

## 3. General Description

### A: CAUTION

1) Airbag system wiring harness is routed near the ECM, main relay and fuel pump relay.

#### CAUTION:

- All airbag system wiring harnesses and connectors are colored yellow. Do not use the electrical test equipment on these circuits.
- Be careful not to damage the airbag system wiring harness when servicing the ECM, TCM, main relay and fuel pump relay.

2) Never connect the battery in reverse polarity. The ECM will be destroyed instantly.

The fuel injector and other part will be damaged.

3) Do not disconnect the battery terminals while the engine is running.

A large counter electromotive force will be generated in the generator, and this voltage may damage electronic parts such as ECM, etc.

4) Before disconnecting the connectors of each sensor and the ECM, be sure to turn the ignition switch to OFF.

5) Poor contact has been identified as a primary cause of this problem. Measure the voltage or resistance of individual sensor or all electrical control modules using a tapered pin with a diameter of less than 0.64 mm (0.025 in). Do not insert the pin more than 5 mm (0.20 in) into the part.

6) Remove the ECM from the located position after disconnecting two cables on battery. Otherwise, the ECM may be damaged.

#### CAUTION:

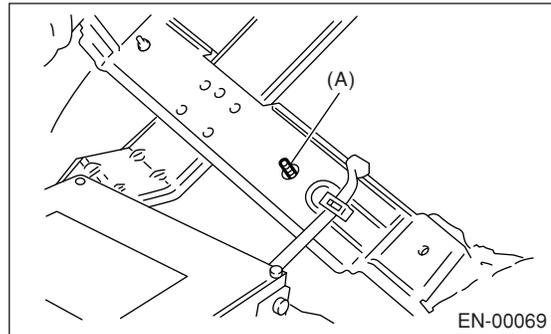
**When replacing the ECM, be careful not to use the wrong spec. ECM to avoid any damage on the fuel injection system.**

#### NOTE:

Immobilizer system must be registered when installing the ECM of the model with immobilizer. For doing so, all ignition keys and ID cards should be prepared. Refer to "REGISTRATION MANUAL FOR IMMOBILIZER".

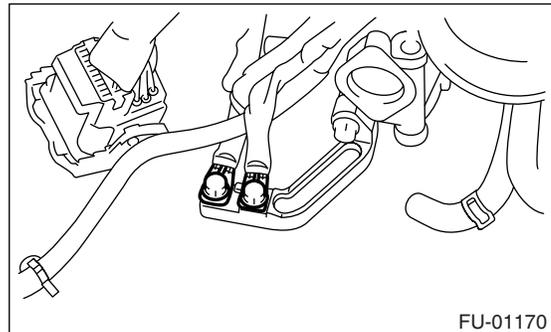
7) Connectors to each sensor in the engine compartment and the harness connectors on the engine side and body side are all designed to be waterproof. However, it is still necessary to take care not to allow water to get into the connectors when washing the vehicle, or when servicing the vehicle on a rainy day.

8) Use ECM mounting stud bolts as the grounding point to the body when measuring voltage and resistance inside the passenger compartment.



(A) Stud bolt

9) Use engine grounding terminal or engine proper as the grounding point to the body when measuring voltage and resistance in the engine compartment.



10) Every MFI-related part is a precision part. Do not drop them.

11) Observe the following cautions when installing a radio in MFI equipped models.

#### CAUTION:

- The antenna must be kept as far apart as possible from the control unit. (The ECM is located under the steering column, inside of the instrument panel lower trim panel.)
- The antenna feeder must be placed as far apart as possible from the ECM and MFI harness.
- Carefully adjust the antenna for correct matching.
- When mounting a large power type radio, pay special attention to the three items above mentioned.
- Incorrect installation of the radio may affect the operation of the ECM.

12) Before disconnecting the fuel hose, disconnect the fuel pump connector and crank the engine for more than five seconds to release pressure in the fuel system. If engine starts during this operation, run it until it stops.

# General Description

## ENGINE (DIAGNOSTICS)

13) Diagnostics should be conducted by rotating with simple, easy operations and proceeding to complicated, difficult operations. The most important thing in diagnostics is to understand the customer's complaint, and distinguish between the three causes.

14) On the model with ABS, when performing driving test in jacked-up or lifted-up position, sometimes the warning light may be lit, but this is not a malfunction of the system. The reason for this is the speed difference between the front and rear wheels. After diagnosis of engine control system, perform the ABS memory clearance procedure of self-diagnosis function.

### B: INSPECTION

Before performing diagnostics, check the following items which might affect engine problems:

#### 1. BATTERY

1) Measure battery voltage and specific gravity of electrolyte.

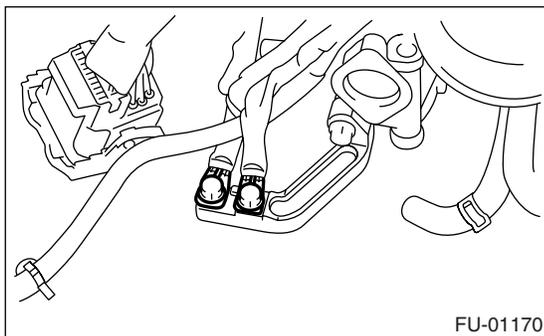
**Standard voltage: 12 V**

**Specific gravity: Above 1.260**

2) Check the condition of the main and other fuses, and harnesses and connectors. Also check for proper grounding.

#### 2. ENGINE GROUND

Make sure the engine grounding terminal is properly connected to engine.



### C: NOTE

#### 1. DESCRIPTION

- The on-board diagnostics (OBD) system detects and indicates a fault in various inputs and outputs of complex electronic control. Malfunction indicator light in combination meter indicates occurrence of a fault or trouble.
- Further, against such a failure or sensors as may disable the drive, the fail-safe function is provided to ensure the minimal driveability.

- The OBD system incorporated with the vehicles within this engine family complies with Section 1968.1, California Code of Regulations (OBD-II regulation). The OBD system monitors the components and the system malfunction listed in Engine Section which affects on emissions.
- When the system decides that a malfunction occurs, malfunction indicator light illuminates. At the same time of malfunction indicator light illumination or blinking, a DTC and a freeze frame engine conditions are stored into on-board computer.
- The OBD system stores freeze frame engine condition data (engine load, engine coolant temperature, fuel trim, engine speed and vehicle speed, etc.) into on-board computer when it detects a malfunction first.
- If the OBD system detects the various malfunctions including the fault of fuel trim or misfire, the OBD system first stores freeze frame engine conditions about the fuel trim or misfire.
- When the malfunction does not occur again for three consecutive driving cycles, malfunction indicator light is turned off, but DTC remains at on-board computer.
- The OBD-II system is capable of communication with a general scan tool (OBD-II general scan tool) formed by ISO 14230-4 CARB.
- The OBD-II diagnostics procedure is different from usual diagnostics procedure. When troubleshooting model with OBD-II, connect the Subaru Select Monitor or the OBD-II general scan tool to the vehicle.

#### 2. ENGINE AND EMISSION CONTROL SYSTEM

- The Multipoint Fuel Injection (MFI) system is a system that supplies the optimum air-fuel mixture to the engine for all the various operating conditions through the use of the latest electronic technology. With this system fuel, which is pressurized at a constant pressure, is injected into the intake air passage of the cylinder head. The injection quantity of fuel is controlled by an intermittent injection system where the electro-magnetic injection valve (fuel injector) opens only for a short period of time, depending on the quantity of air required for one cycle of operation. In actual operation, the injection quantity is determined by the duration of an electric pulse applied to the fuel injector and this permits simple, yet highly precise metering of the fuel.
- Further, all the operating conditions of the engine are converted into electric signals, and this results in additional features of the system, such as large improved adaptability, easier addition of compensating element, etc.

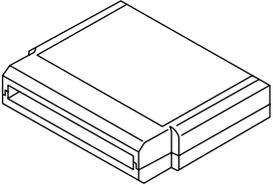
# General Description

ENGINE (DIAGNOSTICS)

The MFI system also has the following features:

- Reduced emission of harmful exhaust gases.
- Reduced in fuel consumption.
- Increased engine output.
- Superior acceleration and deceleration.
- Superior startability and warm-up performance in cold weather since compensation is made for coolant and intake air temperature.

## D: PREPARATION TOOL

ILLUSTRATION	TOOL NUMBER	DESCRIPTION	REMARKS
 <p>ST24082AA260</p>	24082AA260	CARTRIDGE	Troubleshooting for electrical system.
 <p>ST22771AA030</p>	22771AA030	SUBARU SELECT MONITOR KIT	Troubleshooting for electrical system.