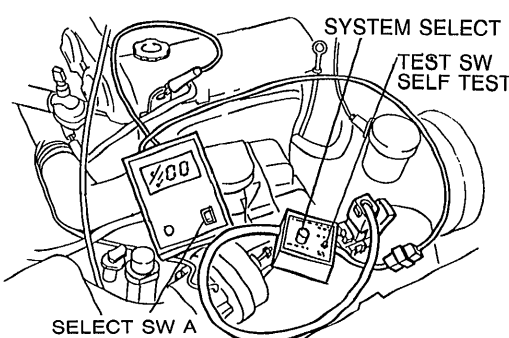
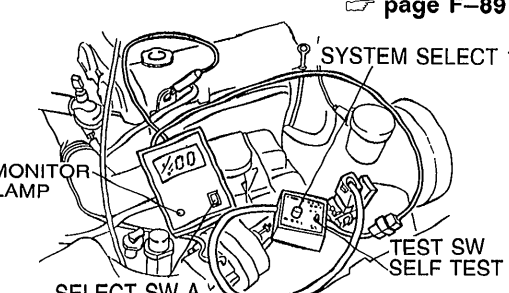
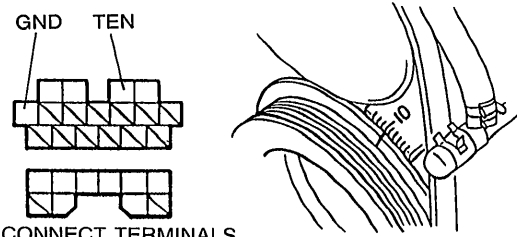
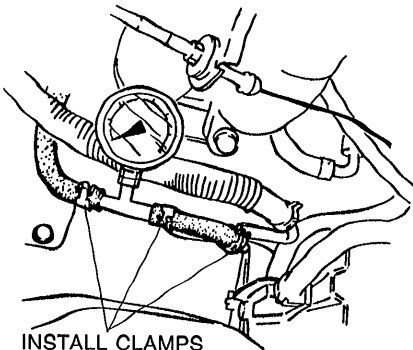
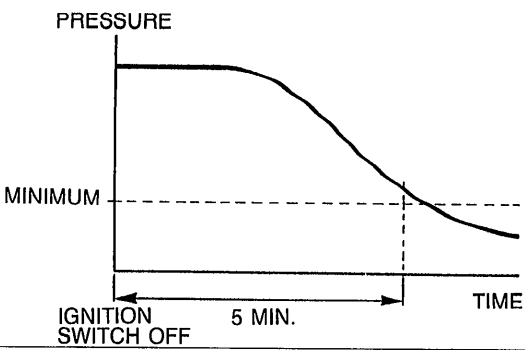


31	POOR FUEL ECONOMY		
<b>[TROUBLESHOOTING HINTS]</b>			
While fuel consumption is drastically increased during city driving, short-run operation, stop and go driving, extended winter warm-up periods, etc., as opposed to "trip" mileage, an attempt should be made to determine these factors when confronted with "poor mileage" conditions. However, since the operator is not always at fault, the following is offered.			
<div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> <p>① Operator depressing accelerator more than usual due to low engine power</p> <ul style="list-style-type: none"> <li>• Poor ignition</li> <li>• Low intake air amount</li> <li>• Electric spark advance control malfunction</li> <li>• Clutch slipping</li> <li>• Exhaust component restricted</li> </ul> <p>② Air/Fuel mixture too rich</p> <ul style="list-style-type: none"> <li>• High fuel line pressure</li> </ul> </div> <div style="width: 48%;"> <p>③ Alcohol blended fuel used</p> <p>④ High vehicle load</p> <ul style="list-style-type: none"> <li>• Low tire pressure</li> <li>• Unrecommended tire used</li> <li>• Brake dragging</li> </ul> <p>⑤ Fuel cut control malfunction</p> <p>⑥ High idle speed (Refer to page F-36)</p> </div> </div>			
STEP	INSPECTION		ACTION
1	Check factors other than engine <ul style="list-style-type: none"> <li>• Low tire pressure <span style="float: right;">☞ page Q-3</span></li> <li>• Unrecommended tire used <span style="float: right;">☞ page Q-2</span></li> <li>• Clutch slipping <span style="float: right;">☞ page H-3</span></li> <li>• Brake dragging <span style="float: right;">☞ page P-27</span></li> <li>• Exhaust component restricted <span style="float: right;">☞ page F-115</span></li> </ul>	Yes	Go to next step
		No	Repair
2	Check if air hoses are connected correctly <span style="float: right;">☞ page F-93</span>	Yes	Go to next step
		No	Repair <span style="float: right;">☞ page F-93</span>
3	Check if air cleaner element is clean <span style="float: right;">☞ page F-75</span>	Yes	Go to next step
		No	Replace <span style="float: right;">☞ page F-75</span>
4	Check if "00" is displayed on Self-Diagnosis Checker with ignition switch ON <span style="float: right;">☞ page F-78</span> 	Yes	Go to next step
		No	<b>Malfunction Code No. displayed</b> Check for cause (Refer to specified check sequence) <span style="float: right;">☞ page F-80</span>
			<b>"88" flashes</b> Check ECU terminal 1F voltage <span style="float: right;">☞ page F-128</span>  <b>Voltage: Approx. 12V (Ignition switch ON)</b>  ⇨ If OK, replace ECU <span style="float: right;">☞ page F-127</span> ⇨ If not OK, check wiring between ECU and Self-Diagnosis Checker <span style="float: right;">☞ page F-7</span>
5	Check switches for correct operation with Self-Diagnosis Checker Monitor Lamp and ignition switch ON <span style="float: right;">☞ page F-89</span> 	Yes	Go to next step
		No	<b>Lamp not ON/OFF with specified switch</b> Check for cause (Refer to specified check sequence) <span style="float: right;">☞ page F-90</span>
			<b>Lamp always ON</b> Check wiring between ECU terminal 1F and Self-Diagnosis Checker <span style="float: right;">☞ page F-7</span>

STEP	INSPECTION		ACTION
6	Check if ECU terminal voltages are OK (2D, 2N, 2O, 2P, 2Q, 2U and 2V) ☞ <b>page F-129</b>	Yes	Go to next step
		No	Check for cause (Refer to "Check Point for Each Terminal") ☞ <b>page F-132</b>
7	Check if fuel cut operation is OK during deceleration  <b>Fuel cut: Above 1,900 rpm after warm-up</b>	Yes	Go to next step
		No	Try known good ECU ☞ <b>page F-127</b>
8	Check for correct ignition timing at idle ☞ <b>page F-75</b>  <b>Ignition timing: 10° ± 1° BTDC</b>   CONNECT TERMINALS	Yes	Go to next step
		No	Adjust ☞ <b>page F-75</b>
9	Check for correct fuel line pressure at idle ☞ <b>page F-111</b>  <b>Fuel line pressure: 216—265 kPa (2.2—2.7 kg/cm<sup>2</sup>; 31—38 psi)</b>   INSTALL CLAMPS	Yes	Go to next step
		No	<b>High pressure</b> Check if vacuum hose to pressure regulator is damaged or poorly connected  ⇨ If OK, replace pressure regulator ⇨ If not OK, repair or replace hose ☞ <b>page F-112</b>
10	Run engine several minutes at idle and check if fuel line pressure is held after ignition switch turned OFF ☞ <b>page F-102</b>  <b>Fuel line pressure: More than 147 kPa (1.5 kg/cm<sup>2</sup>, 21 psi) for 5 min.</b>  	Yes	Go to next step
		No	Check injector for fuel leakage ☞ <b>page F-113</b>
11	Change fuel to another brand		