

GROUP 11A

ENGINE <4G6>

GENERAL

OUTLINE OF CHANGES

- In connection with the disuse of the ignition timing adjusting connector, the ignition timing check procedure has been changed as follows:

ON-VEHICLE SERVICE

IGNITION TIMING CHECK

1. Before inspection, set the vehicle to the pre-inspection condition.
2. Connect the MUT-II to the diagnosis connector.
3. Set up a timing light.
4. Start the engine and run at idle.
5. Check that engine idle speed is within the standard value.

Standard value: 850 ± 100 r/min

6. Select No.17 of the MUT-II Actuator test.
7. Check that basic ignition timing is within the standard value.

Standard value: 5° BTDC ± 3°

8. If the basic ignition timing is outside the standard value, inspect the MPI system while referring to GROUP 13A – Troubleshooting (Basic Manual).
9. Press the MUT-II clear key (Select a forced driving cancel mode) to release the Actuator test.

Caution

If the test is not cancelled, a forced driving will continue for 27 minutes. Driving under this condition may damage the engine.

10. Check that ignition timing is at the standard value.

Standard value: approx. 5° BTDC

NOTE

- (1) Ignition timing is variable within about ± 7°, even under normal operating.
- (2) And it is automatically further advanced by about 5° from standard value at higher altitudes.