Specifications

Item	Standard
Digital Fuel Injection System	
Idle Speed	1 300 ±50 r/min (rpm)
Throttle Assy:	
Type	Oval type
Bore	ϕ38 mm (1.5 in.)
Throttle Body Vacuum	27.3 ±1.3 kPa (205 ±10 mmHg)
Bypass Screws	– – –
ECU (Electronic Control Unit):	
Make	Denso
Type	Digital memory type, with built in IC igniter, sealed with resin
Usable Engine Speed	100 ~ 14 960 r/min (rpm)
Fuel Pressure (High Pressure Line):	
Right after Ignition Switch ON, with fuel pump running for 3 seconds with engine idling	304 kPa (3.1 kgf/cm², 44 psi) with fuel pump running 280 kPa (2.9 kgf/cm², 41 psi) with fuel pump stopped 304 kPa (3.1 kgf/cm², 44 psi) with fuel pump running
Fuel Pump:	
Type	In-tank pump (in fuel tank), or Wesco pump (friction pump)
Discharge	67 mL (2.27 US oz) or more for 3 seconds
Primary Fuel Injectors:	
Type	INP-200
Nozzle Type	Fine atomizing type with 12 holes
Resistance	About 11.7 ~ 12.3 Ω at 20°C (68°F)
Secondary Fuel Injectors:	
Nozzle Type	Multihole type with 3 holes
Resistance	About 11.1 ~ 12.3 Ω at 20°C (68°F)
Main Throttle Sensor:	Non-adjustable and non-removable
Input Voltage	DC 4.75 ~ 5.25 V between BL and BR/BK leads
Output Voltage	DC 1.02 ~ 4.62 V between Y/W and BR/BK leads (at idle throttle opening to full throttle opening)
Resistance	4 ~ 6 kΩ
Inlet Air Pressure Sensor/Atmospheric Pressure Sensor:	
Input Voltage	DC 4.75 ~ 5.25 V between BL and BR/BK leads
Output Voltage	DC 3.80 ~ 4.20 V at standard atmospheric pressure (see this text for details)
Inlet Air Temperature Sensor:	
Resistance	2.09 ~ 2.81 kΩ at 20°C (68°F) About 0.322 kΩ at 80°C (176°F)
Output Voltage at ECU	About 2.25 ~ 2.50 V at 20°C (68°F)
Water Temperature Sensor:	
Resistance	see Electrical System chapter
Output Voltage at ECU	About 2.80 ~ 2.97 V at 20°C (68°F)
Speed Sensor:	
Input Voltage at Sensor	About DC 9 ~ 11 V at Ignition Switch ON
Output Voltage at Sensor	About DC 0.05 ~ 0.07 V at Ignition Switch ON and 0 km/h