

SERVICE INFORMATION

GENERAL

- Before disconnecting fuel hose, relieve pressure from the system by starting the engine with the fuel pump connector disconnected (page 6-32).
- Bending or twisting the control cable will impair smooth operation and could cause the cable to stick or bend, 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 port with tape or a clean cloth to keep dirt and debris from entering the intake port after the throttle body has been removed.
- Do not damage the throttle body. It may cause incorrect throttle valve operation.
- Prevent dirt and debris from entering the throttle bore and fuel feed hose, 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 loosen or tighten the white painted nut of the throttle drum. Loosening or tightening it can cause throttle body malfunction.
- Always replace the packing when the fuel pump is removed.
- It is impossible to disassemble the fuel pump after removing it.
- The PGM-FI (Programmed Fuel Injection) system is equipped with the Self-Diagnostic System described on page 6-13. If the MIL (Malfunction Indicator Lamp) blinks, follow the Self-Diagnostic Procedures to fix the problem.
- When checking the PGM-FI, always follow the steps in the troubleshooting flow chart (MIL trouble shooting;page 6-22).
- 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 the simulated program map. It must be remembered, however, that when any abnormality is detected in injector the fail safe function stops the engine from the standpoint of protecting it.
- Refer to PGM-FI system location (page 6-5).
- A faulty PGM-FI system is often related to poorly connected or corroded connectors. Check those connections before proceeding.
- When disassembling the programmed fuel injection parts, note the location of the O-rings. Replace them with new ones upon reassembly.
- Use a digital tester for PGM-FI system inspection.
- Refer to procedures for fuel level sensor inspection (page 21-10).

SPECIFICATIONS

ITEM	SPECIFICATIONS
Throttle body identification number	GQQ2A
Engine idle speed	$1,700 \pm 100 \text{ min}^{-1}$ (rpm)
Throttle grip freeplay	2 – 6 mm (0.08 – 0.24 in)
Fuel injector resistance (at 20°C /68°F)	9 – 12 Ω
PCV solenoid valve resistance (at 20°C /68°F)	30 – 34 Ω
Fuel pressure	294 kPa (3.0 kgf/cm ² , 43 psi)
Fuel pump flow (at 12 V)	98 cm ³ (3.3 US oz, 3.5 Imp oz) minimum/10 seconds