

ENGINE TROUBLE IN GENERAL

MECHANICAL

25.Engine Trouble in General

A: INSPECTION

NOTE:

“RANK” shown in the chart refers to the possibility of reason for the trouble in order (“Very often” to “Rarely”)

A — Very often

B — Sometimes

C — Rarely

TROUBLE	PROBLEM PARTS, ETC.	POSSIBLE CAUSE	RANK
1. Engine will not start.			
1) Starter does not turn.	Starter	Defective battery-to-starter harness	B
		Defective starter switch	C
		Defective inhibitor switch or neutral switch	C
		Defective starter	B
	Battery	Poor terminal connection	A
		Run-down battery	A
		Defective charging system	B
	Friction	Seizure of crankshaft and connecting rod bearing	C
		Seized camshaft	C
		Seized or stuck piston and cylinder	C
2) Initial combustion does not occur.	Starter	Defective starter	C
	Engine control system <Ref. to EN(STi)-2, Basic Diagnostic Procedure.>		A
	Fuel line	Defective fuel pump and relay	A
		Lack of or insufficient fuel	B
	Belt	Defective	B
		Defective timing	B
	Compression	Incorrect valve clearance	C
		Loosened spark plugs or defective gasket	C
		Loosened cylinder head bolts or defective gasket	C
		Improper valve seating	C
		Defective valve stem	C
		Worn or broken valve spring	B
		Worn or stuck piston rings, cylinder and piston	C
		Incorrect valve timing	B
		Improper engine oil (low viscosity)	B
3) Initial combustion occurs.	Engine control system <Ref. to EN(STi)-2, Basic Diagnostic Procedure.>		A
	Intake system	Defective intake manifold gasket	B
		Defective throttle body gasket	B
	Fuel line	Defective fuel pump and relay	C
		Clogged fuel line	C
		Lack of or insufficient fuel	B
	Belt	Defective	B
		Defective timing	B
	Compression	Incorrect valve clearance	C
		Loosened spark plugs or defective gasket	C
		Loosened cylinder head bolts or defective gasket	C
		Improper valve seating	C
		Defective valve stem	C
		Worn or broken valve spring	B
		Worn or stuck piston rings, cylinder and piston	C
Incorrect valve timing		B	
Improper engine oil (low viscosity)		B	

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TROUBLE	PROBLEM PARTS, ETC.	POSSIBLE CAUSE	RANK
4) Engine stalls after initial combustion.	Engine control system <Ref. to EN(STi)-2, Basic Diagnostic Procedure.>		A
	Intake system	Loosened or cracked intake duct	B
		Loosened or cracked PCV hose	C
		Loosened or cracked vacuum hose	C
		Defective intake manifold gasket	B
		Defective throttle body gasket	B
		Dirty air cleaner element	C
	Fuel line	Clogged fuel line	C
		Lack of or insufficient fuel	B
	Belt	Defective	B
		Defective timing	B
	Compression	Incorrect valve clearance	C
		Loosened spark plugs or defective gasket	C
		Loosened cylinder head bolts or defective gasket	C
		Improper valve seating	C
		Defective valve stem	C
		Worn or broken valve spring	B
Worn or stuck piston rings, cylinder and piston		C	
Incorrect valve timing		B	
Improper engine oil (low viscosity)	B		
2. Rough idle and engine stall	Engine control system <Ref. to EN(STi)-2, Basic Diagnostic Procedure.>		A
	Intake system	Loosened or cracked intake duct	A
		Loosened or cracked PCV hose	A
		Loosened or cracked vacuum hose	A
		Defective intake manifold gasket	B
		Defective throttle body gasket	B
		Defective PCV valve	C
		Loosened oil filler cap	B
		Dirty air cleaner element	C
	Fuel line	Defective fuel pump and relay	C
		Clogged fuel line	C
		Lack of or insufficient fuel	B
	Belt	Defective timing	C
	Compression	Incorrect valve clearance	B
		Loosened spark plugs or defective gasket	B
		Loosened cylinder head bolts or defective gasket	B
		Improper valve seating	B
		Defective valve stem	C
		Worn or broken valve spring	B
		Worn or stuck piston rings, cylinder and piston	B
		Incorrect valve timing	A
	Improper engine oil (low viscosity)	B	
	Lubrication system	Incorrect oil pressure	B
		Defective rocker cover gasket	C
	Cooling system	Overheating	C
	Others	Malfunction of evaporative emission control system	A
		Stuck or damaged throttle valve	B
		Accelerator cable out of adjustment	C

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TROUBLE	PROBLEM PARTS, ETC.	POSSIBLE CAUSE	RANK
3. Low output, hesitation and poor acceleration	Engine control system <Ref. to EN(STi)-2, Basic Diagnostic Procedure.>		A
	Intake system	Loosened or cracked intake duct	A
		Loosened or cracked PCV hose	A
		Loosened or cracked vacuum hose	B
		Defective intake manifold gasket	B
		Defective throttle body gasket	B
		Defective PCV valve	B
		Loosened oil filler cap	B
		Dirty air cleaner element	A
	Fuel line	Defective fuel pump and relay	B
		Clogged fuel line	B
		Lack of or insufficient fuel	C
	Belt	Defective timing	B
	Compression	Incorrect valve clearance	B
		Loosened spark plugs or defective gasket	B
		Loosened cylinder head bolts or defective gasket	B
		Improper valve seating	B
		Defective valve stem	C
		Worn or broken valve spring	B
		Worn or stuck piston rings, cylinder and piston	C
		Incorrect valve timing	A
	Improper engine oil (low viscosity)	B	
	Lubrication system	Incorrect oil pressure	B
Cooling system	Overheating	C	
	Over cooling	C	
Others	Malfunction of evaporative emission control system	A	
4. Surging	Engine control system <Ref. to EN(STi)-2, Basic Diagnostic Procedure.>		A
	Intake system	Loosened or cracked intake duct	A
		Loosened or cracked PCV hose	A
		Loosened or cracked vacuum hose	A
		Defective intake manifold gasket	B
		Defective throttle body gasket	B
		Defective PCV valve	B
		Loosened oil filler cap	B
		Dirty air cleaner element	B
	Fuel line	Defective fuel pump and relay	B
		Clogged fuel line	B
		Lack of or insufficient fuel	C
	Belt	Defective timing	B
	Compression	Incorrect valve clearance	B
		Loosened spark plugs or defective gasket	C
		Loosened cylinder head bolts or defective gasket	C
		Improper valve seating	C
		Defective valve stem	C
		Worn or broken valve spring	C
		Worn or stuck piston rings, cylinder and piston	C
		Incorrect valve timing	A
	Improper engine oil (low viscosity)	B	
	Cooling system	Overheating	B
Others	Malfunction of evaporative emission control system	C	

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5. Engine does not return to idle.	Engine control system <Ref. to EN(STi)-2, Basic Diagnostic Procedure.>		A
	Intake system	Loosened or cracked vacuum hose	A
	Others	Stuck or damaged throttle valve	A
		Accelerator cable out of adjustment	B
6. Dieseling (Run-on)	Engine control system <Ref. to EN(STi)-2, Basic Diagnostic Procedure.>		A
	Cooling system	Overheating	B
	Others	Malfunction of evaporative emission control system	B
7. Afterburning in exhaust system	Engine control system <Ref. to EN(STi)-2, Basic Diagnostic Procedure.>		A
	Intake system	Loosened or cracked intake duct	C
		Loosened or cracked PCV hose	C
		Loosened or cracked vacuum hose	B
		Defective PCV valve	B
		Loosened oil filler cap	C
	Belt	Defective timing	B
	Compression	Incorrect valve clearance	B
		Loosened spark plugs or defective gasket	C
		Loosened cylinder head bolts or defective gasket	C
		Improper valve seating	B
		Defective valve stem	C
		Worn or broken valve spring	C
		Worn or stuck piston rings, cylinder and piston	C
		Incorrect valve timing	A
	Lubrication system	Incorrect oil pressure	C
Cooling system	Over cooling	C	
Others	Malfunction of evaporative emission control system	C	
8. Knocking	Engine control system <Ref. to EN(STi)-2, Basic Diagnostic Procedure.>		A
	Intake system	Loosened oil filler cap	B
	Belt	Defective timing	B
	Compression	Incorrect valve clearance	C
		Incorrect valve timing	B
	Cooling system	Overheating	A
9. Excessive engine oil consumption	Intake system	Loosened or cracked PCV hose	A
		Defective PCV valve	B
		Loosened oil filler cap	C
	Compression	Defective valve stem	A
		Worn or stuck piston rings, cylinder and piston	A
	Lubrication system	Loosened oil pump attaching bolts and defective gasket	B
		Defective oil filter o-ring	B
		Defective crankshaft oil seal	B
		Defective rocker cover gasket	B
		Loosened oil drain plug or defective gasket	B
	Loosened oil pan fitting bolts or defective oil pan	B	

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10. Excessive fuel consumption	Engine control system <Ref. to EN(STi)-2, Basic Diagnostic Procedure.>		A	
	Intake system	Dirty air cleaner element	A	
	Belt	Defective timing	B	
	Compression	Incorrect valve clearance		B
		Loosened spark plugs or defective gasket		C
		Loosened cylinder head bolts or defective gasket		C
		Improper valve seating		B
		Defective valve stem		C
		Worn or broken valve spring		C
		Worn or stuck piston rings, cylinder and piston		B
		Incorrect valve timing		B
	Lubrication system	Incorrect oil pressure	C	
	Cooling system	Over cooling	C	
	Others	Accelerator cable out of adjustment	B	