

ON-VEHICLE INSPECTION

1. CHECK IGNITION COIL ASSEMBLY AND PERFORM SPARK TEST

NOTICE:

In this section, the terms "cold" and "hot" refer to the temperature of the coils. "Cold" means approximately -10 to 50°C (14 to 122°F). "Hot" means approximately 50 to 100°C (122 to 212°F).

- (a) Check for DTCs.

NOTICE:

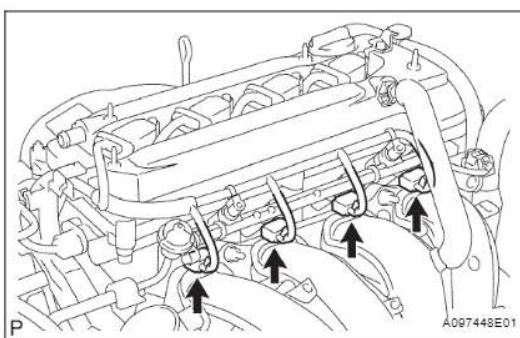
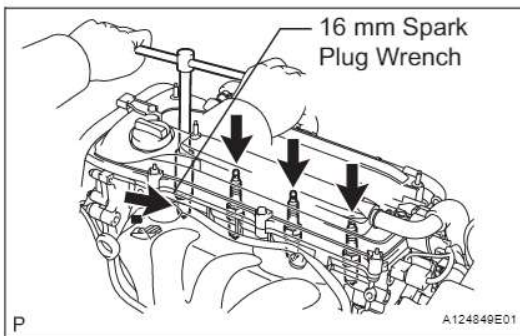
If any DTC is present, perform troubleshooting in accordance with the procedure for that DTC.

- (b) Check that sparks occur.
- (1) Set the vehicle to inspection mode (See page [IN-65](#)).
 - (2) Remove the No. 1 engine cover.
 - (3) Disconnect the 4 ignition coil connectors and remove the 4 bolts and ignition coils.

NOTICE:

If the ignition coil assembly connector is disconnected because a DTC is detected in inspection, always reconnect it.

- (4) Using a 16 mm (0.63 in.) spark plug wrench, remove the 4 spark plugs.

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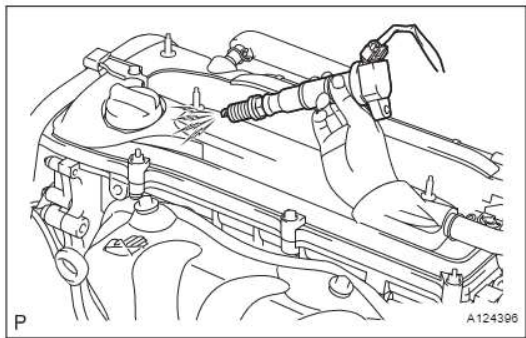
- (5) Disconnect the 4 fuel injector connectors.
- (6) Install the spark plug to each ignition coil, and connect the ignition coil connectors.
- (7) Connect the intelligent tester to the DLC3.

NOTICE:

Check the HV battery voltage in the data list to ensure that the battery is fully charged.

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2AZ-FXE IGNITION – IGNITION SYSTEM



- (8) Ground the spark plug.
- (9) Enter Active Test on the intelligent tester.
- (10) Check if a spark occurs at each spark plug while the engine is being cranked.
- NOTICE:
- Be sure to ground the spark plugs when checking.
 - Replace the ignition coil if it receives an impact.
 - Do not crank the engine for more than 2 seconds.

- (c) Perform the spark test according to the flowchart below.
- (1) Check that the ignition coil connector is securely connected.

Result

Result	Procedure
NG	Connect connector securely
OK	Go to next step

- (2) Perform the spark test on each ignition coil.
1. Replace the ignition coil with a normal one.

2. Perform the spark test again.

Result

Result	Procedure
OK	Replace ignition coil
NG	Go to next step

- (3) Check the power supply to the ignition coil.
1. Turn the power switch on (READY).

2. Measure the voltage between the terminals of the wire harness side connector.

Standard voltage

Tester Connection	Specified Condition
1 (+B) - 4 (GND)	9 to 14 V

Result

Result	Procedure
NG	Check wire harness and connector
OK	Go to next step

- (4) Measure the resistance of the camshaft position sensor.

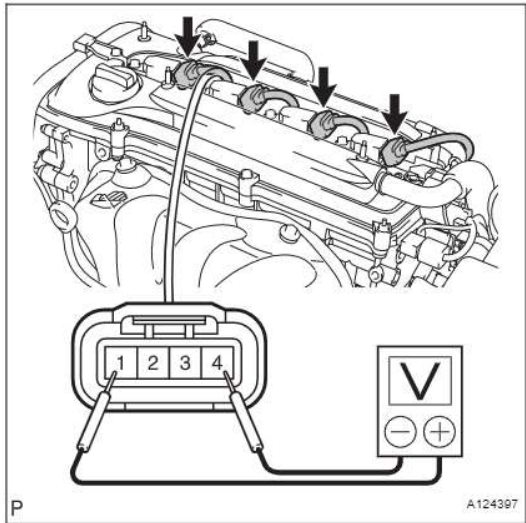
Standard resistance

Temperature	Specified Condition
Cold	835 to 1,400 Ω
Hot	1,060 to 1,645 Ω

Result

Result	Procedure
NG	Replace camshaft position sensor
OK	Go to next step

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- (5) Measure the resistance of the crankshaft position sensor.
- Standard resistance

Temperature	Specified Condition
Cold	985 to 1,600 Ω
Hot	1,265 to 1,890 Ω

Result

Result	Procedure
NG	Replace crankshaft position sensor
OK	Go to next step

- (6) Check the IGT signal from the ECM.
- Result

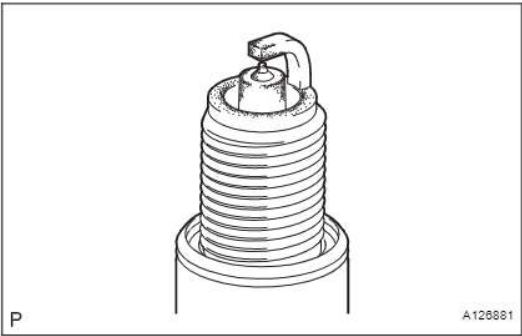
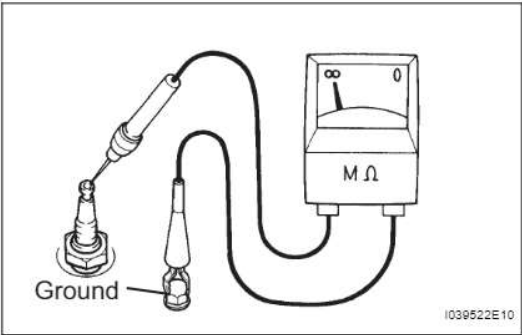
Result	Procedure
NG	Check ECM (see page ES-173)
OK	Repair wiring between ignition coil and ECM

- (7) Using a 16 mm (0.63 in.) plug wrench, install the spark plug.
- Torque: 19 N*m (194 kgf*cm, 14 ft.*lbf)
- (8) Install the 4 ignition coils with the 4 bolts and connect the 4 ignition coil connectors.
- Torque: 9.0 N*m (92 kgf*cm, 80 in.*lbf)
- (9) Connect the 4 fuel injector connectors.
- (10) Install the No. 1 engine cover.

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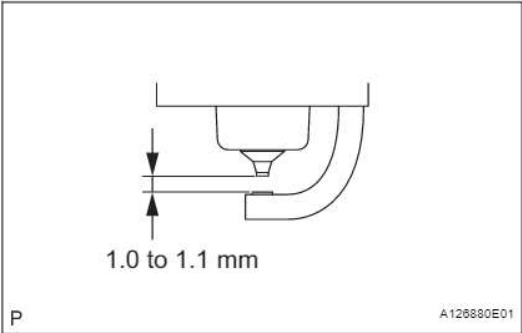
2. CHECK SPARK PLUG

- (a) Check the electrode.
- (1) Using a megohmmeter, measure the insulation resistance.
- Standard insulation resistance:
- 10 MΩ or more
- HINT:
- If a megohmmeter is not available, perform the following simple inspection instead.
 - If the result is 10 MΩ or less, clean the plug and measure the resistance again.
- (b) Alternative inspection method:
- (1) Set the vehicle to inspection mode (See page IN-65).
- (2) Quickly accelerate the engine to 2,500 rpm 5 times.
- (3) Remove the spark plug.
- (4) Visually check the spark plug.
- If the electrode is dry, the spark plug is functioning properly. If the electrode is damp, proceed to the next step.
- (c) Check the spark plug for any damage to its threads and insulator.
- If there is any damage, replace the spark plug.

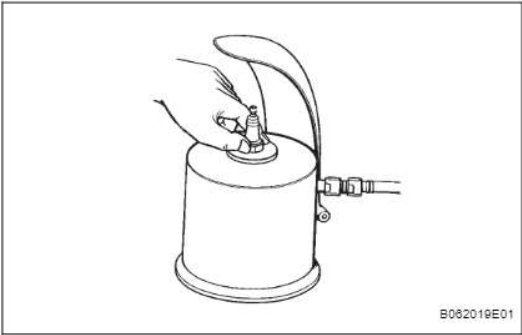


Recommended spark plug

Manufacturer	Spark plug type
DENSO	SK20R11
NGK	IFR6A11

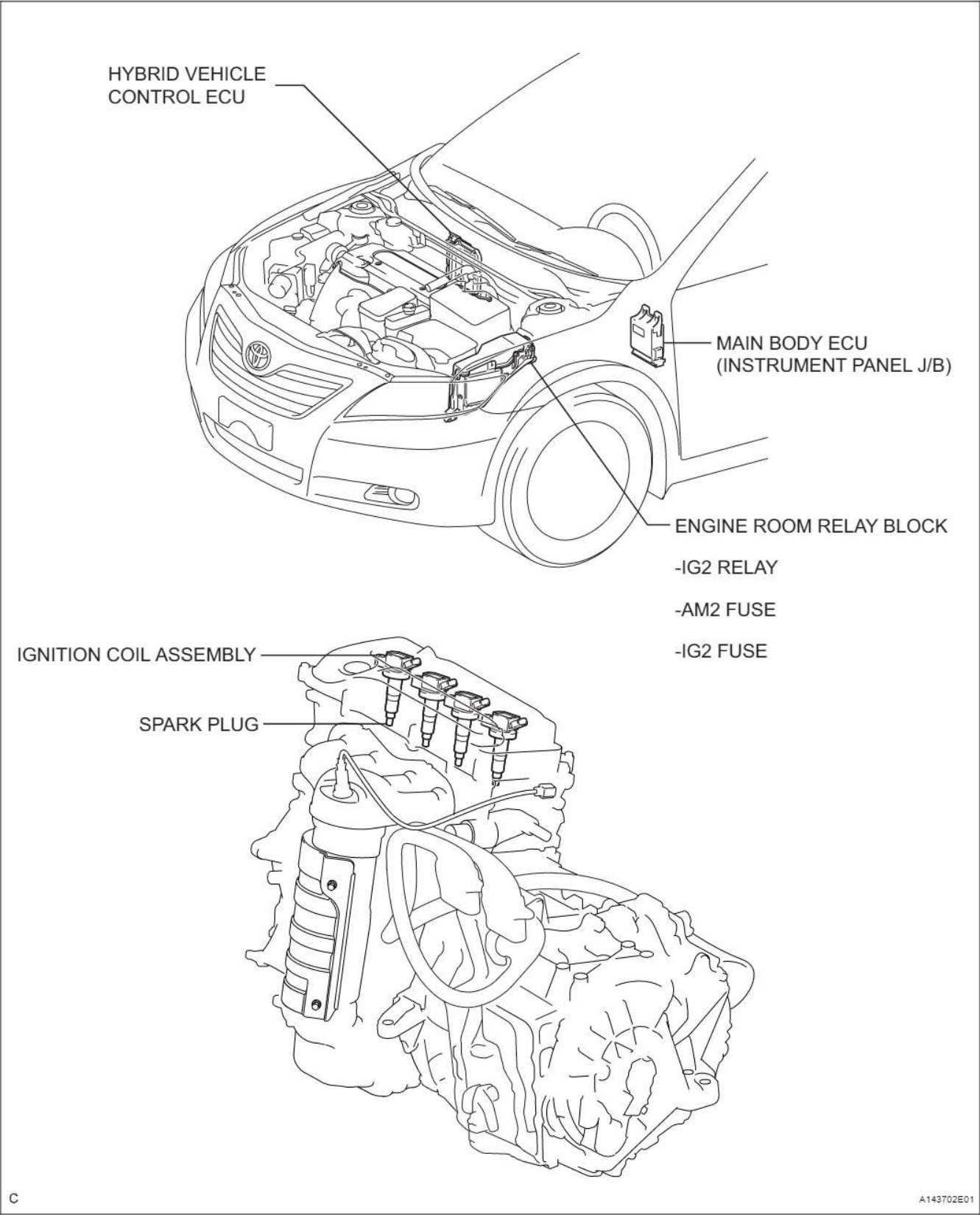


- (d) Check the spark plug electrode gap.
Maximum electrode gap for a used spark plug:
1.3 mm (0.051 in.)
If the gap is greater than the maximum, replace the spark plug.
Electrode gap for a new spark plug:
1.0 to 1.1 mm (0.039 to 0.043 in.)

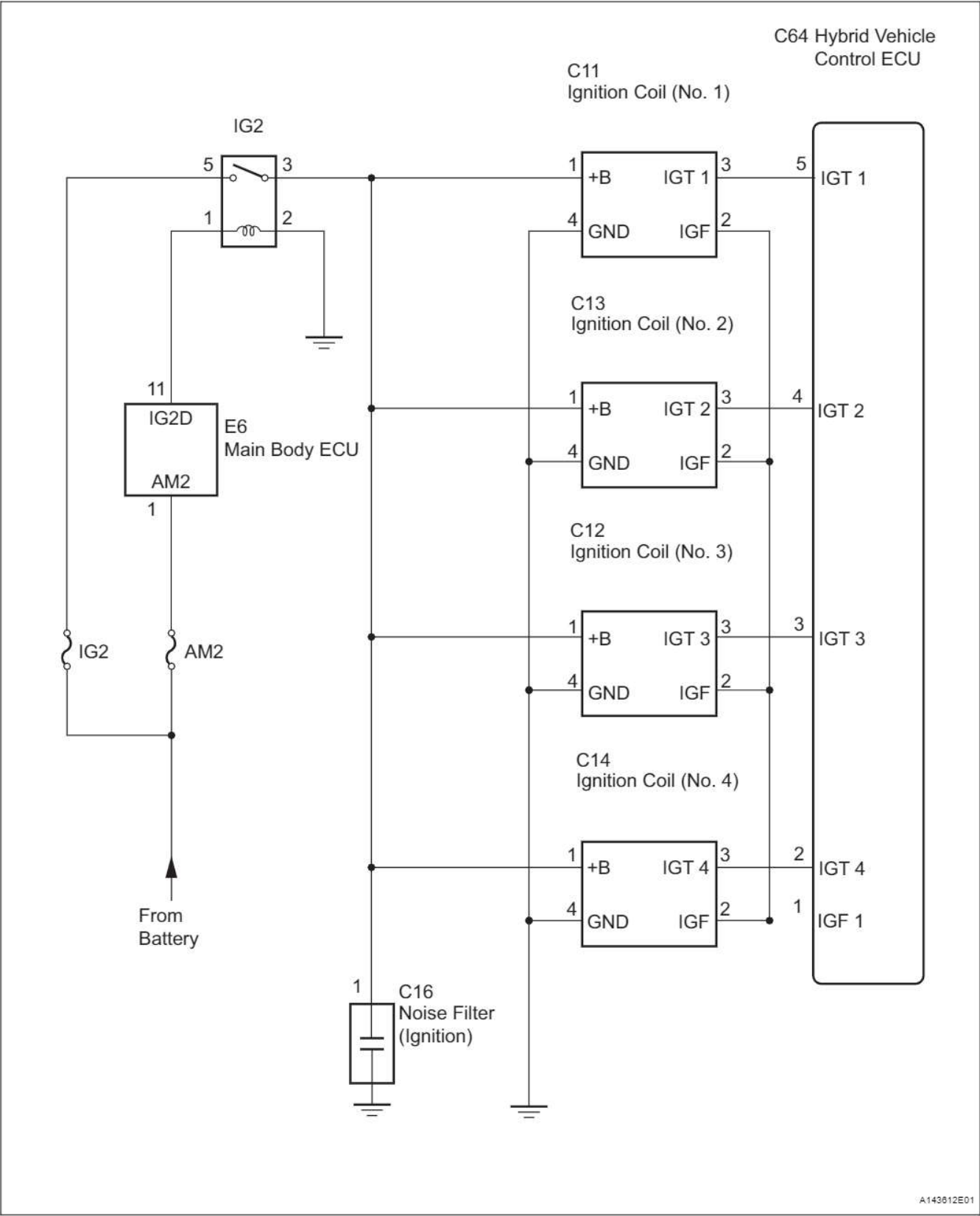


- (e) Clean the spark plugs.
If the electrode has traces of wet carbon, clean the electrode with a spark plug cleaner and then dry it.
Standard air pressure:
588 kPa (6 kgf*cm², 85 psi)
Standard duration:
20 seconds or less
HINT:
Only use the spark plug cleaner when the electrode is free of oil. If the electrode has traces of oil, use gasoline to clean off the oil before using the spark plug cleaner.

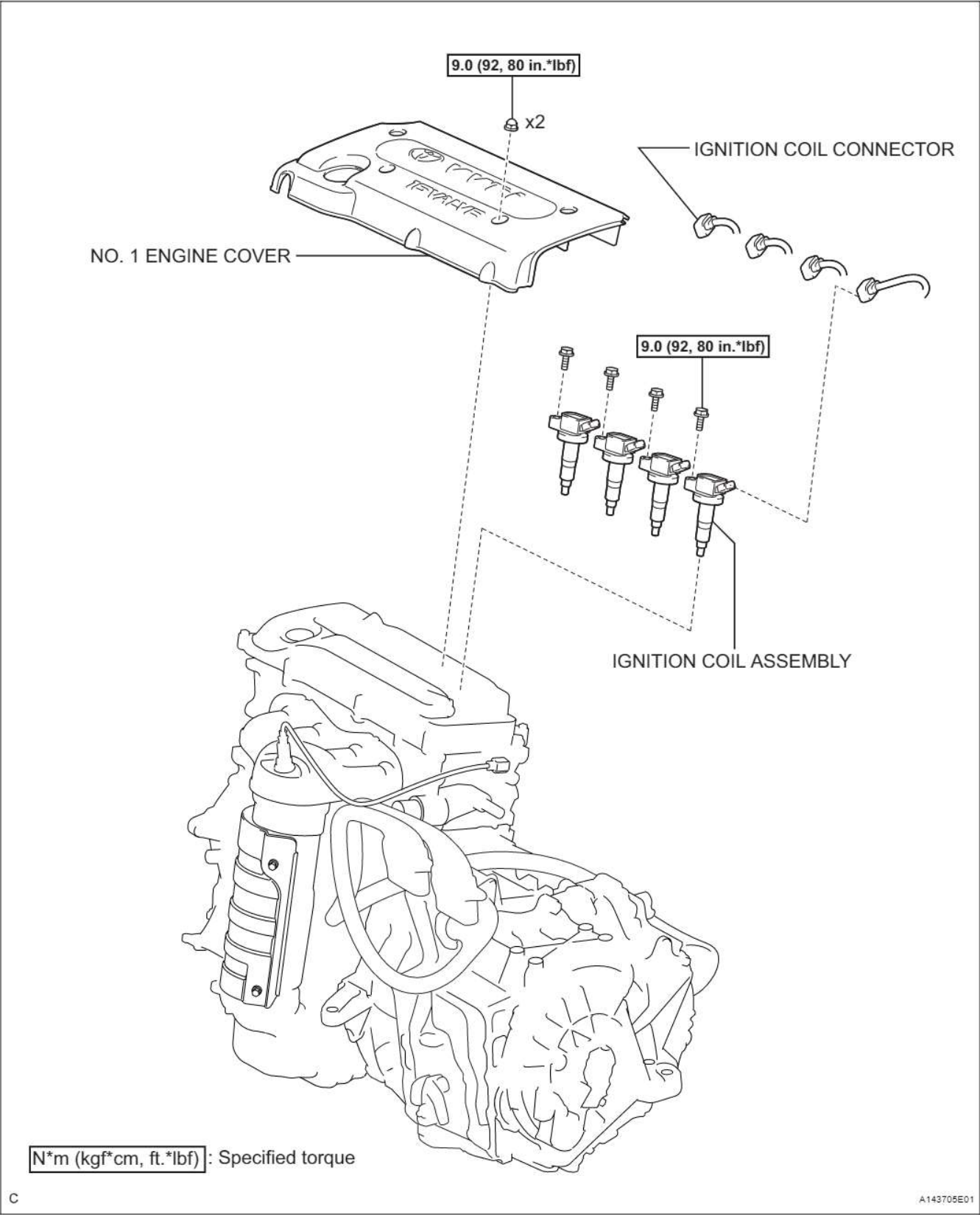
IGNITION SYSTEM
PARTS LOCATION



SYSTEM DIAGRAM



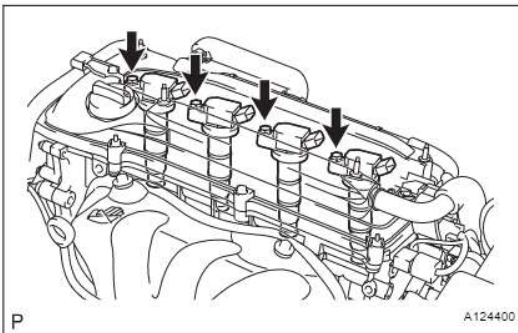
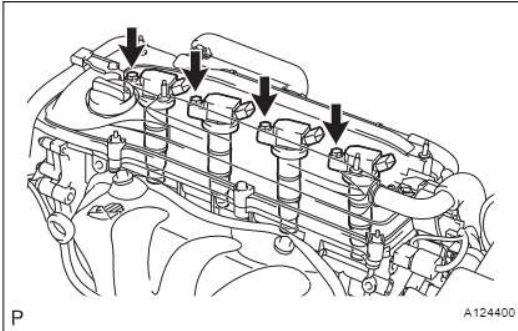
IGNITION COIL
COMPONENTS



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REMOVAL

1. REMOVE LUGGAGE TRIM SERVICE HOLE COVER (See page [HB-86](#))
2. DISCONNECT CABLE FROM NEGATIVE BATTERY TERMINAL (See page [HV-560](#))
3. REMOVE NO. 1 ENGINE COVER (See page [EM-90](#))
4. REMOVE IGNITION COIL ASSEMBLY
 - (a) Disconnect the 4 ignition coil connectors.
 - (b) Remove the 4 bolts and 4 ignition coils.



INSTALLATION

1. INSTALL IGNITION COIL ASSEMBLY
 - (a) Install the 4 ignition coils with the 4 bolts.
Torque: 9.0 N*m (92 kgf*cm, 80 in.*lbf)
 - (b) Connect the 4 ignition coil connectors.
2. INSTALL NO. 1 ENGINE COVER (See page [EM-114](#))
3. CONNECT CABLE TO NEGATIVE BATTERY TERMINAL (See page [EM-113](#))
4. INSTALL LUGGAGE TRIM SERVICE HOLE COVER (See page [HB-98](#))
5. PERFORM INITIALIZATION
 - (a) Perform initialization procedure (See page [IN-43](#)).
HINT:
Some vehicle systems require initialization after reconnecting the cable to the negative battery terminal.