

SERVICE INFORMATION

GENERAL

- Be sure to relieve the fuel pressure while the engine is OFF.
- Bending or twisting the control cables will impair smooth operation and could cause the cables to stick or bind, resulting in loss of vehicle control.
- Work in a well ventilated area. Smoking or allowing flames or sparks in the work area or where gasoline is stored can cause a fire or explosion.
- Do not apply commercially available carburetor cleaners to the inside of the throttle bore, which is coated with molybdenum.
- Do not snap the throttle valve from full open to full close after the throttle cable has been removed. It may cause incorrect idle operation.
- Seal the cylinder head intake ports with tape or a clean cloth to keep dirt and debris from entering the intake ports after the throttle body has been removed.
- Do not apply excessive force to the fuel pipe on the throttle body while removing or installing the throttle body.
- Do not damage the throttle body. It may cause incorrect throttle and idle valve synchronization.
- Prevent dirt and debris from entering the throttle bore, fuel tube and return tube, clean them using compressed air.
- The throttle body is factory pre-set. Do not disassemble in a way other than shown in this manual.
- Do not push the fuel pump base under the fuel tank when the fuel tank is stored.
- Always replace the packing when the fuel pump is removed.
- The programmed fuel injection (PGM-FI) system is equipped with the Self-Diagnostic System described (page 6-8). If the malfunction indicator lamp (MIL) blinks, follow the Self-Diagnostic Procedures to remedy the problem.
- When checking the PGM-FI, always follow the steps in the troubleshooting flow chart (page 6-15)(page 6-37).
- The PGM-FI system is provided with fail-safe function to secure a minimum running capability even when there is any trouble in the system. When any abnormality is detected by the self-diagnosis function, running capability is secured by using numerical values preset in advance in the program map. It must be remembered, however, that when any abnormality is detected in 8 injectors and/or the ignition and cam pulse generator, the fail safe function stops the engine to protect it from damage.
- Refer to PGM-FI system location (page 6-6).
- A faulty PGM-FI system is often related to poorly connected or corroded connectors. Check those connections before proceeding.
- Refer to procedures for fuel level sensor inspection (page 20-18).
- The vehicle speed sensor sends digital pulse signal to the ECM (PGM-FI unit) and computation. Refer to procedures for vehicle speed sensor inspection (page 20-13).
- When disassembling the programmed fuel injection parts, note the location of the O-rings. Replace them with new ones upon reassembly.
- Before disconnecting the fuel hose, release the fuel pressure by loosening the fuel hose banjo bolt at the fuel tank.
- Always replace the sealing washers when the fuel hose banjo bolt is removed or loosened.
- Use a digital tester for PGM-FI system inspection.

SPECIFICATIONS

ITEM		SPECIFICATIONS
Throttle body identification number	49 states, Canada type:	GQ63C
	California type:	GQ63B
Starter valve vacuum difference		20mm Hg
Base throttle valve for synchronization		No. 3
Idle speed		1,300 ± 100 rpm
Throttle grip free play		2 – 4 mm (1/16 – 1/8 in)
Intake air temperature sensor resistance (at 20°C/68°F)		1 – 4 kΩ
Engine coolant temperature sensor resistance (at 20°C/68°F)		2.3 – 2.6 kΩ
Fuel injection resistance (at 20°C /68°F)	Secondary injector	10.5 – 14.5 Ω
	Primary injector	10.5 – 14.5 Ω
PAIR control solenoid valve resistance (at 20°C/68°F)		20 – 24 Ω
Cam pulse generator peak voltage (at 20°C/68°F)		0.7 V minimum
Ignition pulse generator peak voltage (at 20°C/68°F)		0.7 V minimum
Manifold absolute pressure at idle		150 – 250 mm Hg
Fuel pressure at idle		343 kPa (3.5 kgf/cm ² , 50 psi)
Fuel pump flow (at 12V)		189 cm ³ (6.4 US oz, 6.7 Imp oz) minimum/10 seconds