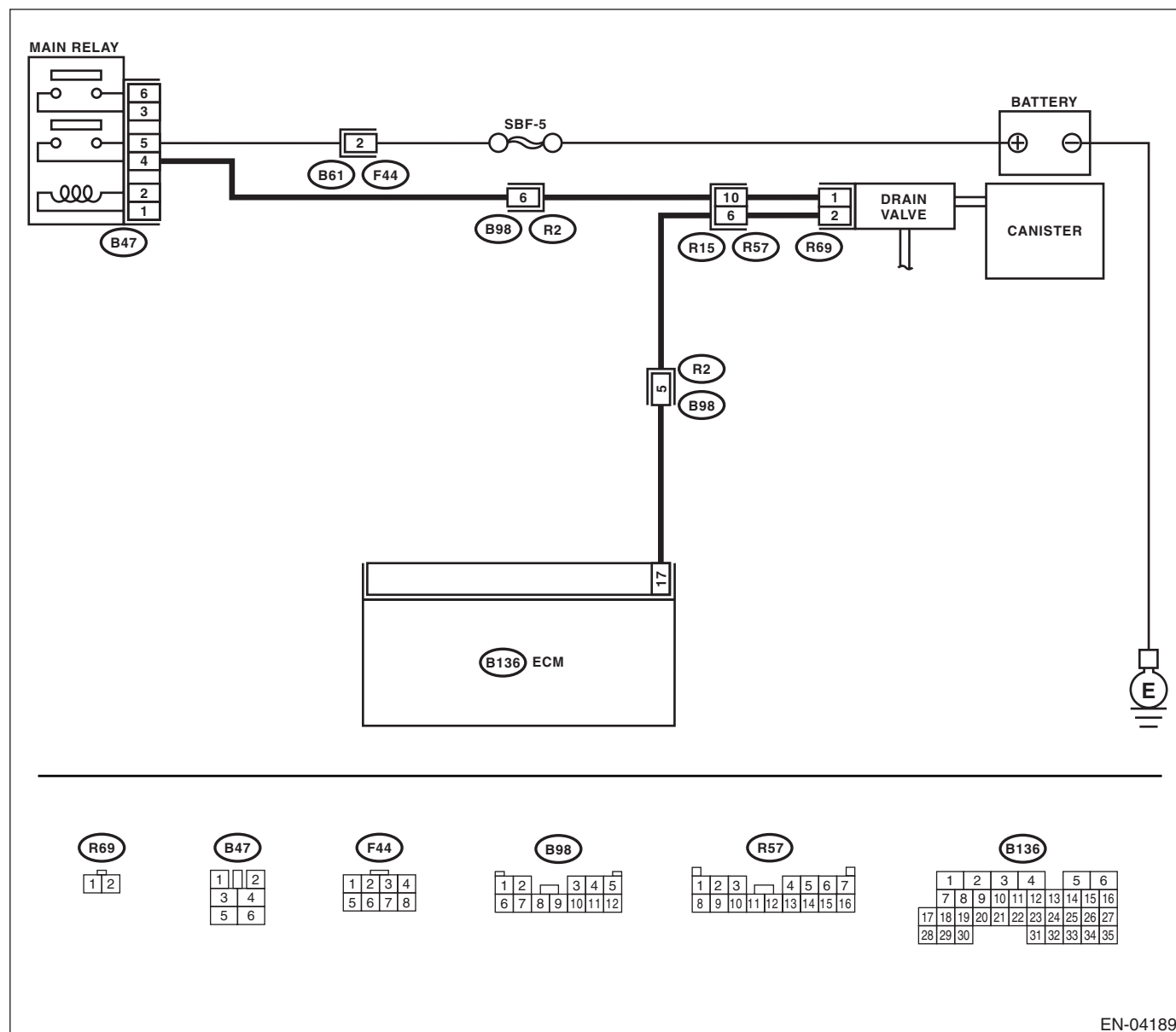
DTC DETECTING CONDITION:

- TROUBLE SYMPTOM:**

Improper fuel supply

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, 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?	Inspect the relevant DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-73, 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 a fault in vent line?	Repair or replace faulty parts.	Go to step 3.
3 CHECK DRAIN VALVE OPERATION. 1) Turn ignition switch to OFF. 2) Connect the test mode connector at the lower portion of instrument panel (on the driver's side). 3) Turn ignition switch to ON. 4) Operate the drain valve. NOTE: Drain valve operation can be executed using Subaru Select Monitor. For the procedure, refer to "Compulsory Valve Operation Check Mode". <Ref. to EN(H4SO)(diag)-47, Compulsory Valve Operation Check Mode.>	Does the drain valve operate?	Contact your SOA Service Center since deterioration of some parts may be the cause.	Replace the drain valve. <Ref. to EC(H4SO)-16, Drain Valve.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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)-170, DTC P1491 POSITIVE CRANKCASE VENTILATION (BLOW-BY) FUNCTION PROBLEM, Diagnostic Trouble Code (DTC) Detecting Criteria.>

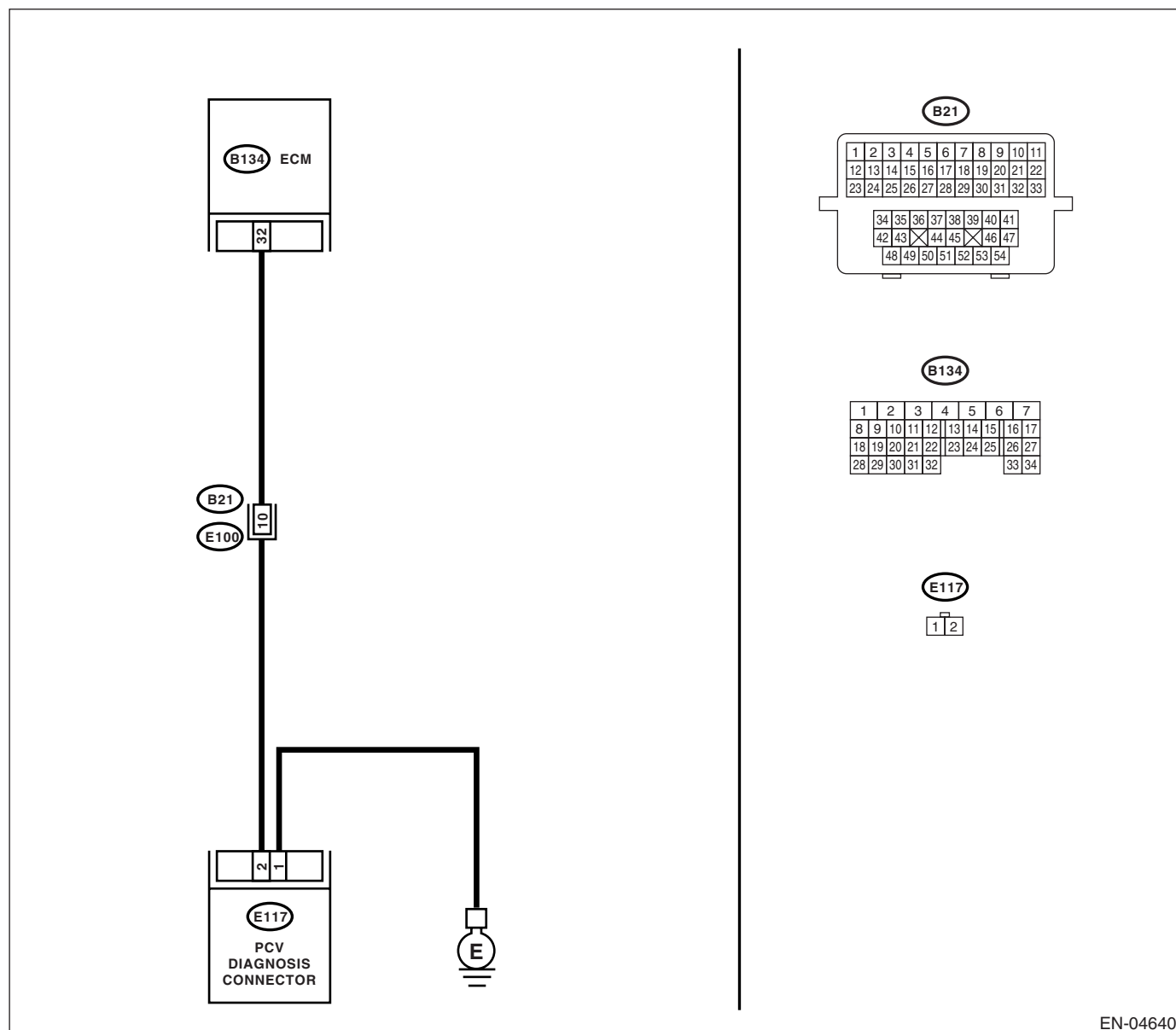
TROUBLE SYMPTOM:

Erroneous idling

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04640

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK BLOW-BY HOSE. Check the blow-by hose.	Is there disconnection or crack in blow-by hose?	Replace or repair blow-by hose.	Go to step 2.
2 INSPECT HARNESS BETWEEN PCV DIAGNOSIS CONNECTOR AND ECM CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from PCV diagnosis connector and ECM. 3) Measure the resistance of harness between PCV diagnosis connector and ECM connector. Connector & terminal (B134) No. 32 — (E117) No. 2:	Is the resistance less than 1 Ω ?	Go to step 3.	Repair open circuit in harness between PCV diagnosis connector and ECM.
3 INSPECT HARNESS BETWEEN PCV DIAGNOSIS CONNECTOR AND ECM CONNECTOR. Measure the resistance of harness between PCV diagnosis connector and chassis ground. Connector & terminal (B134) No. 32 — Chassis ground:	Is the resistance more than 1 M Ω ?	Go to step 4.	Repair short circuit to chassis ground in harness between PCV diagnosis connector and ECM.
4 INSPECT PCV DIAGNOSIS CONNECTOR GROUND CIRCUIT. Measure the resistance between PCV diagnosis connector and engine ground. Connector & terminal (E117) No. 1 — Engine ground:	Is the resistance less than 5 Ω ?	Go to step 5.	Repair PCV diagnosis connector ground circuit.
5 INSPECT PCV DIAGNOSIS CONNECTOR. Measure the resistance between PCV diagnosis connector and terminal. Terminals No. 1 — No. 2:	Is the resistance less than 1 Ω ?	Repair poor contact in ECM and PCV diagnosis connector.	Replace PCV diagnosis connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

CT:DTC P1492 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (LOW INPUT)

NOTE:

Refer to DTC P1498 for diagnostic procedure. <Ref. to EN(H4SO)(diag)-291, 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:

Refer to DTC P1499 for diagnostic procedure. <Ref. to EN(H4SO)(diag)-294, 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:

Refer to DTC P1498 for diagnostic procedure. <Ref. to EN(H4SO)(diag)-291, 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:

Refer to DTC P1499 for diagnostic procedure. <Ref. to EN(H4SO)(diag)-294, 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:

Refer to DTC P1498 for diagnostic procedure. <Ref. to EN(H4SO)(diag)-291, 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:

Refer to DTC P1499 for diagnostic procedure. <Ref. to EN(H4SO)(diag)-294, DTC P1499 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Procedure with Diagnostic Trouble Code (DTC).>

**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)-172, DTC P1492 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>, <Ref. to GD(H4SO)-175, DTC P1494 EGR SOLENOID VALVE SIGNAL #2 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>, <Ref. to GD(H4SO)-175, DTC P1496 EGR SOLENOID VALVE SIGNAL #3 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.> and <Ref. to GD(H4SO)-176, 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

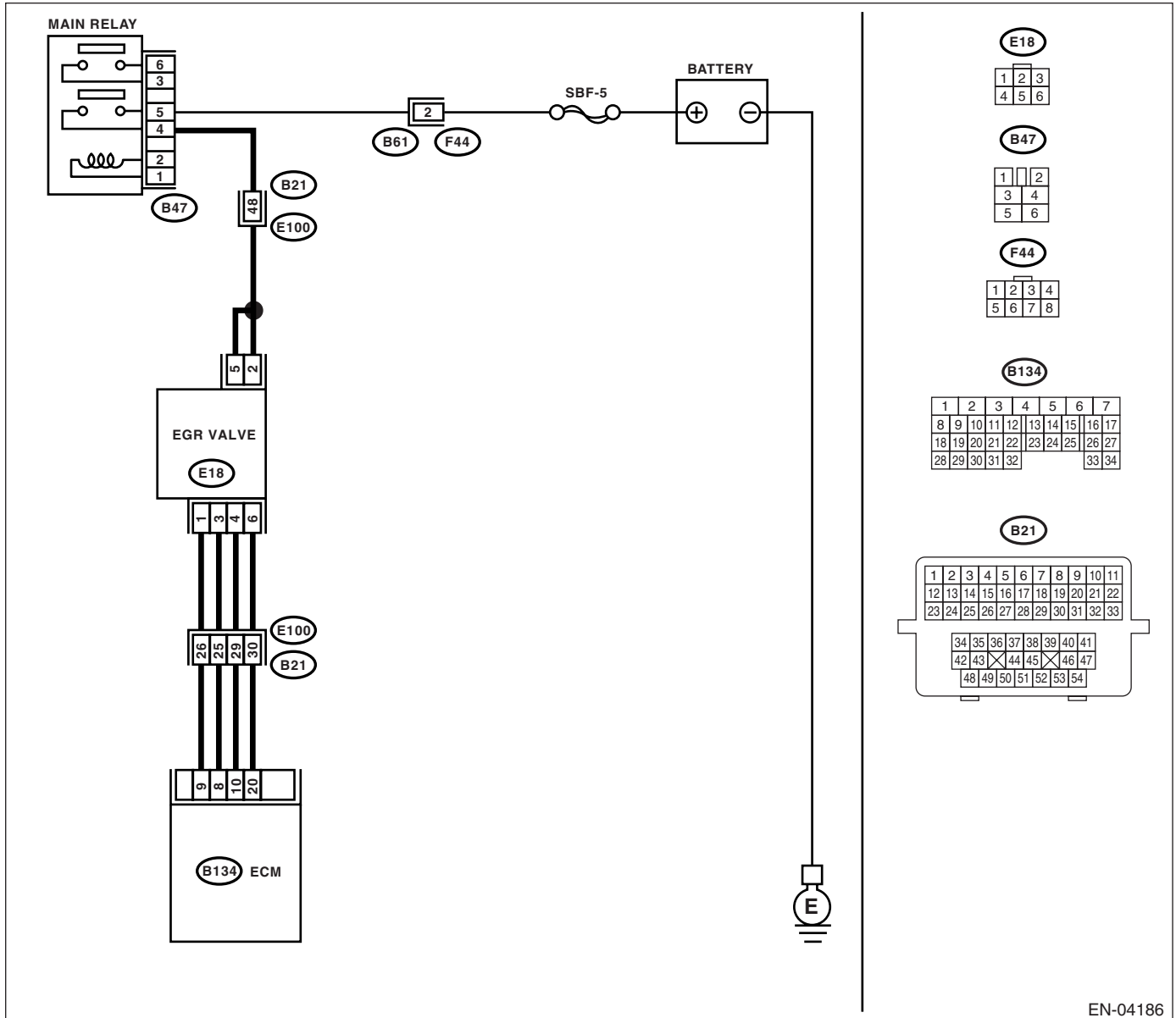
CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

WIRING DIAGRAM:



EN-04186

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK POWER SUPPLY TO EGR SOLENOID VALVE. 1) Turn ignition switch to OFF. 2) Disconnect connector from EGR solenoid valve. 3) Turn ignition switch to ON. 4) Measure the power supply voltage between EGR solenoid valve and engine ground. Connector & terminal (E18) No. 2 (+) — Engine ground (-): (E18) No. 5 (+) — Engine ground (-):	Is the measured value more than 10 V?	Go to step 2.	Repair harness and connector. NOTE: In this case, repair the following: • Open circuit in harness between EGR solenoid valve connector and main relay connector • Poor contact in coupling connector
2 CHECK HARNESS BETWEEN ECM AND EGR SOLENOID VALVE. 1) Turn ignition switch to OFF. 2) Measure 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 measured value less than 1 Ω?	Go to step 3.	Repair harness and connector. NOTE: In this case, repair the following: • Open circuit in harness between EGR solenoid valve connector and main relay connector • Poor contact in coupling connector
3 CHECK HARNESS BETWEEN ECM AND EGR SOLENOID VALVE. 1) Disconnect connector from ECM. 2) Measure 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 measured value more than 1 MΩ?	Go to step 4.	Repair open or ground short circuit in harness between ECM and EGR solenoid valve connector.
4 CHECK POOR CONTACT. Check poor contact in ECM and EGR solenoid valve connector.	Is there poor contact in ECM or EGR solenoid valve connector?	Repair poor contact in ECM or EGR solenoid valve connector.	Replace EGR solenoid valve. <Ref. to FU(H4SO)-29, EGR Valve.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

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)-174, DTC P1493 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>, <Ref. to GD(H4SO)-175, DTC P1495 EGR SOLENOID VALVE SIGNAL #2 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>, <Ref. to GD(H4SO)-175, DTC P1497 EGR SOLENOID VALVE SIGNAL #3 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.> and <Ref. to GD(H4SO)-176, 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

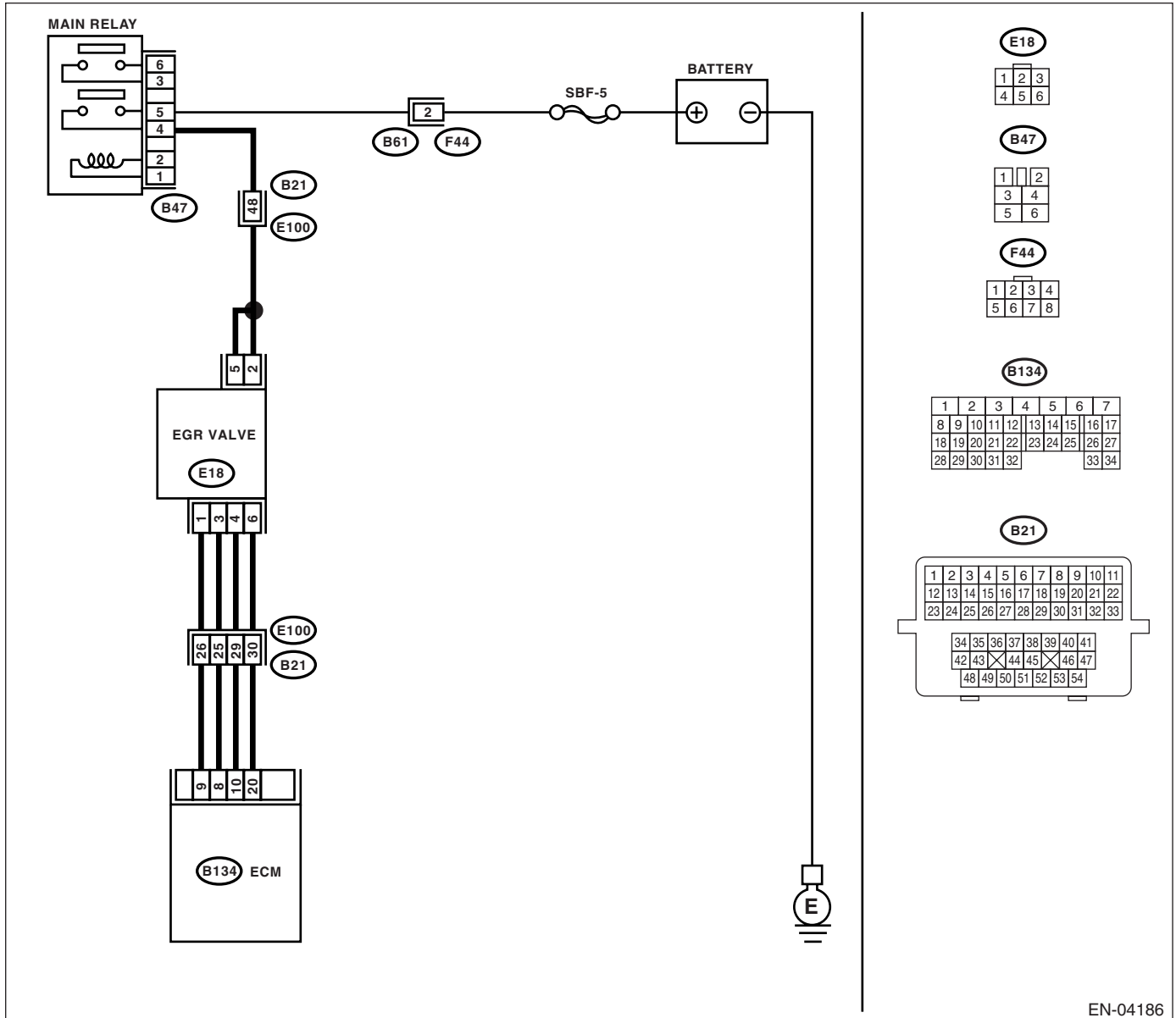
CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

WIRING DIAGRAM:



EN-04186

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?	Inspect DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-73, List of Diagnostic Trouble Code (DTC).>	Go to step 2.
2 CHECK HARNESS BETWEEN ECM AND EGR SOLENOID VALVE. 1) Turn ignition switch to OFF. 2) Disconnect connector from EGR solenoid valve. 3) Turn ignition switch to OFF. 4) Measure voltage between EGR solenoid valve and engine 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 measured value more than 10 V?	Repair ground short circuit between ECM and EGR solenoid valve connector. After repair, replace ECM. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>	Replace ECM. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>

DB:DTC P1518 STARTER SWITCH CIRCUIT LOW INPUT

DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-176, DTC P1518 STARTER SWITCH CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

Failure of engine to start

CAUTION:

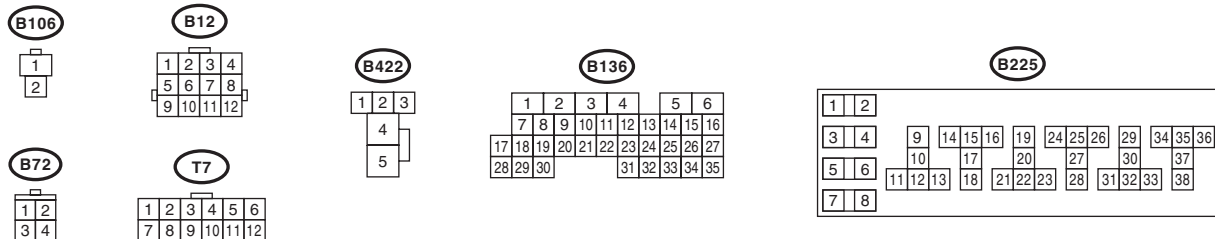
After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

ENGINE (DIAGNOSTICS)

The diagram illustrates the engine starting system's electrical layout. It features the following components and connections:

- IGNITION SWITCH:** Connected to the battery through fuses SBF-4 and SBF-1. It provides power to the interrupt relay (B422) and the starter interlock relay (B225).
- BATTERY:** The main power source for the system.
- INTERRUPT RELAY (B422):** Controls the starter motor and provides a signal to the security system.
- STARTER INTERLOCK RELAY (B225):** Prevents the starter motor from operating if the clutch is not depressed.
- CLUTCH SWITCH (MT) (B106):** A normally closed switch that must be depressed to allow the starter motor to operate.
- INHIBITOR SWITCH:** A multi-position switch (P, R, N, D, 3, 2, 1) that controls the starter motor and provides a signal to the security system.
- STARTER MOTOR (B14):** The component that cranks the engine.
- ECM (B136):** The Engine Control Module, which receives signals from the clutch switch and the inhibitor switch to control the starter motor.

The diagram shows the flow of current from the battery through various relays and switches to the starter motor, ensuring proper operation and safety.



EN(H4SO)(diag)-297

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK OPERATION OF STARTER MOTOR. Place the inhibitor switch in the "P" or "N" range. (AT model) Depress the clutch pedal. (MT model)	Does the starter motor operate when ignition switch is turned to START?	Repair harness and connector. NOTE: In this case, repair the following: • Open or ground short circuit in harness between ECM and starter motor connector • Poor contact in ECM connector	Check starter motor circuit. <Ref. to EN(H4SO)(diag)-59, 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 FOR 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 more than 10 V?	Repair poor contact in ECM connector.	Go to step 2.
2 CHECK HARNESS BETWEEN ECM AND MAIN FUSE BOX CONNECTOR. 1) Disconnect the connector 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 ground short circuit in 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 harness and connector. NOTE: In this case, repair the following: • Open circuit in harness between ECM and battery • Poor contact in ECM connector • Poor contact in battery terminal

DD: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)-179, DTC P2096 POST CATALYST FUEL TRIM SYSTEM TOO LEAN BANK 1, Diagnostic Trouble Code (DTC) Detecting Criteria.>

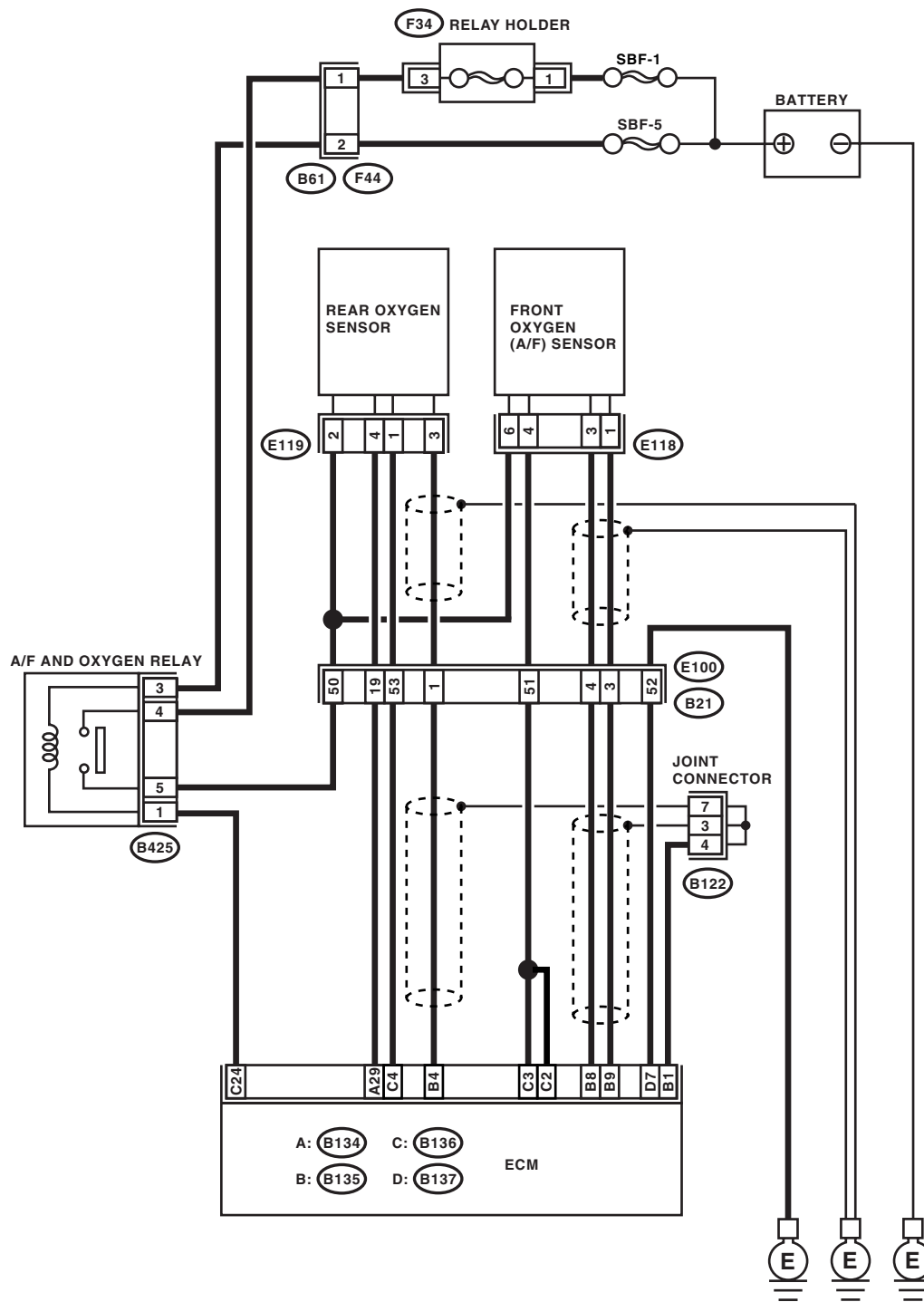
CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

WIRING DIAGRAM:



E119

1	2
3	4

F34

2	1
4	3

E118

3	2	1
6	5	4

B425

1	2	3
4		
5		

F44

1	2	3	4
5	6	7	8

B122

1	2	3	4
5	6	7	8

A: B134

1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31	32	33	34	35

B: B135

1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31	32	33	34	35

C: B136

1	2	3	4	5	6
7	8	9	10	11	12
13	14	15	16	17	18
19	20	21	22	23	24
25	26	27	28	29	30
31	32	33	34	35	

D: B137

1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31	32	33	34	35

B21

1	2	3	4	5	6	7	8	9	10	11
12	13	14	15	16	17	18	19	20	21	22
23	24	25	26	27	28	29	30	31	32	33
34	35	36	37	38	39	40	41	42	43	44
45	46	47	48	49	50	51	52	53	54	

EN-04626

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK FOR ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-73, 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.	Is there water in connector?	Remove infiltrating water completely.	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 connectors 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 — (E118) No. 3: (B135) No. 9 — (E118) No. 1:	Is the measured value less than 1 Ω ?	Go to step 4.	Repair the harness and connector. NOTE: In this case, repair the following: • 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 measured value more than 1 M Ω ?	Go to step 5.	Repair the ground short circuit in 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. 8 (+) — Chassis ground (-):	Is the measured value more than 4.5 V?	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. 8 (+) — Chassis ground (-):	Is the measured value more than 10 V?	Repair the battery short circuit in harness between ECM and front oxygen (A/F) sensor connector. After repair, replace the ECM. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>	Repair the 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. 9 (+) — Chassis ground (-):	Is the measured value more than 4.95 V?	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. 9 (+) — Chassis ground (-):	Is the measured value more than 10 V?	Repair the battery short circuit in harness between ECM and front oxygen (A/F) sensor connector. After repair, replace the ECM. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>	Repair the 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 on the floor. Measure the fuel pressure. <Ref. to ME(H4SO)-29, INSPECTION, Fuel Pressure.> Warning: Before removing the fuel pressure gauge, release fuel pressure.	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 items. Fuel pressure too high: - Clogged fuel line or bent hose Fuel pressure 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 the “READ CURRENT DATA FOR ENGINE”. <Ref. to EN(H4SO)(diag)-28, Subaru Select Monitor.> - General scan tool For detailed operation procedure, refer to the general scan tool instruction manual.	Is the temperature more than 60°C (140°F)?	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 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 the "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-28, Subaru Select Monitor.> • General scan tool For detailed operation procedure, 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 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 the "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-28, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool instruction manual.	Subtract 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. (2 minutes at the longest) 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 the "READ CURRENT DATA SHOWN ON DISPLAY FOR ENGINE". <Ref. to EN(H4SO)(diag)-28, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool instruction manual.	Is the measured value more than 490 mV?	Go to step 16.	Go to step 17.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
16 CHECK REAR OXYGEN SENSOR DATA. 1) Warm-up the engine until engine coolant temperature is above 70°C (158°F), and immediately decrease 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 the "READ CURRENT DATA SHOWN ON DISPLAY FOR ENGINE". <Ref. to EN(H4SO)(diag)-28, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool instruction manual.	Is the measured value less than 250 mV?	Go to step 18.	Go to step 17.
17 CHECK REAR OXYGEN SENSOR CONNECTOR AND COUPLING CONNECTOR.	Is there water in connector?	Remove infiltrating water completely.	Go to step 19.
18 CHECK FRONT OXYGEN (A/F) SENSOR AND REAR OXYGEN SENSOR DATA. 1) Warm-up the engine until the engine coolant temperature exceeds 70°C (158°F), and leave it at idle for more than 5 minutes. 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 the "READ CURRENT DATA SHOWN ON DISPLAY FOR ENGINE". <Ref. to EN(H4SO)(diag)-28, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool instruction manual.	Does the voltage keep 0.8 V for more than 5 minutes?	Replace the front oxygen (A/F) sensor. <Ref. to FU(H4SO)-36, Front Oxygen (A/F) Sensor.>	Go to step 19.
19 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and rear oxygen sensor. 3) Measure the resistance of harness between ECM and rear oxygen sensor connector. Connector & terminal (B135) No. 4 — (E119) No. 3: (B134) No. 29 — (E119) No. 4:	Is the measured value more than 3 Ω?	Repair open circuit in harness between ECM and rear oxygen sensor connector.	Go to step 20.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
20 CHECK HARNESS BETWEEN REAR OXYGEN SENSOR AND ECM CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from 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 (E119) No. 3 (+) — Engine ground (-):	Is the measured value within 0.2 to 0.5 V?	Replace the rear oxygen sensor. <Ref. to FU(H4SO)-37, Rear Oxygen Sensor.>	Repair harness and connector. NOTE: In this case, repair the following: • Open circuit in harness between rear oxygen sensor and ECM connector • Poor contact in rear oxygen sensor connector • Poor contact in ECM connector

DE: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)-180, DTC P2097 POST CATALYST FUEL TRIM SYSTEM TOO RICH BANK 1, Diagnostic Trouble Code (DTC) Detecting Criteria.>

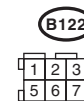
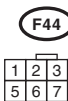
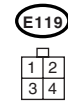
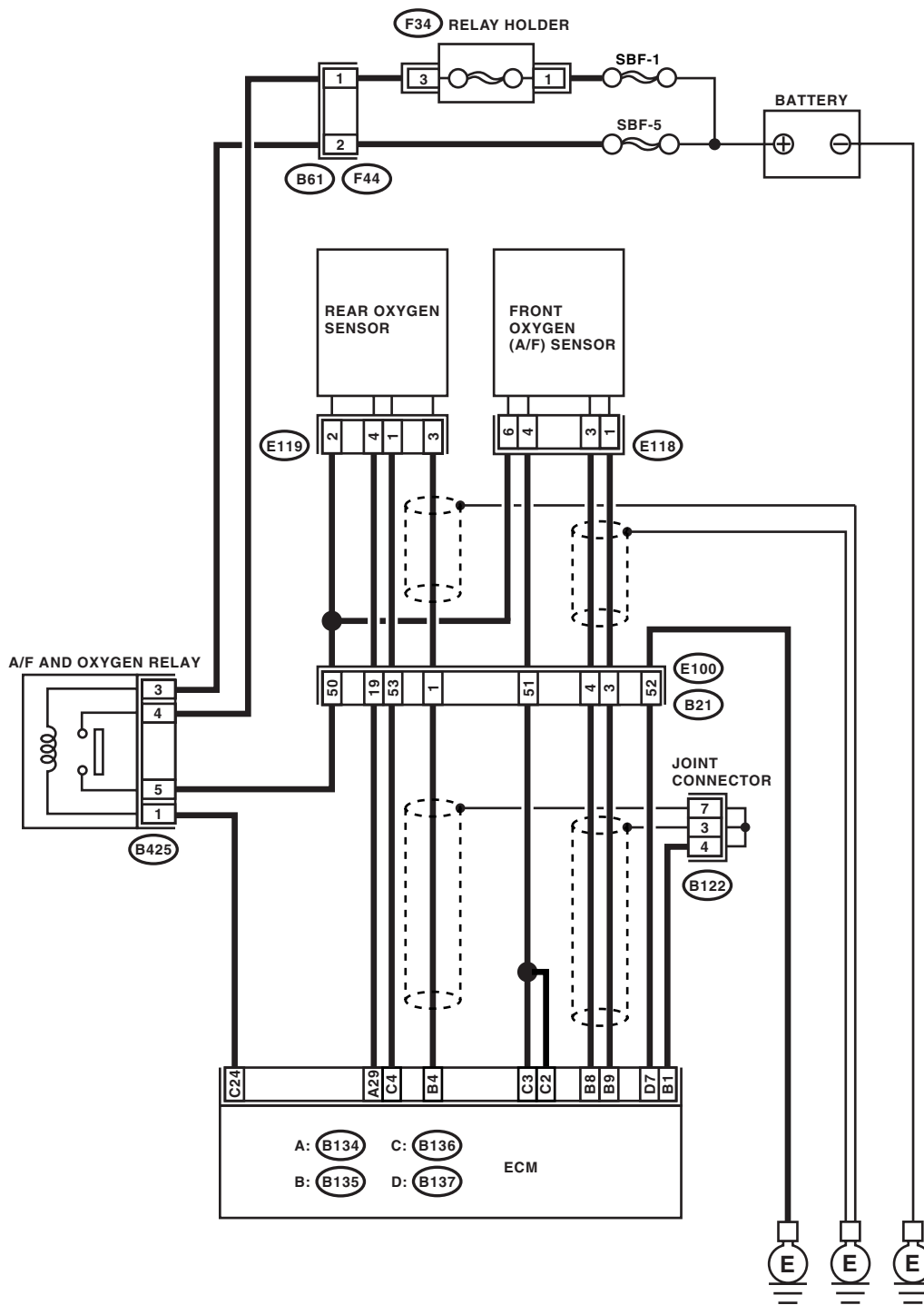
CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

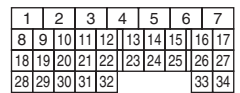
Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

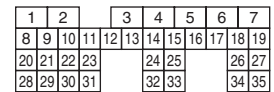
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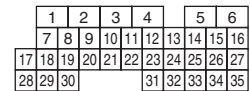
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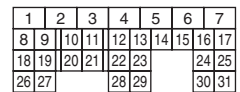
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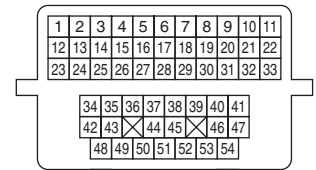
C: **B136**



D: **B137**



B21



EN-04626

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK FOR ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check DTC using "List of Diagnostic Trouble Code (DTC)". <Ref. to EN(H4SO)(diag)-73, 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.	Is there water in connector?	Remove infiltrating water completely.	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 connectors 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 — (E118) No. 3: (B135) No. 9 — (E118) No. 1:	Is the measured value less than 1 Ω ?	Go to step 4.	Repair the harness and connector. NOTE: In this case, repair the following: • 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 measured value more than 1 M Ω ?	Go to step 5.	Repair the ground short circuit in 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. 8 (+) — Chassis ground (-):	Is the measured value more than 4.5 V?	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. 8 (+) — Chassis ground (-):	Is the measured value more than 10 V?	Repair the battery short circuit in harness between ECM and front oxygen (A/F) sensor connector. After repair, replace the ECM. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>	Repair the 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. 9 (+) — Chassis ground (-):	Is the measured value more than 4.95 V?	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. 9 (+) — Chassis ground (-):	Is the measured value more than 10 V?	Repair the battery short circuit in harness between ECM and front oxygen (A/F) sensor connector. After repair, replace the ECM. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>	Repair the 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 on the floor. Measure the fuel pressure. <Ref. to ME(H4SO)-29, INSPECTION, Fuel Pressure.> Warning: Before removing the fuel pressure gauge, release fuel pressure.	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 items. Fuel pressure too high: - Clogged fuel line or bent hose Fuel pressure 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 the “READ CURRENT DATA FOR ENGINE”. <Ref. to EN(H4SO)(diag)-28, Subaru Select Monitor.> - General scan tool For detailed operation procedure, refer to the general scan tool instruction manual.	Is the temperature more than 60°C (140°F)?	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 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 the "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-28, Subaru Select Monitor.> • General scan tool For detailed operation procedure, 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 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 the "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-28, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool instruction manual.	Subtract 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. (2 minutes at the longest) 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 the "READ CURRENT DATA SHOWN ON DISPLAY FOR ENGINE". <Ref. to EN(H4SO)(diag)-28, Subaru Select Monitor.> • General scan tool For detailed operation procedure, refer to the general scan tool instruction manual.	Is the measured value more than 490 mV?	Go to step 16.	Go to step 17.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
16 CHECK REAR OXYGEN SENSOR DATA. 1) Warm-up the engine until engine coolant temperature is above 70°C (158°F), and immediately decrease 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 the "READ CURRENT DATA SHOWN ON DISPLAY FOR ENGINE". <Ref. to EN(H4SO)(diag)-28, Subaru Select Monitor.> - General scan tool For detailed operation procedure, refer to the general scan tool instruction manual.	Is the measured value less than 250 mV?	Go to step 18.	Go to step 17.
17 CHECK REAR OXYGEN SENSOR CONNECTOR AND COUPLING CONNECTOR.	Is there water in connector?	Remove infiltrating water completely.	Go to step 19.
18 CHECK FRONT OXYGEN (A/F) SENSOR AND REAR OXYGEN SENSOR DATA. 1) Warm-up the engine until the engine coolant temperature exceeds 70°C (158°F), and leave it at idle for more than 5 minutes. 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 the "READ CURRENT DATA SHOWN ON DISPLAY FOR ENGINE". <Ref. to EN(H4SO)(diag)-28, Subaru Select Monitor.> - General scan tool For detailed operation procedure, refer to the general scan tool instruction manual.	Does the voltage keep 0.8 V for more than 5 minutes?	Replace the front oxygen (A/F) sensor. <Ref. to FU(H4SO)-36, Front Oxygen (A/F) Sensor.>	Go to step 19.
19 CHECK HARNESS BETWEEN ECM AND REAR OXYGEN SENSOR CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connectors from ECM and rear oxygen sensor. 3) Measure the resistance of harness between ECM and rear oxygen sensor connector. Connector & terminal (B135) No. 4 — (E119) No. 3: (B134) No. 29 — (E119) No. 4:	Is the measured value more than 3 Ω?	Repair open circuit in harness between ECM and rear oxygen sensor connector.	Go to step 20.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
20 CHECK HARNESS BETWEEN REAR OXYGEN SENSOR AND ECM CONNECTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from 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 (E119) No. 3 (+) — Engine ground (-):	Is the measured value within 0.2 to 0.5 V?	Replace the rear oxygen sensor. <Ref. to FU(H4SO)-37, Rear Oxygen Sensor.>	Repair harness and connector. NOTE: In this case, repair the following: • Open circuit in harness between rear oxygen sensor and ECM connector • Poor contact in rear oxygen sensor connector • Poor contact in ECM connector

DF:DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/PERFORMANCE

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-151, DTC P0638 THROTTLE ACTUATOR CONTROL RANGE/PERFORMANCE (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>, <Ref. to GD(H4SO)-164, DTC P1160 RETURN SPRING FAILURE, Diagnostic Trouble Code (DTC) Detecting Criteria.> and <Ref. to GD(H4SO)-187, DTC P2109 THROTTLE ANGLE SENSOR CLOSED POSITION ERROR, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Erroneous idling
- Poor driving performance
- Engine stalls.

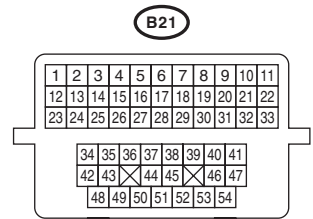
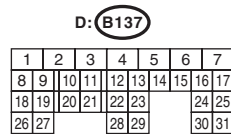
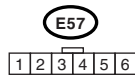
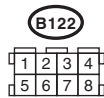
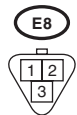
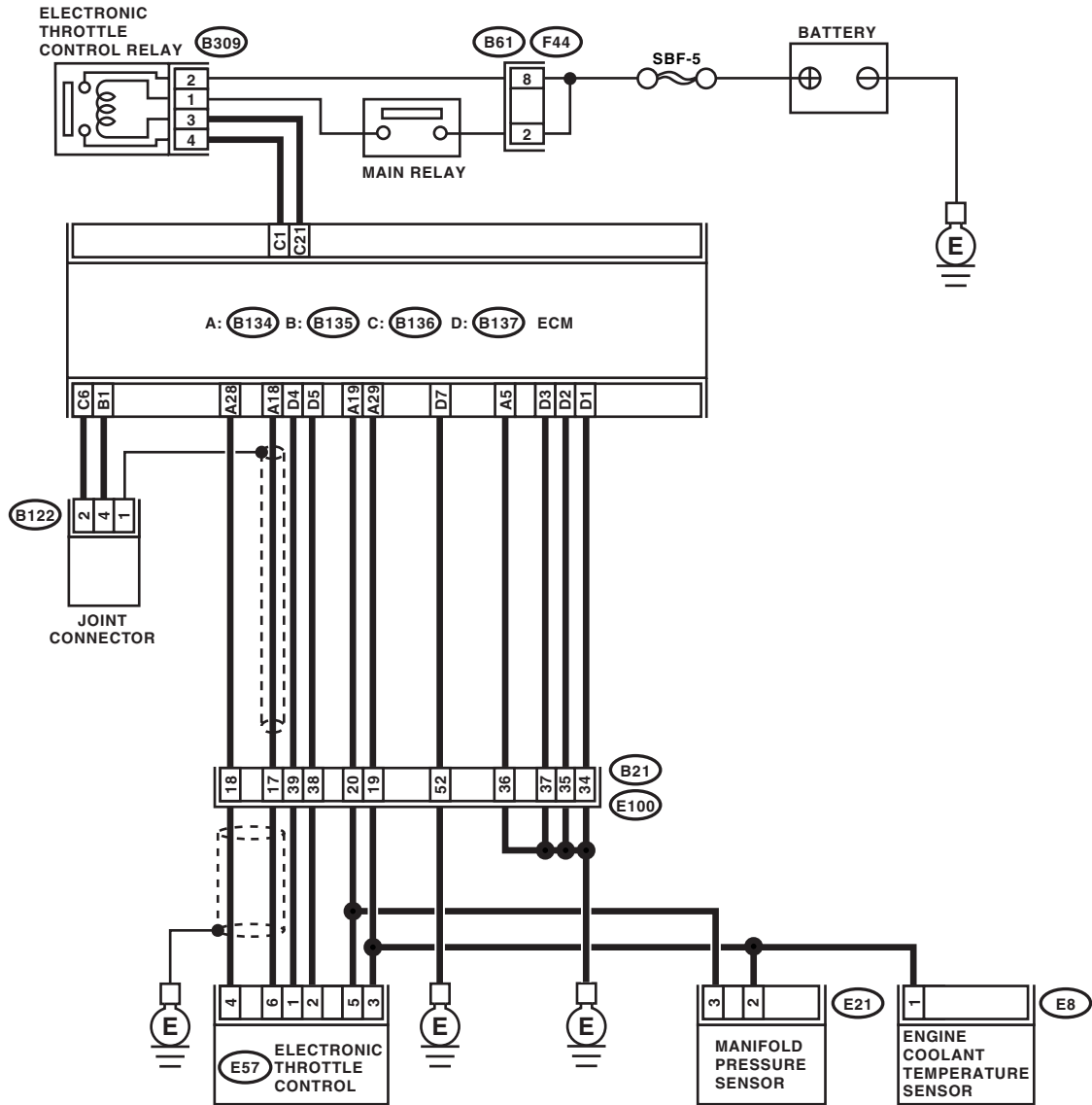
CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

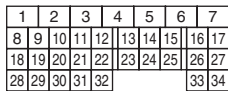
Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

WIRING DIAGRAM:



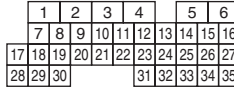
A: B134



B: B135



C: B136



EN-04700

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) Using a lead wire, connect the terminal No. 1 of electronic throttle control to positive terminal of battery, and terminal No. 3 to battery ground terminal. 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 TO 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 more than 5 V?	Go to step 3.	Repair the open power supply circuit.
3 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Disconnect the connector 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?	Repair short of the power supply circuit between ECM and electronic throttle control.	Go to step 4.
4 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Measure the resistance between electronic throttle control electronic throttle control relay connector and chassis ground. Connector & terminal (B309) No. 3 — Chassis ground: (B309) No. 4 — Chassis ground:	Is the resistance more than 1 M Ω ?	Go to step 5.	Repair the ground short 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 electronic throttle control 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 OUTPUT VOLTAGE OF SENSOR. 1) Connect all the connectors. 2) Turn the ignition switch to ON. 3) Read the data of main throttle sensor signal, using the Subaru Select Monitor.	Is the voltage more than 0.4 V?	Go to step 7.	Go to step 9.
7 CHECK OUTPUT VOLTAGE OF SENSOR. 1) Connect all the connectors. 2) Turn the ignition switch to ON. 3) Read the data of sub throttle sensor signal, using the Subaru Select Monitor.	Is the voltage more than 0.8 V?	Go to step 8.	Go to step 9.
8 CHECK POOR CONTACT. Check poor contact between ECM connector and electronic throttle control connector.	Is there poor contact between ECM connector and electronic throttle control connector?	Repair the poor contact.	Go to step 13.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
9 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM. 3) Disconnect the connector 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 harness connector.
10 CHECK THE 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 more than 1 M Ω ?	Go to step 11.	Repair the ground short of harness.
11 CHECK POWER SUPPLY TO SENSOR. 1) Connect the ECM connector. 2) Turn the ignition switch to ON. 3) Measure the resistance 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 the poor contact in ECM connector. If problem persists, replace the ECM. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>
12 CHECK SHORT OF 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 more than 10 Ω ?	Go to step 13.	Repair the poor contact in ECM connector. If problem persists, replace the ECM. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>
13 CHECK OUTPUT VOLTAGE OF SENSOR. 1) Connect all the connectors. 2) Turn the ignition switch to ON. 3) Read the data of main throttle sensor signal, using the Subaru Select Monitor.	Is the voltage less than 4.63 V?	Go to step 14.	Go to step 16.
14 CHECK OUTPUT VOLTAGE OF SENSOR. Read the data of sub throttle sensor signal, using the Subaru Select Monitor.	Is the voltage less than 4.73 V?	Go to step 15.	Go to step 16.
15 CHECK POOR CONTACT IN CONNECTORS. Check poor contact in connectors between ECM and electronic throttle control?	Is there poor contact in connectors between ECM and electronic throttle control?	Repair the poor contact in connectors.	Go to step 21.
16 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM. 3) Disconnect the connector 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 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 the poor contact in ECM connector. If problem persists, replace the ECM. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>
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 more than 10 V?	Go to step 19.	Repair the battery short 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 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 voltage between ECM connectors. Connector & terminal (B134) No. 18 — (B136) No. 21: (B134) No. 28 — (B136) No. 21:	Is the resistance more than 1 M Ω ?	Go to step 21.	Repair the short of sensor power supply.
21 CHECK OUTPUT VOLTAGE OF SENSOR. 1) Turn the ignition switch to OFF. 2) Connect all the connectors except electronic throttle control replay. 3) Turn the ignition switch to ON. 4) Read the data of main throttle sensor signals, using Subaru Select Monitor.	Is the voltage 0.81 — 0.87 V?	Go to step 22.	Repair the poor contact in electronic throttle control connector. If problem persists, replace the electronic throttle control. <Ref. to FU(H4SO)-12, Throttle Body.>
22 CHECK OUTPUT VOLTAGE OF SENSOR. Read the data of sub throttle sensor signals, using Subaru Select Monitor.	Is the voltage 1.64 — 1.70 V?	Go to step 23.	Repair the poor contact in electronic throttle control connector. If problem persists, replace the electronic throttle control. <Ref. to FU(H4SO)-12, Throttle Body.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
23 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL MOTOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector 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 harness connector.
24 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL MOTOR. 1) Connect the connectors 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 short of harness to power supply circuit 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 connector 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 more than 1 M Ω ?	Go to step 26.	Repair the short 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 more than 1 M Ω ?	Go to step 27.	Repair the short of harness.
27 CHECK ELECTRONIC THROTTLE CONTROL GROUND CIRCUIT. Measure the resistance 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 10 Ω ?	Go to step 28.	Repair the open circuit harness.
28 CHECK ELECTRONIC THROTTLE CONTROL. Measure the resistance between electronic throttle control terminals. Terminals No. 1 — No. 2:	Is the resistance less than 50 Ω ?	Go to step 29.	Replace the electronic throttle control. <Ref. to FU(H4SO)-12, Throttle Body.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
29 CHECK ELECTRONIC THROTTLE CONTROL. Open and close the throttle valve to its full width with finger.	Does it return to specified position (3 mm (0.12 in) open from fully closed position.) when finger is released?	Repair the poor contact in ECM connector. If problem persists, replace the ECM. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>	Replace the electronic throttle control. <Ref. to FU(H4SO)-12, Throttle Body.>

DG:DTC P2102 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT LOW

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-184, DTC P2102 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Erroneous idling
- Poor driving performance
- Engine stalls.

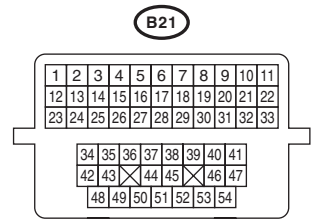
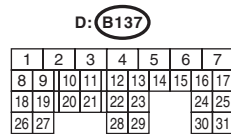
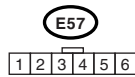
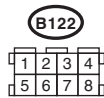
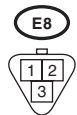
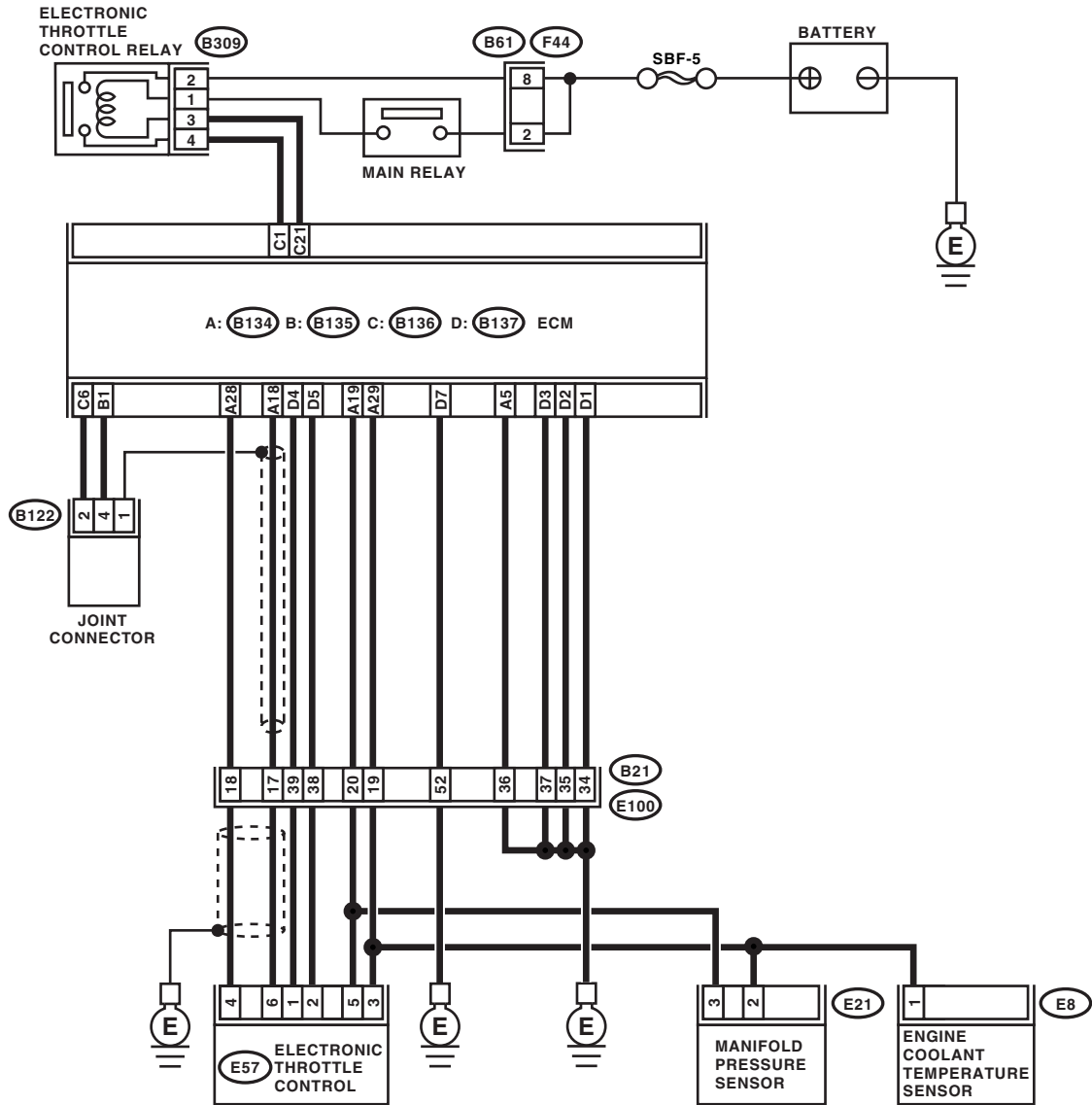
CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

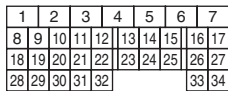
Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

WIRING DIAGRAM:



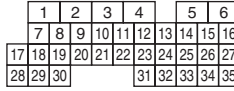
A: (B134)



B: (B135)



C: (B136)



EN-04700

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) Using a lead wire, connect the terminal No. 1 of electronic throttle control to positive terminal of battery, and terminal No. 3 to battery ground terminal. 4) Measure the resistance between electronic throttle control relay terminals. Connector & terminal No. 2 — No. 4:	Is the resistance less than 1 Ω ?	Go to step 2.	Replace the electronic throttle control relay.
2 CHECK POWER TO 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 more than 5 V?	Go to step 3.	Repair the open power supply circuit or ground short.
3 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Disconnect the connector 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 short of power supply circuit 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 more than 1 $M\Omega$?	Go to step 5.	Repair the ground short 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 the poor contact in ECM connector. If problem persists, replace the ECM. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>	Repair the open circuit in harness between ECM and electronic throttle control relay.

DH:DTC P2103 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT HIGH

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-185, DTC P2103 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

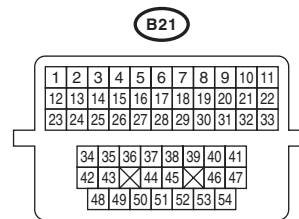
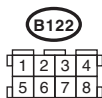
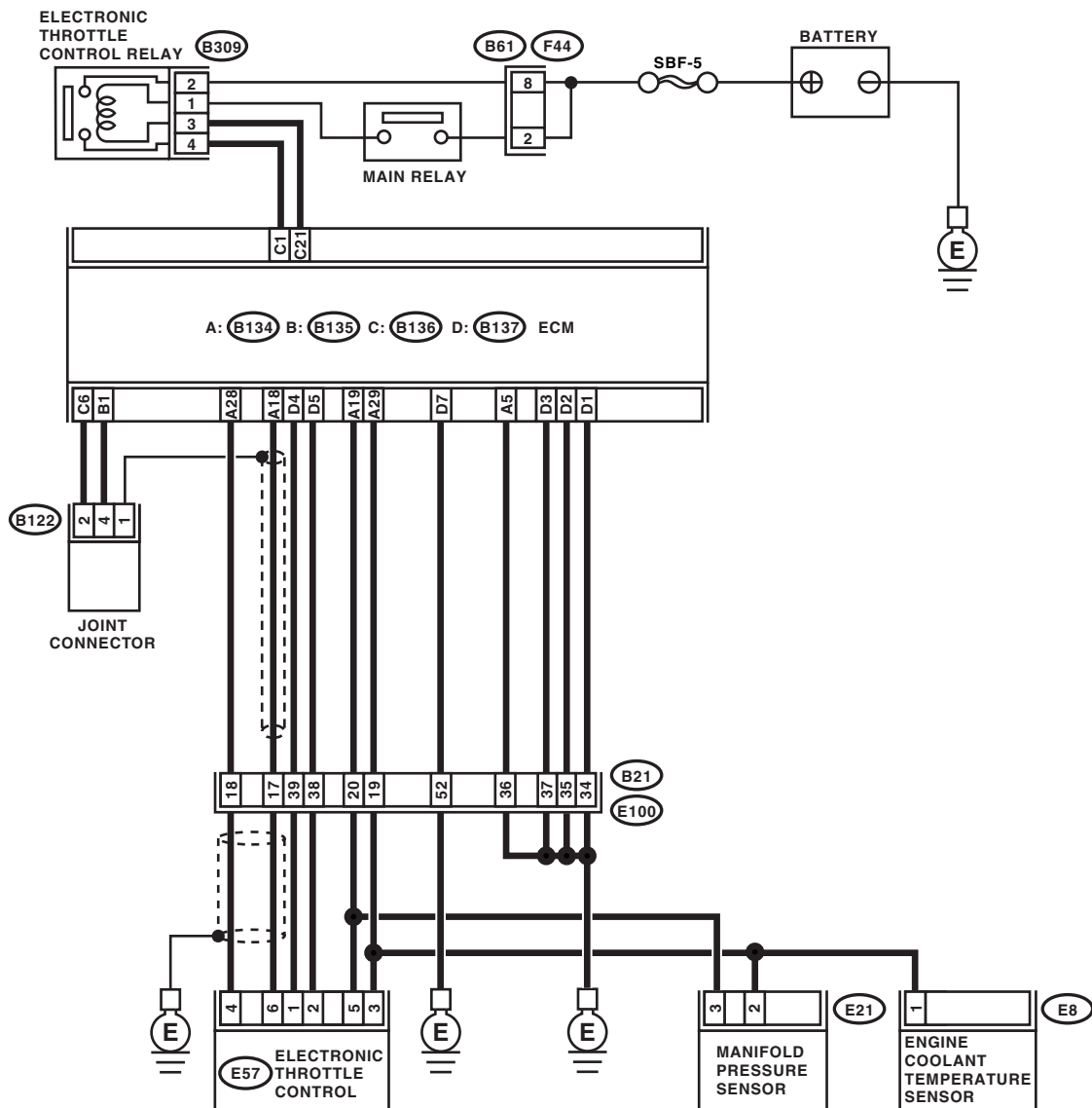
CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

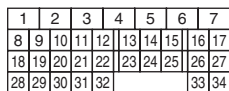
Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

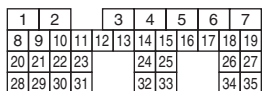
WIRING DIAGRAM:



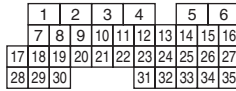
A: B134



B: B135



C: B136



EN-04700

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. <i>Terminals</i> <i>No. 2 — No. 4:</i>	Is the resistance more than 1 MΩ?	Go to step 2.	Replace the electronic throttle control relay.
2 CHECK SHORT OF ELECTRONIC THROTTLE CONTROL RELAY POWER SUPPLY CIRCUIT. 1) Turn the ignition switch to ON. 2) Measure the voltage between electronic throttle control relay connector and chassis ground. <i>Connector & terminal</i> <i>(B309) No. 4 (+) — Chassis ground (-):</i>	Is the voltage more than 5 V?	Repair the short of power supply to harness between ECM and electronic throttle control relay.	Go to step 3.
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. <i>Connector & terminal</i> <i>(B136) No. 21 — Engine ground:</i>	Is the resistance more than 1 MΩ?	Repair the poor contact in ECM connector. If problem persists, replace the ECM. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>	Repair the ground short of harness between ECM and electronic throttle control relay.

DI: DTC P2109 THROTTLE/PEDAL POSITION SENSOR A MINIMUM STOP PERFORMANCE

NOTE:

For the diagnostic procedure, refer to DTC P2101. <Ref. to EN(H4SO)(diag)-312, 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)

DJ:DTC P2122 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D” CIRCUIT LOW INPUT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-188, DTC P2122 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D” CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

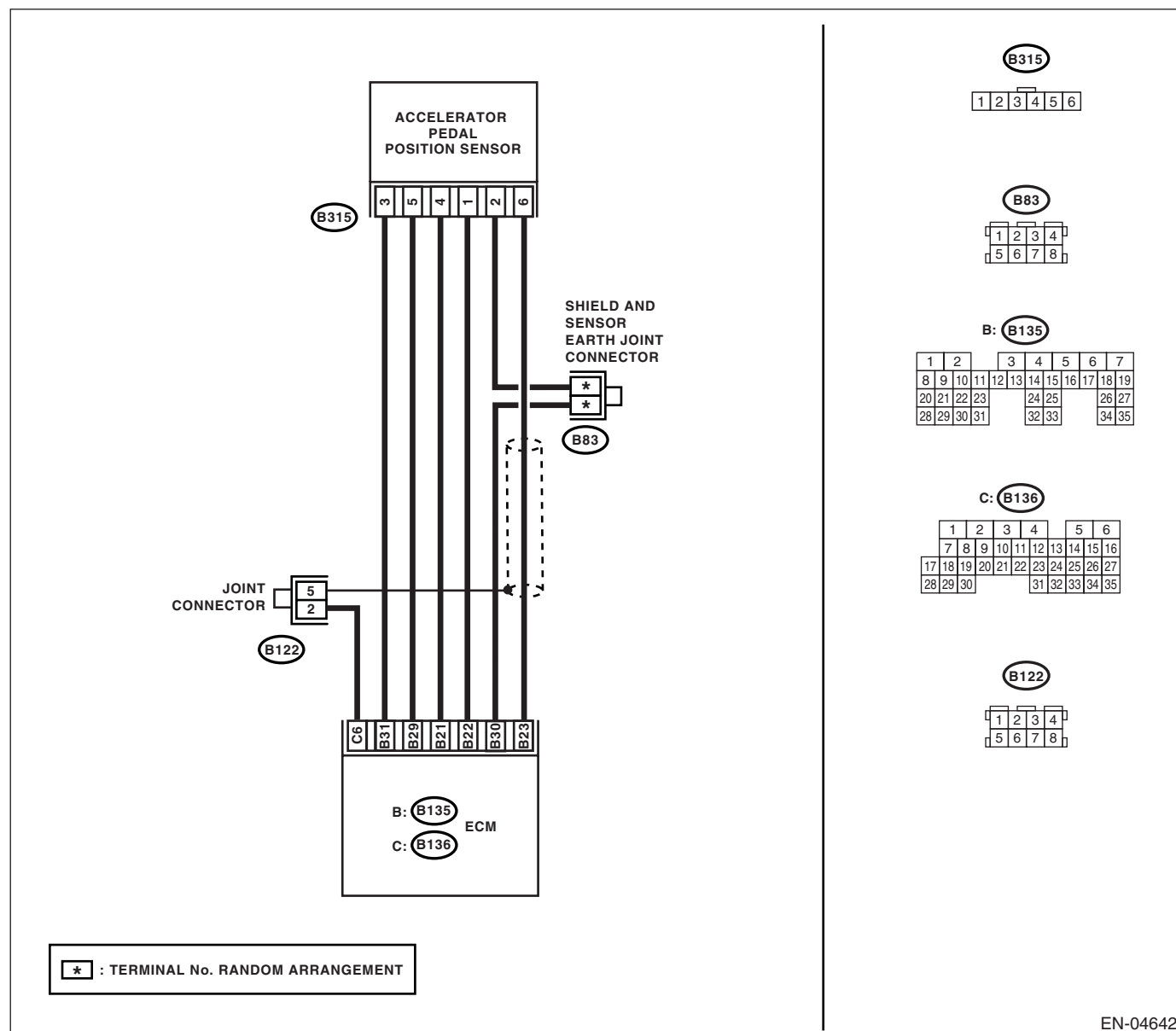
TROUBLE SYMPTOM:

- Erroneous idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK OUTPUT VOLTAGE OF ACCELERATOR PEDAL POSITION SENSOR. 1) Turn the ignition switch to ON. 2) Read the data of main accelerator pedal position sensor signal using Subaru Select Monitor.	Is the voltage more than 0.4 V?	Go to step 2.	Go to step 3.
2 CHECK POOR CONTACT IN CONNECTORS. Check poor contact in connectors between ECM and accelerator pedal position sensor.	Is there poor contact in connectors between ECM and accelerator pedal position sensor?	Repair the poor contact in connectors.	Connector has returned to its normal condition at this time. A temporary poor contact of the connector may be the cause.
3 CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM. 3) Disconnect the connector from accelerator pedal position sensor. 4) Measure the resistance between ECM connector and accelerator pedal position sensor. 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 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 more than 1 M Ω ?	Go to step 5.	Repair the ground short circuit in 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 the poor contact in ECM connector. If problem persists, replace the ECM. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>
6 CHECK ACCELERATOR PEDAL POSITION SENSOR POWER SUPPLY 1) Connect the ECM connector. 2) Turn the ignition switch to ON. 3) 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. <Ref. to SP(H4SO)-3, Accelerator Pedal.>	Repair the poor contact in ECM connector. If problem persists, replace the ECM. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

DK:DTC P2123 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D” CIRCUIT HIGH INPUT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-189, DTC P2123 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D” CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

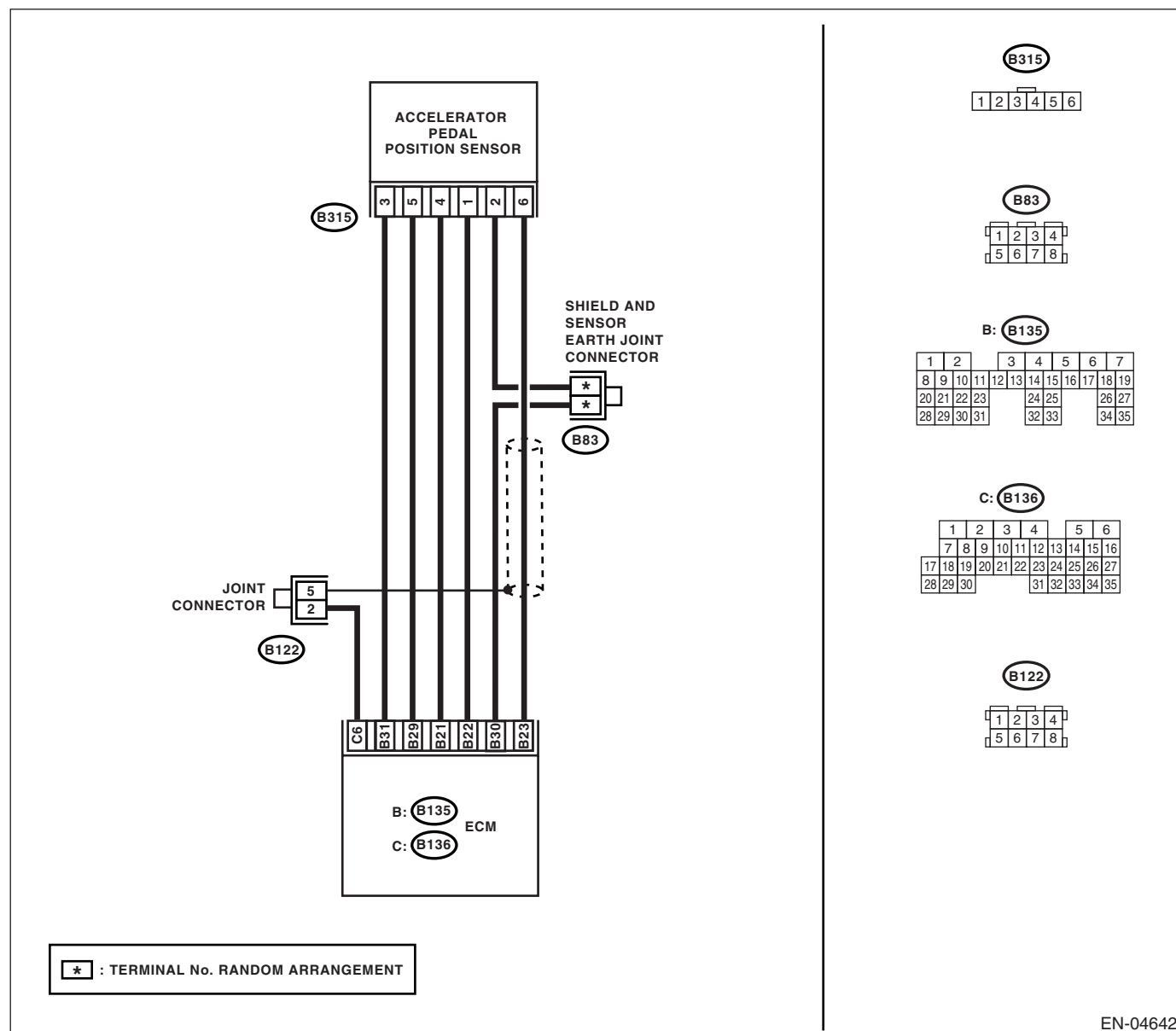
TROUBLE SYMPTOM:

- Erroneous idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK OUTPUT VOLTAGE OF ACCELERATOR PEDAL POSITION SENSOR. 1) Turn the ignition switch to ON. 2) Read the data of main accelerator pedal position sensor signals, using Subaru Select Monitor.	Is the voltage less than 4.8 V?	Go to step 2.	Go to step 3.
2 CHECK POOR CONTACT IN CONNECTORS. Check poor contact in connectors between ECM and accelerator pedal position sensor.	Is there any poor contact in connectors between ECM and accelerator pedal position sensor?	Repair the poor contact in connectors.	Connector has returned to its normal condition at this time. A temporary poor contact in the connector might have been the cause.
3 CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM. 3) Disconnect the connector from accelerator pedal position sensor. 4) Measure the resistance between ECM connector and accelerator pedal position sensor. 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 and trouble cause of harness connector. If problem persists, replace the ECM. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>
4 CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR. 1) Connect the ECM connector. 2) Measure the resistance between accelerator pedal position sensor and chassis ground. Connector & terminal (B315) No. 5 — Chassis ground:	Is the resistance less than 5 Ω ?	Go to step 5.	Repair the poor contact in ECM connector. If problem persists, replace the ECM. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>
5 CHECK ACCELERATOR PEDAL POSITION SENSOR POWER SUPPLY. 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. If problem persists, replace the ECM. <Ref. to FU(H4SO)-38, 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 the poor contact in connector. If problem persists, replace the ECM. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>	Repair the poor contact in accelerator pedal position sensor connector. If problem persists, replace the accelerator pedal. <Ref. to SP(H4SO)-3, Accelerator Pedal.>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

DL:DTC P2127 THROTTLE/PEDAL POSITION SENSOR/SWITCH “E” CIRCUIT LOW INPUT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-191, DTC P2127 THROTTLE/PEDAL POSITION SENSOR/SWITCH “E” CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

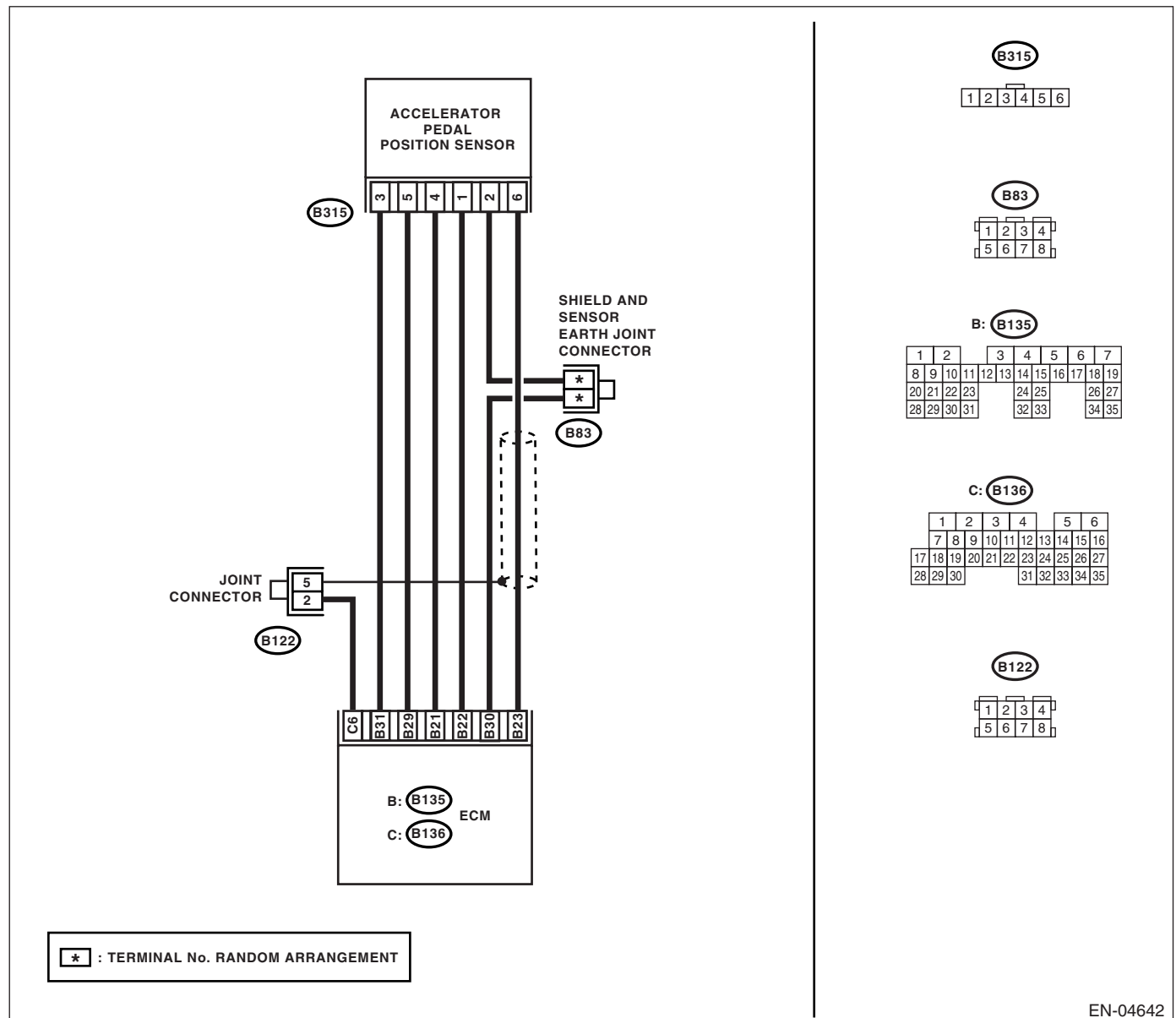
TROUBLE SYMPTOM:

- Erroneous idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK OUTPUT VOLTAGE OF ACCELERATOR PEDAL POSITION SENSOR. 1) Turn the ignition switch to ON. 2) Read the data of sub accelerator pedal position sensor signal using Subaru Select Monitor.	Is the voltage more than 0.4 V?	Go to step 2.	Go to step 3.
2 CHECK POOR CONTACT IN CONNECTORS. Check poor contact in connectors between ECM and accelerator pedal position sensor.	Is there any poor contact in connectors between ECM and accelerator pedal position sensor?	Repair the poor contact in connectors.	Connector has returned to its normal condition at this time. A temporary poor contact in the connector might have been the cause.
3 CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM. 3) Disconnect the connector from accelerator pedal position sensor. 4) Measure the resistance between ECM connector and accelerator pedal position sensor. 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 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 more than 1 M Ω ?	Go to step 5.	Repair the ground short circuit in 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 the poor contact in ECM connector. If problem persists, replace the ECM. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>
6 CHECK POWER SUPPLY TO 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. <Ref. to SP(H4SO)-3, Accelerator Pedal.>	Repair the poor contact in ECM connector. If problem persists, replace the ECM. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

DM:DTC P2128 THROTTLE/PEDAL POSITION SENSOR/SWITCH “E” CIRCUIT HIGH INPUT

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-192, DTC P2128 THROTTLE/PEDAL POSITION SENSOR/SWITCH “E” CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

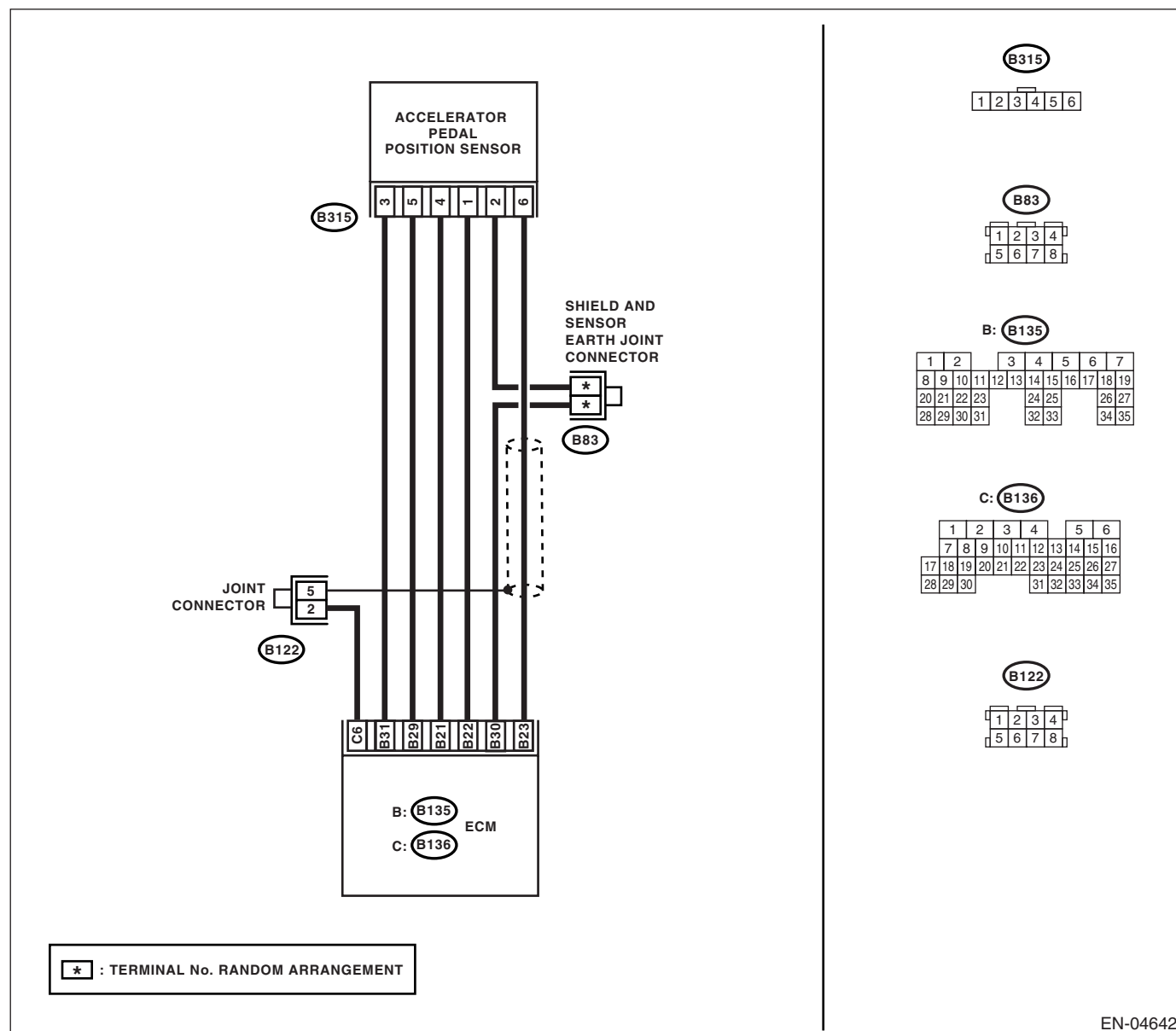
TROUBLE SYMPTOM:

- Erroneous idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:



EN-04642

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK OUTPUT VOLTAGE OF ACCELERATOR PEDAL POSITION SENSOR. 1) Turn the ignition switch to ON. 2) Read the data of sub accelerator pedal position sensor signals, using Subaru Select Monitor.	Is the voltage less than 4.8 V?	Go to step 2.	Go to step 3.
2 CHECK POOR CONTACT IN CONNECTORS. Check poor contact in connectors between ECM and accelerator pedal position sensor.	Is there any poor contact in connectors between ECM and accelerator pedal position sensor?	Repair the poor contact in connectors.	Connector has returned to its normal condition at this time. A temporary poor contact in the connector might have been the cause.
3 CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM. 3) Disconnect the connector from accelerator pedal position sensor. 4) Measure the resistance between ECM connector and accelerator pedal position sensor. 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 and trouble cause of harness connector. If problem persists, replace the ECM. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>
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 the poor contact in ECM connector. If problem persists, replace the ECM. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>
5 CHECK ACCELERATOR PEDAL POSITION SENSOR POWER SUPPLY. 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?	Go to step 6.	Repair the short circuit of harness between ECM connector and accelerator pedal position sensor connector. Repair the poor contact in ECM connector. If problem persists, replace the ECM. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
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 the poor contact in connector. If problem persists, replace the ECM. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>	Repair the poor contact in accelerator pedal position sensor connector. If problem persists, replace the accelerator pedal. <Ref. to SP(H4SO)-3, Accelerator Pedal.>

DN:DTC P2135 THROTTLE/PEDAL POSITION SENSOR/SWITCH “A”/“B” VOLTAGE RATIONALITY

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-193, DTC P2135 THROTTLE/PEDAL POSITION SENSOR/SWITCH “A” / “B” VOLTAGE RATIONALITY, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Erroneous idling
- Poor driving performance

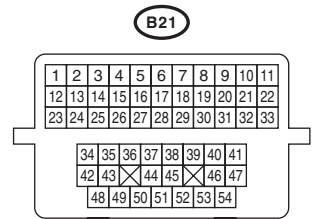
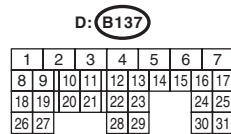
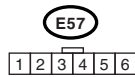
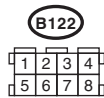
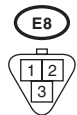
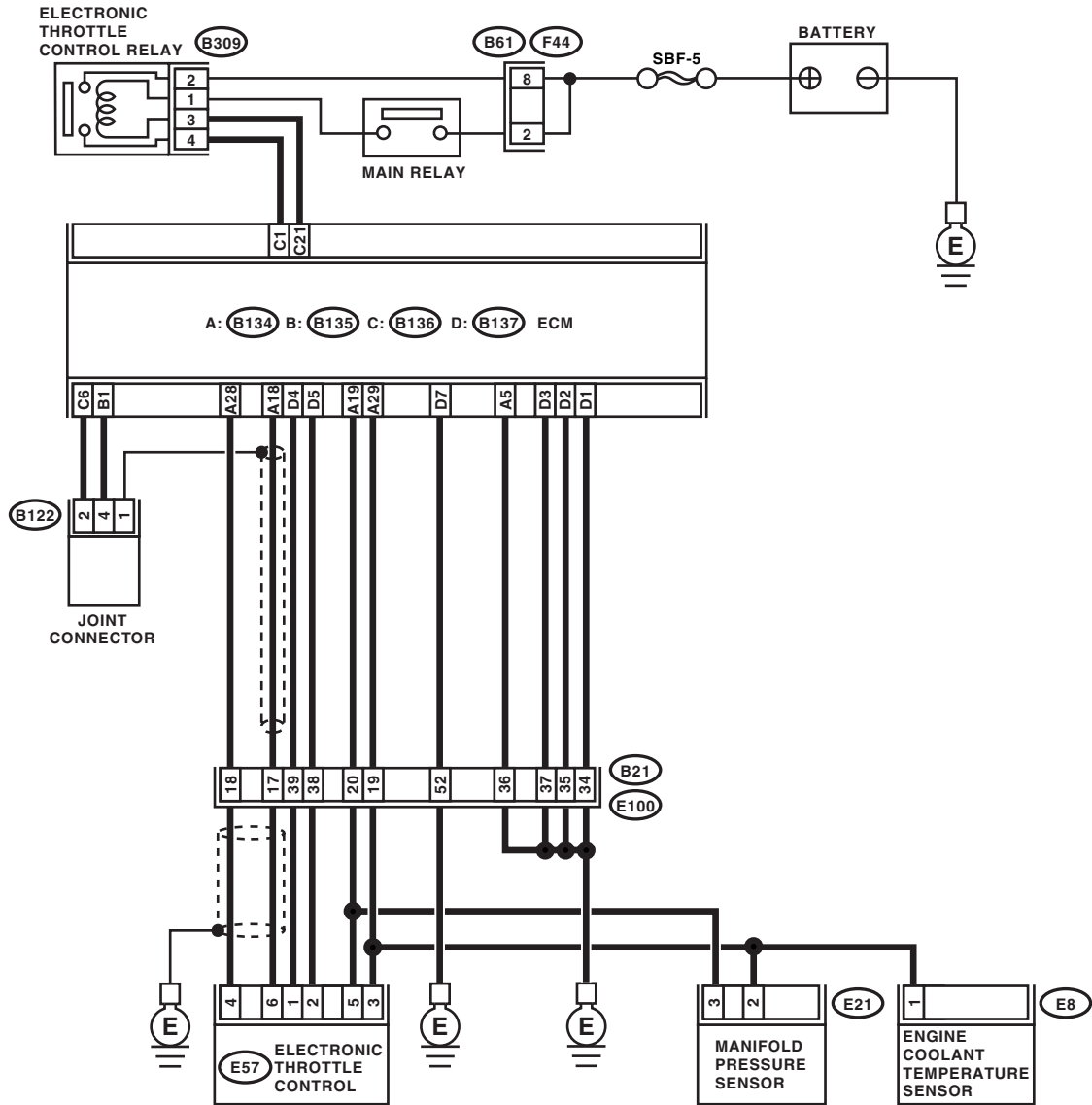
CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

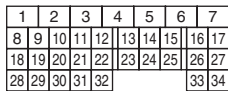
Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

WIRING DIAGRAM:



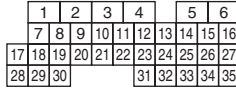
A: B134



B: B135



C: B136



EN-04700

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 measured value more than 0.4 V?	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 measured value more than 0.8 V?	Go to step 3.	Go to step 4.
3 CHECK POOR CONTACT IN CONNECTORS. Check poor contact in connectors between ECM and electronic throttle control.	Is there any poor contact in connectors between ECM and electronic throttle control?	Repair the poor contact in connectors.	Go to step 14.
4 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM. 3) Disconnect the connector 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 measured value less than 1 Ω ?	Go to step 5.	Repair the open 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 more than 1 M Ω ?	Go to step 6.	Repair the ground short of harness.
6 CHECK POWER SUPPLY TO SENSOR. 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 measured value within 4.5 to 5.5 V?	Go to step 7.	Repair the poor contact in ECM connector. If problem persists, replace the ECM. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>
7 CHECK SHORT OF 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 measured value more than 10 Ω ?	Go to step 8.	Repair the poor contact in ECM connector. If problem persists, replace the ECM. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>
8 CHECK SENSOR OUTPUT. 1) Connect all the connectors. 2) Turn the ignition switch to ON. 3) Read the data of main throttle sensor signals, using Subaru Select Monitors.	Is the measured value less than 4.63 V?	Go to step 9.	Go to step 11.
9 CHECK SENSOR OUTPUT. Read the data of sub throttle sensor signals, using Subaru Select Monitors.	Is the measured value less than 4.73 V?	Go to step 10.	Go to step 11.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
10 CHECK POOR CONTACT IN CONNECTORS. Check poor contact in connectors between ECM and electronic throttle control.	Is there any poor contact in connectors between ECM and electronic throttle control?	Repair the poor contact in connectors.	Connector has returned to a normal condition at this time. A temporary poor contact in the connector might have been the cause.
11 CHECK HARNESS BETWEEN ECM AND ELECTRONIC THROTTLE CONTROL. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM. 3) Disconnect the connector 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 measured value less than 1 Ω ?	Go to step 12.	Repair the open 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 measured value less than 5 Ω ?	Go to step 13.	Repair the poor contact in ECM connector. If problem persists, replace the ECM. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>
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 measured value more than 10 V?	Go to step 14.	Repair the battery short 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 measured value less than 10 V?	Go to step 15.	Repair the short 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 electronic throttle control connector. 3) Measure the resistance between ECM connectors. Connector & terminal (B134) No. 18 — (B134) No. 19: (B134) No. 28 — (B134) No. 19:	Is the measured value more than 1 M Ω ?	Go to step 16.	Repair the short of power supply sensor.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
16 CHECK ELECTRONIC THROTTLE CONTROL HARNESS. 1) Disconnect the connector from ECM. 2) Disconnect the connector from electronic throttle control. 3) Measure the resistance between electronic throttle control connector terminals. Connector & terminal (E57) No. 6 — (E57) No. 4:	Is the measured value more than 1 MΩ?	Repair the poor contact in ECM connector. If problem persists, replace the ECM. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>	Repair the short of harness.

DO:DTC P2138 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D”/“E” VOLTAGE RATIONALITY**DTC DETECTING CONDITION:**

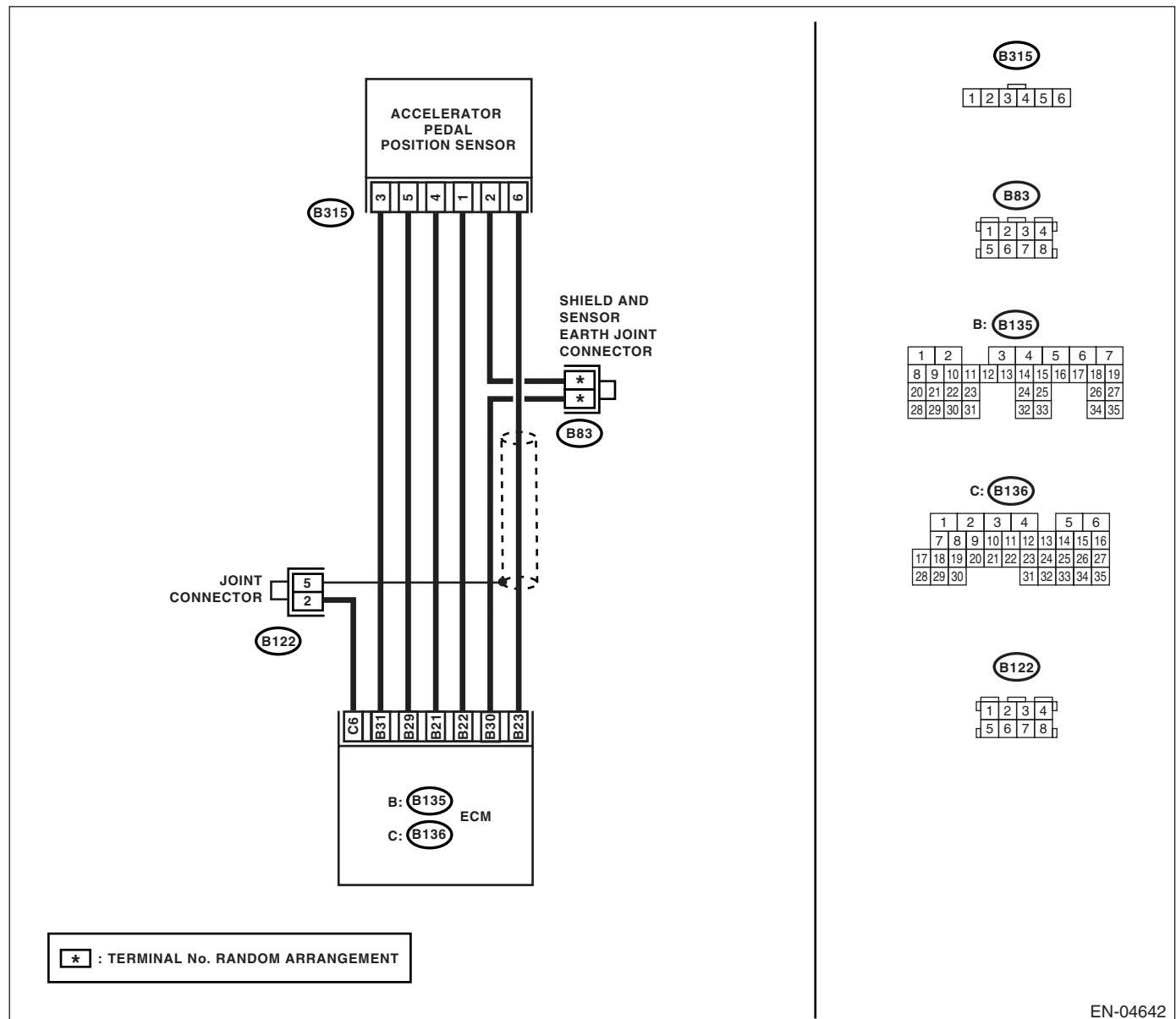
- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-195, DTC P2138 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D” / “E” VOLTAGE RATIONALITY, Diagnostic Trouble Code (DTC) Detecting Criteria.>

TROUBLE SYMPTOM:

- Erroneous idling
- Poor driving performance

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

WIRING DIAGRAM:

EN-04642

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

Step	Check	Yes	No
1 CHECK OUTPUT VOLTAGE OF ACCELERATOR PEDAL POSITION SENSOR. 1) Turn the ignition switch to ON. 2) Read the data of main and sub accelerator pedal position sensor signals using Subaru Select Monitor. NOTE: Subaru Select Monitor For detailed operation procedure, refer to the "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-28, Subaru Select Monitor.>	Is the measured value more than 0.4 V?	Go to step 2.	Go to step 4.
2 CHECK OUTPUT VOLTAGE OF ACCELERATOR PEDAL POSITION SENSOR. Read the data of main accelerator pedal position sensor signals and sub accelerator pedal position sensor signals, using Subaru Select Monitor. NOTE: Subaru Select Monitor For detailed operation procedure, refer to the "READ CURRENT DATA FOR ENGINE". <Ref. to EN(H4SO)(diag)-28, Subaru Select Monitor.>	Is the measured value less than 4.8 V?	Go to step 3.	Go to step 4.
3 CHECK POOR CONTACT IN CONNECTORS. Check poor contact in connectors between ECM and accelerator pedal position sensor.	Is there any poor contact in connectors between ECM and accelerator pedal position sensor?	Repair the poor contact in connectors.	Connector has returned to its normal condition at this time. A temporary poor contact in the connector might have been the cause.
4 CHECK HARNESS BETWEEN ECM AND ACCELERATOR PEDAL POSITION SENSOR. 1) Turn the ignition switch to OFF. 2) Disconnect the connector from ECM. 3) Disconnect the connector 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. 22 — (B315) No. 1: (B135) No. 23 — (B315) No. 6: (B135) No. 29 — (B315) No. 5: (B135) No. 30 — (B315) No. 2: (B135) No. 31 — (B315) No. 3:	Is the measured value less than 1 Ω?	Go to step 5.	Repair the open 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. 21 — Chassis ground: (B135) No. 22 — Chassis ground: (B135) No. 23 — Chassis ground: (B135) No. 31 — Chassis ground:	Is the measured value more than 1 MΩ?	Go to step 6.	Repair the ground short 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 and chassis ground. Connector & terminal (B315) No. 2 — Chassis ground: (B315) No. 5 — Chassis ground:	Is the measured value less than 5 Ω ?	Go to step 7.	Repair the poor contact in ECM connector. If problem persists, replace the ECM. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>
7 CHECK POWER SUPPLY TO 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 (-): (B315) No. 1 (+) — Chassis ground (-):	Is the measured value within 4.5 to 5.5 V?	Go to step 8.	Repair the poor contact in ECM connector. If problem persists, replace the ECM. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>
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. Connector & terminal (B135) No. 23 (+) — Chassis ground (-): (B135) No. 31 (+) — Chassis ground (-):	Is the measured value less than 4.8 V?	Go to step 9.	Repair the poor contact in accelerator pedal position sensor connector. If problem persists, replace the accelerator pedal. <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 connector from ECM. 3) Disconnect the connector from accelerator pedal position sensor. 4) Measure the resistance between terminals of accelerator pedal position sensor connector. Connector & terminal (B315) No. 6 — (B315) No. 3:	Is the measured value more than 1 M Ω ?	Repair the poor contact in ECM connector. If problem persists, replace the ECM. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>	Repair the short of harness between ECM connector and accelerator pedal position sensor connector.

Diagnostic Procedure with Diagnostic Trouble Code (DTC)

ENGINE (DIAGNOSTICS)

DP:DTC P2227 BAROMETRIC PRESSURE TOO LOW

DTC DETECTING CONDITION:

- Two consecutive driving cycles with fault
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-197, DTC P2227 BAROMETRIC PRESSURE TOO LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, 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)-73, List of Diagnostic Trouble Code (DTC).>	Replace the ECM. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>

DQ:DTC P2228 ATMOSPHERIC PRESSURE SENSOR CIRCUIT MALFUNCTION (LOW INPUT)

DTC DETECTING CONDITION:

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-198, DTC P2228 ATMOSPHERIC PRESSURE SENSOR CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

Step	Check	Yes	No
1 CHECK ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check DTC using the List of Diagnostic Trouble Code (DTC). <Ref. to EN(H4SO)(diag)-73, List of Diagnostic Trouble Code (DTC).> NOTE: It is not necessary to inspect DTC P2228.	Replace the ECM. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>

**DR:DTC P2229 ATMOSPHERIC PRESSURE SENSOR CIRCUIT MALFUNCTION
(HIGH INPUT)****DTC DETECTING CONDITION:**

- Immediately at fault recognition
- GENERAL DESCRIPTION <Ref. to GD(H4SO)-199, DTC P2229 ATMOSPHERIC PRESSURE SENSOR CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CAUTION:

After repair or replacement of faulty parts, conduct Clear Memory Mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and Inspection Mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.>.

Step	Check	Yes	No
1 CHECK ANY OTHER DTC ON DISPLAY.	Is any other DTC displayed?	Check DTC using the List of Diagnostic Trouble Code (DTC). <Ref. to EN(H4SO)(diag)-73, List of Diagnostic Trouble Code (DTC).> NOTE: It is not necessary to inspect DTC P2229.	Replace the ECM. <Ref. to FU(H4SO)-38, Engine Control Module (ECM).>

General Diagnostic Table

ENGINE (DIAGNOSTICS)

19.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 or 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. Surge	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: Ensure 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 Diagnostic Table

ENGINE (DIAGNOSTICS)

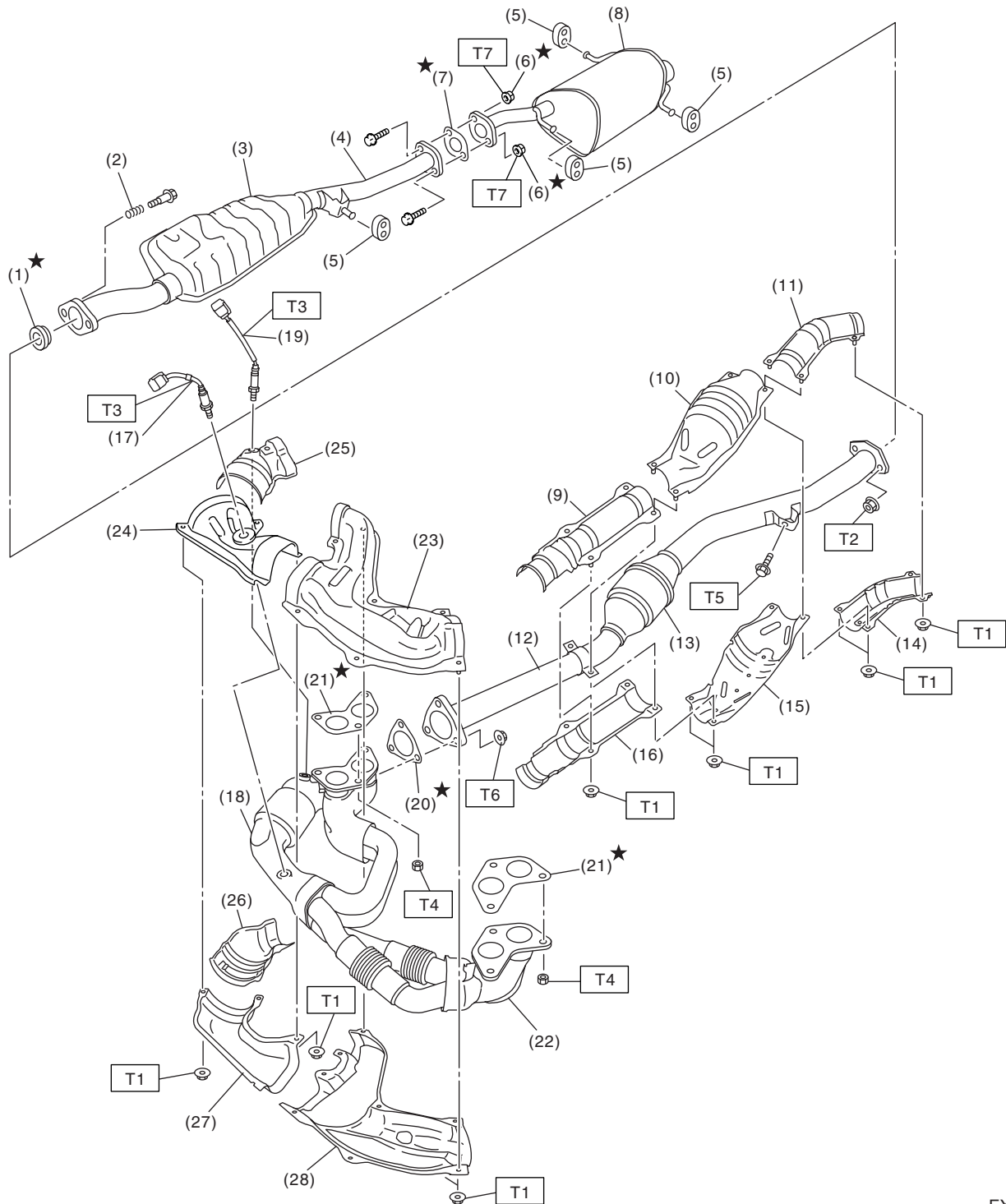
EXHAUST

General Description

EXHAUST

1. General Description

A: COMPONENT



EX-02142

(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)

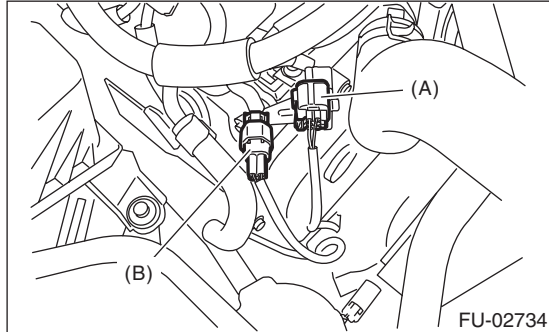
B: CAUTION

- Wear work clothing, including a cap, protective goggles, and protective shoes during operation.
- 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.
- Be careful not to burn yourself, because each part on the vehicle is hot after running.
- 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 electrical connectors of sensors or units, be sure to disconnect the ground cable from battery.

2. Front Exhaust Pipe

A: REMOVAL

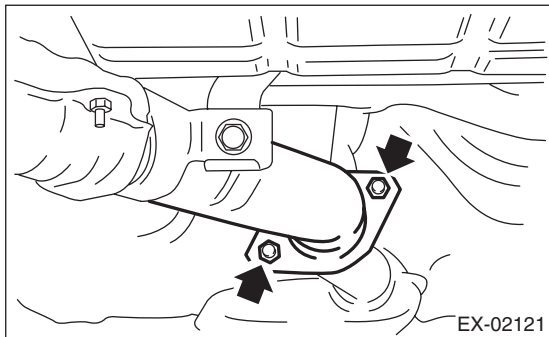
- 1) Disconnect the ground cable from battery.
- 2) Disconnect the front oxygen (A/F) sensor connector (A) and rear oxygen sensor connector (B).



- 3) Lift-up the vehicle.
- 4) Separate the front and center exhaust pipe assembly and rear exhaust pipe.

CAUTION:

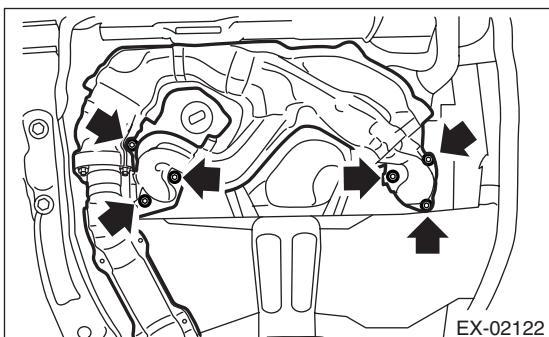
Be careful, the exhaust pipe is hot.



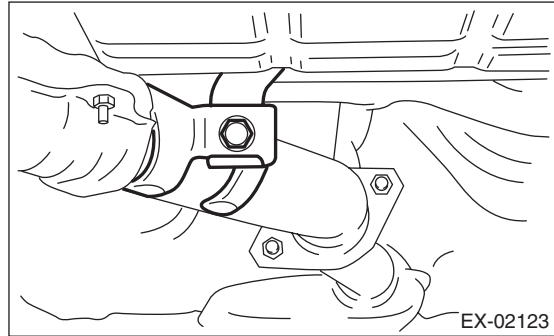
- 5) Remove the under cover.
- 6) Remove the nuts which hold the front exhaust pipe onto cylinder heads.

CAUTION:

Be careful not to pull down the front and center exhaust pipe assembly.



- 7) Remove the bolt which installs the front and center exhaust pipe assembly to hanger bracket.

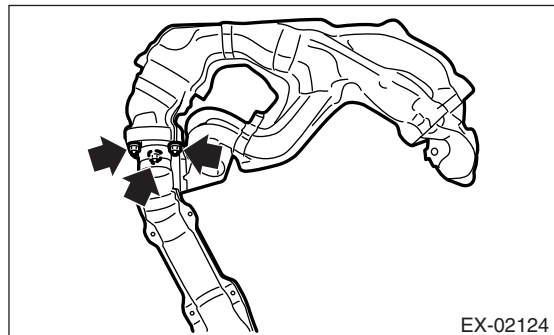


- 8) Remove the front and center exhaust pipe assembly from vehicle.

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.**

- 9) Separate the front exhaust pipe from center exhaust pipe.



- 10) Remove the front oxygen (A/F) sensor and the rear oxygen sensor. <Ref. to FU(H4SO)-36, REMOVAL, Front Oxygen (A/F) Sensor.> <Ref. to FU(H4SO)-37, REMOVAL, Rear Oxygen Sensor.>

B: INSTALLATION

CAUTION:

If the covers have been removed, tighten the front catalytic converter cover first for noise suppression. Then install the other covers.

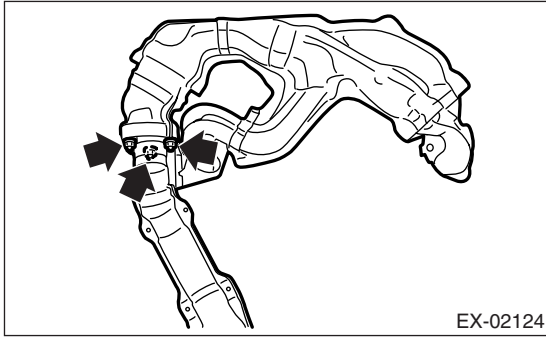
- 1) Install the front oxygen (A/F) sensor and the rear oxygen sensor. <Ref. to FU(H4SO)-36, INSTALLATION, Front Oxygen (A/F) Sensor.> <Ref. to FU(H4SO)-37, INSTALLATION, Rear Oxygen Sensor.>
- 2) Install the front exhaust pipe to center exhaust pipe.

NOTE:

Replace the gaskets with new ones.

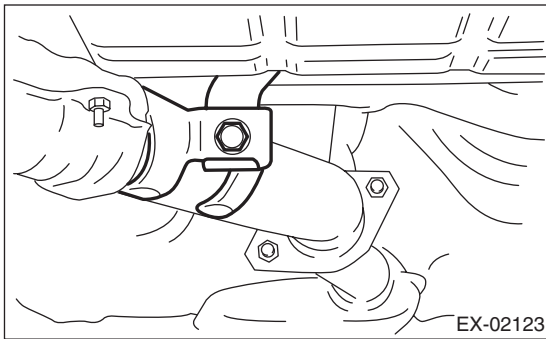
Tightening torque:

40 N·m (4.1 kgf-m, 29.5 ft-lb)



3) Install the front and center exhaust pipe assembly to vehicle.

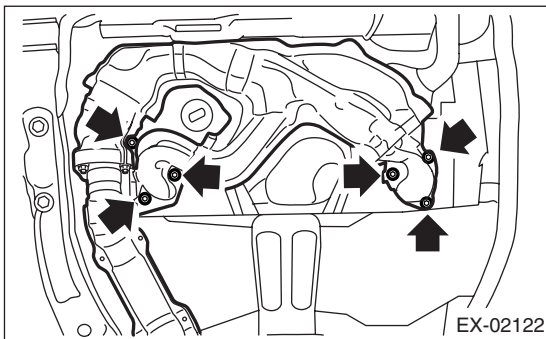
4) Temporarily tighten the bolt which installs the front and center exhaust pipe assembly to hanger bracket.



5) Tighten the nuts which hold the front exhaust pipe onto cylinder heads.

Tightening torque:

30 N·m (3.1 kgf-m, 22.4 ft-lb)

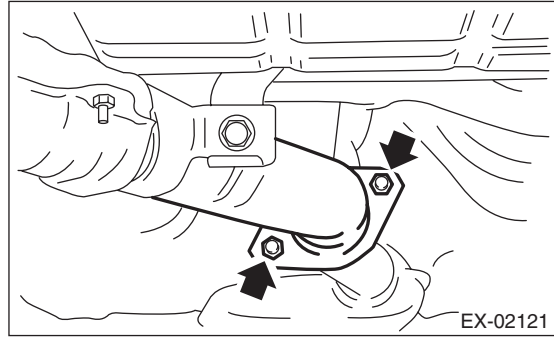


6) Install the under cover.

7) Tighten the bolts which install the front and center exhaust pipe assembly to rear exhaust pipe.

Tightening torque:

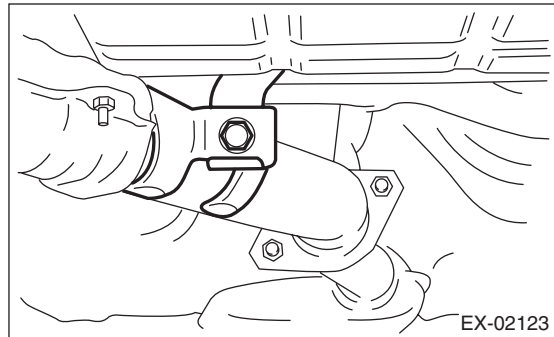
18 N·m (1.8 kgf-m, 13.0 ft-lb)



8) Tighten the bolt which holds the front and center exhaust pipe assembly to hanger bracket.

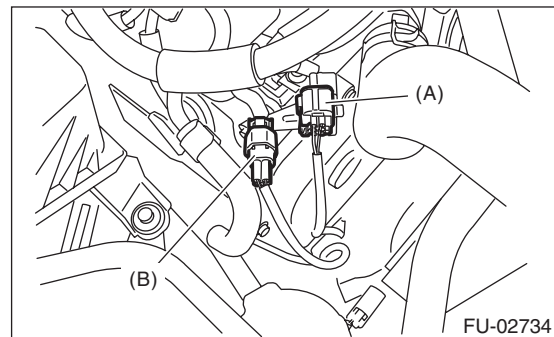
Tightening torque:

35 N·m (3.6 kgf-m, 26.0 ft-lb)



9) Lower the vehicle.

10) Connect the front oxygen (A/F) sensor connector (A) and rear oxygen sensor connector (B).



11) Connect the ground cable to battery.

C: INSPECTION

1) Make sure there are no exhaust leaks from connections and welds.

2) Make sure there are no holes or rusting.

3. Center Exhaust Pipe

A: REMOVAL

After removing the center and front exhaust pipes as one unit, separate them. Refer to the procedure for removing the front exhaust pipe. <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 the procedure for installing the front exhaust pipe. <Ref. to EX(H4SO)-4, INSTALLATION, Front Exhaust Pipe.>

C: INSPECTION

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

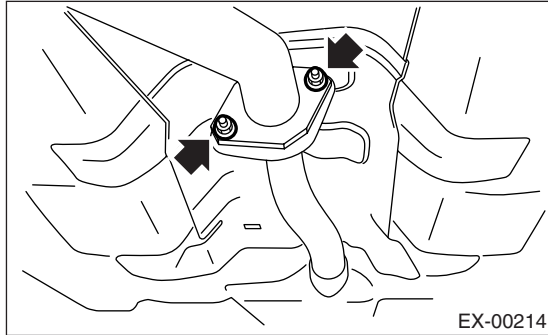
4. Rear Exhaust Pipe

A: REMOVAL

1) Separate the rear exhaust pipe from center exhaust pipe.

CAUTION:

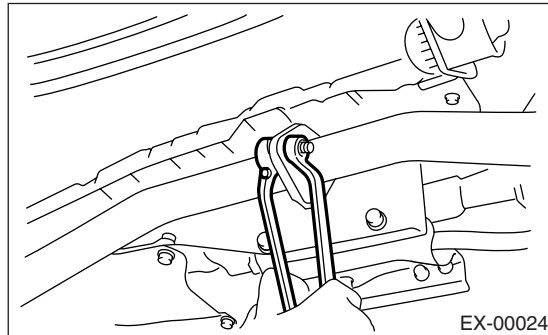
Be careful, the exhaust pipe is hot.



2) Separate the rear exhaust pipe from muffler.

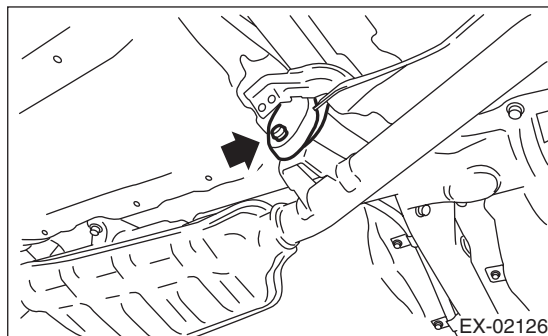
CAUTION:

Be careful not to pull down the rear exhaust pipe.



3) Apply a coat of spray type lubricant to the mating area of cushion rubbers in advance.

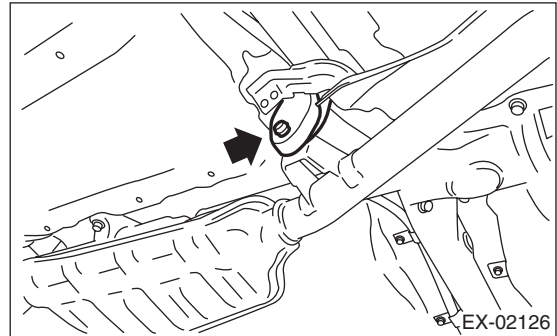
4) Remove the rear exhaust pipe bracket from cushion rubber.



B: INSTALLATION

1) Apply a coat of spray type lubricant to the mating area of cushion rubbers in advance.

2) Install the rear exhaust pipe bracket to cushion rubber.



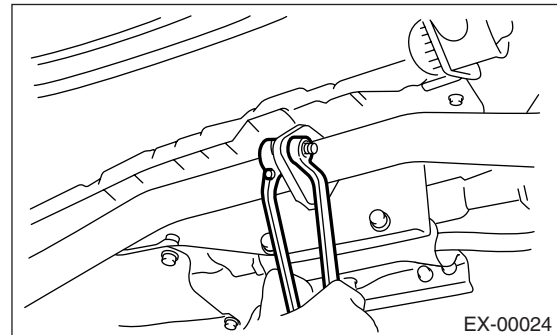
3) Install the rear exhaust pipe to muffler.

NOTE:

Replace the gaskets and self-locking nuts with new ones.

Tightening torque:

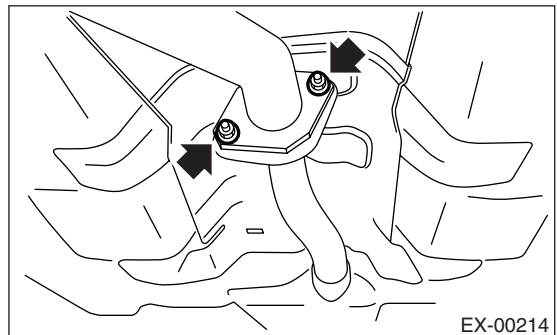
48 N·m (4.9 kgf-m, 35.4 ft-lb)



4) 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) Make sure there are no exhaust leaks from connections and welds.

2) Make sure there are no holes or rusting.

3) Make sure the cushion rubber is not worn or cracked.

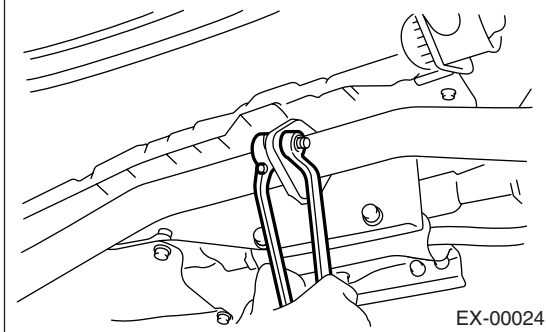
5. Muffler

A: REMOVAL

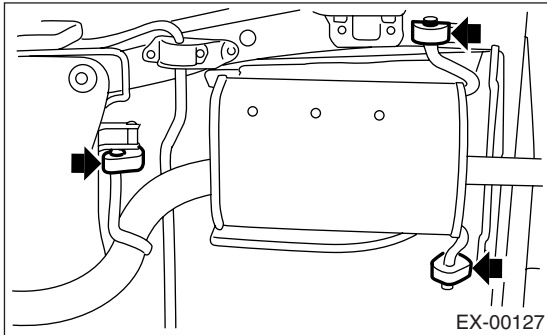
1) Separate the muffler from rear exhaust pipe.

CAUTION:

Be careful, the exhaust pipe is hot.



2) Apply a coat of spray type lubricant to the mating area of cushion rubbers in advance.



3) Remove the front, right and left cushion rubber, and detach the muffler assembly.

B: INSTALLATION

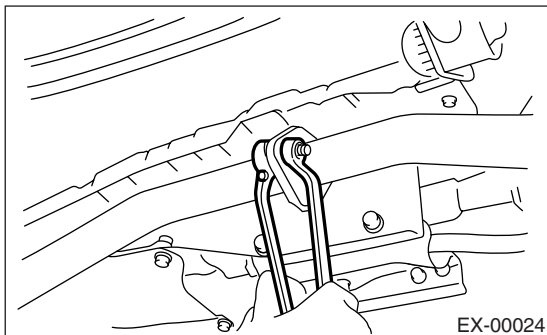
Install in the reverse order of removal.

NOTE:

Replace the gasket and self-locking nuts with new ones.

Tightening torque:

48 N·m (4.9 kgf-m, 35.4 ft-lb)



C: INSPECTION

1) Make sure there are no exhaust leaks from connections and welds.

2) Make sure there are no holes or rusting.

FUEL INJECTION (FUEL SYSTEMS)

General Description

FUEL INJECTION (FUEL SYSTEMS)

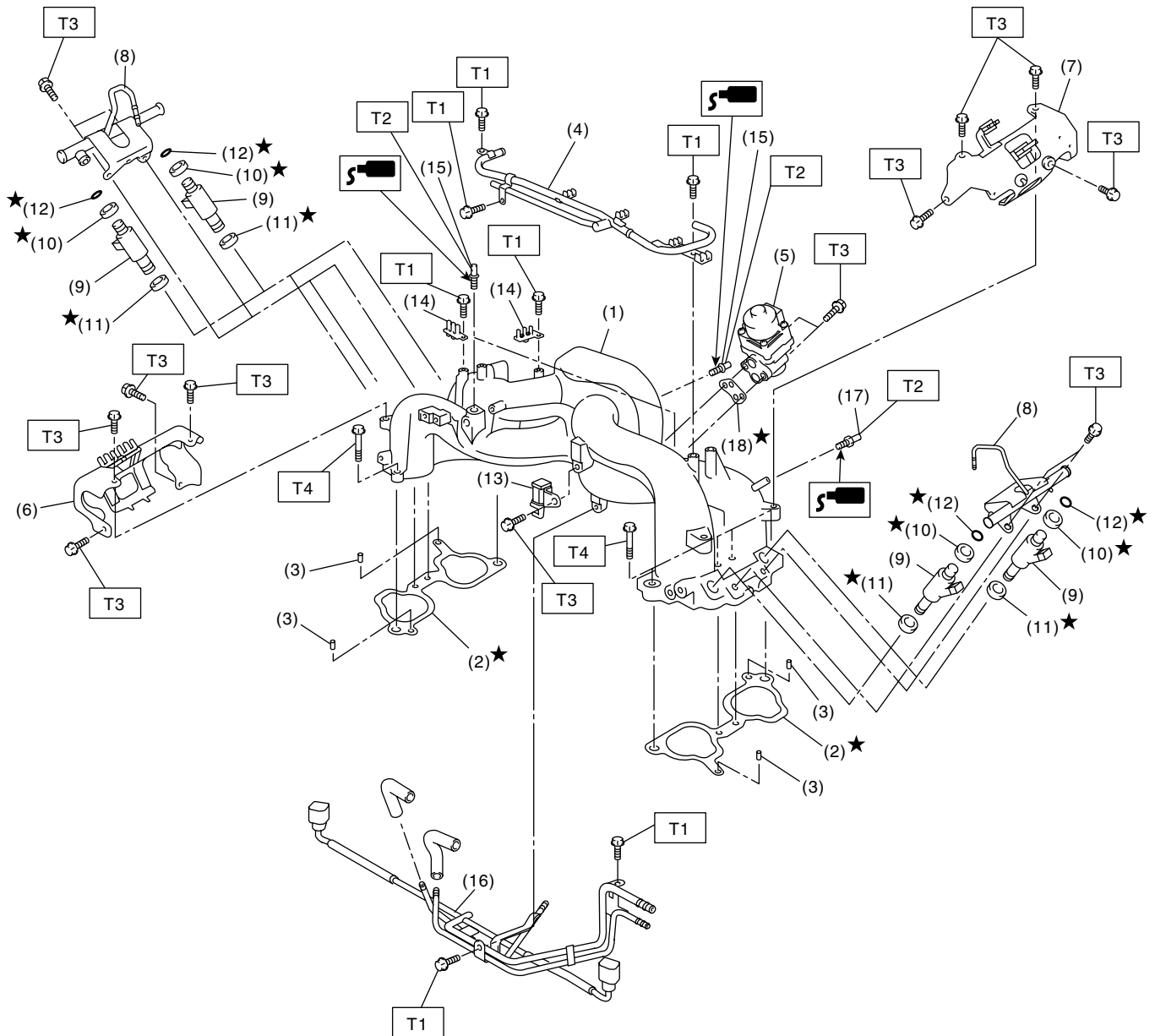
1. General Description

A: SPECIFICATION

Item		Specification
Fuel tank	Capacity	60 ℓ (15.9 US gal, 13.2 Imp gal)
	Location	Under rear seat
Fuel pump	Type	Impeller
	Shutoff discharge pressure	370 — 677 kPa (3.77 — 6.9 kgf/cm ² , 53.6 — 98 psi)
	Discharge flow	More than 105 ℓ (27.7 US gal, 23.1 Imp gal)/h. [12 V at 300 kPa (3.06 kgf/cm ² , 43.5 psi)]
Fuel filter		Cartridge type

B: COMPONENT

1. INTAKE MANIFOLD



FU-02821

General Description

FUEL INJECTION (FUEL SYSTEMS)

(1) Intake manifold	(9) Fuel injector	(17) Nipple
(2) Gasket	(10) O-ring	(18) Gasket
(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	(16) Fuel pipe ASSY	

Tightening torque: N·m (kgf-m, ft-lb)

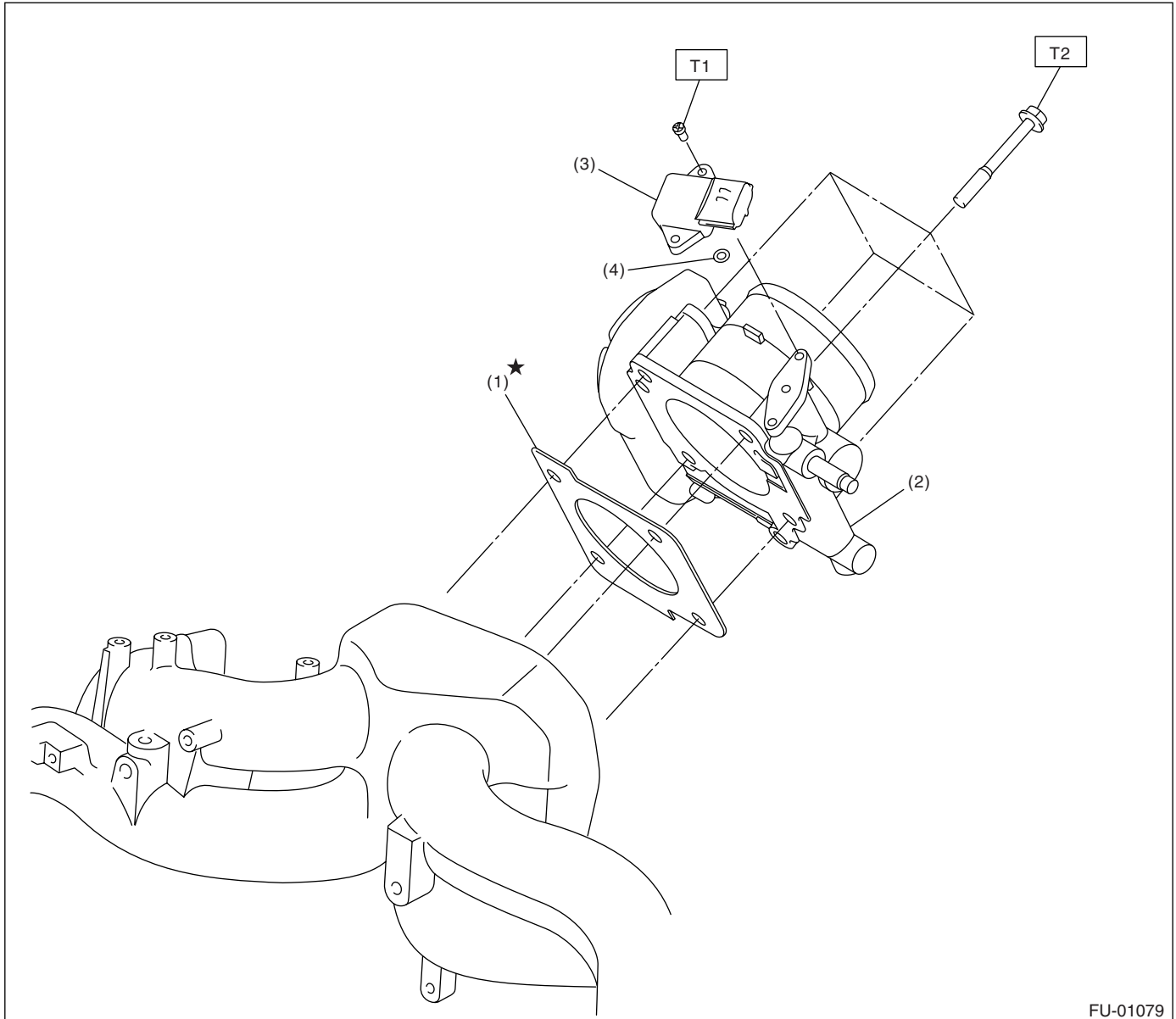
T1: 6.4 (0.65, 4.7)

T2: 17 (1.7, 12.5)

T3: 19 (1.9, 13.7)

T4: 25 (2.5, 18.1)

2. AIR INTAKE SYSTEM



FU-01079

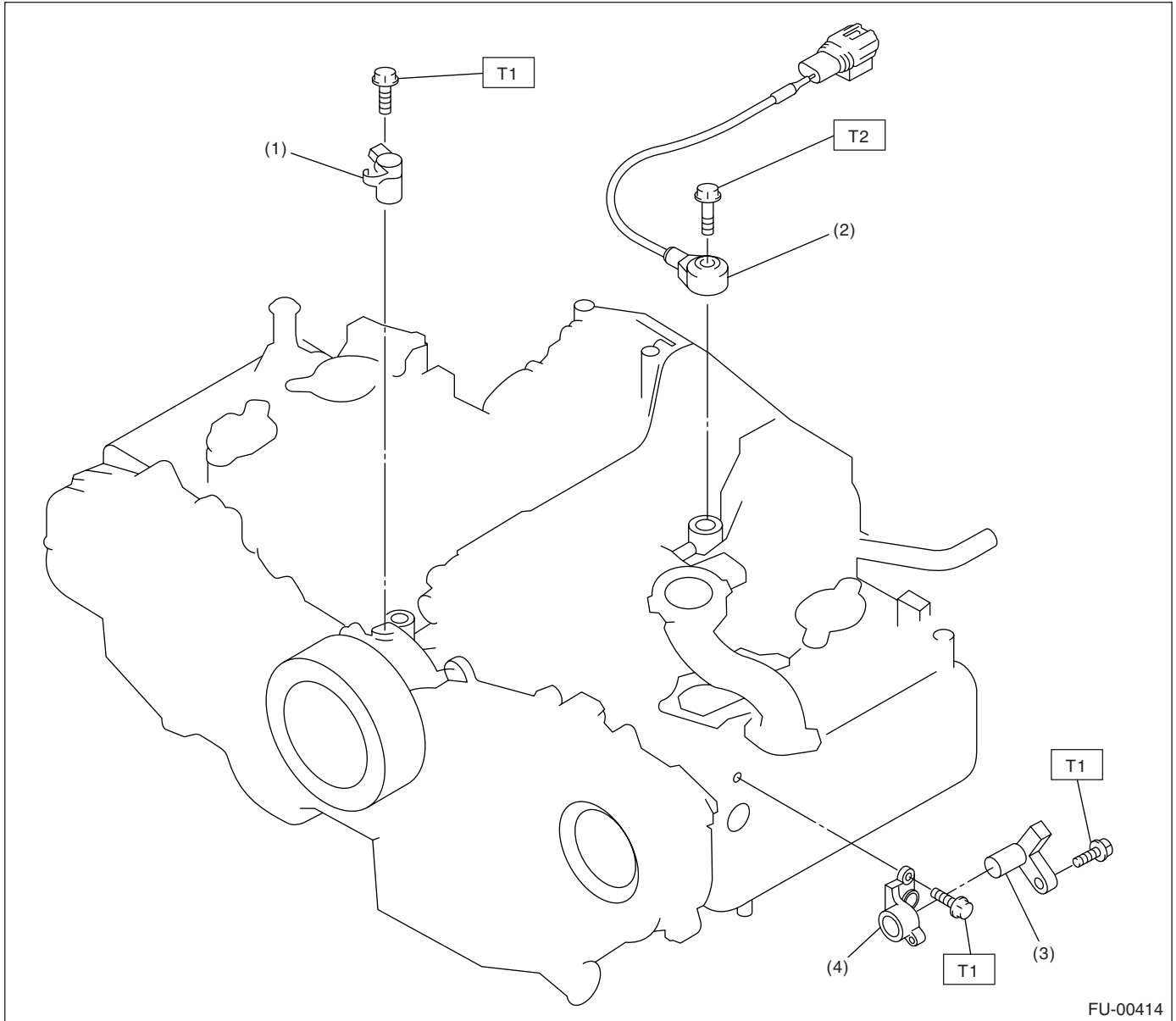
(1) Gasket	(4) O-ring
(2) Throttle body	
(3) Manifold absolute pressure sensor	

Tightening torque: N·m (kgf-m, ft-lb)

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)

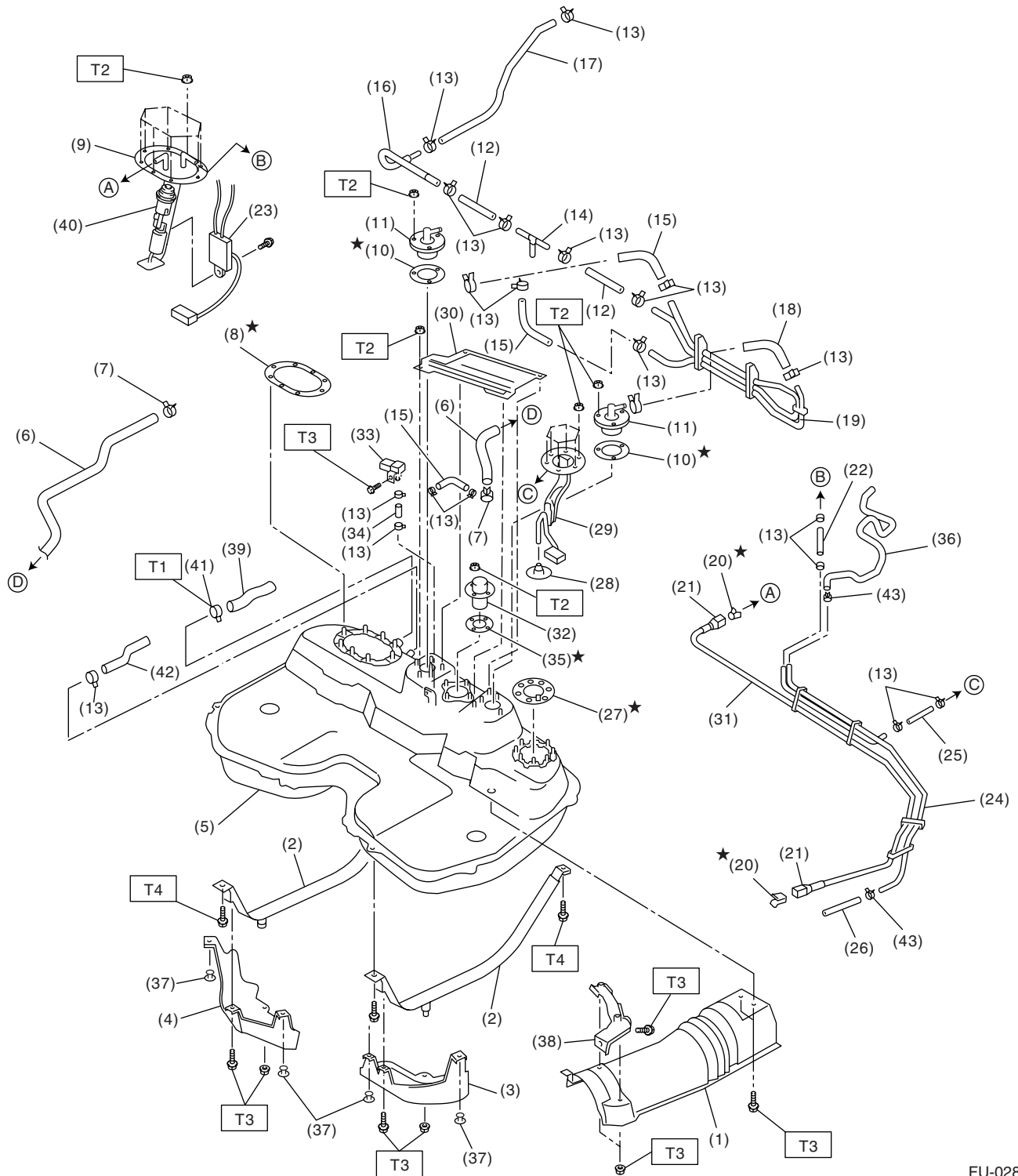
T1: 6.4 (0.65, 4.7)

T2: 24 (2.4, 17.4)

General Description

FUEL INJECTION (FUEL SYSTEMS)

4. FUEL TANK



FU-02860

General Description

FUEL INJECTION (FUEL SYSTEMS)

(1) Heat shield cover	(18) Evaporation hose D	(35) Vent valve gasket
(2) Fuel tank band	(19) Evaporation pipe ASSY	(36) Purge hose
(3) Protector LH	(20) Retainer	(37) Clip
(4) Protector RH	(21) Quick connector	(38) Cover bracket
(5) Fuel tank	(22) Jet pump hose A	(39) Fuel filler hose
(6) Canister hose	(23) Fuel level sensor	(40) Fuel filter
(7) Clamp	(24) Fuel pipe ASSY	(41) Clamp
(8) Fuel pump gasket	(25) Jet pump hose B	(42) Evaporation hose F
(9) Fuel pump ASSY	(26) Evaporation hose E	(43) Clamp
(10) Fuel cut valve gasket	(27) Fuel sub level sensor gasket	
(11) Fuel cut valve	(28) Jet pump filter	
(12) Evaporation hose A	(29) Fuel sub level sensor	
(13) Clip	(30) Protector cover	
(14) Joint pipe	(31) Fuel delivery tube	
(15) Evaporation hose B	(32) Vent valve	
(16) Evaporation pipe	(33) Fuel tank pressure sensor	
(17) Evaporation hose C	(34) Fuel tank pressure sensor hose	

Tightening torque: N·m (kgf-m, ft-lb)

T1: 1.96 (0.20, 1.45)

T2: 4.4 (0.45, 3.3)

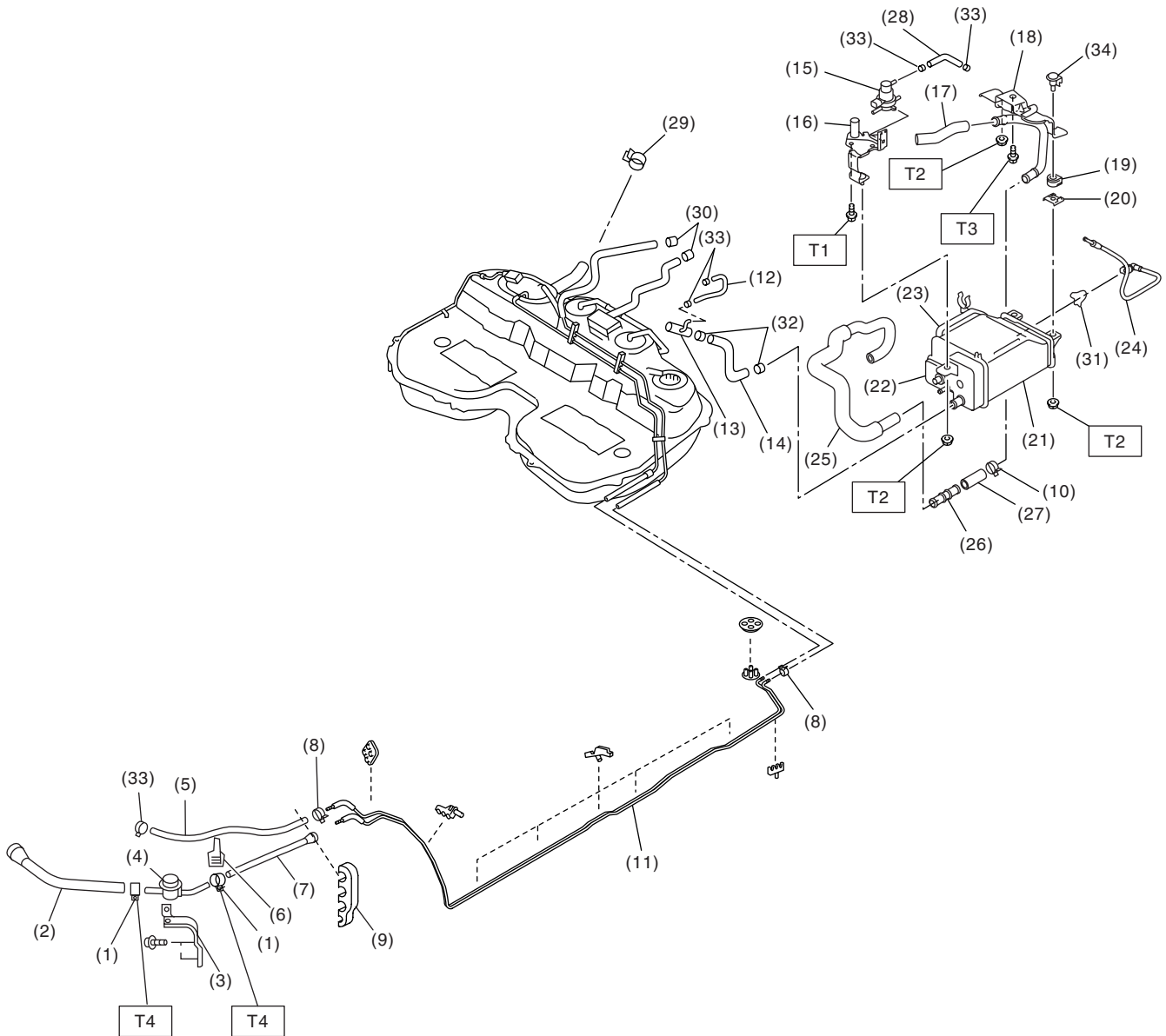
T3: 7.4 (0.75, 5.4)

T4: 33 (3.4, 25)

General Description

FUEL INJECTION (FUEL SYSTEMS)

5. FUEL LINE



FU-02823

FU(H4SO)-8

General Description

FUEL INJECTION (FUEL SYSTEMS)

(1) Clamp	(16) Pressure control solenoid valve bracket	(28) Pressure control solenoid valve hose
(2) Fuel delivery hose A	(17) Drain hose C	(29) Clamp
(3) Fuel damper valve bracket	(18) Canister upper bracket	(30) Clamp
(4) Fuel damper valve (delivery)	(19) Cushion rubber	(31) Retainer
(5) Evaporation hose A	(20) Canister lower bracket	(32) Clamp
(6) Clip	(21) Canister	(33) Clamp
(7) Fuel delivery hose B	(22) Drain valve	(34) Canister bracket spacer
(8) Clamp	(23) Drain filter	
(9) Clip	(24) Pressure control solenoid valve tube	
(10) Clamp	(25) Drain hose A	
(11) Fuel pipe ASSY	(26) Drain connector	
(12) Evaporation hose B	(27) Drain hose B	
(13) Joint pipe		
(14) Canister hose A		
(15) Pressure control solenoid valve		

Tightening torque: N·m (kgf-m, ft-lb)

T1: 25 (2.5, 18.1)

T2: 23 (2.3, 16.6)

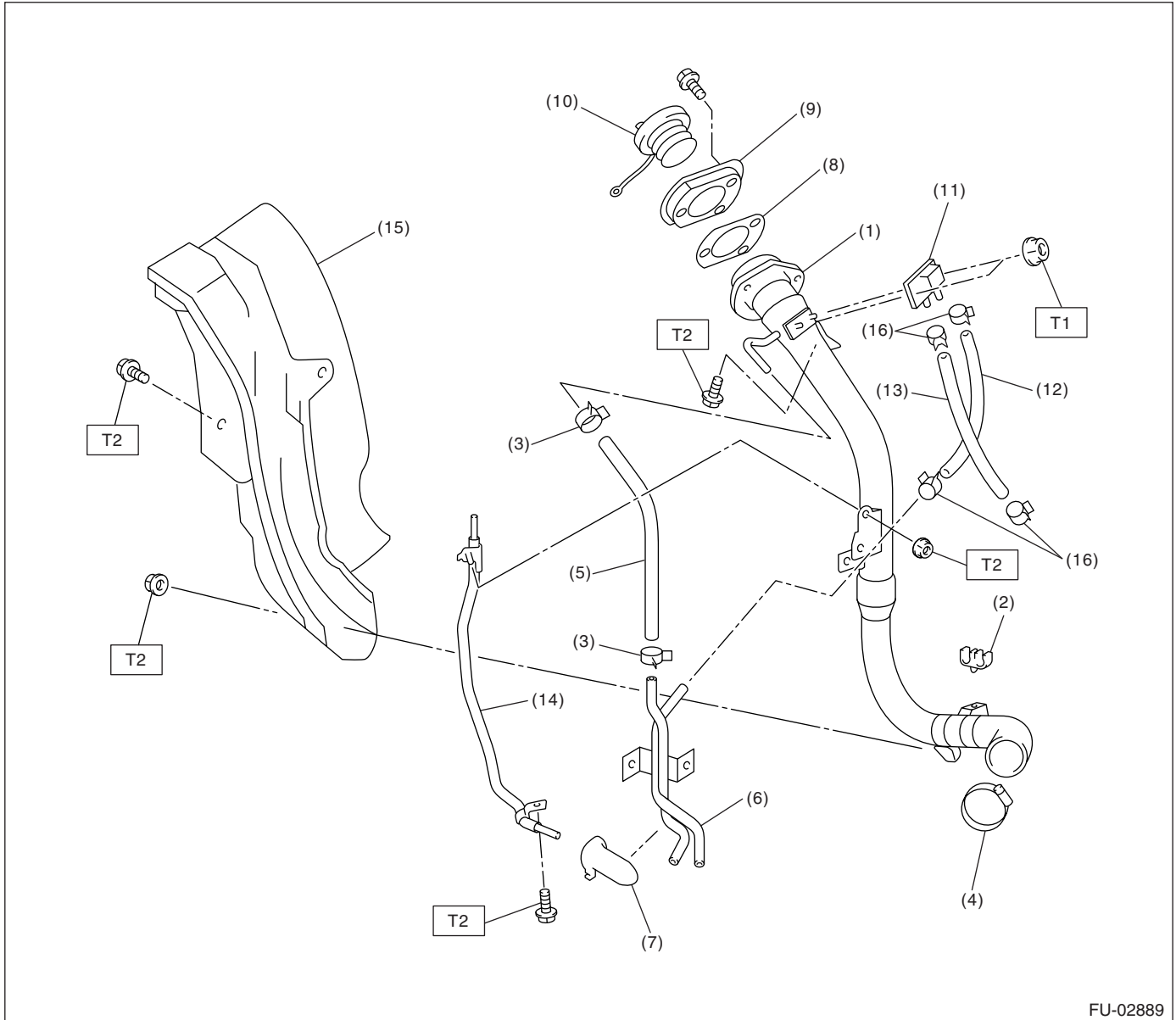
T3: 33 (3.4, 25)

T4: 1.25 (0.13, 0.94)

General Description

FUEL INJECTION (FUEL SYSTEMS)

6. FUEL FILLER PIPE



(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

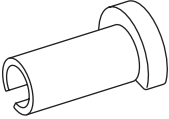
FUEL INJECTION (FUEL SYSTEMS)

C: CAUTION

- Wear work clothing, including a cap, protective goggles, and protective shoes during operation.
- 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.

- Be careful not to burn yourself, because each part on the vehicle is hot after running.
- 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 electrical connectors of sensors or units, be sure to disconnect the ground cable from battery.
- Place “NO FIRE” signs near the working area.
- Be careful not to spill fuel on the floor.

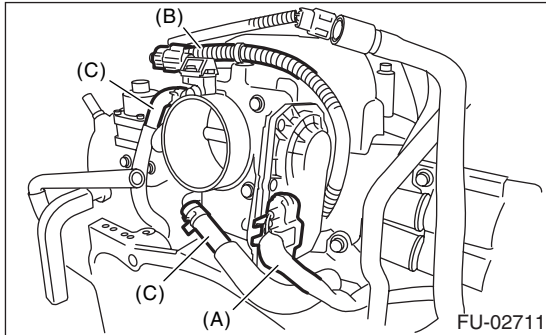
D: PREPARATION TOOL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST42099AE000	42099AE000	CONNECTOR REMOVER	Used for removing quick connector in engine compartment.

2. Throttle Body

A: REMOVAL

- 1) Disconnect the ground cable from battery.
- 2) Remove the air intake chamber. <Ref. to IN(H4SO)-6, REMOVAL, Air Intake Chamber.>
- 3) Disconnect the connectors from the throttle position sensor and manifold absolute pressure sensor.
- 4) Disconnect the engine coolant hoses from throttle body.
- 5) Remove the bolts which secure throttle body to 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)-42, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>

2) Disconnect the ground cable from 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.>

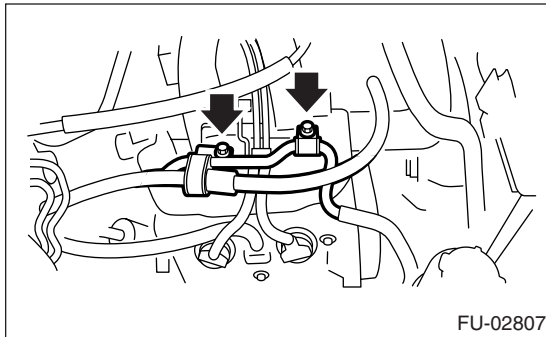
5) Remove the generator. <Ref. to SC(H4SO)-14, REMOVAL, Generator.>

6) Remove the power steering pump and reservoir tank from bracket.

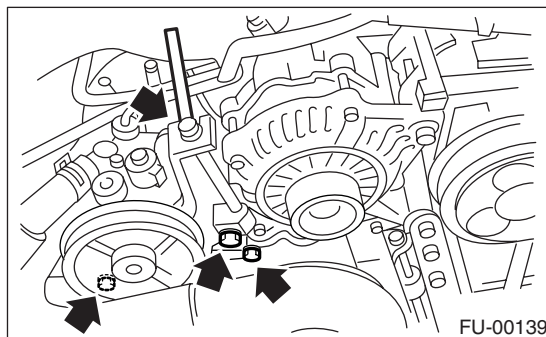
(1) Remove the bolts which hold power steering pipes onto the protector.

NOTE:

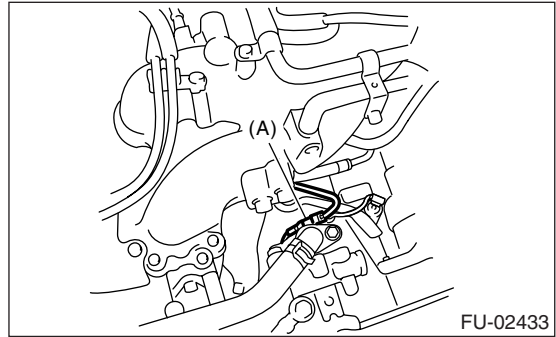
Do not disconnect the power steering hose.



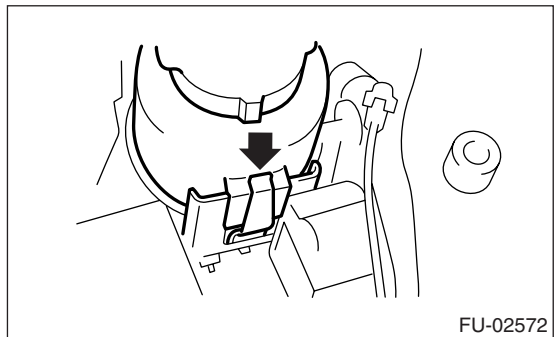
(2) Remove the bolts which install power steering pump bracket.



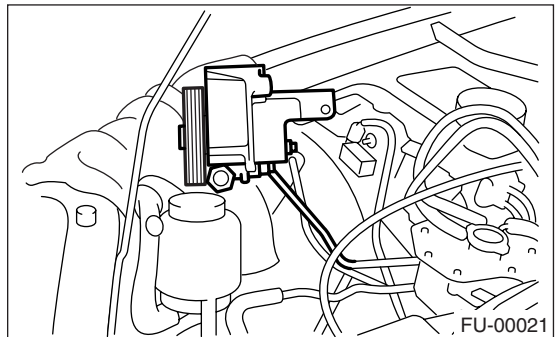
(3) Disconnect the connector (A) from the power steering pump switch.



(4) Remove the reservoir tank from the bracket by pulling it upwards.

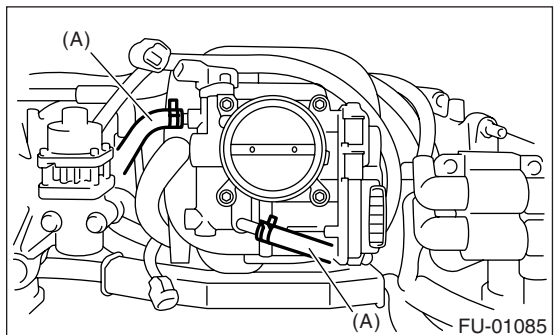


(5) Place the power steering pump on the right side wheel apron.



7) Disconnect the spark plug cords from spark plugs by pulling the plug cap. (Do not pull the cord.)

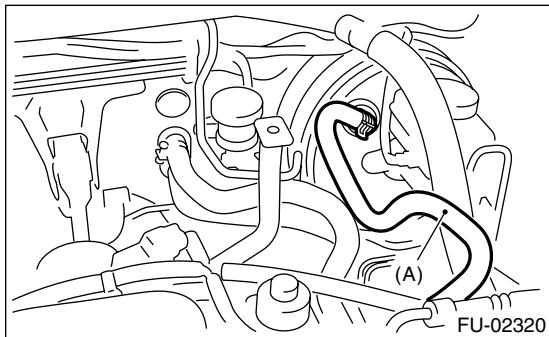
8) Disconnect the engine coolant hoses (A) from throttle body.



Intake Manifold

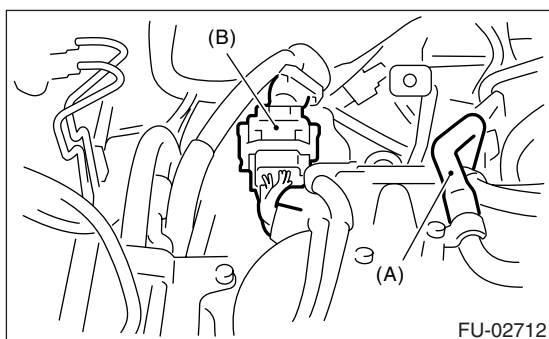
FUEL INJECTION (FUEL SYSTEMS)

- 9) Disconnect the brake booster hose (A).

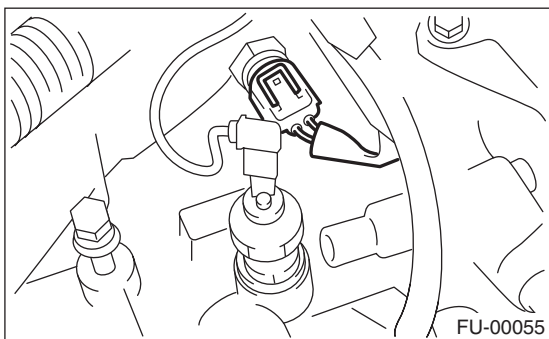


- 10) Disconnect the PCV hose (A) from intake manifold.

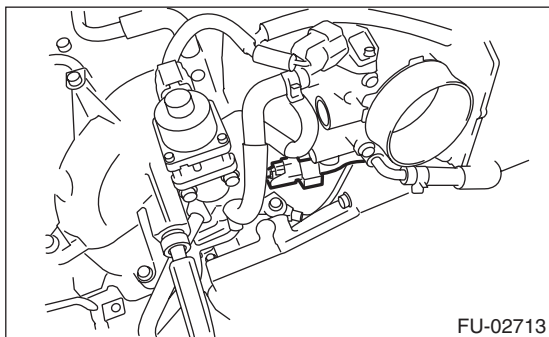
- 11) Disconnect the engine harness connectors (B) from bulkhead harness connectors.



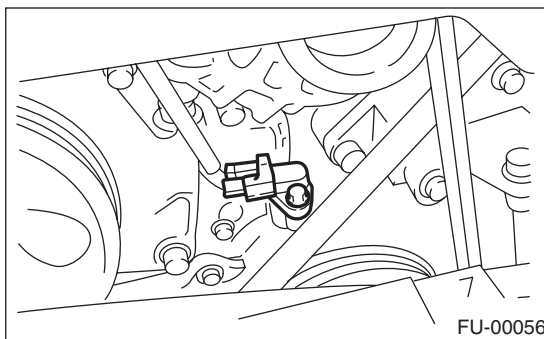
- 12) Disconnect the connectors from engine coolant temperature sensor.



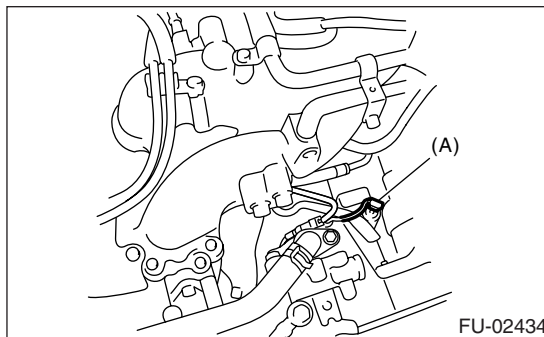
- 13) Disconnect the knock sensor connector.



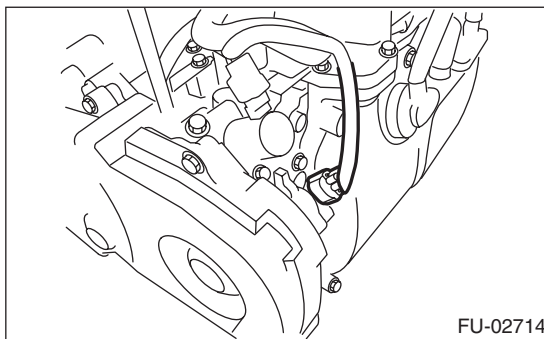
- 14) Disconnect the connector from crankshaft position sensor.



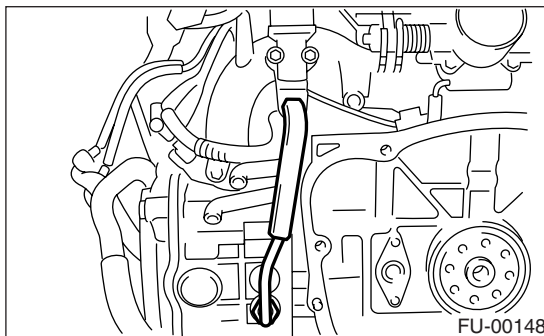
- 15) Disconnect the connector from oil pressure switch (A).



- 16) Disconnect the connector from camshaft position sensor.



- 17) Remove the EGR pipe from intake manifold.



- 18) Disconnect the fuel hoses from fuel pipes.

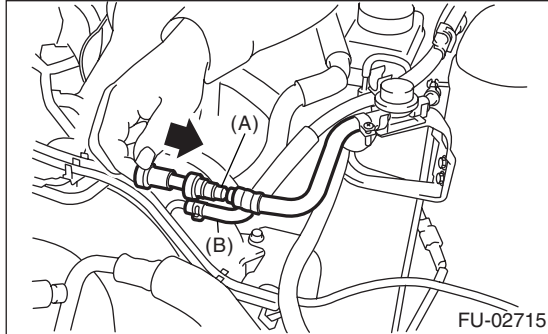
- (1) Separate the quick connectors of fuel delivery line and return line by pushing the ST to the direction of arrow.

ST 42099AE000 CONNECTOR REMOVER

- (2) Remove the clip, and separate the evaporation hose from pipe.

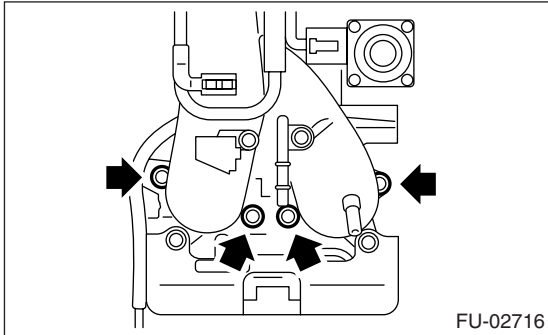
WARNING:

- 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

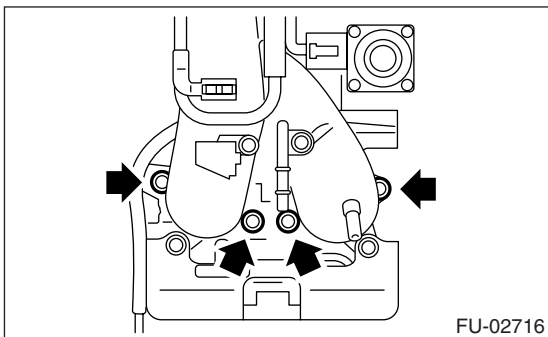
- 1) Install the intake manifold onto cylinder heads.

NOTE:

Use a new gasket.

Tightening torque:

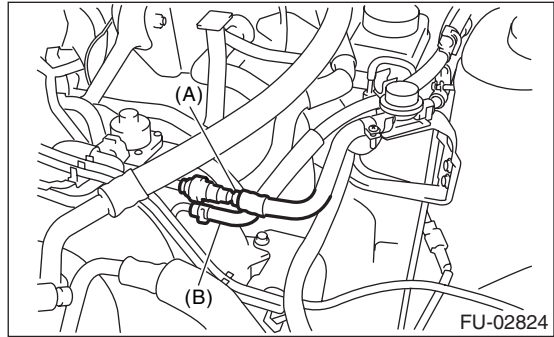
25 N·m (2.5 kgf-m, 18.1 ft-lb)



- 2) Connect the fuel hoses and evaporation hose to fuel pipe.

NOTE:

If hoses are damaged, replace them with new ones.

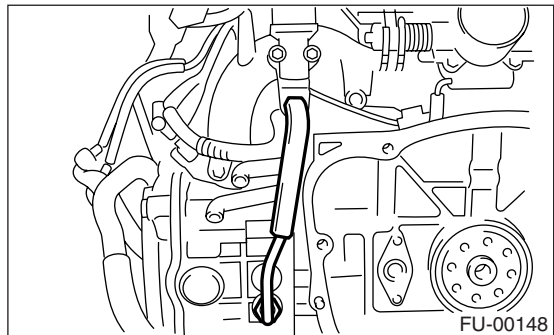


- (A) Fuel delivery hose
(B) Evaporation hose

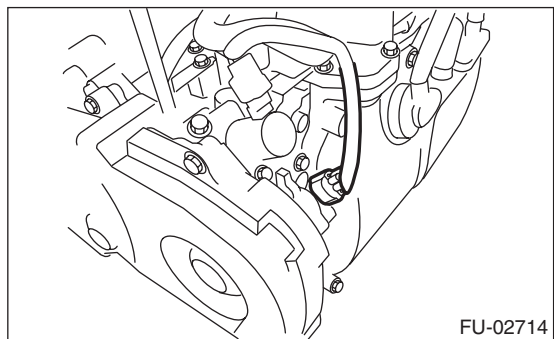
- 3) Install the EGR pipe to intake manifold.

Tightening torque:

34 N·m (3.4 kgf-m, 24.6 ft-lb)



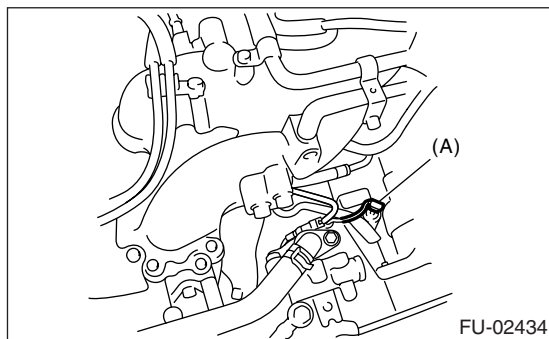
- 4) Connect the connector to camshaft position sensor.



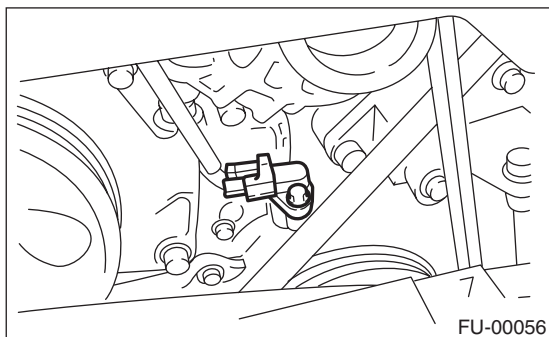
Intake Manifold

FUEL INJECTION (FUEL SYSTEMS)

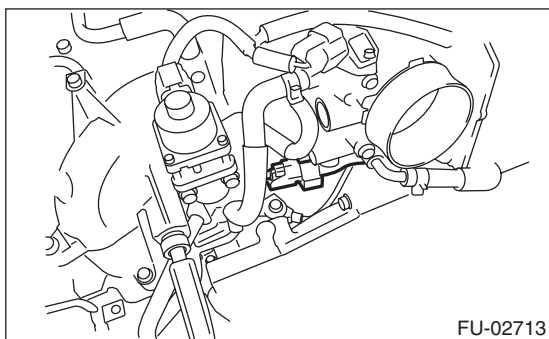
5) Connect the connector to oil pressure switch (A).



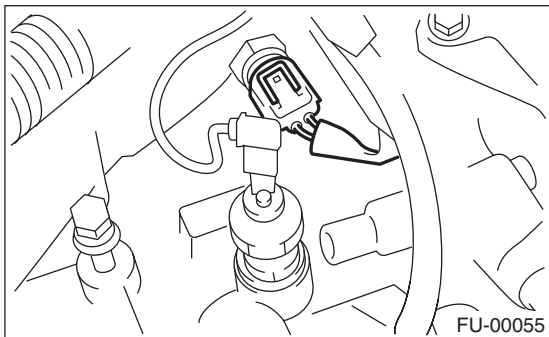
6) Connect the connector to crankshaft position sensor.



7) Connect the knock sensor connector.

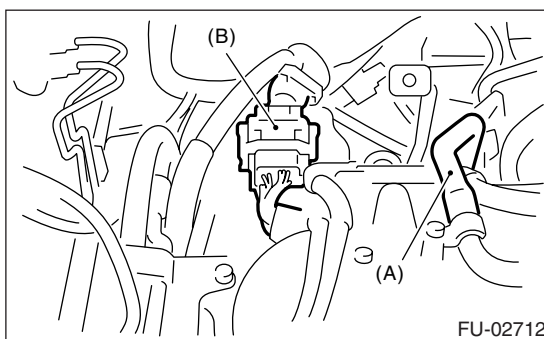


8) Connect the connectors to engine coolant temperature sensor.

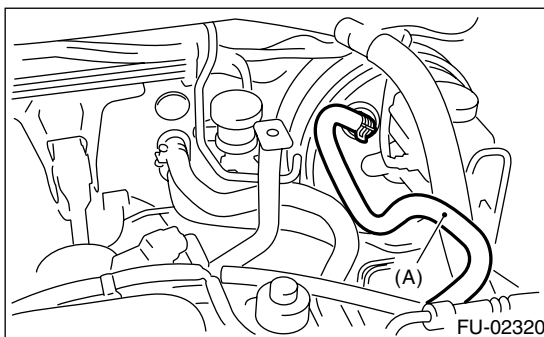


9) Connect the PCV hose (A) to intake manifold.

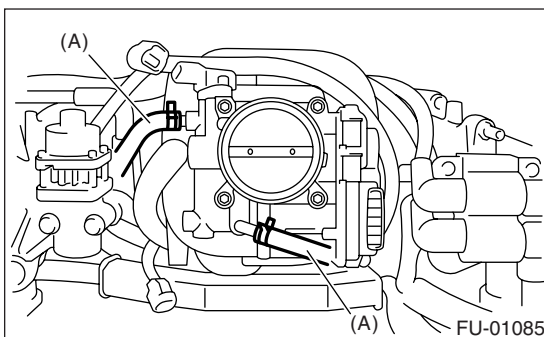
10) Connect the engine harness connectors (B) to bulkhead harness connectors.



11) Connect the brake booster hose (A).



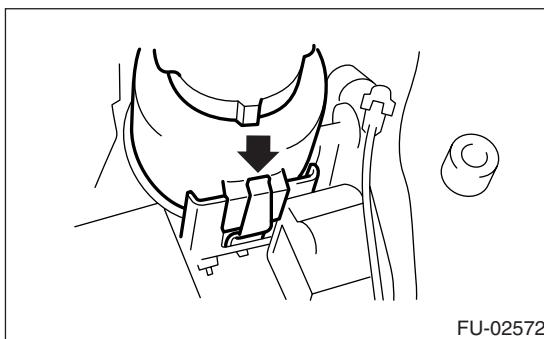
12) Connect the engine coolant hoses (A) to throttle body.



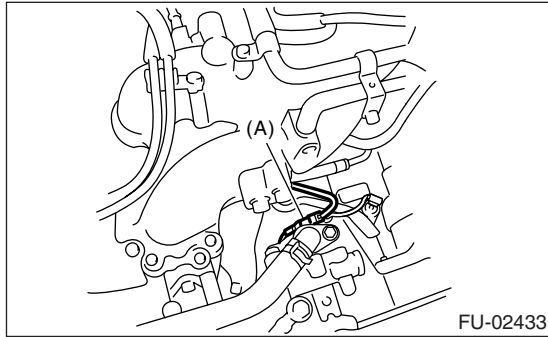
13) Connect the spark plug cords to spark plugs.

14) Install the power steering pump and reservoir tank to bracket.

(1) Install the reservoir tank to bracket.



- (2) Connect the connector (A) to the power steering pump switch.

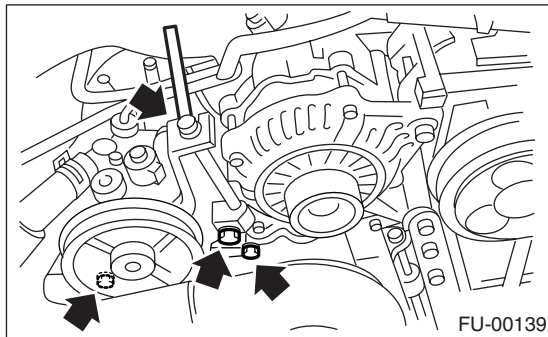


FU-02433

- (3) Tighten the bolts which install power steering pump bracket.

Tightening torque:

22 N·m (2.2 kgf-m, 15.9 ft-lb)

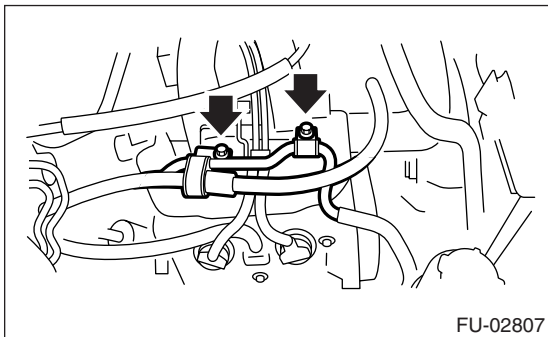


FU-00139

- (4) Install the power steering pipes onto the right side intake manifold protector.

Tightening torque:

13 N·m (1.3 kgf-m, 9.4 ft-lb)



FU-02807

- 15) Install the generator. <Ref. to SC(H4SO)-14, INSTALLATION, Generator.>

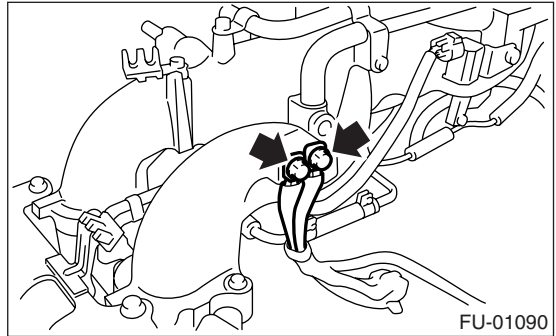
- 16) Install the air intake duct, air cleaner case and air intake chamber. <Ref. to IN(H4SO)-7, INSTALLATION, Air Intake Duct.> <Ref. to IN(H4SO)-5, INSTALLATION, Air Cleaner Case.> <Ref. to IN(H4SO)-6, INSTALLATION, Air Intake Chamber.>

- 17) Connect the connector to fuel pump relay.

- 18) Connect the battery ground cable to battery.

C: DISASSEMBLY

- 1) Disconnect the engine ground terminal from intake manifold.



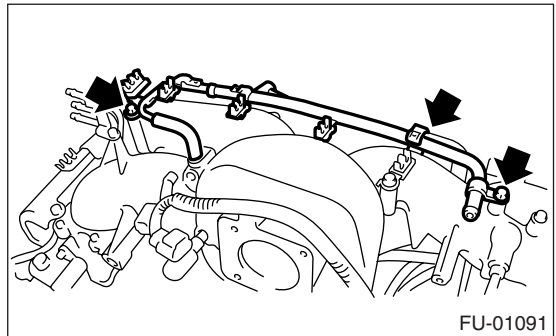
FU-01090

- 2) Remove the ignition coil and ignitor assembly. <Ref. to IG(H4SO)-7, REMOVAL, Ignition Coil and Ignitor Assembly.>

- 3) Remove the throttle body. <Ref. to FU(H4SO)-12, REMOVAL, Throttle Body.>

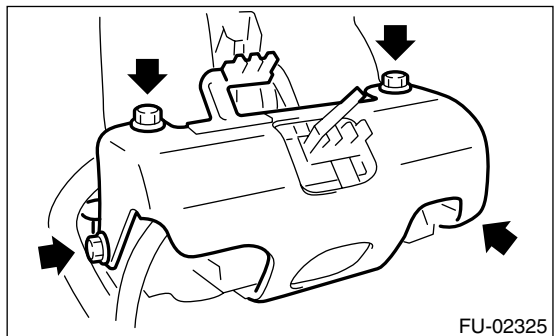
- 4) Remove the EGR valve. <Ref. to FU(H4SO)-29, REMOVAL, EGR Valve.>

- 5) Remove the PCV pipe.



FU-01091

- 6) Remove the fuel pipe protector LH.

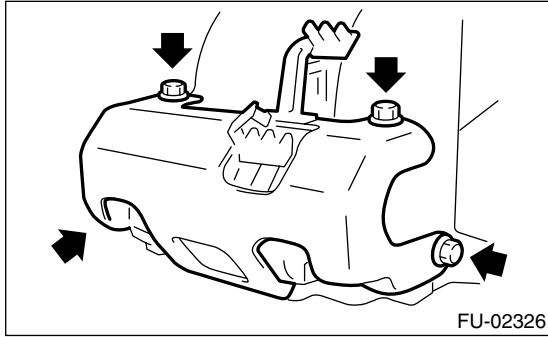


FU-02325

Intake Manifold

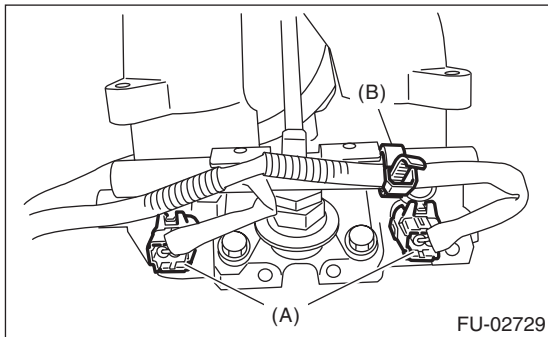
FUEL INJECTION (FUEL SYSTEMS)

7) Remove the fuel pipe protector RH.



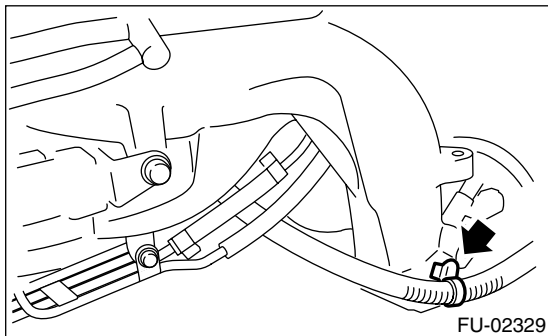
8) Disconnect the connectors (A) from fuel injector.

9) Remove the harness band (B) which holds engine harness to fuel injector pipe.

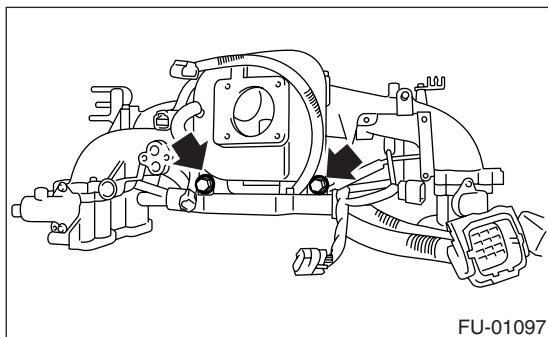


10) Remove the purge control solenoid valve.
<Ref. to EC(H4SO)-7, REMOVAL, Purge Control Solenoid Valve.>

11) Remove the harness band clips which install the engine harness.



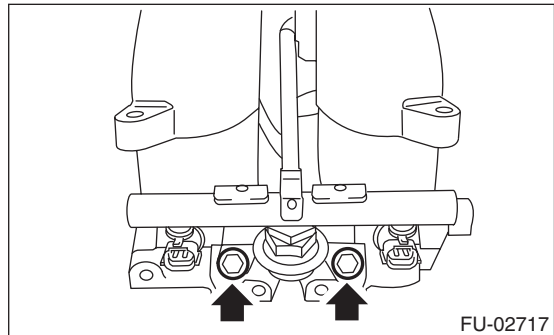
12) Remove the bolts which hold the engine harness to intake manifold.



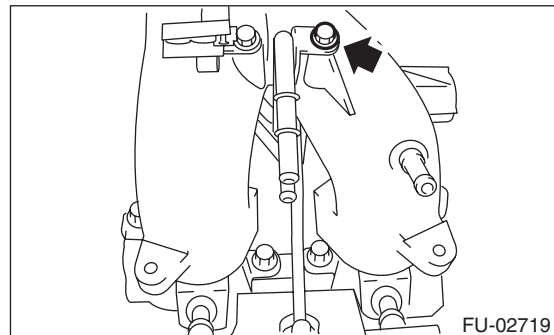
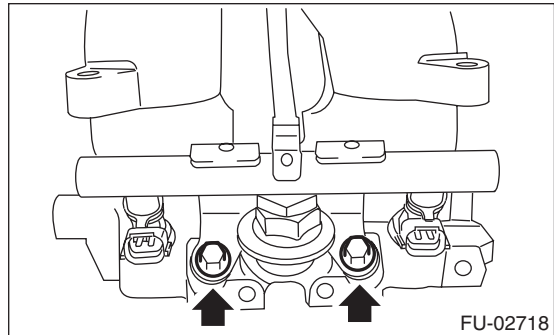
13) Remove the engine harness from intake manifold.

14) Remove the bolts which secure fuel injector pipe on the intake manifold as shown in the figure.

• RH side

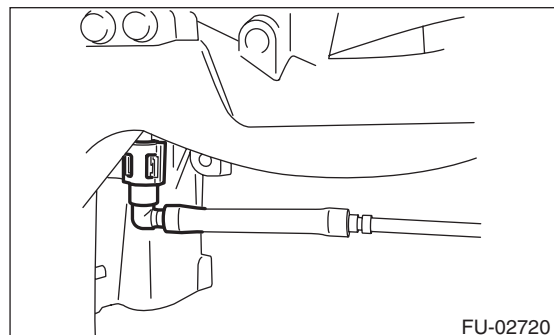


• LH side

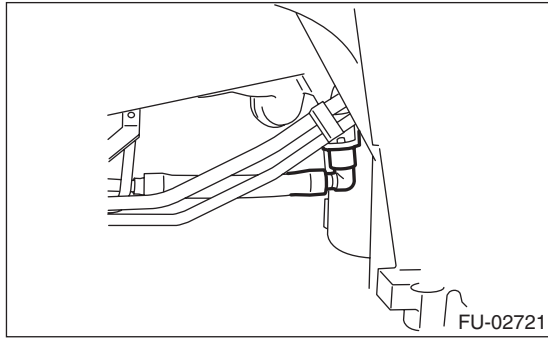


15) Remove the fuel injectors from fuel injector pipe.

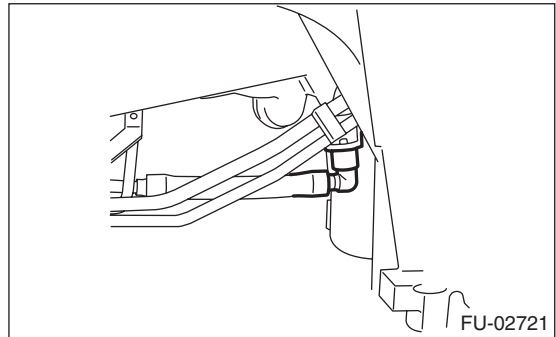
16) Disconnect the quick connector which holds the fuel injector pipe RH to fuel pipe.



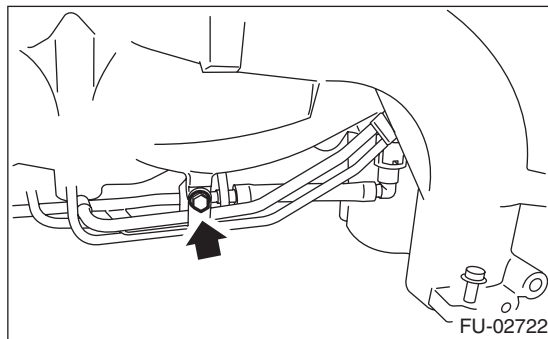
17) Disconnect the quick connector which holds the fuel injector pipe LH to fuel pipe.



NOTE:
Connect the quick connector securely.



18) Remove the fuel injector pipes RH and LH.
19) Remove the bolt which installs the fuel pipe assembly on intake manifold.



20) Remove the fuel pipe assembly from intake manifold.

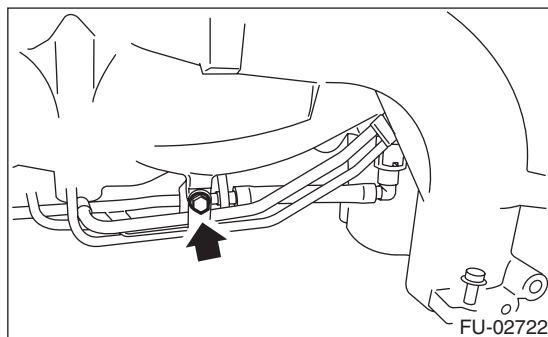
D: ASSEMBLY

NOTE:
When assembling the nipple, apply liquid gasket.

Liquid gasket:
THREE BOND 1105 (Part No. 004403010)

1) Tighten the bolt which installs the fuel pipe assembly on intake manifold.

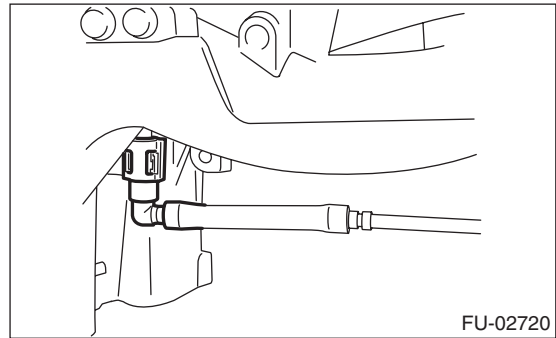
Tightening torque:
6.4 N·m (0.65 kgf-m, 4.7 ft-lb)



2) Connect the fuel injector pipe LH to fuel pipe.

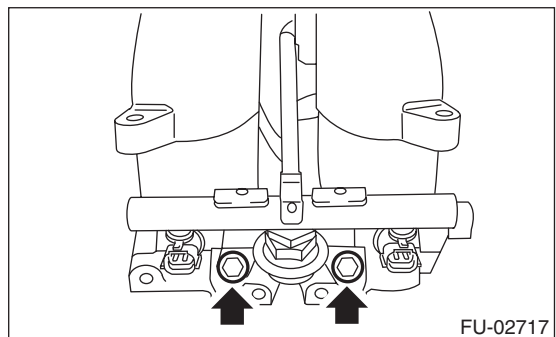
3) Connect the fuel injector pipe RH to fuel pipe.

NOTE:
Connect the quick connector securely.



4) Install the fuel injectors.
5) Tighten the bolts which install fuel injector pipe on intake manifold.
• RH side

Tightening torque:
19 N·m (1.9 kgf-m, 13.7 ft-lb)



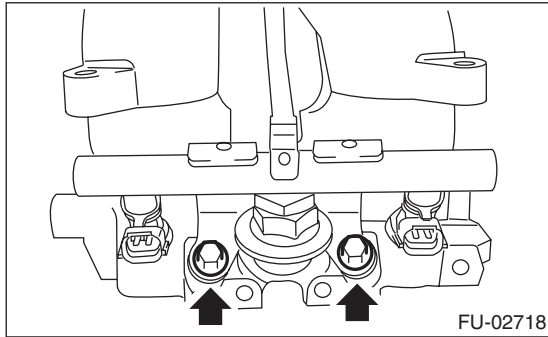
Intake Manifold

FUEL INJECTION (FUEL SYSTEMS)

- LH side

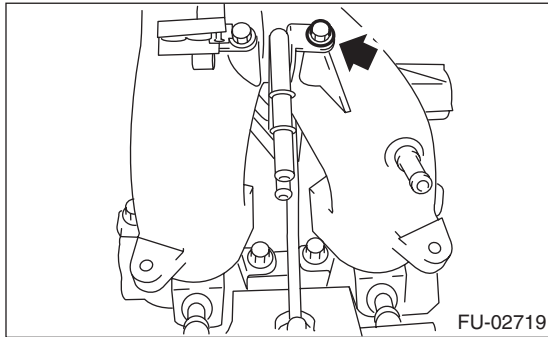
Tightening torque:

19 N·m (1.9 kgf-m, 13.7 ft-lb)



Tightening torque:

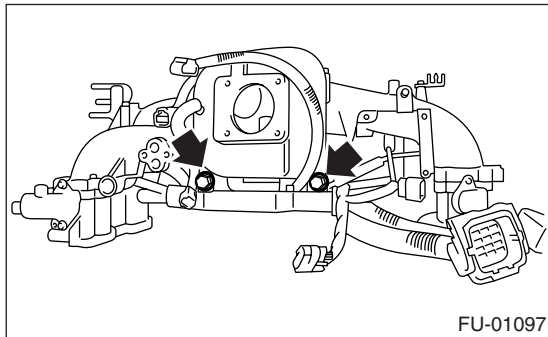
6.4 N·m (0.65 kgf-m, 4.7 ft-lb)



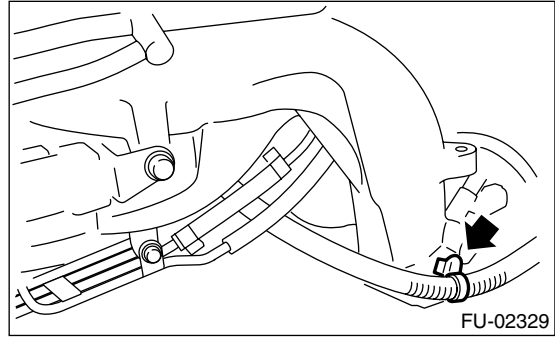
- 6) Install the engine harness onto intake manifold.
7) Tighten the bolts which install engine harness on intake manifold.

Tightening torque:

19 N·m (1.9 kgf-m, 13.7 ft-lb)



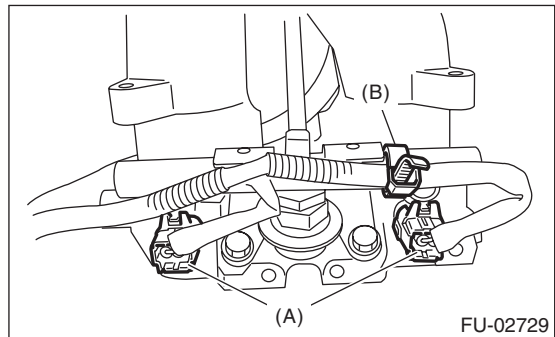
- 8) Hold the engine harness by harness band clips.



- 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.

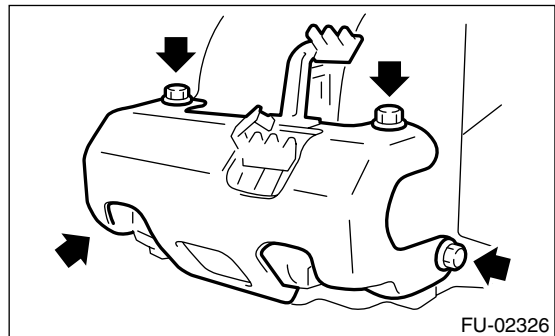
- 11) Hold the engine harness to fuel injector pipe by harness band (B).



- 12) Install the fuel pipe protector RH.

Tightening torque:

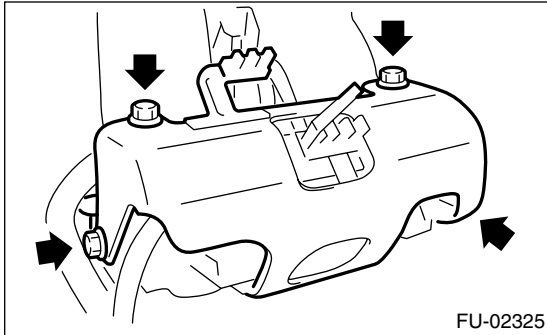
19 N·m (1.9 kgf-m, 13.7 ft-lb)



- 13) Install the fuel pipe protector LH.

Tightening torque:

19 N·m (1.9 kgf-m, 13.7 ft-lb)

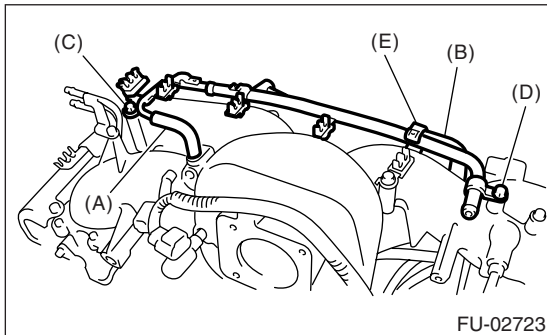


14) Install the PCV pipe.

- (1) Connect the hoses (A) and (B) to intake manifold.
- (2) Tighten the bolts (C) — (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.>

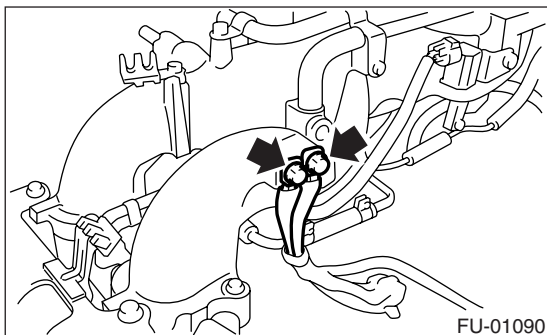
16) Install the throttle body to intake manifold. <Ref. to FU(H4SO)-12, INSTALLATION, Throttle Body.>

17) Install the ignition coil & ignitor ASSY. <Ref. to IG(H4SO)-7, INSTALLATION, Ignition Coil and Ignitor Assembly.>

18) Install the engine ground terminal to intake manifold.

Tightening torque:

19 N·m (1.9 kgf-m, 13.7 ft-lb)



E: INSPECTION

Make sure the fuel pipe and fuel hoses are not damaged and the connections are tightened firmly.

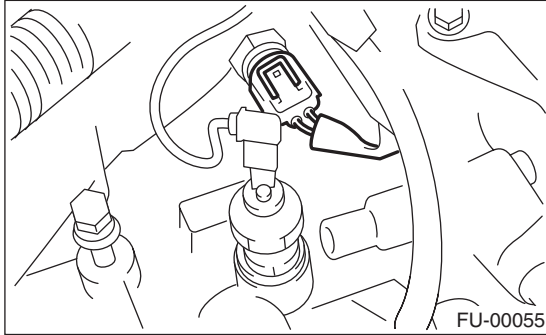
Engine Coolant Temperature Sensor

FUEL INJECTION (FUEL SYSTEMS)

4. Engine Coolant Temperature Sensor

A: REMOVAL

- 1) Disconnect the ground cable from battery.
- 2) Remove the generator. <Ref. to SC(H4SO)-14, REMOVAL, Generator.>
- 3) Disconnect the connectors from 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.

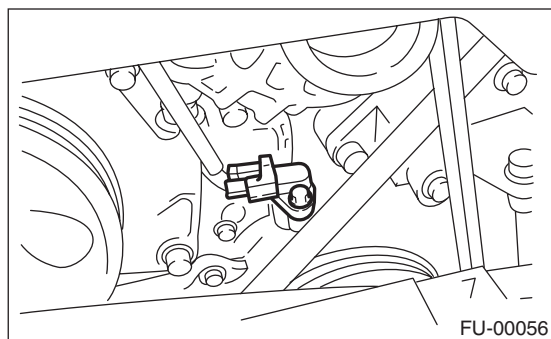
Tightening torque:

18 N·m (1.8 kgf-m, 13.0 ft-lb)

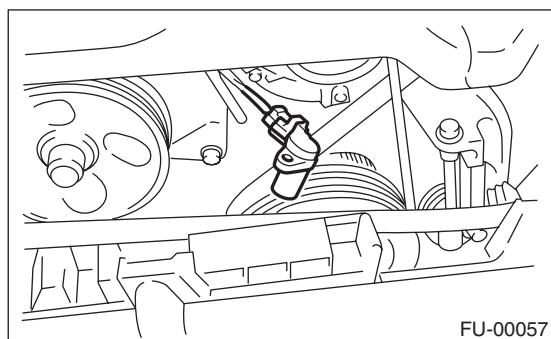
5. Crankshaft Position Sensor

A: REMOVAL

- 1) Disconnect the ground cable from 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 disconnect the connector from it.

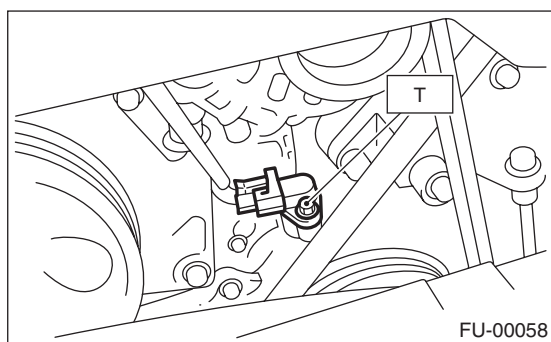


B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:

T: 6.4 N·m (0.65 kgf-m, 4.7 ft-lb)



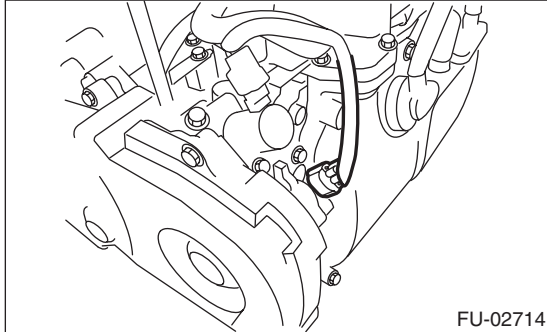
Camshaft Position Sensor

FUEL INJECTION (FUEL SYSTEMS)

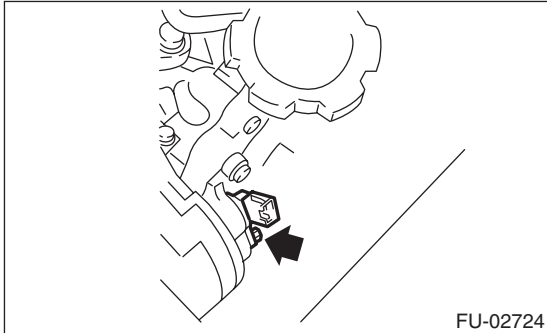
6. Camshaft Position Sensor

A: REMOVAL

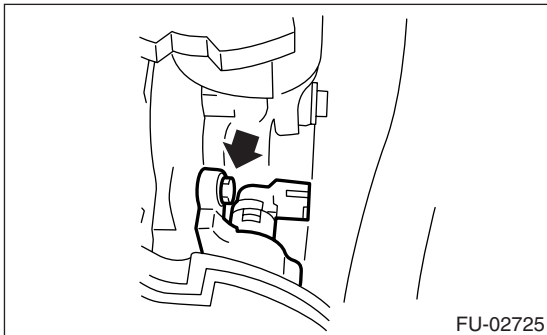
- 1) Disconnect the ground cable from battery.
- 2) Disconnect the connector from camshaft position sensor.



- 3) Remove the bolt which installs camshaft position sensor to the support.

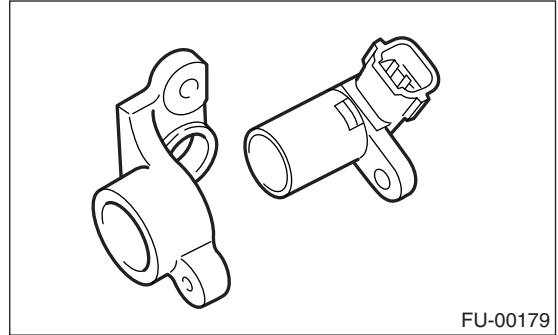


- 4) Remove the bolt which installs the camshaft position sensor support to camshaft cap LH.



- 5) Remove the camshaft position sensor and the support as a unit.

- 6) Remove the camshaft position sensor itself.



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)

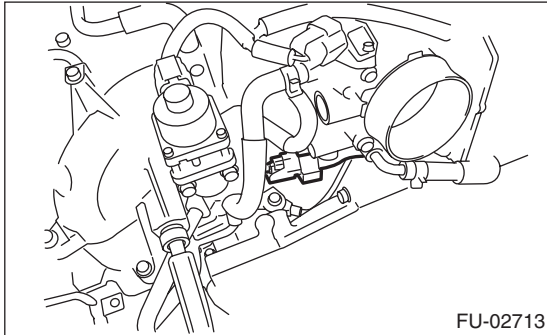
Camshaft position sensor

6.4 N·m (0.65 kgf-m, 4.7 ft-lb)

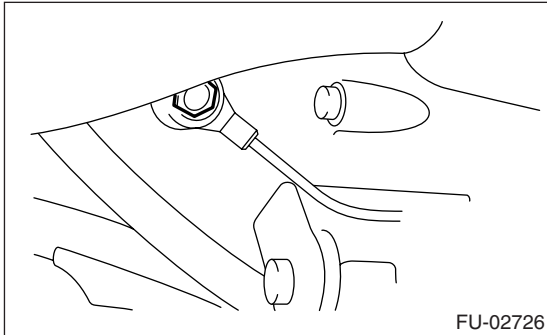
7. Knock Sensor

A: REMOVAL

- 1) Disconnect the ground cable from 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

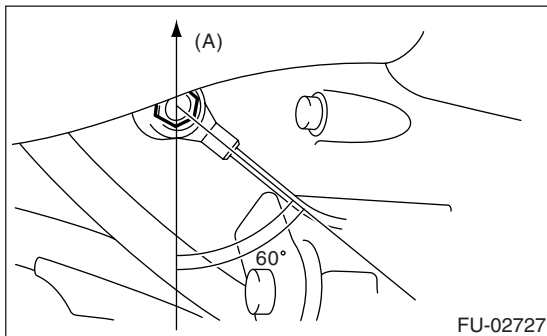
- 1) Install the knock sensor to cylinder block.

NOTE:

Extraction area of knock sensor cord must be positioned at a 60° angle relative to the engine rear.

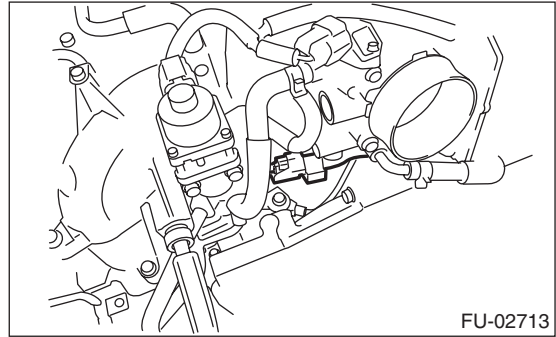
Tightening torque:

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 battery ground cable to battery.

8. Throttle Position Sensor

A: SPECIFICATION

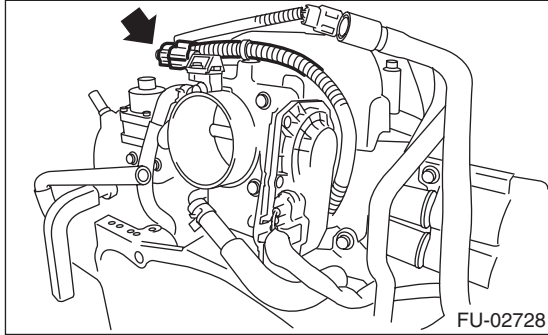
Throttle body is a non-disassembled part, so do not remove the throttle position sensor from throttle body.

Refer to “Throttle Body” for removal and installation procedure. <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 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.

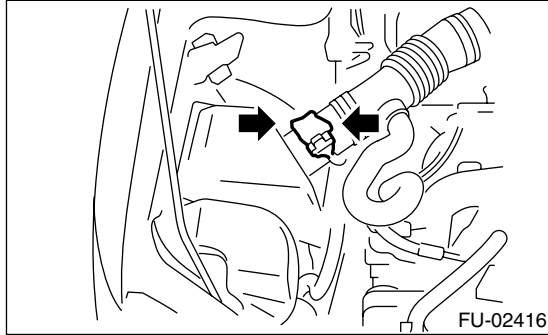
Tightening torque:

2.0 N·m (0.20 kgf-m, 1.5 ft-lb)

10. Mass Air Flow and Intake Air Temperature Sensor

A: REMOVAL

- 1) Disconnect the ground cable from battery.
- 2) Disconnect the connector from 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.

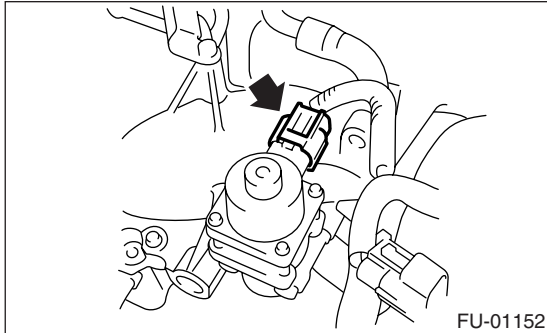
Tightening torque:

1.0 N·m (0.10 kgf-m, 0.74 ft-lb)

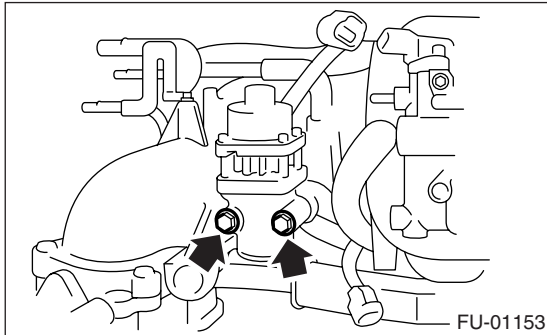
11.EGR Valve

A: REMOVAL

- 1) Disconnect the ground cable from 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, 13.7 ft-lb)

12. Fuel Injector

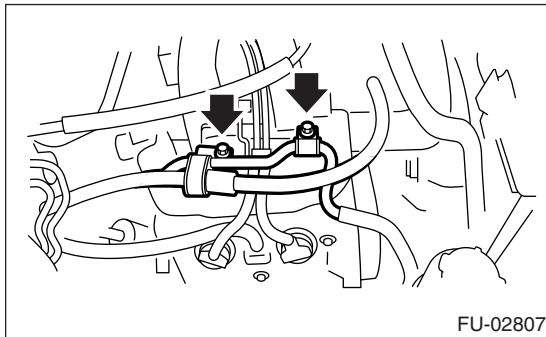
A: REMOVAL

1. RH SIDE

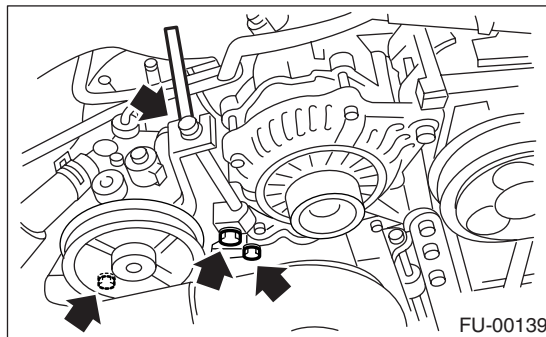
- 1) Release the fuel pressure.
<Ref. to FU(H4SO)-42, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>
- 2) Disconnect the ground cable from battery.
- 3) Open the fuel filler flap lid, and remove the fuel filler cap.
- 4) Remove the air intake chamber and air cleaner case. <Ref. to IN(H4SO)-7, REMOVAL, Air Intake Duct.> <Ref. to IN(H4SO)-5, REMOVAL, Air Cleaner Case.>
- 5) Remove the power steering pump and 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:

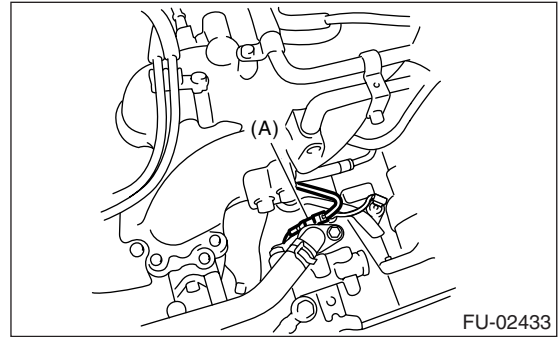
Do not disconnect the power steering hose.



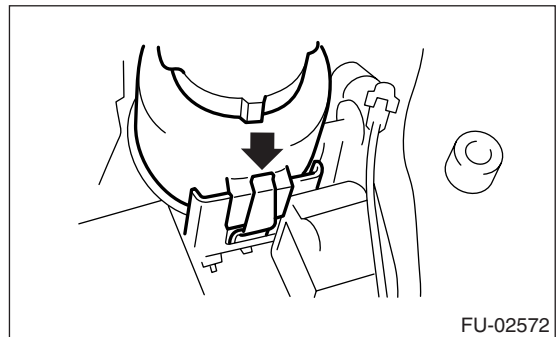
- (3) Remove the bolts which install the power steering pump to the bracket.



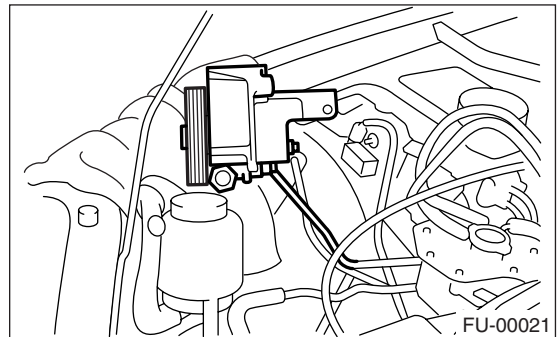
- (4) Disconnect the power steering pump switch connector (A).



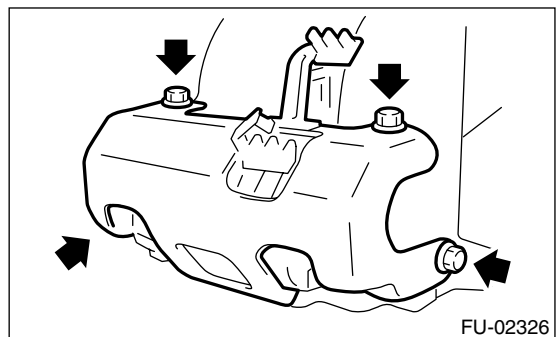
- (5) Remove the reservoir tank from the bracket by pulling it upwards.



- (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).
- 7) Remove the fuel pipe protector RH.

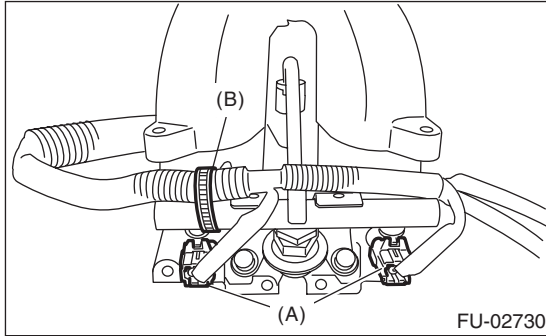


- 8) Disconnect the connector (A) from fuel injector.

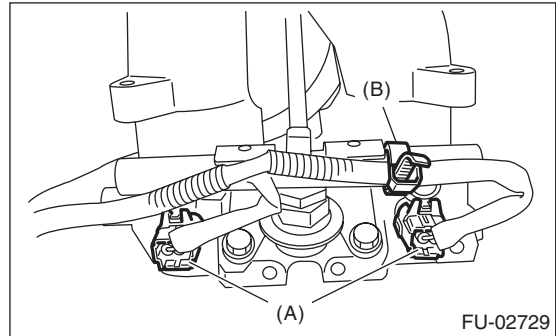
Fuel Injector

FUEL INJECTION (FUEL SYSTEMS)

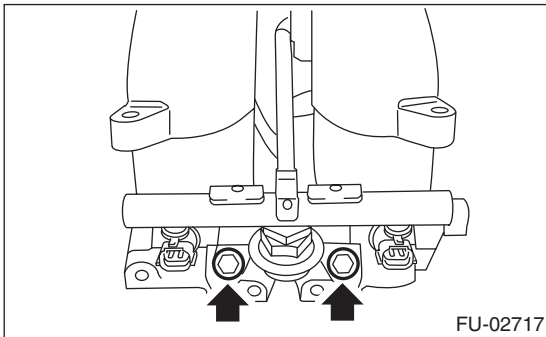
9) Remove the harness band (B) which holds engine harness to fuel injector pipe.



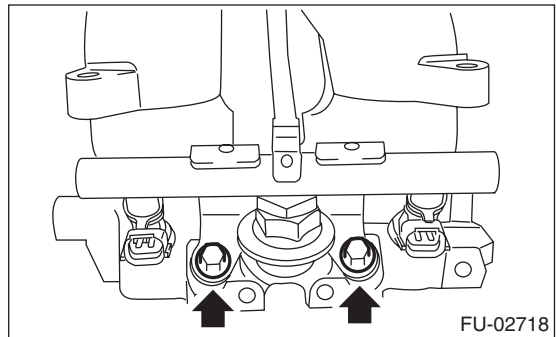
7) Remove the harness band (B) which holds engine harness to fuel injector pipe.



10) Remove the bolts which hold fuel injector pipe onto intake manifold.



8) Remove the bolts which hold fuel injector pipe onto intake manifold.



11) Remove the fuel injector while lifting up the fuel injector pipe.

2. LH SIDE

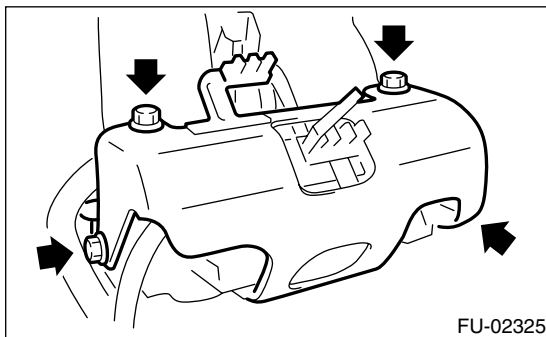
1) Release the fuel pressure. <Ref. to FU(H4SO)-42, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>

2) Remove the battery. <Ref. to SC(H4SO)-20, REMOVAL, Battery.>

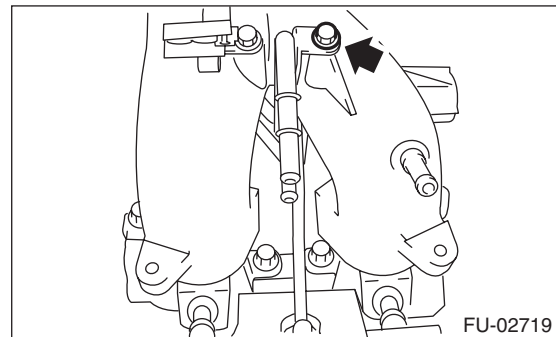
3) Open the fuel filler flap lid, and remove the fuel filler cap.

4) Remove the spark plug cords from spark plugs (#2 and #4 cylinders).

5) Remove the fuel pipe protector LH.



6) Disconnect the connector (A) from fuel injector.



9) Remove the fuel injector while lifting up the fuel injector pipe.

Fuel Injector

FUEL INJECTION (FUEL SYSTEMS)

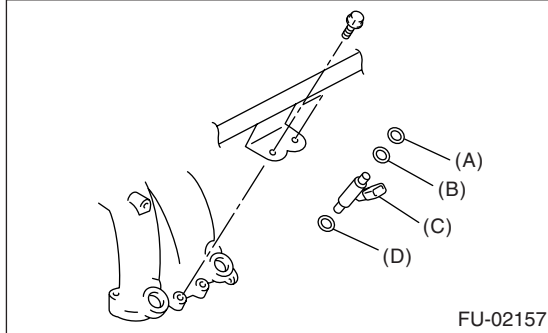
B: INSTALLATION

1. RH SIDE

Install in the reverse order of removal.

NOTE:

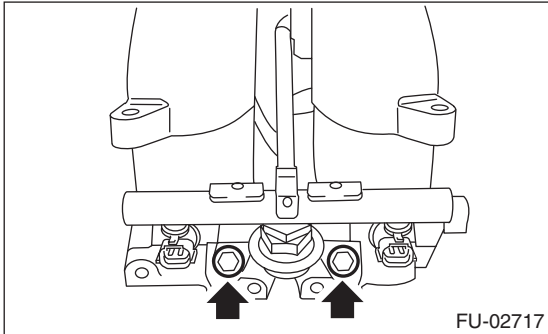
Use new O-rings.



- (A) O-ring
- (B) O-ring
- (C) Fuel injector
- (D) O-ring

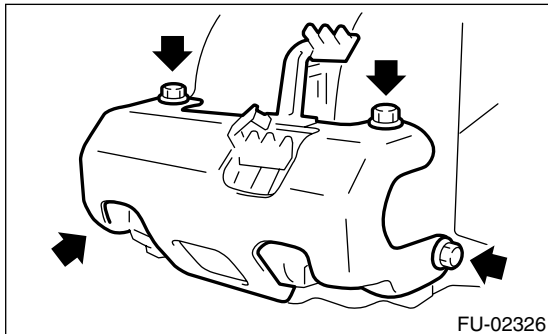
Tightening torque:

19 N·m (1.9 kgf-m, 13.7 ft-lb)



Tightening torque:

19 N·m (1.9 kgf-m, 13.7 ft-lb)

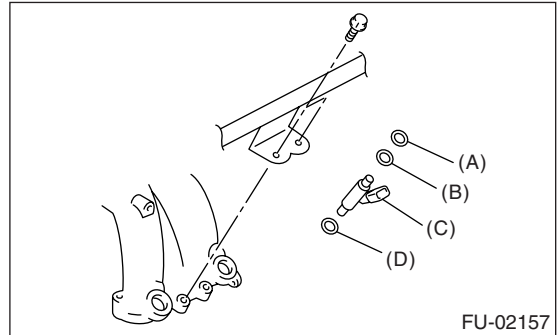


2. LH SIDE

Install in the reverse order of removal.

NOTE:

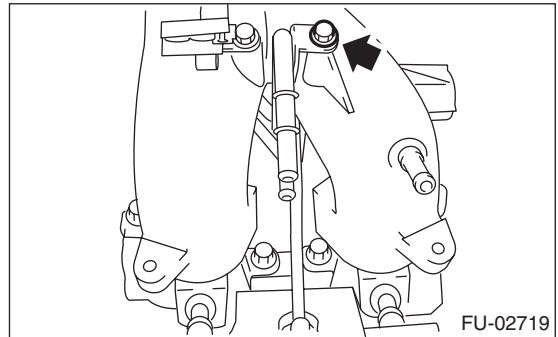
Use new O-rings.



- (A) O-ring
- (B) O-ring
- (C) Fuel injector
- (D) O-ring

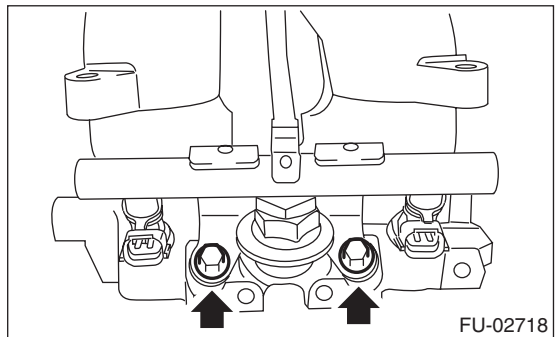
Tightening torque:

6.4 N·m (0.65 kgf-m, 4.7 ft-lb)



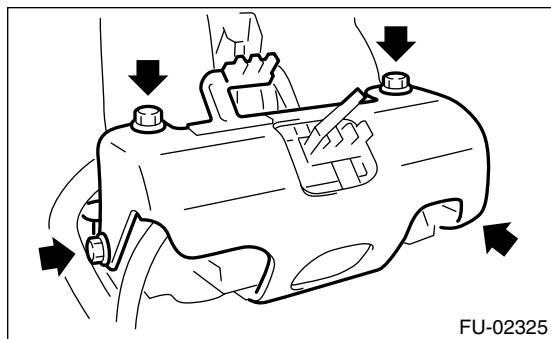
Tightening torque:

19 N·m (1.9 kgf-m, 13.7 ft-lb)



Tightening torque:

19 N·m (1.9 kgf-m, 13.7 ft-lb)

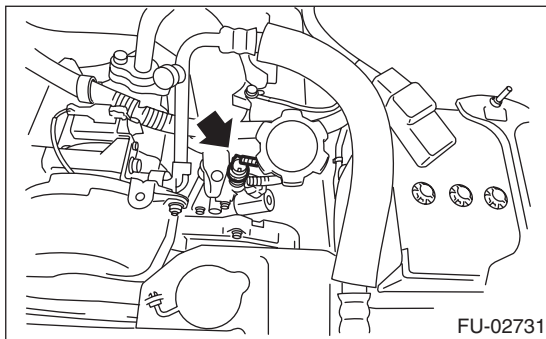


13. Variable Valve Lift Diagnosis Oil Pressure Switch

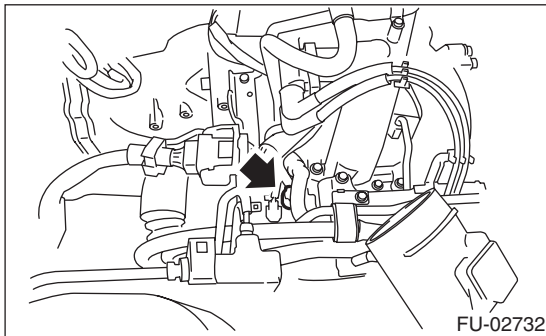
A: REMOVAL

- 1) Disconnect the ground cable from battery.
- 2) Remove the air intake chamber.
<Ref. to IN(H4SO)-6, REMOVAL, Air Intake Chamber.>
- 3) Remove the engine harness connector from bracket.
- 4) Disconnect the connector from 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 thread of variable valve lift diagnosis oil pressure switch.

Liquid gasket:

THREE BOND 1324 (Part No. 004403042) or equivalent

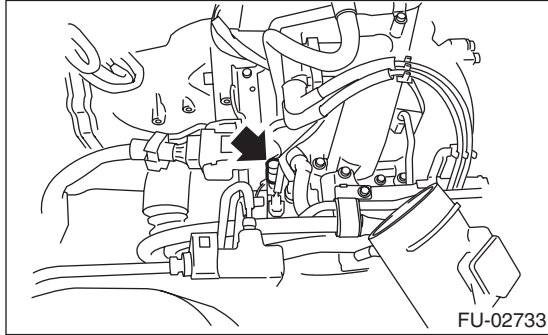
Tightening torque:

17 N·m (1.7 kgf-m, 12.5 ft-lb)

14.Oil Temperature Sensor

A: REMOVAL

- 1) Disconnect the ground cable from battery.
- 2) Remove the air intake chamber.
<Ref. to IN(H4SO)-6, REMOVAL, Air Intake Chamber.>
- 3) Remove the engine harness connector from bracket.
- 4) Disconnect the connector from 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)

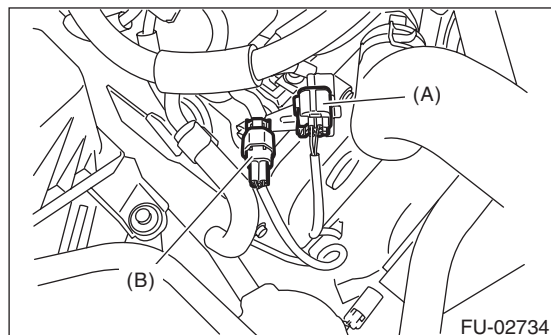
15. Front Oxygen (A/F) Sensor

A: REMOVAL

- 1) Disconnect the ground cable from battery.
- 2) Disconnect the front oxygen (A/F) sensor connector.

NOTE:

Remove the harness clip from bracket.

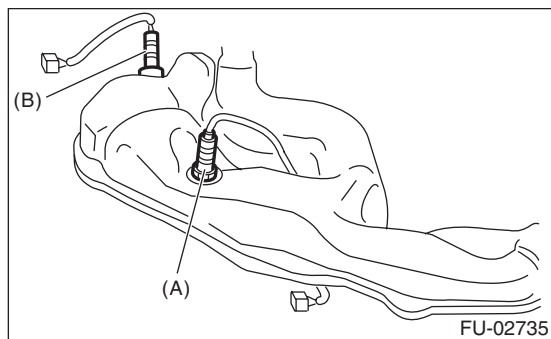


- (A) Front oxygen (A/F) sensor connector
(B) Rear oxygen sensor connector

- 3) Lift up the vehicle.
- 4) Remove the under cover.
- 5) Apply spray type lubricant to the threaded portion of front oxygen (A/F) sensor, and leave it for one minute or more.
- 6) Remove the front oxygen (A/F) sensor.

CAUTION:

When removing the oxygen (A/F) sensor, wait until exhaust pipe cools, otherwise it will damage exhaust pipe.



- (A) Front oxygen (A/F) sensor
(B) Rear oxygen sensor

B: INSTALLATION

- 1) Before installing front oxygen (A/F) sensor, apply the anti-seize compound only to the threaded portion of front oxygen (A/F) sensor to make the next removal easier.

Anti-seize compound:

NEVER-SEEZ NS-165 or equivalent

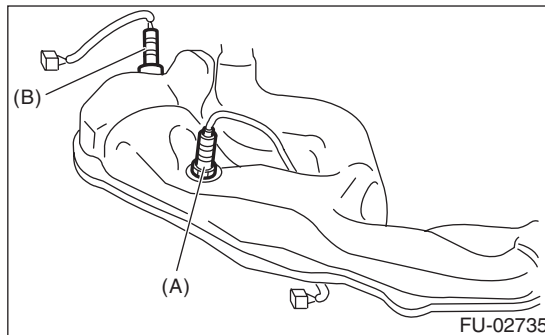
CAUTION:

Never apply anti-seize compound to protector of front oxygen (A/F) sensor.

- 2) Install the front oxygen (A/F) sensor.

Tightening torque:

21 N·m (2.1 kgf-m, 15.2 ft-lb)

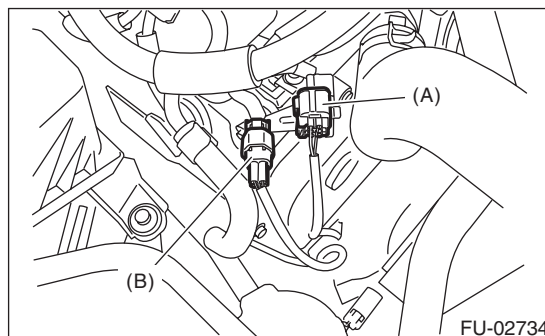


- (A) Front oxygen (A/F) sensor
(B) Rear oxygen sensor

- 3) Install the under cover.
- 4) Lower the vehicle.
- 5) Connect the connector of front oxygen (A/F) sensor.

NOTE:

Install the harness clip to bracket.



- (A) Front oxygen (A/F) sensor connector
(B) Rear oxygen sensor connector

- 6) Connect the battery ground cable to battery.

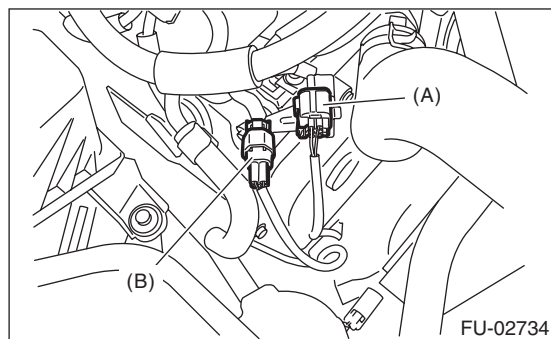
16.Rear Oxygen Sensor

A: REMOVAL

- 1) Disconnect the ground cable from battery.
- 2) Disconnect the connector of rear oxygen sensor.

NOTE:

Remove the harness clip from bracket.

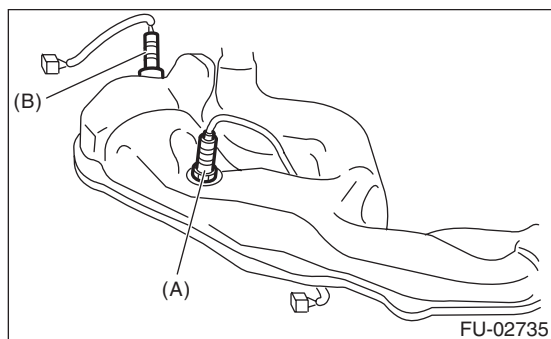


- (A) Front oxygen (A/F) sensor connector
(B) Rear oxygen sensor connector

- 3) Lift up the vehicle.
- 4) Remove the under cover.
- 5) Apply spray type lubricant to the threaded portion of rear oxygen sensor, and leave it for one minute or more.
- 6) Remove the rear oxygen sensor.

CAUTION:

When removing the rear oxygen sensor, wait until the exhaust pipe cools, otherwise it will damage the exhaust pipe.



- (A) Front oxygen (A/F) sensor
(B) Rear oxygen sensor

B: INSTALLATION

- 1) Before installing the rear oxygen (A/F) sensor, apply the anti-seize compound only to the threaded portion of the rear oxygen (A/F) sensor to make the next removal easier.

CAUTION:

Never apply anti-seize compound to protector of rear oxygen sensor.

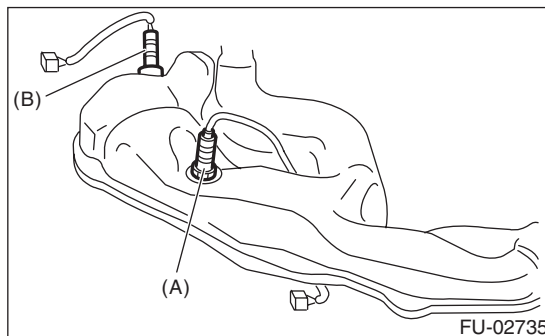
Anti-seize compound:

NEVER-SEEZ NS-165 or equivalent

- 2) Install the rear oxygen sensor.

Tightening torque:

21 N·m (2.1 kgf-m, 15.2 ft-lb)

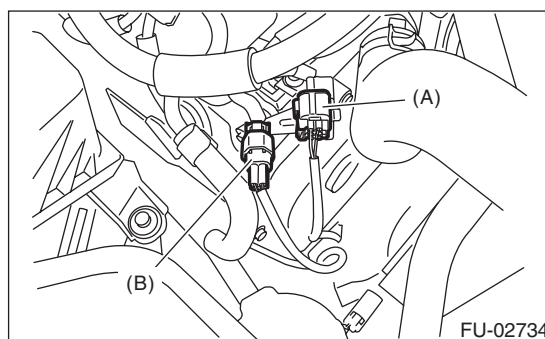


- (A) Front oxygen (A/F) sensor
(B) Rear oxygen sensor

- 3) Install the under cover.
- 4) Lower the vehicle.
- 5) Connect the connector to the rear oxygen sensor.

NOTE:

Install the harness clip to bracket.



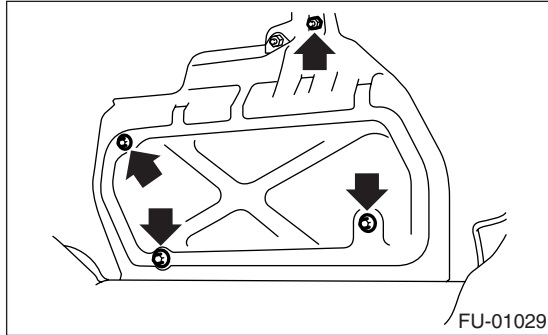
- (A) Front oxygen (A/F) sensor connector
(B) Rear oxygen sensor connector

- 6) Connect the battery ground cable to battery.

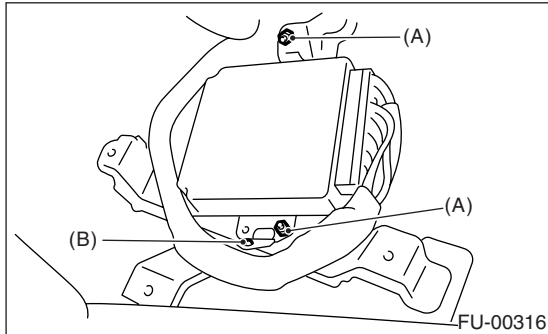
17.Engine Control Module (ECM)

A: REMOVAL

- 1) Disconnect the ground cable from battery.
- 2) Remove the lower inner trim of passenger side.
<Ref. to EI-51, REMOVAL, Lower Inner Trim.>
- 3) Detach the floor mat of front passenger seat.
- 4) Remove the protect cover.



- 5) Remove the nuts (A) which hold ECM to the bracket.
- 6) Remove the clip (B) from the bracket.



- 7) Disconnect the ECM connectors and take out the ECM.

B: INSTALLATION

Install in the reverse order of removal.

CAUTION:

- When replacing the ECM, be careful not to use the wrong spec. ECM to avoid any damage to fuel injection system.
- When replacing the ECM, be careful not to damage the harnesses and connectors.

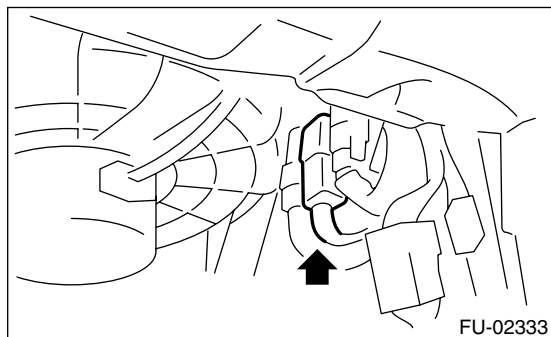
Tightening torque:

5 N·m (0.5 kgf-m, 3.7 ft-lb)

18.Main Relay

A: REMOVAL

- 1) Disconnect the ground cable from battery.
- 2) Remove the passenger's side front side sill cover.
- 3) Remove the bolt which holds the relay bracket on the body.
- 4) Disconnect the connectors from the main relay.



- 5) Remove the main relay from the mounting bracket.

B: INSTALLATION

Install in the reverse order of removal.

24. Fuel Pump

A: REMOVAL

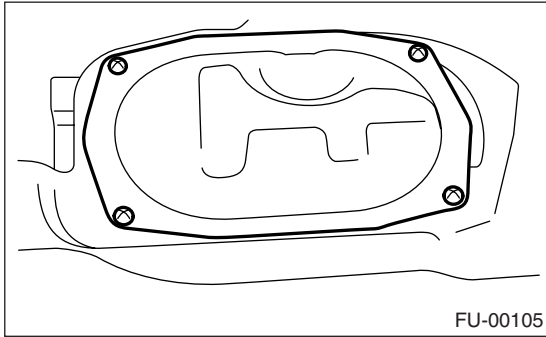
WARNING:

- Place “NO FIRE” signs near the working area.
- Be careful not to spill fuel on the floor.

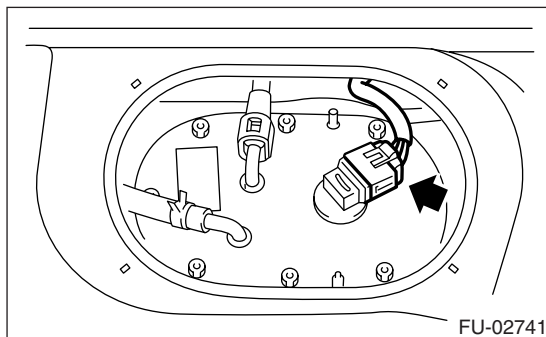
NOTE:

The fuel pump assembly consists of a fuel pump and a fuel level sensor.

- 1) Release the fuel pressure.
<Ref. to FU(H4SO)-42, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>
- 2) Disconnect the ground cable from battery.
- 3) Open the fuel filler flap lid and remove the fuel filler cap.
- 4) Lift up the vehicle.
- 5) Drain the fuel from the fuel tank.
<Ref. to FU(H4SO)-42, DRAINING FUEL, PROCEDURE, Fuel.>
- 6) Remove the luggage floor mat. <Ref. to EI-61, REMOVAL, Luggage Floor Mat.>
- 7) Remove the service hole cover.

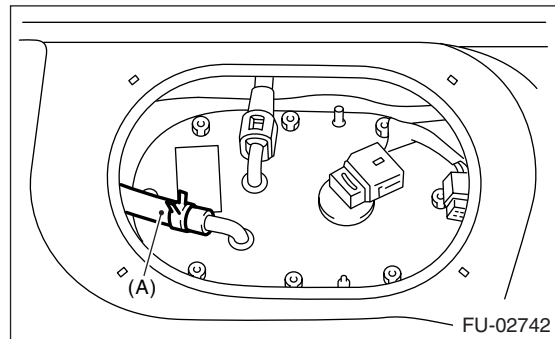


- 8) Disconnect the connector from fuel pump.

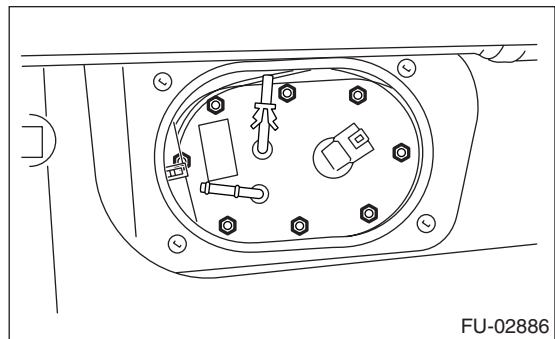


- 9) Disconnect the quick connector and then disconnect the fuel delivery hose. <Ref. to FU(H4SO)-57, REMOVAL, Fuel Delivery & Evaporation Lines.>

- 10) Move the clip and then disconnect the jet pump hose (A).



- 11) Remove the nuts which install the fuel pump assembly onto the fuel tank.



- 12) Take off the fuel pump assembly from the fuel tank.

B: INSTALLATION

Install in the reverse order of removal. Do the following:

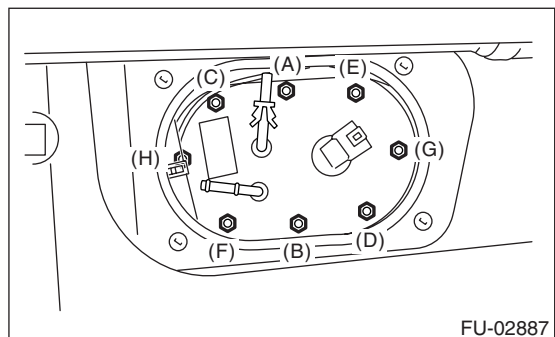
NOTE:

Use a new gasket and retainer.

- (1) Ensure the sealing portion is free from fuel or foreign particles before installation.
- (2) Tighten the nuts in alphabetical sequence shown in figure to specified torque.

Tightening torque:

4.4 N·m (0.45 kgf-m, 3.3 ft-lb)

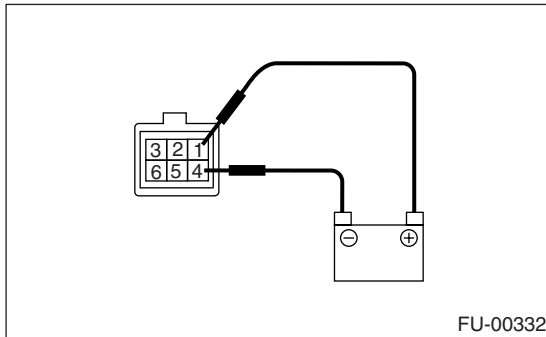


C: INSPECTION

Connect the lead harness to the connector terminal of fuel pump and apply the battery power supply to check whether the pump operates.

WARNING:

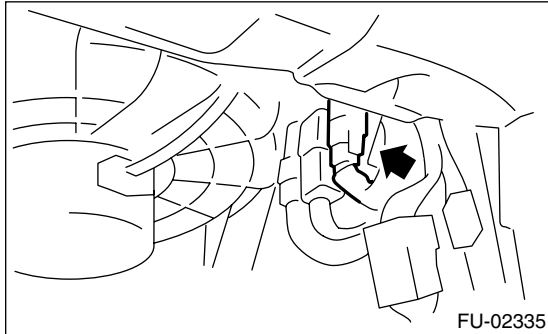
- Wipe off the fuel completely.
- Keep battery as far apart from fuel pump as possible.
- Be sure to turn the battery supply ON and OFF on the battery side.
- Do not run fuel pump for a long time under non-load condition.



20. Electronic Throttle Control Relay

A: REMOVAL

- 1) Disconnect the ground cable from battery.
- 2) Remove the passenger's side front side sill cover.
- 3) Remove the bolt which holds relay bracket on the body.
- 4) Disconnect the connector from electronic 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

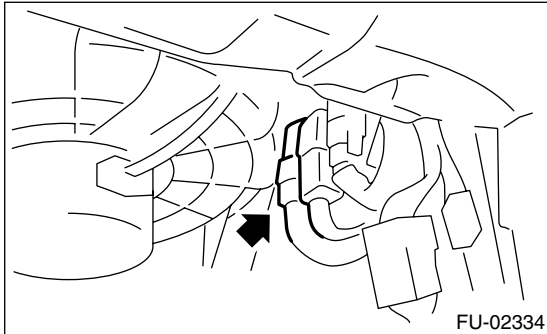
A: PROCEDURE

1. RELEASING OF FUEL PRESSURE

WARNING:

- Place “NO FIRE” signs near the working area.
- Be careful not to spill fuel on the floor.

1) Disconnect the connector from the fuel pump relay.



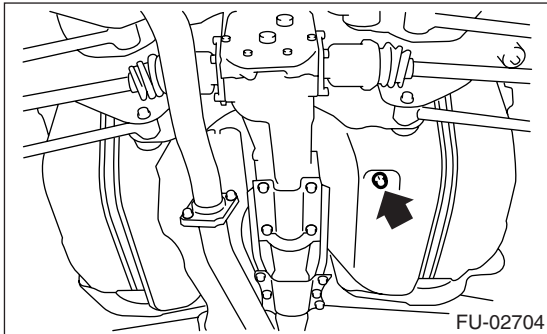
- 2) Start the engine and run it until it stalls.
 3) After the engine stalls, crank it for five more seconds.
 4) Turn the ignition switch to OFF.

2. DRAINING FUEL

WARNING:

- Place “NO FIRE” signs near the working area.
- Be careful not to spill fuel on the floor.

- 1) Set the vehicle on a lift.
 2) Disconnect the ground cable from battery.
 3) Open the fuel filler flap lid, and then remove the fuel filler cap.
 4) Lift up the vehicle.
 5) Drain the fuel from the fuel tank.
 Set a container under the vehicle and remove the fuel drain plug from the fuel tank.



- 6) Tighten the fuel drain plug.

NOTE:

Use a new gasket.

Tightening torque:

26 N·m (2.65 kgf-m, 19.2 ft-lb)

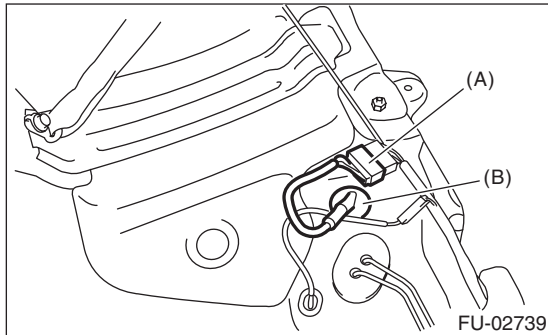
22. Fuel Tank

A: REMOVAL

WARNING:

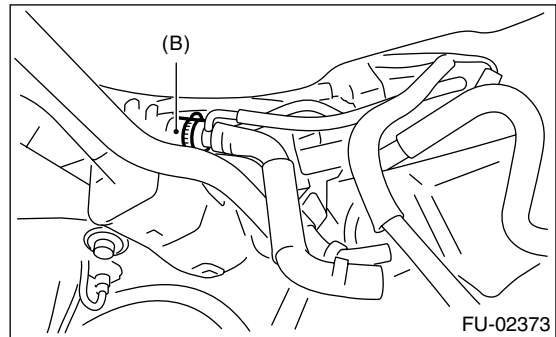
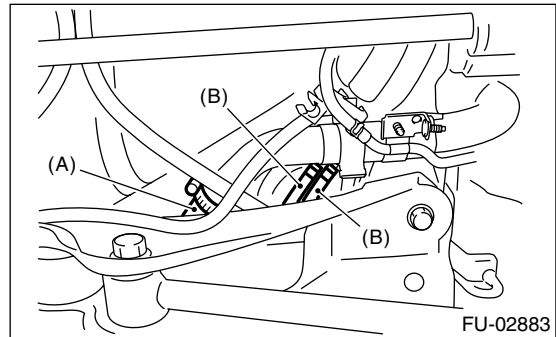
- Place “NO FIRE” signs near the working area.
- Be careful not to spill fuel on the floor.

- 1) Set the vehicle on a lift.
- 2) Release the fuel pressure.
<Ref. to FU(H4SO)-42, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>
- 3) Drain the fuel from the fuel tank.
<Ref. to FU(H4SO)-42, DRAINING FUEL, PROCEDURE, Fuel.>
- 4) Remove the rear seat.
- 5) Disconnect the connector (A) of fuel tank cord to the rear harness.
- 6) Push the grommet (B) which holds the fuel tank cord on floor panel into under the body.

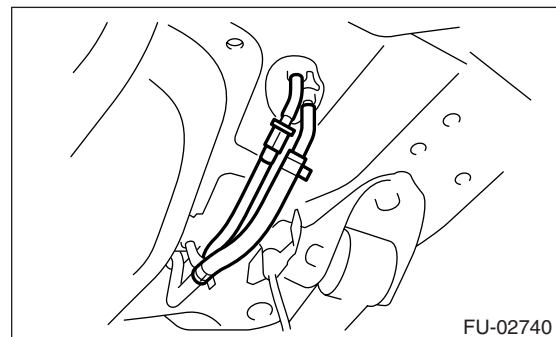


- 7) Remove the rear crossmember. <Ref. to RS-17, REMOVAL, Rear Crossmember.>
- 8) Remove the canister. <Ref. to EC(H4SO)-6, REMOVAL, Canister.>
- 9) Disconnect the connector from pressure control solenoid valve.

- 10) Loosen the clamp and disconnect the fuel filler hose (A) and evaporation hose (B) from the fuel filler pipe.



- 11) Move the clips, and disconnect the quick connector. <Ref. to FU(H4SO)-57, REMOVAL, Fuel Delivery & Evaporation Lines.>
- 12) Disconnect the fuel hoses.



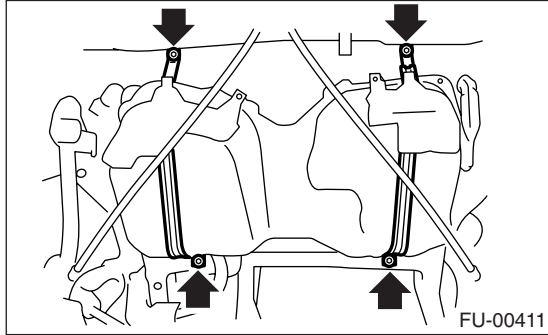
- 13) Support the fuel tank with a transmission jack, remove the bolts from bands and dismount the fuel tank from the vehicle.

Fuel Tank

FUEL INJECTION (FUEL SYSTEMS)

WARNING:

- An assistant is required to perform this work.
- Fuel may be left in the side, which has no drain plug, of the fuel tank. In this case, the tank is imbalanced between right and left sides. Be careful not to drop it when removing.

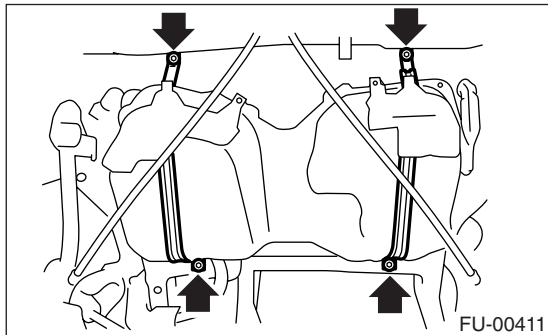


B: INSTALLATION

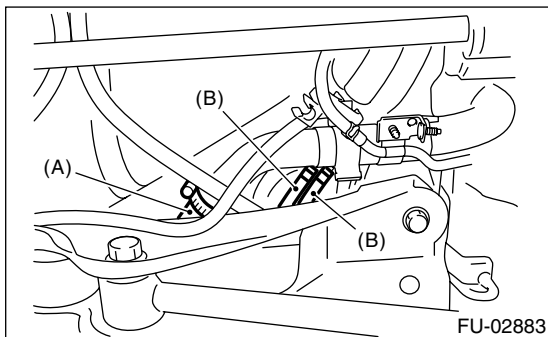
- 1) Support the fuel tank with a transmission jack and push the fuel tank harness into the access hole with the grommet.
- 2) Set the fuel tank and temporarily tighten the bolts of fuel tank bands.

WARNING:

An assistant is required to perform this work.

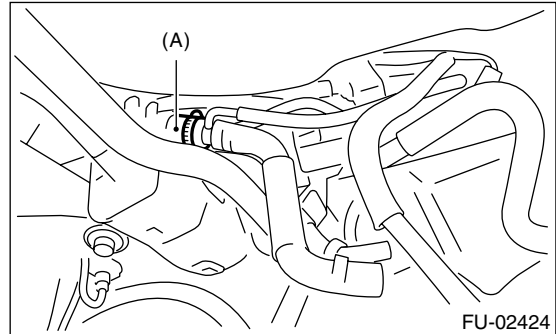


- 3) Insert the fuel filler hose (A) approx. 35 to 40 mm (1.38 to 1.57 in) over the lower end of fuel filler pipe, and tighten the clamp.
- 4) Insert the evaporation hose (B) to the lower end of evaporation pipe, and hold the clamp and clip.

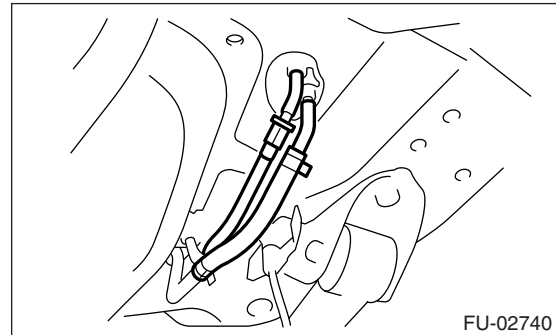


CAUTION:

Do not allow clips to touch hose (A) and rear suspension crossmember.



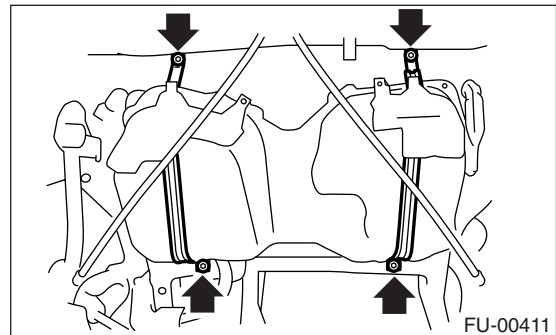
- 5) Connect the fuel hoses, and hold them with clips and quick connector. <Ref. to FU(H4SO)-57, REMOVAL, Fuel Delivery & Evaporation Lines.>



- 6) Connect the connector to the pressure control solenoid valve.
- 7) Install the canister. <Ref. to EC(H4SO)-6, INSTALLATION, Canister.>
- 8) Tighten the band mounting bolts.

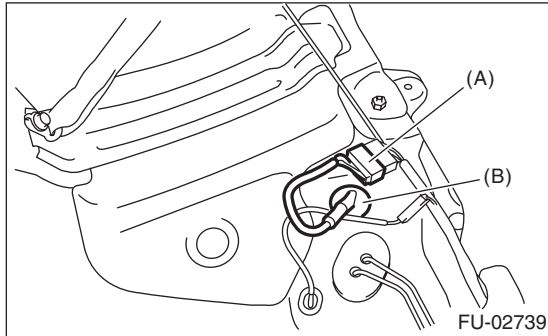
Tightening torque:

33 N·m (3.4 kgf-m, 25 ft-lb)

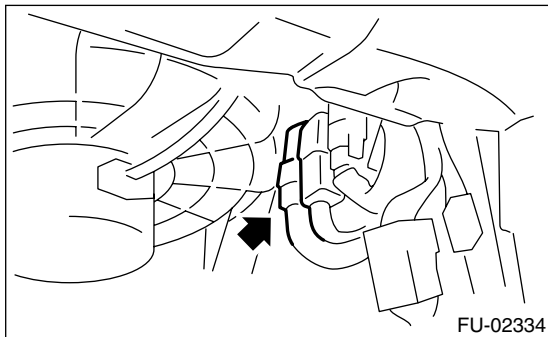


- 9) Install the rear crossmember. <Ref. to RS-17, INSTALLATION, Rear Crossmember.>

- 10) Connect the connectors (A) to the fuel tank cord and plug the service hole with grommet (B).



- 11) Set the rear seat and floor mat.
12) Connect the connector to the fuel pump relay.



C: INSPECTION

- 1) Make sure there are no cracks, holes, or other damage on the fuel tank.
- 2) Make sure that the fuel hoses and fuel pipes are not cracked and the connections are tight.

Fuel Filler Pipe

FUEL INJECTION (FUEL SYSTEMS)

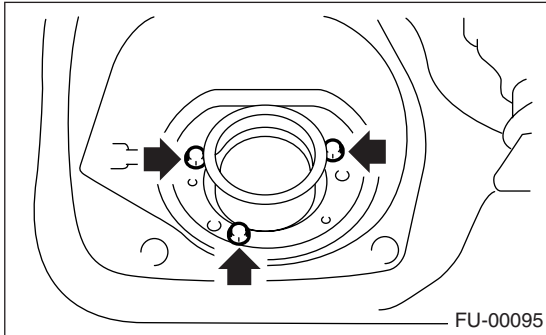
23. Fuel Filler Pipe

A: REMOVAL

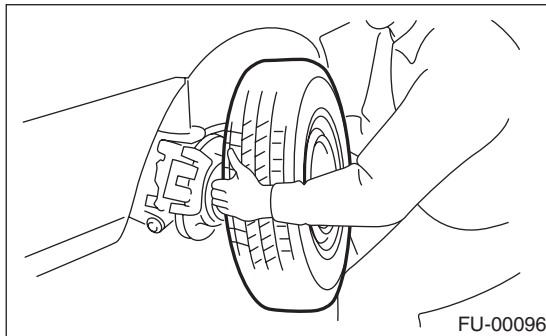
WARNING:

- Place “NO FIRE” signs near the working area.
- Be careful not to spill fuel on the floor.

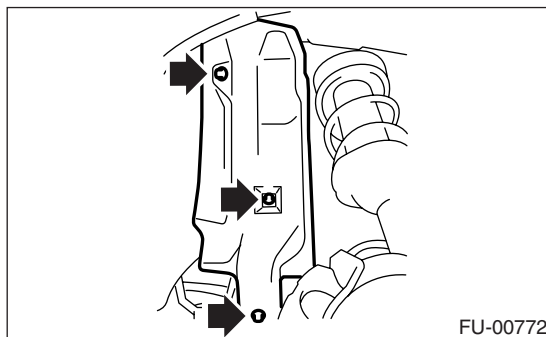
- 1) Disconnect the ground cable from battery.
- 2) Open the fuel filler flap lid and remove the filler cap.
- 3) Remove the screws holding packing in place.



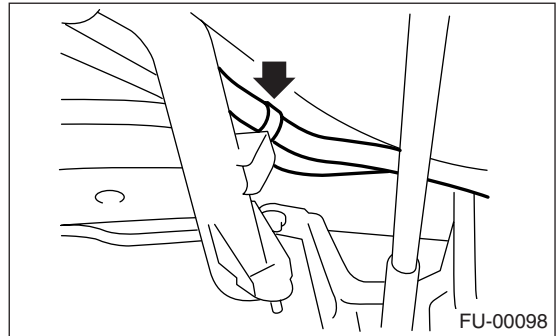
- 4) Lift up the vehicle.
- 5) Remove the rear right side wheel nuts.
- 6) Remove the rear right side wheel.



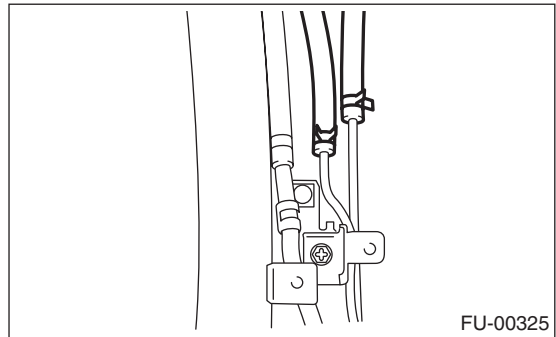
- 7) Drain the fuel from the fuel tank.
<Ref. to FU(H4SO)-42, DRAINING FUEL, PROCEDURE, Fuel.>
- 8) Remove the fuel filler pipe protector.



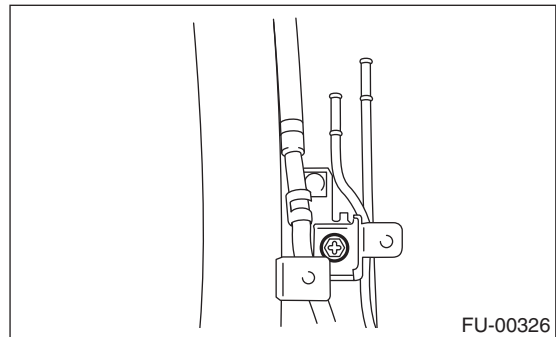
- 9) Separate the evaporation hoses from the clip of fuel filler pipe.



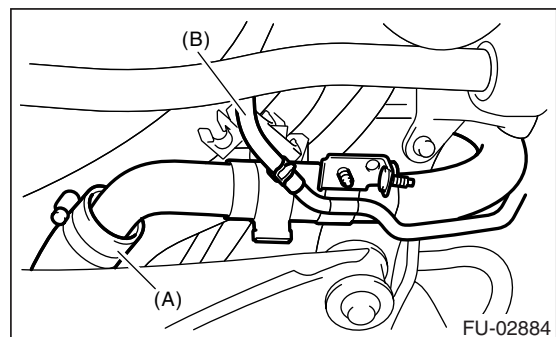
- 10) Disconnect the evaporation hoses from fuel pipes.



- 11) Remove the bolts which hold the fuel filler pipe bracket on the body.

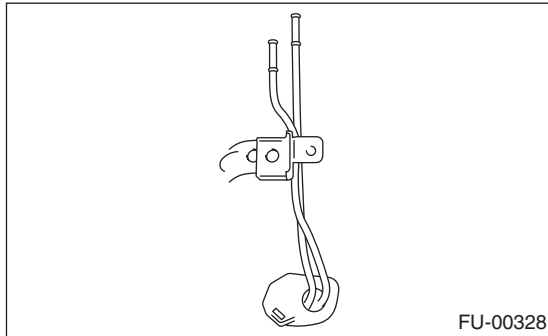


- 12) Loosen the clamp and separate the fuel filler hose (A) from the fuel filler pipe.
- 13) Move the clip and separate the evaporation hose (B).



- 14) Remove the fuel filler pipe to under side of the vehicle.

15) Remove the evaporation pipe together with clip from the body.

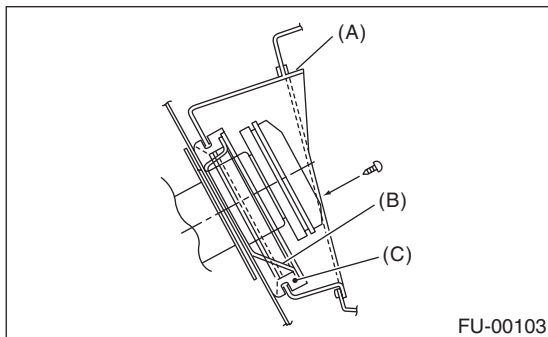


B: INSTALLATION

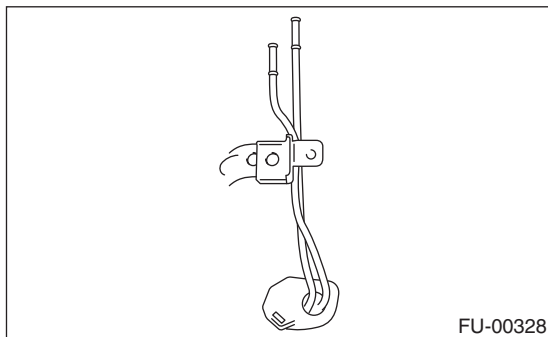
- 1) Open the fuel filler flap lid.
- 2) Set the fuel saucer (A) with rubber packing (C) and insert the fuel filler pipe into hole from the inner side of apron.
- 3) Align the holes in fuel filler pipe neck and set the cup (B), and tighten the screws.

NOTE:

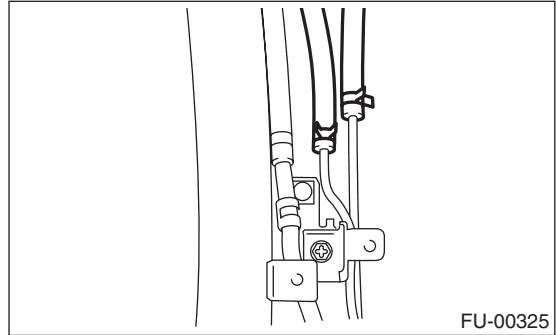
If the edges of rubber packing are folded toward the inside, straighten it with a screwdriver.



4) Install the evaporation pipe.



5) Connect the evaporation hoses to fuel pipes.

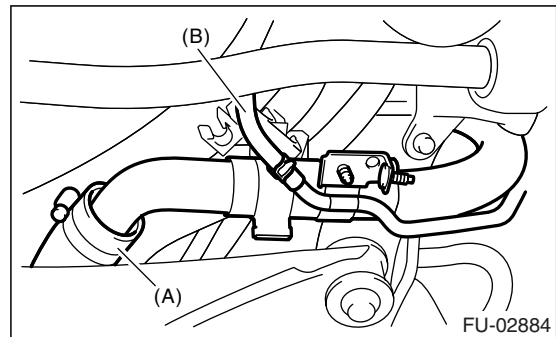


6) Insert the fuel filler hose (A) approximately 35 to 40 mm (1.38 to 1.57 in) over the lower end of fuel filler pipe and tighten the clamp.

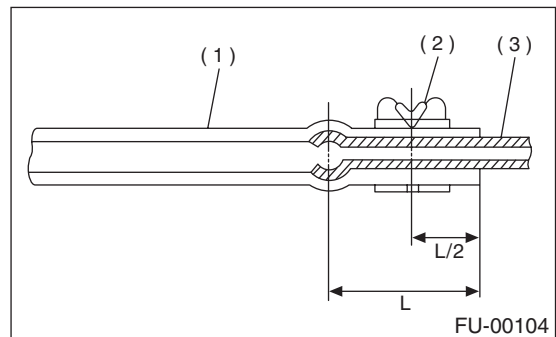
7) Insert the evaporation hose (B) approximately 25 to 30 mm (0.98 to 1.18 in) into the lower end of evaporation pipe and hold the clip.

CAUTION:

Do not allow clips to touch evaporation hose (B) and rear suspension crossmember.



$L = 27.5 \pm 2.5 \text{ mm (1.083} \pm 0.098 \text{ in)}$



- (1) Hose
- (2) Clip
- (3) Pipe

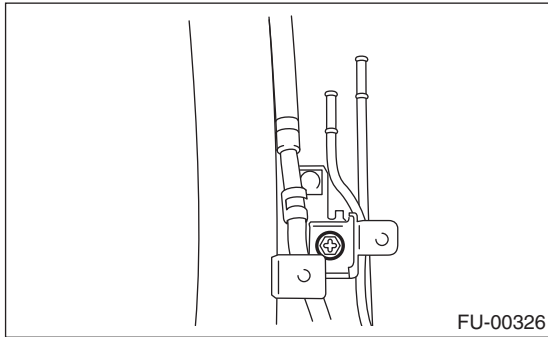
8) Tighten the bolt which holds the fuel filler pipe bracket on the body.

Fuel Filler Pipe

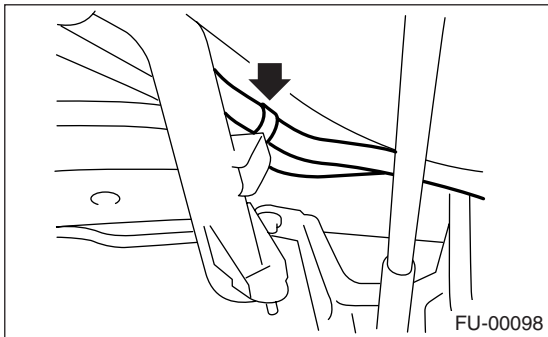
FUEL INJECTION (FUEL SYSTEMS)

Tightening torque:

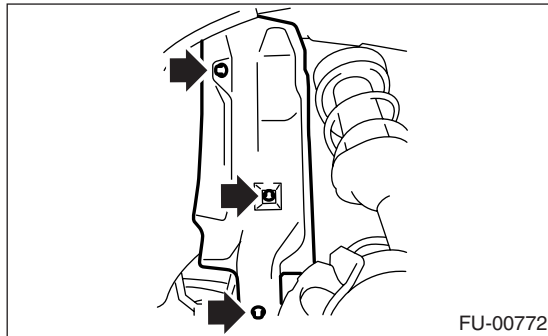
7.5 N·m (0.76 kgf-m, 5.5 ft-lb)



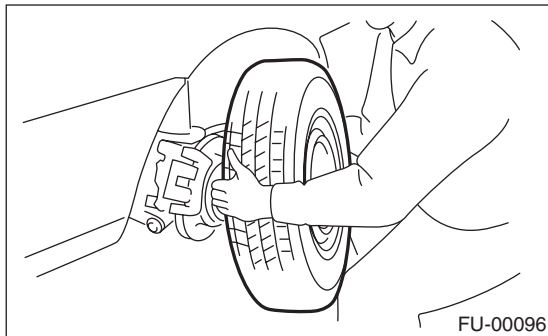
9) Secure the evaporation hose to clip of fuel filler pipe.



10) Install the fuel filler pipe protector.



11) Install the rear right wheel.



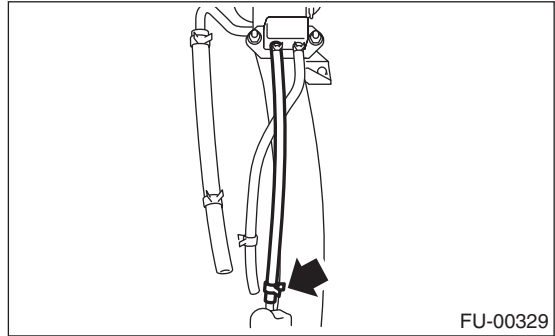
12) Lower the vehicle.

13) Tighten the wheel nuts.

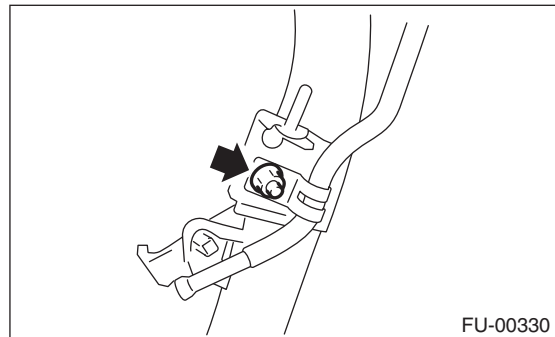
14) Connect the battery ground cable to battery.

C: DISASSEMBLY

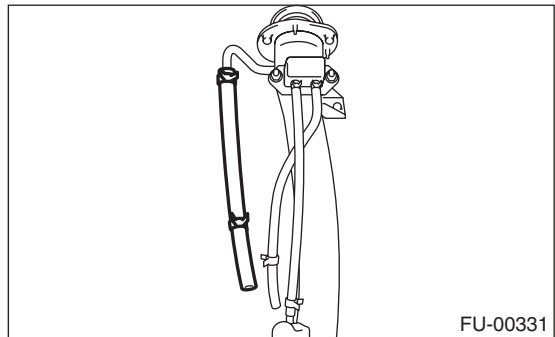
1) Move the clamp, and disconnect the evaporation hose from the joint pipe.



2) Remove the bolt which installs the joint pipe on the fuel filler pipe.



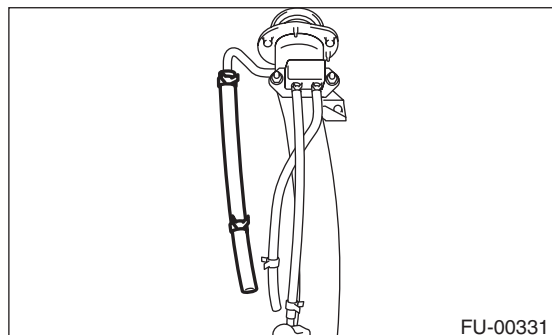
3) Disconnect the evaporation hose from the fuel filler pipe.



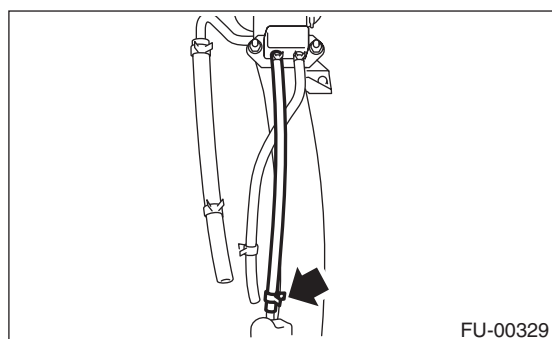
4) Remove the shut valve from the fuel filler pipe.
<Ref. to EC(H4SO)-15, REMOVAL, Shut Valve.>

D: ASSEMBLY

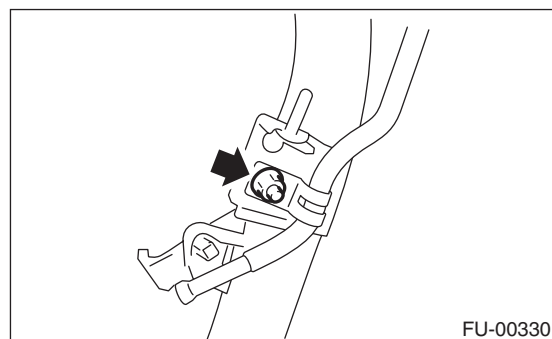
- 1) Install the shut valve on the fuel filler pipe. <Ref. to EC(H4SO)-15, INSTALLATION, Shut Valve.>
- 2) Connect the evaporation hose to the fuel filler pipe.



- 3) Connect the evaporation hose to the evaporation pipe.



- 4) Install the evaporation pipe to the fuel filler pipe.



24. Fuel Pump

A: REMOVAL

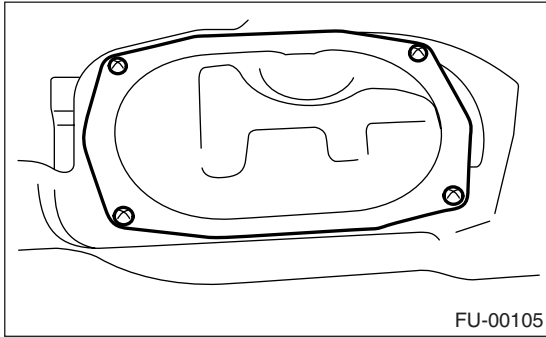
WARNING:

- Place “NO FIRE” signs near the working area.
- Be careful not to spill fuel on the floor.

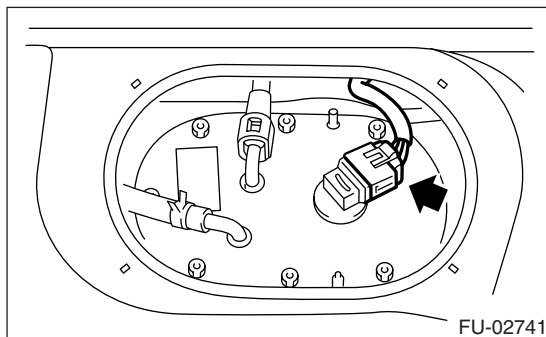
NOTE:

The fuel pump assembly consists of a fuel pump and a fuel level sensor.

- 1) Release the fuel pressure.
<Ref. to FU(H4SO)-42, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>
- 2) Disconnect the ground cable from battery.
- 3) Open the fuel filler flap lid and remove the fuel filler cap.
- 4) Lift up the vehicle.
- 5) Drain the fuel from the fuel tank.
<Ref. to FU(H4SO)-42, DRAINING FUEL, PROCEDURE, Fuel.>
- 6) Remove the luggage floor mat. <Ref. to EI-61, REMOVAL, Luggage Floor Mat.>
- 7) Remove the service hole cover.

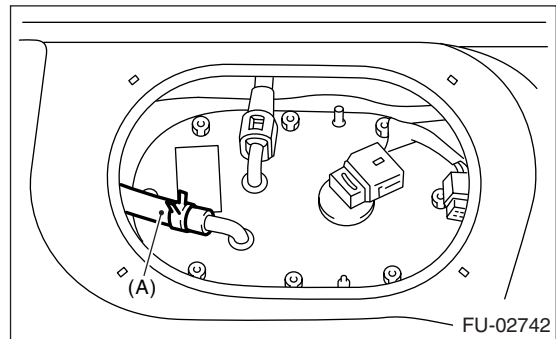


- 8) Disconnect the connector from fuel pump.

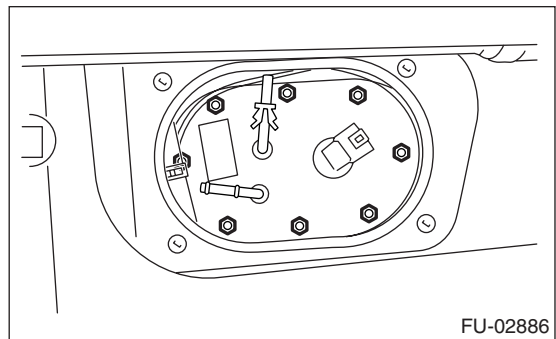


- 9) Disconnect the quick connector and then disconnect the fuel delivery hose. <Ref. to FU(H4SO)-57, REMOVAL, Fuel Delivery & Evaporation Lines.>

- 10) Move the clip and then disconnect the jet pump hose (A).



- 11) Remove the nuts which install the fuel pump assembly onto the fuel tank.



- 12) Take off the fuel pump assembly from the fuel tank.

B: INSTALLATION

Install in the reverse order of removal. Do the following:

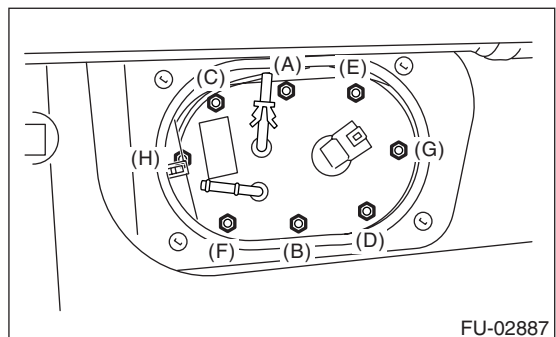
NOTE:

Use a new gasket and retainer.

- (1) Ensure the sealing portion is free from fuel or foreign particles before installation.
- (2) Tighten the nuts in alphabetical sequence shown in figure to specified torque.

Tightening torque:

4.4 N·m (0.45 kgf-m, 3.3 ft-lb)

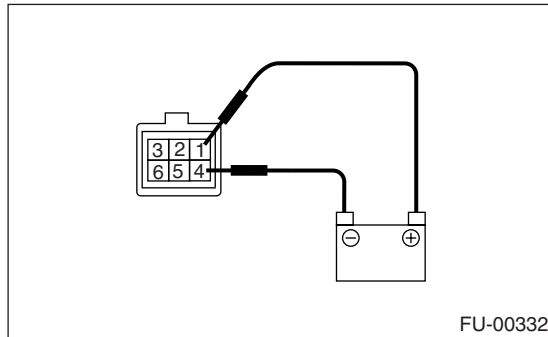


C: INSPECTION

Connect the lead harness to the connector terminal of fuel pump and apply the battery power supply to check whether the pump operates.

WARNING:

- Wipe off the fuel completely.
- Keep 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 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.
- Be careful not to spill the fuel.

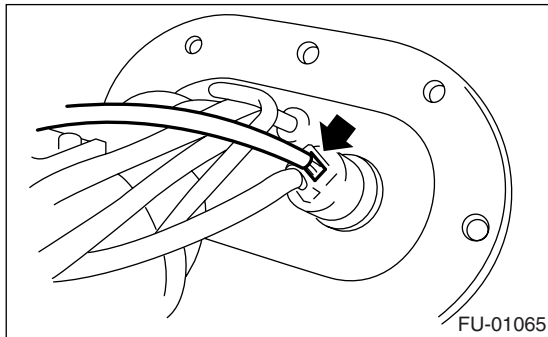
NOTE:

Fuel level sensor is built in fuel pump assembly.

1) Remove the fuel pump assembly.

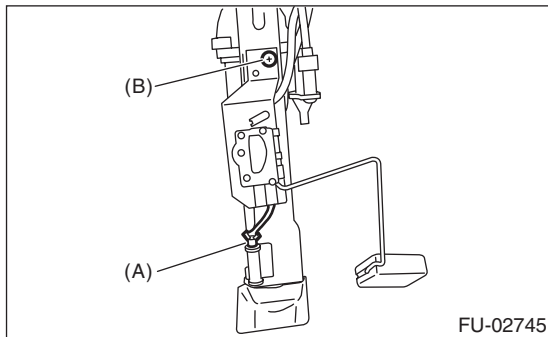
<Ref. to FU(H4SO)-50, REMOVAL, Fuel Pump.>

2) Disconnect the connector from the fuel pump bracket.



3) Remove the fuel temperature sensor (A).

4) Remove the bolt (B) which installs the fuel level sensor on mounting bracket.



B: INSTALLATION

Install in the reverse order of removal.

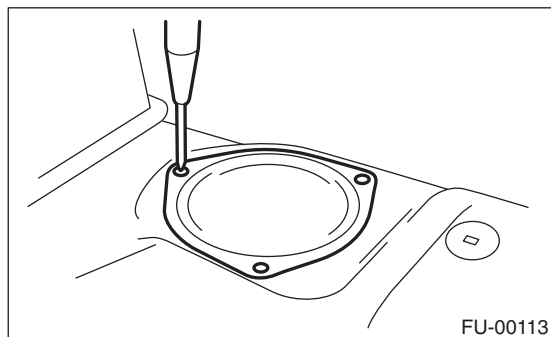
26. Fuel Sub Level Sensor

A: REMOVAL

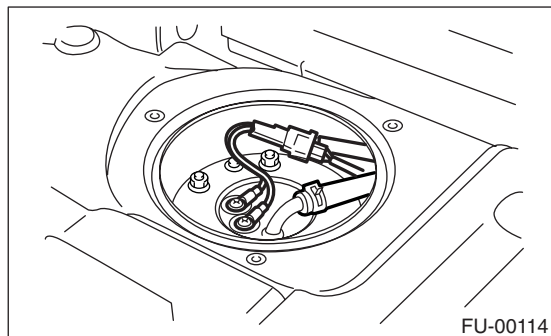
WARNING:

- Place “NO FIRE” signs near the working area.
- Be careful not to spill fuel on the floor.

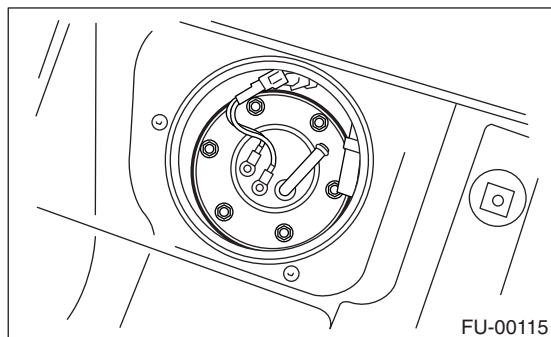
- 1) Disconnect the ground cable from battery.
- 2) Lift up the vehicle.
- 3) Drain the fuel from the fuel tank.
<Ref. to FU(H4SO)-42, DRAINING FUEL, PROCEDURE, Fuel.>
- 4) Remove the luggage floor mat. <Ref. to EI-61, REMOVAL, Luggage Floor Mat.>
- 5) Remove the service hole cover.



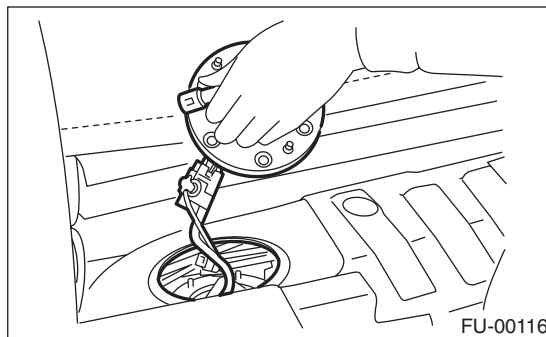
- 6) Disconnect the connector from the fuel sub level sensor.
- 7) Disconnect the fuel jet pump hose.



- 8) Remove the bolts which install the fuel sub level sensor on the fuel tank.



- 9) Remove the fuel sub level sensor.



B: INSTALLATION

Install in the reverse order of removal.

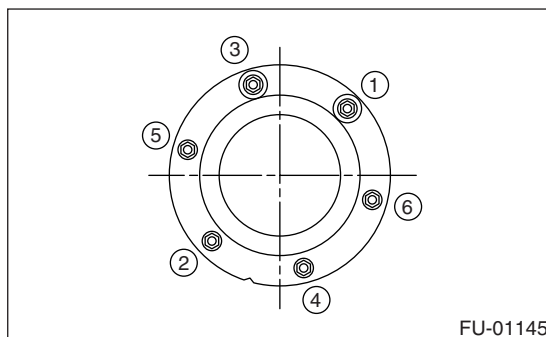
NOTE:

Use a new gasket.

- (1) Ensure the sealing portion is free from fuel or foreign particles before installation.
- (2) Tighten the nuts and bolts to specified torque in the order as shown in the figure.

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.
- Be careful not to spill the fuel.

NOTE:

Fuel filter is built into the fuel pump assembly.

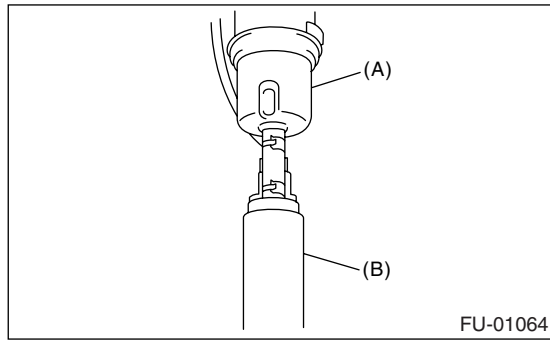
1) Release the fuel pressure.

<Ref. to FU(H4SO)-42, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>

2) Remove the fuel pump assembly. <Ref. to FU(H4SO)-50, REMOVAL, Fuel Pump.>

3) Remove the fuel pump. <Ref. to FU(H4SO)-50, REMOVAL, Fuel Pump.>

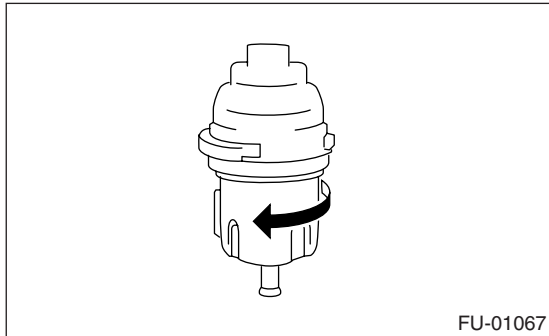
4) Separate the fuel filter from fuel pump.



(A) Fuel filter

(B) Fuel pump

5) Turn the filter holder around to the arrow direction, and then remove the filter.



B: INSTALLATION

CAUTION:

- If fuel hoses are damaged at the connecting portion, replace them with new ones.
- If clamps are badly damaged, replace them with new ones.

Install in the reverse order of removal.

C: INSPECTION

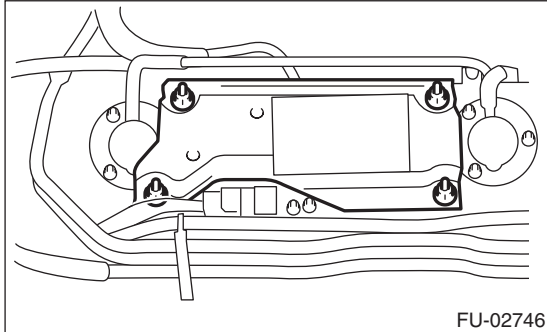
1) Check the inside of fuel filter for dirt and water sediment.

2) If it is clogged, or if replacement interval has been reached, replace it.

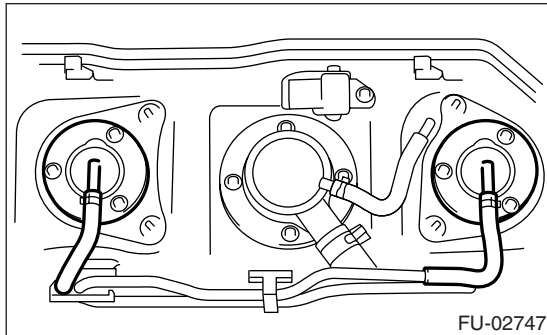
28.Fuel Cut Valve

A: REMOVAL

- 1) Remove the fuel tank.
<Ref. to FU(H4SO)-43, REMOVAL, Fuel Tank.>
- 2) Remove the protect cover.



- 3) Move the clip and disconnect the evaporation hose from fuel cut valve.



- 4) Remove the bolts which install the fuel cut valve.

B: INSTALLATION

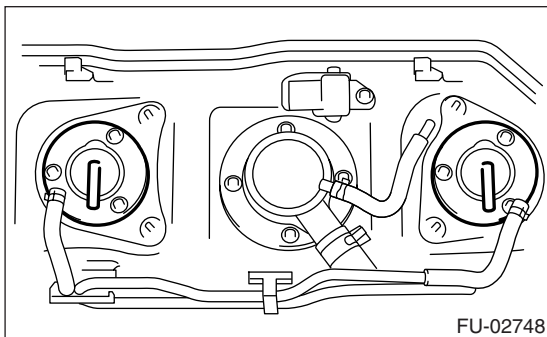
Install in the reverse order of removal.

NOTE:

Use a new gasket.

Tightening torque:

4.4 N·m (0.45 kgf-m, 3.3 ft-lb)



29. Fuel Damper Valve

A: REMOVAL

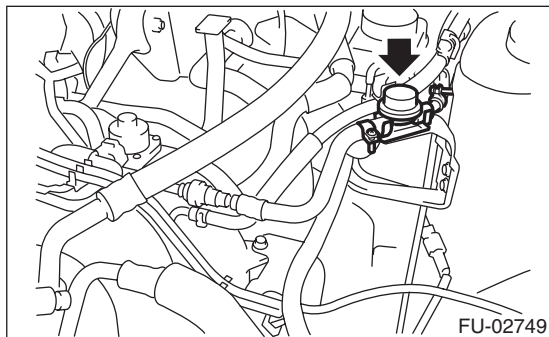
1) Release the fuel pressure.

<Ref. to FU(H4SO)-42, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>

2) Remove the fuel damper valve from the fuel delivery line.

WARNING:

- Be careful not to spill fuel.
- Catch the fuel from hoses using a container or cloth.



B: INSTALLATION

Install in the reverse order of removal.

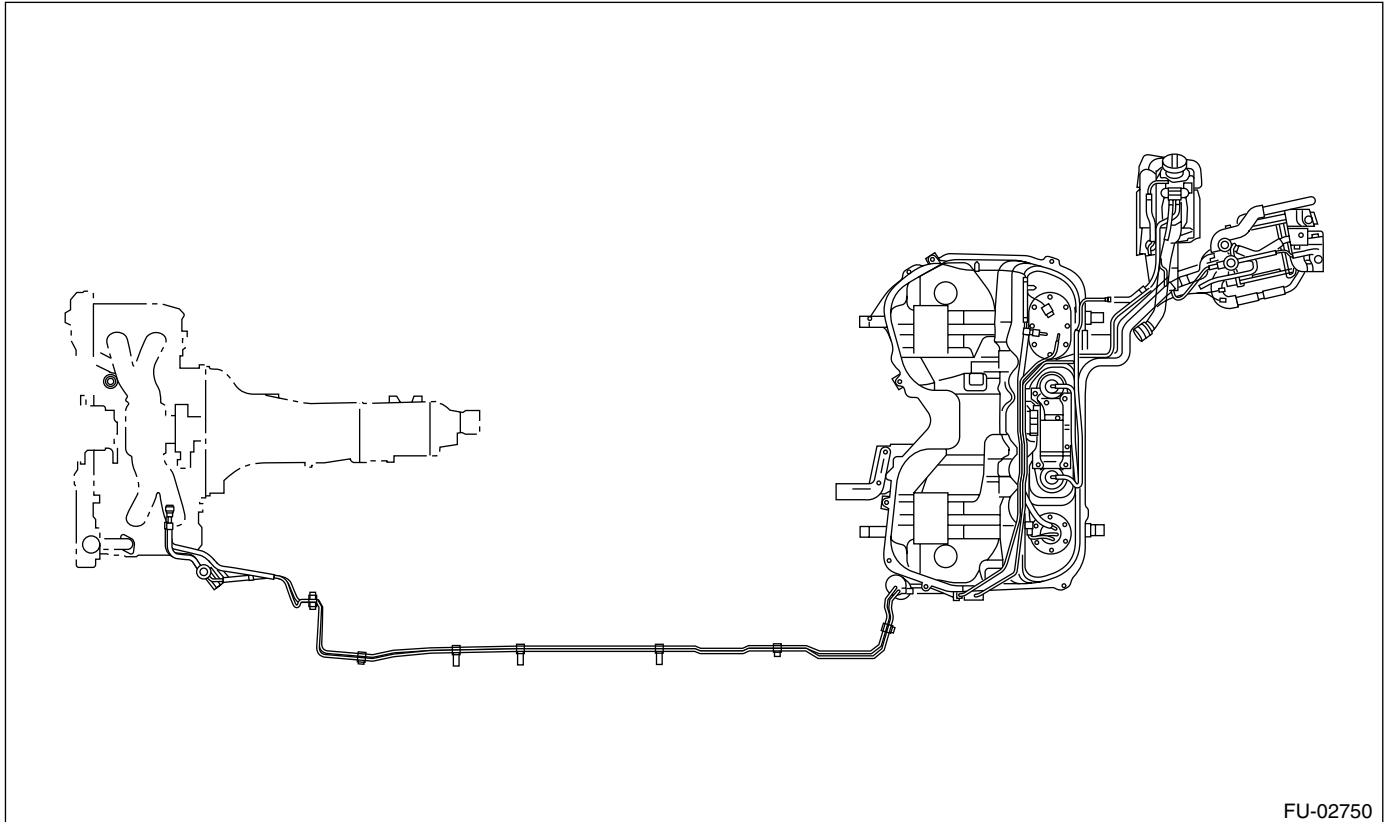
Tightening torque:

1.25 N·m (0.13 kgf-m, 0.94 ft-lb)

30. Fuel Delivery & Evaporation Lines

A: REMOVAL

- 1) Set the vehicle on a lift.
- 2) Release the fuel pressure. <Ref. to FU(H4SO)-42, 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-60, REMOVAL, Floor Mat.>
- 5) Disconnect the fuel delivery pipes and hoses, and disconnect the evaporation pipes and hoses.



FU-02750

- 6) In engine compartment, detach the fuel delivery hoses and evaporation hose.

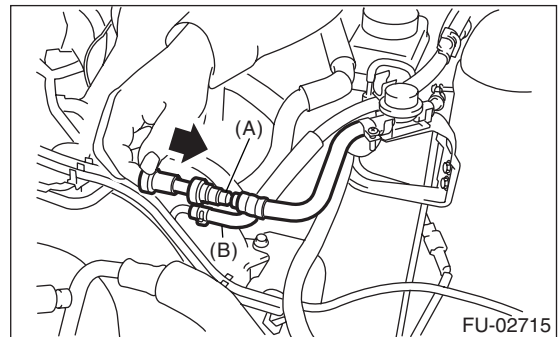
- (1) Separate the quick connectors of fuel delivery line by pushing the ST to the direction of arrow.

ST 42099AE000 CONNECTOR REMOVER

- (2) Remove the clip, and separate the evaporation hose from pipe.

WARNING:

- Be careful not to spill fuel.
- Catch the fuel from hoses using a container or cloth.



FU-02715

(A) Fuel delivery hose

(B) Evaporation hose

- 7) Lift up the vehicle.

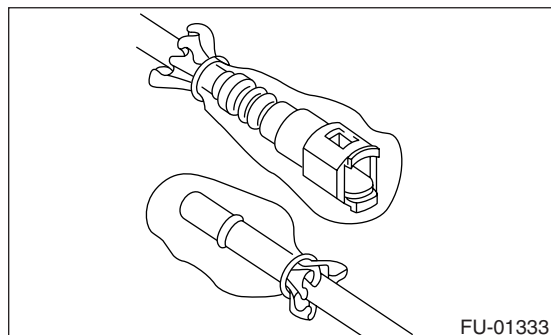
Fuel Delivery & Evaporation Lines

FUEL INJECTION (FUEL SYSTEMS)

8) Disconnect the quick connector on fuel line.

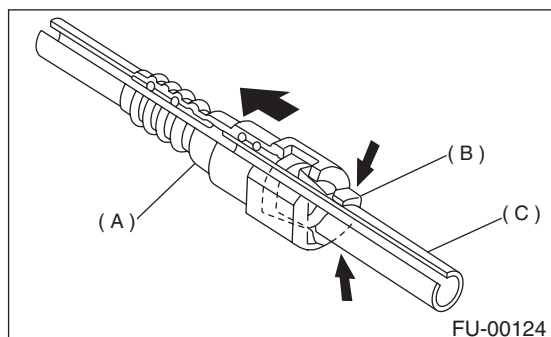
(1) Clean the pipe and connector, if they are covered with dust.

(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 retainer (B) down.

(4) Pull out the connector (A) from retainer (B).



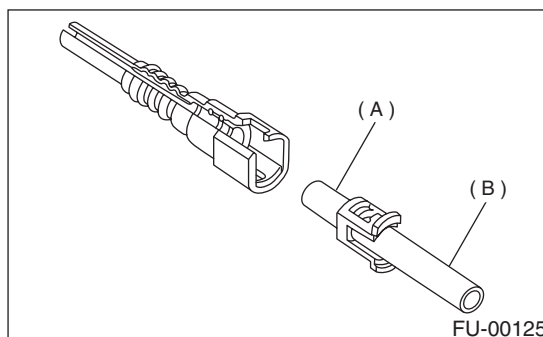
- (A) Connector
- (B) Retainer
- (C) Pipe

B: INSTALLATION

1) Connect the quick connector on fuel line.

CAUTION:

- Use a new retainer except for use of engine compartment.
- Make sure that the connected portion is not damaged or has dust. If necessary, clean seal surface of pipe.



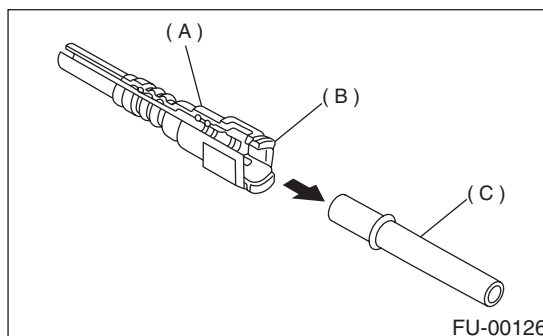
- (A) Seal surface
- (B) Pipe

(1) Set the new retainer (B) to connector (A).

(2) Push the pipe into the connector completely.

NOTE:

At this time, two clicking sounds are heard.



- (A) Connector
- (B) Retainer
- (C) Pipe

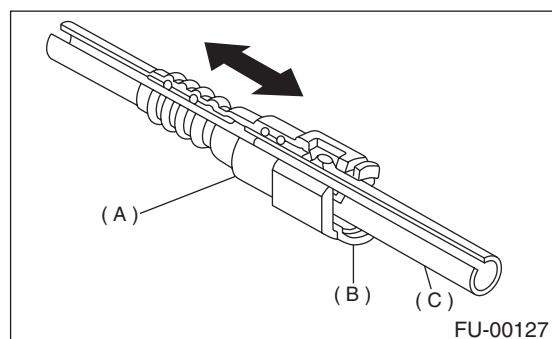
CAUTION:

- Pull the connector to ensure it is connected securely.
- Ensure the two retainer pawls are engaged in their mating positions in the connector.

Fuel Delivery & Evaporation Lines

FUEL INJECTION (FUEL SYSTEMS)

- 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 by inserting it into the pipe for 20 to 25 mm (0.79 to 0.98 in) in length.

Type A: When the fitting length is specified.

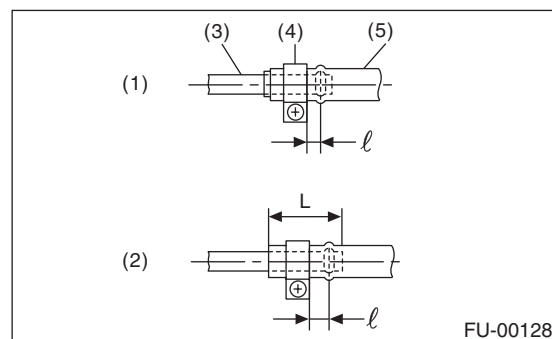
Type B: When the fitting length is not specified.

$\varnothing : 2.5 \pm 1.5 \text{ mm } (0.098 \pm 0.059 \text{ in})$

$L : 22.5 \pm 2.5 \text{ mm } (0.886 \pm 0.098 \text{ in})$

CAUTION:

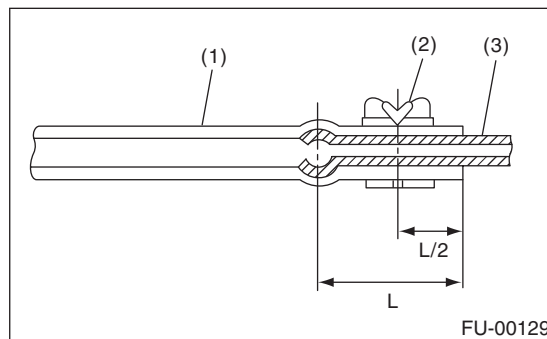
Be sure to inspect hoses and their connections for any leakage of fuel.



- (1) Type A
- (2) Type B
- (3) Pipe
- (4) Clamp
- (5) Hose

3) Connect the evaporation hose by inserting it into the pipe for 15 to 20 mm (0.59 to 0.79 in) in length.

$L = 17.5 \pm 2.5 \text{ mm } (0.689 \pm 0.098 \text{ in})$



- (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 that the fuel pipe and fuel hose connections are tight.

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 parts.
2)	Lowering of fuel pump function.	Replace the fuel pump.
3)	Clogged dust or water in the fuel filter.	Replace fuel filter, clean or replace fuel tank.
4)	Clogged or bent fuel pipe or hose.	Clean, correct or replace the fuel pipe or hose.
5)	Air is mixed in the fuel system.	Inspect or retighten each connection part.
6)	Clogged or bent air breather tube or pipe.	Clean, correct or replace air breather tube or pipe.
7)	Damaged diaphragm of pressure regulator.	Replace.
2. Leakage or blow out of fuel		
1)	Loosened joints of the fuel pipe.	Retightening.
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 air breather tube or air vent tube.	Clean, correct or replace 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.	Retightening.
2)	Defective packing air tightness on the fuel saucer.	Correct or replace the packing.
3)	Inoperative fuel pump modulator or circuit.	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 those problem. And also drain the water condensation from fuel filter.
- In snow-covered areas, mountainous areas, skiing areas, etc. where ambient temperatures drop below 0°C (32°F) throughout the winter season, use water removing agent in the fuel system to prevent freezing fuel system and accumulating water. Fill the water removing agent at the time when the fuel reduced at half to maintain the advantage.
- When water condensation is noticed in the fuel filter, drain the water from both the fuel filter and fuel tank or use water removing agent in the fuel tank.
- Before using a water removing agent, follow the cautions that noted on the bottle.

GENERAL DESCRIPTION

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)-12, 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)-14, 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)-16, 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)-17, DTC P0038 HO2S HEATER CONTROL CIRCUIT HIGH (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0068	Manifold Absolute Pressure/Barometric Pressure Circuit Range/Performance	<Ref. to GD(H4SO)-19, DTC P0068 MANIFOLD PRESSURE SENSOR RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0076	Intake Valve Control Solenoid Circuit Low (Bank 1)	<Ref. to GD(H4SO)-21, DTC P0076 INTAKE VALVE CONTROL CIRCUIT LOW (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0077	Intake Valve Control Solenoid Circuit High (Bank 1)	<Ref. to GD(H4SO)-22, DTC P0077 INTAKE VALVE CONTROL CIRCUIT HIGH (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0082	Intake Valve Control Solenoid Circuit Low (Bank 2)	<Ref. to GD(H4SO)-23, DTC P0082 INTAKE VALVE CONTROL CIRCUIT LOW (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0083	Intake Valve Control Solenoid Circuit High (Bank 2)	<Ref. to GD(H4SO)-23, DTC P0083 INTAKE VALVE CONTROL CIRCUIT HIGH (BANK 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0101	Mass or Volume Air Flow Circuit Range/Performance	<Ref. to GD(H4SO)-23, 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)-25, 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)-26, 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)-28, 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)-29, DTC P0108 MANIFOLD ABSOLUTE PRESSURE/BAROMETRIC PRESSURE CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0111	Intake Air Temperature Circuit Range/Performance	<Ref. to GD(H4SO)-30, DTC P0111 INTAKE AIR TEMPERATURE CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0112	Intake Air Temperature Circuit Low Input	<Ref. to GD(H4SO)-32, DTC P0112 INTAKE AIR TEMPERATURE CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0113	Intake Air Temperature Circuit High Input	<Ref. to GD(H4SO)-33, DTC P0113 INTAKE AIR TEMPERATURE CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0117	Engine Coolant Temperature Circuit Low Input	<Ref. to GD(H4SO)-35, DTC P0117 ENGINE COOLANT TEMPERATURE CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

List of Diagnostic Trouble Code (DTC)

GENERAL DESCRIPTION

DTC	Item	Index
P0118	Engine Coolant Temperature Circuit High Input	<Ref. to GD(H4SO)-36, DTC P0118 ENGINE COOLANT TEMPERATURE CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0122	Throttle/Pedal Position Sensor/Switch "A" Circuit Low Input	<Ref. to GD(H4SO)-38, DTC P0122 THROTTLE/PEDAL POSITION SENSOR/SWITCH "A" CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0123	Throttle/Pedal Position Sensor/Switch "A" Circuit High Input	<Ref. to GD(H4SO)-39, DTC P0123 THROTTLE/PEDAL POSITION SENSOR/SWITCH "A" CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0125	Insufficient Coolant Temperature for Closed Loop Fuel Control	<Ref. to GD(H4SO)-40, DTC P0125 INSUFFICIENT COOLANT TEMPERATURE FOR CLOSED LOOP FUEL CONTROL, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0126	Insufficient Coolant Temperature for Stable Operation	<Ref. to GD(H4SO)-42, DTC P0126 INSUFFICIENT ENGINE COOLANT TEMPERATURE FOR STABLE OPERATION, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0128	Coolant Thermostat (Coolant Temperature Below Thermostat Regulating Temperature)	<Ref. to GD(H4SO)-44, DTC P0128 COOLANT THERMOSTAT (COOLANT TEMPERATURE BELOW THERMOSTAT REGULATING TEMPERATURE), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0131	O ₂ Sensor Circuit Low Voltage (Bank 1 Sensor 1)	<Ref. to GD(H4SO)-46, DTC P0131 O ₂ SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0132	O ₂ Sensor Circuit High Voltage (Bank 1 Sensor 1)	<Ref. to GD(H4SO)-47, DTC P0132 O ₂ SENSOR CIRCUIT HIGH VOLTAGE (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0133	O ₂ Sensor Circuit Slow Response (Bank 1 Sensor 1)	<Ref. to GD(H4SO)-49, DTC P0133 O ₂ SENSOR CIRCUIT SLOW RESPONSE (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0134	O ₂ Sensor Circuit No Activity Detected (Bank 1 Sensor 1)	<Ref. to GD(H4SO)-51, DTC P0134 O ₂ SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK 1 SENSOR 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0137	O ₂ Sensor Circuit Low Voltage (Bank 1 Sensor 2)	<Ref. to GD(H4SO)-53, DTC P0137 O ₂ SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0138	O ₂ Sensor Circuit High Voltage (Bank 1 Sensor 2)	<Ref. to GD(H4SO)-56, DTC P0138 O ₂ SENSOR CIRCUIT HIGH VOLTAGE (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0139	O ₂ Sensor Circuit Slow Response (Bank 1 Sensor 2)	<Ref. to GD(H4SO)-56, DTC P0139 O ₂ SENSOR CIRCUIT SLOW RESPONSE (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0140	O ₂ Sensor Circuit No Activity Detected (Bank1 Sensor 2)	<Ref. to GD(H4SO)-62, DTC P0140 O ₂ SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0171	System too Lean (Bank 1)	<Ref. to GD(H4SO)-63, DTC P0171 SYSTEM TOO LEAN (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0172	System too Rich (Bank 1)	<Ref. to GD(H4SO)-65, 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)-67, 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)-70, 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)-71, 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)-73, DTC P0196 ENGINE OIL TEMPERATURE SENSOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0197	Engine Oil Temperature Sensor Low	<Ref. to GD(H4SO)-74, DTC P0197 ENGINE OIL TEMPERATURE SENSOR CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>

List of Diagnostic Trouble Code (DTC)

GENERAL DESCRIPTION

DTC	Item	Index
P0198	Engine Oil Temperature Sensor High	<Ref. to GD(H4SO)-75, DTC P0198 ENGINE OIL TEMPERATURE SENSOR CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0222	Throttle/Pedal Position Sensor/Switch "B" Circuit Low Input	<Ref. to GD(H4SO)-76, DTC P0222 THROTTLE/PEDAL POSITION SENSOR/SWITCH "B" CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0223	Throttle/Pedal Position Sensor/Switch "B" Circuit High Input	<Ref. to GD(H4SO)-77, DTC P0223 THROTTLE/PEDAL POSITION SENSOR/SWITCH "B" CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0301	Cylinder 1 misfire detected	<Ref. to GD(H4SO)-78, DTC P0301 CYLINDER 1 MISFIRE DETECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0302	Cylinder 2 misfire detected	<Ref. to GD(H4SO)-83, DTC P0302 CYLINDER 2 MISFIRE DETECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0303	Cylinder 3 misfire detected	<Ref. to GD(H4SO)-83, DTC P0303 CYLINDER 3 MISFIRE DETECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0304	Cylinder 4 misfire detected	<Ref. to GD(H4SO)-83, DTC P0304 CYLINDER 4 MISFIRE DETECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0327	Knock Sensor 1 Circuit Low Input (Bank 1 or Single Sensor)	<Ref. to GD(H4SO)-84, DTC P0327 KNOCK SENSOR 1 CIRCUIT LOW INPUT (BANK 1 OR SINGLE SENSOR), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0328	Knock Sensor 1 Circuit High Input (Bank 1 or Single Sensor)	<Ref. to GD(H4SO)-86, DTC P0328 KNOCK SENSOR 1 CIRCUIT HIGH INPUT (BANK 1 OR SINGLE SENSOR), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0335	Crankshaft Position Sensor "A" Circuit	<Ref. to GD(H4SO)-88, 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)-90, 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)-92, 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)-94, 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)-96, DTC P0400 EXHAUST GAS RECIRCULATION FLOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0420	Catalyst System Efficiency Below Threshold (Bank 1)	<Ref. to GD(H4SO)-99, 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)-101, 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)-116, 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)-118, DTC P0448 EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT SHORTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0451	Evaporative Emission Control System Pressure Sensor Range/Performance	<Ref. to GD(H4SO)-120, DTC P0451 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0452	Evaporative Emission Control System Pressure Sensor Low Input	<Ref. to GD(H4SO)-122, DTC P0452 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0453	Evaporative Emission Control System Pressure Sensor High Input	<Ref. to GD(H4SO)-124, DTC P0453 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>

List of Diagnostic Trouble Code (DTC)

GENERAL DESCRIPTION

DTC	Item	Index
P0456	Evaporative Emission Control System Leak Detected (very small leak)	<Ref. to GD(H4SO)-125, 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)-125, DTC P0457 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (FUEL CAP LOOSE/OFF), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0458	Evaporative Emission Control System Purge Control Valve Circuit Low	<Ref. to GD(H4SO)-126, DTC P0458 EVAPORATIVE EMISSION CONTROL SYSTEM PURGE CONTROL VALVE CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0459	Evaporative Emission Control System Purge Control Valve Circuit High	<Ref. to GD(H4SO)-127, DTC P0459 EVAPORATIVE EMISSION CONTROL SYSTEM PURGE CONTROL VALVE CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0461	Fuel Level Sensor Circuit Range/Performance	<Ref. to GD(H4SO)-129, DTC P0461 FUEL LEVEL SENSOR CIRCUIT RANGE/PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0462	Fuel Level Sensor Circuit Low Input	<Ref. to GD(H4SO)-131, DTC P0462 FUEL LEVEL SENSOR CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0463	Fuel Level Sensor Circuit High Input	<Ref. to GD(H4SO)-133, DTC P0463 FUEL LEVEL SENSOR CIRCUIT HIGH INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0464	Fuel Level Sensor Circuit Intermittent	<Ref. to GD(H4SO)-135, DTC P0464 FUEL LEVEL SENSOR CIRCUIT INTERMITTENT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0483	Cooling Fan Rationality Check	<Ref. to GD(H4SO)-138, DTC P0483 COOLING FAN RATIONALITY CHECK, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0502	Vehicle Speed Sensor Circuit Low Input	<Ref. to GD(H4SO)-139, DTC P0502 VEHICLE SPEED SENSOR CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0503	Vehicle Speed Sensor Intermittent/Erratic/High	<Ref. to GD(H4SO)-140, DTC P0503 VEHICLE SPEED SENSOR INTERMITTENT/ERRATIC/HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0506	Idle Control System RPM Lower Than Expected	<Ref. to GD(H4SO)-141, DTC P0506 IDLE CONTROL SYSTEM RPM LOWER THAN EXPECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0507	Idle Control System RPM Higher Than Expected	<Ref. to GD(H4SO)-142, DTC P0507 IDLE CONTROL SYSTEM RPM HIGHER THAN EXPECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0512	Starter Request Circuit	<Ref. to GD(H4SO)-143, DTC P0512 STARTER REQUEST CIRCUIT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0513	Incorrect Immobilizer Key	<Ref. to GD(H4SO)-144, DTC P0513 INCORRECT IMMOBILIZER KEY, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0519	Idle Control System Malfunction (Fail-Safe)	<Ref. to GD(H4SO)-145, DTC P0519 IDLE CONTROL SYSTEM MALFUNCTION (FAIL-SAFE), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0600	Serial Communication Link	<Ref. to GD(H4SO)-146, DTC P0600 SERIAL COMMUNICATION LINK, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0604	Internal Control Module Random Access Memory (RAM) Error	<Ref. to GD(H4SO)-147, 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)-148, DTC P0605 INTERNAL CONTROL MODULE READ ONLY MEMORY (ROM) ERROR, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0607	Control Module Performance	<Ref. to GD(H4SO)-149, DTC P0607 CONTROL MODULE PERFORMANCE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0638	Throttle Actuator Control Range/Performance (Bank 1)	<Ref. to GD(H4SO)-151, DTC P0638 THROTTLE ACTUATOR CONTROL RANGE/PERFORMANCE (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0691	Cooling Fan 1 Control Circuit Low	<Ref. to GD(H4SO)-153, DTC P0691 COOLING FAN 1 CONTROL CIRCUIT LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0692	Cooling Fan 1 Control Circuit High	<Ref. to GD(H4SO)-154, DTC P0692 COOLING FAN 1 CONTROL CIRCUIT HIGH, Diagnostic Trouble Code (DTC) Detecting Criteria.>

List of Diagnostic Trouble Code (DTC)

GENERAL DESCRIPTION

DTC	Item	Index
P0700	AT MIL Light up Request	<Ref. to GD(H4SO)-155, DTC P0700 TRANSMISSION CONTROL SYSTEM (MIL REQUEST), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0851	Neutral Switch Input Circuit Low (AT model)	<Ref. to GD(H4SO)-156, DTC P0851 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)-157, DTC P0851 NEUTRAL SWITCH INPUT CIRCUIT LOW (MT MODEL), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P0852	Neutral Switch Input Circuit High (AT model)	<Ref. to GD(H4SO)-158, DTC P0852 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)-159, DTC P0852 NEUTRAL SWITCH INPUT CIRCUIT HIGH (MT MODEL), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1152	O ₂ Sensor Circuit Range/Performance (Low) (Bank 1 Sensor 1)	<Ref. to GD(H4SO)-160, DTC P1152 O ₂ SENSOR CIRCUIT RANGE/PERFORMANCE (LOW) (BANK1 SENSOR1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1153	O ₂ Sensor Circuit Range/Performance (High) (Bank 1 Sensor 1)	<Ref. to GD(H4SO)-162, DTC P1153 O ₂ SENSOR CIRCUIT RANGE/PERFORMANCE (HIGH) (BANK1 SENSOR1), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1160	Return Spring Failure	<Ref. to GD(H4SO)-164, DTC P1160 RETURN SPRING FAILURE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1400	Fuel Tank Pressure Control Solenoid Valve Circuit Low	<Ref. to GD(H4SO)-165, 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)-167, 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)-168, 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)-170, 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)-172, 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)-174, 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)-175, 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)-175, 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)-175, 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)-175, 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)-176, DTC P1498 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1499	EGR Solenoid Valve Signal #4 Circuit Malfunction (High Input)	<Ref. to GD(H4SO)-176, 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)-176, DTC P1518 STARTER SWITCH CIRCUIT LOW INPUT, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1560	Back-Up Voltage Circuit Malfunction	<Ref. to GD(H4SO)-177, DTC P1560 BACK-UP VOLTAGE CIRCUIT MALFUNCTION, Diagnostic Trouble Code (DTC) Detecting Criteria.>

List of Diagnostic Trouble Code (DTC)

GENERAL DESCRIPTION

DTC	Item	Index
P1570	Antenna	<Ref. to GD(H4SO)-178, DTC P1570 ANTENNA, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1571	Reference Code Incompatibility	<Ref. to GD(H4SO)-178, DTC P1571 REFERENCE CODE INCOMPATIBILITY, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1572	IMM Circuit Failure (Except Antenna Circuit)	<Ref. to GD(H4SO)-178, DTC P1572 IMM CIRCUIT FAILURE (EXCEPT ANTENNA CIRCUIT), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1574	Key Communication Failure	<Ref. to GD(H4SO)-178, DTC P1574 KEY COMMUNICATION FAILURE, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1576	EGI Control Module EEPROM	<Ref. to GD(H4SO)-178, DTC P1576 EGI CONTROL MODULE EEPROM, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P1577	IMM Control Module EEPROM	<Ref. to GD(H4SO)-178, DTC P1577 IMM CONTROL MODULE EEPROM, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2096	Post Catalyst Fuel Trim System Too Lean Bank 1	<Ref. to GD(H4SO)-179, 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)-180, 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)-182, 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)-184, 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)-185, 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)-187, DTC P2109 THROTTLE ANGLE SENSOR CLOSED POSITION ERROR, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2122	Throttle/Pedal Position Sensor/Switch "D" Circuit Low Input	<Ref. to GD(H4SO)-188, 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)-189, 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)-191, 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)-192, 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 Rationality	<Ref. to GD(H4SO)-193, DTC P2135 THROTTLE/PEDAL POSITION SENSOR/SWITCH "A" / "B" VOLTAGE RATIONALITY, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2138	Throttle/Pedal Position Sensor/Switch "D"/"E" Voltage Rationality	<Ref. to GD(H4SO)-195, DTC P2138 THROTTLE/PEDAL POSITION SENSOR/SWITCH "D" / "E" VOLTAGE RATIONALITY, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2227	Atmospheric Pressure Sensor Circuit Range/Performance	<Ref. to GD(H4SO)-197, DTC P2227 BAROMETRIC PRESSURE TOO LOW, Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2228	Atmospheric Pressure Sensor Circuit Malfunction (Low Input)	<Ref. to GD(H4SO)-198, DTC P2228 ATMOSPHERIC PRESSURE SENSOR CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>
P2229	Atmospheric Pressure Sensor Circuit Malfunction (High Input)	<Ref. to GD(H4SO)-199, DTC P2229 ATMOSPHERIC PRESSURE SENSOR CIRCUIT MALFUNCTION (HIGH INPUT), 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 from Low NG or High NG.

Variable valve lift diagnosis oil pressure switch is attached for diagnosis, ON or OFF of variable valve lift diagnosis oil pressure switch shows whether intake valve is in High mode (increasing the lift amount) or Low mode (decreasing the lift amount).

• Normal condition

Oil switching solenoid valve duty	Intake valve	Variable valve lift diagnosis oil pressure switch
Large	High mode	ON
Small	Low mode	OFF

• Low NG

Judge Low NG when variable valve lift diagnosis oil pressure switch remains OFF though the intake valve is being shifted to High mode (Oil switching solenoid valve duty: large).

• High NG

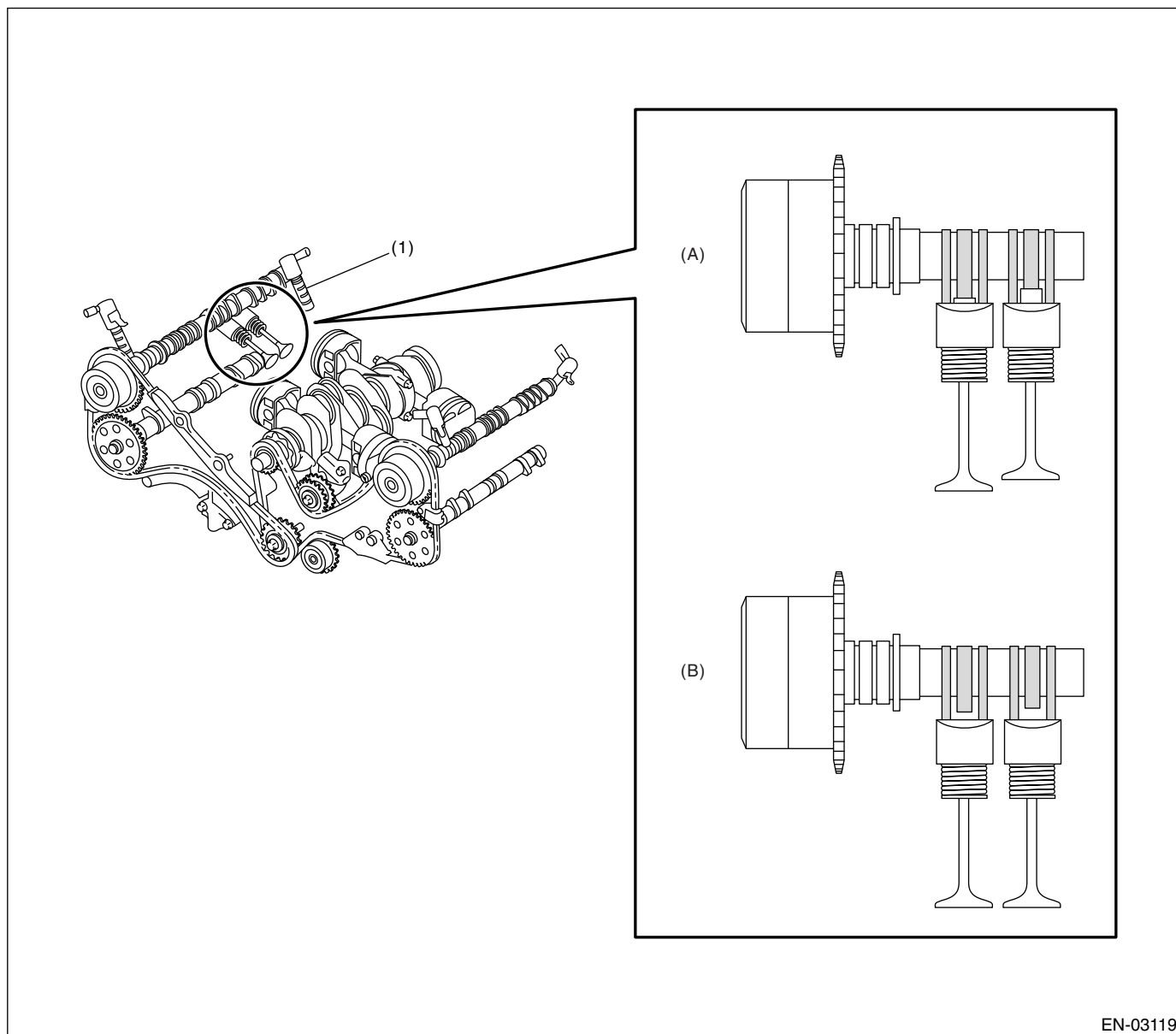
Judge High NG when variable valve lift diagnosis oil pressure switch remains ON though the intake valve is being shifted to Low mode (Oil switching solenoid valve duty: small).

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

2. COMPONENT DESCRIPTION

Variable valve lift system optimizes the lift amount of intake valve with switching low lift cam and high lift cam depending on engine speed. Variable valve system changes the lift amount of intake valve with duty controlling oil switching solenoid valve.



EN-03119

(1) Oil switching solenoid valve

(A) Engine low speed

(B) Engine high speed

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V
After engine starting	≥ 6 sec.
Engine oil temperature	$\geq 15^{\circ}\text{C}$ (59°F)
Variable Valve lift control	In operation

4. GENERAL DRIVING CYCLE

Perform the diagnosis continuously after 6 seconds from engine starting with controlling of variable valve lift.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge NG when the continuous time of completing the malfunction criteria below becomes more than the specified time.

Judgment Value

Malfunction Criteria	Threshold Value
Low NG Duty ratio Variable valve lift diagnosis oil pressure switch	≥ 62% OFF
High NG Duty ratio Variable valve lift diagnosis oil pressure switch	< 33% ON

Time needed for diagnosis:

0.784 seconds (Low side)

3.0 seconds (High side)

Malfunction Indicator Light Illumination: Illuminates as soon as malfunction occurs.

• Normality Judgment

Judge OK and clear NG when the continuous time of completing malfunction criteria becomes more than 3 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
Low OK Duty ratio Variable valve lift diagnosis oil pressure switch	≥ 62% ON
High OK Duty ratio Variable valve lift diagnosis oil pressure switch	< 33% OFF

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK cycle was completed 3 times in a row
- When "Clear Memory" was performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

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

NOTE:

For the diagnostic procedure, 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.>

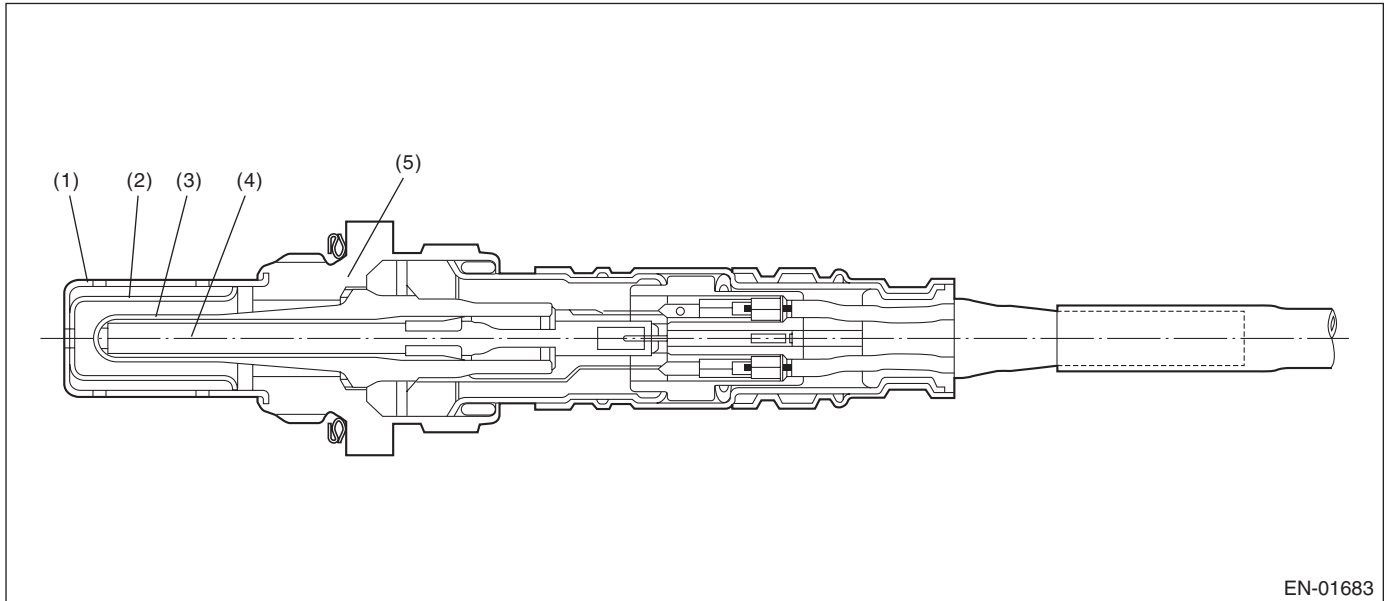
C: DTC P0030 HO2S HEATER CONTROL CIRCUIT (BANK 1 SENSOR 1)

1. OUTLINE OF DIAGNOSIS

Detect the malfunction of front oxygen (A/F) sensor heater.

Judge NG when impedance of front oxygen (A/F) sensor is larger than the standard value by referring to the engine condition such as fuel shut-off in deceleration, etc.

2. COMPONENT DESCRIPTION



(1) Element cover (Outer)

(2) Element cover (Inner)

(3) Sensor element

(4) Ceramic heater

(5) Sensor housing

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Continuous time which all the following conditions were filled	30 seconds or more
Battery voltage	> 10.9 V
After fuel shut-off	20 seconds or more
Heater current	In operation
Front oxygen (A/F) sensor duty $\geq 35\%$	Experienced

4. GENERAL DRIVING CYCLE

Perform diagnosis continuously in 50 seconds after starting engine.

5. DIAGNOSTIC METHOD

Judge NG when the continuous time of completing the malfunction criteria below becomes more than the time needed for diagnosis (10 seconds). Judge 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
Impedance of front oxygen (A/F) sensor	> 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 was completed 40 times in a row
- When "Clear Memory" was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed

8. FAIL SAFE

- Front oxygen (A/F) sensor main learning correction: Not allowed to calculate
- Front oxygen (A/F) sensor sub learning correction: Do not 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)

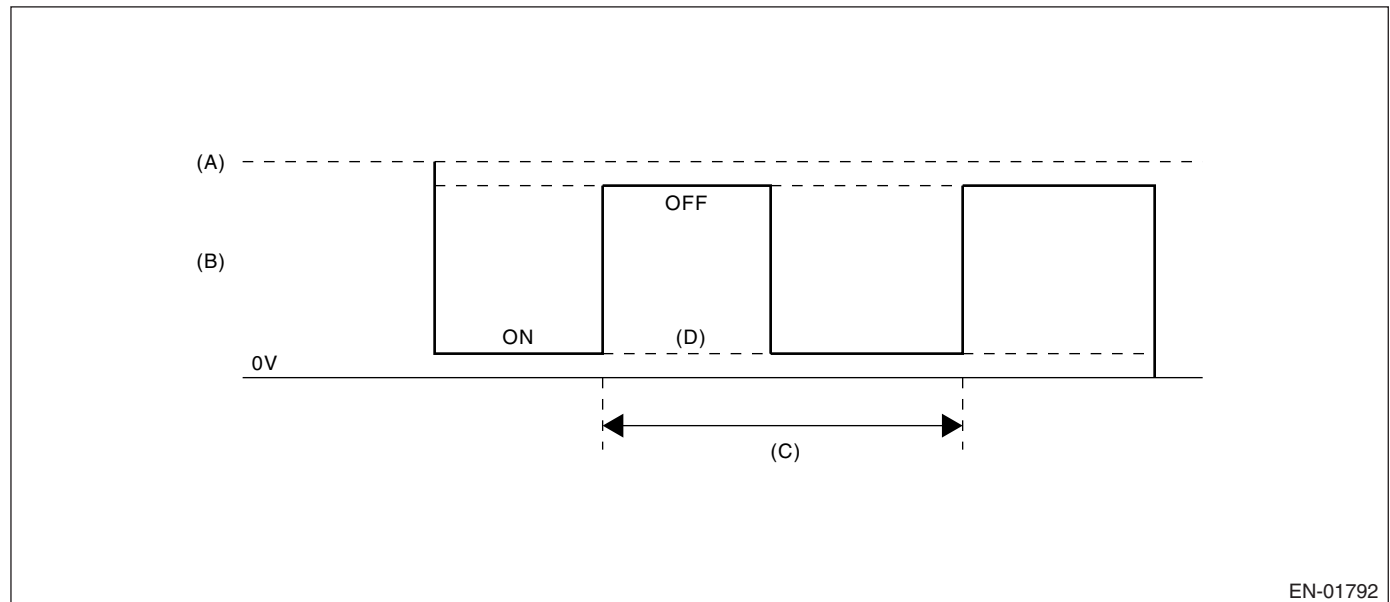
1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of heater.

The heater conducts the duty control. The output terminal voltage at ON becomes 0 V, and the output terminal voltage at OFF becomes battery voltage.

Judge NG when the terminal voltage remains to be Low.

2. COMPONENT DESCRIPTION



(A) Battery voltage	(C) 128 milliseconds
(B) Front oxygen (A/F) sensor heater output voltage	(D) Low abnormality

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V

4. GENERAL DRIVING CYCLE

Always perform diagnosis continuously.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge NG when the continuous time of completing 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 malfunction occurs.

• Normality Judgment

Judge OK and clear the NG when all 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 was completed 40 times in a row
- When "Clear Memory" was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed

8. FAIL SAFE

- Front oxygen (A/F) sensor heater control: Not allowed to turn on 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

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

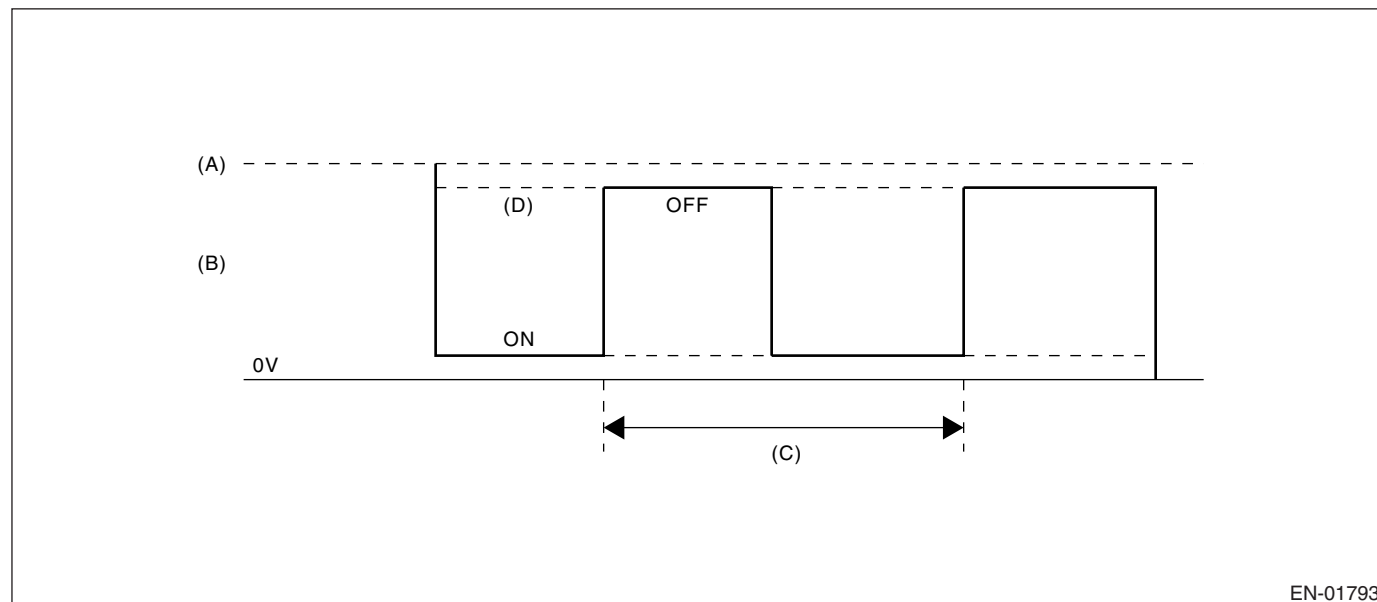
1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of heater.

The heater conducts the duty control. The output terminal voltage at ON becomes 0 V, and the output terminal voltage at OFF becomes battery voltage.

Judge NG when the terminal voltage remains to be High.

2. COMPONENT DESCRIPTION



(A) Battery voltage	(C) 128 milliseconds
(B) Front oxygen (A/F) sensor heater output voltage	(D) High abnormality

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	$\geq 10.9 \text{ V}$

4. GENERAL DRIVING CYCLE

Always perform diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge NG when the continuous time of completing the malfunction criteria below becomes 1 second (8 cycles).

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage level	High
Front oxygen (A/F) sensor heater control duty	$\geq 12.5\%$

Time Needed for Diagnosis: 1 second

Malfunction Indicator Light Illumination: Illuminates as soon as malfunction occurs.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

• Normality Judgment

Judge OK and clear the NG when all 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 was completed 40 times in a row
- When "Clear Memory" was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed

8. FAIL SAFE

- Front oxygen (A/F) sensor heater control: Not allowed to turn on 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

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

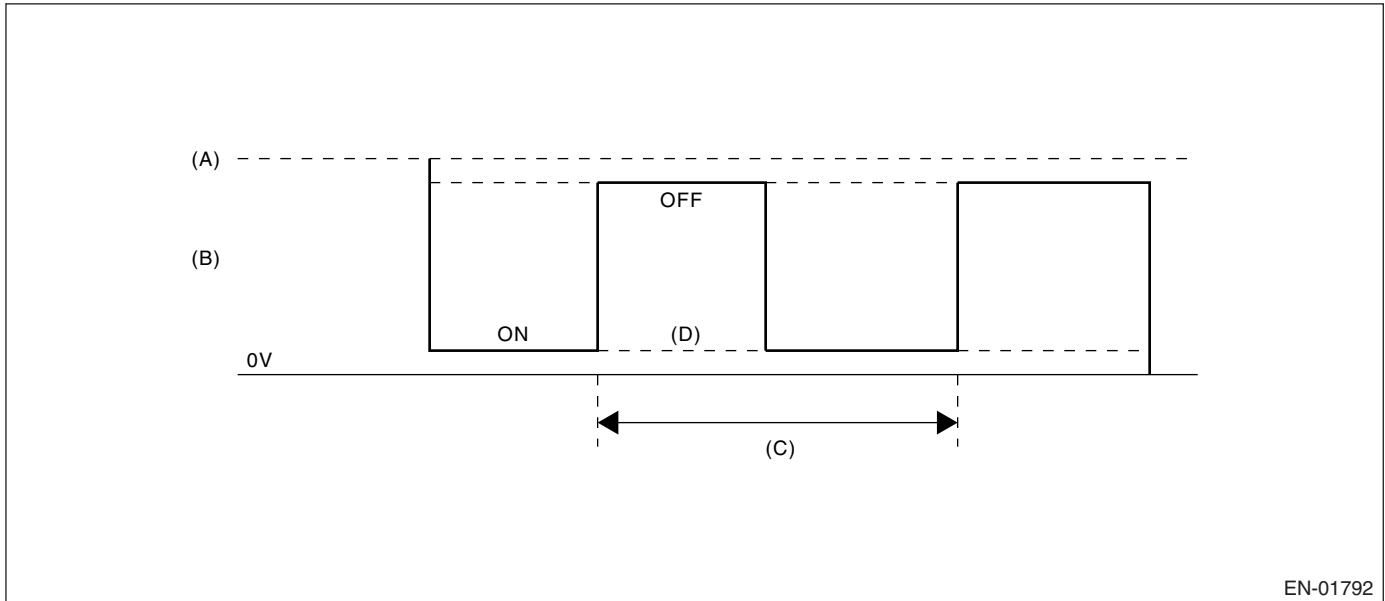
1. OUTLINE OF DIAGNOSIS

Detect open or short circuit of oxygen sensor heater.

Oxygen sensor heater conducted the 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 to be Low.

2. COMPONENT DESCRIPTION



- (A) Battery voltage
(B) Oxygen sensor heater output voltage
(C) 256 milliseconds (cycles)
(D) Low malfunction

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	> 10.9 V
Elapsed time after engine starting	≥ 1 second

4. GENERAL DRIVING CYCLE

Perform the diagnosis continuously after engine starting.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge NG when the continuous time of completing all the malfunction criteria below becomes more than 2,560 millisecond (10 cycles).

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage level	Low
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.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

• Normality Judgment

Judge OK and clear the NG when all 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 was completed 40 times in a row
- When “Clear Memory” was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When “Clear Memory” was 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)

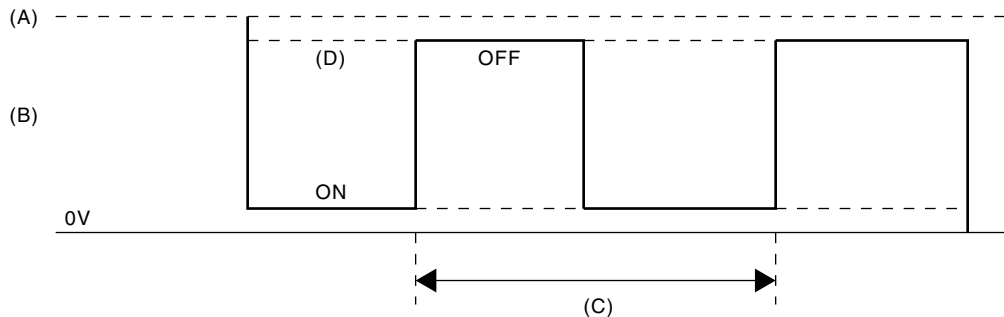
1. OUTLINE OF DIAGNOSIS

Detect open or short circuit of oxygen heater.

Oxygen heater conducted the 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 to be High.

2. COMPONENT DESCRIPTION



EN-01793

(A) Battery voltage	(C) 256 milliseconds (cycles)
(B) Oxygen sensor heater output voltage	(D) High malfunction

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	> 10.9 V
Elapsed time after engine starting	≥ 1 second

4. GENERAL DRIVING CYCLE

Perform the diagnosis continuously after engine starting.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge NG when the continuous time of completing all the malfunction criteria below becomes more than 2,560 milliseconds (10 cycles).

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage level	High
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 OK and clear the NG when all 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 was completed 40 times in a row
- When "Clear Memory" was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed

8. FAIL SAFE

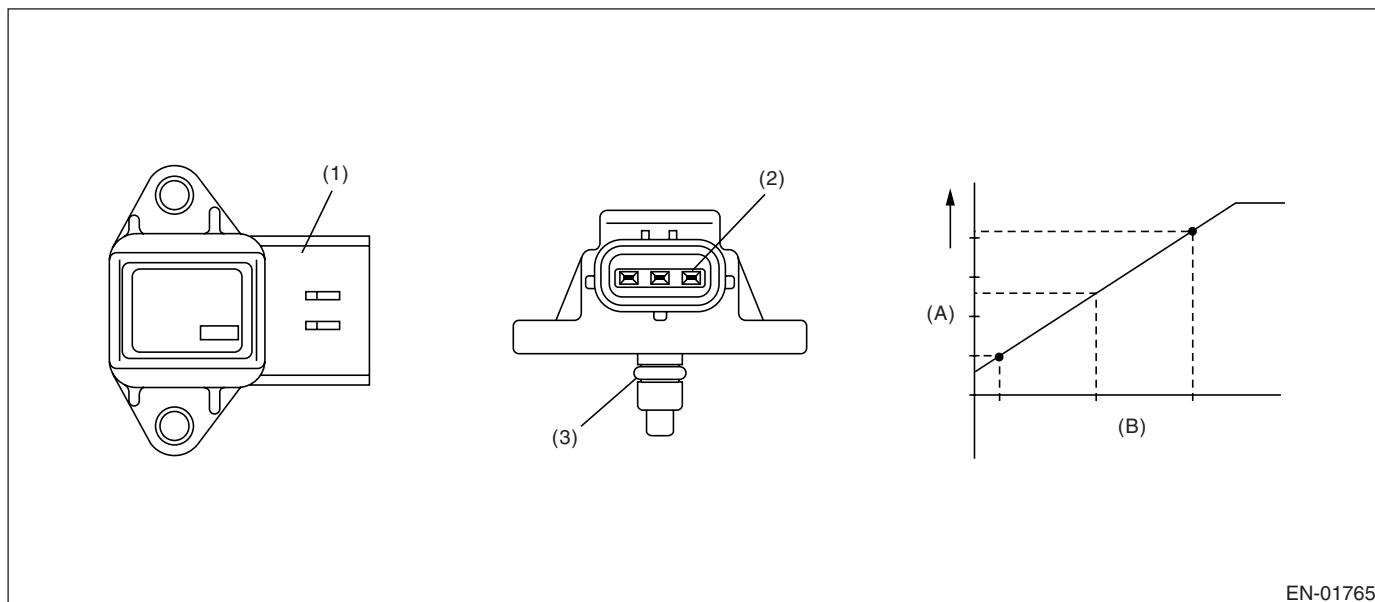
Sub feedback control: Not allowed

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

H: DTC P0068 MANIFOLD PRESSURE SENSOR RANGE/PERFORMANCE**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

(1) Connector

(2) Terminal

(3) O-ring

(A) Output voltage

(B) Absolute pressure

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 NG when the continuous time of completing the malfunction criteria below becomes more than the predetermined time.

Judgment Value

Malfunction Criteria	Threshold Value
Low side	
Engine speed	< 2,500 rpm
Throttle position	≥ 12°
Intake air amount per engine 0.5 rev.	≥ 0.55 g (0.019 oz)/rev
Output voltage	< 1.4 V
High side	
Engine speed	600 ↔ 900 rpm
Throttle position	≤ 2.44°
Intake air amount per engine 0.5 rev.	< 0.54 g (0.014 oz)/rev
Output voltage	≥ 3.4 V

Time Needed for Diagnosis:Low side 3 seconds, high side 7 seconds

Malfunction Indicator Light Illumination:Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge OK and clear the NG when both Low side and High side become OK. Judge OK when the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
Low side	
Engine speed	< 2,500 rpm
Throttle position	≥ 12°
Intake air amount per engine 0.5 rev.	≥ 0.55 g (0.019 oz)/rev
Output voltage	≥ 1.4 V
High side	
Engine speed	600 ↔ 900 rpm
Throttle position	≤ 2.44°
Intake air amount per engine 0.5 rev.	< 0.4 g (0.014 oz)/rev
Output voltage	< 3.4 V

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was 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 CIRCUIT LOW (BANK 1)

1. OUTLINE OF DIAGNOSIS

Detect the open circuit of oil switching solenoid valve.

Judge open circuit NG when the current is small though 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 NG when the continuous time of completing malfunction criteria below becomes 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 malfunction occurs.

• Normality Judgment

Judge OK and clear NG when the continuous time of completing the malfunction criteria below becomes 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 was completed 40 times in a row
- When “Memory Clear” was performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When “Memory Clear” was 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 CIRCUIT HIGH (BANK 1)

1. OUTLINE OF DIAGNOSIS

Detect the short circuit of oil switching solenoid valve.

Judge short circuit NG when the current is large though 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 NG when the continuous time of completing malfunction criteria below becomes 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 malfunction occurs.

• Normality Judgment

Judge OK and clear NG when the continuous time of completing the malfunction criteria below becomes 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 was completed 40 times in a row
- When “Memory Clear” was performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When “Memory Clear” was performed

7. FAIL SAFE

None

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

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

NOTE:

For the detecting criteria, refer to P0076. <Ref. to GD(H4SO)-21, DTC P0076 INTAKE VALVE CONTROL CIRCUIT LOW (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

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

NOTE:

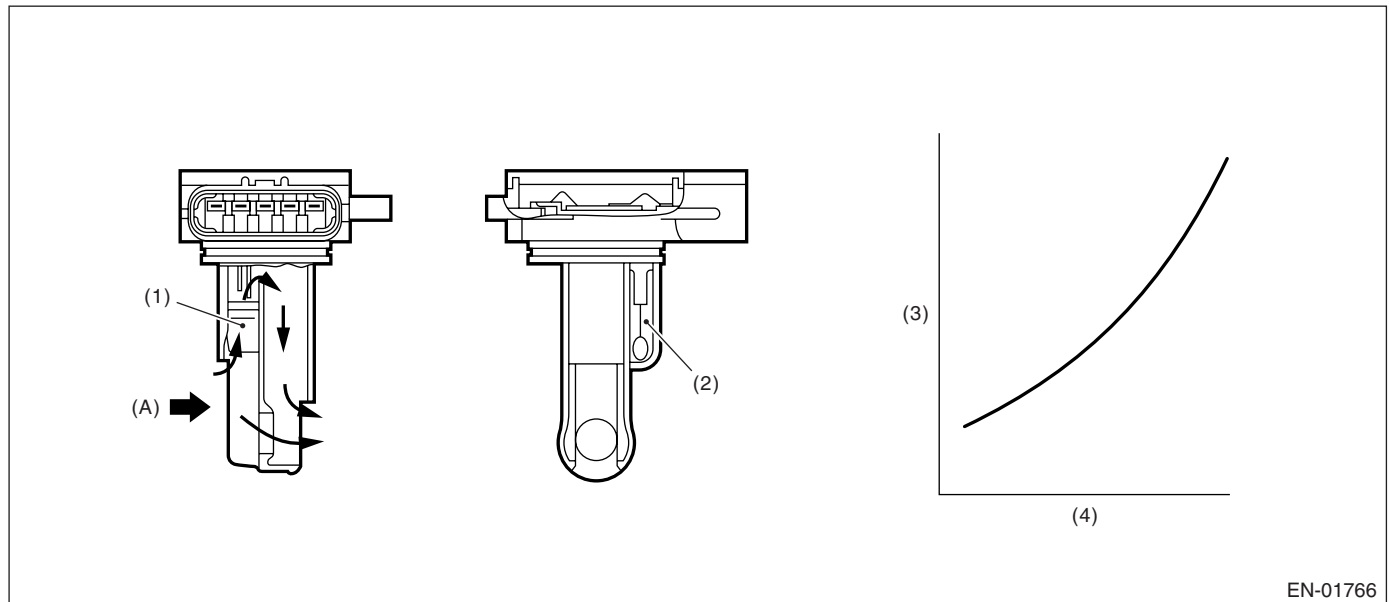
For the detecting criteria, refer to P0077. <Ref. to GD(H4SO)-22, DTC P0077 INTAKE VALVE CONTROL CIRCUIT HIGH (BANK 1), Diagnostic Trouble Code (DTC) Detecting Criteria.>

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 Low side NG when the air flow voltage indicates low value in spite of the driving condition that the air flow voltage might be high; otherwise, judge High side NG when the air flow voltage indicates high value in spite of the driving condition that the air flow voltage might be low. Judge air flow sensor property NG when the Low side or High side becomes NG.

2. COMPONENT DESCRIPTION



EN-01766

(1) Air flow sensor	(3) Voltage (V)	(A) Air
(2) Intake air temperature sensor	(4) Intake air volume (kg/s)	

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 the continuous time of completing the malfunction criteria below becomes more than the time needed for diagnosis.

Judgment Value

Malfunction Criteria	Threshold Value
Low side NG Output voltage Engine speed Throttle angle Intake manifold pressure	< 1.2 V ≥ 2,000 rpm ≥ 13° ≥ 53.3 kPa (400 mmHg, 15.7 inHg)
High side NG 1 Output voltage Engine speed Throttle angle Intake manifold pressure	≥ 2.66 V 600 ↔ 900 rpm < 2.44° < 40.0 kPa (300 mmHg, 11.8 inHg)
High side NG 2 Output voltage Engine speed Throttle 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 OK the when the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
Low side NG Output voltage Engine speed Throttle angle Intake manifold pressure	≥ 1.2 V ≥ 2,000 rpm ≥ 13° ≥ 53.3 kPa (400 mmHg, 15.7 inHg)
High side NG Output voltage Engine speed Throttle angle Intake manifold pressure	< 2.66 V 600 ↔ 900 rpm < 2.44° < 40.0 kPa (300 mmHg, 11.8 inHg)

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

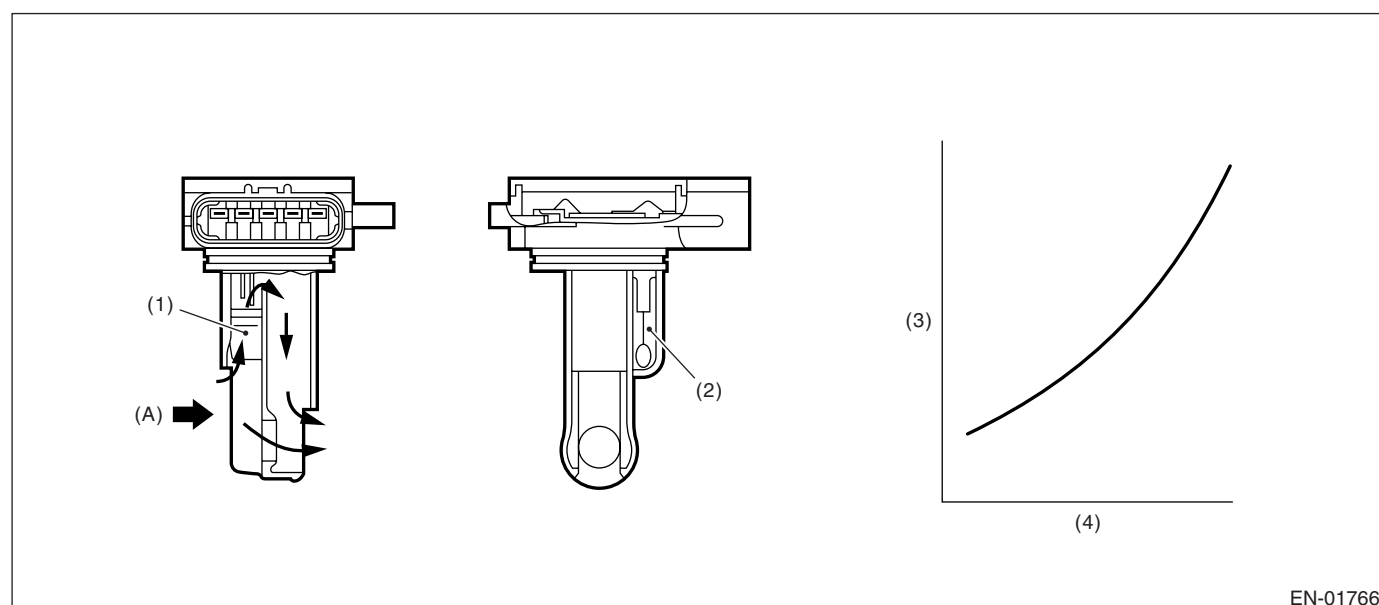
Memorize the freeze frame data. (For test mode \$02)

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

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of air flow sensor. Judge NG when out of the standard value.

2. COMPONENT DESCRIPTION



(1) Air flow sensor

(2) Intake air temperature sensor

(3) Voltage (V)

(4) Intake air volume (kg/s)

(A) Air

EN-01766

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 completing the malfunction criteria below becomes more than 0.5 seconds. Judge OK and clear the NG when the malfunction criteria below are not completed.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	≤ 0.2 V

Time Needed for Diagnosis:0.5 seconds

Malfunction Indicator Light Illumination:Illuminates as soon as the malfunction occurs.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

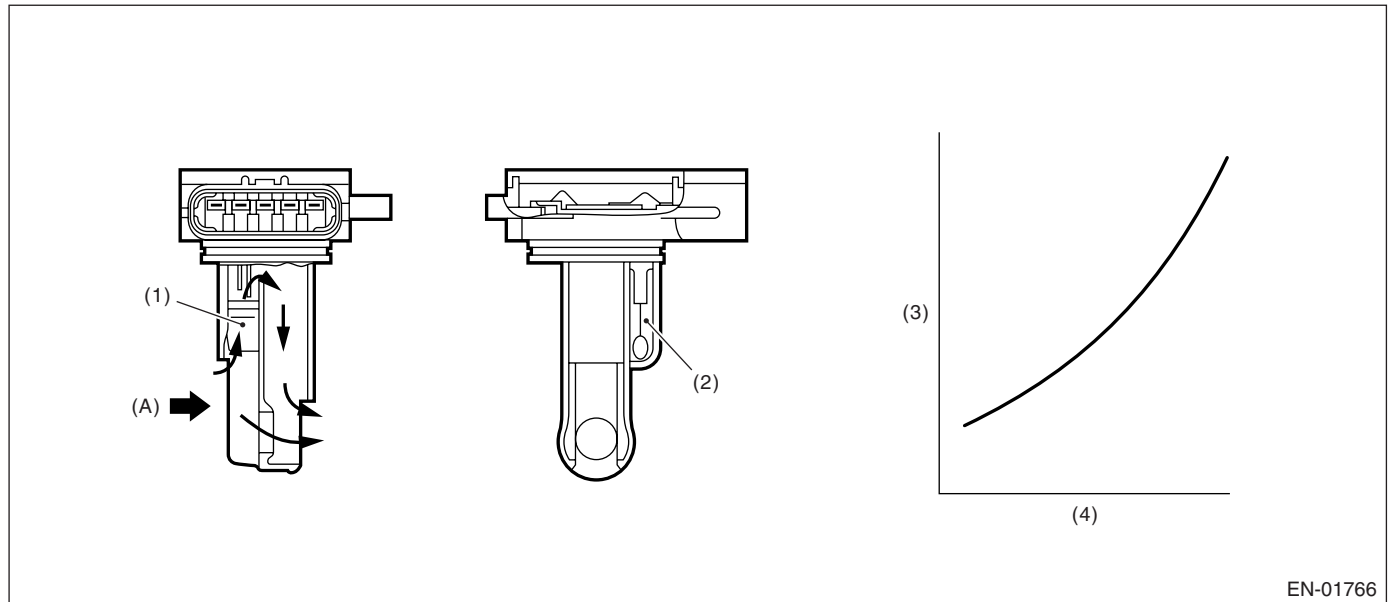
Memorize the freeze frame data. (For test mode \$02)

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

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of air flow sensor. Judge NG when out of the standard value.

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.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

Judge NG when the continuous time until completing the malfunction criteria below becomes more than 0.5 seconds. Judge OK and clear the NG when the malfunction criteria below are not completed.

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 the malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was 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

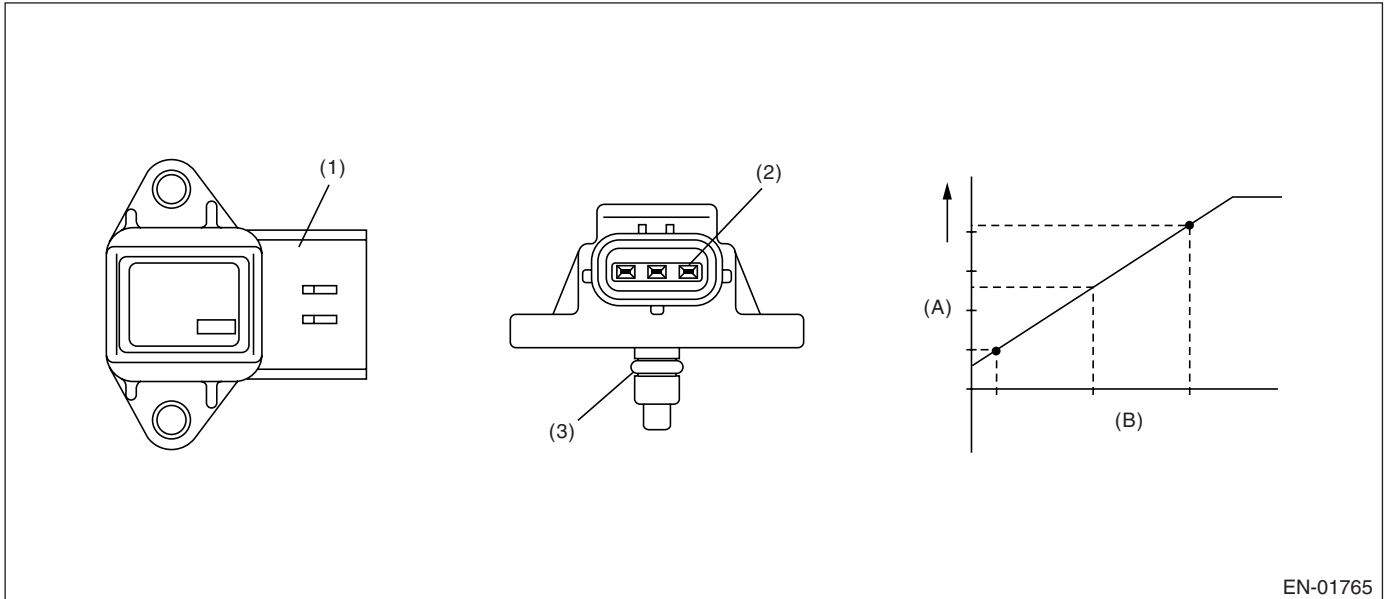
GENERAL DESCRIPTION

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 NG when out of the standard value.

2. COMPONENT DESCRIPTION



EN-01765

(1) Connector	(A) Output voltage
(2) Terminal	(B) Absolute pressure
(3) O-ring	

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 completing the malfunction criteria below becomes more than 0.5 seconds. Judge OK and clear the NG when the malfunction criteria below are not completed.

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 the malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed

8. FAIL SAFE

ISC feedback: Not allowed to calculate the amount of feedback.

9. ECM OPERATION AT DTC SETTING

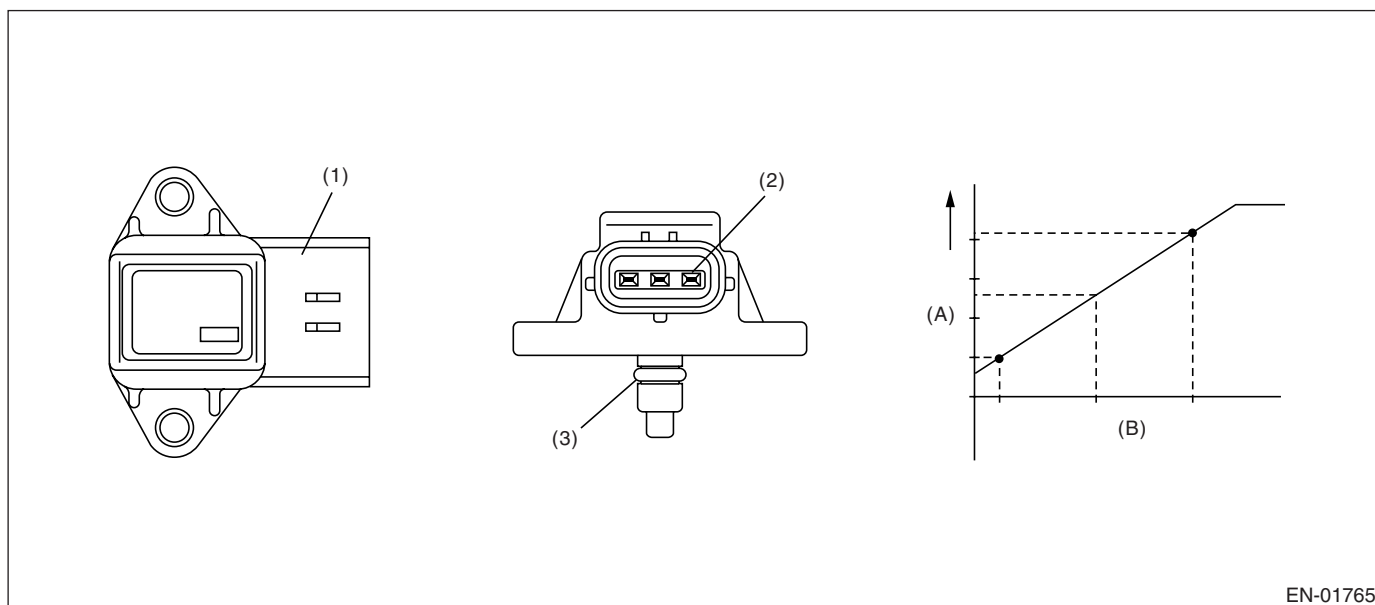
Memorize the freeze frame data. (For test mode \$02)

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 NG when out of the standard value.

2. COMPONENT DESCRIPTION



EN-01765

(1) Connector	(A) Output voltage
(2) Terminal	(B) Absolute pressure
(3) O-ring	

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

Judge NG when the continuous time of completing the malfunction criteria below becomes more than 0.5 seconds. Judge OK and clear the NG when the malfunction criteria below are not completed.

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 the malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed

8. FAIL SAFE

ISC feedback: Not allowed to calculate the amount of feedback.

9. ECM OPERATION AT DTC SETTING

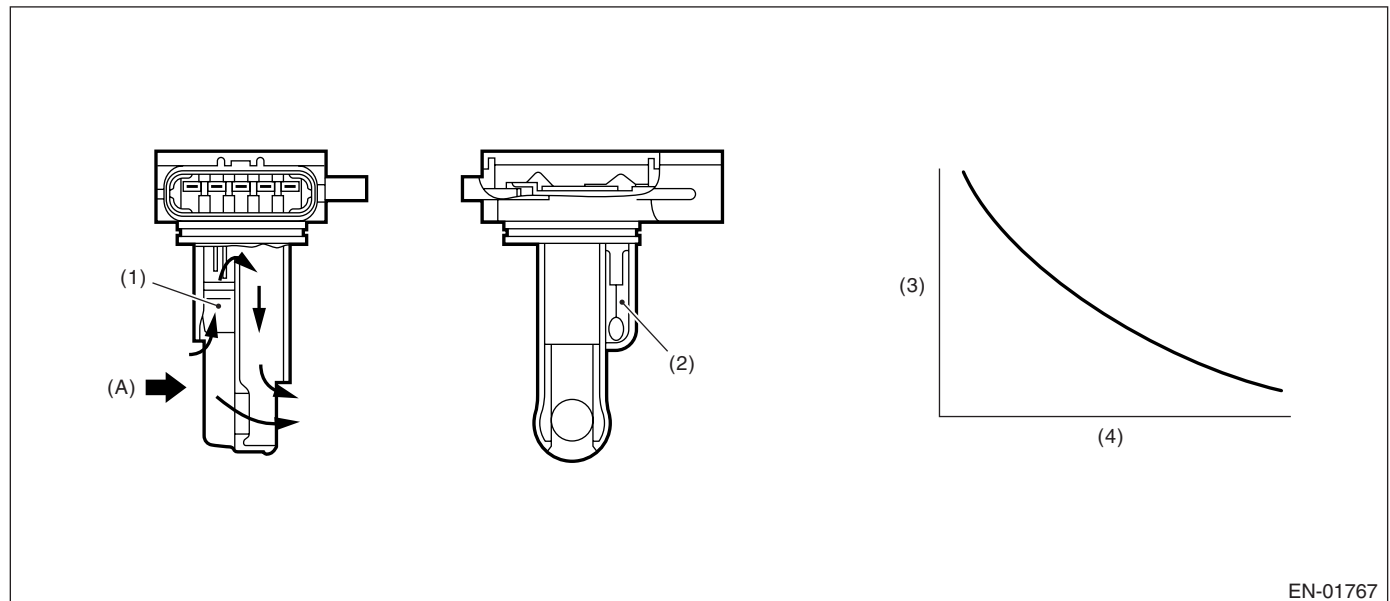
Memorize the freeze frame data. (For test mode \$02)

R: DTC P0111 INTAKE AIR TEMPERATURE CIRCUIT RANGE/PERFORMANCE

1. OUTLINE OF DIAGNOSIS

Detect the malfunction of intake air temperature sensor output property. Judge 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

(2) Intake air temperature sensor

(3) Resistance value (Ω)

(4) Intake air temperature $^{\circ}\text{C}$ ($^{\circ}\text{F}$)

(A) Air

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Coolant temp. before engine start	< 30°C (86°F)
Engine coolant temperature	> 100°C (212°F)
Battery voltage	≥ 10.9 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 idling from starting the cooled engine.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge NG when the continuous time of completing the malfunction criteria below becomes more than 1 second.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage difference between Max. and Min.	< 20 mV (It is equal to approx. 0.5°C (0.9°F) around 25°.)

Time Needed for Diagnosis: 1 second

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge OK and clear the NG when the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage difference between Max. and Min.	≥ 20 mV

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was 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)

Diagnostic Trouble Code (DTC) Detecting Criteria

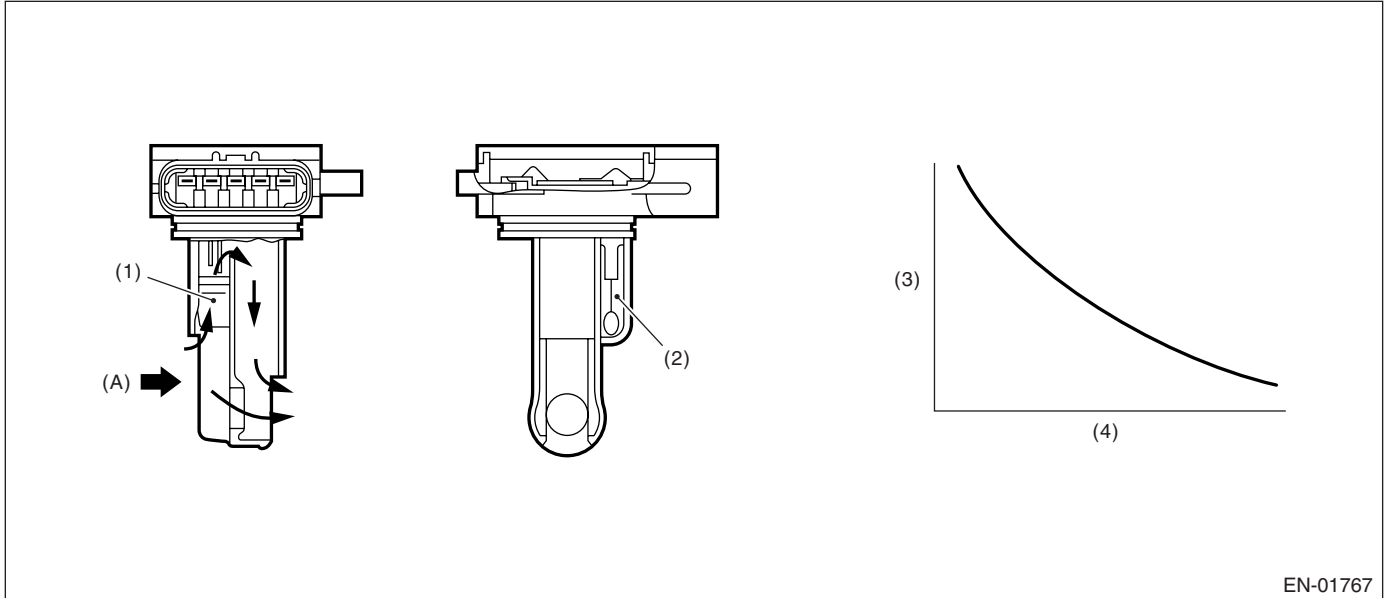
GENERAL DESCRIPTION

S: DTC P0112 INTAKE AIR TEMPERATURE CIRCUIT LOW INPUT

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of intake air temperature sensor. Judge NG when out of the standard value.

2. COMPONENT DESCRIPTION



EN-01767

(1) Air flow sensor

(2) Intake air temperature sensor

(3) Resistance value (Ω)

(4) Intake air temperature °C (°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 NG when the continuous time of completing the malfunction criteria below becomes more than 0.5 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	< 0.166 V
Ignition switch	ON

Time Needed for Diagnosis:0.5 seconds

Malfunction Indicator Light Illumination:Illuminates as soon as the malfunction occurs.

• Normality Judgment

Judge OK and clear the NG when the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	≥ 0.166 V
Ignition switch	ON

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was 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

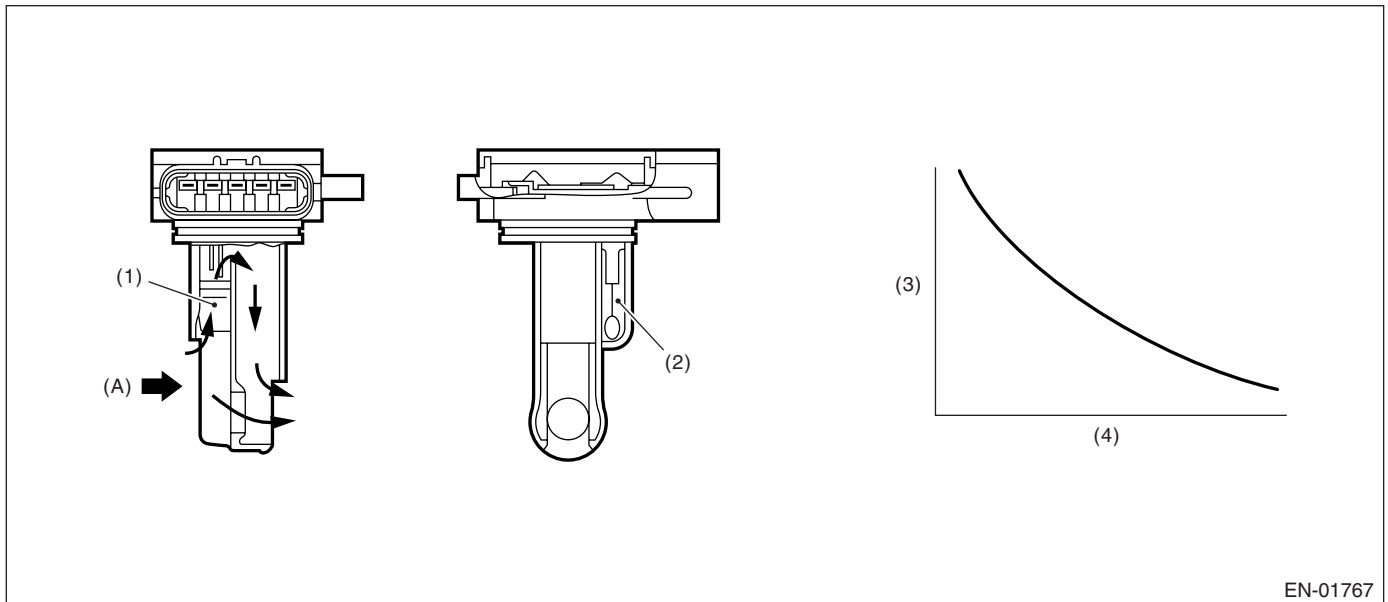
Memorize the freeze frame data. (For test mode \$02)

T: DTC P0113 INTAKE AIR TEMPERATURE CIRCUIT HIGH INPUT

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of intake air temperature sensor. Judge NG when out of the standard value.

2. COMPONENT DESCRIPTION



EN-01767

(1) Air flow sensor

(2) Intake air temperature sensor

(3) Resistance value (Ω)

(4) Intake air temperature °C (°F)

(A) Air

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 NG when the continuous time of completing the malfunction criteria below becomes more than 0.5 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	≥ 4.716 V
Ignition switch	ON

Time Needed for Diagnosis:0.5 seconds

Malfunction Indicator Light Illumination:Illuminates as soon as the malfunction occurs.

• Normality Judgment

Judge OK and clear the NG when the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	< 4.716 V
Ignition switch	ON

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed

8. FAIL SAFE

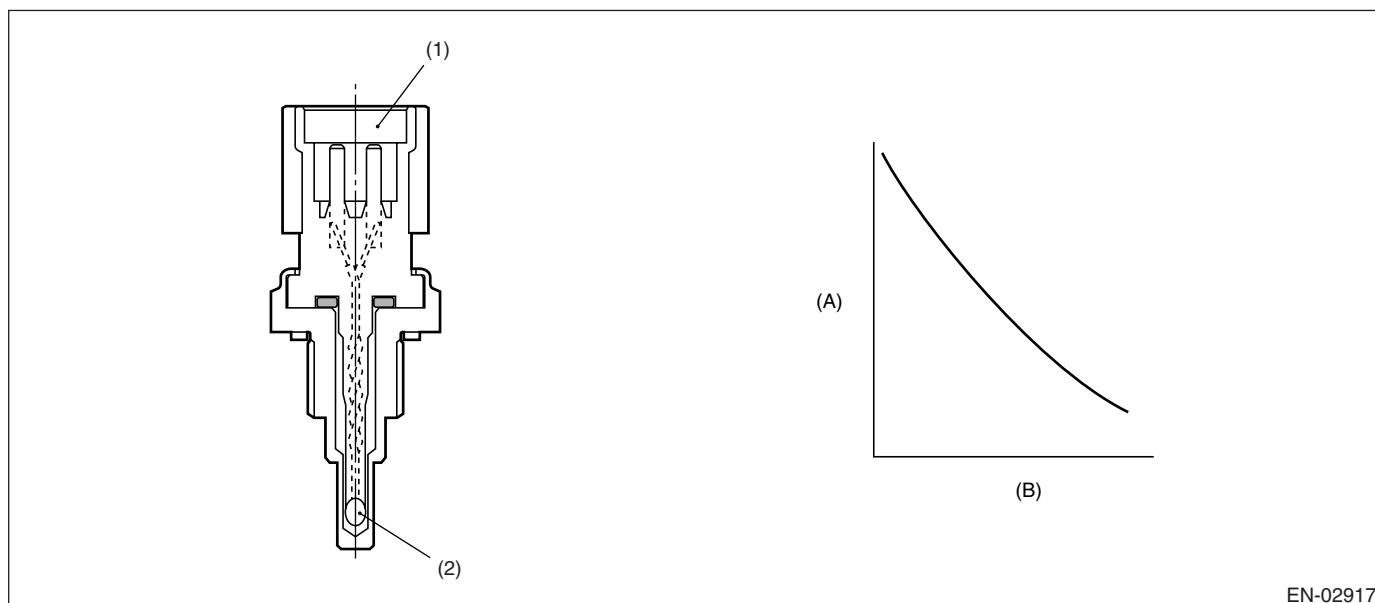
Intake air temperature sensor process: Intake air temperature is fixed at 20°C (68°F).

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

U: DTC P0117 ENGINE COOLANT TEMPERATURE CIRCUIT LOW INPUT**1. OUTLINE OF DIAGNOSIS**

Detect the open or short circuit of engine coolant temperature sensor. Judge NG when out of the standard value.

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
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Judge NG when the continuous time of completing the malfunction criteria below becomes more than 0.5 seconds. Judge OK and clear the NG when the malfunction criteria below are not completed.

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 the malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

8. FAIL SAFE

- Engine coolant temperature process: Fix the engine coolant temperature at 70°C (158°F).
- ISC feedback: Calculate the target engine speed setting the engine coolant temperature to 70°C (158°F).
- ISC learning: Not allowed to learn.
- Heavy fuel judgment control: Not allowed to carry out the heavy judgment.
- 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

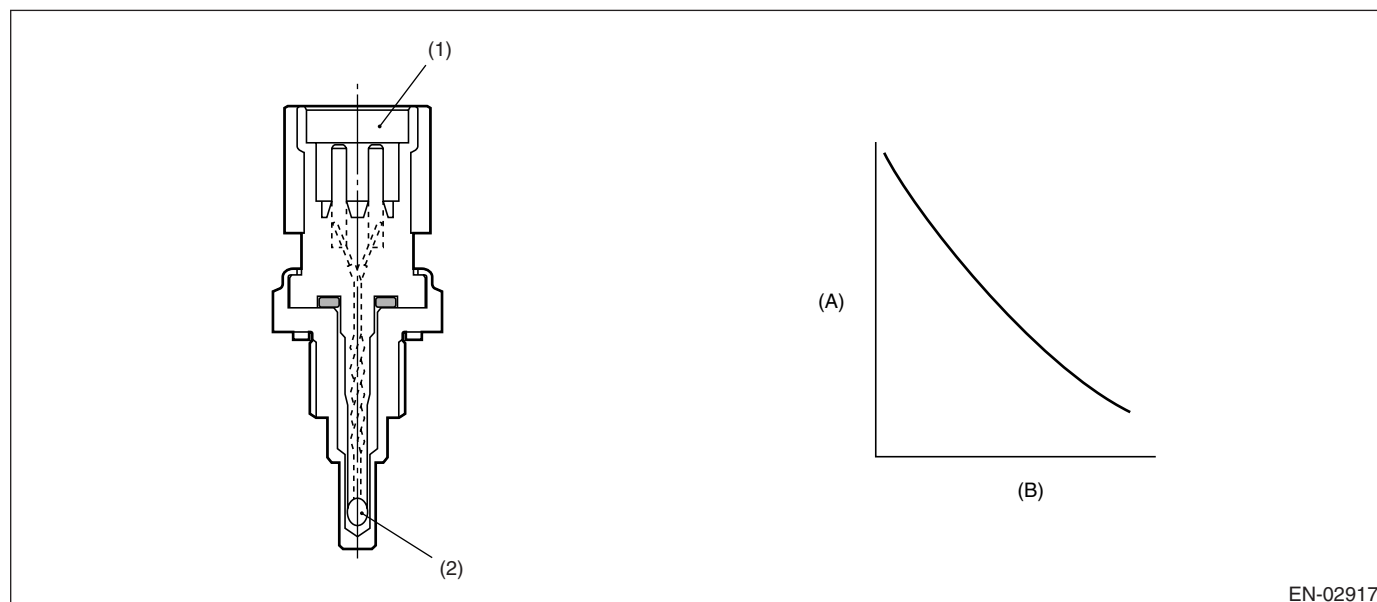
Memorize the freeze frame data. (For test mode \$02)

V: DTC P0118 ENGINE COOLANT TEMPERATURE CIRCUIT HIGH INPUT

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of engine coolant temperature sensor. Judge NG when out of the standard value.

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.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

Judge NG when the continuous time of completing the malfunction criteria below becomes more than 0.5 seconds. Judge OK and clear the NG when the malfunction criteria below are not completed.

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 the malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed

8. FAIL SAFE

- Engine coolant temperature process: Fix the engine coolant temperature at 70°C (158°F).
- ISC feedback: Calculate the target engine speed setting the engine coolant temperature to 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)

Diagnostic Trouble Code (DTC) Detecting Criteria

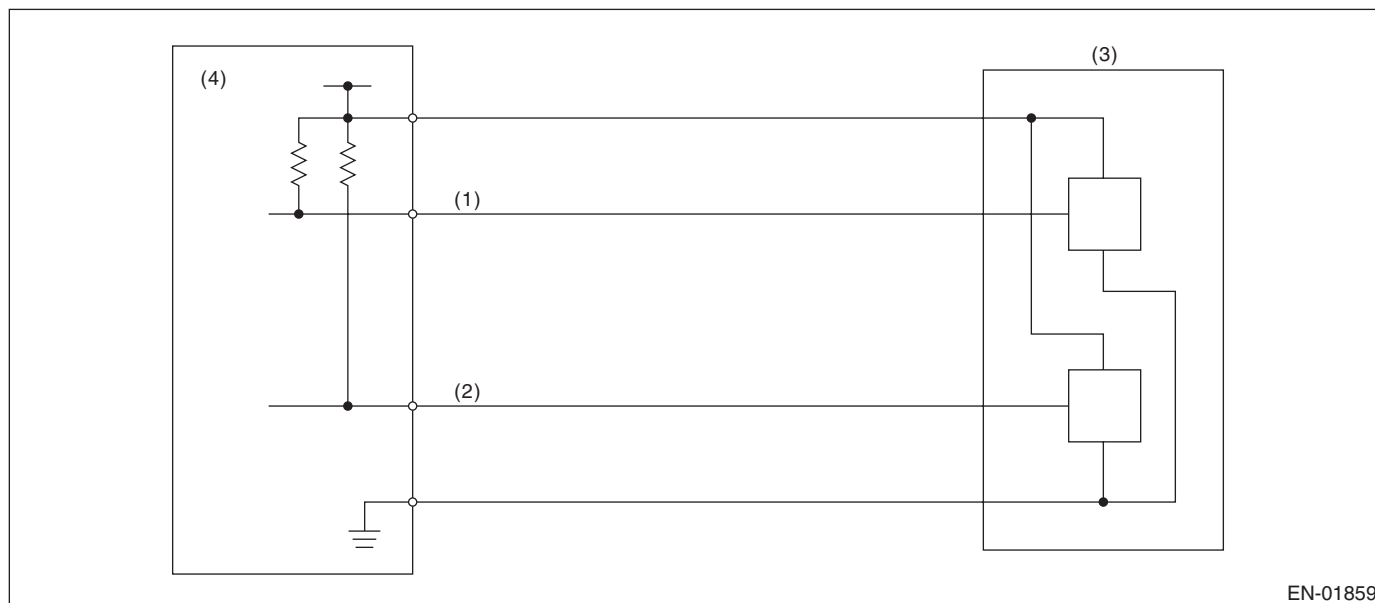
GENERAL DESCRIPTION

W: DTC P0122 THROTTLE/PEDAL POSITION SENSOR/SWITCH “A” CIRCUIT LOW INPUT

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of throttle position sensor 1.
Judge NG when out of the standard value.

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.

5. DIAGNOSTIC METHOD

Judge OK and clear the NG when the malfunction criteria below are completed.

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 malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When “Clear Memory” was performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When “Clear Memory” was performed (Only with engine stopped)

8. FAIL SAFE

Stop power distribution to electronic throttle control motor. (Throttle opening is fixed to 6°.)

9. ECM OPERATION AT DTC SETTING

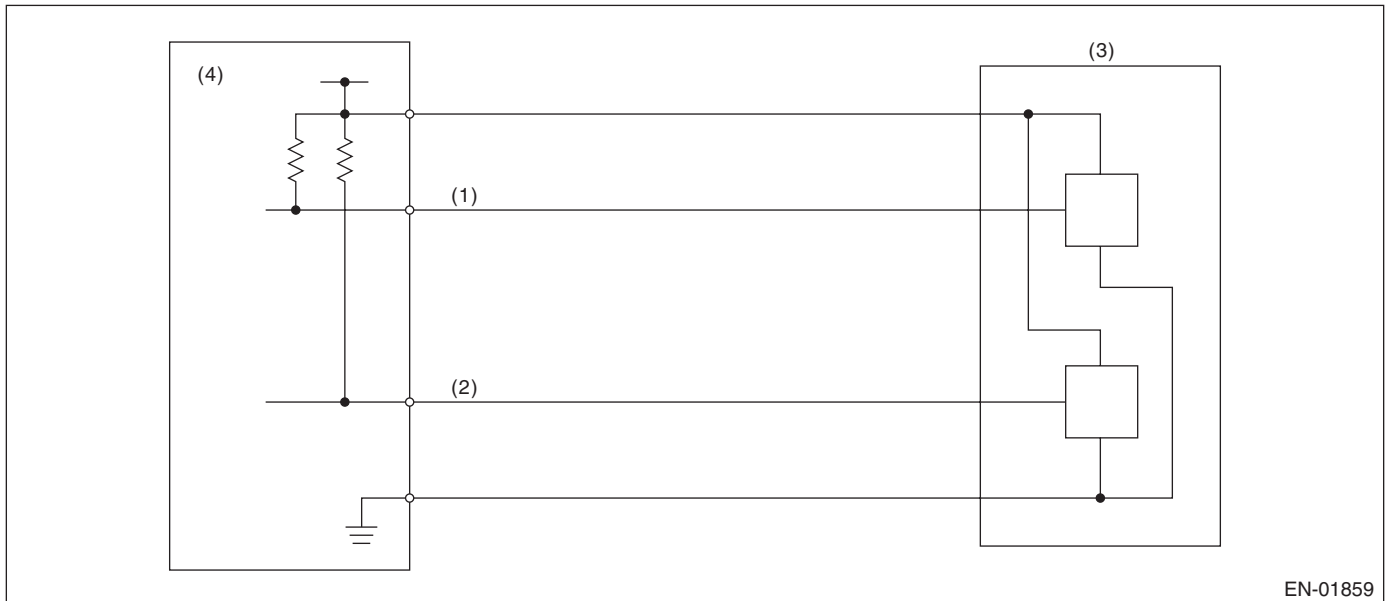
Memorize the freeze frame data. (For test mode \$02)

X: DTC P0123 THROTTLE/PEDAL POSITION SENSOR/SWITCH “A” CIRCUIT HIGH INPUT

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of throttle position sensor 1.
Judge NG when out of the standard value.

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 OK and clear the NG when the malfunction criteria below are completed.

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 malfunction occurs.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed (Only with engine stopped)

8. FAIL SAFE

Stop power distribution to electronic throttle control motor. (Throttle opening is fixed to 6°.)

9. ECM OPERATION AT DTC SETTING

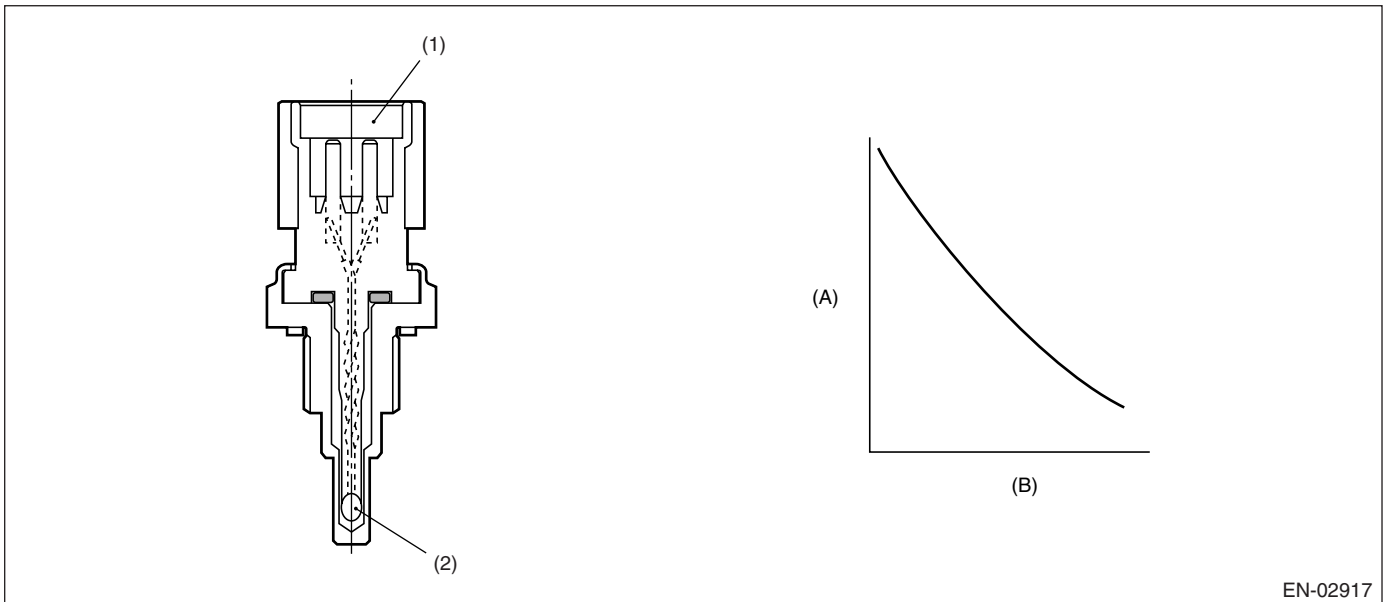
Memorize the freeze frame data. (For test mode \$02)

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 NG when the engine coolant temperature does not rise whereas it seemed to rise from the viewpoint of the engine condition.

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.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge NG when the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
Engine coolant temperature	< 20°C (68°F)
Timer for diagnosis after engine starting	≥ Timer judgment value after engine starting

Timer for diagnosis after engine starting

a) Timer stop at fuel cut mode.

b) During the driving conditions (except a) above), timer count up by 64 milliseconds + TWCNT milliseconds at every 64 milliseconds.

Where, TWCNT is determined as follows,

TWCNT = 0 at idle switch ON,

TWCNT show on the following table at idle switch OFF.

		Vehicle speed km/h (MPH)							
		0 (0)	8 (4.97)	16 (9.94)	24 (14.9)	32 (19.9)	40 (24.9)	48 (29.8)	56 (34.8)
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

$$t = 574 - 33 \times T_i \text{ (Sec.)}$$

T_i is the lowest coolant temperature after starting the engine.

Time Needed for Diagnosis: To be determined. (It is varied by the Min. 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 OK and clear the NG when the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
Engine coolant temperature	≥ 20°C (68°F)

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed

8. FAIL SAFE

- Engine coolant temperature process: Fix the engine coolant temperature at 70°C (158°F).
- ISC feedback: Calculate the target engine speed setting the engine coolant temperature to 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.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

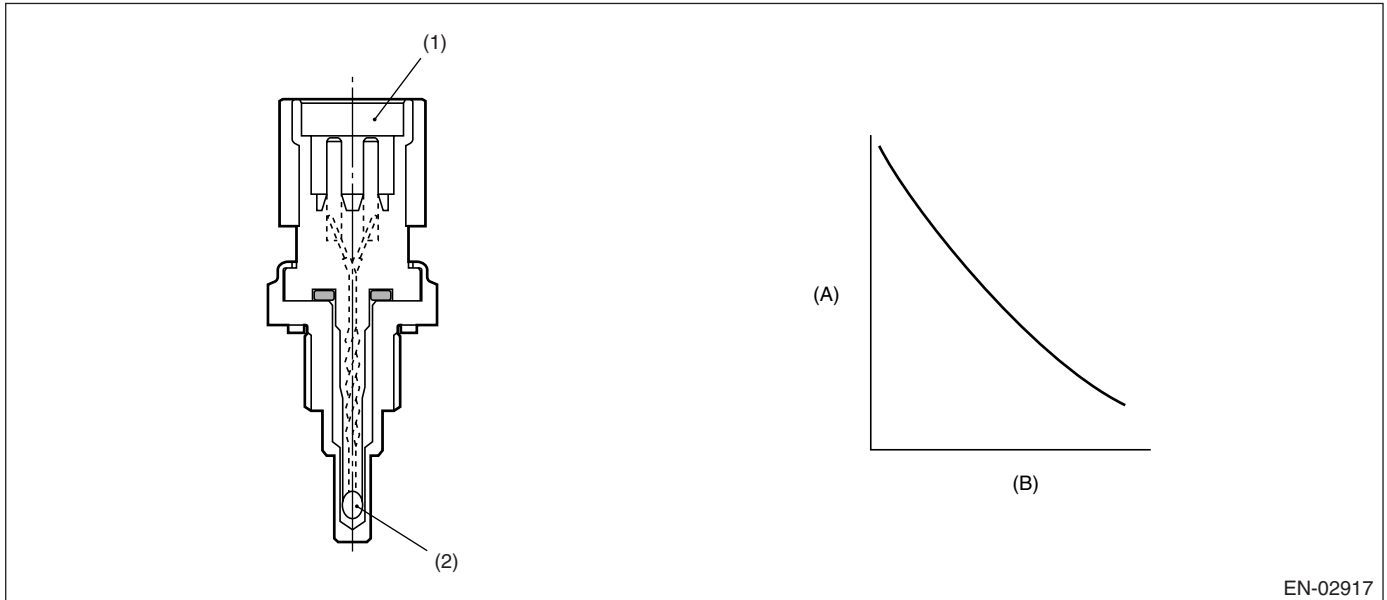
Z: DTC P0126 INSUFFICIENT ENGINE COOLANT TEMPERATURE FOR STABLE OPERATION

1. OUTLINE OF DIAGNOSIS

Detect the malfunction of engine coolant temperature sensor property.

The engine coolant temperature and fuel temperature are memorized when stopping the engine at the previous time. Judge NG when the engine coolant temperature does not decrease in the case the engine coolant temperature seems to decrease after starting the engine this time.

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
Battery voltage	≥ 10.9 V
Filling fuel from stopping engine at the previous time to starting it this time	No
Fuel level	15 ℓ
Engine coolant temperature when stopping engine at the previous time	$\geq 75^{\circ}\text{C}$ (167°F) and $< 100^{\circ}\text{C}$ (212°F)

4. GENERAL DRIVING CYCLE

Perform the diagnosis once after starting the engine.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge NG when the cumulative time of completing the malfunction criteria below becomes more than 2.5 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
Engine coolant temperature when stopping engine at the previous time – The lowest engine coolant temperature after starting engine	< 2.5°C (4.5°F)
Fuel temperature when stopping engine at the previous time – 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

Judge OK when the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
Engine coolant temperature when stopping engine at the previous time – The lowest engine coolant temperature after starting engine	≥ 2.5°C (4.5°F)

Time Needed for Diagnosis: 2.5 seconds

Malfunction Indicator Light Illuminations: Detect 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” was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When “Clear Memory” was 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

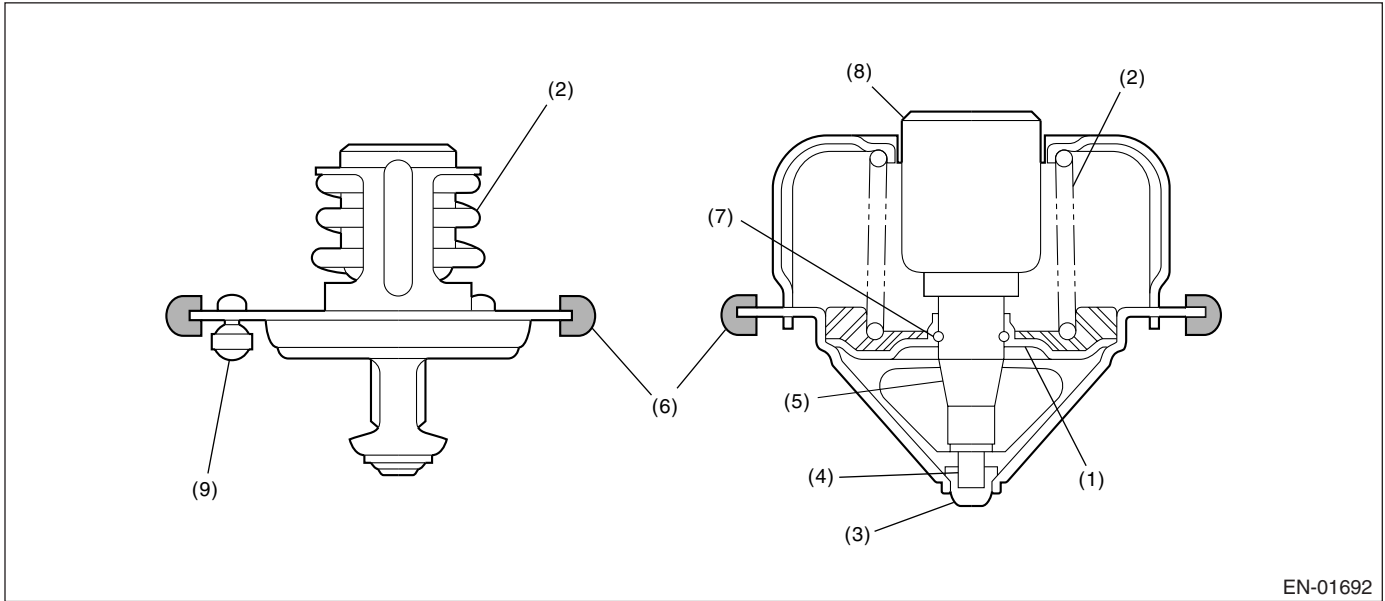
GENERAL DESCRIPTION

AA:DTC P0128 COOLANT THERMOSTAT (COOLANT TEMPERATURE BELOW THERMOSTAT REGULATING TEMPERATURE)

1. OUTLINE OF DIAGNOSIS

Detect the malfunction of thermostat function. Judge NG when the engine coolant temperature is lower than the estimated engine coolant temperature and the difference between them is large. Judge OK when the engine coolant temperature becomes 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 NG when the continuous time of completing the malfunction criteria below becomes more than 30 seconds.

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) coolant temperature	$> 30^{\circ}\text{C}$ (54°F)
Vehicle speed	$\geq 30 \text{ km/h}$ (18.6 MPH)
Estimated engine coolant temperature	$\geq 75^{\circ}\text{C}$ (167°F)
Estimated 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 OK and clear the NG when the malfunction criteria below are completed.

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) coolant temperature	$\leq 30^{\circ}\text{C}$ (54°F)

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When “Clear Memory” was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When “Clear Memory” was 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)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

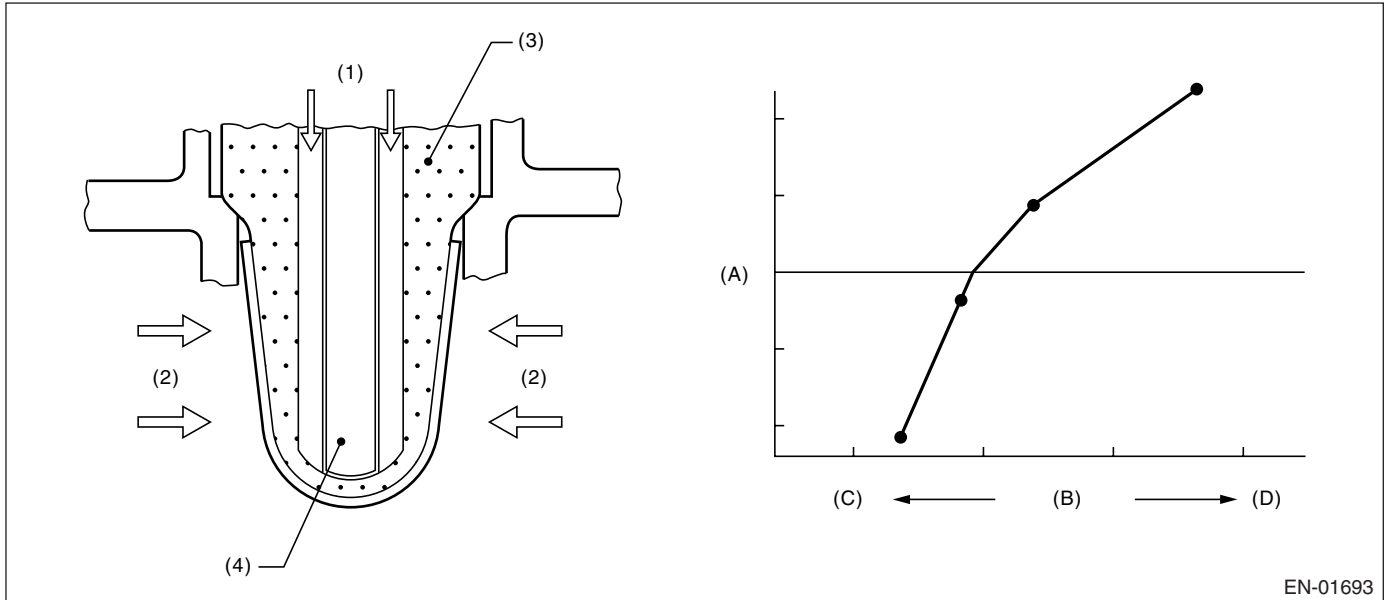
AB:DTC P0131 O₂ SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 1)

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of sensor.

Judge NG when the element impressed voltage is out of range, or the element current is out of range.

2. COMPONENT DESCRIPTION



- (1) Atmosphere
- (2) Exhaust
- (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 NG when the continuous time of completing any malfunction criteria below becomes 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 the malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed

8. FAIL SAFE

- Front oxygen (A/F) sensor heater control: Not allowed to turned on 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)

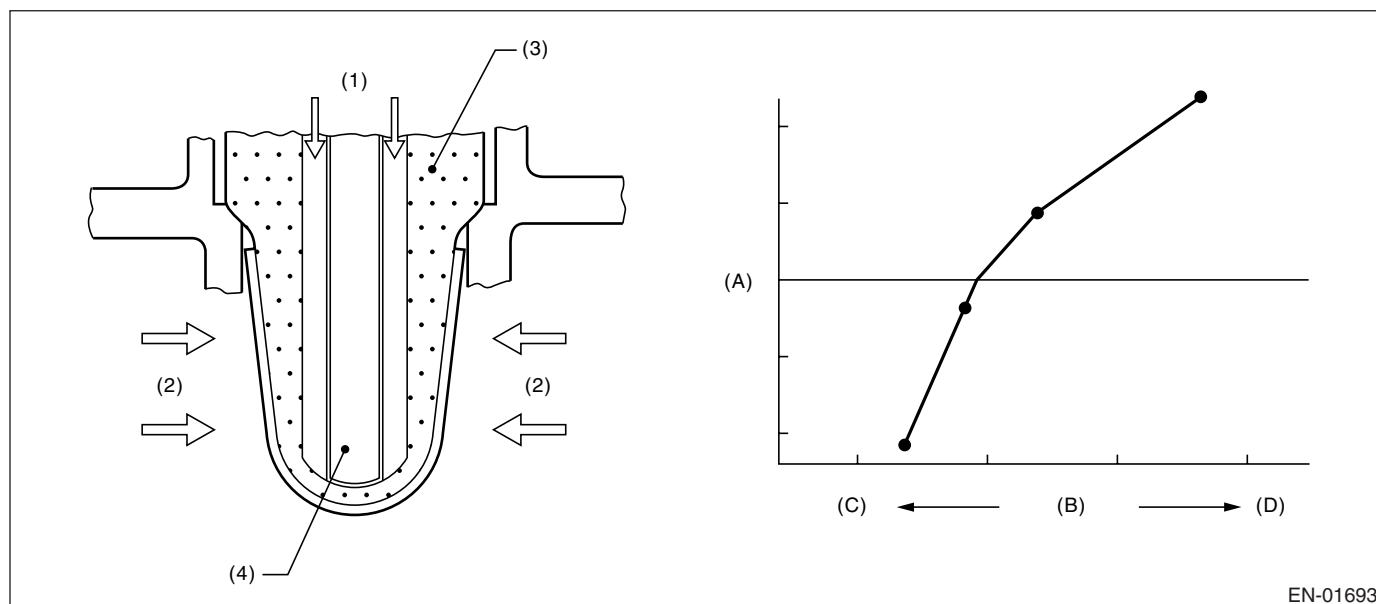
AC:DTC P0132 O₂ SENSOR CIRCUIT HIGH VOLTAGE (BANK 1 SENSOR 1)

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of sensor.

Judge NG when the element impressed voltage is out of range, or the element current is out of range.

2. COMPONENT DESCRIPTION



(1) Atmosphere	(A) Electromotive force
(2) Exhaust	(B) Air fuel ratio
(3) ZrO ₂	(C) Lean
(4) Ceramic heater	(D) Rich

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

Judge NG when the continuous time of completing any malfunction criteria below becomes more than 1 second.

Judgment Value

Malfunction Criteria	Threshold Value
Input voltage	≥ 3.8 V
Input current	≥ 0.005 A

Time Needed for Diagnosis: 1 second

Malfunction Indicator Light Illumination: Illuminates as soon as the malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed

8. FAIL SAFE

- Front oxygen (A/F) sensor heater control: Not allowed to turned on 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.

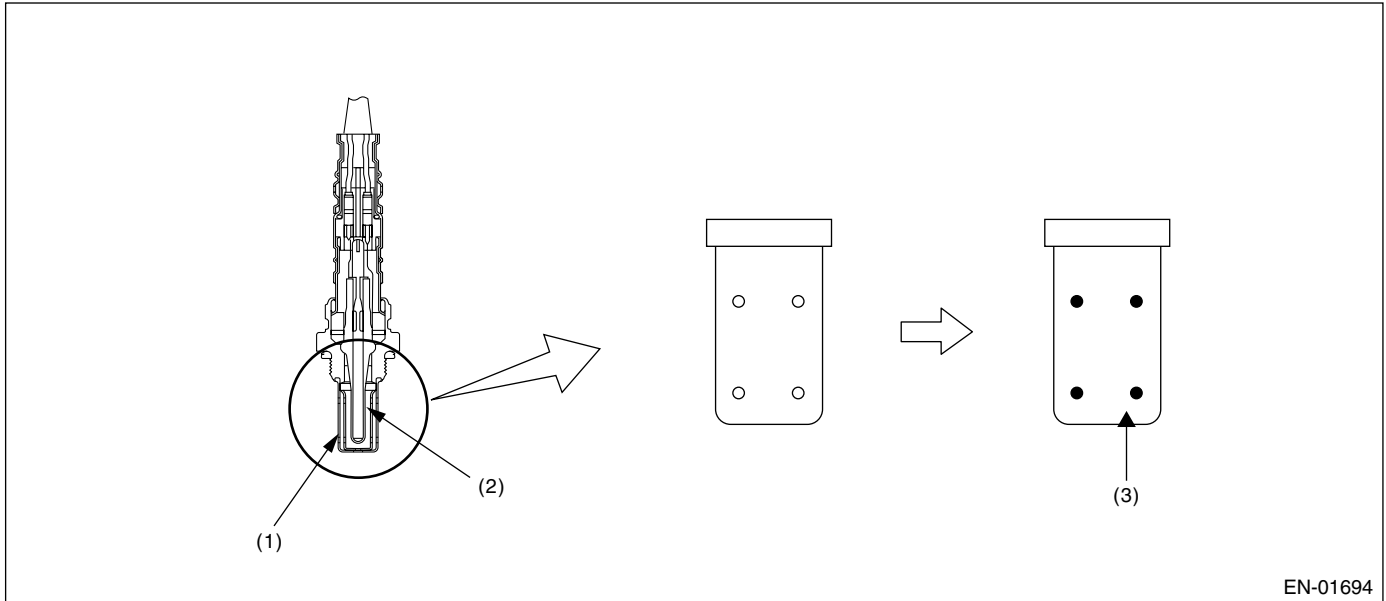
9. ECM OPERATION AT DTC SETTING

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 time-lag of front oxygen (A/F) sensor response. 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 comparing with the actual A/F variation because oxygen which reaches the zirconia layer is insufficient. Therefore, if the cover has clogged holes, the rich to lean judgment in ECM is delayed when the change from rich to lean is caused. Judge NG when the actual A/F variation is slow comparing with the ECM control amount.



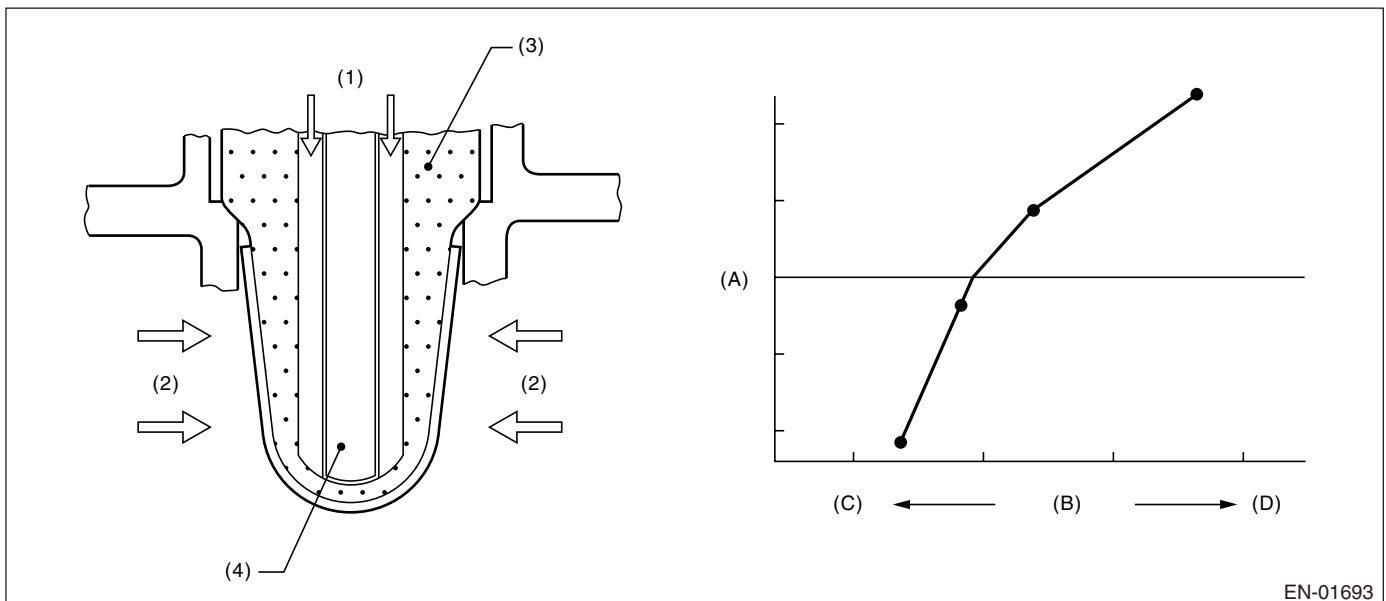
EN-01694

(1) Cover

(2) Zirconia

(3) Clogging

2. COMPONENT DESCRIPTION



EN-01693

(1) Atmosphere

(2) Exhaust

(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 parameter enable conditions	More than 1 second
Battery voltage	> 10.9 V
Atmospheric pressure	> 75.1 kPa (563 mmHg, 22.2 inHg)
Closed loop control with main feedback	Operating
Impedance of front oxygen (A/F) sensor	0 $\longleftrightarrow$ 50 Ω
After engine starting	120 seconds or more
Engine coolant temperature	$\geq 75^{\circ}\text{C}$ (167 $^{\circ}\text{F}$)
Engine speed	1,000 $\longleftrightarrow$ 3,200 rpm
Vehicle speed	10 $\longleftrightarrow$ 120 km/h (6.21 $\longleftrightarrow$ 74.6 MPH)
Amount of intake air	10 $\longleftrightarrow$ 40 g (0.35 $\longleftrightarrow$ 1.41 oz)/s
Engine load change during 0.5 engine rev.	≤ 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 (6.21 to 74.6 MPH) in 120 seconds after starting the engine.

5. DIAGNOSTIC METHOD

Integrate the difference of faf in every 128 milliseconds and difference of λ value.

After integrate 210 seconds, calculate the diagnosis value.

Judge NG when the malfunction criteria below are completed. Judge OK and clear NG when the malfunction criteria below are not completed.

Judgment Value

Malfunction Criteria	Threshold Value
$\text{para} \text{fca} = \text{td}2\text{faf} / \text{td}2\text{lmd}$ where, $\text{td}2\text{faf} (N) = \text{td}2\text{faf} (n-1) + \text{d}2\text{faf} (n) $ $\text{td}2\text{lmd} (N) = \text{td}2\text{lmd} (n-1) + \text{d}2\text{lmd} (n) $ add up for a total of 210 seconds $\text{d}2\text{faf} (n) = (\text{faf} (n) - \text{faf} (n-1)) - (\text{faf} (n-1) - \text{faf} (n-2))$ $\text{d}2\text{lmd} (n) = (\text{lmd} (n) - \text{lmd} (n-1)) - (\text{lmd} (n-1) - \text{lmd} (n-2))$ 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 was completed 40 times in a row
- When "Clear Memory" was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed

8. FAIL SAFE

- Front oxygen (A/F) sensor main learning correction: Not allowed to calculate.
- A/F sub learning correction: 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)

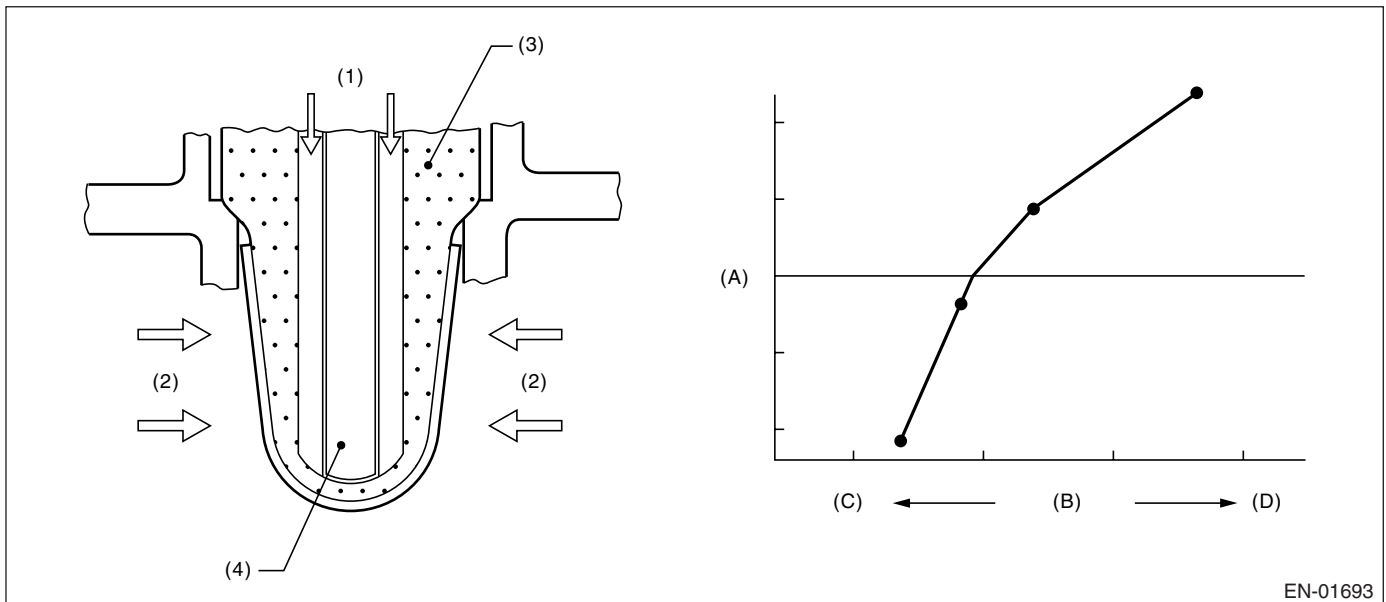
AE:DTC P0134 O₂ SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK 1 SENSOR 1)

1. OUTLINE OF DIAGNOSIS

Detect the open circuit of sensor.

Judge NG when the element impedance is large.

2. COMPONENT DESCRIPTION



EN-01693

(1) Atmosphere	(A) Electromotive force
(2) Exhaust	(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.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

Judge NG when the continuous time of completing the malfunction criteria below becomes more than 5 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
Battery voltage	≥ 10.9 V
Time of heater duty $\geq 70\%$	≥ 30 seconds
Front lambda sensor impedance	$\geq 500 \Omega$

Time Needed for Diagnosis: 5 seconds

Malfunction Indicator Light Illumination: Illuminates as soon as the malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed

8. FAIL SAFE

- Front oxygen (A/F) sensor heater control: Not allowed to turned on 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

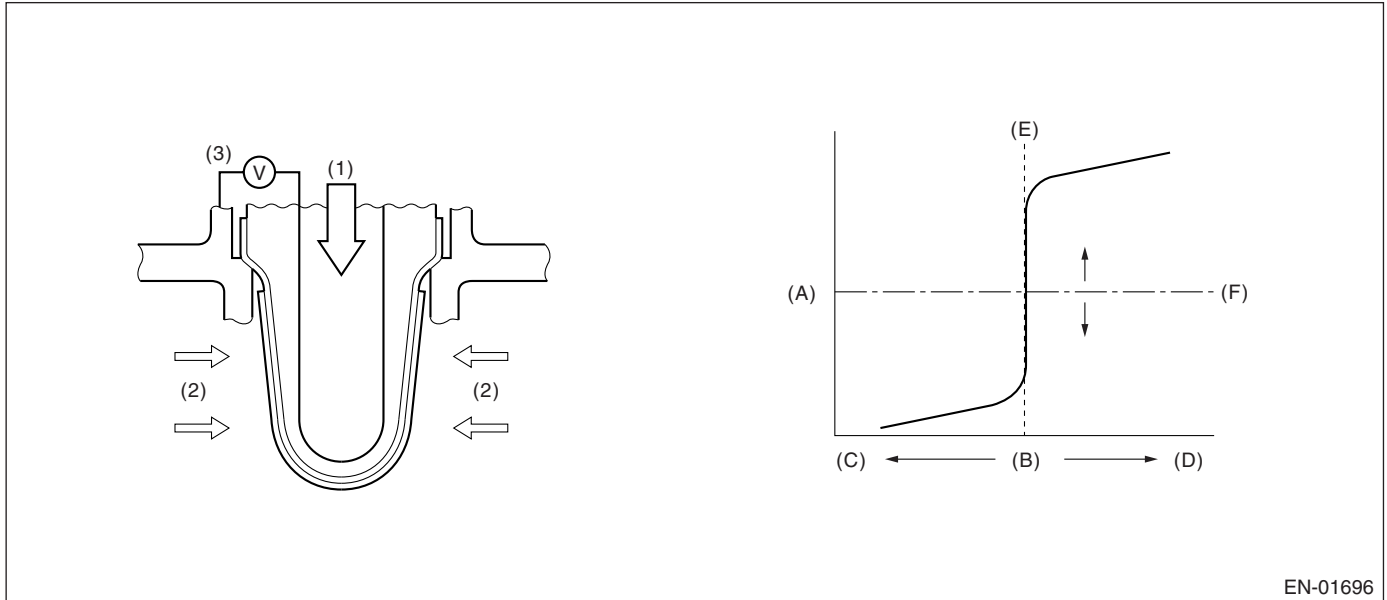
Memorize the freeze frame data. (For test mode \$02)

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

1. OUTLINE OF DIAGNOSIS

Detect the malfunction of oxygen sensor power distribution NG. Judge NG when the oxygen sensor voltage is abnormal with considering the operating conditions.

2. COMPONENT DESCRIPTION



EN-01696

- (1) Atmosphere
- (2) Exhaust
- (3) Electromotive force

- (A) Electromotive force
- (B) Air fuel ratio
- (C) Rich

- (D) Lean
- (E) Theoretical air fuel ratio
- (F) Comparative voltage

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

3. ENABLE CONDITION

Abnormality Judgement

Secondary Parameters	Enable Conditions
High side	
Secondary air system	Not in operation
Closed loop control of oxygen sensor	In operation
Misfire detection during 200 engine revs.	< 5 times
Compensation factor for front oxygen (A/F) sensor	Not in limit value
Battery voltage	> 10.9 V
Low side 1	
Secondary air system	Not in operation
Closed loop control of oxygen sensor	In operation
Misfire detection during 200 engine revs.	< 5 times
Compensation factor for front oxygen (A/F) sensor	Not in limit value
Battery voltage	> 10.9 V
Amount of intake air	≥ 10 g (0.35 oz)/s
Low side 2	
Secondary air system	Not in operation
Closed loop control of oxygen sensor	In operation
Misfire detection during 200 engine revs.	< 5 times
Compensation factor for front oxygen (A/F) sensor	Not in limit value
Battery voltage	> 10.9 V
Amount of intake air	< 10 g (0.35 oz)/s
Continuous time of rear oxygen heater current	25 seconds or more
Low side 3	
Secondary air system	Not in operation
Closed loop control of oxygen sensor	In operation
Misfire detection during 200 engine revs.	< 5 times
Compensation factor for front oxygen (A/F) sensor	Not in limit value
Battery voltage	> 10.9 V
Amount of intake air	< 10 g (0.35 oz)/s
Continuous time of rear oxygen heater current	25 seconds or more
Fuel cut	Experienced

Normality Judgement

Secondary Parameters	Enable conditions
Secondary air system	No operation
Closed loop control of oxygen sensor	In operation
Misfire detection during 200 engine revs.	< 5 times
Compensation factor for front oxygen (A/F) sensor	Not in limit value
Battery voltage	> 10.9 V

4. GENERAL DRIVING CYCLE

Perform the diagnosis continuously after starting the engine at engine steady operation condition.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge NG when the continuous time of completing the malfunction criteria below becomes more than the time needed for diagnosis. Judge OK when the malfunction criteria below are not completed.

Judgment Value

Malfunction Criteria	Threshold Value	DTC
High side Max. output voltage without continuity	$\geq 1,200$ mV	P0138
Low side Min. output voltage without continuity	< 30 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 of Map

Map

Fuel shut-off time (sec.)	Time Needed for Diagnosis (sec.)
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 was completed 40 times in a row
- When "Clear Memory" was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was 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 criteria, refer to DTC P0137. <Ref. to GD(H4SO)-53, DTC P0137 O₂ SENSOR CIRCUIT LOW VOLTAGE (BANK 1 SENSOR 2), Diagnostic Trouble Code (DTC) Detecting Criteria.>

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

1. OUTLINE OF DIAGNOSIS

Detect the slow response of rear oxygen sensor.

Judge NG when the Rich → Lean response diagnosis or Lean → Rich response diagnosis is NG and judge OK when both response diagnoses are OK.

[Rich → Lean diagnosis response]

(1) When the measured response time is larger than a threshold, since the A/F ratio is rich, the response time of the output change of O₂ sensor when changing from Rich to Lean is measured, and it judges with NG, and when small, it judges with OK.

(2) When O₂ sensor voltage at the time of a fuel shut-off in deceleration return is large (rich), it judges with NG.

[Lean → Rich diagnosis response]

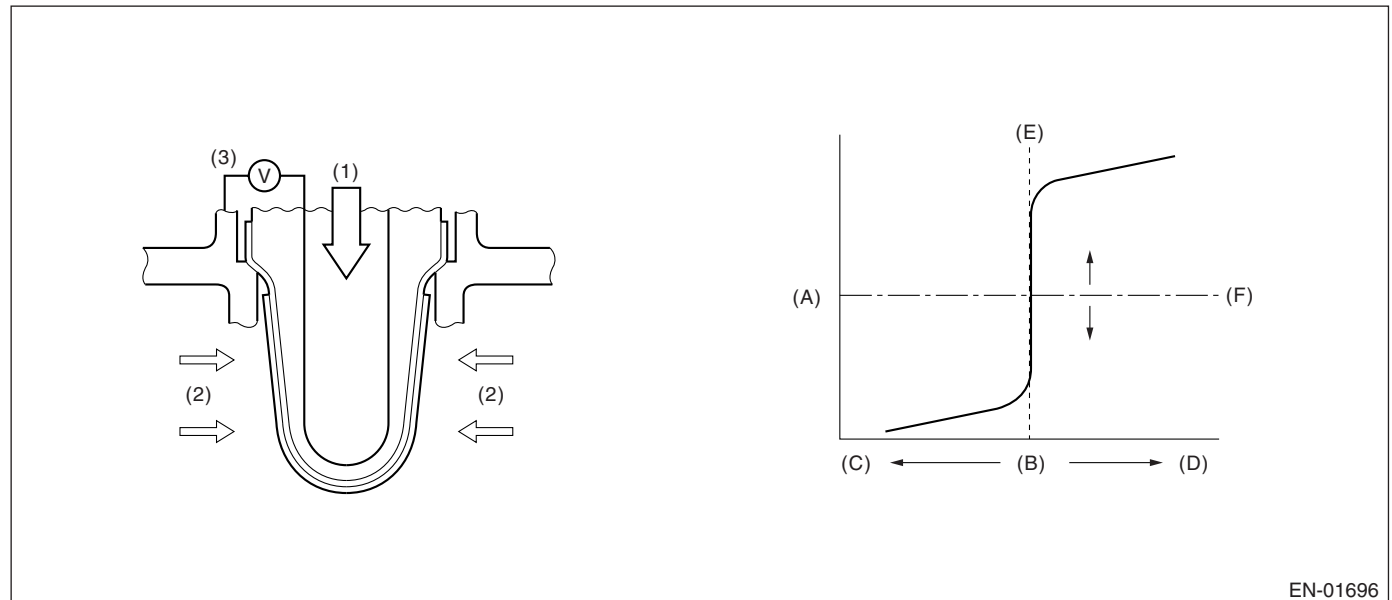
(1) The response time of output change of O₂ sensor when an A/F ratio changes from Lean to Rich is measured, and it is referred to as NG when the measured response time is larger than a threshold.

(2) It is referred to as NG when O₂ sensor voltage after recovery of fuel shut-off in deceleration is small and still small.

• Diagnostic Method

Measure the response time of the output change of the oxygen sensor when the A/F ratio changes from rich to lean. And Judge NG when the measured response time is larger than the threshold value.

2. COMPONENT DESCRIPTION



EN-01696

- (1) Atmosphere
- (2) Exhaust
- (3) Electromotive force

- (A) Electromotive force
- (B) Air fuel ratio
- (C) Rich

- (D) Lean
- (E) Theoretical air fuel ratio
- (F) Comparative voltage

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

3. ENABLE CONDITION

- Rich → Lean response diagnosis

Secondary Parameters	Enable Conditions
Battery voltage	> 10.9 V
A/F sub feedback control condition	Completed
6 seconds or more fuel shut-off indecel. time	Experienced
After fuel cut	≥ 2 seconds
Accumulative time of rear oxygen heater current	≥ 60 seconds
Continuous time of rear oxygen heater current	≥ 30 seconds
Catalyst warm-up counter	≥ 9000

4. GENERAL DRIVING CYCLE

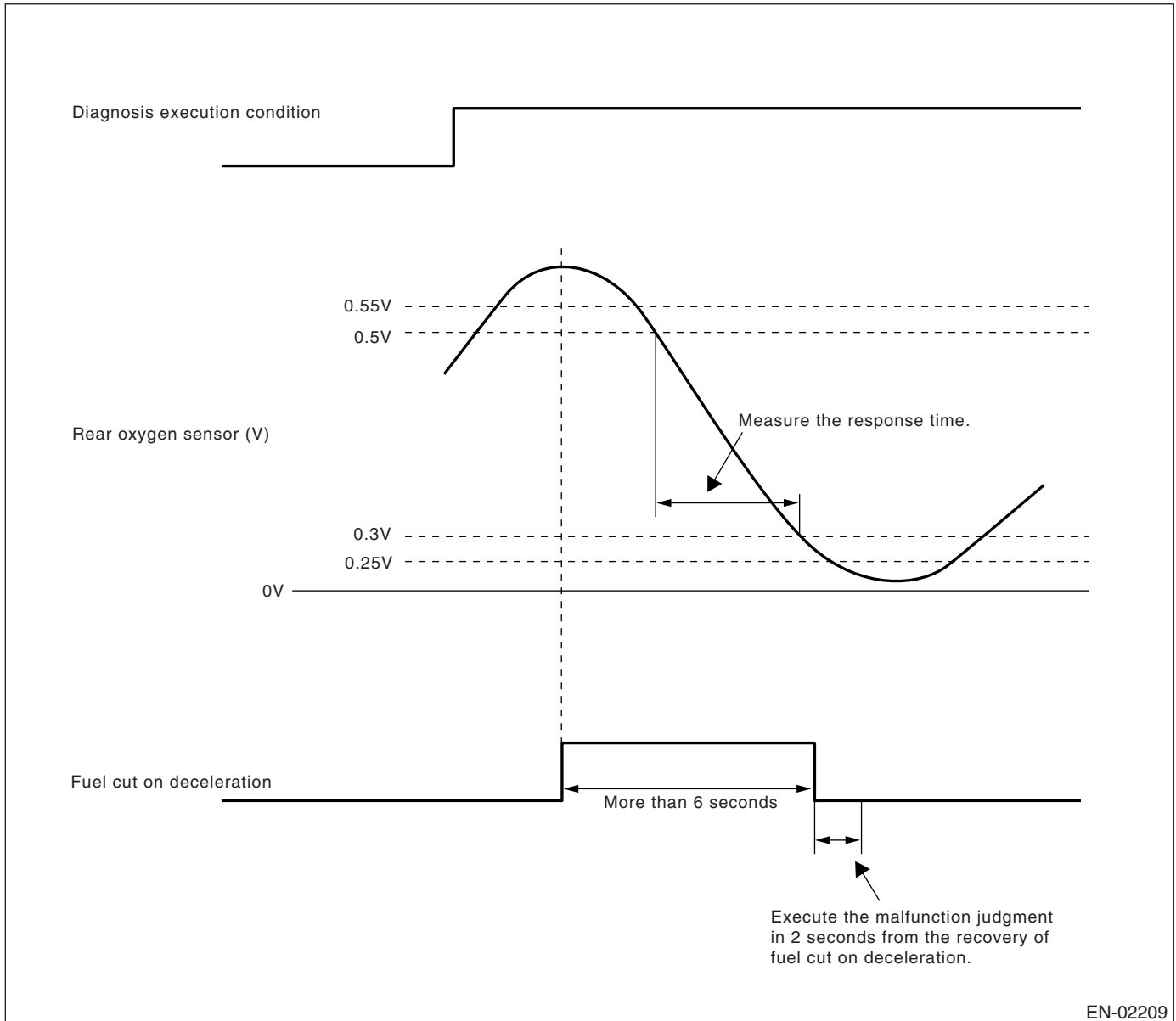
Perform the diagnosis only once when fuel shut-off in deceleration after rapid acceleration. (Pay attention to oxygen sensor voltage for the timing of deceleration.)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

When the oxygen sensor output voltage changes from 0.55 V (rich) to 0.25 V (lean), calculate the Min. value of response time regarded as judgment value while the output varies from 0.5 V to 0.3 V.



• Abnormality Judgment

(1) Judge NG when the judgment value is larger than the threshold value after fuel shut-off in deceleration. 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. As for OK judgment, without the condition of fuel shut-off in deceleration, judge OK if the value is below the threshold value.

Judge NG when the malfunction criteria below are completed in 2 seconds after the recovery of fuel shut-off in deceleration which requires 6 seconds or more.

(2) Judge NG when the O₂ sensor voltage after recovery of fuel shut-off in deceleration is large. Judge NG when fuel shut-off in deceleration is also long (6 sec. or more), and although carried out the fuel shut-off in deceleration cut return, when O₂ sensor voltage is large (more than 0.55V).

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

Judgment Value

Malfunction Criteria	Threshold Value
Shortest time change from rich (500 mV O ₂ output) to lean (300 mV) if voltage reduces from 550 mV to 250 mV.	> 327 milliseconds
Time when more than 550 mV	> 2 seconds

Time Needed for Diagnosis: 1 time

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgement

(1) Judge Normal when the response time (diagnostic value) is smaller than threshold (judgment value) when changing to lean since O₂ sensor voltage.

(2) A normal judging is not carried out.

Judgment Value

Judge OK when the following standards value are completed.

Malfunction Criteria	Threshold Value
Change of the shortest time from rich (500 mV O ₂ output), when voltage decreases from 550 mV to 250 mV to lean (300 mV).	≤ 327 milliseconds

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was 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
Fuel cut on deceleration ≥ 6 seconds	Experienced
After fuel cut	≥ 2 seconds

11. GENERAL DRIVING CYCLE

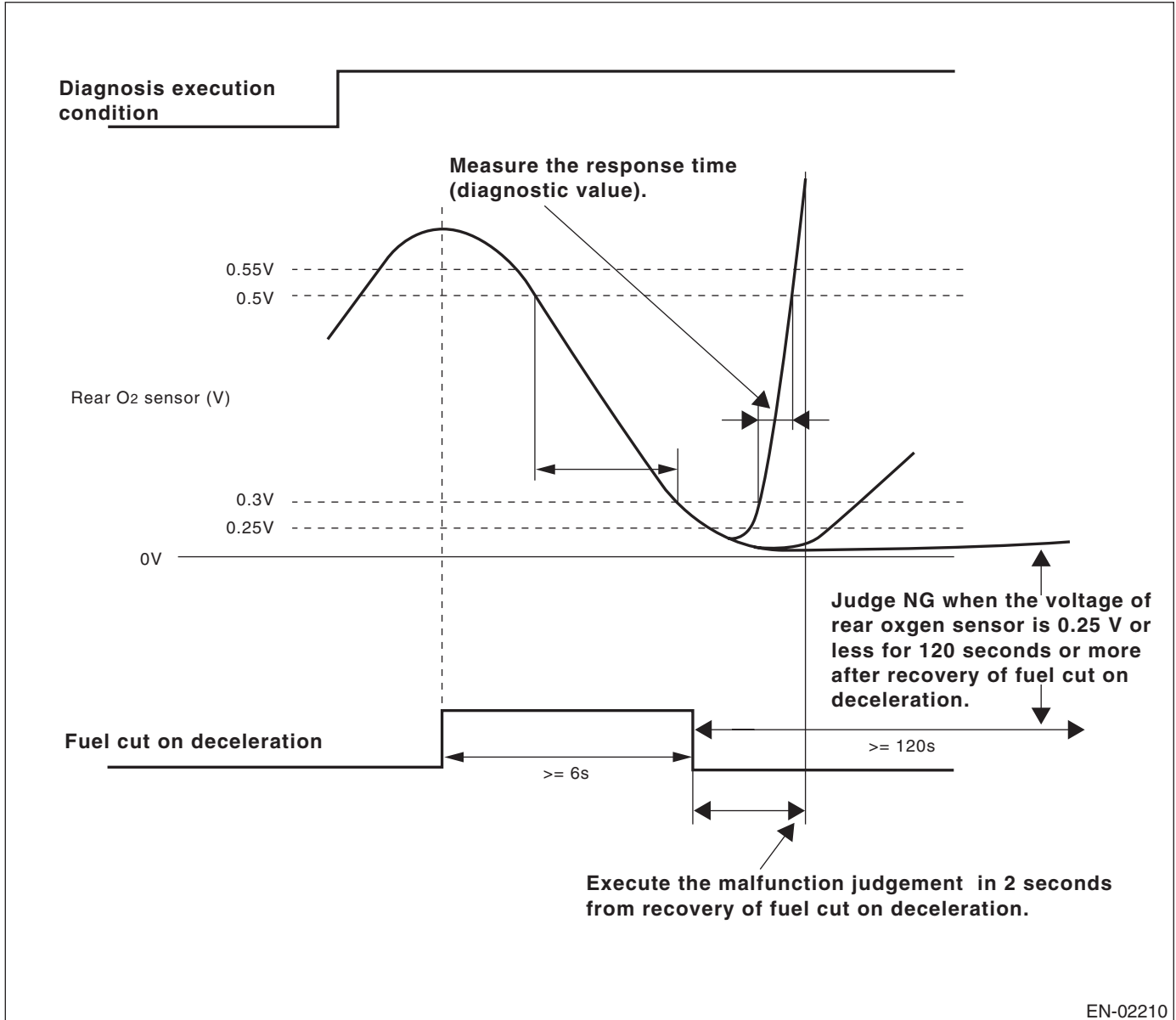
Perform the diagnosis only once when fuel shut-off in deceleration after rapid acceleration. (Pay attention to oxygen sensor voltage for the timing of deceleration.)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

12.DIAGNOSTIC METHOD

When the oxygen sensor output voltage changes from 0.25 V (lean) to 0.55 V (rich), calculate the Min. value of response time regarded as judgment value while the output varies from 0.3 V to 0.5 V.



EN-02210

• Abnormality Judgment

(1) Judge NG when the judgment value is larger than the threshold value after recovery of fuel shut-off in deceleration.

Response time (Diagnosis value) > Threshold value → Abnormal

(2) Judge NG when the O₂ sensor voltage after recovery of fuel shut-off in deceleration is small.

Judgment Value

Malfunction Criteria	Threshold Value
Shortest time change from lean (300 mV O ₂ output) to rich (500 mV) if voltage reduces from 500 mV to 250 mV.	> 2 seconds
Time when less than 250 mV	> 120 seconds

Time Needed for Diagnosis: 1 time

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

• Normality Judgement

(1) Judge Normal when the response time (diagnostic value) is smaller than threshold (judgment value) when changing to lean since O₂ sensor voltage.

Response Time (diagnosis value) $\leq$ Threshold value $\rightarrow$ Normal

(2) A normal judging is not carried out.

Judgment Value

Judge OK when the following standards value are completed.

Malfunction Criteria	Threshold Value
Change of the shortest time from rich (300 mV O ₂ output), when voltage decreases from 550 mV to 250 mV to lean (500 mV).	≤ 2 seconds

13.DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

14.MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was 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)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

AI: DTC P0140 O₂ SENSOR CIRCUIT NO ACTIVITY DETECTED (BANK1 SENSOR 2)

1. OUTLINE OF DIAGNOSIS

Detect the malfunction of rear oxygen sensor output property.

Judge Low side NG when the rear oxygen sensor voltage indicates low, otherwise, judge High side NG when the rear oxygen sensor voltage indicates high, in spite of the driving condition that the voltage might move, by referring to the driving condition such as amount of intake air, coolant temperature, main feedback control, fuel shut-off in deceleration, etc.

Judge rear oxygen sensor property NG when the Low side or High side becomes NG.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Engine coolant temperature	≥ 75°C (167°F)
Target output voltage of rear oxygen sensor	≥ 0.6 V
Amount of intake air	10 g (0.35 oz)/sec. or more
Battery voltage	> 10.9 V
Closed loop with oxygen sensor	In operation
Misfire detection during 200 engine revs.	5 times or less
Compensation factor for front oxygen (A/F) sensor	Not in limit value
5 seconds or more fuel shut-off in decel.	Experienced

3. GENERAL DRIVING CYCLE

Perform the diagnosis once after warming-up the engine.

4. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge NG when any of the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
Low side diagnosis of max. output voltage	< 0.55 V
High side diagnosis of min. output voltage	> 0.25 V

Time Needed for Diagnosis:200 second

Malfunction Indicator Light Illumination:Detect when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge OK when the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
Low side diagnosis of max. output voltage	≥ 0.55 V
High side diagnosis of min. output voltage	≤ 0.25 V

5. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed

7. FAIL SAFE

Sub feedback control: Not allowed

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

AJ:DTC P0171 SYSTEM TOO LEAN (BANK 1)

1. OUTLINE OF DIAGNOSIS

Detect the 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	$\geq 75^{\circ}\text{C}$ (167°F)
Intake air amount	$\geq$ Map 5
Intake air change during 0.5 engine rev.	≤ 0.02 g (0.001 oz)/rev

Map 5

Engine speed (rpm)	idle	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 engine idling after warm-up or a constant speed.

4. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge that the fuel system malfunction occurs when the continuous time of completing the malfunction criteria below becomes more than 50 seconds by comparing the diagnosed value (fsobd) with threshold value.

Judgment Value

Malfunction Criteria	Threshold Value
$\text{fsobd} = (\text{sglmd} - \text{tglmda}) + \text{faf} + \text{flaf}$ where, sglmd = measured lambda tglmda = target lambda faf = main feedback compensation coefficient every 64 milliseconds flaf = main feedback learning compensation coefficient	$\geq \text{fsobdL1}$ See Map 4 fsobdL1 = lean side threshold value of fsobd

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

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 OK when the continuous time of completing the malfunction criteria below becomes more than 10 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
$fsobd = (sglmd - tglmda) + faf + flaf$	< 19%

5. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When “Clear Memory” was performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When OK with similar drive in 3 driving cycles.
- When “Clear Memory” was 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 the 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	$\geq 75^{\circ}\text{C}$ (167°F)
Intake air amount	$\geq$ Map 5
Intake air change during 0.5 engine rev.	$\leq 0.02 \text{ g (0.001 oz)/rev}$
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)	idle	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 engine idling after warm-up or a constant speed.

4. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge that the fuel system malfunction occurs when the continuous time of completing the malfunction criteria below becomes more than 50 seconds by comparing the diagnosed value (fsobd) with threshold value.

Judgment Value

Malfunction Criteria	Threshold Value
$\text{fsobd} = (\text{sglmd} - \text{tglmda}) + \text{faf} + \text{flaf}$ where, $\text{sglmd} = \text{measured lambda}$ $\text{tglmda} = \text{target lambda}$ $\text{faf} = \text{main feedback compensation coefficient every 64 milliseconds}$ $\text{flaf} = \text{main feedback learning compensation coefficient}$	$\leq \text{fsobdR1}$ See Map 4 $\text{fsobdR1} = \text{rich side threshold value of fsobd}$

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.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

• Normality Judgment

Judge OK when the continuous time of completing the malfunction criteria below becomes more than 10 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
$fsobd = (sglmd - tglmda) + faf + flaf$	$\geq -20\%$

5. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When OK with similar drive in 3 drive cycles.
- When "Clear Memory" was performed

7. FAIL SAFE

Purge control solenoid valve control: Not allowed to purge.

8. ECM OPERATION AT DTC SETTING

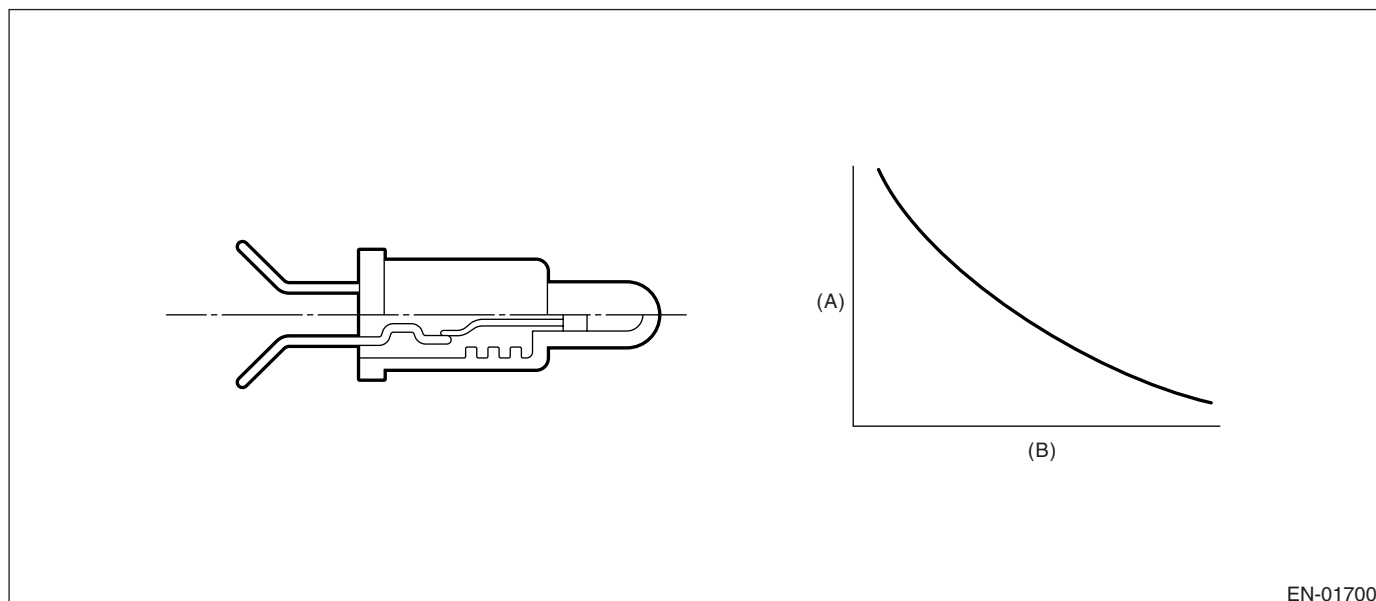
Memorize the freeze frame data. (For test mode \$02)

AL:DTC P0181 FUEL TEMPERATURE SENSOR “A” CIRCUIT RANGE/PERFORMANCE**1. OUTLINE OF DIAGNOSIS**

Detect the malfunction of fuel temperature sensor output property. Perform the diagnosis in two methods; namely, drift diagnosis and stuck diagnosis. Judge NG when either of them results in NG, and judge OK when both of them result in OK.

• 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 make an NG judgment.

2. COMPONENT DESCRIPTION

EN-01700

(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 NG when the continuous time of completing the malfunction criteria below becomes more than 120 seconds.

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 starting	$> 10^{\circ}\text{C}$ (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 OK when the malfunction criteria below are completed.

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 starting	$> 10^{\circ}\text{C}$ (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

If the fuel temperature which might rise along with the engine idling (the cumulative amount of intake air after engine starting is large) does not increase, the engine is considered to be stuck and make an NG judgment.

6. ENABLE CONDITION

Secondary Parameters	Enable Conditions
After engine starting	20 seconds or more
Battery voltage	$> 10.9 \text{ V}$

7. GENERAL DRIVING CYCLE

Perform the diagnosis continuously in 20 seconds or more after starting the engine.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

8. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge NG when the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
Accumulated amount of intake air	≥ 551 kg (1,215 lb)
Fuel temperature difference between Max. and Min.	< 2°C (3.6°F)

Time Needed for Diagnosis: To be determined.

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge OK when the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
Accumulated amount of intake air	≥ 551 kg (1,215 lb)
Fuel temperature difference between Max. and Min.	≥ 2°C (3.6°F)

9. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

10. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was 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

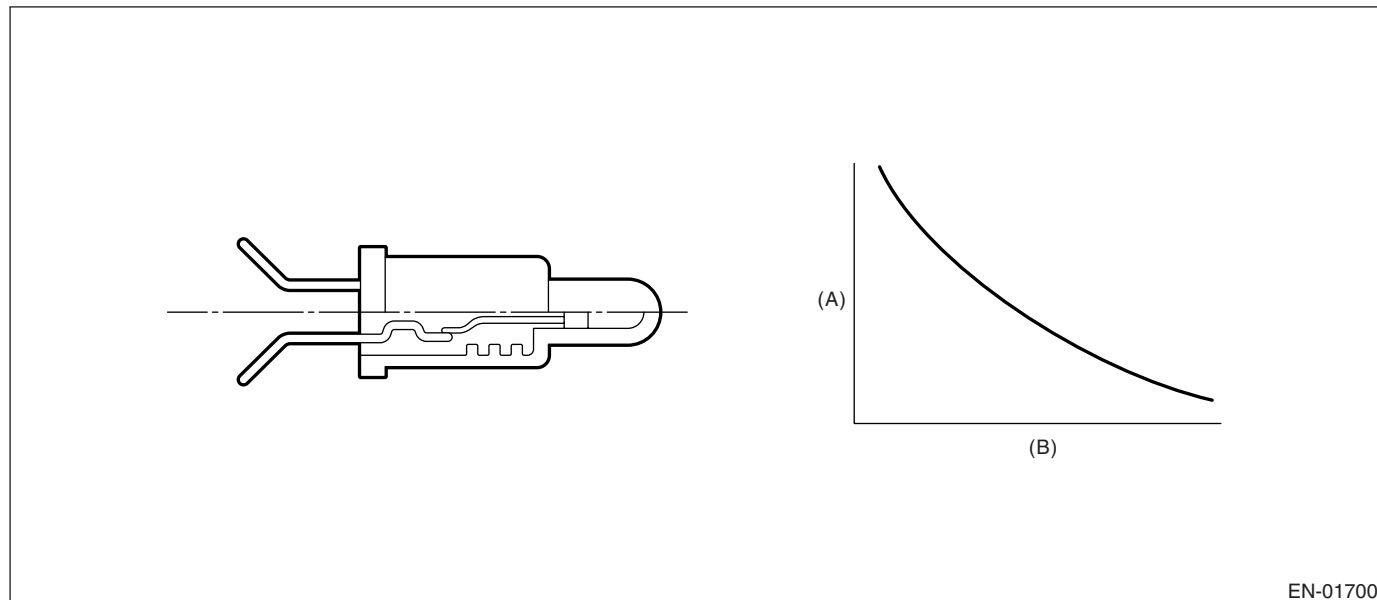
GENERAL DESCRIPTION

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 NG when out of the standard value.

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 NG when the continuous time of completing the malfunction criteria below becomes more than 2.5 seconds.

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 the malfunction occurs.

• Normality Judgment

Judge OK when the cumulative time until completing the malfunction criteria below becomes more than 2.5 seconds.

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 was completed 40 times in a row
- When "Clear Memory" was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

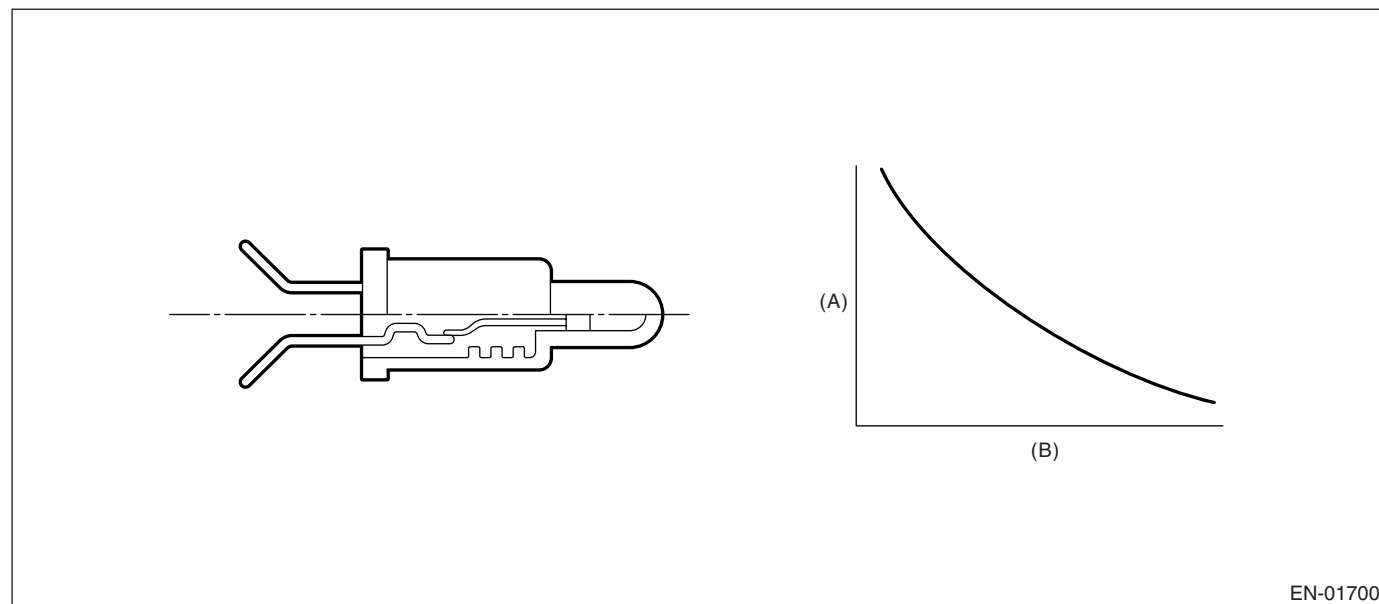
Memorize the freeze frame data. (For test mode \$02)

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 NG when out of the standard value.

2. COMPONENT DESCRIPTION



EN-01700

(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 NG when the continuous time of completing the malfunction criteria below becomes more than 2.5 seconds.

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 the malfunction occurs.

• Normality Judgment

Judge OK when the cumulative time until completing the malfunction criteria below becomes more than 2.5 seconds.

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 was completed 40 times in a row
- When "Clear Memory" was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was 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 the malfunction of engine oil temperature sensor output property.

Judge NG when the engine oil temperature does not increase regardless of the driving condition that engine oil temperature may be thought to increase.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V
Engine speed	500 rpm

3. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

4. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge NG when the malfunction criteria below is completed.

Judgment Value

Malfunction Criteria	Threshold Value
Engine oil temperature	< 15°C (59°F)
Timer for diagnosis of oil temperature sensor after engine starting	≥ Judgment value of timer for diagnosis of oil temperature sensor after engine starting

Timer for diagnosis of oil temperature sensor after engine starting (Timer for diagnosis)

a) Timer stop at fuel cut mode.

b) During the driving condition (except a) above), timer count up by 64ms + TOILCNT ms at every 64ms.

Where, TOILCNT is determined as follows,

TOILCNT = 0 at idle switch on,

Refer to the following table for TWCNT with idle switch OFF.

		Vehicle speed km/h (MPH)							
		0 (0)	8 (5)	16 (10)	24 (15)	32 (20)	40 (25)	48 (30)	56 (35)
Temp. °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

Judgment value of Timer for diagnosis of oil temperature sensor after engine starting (t)

$t = 1,882,940 - 43,302 \times T_i$ ($t \geq 1,882,940$)

T_i is a lowest engine coolant temperature after starting the engine.

Time needed for diagnosis: To be determined.

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge OK when the malfunction criteria below is completed.

Judgment Value

Malfunction Criteria	Threshold Value
Engine oil temperature	≥ 15°C (59°F)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Memory Clear" was performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK idling cycle was completed 3 times in a row
- When "Memory Clear" was performed

7. FAIL SAFE

Oil temperature sensor process: Fix the engine oil temperature 70°C (158°F)

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

AP:DTC P0197 ENGINE OIL TEMPERATURE SENSOR CIRCUIT LOW

1. OUTLINE OF DIAGNOSIS

Detect open or short circuit of engine oil temperature sensor.
Judge NG when out of the standard value.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

3. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

4. DIAGNOSTIC METHOD

Judge NG when the continuous time of completing malfunction criteria below becomes more than 0.5 seconds.

Judge OK and clear NG when the malfunction criteria below is not completed.

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 malfunction occurs.

5. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Memory Clear" was performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK idling cycle was completed 3 times in a row
- When "Memory Clear" was performed

7. FAIL SAFE

Oil temperature sensor process: Fix the engine oil temperature 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

AQ:DTC P0198 ENGINE OIL TEMPERATURE SENSOR CIRCUIT HIGH

1. OUTLINE OF DIAGNOSIS

Detect the open or the short circuit of engine oil temperature sensor.
Judge NG when out 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 NG when the continuous time of completing malfunction criteria below becomes more than 0.5 seconds.

Judge OK and clear NG when the malfunction criteria below is not completed.

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 malfunction occurs.

5. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Memory Clear" was performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK idling cycle was completed 3 times in a row
- When "Memory Clear" was performed

7. FAIL SAFE

Oil temperature sensor process: Fix the engine oil temperature 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

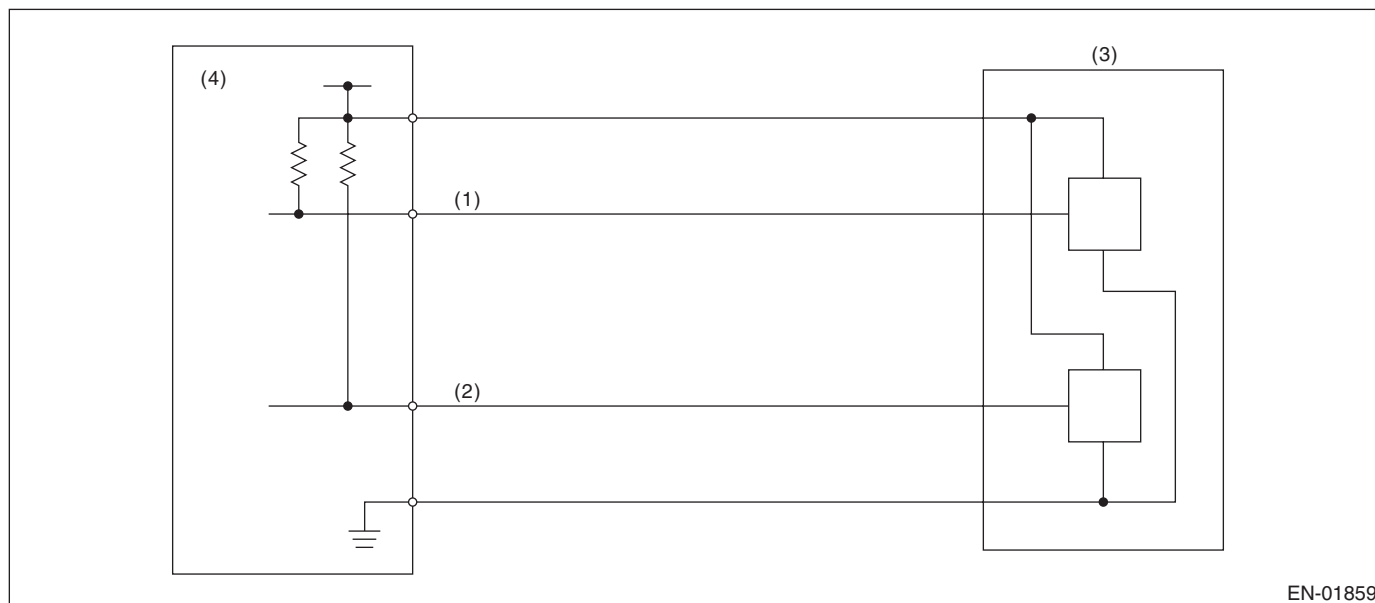
GENERAL DESCRIPTION

AR:DTC P0222 THROTTLE/PEDAL POSITION SENSOR/SWITCH “B” CIRCUIT LOW INPUT

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of throttle position sensor 2.
Judge NG when out of the standard value.

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.

5. DIAGNOSTIC METHOD

Judge OK and clear the NG when the malfunction criteria below are completed.

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 malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When “Clear Memory” was performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When “Clear Memory” was performed (Only with engine stopped)

8. FAIL SAFE

Stop power distribution to 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)

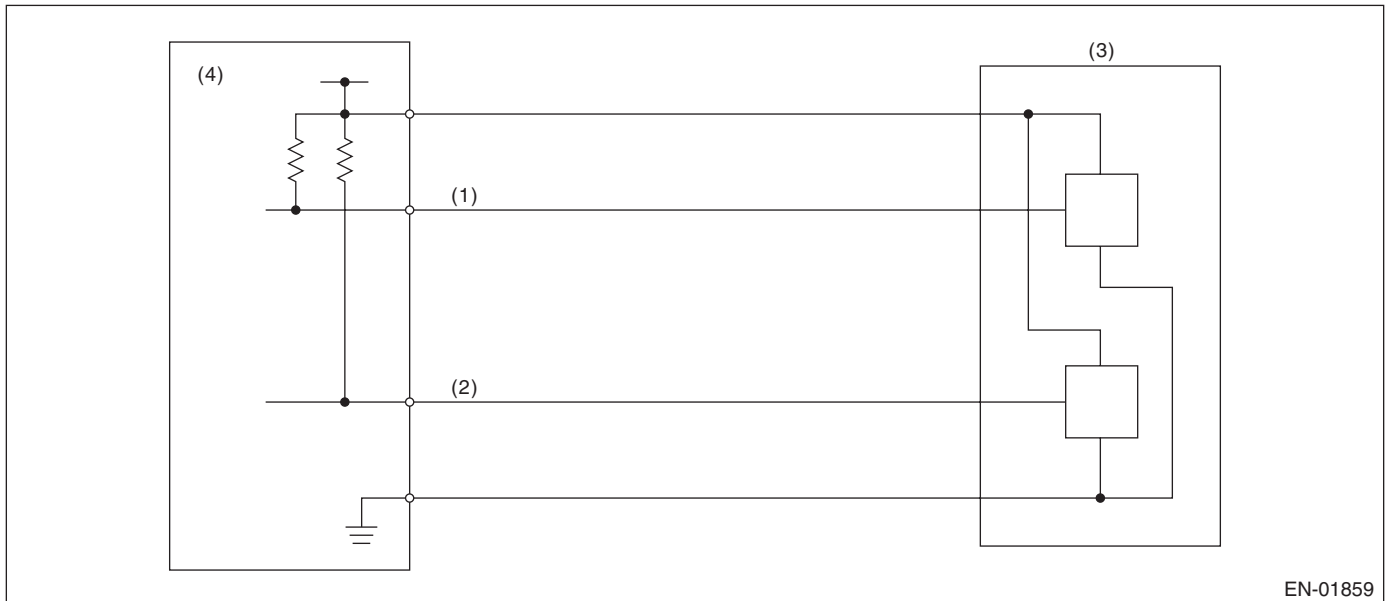
AS:DTC P0223 THROTTLE/PEDAL POSITION SENSOR/SWITCH “B” CIRCUIT HIGH INPUT

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of throttle position sensor 2.

Judge NG when out of the standard value.

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.

5. DIAGNOSTIC METHOD

Judge OK and clear the NG when the malfunction criteria below are completed.

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 malfunction occurs.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed (Only with engine stopped)

8. FAIL SAFE

Stop power distribution to 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)

AT:DTC P0301 CYLINDER 1 MISFIRE DETECTED

1. OUTLINE OF DIAGNOSIS

Detect whether the misfire occurred or not. (Revolution fluctuation method) Monitoring the misfire which influences exhaust deterioration (1.5 times of FTP) and catalyst damage is made obligatory by the law. Misfire affecting these two has three 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 less)

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 parameter enable conditions	More than 1 second
Intake manifold pressure change during 0.5 engine rev.	< 13.3 kPa (100 mmHg, 3.94 inHg)
Throttle position change during 16 milliseconds	< 21°
Fuel shut-off function	Not operating
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 — 6,200 rpm
Intake manifold pressure	> Map 3
Battery voltage	≥ 8 V
Conclusion of fuel parameter	Not supervolatile

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

Map3

MT (Vehicle Speed < 64.4 km/h (40 MPH))

rpm	650	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6400
kPa	25.6	23.1	20.0	20.0	20.0	21.6	26.4	28.0	29.5	32.4	36.4	39.9	44.5
(mmHg, inHg)	(192, 7.56)	(173, 6.82)	(150, 5.91)	(150, 5.91)	(150, 5.91)	(162, 6.38)	(198, 7.80)	(210, 8.27)	(221, 8.71)	(243, 9.57)	(273, 10.75)	(299, 11.78)	(324, 13.14)

MT (Vehicle Speed ≥ 64.4 km/h (40 MPH))

rpm	650	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6400
kPa	31.6	31.6	31.6	31.1	31.3	33.1	33.9	28.8	30.1	33.3	36.9	40.1	44.5
(mmHg, inHg)	(237, 9.33)	(237, 9.33)	(237, 9.33)	(233, 9.19)	(235, 9.24)	(248, 9.78)	(254, 10.01)	(216, 8.51)	(226, 8.89)	(250, 9.84)	(277, 10.90)	(301, 11.84)	(324, 13.14)

AT

rpm	700	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6400
kPa	25.6	24.4	22.0	22.4	22.8	23.9	29.9	31.3	29.9	35.6	39.3	43.3	44.5
(mmHg, inHg)	(192, 7.56)	(183, 7.21)	(165, 6.50)	(168, 6.62)	(171, 6.73)	(179, 7.06)	(224, 8.83)	(235, 9.24)	(244, 8.83)	(267, 10.51)	(295, 11.61)	(325, 12.79)	(334, 13.14)

3. GENERAL DRIVING CYCLE

- Detecting misfire between idling and high revolution.
- Perform the diagnosis continuously.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

4. DIAGNOSTIC METHOD

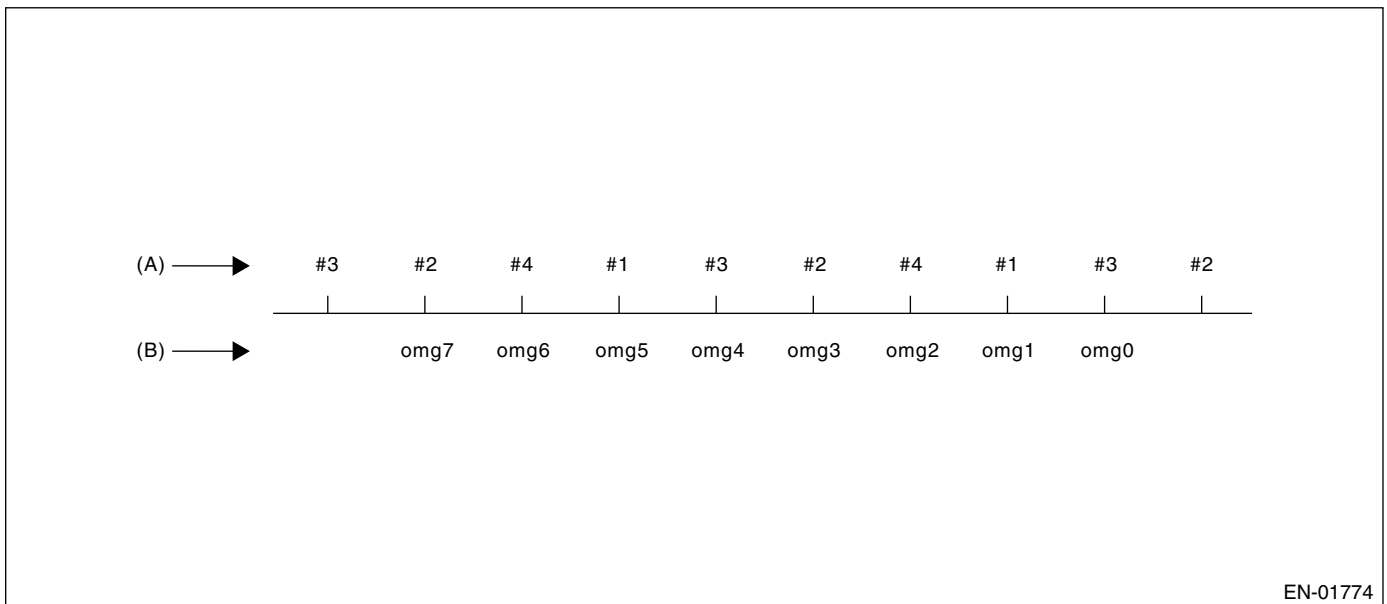
When the misfire occurred, the engine speed is decreased and the crankshaft position speed will change. Calculate the interval difference value (diagnostic value) from crankshaft position speed by the following formula, and judge whether the misfire occurs or not comparing the calculated result with judgment value. Counting the number of misfire up, and if the misfire ratio is higher during 1,000 rev. or 200 rev., judge NG for the corresponding cylinder.

Calculate the diagnostic value (from crankshaft position speed)

- Misfire detection every single ignition (Compare diagnostic value with judgment value)
- 180° Interval Difference Method
 - 360° Interval Difference Method
 - 720° Interval Difference Method

- NG judgment (Judge misfire occurrence required by the law) (Compare number of misfire with judgment)
- FTP1.5 times misfire NG judgment
 - Catalyst damage misfire NG judgment

As the following figure, pick out a random 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, and the following is the same.



EN-01774

(A) Ignition order

(B) Crankshaft position speed

Diagnostic Trouble Code (DTC) Detecting Criteria

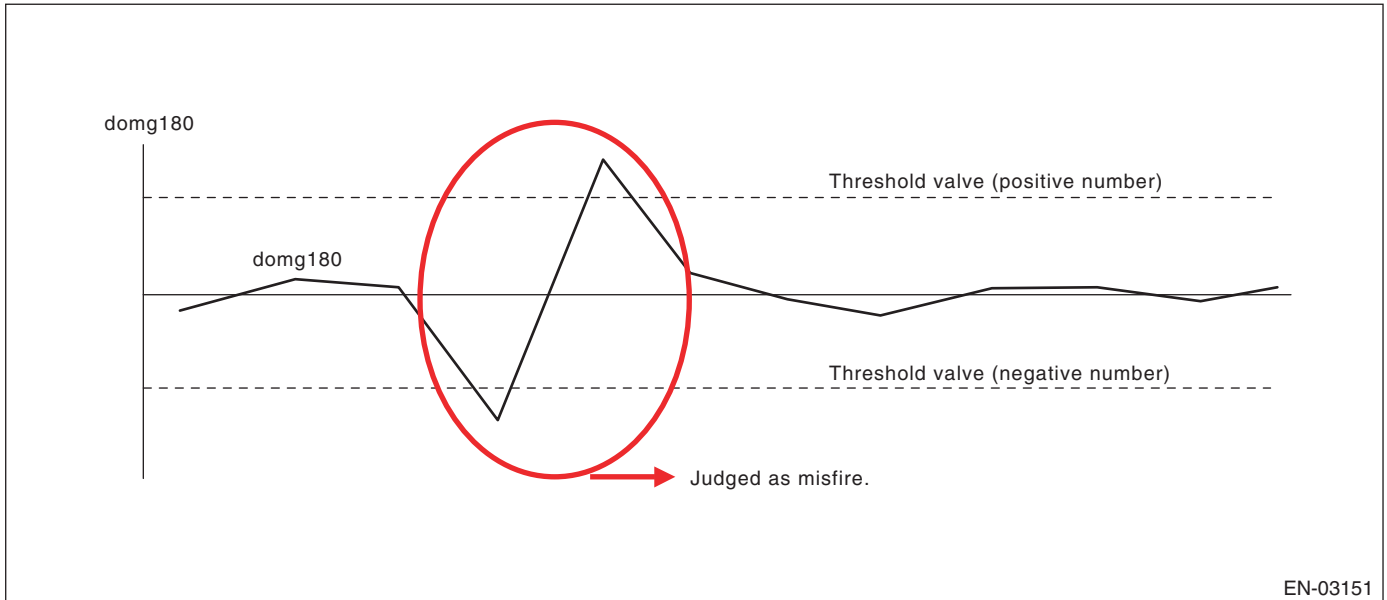
GENERAL DESCRIPTION

• 180° Interval Difference Method

Diagnosis value $\text{domg } 180 = (\text{omg } -1 - \text{omg } 0) - (\text{omg } 5 - \text{omg } 1)/4$

Judge misfire occurs in the following cases.

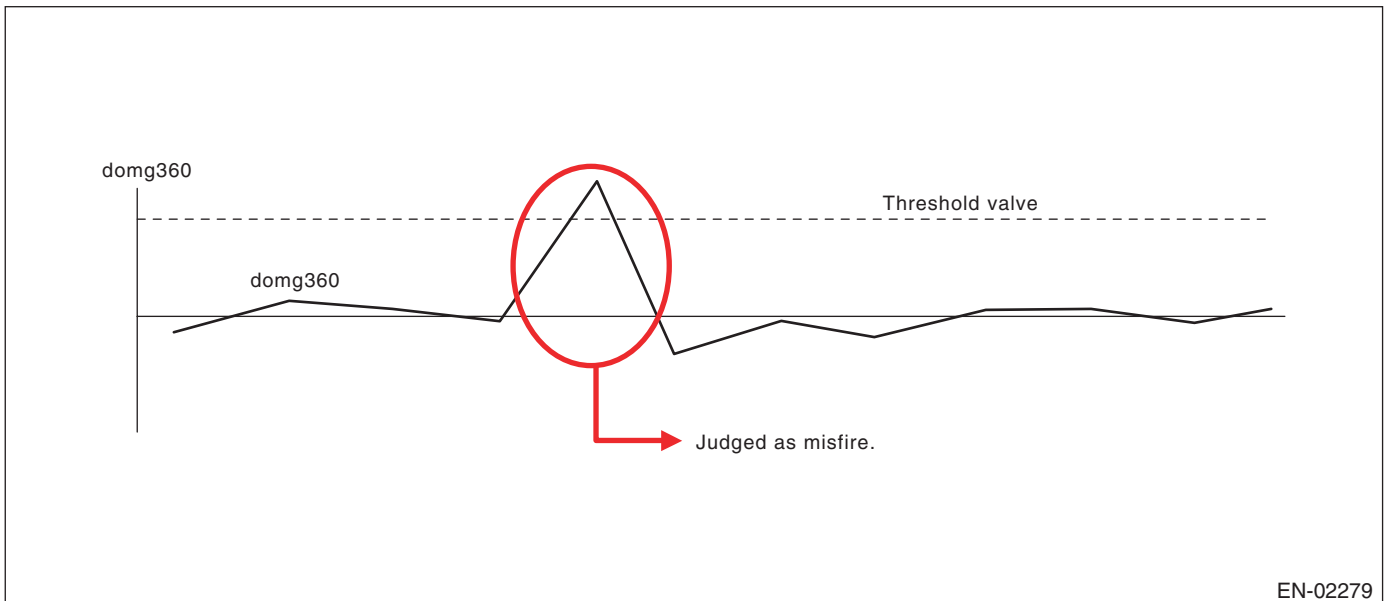
- $\text{domg } 180 > \text{judgment value of positive side}$
- $\text{domg } 180 \leq \text{judgment value of negative side}$
(judgment value before 180°CA)



• 360° Interval Difference Method

Diagnosis value $\text{domg } 360 = (\text{omg } 1 - \text{omg } 0) - (\text{omg } 3 - \text{omg } 2)$

Misfire judgment $\text{domg } 360 > \text{judgment value} \rightarrow \text{Misfire occurs}$

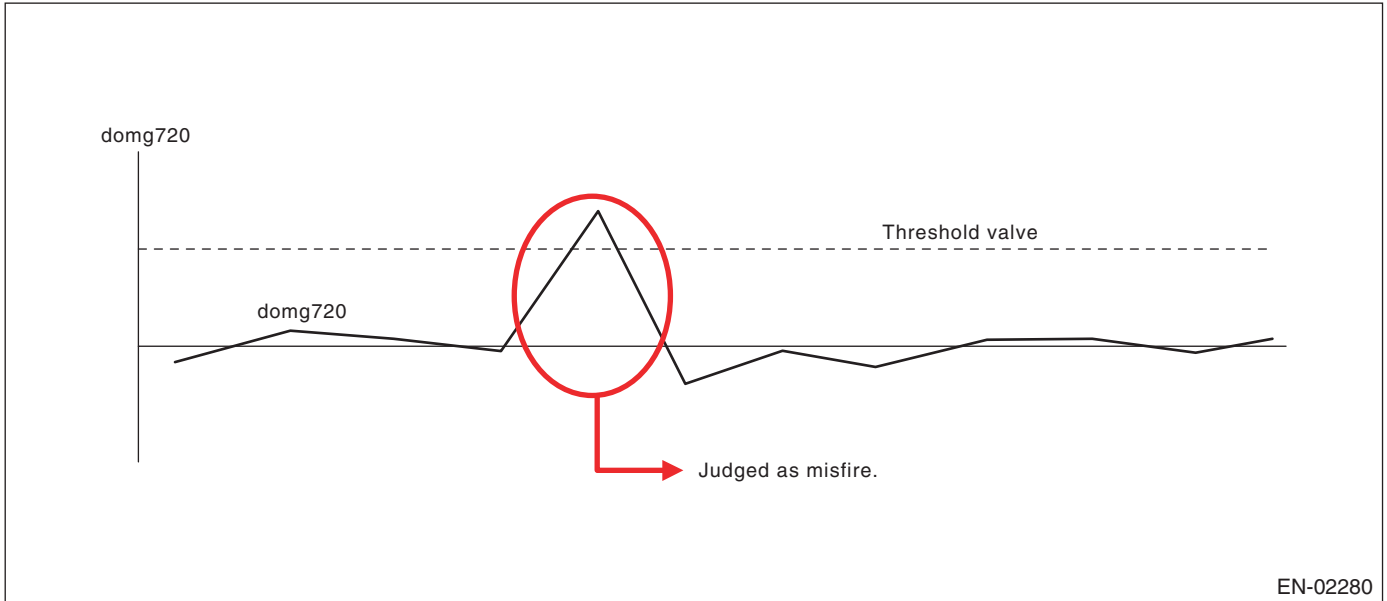


Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

• 720° Interval Difference Method

Diagnosis value domg 720 = (omg 1 – omg 0) – (omg 5 – omg 4)
 Misfire judgment domg 720 > judgment value → Misfire occurs



• FTP 1.5 times misfire (Misfire occurrence level affecting exhaust gas)

Judgment Value (Judge that malfunction occurs when the misfire ratio is high in 1,000 engine revs.)

Malfunction Criteria	Threshold Value
FTP emission judgment value	> 1.0% in 1,000 revs.

Time Needed for Diagnosis: 1,000 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 judgment value	See Map 1

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

Map 1 Fault criteria threshold for misfire which would result in catalyst damage

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 mean the misfire ratio (%) in 400 ignitions; for example, 22.5 (%) means 400 (ignition) × 22.5 (%) = 90 (ignition) or more, so this case is judged misfire.

Time Needed for Diagnosis:200 engine revs.

Malfunction Indicator Light Illumination:Illuminates as soon as the malfunction occurs.

5. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed

7. FAIL SAFE

None

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

AU:DTC P0302 CYLINDER 2 MISFIRE DETECTED

1. OUTLINE OF DIAGNOSIS

For the diagnostic procedure, refer to DTC P0301. <Ref. to GD(H4SO)-78, DTC P0301 CYLINDER 1 MISFIRE DETECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>

AV:DTC P0303 CYLINDER 3 MISFIRE DETECTED

1. OUTLINE OF DIAGNOSIS

For the diagnostic procedure, refer to DTC P0301. <Ref. to GD(H4SO)-78, DTC P0301 CYLINDER 1 MISFIRE DETECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>

AW:DTC P0304 CYLINDER 4 MISFIRE DETECTED

1. OUTLINE OF DIAGNOSIS

For the diagnostic procedure, refer to DTC P0301. <Ref. to GD(H4SO)-78, DTC P0301 CYLINDER 1 MISFIRE DETECTED, Diagnostic Trouble Code (DTC) Detecting Criteria.>

Diagnostic Trouble Code (DTC) Detecting Criteria

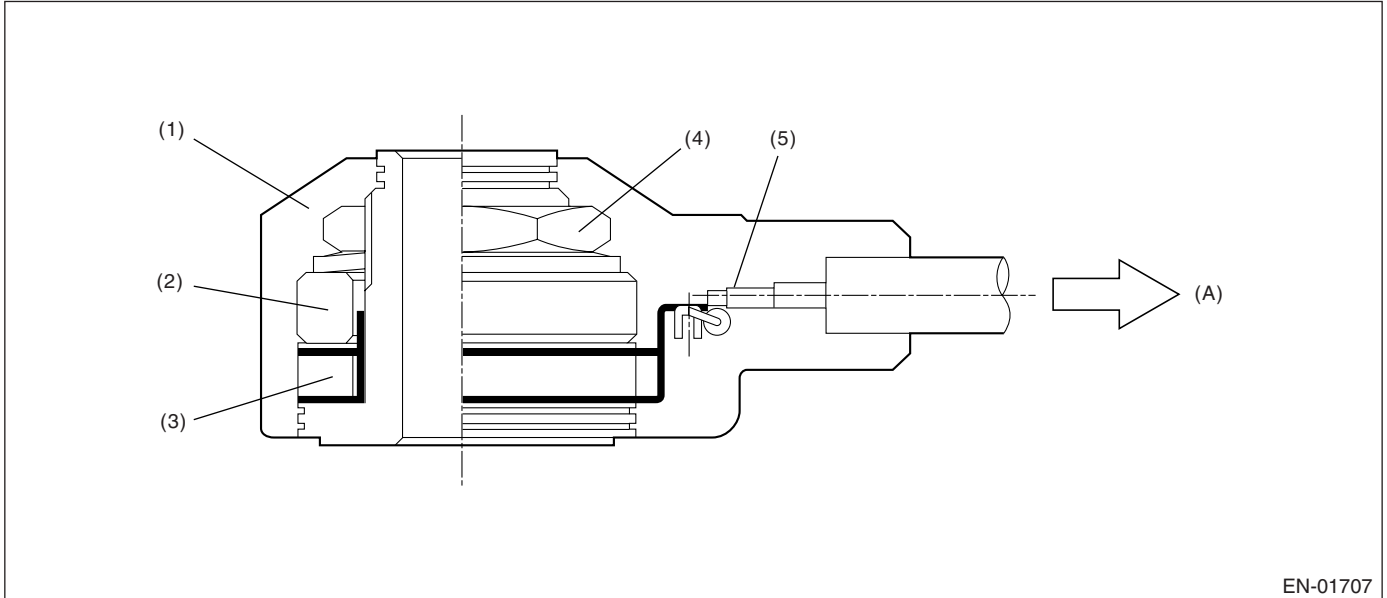
GENERAL DESCRIPTION

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

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of the knock sensor. Judge NG when out of the standard value.

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.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge NG when the continuous time of completing the malfunction criteria below becomes more than 1 second.

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 the malfunction occurs.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

• Normality Judgment

Judge OK and clear NG when the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	≥ 0.25 V
Ignition switch	ON

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was 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

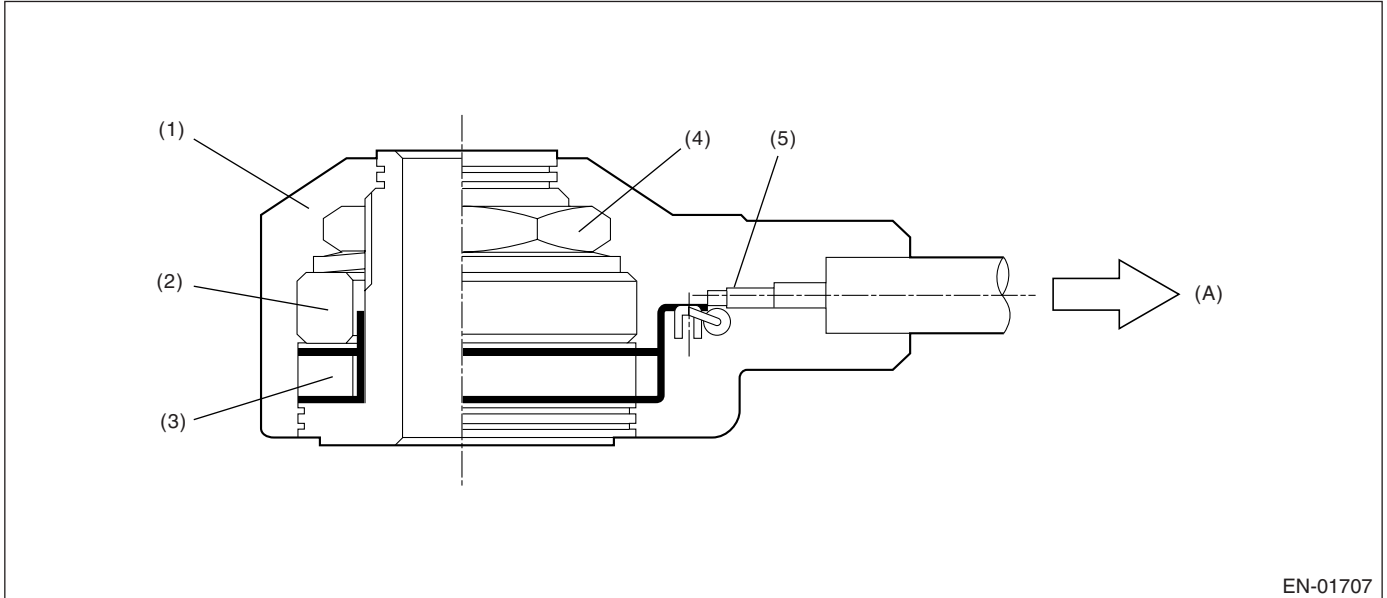
GENERAL DESCRIPTION

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

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of the knock sensor. Judge NG when out of the standard value.

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 diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge NG when the continuous time of completing the malfunction criteria below becomes more than 1 second.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	$\geq 4.714 \text{ V}$
Ignition switch	ON

Time Needed for Diagnosis: 1 second

Malfunction Indicator Light Illumination: Illuminates as soon as the malfunction occurs.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

• Normality Judgment

Judge OK and clear NG when the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
Output voltage	< 4.7 V
Ignition switch	ON

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When “Clear Memory” was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When “Clear Memory” was 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

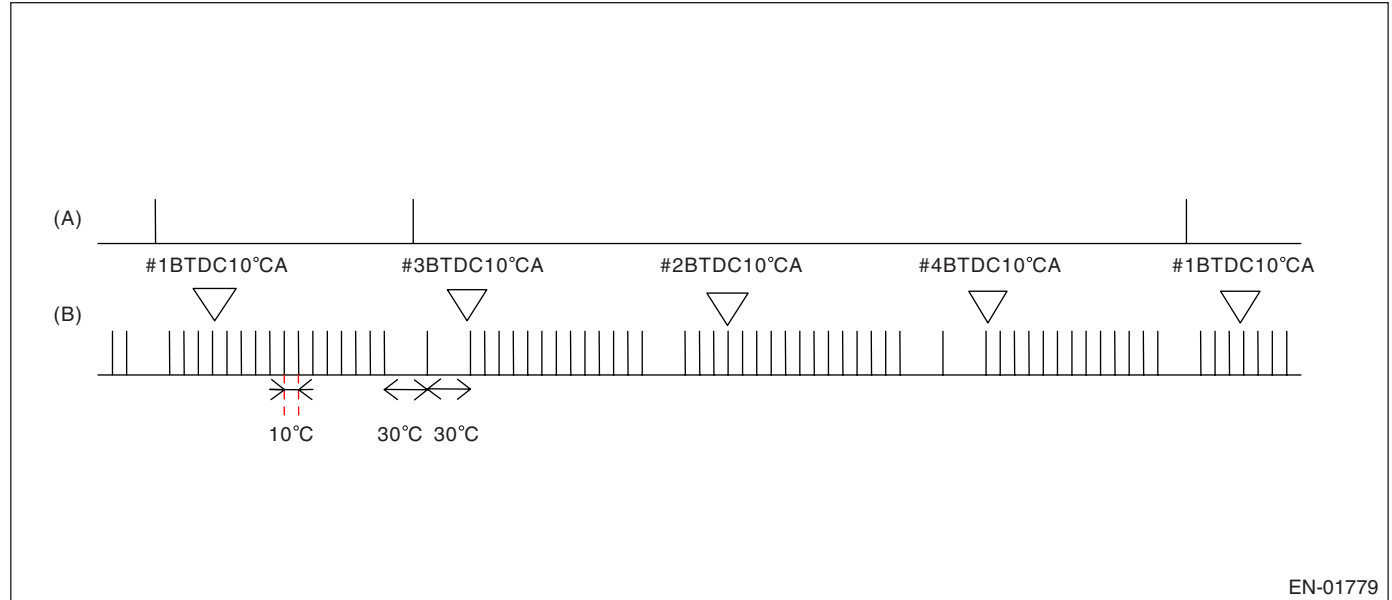
GENERAL DESCRIPTION

AZ:DTC P0335 CRANKSHAFT POSITION SENSOR “A” CIRCUIT

1. OUTLINE OF DIAGNOSIS

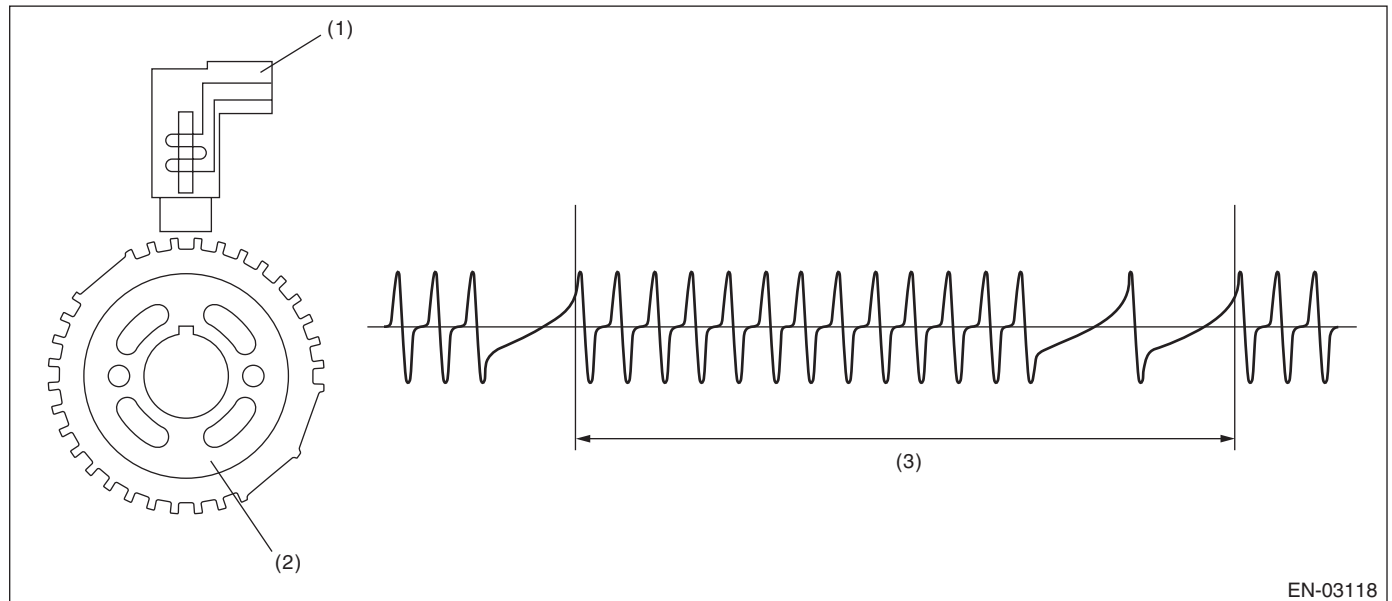
Detect the open or short circuit of crankshaft position sensor. Judge NG when the crankshaft signal does not input regardless of turning the starter.

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	

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge NG when the continuous time of completing 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	≥ 8 V

Time Needed for Diagnosis: 3 seconds

Malfunction Indicator Light Illumination: Illuminates as soon as the malfunction occurs.

• Normality Judgment

Judge OK when the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
Crankshaft position sensor signal	Input exists
Battery voltage	≥ 8 V

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was 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

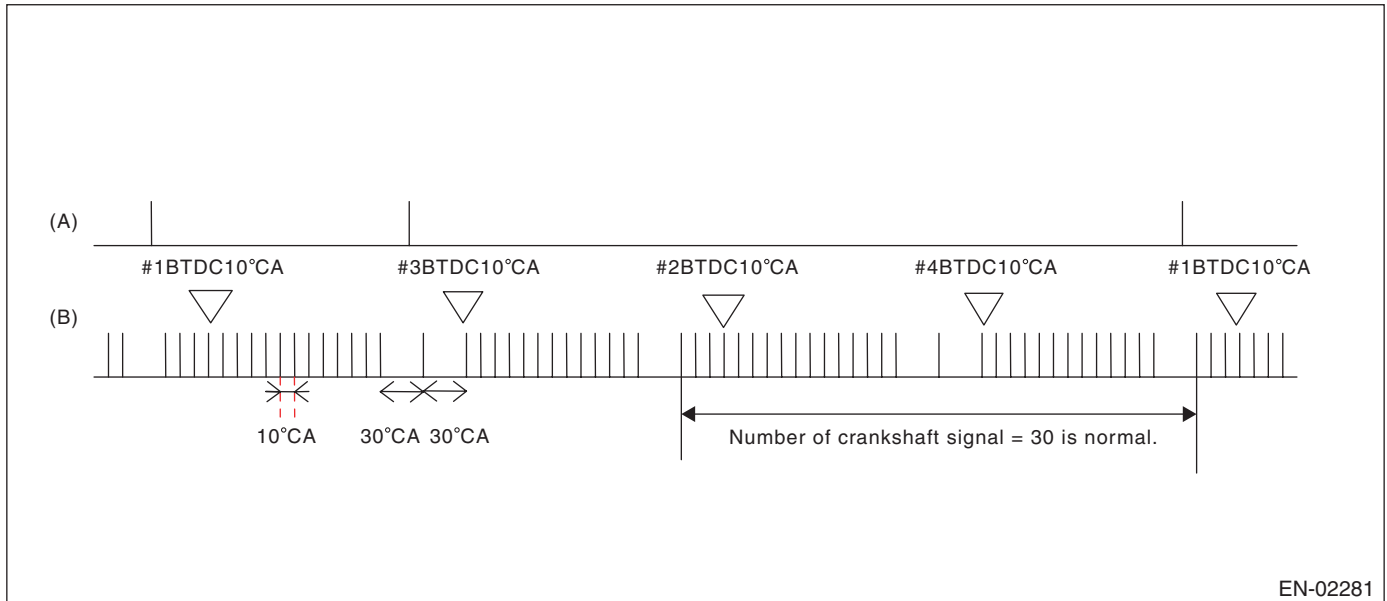
GENERAL DESCRIPTION

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

1. OUTLINE OF DIAGNOSIS

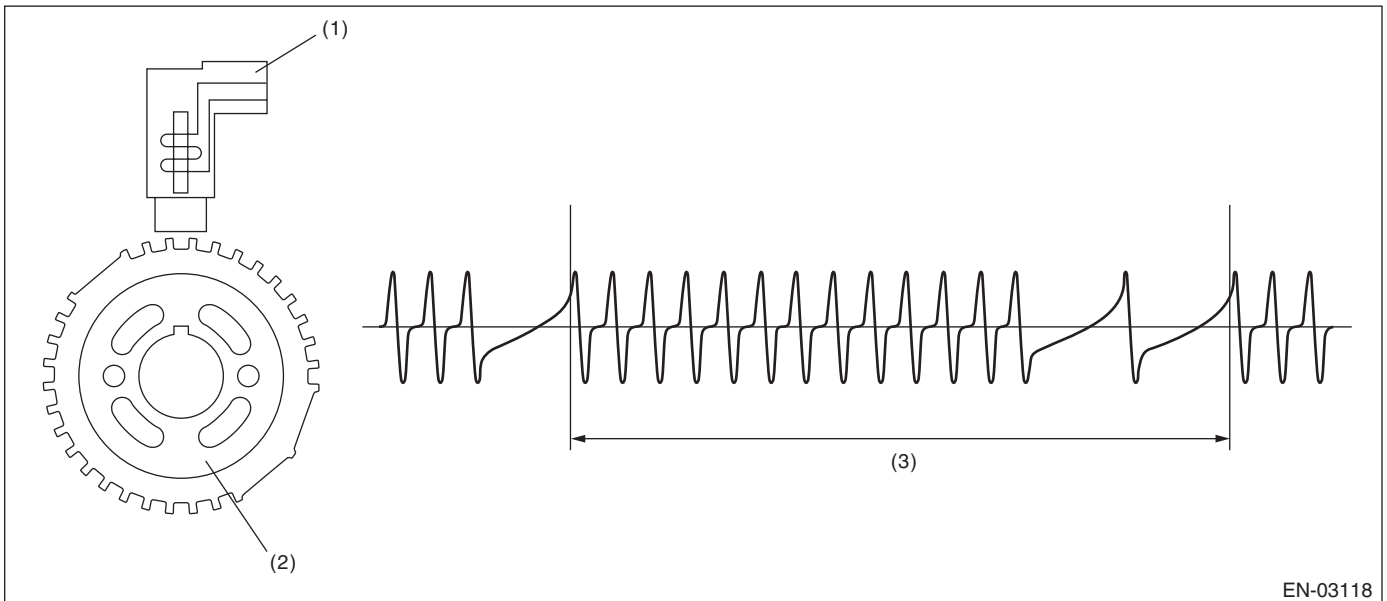
Detect the malfunction of crankshaft position sensor output property. Judge NG when the number of crankshaft signal every 1 revolution becomes abnormal.

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	$< 4,000 \text{ rpm}$

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

4. GENERAL DRIVING CYCLE

Perform the diagnosis continuously under 4,000 rpm engine speed.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge NG when all the malfunction criteria below are completed more than 10 times in a row.

Judgment Value

Malfunction Criteria	Threshold Value
Cylinder number distinction	Completed
Amount of crank 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 OK and clear the NG when the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
Cylinder number distinction	Completed
Amount of crank sensor signal during 1 rev.	= 30

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was 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

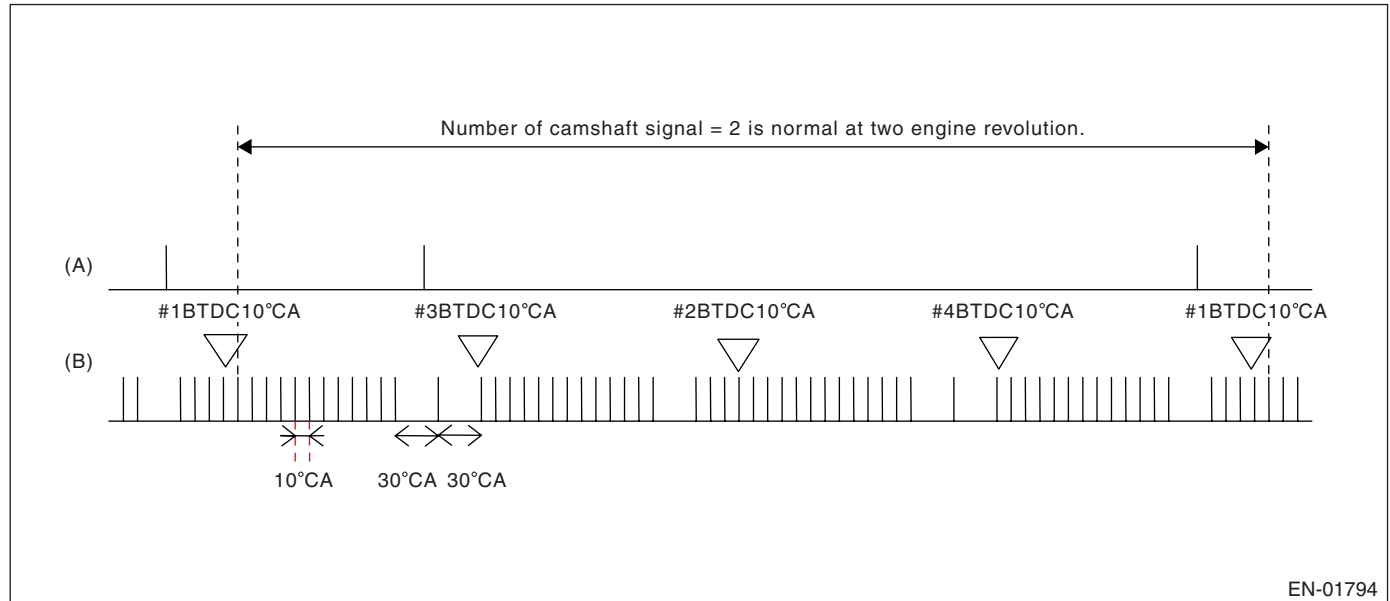
GENERAL DESCRIPTION

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

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of camshaft position sensor. Judge NG when the number of camshaft signal remains to be 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.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge NG when the engine speed continues 8 revolutions or more for the malfunction criteria below.

Judgment Value

Malfunction Criteria	Threshold Value
Voltage	≥ 8 V
Number of camshaft position sensor signal during 2 rev.	Except 2

Time Needed for Diagnosis: 8 rev.

Malfunction Indicator Light Illumination: Illuminates as soon as the malfunction occurs.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

• Normality Judgment

Judge OK and clear the NG when the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
Voltage	≥ 8 V
Number of camshaft position sensor signal during 2 rev.	2

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was 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

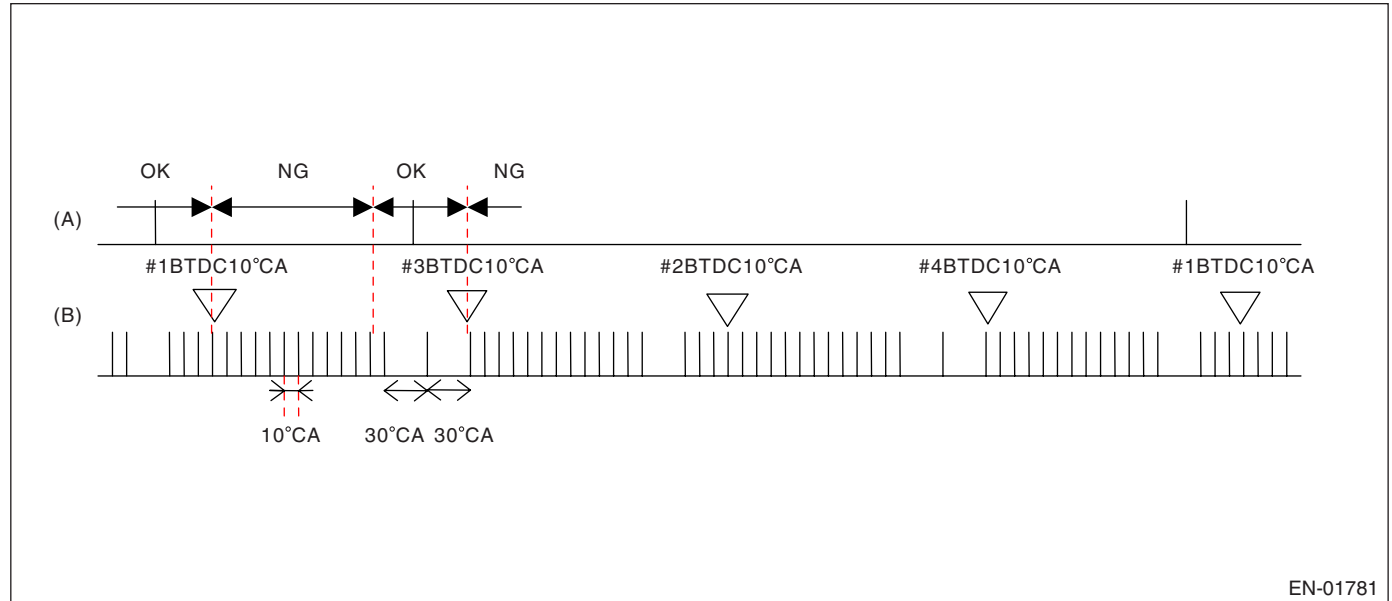
GENERAL DESCRIPTION

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

1. OUTLINE OF DIAGNOSIS

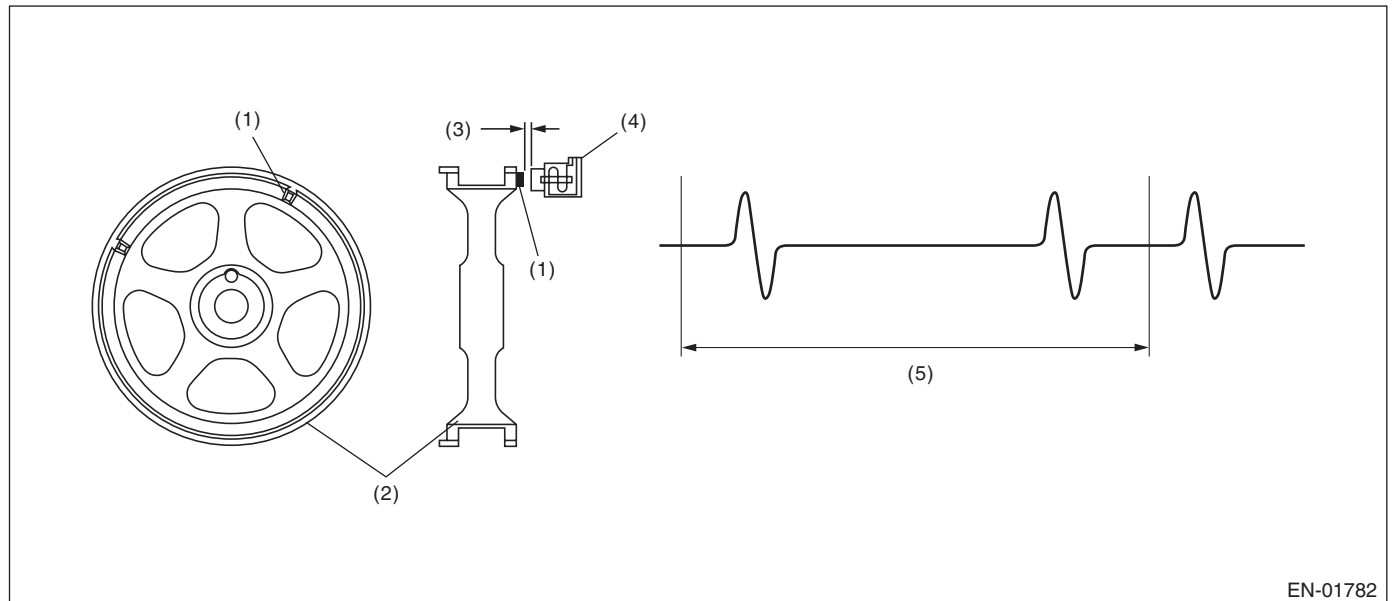
Detect the malfunction of camshaft position sensor output property. Judge NG when the camshaft line signal input timing is shifted from the crankshaft signal because of timing belt tooth chip, etc.

2. COMPONENT DESCRIPTION



(A) Camshaft signal

(B) Crankshaft signal



(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 distinction	Completed
Battery voltage	$\geq 8 \text{ V}$
Engine speed	550 $\longleftrightarrow$ 1,000 rpm
Engine operation	In idle
Misfire	Not detect

4. GENERAL DRIVING CYCLE

Perform the diagnosis at idling continuously.

5. DIAGNOSTIC METHOD

Judge NG when the engine speed continues 4 revolutions for the malfunction criteria below. Judge OK and clear the NG when the malfunction criteria below are not completed.

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 was completed 40 times in a row
- When "Clear Memory" was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was 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

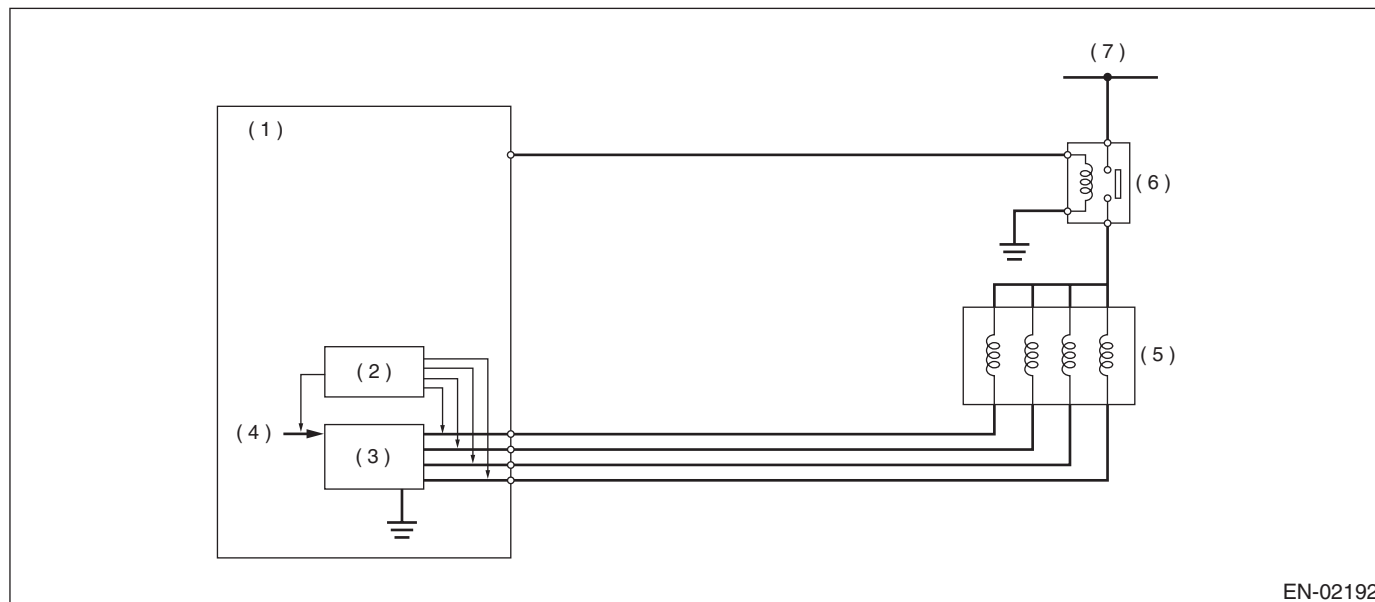
BD:DTC P0400 EXHAUST GAS RECIRCULATION FLOW

1. OUTLINE OF DIAGNOSIS

Detect the malfunction of EGR system.

Intake manifold pressure (negative pressure) is stable because the throttle valve is fully closed during the fuel shut-off in deceleration. In this case, the intake manifold pressure changes when EGR valve is opened or closed. Judge EGR system is OK or NG according to intake manifold pressure change amount.

2. COMPONENT DESCRIPTION



EN-02192

(1) ECM	(4) CPU	(7) Battery voltage
(2) Detecting circuit	(5) EGR valve	
(3) Switching circuit	(6) Main relay	

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
After engine starting	40 secs. or more
Engine coolant temperature	$\geq 75^{\circ}\text{C}$ (167°F)
Engine speed	1,200 $\longleftrightarrow$ 2,950 rpm
Intake manifold pressure (absolute pressure)	$< 40.0 \text{ kPa}$ (300 mmHg, 11.81 inHg)
Estimated ambient 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	Operation
Neutral switch	OFF and 1 second after changing from "ON" to "OFF"
Load (air conditioner, power steering, lights, rear defroster, heater fan and radiator fan)	5 secs. or more no change

4. GENERAL DRIVING CYCLE

Perform the diagnosis only once at the fuel shut-off in deceleration in vehicle speed more than 53 km/h (approx. 33 MPH). Pay attention to vehicle speed and engine speed. (The diagnosis is not completed if vehicle speed and engine speed are out of condition due to deceleration.)

5. DIAGNOSTIC METHOD

Measure the pressure in the following procedures when the enable conditions are completed, and then diagnosis by calculating the result.

- (1) PMOF1 is equal to the intake manifold pressure at enable condition completed, and EGR target step is set to 50 steps (almost fully opened).
- (2) PMON is equal to the intake manifold pressure in 1 second after EGR target step is set 50 steps (when enable conditions are completed), and EGR target step is set to 0 step.
- (3) PMOF2 is equal to the intake manifold pressure in 1 second after EGR target step is set to 0 step (in 2 seconds after enable conditions are completed).

• Abnormality Judgment

Judge NG when the malfunction criteria below is completed. Judge OK when not completed.

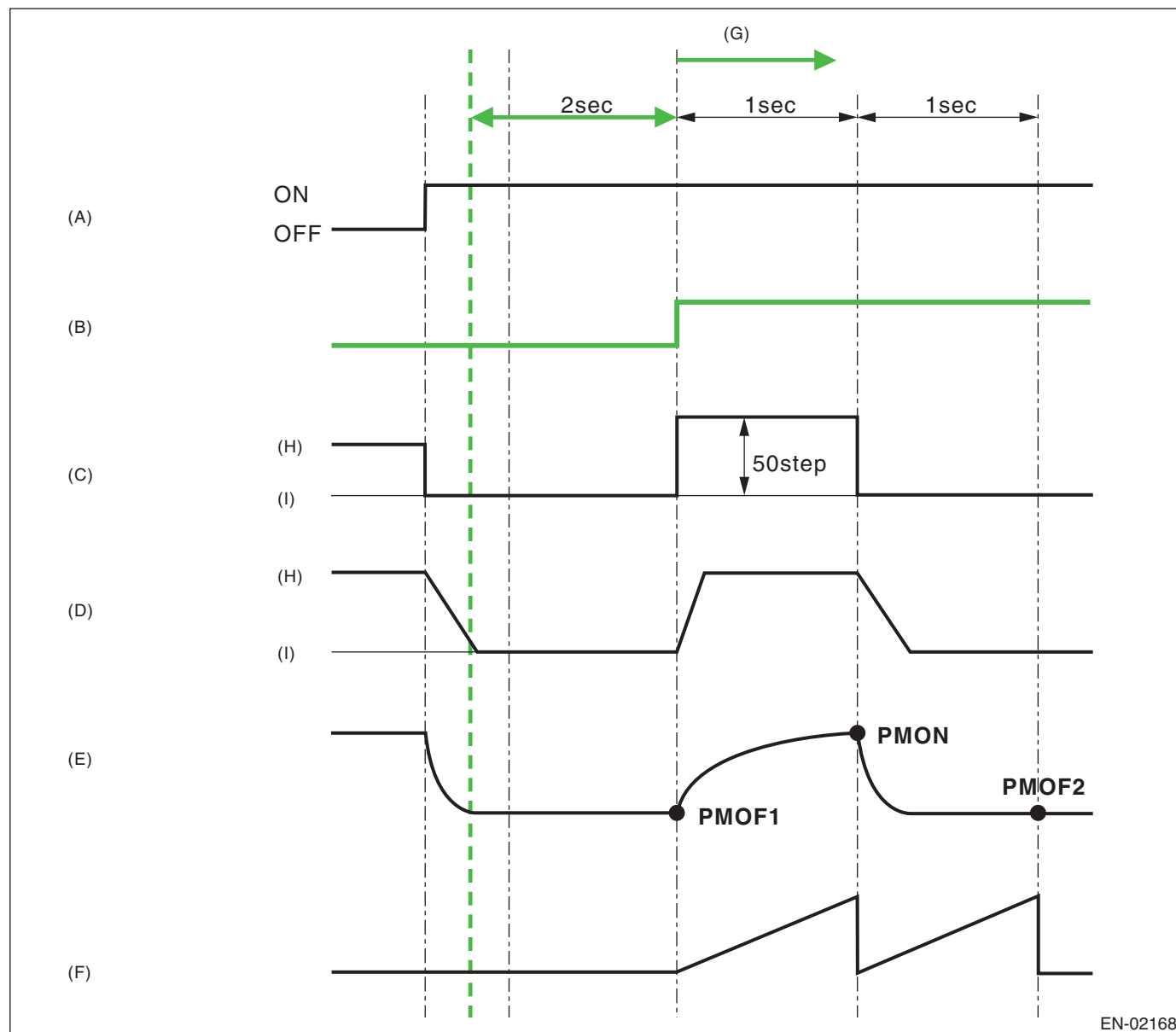
$\text{PMON} - (\text{PMOF1} + \text{PMOF2})/2 < 2.48 \text{ kPa}$ (18.63 mmHg, 0.733 inHg)

Time Needed for Diagnosis: Once

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.



- (A) Fuel shut-off in deceleration
- (B) Diagnosis enable condition
- (C) EGR target step
- (D) EGR actual step

- (E) Intake manifold pressure (At normal condition)
- (F) Diagnosis mode timer
- (G) Diagnosis starts.

- (H) Open
- (I) Close

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed

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 diagnosis value and trouble standard value. (For test mode \$06)

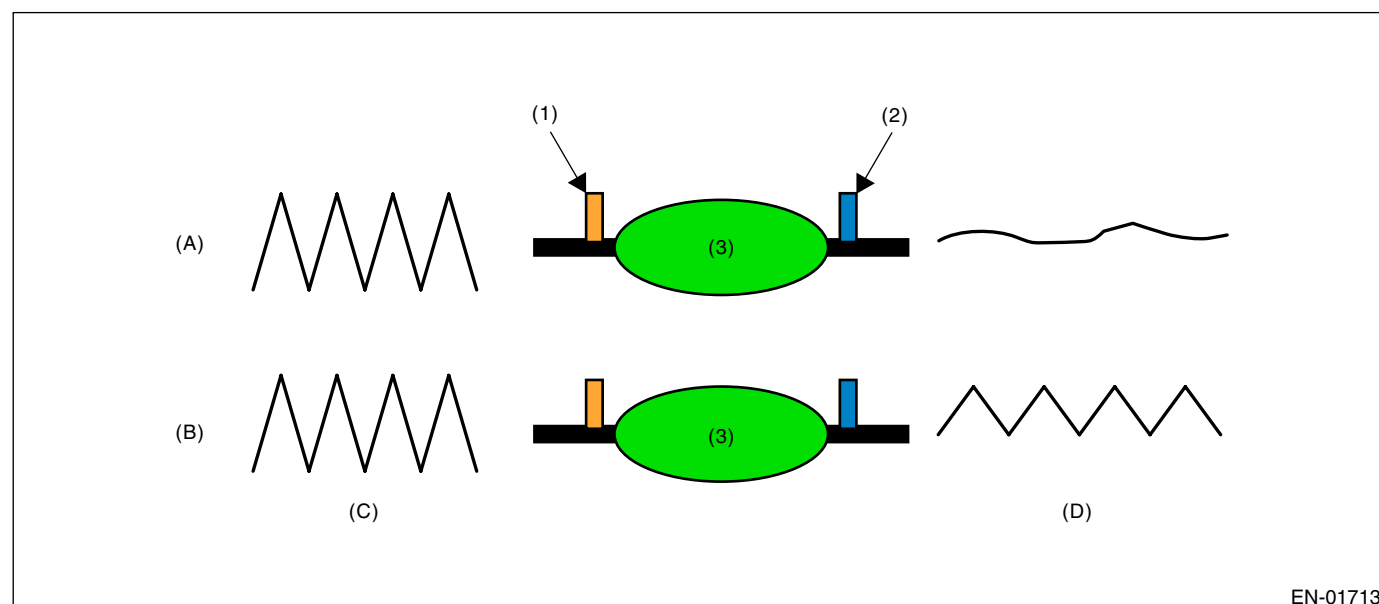
BE:DTC P0420 CATALYST SYSTEM EFFICIENCY BELOW THRESHOLD (BANK 1)

1. OUTLINE OF DIAGNOSIS

Detect the deterioration of 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 A/F sensor output.

2. COMPONENT DESCRIPTION



EN-01713

- (1) Front oxygen (A/F) sensor
 (2) Front oxygen sensor
 (3) Catalyst

- (A) Normal
 (B) Deterioration

- (C) Front oxygen (A/F) sensor waveform
 (D) Front oxygen sensor waveform

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 on Map 2	≥ 8000
Misfire detection during 200 engine revs.	< 5 times
Learning value of evaporation gas density	≤ 0.20
Sub feedback	Operating
Evaporative system diagnostic	Not in operation
Difference between actual and target time lambda < 0.10	1,000 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/rev
Rear O ₂ output change from below 660 mV to over	Experienced after fuel cut
After engine starting	≥ 205 seconds
Purge execution cumulative time	5 seconds or more

• Map 2

Add the following value every 512 milliseconds.

Amount of intake 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)
Integrated value for warm-up counter	-5	-5	15	31	46	62	77	92	108	123	127	127

4. GENERAL DRIVING CYCLE

Perform the diagnosis once at the constant vehicle speed 70 km/h (43 MPH).

5. DIAGNOSTIC METHOD

After the malfunction criteria are completed, calculate cumulative value of front oxygen (A/F) sensor lambda deviation ($\sum |(sglmd_n - sglmd_{n-1})|$) every 128 milliseconds and cumulative value of rear oxygen sensor output voltage deviation ($\sum |(ro2sad_n - ro2sad_{n-1})|$).

Calculate the diagnosis value when the front oxygen (A/F) sensor output fluctuation value more than specified value.

Judge NG when the malfunction criteria below are completed, and judge OK when they are not completed.

Judgment Value

Malfunction Criteria	Threshold Value
$\sum (ro2sad_n - ro2sad_{n-1}) / \sum (sglmd_n - sglmd_{n-1}) $	> 1.0

Time Needed for Diagnosis: 30 — 55 seconds

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed

8. FAIL SAFE

None

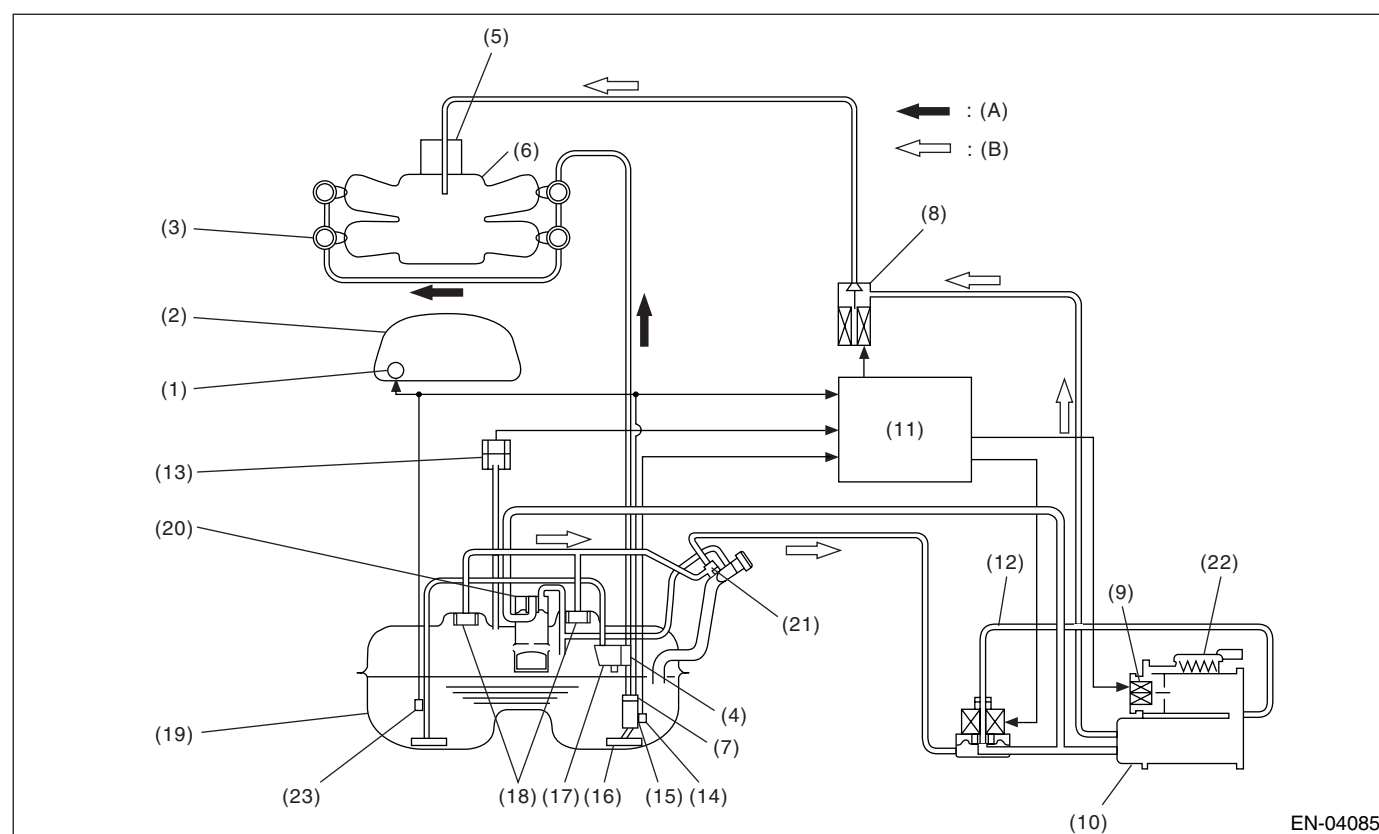
9. ECM OPERATION AT DTC SETTING

- 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

Perform the diagnosis of leakage of fuels system and valve functions.



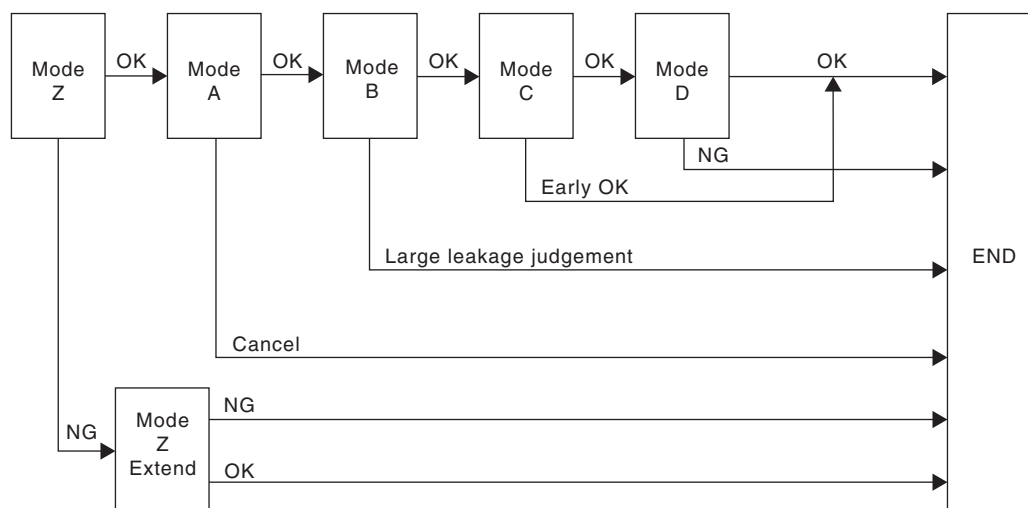
(1) Fuel gauge	(10) Canister	(19) Fuel tank
(2) Combination meter	(11) Engine control module (ECM)	(20) Vent valve
(3) Fuel injector	(12) Pressure control solenoid valve	(21) Shut-off valve
(4) Pressure regulator	(13) Fuel tank pressure sensor	(22) Drain filter
(5) Throttle body	(14) Fuel temperature 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) Fuel evaporation line
(9) Drain valve	(18) Fuel cut valve	

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

In this system diagnosis, checking for leakage and valve function is conducted by changing the fuel tank pressure, and monitoring the pressure change using the fuel tank pressure sensor. 0.04 inch diagnosis is performed in the order of mode Z, mode A, mode B, mode C and mode D, and 0.02 inch diagnosis is performed in the order of mode A, mode B, mode C, mode D and mode E.

• 0.04-inch Diagnosis



EN-02872

Mode	Mode Description	Diagnosis Period
Mode Z (CPC abnormal open diagnosis)	Diagnosis starts when there is a change in fuel tank pressure amount. Purge control solenoid valve open trouble diagnosis begins.	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)	Introduce the intake manifold pressure to the fuel tank and reduce the tank pressure to the desired value. 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 becomes the desired value (detection starting pressure of P2). 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 of Mode A. Perform the evaporation leakage diagnosis using the diagnostic value.	10 seconds

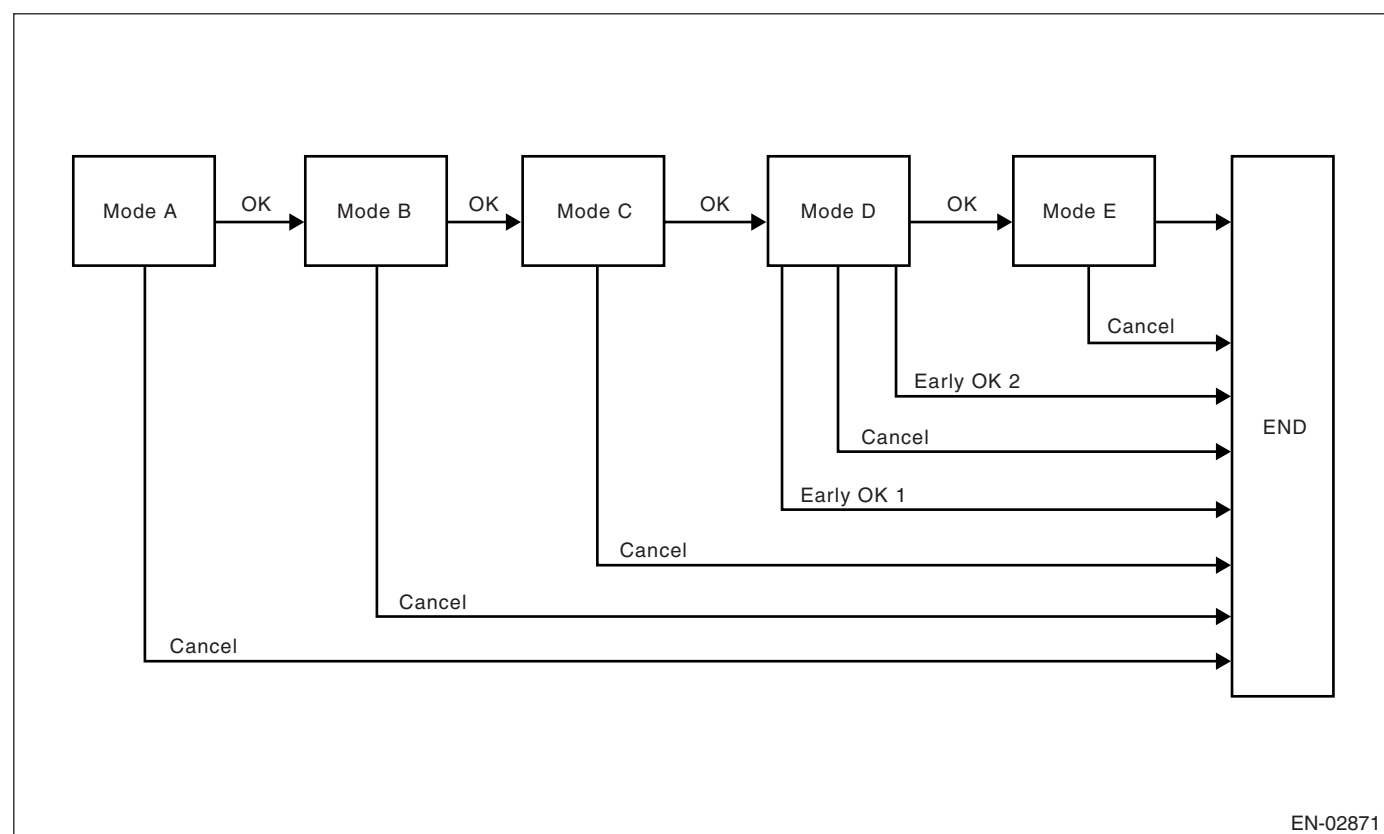
Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

• Mode Table for Evaporative Emission Control System Diagnosis

Mode	Behavior of tank internal pressure under normal conditions	Diagnostic item	DTC
Mode Z	Nearly same as atmospheric pressure (equivalent pressure of 0 kPa (0 mmHg, 0 inHg))	CPC is judged to be stuck 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 leakage	P0457
Mode C	Target pressure is reached.		None
Mode D	Pressure change is small.	EVAP system is judged to have large leak [1.0 mm (0.04 in)].	P0442

• 0.02-inch Diagnosis



EN-02871

Mode	Mode Description	Diagnosis Period
Mode A (0 point correction)	Wait until the tank pressure returns to 0 point (near 0 mm Hg) when tank pressure is high.	0 s — 12 s
Mode B (Negative pressure Introduction)	Introduce the intake manifold pressure into fuel tank to reduce the tank pressure to the desired value.	0 s — 27 s
Mode C (Holding negative pressure)	Wait until the tank pressure becomes the desired value (detection starting pressure of P2).	0 s — 20 s
Mode D (Calculation of negative pressure variation)	Calculate the time that takes the tank pressure to return to detection completing pressure of P2. When the tank pressure does not return to the detection completing pressure of P2, make advanced OK judgment.	0 s — 200 s
Mode E (Calculation of yielded evaporation amount)	Calculate the yielded evaporation amount (P1).	0 s — 280 s

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

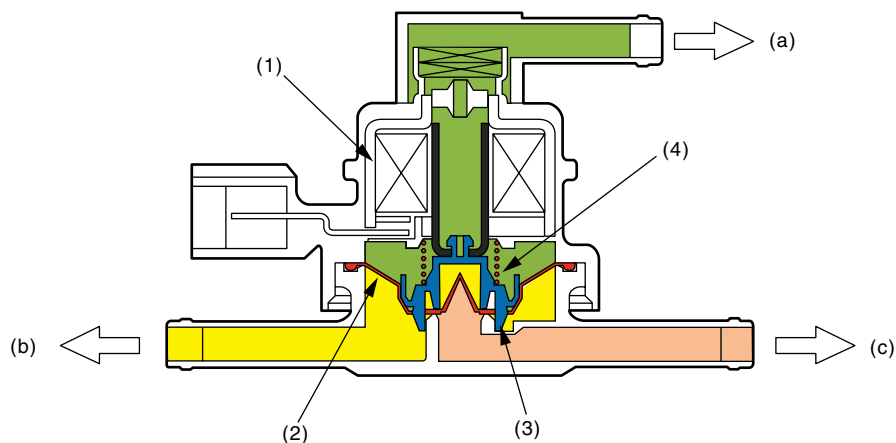
2. COMPONENT DESCRIPTION

• 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. And the valve opens and closes mechanically in accordance with the pressure difference between tank and atmospheric air, or tank and canister.

The valve is forcibly opened by setting the solenoid to ON at the time of diagnosis.



EN-01715

(1) Solenoid	(a) Atmospheric pressure
(2) Diaphragm	(b) Fuel tank
(3) Valve	(c) Canister
(4) Spring	

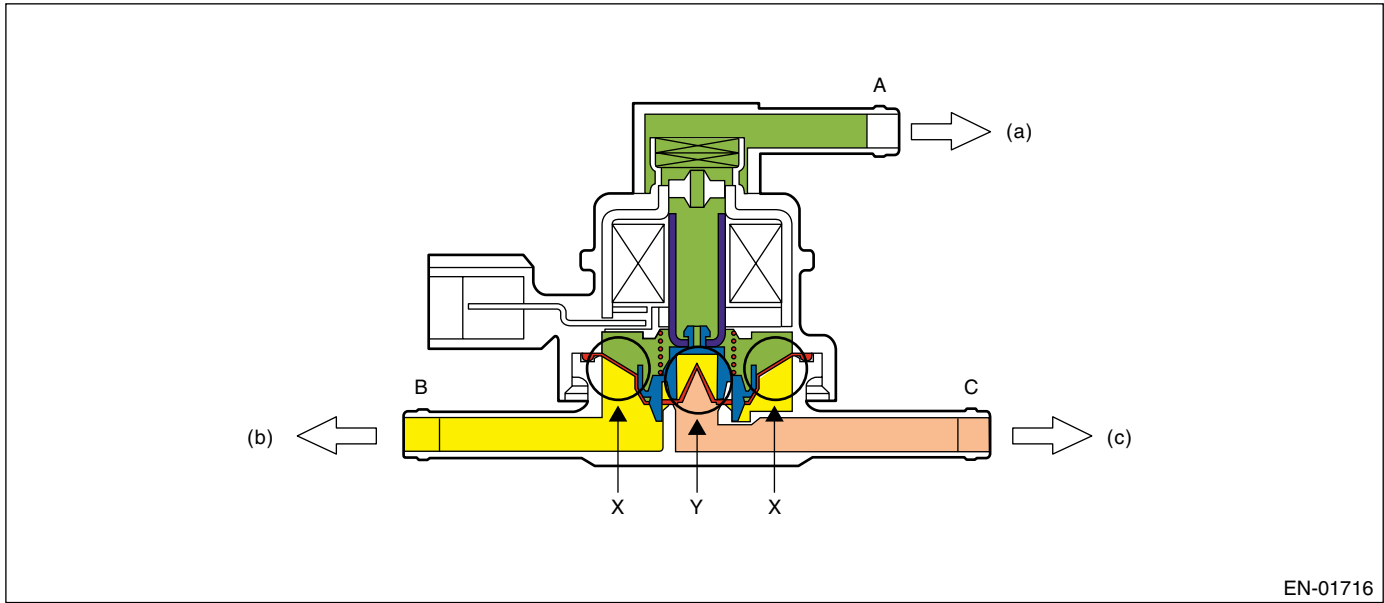
Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

• 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.

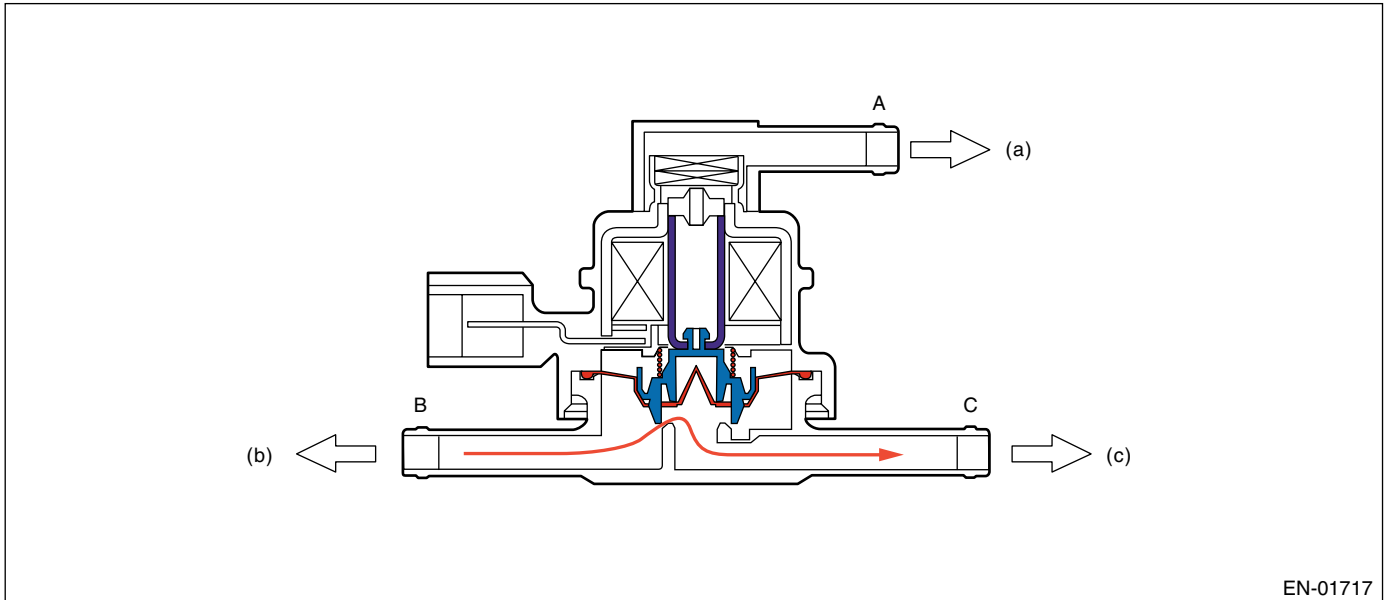
If the atmospheric air pressure port is A, tank pressure port is B, and canister pressure port is C, the air flows according to pressure difference from each port as shown in the table below.



(a) Atmospheric pressure (b) Fuel tank (c) Canister

Condition of pressure	Flow
$A < B$ (solenoid OFF)	$B \rightarrow C$
$B < C$ (solenoid OFF)	$C \rightarrow B$
Solenoid ON	$B \leftrightarrow C$

When $A < B$ (Solenoid OFF)

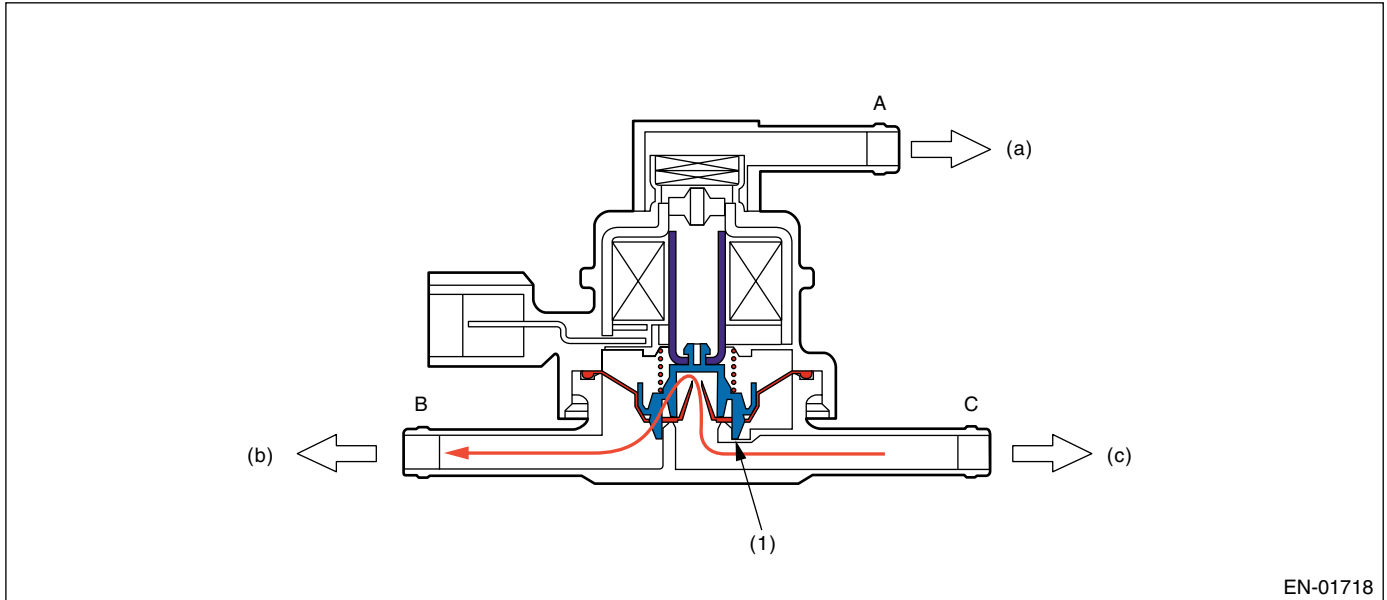


(a) Atmospheric pressure (b) Fuel tank (c) Canister

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

When $B < C$ (Solenoid OFF)



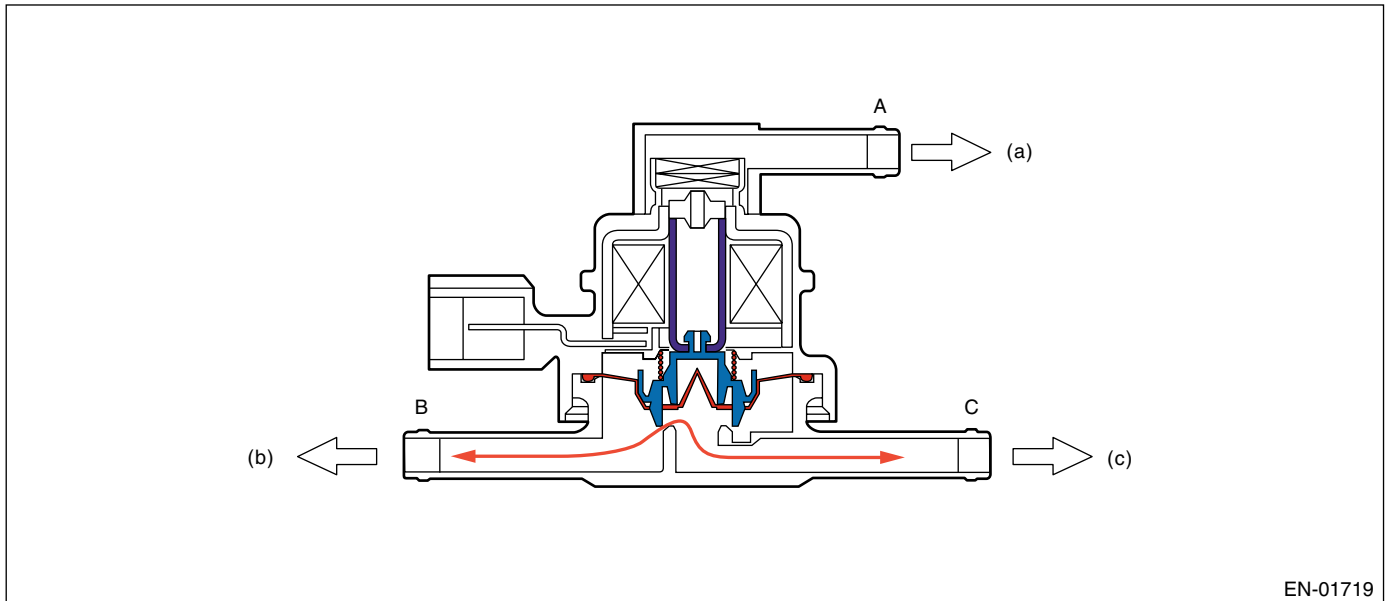
(1) Valve

(a) Atmospheric pressure

(b) Fuel tank

(c) Canister

When Solenoid is ON



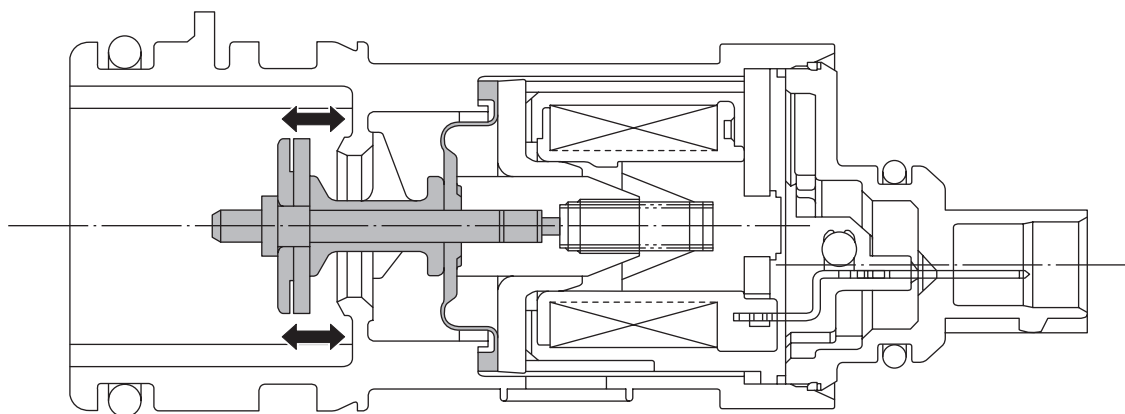
(a) Atmospheric pressure

(b) Fuel tank

(c) Canister

• Drain valve

Drain valve controls the ambient air to be introduced to the canister.



EN-02293

3. ENABLE CONDITION

• 0.04-inch Diagnosis

Secondary Parameters	Enable Conditions
Battery voltage	$\geq 10.9 \text{ V}$
Barometric pressure	$\geq 75.1 \text{ kPa}$ (563 mmHg, 22.17 inHg)
Cumulative time of canister purge	120 seconds or more
After engine starting	856 seconds or more
Learning value of evaporation gas density	≤ 0.08
Engine speed	1,050 $\longleftrightarrow$ 6,000 rpm
Fuel tank pressure	$\geq -4.00 \text{ kPa}$ (-30 mmHg , -1.18 inHg)
Intake manifold vacuum (relative pressure)	$< -26.7 \text{ kPa}$ (-200 mmHg , -7.87 inHg)
Vehicle speed	$\geq 32 \text{ km/h}$ (20 MPH)
Fuel level	9 $\longleftrightarrow$ 51 $\varnothing$ (2.38 $\longleftrightarrow$ 13.47 US gal, 1.98 $\longleftrightarrow$ 11.22 Imp gal)
Closed air/fuel ratio control	In operation
Fuel temperature	$-10 \longleftrightarrow 45^\circ\text{C}$ (14 $\longleftrightarrow$ 113°F)
Intake air temperature	$\geq -10^\circ\text{C}$ (14°F)
Pressure change per second	$< 0.23 \text{ kPa}$ (1.7 mmHg, 0.07 inHg)
Min. pressure change per second – Max. pressure change per second	$< 0.23 \text{ kPa}$ (1.7 mmHg, 0.07 inHg)
Fuel level change	$< 2.5 \varnothing / 128 \text{ milliseconds}$ (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 Conditions
(At starting a diagnosis)	
Evaporation diagnosis	Not completed
Battery voltage	$\geq 10.9 \text{ V}$
Atmospheric pressure	$\geq 75.1 \text{ kPa}$ (563 mmHg, 22.2 inHg)
Since last incomplete diagnosis event of 0.02-inch leakage	
Cancelled at mode A	$> 120 \text{ seconds}$
Cancelled other than at mode A	$> 600 \text{ seconds}$
Cumulative time of canister purge	120 seconds or more
After engine starting	120 second or more
Fuel temperature	$-10 \longleftrightarrow 70^{\circ}\text{C}$ (14 $\longleftrightarrow$ 158°F)
Fuel level	$9 \longleftrightarrow 51 \text{ } \ell$ (2.38 $\longleftrightarrow$ 13.47 US gal, 1.98 $\longleftrightarrow$ 11.22 Imp gal)
Intake manifold vacuum (relative pressure)	$< -8.0 \text{ kPa}$ (-60 mmHg , -2.36 inHg)
Fuel tank pressure	$-0.67 \text{ — } 1.43 \text{ kPa}$ ($-5 \text{ — } 10.7 \text{ mmHg}$, $-0.20 \text{ — } 0.42 \text{ inHg}$)
Vehicle speed	$\geq 30 \text{ km/h}$ (19 MPH)
Closed air/fuel ratio control	In operation
Engine speed	$550 \longleftrightarrow 6,000 \text{ rpm}$
(During diagnosis)	
Fuel level change	$\leq \text{Value of Map}$
Pressure change per second	$< 0.06 \text{ kPa}$ (0.44 mmHg, 0.02 inHg)
Min. tank pressure change per second – Max. tank pressure change per second	$< 0.07 \text{ kPa}$ (0.51 mmHg, 0.02 inHg)
Tank pressure change per second	$\leq 0.1 \text{ kPa}$ (0.75 mmHg, 0.03 inHg)
Pressure change (Mode D)	$-0.48 \longleftrightarrow 0.32 \text{ kPa}$ ($-3.6 \longleftrightarrow 2.4 \text{ mmHg}$, $-0.14 \longleftrightarrow 0.09 \text{ inHg}$)
Pressure change (Mode E)	$-0.32 \longleftrightarrow 0.32 \text{ kPa}$ ($-2.4 \longleftrightarrow 2.4 \text{ mmHg}$, $-0.09 \longleftrightarrow 0.09 \text{ inHg}$)

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
Variation (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

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

4. GENERAL DRIVING CYCLE

• 0.04-inch Diagnosis

- Perform the diagnosis only once in more than 856 seconds after the engine start at the constant driving speed of 32 km/h (20 MPH) or more.
- Pay attention to the fuel temperature and fuel level.

• 0.02-inch Diagnosis

- Perform diagnosis in more than 770 seconds after engine start at the constant speed of 68 km/h (42 MPH) or more, and judged OK or NG.
- If not judged OK or NG, repeat the diagnosis.
- Pay attention to the fuel level.

5. DIAGNOSTIC METHOD

• Purge control solenoid valve open malfunction 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, CPC has to operate normally. Therefore, mode Z is used to diagnose the CPC open fixation.

If the CPC open fixation trouble is detected, the EVAP system leakage diagnosis is cancelled.

Diagnostic method

CPC functional diagnosis is performed by monitoring the tank pressure in Mode Z.

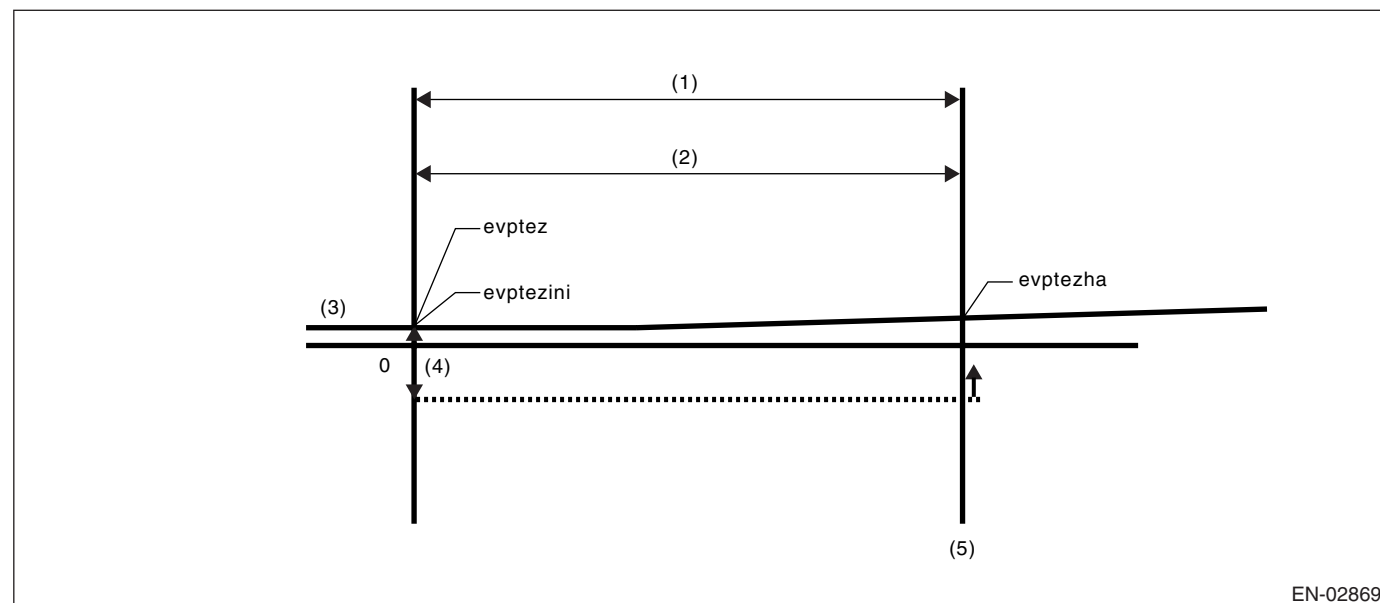
Normality Judgment

Judge OK when the following criteria are satisfied in 3 seconds after Mode Z started, and change to Mode A.

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 Operation



EN-02869

(1) Mode Z	(3) Fuel tank pressure	(5) OK judgement
(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 normal when both calculations are completed.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

Abnormality Judgment

If OK judgment cannot be made, extend Mode Z 16 seconds more, and judge NG when the criteria below are completed in 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 for no fuel rolling of 2 l or more	≥ 40 seconds	

Time Needed for Diagnosis: 16 seconds

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

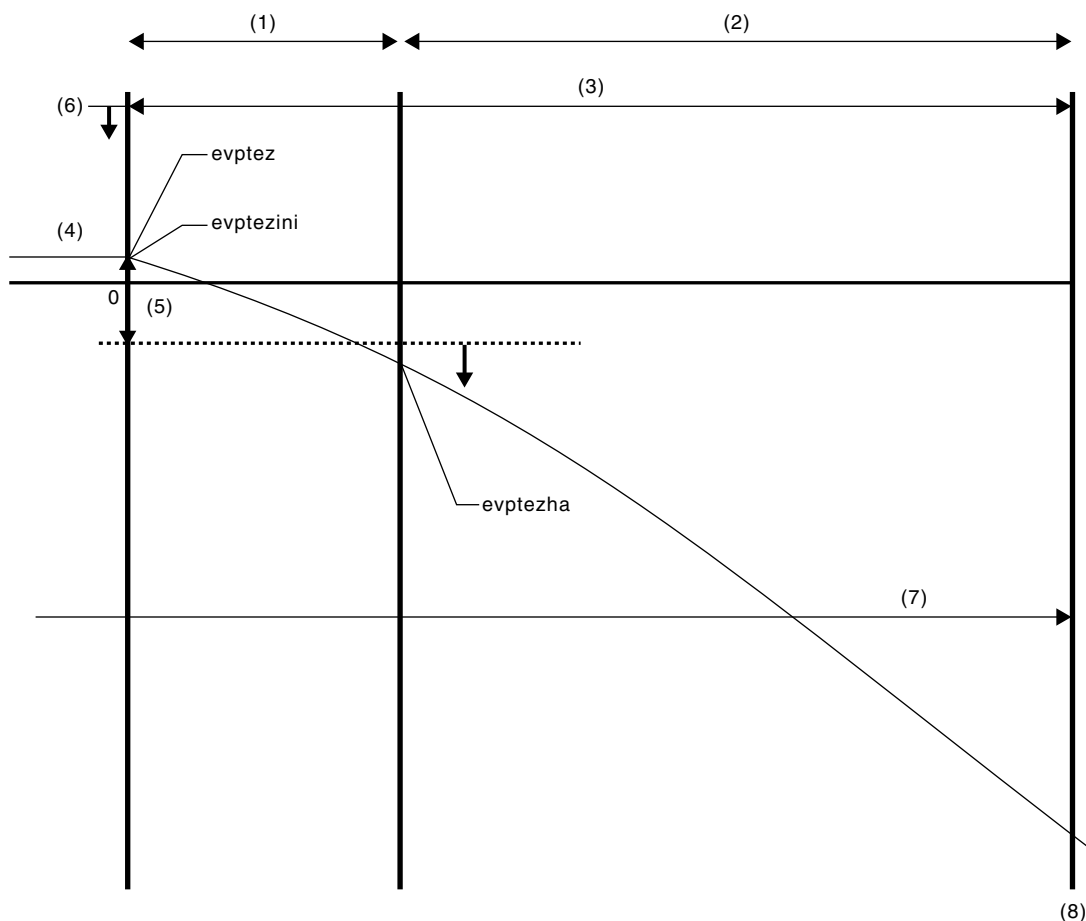
Finish the Evap. diagnosis when making NG judgment for purge control solenoid valve open fixation.

Cancel the Evap. diagnosis when the OK/NG judgment for purge control solenoid valve open fixation cannot be made in Mode Z.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

• Purge Control Solenoid Valve Open Fixation



EN-02870

(1) Mode Z	(4) Fuel tank pressure	(7) No fuel rolling for more than 40 seconds
(2) Extended mode Z	(5) 0.87 kPa (6.5 mmHg, 0.26 inHg)	(8) NG judgement
(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 rolling of above 2 $\varnothing$ (0.53 US gal, 0.44 Imp gal) for more than 40 seconds.
- Judge normal when all the calculations are completed.

• Leak Diagnosis

DTC

P0442 Evaporative Emission Control System Leak Detected (small leak)

P0457 Evaporative Emission Control System Leak Detected (fuel cap loose/off)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

• 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: (Estimation of evaporation gas yield)

The amount of change of tank pressure (P1) in Mode A is calculated. After calculating P1, change to Mode B.

Mode B: (Seal negative pressure)

Introduce the negative pressure in the intake manifold to the tank.

Approx. 0 → -1.4 kPa (0 → -10.5 mmHg, 0 → -0.41 inHg)

When the pressure above (desired negative pressure) is reached, Mode C is entered.

In this case, if the tank pressure does not become the desired negative pressure, judge that there is a large leakage in the system, finish the Evap. diagnosis when judging large leak (10 or 25 seconds).

• Abnormality Judgment

Judge NG (large leak) when the criteria below are completed in the specified time.

Judgment Value

Malfunction Criteria	Threshold Value	DTC
Time before reaching desired negative pressure	≥ 25 seconds	P0457
Or time for Mode B	≥ 10 seconds	
(Min. value of tank pressure during Mode B) – (Tank pressure when Mode B started)	< -0.53 kPa (-4 mmHg, -0.16 inHg)	

Mode C: (Check increasing pressure)

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 P2 calculation started	Time for immediate OK judgment
-1.3 kPa (-9.75 mmHg, -0.38 inHg)	15 seconds

Mode D: (Measurement of negative pressure changes)

Monitor the pressure variation in the tank in Mode Z. In this case, the tank pressure increases, that is, the pressure becomes as high as the atmospheric air pressure, because evaporator is generated. 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 following small leak diagnosis.

After Mode D

Assigning P1 and P2, which are tank variations measured in Mode A and Mode D, to the formula below, judge the small leakage of the system. If the measured judgment value exceeds the threshold value, it is judged to be malfunction.

• Abnormality Judgment

Judge NG when the criteria below are completed. Judge OK when not completed and clear the NG.

Judgment Value

Malfunction Criteria	Threshold Value	DTC
P2 – 1.5 × P1 P2: Change of tank pressure within 10 seconds on Mode D P1: Change of tank pressure within 10 seconds on Mode A	> Value on map 7. *Threshold value: Map (Fuel level vs Tank temperature)	P0442

*1.5: Compensation value of the amount of evaporator occurrence. (Because evaporator increases more when becoming negative pressure.)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

Map 7 Limit of malfunction criteria as Evap. 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 — 100 Seconds

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous drive 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 correction)

Wait until the tank pressure returns to 0 point (near 0 mmHg) when tank pressure is high. Then change to Mode B. If the tank pressure does not return to 0 point in the specified time, cancel the diagnosis.

Mode B: (Negative pressure introduction)

Introduce the negative pressure in the intake manifold to the tank.

Approx. 0 → -2.0 kPa (0 → -15 mmHg, 0 → -0.59 inHg)

When the pressure above (desired negative pressure) is reached, Mode C is entered.

In this case, if the tank pressure does not become the desired negative pressure, cancel the diagnosis.

Mode C: (Holding negative pressure)

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, or when spending the specified time.

Mode D: (Calculation of negative pressure variation)

By monitoring the tank pressure at Mode D, calculate the pressure variation (P2) and measure the time (evp-dset) it takes the tank pressure to return to the detection completing pressure of P2. Then change to Mode E. When the tank pressure does not return to the detection completing pressure of P2 in the specified time, make advanced OK judgment or cancel the diagnosis according to P2 value.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

• Normality judgment

Judge OK when the following criteria are satisfied.

Judgment Value

Malfunction Criteria	Threshold Value
Advanced OK judgment 1 Mode D holding time Tank pressure	≥ 30 seconds ≤ -1.8 kPa (-13.4 mmHg, -0.53 inHg)
Advanced OK judgment 2 Mode D holding time P2	≥ 200 seconds $\leq 0.9 - 1.3$ kPa ($7 - 9.6$ mmHg, $0.28 - 0.38$ inHg)

Mode E (Calculation of yielded evaporation amount)

Calculate the pressure variation (P1) at the time (evpdset), and make NG/OK judgment according to P1 value (ambiguous determination acceptable).

• Abnormality Judgment

Judge NG when the following criteria are satisfied.

Judgment Value

Malfunction Criteria	Threshold Value
P1	$<$ Value from Map 7 * Threshold value: Map (Fuel level vs evpdset)

Map 7 Limit of malfunction criteria as Evap. 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)

• Normality judgment

Judge OK when the following criteria are satisfied.

Judgment Value

Malfunction Criteria	Threshold Value
P1	$>$ Value from Map 8 * Threshold value: Map (Fuel level vs evpdset)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

Map 8 Limit of malfunction criteria as Evap. 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 — 514 seconds

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous drive cycles.

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When “Clear Memory” was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When “Clear Memory” was 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)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

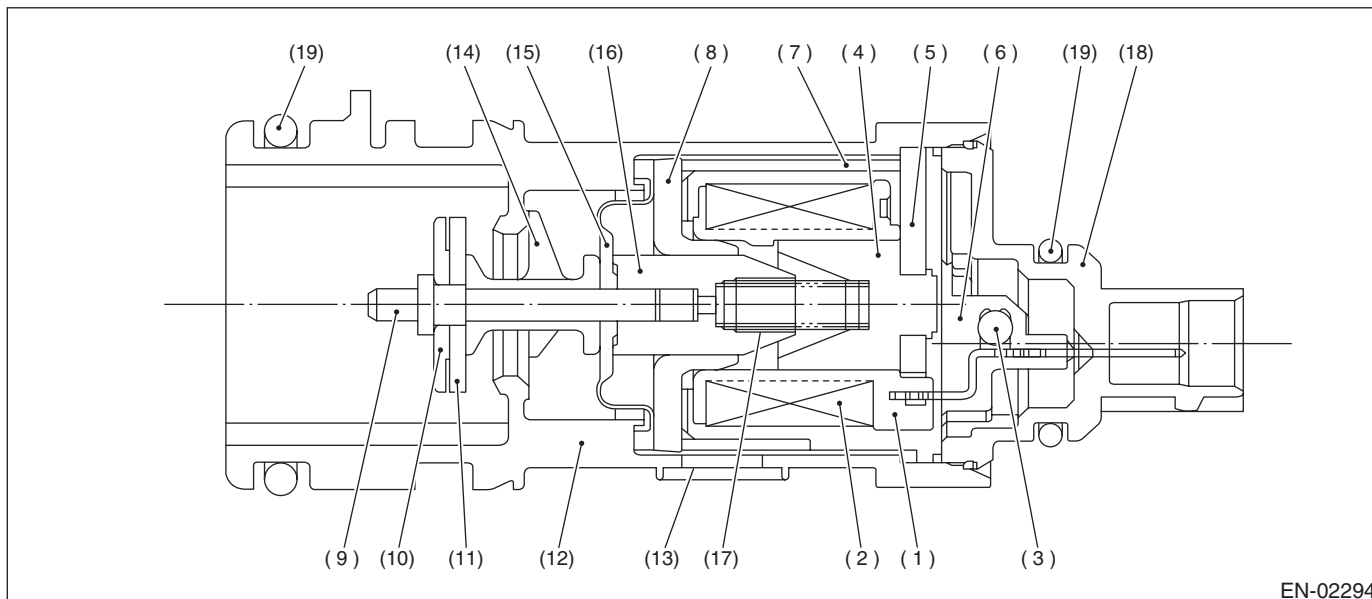
BG:DTC P0447 EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT OPEN

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of drain valve.

Judge NG when the ECM output level is different from the actual terminal level.

2. COMPONENT DESCRIPTION



(1) Bobbin	(8) Magnetic plate	(15) Diaphragm
(2) Coil	(9) Shaft	(16) Moving 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
None	

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 completing 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 sends OFF signal	Low

Time Needed for Diagnosis: 2.5 seconds

Malfunction Indicator Light Illumination: Illuminates as soon as the malfunction occurs.

• Normality Judgment

Judge OK and clear the NG when the malfunction criteria below are completed.

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 sends OFF signal	High

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed

8. FAIL SAFE

PCV control: Open the PCV solenoid.

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

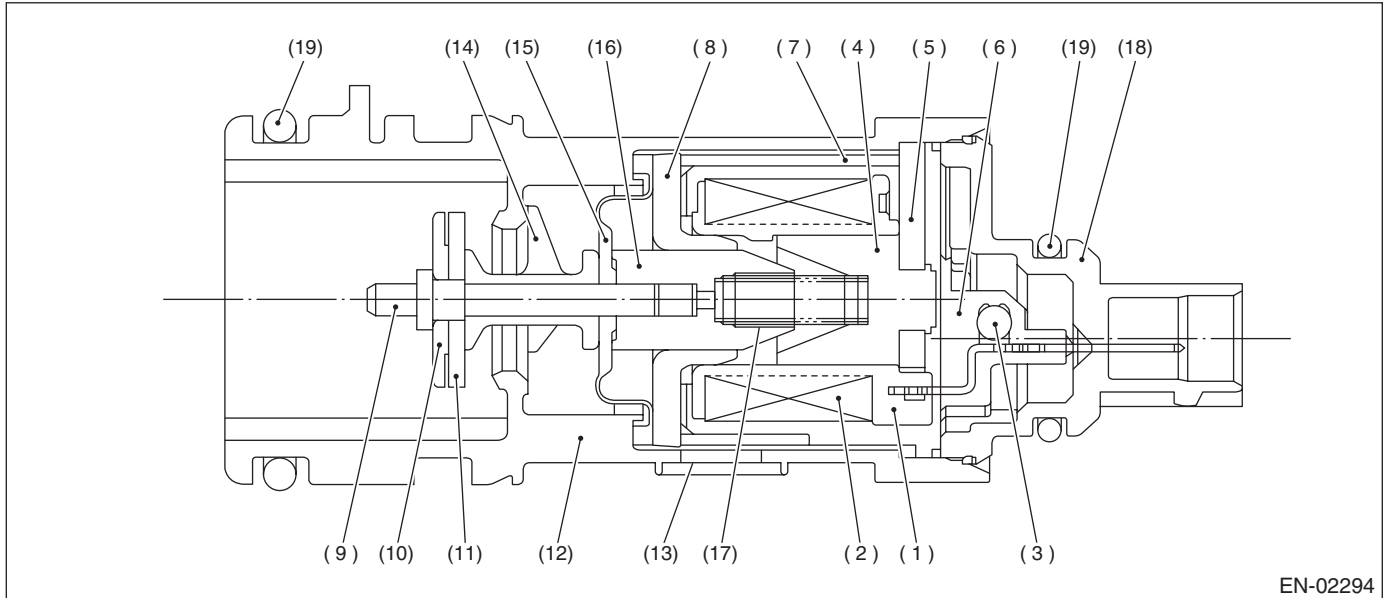
BH:DTC P0448 EVAPORATIVE EMISSION CONTROL SYSTEM VENT CONTROL CIRCUIT SHORTED

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of drain valve.

Judge NG when the ECM output level is different from the actual terminal level.

2. COMPONENT DESCRIPTION



(1) Bobbin	(8) Magnetic plate	(15) Diaphragm
(2) Coil	(9) Shaft	(16) Moving 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
None	

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 completing 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 sends ON signal	High

Time Needed for Diagnosis: 2.5 seconds

Malfunction Indicator Light Illumination: Illuminates as soon as the malfunction occurs.

• Normality Judgment

Judge OK and clear the NG when the malfunction criteria below are completed.

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 sends ON signal	Low

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed

8. FAIL SAFE

PCV control: Open the PCV solenoid.

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

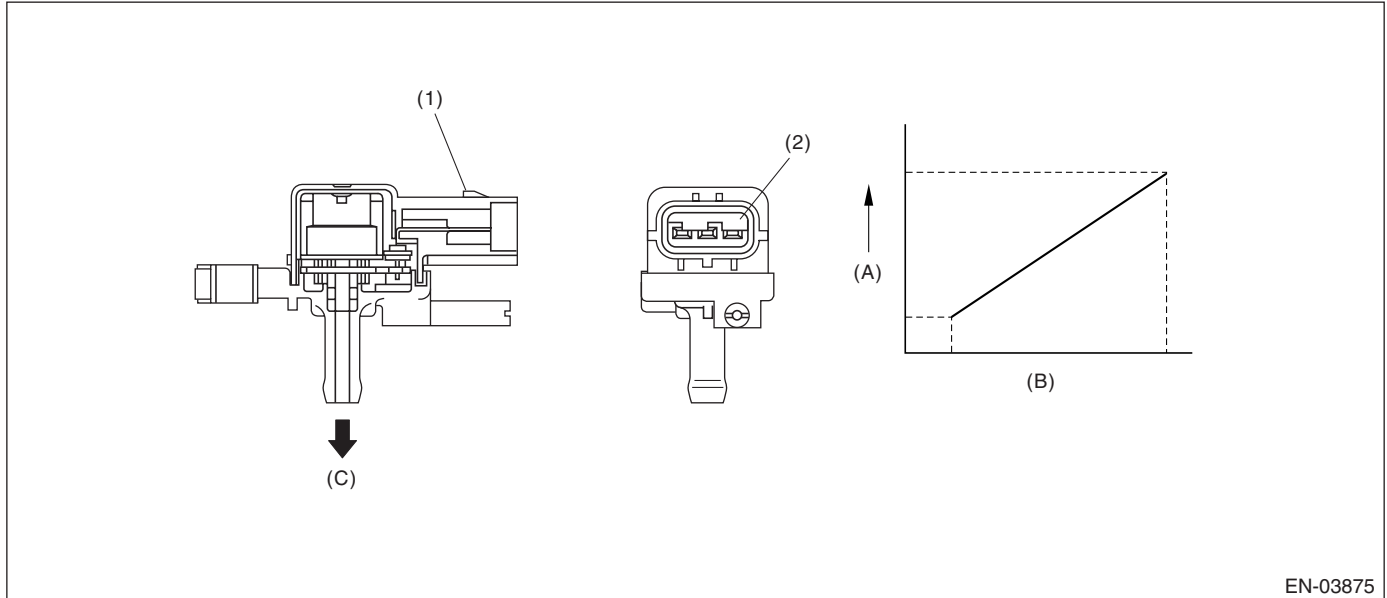
BI: DTC P0451 EVAPORATIVE EMISSION CONTROL SYSTEM PRESSURE SENSOR RANGE/PERFORMANCE

1. OUTLINE OF DIAGNOSIS

Detect the tank pressure sensor output property abnormality.

Judge NG when there is no pressure variation, which should exist in the tank, considering the engine status.

2. COMPONENT DESCRIPTION



EN-03875

(1) Connector

(2) Terminal

(A) Output voltage

(B) Input voltage

(C) To fuel tank

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
After starting the engine	60 second or more
Fuel level	$\geq 9.0 \ell$ (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 in 60 seconds or more after starting the engine.
- Be sure to check the fuel level and fuel temperature.

5. DIAGNOSTIC METHOD**• Abnormality Judgment**

Judge NG when the malfunction criteria below is completed.

Judgment Value

Malfunction Criteria	Threshold Value
Number of times when the difference between the Max. fuel level and the Min. fuel level every 60 seconds is 2 ℓ (0.53 US gal, 0.44 Imp gal) or more (with enable condition completed)	≥ 16 times
Max. – Min. tank pressure (with enable condition completed)	< 0.05 kPa (0.375 mmHg, 0.015 inHg)
Max. – Min. fuel temperature (with enable condition completed)	≥ 7°C (12.6°F)

If the fuel level (Max. – Min.) in every 60 seconds is less than 2 ℓ, extend 60 seconds more and make judgment with the Max. and Min. fuel level in 120 seconds.

If the difference did not appear though the time extended, extend the time (180, 240, 300 seconds) and continue the judgment.

Diagnosis counter will count up when the difference of fuel level (Max. – Min.) is more than 2 ℓ.

Time Needed for Diagnosis: 1 minute × 16 times or more

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in two continuous drive cycles.

• Normality Judgment

Judge OK when the malfunction criteria below is completed.

Judgment Value

Malfunction Criteria	Threshold Value
Max. – Min. tank pressure	≥ 0.05 kPa (0.375 mmHg, 0.015 inHg)

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When “Clear Memory” was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When “Clear Memory” was performed

8. FAIL SAFE

Purge control solenoid valve control: Purge fixation mode is prohibited.

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

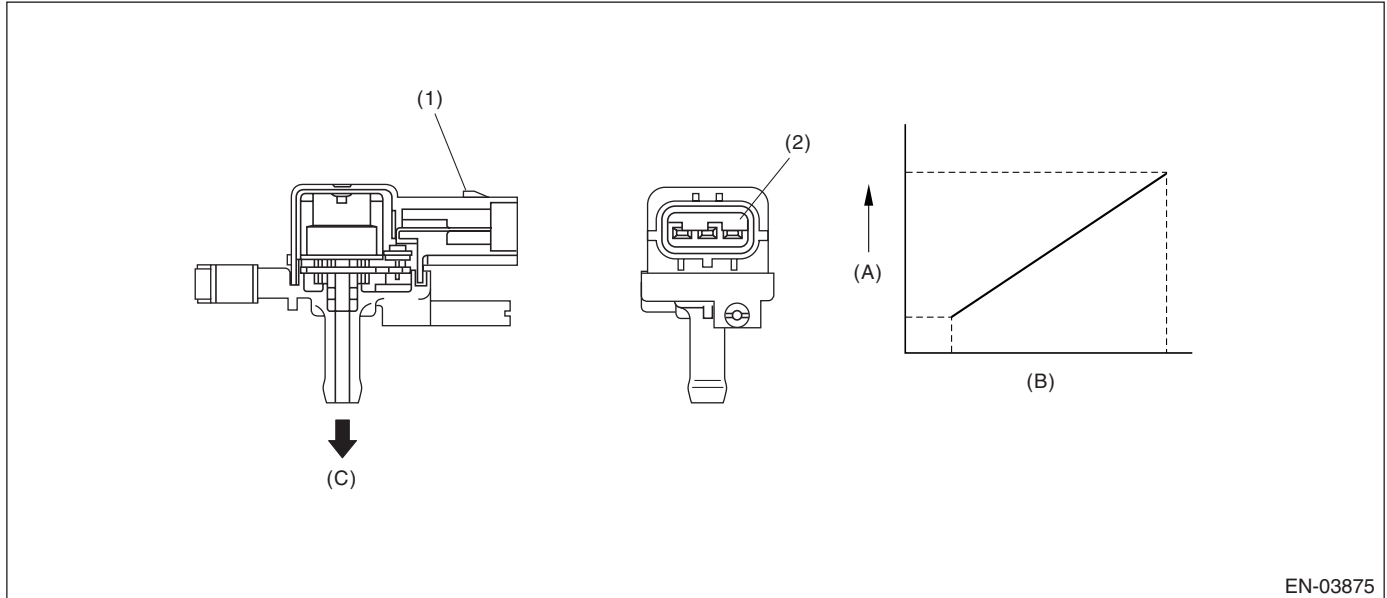
GENERAL DESCRIPTION

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 NG when out of the standard value.

2. COMPONENT DESCRIPTION



EN-03875

(1) Connector

(2) Terminal

(A) Output voltage

(B) Input voltage

(C) To fuel tank

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge NG when the continuous time of completing the malfunction criteria below becomes more than 15 seconds.

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 malfunction occurs.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

• Normality Judgment

Judge OK when the malfunction criteria below is completed.

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 was completed 40 times in a row
- When "Clear Memory" was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed

8. FAIL SAFE

Purge control solenoid valve control: Purge fixation mode is prohibited.

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

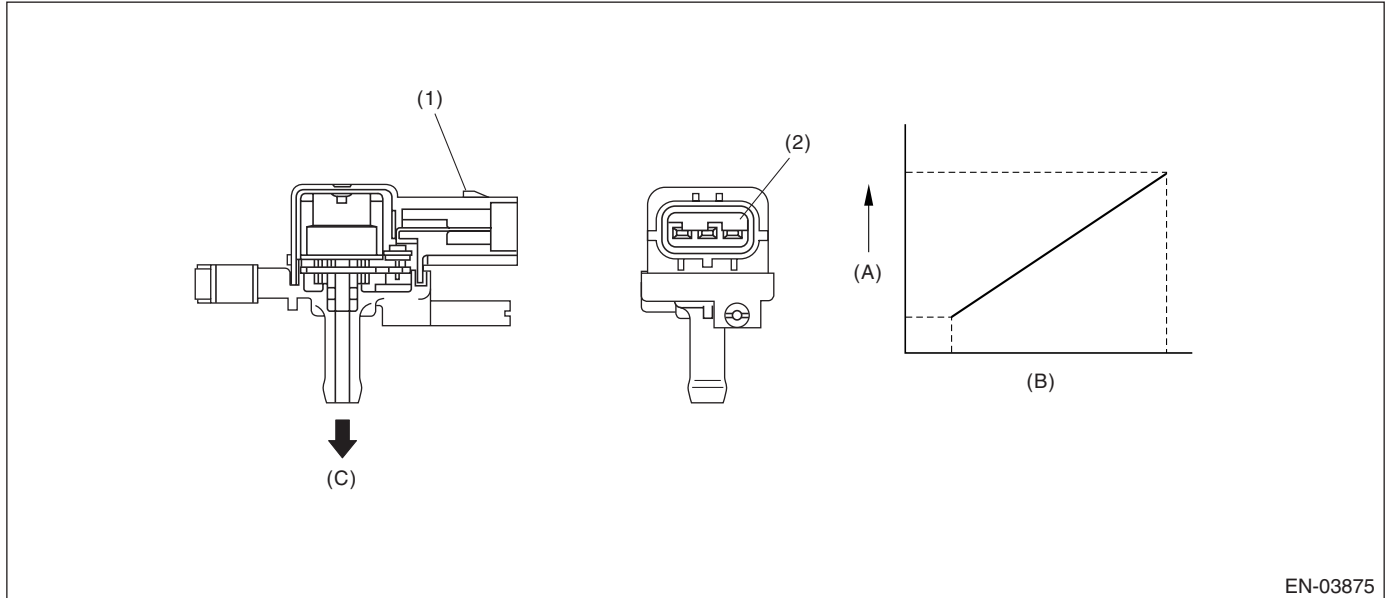
GENERAL DESCRIPTION

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

1. OUTLINE OF DIAGNOSIS

Detect the breaking/shortage of the fuel tank pressure sensor.
Judge NG when out of the standard value.

2. COMPONENT DESCRIPTION



EN-03875

(1) Connector

(2) Terminal

(A) Output voltage

(B) Input voltage

(C) To fuel tank

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Vehicle speed	≥ 2 km/h (1.24 MPH)
All conditions of EVAP canister purge	Complete
Evaporation gas density learning value	≤ 0.08
Main feedback compensation coefficient	≥ 0.9
Battery voltage	≥ 10.9 V

4. GENERAL DRIVING CYCLE

Perform the diagnosis continuously when purging.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge NG when the continuous time until completing the malfunction criteria below becomes more than 15 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
Fuel tank pressure	> 7.98 kPa (59.86 mmHg, 2.36 inHg)
Fuel temperature	$< 35^{\circ}\text{C}$ (95°F)
Atmospheric pressure	≥ 75.1 kPa (563 mmHg, 22.2 inHg)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

Time Needed for Diagnosis: 15 seconds

Malfunction Indicator Light Illumination: Illuminates as soon as malfunction occurs.

• Normality Judgment

Judge OK when the malfunction criteria below is completed.

Judgment Value

Malfunction Criteria	Threshold Value
Fuel tank pressure	≤ 7.98 kPa (59.86 mmHg, 2.36 inHg)

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed

8. FAIL SAFE

Purge control solenoid valve control: Purge fixation mode is prohibited.

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)

1. OUTLINE OF DIAGNOSIS

For detecting conditions, refer to DTC P0442 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (SMALL LEAK). <Ref. to GD(H4SO)-101, 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)

1. OUTLINE OF DIAGNOSIS

For detecting conditions, refer to DTC P0442 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (SMALL LEAK). <Ref. to GD(H4SO)-101, DTC P0442 EVAPORATIVE EMISSION CONTROL SYSTEM LEAK DETECTED (SMALL LEAK), Diagnostic Trouble Code (DTC) Detecting Criteria.>

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

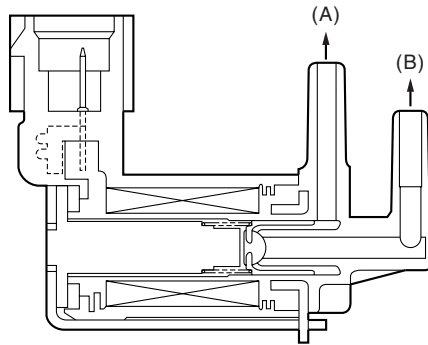
BN:DTC P0458 EVAPORATIVE EMISSION CONTROL SYSTEM PURGE CONTROL VALVE CIRCUIT LOW

1. OUTLINE OF DIAGNOSIS

Detect open or short circuit of purge control solenoid valve.

Judge NG when ECM output level is different from 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.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge NG when the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
Continuous time of completing criteria below.	$\geq 2.5 \text{ seconds}$
Duty ratio of 'ON'	$< 75\%$
Terminal output voltage	Low

Time Needed for Diagnosis: 2.5 seconds

Malfunction Indicator Light Illumination: Illuminates as soon as malfunction occurs.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

• Normality Judgment

Judge OK and clear NG when the malfunction criterion below is completed.

Judgment Value

Malfunction Criteria	Threshold Value
Terminal output voltage	High

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

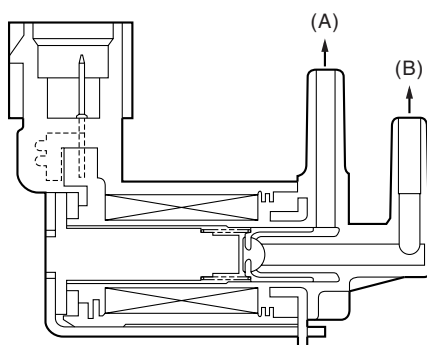
BO:DTC P0459 EVAPORATIVE EMISSION CONTROL SYSTEM PURGE CONTROL VALVE CIRCUIT HIGH

1. OUTLINE OF DIAGNOSIS

Detect open or short circuit of purge control solenoid valve.

Judge NG when ECM output level is different from 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

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

4. GENERAL DRIVING CYCLE

Always perform the diagnosis after starting the engine.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge NG when the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
Continuous time of completing criteria below.	≥ 2.5 seconds
Duty ratio of 'ON'	$\geq 25\%$
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 OK and clear NG when the malfunction criterion below is completed.

Judgment Value

Malfunction Criteria	Threshold Value
Terminal output voltage	Low

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed

8. FAIL SAFE

None

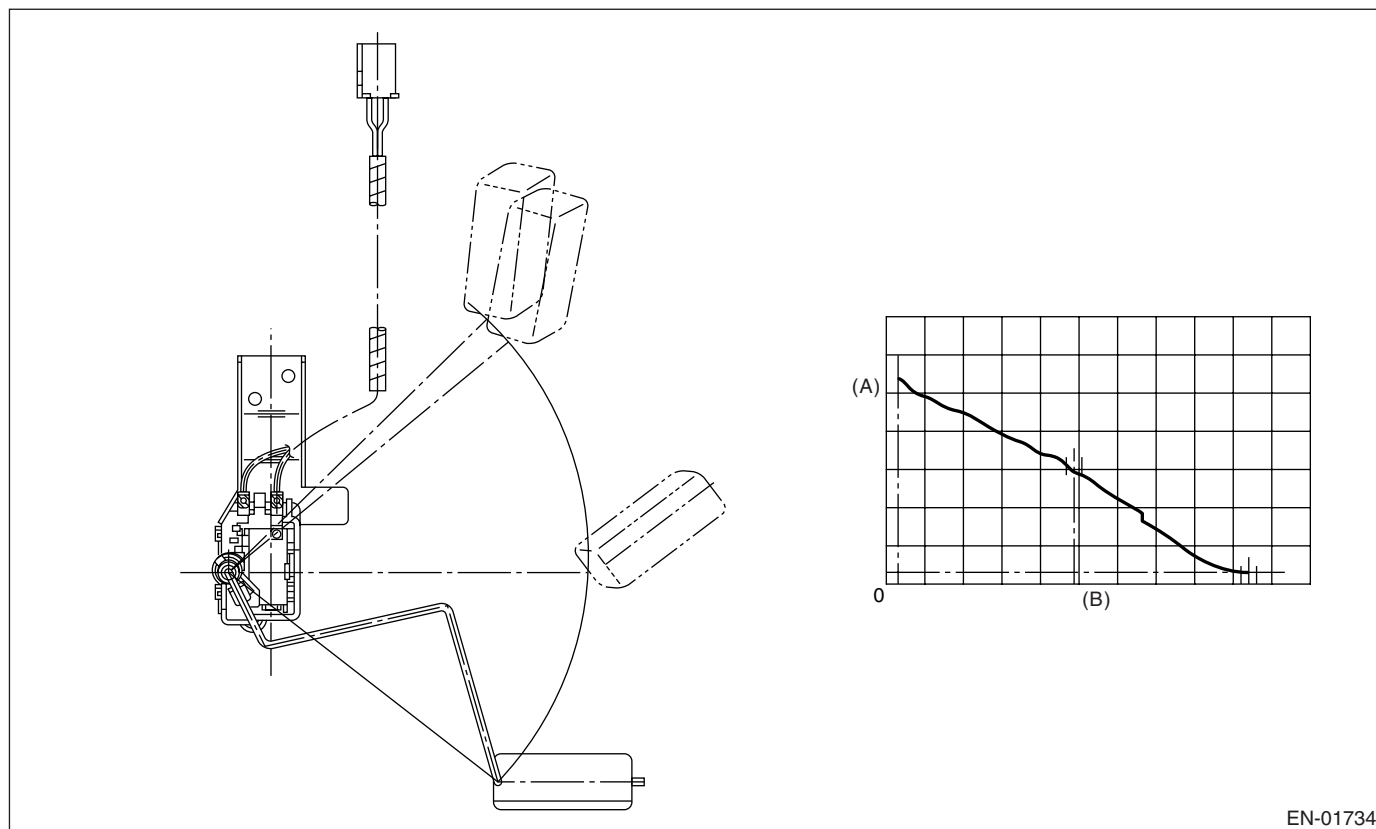
9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

BP:DTC P0461 FUEL LEVEL SENSOR CIRCUIT RANGE/PERFORMANCE**1. OUTLINE OF DIAGNOSIS**

Detect the malfunction of fuel level sensor output property.

Judge NG when the fuel level does not vary whereas it seemed to vary be in a usual driving speed.

2. COMPONENT DESCRIPTION

EN-01734

(A) Fuel level

(B) Resistance

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD**• Abnormality Judgment**

Judge NG when the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
Accumulated amount of intake air	> 331 kg (729.9 lb)
Max. – Min. fuel level output	< 2.6 ℓ (0.69 US gal, 0.57 Imp gal)
Battery voltage	≥ 10.9 V
After engine start	More than 5 seconds

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

Time Needed for Diagnosis: To be determined.

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• **Normality Judgment**

Judge OK and clear the NG when the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
Accumulated amount of intake air	> 331 kg (729.9 lb)
Max.– Min. fuel level output	≥ 2.6 ℓ (0.69 US gal, 0.57 Imp gal)
Battery voltage	≥ 10.9 V
After engine start	More than 5 seconds

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When “Clear Memory” was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When “Clear Memory” was performed

8. FAIL SAFE

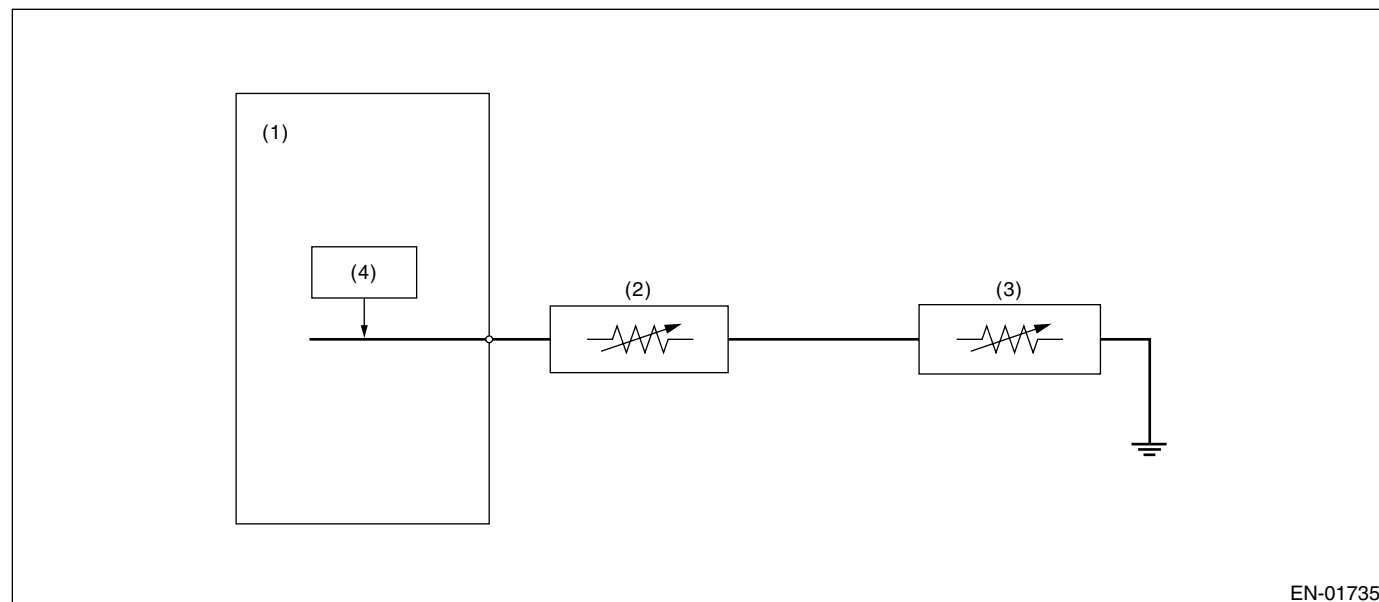
None

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

BQ:DTC P0462 FUEL LEVEL SENSOR CIRCUIT LOW INPUT**1. OUTLINE OF DIAGNOSIS**

Detect the open or short circuit of fuel level sensor. Judge NG when out of the standard value.

2. COMPONENT DESCRIPTION

EN-01735

(1) Engine control module (ECM)	(3) Fuel sub level sensor
(2) Fuel level sensor	(4) Detecting circuit

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously

5. DIAGNOSTIC METHOD**• Abnormality Judgment**

Judge NG when the continuous time of completing the malfunction criteria below becomes more than 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.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

• Normality Judgment

Judge OK and clear the NG when the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
Ignition switch	ON
Battery voltage	≥ 10.9 V
After engine starting	3 seconds or more
Output voltage	> 0.035 V

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed

8. FAIL SAFE

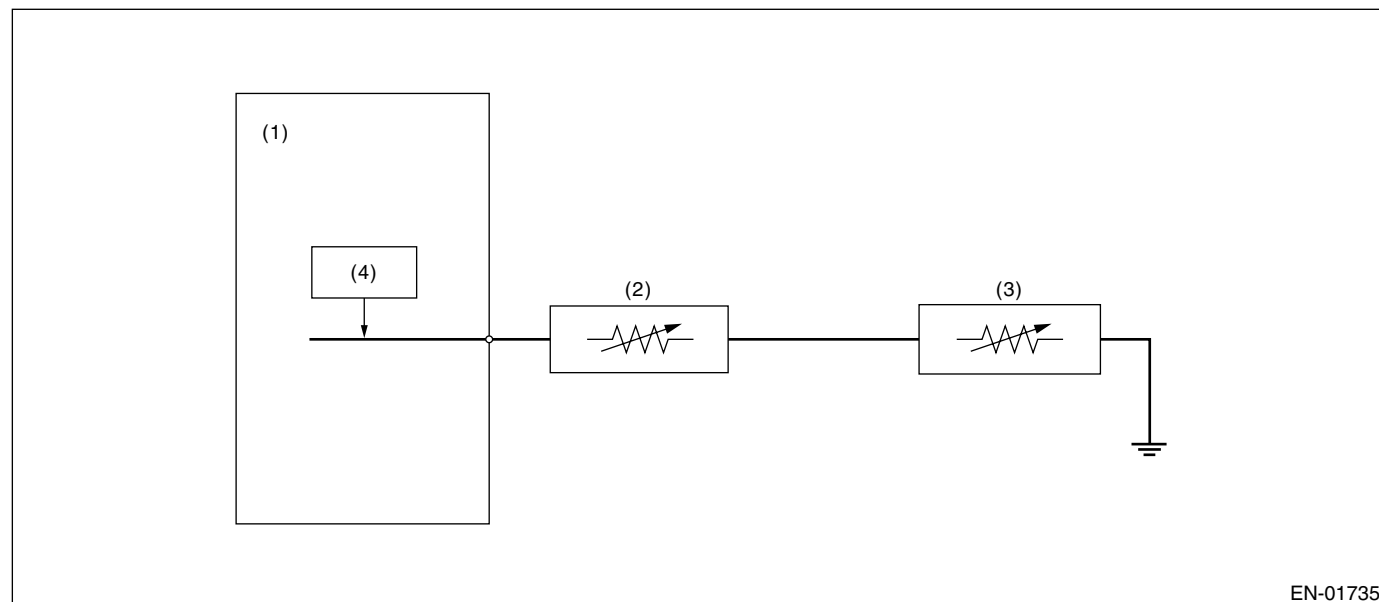
None

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

BR:DTC P0463 FUEL LEVEL SENSOR CIRCUIT HIGH INPUT**1. OUTLINE OF DIAGNOSIS**

Detect the open or short circuit of fuel level sensor. Judge NG when out of the standard value.

2. COMPONENT DESCRIPTION

- (1) Engine control module (ECM) (3) Fuel sub level sensor
(2) Fuel level sensor (4) Detecting circuit

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD**• Abnormality Judgment**

Judge NG when the continuous time of completing 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	3 seconds or more
Output voltage	≥ 4.911 V

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

• Normality Judgment

Judge OK and clear the NG when the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
Ignition switch	ON
Battery voltage	≥ 10.9 V
After engine starting	3 seconds or more
Output voltage	< 4.911 V

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

BS:DTC P0464 FUEL LEVEL SENSOR CIRCUIT INTERMITTENT

1. OUTLINE OF DIAGNOSIS

Detect the malfunction of unstable output from fuel level sensor caused by noise.

Judge NG when the max. value and cumulative value of output voltage variation of fuel level sensor is larger than the threshold value.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
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 ↔ 13.5 US gal, 2 ↔ 11.2 Imp gal)
Vehicle speed = 0 km/h (0 MPH)	10 seconds or more

3. GENERAL DRIVING CYCLE

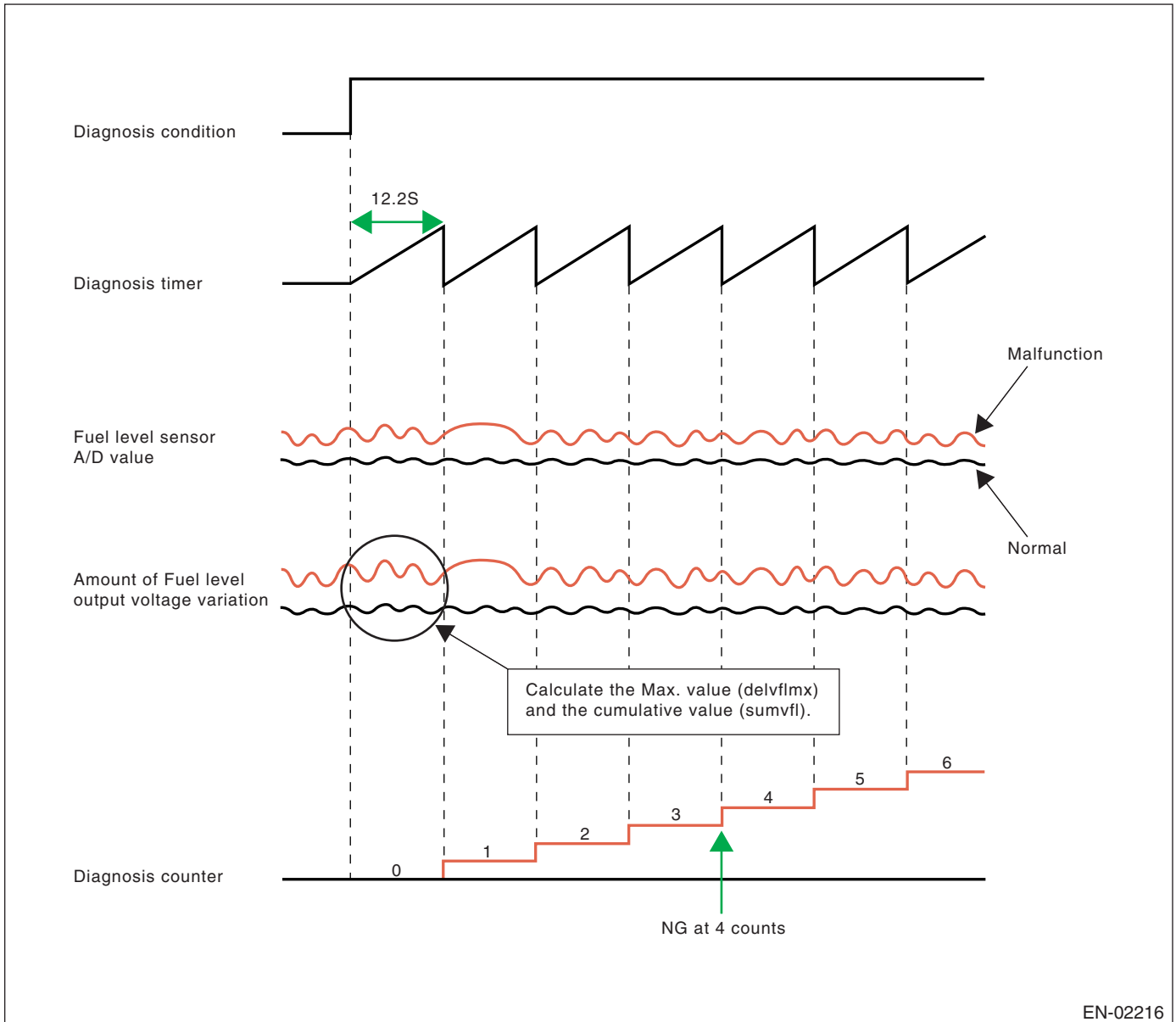
- Perform the diagnosis continuously in idling condition.
- Pay attention to the fuel level.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

4. DIAGNOSTIC METHOD

Calculate the Max. value (delflmax) and cumulative value (sumvfl) of output voltage variation of fuel level sensor during 12.2 seconds. Judge it normal when both max. and cumulative values are not over the threshold value. Otherwise, when either of them is over the threshold value, count the diagnosis counter up. And judge NG if the counter indicated 4 counts.



Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

• Abnormality Judgment

Judge NG when the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
Integrated times of the condition reaching follows, DELFLMAX $\geq 0.2 \longleftrightarrow 0.26$ V or SUMFL ≥ 16 V where, DELFLMAX is Max. deviation of sensor output during 12.2 seconds. SUMFL is integrated value of sensor output deviation during 12.2 seconds.	≥ 4 times

Do not count the diagnosis counter up when the following conditions are completed during 12.2 seconds.

Max – Min of tank pressure during 12.2 seconds	≥ 0.05 kPa (0.375 mmHg, 0.015 inHg)
Max – Min of battery voltage during 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 OK and clear the NG when the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
DELFLMAX SUMFL Where, DELFLMAX is Max. deviation of sensor output during 12.2 seconds. SUMFL is integrated value of sensor output deviation during 12.2 seconds.	$< 0.2 \longleftrightarrow 0.26$ V < 16 V

5. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When “Clear Memory” was performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When “Clear Memory” was 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

BT:DTC P0483 COOLING FAN RATIONALITY CHECK

1. OUTLINE OF DIAGNOSIS

Detect the function abnormality of the radiator fan.

Judge NG when the engine coolant temperature slowly decreases even when the radiator fan is rotating.

2. ENABLE CONDITION

Diagnostic enable condition is completed if the radiator fan changes from OFF to ON when all of the conditions below are completed. When one of the conditions below is not completed, the diagnostic enable condition is not completed.

Secondary Parameters	Enable Conditions
Engine Speed	560 — 900 rpm
Idle switch	ON
Vehicle speed	< 2 km/h (1.2 MPH)
Battery voltage	≥ 10.9 V

3. GENERAL DRIVING CYCLE

Perform the diagnosis continuously when the radiator fan changes from OFF to ON when idling.

4. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge NG when the continuous time of completing 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 changes	OFF to ON
Engine coolant temperature	Not reducing

Time Needed for Diagnosis: 5 minutes

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge OK and clear NG when the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
Radiator fan signal changes	OFF to ON
Engine coolant temperature	Reducing

5. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed

7. FAIL SAFE

None

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

BU:DTC P0502 VEHICLE SPEED SENSOR CIRCUIT LOW INPUT**1. OUTLINE OF DIAGNOSIS**

Detect the open or short circuit of vehicle speed sensor.

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 (USED WITH ABNORMAL JUDGEMENT)

Secondary Parameters	Enable Conditions
Engine speed	< 4,000 rpm
Fuel cut in decel.	Operating
Battery voltage	≥ 10.9 V

3. GENERAL DRIVING CYCLE

Perform the diagnosis continuously during fuel cut in deceleration.

4. DIAGNOSTIC METHOD**• Abnormality Judgment**

Judge NG when the continuous time of completing the malfunction criteria below becomes more than 4 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
Vehicle speed	< 1

Time Needed for Diagnosis: 4 seconds

Malfunction Indicator Light Illumination: Illuminates as soon as the malfunction occurs.

• Normality Judgment

Judge OK and clear the NG when all malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
Vehicle speed	≥ 1
Starter switch	OFF
Time after starter switch ON → OFF	≥ 3 seconds

5. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed

7. FAIL SAFE

- Vehicle speed sensor signal process: Vehicle speed = 10 km/h (6 MPH)
- ISC control: Set the open loop compensation to specified value (1 g (0.04 oz)/s). Not allowed ISC feedback volume calculation.
- Radiator fan control: ON both main/sub.
- 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

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

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of vehicle speed sensor.

Judge NG when high vehicle speed (240 km/h (149.1 MPH) or more) remains whereas it seemed to be in a usual driving speed.

2. ENABLE CONDITION (USED WITH ABNORMAL JUDGEMENT)

Secondary Parameters	Enable Conditions
Engine speed	< 4,000 rpm
Fuel cut in decel.	Operating
Battery voltage	≥ 10.9 V

3. GENERAL DRIVING CYCLE

Perform the diagnosis continuously during fuel cut in deceleration.

4. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge NG when the cumulative time of completing the malfunction criteria below becomes more than 4 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
Vehicle speed	≥ 240

Time Needed for Diagnosis: 4 seconds

Malfunction Indicator Light Illumination: Illuminates as soon as the malfunction occurs.

• Normality Judgment

Judge OK and clear the NG when all malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
Vehicle speed	< 240
Starter switch	OFF
Time after starter switch ON → OFF	≥ 3 seconds

5. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed

7. FAIL SAFE

- Vehicle speed sensor signal process: Vehicle speed = 10 km/h (6 MPH)
- ISC control: Set the open loop compensation to specified value (1 g (0.04 oz)/s). Not allowed ISC feedback volume calculation.
- Radiator fan control: ON both main/sub.
- Tumble generator valve control: Open the tumble generator valve.

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

BW:DTC P0506 IDLE 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 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	$\geq 9\text{ l}$ (2.38 US gal, 1.98 Imp gal)
After engine starting	$\geq 10.5\text{ seconds}$
Feedback in ISC	In operation
Measured lambda	$0.81 \longleftrightarrow 1.1$
After air condition switching ON-OFF, OFF-ON	$> 5.1\text{ seconds}$
After in-manifold pressure change more than 4 kPa (30 mmHg, 1.2 inHg)	$> 5.1\text{ seconds}$
After neutral switch ON-OFF event	$> 5.1\text{ seconds}$
Vehicle speed	0 km/h (0 MPH)

3. GENERAL DRIVING CYCLE

Always perform diagnosis during idling after engine warmed.

4. DIAGNOSTIC METHOD**• Abnormality Judgment**

Judge NG when the cumulative time of completing the malfunction criterion below becomes more than the time needed for diagnosis (10 seconds $\times$ 3 times).

Judgment Value

Malfunction Criteria	Threshold Value
Actual – target engine speed	$< -100\text{ rpm}$
Feedback correction for idle air control solenoid valve	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 OK and clear NG when the continuous time of completing the malfunction criterion below becomes more than the time needed for diagnosis (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 was completed 40 times in a row
- When “Clear Memory” was performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When “Clear Memory” was 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)

BX:DTC P0507 IDLE 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 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	$\geq 9\text{ l}$ (2.38 US gal , 1.98 Imp gal)
After engine starting	$\geq 10.5\text{ seconds}$
Feedback in ISC	In operation
Lambda	$0.81 \longleftrightarrow 1.1$
After air condition switching ON-OFF, OFF-ON	$> 5.1\text{ seconds}$
After in-manifold pressure change more than 4 kPa (30 mmHg , 1.2 inHg)	$> 5.1\text{ seconds}$
After neutral switch ON-OFF event	$> 5.1\text{ seconds}$
Vehicle speed	0 km/h (0 MPH)

3. GENERAL DRIVING CYCLE

Always perform diagnosis during idling after engine warmed.

4. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge NG when the continuous time of completing the malfunction criterion below becomes more than the time needed for diagnosis ($10\text{ seconds} \times 3\text{ times}$).

Judgment Value

Malfunction Criteria	Threshold Value
Actual – target eng. speed	$\geq 200\text{ rpm}$
Feedback correction for idle air control solenoid valve	Min.

Time Needed for Diagnosis: $10\text{ seconds} \times 3\text{ times}$

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge OK and clear NG when the continuous time of completing the malfunction criterion below becomes more than the time needed for diagnosis (10 seconds).

Judgment Value

Malfunction Criteria	Threshold Value
Actual – target eng. speed	$< 200\text{ rpm}$

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed

7. FAIL SAFE

None

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

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 NG when the continuous time of completing the malfunction criteria below becomes more than 3 minutes.

Judgment Value

Malfunction Criteria	Threshold Value
Engine speed	> 500 rpm
Starter OFF signal	Not detect
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 completed.

Judgment Value

Malfunction Criteria	Threshold Value
Starter OFF signal	Detect
Battery voltage	> 8 V

5. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was 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)

BZ:DTC P0513 INCORRECT IMMOBILIZER KEY

1. OUTLINE OF DIAGNOSIS

DTC	ITEM	OUTLINE OF DIAGNOSIS
P0513	Incorrect Immobilizer Key	Incorrect immobilizer key (Use of key not registered in body integrated module)
P1570	Antenna	Improper antenna
P1571	Reference Code Incompatibility	Unmatched reference code between body integrated module and ECM
P1572	IMM Circuit Failure (Except Antenna Circuit)	Communication malfunction between body integrated module and ECM
P1574	Key Communication Failure	Malfunction of body integrated module that check the key (transponder) ID or Malfunction of transponder.
P1576	EGI Control Module EEPROM	Abnormality of ECM
P1577	IMM Control Module EEPROM	Malfunction of body integrated module.

2. ENABLE CONDITION

When the engine started.

3. GENERAL DRIVING CYCLE

Perform the diagnosis only when engine started.

4. DIAGNOSTIC METHOD

Judge NG when conditions of the above outline of diagnosis are completed.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

CA:DTC P0519 IDLE CONTROL SYSTEM MALFUNCTION (FAIL-SAFE)

1. OUTLINE OF DIAGNOSIS

Detect the malfunction that engine speed increases more than that in normal condition during idling.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery voltage	≥ 10.9 V
Feedback in ISC	In operation
Vehicle speed	< 4 km/h (2.49 MPH)
After engine starting	1 seconds or more

3. GENERAL DRIVING CYCLE

Always perform diagnosis at less than 4 km/h (2.49 MPH) of vehicle speed.

4. DIAGNOSTIC METHOD

Judge NG when the continuous time of completing the malfunction criteria below becomes more than 2 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
Engine speed – target eng. speed	$> 2,000$ rpm
Feedback value for ISC	≤ 0
Engine speed change every 180 degree engine rev.	≥ -5 rpm

Time Needed for Diagnosis: 2 seconds

Malfunction Indicator Light Illumination: Illuminates as soon as malfunction occurs.

• Normality Judgment

Judge OK and clear NG when the continuous time of completing the malfunction criteria below becomes more than 5 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
Engine speed – target eng. speed	< 200 rpm

5. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When “Clear Memory” was performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When “Clear Memory” was performed

7. FAIL SAFE

Fuel shut-off: Shut-off fuel for only #1 and #2 cylinder, or for all cylinder in accordance with vehicle speed, engine speed, 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

CB:DTC P0600 SERIAL COMMUNICATION LINK

1. OUTLINE OF DIAGNOSIS

Detect the malfunction of CAN communication.

It judges as NG when CAN communication becomes impossible, the CAN communication with AT becomes impossible, and the data from AT is not normal.

2. COMPONENT DESCRIPTION

CAN connects between ECM and TCM with high speed.

(Common Specification)

CAN PROTOCOL 2.0B (active)

Frame format: 11 bit ID Frame (Standard frame)

(High Speed CAN)

ISO 11898 compliance

Communication Speed: 500 kbps

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery Voltages	≥ 10.9 V
Starter switch	OFF
Engine	Run

4. GENERAL DRIVING CYCLE

Perform the diagnosis continuously after starting the engine.

5. DIAGNOSTIC METHOD

• JUDGMENT OF MALFUNCTION

Judge NG when any of the malfunction criteria below are completed. Judge OK and clear the NG when the continuous time of not completing the malfunction criteria below becomes more than 1 second.

Judgement Value

Malfunction Criteria	Threshold Value
Buss off flag or warning flag	Set
ID cannot be received from TCM	= 500 milliseconds

Time needed for Diagnosis: 1 time

Malfunction Indicator Light Illumination: Illuminates simultaneously when malfunction is detected.

6. DTC CLEAR CONDITION

When the OK driving cycle was completed 40 consecutive times.

When "Clear Memory" was performed.

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 consecutive times.
- When "Clear Memory" was performed.

8. FAIL-SAFE

None

9. ECM OPERATION AT DTC SETTING

Store the freeze frame data. (For test mode \$02)

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

1. OUTLINE OF DIAGNOSIS

Detect the function abnormality of the micro-computer (RAM).

Judge NG when either the main CPU normal RAM or sub CPU normal RAM is abnormal. Judge OK when both of them are normal.

At initial routine, write the data to all area of RAM. Judge OK when same data can be read out, and judge NG when same data cannot be read out.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

Perform the diagnosis in the initial routine.

3. GENERAL DRIVING CYCLE

Perform the diagnosis immediately after IG key SW is turned ON.

4. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge NG when the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
Main CPU normal RAM abnormality Write 5AA5A55A, and read out. (All area of RAM) Or write A55A5AA5, and read out. (All area of RAM)	Cannot be read out 5AA5A55A. Cannot be read out A55A5AA5.
Sub CPU normal RAM abnormality. Write 5AA5, and read out. (All area of RAM) Or write A55A, and read out. (All area of RAM)	Cannot be read out 5AA5. Cannot be read out A55A.

Time Needed for Diagnosis: To be determined.

Malfunction Indicator Light Illumination: Illuminates as soon as malfunction occurs.

• Normality Judgment

Judge NG when the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
Main CPU normal RAM abnormality Write 5AA5A55A, and read out. (All area of RAM) Or write A55A5AA5, and read out. (All area of RAM)	Can be read out 5AA5A55A. Can be read out A55A5AA5.
Sub CPU normal RAM abnormality. Write 5AA5, and read out. (All area of RAM) Or write A55A, and read out. (All area of RAM)	Can be read out 5AA5. Can be read out A55A.

5. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed

7. FAIL SAFE

None

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

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

1. OUTLINE OF DIAGNOSIS

Judge NG when SUM value of ROM is out of 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 NG when the continuous time of completing the malfunction criteria below becomes more than 0.5 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
SUM value of ROM	Standard value

Time Needed for Diagnosis: To be determined

Malfunction Indicator Light Illumination: Illuminates as soon as malfunction occurs.

5. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed (Only at engine stop)

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed

7. FAIL SAFE

Stop the current to electronic throttle control motor. (Fix the throttle opening angle to 6°.)

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

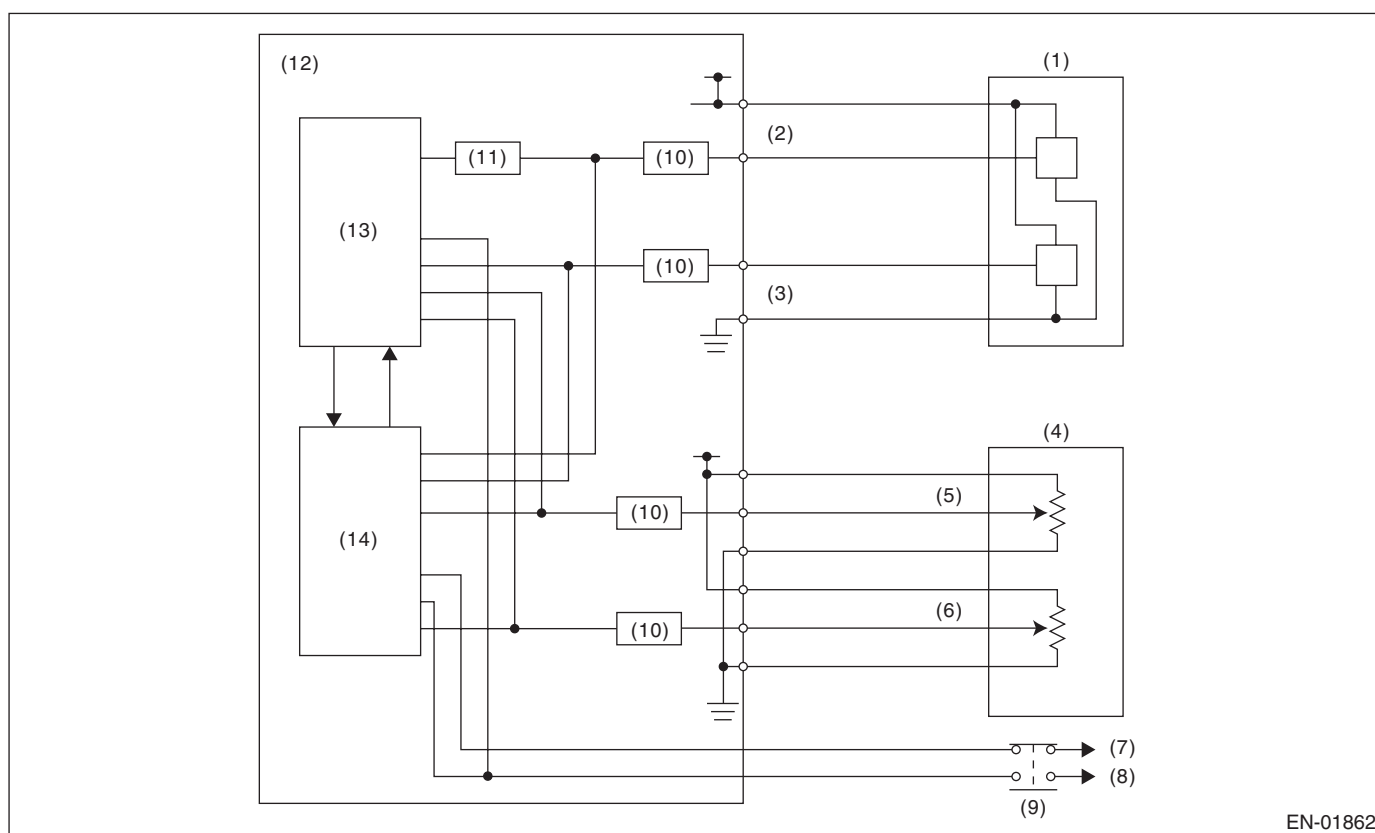
CE:DTC P0607 CONTROL MODULE PERFORMANCE

1. OUTLINE OF DIAGNOSIS

Judge NG when either the following is completed.

- When the read value of throttle position sensor 1 signal is mismatched between main CPU and sub CPU.
- When the read value of accelerator pedal position sensor 1 signal is mismatched between main CPU and sub CPU.
- When the sub CPU operates abnormally.
- When the communication between main CPU and sub CPU is abnormal.
- When the input amplifier circuit of throttle position sensor 1 is abnormal.
- When the cruise control cannot be canceled correctly.
- When the signal of brake SW1 and 2 is mismatched.
- When the directed angle from main CPU is abnormal.

2. COMPONENT DESCRIPTION



EN-01862

(1) Throttle position sensor	(6) Accelerator pedal position sensor 2	(11) Amplifier circuit
(2) Throttle position sensor 1	(7) Battery	(12) Engine control module (ECM)
(3) Throttle position sensor 2	(8) Stop light	(13) Sub CPU
(4) Accelerator pedal position sensor	(9) Brake switch	(14) Main CPU
(5) Accelerator pedal position sensor 1	(10) I/F circuit	

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 SW (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 on 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 OK and clear NG when the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
(1) Difference of CPU on reading value of throttle position sensor signal	0.0858 V
(2) Difference of CPU on reading value of 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 amplifier passed) 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 malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When “Clear Memory” was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When “Clear Memory” was performed

8. FAIL SAFE

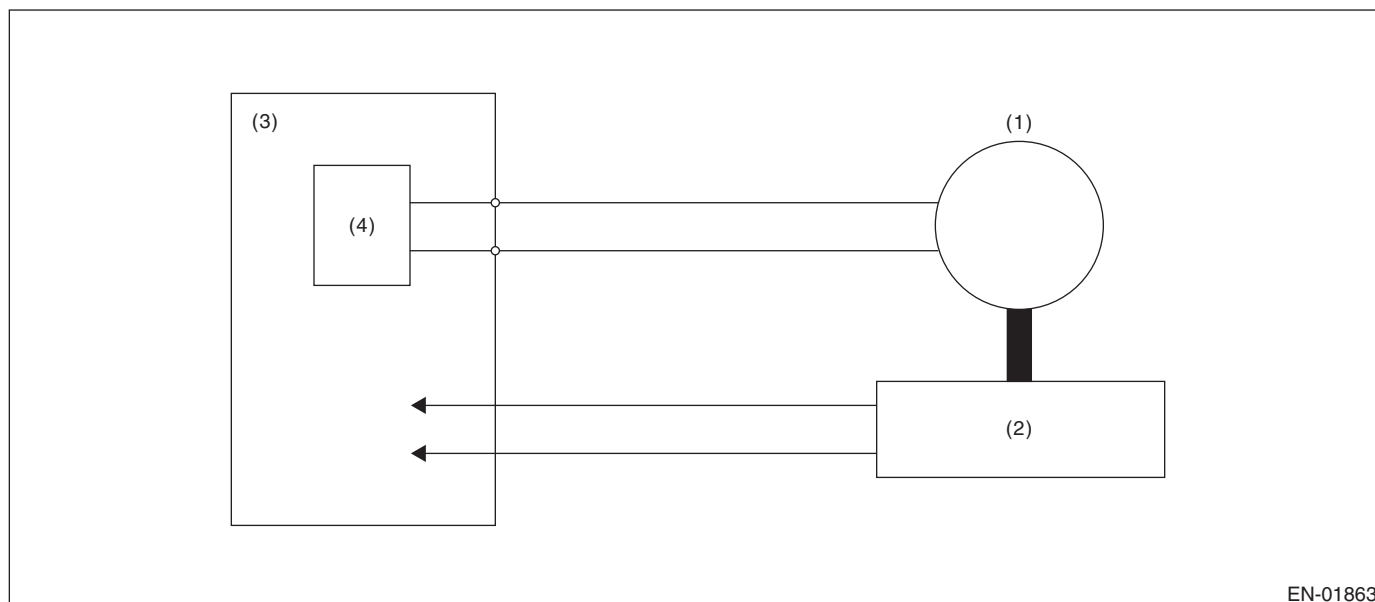
Stop the current to electronic throttle control motor. (Fix the throttle opening angle to 6°.)

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

CF:DTC P0638 THROTTLE ACTUATOR CONTROL RANGE/PERFORMANCE (BANK 1)**1. OUTLINE OF DIAGNOSIS**

Judge 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

EN-01863

(1) Motor	(3) Engine control module (ECM)
(2) Throttle position sensor	(4) Drive circuit

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON
Normal operation of electronic throttle control	ON

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously when the electronic throttle control is operating.

5. DIAGNOSTIC METHOD

Judge OK and clear NG when the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
Difference between target opening angle and actual opening angle	Less than 3.5°
Output duty to drive circuit	Less than 95%

Diagnostic Trouble Code (DTC) Detecting Criteria

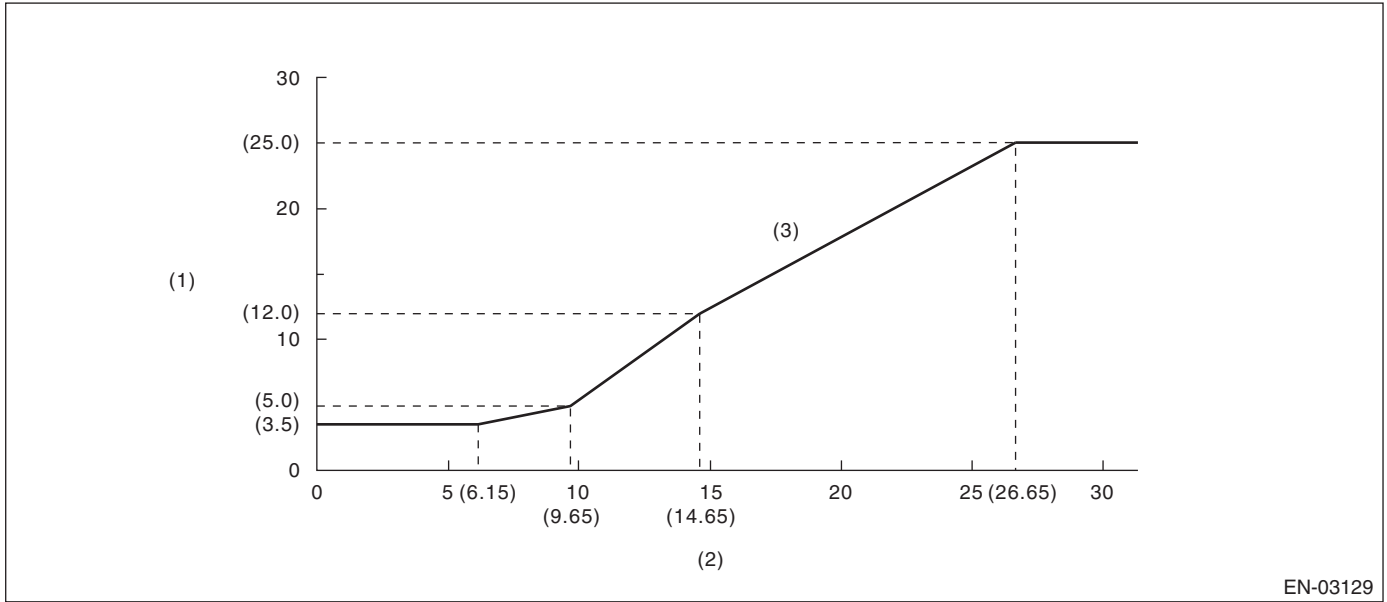
GENERAL DESCRIPTION

Time Needed for Diagnosis:

Target opening angle and actual opening angle: 250 milliseconds (For NG) 2,000 milliseconds (For OK)

Output duty to drive circuit: 2,000 milliseconds

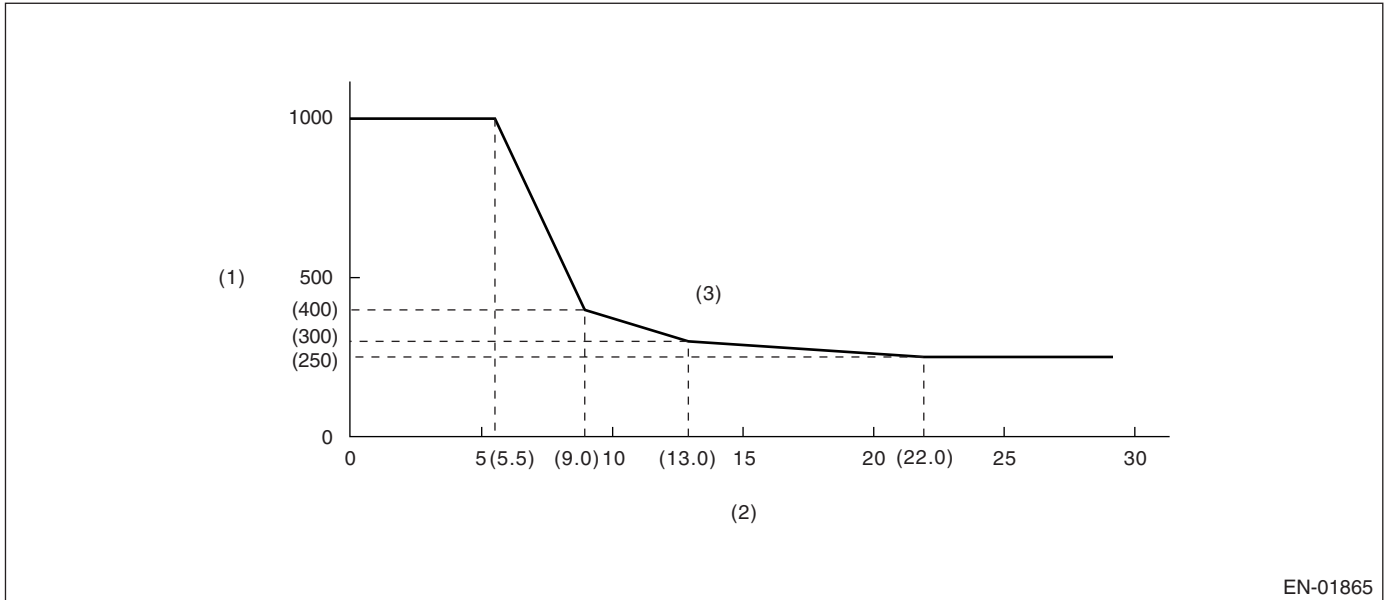
Details of Judgment



EN-03129

- (1) Difference between target opening angle and actual opening angle (°) (2) Target throttle opening angle (°) (3) NG area

Details of Judgment (Always 1,000 milliseconds when the actual opening angle ≤ target opening angle)



EN-01865

- (1) Judgment time (milliseconds) (2) Throttle position sensor 1 opening angle (3) NG area

Malfunction Indicator Light Illumination: Illuminates as soon as malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed (Only engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed (Only engine stopped)

8. FAIL SAFE

Stop the current to electronic throttle control motor. (Fix the throttle opening angle to 6°.)

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

CG:DTC P0691 COOLING FAN 1 CONTROL CIRCUIT LOW**1. OUTLINE OF DIAGNOSIS**

Detect the open or short circuit of the radiator fan circuit.

Judge 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 NG when the cumulative time of completing the malfunction criteria below becomes more than 2.5 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
After starting the engine	1 seconds or more
Engine speed	≥ 500 rpm
Ignition switch	ON
Battery voltage	≥ 10.9 V
Terminal voltage level when ECM transmits 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 OK and clear NG when the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
After starting the engine	1 seconds or more
Engine speed	≥ 500 rpm
Ignition switch	ON
Battery voltage	≥ 10.9 V
Terminal voltage level when ECM transmits OFF signal	High level

5. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed

7. FAIL SAFE

None

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

CH:DTC P0692 COOLING FAN 1 CONTROL CIRCUIT HIGH

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of the radiator fan circuit.

Judge 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 NG when the cumulative time of completing the malfunction criteria below becomes more than 2.5 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
After starting the engine	1 seconds or more
Engine speed	≥ 500 rpm
Ignition switch	ON
Battery voltage	≥ 10.9 V
Terminal voltage level when ECM transmits 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 OK and clear NG when the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
After starting the engine	1 seconds or more
Engine speed	≥ 500 rpm
Ignition switch	ON
Battery voltage	≥ 10.9 V
Terminal voltage level when ECM transmits ON signal	Low level

5. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed

7. FAIL SAFE

None

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

CI: DTC P0700 TRANSMISSION CONTROL SYSTEM (MIL REQUEST)**1. OUTLINE OF DIAGNOSIS**

AT C/U performs CAN communication. It judges as NG if malfunction is detected.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Battery Voltage	≥ 10.9 V

3. GENERAL DRIVING CYCLE

Always perform diagnosis continuously.

4. DIAGNOSTIC METHOD

Judge NG when the continuous time of completing the malfunction criteria below becomes more than 2.5 seconds. Judge OK and clear the NG when the malfunction criteria below are not completed.

Judgement Value

Malfunction Criteria	Threshold Value
MIL light up request from TCM	Set

Time needed for diagnosis: 2.5 seconds

Malfunction Indicator Light Illumination: Illuminates simultaneously when malfunction is detected.

5. DTC CLEAR CONDITION

- When the OK driving cycle was completed 40 consecutive times.
- When "Clear Memory" was performed.

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 consecutive times.
- When "Clear Memory" was performed.

7. FAIL-SAFE

None

8. ECM OPERATING AT DTC SETTING

Store the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

CJ:DTC P0851 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	$\geq 10.9 \text{ V}$
After starting the engine	2 seconds or more
Starter switch	OFF

3. GENERAL DRIVING CYCLE

Perform the diagnosis continuously in 2 seconds or more after starting the engine.

4. DIAGNOSTIC METHOD

Judge NG when the continuous time of completing the malfunction criteria below becomes more than 2.56 seconds. Judge OK and clear NG when the malfunction criteria below are not completed.

Judgment Value

Malfunction Criteria	Threshold Value
Neutral switch signal when park/neutral = "OFF" & 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 was completed 40 times in a row
- When "Clear Memory" was performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed

7. FAIL SAFE

Cruise control: Not allowed to command cruise control.

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

CK:DTC P0851 NEUTRAL SWITCH INPUT CIRCUIT LOW (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 starting the engine	2 seconds or more
Starter switch	OFF

3. GENERAL DRIVING CYCLE

Perform the diagnosis continuously in 2 seconds or more 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 OK and clear 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) & engine speed 600 — 900 rpm	
b) Vehicle speed ≥ 64 km/h (40 MPH) & engine speed 1,600 — 2,550 rpm	

Time Needed for Diagnosis: 3 monitoring

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

5. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed

7. FAIL SAFE

Cruise control: Not allowed to command cruise control.

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

CL:DTC P0852 NEUTRAL SWITCH INPUT CIRCUIT HIGH (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	$\geq 10.9 \text{ V}$
After starting the engine	2 seconds or more
Starter switch	OFF

3. GENERAL DRIVING CYCLE

Perform the diagnosis continuously in 2 seconds or more after starting the engine.

4. DIAGNOSTIC METHOD

Judge NG when the continuous time until completing the malfunction criteria below becomes more than 2.56 seconds. Judge OK and clear NG when the malfunction criteria below are not completed.

Judgment Value

Malfunction Criteria	Threshold Value
Neutral switch signal when park/neutral = "ON" & 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 was completed 40 times in a row
- When "Clear Memory" was performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed

7. FAIL SAFE

Cruise control: Not allowed to command cruise control.

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

CM: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	$\geq 10.9 \text{ V}$
After starting the engine	2 seconds or more
Starter switch	OFF

3. GENERAL DRIVING CYCLE

Perform the diagnosis continuously in 2 seconds or more 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 OK and clear 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) & engine speed 600 — 900 rpm	
b) Vehicle speed $\geq 64 \text{ km/h}$ (40 MPH) & engine speed 1,600 — 2,550 rpm	

Time Needed for Diagnosis: 3 monitoring

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

5. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed

7. FAIL SAFE

Cruise control: Not allowed to command cruise control.

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

CN:DTC P1152 O₂ SENSOR CIRCUIT RANGE/PERFORMANCE (LOW) (BANK1 SENSOR1)

1. OUTLINE OF DIAGNOSIS

Detect that lambda value remains Low.

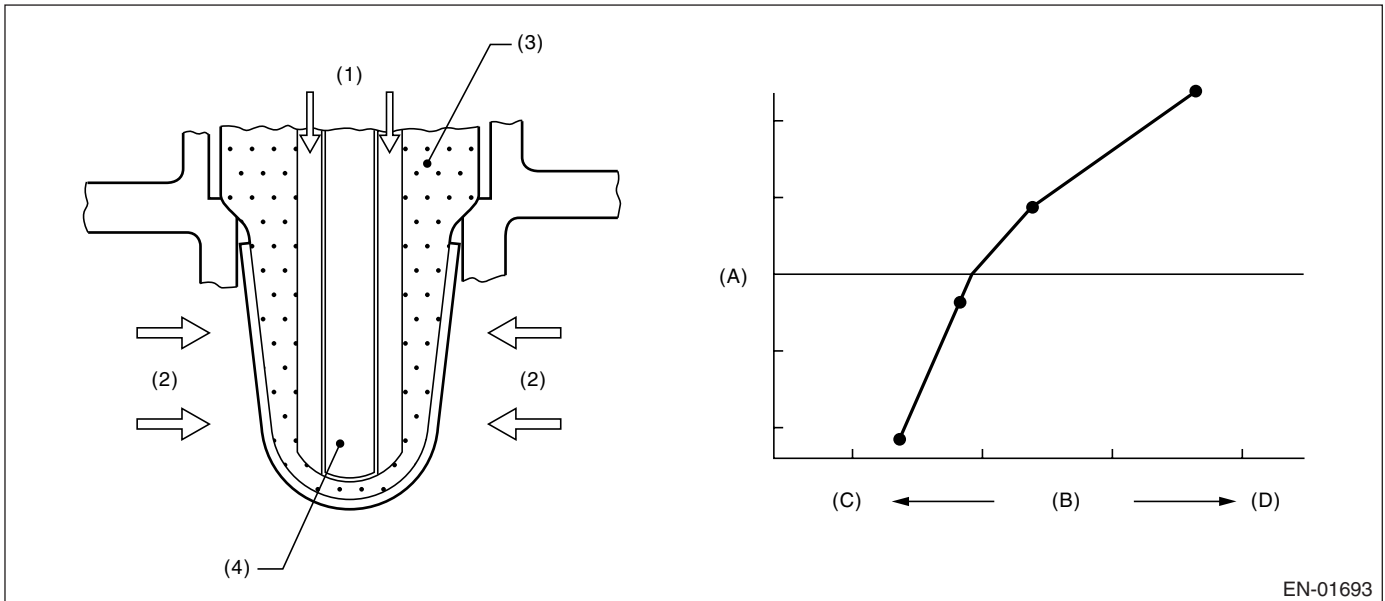
Judge NG when lambda value is abnormal in accordance with lambda value of front oxygen (A/F) sensor and running condition that is vehicle speed, amount of intake air engine coolant temperature, sub feedback control, etc.

Lambda value = Actual air fuel ratio/Theoretical air fuel ratio

Lambda > 1: Lean

Lambda < 1: Rich

2. COMPONENT DESCRIPTION



- (1) Atmosphere
- (2) Exhaust
- (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 to be in 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	Operating
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 rev.	≤ 0.02 g (0.001 oz)/rev
Impedance of front oxygen (A/F) sensor	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 since 60 seconds after starting the engine.

5. DIAGNOSTIC METHOD

Judge NG when the continuous time of completing the malfunction criteria below becomes more than 10 seconds. Judge OK and clear NG when the malfunction criteria below are not completed.

Judgment Value

Malfunction Criteria	Threshold Value
Output lambda when rear oxygen sensor sub feedback compensation coefficient being at not high 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 was completed 40 times in a row
- When “Clear Memory” was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When “Clear Memory” was 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

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

CO:DTC P1153 O₂ SENSOR CIRCUIT RANGE/PERFORMANCE (HIGH) (BANK1 SENSOR1)

1. OUTLINE OF DIAGNOSIS

Detect that lambda value remains High.

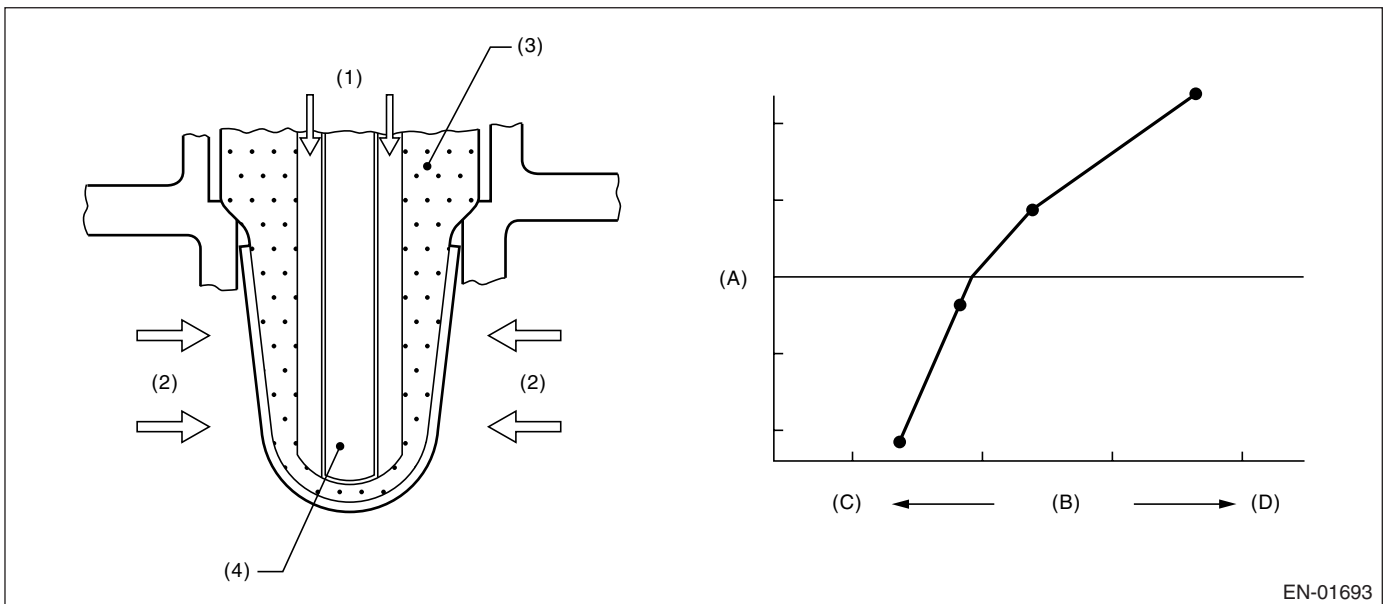
Judge NG when lambda value is abnormal in accordance with lambda value of front oxygen (A/F) sensor and running condition that is vehicle speed, amount of intake air engine coolant temperature, sub feedback control, etc.

Lambda value = Actual air fuel ratio/Theoretical air fuel ratio

Lambda > 1: Lean

Lambda < 1: Rich

2. COMPONENT DESCRIPTION



EN-01693

- (1) Atmosphere
- (2) Exhaust
- (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 to be in 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	Operating
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 rev.	≤ 0.02 g (0.001 oz)/rev
Impedance of front oxygen (A/F) sensor	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 since 60 seconds after starting the engine.

5. DIAGNOSTIC METHOD

Judge NG when the continuous time of completing the malfunction criteria below becomes more than 10 seconds. Judge OK and clear NG when the malfunction criteria below are not completed.

Judgment Value

Malfunction Criteria	Threshold Value
Output lambda when rear O ₂ sensor sub feedback compensation coefficient value being at not low 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 was completed 40 times in a row
- When “Clear Memory” was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When “Clear Memory” was 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

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

9. ECM OPERATION AT DTC SETTING

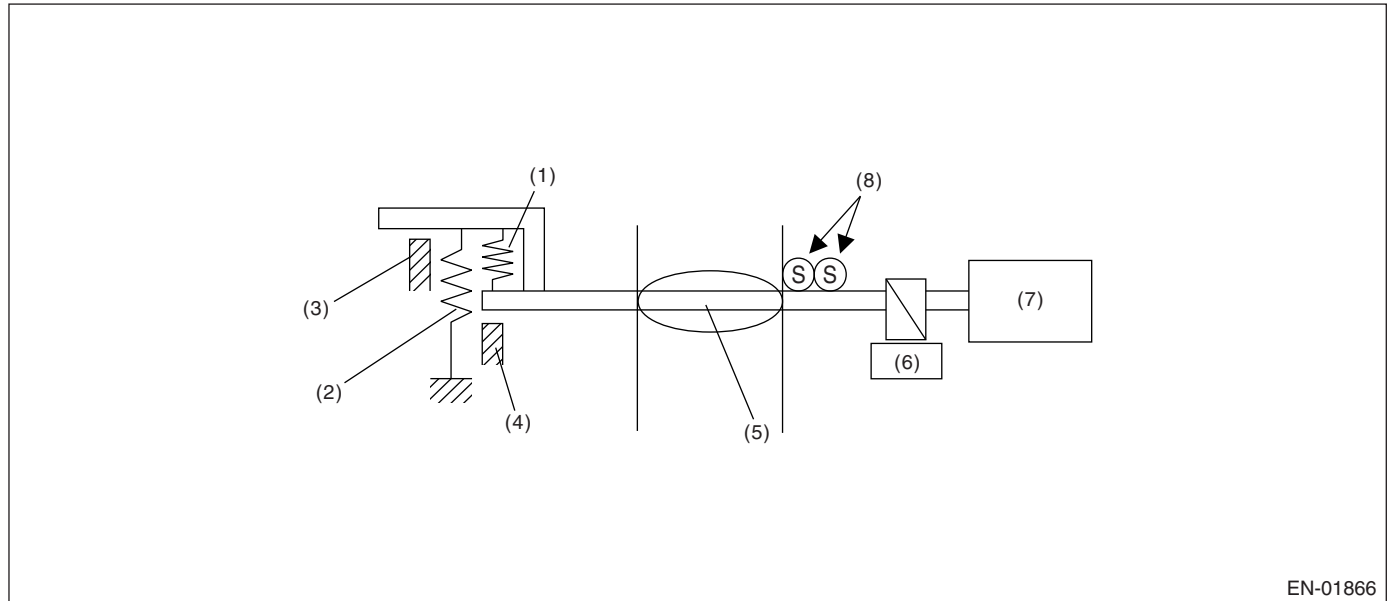
Memorize the freeze frame data. (For test mode \$02)

CP:DTC P1160 RETURN SPRING FAILURE

1. OUTLINE OF DIAGNOSIS

Judge 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



EN-01866

(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	OFF
Motor continuity	OFF

4. GENERAL DRIVING CYCLE

- Ignition switch ON → OFF
- Ignition switch OFF → ON (After clear memory only)

5. DIAGNOSTIC METHOD

Judge OK and clear the NG when the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
Opening variation after continuity is set to OFF	$\geq 2^\circ$

Time Needed for Diagnosis: 1,880 milliseconds

Malfunction Indicator Light Illumination: Illuminates as soon as malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed (Only with engine stopped)

8. FAIL SAFE

Fix the throttle opening to 6°.

9. ECM OPERATION AT DTC SETTING

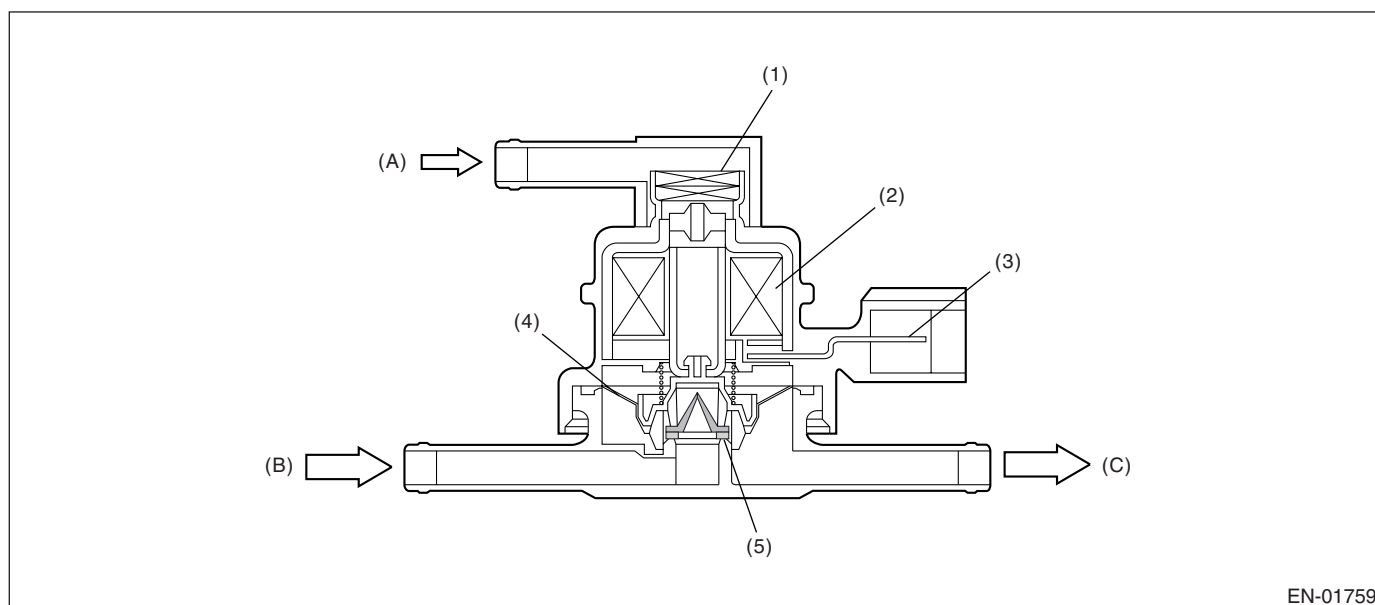
Memorize the freeze frame data. (For test mode \$02)

CQ:DTC P1400 FUEL TANK PRESSURE CONTROL SOLENOID VALVE CIRCUIT LOW

1. OUTLINE OF DIAGNOSIS

Detect open or short circuit of pressure control solenoid valve. Judge 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	≥ 10.9 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

Judge NG when the continuous time of completing the malfunction criteria below becomes more than 2.5 seconds. Judge OK and clear the NG when the malfunction criteria below are not completed.

Judgment Value

Malfunction Criteria	Threshold Value
Terminal voltage when ECM outputs off signal	Low

Time Needed for Diagnosis: 2.5 seconds

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in two continuous drive cycles.

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed

8. FAIL SAFE

None

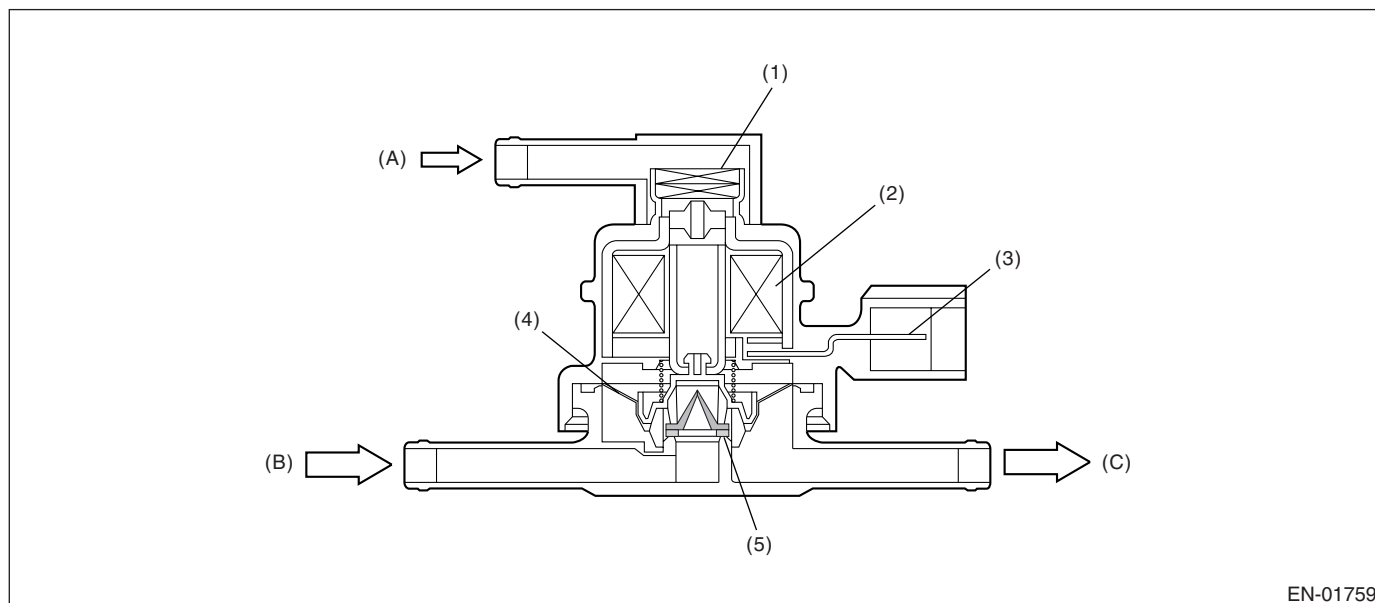
9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

CR:DTC P1420 FUEL TANK PRESSURE CONTROL SOL. VALVE CIRCUIT HIGH**1. OUTLINE OF DIAGNOSIS**

Detect open or short circuit of pressure control solenoid valve.

Judge NG when ECM output level is different from actual terminal level.

2. COMPONENT DESCRIPTION

EN-01759

(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 NG when the continuous time of completing the malfunction criteria below becomes more than 2.5 seconds. Judge OK and clear the NG when the malfunction criteria below are not completed.

Judgment Value

Malfunction Criteria	Threshold Value
Terminal voltage when ECM outputs off signal	High

Time Needed for Diagnosis: 2.5 seconds

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in two continuous drive cycles.

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

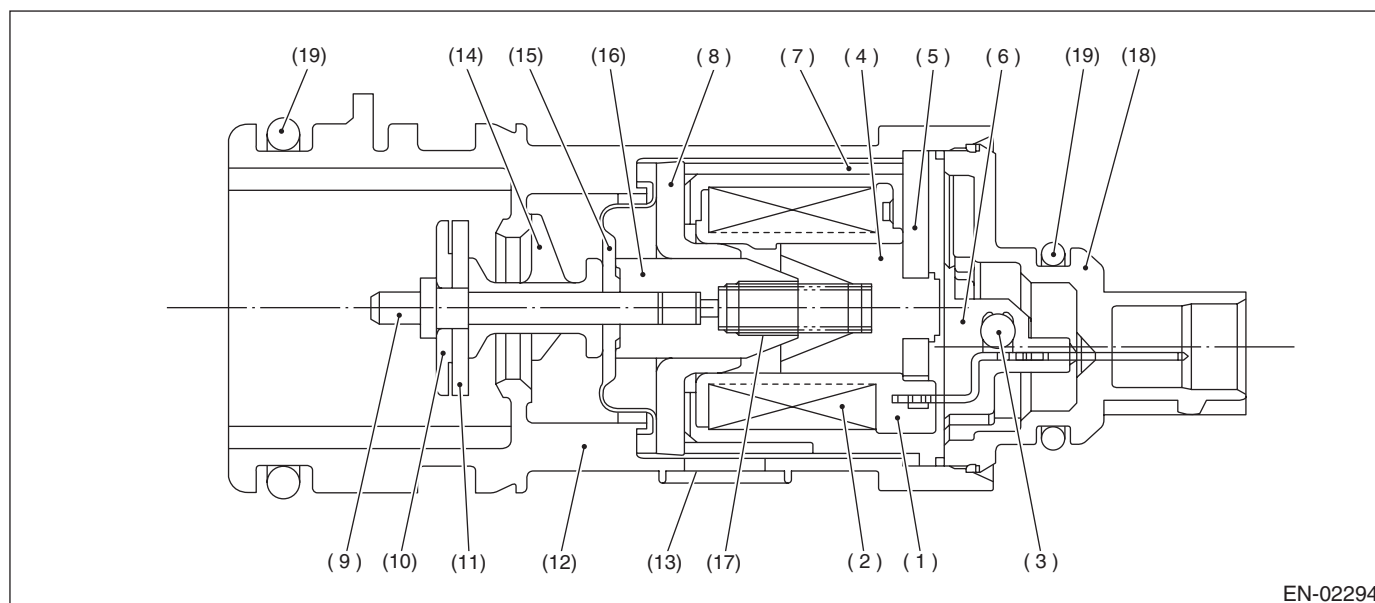
CS:DTC P1443 VENT CONTROL SOLENOID VALVE FUNCTION PROBLEM

1. OUTLINE OF DIAGNOSIS

Detect the drain valve function abnormality.

Judge NG when the fuel tank pressure is small.

2. COMPONENT DESCRIPTION



(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 Parameter	Enable Condition
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 ON → OFF	$-0.7 \longleftrightarrow 1.4\text{ kPa}$ ($-5 \longleftrightarrow 10.7\text{ mmHg}$, $-0.20 \longleftrightarrow 0.42\text{ inHg}$)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge NG when the continuous time of completing the malfunction criteria below becomes 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 the malfunction occurs.

• Normality Judgment

Judge OK and clear the NG when the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
Tank pressure	> -4.0 kPa (-30 mmHg, -1.18 inHg)
Cumulative time when the malfunction criteria below are completed	≥ 30 seconds
Duty ratio of purge control solenoid valve	Except 0
Fuel temperature	$-10 \longleftrightarrow 45^{\circ}\text{C}$ ($14 \longleftrightarrow 113^{\circ}\text{F}$)
Relative ratio of intake manifold	≤ -26.7 kPa (-200 mmHg, -7.87 inHg)

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed

8. FAIL SAFE

PCV control: Open the PCV solenoid.

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

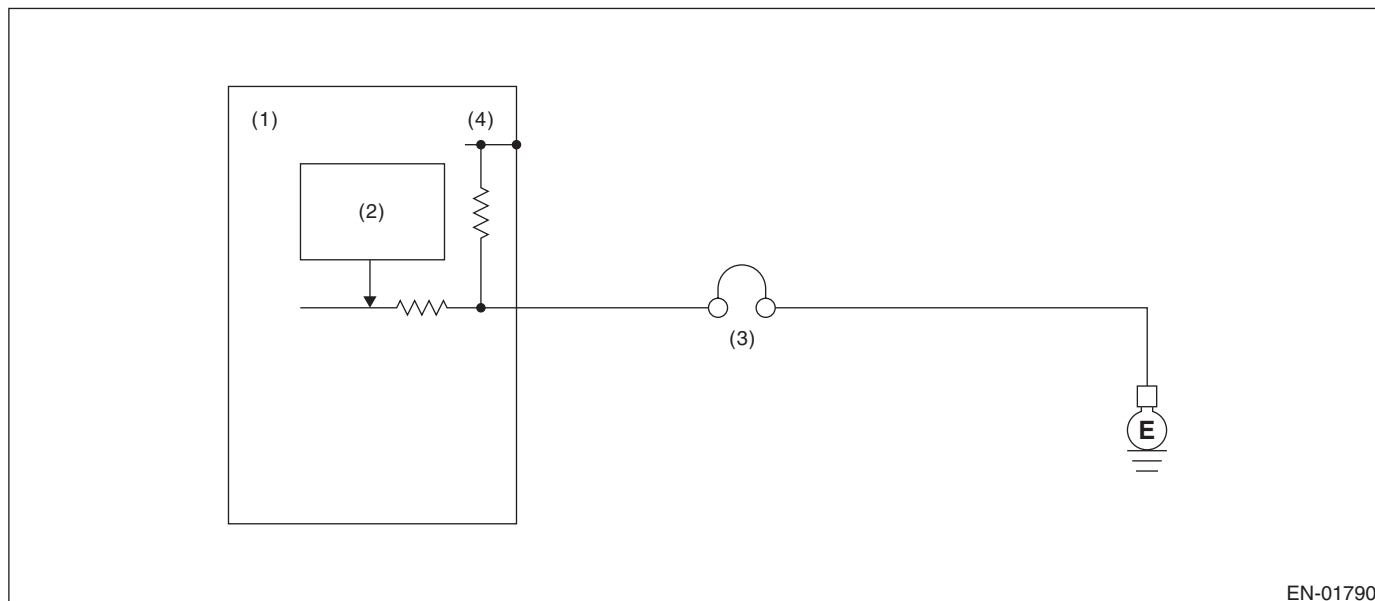
GENERAL DESCRIPTION

CT:DTC P1491 POSITIVE CRANKCASE VENTILATION (BLOW-BY) FUNCTION PROBLEM

1. OUTLINE OF DIAGNOSIS

Detect the blow-by hose release abnormality.
Judge NG when the diagnosis terminal voltage is high.

2. COMPONENT DESCRIPTION



- (1) Engine control module (ECM)
- (2) Detecting circuit
- (3) PCV diagnosis connector
- (4) 5 V

3. ENABLE CONDITION

Secondary Parameter	Enable Condition
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSIS METHOD

• Abnormality Judgment

Judge NG when the continuous time until completing the malfunction criteria below becomes more than 2.5 second.

Judgment Value

Malfunction Criteria	Threshold Value
Battery voltage	> 10.9 V
Positive crankcase ventilation diagnosis terminal voltage	High
Engine speed	≥ 500 rpm

Time Needed for Diagnosis: 2.5 second

Malfunction Indicator Light Illumination: Illuminates as soon as malfunction occurs.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

• Normality Judgment

Judge OK and clear NG when the malfunction criteria below is completed.

Judgment Value

Malfunction Criteria	Threshold Value
Battery voltage	> 10.9 V
Positive crankcase ventilation diagnosis terminal voltage	Low
Engine speed	≥ 500 rpm

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When “Clear Memory” was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was performed 3 times in a row
- When “Clear Memory” was 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

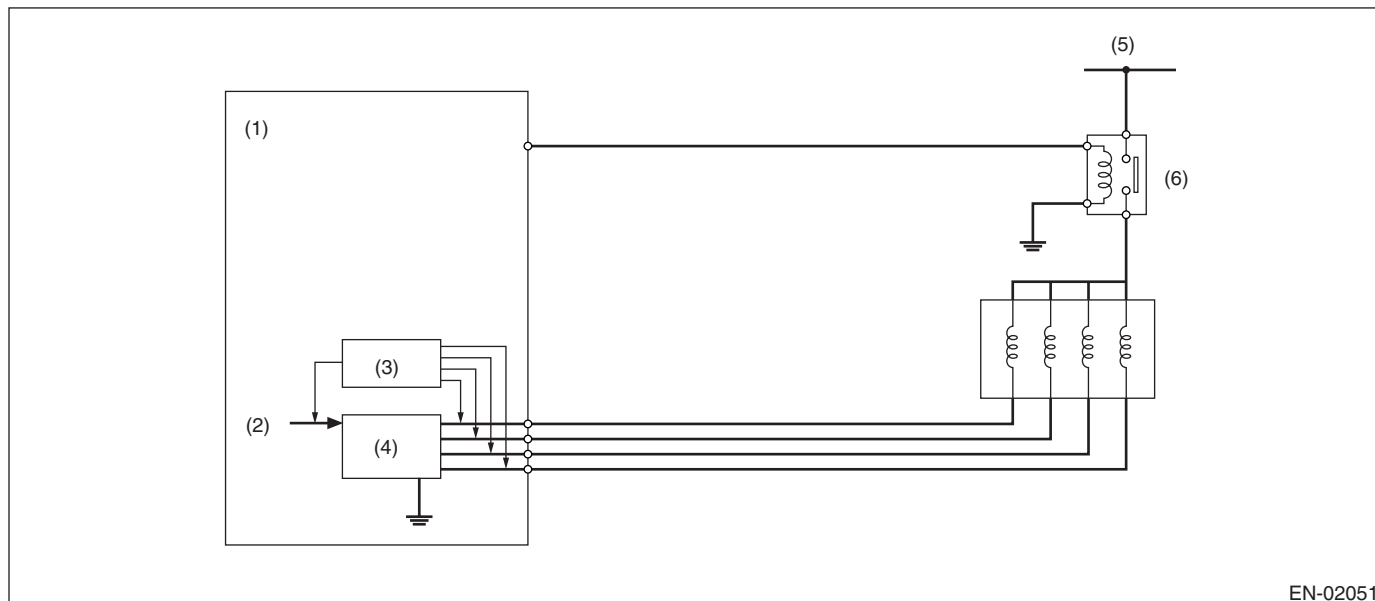
GENERAL DESCRIPTION

CU:DTC P1492 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (LOW INPUT)

1. OUTLINE OF DIAGNOSIS

- Detect the open/short circuit of EGR.
- Judge NG when ECM output level is different from actual terminal level.

2. COMPONENT DESCRIPTION



EN-02051

(1) Engine Control Module (ECM)

(3) Detecting circuit

(5) Battery voltage

(2) CPU

(4) Switching circuit

(6) Main relay

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Target position of EGR valve	> 0 step
Battery voltage	> 10.9 V

4. GENERAL DRIVING CYCLE

Perform the diagnosis continuously when EGR operating.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge NG when the continuous time until completing the malfunction criteria below becomes more than 2.5 seconds.

Malfunction Criteria	Threshold Value
Terminal voltage level when ECM outputs OFF signal	Low level

Time Needed for Diagnosis: 2.5 seconds

Malfunction Indicator Light Illumination: Illuminates as soon as malfunction occurs.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

• Normality Judgment

Judge OK and clear the NG when the malfunction criteria below are not completed.

Judgment Value

Malfunction Criteria	Threshold Value
Terminal voltage level when ECM outputs ON signal	High level

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was 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

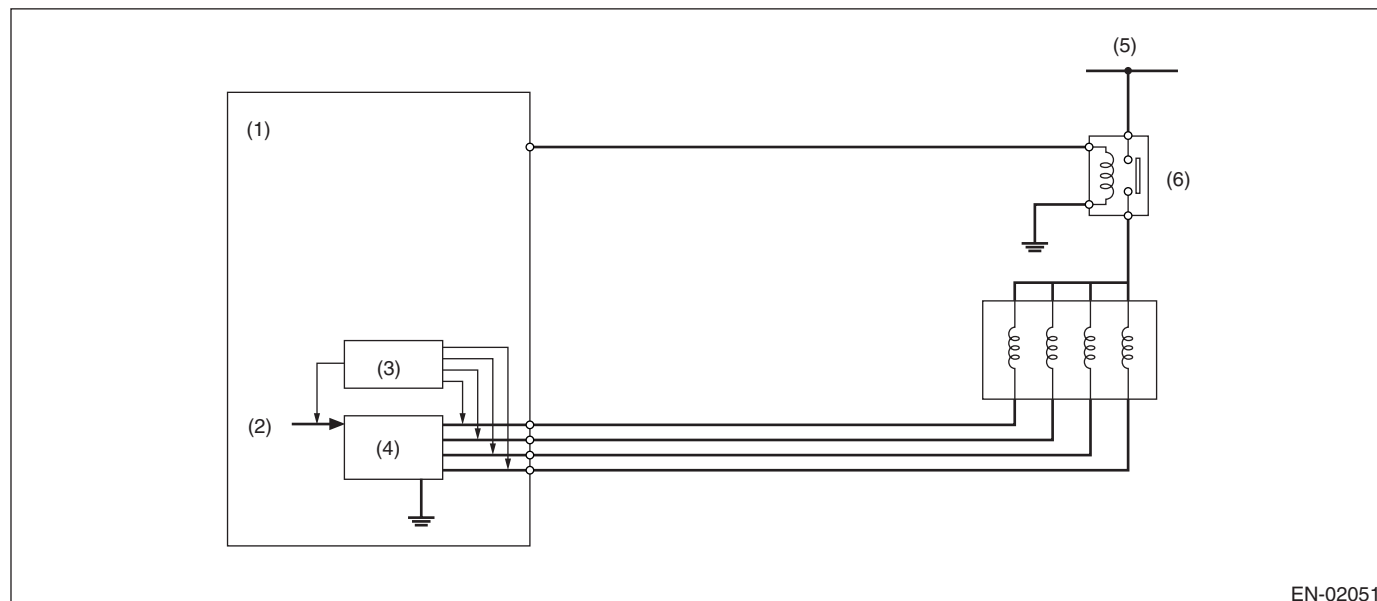
GENERAL DESCRIPTION

CV:DTC P1493 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (HIGH INPUT)

1. OUTLINE OF DIAGNOSIS

- Detect the open/short circuit of EGR.
- Judge NG when ECM output level is different from actual terminal level.

2. COMPONENT DESCRIPTION



EN-02051

(1) Engine Control Module (ECM)

(3) Detecting circuit

(5) Battery voltage

(2) CPU

(4) Switching circuit

(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 NG when the continuous time until completing the malfunction criteria below becomes more than 2.5 seconds.

Malfunction Criteria	Threshold Value
Terminal voltage level when ECM outputs ON signal	High level

Time Needed for Diagnosis: 2.5 seconds

Malfunction Indicator Light Illumination: Illuminates as soon as malfunction occurs.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

• Normality Judgment

Judge OK and clear the NG when the malfunction criteria below are not completed.

Judgment Value

Malfunction Criteria	Threshold Value
Terminal voltage level when ECM outputs OFF signal	Low level

6. DTC CLEAR CONDITION

- When the OK idling cycle is completed 40 times in a row
- When "Clear Memory" was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was 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)

CW:DTC P1494 EGR SOLENOID VALVE SIGNAL #2 CIRCUIT MALFUNCTION (LOW INPUT)

NOTE:

For the detecting criteria, refer to DTC P1492. <Ref. to GD(H4SO)-172, DTC P1492 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CX:DTC P1495 EGR SOLENOID VALVE SIGNAL #2 CIRCUIT MALFUNCTION (HIGH INPUT)

NOTE:

For the detecting criteria, refer to DTC P1493. <Ref. to GD(H4SO)-174, DTC P1493 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CY:DTC P1496 EGR SOLENOID VALVE SIGNAL #3 CIRCUIT MALFUNCTION (LOW INPUT)

NOTE:

For the detecting criteria, refer to DTC P1492. <Ref. to GD(H4SO)-172, DTC P1492 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>

CZ:DTC P1497 EGR SOLENOID VALVE SIGNAL #3 CIRCUIT MALFUNCTION (HIGH INPUT)

NOTE:

For the detecting criteria, refer to DTC P1493. <Ref. to GD(H4SO)-174, DTC P1493 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

DA:DTC P1498 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (LOW INPUT)

NOTE:

For the detecting criteria, refer to DTC P1492. <Ref. to GD(H4SO)-172, DTC P1492 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (LOW INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>

DB:DTC P1499 EGR SOLENOID VALVE SIGNAL #4 CIRCUIT MALFUNCTION (HIGH INPUT)

NOTE:

For the detecting criteria, refer to DTC P1493. <Ref. to GD(H4SO)-174, DTC P1493 EGR SOLENOID VALVE SIGNAL #1 CIRCUIT MALFUNCTION (HIGH INPUT), Diagnostic Trouble Code (DTC) Detecting Criteria.>

DC:DTC P1518 STARTER SWITCH CIRCUIT LOW INPUT

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of starter SW.

Judge OFF NG when it turns to “after engine starting” while the starter has never been set to ON.

2. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

3. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

4. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge OFF NG when the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
Vehicle speed	< 1 km/h (0.62 MPH)
Starter ON signal	Not detected
Engine speed after the engine speed of less than 500 rpm continues 0.8 seconds or more	≥ 500 rpm

Time Needed for Diagnosis: 1 second

Malfunction Indicator Light Illumination: Illuminates when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge OFF OK and clear the NG when the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
Starter ON	Experienced
Battery voltage	> 8 V

5. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When “Clear Memory” was performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed

7. FAIL SAFE

None

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

DD:DTC P1560 BACK-UP VOLTAGE CIRCUIT MALFUNCTION**1. OUTLINE OF DIAGNOSIS**

Detect open or short circuit of the back-up voltage circuit.

Judge NG when the back-up voltage becomes smaller than the battery voltage.

2. ENABLE CONDITION

Secondary Parameter	Enable Condition
None	

3. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

4. DIAGNOSTIC METHOD**• Abnormality Judgment**

Judge NG when the continuous time of completing the malfunction criteria below becomes more than 2.5 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
Voltage of back-up power	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 malfunction occurs.

• Normality Judgment

Judge OK and clear NG when the malfunction criteria below is completed.

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 was completed 40 times in a row
- When "Clear Memory" was performed

6. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed

7. FAIL SAFE

None

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

8. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

DE:DTC P1570 ANTENNA

1. OUTLINE OF DIAGNOSIS

For the detecting criteria, refer to DTC P0513. <Ref. to GD(H4SO)-144, DTC P0513 INCORRECT IMMOBILIZER KEY, Diagnostic Trouble Code (DTC) Detecting Criteria.>

DF:DTC P1571 REFERENCE CODE INCOMPATIBILITY

1. OUTLINE OF DIAGNOSIS

For the detecting criteria, refer to DTC P0513. <Ref. to GD(H4SO)-144, DTC P0513 INCORRECT IMMOBILIZER KEY, Diagnostic Trouble Code (DTC) Detecting Criteria.>

DG:DTC P1572 IMM CIRCUIT FAILURE (EXCEPT ANTENNA CIRCUIT)

1. OUTLINE OF DIAGNOSIS

For the detecting criteria, refer to DTC P0513. <Ref. to GD(H4SO)-144, DTC P0513 INCORRECT IMMOBILIZER KEY, Diagnostic Trouble Code (DTC) Detecting Criteria.>

DH:DTC P1574 KEY COMMUNICATION FAILURE

1. OUTLINE OF DIAGNOSIS

For the detecting criteria, refer to DTC P0513. <Ref. to GD(H4SO)-144, DTC P0513 INCORRECT IMMOBILIZER KEY, Diagnostic Trouble Code (DTC) Detecting Criteria.>

DI: DTC P1576 EGI CONTROL MODULE EEPROM

1. OUTLINE OF DIAGNOSIS

For the detecting criteria, refer to DTC P0513. <Ref. to GD(H4SO)-144, DTC P0513 INCORRECT IMMOBILIZER KEY, Diagnostic Trouble Code (DTC) Detecting Criteria.>

DJ:DTC P1577 IMM CONTROL MODULE EEPROM

1. OUTLINE OF DIAGNOSIS

For the detecting criteria, refer to DTC P0513. <Ref. to GD(H4SO)-144, DTC P0513 INCORRECT IMMOBILIZER KEY, Diagnostic Trouble Code (DTC) Detecting Criteria.>

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

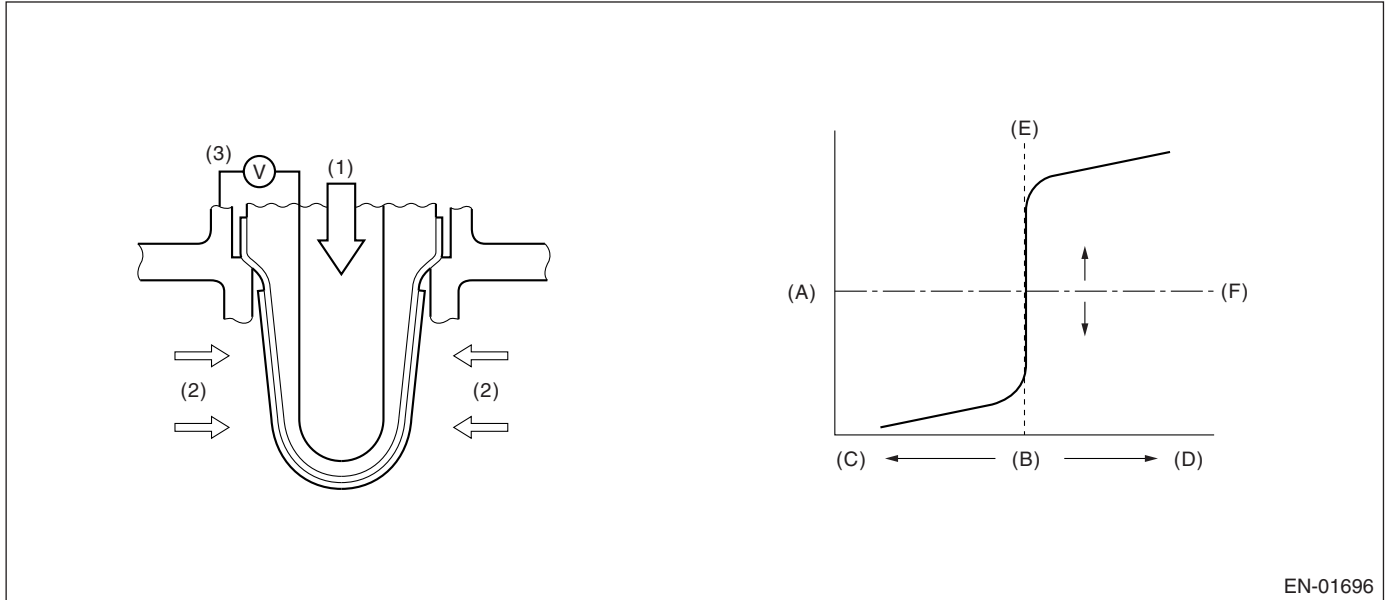
DK:DTC P2096 POST CATALYST FUEL TRIM SYSTEM TOO LEAN BANK 1

1. OUTLINE OF DIAGNOSIS

Detect the malfunction of fuel system from the amount of sub feedback control.

Judge NG when the sub feedback learning value sticks to lean sides during sub feedback learning control.

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 of completing condition below	1 second or more
Sub feedback leaning enable condition	Complete

4. GENERAL DRIVING CYCLE

Perform the diagnosis continuously at a constant speed of 50 to 100 km/h (31 to 62 MPH).

5. DIAGNOSTIC METHOD

Judge NG when the continuous time of completing the malfunction criteria below becomes more than 5 seconds. Judge OK when it becomes less than 5 seconds.

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.

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When OK with similar drive in 3 drive cycles
- When "Clear Memory" was performed

8. FAIL SAFE

None

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

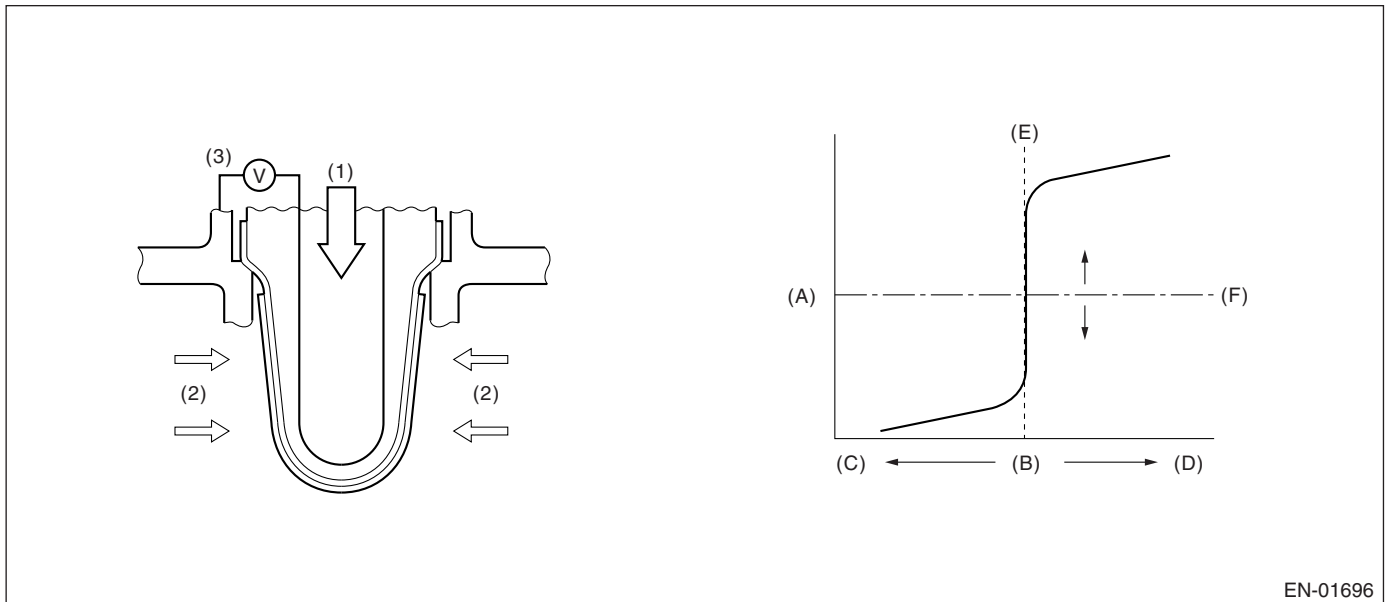
DL:DTC P2097 POST CATALYST FUEL TRIM SYSTEM TOO RICH BANK 1

1. OUTLINE OF DIAGNOSIS

Detect the malfunction of fuel system from the amount of sub feedback control.

Judge NG when the sub feedback learning value sticks to rich sides during sub feedback learning control.

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 of completing condition below	1 second or more
Sub feedback leaning enable condition	Complete

4. GENERAL DRIVING CYCLE

Perform the diagnosis continuously at a constant speed 50 to 100 km/h (31 to 62 MPH).

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

Judge NG when the continuous time of completing the malfunction criteria below becomes more than 5 seconds. Judge OK when it becomes less than 5 seconds.

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 drive cycles.

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When OK with similar drive in 3 drive cycles.
- When "Clear Memory" was 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

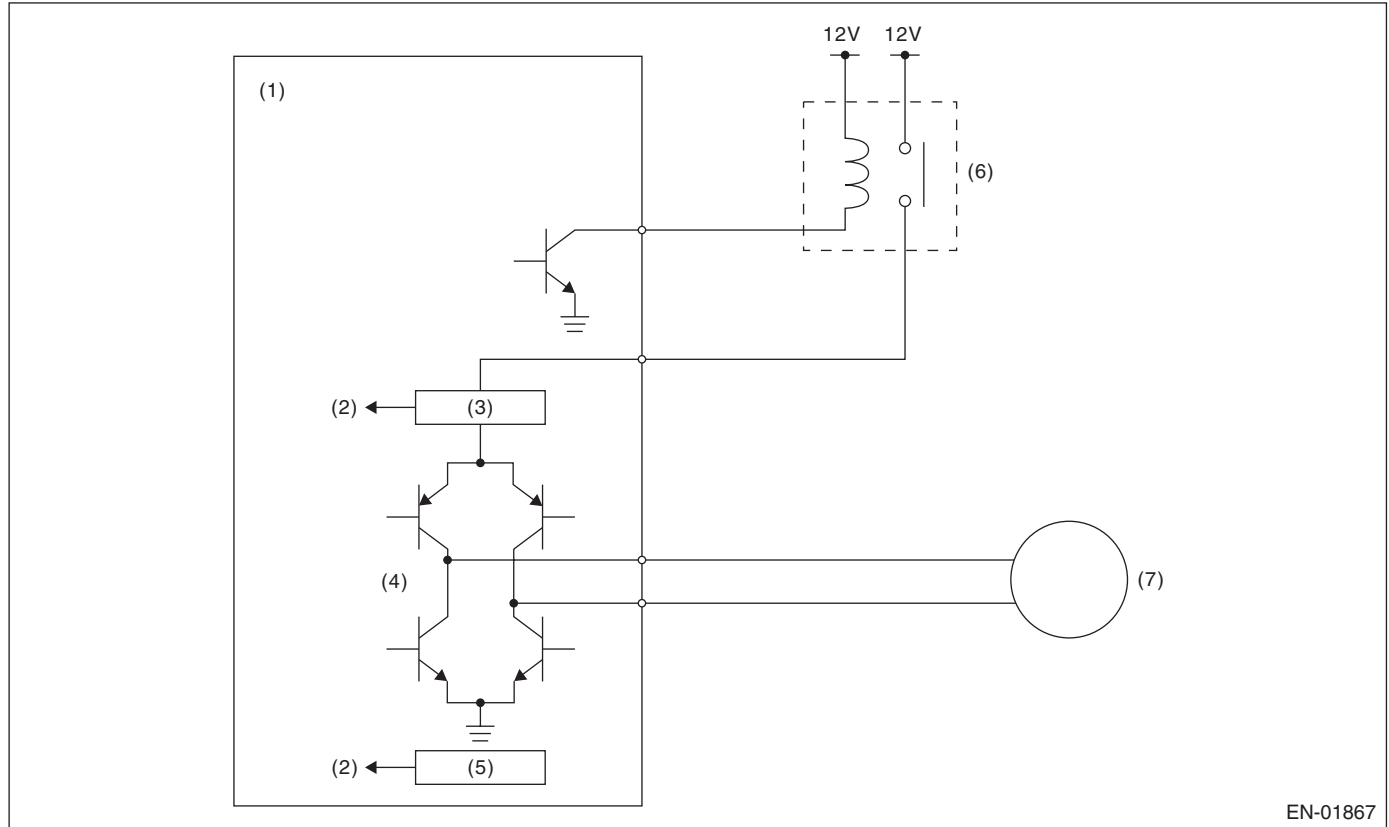
GENERAL DESCRIPTION

DM:DTC P2101 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT RANGE/ PERFORMANCE

1. OUTLINE OF DIAGNOSIS

Judge NG when the motor current becomes large or drive circuit is heated.

2. COMPONENT DESCRIPTION



(1) Engine control unit (ECM)	(4) Drive circuit	(7) Motor
(2) Detection circuit	(5) Temperature detection circuit	
(3) Overcurrent detection circuit	(6) Electronic control throttle relay	

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Under control of electronic control throttle	ON

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

5. DIAGNOSTIC METHOD

Judge OK and clear the NG when the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
Motor current	≤ 8 A
Drive circuit inner temperature	$\leq 175^{\circ}\text{C}$ (347°F)

Time Needed for Diagnosis:

- 500 milliseconds (NG judgment)
- 2,000 milliseconds (OK judgment)

Malfunction Indicator Light Illumination: Illuminates as soon as malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed (Only with engine stopped)

8. FAIL SAFE

Stop the continuity to the electronic control throttle motor. (Fix the throttle opening angle to 6° .)

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

Diagnostic Trouble Code (DTC) Detecting Criteria

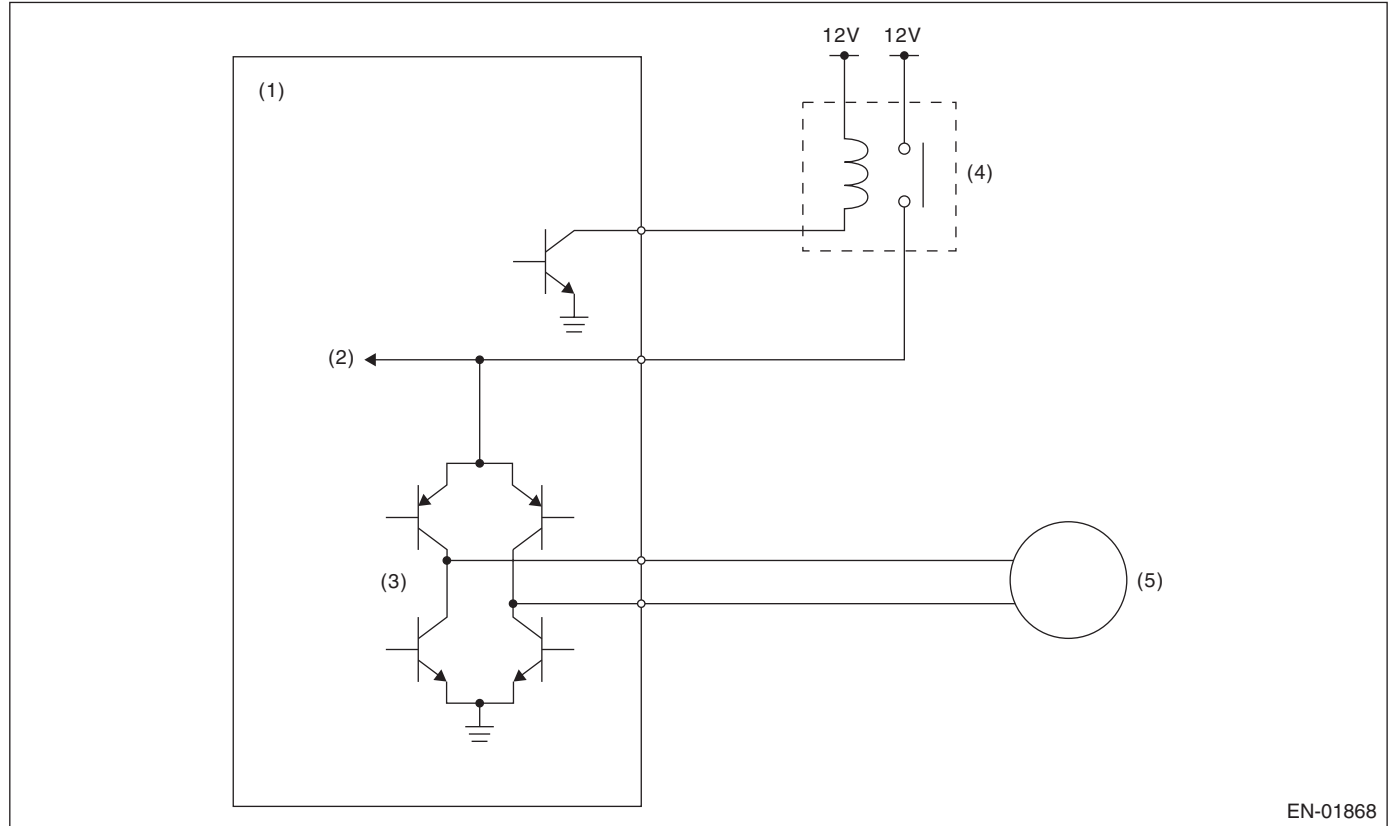
GENERAL DESCRIPTION

DN:DTC P2102 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT LOW

1. OUTLINE OF DIAGNOSIS

Judge NG when the electronic control throttle power is not supplied even when ECM sets the electronic throttle control relay to ON.

2. COMPONENT DESCRIPTION



- (1) Engine control module (ECM) (3) Drive circuit (5) Motor
(2) Voltage detection circuit (4) Electronic control throttle relay

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Electronic control throttle relay output	ON

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Judge OK and clear the NG when the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
Motor power voltage	$\geq 5\text{ V}$

Time Needed for Diagnosis:

- 400 milliseconds (For NG)
- 2,000 milliseconds (For OK)

Malfunction Indicator Light Illumination: Illuminates as soon as malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed (Only with engine stopped)

8. FAIL SAFE

Stop the continuity to the electronic control throttle motor. (Fix the throttle opening angle to 6°.)

9. ECM OPERATION AT DTC SETTING

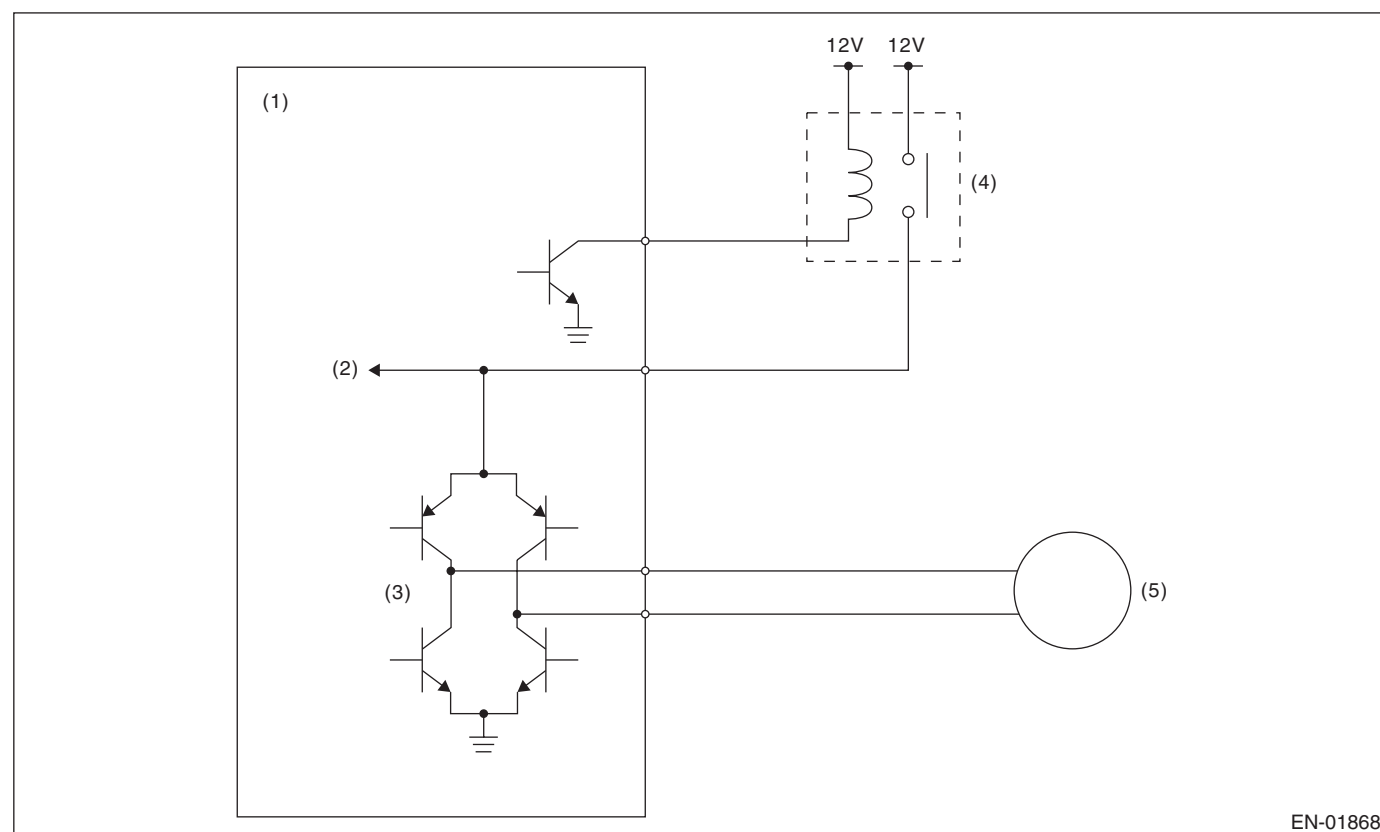
Memorize the freeze frame data. (For test mode \$02)

DO:DTC P2103 THROTTLE ACTUATOR CONTROL MOTOR CIRCUIT HIGH

1. OUTLINE OF DIAGNOSIS

Judge NG when the electronic control throttle power is not supplied even when ECM sets the electronic throttle control relay to OFF.

2. COMPONENT DESCRIPTION



EN-01868

(1) Engine control module (ECM)	(3) Drive circuit	(5) Motor
(2) Voltage detection circuit	(4) Electronic control throttle relay	

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Electronic control throttle relay output	OFF

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

4. GENERAL DRIVING CYCLE

- Ignition switch ON → OFF
- Ignition switch OFF → ON (After clear memory only)

5. DIAGNOSTIC METHOD

Judge OK and clear the NG when the malfunction criteria below are completed.

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 malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed (Only with engine stopped)

8. FAIL SAFE

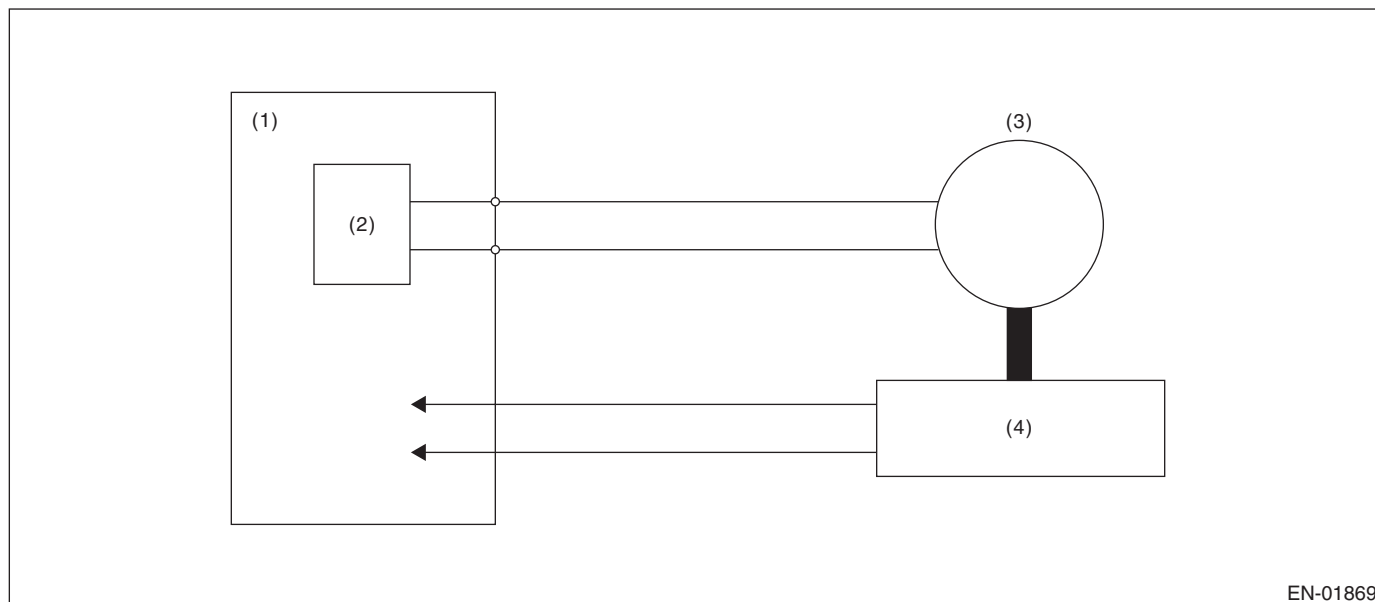
Stop the continuity to the electronic control throttle motor. (Fix the throttle opening angle to 6°.)

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

DP:DTC P2109 THROTTLE ANGLE SENSOR CLOSED POSITION ERROR**1. OUTLINE OF DIAGNOSIS**

Judge NG when all close point learning cannot conducted or abnormal value is detected.

2. COMPONENT DESCRIPTION

EN-01869

- (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 (after clear memory only)	OFF → ON

4. GENERAL DRIVING CYCLE

Perform the diagnosis at all close point learning.

5. DIAGNOSTIC METHOD**• Abnormality Judgment**

Judge OK and clear the NG when the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
Throttle sensor opening angle at all close point learning	10.127° or more, 19.872° or less
Throttle opening angle when ignition switch ON – Throttle min. stop position	≥ 1.683°

Time Needed for Diagnosis: 8 — 80 milliseconds

Malfunction Indicator Light Illumination: Illuminates as soon as malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When “Clear Memory” was performed (Only with engine stopped)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When “Clear Memory” was performed (Only with engine stopped)

8. FAIL SAFE

Stop the continuity to the electronic control throttle motor. (Fix the throttle opening angle to 6°.)

9. ECM OPERATION AT DTC SETTING

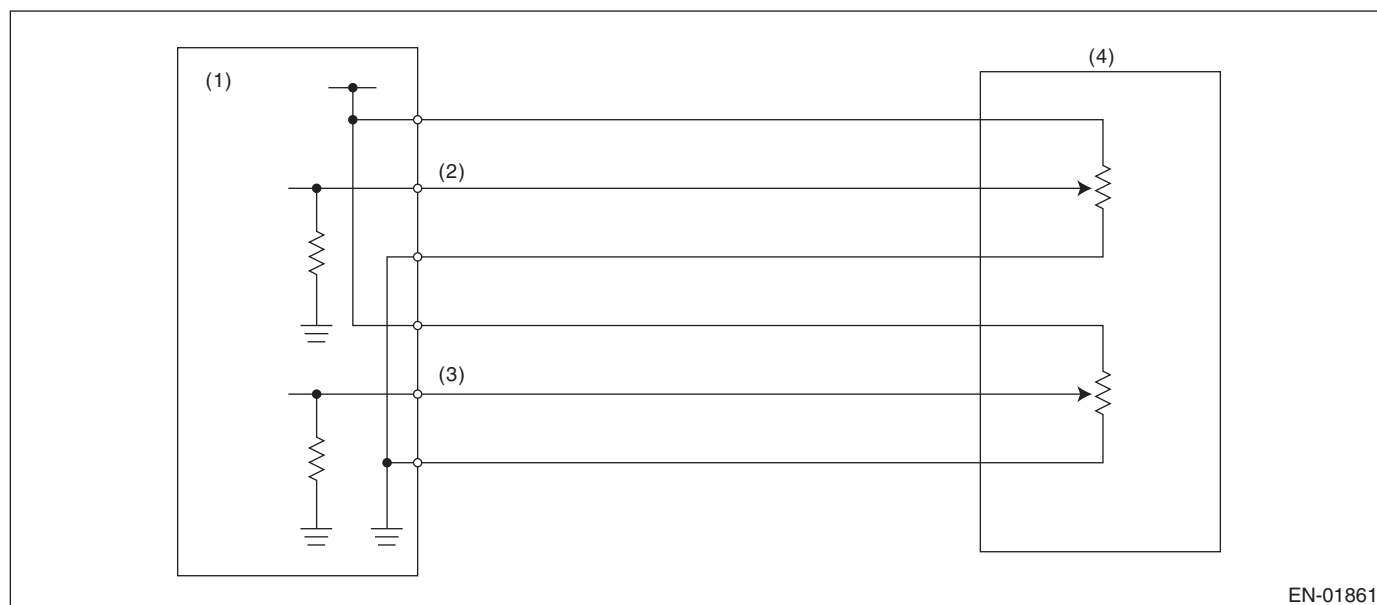
Memorize the freeze frame data. (For test mode \$02)

DQ: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 NG when out of the standard value.

2. COMPONENT DESCRIPTION



(1) Engine control module (ECM)	(3) Accelerator pedal position sensor 2 signal
(2) Accelerator pedal position sensor 1 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 OK and clear the NG when the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
Sensor 1 input voltage	≥ 0.308 V

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

Time Needed for Diagnosis: 100 milliseconds

Malfunction Indicator Light Illumination: Illuminates as soon as malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed (Only with engine stopped)

8. FAIL SAFE

- Single malfunction: Control with normal sensor
- Multi malfunction: Fix the throttle opening angle to 6°.

9. ECM OPERATION AT DTC SETTING

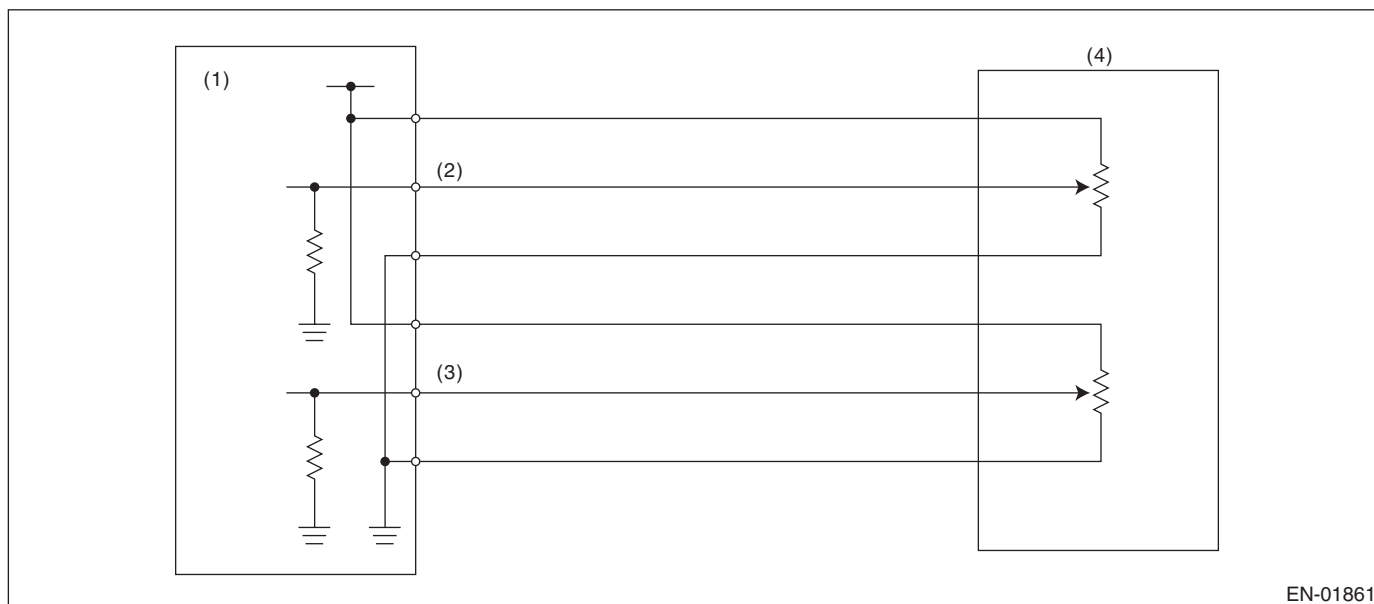
Memorize the freeze frame data. (For test mode \$02)

DR: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 NG when out of the standard value.

2. COMPONENT DESCRIPTION



(1) Engine control module (ECM)	(3) Accelerator pedal position sensor
(2) Accelerator pedal position sensor 1 signal	(4) Accelerator pedal position sensor

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Judge OK and clear the NG when the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
Sensor 1 input voltage	≤ 4.865 V

Time Needed for Diagnosis: 100 milliseconds

Malfunction Indicator Light Illumination: Illuminates as soon as malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed (Only with engine stopped)

8. FAIL SAFE

- Single malfunction: Control with normal sensor
- Multi malfunction: Fix the throttle opening angle to 6°.

9. ECM OPERATION AT DTC SETTING

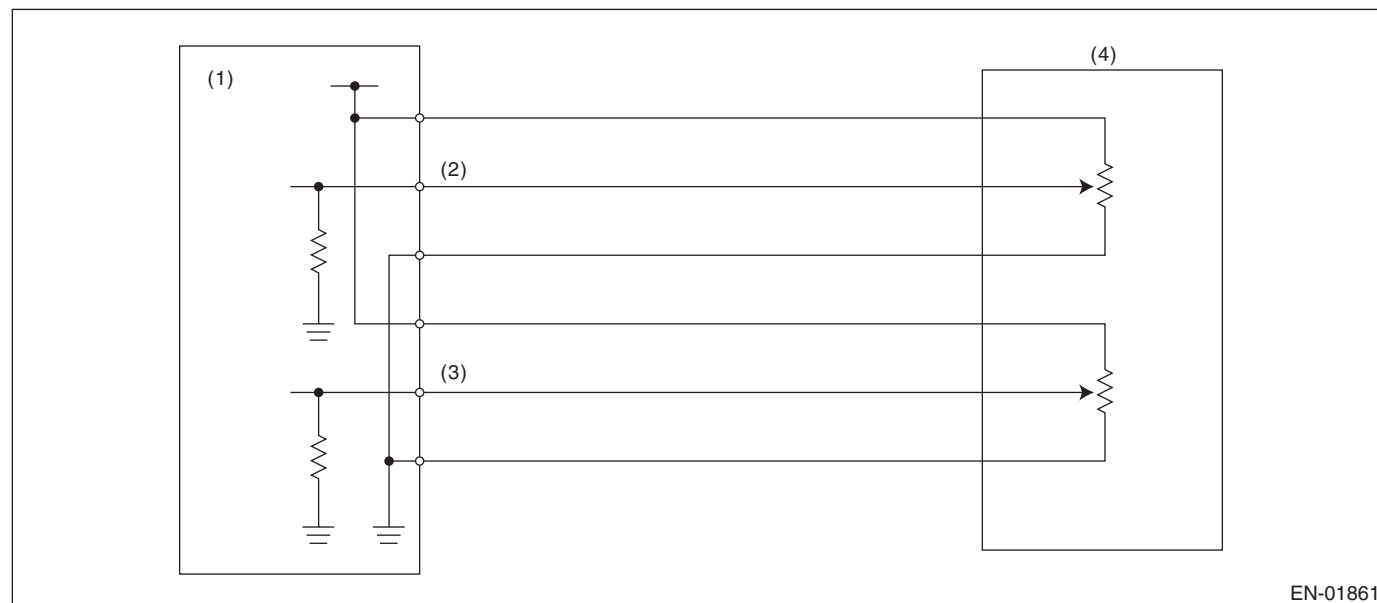
Memorize the freeze frame data. (For test mode \$02)

DS: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 NG when out of the standard value.

2. COMPONENT DESCRIPTION



(1) Engine control module (ECM)	(3) Accelerator pedal position sensor 2 signal
(2) Accelerator pedal position sensor 1 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 OK and clear the NG when the malfunction criteria below are completed.

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 malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When “Clear Memory” was performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When “Clear Memory” was performed (Only with engine stopped)

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

8. FAIL SAFE

- Single malfunction: Control with normal sensor
- Multi malfunction: Fix the throttle opening angle to 6°.

9. ECM OPERATION AT DTC SETTING

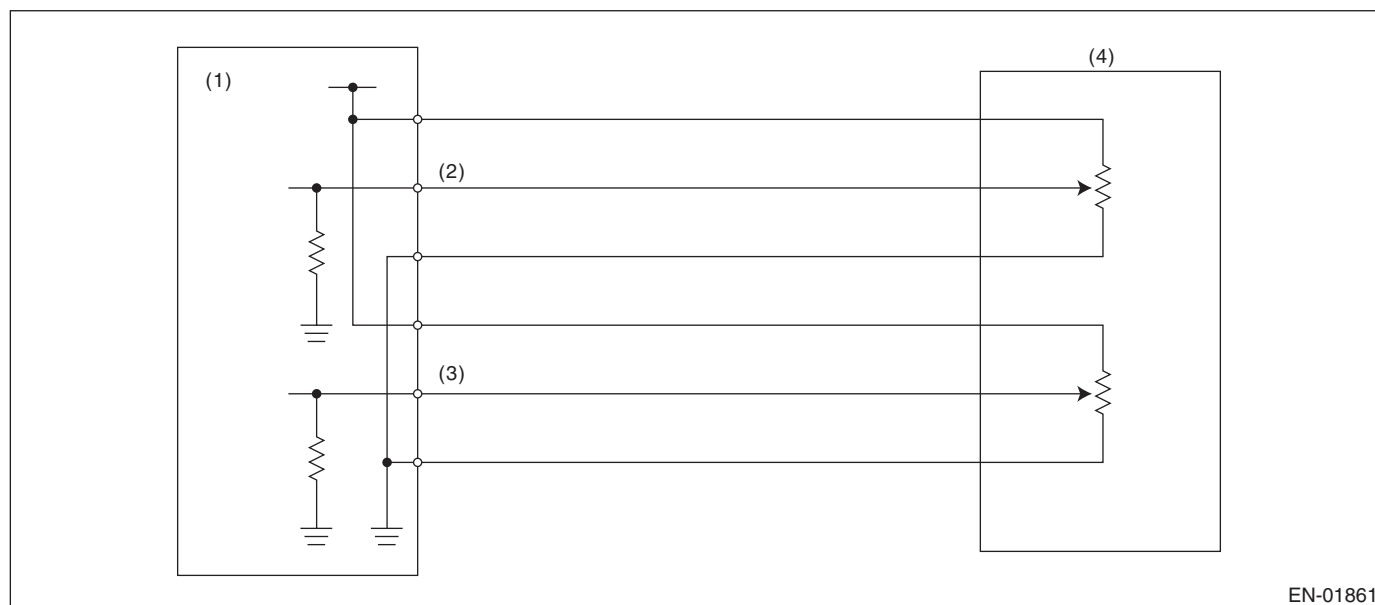
Memorize the freeze frame data. (For test mode \$02)

DT: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 NG when out of the standard value.

2. COMPONENT DESCRIPTION



(1) Engine control module (ECM)	(3) Accelerator pedal position sensor 2 signal
(2) Accelerator pedal position sensor 1 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 OK and clear the NG when the malfunction criteria below are completed.

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 malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When “Clear Memory” was performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When “Clear Memory” was performed (Only with engine stopped)

8. FAIL SAFE

- Single malfunction: Control with normal sensor
- Multi malfunction: Fix the throttle opening angle to 6°.

9. ECM OPERATION AT DTC SETTING

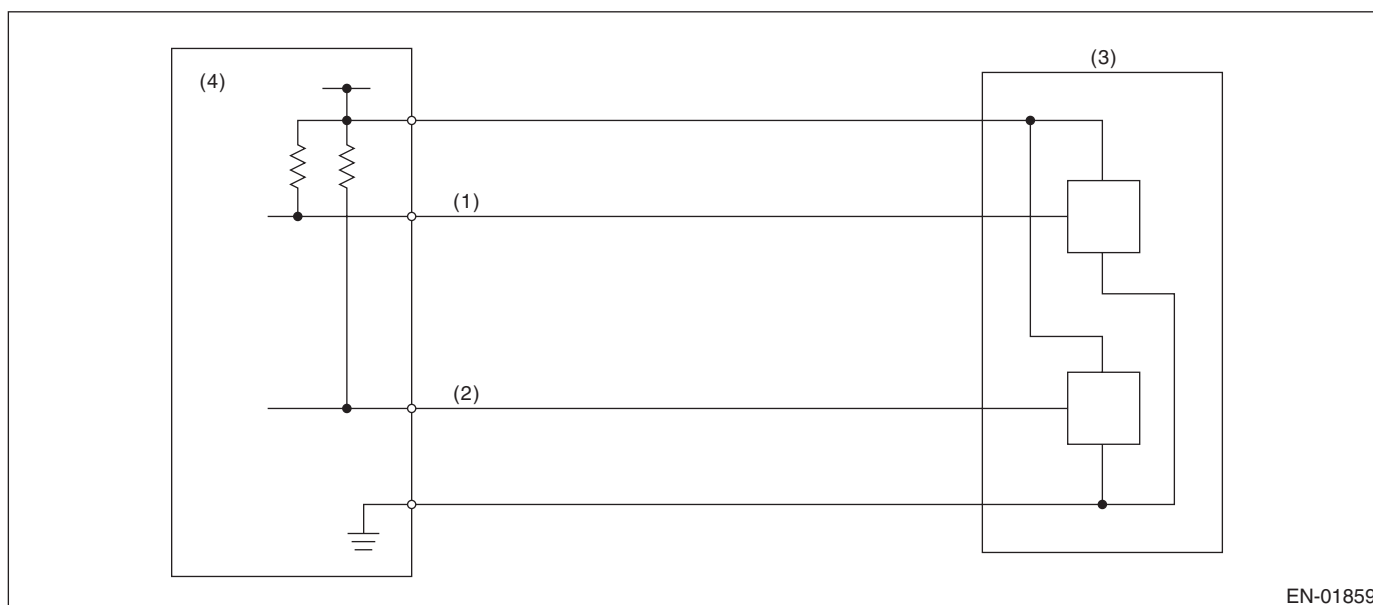
Memorize the freeze frame data. (For test mode \$02)

DU:DTC P2135 THROTTLE/PEDAL POSITION SENSOR/SWITCH “A” / “B” VOLTAGE RATIONALITY

1. OUTLINE OF DIAGNOSIS

Judge NG when the signal level of throttle position sensor 1 is different from the throttle position sensor 2.

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.

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

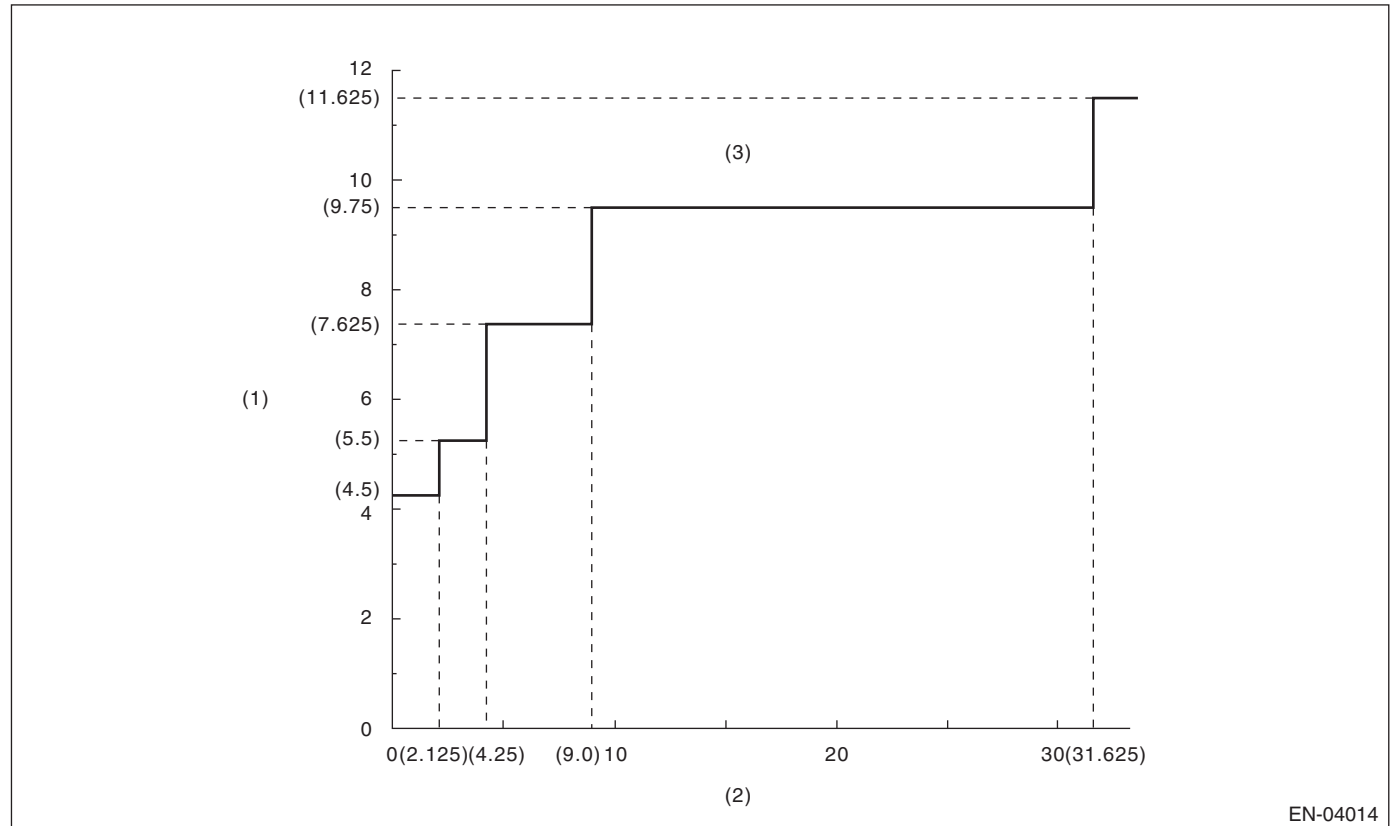
5. DIAGNOSTIC METHOD

Judge OK and clear the NG when the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
Signal difference between two sensors	$\leq 4.5^\circ$

Details of Judgment Value



(1) Sensor output difference ($^\circ$)

(2) Throttle position sensor 1 opening angle ($^\circ$)

(3) NG area

Time Needed for Diagnosis: 24 milliseconds (NG judgment), 24 milliseconds (OK judgment)

Malfunction Indicator Light Illumination: Illuminates as soon as malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed (Only with engine stopped)

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed (Only with engine stopped)

8. FAIL SAFE

Stop the continuity to electronic control throttle motor. (Fix the throttle opening angle to 6° .)

9. ECM OPERATION AT DTC SETTING

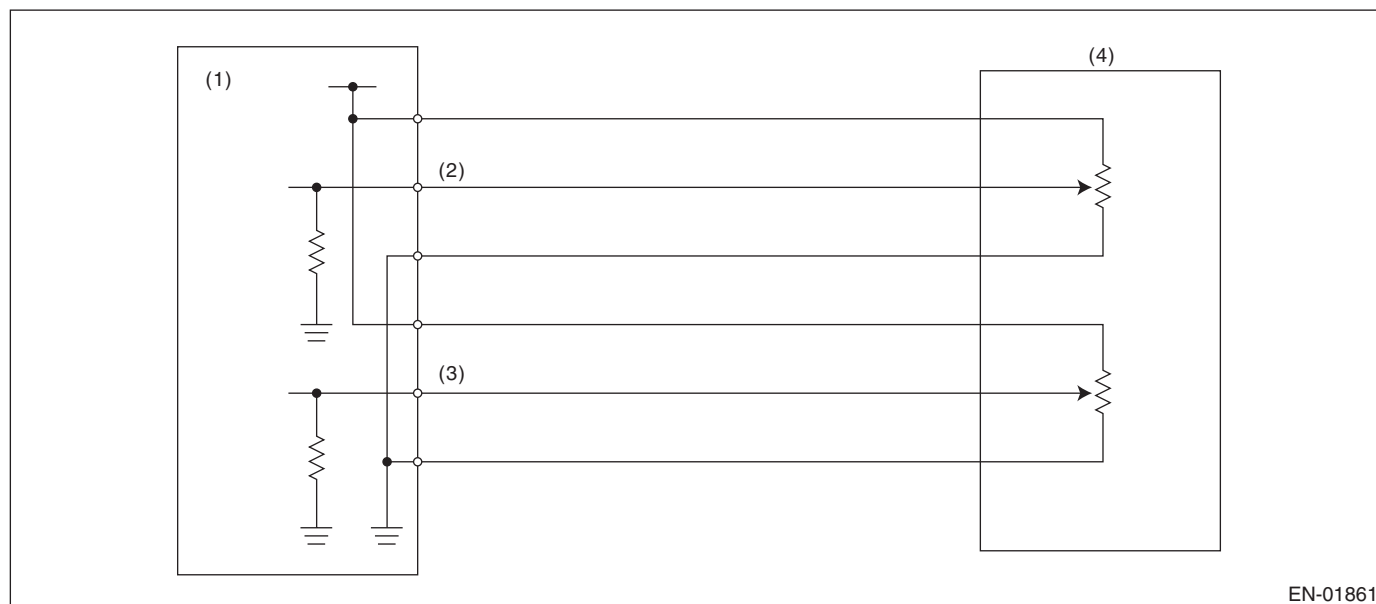
Memorize the freeze frame data. (For test mode \$02)

DV:DTC P2138 THROTTLE/PEDAL POSITION SENSOR/SWITCH “D” / “E” VOLTAGE RATIONALITY

1. OUTLINE OF DIAGNOSIS

Judge NG when the signal level of throttle position sensor 1 is different from the throttle position sensor 2.

2. COMPONENT DESCRIPTION



(1) Engine control module (ECM)	(3) Accelerator pedal position sensor 2 signal
(2) Accelerator pedal position sensor 1 signal	(4) Accelerator pedal position sensor

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Ignition switch	ON
Battery voltage	$\geq 6 \text{ V}$

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

Judge OK and clear the NG when the malfunction criteria below are completed.

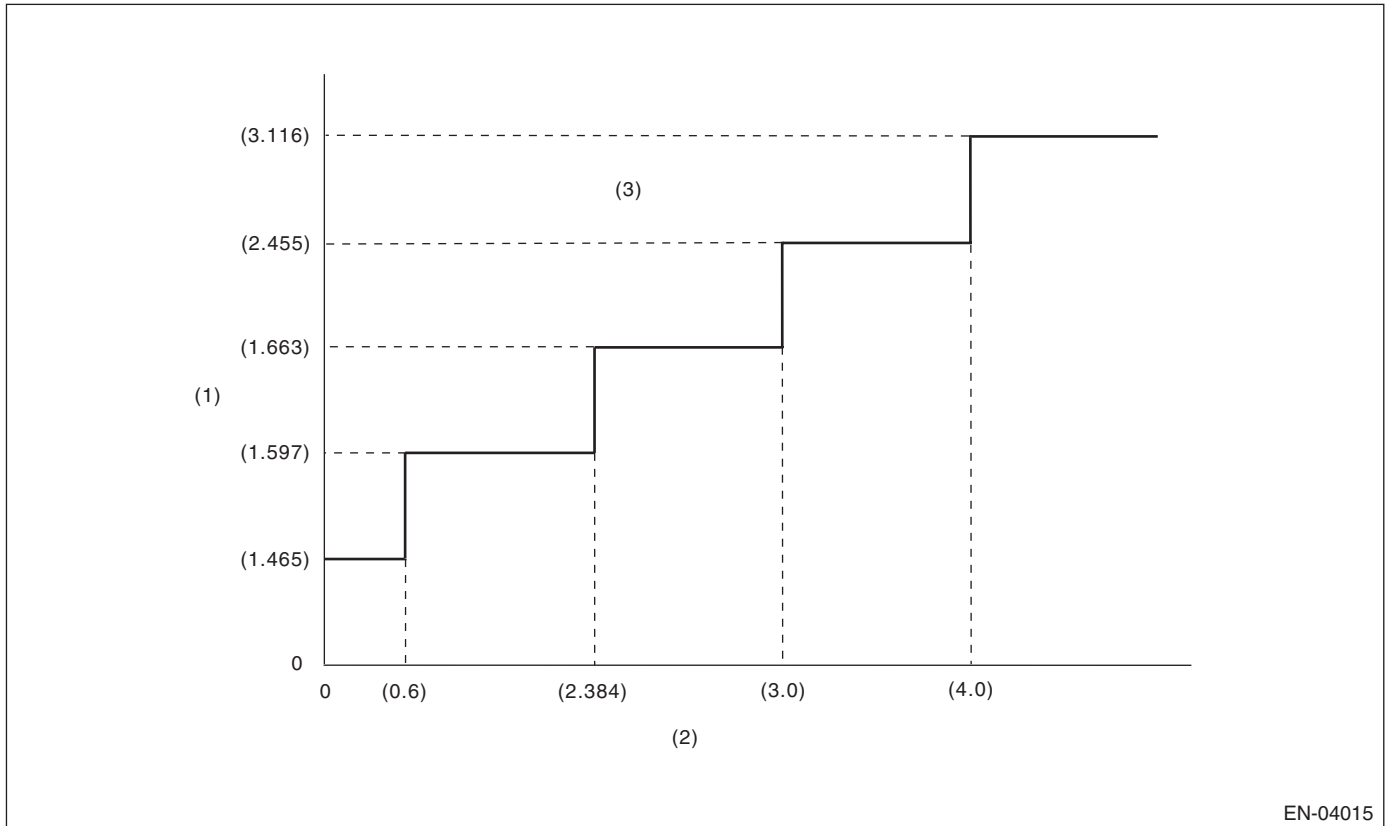
Judgment Value

Malfunction Criteria	Threshold Value
Signal difference between two sensors	$\leq 1.465^\circ$

Diagnostic Trouble Code (DTC) Detecting Criteria

GENERAL DESCRIPTION

Details of Judgment Value



(1) Sensor output difference (°)

(2) Accelerator pedal position sensor
2 opening angle (°)

(3) NG area

Time Needed for Diagnosis:

- 116 milliseconds (For NG)
- 1,000 milliseconds (For OK)

Malfunction Indicator Light Illumination: Illuminates as soon as malfunction occurs.

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was performed

8. FAIL SAFE

Fix the throttle opening angle to 6°.

9. ECM OPERATION AT DTC SETTING

Memorize the freeze frame data. (For test mode \$02)

DW:DTC P2227 BAROMETRIC PRESSURE TOO LOW**1. OUTLINE OF DIAGNOSIS**

Detect the malfunction of atmospheric pressure sensor output property. Judge NG when the atmospheric pressure sensor output is largely different from the intake manifold pressure at engine starting.

2. COMPONENT DESCRIPTION

Atmospheric pressure sensor is built in ECM.

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
Engine speed	< 300 rpm
Vehicle speed	< 1 km/h (0.62 MPH)

4. GENERAL DRIVING CYCLE

Perform the diagnosis before engine starting with the ignition switch ON.

5. DIAGNOSTIC METHOD**• Abnormality Judgment**

Judge NG when the continuous time of completing the malfunction criteria below becomes more than 0.3 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
Atmospheric – manifold absolute pressure	≥ 26.7 kPa (200 mmHg, 7.88 inHg)
Intake manifold pressure at engine starting – manifold absolute pressure	< 1.33 kPa (10 mmHg, 0.39 inHg)

Time Needed for Diagnosis:0.3 seconds

Malfunction Indicator Light Illumination:Detect when malfunction occurs in 2 continuous driving cycles.

• Normality Judgment

Judge OK and clear the NG when the continuous time of completing the malfunction criteria below becomes more than 0.3 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
Atmospheric – manifold absolute pressure	< 26.7 kPa (200 mmHg, 7.88 inHg)

6. DTC CLEAR CONDITION n

- When the OK idling cycle was completed 40 times in a row
- When “Clear Memory” was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When “Clear Memory” was 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

DX:DTC P2228 ATMOSPHERIC PRESSURE SENSOR CIRCUIT MALFUNCTION (LOW INPUT)

1. OUTLINE OF DIAGNOSIS

Detect the open or short circuit of atmospheric pressure sensor.
Judge NG when out of the standard value.

2. COMPONENT DESCRIPTION

Atmospheric pressure sensor is built in ECM.

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD

• Abnormality Judgment

Judge NG when the continuous time of completing the malfunction criteria below becomes more than 0.5 seconds.

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 malfunction occurs.

• Normality Judgment

Judge OK and clear the NG when the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
Ignition switch	ON
Output voltage	≥ 0.118 V

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was 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)

DY:DTC P2229 ATMOSPHERIC PRESSURE SENSOR CIRCUIT MALFUNCTION (HIGH INPUT)**1. OUTLINE OF DIAGNOSIS**

Detect the open or short circuit of atmospheric pressure sensor.
Judge NG when out of the standard value.

2. COMPONENT DESCRIPTION

Atmospheric pressure sensor is built in ECM.

3. ENABLE CONDITION

Secondary Parameters	Enable Conditions
None	

4. GENERAL DRIVING CYCLE

Always perform the diagnosis continuously.

5. DIAGNOSTIC METHOD**• Abnormality Judgment**

Judge NG when the continuous time of completing the malfunction criteria below becomes more than 0.5 seconds.

Judgment Value

Malfunction Criteria	Threshold Value
Ignition switch	ON
Output voltage	≥ 4.936 V

Time Needed for Diagnosis: 0.5 seconds

Malfunction Indicator Light Illumination: Illuminates as soon as malfunction occurs.

• Normality Judgment

Judge OK and clear the NG when the malfunction criteria below are completed.

Judgment Value

Malfunction Criteria	Threshold Value
Ignition switch	ON
Output voltage	< 4.936 V

6. DTC CLEAR CONDITION

- When the OK idling cycle was completed 40 times in a row
- When "Clear Memory" was performed

7. MALFUNCTION INDICATOR LIGHT CLEAR CONDITION

- When the OK driving cycle was completed 3 times in a row
- When "Clear Memory" was 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

IGNITION

General Description

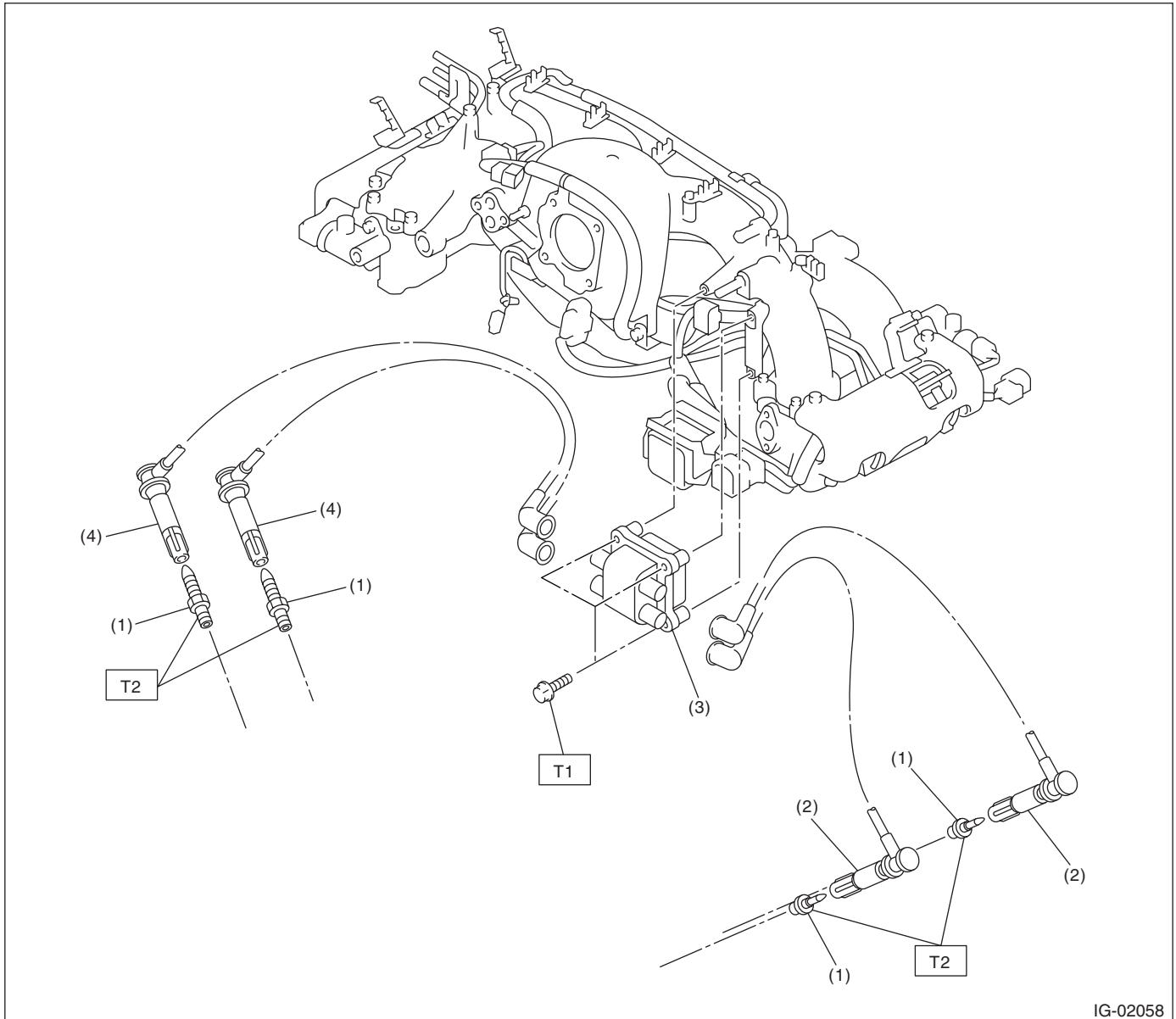
IGNITION

1. General Description

A: SPECIFICATION

	Item	Designation
Ignition coil and ignitor assembly	Model	FH 0286
	Manufacturer	DIAMOND
	Secondary coil resistance	11.7 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
- (2) Spark plug cord (#1, #3)
- (3) Ignition coil and ignitor ASSY
- (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 work clothing, including a cap, protective goggles, and protective shoes during operation.
- 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.
- Be careful not to burn yourself, because each part on the vehicle is hot after running.

- 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 electrical connectors of sensors or units, be sure to disconnect the ground cable from battery.

2. Spark Plug

A: REMOVAL

CAUTION:

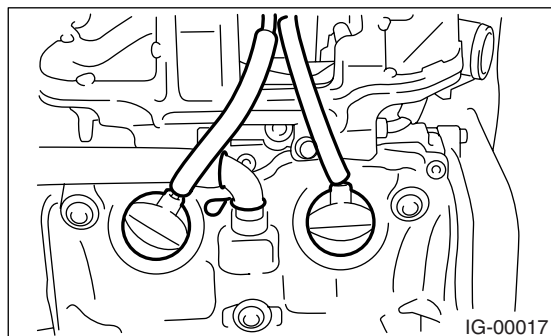
All spark plugs installed on an engine must be of the same heat range.

Spark plug:

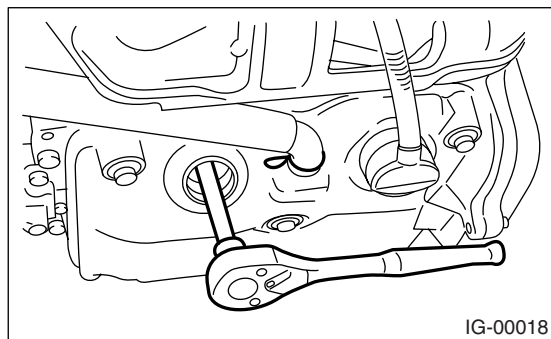
<Ref. to IG(H4SO)-2, SPECIFICATION, General Description.>

1. RH SIDE

- 1) Disconnect the ground cable from 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.)

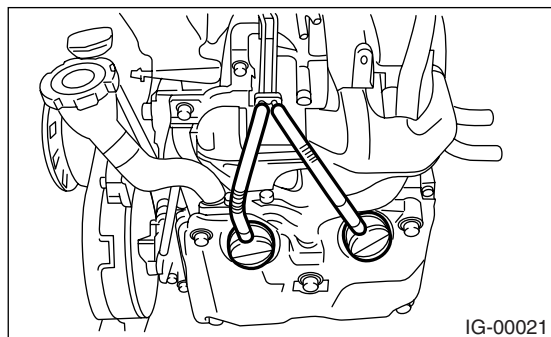


- 4) Remove the spark plug with a spark plug socket.

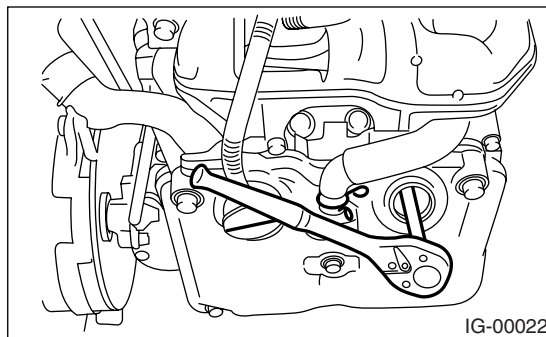


2. LH SIDE

- 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 above torque should be only applied to 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:

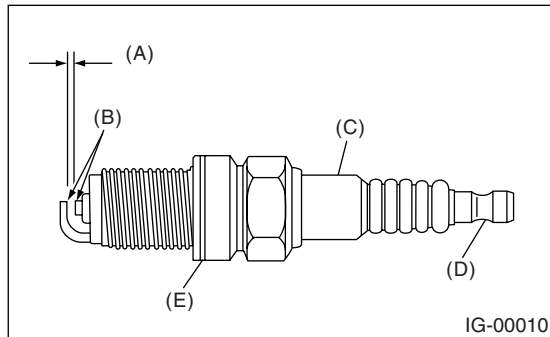
21 N·m (2.1 kgf-m, 15.2 ft-lb)

NOTE:

The above torque should be only applied to 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

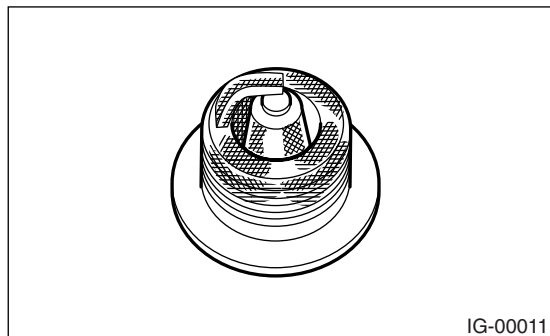
Check the electrodes and inner and outer ceramic insulator of plugs, noting the type of deposits and the degree of electrode erosion.



- (A) Spark plug gap
- (B) Carbon accumulation or wear
- (C) Crack
- (D) Damage
- (E) Damaged gasket

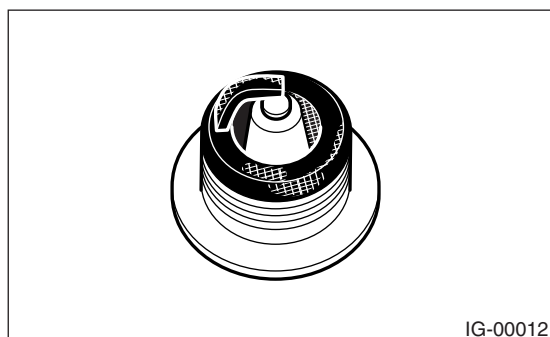
1) Normal:

Brown to grayish-tan deposits and slight electrode wear indicate correct spark plug heat range.



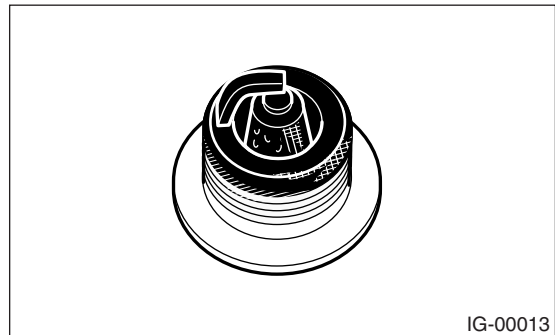
2) Carbon fouled:

Dry fluffy carbon deposits on insulator and electrode are mostly caused by slow speed driving in the city, weak ignition, too rich fuel mixture and dirty air cleaner.



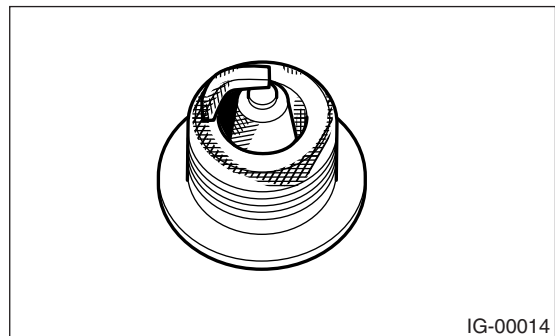
3) Oil fouled:

Wet black deposits show excessive oil entrance into combustion chamber through worn rings and pistons or excessive clearance between valve guides and stems.



4) Overheating:

White or light gray insulator with black or brown spots and bluish burnt electrodes indicate engine overheating. Moreover, the appearance results from incorrect ignition timing, loose spark plugs, wrong selection of fuel, etc.



CAUTION:

Avoid using a plug cleaner because of the spark plug with a platinum tip.

D: ADJUSTMENT

Clean the spark plugs with a wire brush. Clean and remove the carbon or oxide deposits, but do not wear away ceramic insulator.

If deposits are too stubborn, replace the plugs. After cleaning the spark plugs, correct the spark plug gap using a gap gauge.

NOTE:

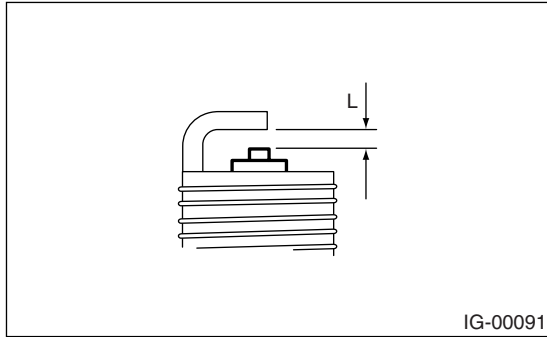
Do not use spark plug cleaners, because the spark plugs are applied with platinum tips.

Spark Plug

IGNITION

Spark plug gap L:

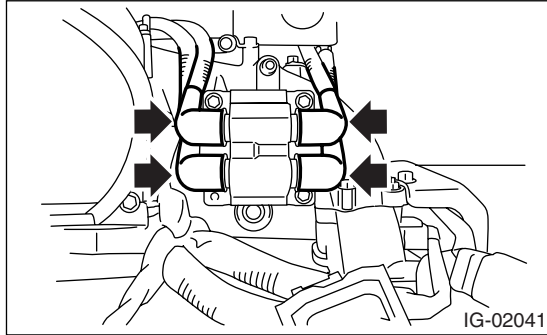
1.0 — 1.1 mm (0.039 — 0.043 in)



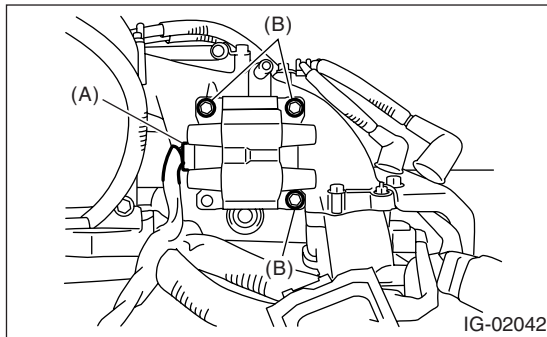
3. Ignition Coil and Ignitor Assembly

A: REMOVAL

- 1) Disconnect the ground cable from 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.



Specified resistance:

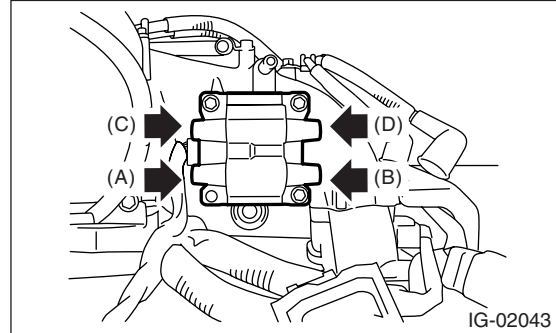
[Secondary side]

Between (A) and (B)

11.7 kΩ±15%

Between (C) and (D)

11.7 kΩ±15%



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 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.

4. Spark Plug Cord

A: INSPECTION

Check the following items:

- Damage to cords, deformation, burning, or rust formation of terminals
- Resistance values of cords

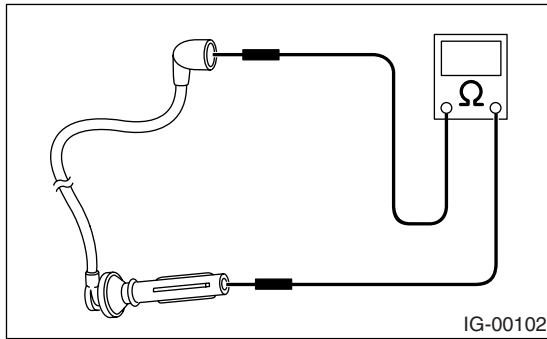
Resistance value:

#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



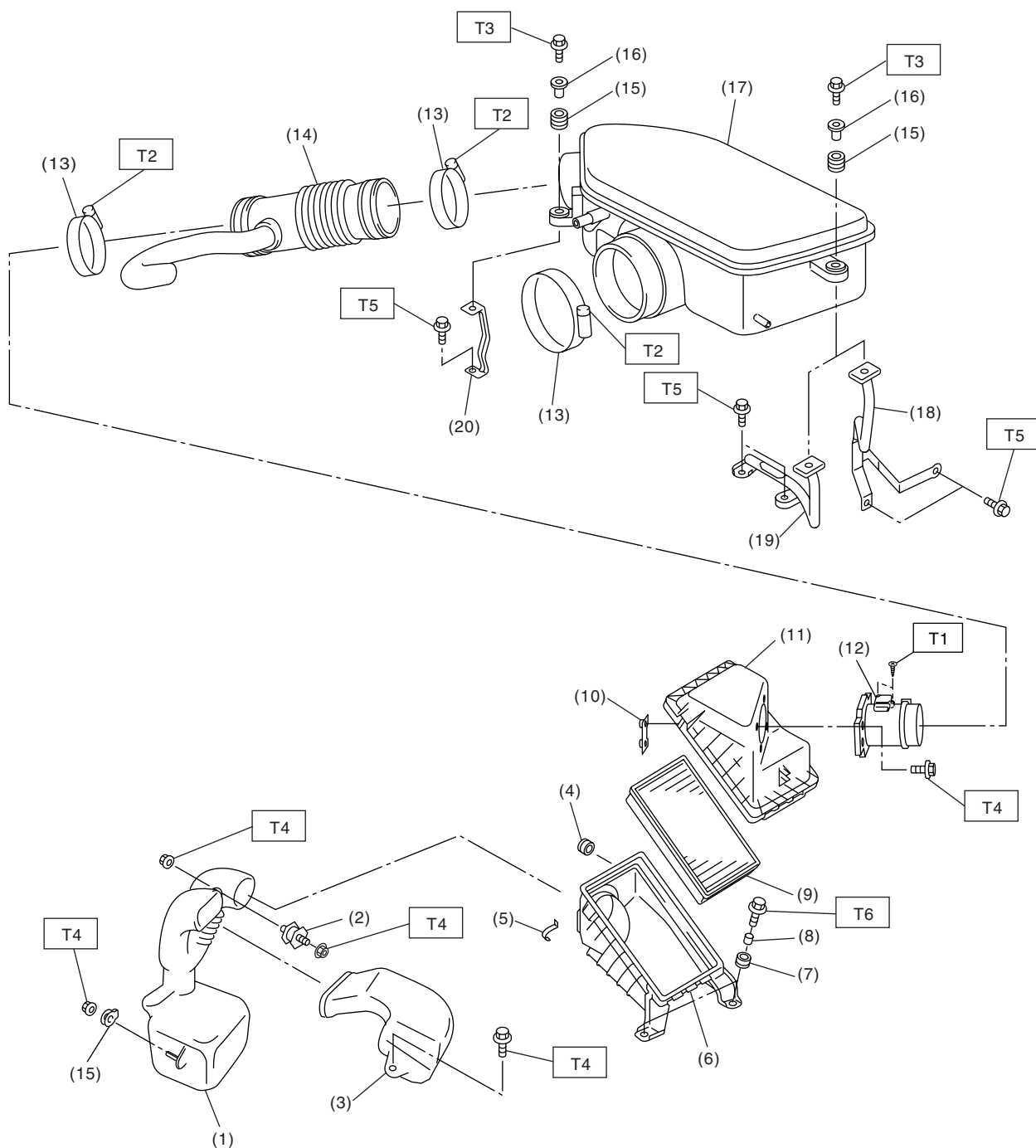
INTAKE (INDUCTION)

General Description

INTAKE (INDUCTION)

1. General Description

A: COMPONENT



IN-02168

IN(H4SO)-2

General Description

INTAKE (INDUCTION)

(1) Resonator chamber	(11) Air cleaner upper cover
(2) Cushion	(12) Mass air flow and intake air temperature sensor
(3) Air intake duct	(13) Clamp
(4) Cushion	(14) Intake duct
(5) Clip	(15) Cushion
(6) Air cleaner lower case	(16) Spacer
(7) Cushion	(17) Air intake chamber
(8) Spacer	(18) Stay LH (MT model)
(9) Air cleaner element	(19) Stay LH (AT model)
(10) Guide	

(20) Stay RH

Tightening torque: N·m (kgf-m, ft-lb)

T1: 1.0 (0.1, 0.7)

T2: 3.0 (0.3, 2.1)

T3: 6.5 (0.66, 4.8)

T4: 7.5 (0.76, 5.5)

T5: 16 (1.6, 11.6)

T6: 33 (3.4, 24.6)

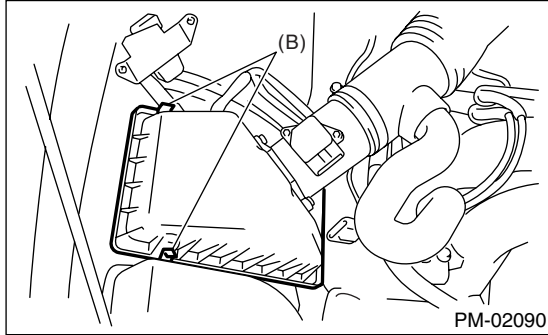
B: CAUTION

- Wear work clothing, including a cap, protective goggles, and protective shoes during operation.
- 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.
- Be careful not to burn yourself, because each part on the vehicle is hot after running.
- 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 electrical connectors of sensor or units, be sure to disconnect the ground cable from battery.

2. Air Cleaner Element

A: REMOVAL

1) Remove the clip (B) above air cleaner case.



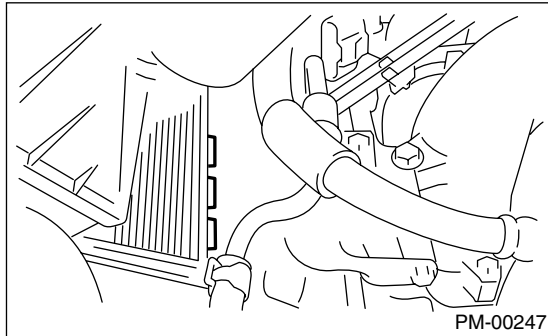
2) Remove the air cleaner element.

B: INSTALLATION

Install in the reverse order of removal.

NOTE:

Fasten it with a clip after inserting the lower tab of case.



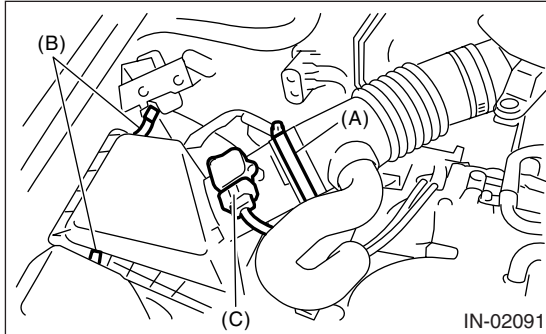
C: INSPECTION

Replace it if excessively damaged or dirty.

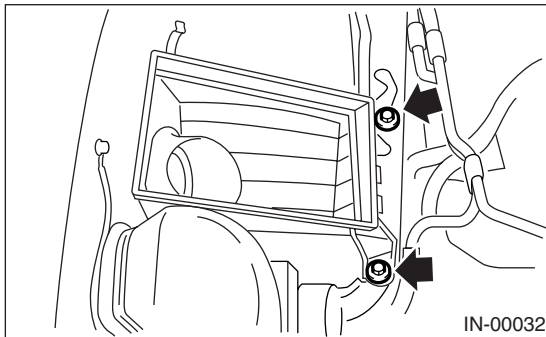
3. Air Cleaner Case

A: REMOVAL

- 1) Disconnect the ground cable from battery.
- 2) Loosen the clamp (A) which connects the air cleaner case and intake duct.
- 3) Remove the clips (B) of air cleaner case.
- 4) Disconnect the connector (C) of 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 the air cleaner case to body.



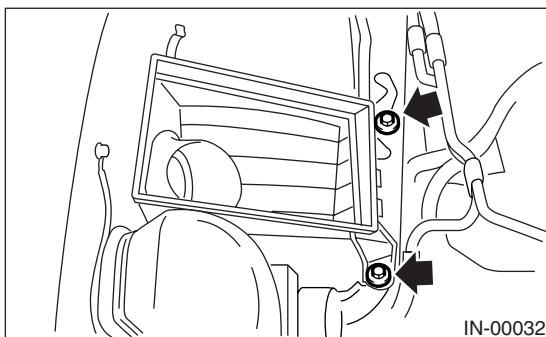
- 8) Remove the air cleaner case.

B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:

33 N·m (3.4 kgf-m, 24.6 ft-lb)



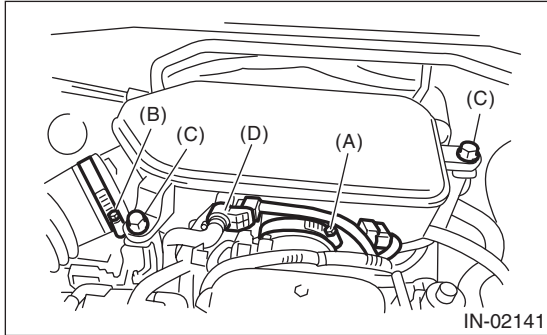
C: INSPECTION

Inspect for cracks and loose connections.

4. Air Intake Chamber

A: REMOVAL

- 1) Loosen the clamp (A) which connects the air intake chamber and throttle body.
- 2) Loosen the clamp (B) which connects the air intake chamber and intake duct.
- 3) Remove the bolts (C) which connects the air intake chamber to the stay.
- 4) Disconnect the connector (D).



- 5) Disconnect the two blow-by hoses, and then remove the air intake chamber.

B: INSTALLATION

Install in the reverse order of removal.

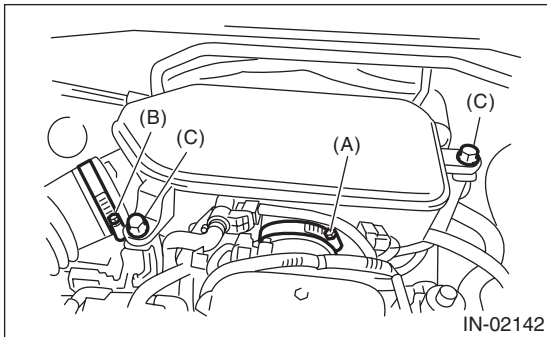
Tightening torque:

Clamp (A), (B)

3 N·m (0.3 kgf-m, 2.1 ft-lb)

Bolt (C)

6.5 N·m (0.66 kgf-m, 4.8 ft-lb)



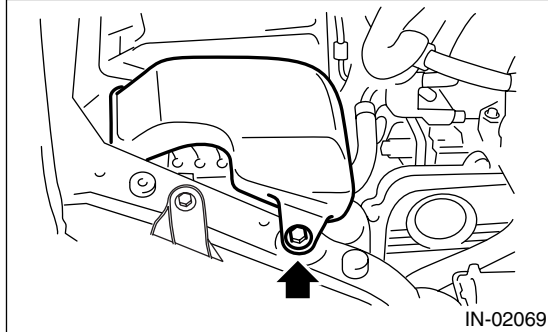
C: INSPECTION

- 1) Inspect for cracks and loose connections.
- 2) Inspect that no foreign objects are mixed in 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)

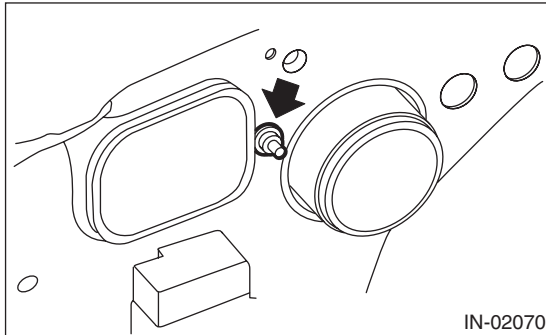
C: INSPECTION

- 1) Inspect for cracks and loose connections.
- 2) Inspect that no foreign objects are mixed in the air intake duct.

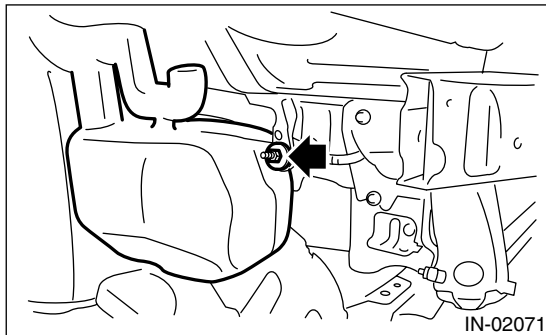
6. Resonator Chamber

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 mounting nut on the right side of engine compartment.



- 5) Lift-up the vehicle, and then remove the front wheel RH.
- 6) Remove the front mud guard RH.
- 7) Remove the resonator chamber from 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) Inspect for cracks and loose connections.
- 2) Inspect that no foreign objects are mixed in resonator chamber.

LUBRICATION

General Description

LUBRICATION

1. General Description

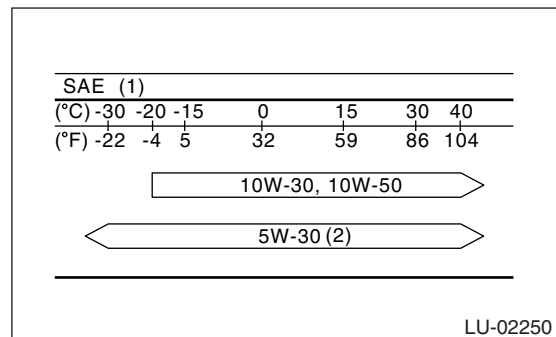
A: SPECIFICATION

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 rotor		STANDARD	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		STANDARD	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		STANDARD	0.10 — 0.175 mm (0.0039 — 0.0069 in)	
			LIMIT	0.20 mm (0.0079 in)	
	Capacity at 80°C (176°F)	600 rpm	Discharge pressure	98 kPa (1.0 kgf/cm ² , 14 psi)	
			Discharge quantity	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 quantity			47 ℓ (49.7 US qt, 41.4 Imp qt)/min.		
Relief valve operation pressure			588 kPa (6.0 kgf/cm ² , 85 psi)		
Oil filter	Type			Full-flow filter type	
	Filtration area	Diameter 65 mm (2.56 in)		470 cm ² (73 sq in)	
		Diameter 68 mm (2.68 in)		800 cm ² (124 sq in)	
	By-pass valve opening pressure			160 kPa (1.63 kgf/cm ² , 23.2 psi)	
	Outer diameter × width	Diameter 65 mm (2.56 in)		65 × 74.4 mm (2.56 × 2.93 in)	
		Diameter 68 mm (2.68 in)		68 × 65 mm (2.68 × 2.56 in)	
Oil filter to engine thread size			M 20 × 1.5		
Oil pressure switch	Type			Immersed contact point type	
	Working voltage — wattage			12 V — 3.4 W or less	
	Warning light activation pressure			14.7 kPa (0.15 kgf/cm ² , 2.1 psi)	
	Proof pressure			More than 981 kPa (10 kgf/cm ² , 142 psi)	
Engine oil	Capacity (at overhaul)			4.8 ℓ (5.1 US qt, 4.2 Imp qt)	
	When replacing engine oil and oil filter			4.2 ℓ (4.4 US qt, 3.7 Imp qt)	
	When replacing engine oil only			4.0 ℓ (4.2 US qt, 3.5 Imp qt)	

Recommended oil:

API standard SM with the “Energy Conserving” logo is printed.

ILSAC standard, GF4 “Star burst mark” label is on the container.



- (1) SAE viscosity No. and applicable temperature
(2) Recommended

The proper viscosity helps vehicle get good cold and hot starting by reducing viscous friction and thus increasing cranking speed.

CAUTION:

When replenishing oil, it does not matter if the oil to be added is a different brand from that in the engine; however, use oil having the API standard and SAE viscosity No. designated by SUBARU.

NOTE:

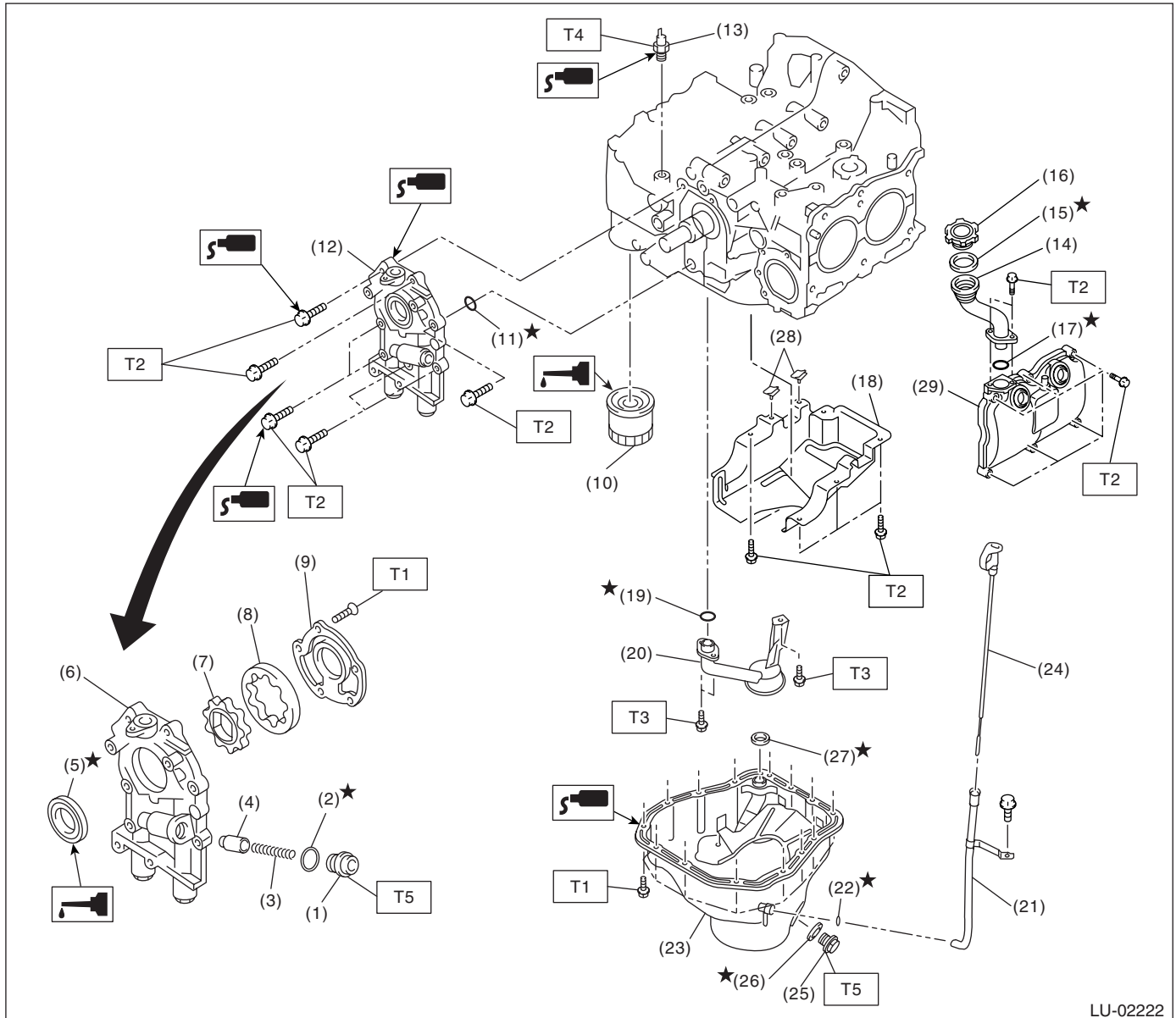
If the vehicle is used in areas with very high temperatures or for other heavy duty applications, the following viscosity oils may be used: API standard: SM or SL

SAE Viscosity No.: 30, 40, 10W-50, 20W-40, 20W-50.

General Description

LUBRICATION

B: COMPONENT



LU-02222

(1) Plug	(13) Oil pressure switch	(25) Drain plug
(2) Gasket	(14) Oil filler duct	(26) Metal gasket
(3) Relief valve spring	(15) O-ring	(27) Gasket
(4) Relief valve	(16) Oil filler cap	(28) Seal
(5) Oil seal	(17) O-ring	(29) Rocker cover
(6) Oil pump case	(18) Baffle plate	
(7) Inner rotor	(19) O-ring	
(8) Outer rotor	(20) Oil strainer	
(9) Oil pump cover	(21) Oil level gauge guide	
(10) Oil filter	(22) O-ring	
(11) O-ring	(23) Oil pan	
(12) Oil pump ASSY	(24) Oil level gauge	
		(25) Drain plug
		(26) Metal gasket
		(27) Gasket
		(28) Seal
		(29) Rocker cover

Tightening torque: N·m (kgf-m, ft-lb)

T1: 5.4 (0.55, 4.0)

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)

C: CAUTION

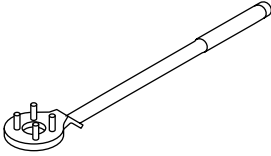
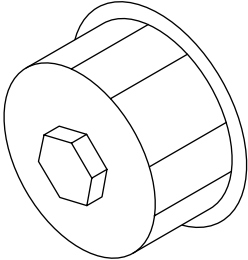
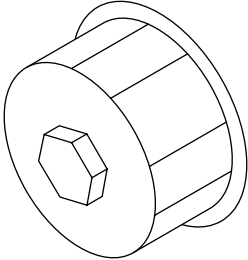
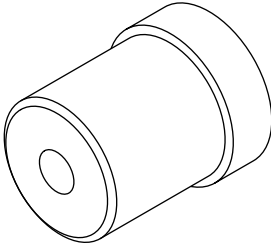
- Wear work clothing, including a cap, protective goggles, and protective shoes during operation.
- Remove contamination including dirt and corrosion before removal, installation or disassembly.
- Keep the disassembled parts in order and protect them from dust and dirt.
- Before removal, installation or disassembly, be sure to clarify the failure. Avoid unnecessary removal, installation, disassembly, and replacement.
- Be careful not to burn yourself, because each part in the vehicle is hot after running.
- 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 electrical connectors of sensors or units, be sure to disconnect the ground cable from battery.

General Description

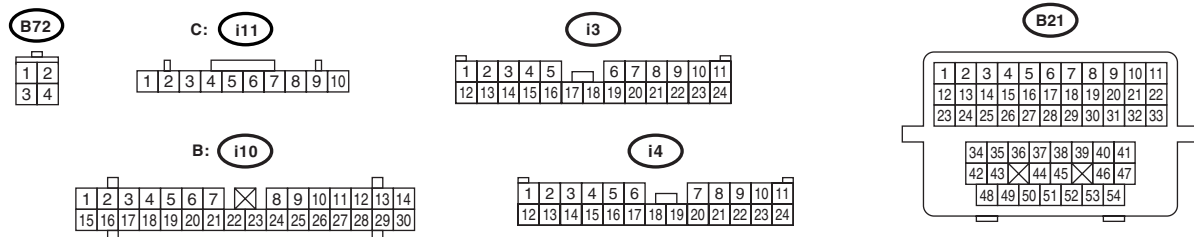
LUBRICATION

D: PREPARATION TOOL

1. SPECIAL TOOL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-499977100	499977100	CRANK PULLEY WRENCH	Used for stopping rotation of crankshaft pulley when loosening and tightening crankshaft 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 pump oil seal.

A: WIRING DIAGRAM



LU(H4SO)-7

Oil Pressure System

LUBRICATION

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 lights go on?	Go to step 2.	Repair or replace the combination meter. <Ref. to IDI-3, INSPECTION, Combination Meter System.>
2 CHECK HARNESS CONNECTOR BETWEEN COMBINATION METER AND 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 the oil pressure switch connector and chassis ground. Connector & terminal (E11) No. 1 (+) — Chassis ground (-):	Is the voltage more than 10 V?	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 (i11) No. 7 — (i10) No. 2:	Is the resistance less than 10 Ω ?	Replace the harness connector between combination meter and oil pressure switch.	Repair or replace the combination meter. <Ref. to IDI-3, INSPECTION, Combination Meter System.>

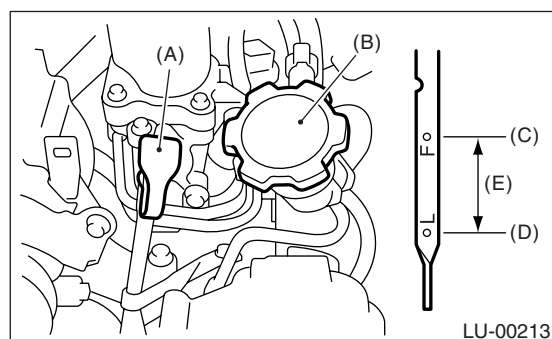
3. Engine Oil

A: INSPECTION

- 1) Park the vehicle on a level surface.
- 2) After turning off the engine, wait a few minutes for the oil to drain back into the oil pan before checking the level.
- 3) Just after driving or while the engine is warm, engine oil level may show in the range between the "F" line and notch mark. This is caused by thermal expansion of the engine oil.
- 4) Remove the oil level gauge and wipe it clean.
- 5) Reinsert the level gauge all the way. Be sure that the level gauge is correctly inserted and in the proper orientation.
- 6) Remove it again and note the reading. If the engine oil level is below the "L" line, add oil to bring the level up to "F" line.

NOTE:

To prevent overfilling the engine oil, do not add oil above the "F" line when the engine is cold.



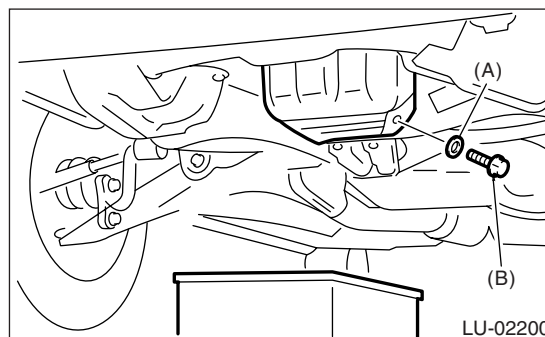
- (A) Oil level gauge
- (B) Engine oil filler cap
- (C) Upper level
- (D) Lower level
- (E) Approx. 1.0 ℓ (1.1 US qt, 0.9 Imp qt)

B: REPLACEMENT

- 1) Open the engine oil filler cap for quick draining of the engine oil.
- 2) Lift up the vehicle.
- 3) Drain the engine oil by loosening the engine oil drain plug.

NOTE:

Prepare the container for draining of engine oil.



- (A) Gasket
- (B) Drain plug

- 4) Replace the drain plug gasket.
- 5) Tighten the engine oil drain plug after draining engine oil.

Tightening torque:

44 N·m (4.5 kgf-m, 32.5 ft-lb)

- 6) Use the engine oil of proper quality and viscosity, fill engine oil through the oil filler duct up to upper level on level gauge. Make sure that the vehicle is placed level when checking oil level.

Recommended oil:

API standard SM with the "Energy Conserving" logo is printed.

ILSAC standard, GF4 "Star burst mark" label is on the container.

Engine oil capacity:

Upper level

4.0 ℓ (4.2 US qt, 3.5 Imp qt)

Lower level

3.0 ℓ (3.2 US qt, 2.6 Imp qt)

SAE (1)	
(°C)	-30 -20 -15 0 15 30 40
(°F)	-22 -4 5 32 59 86 104
10W-30, 10W-50	
5W-30 (2)	

LU-02250

- (1) SAE viscosity No. and applicable temperature
- (2) Recommended

The proper viscosity helps vehicle get good cold and hot starting by reducing viscous friction and thus increasing cranking speed.

CAUTION:

When replenishing oil, it does not matter if the oil to be added is a different brand from that in the engine; however, use oil having the API standard and SAE viscosity No. designated by SUBARU.

NOTE:

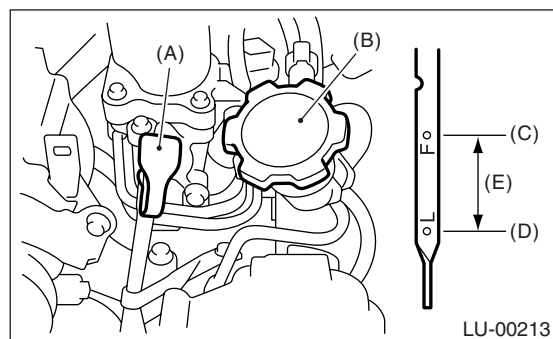
If the vehicle is used in areas with very high temperatures or for other heavy duty applications, the following viscosity oils may be used: API standard: SM or SL

SAE Viscosity No.: 30, 40, 10W-50, 20W-40, 20W-50.

7) Close the engine oil filler cap.

8) Start the engine and warm it up for a time.

9) After the engine stops, recheck the oil level. If necessary, add engine oil up to the upper level on level gauge.

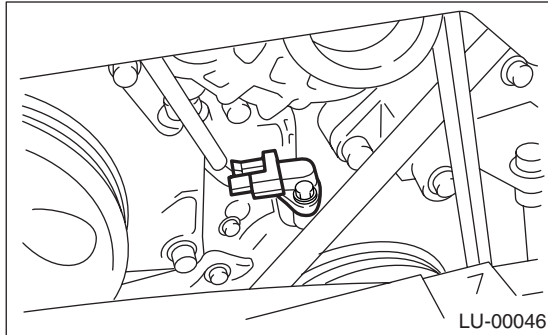


- (A) Oil level gauge
- (B) Engine oil filler cap
- (C) Upper level
- (D) Lower level
- (E) Approx. 1.0 ℓ (1.1 US qt, 0.9 Imp qt)

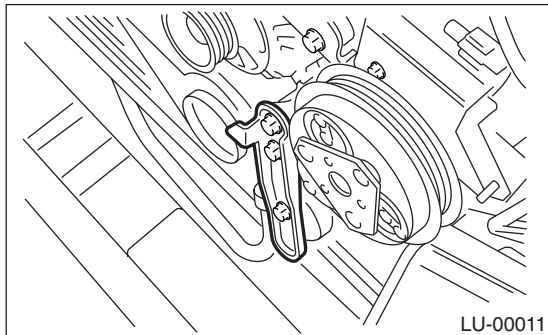
4. Oil Pump

A: REMOVAL

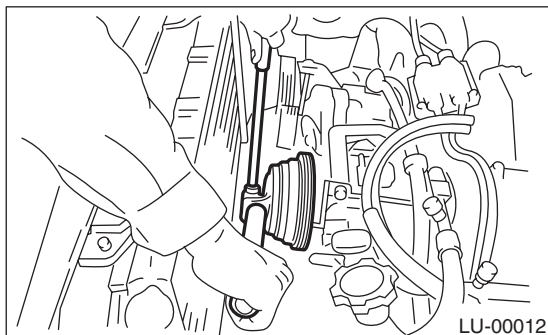
- 1) Disconnect the ground cable from battery.
- 2) Lift-up the vehicle.
- 3) Remove the under cover.
- 4) Lower the vehicle.
- 5) Remove the radiator. <Ref. to CO(H4SO)-23, REMOVAL, Radiator.>
- 6) Remove the crankshaft position sensor.



- 7) Remove the V-belts.
<Ref. to ME(H4SO)-40, REMOVAL, V-belt.>
- 8) Remove the belt tensioner.

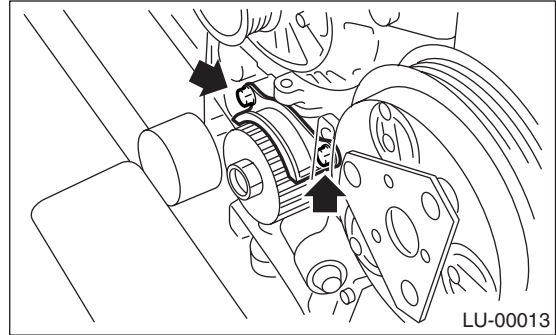


- 9) Remove the crankshaft pulley by using ST.
ST 499977100 CRANK PULLEY WRENCH

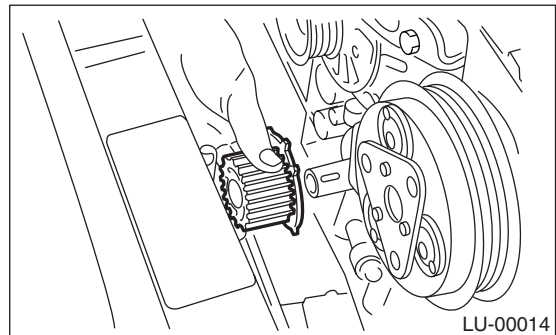


- 10) Remove the timing belt. <Ref. to ME(H4SO)-44, REMOVAL, Timing Belt.>

- 11) Remove the timing belt guide. (MT model)



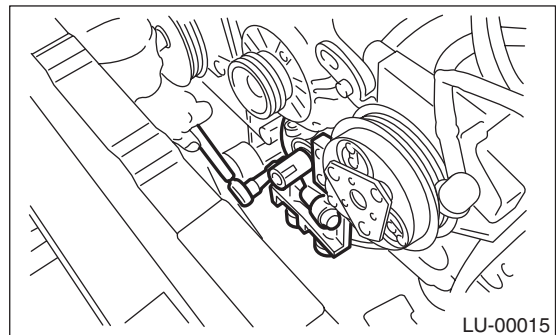
- 12) Remove the water pump. <Ref. to CO(H4SO)-18, REMOVAL, Water Pump.>
- 13) Remove the crank sprocket.



- 14) Remove the bolts which install the oil pump onto cylinder block.

NOTE:

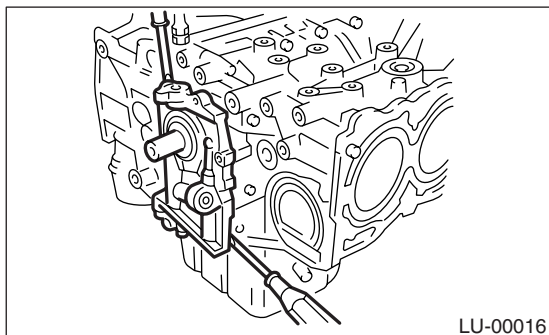
If disassembling or inspecting the oil pump, loosen the plug of relief valve before removing the oil pump.



- 15) Remove the oil pump by using flat tip screwdriver.

CAUTION:

Be careful not to scratch the mating surfaces of cylinder block and oil pump.

**B: INSTALLATION**

Install in the reverse order of removal.

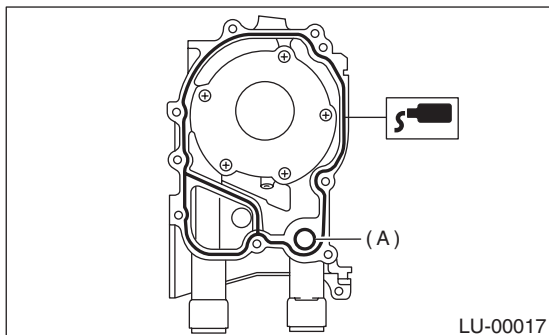
Do the following:

- 1) Apply liquid gasket to the matching surfaces of oil pump.

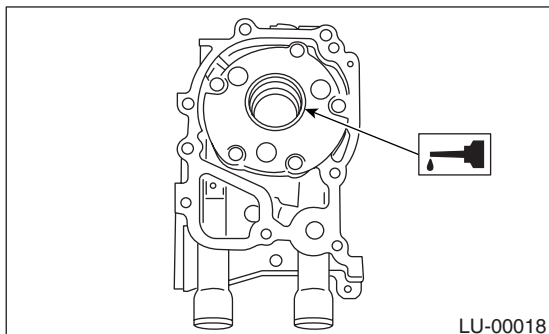
Liquid gasket:

THREE BOND 1215 (Part No. 004403007) or equivalent

- 2) Replace the O-ring (A) with a new one.



- 3) Apply a coat of engine oil to the inside of oil seal.



- 4) Be careful not to scratch the oil seal when installing oil pump on cylinder block.

- 5) 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.

- 6) Install the oil pump.

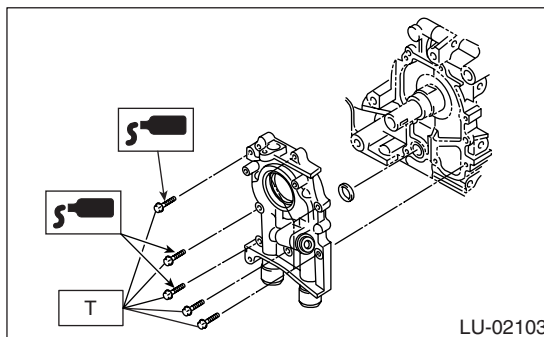
- 7) Apply liquid gasket to the threaded portion of three bolts in.

Liquid gasket:

THREE BOND 1324 (Part No. 004403042) or equivalent

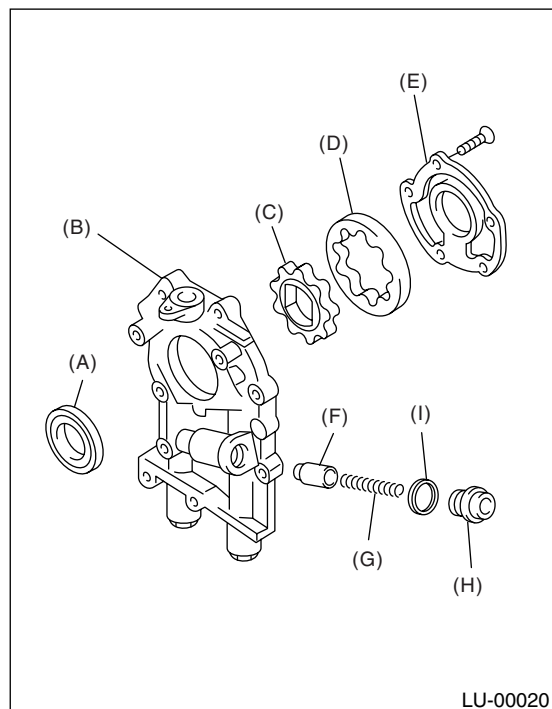
Tightening torque:

6.4 N·m (0.65 kgf-m, 4.7 ft-lb)

**C: DISASSEMBLY**

Remove the screws which secure the oil pump cover and 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.

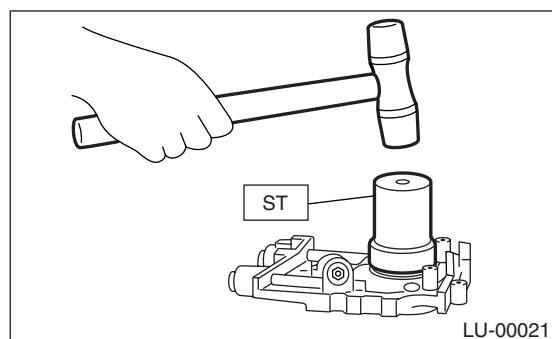


- (A) Oil seal
- (B) Oil pump case
- (C) Inner rotor
- (D) Outer rotor
- (E) Oil pump cover
- (F) Relief valve
- (G) Relief valve spring
- (H) Plug
- (I) Gasket

D: ASSEMBLY

1) Install the front oil seal by using ST.
ST 499587100 OIL SEAL INSTALLER

NOTE:
Use a new oil seal.



2) Apply a coat of engine oil to the inner and outer rotors.

- 3) Install the inner and outer rotors in their original positions.
- 4) Install the oil relief valve and relief valve spring and plug.

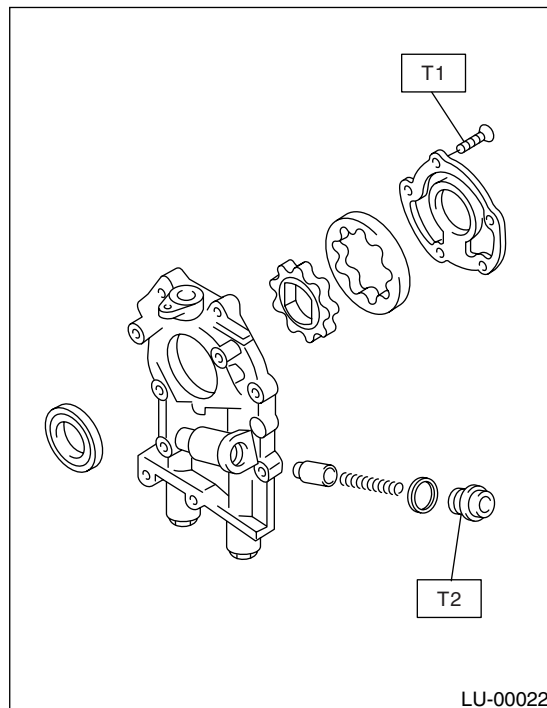
NOTE:
Use a new gasket.

5) Install 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)



E: INSPECTION

1. TIP CLEARANCE

Measure the tip clearance of rotors. If clearance exceeds the standard, replace the rotors as a matched set.

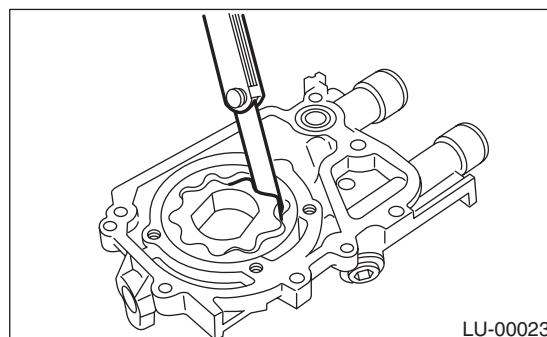
Tip clearance:

Standard

0.04 — 0.14 mm (0.0016 — 0.0055 in)

Limit

0.18 mm (0.0071 in)



2. CASE CLEARANCE

Measure the clearance between the outer rotor and oil pump rotor housing. If clearance exceeds the standard, replace the rotor.

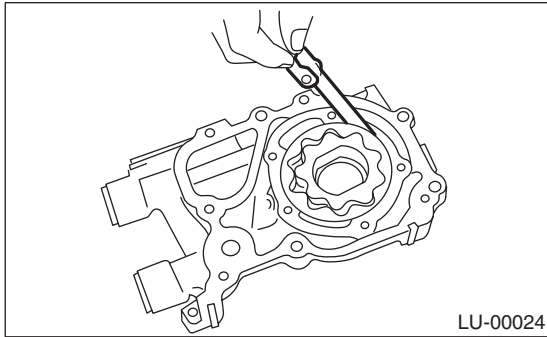
Case clearance:

Standard

0.10 — 0.175 mm (0.0039 — 0.0069 in)

Limit

0.20 mm (0.0079 in)



3. SIDE CLEARANCE

Measure the clearance between the oil pump inner rotor and pump cover. If clearance exceeds the standard, replace the rotor or pump body.

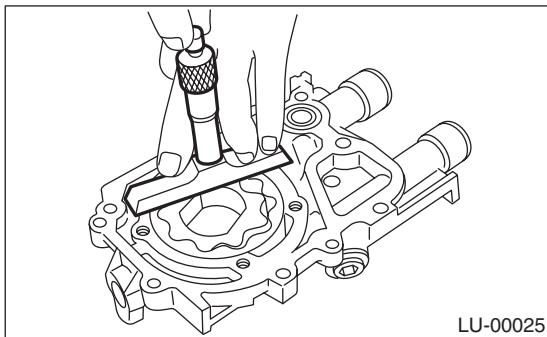
Side clearance:

Standard

0.02 — 0.07 mm (0.0008 — 0.0028 in)

Limit

0.12 mm (0.0047 in)



4. OIL RELIEF VALVE

Check the valve for fitting 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 lbf)

5. OIL PUMP CASE

Check the oil pump case for worn shaft hole, clogged oil passage, worn rotor chamber, cracks, and other faults.

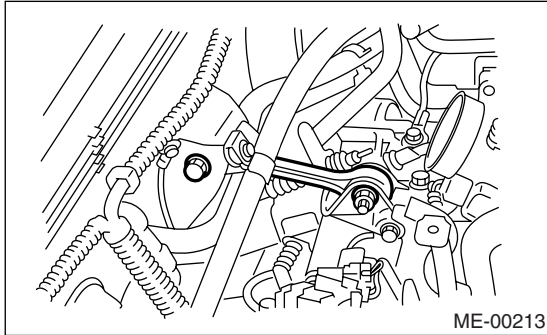
6. OIL SEAL

Check the oil seal lips for deformation, hardening, wear, etc. and replace if defective.

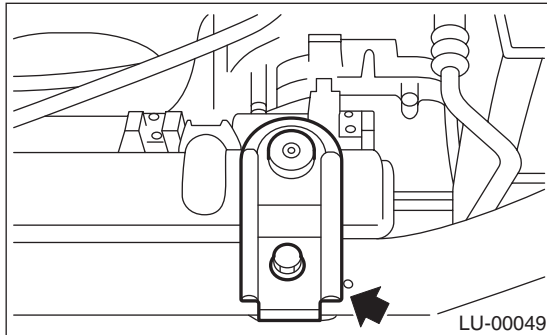
5. Oil Pan and Strainer

A: REMOVAL

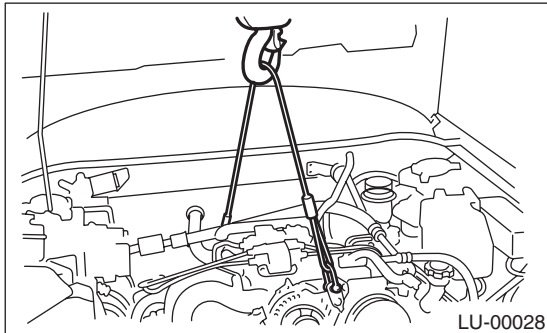
- 1) Set the vehicle on a lift.
- 2) Remove the front wheels.
- 3) Disconnect the ground cable from battery.
- 4) Remove the air intake duct and air cleaner case.
<Ref. to IN(H4SO)-7, REMOVAL, Air Intake Duct.>
and <Ref. to IN(H4SO)-5, REMOVAL, Air Cleaner Case.>
- 5) Remove the resonator chamber. <Ref. to IN(H4SO)-8, REMOVAL, Resonator Chamber.>
- 6) Remove the pitching stopper.



- 7) Remove the radiator upper brackets.



- 8) Support the engine with a lifting device and wire ropes.



- 9) Lift-up the vehicle.

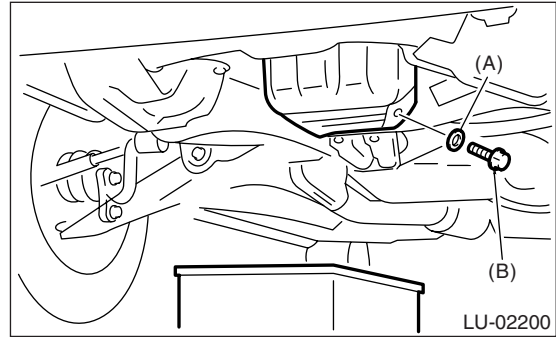
CAUTION:

When lifting up the vehicle, rise up the wire rope together.

- 10) Remove the under cover.

- 11) Drain the engine oil.

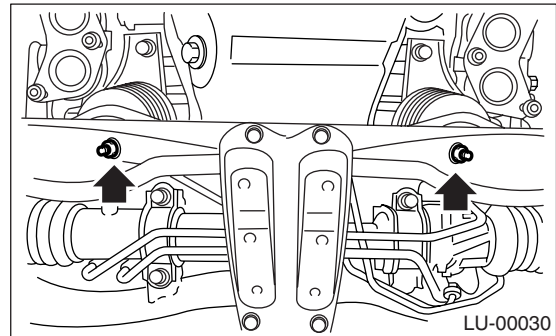
Set a container under the vehicle, and then remove the drain plug from oil pan.



- (A) Gasket
(B) Drain plug

- 12) Remove the front and center exhaust pipes.
<Ref. to EX(H4SO)-4, REMOVAL, Front Exhaust Pipe.>

- 13) Remove the nuts which install the front cushion rubber onto front crossmember.



- 14) Remove the bolts which install the oil pan on cylinder block while raising up engine.

- 15) Insert the oil pan cutter blade to the clearance between the cylinder block and oil pan.

CAUTION:

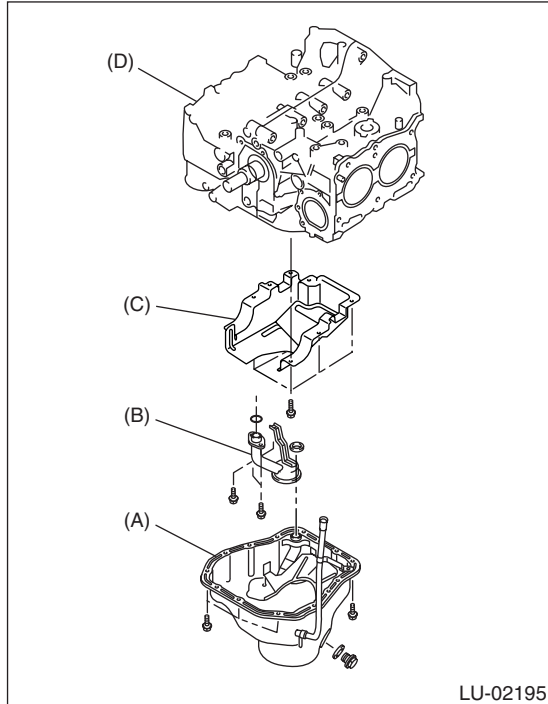
Do not use a screwdriver or similar tool in place of oil pan cutter.

- 16) Remove the oil strainer.

Oil Pan and Strainer

LUBRICATION

17) Remove the baffle plate.



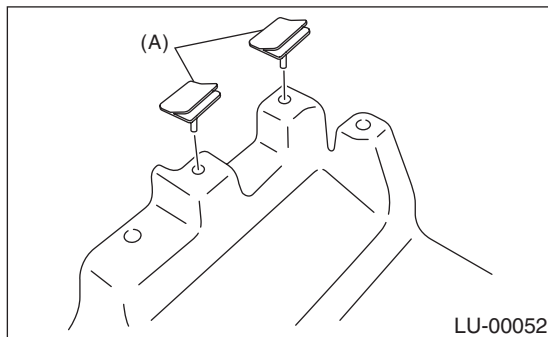
- (A) Oil pan
- (B) Oil strainer
- (C) Baffle plate
- (D) Cylinder block

B: INSTALLATION

CAUTION:

Before installing the oil pan, clean the sealant from oil pan and engine block.

1) Check the seal (A) is securely installed in baffle plate in the direction as shown in the figure.



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 one.

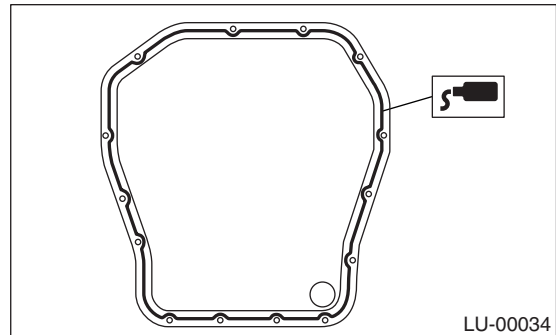
Tightening torque:

10 N·m (1.0 kgf-m, 7.2 ft-lb)

4) Apply liquid gasket to the mating surfaces, and then install the oil pan.

Liquid gasket:

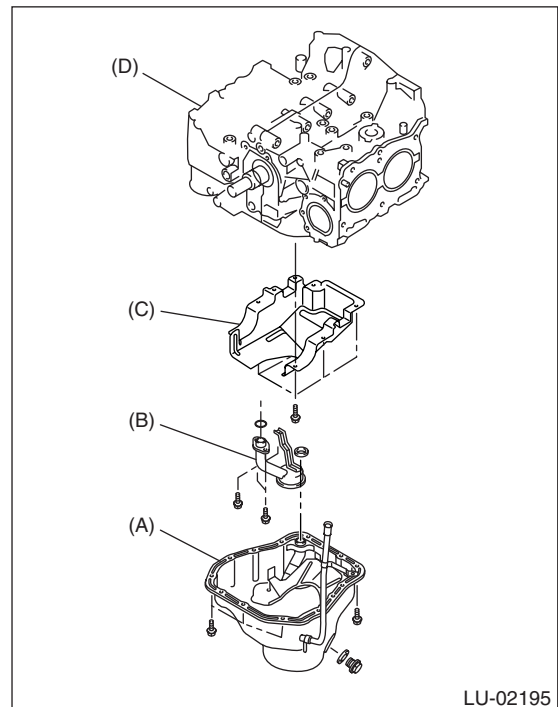
THREE BOND 1207C (Part No. 004403012) or equivalent



5) Tighten the bolts which install the oil pan onto engine block.

Tightening torque:

5.4 N·m (0.55 kgf-m, 4.0 ft-lb)



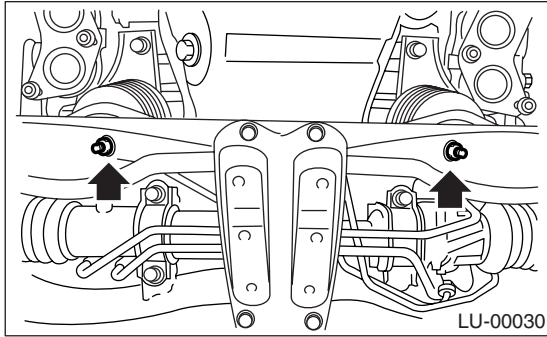
- (A) Oil pan
- (B) Oil strainer
- (C) Baffle plate
- (D) Cylinder block

6) Lower the engine onto front crossmember.

7) Tighten the nuts which install the front cushion rubber onto front crossmember.

Tightening torque:

69 N·m (7.0 kgf-m, 50.9 ft-lb)



8) Install the front and center exhaust pipes. <Ref. to EX(H4SO)-4, INSTALLATION, Front Exhaust Pipe.>

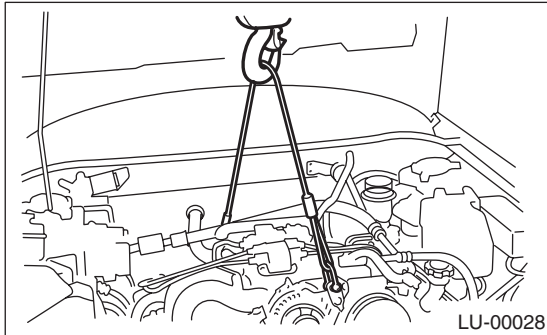
9) Install the under cover.

10) Lower the vehicle.

CAUTION:

When lowering the vehicle, lower the lifting device and wire rope together.

11) Remove the lifting device and steel cables.

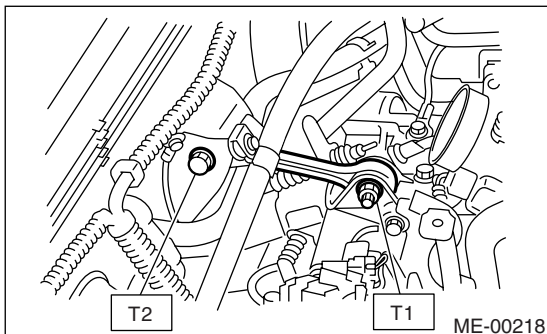


12) Install the pitching stopper.

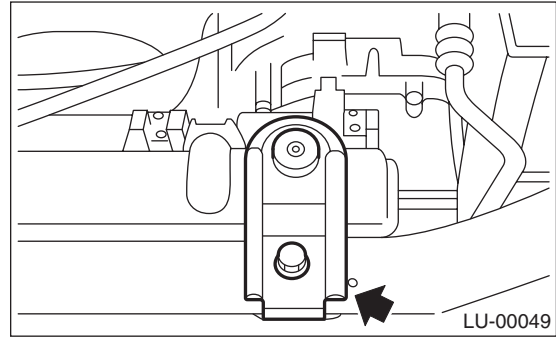
Tightening torque:

T1: 50 N·m (5.1 kgf-m, 36.9 ft-lb)

T2: 58 N·m (5.9 kgf-m, 42.8 ft-lb)



13) Install the radiator upper brackets.



14) Install the resonator chamber. <Ref. to IN(H4SO)-8, INSTALLATION, Resonator Chamber.>

15) Install the air intake duct and air cleaner case. <Ref. to IN(H4SO)-7, INSTALLATION, Air Intake Duct.> and <Ref. to IN(H4SO)-5, INSTALLATION, Air Cleaner Case.>

16) Install the front wheels.

17) Connect the battery ground cable to battery.

18) Fill engine oil. <Ref. to LU(H4SO)-9, INSPECTION, Engine Oil.>

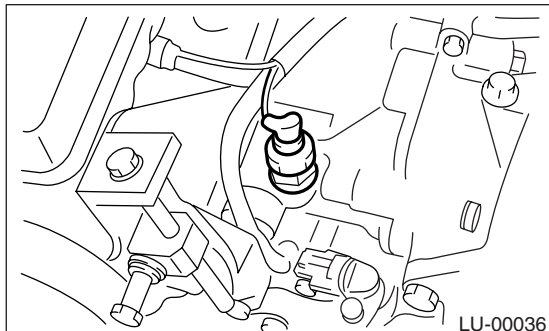
C: INSPECTION

By visual check, make sure the oil pan, oil strainer, oil strainer stay and baffle plate are not damaged.

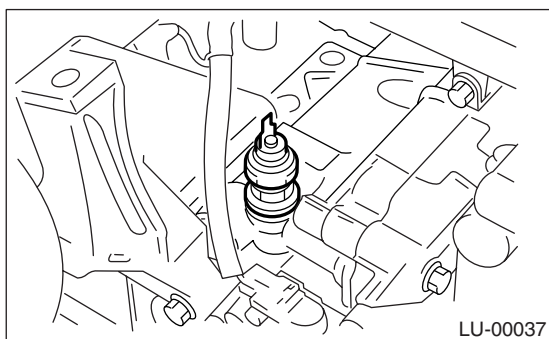
6. Oil Pressure Switch

A: REMOVAL

- 1) Remove the generator from bracket. <Ref. to SC(H4SO)-14, REMOVAL, Generator.>
- 2) Disconnect the terminal from oil pressure switch.



- 3) Remove the oil pressure switch.

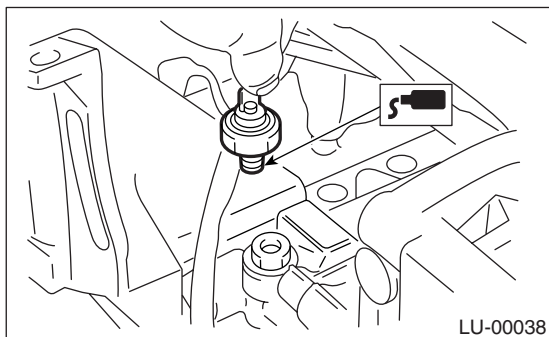


B: INSTALLATION

- 1) Apply liquid gasket to the oil pressure switch threads.

Liquid gasket:

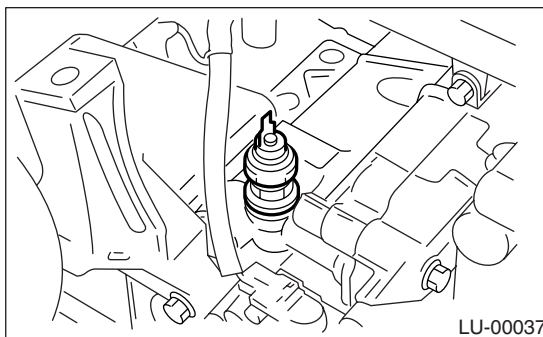
THREE BOND 1324 (Part No. 004403042) or equivalent



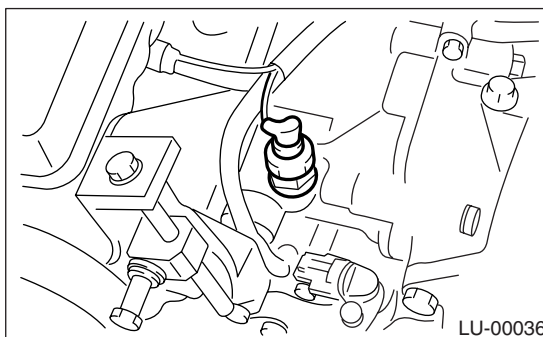
- 2) Install the oil pressure switch onto engine block.

Tightening torque:

25 N·m (2.5 kgf-m, 18.1 ft-lb)



- 3) Connect the terminal of oil pressure switch.



- 4) Install the generator on bracket. <Ref. to SC(H4SO)-14, INSTALLATION, Generator.>

C: INSPECTION

Make sure oil does not leak or seep from the place where the oil pressure switch is installed.

7. Engine Oil Filter

A: REMOVAL

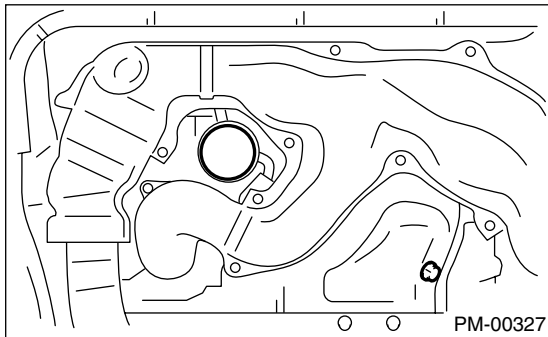
- 1) Lift up the vehicle.
- 2) Remove the under cover.
- 3) Remove the oil filter with ST.

ST 18332AA000 OIL FILTER WRENCH (Outer diameter: 68 mm (2.68 in))

ST 18332AA010 OIL FILTER WRENCH (Outer diameter: 65 mm (2.56 in))

NOTE:

Standard oil filter is outer diameter of 68 mm (2.68 in). However, SUBARU genuine oil filter having outer diameter of 65 mm (2.56 in) can also be used.



B: INSTALLATION

- 1) Get a new oil filter and apply a thin coat of engine oil to the seal rubber.
- 2) Install the oil filter by turning it by hand, being careful not to damage seal rubber.
 - Tighten the oil filter 68 mm (2.68 in) in diameter by approx. 1 rotation more after the seal rubber of oil filter comes in contact with cylinder block. If using a torque wrench, tighten it to 14 N·m (1.4 kgf-m, 10.3 ft-lb).
 - Tighten the oil filter 65 mm (2.56 in) in diameter by approx. 2/3 — 3/4 rotation more after the seal rubber of oil filter comes in contact with cylinder block. If using a torque wrench, tighten it to 12 N·m (1.2 kgf-m, 8.7 ft-lb).

CAUTION:

Do not tighten excessively, or oil may leak.

C: INSPECTION

- 1) After installing the oil filter, run the engine and make sure 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)-9, INSPECTION, Engine Oil.>

Engine Lubrication System Trouble in General

LUBRICATION

8. Engine Lubrication System Trouble in General

A: INSPECTION

Before performing diagnostics, make sure the engine oil level is correct and no oil leakage exists.

Symptom	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	Clogged oil filter	Replace.
		Malfunction of oil by-pass valve of oil filter	Clean or replace.
		Malfunction of oil relief valve of 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	Shortage of engine oil	Replenish.
		Broken pipe of oil strainer	Replace.
		Stuck oil pump rotor	Replace.
2. Warning light does not go on.	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 at terminals		Repair.
	2) Defective wiring harness		Repair.
	3) Low oil pressure		Check for the same possible causes as listed in 1. — 2).

MECHANICAL

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 over-head 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 (kgf/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	Fixed	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)
Idle speed [at neutral position on MT, or “P” or “N” range 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	

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 (0.069)		
	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)	Intake	Fixed	Standard	0.020 — 0.054 (0.0008 — 0.0021)
					Limit	0.10 (0.0039)
				Low speed	Standard	0.010 — 0.038 (0.0004 — 0.0015)
					Limit	0.10 (0.0039)
			High speed	Standard	0.010 — 0.038 (0.0004 — 0.0015)	
				Limit	0.10 (0.0039)	
				Exhaust	Standard	0.020 — 0.054 (0.0008 — 0.0021)
					Limit	0.10 (0.0039)

General Description

MECHANICAL

Camshaft	Bend 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
	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 warping limit: (mating 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	Refacing 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)		
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 diameters			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
	Exhaust	0.040 — 0.067 (0.0016 — 0.0026)					
				Limit	—	0.15 (0.059)	
Overall length				mm (in)			
			Intake	120.6 (4.75)			
			Exhaust	121.7 (4.79)			
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, lbf)/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)		

General Description

MECHANICAL

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 boring limit (diameter)				mm (in)	100.005 (3.937)	
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 standard 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 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

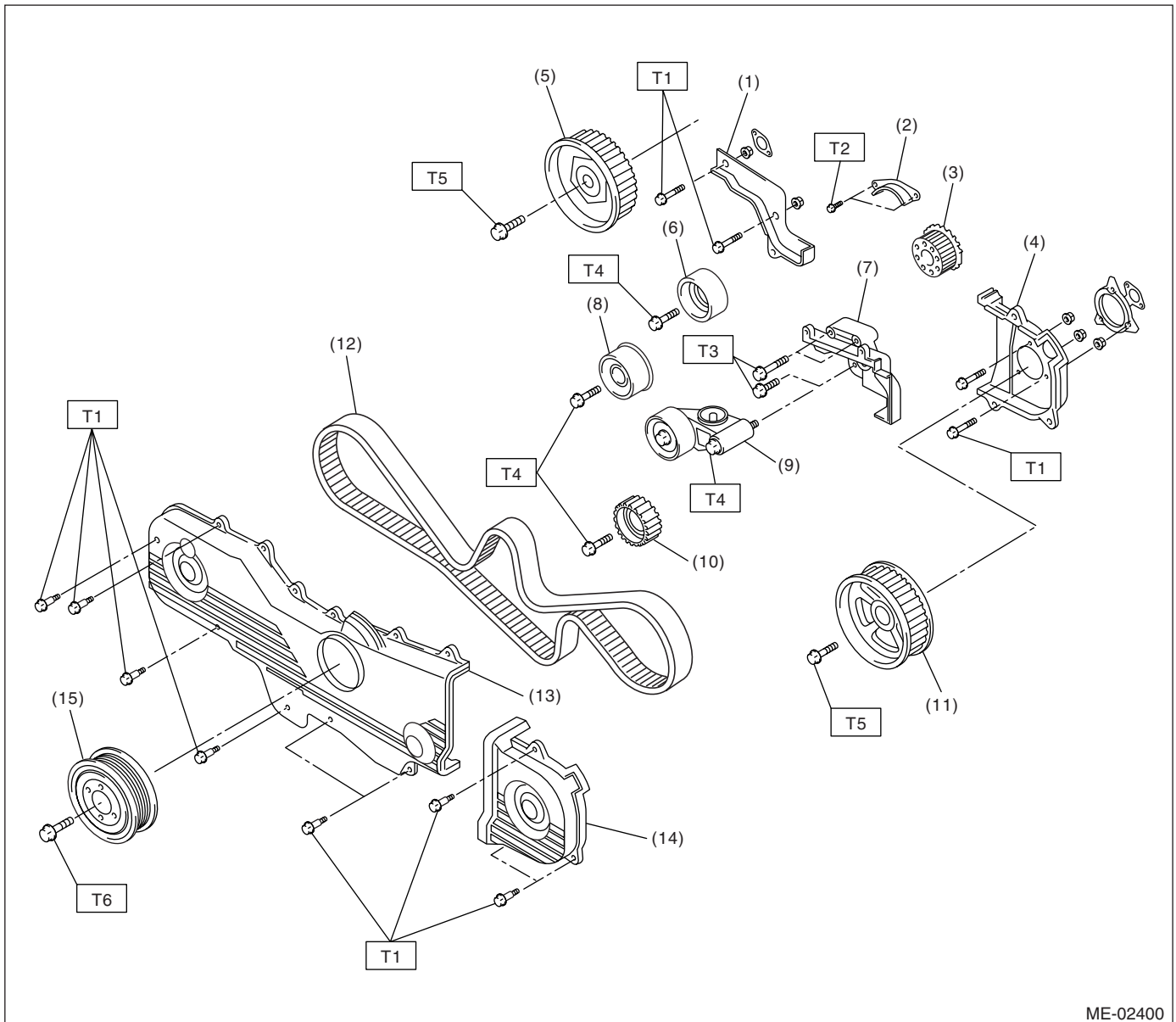
Crankshaft	Bend limit		mm (in)	0.035 (0.0014)
	Crank pin	Out-of-roundness	mm (in)	0.003 (0.0001)
		Cylindricity	mm (in)	0.004 (0.0002)
		Grinding limit (dia.)	mm (in)	To 51.750 (2.0374)
	Crank journal	Out-of-roundness	mm (in)	0.005 (0.0002)
		Cylindricity	mm (in)	0.006 (0.0002)
		Grinding limit (dia.)	mm (in)	To 59.750 (2.3524)
	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)
	Side 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 (0.0004 — 0.0012)	
		Limit	0.40 (0.0016)	
Main bearing	Main bearing mm (in)	#1, #3	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	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-02400

(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)

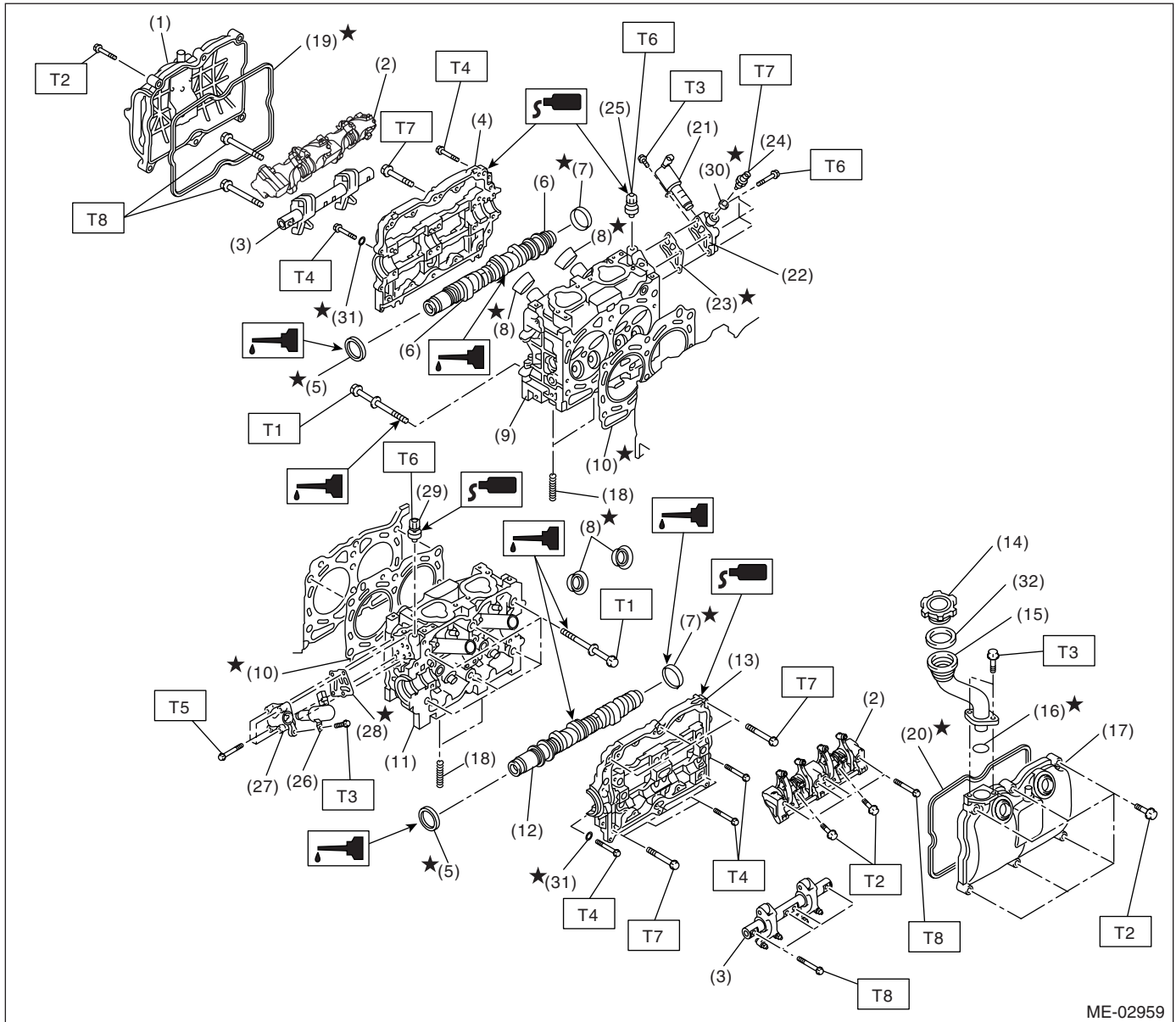
T3: 24.5 (2.5, 18.1)

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



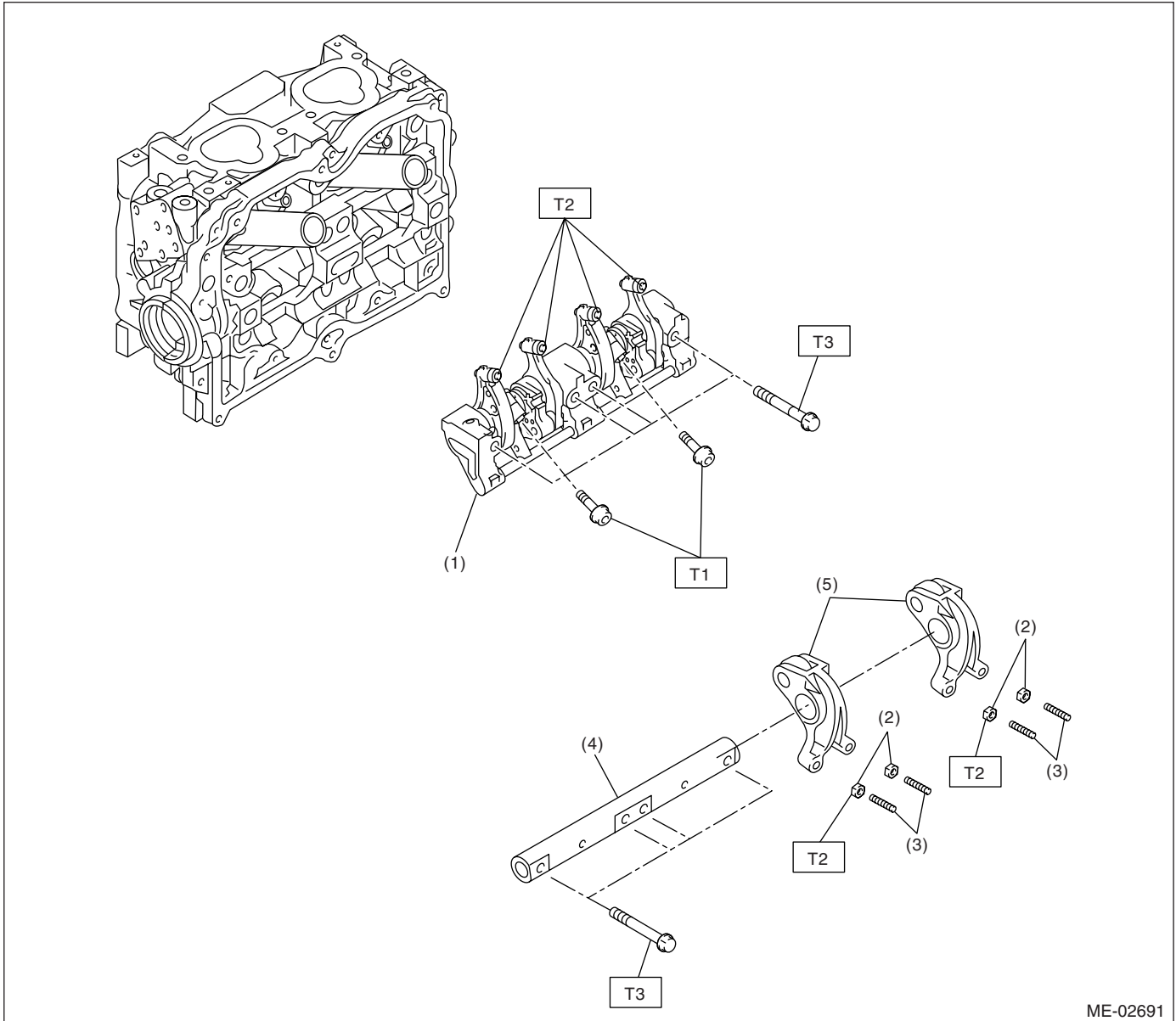
ME-02959

General Description

MECHANICAL

(1) Rocker cover (RH)	(18) Stud bolt	(31) Seal washer
(2) Intake valve rocker ASSY	(19) Rocker cover gasket (RH)	(32) Gasket
(3) Exhaust valve rocker ASSY	(20) Rocker cover gasket (LH)	
(4) Camshaft cap (RH)	(21) Oil switching solenoid valve (RH)	<i>Tightening torque: N·m (kgf-m, ft-lb)</i>
(5) Oil seal	(22) Oil switching solenoid valve holder (RH)	<i>T1: <Ref. to ME(H4SO)-58, INSTALLATION, Cylinder Head.></i>
(6) Camshaft (RH)	(23) Gasket	
(7) Plug	(24) Oil temperature sensor	<i>T2: <Ref. to ME(H4SO)-51, INSTALLATION, Valve Rocker Assembly.></i>
(8) Spark plug pipe gasket	(25) Variable valve lift diagnosis oil pressure switch (RH)	
(9) Cylinder head (RH)	(26) Oil switching solenoid valve (LH)	<i>T3: 6.4 (0.65, 4.7)</i>
(10) Cylinder head gasket	(27) Oil switching solenoid valve holder (LH)	<i>T4: 9.75 (1.0, 7.2)</i>
(11) Cylinder head (LH)	(28) Gasket	<i>T5: 10 (1.0, 7.4)</i>
(12) Camshaft (LH)	(29) Variable valve lift diagnosis oil pressure switch (LH)	<i>T6: 17 (1.7, 12.5)</i>
(13) Camshaft cap (LH)	(30) Oil temperature sensor gasket	<i>T7: 18 (1.8, 13.3)</i>
(14) Oil filler cap		<i>T8: 25 (2.5, 18.4)</i>
(15) Oil filler duct		
(16) O-ring		
(17) Rocker cover (LH)		

3. VALVE ROCKER ASSEMBLY



ME-02691

(1) Intake valve rocker arm ASSY	(5) Exhaust valve rocker arm
(2) Valve rocker nut	
(3) Valve rocker adjust screw	
(4) Exhaust rocker shaft	

Tightening torque: N·m (kgf-m, ft-lb)

T1: 8 (0.8, 5.9)

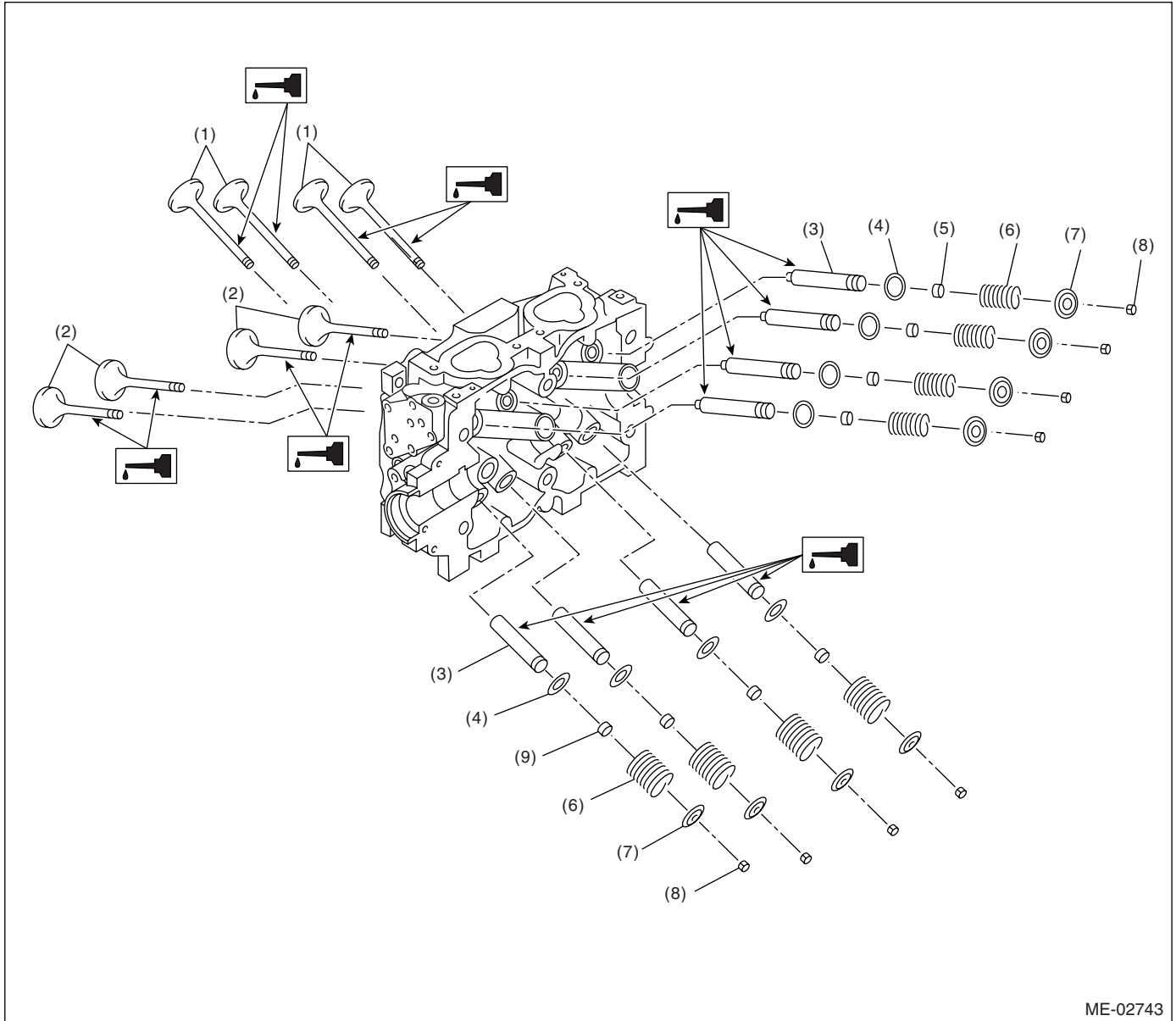
T2: 9.75 (1.0, 7.2)

T3: 25 (2.5, 18.4)

General Description

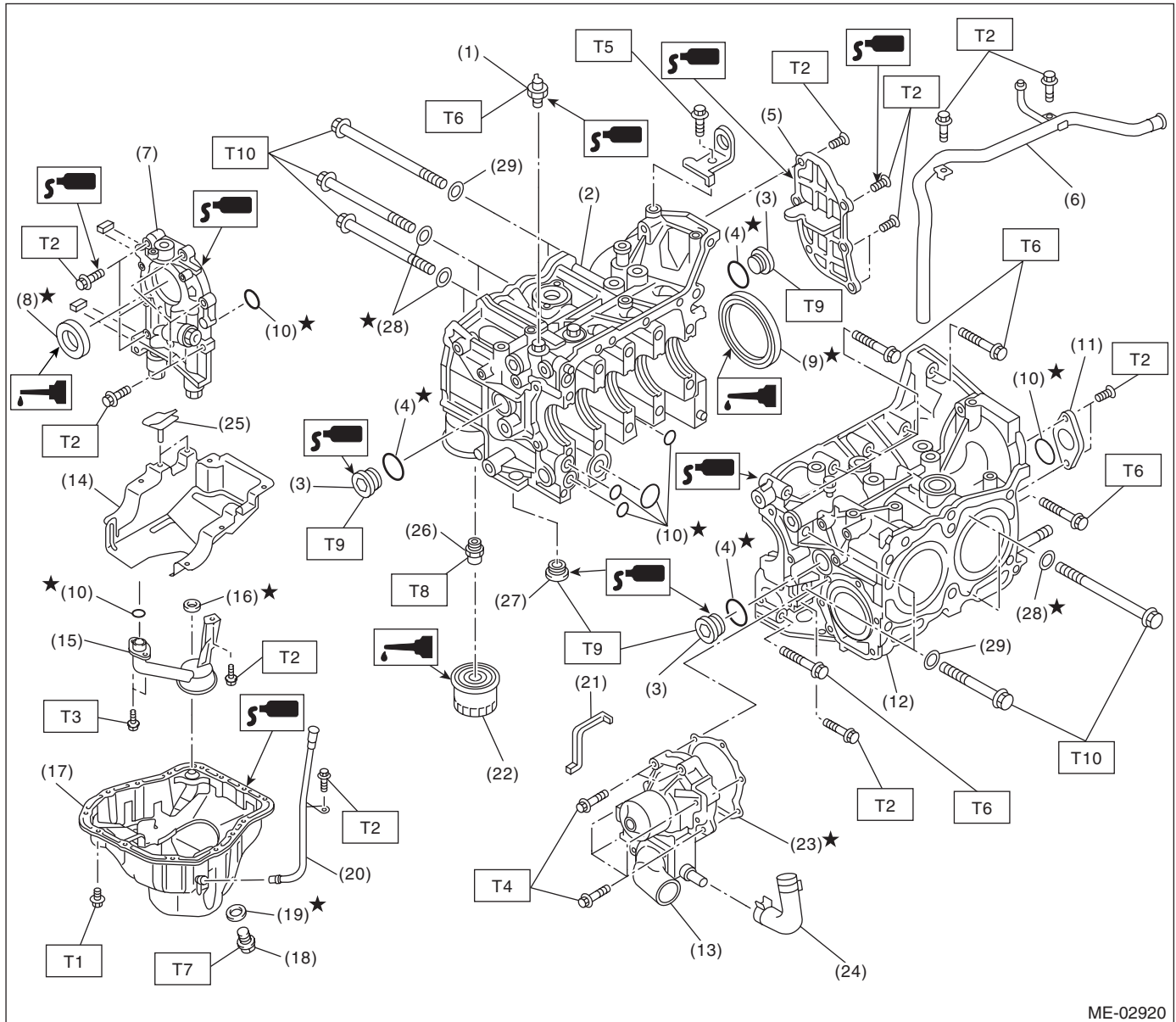
MECHANICAL

4. CYLINDER HEAD AND VALVE ASSEMBLY



(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-02920

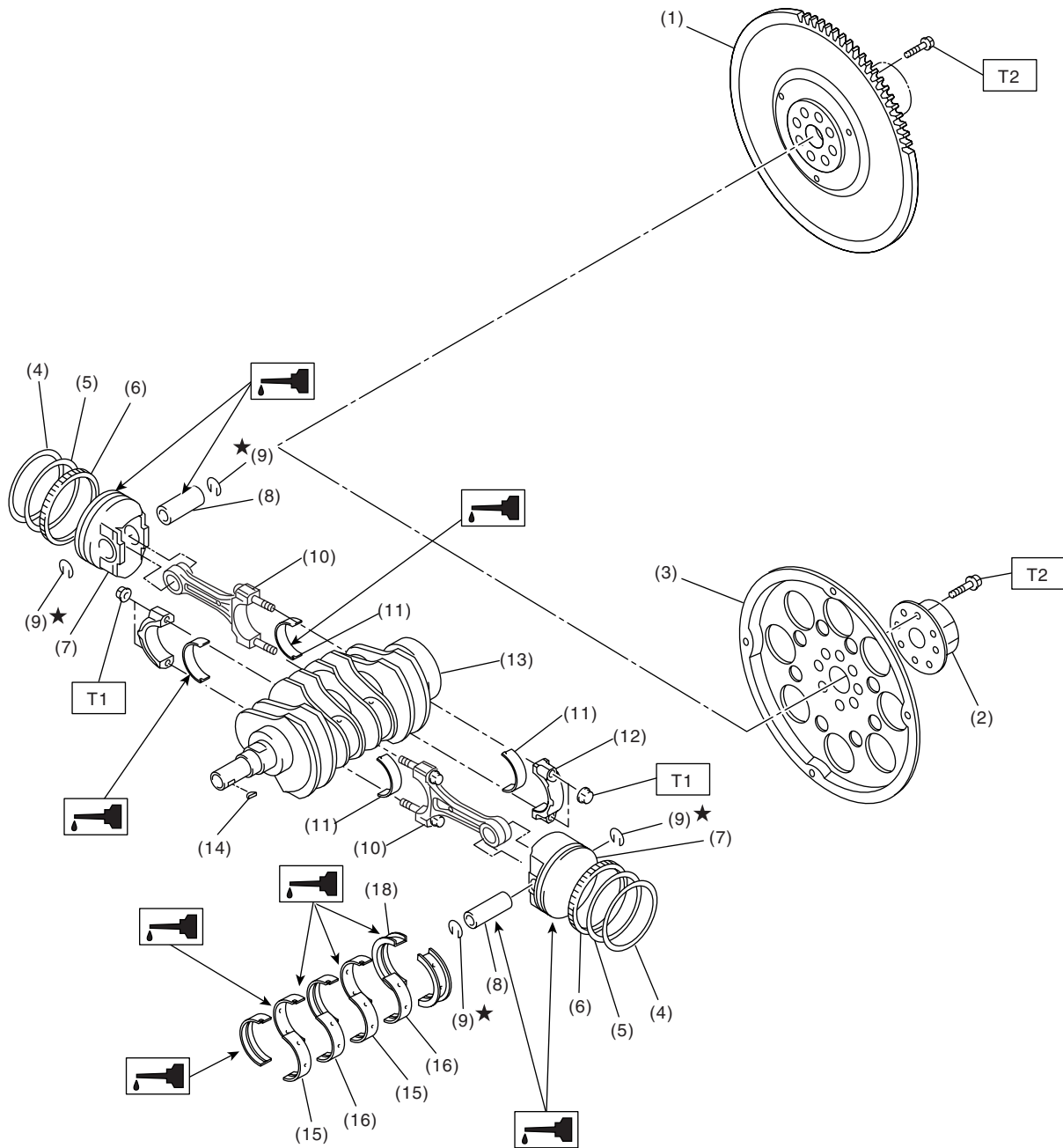
(1) Oil pressure switch	(16) Gasket
(2) Cylinder block (RH)	(17) Oil pan
(3) Service hole plug	(18) Drain plug
(4) Gasket	(19) Metal gasket
(5) Oil separator cover	(20) Oil level gauge guide
(6) Water by-pass pipe	(21) Water pump sealing
(7) Oil pump	(22) Oil filter
(8) Front oil seal	(23) Gasket
(9) Rear oil seal	(24) Water pump hose
(10) O-ring	(25) Seal
(11) Service hole cover	(26) Connector
(12) Cylinder block (LH)	(27) Plug
(13) Water pump	(28) Seal washer
(14) Baffle plate	(29) Washer
(15) Oil strainer	

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, 7.4)****T4: First 12 (1.2, 8.7)****Second 12 (1.2, 8.7)****T5: 16 (1.6, 11.6)****T6: 25 (2.5, 18.4)****T7: 44 (4.5, 33)****T8: 45 (4.6, 33.2)****T9: 70 (7.1, 50.6)****T10: <Ref. to ME(H4SO)-69,
INSTALLATION, Cylinder
Block.>**

General Description

MECHANICAL

6. CRANKSHAFT AND PISTON



ME-02693

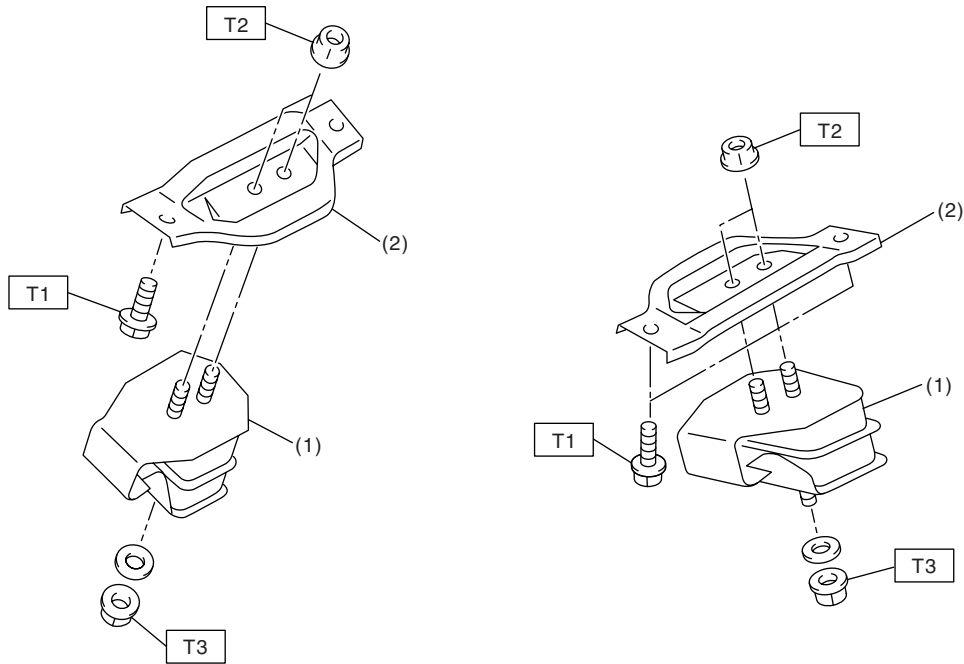
(1) Flywheel (MT model)	(8) Piston pin	(15) Crankshaft bearing #1, #3
(2) Reinforcement (AT model)	(9) Snap ring	(16) Crankshaft bearing #2, #4
(3) Drive plate (AT model)	(10) Connecting rod	(17) Crankshaft bearing #5
(4) Top ring	(11) Connecting rod bearing	
(5) Second ring	(12) Connecting rod cap	
(6) Oil ring	(13) Crankshaft	
(7) Piston	(14) Woodruff key	

Tightening torque: N·m (kgf-m, ft-lb)

T1: 45 (4.6, 33.2)

T2: 72 (7.3, 52.8)

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)

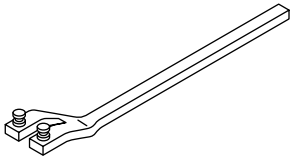
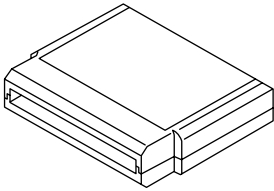
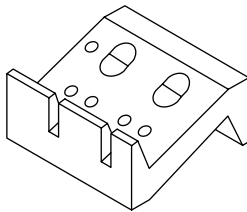
T3: 85 (8.7, 63)

C: CAUTION

- Wear work clothing, including a cap, protective goggles and protective shoes during operation.
- 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.
- Be careful not to burn yourself, because each part on the vehicle is hot after running.
- 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 electrical connectors of sensors or units, be sure to disconnect the ground cable from battery.
- All parts should be thoroughly cleaned, paying special attention to the 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 reinstalled in the original positions and directions.
- Bolts, nuts and washers should be replaced with new ones 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 fenders, 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.

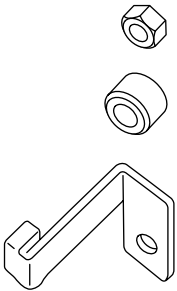
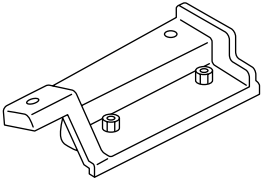
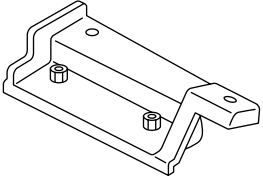
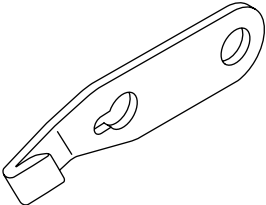
D: PREPARATION TOOL

1. SPECIAL TOOL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST18231AA010	18231AA010	CAM SPROCKET WRENCH	- Used for removing and installing cam sprocket. (LH side) - CAM SPROCKET WRENCH (499207100) can also be used.
 ST18482AA010	18482AA010 (Newly adopted tool)	CARTRIDGE	Troubleshooting for electrical system.
 ST22771AA030	22771AA030	SUBARU SELECT MONITOR KIT	Troubleshooting for electrical system.
 ST-498267800	498267800	CYLINDER HEAD TABLE	- Used for replacing valve guides. - Used for removing and installing valve spring.

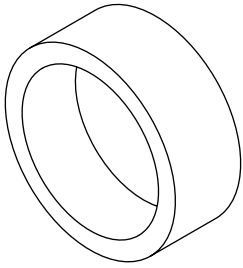
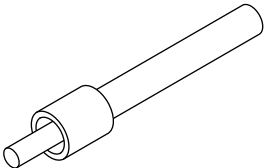
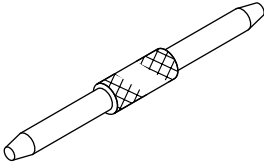
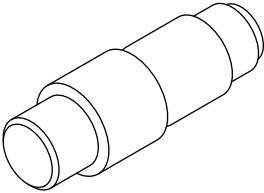
General Description

MECHANICAL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-498277200	498277200	STOPPER SET	Used for installing automatic transmission assembly to engine.
 ST-498457000	498457000	ENGINE STAND ADAPTER RH	Used with ENGINE STAND (499817100).
 ST-498457100	498457100	ENGINE STAND ADAPTER LH	Used with ENGINE STAND (499817100).
 ST-498497100	498497100	CRANKSHAFT STOPPER	Used for stopping rotation of flywheel when loosening/tightening crank pulley bolt.

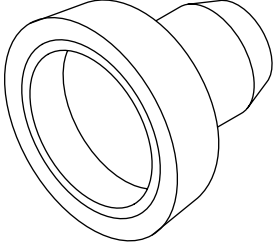
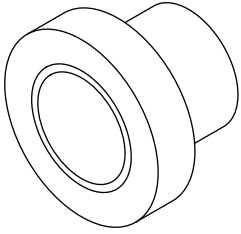
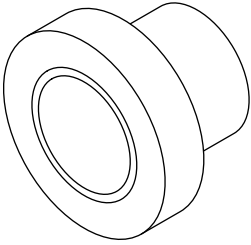
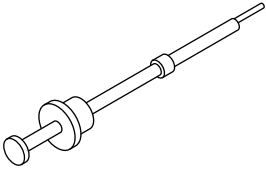
General Description

MECHANICAL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 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.
 ST-499017100	499017100	PISTON PIN GUIDE	Used for installing piston pin, piston and connecting rod.
 ST-499037100	499037100	CONNECTING ROD BUSHING REMOVER & INSTALLER	Used for removing and installing connecting rod bushing.

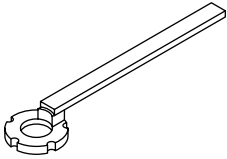
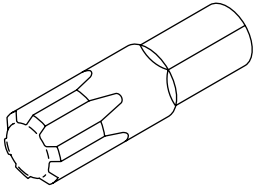
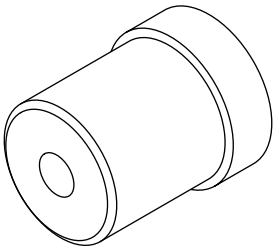
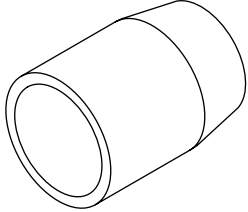
General Description

MECHANICAL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-499587200	499587200	CRANKSHAFT OIL SEAL INSTALLER	- Used for installing crankshaft oil seal. - Used with CRANKSHAFT OIL SEAL GUIDE (499597100).
 ST-499587500	499587500	OIL SEAL INSTALLER	- Used for installing camshaft oil seal. - Used with OIL SEAL GUIDE (499597000).
 ST-499587700	499587700	CAMSHAFT OIL SEAL INSTALLER	Used for installing cylinder head plug.
 ST-499097700	499097700	PISTON PIN REMOVER ASSY	Used for removing piston pin.

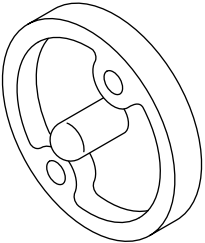
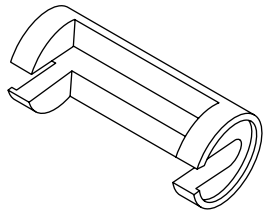
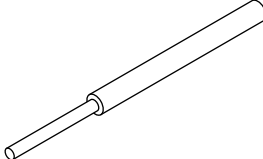
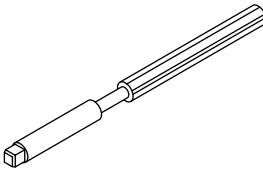
General Description

MECHANICAL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 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 with CAMSHAFT OIL SEAL INSTALLER (499587500).

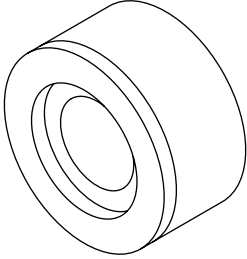
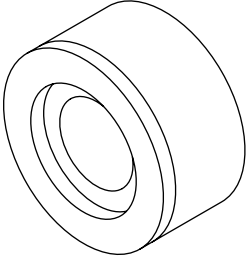
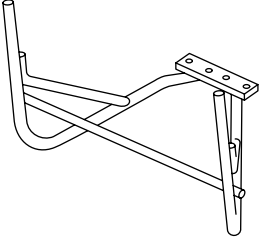
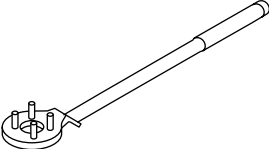
General Description

MECHANICAL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-499597100	499597100	CRANKSHAFT OIL SEAL GUIDE	- Used for installing crankshaft oil seal. - Used 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.

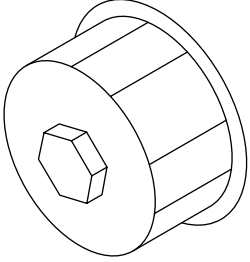
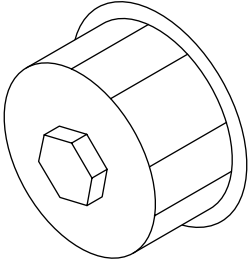
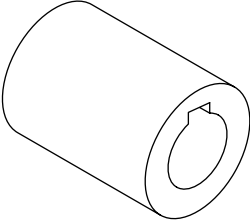
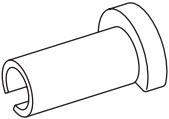
General Description

MECHANICAL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST-499767700	499767700	VALVE GUIDE ADJUSTER	Used for installing valve guides. (Intake side)
 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 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.

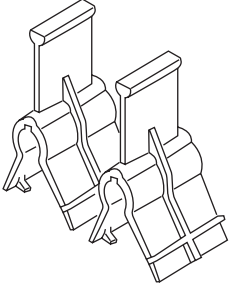
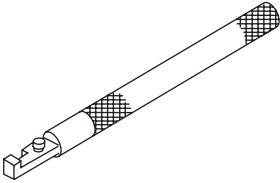
General Description

MECHANICAL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 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-499987500	499987500	CRANKSHAFT SOCKET	Used for rotating crankshaft.
 ST42099AE000	42099AE000	CONNECTOR REMOVER	Used for removing quick connector.

General Description

MECHANICAL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 ST18354AA000	18354AA000	VALVE ROCKER HOLDER	Used for installing valve rocker assembly (Intake). (2 in one set)
 ST18258AA000	18258AA000	SPRING INSTALLER	Used for installing valve rocker assembly (Intake).

2. GENERAL TOOL

TOOL NAME	REMARKS
Compression gauge	Used for measuring compression.
Tachometer (Secondary pick-up type)	Used for measuring idle speed.

E: PROCEDURE

It is possible to conduct the following service procedures with engine on the vehicle, however, the procedures described in this section are based on the condition that the engine is removed from the vehicle.

- V-belt
- Timing belt
- Valve rocker assembly
- Camshaft
- Cylinder head

2. Compression

A: INSPECTION

CAUTION:

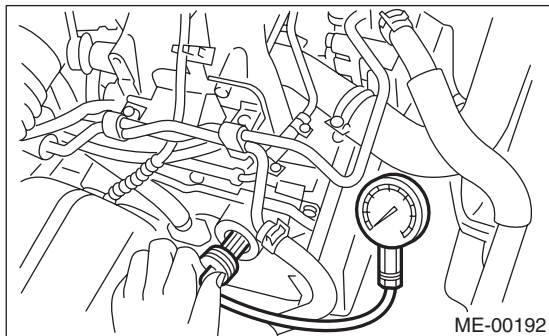
After warming-up, engine becomes very hot. Be careful not to burn yourself during measurement.

- 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)-42, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>
- 4) Remove all the 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) Fix the compression gauge securely against the spark plug hole.

NOTE:

The screw of screw-in type compression gauge (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 then read the maximum value on the gauge when the needle of gauge 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)**

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:

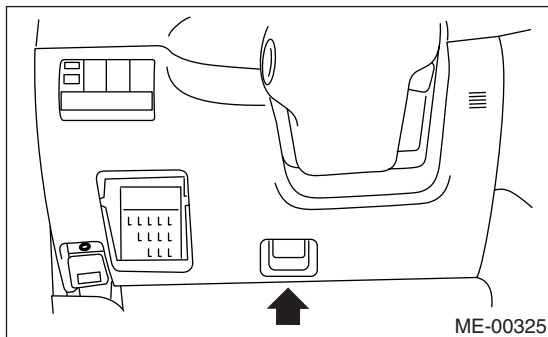
- (1) Ensure the air cleaner element is free from clogging, ignition timing is correct, spark plugs are in good condition, and hoses are connected properly.
- (2) Ensure the malfunction indicator light does not illuminate.

2) Idle the engine.

3) Stop the engine, and turn the ignition switch to OFF.

4) When using Subaru Select Monitor, refer to the following. <Ref. to ME(H4SO)-15, SPECIAL TOOL, PREPARATION TOOL, General Description.>

- (1) Insert the cartridge to the Subaru Select Monitor.
- (2) Connect the Subaru Select Monitor to data link connector.



(3) Turn the ignition switch to ON, and Subaru Select Monitor power switch to ON.

(4) Select {Each System Check} in the Main Menu.

(5) Select {Engine} in the Selection Menu.

(6) Select {Current Data Display & Save} in the Engine Control System Diagnosis.

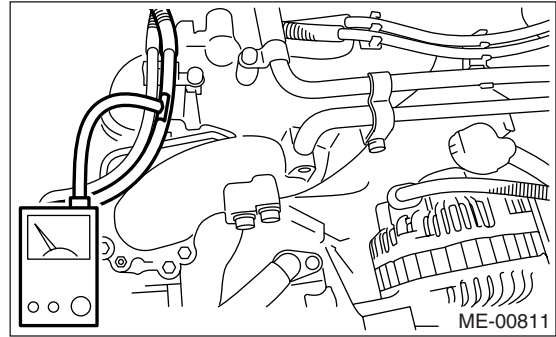
(7) Select {Data Display} in the Data Display Menu.

(8) Start the engine, and read engine idle speed.

5) When using the tachometer (Secondary pick-up type):

- (1) Attach the pick-up clip to No. 1 cylinder spark plug cord.

(2) Start the engine, and read engine idle speed.



NOTE:

This ignition system provides simultaneous ignition for #1 and #2 plugs. It must be noted that some tachometers may register twice that of actual engine speed.

6) Check the idle speed when unloaded. (With headlights, heater fan, rear defroster, radiator fan, A/C, etc. OFF)

Idle speed [No load and gears in "N" or "P" range]:

MT model

650±100 rpm

AT model

700±100 rpm

7) Check the idle speed when loaded. (Turn the A/C switch to "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 idle speed is out of specifications, refer to General 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:

(1) Ensure the air cleaner element is free from clogging, spark plugs are in good condition, and that hoses are connected properly.

(2) Ensure the malfunction indicator light does not illuminate.

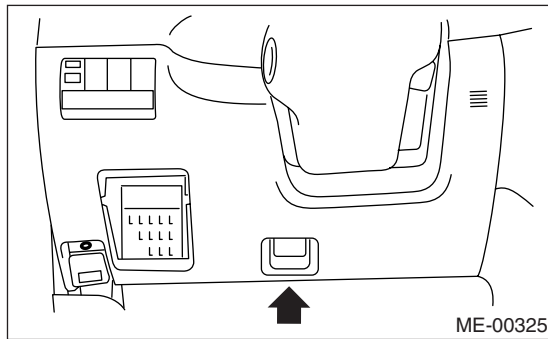
2) Idle the engine.

3) Stop the engine, and turn the ignition switch to OFF.

4) When using Subaru Select Monitor, refer to the following. <Ref. to ME(H4SO)-15, SPECIAL TOOL, PREPARATION TOOL, General Description.>

(1) Insert the cartridge to the Subaru Select Monitor.

(2) Connect the Subaru Select Monitor to data link connector.



(3) Turn the ignition switch to ON, and Subaru Select Monitor power switch to ON.

(4) Select {Each System Check} in the Main Menu.

(5) Select {Engine} in the Selection Menu.

(6) Select {Current Data Display & Save} in the Engine Control System Diagnosis.

(7) Select {Data Display} in the Data Display Menu.

(8) Start the engine, and read the ignition timing by idle speed.

Ignition timing [BTDC/rpm]:

MT model

$10^{\circ} \pm 8^{\circ} / 650$

AT model

$15^{\circ} \pm 8^{\circ} / 700$

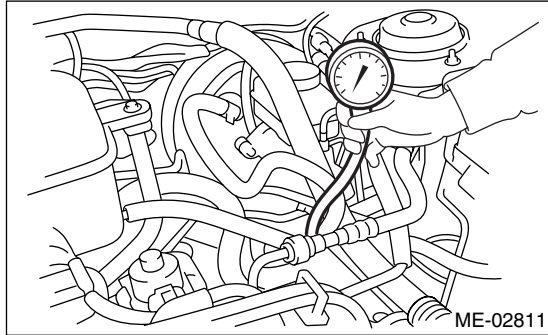
If the timing is not correct, check the ignition control system. <Ref. to EN(H4SO)(diag)-2, Basic Diagnostic Procedure.>

5. Intake Manifold Vacuum

A: INSPECTION

- 1) Idle the engine.
- 2) Disconnect the brake vacuum hose from the intake manifold, and then install the vacuum gauge.
- 3) Keep the engine at the idle speed, and read the vacuum gauge indication.

By observing the gauge needle movement, the internal condition of the engine can be diagnosed as described below.



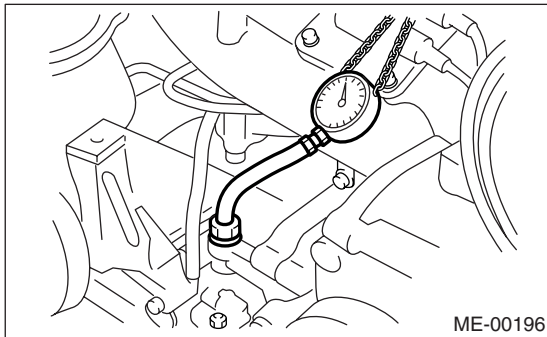
Vacuum pressure (at idling, A/C “OFF”):
Less than -60.0 kPa (-450 mmHg, -17.72 in-Hg)

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.	Valve anchoring
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) Disconnect the ground cable from battery.
- 2) Remove the generator from bracket.
<Ref. to SC(H4SO)-14, REMOVAL, Generator.>
- 3) Disconnect the connector from oil pressure switch.
- 4) Remove the pressure switch from cylinder block.
<Ref. to LU(H4SO)-18, REMOVAL, Oil Pressure Switch.>
- 5) Connect the oil pressure gauge hose to cylinder block.
- 6) Connect the battery ground cable to battery.
- 7) Start the engine, and measure oil pressure.



Oil pressure:

Standard

98 kPa (1.0 kgf/cm², 14 psi) or more at 600 rpm

294 kPa (3.0 kgf/cm², 43 psi) or more at 5,000 rpm

CAUTION:

- If the oil pressure is out of specification, check oil pump, oil filter and lubrication line.
<Ref. to LU(H4SO)-20, INSPECTION, Engine Lubrication System Trouble in General.>
- If the oil pressure warning light is turned to ON but oil pressure is within specification, replace the oil pressure switch. <Ref. to LU(H4SO)-20, INSPECTION, Engine Lubrication System Trouble in General.>

NOTE:

The specified value is based on an engine oil temperature of 80°C (176°F).

- 8) After measuring the oil pressure, install the oil pressure switch. <Ref. to LU(H4SO)-18, INSTALLATION, Oil Pressure Switch.>

Tightening torque:

25 N·m (2.5 kgf-m, 18.4 ft-lb)

7. Fuel Pressure

A: INSPECTION

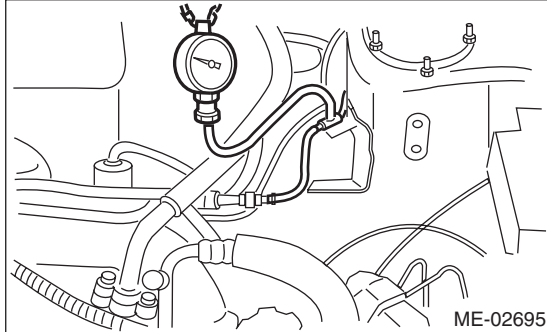
WARNING:

Before removing the fuel pressure gauge, release fuel pressure.

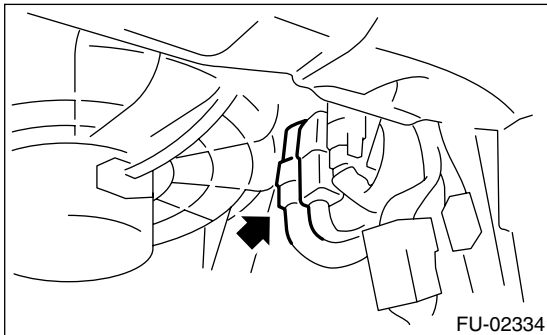
1) Release the fuel pressure.

<Ref. to FU(H4SO)-42, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>

2) Disconnect the fuel delivery hose from fuel damper, and connect a fuel pressure gauge.



3) Connect the connector of fuel pump relay.



4) Start the engine.

5) After warming-up the engine, measure the fuel pressure.

Fuel pressure:

Standard:

339.5 — 360.5 kPa (3.5 — 3.7 kgf/cm², 49 — 52 psi)

NOTE:

The fuel pressure gauge registers 10 to 20 kPa (0.1 to 0.2 kgf/cm², 1 to 3 psi) higher than standard values during high-altitude operations.

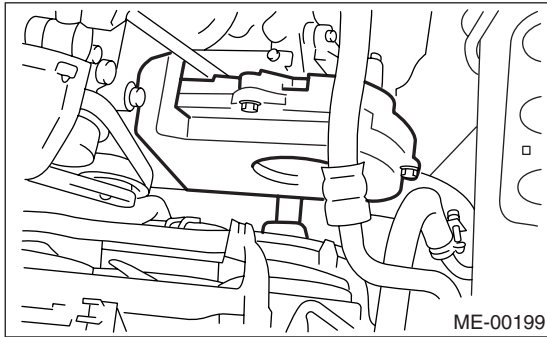
8. Valve Clearance

A: INSPECTION

CAUTION:

Inspection and adjustment of valve clearance should be performed while engine is cold.

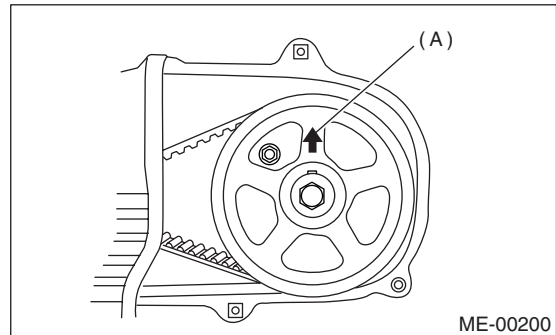
- 1) Set the vehicle on a lift.
- 2) Lift-up the vehicle.
- 3) Remove the under cover.
- 4) Lower the vehicle.
- 5) Disconnect the ground cable from battery.
- 6) Remove the timing belt cover (LH).



- 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 using thickness gauge.

CAUTION:

- Insert the thickness gauge (A) in as horizontally as possible with respect to the valve stem end face.
- Measure the exhaust valve clearances while lifting-up the vehicle.

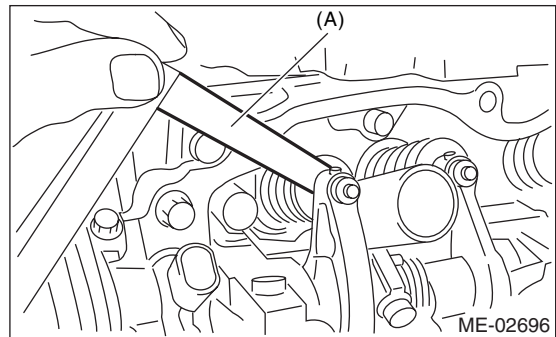
Valve clearance (Standard):

Intake:

$0.20 \pm 0.04 \text{ mm } (0.0079 \pm 0.0016 \text{ in})$

Exhaust:

$0.25 \pm 0.04 \text{ mm } (0.0098 \pm 0.0016 \text{ in})$



- 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

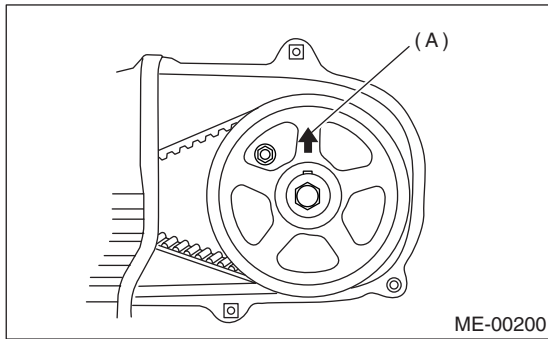
CAUTION:

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) Place 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)

CAUTION:

- Insert the thickness gauge in as horizontally as possible with respect to the valve stem end face.
- Adjust the exhaust valve clearances while lifting-up the vehicle.

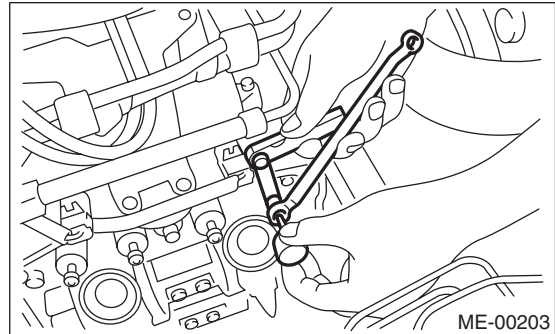
Valve clearance

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.

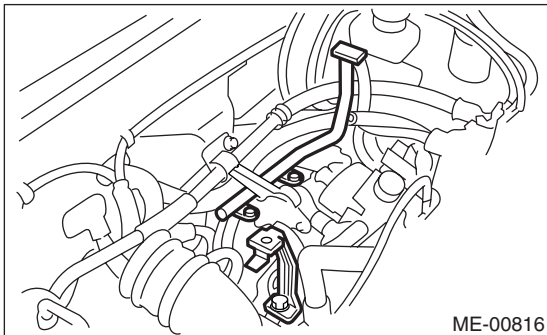
NOTE:

- 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

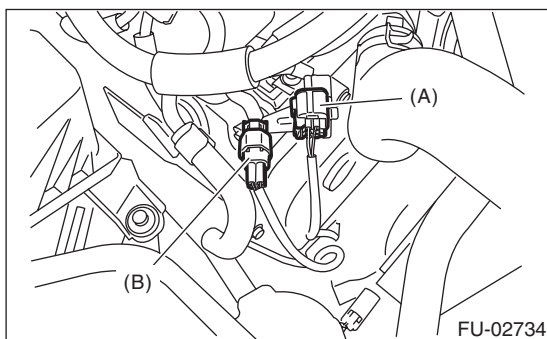
A: REMOVAL

- 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 A/C system. <Ref. to AC-20, PROCEDURE, Refrigerant Recovery Procedure.>
- 4) Release the fuel pressure.
<Ref. to FU(H4SO)-42, RELEASING OF FUEL PRESSURE, PROCEDURE, Fuel.>
- 5) Disconnect the ground cable from 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 vehicle. <Ref. to CO(H4SO)-23, REMOVAL, Radiator.>
- 10) Disconnect the A/C pressure hoses from A/C compressor.
- 11) Remove the air intake chamber stay.



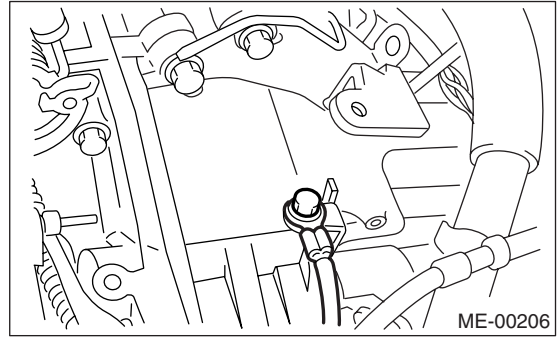
- 12) Disconnect the following connectors and cables.

- (1) Front oxygen (A/F) sensor connector
- (2) Rear oxygen sensor connector

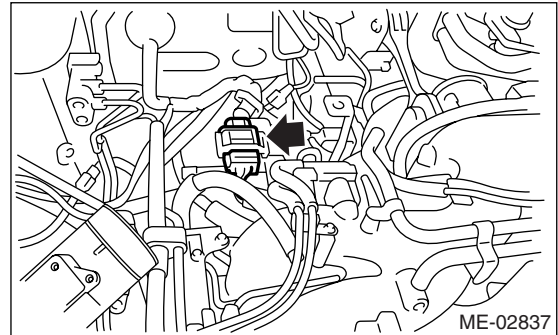


- (A) Front oxygen (A/F) sensor connector
(B) Rear oxygen sensor connector

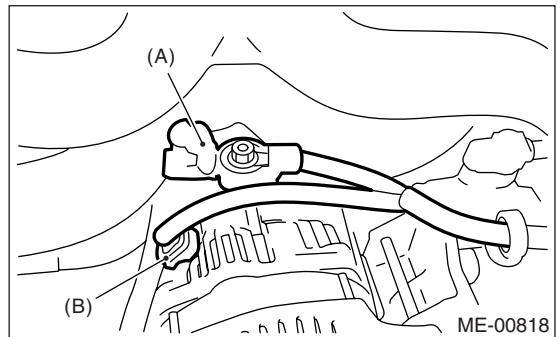
- (3) Engine ground cable



- (4) Engine harness connectors

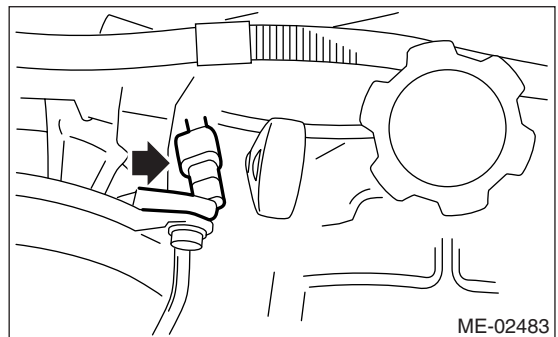


- (5) Generator connector and terminal

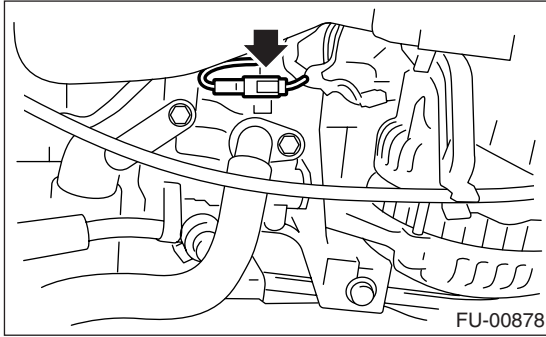


- (A) Terminal
(B) Generator connector

- (6) A/C compressor connectors

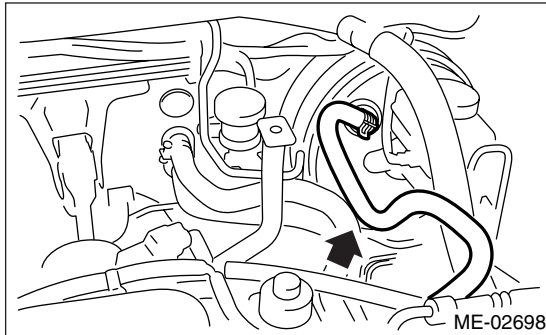


(7) Power steering switch connector



13) Disconnect the following hoses.

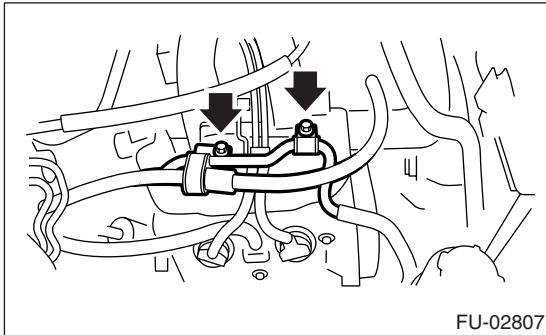
(1) Brake booster vacuum hose



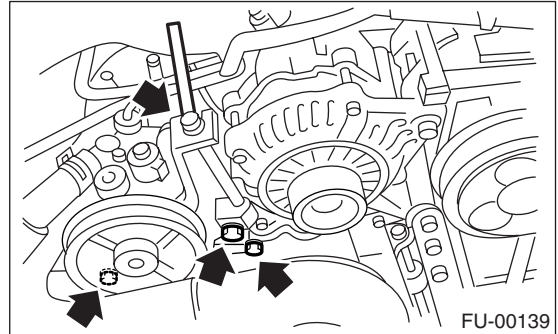
(2) Heater inlet and outlet hoses

14) Remove the power steering pump from bracket.

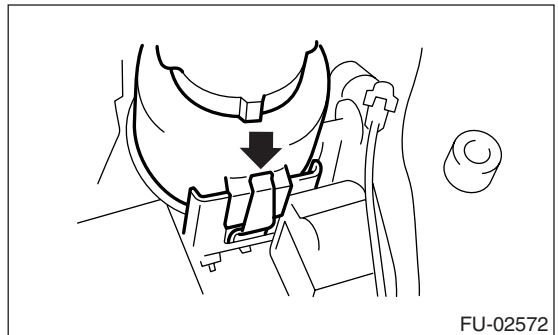
- (1) Loosen the lock bolt and slider bolt, and then remove the front side V-belt. <Ref. to ME(H4SO)-40, FRONT SIDE BELT, REMOVAL, V-belt.>
- (2) Remove the pipe with bracket.



- (3) Remove the bolts which install the power steering pump to bracket.



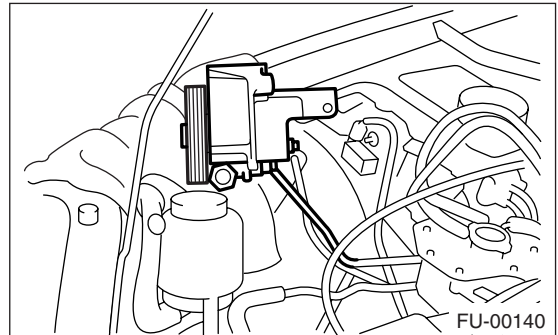
- (4) Remove the power steering tank from bracket by pulling it upward.



- (5) Move the power steering pump to the right side wheel apron to prevent it from falling.

NOTE:

Use a shop cloth not to scratch.

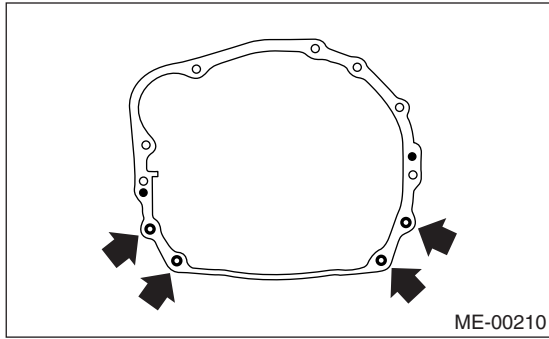


- 15) Remove the front and center exhaust pipe. <Ref. to EX(H4SO)-4, REMOVAL, Front Exhaust Pipe.>

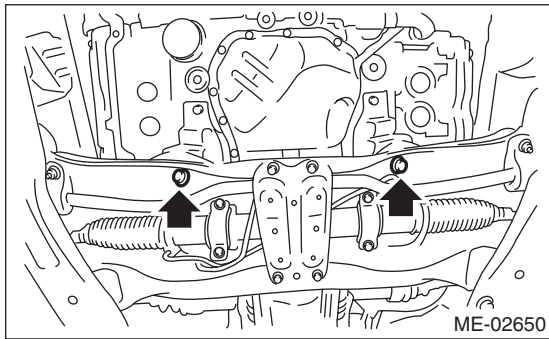
Engine Assembly

MECHANICAL

16) Remove the nuts which hold lower side of transmission to engine.



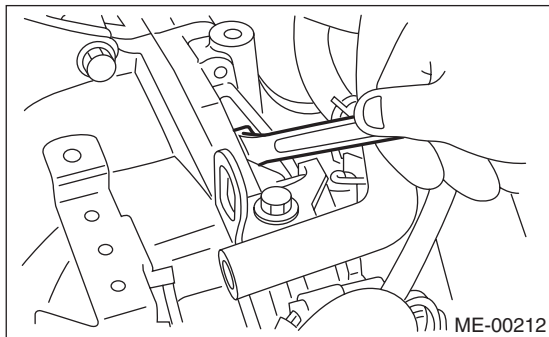
17) Remove the nuts which install front cushion rubber onto front crossmember.



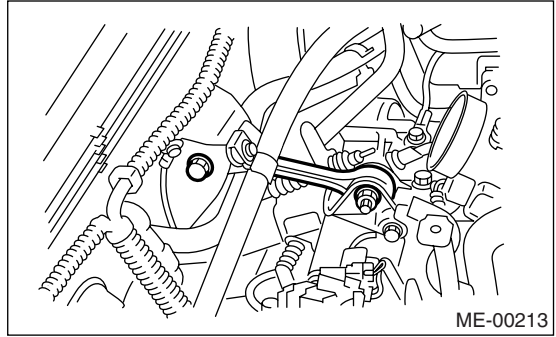
18) Remove the housing cover mounting bolts.

19) 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 all the bolts by rotating them in the direction of engine rotation little by little using a socket wrench.



20) Remove the pitching stopper.

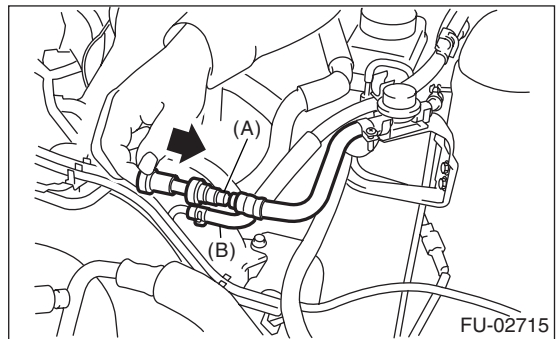


21) Disconnect the fuel delivery hose (A) and evaporation hose (B). <Ref. to FU(H4SO)-57, REMOVAL, Fuel Delivery & Evaporation Lines.>

CAUTION:

- Catch fuel from the hose into container.
- Disconnect the hose with its end wrapped with cloth to prevent fuel from splashing.

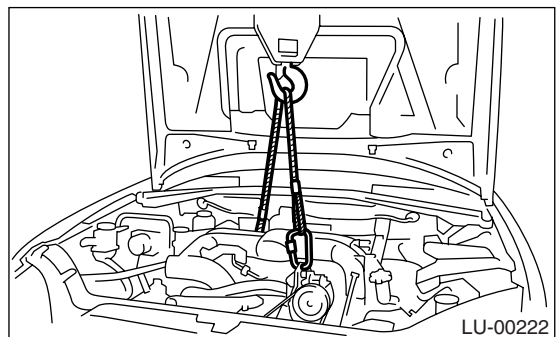
ST 42099AE000 CONNECTOR REMOVER



(A) Fuel delivery hose

(B) Evaporation hose

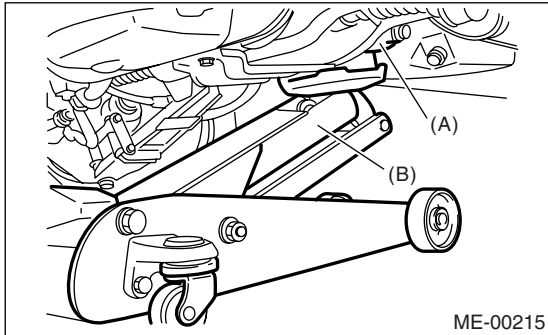
22) Support the engine with a lifting device and wire ropes.



23) Support the transmission with a garage jack.

CAUTION:

Doing this is very important because the transmission lowers for its own weight. This work is also of great importance for facilitating reinstallation.



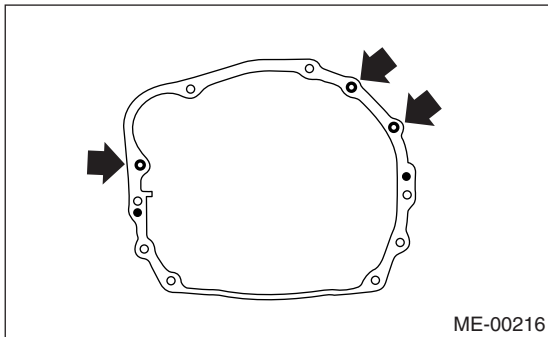
- (A) Transmission
- (B) Garage jack

CAUTION:

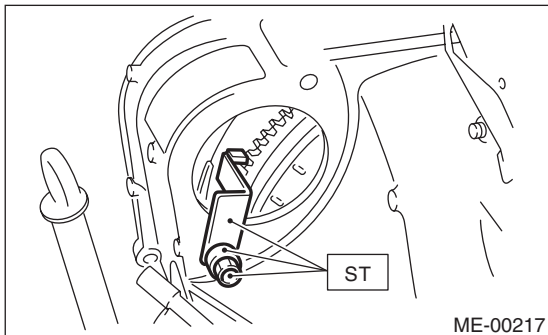
Before removing the engine away from transmission, check to be sure no work has been overlooked.

24) Separation of engine and transmission.

- (1) Remove the starter. <Ref. to SC(H4SO)-8, REMOVAL, Starter.>
- (2) Remove the bolts which hold upper side of transmission to engine.



25) Set the ST to converter case. (AT model)
ST 498277200 STOPPER SET



26) 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 move the engine away from engine compartment.

NOTE:

Be careful not to damage adjacent parts or body panels with crank pulley, oil level gauge, etc.

27) Remove the front cushion rubbers.

B: INSTALLATION

1) Install the front cushion rubbers.

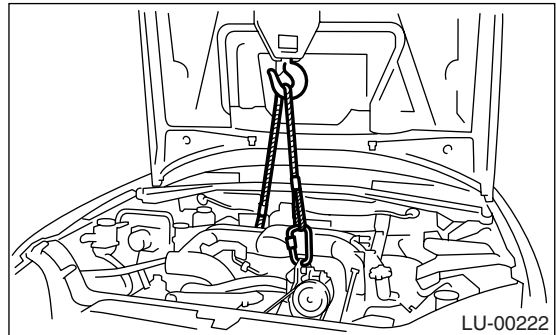
Tightening torque:

35 N·m (3.6 kgf-m, 25.8 ft-lb)

2) Position the engine in engine compartment and align it with transmission.

NOTE:

Be careful not to damage adjacent parts or body panels with crank pulley, oil level gauge, etc.

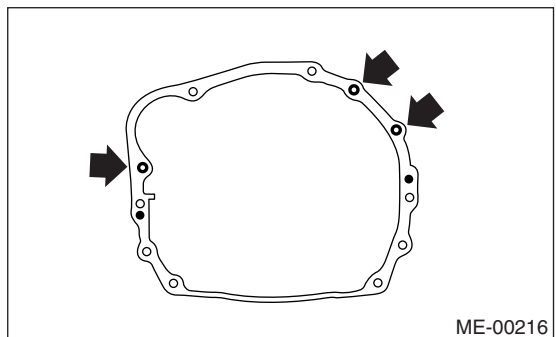


3) Apply a small amount of grease to splines of main shaft. (MT model)

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.

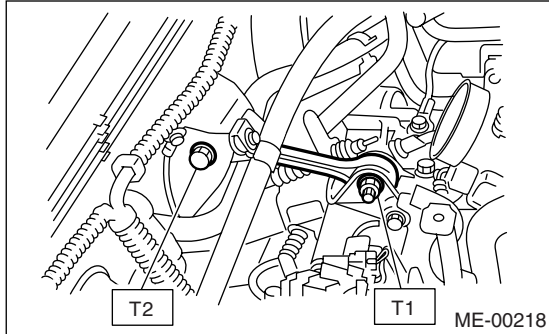
6) Remove the garage jack.

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)-8, 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.

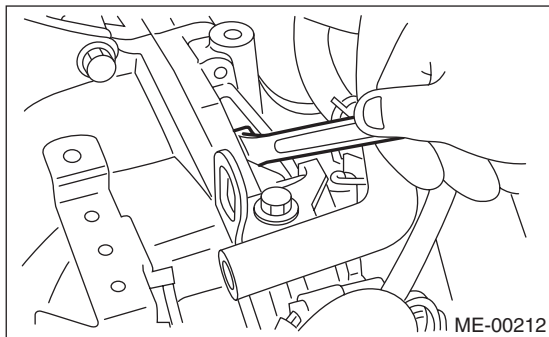
(2) Tighten all the bolts by rotating them in the direction of engine rotation little by little using a socket wrench.

CAUTION:

Be careful not to drop bolts into the torque converter clutch housing.

Tightening torque:

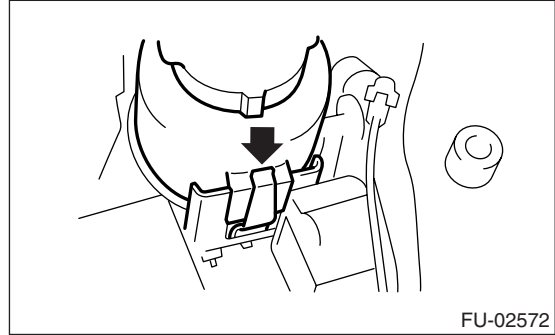
25 N·m (2.5 kgf-m, 18.4 ft-lb)



(3) Clog the service hole plug and prevent foreign matters from being mixed.

11) Install the power steering pump on bracket.

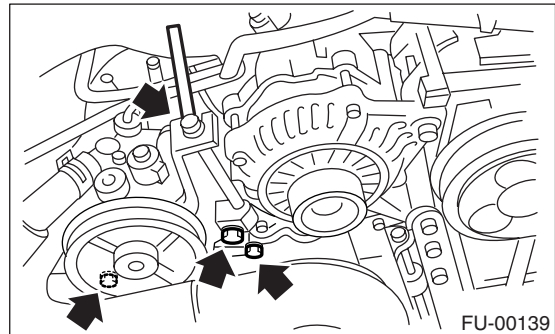
(1) Install the power steering tank to bracket.



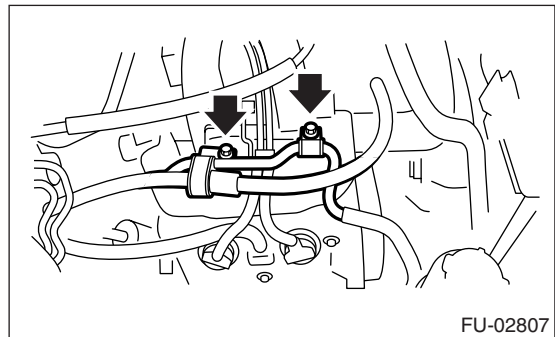
(2) Install the power steering pump on bracket, and tighten the bolts.

Tightening torque:

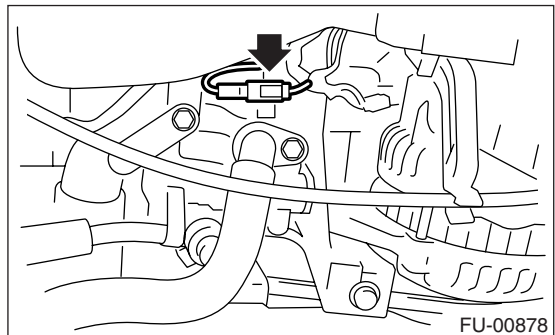
22 N·m (2.2 kgf-m, 16 ft-lb)



(3) Install the pipe with their bracket.



(4) Connect the power steering switch connector.

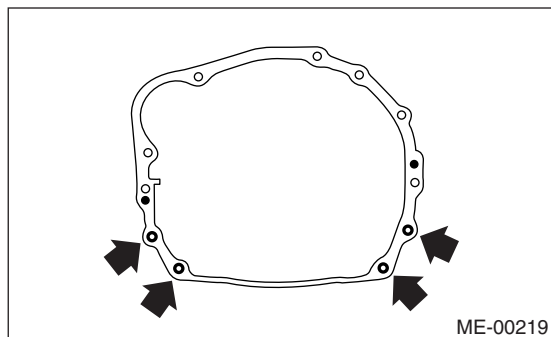


(5) Install the front side belt and adjust it. <Ref. to ME(H4SO)-40, FRONT SIDE BELT, INSTALLATION, V-belt.>

- 12) Lift-up the vehicle.
- 13) Tighten the nuts which hold lower side of transmission to engine.

Tightening torque:

50 N·m (5.1 kgf-m, 36.9 ft-lb)



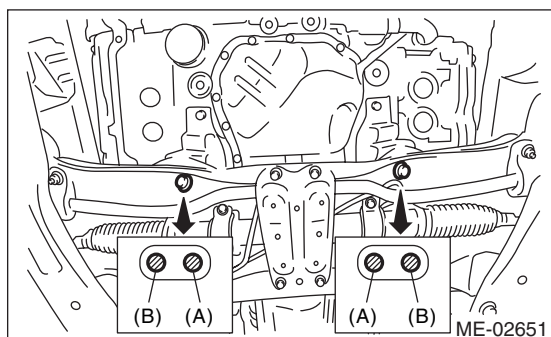
- 14) Tighten the nuts which install the front cushion rubber onto crossmember.

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)-4, 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 ground cable

Tightening torque:

14 N·m (1.4 kgf-m, 10.1 ft-lb)

- (4) Engine harness connectors
- (5) Generator connector and terminal
- (6) 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-36, INSTALLATION, Hose and Tube.>
- 22) Install the radiator to vehicle. <Ref. to CO(H4SO)-24, 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)-16, FILLING OF ENGINE COOLANT, REPLACEMENT, Engine Coolant.>
- 27) Check the ATF level and replenish it if necessary. <Ref. to 4AT-30, INSPECTION, Automatic Transmission Fluid.>
- 28) Charge the A/C system with refrigerant. <Ref. to AC-21, PROCEDURE, Refrigerant Charging Procedure.>
- 29) Remove the front hood stay, and close the front hood.
- 30) Take off the vehicle from a lift.

C: INSPECTION

- 1) Check pipes, hoses, connectors and clamps are installed firmly.
- 2) Check that the engine coolant and ATF are at specified levels.
- 3) Start the engine, and make sure that no leaks of exhaust gas, engine coolant and fuel, noise and vibrations.

10.Engine Mounting

A: REMOVAL

- 1) Remove the engine assembly. <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

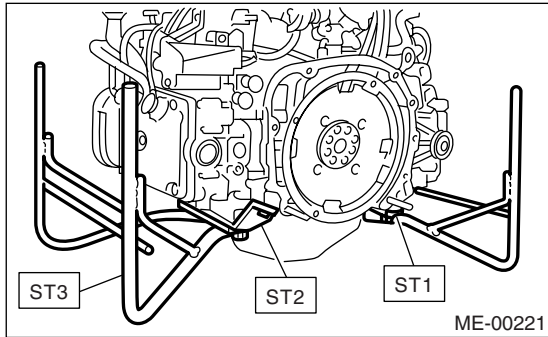
Make sure that no crack or other damages do not exist.

11.Preparation for Overhaul

A: PROCEDURE

1) After removing the engine from the body, secure it in the ST shown below.

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

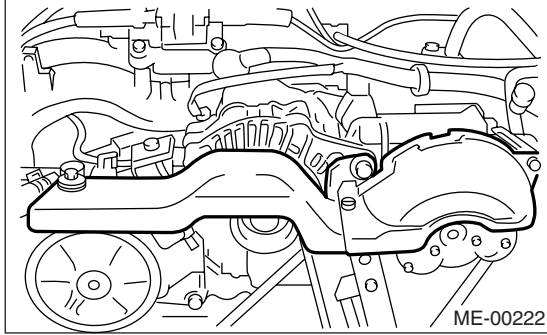
A: REMOVAL

NOTE:

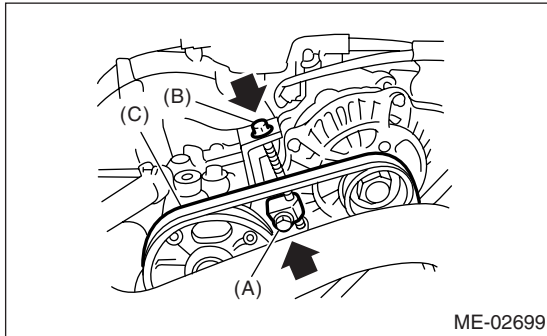
Perform the following procedures with the engine installed to the body.

1. FRONT SIDE BELT

- 1) Remove the V-belt covers.

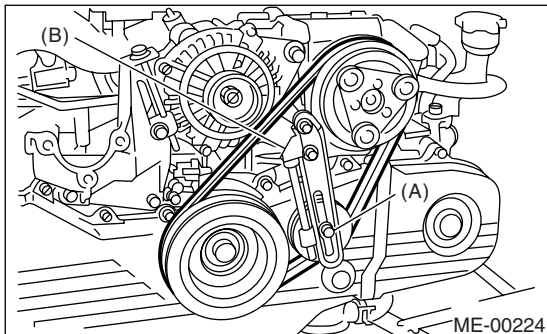


- 2) Loosen the lock bolt (A).
- 3) Loosen the slider bolt (B).
- 4) Remove the front side belt (C).



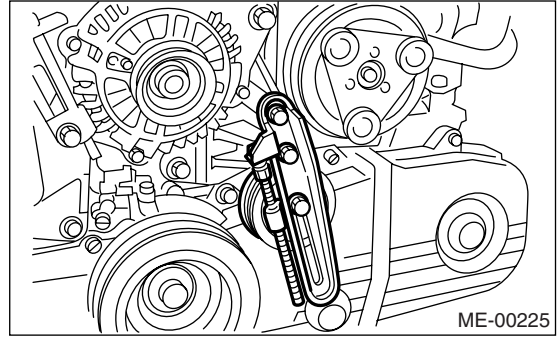
2. REAR SIDE BELT

- 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

NOTE:

Wipe off any oil or water on the belt and pulley.

1. FRONT SIDE BELT

- 1) Install a V 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).

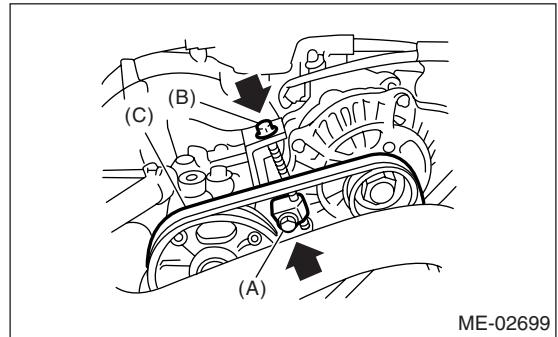
Tightening torque:

Lock bolt (A):

25 N·m (2.5 kgf-m, 18.4 ft-lb)

Slider bolt (B):

8 N·m (0.8 kgf-m, 5.9 ft-lb)



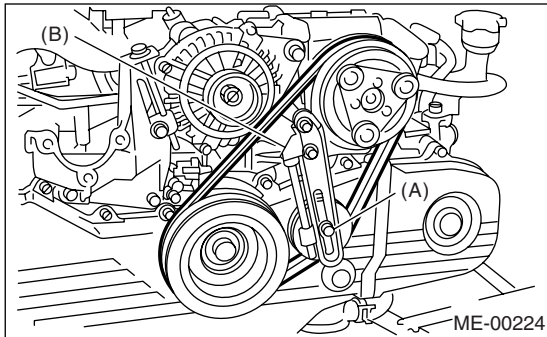
2. REAR SIDE BELT

- 1) Install the belt tensioner.
- 2) Install a V 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 cracks, 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:

618 — 755 N (63 — 77 kgf, 139 — 170 lbf)

At inspection:

490 — 640 N (50 — 65 kgf, 110 — 144 lbf)

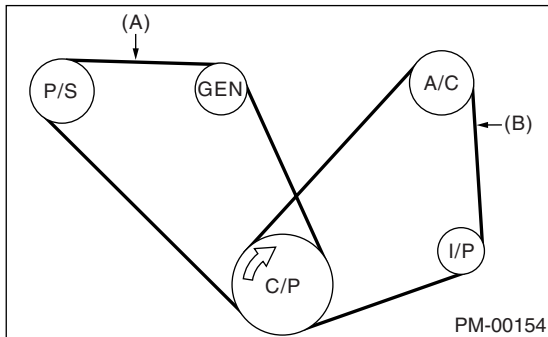
(B)

When installing new parts:

740 — 880 N (75 — 90 kgf, 166 — 198 lbf)

At inspection:

350 — 450 N (36 — 46 kgf, 79 — 101 lbf)



- (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)

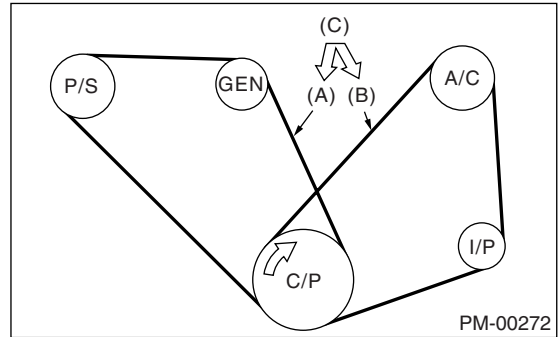
(B)

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) 98 N (10 kgf, 22 lbf)
- C/P Crank pulley
- GEN Generator
- P/S Power steering oil pump pulley
- A/C Air conditioning compressor pulley
- I/P Idler pulley

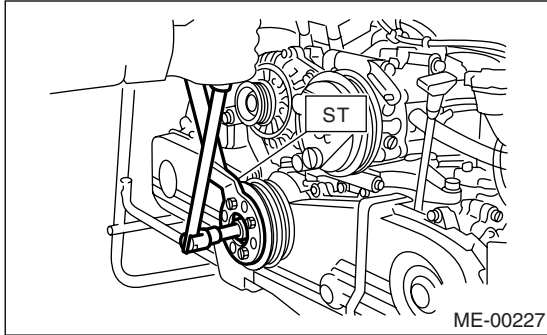
13.Crank Pulley

A: REMOVAL

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.

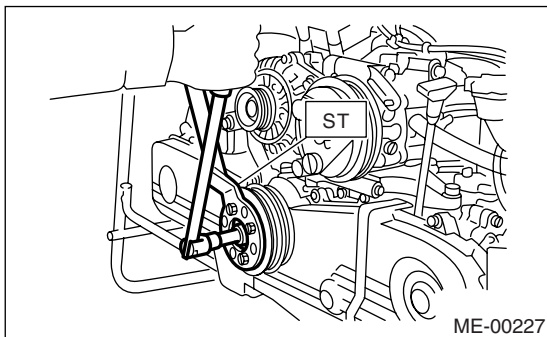
(2) Apply engine oil to the crank pulley bolt seat and thread.

(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) Confirm that the tightening angle of crank pulley bolt is 65° or more. If the tightening angle of crank pulley bolt is less than 65°, conduct the following procedures.

(1) Replace the crank pulley bolts and clean them.

Crank pulley bolt:

Part No. 12369AA011

(2) Clean the crankshaft thread using compressed air.

(3) Apply engine oil to the crank pulley bolt seat and thread.

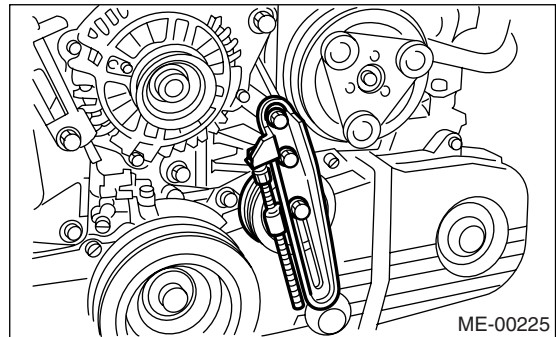
(4) Tighten the bolts temporarily with tightening torque of 44 N·m (4.5 kgf-m, 33 ft-lb).

(5) Tighten the crank pulley bolts 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

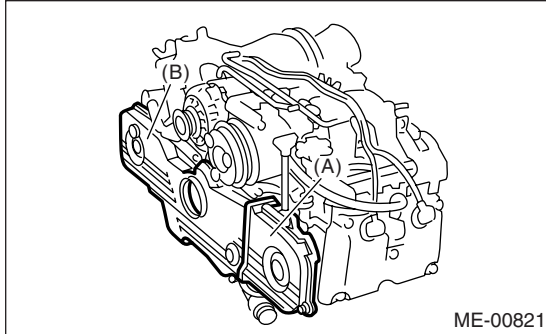
1) Make sure the V-belt is not worn or otherwise damaged.

2) Check the tension of the belt. <Ref. to ME(H4SO)-41, INSPECTION, V-belt.>

14. Timing Belt Cover

A: REMOVAL

- 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.

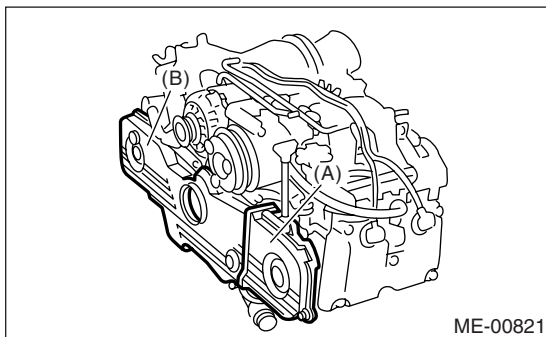
Tightening torque:

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

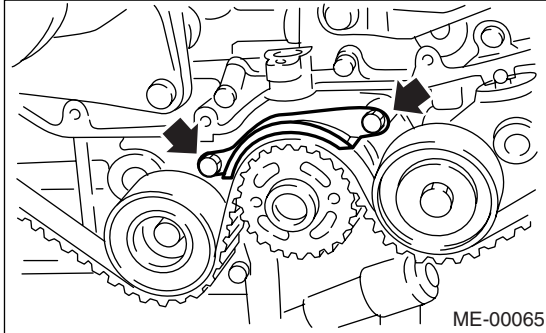
Check the cover for damage.

15. Timing Belt

A: REMOVAL

1. TIMING BELT

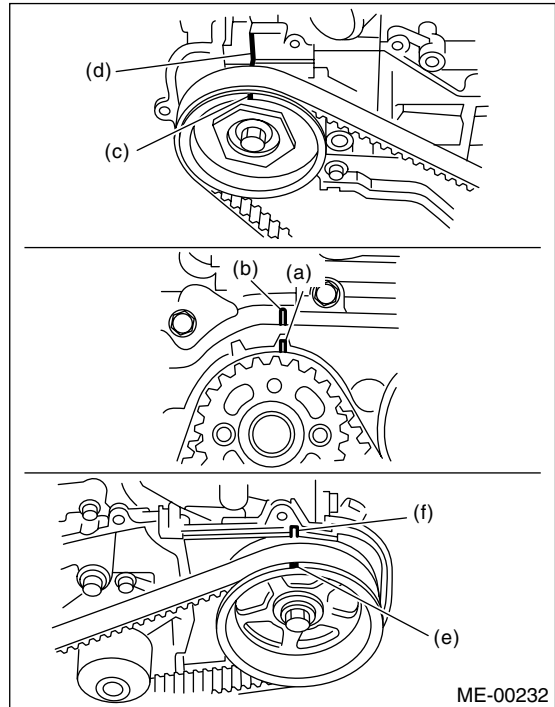
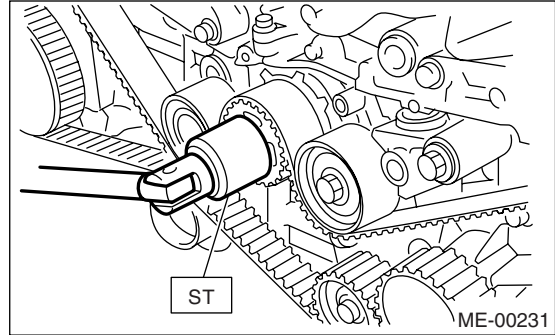
- 1) Remove the V-belts. <Ref. to ME(H4SO)-40, REMOVAL, V-belt.>
- 2) Remove the crank pulley. <Ref. to ME(H4SO)-42, REMOVAL, Crank Pulley.>
- 3) Remove the timing belt cover. <Ref. to ME(H4SO)-43, REMOVAL, Timing Belt Cover.>
- 4) Remove the timing belt guide. (MT model)



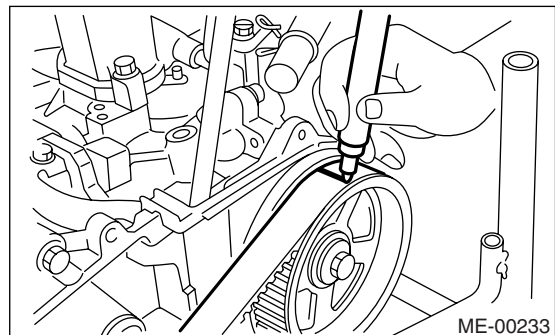
- 5) If the alignment mark or arrow mark (which indicates rotation direction) on timing belt fade away, put new marks before removing the timing belt as shown in procedures below.

- (1) To turn crankshaft, use the ST: 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



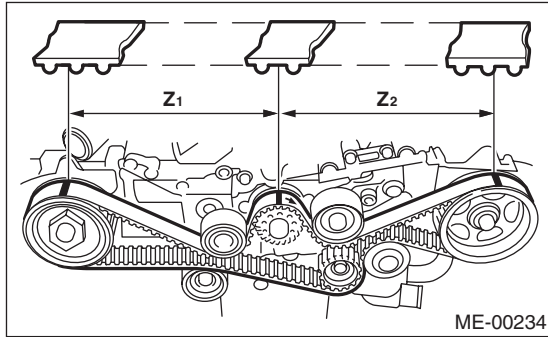
- (2) Using white paint, put alignment marks or arrow marks on the timing belts in relation to the crank sprocket and cam sprockets.



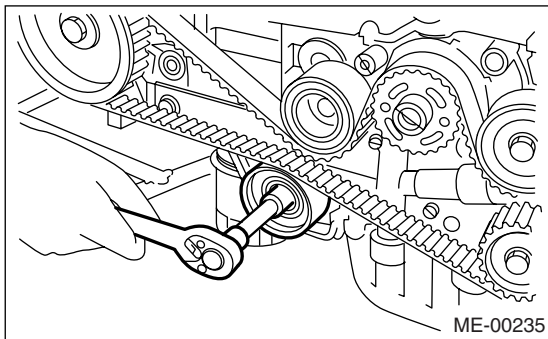
Specified data:

Z_1 : Length of 46.8 teeth

Z_2 : Length of 43.7 teeth

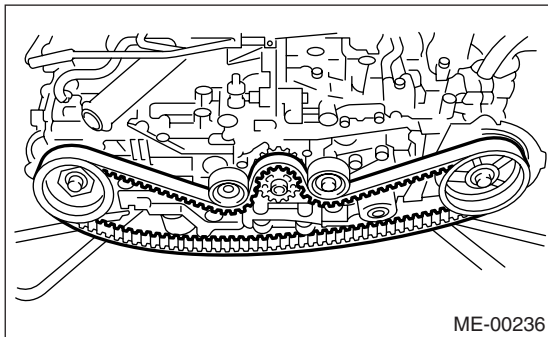


6) Remove the belt idler (No. 2).



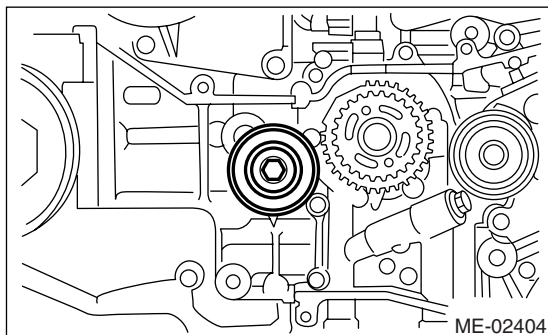
7) Remove the belt idler No. 2.

8) Remove the timing belt.

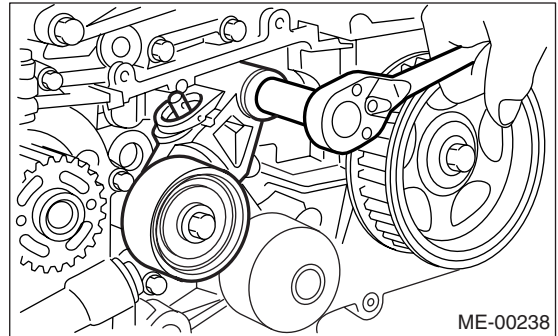


2. BELT IDLER AND AUTOMATIC BELT TENSION ADJUSTER ASSEMBLY

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

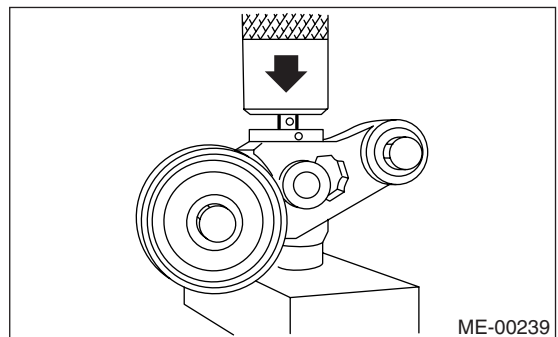
1) Preparation for installation of automatic belt tension adjuster assembly.

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 lbf).
- 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 the vertical pressing tool.

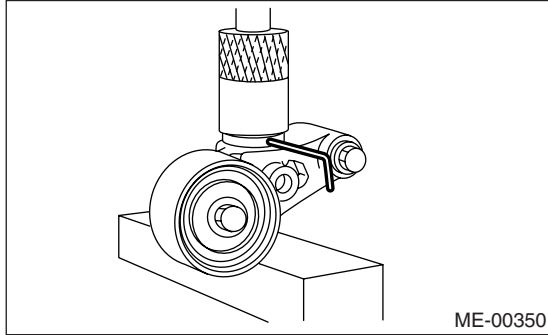
(2) Slowly move the adjuster rod down with a pressure of more than 294 N (30 kgf, 66 lbf) until the adjuster rod is aligned with the stopper pin hole in the cylinder.



Timing Belt

MECHANICAL

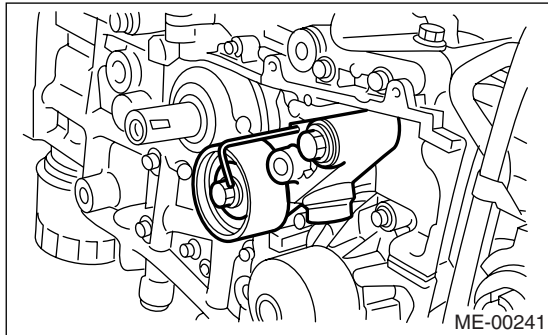
- (3) With a 2 mm (0.08 in) dia. stopper pin or a 2 mm (0.08 in) (nominal) dia. hex wrench inserted into the stopper pin hole in cylinder, secure the adjuster rod.



- 2) Install the automatic belt tension adjuster assembly.

Tightening torque:

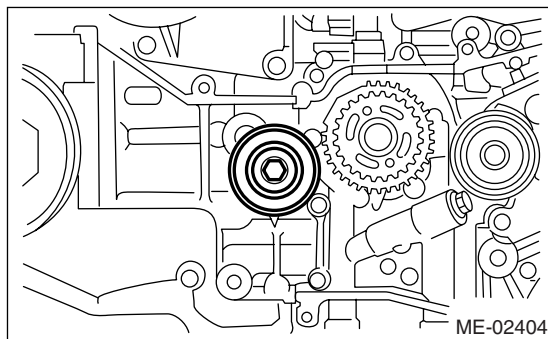
39 N·m (4.0 kgf-m, 28.9 ft-lb)



- 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 automatic belt tension adjuster assembly. <Ref. to ME(H4SO)-45, AUTOMATIC BELT TENSION ADJUSTER ASSEMBLY AND BELT IDLER, INSTALLATION, Timing Belt.>

- 2) Installation of timing belt

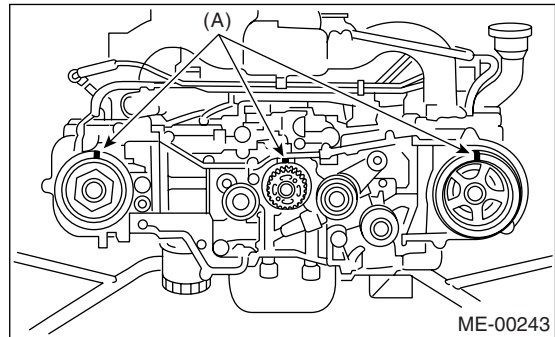
- (1) Turn the cam sprocket No. 2 using ST1, and turn the cam sprocket No. 1 using ST2 so that their alignment marks (A) come to top positions.

ST1 18231AA010 CAM SPROCKET WRENCH

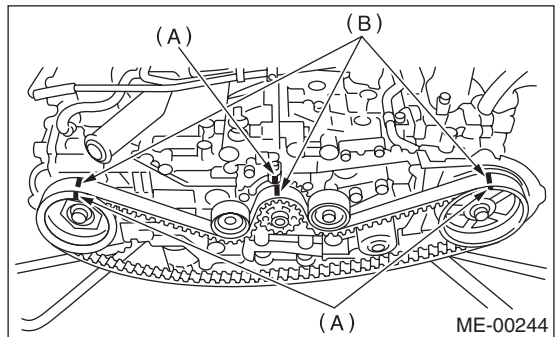
NOTE:

CAM SPROCKET WRENCH (499207100) can also be used.

ST2 499207400 CAM SPROCKET WRENCH



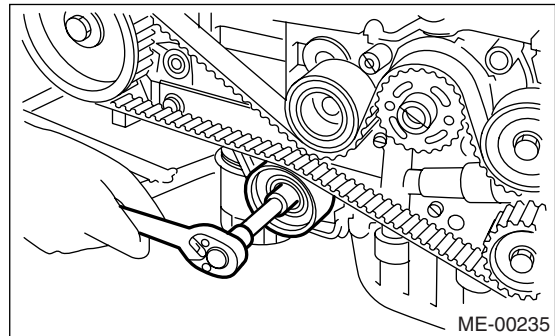
- (2) While aligning the alignment mark (B) on timing belt with the mark (A) on sprockets, position the timing belt properly.



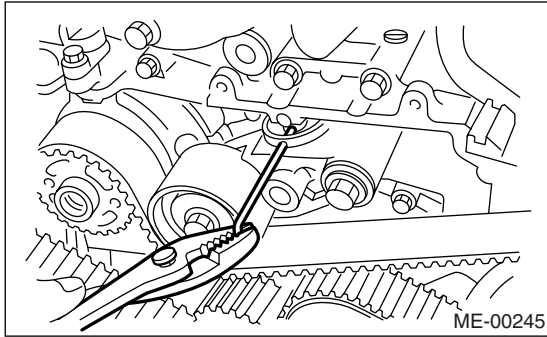
- 3) Install the belt idler (No. 2).

Tightening torque:

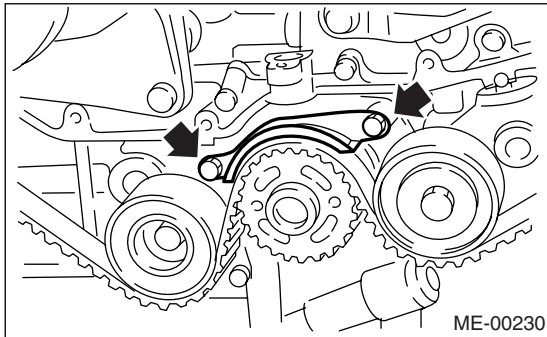
39 N·m (4.0 kgf-m, 28.9 ft-lb)



4) After ensuring the marks on timing belt and cam sprockets are aligned, remove the stopper pin from belt tension adjuster.



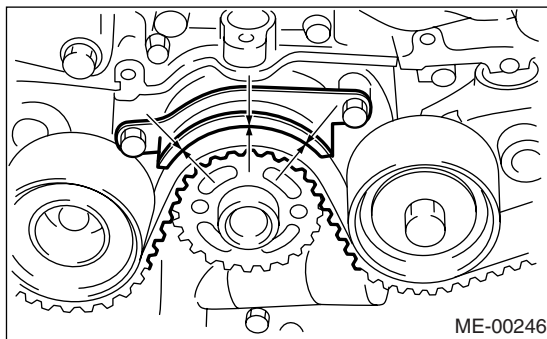
5) Install the timing belt guide. (MT model)
(1) Temporarily tighten the timing belt guide mounting bolts.



(2) Check and adjust the clearance between timing belt and timing belt guide by using thickness gauge.

Clearance:

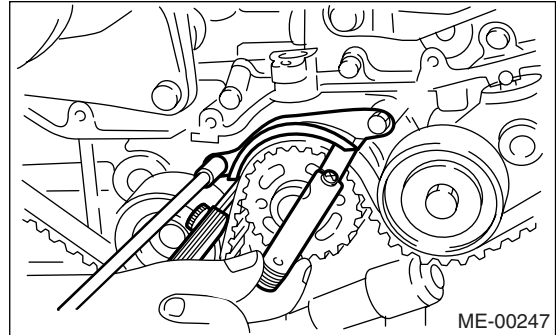
$1.0 \pm 0.5 \text{ mm}$ ($0.039 \pm 0.020 \text{ in}$)



(3) Tighten the timing belt guide mounting bolts.

Tightening torque:

$9.75 \text{ N}\cdot\text{m}$ ($1.0 \text{ kgf}\cdot\text{m}$, $7.2 \text{ ft}\cdot\text{lb}$)



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: INSPECTION

1. TIMING BELT

1) Check the timing belt teeth for breaks, cracks and wear. If any fault is found, replace the belt.

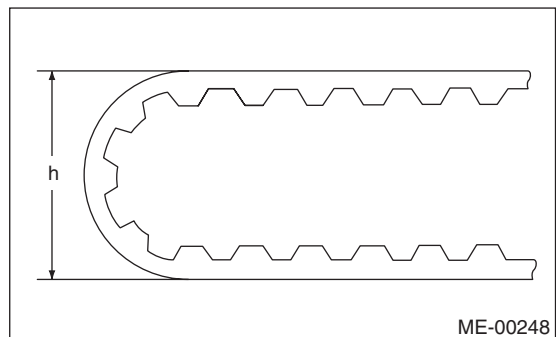
2) Check the condition of the backside of belt. If cracks are found, replace the belt.

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 ADJUSTER

1) Visually check the oil seals for leaks, and rod ends for abnormal wear or 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 lbf) is applied to it. This is to check adjuster rod stiffness.

3) If the adjuster rod is not stiff and moves freely when applying 294 N (30 kgf, 66 lbf), check it using the following procedures:

(1) Slowly press the adjuster rod down to the end surface of the 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 lbf) to it. Check the adjuster rod stiffness.

(3) If the adjuster rod is not stiff and moves down, replace the automatic belt tension adjuster assembly with a new one.

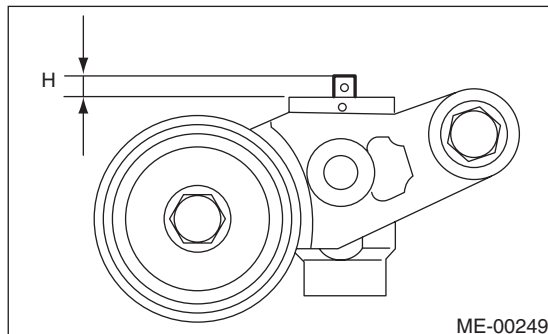
CAUTION:

- 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 lbf).
- Press the adjuster rod as far as the end surface of cylinder. Do not press the adjuster rod into cylinder. Doing so may damage the cylinder.

4) Measure the amount of rod protrusion beyond the body. If it is not within specifications, replace with a new one.

Amount of rod protrusion H:

$5.7 \pm 0.5 \text{ mm}$ ($0.224 \pm 0.020 \text{ in}$)



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

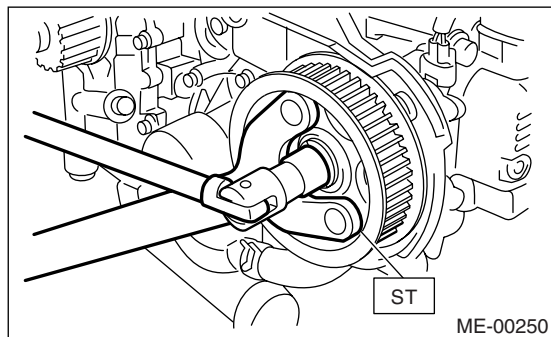
A: REMOVAL

- 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 ST.

ST 18231AA010 CAM SPROCKET WRENCH

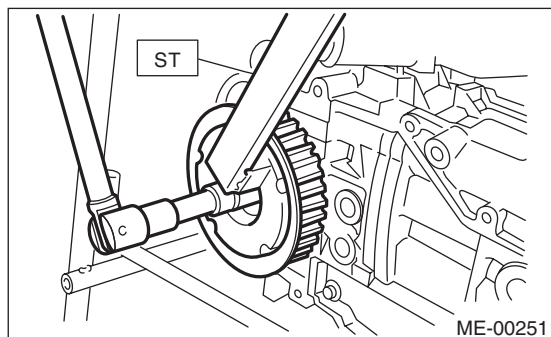
NOTE:

CAM SPROCKET WRENCH (499207100) can also be used.



- 7) Remove the cam sprocket No. 1. To lock the camshaft, use ST.

ST 499207400 CAM SPROCKET WRENCH



B: INSTALLATION

- 1) Install the cam sprocket No. 1. To lock the camshaft, use ST.

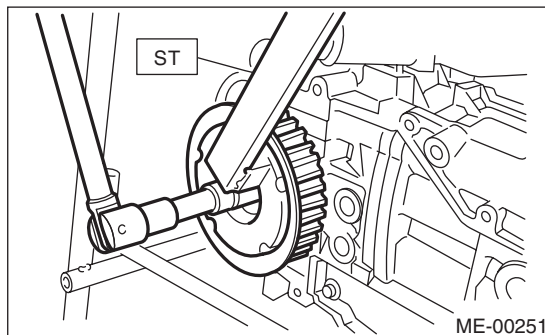
ST 499207400 CAM SPROCKET WRENCH

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 indication of L or R.



- 2) Install the cam sprocket No. 2. To lock the camshaft, use ST.

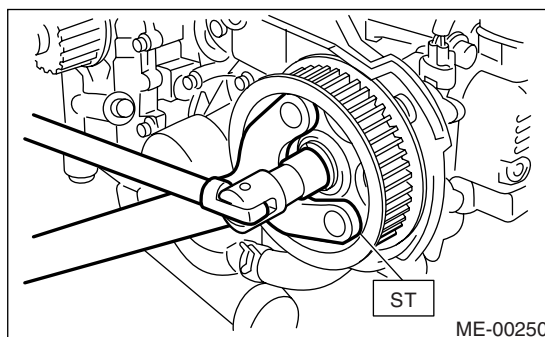
ST 18231AA010 CAM SPROCKET WRENCH

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.

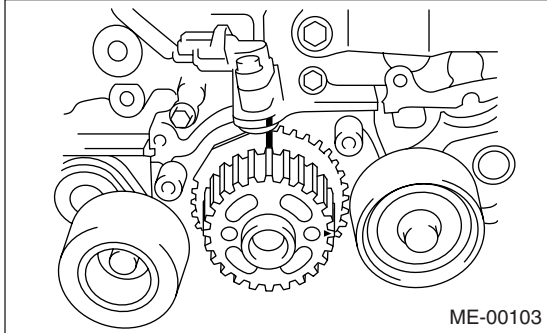
- 2) Make sure there is no free play between cam sprocket and key.

- 3) Check the cam sprocket protrusion used for sensor for damage and contamination of foreign matter.

17.Crank Sprocket

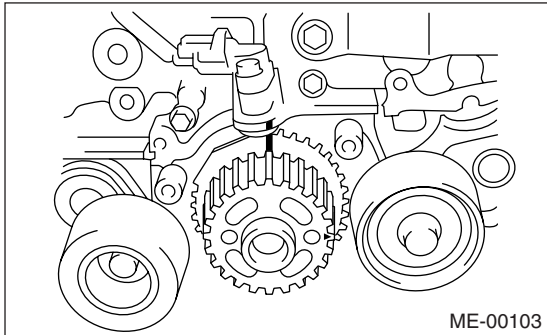
A: REMOVAL

- 1) Remove the V-belt. <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

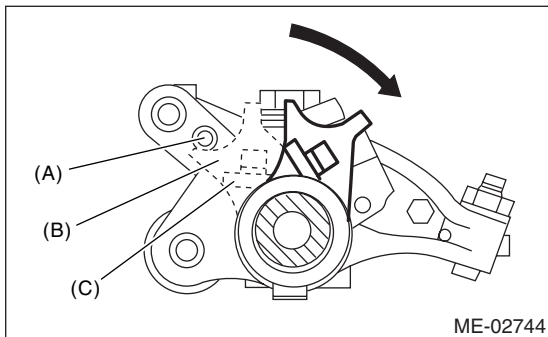
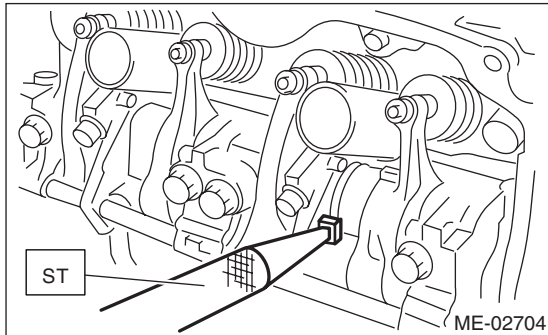
- 1) Check the crank sprocket teeth for abnormal wear and scratches.
- 2) Make sure there is no free play between crank sprocket and key.
- 3) Check the crank sprocket protrusion used for sensor for damage and contamination of foreign matter.

18. Valve Rocker Assembly

A: REMOVAL

- 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) Using ST, rotate the spring stopper in the arrow direction to remove it from adjuster pin.

ST 18258AA000 SPRING INSTALLER

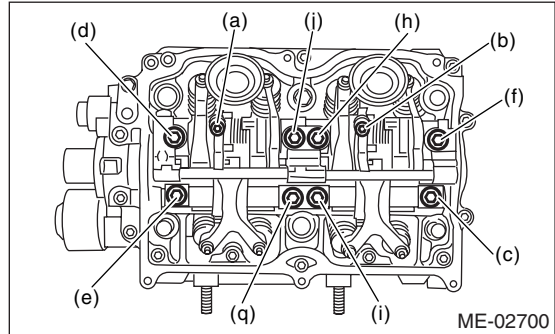


- (A) Adjuster pin
- (B) Spring stopper
- (C) Spring

- (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.

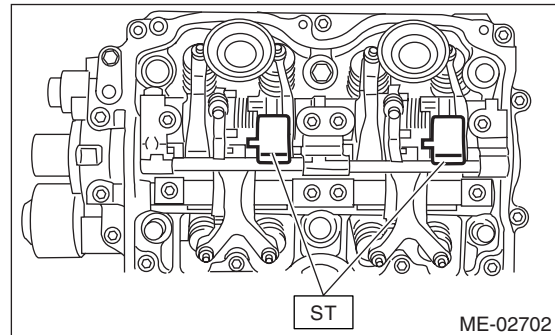


- (3) Remove the valve rocker assembly.

NOTE:

Set the ST in the position shown in the figure to remove the intake valve rocker assembly.

ST 18354AA000 VALVE ROCKER HOLDER



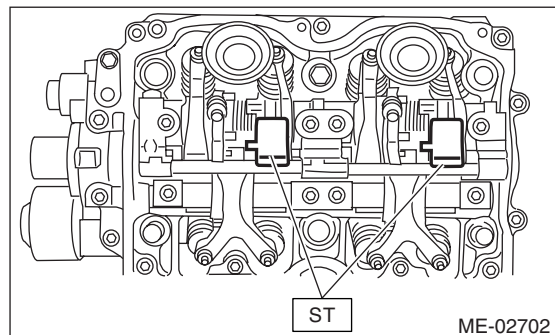
B: INSTALLATION

- 1) Install the valve rocker assembly.
 - (1) Temporarily tighten the bolts equally in alphabetical order.

NOTE:

- Do not temporarily tighten the bolts (i) and (j).
- Set the ST in the position shown in the figure to install the intake valve rocker assembly.

ST 18354AA000 VALVE ROCKER HOLDER



- (2) Tighten the bolts (a) through (h) to specified torque.

Tightening torque:

25 N·m (2.5 kgf-m, 18.4 ft-lb)

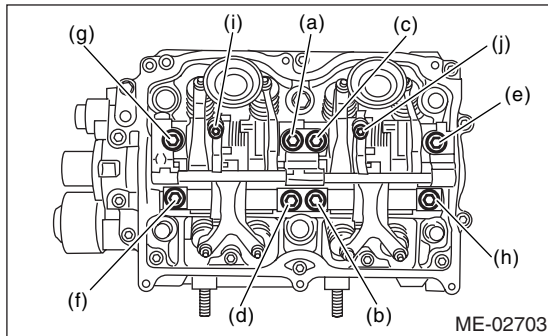
Valve Rocker Assembly

MECHANICAL

(3) Tighten the bolts (i) through (j) to specified torque.

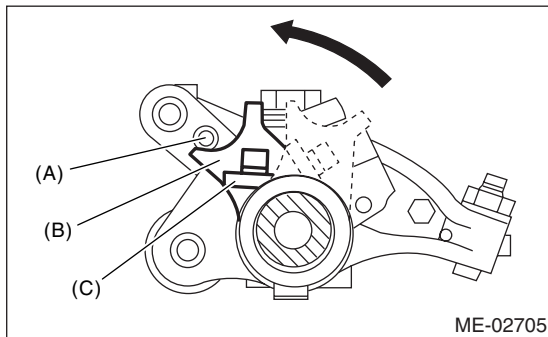
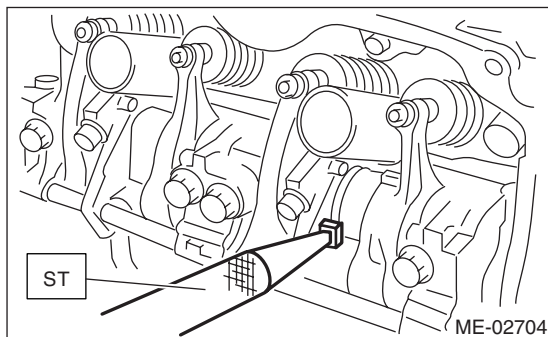
Tightening torque:

8 N·m (0.8 kgf-m, 5.9 ft-lb)



(4) Using ST, rotate the spring stopper in the arrow direction to secure it to adjuster pin.

ST 18258AA000 SPRING INSTALLER



- (A) Adjuster pin
- (B) Spring stopper
- (C) Spring

2) Adjust the valve clearance. <Ref. to ME(H4SO)-31, ADJUSTMENT, Valve Clearance.>

3) Tighten the bolts of rocker cover and rocker cover gasket in alphabetical order shown in the figure, and connect the PCV hose.

NOTE:

- Use new rocker cover gasket.
- Tighten bolts in two stages in alphabetical sequence as shown in the figure.

Tightening torque:

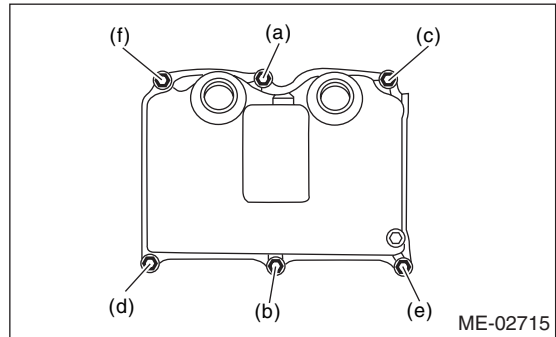
1st

6.4 N·m (0.65 kgf-m, 4.7 ft-lb)

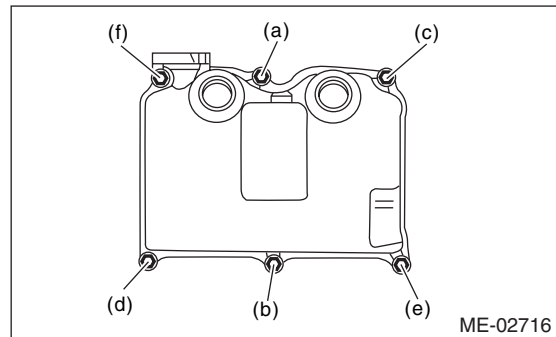
2nd

6.4 N·m (0.65 kgf-m, 4.7 ft-lb)

- RH side



- LH side



4) Install the cam sprocket. <Ref. to ME(H4SO)-49, INSTALLATION, Cam Sprocket.>

5) Install the timing belt. <Ref. to ME(H4SO)-45, INSTALLATION, Timing Belt.>

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-belt. <Ref. to ME(H4SO)-40, INSTALLATION, V-belt.>

C: DISASSEMBLY

NOTE:

Intake valve rocker assembly can not be disassembled.

1) Remove the exhaust valve rocker arm from 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 valve rocker.

D: ASSEMBLY

NOTE:

Intake valve rocker assembly can not be disassembled.

- 1) Install the adjusting screw and nut to exhaust valve rocker arm.
- 2) Insert the valve rocker arm into rocker shaft.

NOTE:

Valve rocker arms and rocker shaft have identification marks. Ensure 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 make sure the difference (oil clearance) between the two values.

Clearance between arm and shaft:

Standard:

0.020 — 0.054 mm (0.0008 — 0.0021 in)

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.

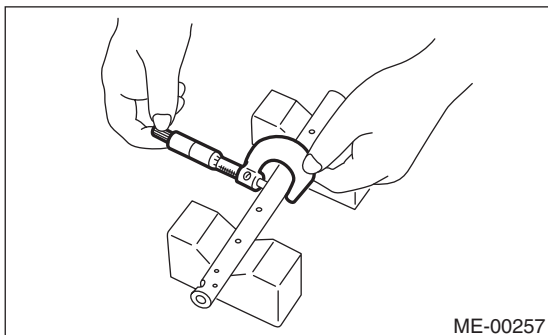
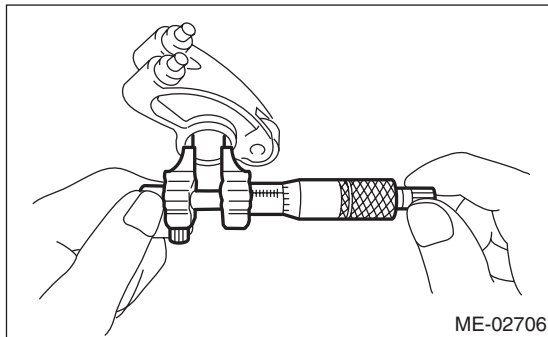
Rocker arm inside diameter:

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 cam 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.



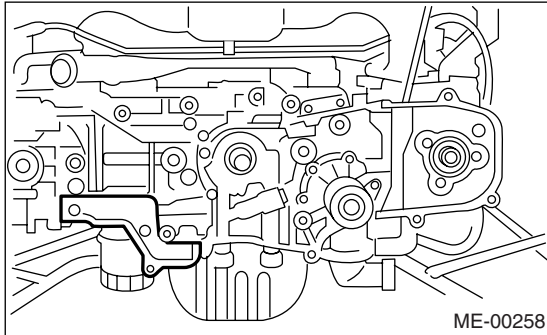
19. Camshaft

A: REMOVAL

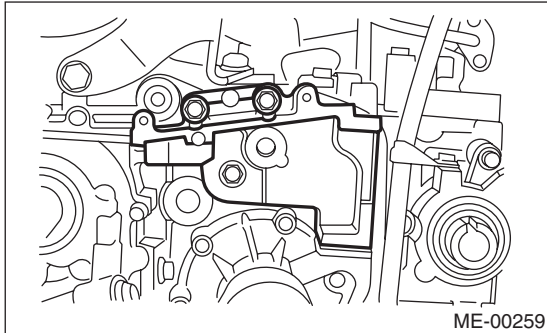
- 1) Remove the V-belts. <Ref. to ME(H4SO)-40, REMOVAL, V-belt.>
- 2) Remove the crank pulley. <Ref. to ME(H4SO)-42, REMOVAL, Crank Pulley.>
- 3) Remove the timing belt cover. <Ref. to ME(H4SO)-43, REMOVAL, Timing Belt Cover.>
- 4) Remove the timing belt. <Ref. to ME(H4SO)-44, REMOVAL, Timing Belt.>
- 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.



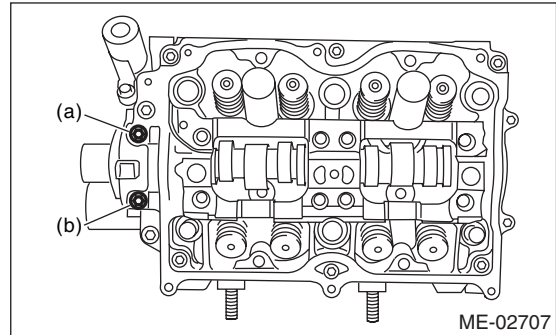
- 8) Remove the tensioner bracket.



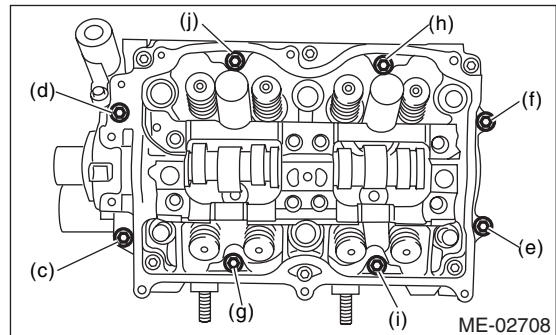
- 9) Remove the camshaft position sensor support. (LH side only)
- 10) Remove the oil level gauge guide. (LH side only)
- 11) Remove the valve rocker assembly. <Ref. to ME(H4SO)-51, REMOVAL, Valve Rocker Assembly.>

- 12) Remove the camshaft cap.

- (1) Remove the bolts (a) and (b) in alphabetical sequence.

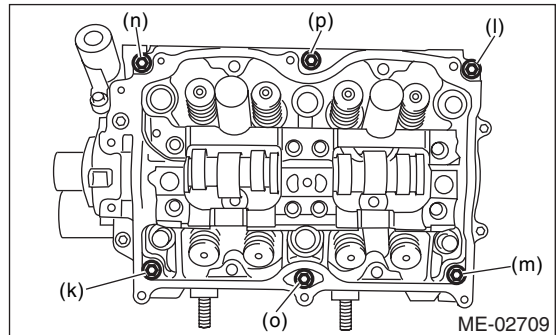


- (2) Equally loosen the bolts (c) through (j) all the way in alphabetical sequence.



- (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 the rear side of camshaft.

CAUTION:

- Do not remove the oil seal unless necessary.
- Do not scratch the journal surface when removing the oil seal.

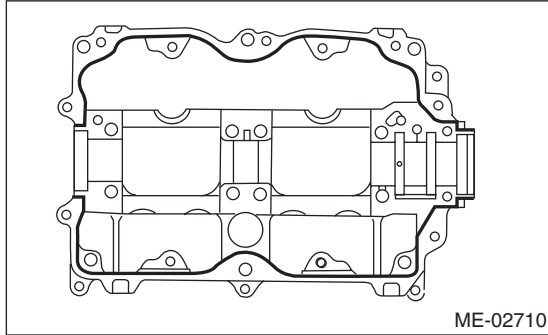
B: INSTALLATION

- 1) Apply a 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.

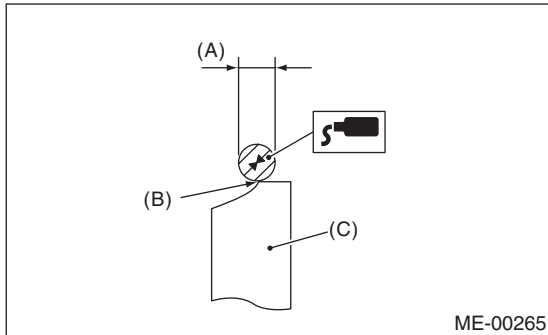
Liquid gasket:

THREE BOND 1280B (Part No. K0877YA018)

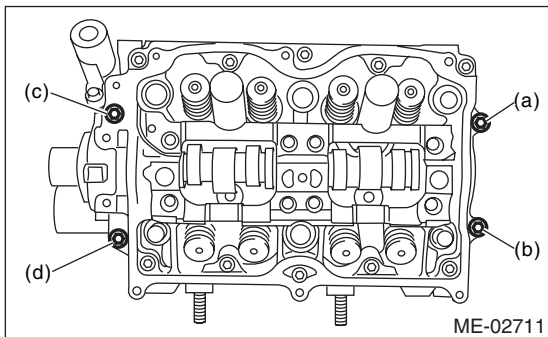


NOTE:

- 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.
- Assemble them within 20 min. after applying liquid gasket.



- (2) Temporarily tighten the bolts (a) through (d) in alphabetical sequence.



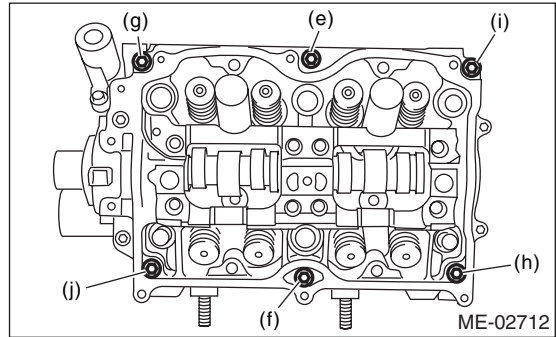
- (3) Install the valve rocker assembly.
<Ref. to ME(H4SO)-51, INSTALLATION, Valve Rocker Assembly.>

- (4) Tighten the TORX® bolts (e) through (j) in alphabetical sequence using ST.

ST 499497000 TORX PLUS®

Tightening torque:

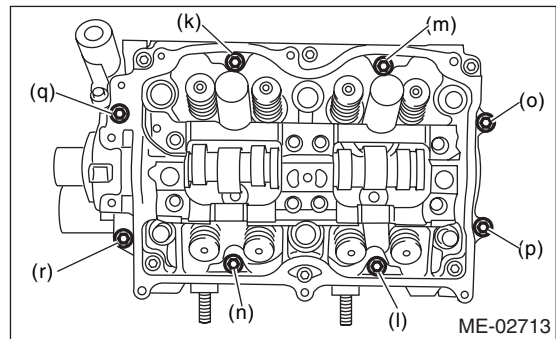
18 N·m (1.8 kgf-m, 13.3 ft-lb)



- (5) Tighten the bolts (k) through (r) in alphabetical sequence.

Tightening torque:

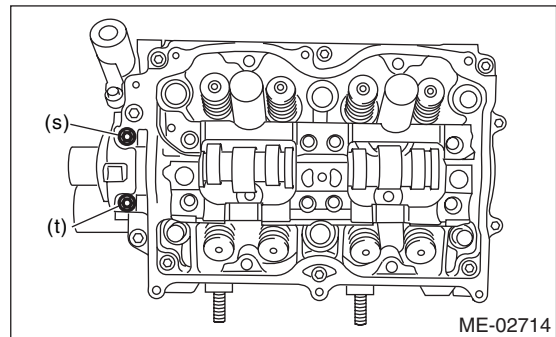
9.75 N·m (1.0 kgf-m, 7.2 ft-lb)



- (6) Tighten the bolts (s) and (t) in alphabetical sequence.

Tightening torque:

9.75 N·m (1.0 kgf-m, 7.2 ft-lb)



- 3) Apply engine oil to the outer perimeter and lips of oil seal, and install the oil seal (A) on camshaft using ST1 and ST2.

NOTE:

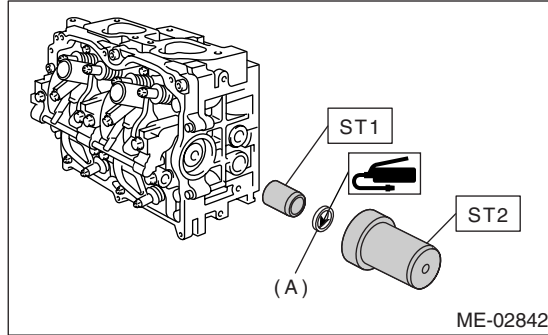
Use a new oil seal.

ST1 499597000 OIL SEAL GUIDE

Camshaft

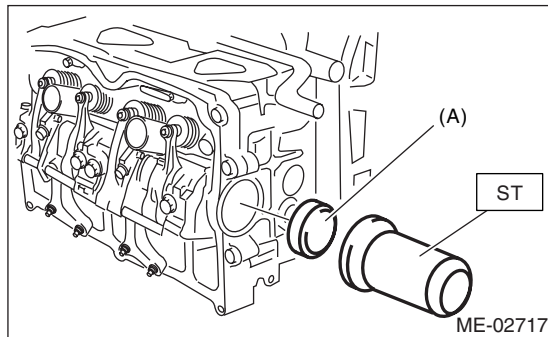
MECHANICAL

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) Tighten the bolts of rocker cover and rocker cover gasket in alphabetical order shown in the figure, and connect the PCV hose.

NOTE:

- Use new rocker cover gasket.
- Tighten bolts in two stages in alphabetical sequence as shown in the figure.

Tightening torque:

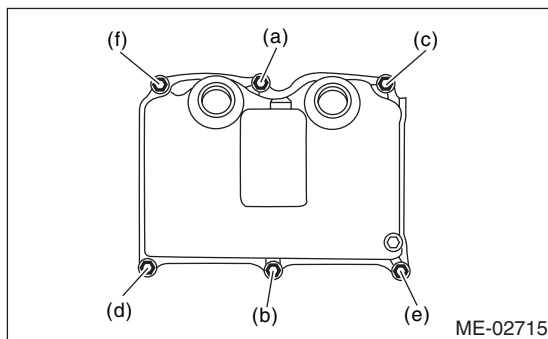
1st

6.4 N·m (0.65 kgf-m, 4.7 ft-lb)

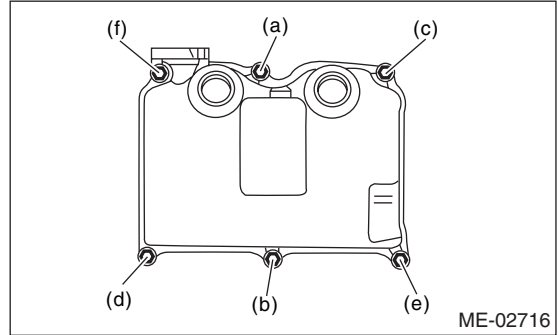
2nd

6.4 N·m (0.65 kgf-m, 4.7 ft-lb)

- RH side



- LH side



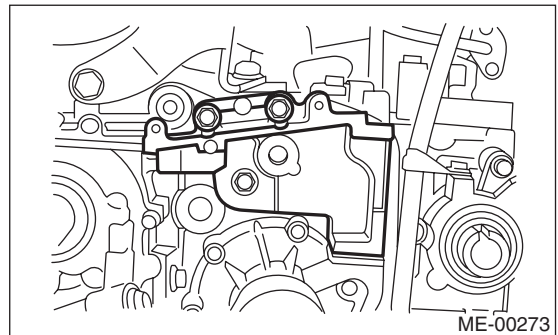
7) Install the oil level gauge guide. (LH side)

8) Install the camshaft position sensor support. (LH side)

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).

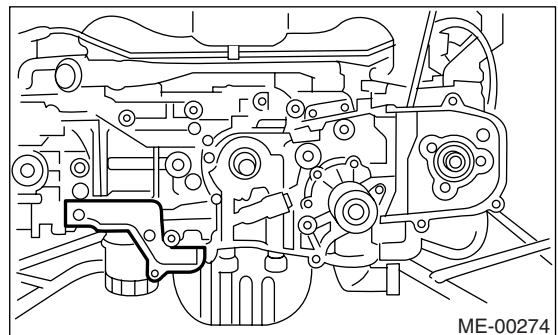
Tightening torque:

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.>

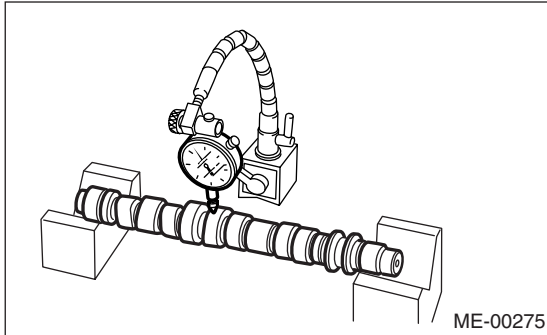
16) Install the V-belt. <Ref. to ME(H4SO)-40, INSTALLATION, V-belt.>

C: INSPECTION

1) Measure the bend, and repair or replace if necessary.

Service limit:

0.025 mm (0.0098 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 make sure the difference (oil clearance) between the two values. If the oil clearance exceeds standard value, 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:

Parts		Unit: mm (in)	
Intake	Fixed	Stan- dard	40.075 —40.175 (1.5778 — 1.5817)
		Limit	39.975 (1.5738)
	Low speed	Stan- dard	35.182 —35.282 (1.3851 — 1.3891)
		Limit	35.082 (1.3812)
	High speed	Stan- dard	40.315 —40.415 (1.5872 — 1.5911)
		Limit	40.215 (1.5833)
Exhaust		Stan- dard	40.149 —40.249 (1.5807 —1.5846)
		Limit	40.049 (1.5767)

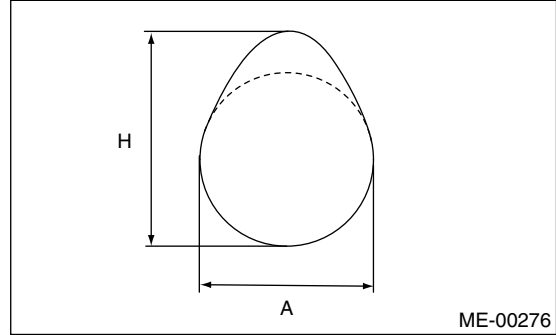
Cam base circle diameter A:

Intake: 34.00 mm (1.3386 in)

Exhaust: 34.00 mm (1.3386 in)

Difference between base circles 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 cap and cylinder head as a set. If necessary, replace the camshaft.

Standard:

0.030 — 0.090 mm (0.0012 — 0.0035 in)

Limit:

0.10 mm (0.0039 in)

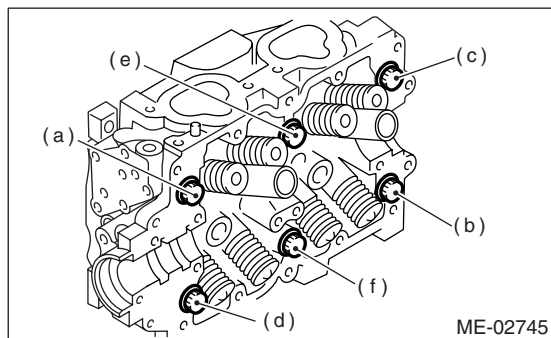
20. Cylinder Head

A: REMOVAL

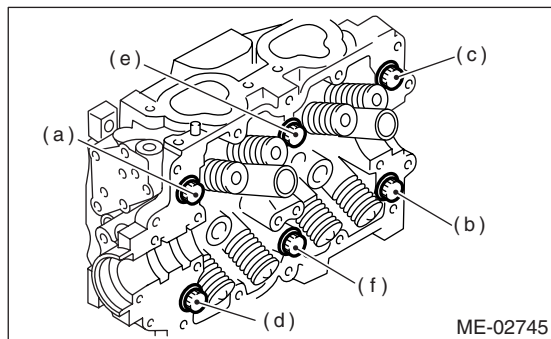
- 1) Remove the V-belts. <Ref. to ME(H4SO)-40, REMOVAL, V-belt.>
- 2) Remove the crank pulley. <Ref. to ME(H4SO)-42, REMOVAL, Crank Pulley.>
- 3) Remove the timing belt cover. <Ref. to ME(H4SO)-43, REMOVAL, Timing Belt Cover.>
- 4) Remove the timing belt. <Ref. to ME(H4SO)-44, REMOVAL, Timing Belt.>
- 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 the cylinder head.



- 13) Remove the cylinder head gasket.

CAUTION:

Be careful not to scratch the mating surface of cylinder head and cylinder block.

- 14) Similarly, remove the right side cylinder head.

B: INSTALLATION

- 1) Install the cylinder head and gaskets on cylinder block.

CAUTION:

- Use new cylinder head gaskets.
- Be careful not to scratch the mating surface of cylinder block and cylinder head.

- 2) Tighten the cylinder head bolts.
 - (1) Apply a coat of engine oil to washers and bolt threads.
 - (2) Tighten all bolts to 29 N·m (3.0 kgf-m, 21.4 ft-lb) in alphabetical sequence. Then tighten all bolts to 69 N·m (7.0 kgf-m, 50.9 ft-lb) in alphabetical sequence.
 - (3) Back off all bolts by 180° in reverse order of installation, and back them off again by 180°.
 - (4) Tighten all bolts to 42 N·m (4.3 kgf-m, 31 ft-lb) in alphabetical sequence.
 - (5) Tighten all bolts by 80° — 90° in alphabetical sequence.
 - (6) Tighten all bolts by 40° — 45° in alphabetical sequence.

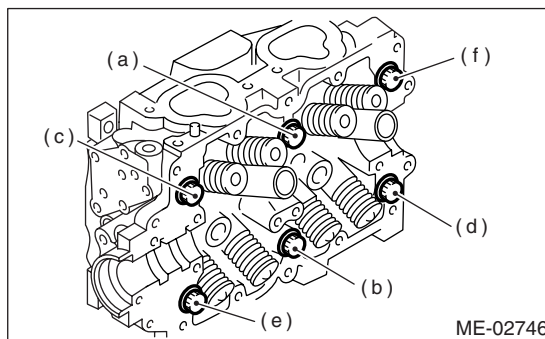
CAUTION:

Tightening angle of the bolt must not exceed 45°.

- (7) Further tighten bolts (a) and (b) by 40° — 45°.

CAUTION:

Total “re-tightening angle” of the step (6) and (7) must 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.

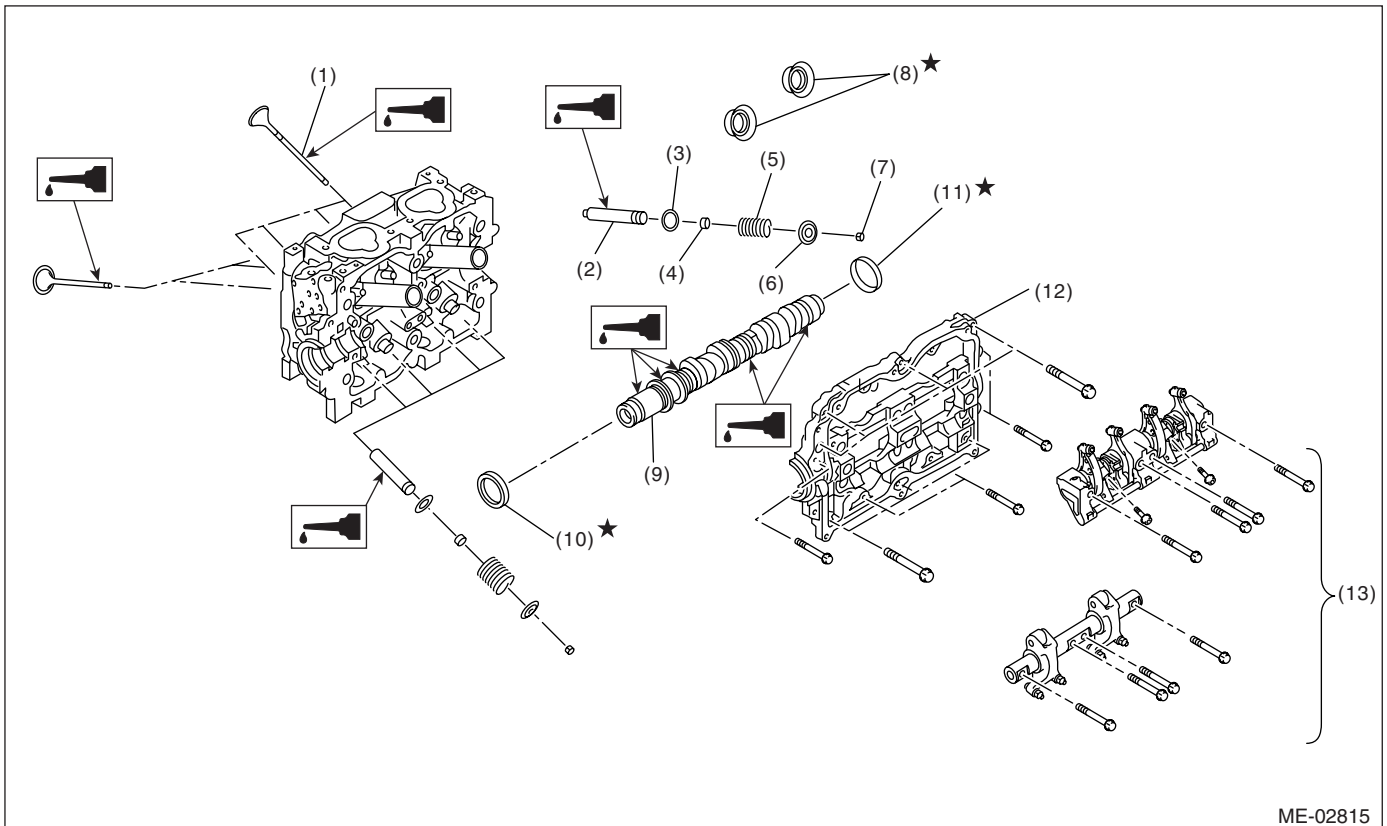
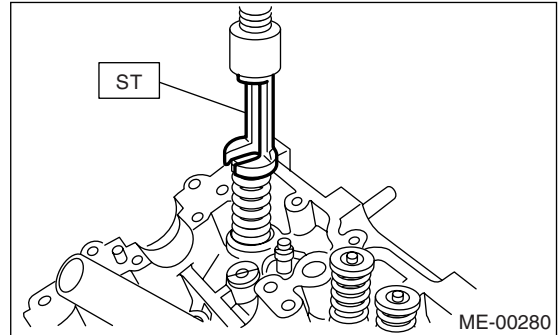
- 6) Install the intake manifold.
<Ref. to FU(H4SO)-15, INSTALLATION, Intake Manifold.>
- 7) Install the cam sprocket. <Ref. to ME(H4SO)-49, INSTALLATION, Cam Sprocket.>
- 8) Install the timing belt. <Ref. to ME(H4SO)-45, INSTALLATION, Timing Belt.>
- 9) Install the timing belt cover.
<Ref. to ME(H4SO)-43, INSTALLATION, Timing Belt Cover.>
- 10) Install the crank pulley. <Ref. to ME(H4SO)-42, INSTALLATION, Crank Pulley.>
- 11) 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.

D: ASSEMBLY

- ST 499718000 VALVE SPRING REMOVER
- NOTE:
- Keep all the removed parts in order for re-installing in their original positions.
 - Mark each valve to prevent confusion.
 - Use extreme care not to damage the lips of the intake valve oil seals and exhaust valve oil seals.



(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	
(5) Valve springs	(10) Oil seal	

Cylinder Head

MECHANICAL

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.

CAUTION:

Use extreme care not to damage the oil lips when inserting the valve into valve guide.

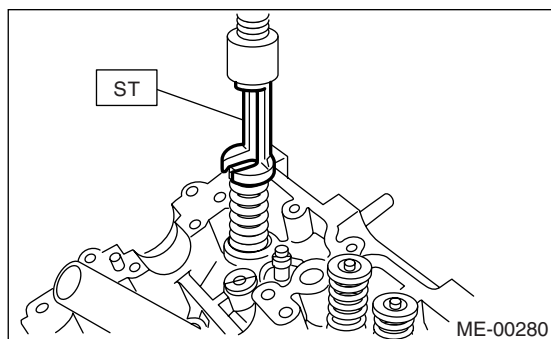
- (3) Install the valve spring and retainer.

NOTE:

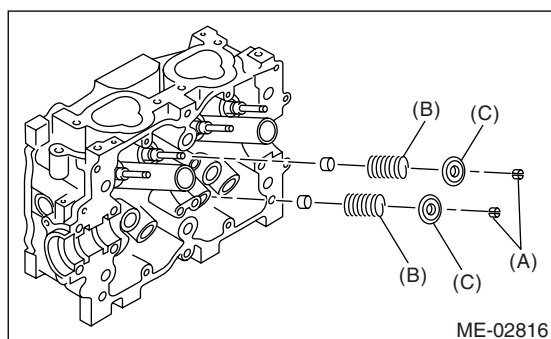
Be sure to install the valve springs with their close-coiled end facing the seat on the cylinder head.

- (4) Set the ST on valve spring.

ST 499718000 VALVE SPRING REMOVER



- (5) Compress the valve spring, and then fit the valve spring retainer and valve spring retainer key.



- (A) Retainer key
- (B) Valve spring
- (C) Valve spring 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 exist. In addition to visual inspection, inspect important areas by means of 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:

0.03 mm (0.0012 in)

Grinding limit:

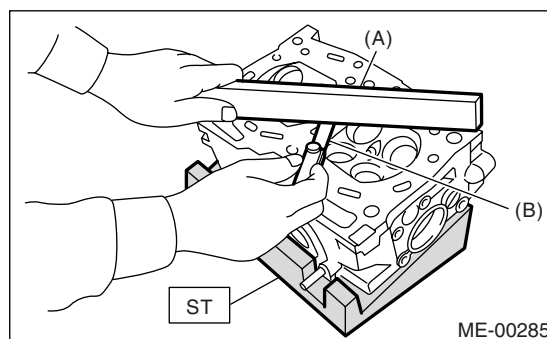
0.1 mm (0.004 in)

Standard height of cylinder head:

97.5 mm (3.84 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

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)

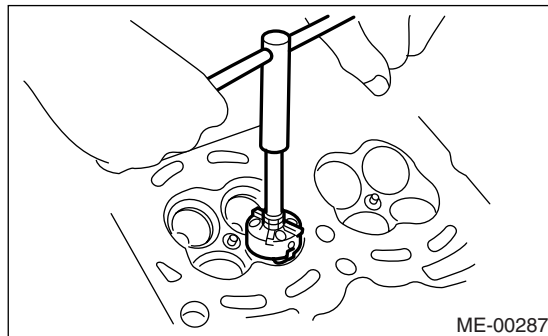
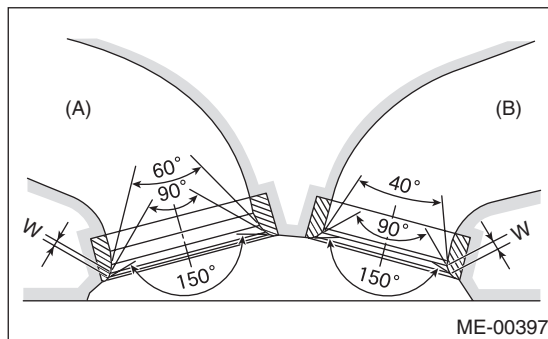
Limit

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 inner diameter of valve guide with a caliper gauge.

Clearance between the valve guide and valve stem:

Standard

Intake

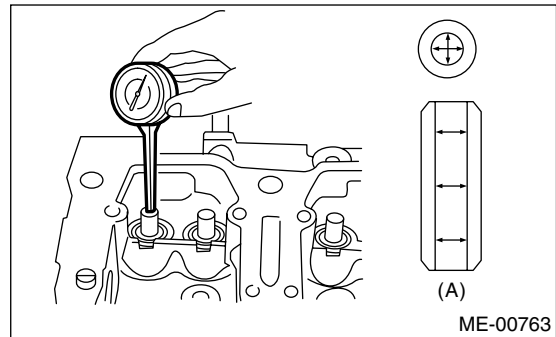
0.035 — 0.062 mm (0.0014 — 0.0024 in)

Exhaust

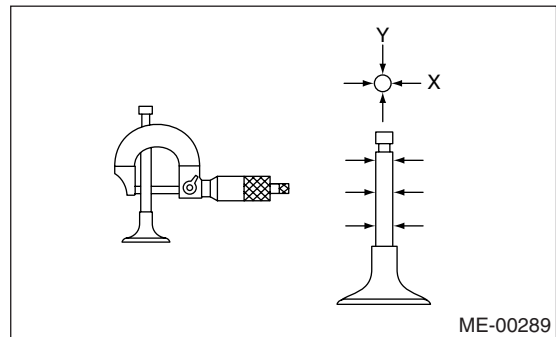
0.040 — 0.067 mm (0.0016 — 0.0026 in)

Limit

0.15 mm (0.059 in)



(A) Valve guide



2) If the clearance between valve guide and stem exceeds the standard value, 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)

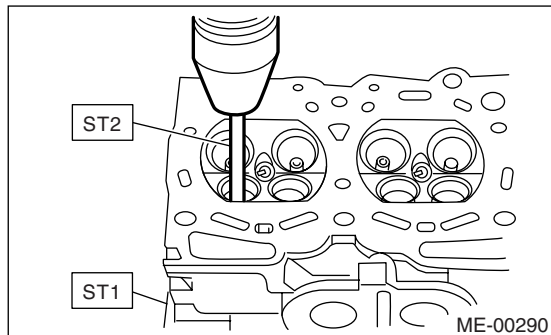
Cylinder Head

MECHANICAL

(1) Place the cylinder head on ST1 with the combustion chamber upward so that valve guides enter the holes in ST1.

(2) Insert ST2 into the valve guide and press it down to remove the valve guide.

ST1 498267800 CYLINDER HEAD TABLE
ST2 499767200 VALVE GUIDE REMOVER



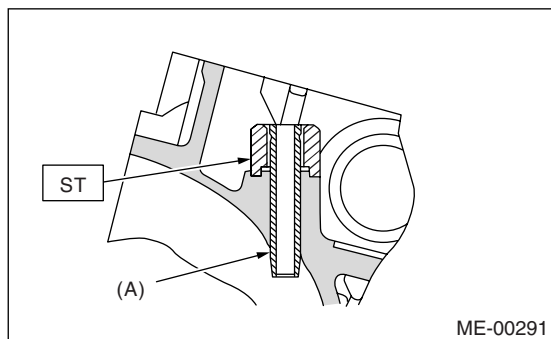
(3) Turn the cylinder head upside down and place the ST as shown in the figure.

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 inside surface of the 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.

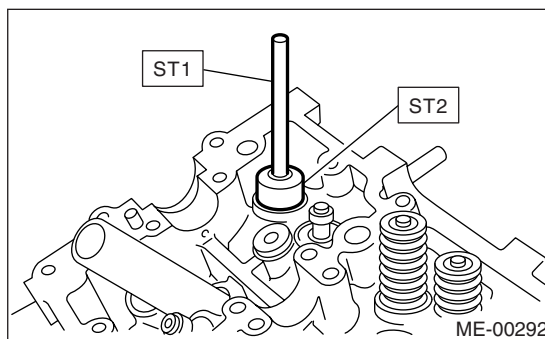
ST1 499767200 VALVE GUIDE REMOVER

Intake side:

ST2 499767700 VALVE GUIDE ADJUSTER

Exhaust side:

ST2 499767800 VALVE GUIDE ADJUSTER



(6) Check the valve guide protrusion.

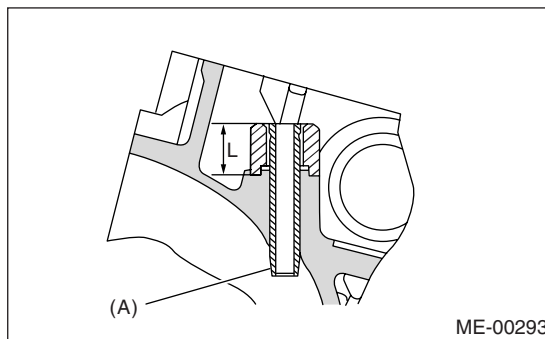
Valve guide protrusion L:

Intake

20.0 — 21.0 mm (0.787 — 0.827 in)

Exhaust

16.5 — 17.5 mm (0.650 — 0.689 in)



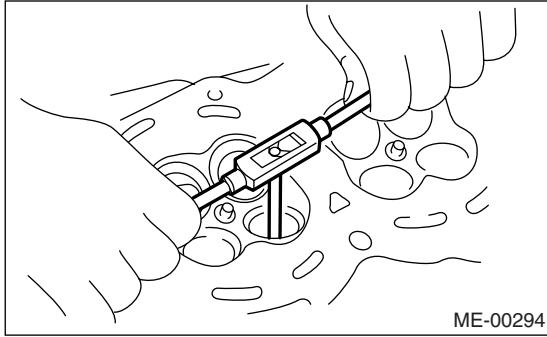
(A) Valve guide

(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.

CAUTION:

- Apply engine oil to the reamer when reaming.
- If the inner surface of the valve guide is torn, the edge of the reamer should be slightly ground with an oil stone.
- If the inner surface of the 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.

4. INTAKE AND EXHAUST VALVE

1) Inspect the flange and stem of valve, and replace if damaged, worn or deformed, or if "H" exceed the standard value.

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)

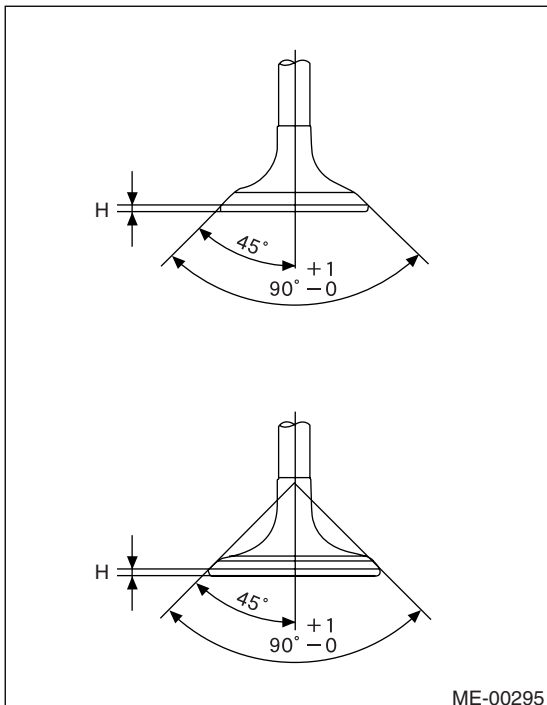
Valve overall length:

Intake

120.6 mm (4.75 in)

Exhaust

121.7 mm (4.79 in)



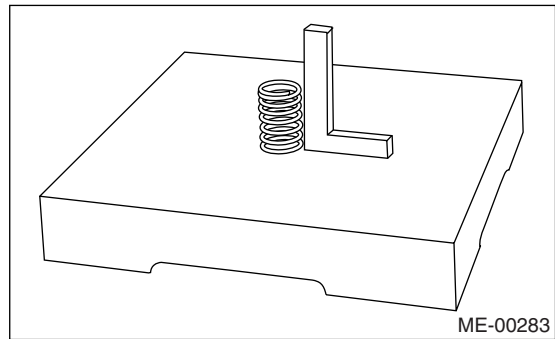
2) Put a small amount of grinding compound on the seat surface and lap the valve and seat surface. <Ref. to ME(H4SO)-61, VALVE SEAT, INSPECTION, Cylinder Head.> Install a new intake valve oil seal after lapping.

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)
Squareness		2.5°, 2.4 mm (0.094 in) or less
Tension/spring height	Set	235.3 — 270.7 (24 — 27.6, 52.9 — 60.8)/45.0 (1.772)
N (kgf, lbf)/mm (in)	Lift	578.9 — 639.9 (59.1 — 65.3, 130.3 — 143.9)/34.7 (1.366)



6. INTAKE AND EXHAUST VALVE OIL SEAL

In the following case, pinch and remove the oil seal from valve using pliers, and then replace it with a new one.

- 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 ST2, press-fit the oil seal.

CAUTION:

- Apply engine oil to oil seal before press-fitting.
- When press-fitting the oil seal, do not use a hammer or strike in.
- Differentiate between the intake valve oil seal and exhaust valve oil seal by noting their difference in color.

ST1 498267800 CYLINDER HEAD TABLE

ST2 498857100 VALVE OIL SEAL GUIDE

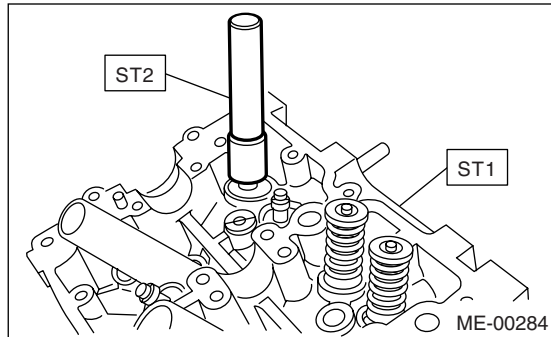
Cylinder Head

MECHANICAL

Color of rubber part:

Intake [Gray]

Exhaust [Green]



21. Cylinder Block

A: REMOVAL

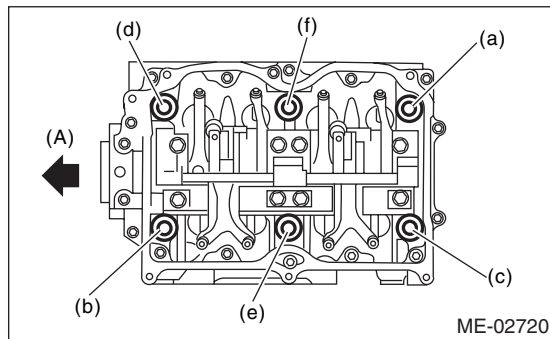
NOTE:

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)-42, REMOVAL, Crank Pulley.>
- 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 as shown in the figure.

NOTE:

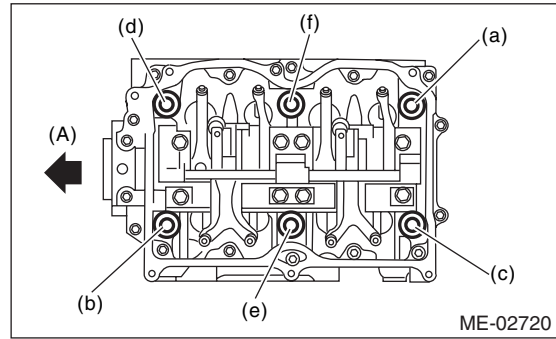
Leave bolts (a) and (d) engaged by three or four threads to prevent the cylinder head from falling.



(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 the cylinder head.



(A) Front side

- 13) Remove the cylinder head gasket.

NOTE:

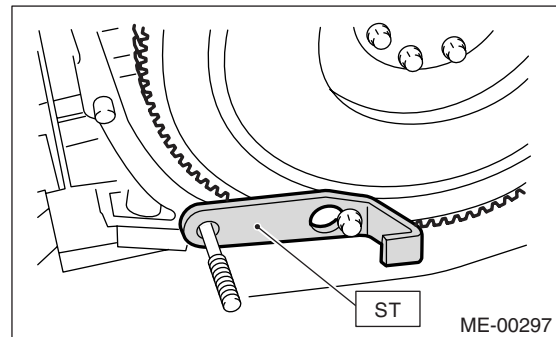
Do not scratch the mating surface of cylinder head and cylinder block.

- 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).

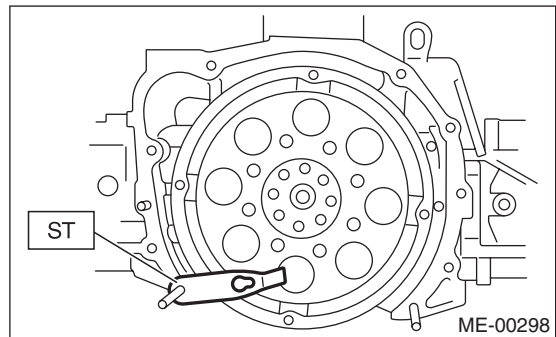
Lock the crankshaft using ST.

ST 498497100 CRANKSHAFT STOPPER

- MT model



- AT model

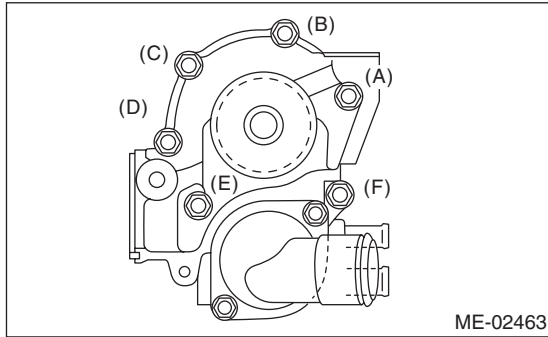


- 17) Remove the oil separator cover.
- 18) Remove the water by-pass pipe for heater.

Cylinder Block

MECHANICAL

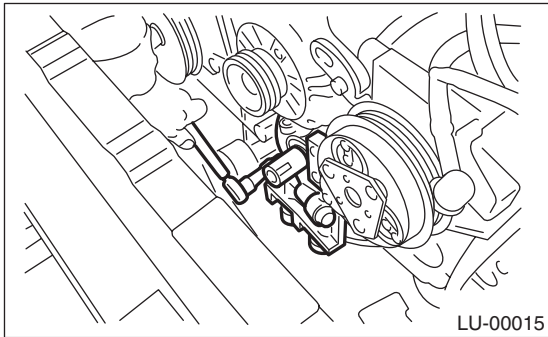
19) Remove the water pump after loosening the bolts in alphabetical sequence as shown in the figure.



20) Remove the bolts which install the oil pump onto cylinder block.

NOTE:

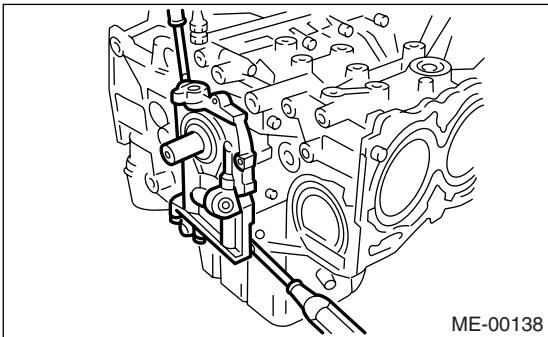
If disassembling or inspecting the oil pump, loosen the plug of relief valve before removing the oil pump.



21) Remove the oil pump from cylinder block. Use a flat tip screwdriver when removing the oil pump.

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 a oil pan cutter blade between cylinder block-to-oil pan clearance and remove the oil pan.

NOTE:

Do not use a screwdriver or similar tools in place of oil pan cutter.

23) Remove the oil strainer stay.

24) Remove the oil strainer.

25) Remove the baffle plate.

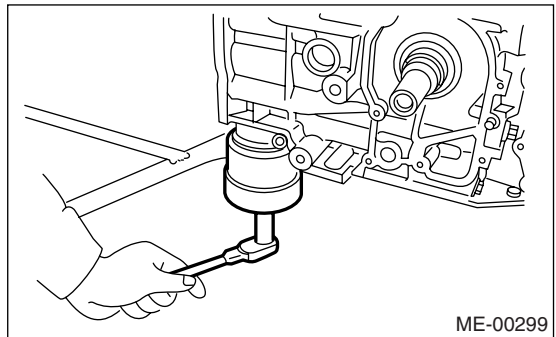
26) Remove the oil filter using ST.

ST 18332AA000 OIL FILTER WRENCH (Outer diameter: 68 mm (2.68 in))

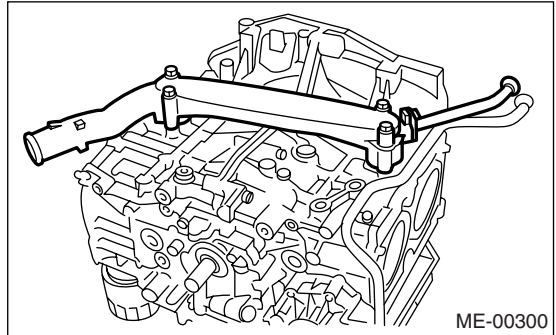
ST 18332AA010 OIL FILTER WRENCH (Outer diameter: 65 mm (2.56 in))

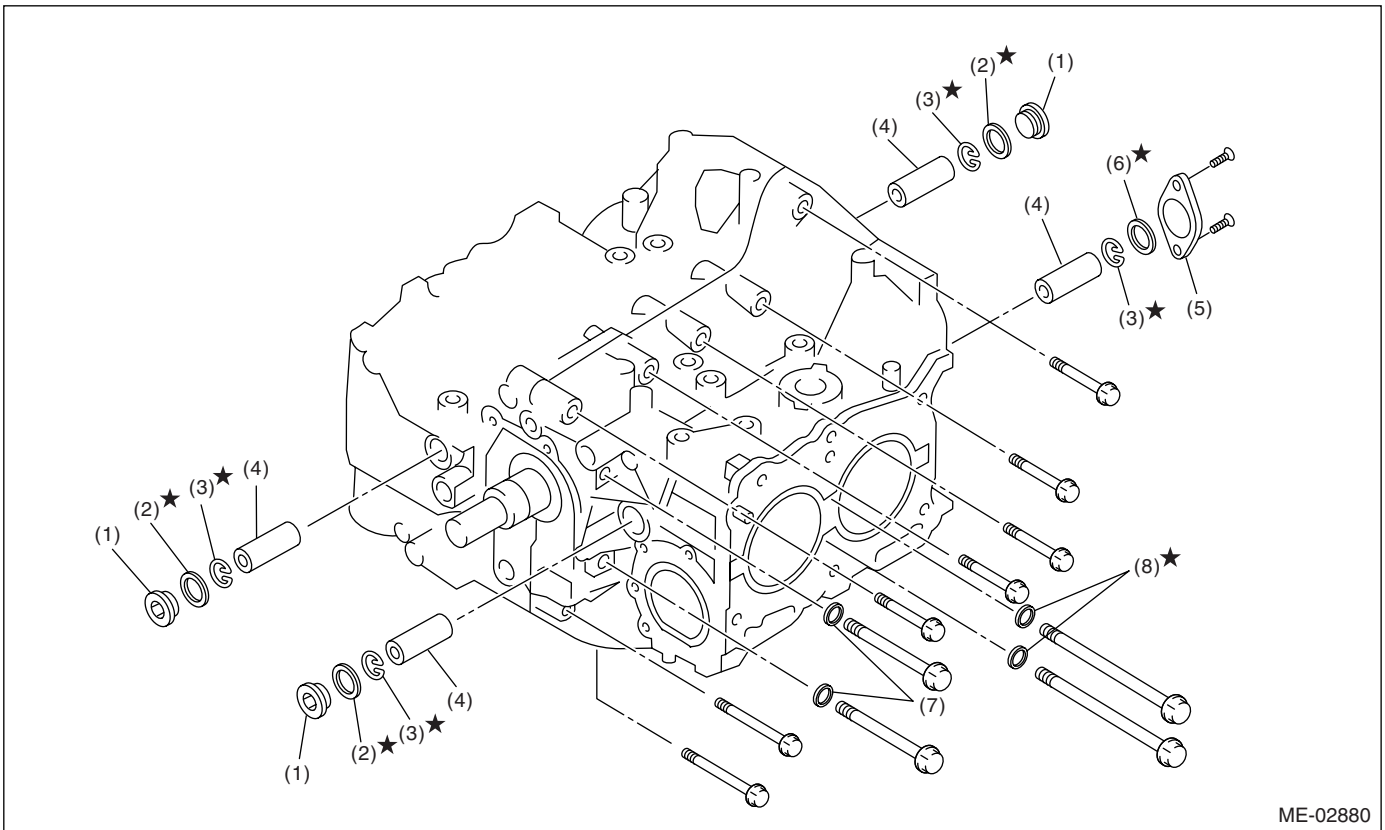
NOTE:

Standard oil filter is outer diameter of 68 mm (2.68 in). However, SUBARU genuine oil filter having outer diameter of 65 mm (2.56 in) can also be used.



27) Remove the water pipe.





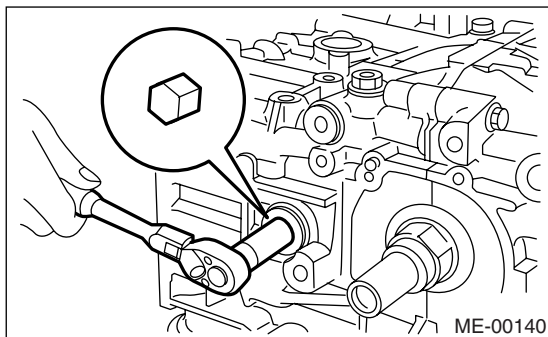
ME-02880

- (1) Service hole plug
- (2) Gasket
- (3) Snap ring

- (4) Piston pin
- (5) Service hole cover
- (6) O-ring

- (7) Washer
- (8) Seal washer

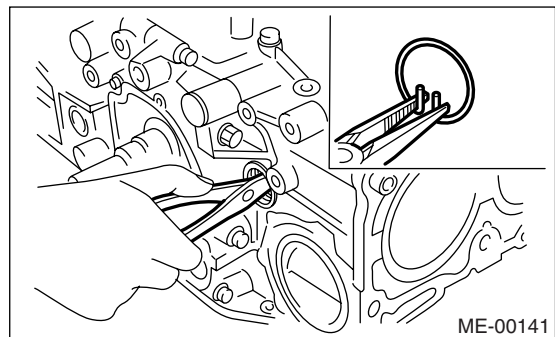
28) Remove the service hole cover and service hole plugs using a hexagon wrench (14 mm).



ME-00140

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.



ME-00141

30) Draw out the piston pin from #1 and #2 pistons using ST.

ST 499097700

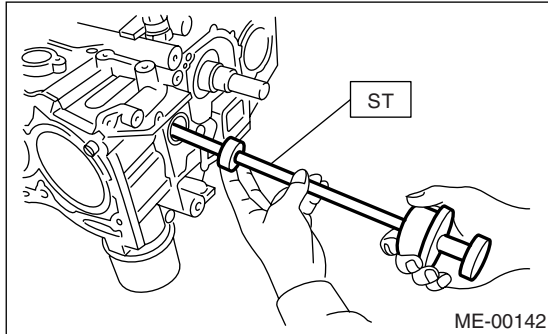
PISTON PIN REMOVER
ASSY

Cylinder Block

MECHANICAL

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 #2 and #4 cylinders.

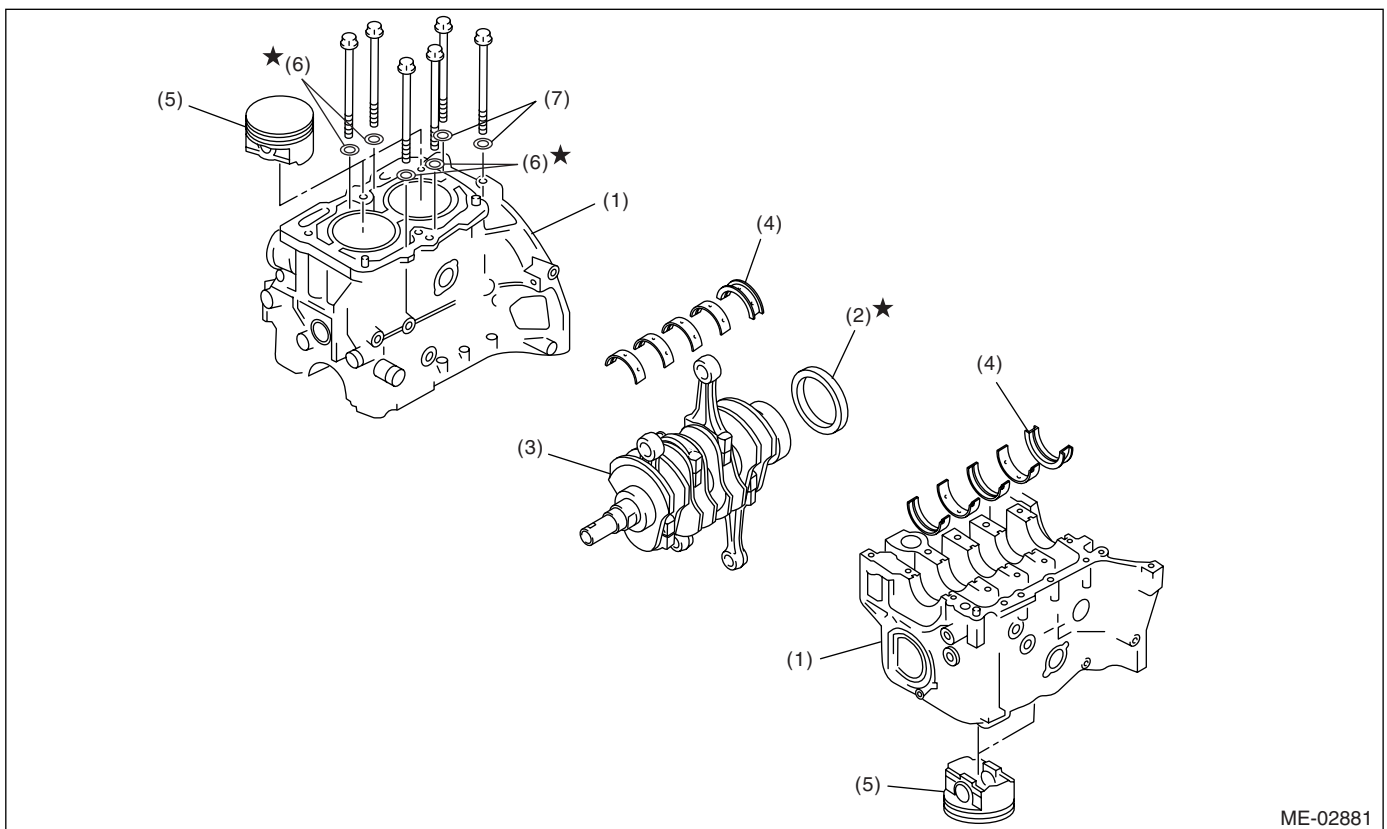
33) Back off the bolts which connect cylinder block on the side of #1 and #3 cylinders two or three turns.

34) Set up the cylinder block so that #1 and #3 cylinders are on the upper side, then remove the cylinder block connecting bolts.

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:

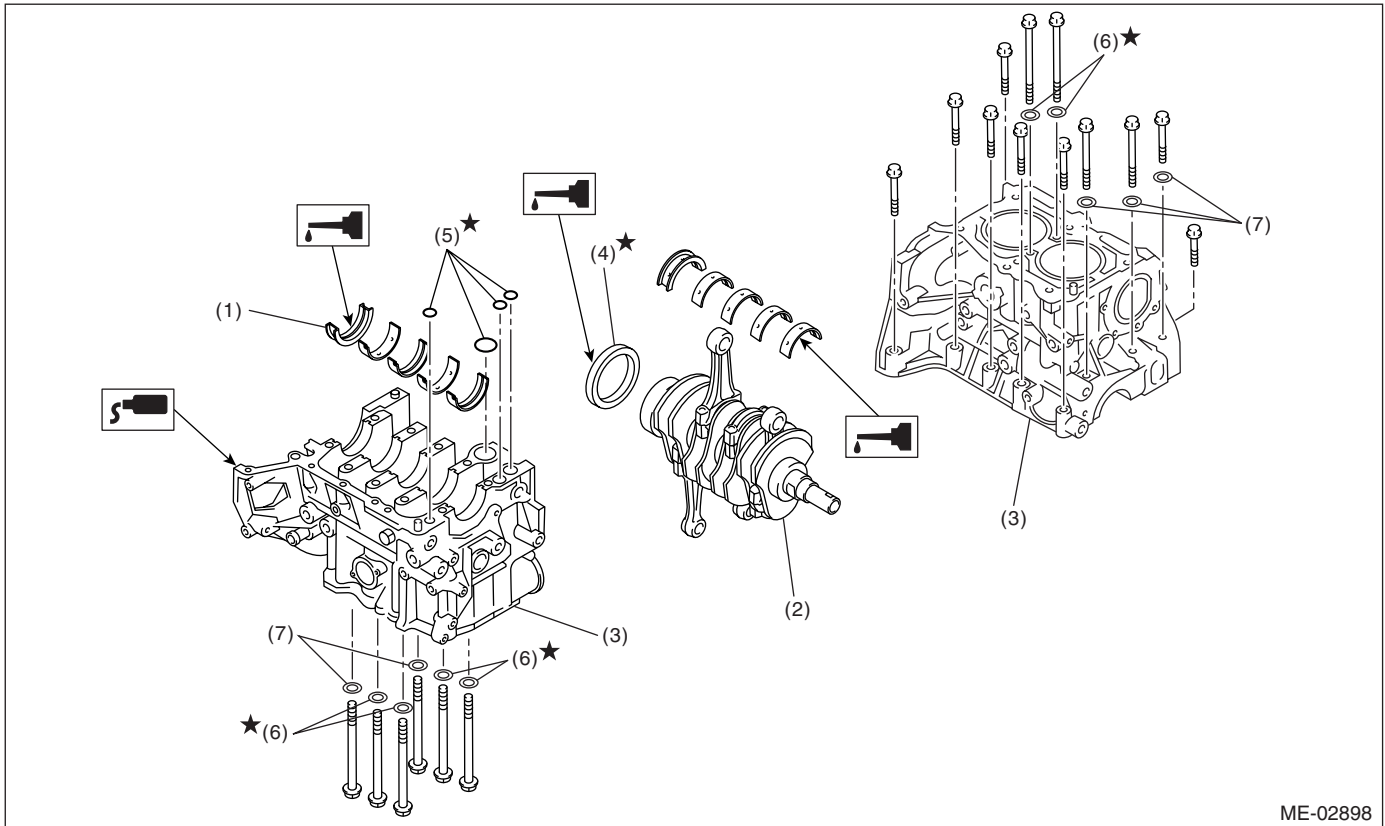
Be careful not to confuse the crankshaft bearing combination. Press the bearing at the end opposite to locking lip.

39) Draw out each piston from cylinder block using a wooden bar or hammer handle.

NOTE:

Be careful not to confuse the original combination of piston and cylinder.

B: INSTALLATION



ME-02898

(1) Crankshaft bearing	(4) Rear oil seal
(2) Crankshaft	(5) O-ring
(3) Cylinder block	(6) Seal washer

- (7) Washer

NOTE:

Remove oil on the mating surface of bearing and cylinder block before installation. Apply engine oil to crankshaft pins.

1) Position the crankshaft and O-ring on the #1 and #3 cylinder block.

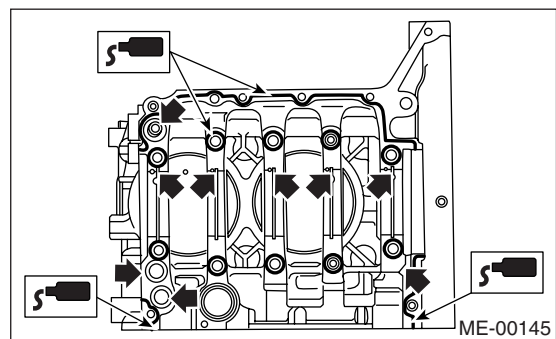
2) Apply liquid gasket to the mating surface of #1 and #3 cylinder block, and position #2 and #4 cylinder block.

Liquid gasket:

THREE BOND 1215 (Part No. 004403007) or equivalent

NOTE:

Do not allow liquid gasket to flow into O-ring grooves, oil passages, bearing grooves, etc.



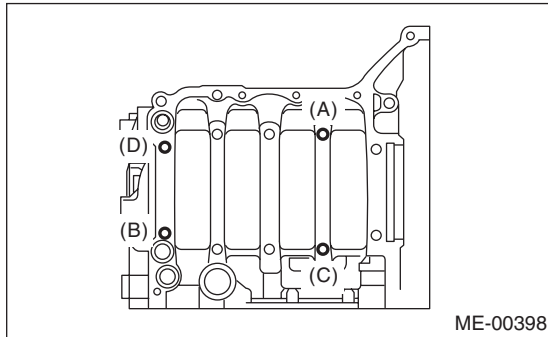
- 3) Apply engine oil to washers and thread of bolts.
4) Tighten the 10 mm cylinder block connecting bolts on LH side (A — D) in alphabetical sequence.

Cylinder Block

MECHANICAL

Tightening torque:

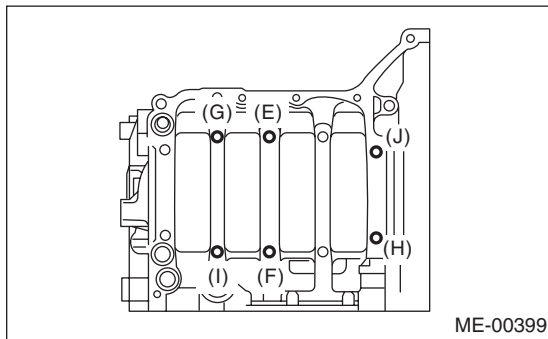
10 N·m (1.0 kgf-m, 7.4 ft-lb)



5) Tighten the 10 mm cylinder block connecting bolts on RH side (E — J) in alphabetical sequence.

Tightening torque:

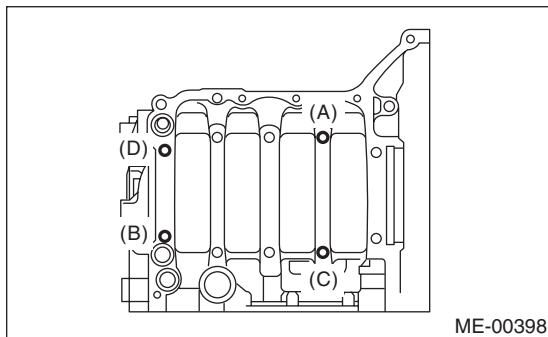
10 N·m (1.0 kgf-m, 7.4 ft-lb)



6) Further tighten the LH side bolts (A — D) in alphabetical sequence.

Tightening torque:

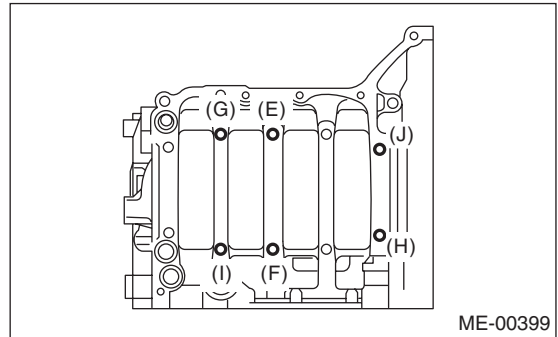
18 N·m (1.8 kgf-m, 13.3 ft-lb)



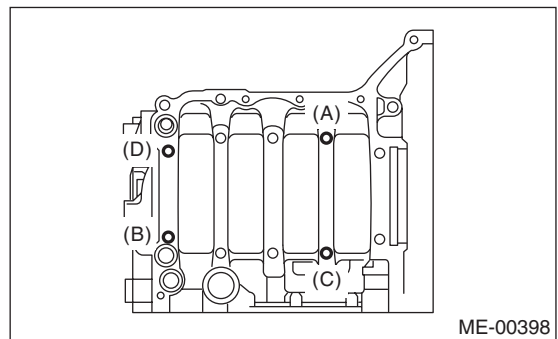
7) Further tighten the RH side bolts (E — J) in alphabetical sequence.

Tightening torque:

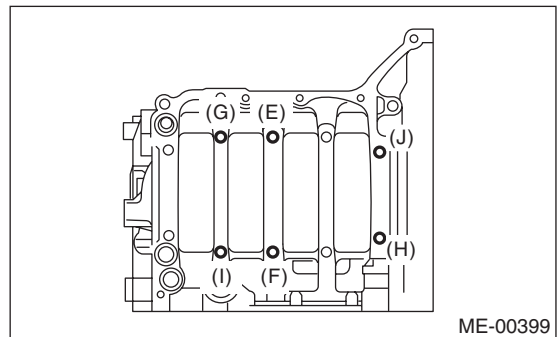
18 N·m (1.8 kgf-m, 13.3 ft-lb)



8) Further tighten the LH side bolts (A), (C) to 90°, (B), (D) to 40 N·m (4.1 kgf-m, 29.5 ft-lb) in alphabetical sequence.



9) Further tighten the RH side bolts (E — J) to 90° in alphabetical sequence.

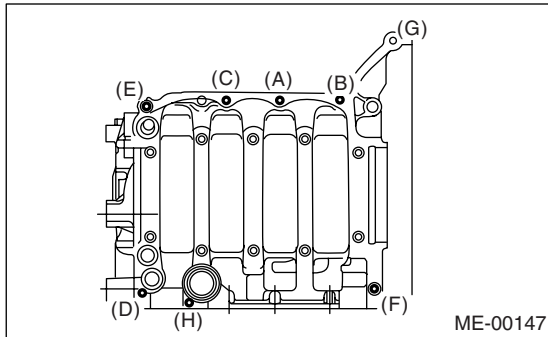


10) Tighten the 8 mm and 6 mm cylinder block connecting bolts on LH side (A — H) in alphabetical sequence.

Tightening torque:

(A) — (G): 25 N·m (2.5 kgf-m, 18.4 ft-lb)

(H): 6.4 N·m (0.65 kgf-m, 4.7 ft-lb)



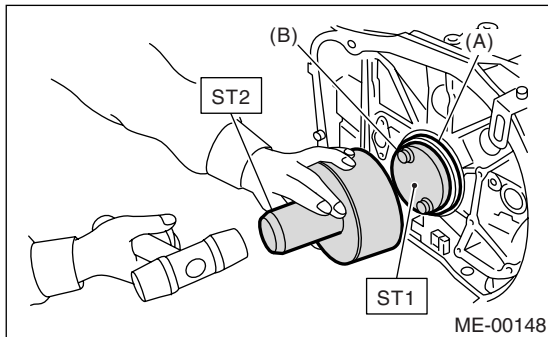
11) Apply engine oil to the outer perimeter of rear oil seal, and install the rear oil seal using ST1 and ST2.

NOTE:

Use a new rear oil seal.

ST1 499597100 CRANKSHAFT OIL SEAL GUIDE

ST2 499587200 CRANKSHAFT OIL SEAL INSTALLER



(A) Rear oil seal

(B) Flywheel attaching bolt

12) Position the top ring gap at (A) or (B) in the figure.

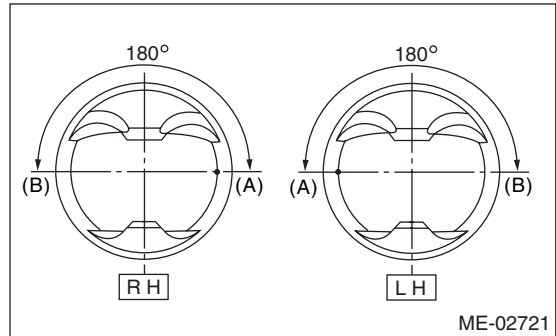
NOTE:

Assemble the piston ring with stamped mark “R” facing toward upside of piston.

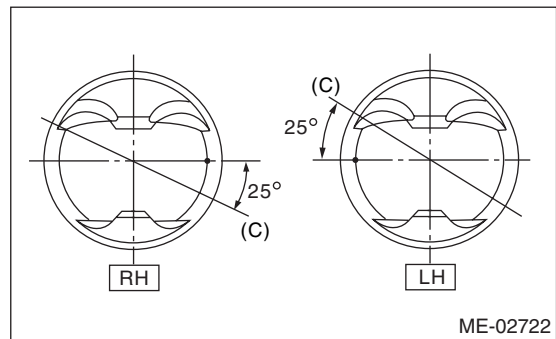
13) Position the second ring gap at 180° on the reverse side of the top ring gap.

NOTE:

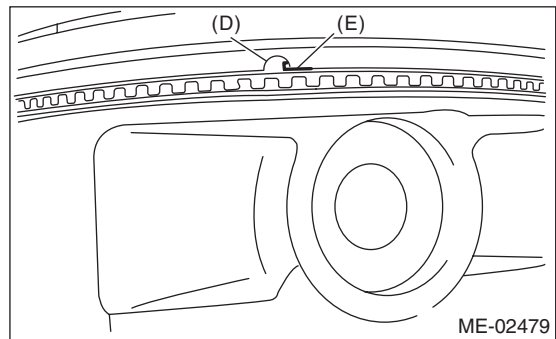
Assemble the piston ring with stamped mark “R” facing toward upside of piston.



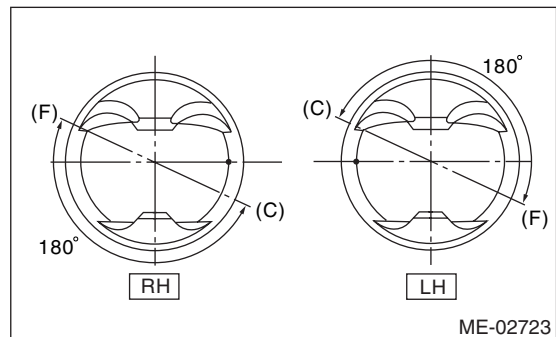
14) Position the upper rail gap at (C) in the figure.



15) Align upper rail spin stopper (E) with piston side surface hole (D).



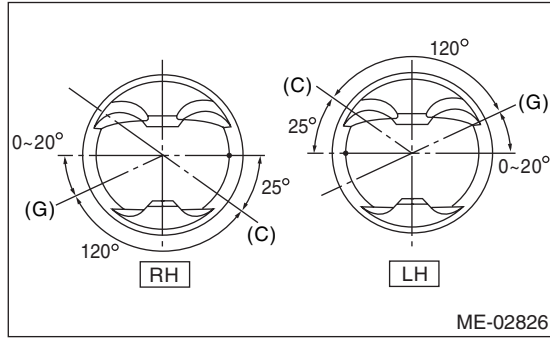
16) Position the expander gap on the opposite side position (F) 180° away from upper rail gap position (C).



Cylinder Block

MECHANICAL

17) Position the lower rail gap on the position (G)
120° away from upper rail gap position (C).



ME-02826

CAUTION:

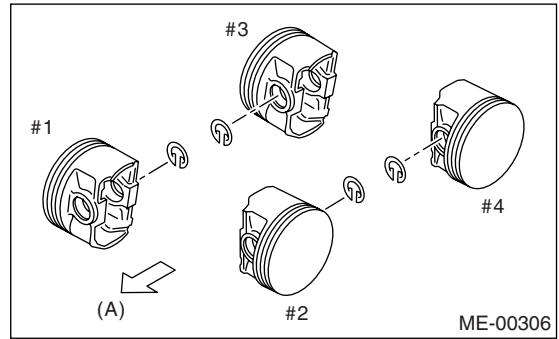
- Ensure ring gaps do not face the same direction.
- Ensure ring gaps are not within the piston skirt area.

18) Install the snap ring.

Install snap rings in the piston holes located opposite to the service holes in cylinder block, when positioning all pistons in the corresponding cylinders.

NOTE:

Use new snap rings.

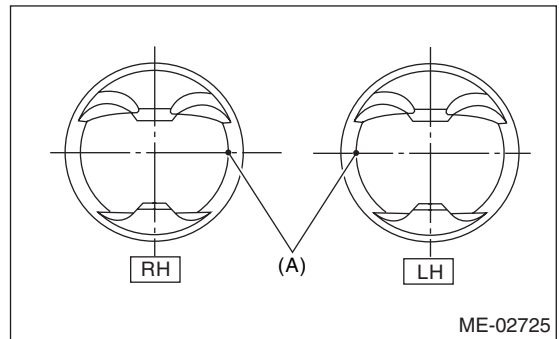


ME-00306

(A) Front side

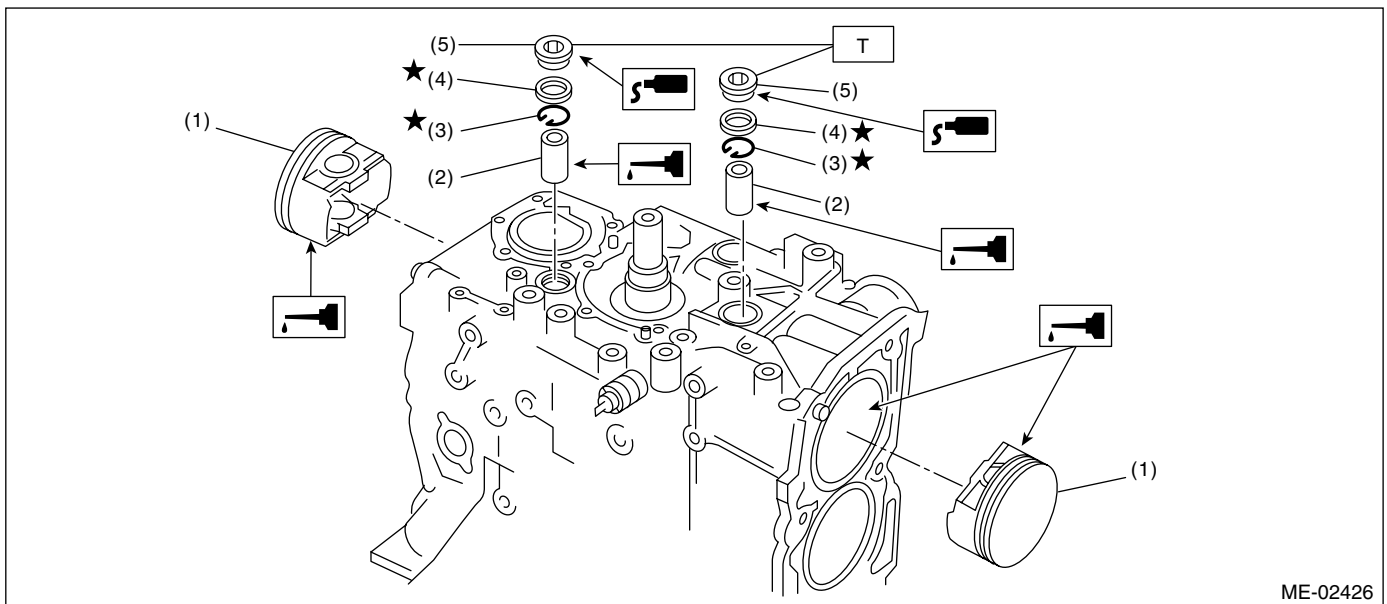
CAUTION:

Piston front mark faces towards the front of engine.



ME-02725

(A) Front mark



ME-02426

(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)

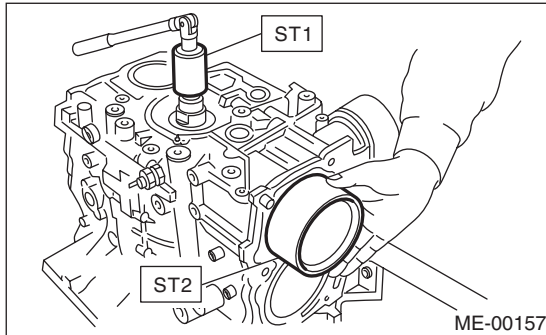
19) Install the piston.

- (1) Place the cylinder block to face the #1 and #2 cylinder side upward.
- (2) Using 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.

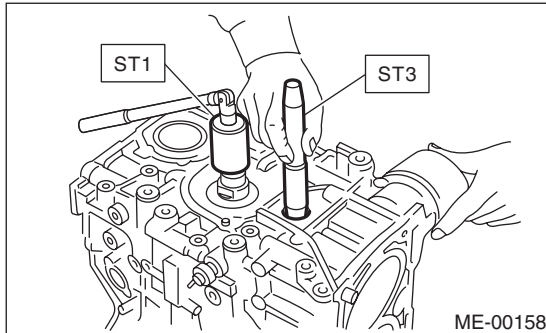
ST2 498747300 PISTON GUIDE



20) 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.

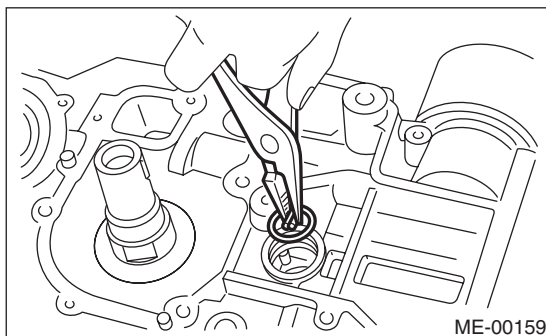
ST3 499017100 PISTON PIN GUIDE



- (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:

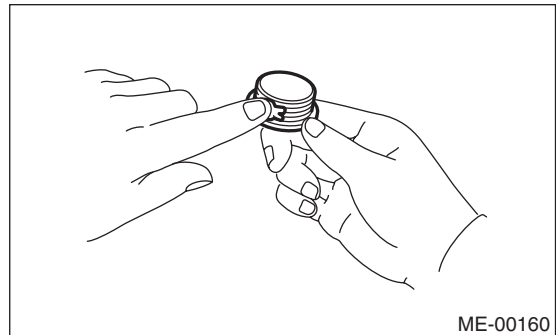
Use new snap rings.



- (5) Apply liquid gasket around the service hole plug.

Liquid gasket:

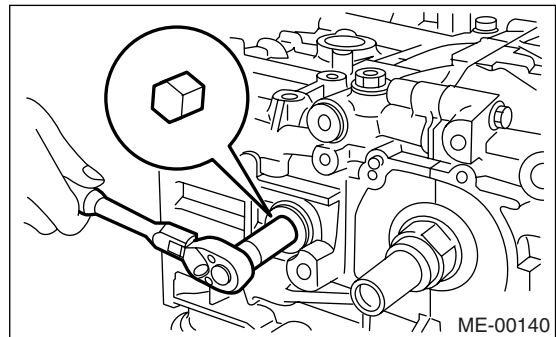
THREE BOND 1105 (Part No. 004403010) or equivalent



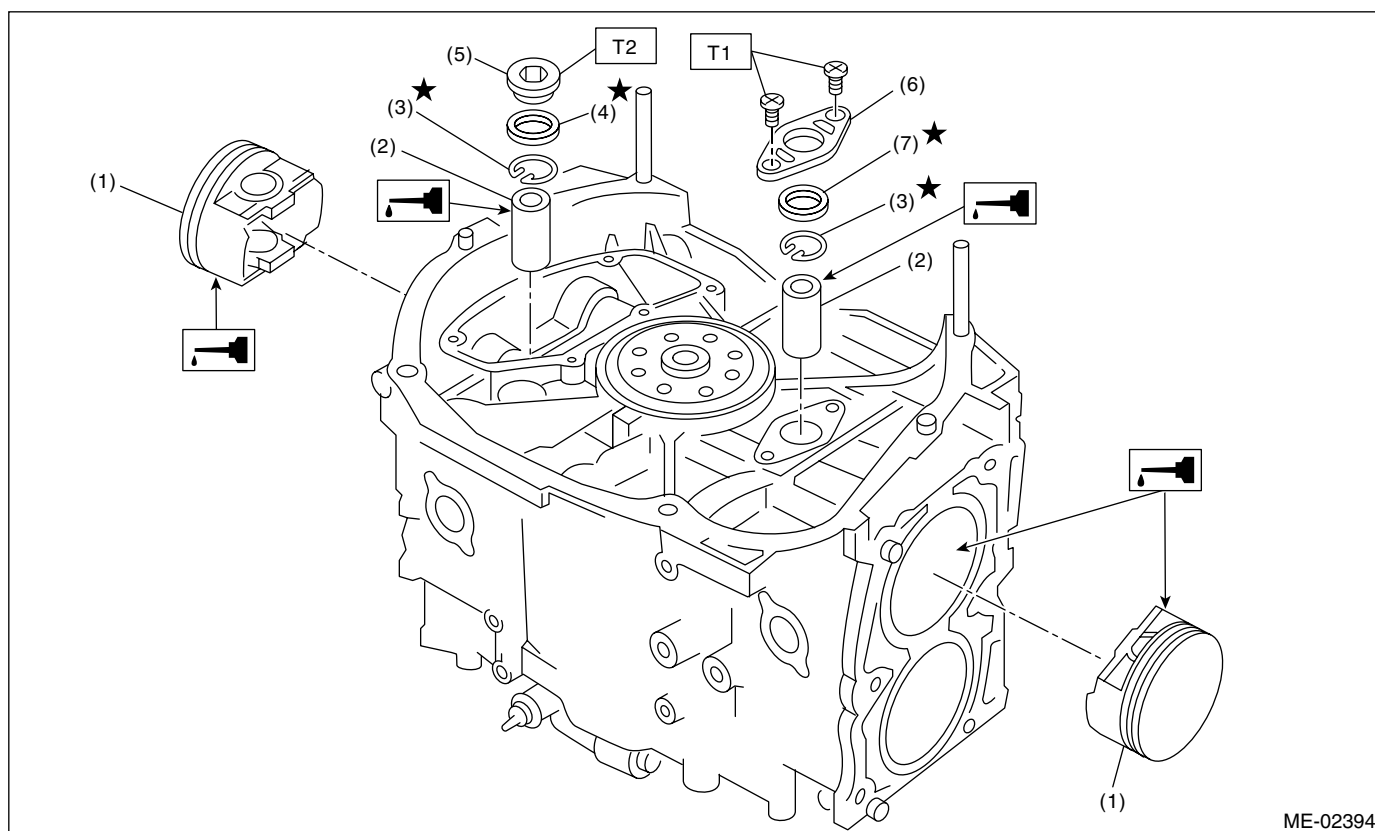
- (6) Install the service hole plug and gasket.

NOTE:

Use a new gasket.



Cylinder Block



ME-02394

(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)

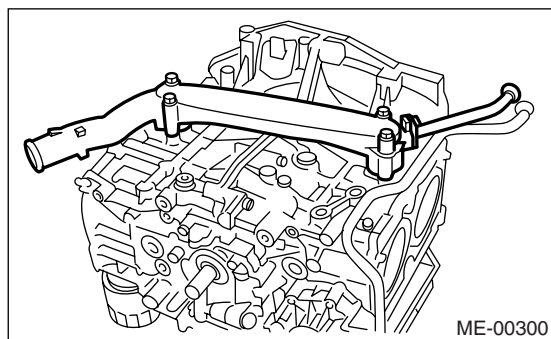
(7) Place the cylinder block to face the #3 and #4 cylinder sides upward. Following the same procedures as used for #1 and #2 cylinders, install the pistons and piston pins.

21) Install the water pipe.

25) Apply liquid gasket to mating surfaces and install the oil pan.

Liquid gasket:

THREE BOND 1207C (Part No. 004403012) or equivalent



ME-00300

22) Install the baffle plate.

Tightening torque:

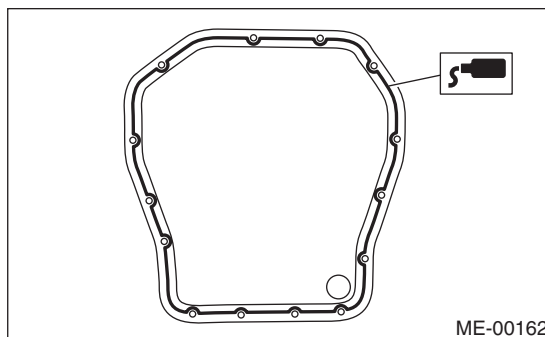
6.4 N-m (0.65 kgf-m, 4.7 ft-lb)

23) Install the oil strainer and O-ring.

Tightening torque:

10 N-m (1.0 kgf-m, 7.4 ft-lb)

24) Install the oil strainer stay.



ME-00162

26) Apply liquid gasket to the mating surfaces and threaded portion of bolt (A) as shown in the figure, and then install the oil separator cover.

Liquid gasket:

Mating surface

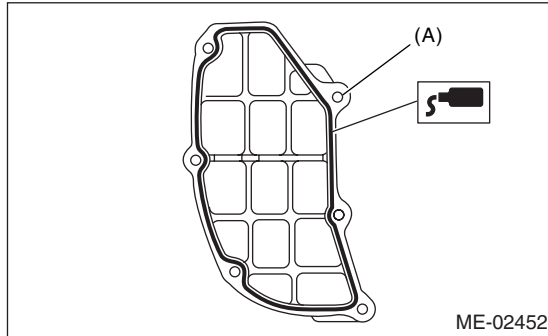
THREE BOND 1207C (Part No. 004403012)
or equivalent

Thread portion of bolt (A)

THREE BOND 1324 (Part No. 004403042) or equivalent

Tightening torque:

6.4 N·m (0.65 kgf-m, 4.7 ft-lb)



27) Install the flywheel. (MT model)

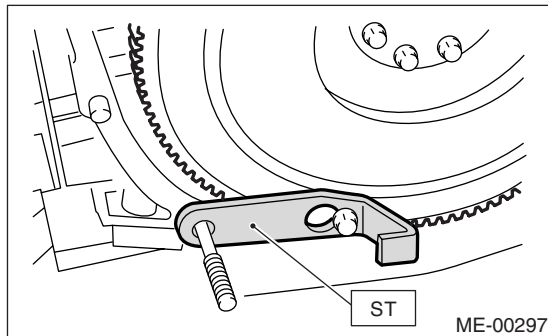
<Ref. to CL-17, INSTALLATION, Flywheel.>

To lock the crankshaft, use the ST.

ST 498497100 CRANKSHAFT STOPPER

Tightening torque:

72 N·m (7.3 kgf-m, 52.8 ft-lb)



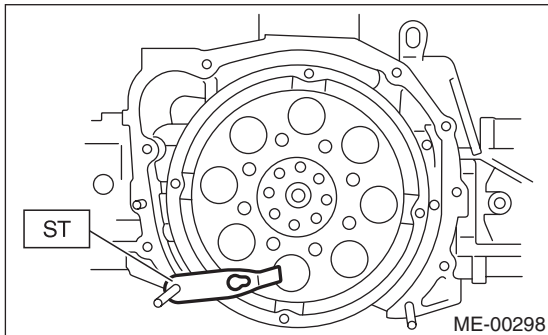
28) Install the drive plate.

To lock the crankshaft, use the ST.

ST 498497100 CRANKSHAFT STOPPER

Tightening torque:

72 N·m (7.3 kgf-m, 52.8 ft-lb)

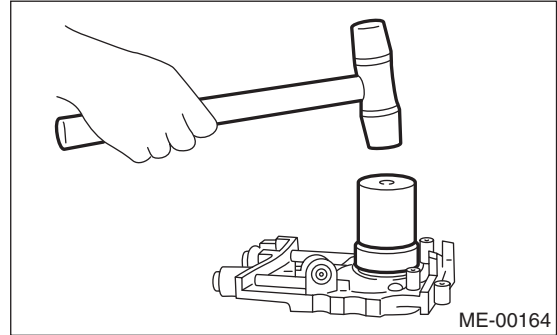


29) Install the housing cover.

30) Installation of oil pump:

(1) Discard the front oil seal after removal. Replace with a new one using ST.

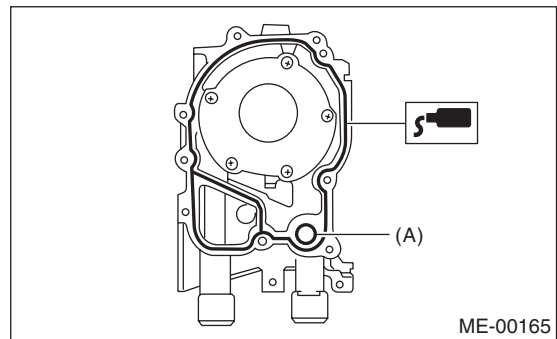
ST 499587100 OIL SEAL INSTALLER



(2) Apply liquid gasket to the matching surface of oil pump.

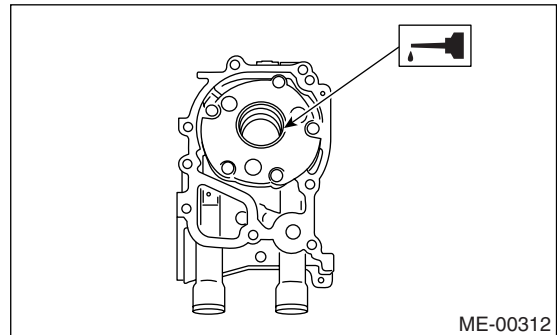
Liquid gasket:

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 on cylinder block. Be careful not to damage the oil seal during installation.

CAUTION:

- Make sure the oil seal lip is not folded.
- Do not forget to install the O-ring and seal when installing the oil pump.

(5) Apply liquid gasket to the threaded portion of three bolts.

Cylinder Block

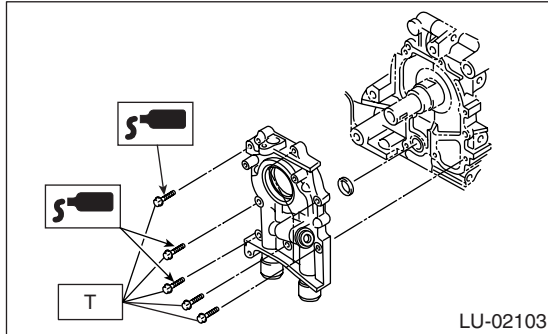
MECHANICAL

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)



31) Install the water pump and gasket.

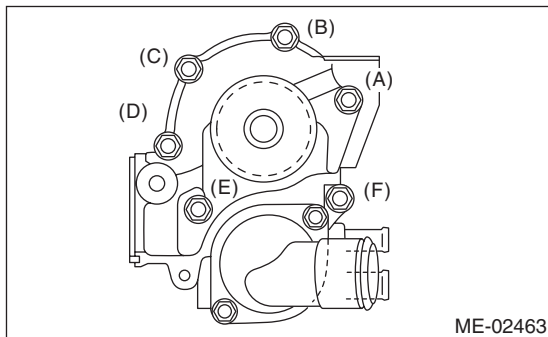
Tightening torque:

First: 12 N·m (1.2 kgf-m, 8.7 ft-lb)

Second: 12 N·m (1.2 kgf-m, 8.7 ft-lb)

CAUTION:

- Be sure to use a new gasket.
- When installing the water pump, tighten bolts in two stages in alphabetical sequence as shown in the figure.



32) Install the water by-pass pipe for heater.

33) Install the oil filter using ST.

ST 18332AA000 OIL FILTER WRENCH (Outer diameter: 68 mm (2.68 in))

ST 18332AA010 OIL FILTER WRENCH (Outer diameter: 65 mm (2.56 in))

NOTE:

Standard oil filter is outer diameter of 68 mm (2.68 in). However, SUBARU genuine oil filter having outer diameter of 65 mm (2.56 in) can also be used. Install the oil filter by turning it by hand, being careful not to damage the seal rubber.

- Tighten the oil filter 68 mm (2.68 in) in diameter by approx. 1 rotation more after the seal rubber of oil filter comes in contact with cylinder block or oil cooler. If using a torque wrench, tighten it to 14 N·m (1.4 kgf-m, 10.3 ft-lb).

- Tighten the oil filter 65 mm (2.56 in) in diameter by approx. 2/3 — 3/4 rotation more after the seal rubber of oil filter comes in contact with cylinder block or oil cooler. If using a torque wrench, tighten it to 12 N·m (1.2 kgf-m, 8.7 ft-lb).

CAUTION:

Do not tighten excessively, or oil may leak.

34) Tighten the cylinder head bolts.

- (1) Apply a coat of engine oil to washers and bolt threads.
- (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) Back off all bolts by 180° in reverse order of installation, and back them off again by 180°.
- (4) Tighten all bolts to 42 N·m (4.3 kgf-m, 31 ft-lb) in alphabetical sequence.
- (5) Tighten all bolts by 80 — 90° in alphabetical sequence.
- (6) Tighten all bolts by 40 — 45° in alphabetical sequence.

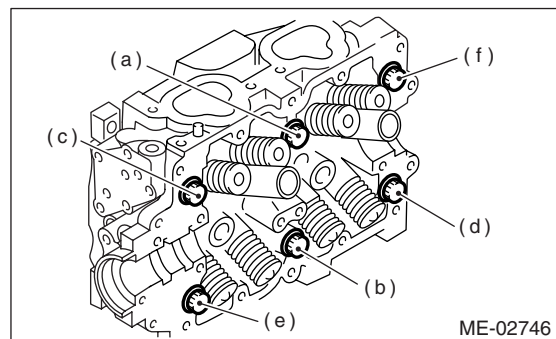
CAUTION:

Tightening angle of the bolt must not exceed 45°.

- (7) Further tighten the bolts (a) and (b) by 40 — 45°.

CAUTION:

Total “re-tightening angle” of the step (6) and (7) must not exceed 90°.



35) Install the oil level gauge guide and tighten the bolt. (LH side)

36) Install the rocker cover and rocker cover gasket.

NOTE:

Use new rocker cover gasket.

37) Install the crank sprocket.

<Ref. to ME(H4SO)-50, INSTALLATION, Crank Sprocket.>

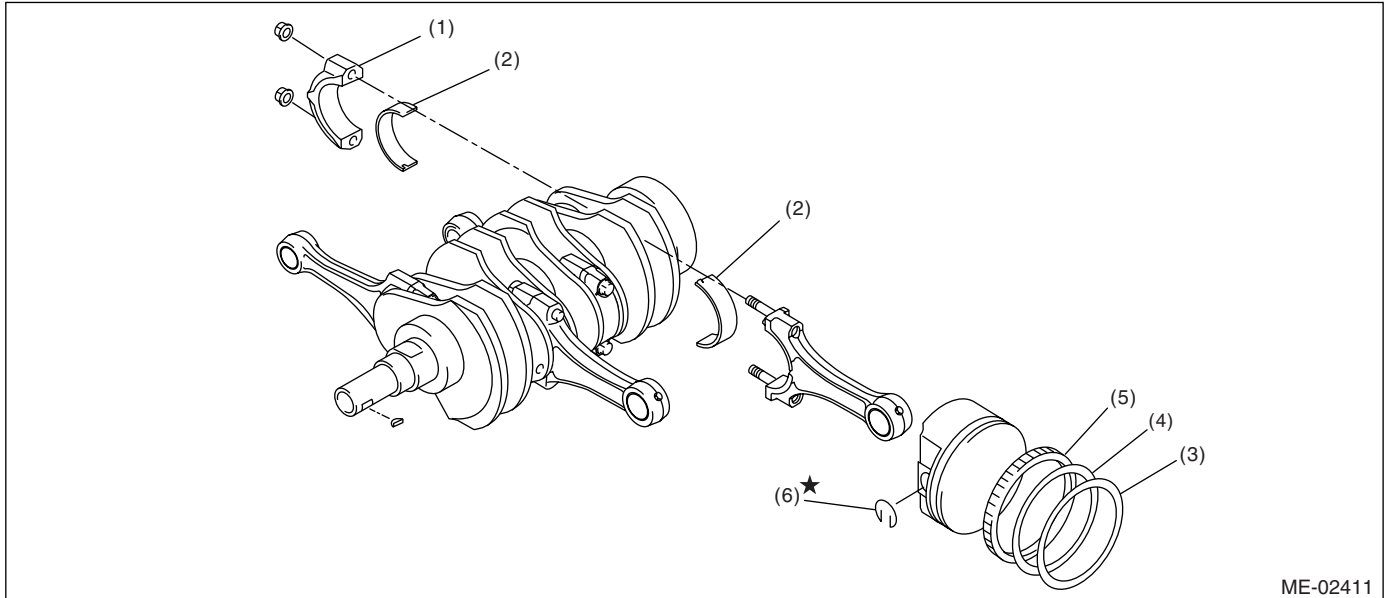
38) Install the cam sprocket. <Ref. to ME(H4SO)-49, INSTALLATION, Cam Sprocket.>

39) Install the timing belt. <Ref. to ME(H4SO)-45, INSTALLATION, Timing Belt.>

- 40) Install the timing belt cover.
<Ref. to ME(H4SO)-43, INSTALLATION, Timing Belt Cover.>
41) Install the crank pulley. <Ref. to ME(H4SO)-42, INSTALLATION, Crank Pulley.>
42) Install the generator and A/C compressor brackets on cylinder head.

- 43) Install the V-belts. <Ref. to ME(H4SO)-40, INSTALLATION, V-belt.>
44) Install the intake manifold.
<Ref. to FU(H4SO)-15, INSTALLATION, Intake Manifold.>

C: DISASSEMBLY



ME-02411

(1) Connecting rod cap	(3) Top ring	(5) Oil ring
(2) Connecting rod bearing	(4) Second ring	(6) Snap ring

- 1) Remove the connecting rod cap.
2) Remove the connecting rod bearing.

NOTE:

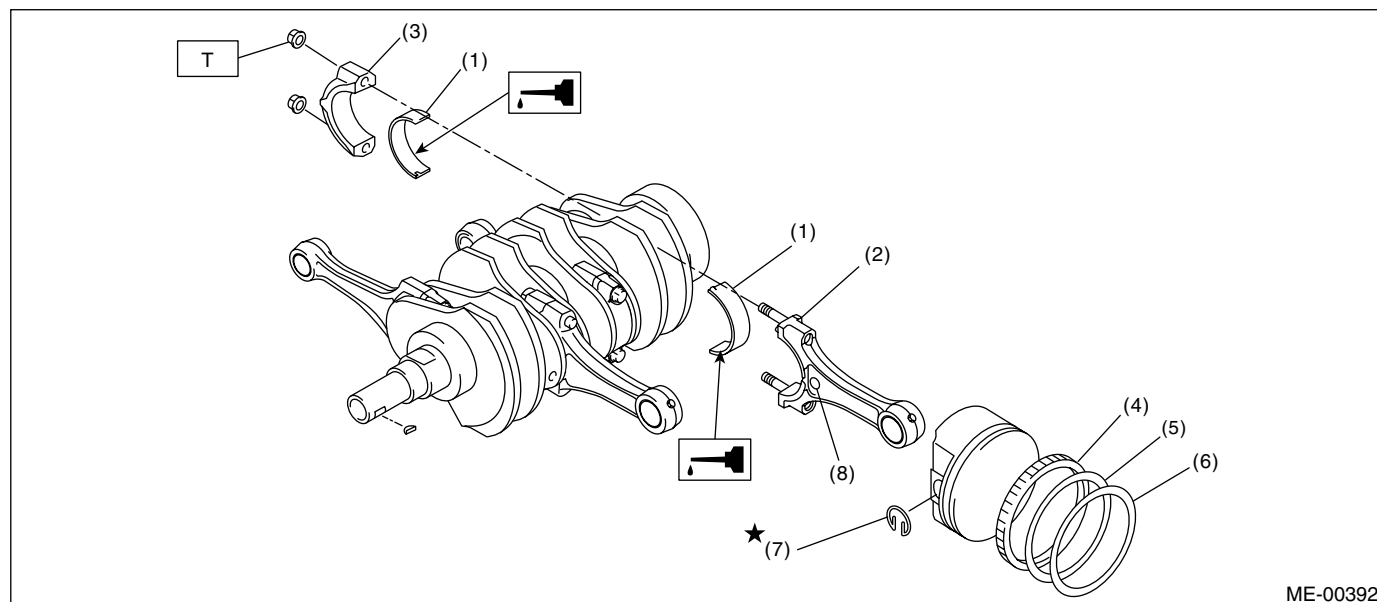
Arrange the removed connecting rod, connecting rod cap and bearing in order, to prevent confusion.

- 3) Remove the piston rings using the 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

ME-00392

(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, 33.2)

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 the marked side facing forward, and install it.

4) Install the connecting rod cap with connecting rod nut.

Ensure the connecting rod side mark faces toward front during installation.

CAUTION:

- 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 in this order by hand. Install the second ring and top ring with a piston ring expander.

E: INSPECTION**1. CYLINDER BLOCK**

1) Visually check for cracks and damage. Especially, inspect the important parts by means of 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's front upper surface.

NOTE:

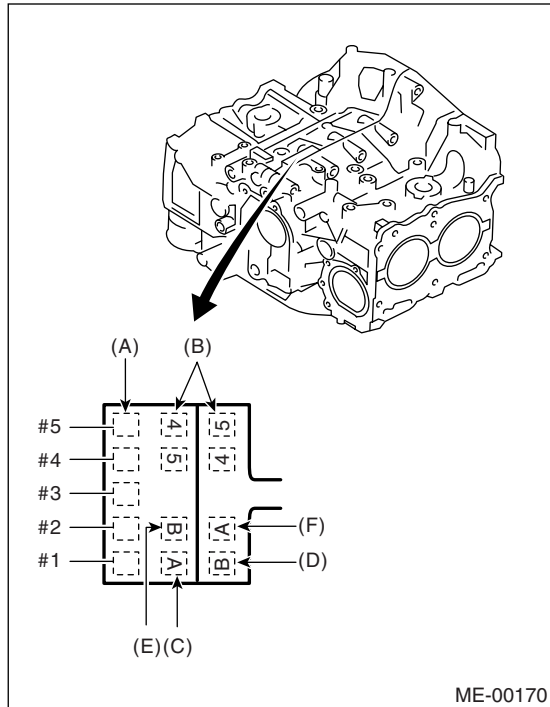
- Measurement should be performed at a temperature of 20°C (68°F).

- 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)

Limit

0.050 mm (0.0020 in)

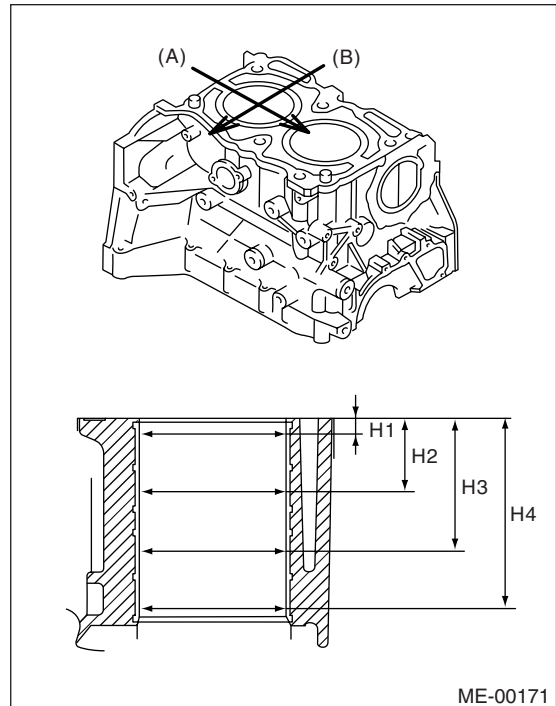
Out-of-roundness:

Standard

0.010 mm (0.0004 in)

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 or cylinder wear, determine a suitable sized piston by measuring the piston clearance.

4) How to measure the outer diameter of each piston:

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)

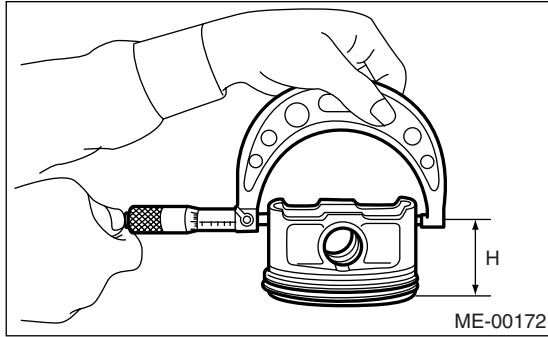
0.25 mm (0.0098 in) oversize

99.745 — 99.765 mm (3.9270 — 3.9278 in)

Cylinder Block

MECHANICAL

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)

Limit

0.030 mm (0.0012 in)

6) Boring and honing

(1) If the value of taper, out-of-roundness, or cylinder-to-piston clearance measured exceeds the standard value or if there is any damage on the cylinder wall, rebore 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 use oversize pistons. Do not perform boring on one cylinder only. Nor use an oversize piston for one cylinder only.

(2) If the cylinder inner diameter exceeds limit after boring and honing, replace the cylinder block.

Limit of cylinder inner diameter (diameter):
100.005 mm (3.937 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 defective.

2) Measure the piston-to-cylinder clearance at each cylinder. <Ref. to ME(H4SO)-78, CYLINDER AND PISTON, INSPECTION, Cylinder Block.> If any of the clearances is not within the standard value, replace the piston. Or bore the cylinder to use an oversize piston.

3) Make sure that the piston pin can be inserted into the piston pin hole with a thumb at 20°C (68°F). Replace if defective.

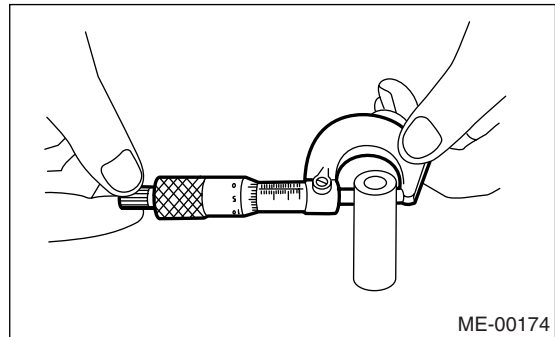
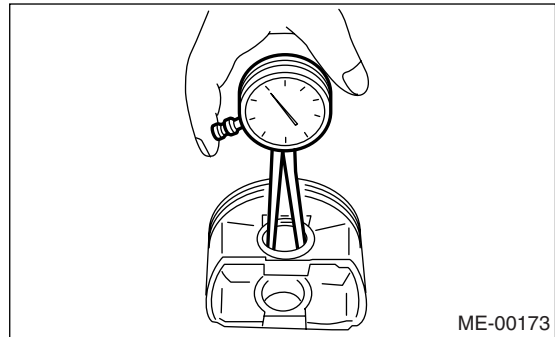
Clearance between piston hole and piston pin:

Standard

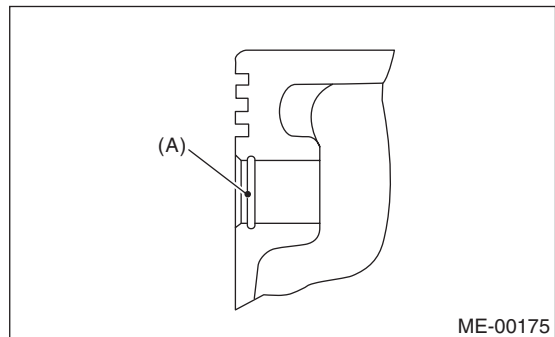
0.004 — 0.008 mm (0.0002 — 0.0003 in)

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.



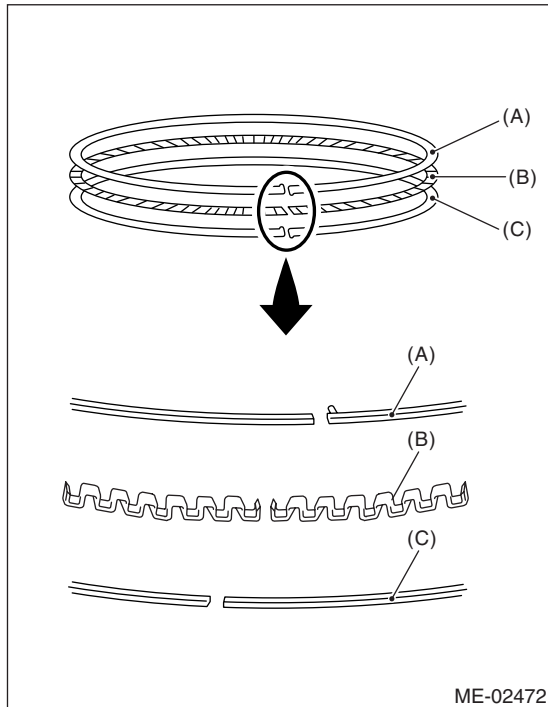
5) Check the piston pin snap ring for distortion, cracks and wear.

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 one of the same size as the piston.

CAUTION:

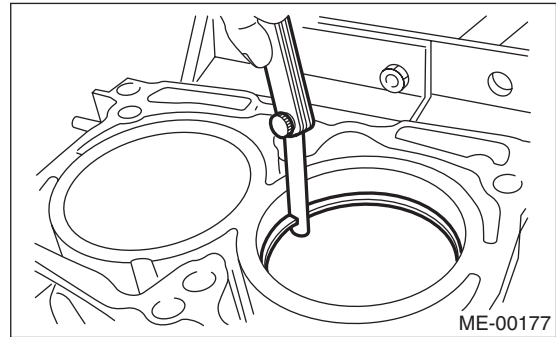
- Mark is displayed on the end of top and second rings. When installing the rings to the piston, face these marks upward.
- Oil ring consists of the upper rail, expander and lower rail. Be careful about the direction of rail when installing the oil ring to piston.



- (A) Upper rail
(B) Expander
(C) Lower rail

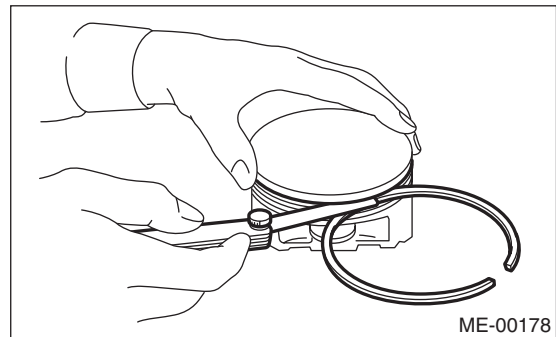
- 2) Clean the piston ring groove and piston ring.
3) Squarely place the piston ring and oil ring in cylinder, and measure the piston ring gap with a thickness gauge.

		Standard mm (in)	Limit mm (in)
Piston ring closed 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)	1.0 (0.039)
	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.

		Standard mm (in)	Limit mm (in)
Clearance between piston ring and piston ring groove	Top ring	0.040 — 0.080 (0.0016 — 0.0031)	0.15 (0.0059)
	Second ring	0.030 — 0.070 (0.0012 — 0.0028)	0.15 (0.0059)



5. CONNECTING ROD

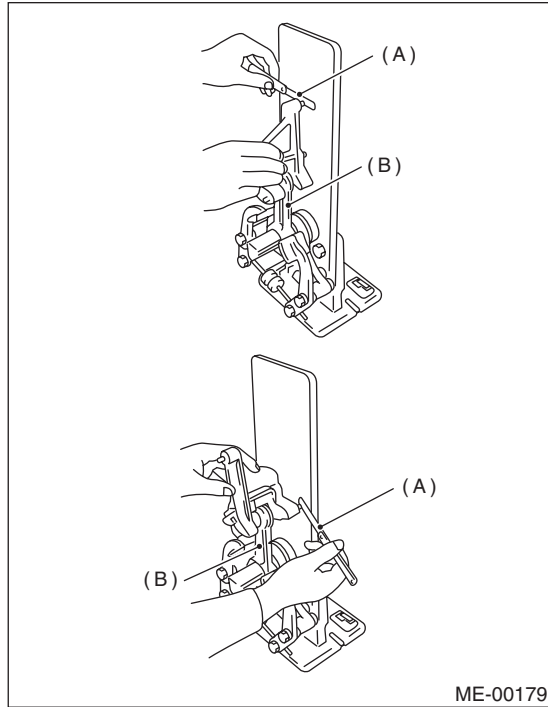
- 1) Replace the connecting rod, if the large or small end thrust surface is damaged.
2) Check for bend or twist using a connecting rod aligner. Replace the connecting rod if the bend or twist exceeds the limit.

Cylinder Block

MECHANICAL

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). If side clearance exceeds the limit, replace the connecting rod.

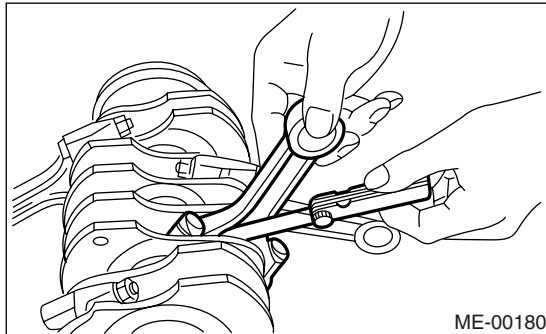
Connecting rod side clearance:

Standard

0.070 — 0.330 mm (0.0028 — 0.0130 in)

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 individual connecting rod bearings by means of plastigauge. If any oil clearance is not within the specification, replace the defective bearing with a new one of standard size or undersize as necessary. (See the table below.)

Connecting rod oil clearance:

Standard

0.016 — 0.044 mm (0.00063 — 0.0017 in)

Limit

0.05 mm (0.0020 in)

Unit: mm (in)		
Bearings	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 the connecting rod small end.

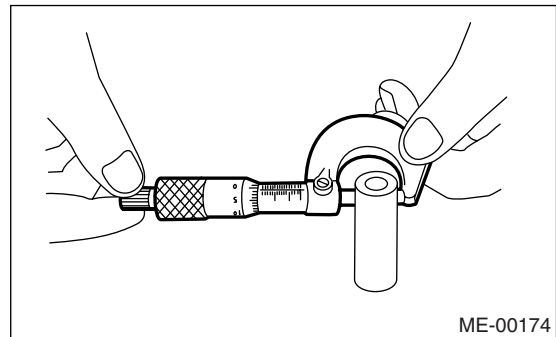
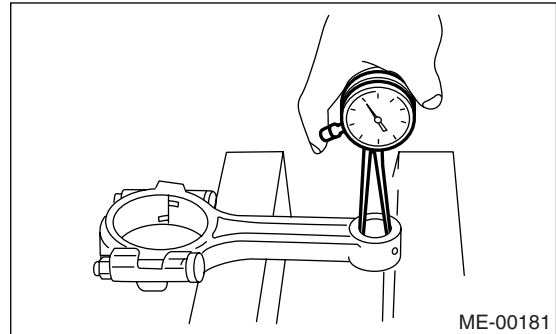
Clearance between piston pin and bushing:

Standard

0 — 0.022 mm (0 — 0.0009 in)

Limit

0.030 mm (0.0012 in)

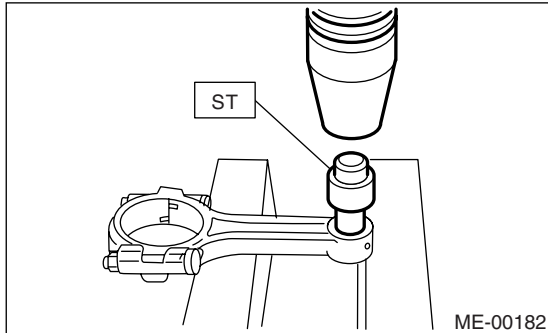


7) Replacement procedure is as follows.

(1) Remove the bushing from connecting rod with ST and press.

- (2) Press the bushing with ST after applying oil on the periphery of bushing.

ST 499037100 CONNECTING ROD BUSHING REMOVER & INSTALLER



- (3) Make two 3 mm (0.12 in)-holes in bushing. Ream the inside of bushing.
(4) After completion of reaming, clean the bushing to remove chips.

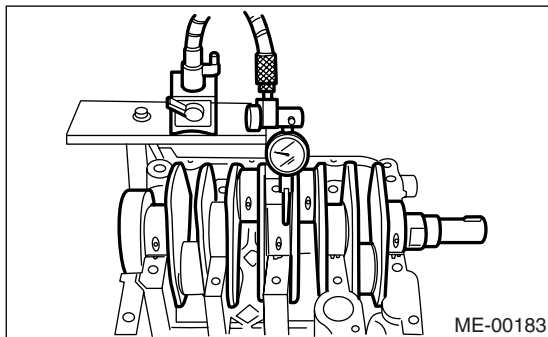
6. CRANKSHAFT AND CRANKSHAFT BEARING

- 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 specifications, replace the bearing with a suitable (undersize) one, and replace or recondition crankshaft as 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)

Cylindricality

0.004 mm (0.0002 in)

Grinding limit

To 51.750 mm (2.0374 in) dia.

Crank journal:

Out-of-roundness

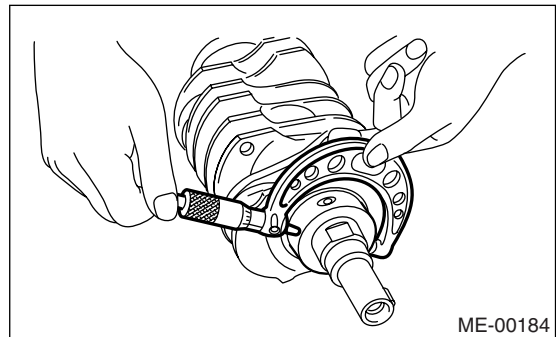
0.005 mm (0.0002 in)

Cylindricality

0.006 mm (0.0002 in)

Grinding limit

To 59.750 mm (2.3524 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) Measure the side clearance of crankshaft at center bearing. If clearance exceeds the limit, replace the bearing.

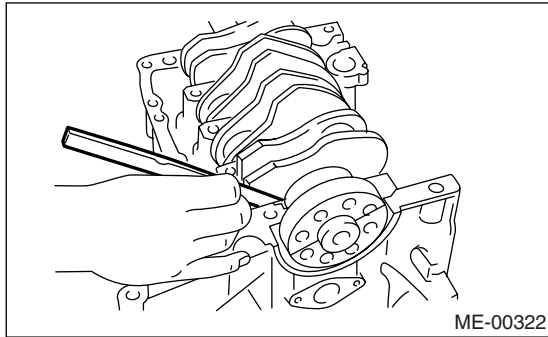
Crankshaft side clearance:

Standard

0.030 — 0.115 mm (0.0012 — 0.0045 in)

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 by means of plastigauge. If the measurement is not within the specification, replace the defective bearing with an undersize one, and replace or recondition the crankshaft as necessary.

Crankshaft oil clearance:

Standard

0.010 — 0.030 mm (0.0004 — 0.0012 in)

Limit

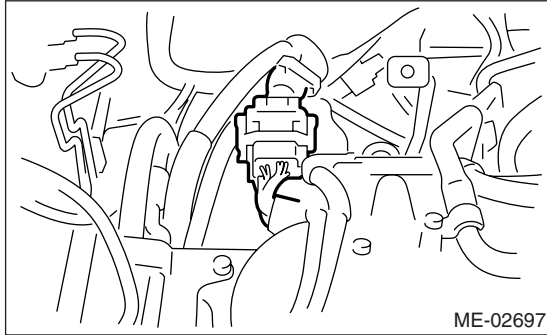
0.040 mm (0.0016 in)

22.Oil Switching Solenoid Valve

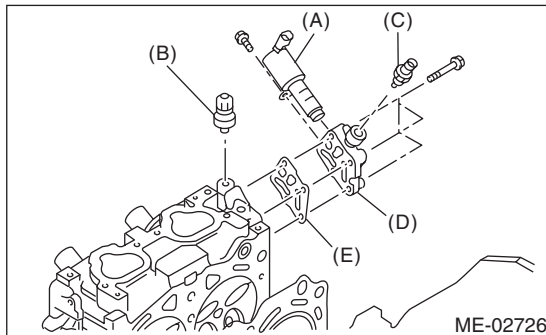
A: REMOVAL

1. RH SIDE

- 1) Disconnect the ground cable from battery.
- 2) Remove the air intake chamber. <Ref. to IN(H4SO)-6, REMOVAL, Air Intake Chamber.>
- 3) Remove the engine harness connector from bracket.



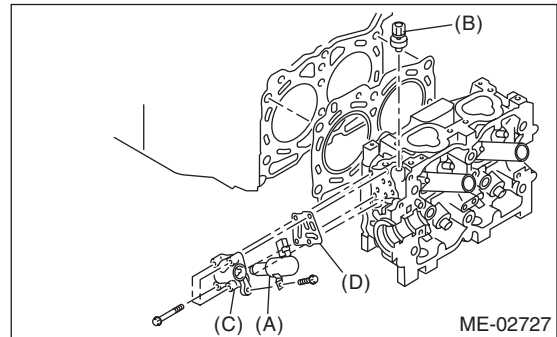
- 4) Disconnect the connector from the oil switching solenoid valve.
- 5) Remove the oil switching solenoid valve.
- 6) Remove the variable valve lift diagnosis oil pressure switch. <Ref. to FU(H4SO)-34, REMOVAL, Variable Valve Lift Diagnosis Oil Pressure Switch.>
- 7) Remove the oil temperature sensor. <Ref. to FU(H4SO)-35, REMOVAL, Oil Temperature Sensor.>
- 8) Remove the oil switching solenoid valve holder from 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 battery.
- 2) Remove the V-belt. <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.>
- 11) Remove the oil switching solenoid valve holder from cylinder head.



- (A) Oil switching solenoid valve
- (B) Variable valve lift diagnosis oil pressure switch
- (C) Oil switching solenoid valve holder
- (D) Gasket

Oil Switching Solenoid Valve

MECHANICAL

B: INSTALLATION

1. RH SIDE

Install in the reverse order of removal.

NOTE:

- Apply liquid gasket to the thread of variable valve lift diagnosis oil pressure switch.
- Use a new gasket.

Liquid gasket:

THREE BOND 1324 (Part No. 004403042)

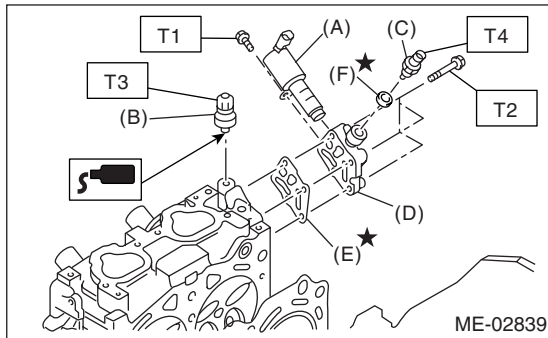
Tightening torque:

T1: 6.4 N·m (0.65 kgf-m, 4.7 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
- (F) Oil temperature sensor gasket

2. LH SIDE

Install in the reverse order of removal.

NOTE:

- Apply liquid gasket to the thread of variable valve lift diagnosis oil pressure switch.
- Use a new gasket.

Liquid gasket:

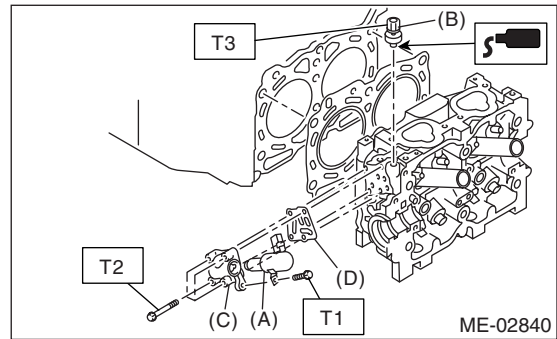
THREE BOND 1324 (Part No. 004403042)

Tightening torque:

T1: 6.4 N·m (0.65 kgf-m, 4.7 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 switching solenoid valve holder
- (D) Gasket

23.Intake and Exhaust Valve

A: SPECIFICATION

For the removal and installation procedure of intake and exhaust valve, refer to "Cylinder Head". <Ref. to ME(H4SO)-58, REMOVAL, Cylinder Head.>
<Ref. to ME(H4SO)-58, INSTALLATION, Cylinder Head.>

24.Piston

A: SPECIFICATION

For the removal and installation procedure of piston, refer to "Cylinder Block". <Ref. to ME(H4SO)-65, REMOVAL, Cylinder Block.> <Ref. to ME(H4SO)-69, INSTALLATION, Cylinder Block.>

25.Connecting Rod

A: SPECIFICATION

For the removal and installation procedure of connecting rod, refer to "Cylinder Block". <Ref. to ME(H4SO)-65, REMOVAL, Cylinder Block.> <Ref. to ME(H4SO)-69, INSTALLATION, Cylinder Block.>

26.Crankshaft

A: SPECIFICATION

For the removal and installation procedure of crankshaft, refer to "Cylinder Block". <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 reason for the trouble in order (“Very often” to “Rarely”)

A — Very often

B — Sometimes

C — Rarely

Symptom	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	Poor terminal connection	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	A
		Lack of or insufficient fuel	B
	Belt	Trouble	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

Symptom	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
	Belt	Trouble	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
	Belt	Trouble	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

Symptom	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
	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	Over-heating	C
	Other	Evaporative emission control system malfunction	A
		Stuck or damaged throttle valve	B

Engine Trouble in General

MECHANICAL

Symptom	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
	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	Over-heating	C
		Over-cooling	C
	Other	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
	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	Over-heating	B
	Other	Evaporative emission control system malfunction	C

Engine Trouble in General

MECHANICAL

Symptom	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
	Other	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	Over-heating	B
	Other	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
	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
	Other	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
	Belt	Defective timing	B
	Compression	Incorrect valve clearance	C
		Incorrect valve timing	B
	Cooling system	Over-heating	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

Symptom	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
	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.	- Worn crankshaft main bearing - Worn connecting rod bearing (big end)
	Oil pressure is normal.	Damaged engine mounting
High-pitched clank (Spark knock)	Sound is noticeable when accelerating with an overload.	- 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*)	- Worn crankshaft main bearing - Worn bearing at crankshaft end of connecting rod
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	—	Defective generator brush and rotor contact
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	—	- Loss of compression - Air leakage in air intake system, hoses, connections or manifolds
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, carry out the clear memory mode <Ref. to EN(H4SO)(diag)-46, OPERATION, Clear Memory Mode.> and inspection mode <Ref. to EN(H4SO)(diag)-36, PROCEDURE, Inspection Mode.> after connecting the fuel injector connector.

STARTING/CHARGING SYSTEMS

General Description

STARTING/CHARGING SYSTEMS

1. General Description

A: SPECIFICATION

1. NON-TURBO MODEL

Item			Designation	
Starter	Type		Reduction type	
	Vehicle type		MT	AT
	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	2,500 rpm or more	2,000 rpm or more
	Load characteristics	Voltage	8 V	8 V
		Current	280 A	280 A
		Torque	8.5 N·m (0.87 kgf-m, 6.3 ft-lb) or more	9.8 N·m (1.0 kgf-m, 7.2 ft-lb) or more
		Rotating speed	970 rpm or more	1,000 rpm or more
	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, voltage regulator built-in type, with load response control system	
	Model		A002TG0391	
	Manufacturer		Mitsubishi Electric	
	Voltage and output		12 V — 90 A	
	Polarity on ground side		Negative	
	Direction of rotation		Clockwise (when observed from pulley side)	
	Armature connection		Three-phase Y-type	
	Output current		1,500 rpm — 40 A or more 2,500 rpm — 74 A or more 5,000 rpm — 84 A or more	
	Regulated voltage		14.1 — 14.8 V [20°C (68°F)]	
Battery	Type and capacity		12 V — 48 AH (55D 23L)	12 V — 52 AH (75D 23L)

General Description

STARTING/CHARGING SYSTEMS

2. TURBO MODEL

Item		Designation	
Starter	Type	Reduction type	
	Vehicle type	MT	AT
	Model	228000 — 9270	M001T20171
	Manufacturer	DENSO	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	9	
	No-load characteristics	Voltage	11 V
		Current	90 A or less
		Rotating speed	2,860 rpm or more 2,000 rpm or more
	Load characteristics	Voltage	8 V
		Current	280 A
		Torque	9.3 N·m (0.95 kgf-m, 6.9 ft-lb) or more 9.8 N·m (1.0 kgf-m, 7.2 ft-lb) or more
		Rotating speed	860 rpm or more 710 rpm or more
	Lock characteristics	Voltage	4 V
		Current	515 A or less 960 A or less
		Torque	16 N·m (1.63 kgf-m, 11.8 ft-lb) or more 31 N·m (3.16 kgf-m, 22.9 ft-lb) or more
Generator	Type	Rotating-field three-phase, voltage regulator built-in type, with load response control system	
	Model	A3TG0491	
	Manufacturer	Mitsubishi Electric	
	Voltage and output	12 V — 110 A	
	Polarity on ground side	Negative	
	Direction of rotation	Clockwise (when observed from pulley side)	
	Armature connection	Three-phase Y-type	
	Output current	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	Type and capacity	12 V — 48 AH (55D 23L)	12 V — 52 AH (75D 23L)

General Description

STARTING/CHARGING SYSTEMS

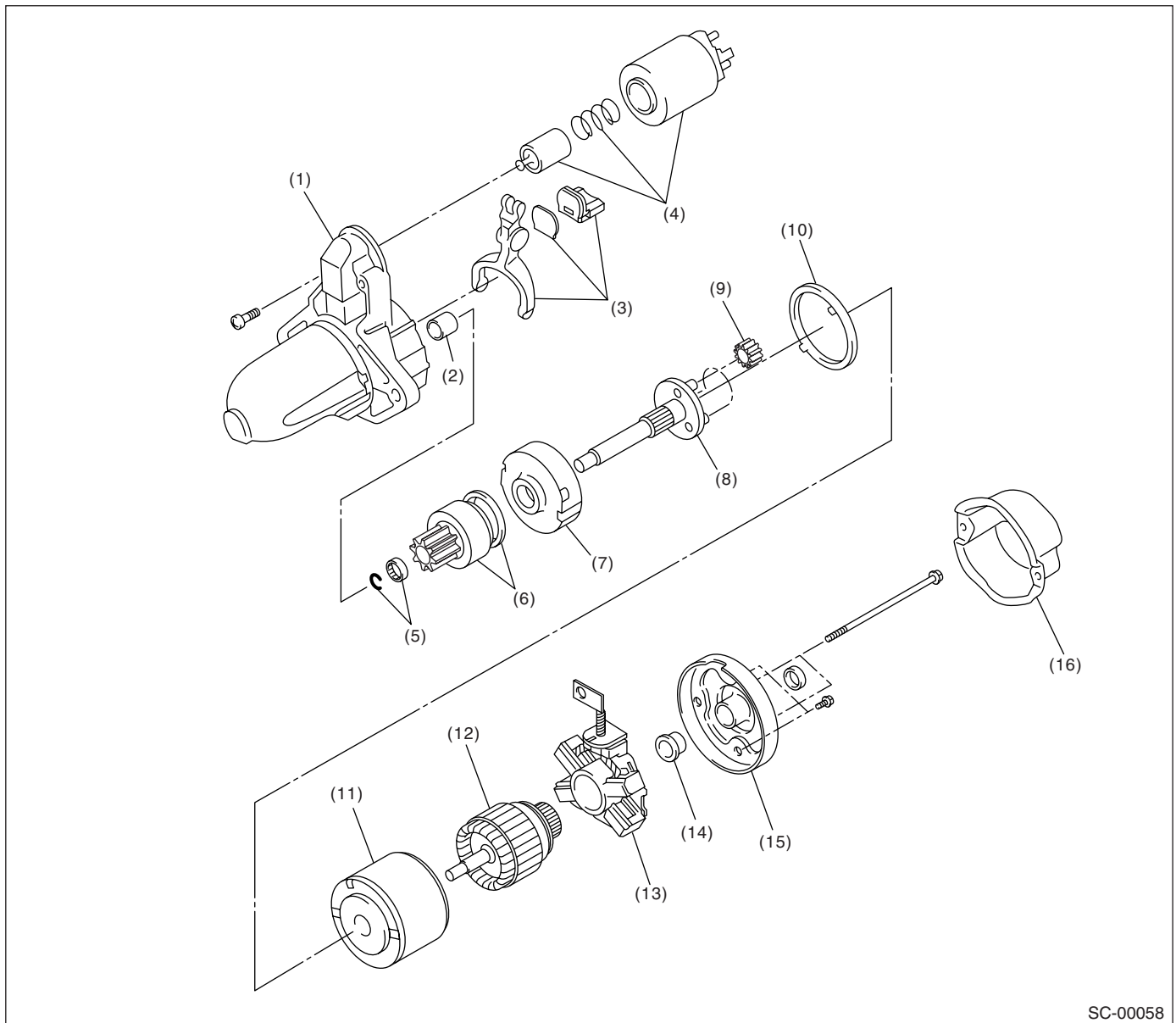
3. STI MODEL

Item		Designation
Starter	Type	Reduction type
	Vehicle type	MT
	Model	228000 — 9270
	Manufacturer	DENSO
	Voltage and output	12 V — 1.0 kW
	Direction of rotation	Counterclockwise (when observed from pinion)
	Number of pinion teeth	9
	No-load characteristics	Voltage
		11 V
		Current
		90 A or less
		Rotating speed
		2,860 rpm or more
	Load characteristics	Voltage
		8 V
		Current
		280 A
	Lock characteristics	Torque
		9.3 N·m (0.95 kgf-m, 6.9 ft-lb) or more
		Rotating speed
		860 rpm or more
Generator	Type	Rotating-field three-phase, voltage regulator built-in type, with load response control system
	Model	A2TG0391
	Manufacturer	Mitsubishi Electric
	Voltage and output	12 V — 90 A
	Polarity on ground side	Negative
	Direction of rotation	Clockwise (when observed from pulley side)
	Armature connection	Three-phase Y-type
	Output current	1,500 rpm — 40 A or more
		2,500 rpm — 74 A or more
		5,000 rpm — 84 A or more
	Regulated voltage	14.1 — 14.8 V [20°C (68°F)]
Battery	Type and capacity	12 V — 48 AH (55D 23L)

B: COMPONENT

1. STARTER

• EXCEPT TURBO MT MODEL AND STI MODEL



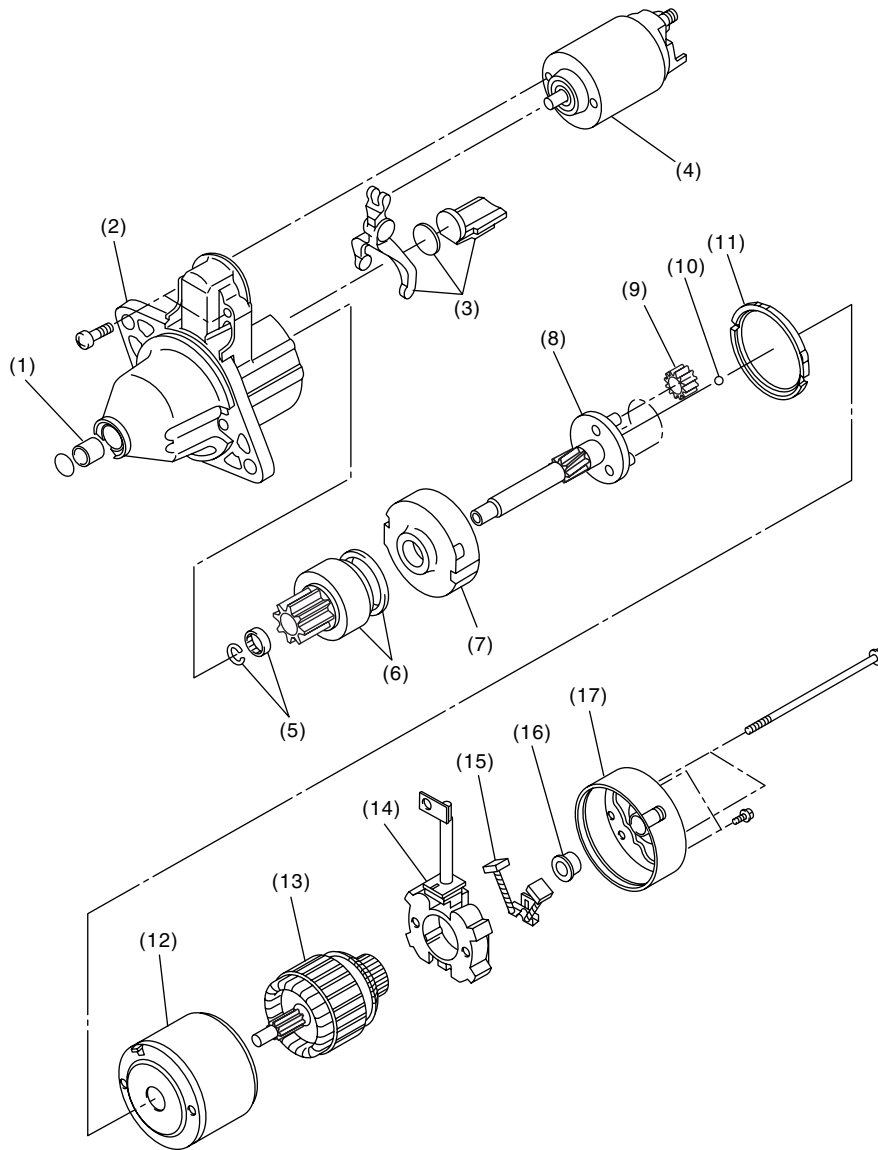
SC-00058

(1) Front bracket	(7) Internal gear ASSY	(13) Brush holder ASSY
(2) Sleeve bearing	(8) Shaft ASSY	(14) Sleeve bearing
(3) Lever set	(9) Gear ASSY	(15) Rear cover
(4) Magnet switch ASSY	(10) Packing	(16) Rear cover set
(5) Stopper set	(11) Yoke ASSY	
(6) Overrunning clutch	(12) Armature	

General Description

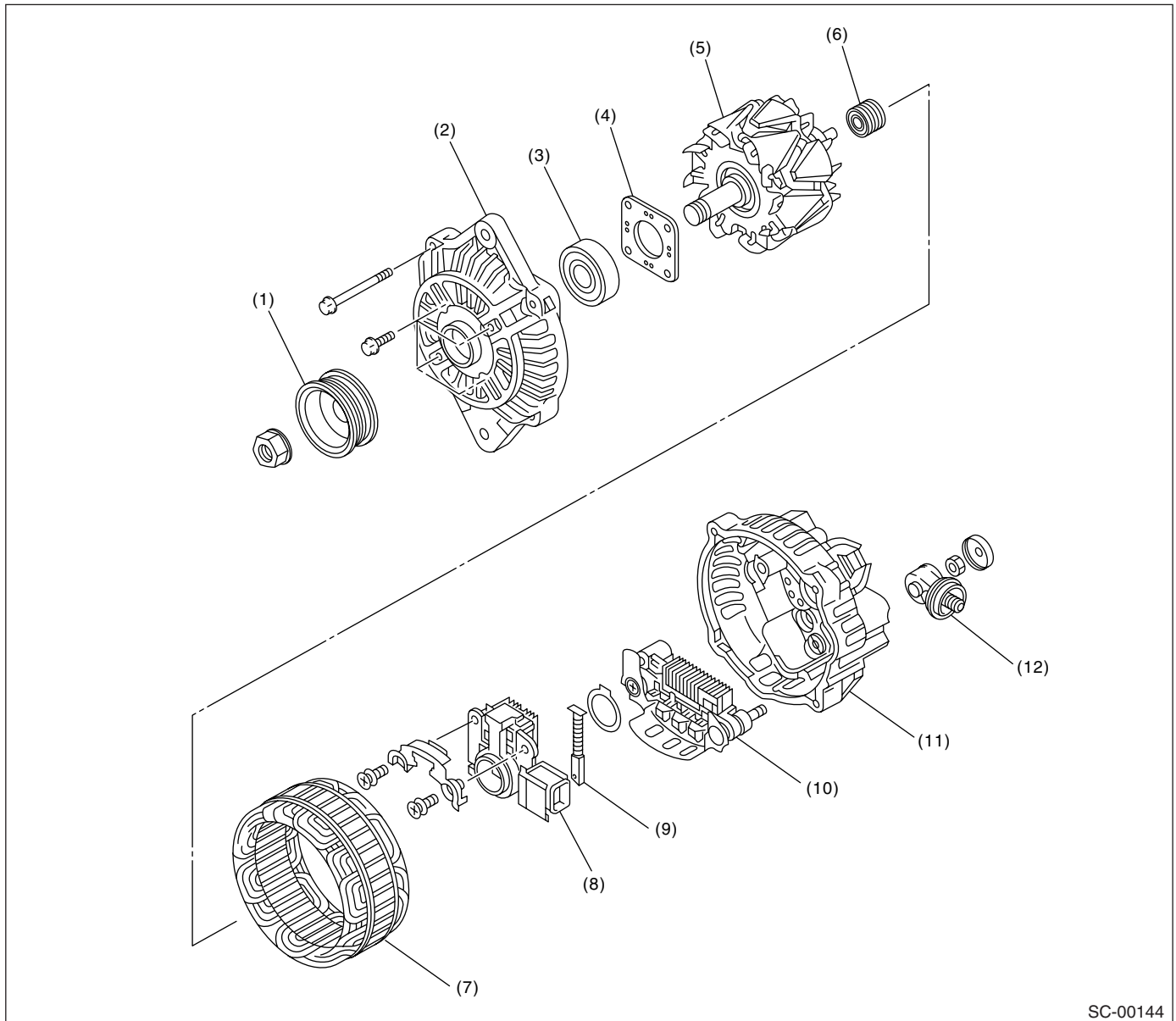
STARTING/CHARGING SYSTEMS

• TURBO MT MODEL AND STI MODEL



SC-02035

(1) Sleeve bearing	(7) Internal gear ASSY	(13) Armature
(2) Front bracket	(8) Shaft ASSY	(14) Brush holder ASSY
(3) Lever set	(9) Gear ASSY	(15) Brush
(4) Magnet switch ASSY	(10) Ball	(16) Sleeve bearing
(5) Stopper set	(11) Packing	(17) Rear bracket
(6) Overrunning clutch	(12) Yoke ASSY	

2. GENERATOR

SC-00144

(1) Pulley	(5) Rotor	(9) Brush
(2) Front cover	(6) Bearing	(10) Rectifier
(3) Ball bearing	(7) Stator coil	(11) Rear cover
(4) Bearing retainer	(8) IC regulator with brush	(12) Terminal

C: CAUTION

- Wear work clothing, including a cap, protective goggles, and protective shoes during operation.
- 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.
- Be careful not to burn yourself, because each part on the vehicle is hot after running.

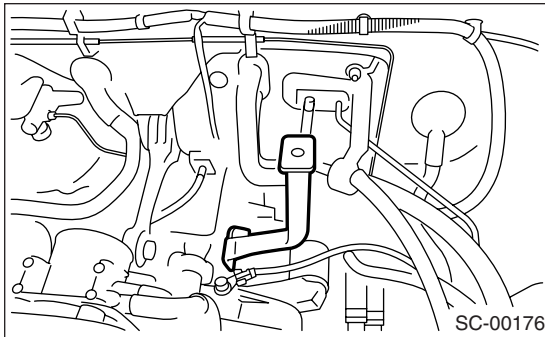
- Be sure to tighten fasteners including bolts and nuts to the specified torque.
- Place shop jacks or rigid racks at the specified points.
- Before disconnecting electrical connectors of sensors or units, be sure to disconnect the ground cable from battery.

2. Starter

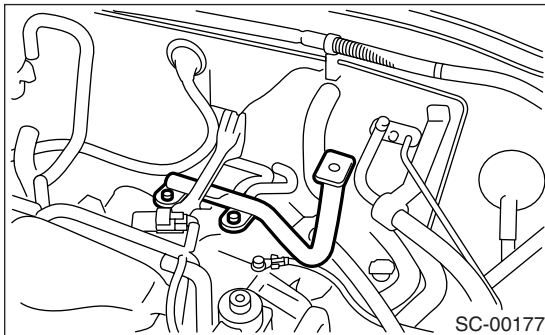
A: REMOVAL

- 1) Disconnect the ground cable from battery.
- 2) Remove the air cleaner case. (Non-turbo model)
<Ref. to IN(H4SO)-5, REMOVAL, Air Cleaner Case.>
- 3) Remove the intercooler. (Turbo model)
<Ref. to IN(H4DOTC)-11, REMOVAL, Intercooler.>
- 4) Remove the air cleaner case stay. (Non-turbo model)

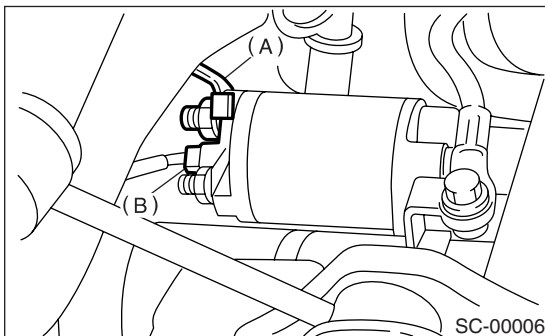
- MT model



- AT model

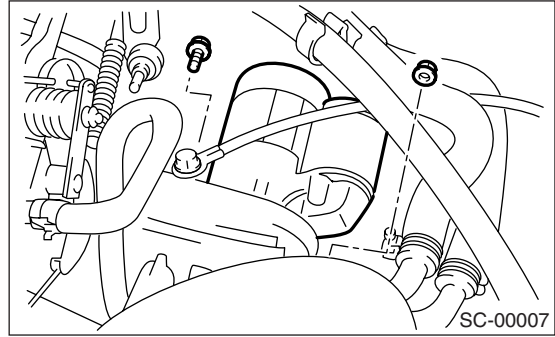


- 5) Disconnect the connector and terminal from starter.



- (A) Terminal
(B) Connector

- 6) Remove the starter from transmission.

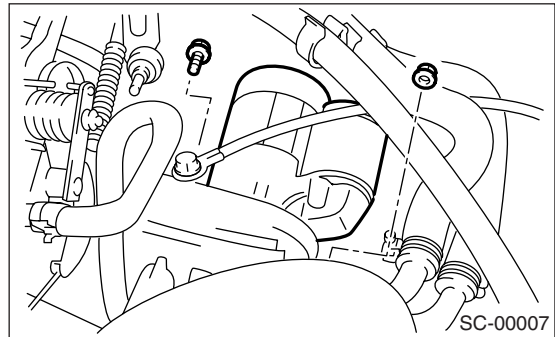


B: INSTALLATION

Install in the reverse order of removal.

Tightening torque:

50 N·m (5.1 kgf-m, 37 ft-lb)



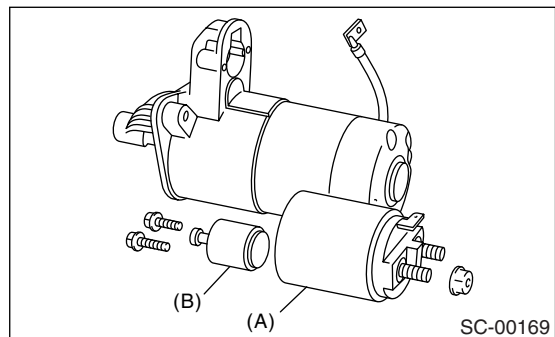
C: DISASSEMBLY

1. STARTER ASSEMBLY

- 1) Loosen the nut which holds the terminal M of switch assembly, and then disconnect the connector.
- 2) Remove the bolts which hold the switch assembly, and then remove switch assembly, plunger and plunger spring from starter as a unit.

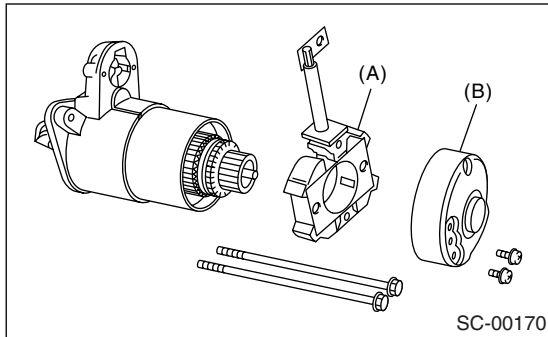
NOTE:

Be careful because the pinion gap adjustment washer may sometimes be used on the mounting surface of switch assembly.



- (A) Magnet switch ASSY
(B) Plunger

3) Remove both through-bolts and brush holder screws, and then detach the rear cover and brush holder.

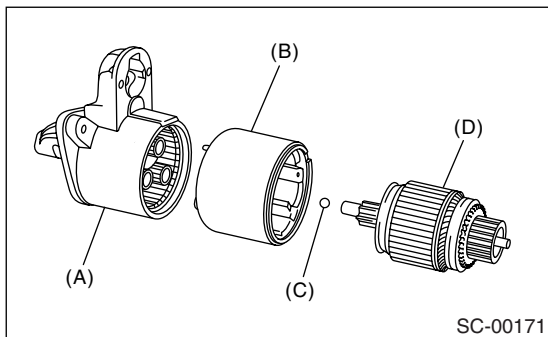


- (A) Brush holder
- (B) Rear cover

4) Remove the armature and yoke assembly from front bracket. The ball used as a bearing will come off from the armature end.

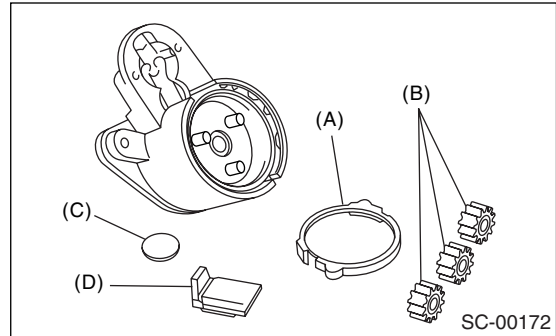
NOTE:

Before removal of the yoke, put alignment marks on the yoke assembly and front bracket.



- (A) Front bracket
- (B) Yoke ASSY
- (C) Ball
- (D) Armature

5) Remove packing A, planetary gears, packing B and plate.

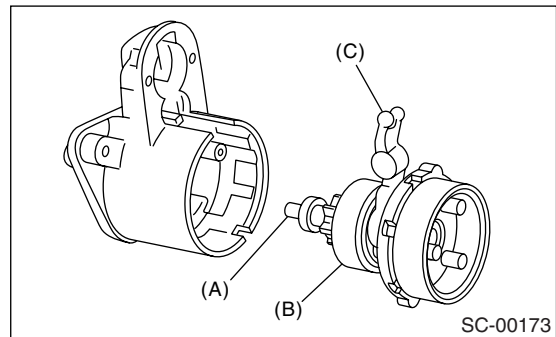


- (A) Packing A
- (B) Planetary gear
- (C) Plate
- (D) Packing B

6) Remove the shaft assembly and overrunning clutch as a unit.

NOTE:

Note the direction of the lever before removing.

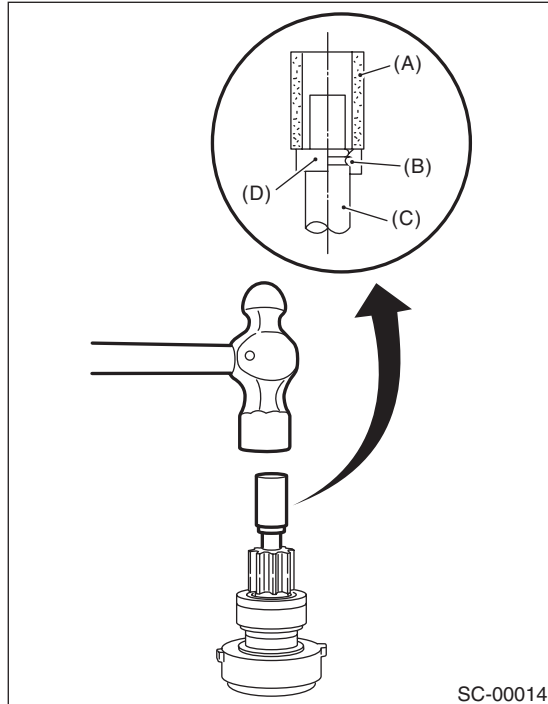


- (A) Shaft ASSY
- (B) Overrunning clutch
- (C) Lever

7) Remove the overrunning clutch from shaft assembly as follows:

(1) Remove the stopper from ring by lightly tapping the stopper with an appropriate tool (such as a fit socket wrench).

- (2) Remove the ring, stopper and clutch from shaft.



- (A) Socket wrench
(B) Ring
(C) Shaft
(D) Stopper

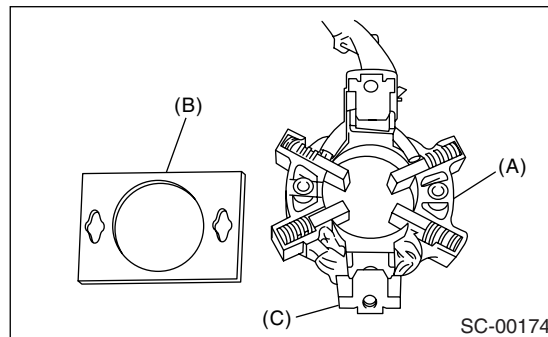
2. BRUSH HOLDER

NOTE:

Only the brush holder of turbo MT model and STI model starters can be disassembled.

Slightly open the metal fitting while holding the insulating plate against the brush holder. Remove the insulating plate.

The brush and spring can be easily removed from the brush holder at this time.



- (A) Brush holder
(B) Insulating plate
(C) Metal fitting

D: ASSEMBLY

- 1) Assemble in the reverse order of disassembly.
- 2) Apply grease to the following parts before assembly.

- Front and rear bracket sleeve bearings
- Armature shaft gear
- Outer periphery of plunger
- Mating surfaces of plunger and lever
- Gear shaft splines
- Mating surfaces of lever and clutch
- Ball at armature shaft end
- Planetary gear

E: INSPECTION

1. ARMATURE

- 1) Check the commutator for any sign of burns or rough surfaces or stepped wear. If wear is of a minor nature, correct it by using sand paper.
- 2) Run-out test

Check the commutator run-out, and then replace if it exceeds the limit.

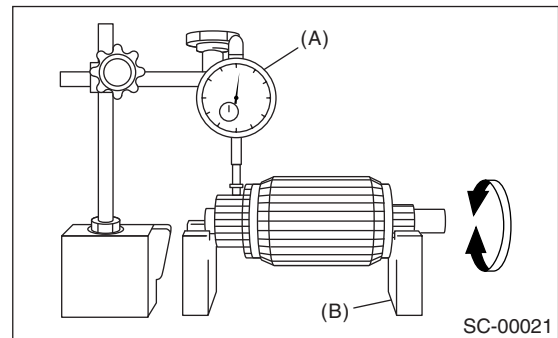
Commutator run-out:

Standard

0.05 mm (0.0020 in)

Service limit

Less than 0.10 mm (0.0039 in)

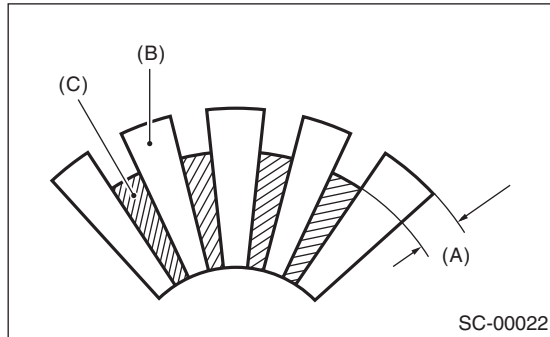


- (A) Dial gauge
(B) V-block

- 3) Depth of segment mold

Check the depth of segment mold.

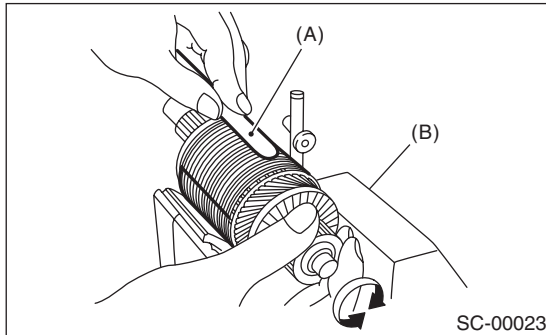
Depth of segment mold:
0.5 mm (0.020 in)



- (A) Depth of mold
- (B) Segment
- (C) Mold

4) Armature short-circuit test

Check the armature for short-circuit by placing it on a growler tester. Hold an iron sheet against the armature core while slowly rotating armature. A short-circuited armature will cause the iron sheet to vibrate and to be attracted to core. If the iron sheet is attracted or vibrates, the armature, which is short-circuited, must be replaced or repaired.

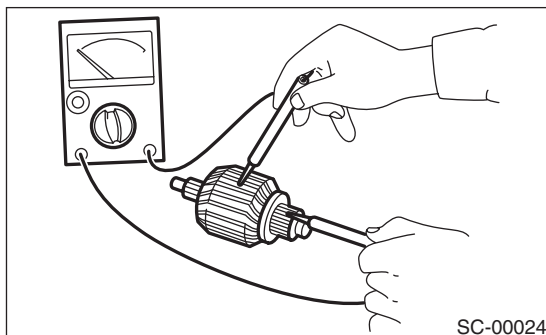


- (A) Iron sheet
- (B) Growler tester

5) Armature ground test

Using a circuit tester, touch one probe to the commutator segment and the other to shaft. There should be no continuity. If there is continuity, the armature is grounded.

Replace the armature if it is grounded.



2. YOKE

Make sure the pole is set in position.

3. OVERRUNNING CLUTCH

Inspect the teeth of pinion for wear and damage. Replace if it is damaged. It is normal if the pinion rotates smoothly in direction of rotation (counter-clockwise) and does not rotate in the opposite direction.

CAUTION:

Do not clean the overrunning clutch with oil to prevent grease from flowing out.

4. BRUSH AND BRUSH HOLDER

1) Brush length

Measure the brush length, and then replace if it is worn down to under the service limit.

Replace if abnormal wear or cracks are noticed.

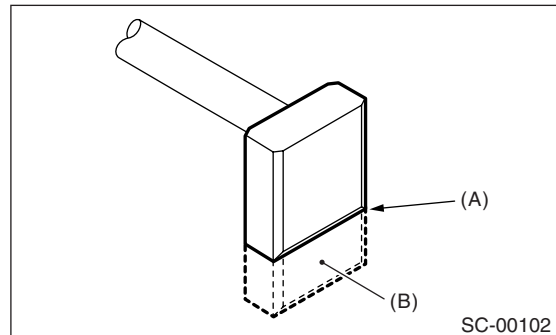
Brush length:

Standard

12.3 mm (0.484 in)

Service limit

7.0 mm (0.276 in)



- (A) Service limit line
- (B) Brush

2) Brush movement

Be sure the brush moves smoothly inside brush holder.

3) Brush spring force

Measure the brush spring force with a spring scale. If it is less than the service limit, replace the brush holder.

Starter

STARTING/CHARGING SYSTEMS

Brush spring force:

Standard

Except turbo MT model and STI model

15.9 — 19.5 N (1.62 — 1.99 kgf, 3.57 — 4.38 lbf) (when new)

Turbo MT model and STI model

21.6 N (2.2 kgf, 4.9 lbf) (when new)

Service limit

Except turbo MT model and STI model

2.5 N (0.25 kgf, 0.56 lbf)

Turbo MT model and STI model

5.9 N (0.6 kgf, 1.3 lbf)

5. SWITCH ASSEMBLY

Using a circuit tester (set in “ohm”), check that there is continuity between terminals S and M, and between terminal S and ground.

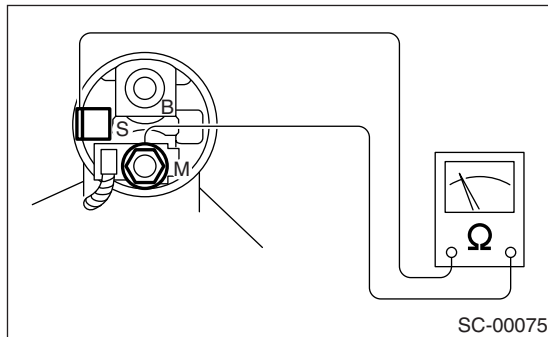
Also check to be sure there is no continuity between terminals M and B.

Terminal/Specified resistance:

S — M/Less than 1 Ω

S — Ground/Less than 1 Ω

M — B/More than 1 M Ω



6. SWITCH ASSEMBLY OPERATION

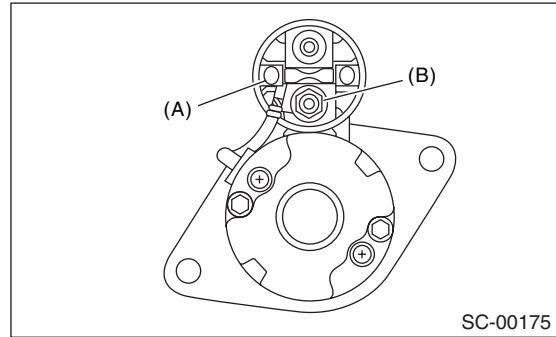
1) Connect the terminal S of switch assembly to positive terminal of battery with a lead wire, and starter body to ground terminal of battery. The pinion should be forced endwise on shaft.

CAUTION:

With the pinion forced endwise on shaft, the starter motor may rotate because current flows through the pull-in coil to motor, however, this is not a problem.

2) Disconnect the connector from terminal M, and then connect the positive terminal of battery and terminal M using a lead wire 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

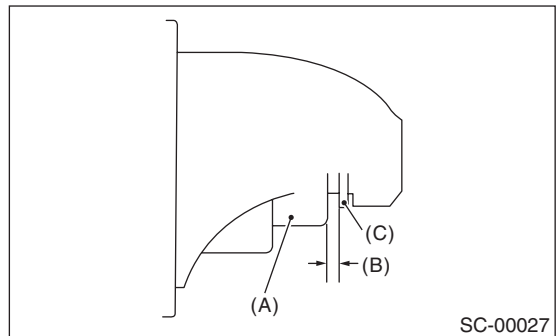
(B) Terminal M

7. PINION GAP

Measure the pinion gap while the pinion is pulled out as shown in the figure.

Pinion gap:

0.5 — 2.0 mm (0.020 — 0.079 in)



(A) Pinion

(B) Gap

(C) Stopper

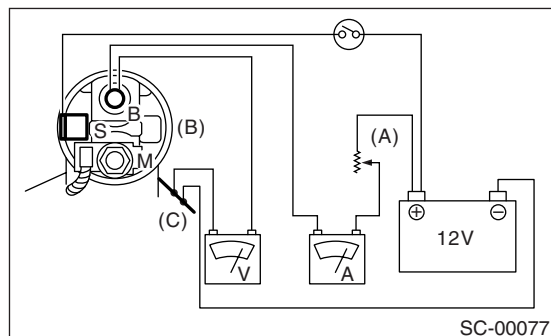
If the motor is running with the pinion forced endwise on shaft, disconnect the connector from terminal M of magnet switch assembly, and then connect terminal M to ground terminal (–) of battery with a lead wire. Next, gently push the pinion back with your fingertips, and then measure the pinion gap.

8. 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 resistor
- (B) Magnet switch
- (C) Starter body

1) No-load test

With switch on, adjust the variable resistor to obtain 11 V, take the ammeter reading, and then measure the starter speed. Compare these values with the specifications.

No-load test (standards):

Voltage/Current

Non-turbo, MT model

MAX. 11 V/95 A

Turbo MT model and STI model

MAX. 11 V/90 A

AT model

MAX. 11 V/90 A

Rotating speed

Non-turbo, MT model

More than 2,500 rpm

Turbo MT model and STI model

More than 2,860 rpm

AT model

More than 2,000 rpm

2) Load test

Apply the specified braking torque to starter. The condition is satisfactory if the current draw and starter speed are within the specifications.

Load test (standards):

Voltage/Load

Non-turbo, MT model

8 V/8.5 N·m (0.87 kgf-m, 6.3 ft-lb)

Turbo MT model and STI model

8 V/9.3 N·m (0.95 kgf-m, 6.9 ft-lb)

AT model

8 V/9.8 N·m (1.0 kgf-m, 7.2 ft-lb)

Current/Speed

Non-turbo, MT model

More than 280 A/970 rpm

Turbo MT model and STI model

More than 280 A/860 rpm

AT model

More than 280 A/1,000 rpm

3) Lock test

With the starter stalled, or not rotating, measure the torque developed and current draw when the voltage is adjusted to the specified voltage.

Lock test (standards):

Voltage/Current

Non-turbo, MT model

Less than 4 V/680 A

Turbo MT model and STI model

Less than 4 V/515 A

AT model

Less than 3.5 V/960 A

Torque

Non-turbo, MT model

17 N·m (1.73 kgf-m, 12.5 ft-lb)

Turbo MT model and STI model

16 N·m (1.63 kgf-m, 11.8 ft-lb)

AT model

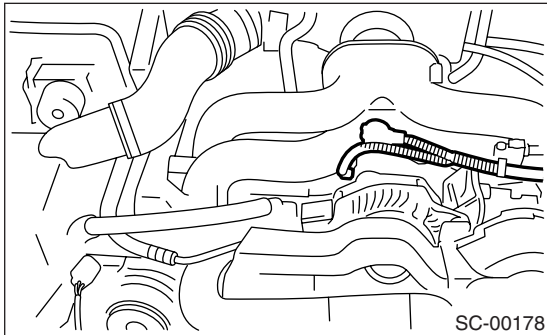
31 N·m (3.16 kgf-m, 22.9 ft-lb)

3. Generator

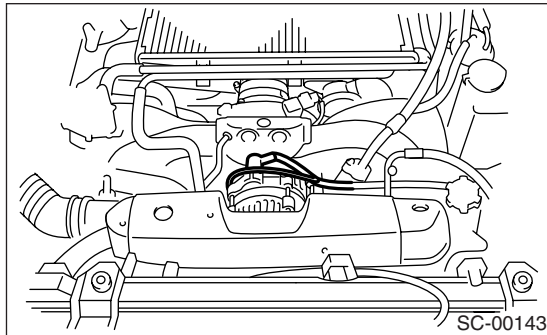
A: REMOVAL

- 1) Disconnect the ground cable from battery.
- 2) Disconnect the connector and terminal from generator.

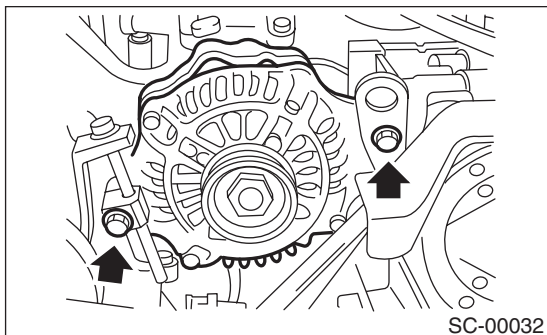
- Non-turbo model



- Turbo model and STI model



- 3) Remove the V-belt cover.
- 4) Remove the front side V-belt.
<Ref. to ME(H4SO)-40, FRONT SIDE BELT, REMOVAL, V-belt.> <Ref. to ME(H4DOTC)-41, FRONT SIDE BELT, REMOVAL, V-belt.>
- 5) Remove the bolts which install generator onto bracket.



B: INSTALLATION

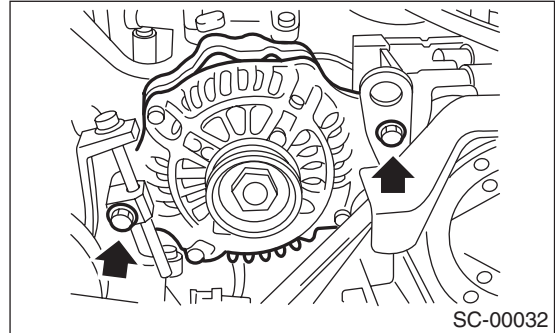
Install in the reverse order of removal.

Tightening torque:

25 N·m (2.5 kgf-m, 18.1 ft-lb)

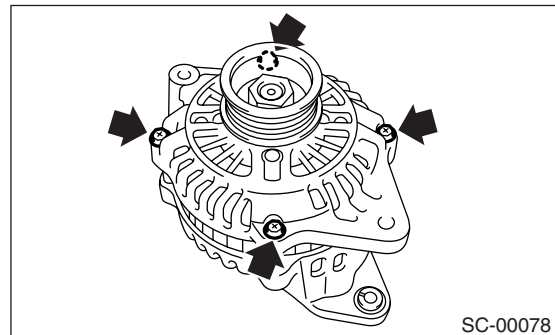
CAUTION:

Check and adjust the V-belt tension. <Ref. to ME(H4SO)-41, INSPECTION, V-belt.> <Ref. to ME(H4DOTC)-41, INSPECTION, V-belt.>

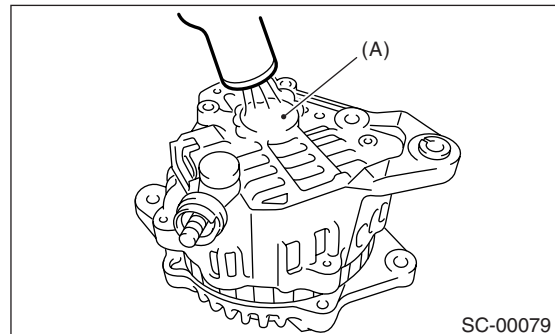


C: DISASSEMBLY

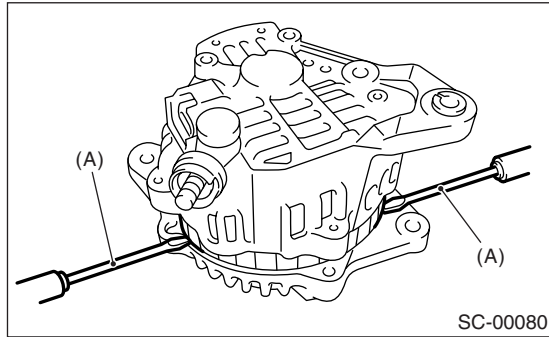
- 1) Remove the four through-bolts.



- 2) Heat portion (A) of rear cover to 50°C (122°F) with a heater drier.

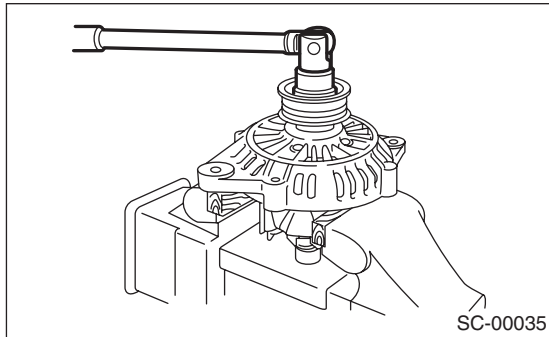


3) Then insert the tip of a flat tip screwdriver into the gap between stator core and front cover. Pry them apart to disassemble.

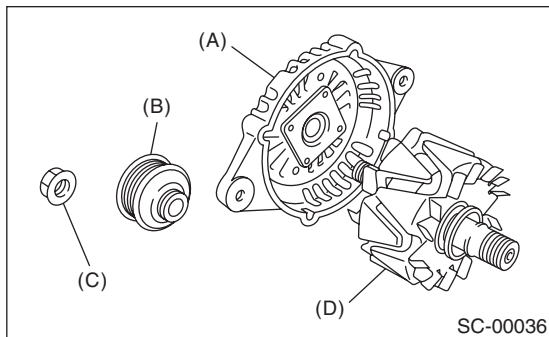


(A) Screwdriver

4) Hold the rotor with a vise and remove pulley nut.



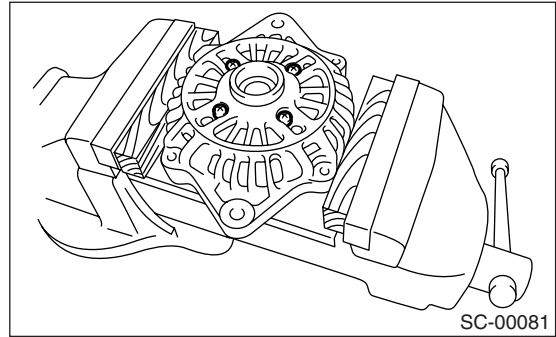
CAUTION:
When holding the rotor with a vise, place aluminum plates or wooden pieces on the vise jaws to prevent rotor from damage.



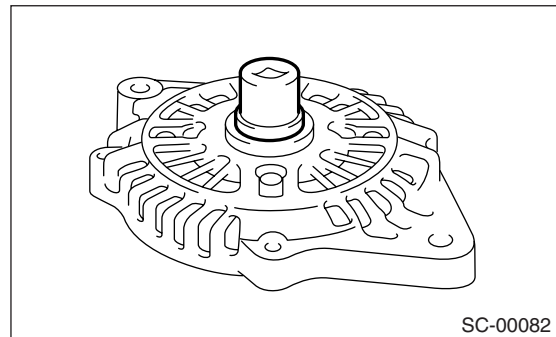
- (A) Front cover
- (B) Pulley
- (C) Nut
- (D) Rotor

5) Remove the ball bearing as follows.

(1) Remove the bolt, and then remove the bearing retainer.

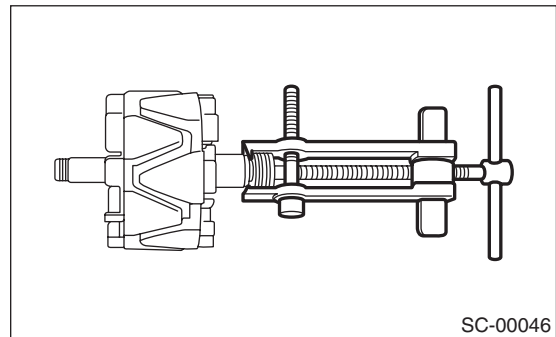


(2) Firmly install an appropriate tool (such as a fit socket wrench) to bearing inner race.



(3) Push the ball bearing off the front cover using a press.

6) Remove the bearing from rotor using a bearing puller.



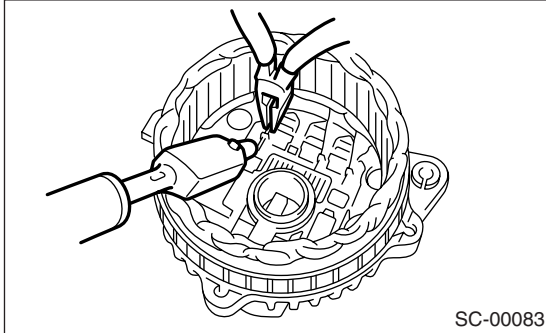
7) Unsolder connection between rectifier and stator coil to remove the stator coil.

Generator

STARTING/CHARGING SYSTEMS

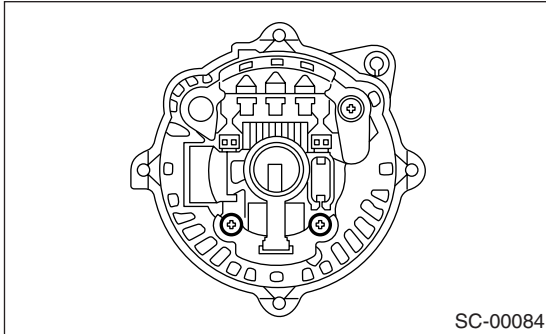
CAUTION:

Do not allow a 180 — 270 W soldering iron to contact the terminals for more than 5 seconds at once because the rectifier cannot withstand so much heat.

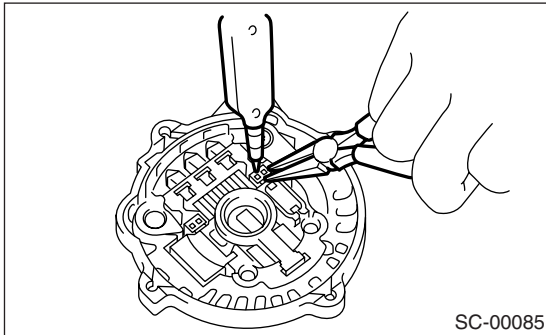


8) Remove the IC regulator as follows.

(1) Remove the screws which secure IC regulator to rear cover.

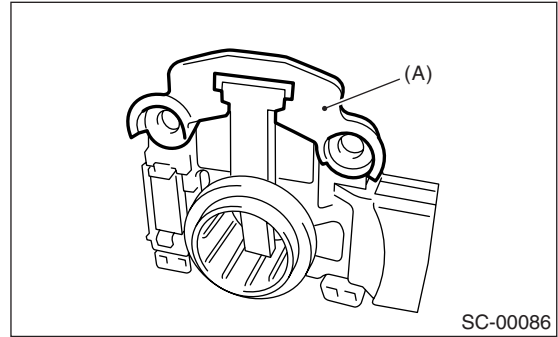


(2) Unsolder the connection between IC regulator and rectifier to remove the IC regulator.



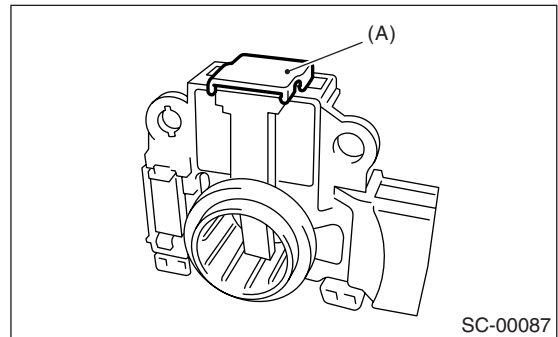
9) Remove the brush as follows.

(1) Remove cover A.



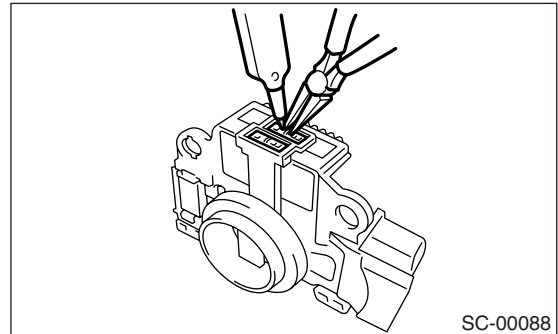
(A) Cover A

(2) Remove cover B.



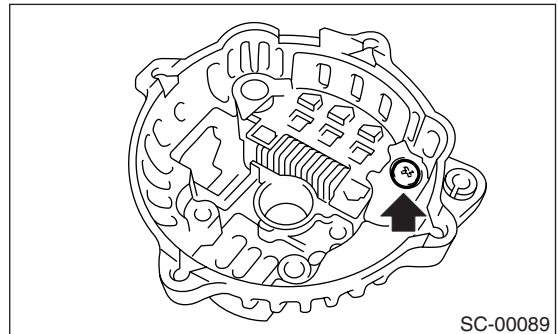
(A) Cover B

(3) Separate the brush from connection to remove.

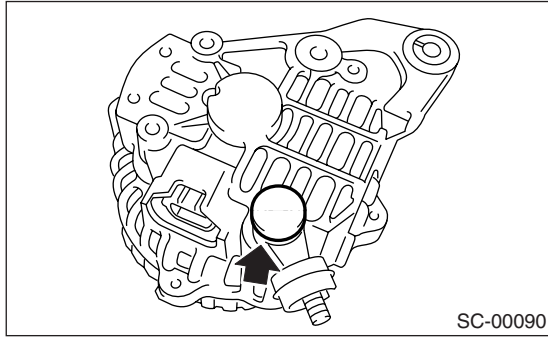


10) Remove the rectifier as follows.

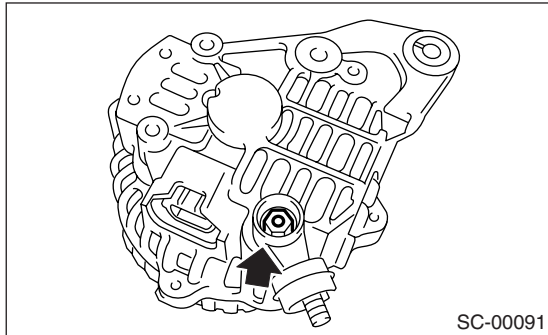
(1) Remove the bolts which secure the rectifier.



- (2) Remove the cover of terminal B.



- (3) Remove the nut of terminal B, and then remove the rectifier.



D: ASSEMBLY

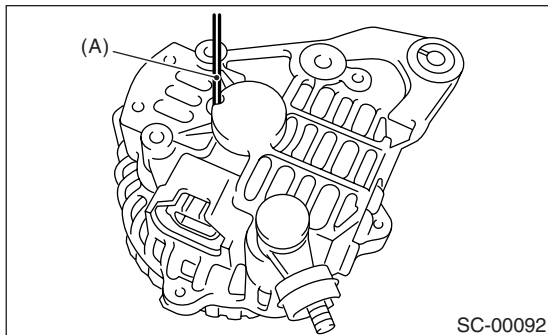
Assemble in the reverse order of disassembly.

1) Pulling up brush

Before assembling, press the brush down into brush holder, and then fix them in that position by passing a [1 mm (0.08 in) dia. 40 to 50 mm (1.6 to 2.0 in) long] wire through the hole as shown in the figure.

CAUTION:

Be sure to remove the wire after reassembly.



(A) Wire

2) Install the ball bearing.

- (1) Set the ball bearing on the front cover, and then securely install an appropriate tool (such as a fit socket wrench) to the bearing outer race.
- (2) Press the ball bearing into the specified position using a press.
- (3) Install the bearing retainer.

- 3) Press the bearing (rear side) into the rotor shaft using a press to install.

- 4) Heat the bearing box in rear cover [50 to 60°C (122 to 140°F)], and then press the rear bearing into rear cover.

CAUTION:

Grease should not be applied to rear bearing. Remove the oil completely if it is found on bearing box.

- 5) After reassembly, turn the pulley by hand to check that rotor turns smoothly.

E: INSPECTION

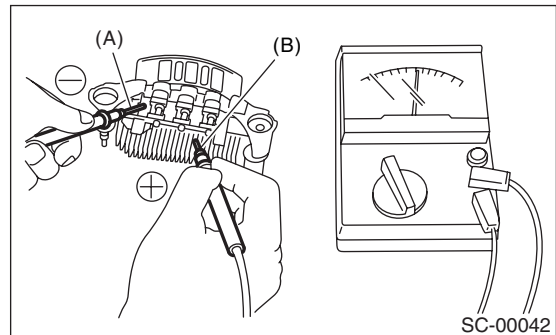
1. DIODE

CAUTION:

Never use a mega tester (designed for reading high voltage) or any other similar instrument for this test; otherwise, the diodes may be damaged.

1) Checking positive diode

Check for continuity between the diode lead and positive side heat sink. The positive diode is in good condition if resistance is 1 Ω or less only in the direction from the diode lead to heat sink.



(A) Diode lead

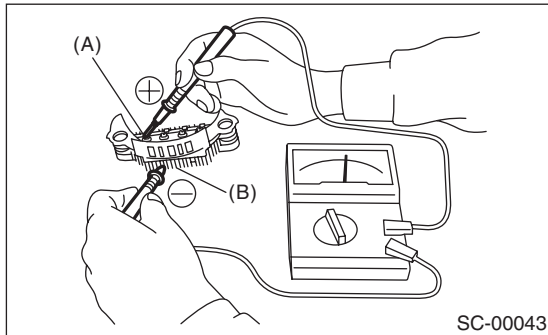
(B) Heat sink (positive side)

Generator

STARTING/CHARGING SYSTEMS

2) Checking negative diode

Check for continuity between the negative side heat sink and diode lead. The negative diode is in good condition if resistance is $1\ \Omega$ or less only in the direction from the heat sink to diode lead.



- (A) Diode lead
(B) Heat sink (negative side)

2. ROTOR

1) Slip ring surface

Inspect the slip rings for contamination or any roughness on 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. If the slip ring is worn, replace the rotor assembly.

Slip ring outer diameter:

Standard

22.7 mm (0.894 in)

Limit

22.1 mm (0.870 in)

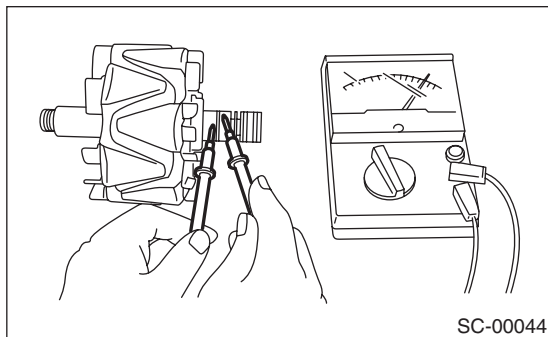
3) Continuity test

Check the resistance between slip rings using circuit tester.

If the resistance is not within the specified range, replace the rotor assembly.

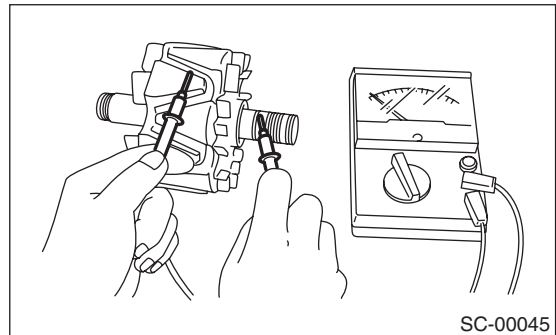
Specified resistance:

Approx. 1.8 — 2.2 Ω



4) Insulation test

Check the continuity between slip ring and rotor core or shaft. If resistance is $1\ \Omega$ or less, the rotor coil is grounded, and so replace the rotor assembly.



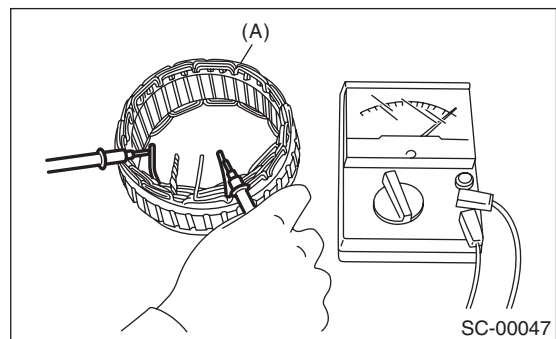
5) Ball bearing (rear side)

Check the rear ball bearing. Replace if it is noisy or if the rotor does not turn smoothly.

3. STATOR

1) Continuity test

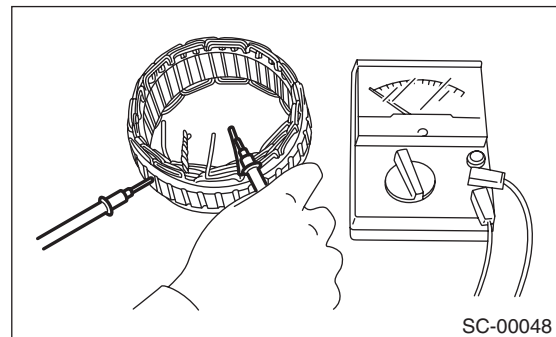
Inspect the stator coil for continuity between each end of the lead wires. If resistance is $1\ M\Omega$ or more, the lead wire is broken, and so replace the stator assembly.



(A) Stator

2) Insulation test

Inspect the stator coil for continuity between stator core and each end of lead wire. If resistance is $1\ \Omega$ or less, the stator coil is grounded, and so replace the stator assembly.



4. BRUSH

1) Measure the length of each brush. If wear exceeds the service limit, replace the brush. Each brush has the service limit mark (A) on it.

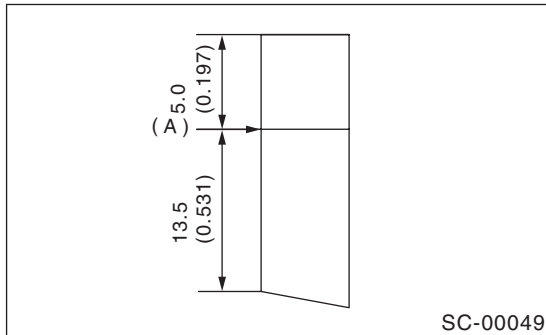
Brush length:

Standard

18.5 mm (0.728 in)

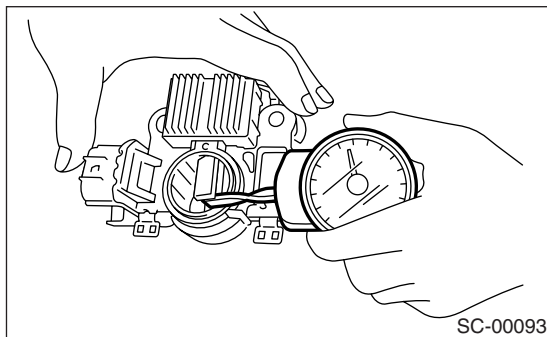
Service limit

5.0 mm (0.197 in)



2) Checking brush spring for proper pressure

Using a spring pressure indicator, push the brush into the brush holder until its tip protrudes 2 mm (0.08 in). Then measure the pressure of brush spring. If the pressure is less than 2.648 N (270 g, 9.52 oz), replace the brush spring with a new one. The new spring must have a pressure of 4.609 to 5.786 N (470 to 590 g, 16.58 to 20.810 oz).



5. BEARING (FRONT SIDE)

Check the front ball bearing. If the resistance is felt while rotating, or if abnormal noise is heard, replace the ball bearing.

4. Battery

A: REMOVAL

- 1) Disconnect the positive (+) cable after disconnecting the ground (–) cable of battery.
- 2) Remove the flange nuts from battery rods, and then take off the 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 then apply grease to retard formation of corrosion.
- Connect the positive (+) cable of battery and then the ground (–) cable of battery.
- Starting engine should be performed more than 10 seconds after the ignition switch is turned to ON because initial diagnosis for electronic throttle control is performed after installation of battery.

C: INSPECTION

WARNING:

- Electrolyte has toxicity; be careful handling the fluid.
- Avoid contact with skin, eyes or clothing. Especially at contact with eyes, flush with running water for 15 minutes and get prompt medical attention.
- Batteries produce explosive gasses. Keep sparks, flame, cigarettes away.
- Ventilate when charging or using in enclosed space.
- For safety, in case an explosion does occur, wear eye protection or shield your eyes when working near any battery. Never lean over a battery.
- Do not let the battery fluid contact eyes, skin, fabrics, and paint-work because battery fluid is corrosive acid.
- To lessen the risk of sparks, remove rings, metal watch-bands, and other metal jewelry. Never allow metal tools to contact the positive battery terminal and anything connected to it while you are at the same time in contact with any other metallic portion of the vehicle. This may cause a short circuit.

1. EXTERNAL PARTS

Check for the existence of dirt or cracks on battery case, top cover, vent plugs, and terminal posts. 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 the 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:

$$S_{20} = St + 0.0007 \times (t - 20)$$

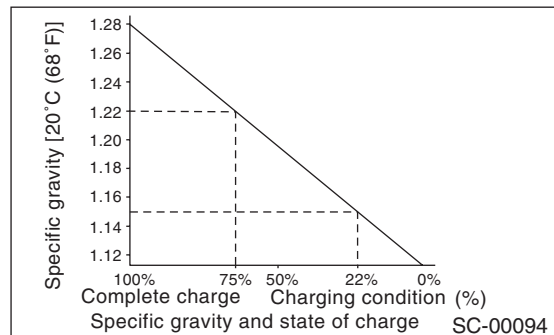
S₂₀: Specific gravity corrected at electrolyte temperature of 20°C

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)]



- 2) Measuring the specific gravity of the electrolyte in battery will disclose the state of charge of 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 at this time.

CAUTION:

- Prior to charging, corroded terminals should be cleaned with a brush and common caustic soda solution.

- Be careful since the battery electrolyte overflows while charging the battery.
- Observe the instructions when handling battery charger.
- Before charging the battery on vehicle, disconnect 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 is held within the specified range from 1.250 to 1.290 for more than one hour.
- 2) Voltage per battery cell is held at the specified range from 2.5 to 2.8 volts for more than one hour.

2. STATE OF CHARGE CHECK USING A HYDROMETER

Hydrometer indicator	State of charge	Corrective action
Green dot	Above 65%	Load test
Dark dot	Below 65%	Charge battery
Clear dot	Low electrolyte	Replace battery* (If cranking is difficult)
*: Check electrical system before replacement.		

3. NORMAL CHARGING

Charge the battery at current value specified by manufacturer or at approx. 1/10 of the battery's ampere-hour rating.

4. QUICK CHARGING

Quick charging is a method in which 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 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).

It should be also remembered that the quick charging is a temporary means to bring battery voltage up to a fair value and, as a rule, a battery should be charged slowly with a low current.

CAUTION:

- Observe the items in 3. NORMAL CHARGING.
- Never use more than 10 amperes when charging the battery because that will shorten battery life.

SECTION 3

H4SO ENGINE

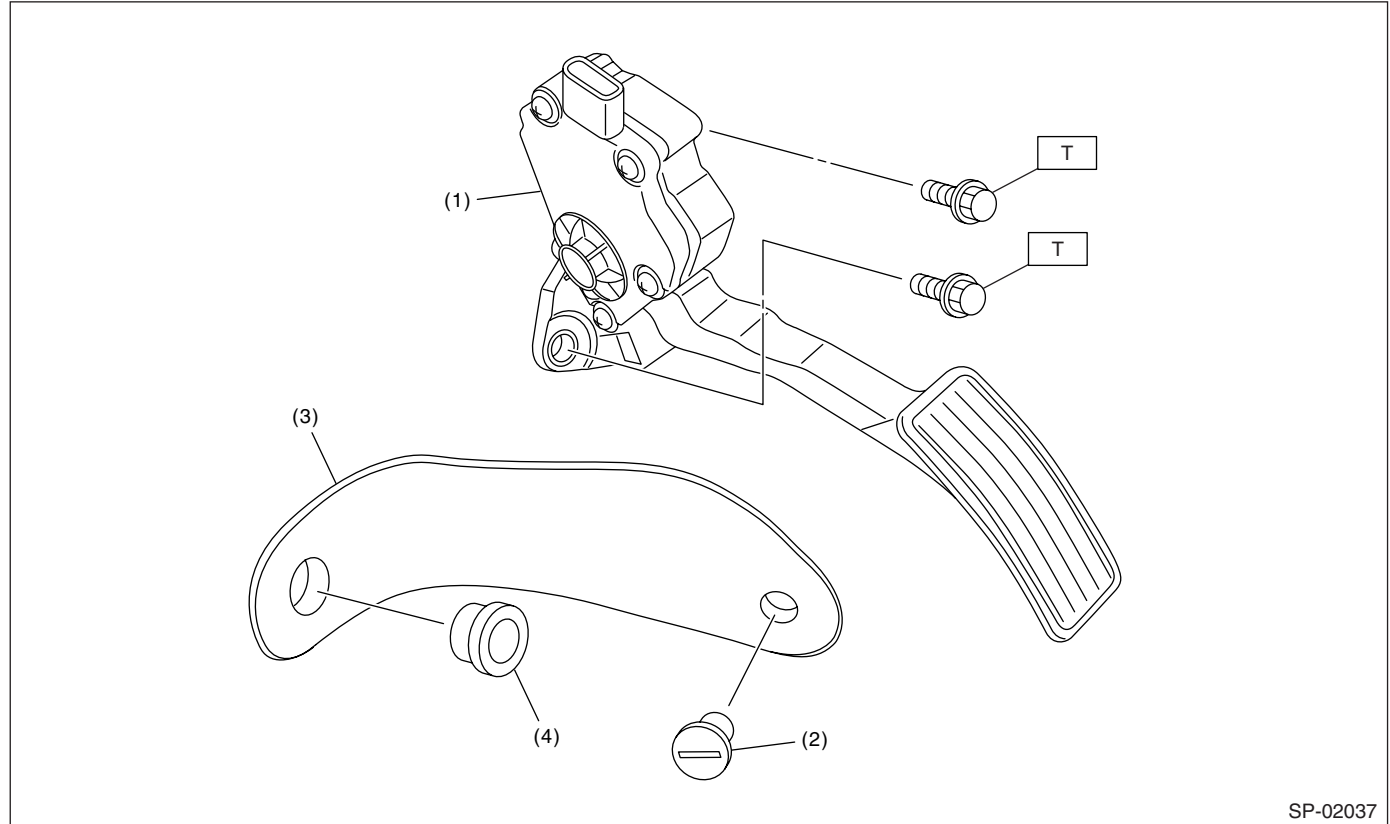
SPEED CONTROL SYSTEMS

1. General Description

A: SPECIFICATION

Accelerator pedal	Stroke	At pedal pad	50 — 55 mm (1.97 — 2.17 in)

B: COMPONENT



SP-02037

(1) Accelerator pedal ASSY	(3) Accelerator plate
(2) Clip	(4) Stopper

Tightening torque: N·m (kgf-m, ft-lb)
T: 18 (1.8, 13.0)

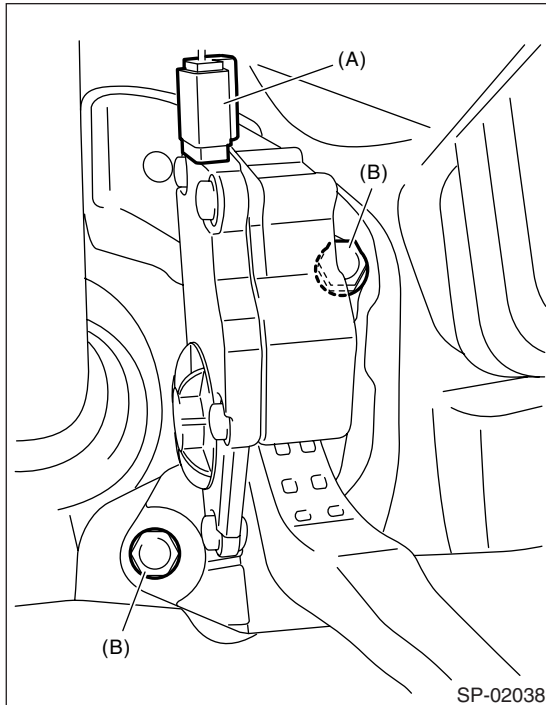
C: CAUTION

- Wear work clothing, including a cap, protective goggles and protective shoes during operation.
- 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.
- Be careful not to burn yourself, because each part on the vehicle is hot after running.
- 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 electrical connectors of sensors or units, be sure to disconnect the ground cable from battery.

2. Accelerator Pedal

A: REMOVAL

- 1) Disconnect the ground cable from battery.
- 2) Disconnect the connector (A).
- 3) Remove the bolt (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.

