

TO INDEX

IGNITION SYSTEM (EJ-DE)

IG

APPLICABLE VEHICLE MODEL:

M100 Series from May 2000 production

L701 Series from Oct. 2000 production

L901 Series from Oct. 2000 production

M200 Series from Sep. 2000 production

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EFI ECU

While referring to the EF section, check that the output from the EFI ECU is normal, using the SST (09842-97201-000).

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CHARACTERISTICS OF ECU OUTPUT

The following table shows the standard voltage or resistance at ECU.

NOTE:

Item	Terminal	Condition	Standard voltage or resistance	Remedies
Power supply	⑧ — ⑮ ⑮ — ⑱	At all times	Battery voltage	Check stop fuse in the relay box.
	⑨ — ⑮ ⑩ — ⑱	Ignition switch is turned on.	Battery voltage	Check main relay in the fuse box.
Ground group	⑭ — ⑮ — ⑱ — Body	At all times	1 Ω or less	Check earth of wiring harness.
Cam position sensor	③⑥ — ⑥⑦	While the engine is being cranked by the starter motor.	0.2 - 0.6 V (AC range)	Check cam position sensor.
Ignition coil drive	④⑥ — ⑥⑦ — ⑱	Ignition switch is turned on.	3 V or less	Check ignition coil.

- If the measured voltage or resistance will not conform to the specified value, check the wiring harness.
- If the trouble has not been solved by repairing the wire harness or parts, replace the EFI ECU.

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IGNITION TIMING

1. Connect the test terminal and the ground terminal with a jumper wire of the diagnosis connector.
2. Connect a timing light to the timing light connection wire.

NOTE:

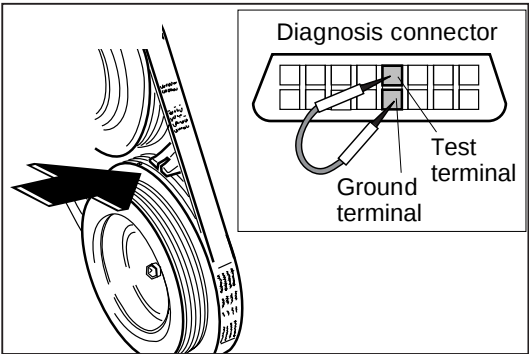
- Use a timing light which is capable of detecting the primary voltage.

3. Warm up the engine.
4. Check to see if the ignition timing mark of the crankshaft pulley is aligned with the indicator of the timing belt cover, using the timing light.

Ignition Timing: B.T.D.C. 5 ± 2° / Idle speed

NOTE:

- No ignition timing adjustment is required.



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