

FUEL SYSTEM (Programmed Fuel Injection)

NOTE:

- The programmed fuel injection system is equipped with the Self-Diagnostic System described on page 5-6. If the warning indicator 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 5-10).
- 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 making use of the numerical values of a situation preset in advance in the simulated program map. It must be remembered, however, that when any abnormality is detected in four injectors and/or the ignition and cam pulse generator, the fail safe function stops the engine from the standpoint of protecting it.

- For PGM-FI system location, see page 5-4.
- A faulty PGM-FI system is often related to poorly connected or corroded connectors. Check those connections before proceeding.
- For fuel level sensor inspection, see section 19.
- The vehicle speed sensor sends digital pulse signal to the ECM (PGM-FI unit) and computation. For vehicle speed sensor inspection, see section 19.
- 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 tube, release the fuel pressure by loosening the service check bolt at the fuel tank.
- Always replace the sealing washers when the fuel tube banjo bolt is removed or loosened.
- Use a digital tester for PGM-FI system inspection.

SPECIFICATIONS

ITEM	SPECIFICATIONS
Throttle body identification number	GQ41A
Starter valve vacuum difference	20 mm Hg
Base throttle valve for synchronization	No. 3
Idle speed	$1,100 \pm 100 \text{ min}^{-1} (\text{rpm})$
Throttle grip free play	2 – 6 mm (1/16 – 1/4 in)
Intake air temperature sensor resistance (at 20°C/68°F)	1 – 4 k Ω
Engine coolant temperature sensor resistance (at 20°C/68°F)	2.3 – 2.6 k Ω
Fuel injector resistance (at 20°C/68°F)	13.0 – 14.4 k Ω
PAIR 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	200 – 250 mm Hg
Fuel pressure at idle	294 kPa (3.0 kgf/cm ² , 43 psi)
Fuel pump flow (at 12 V)	220 cm ³ (7.4 US oz, 7.7 Imp oz) minimum/10 seconds