

1997 MITSUBISHI MONTERO SPORT 2WD V6-3.0L SOHC

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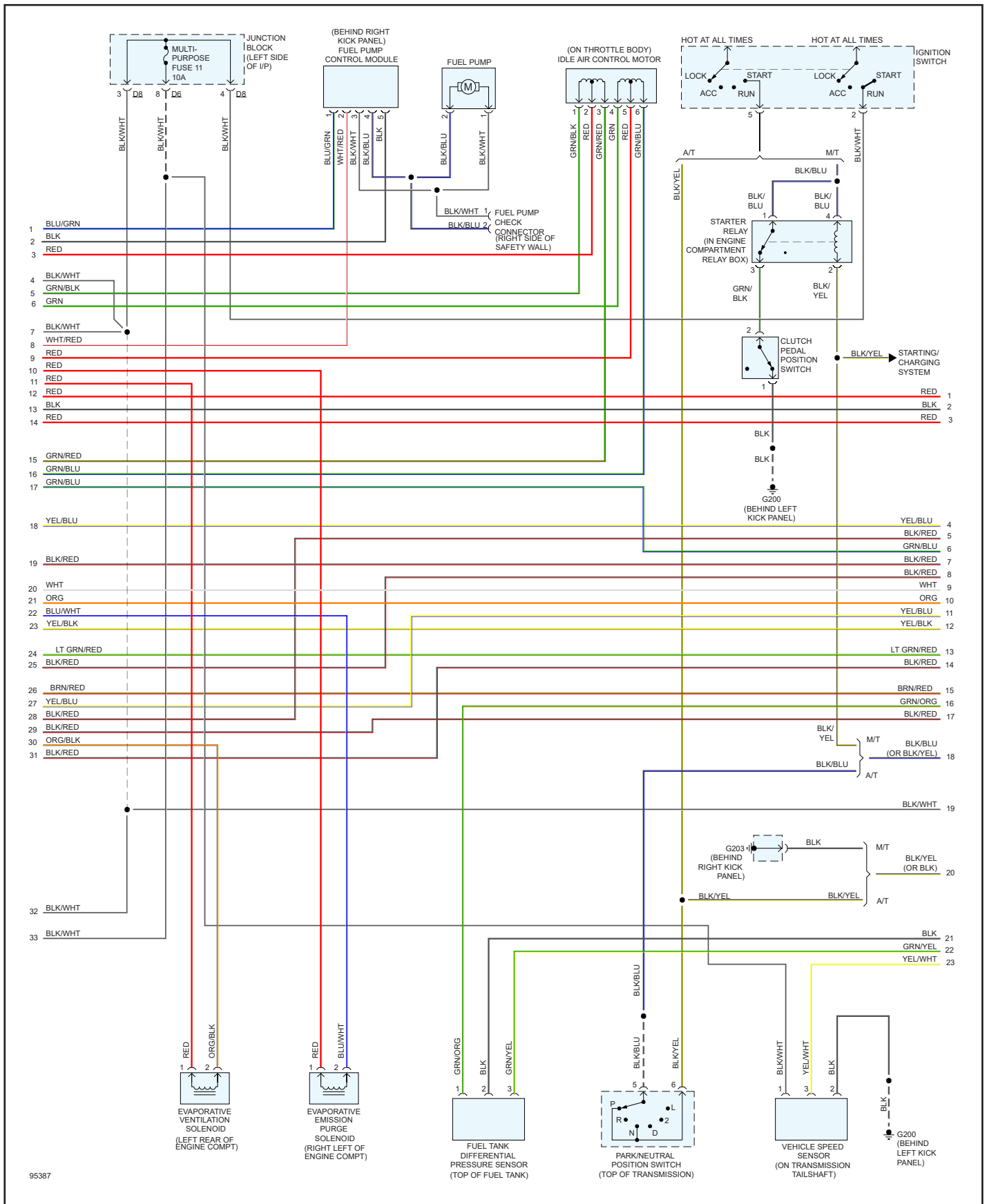
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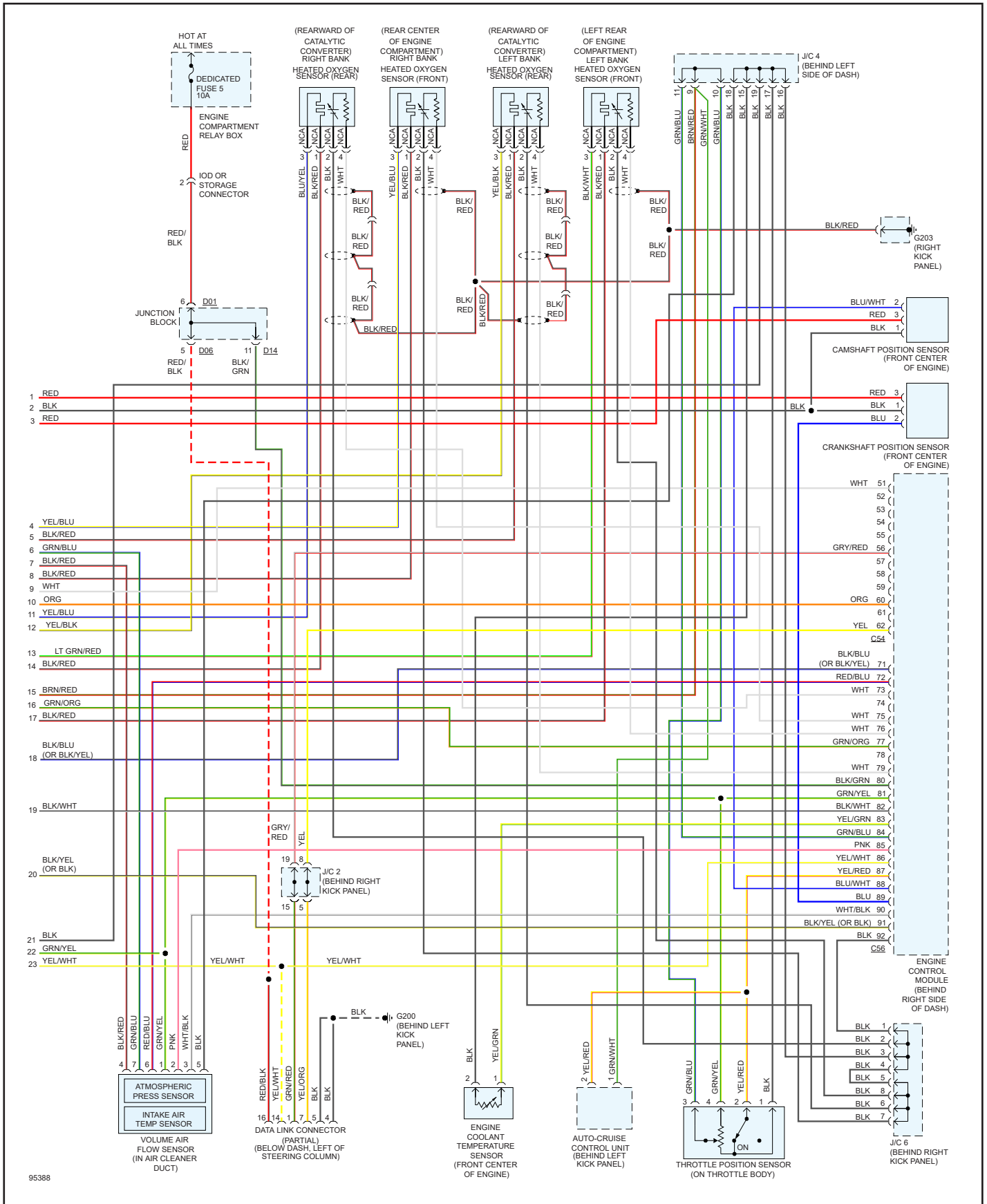
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1997 MITSUBISHI MONTERO SPORT 2WD V6-3.0L SOHC ENGINE CONTROL MODULE - CALIFORNIA



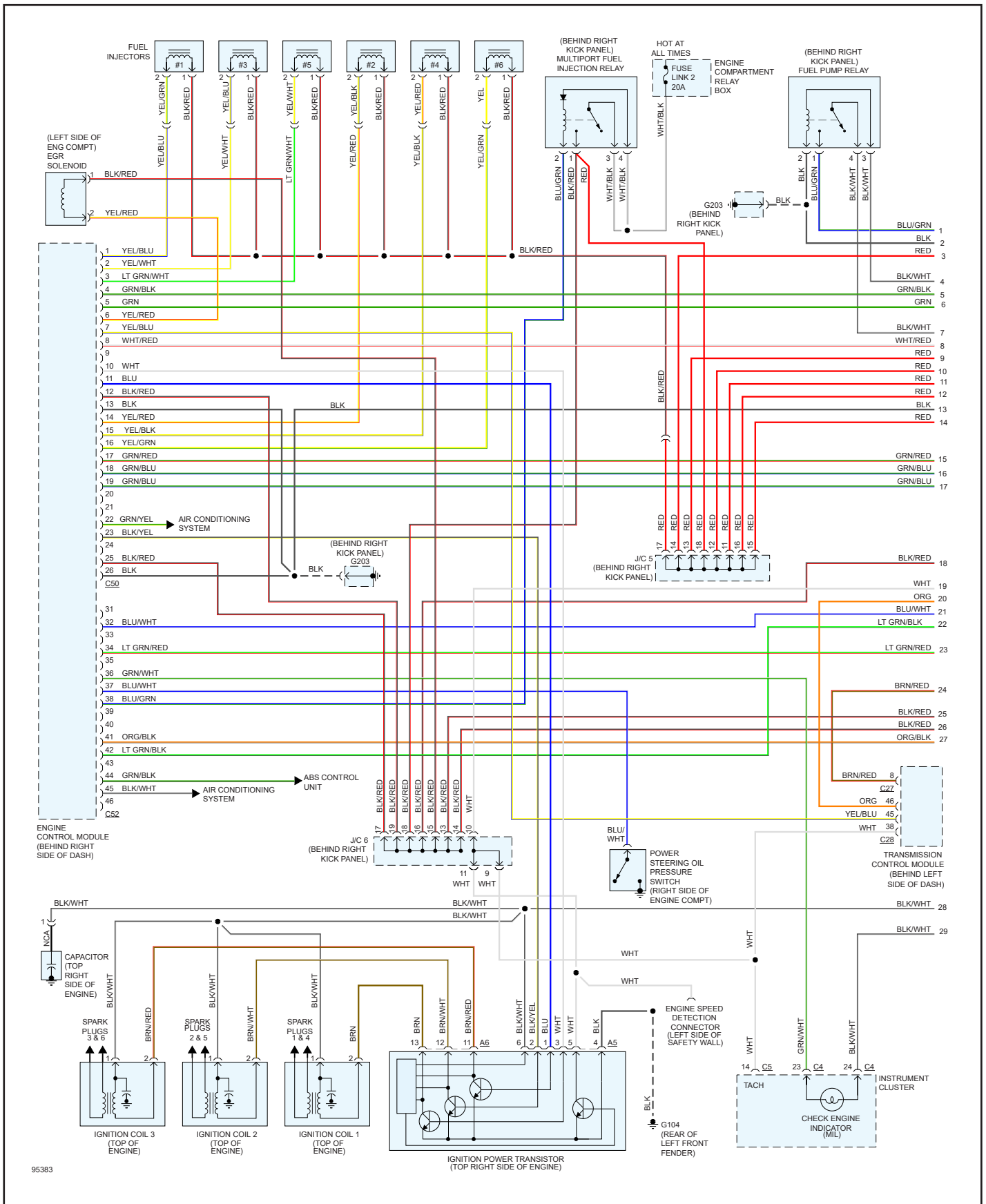
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1997 MITSUBISHI MONTERO SPORT 2WD V6-3.0L SOHC ENGINE CONTROL MODULE - CALIFORNIA

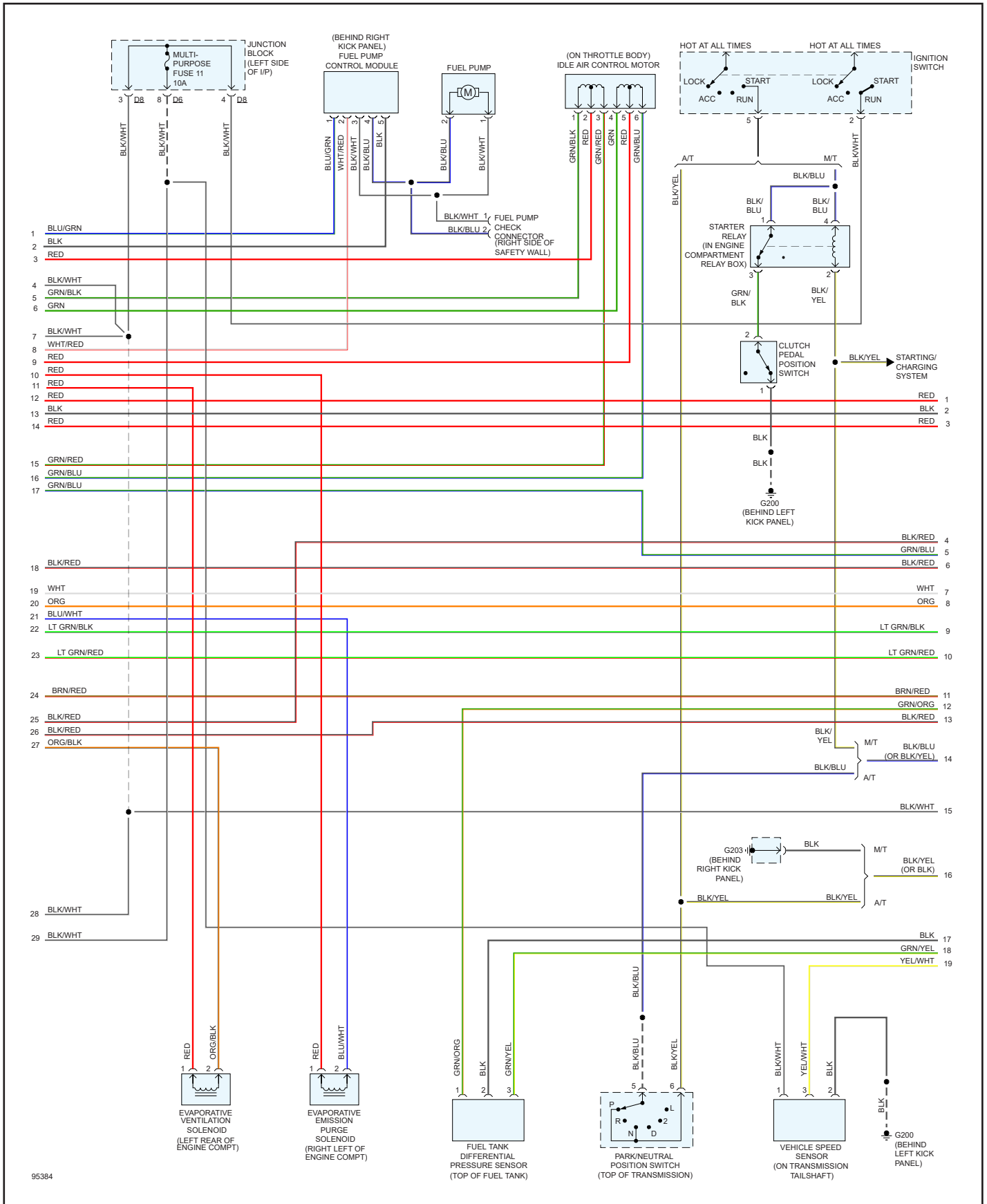


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1997 MITSUBISHI MONTERO SPORT 2WD V6-3.0L SOHC ENGINE CONTROL MODULE - FEDERAL

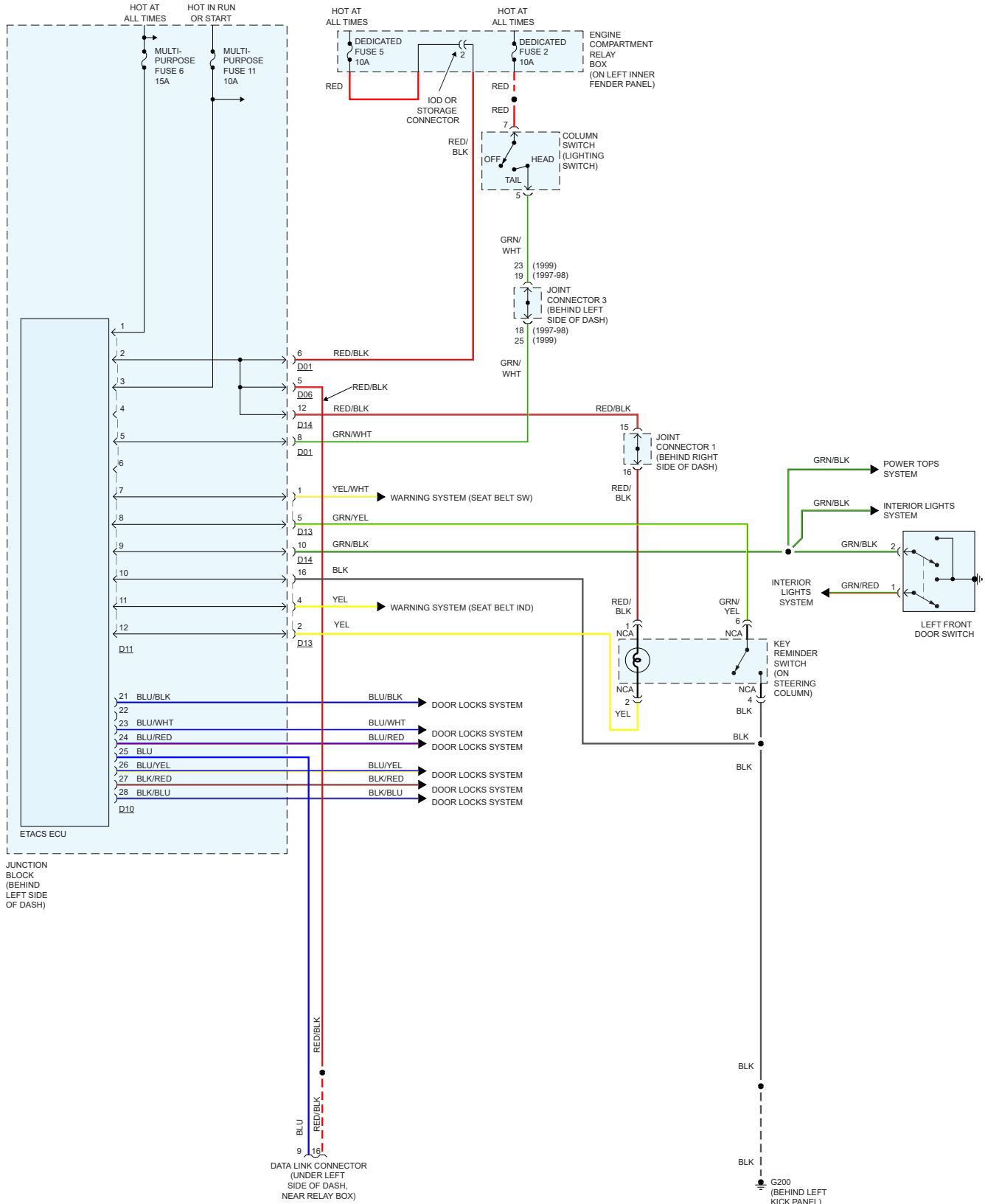


1997 MITSUBISHI MONTERO SPORT 2WD V6-3.0L SOHC ENGINE CONTROL MODULE - FEDERAL



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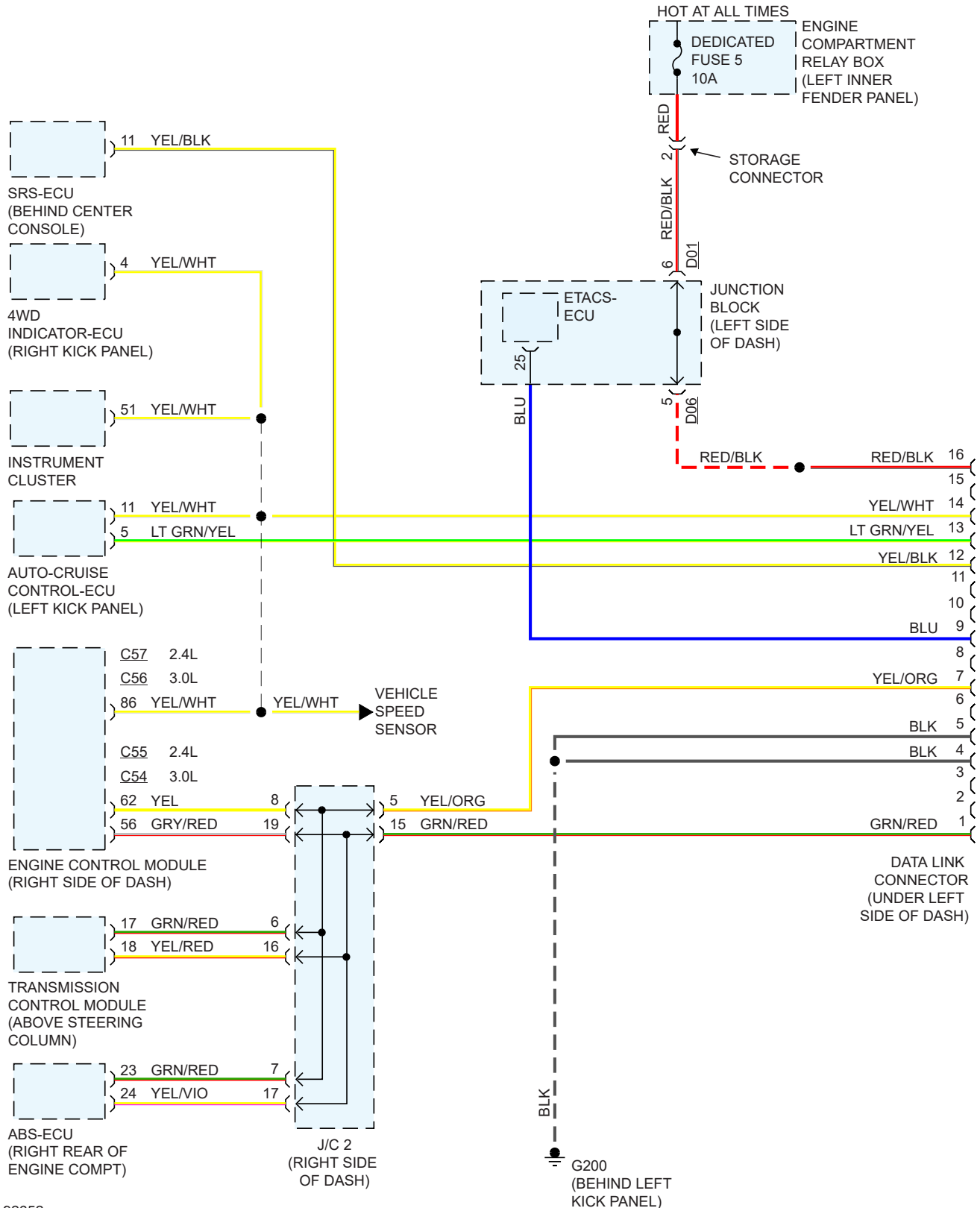
1997 MITSUBISHI MONTERO SPORT 2WD V6-3.0L SOHC BODY CONTROL MODULE



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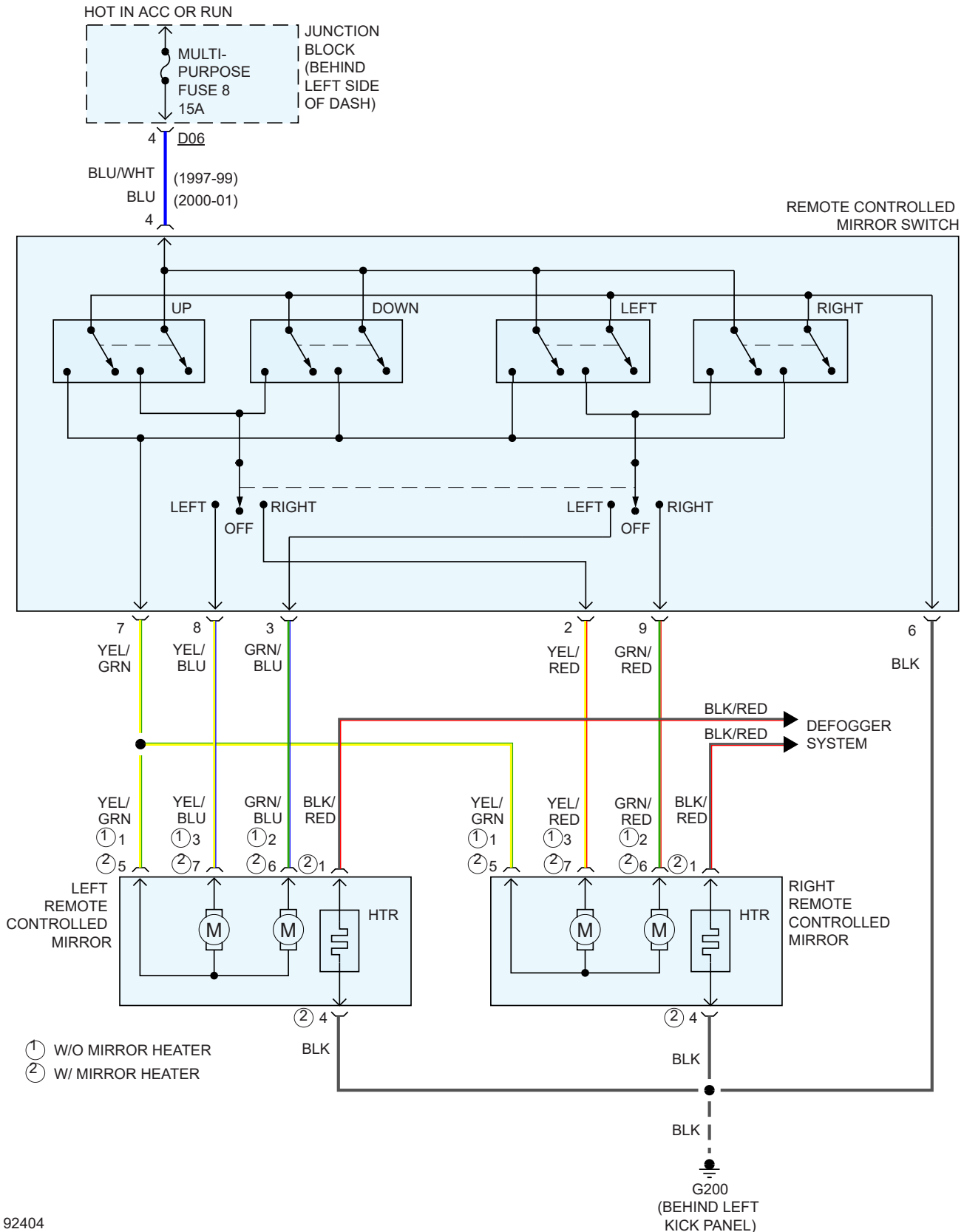
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INFORMATION BUS - COMPUTER DATA LINES

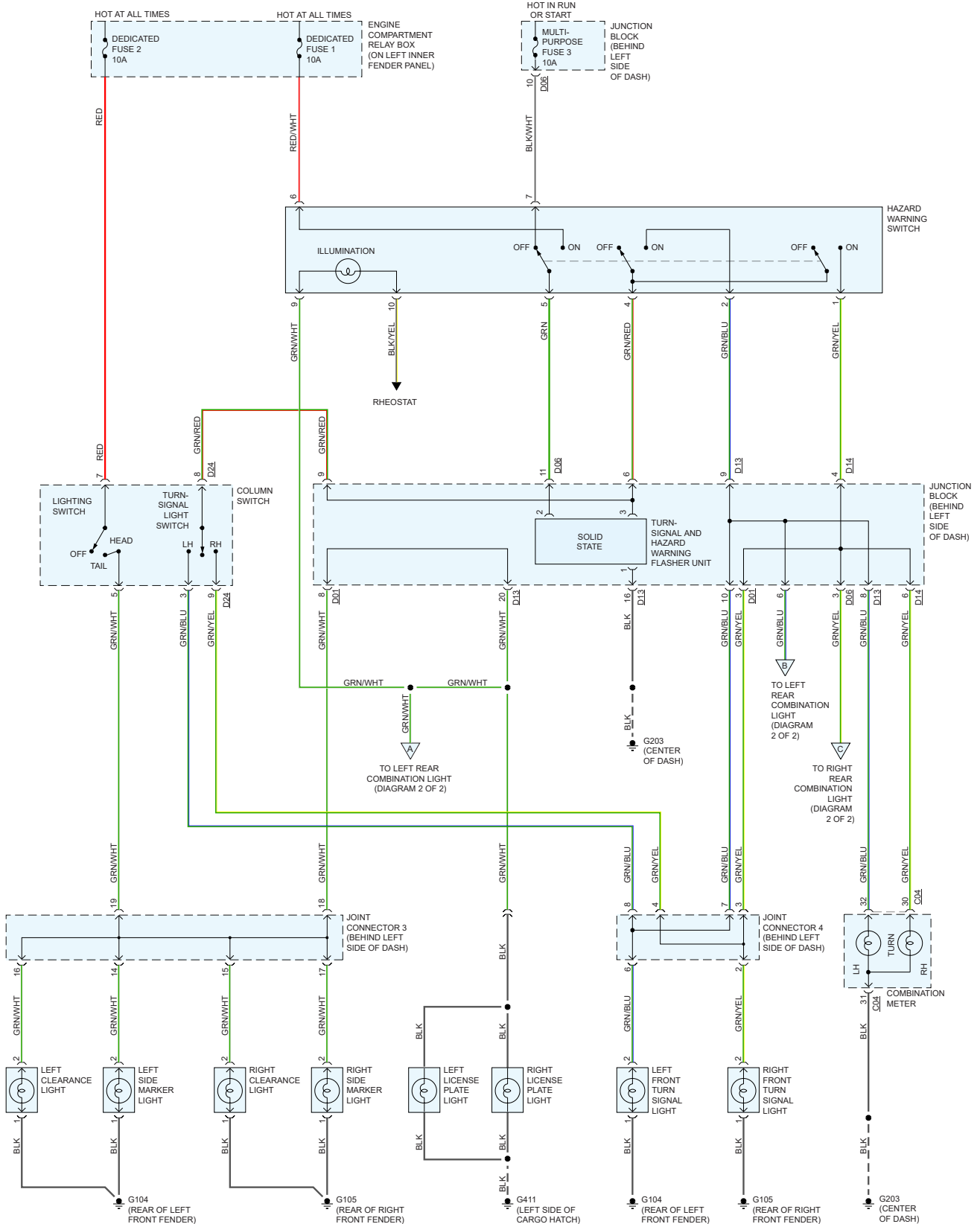


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1997 MITSUBISHI MONTERO SPORT 2WD V6-3.0L SOHC MIRRORS

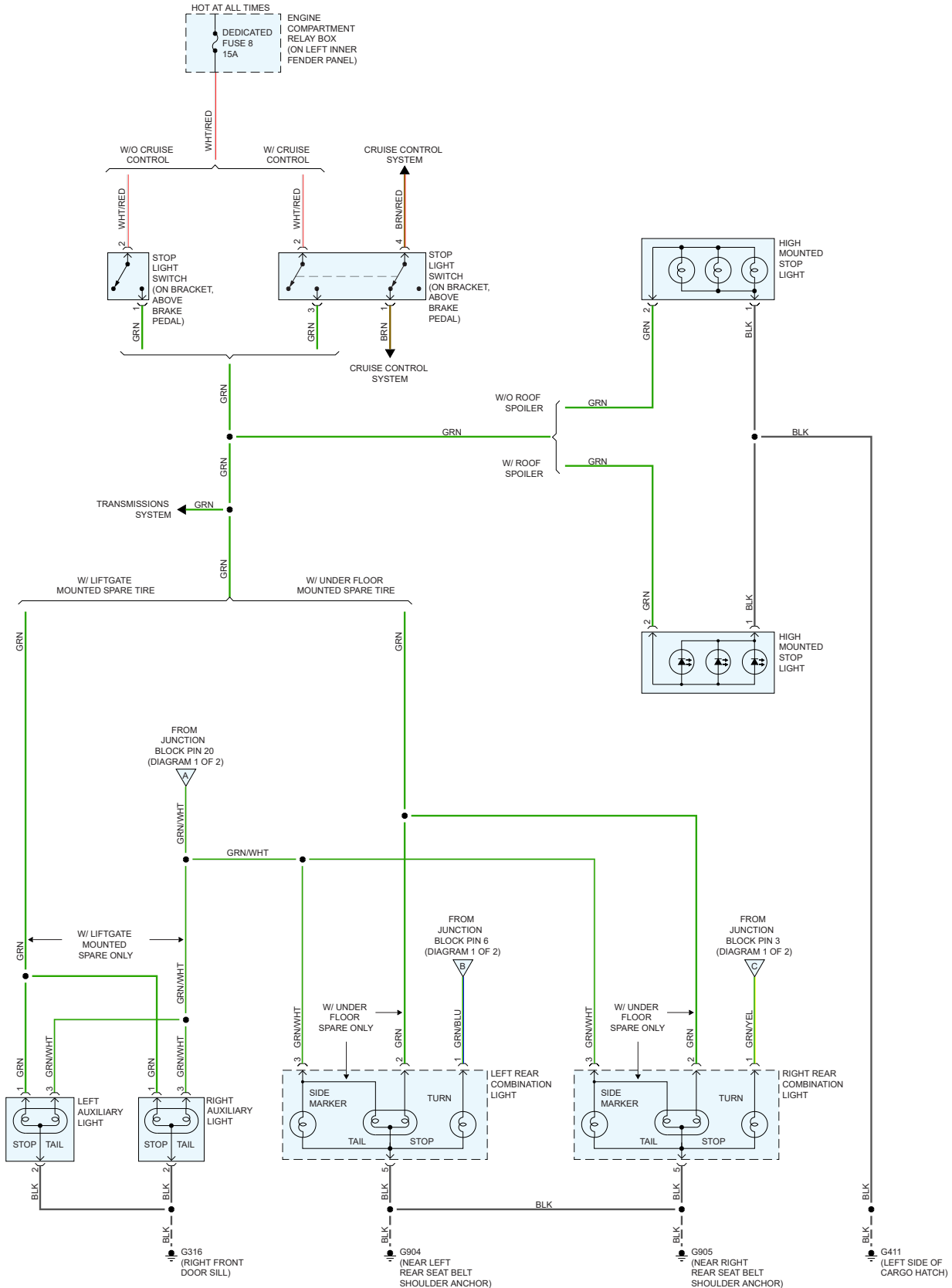


1997 MITSUBISHI MONTERO SPORT 2WD V6-3.0L SOHC EXTERIOR LIGHTS - EXTERIOR LAMPS CIRCUIT



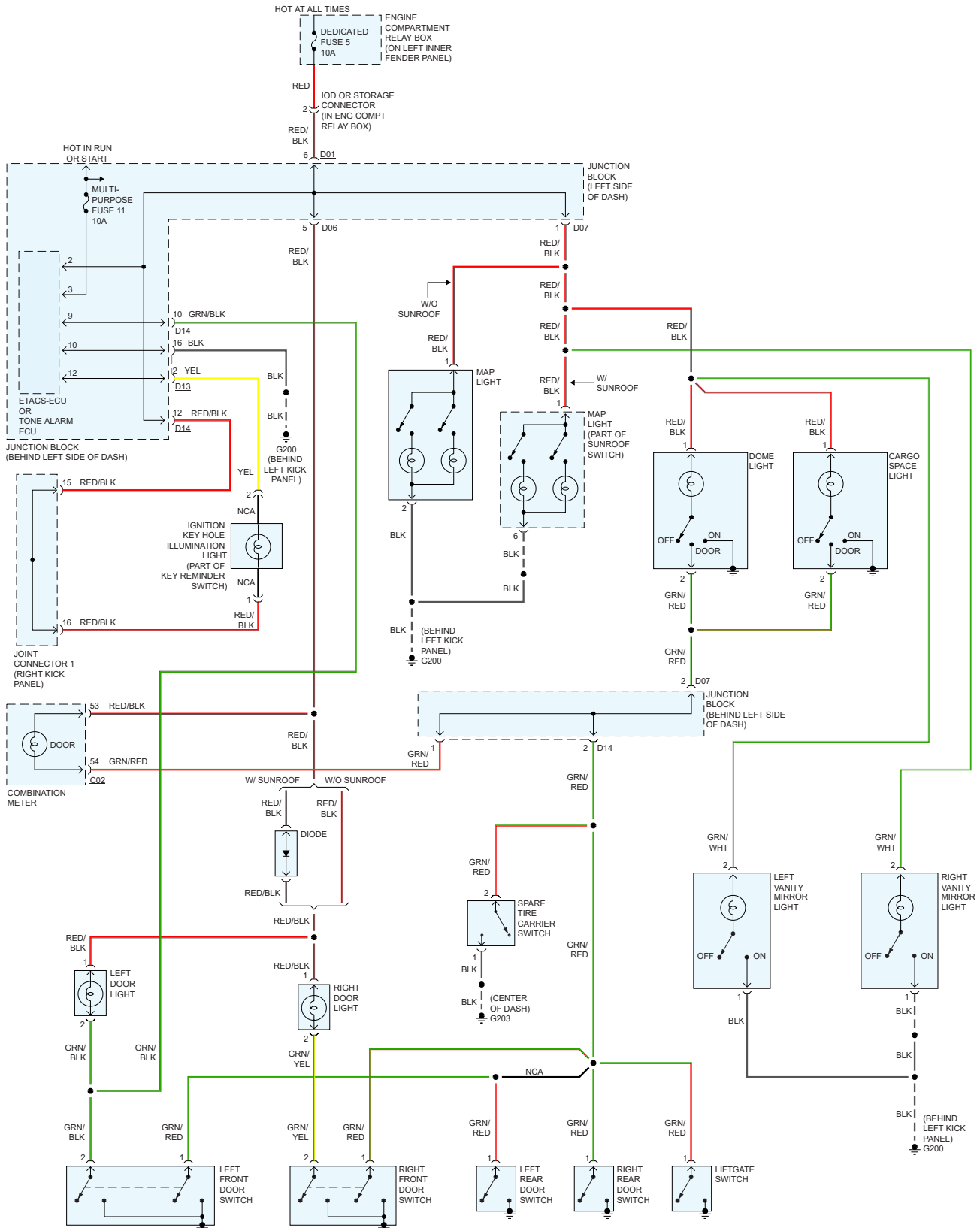
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1997 MITSUBISHI MONTERO SPORT 2WD V6-3.0L SOHC EXTERIOR LIGHTS - EXTERIOR LAMPS CIRCUIT



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1997 MITSUBISHI MONTERO SPORT 2WD V6-3.0L SOHC INTERIOR LIGHTS - COURTESY LAMPS CIRCUIT



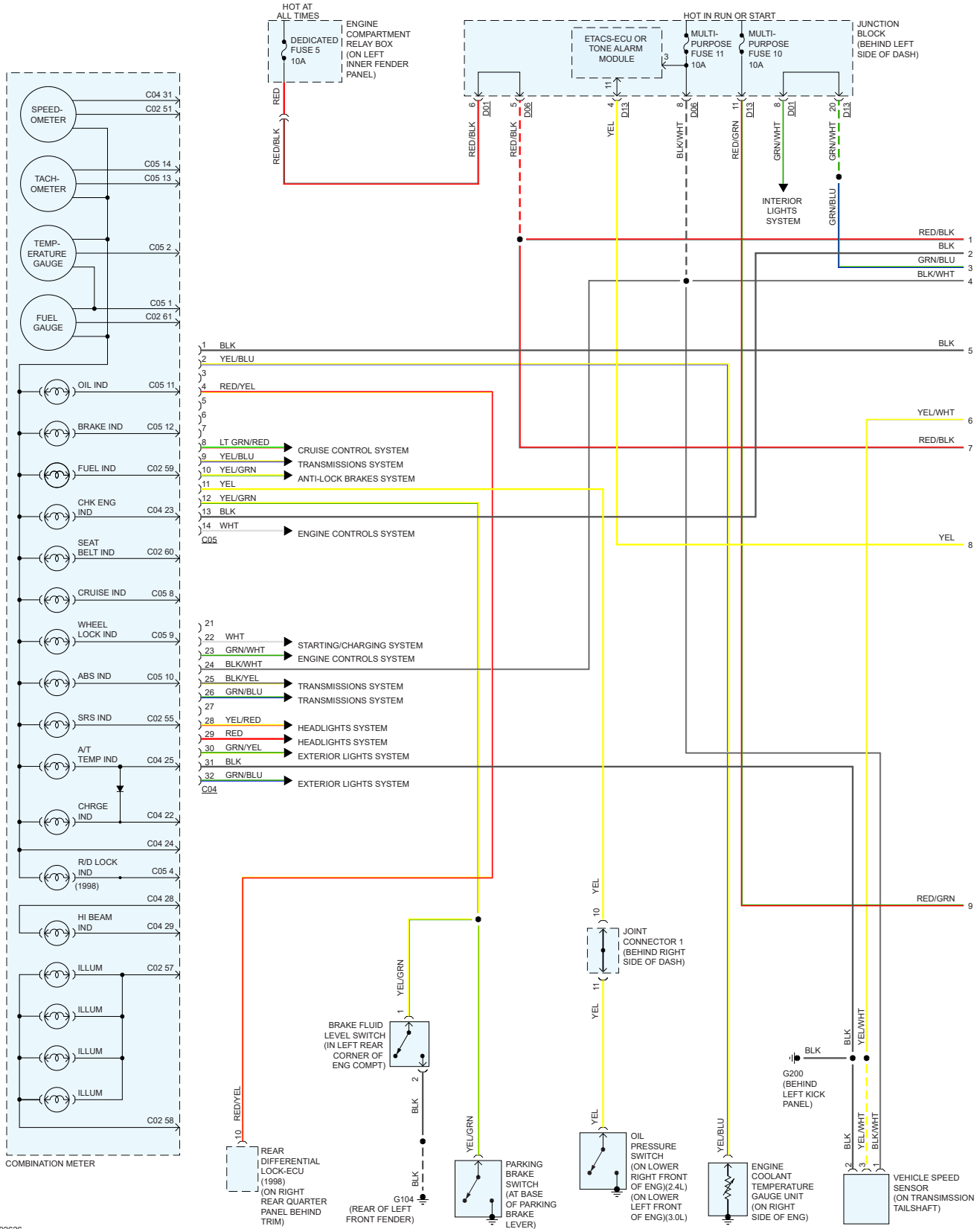
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1997 MITSUBISHI MONTERO SPORT 2WD V6-3.0L SOHC

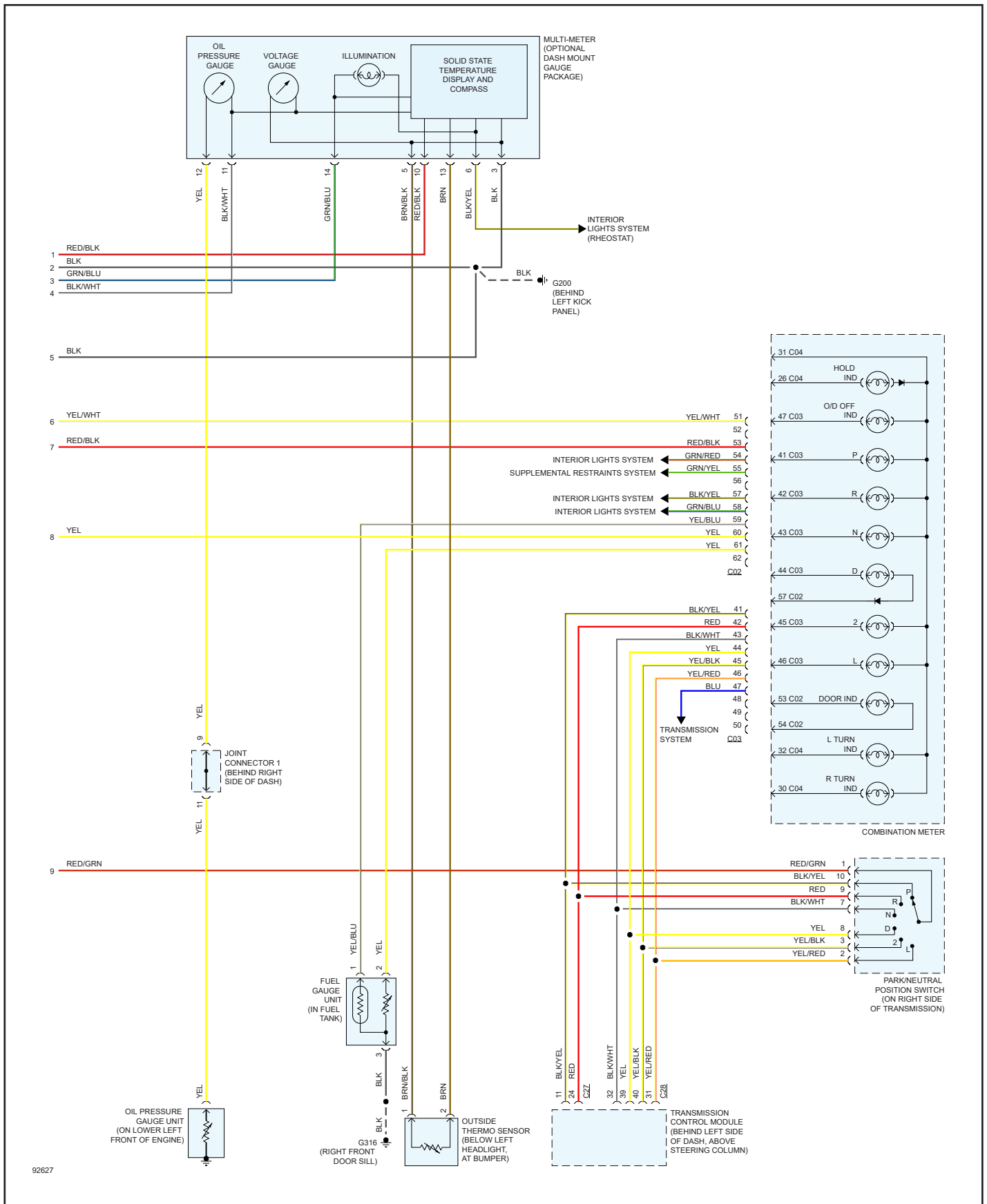
INTERIOR LIGHTS - INSTRUMENT ILLUMINATION CIRCUIT



1997 MITSUBISHI MONTERO SPORT 2WD V6-3.0L SOHC INSTRUMENT CLUSTER

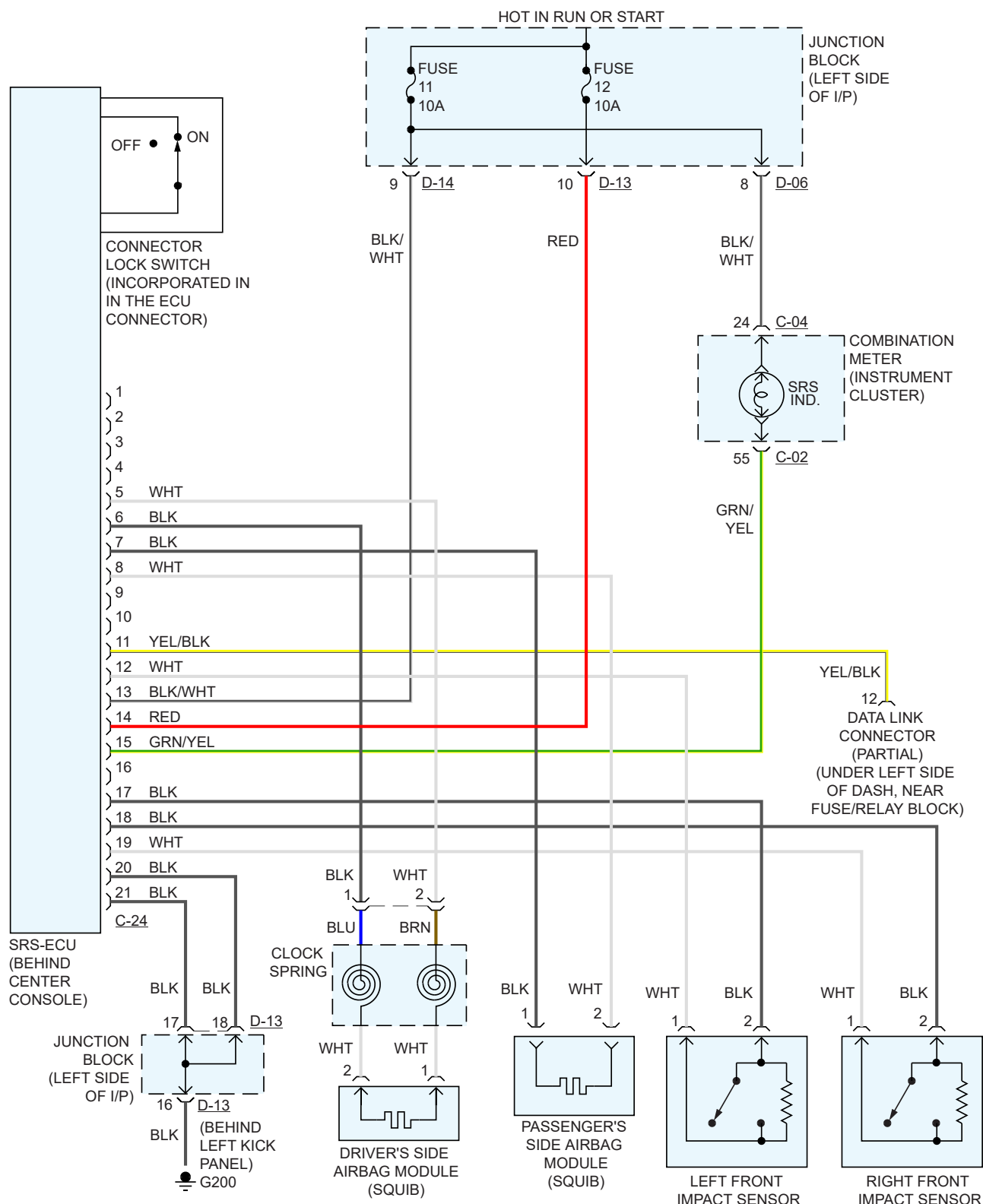


1997 MITSUBISHI MONTERO SPORT 2WD V6-3.0L SOHC INSTRUMENT CLUSTER



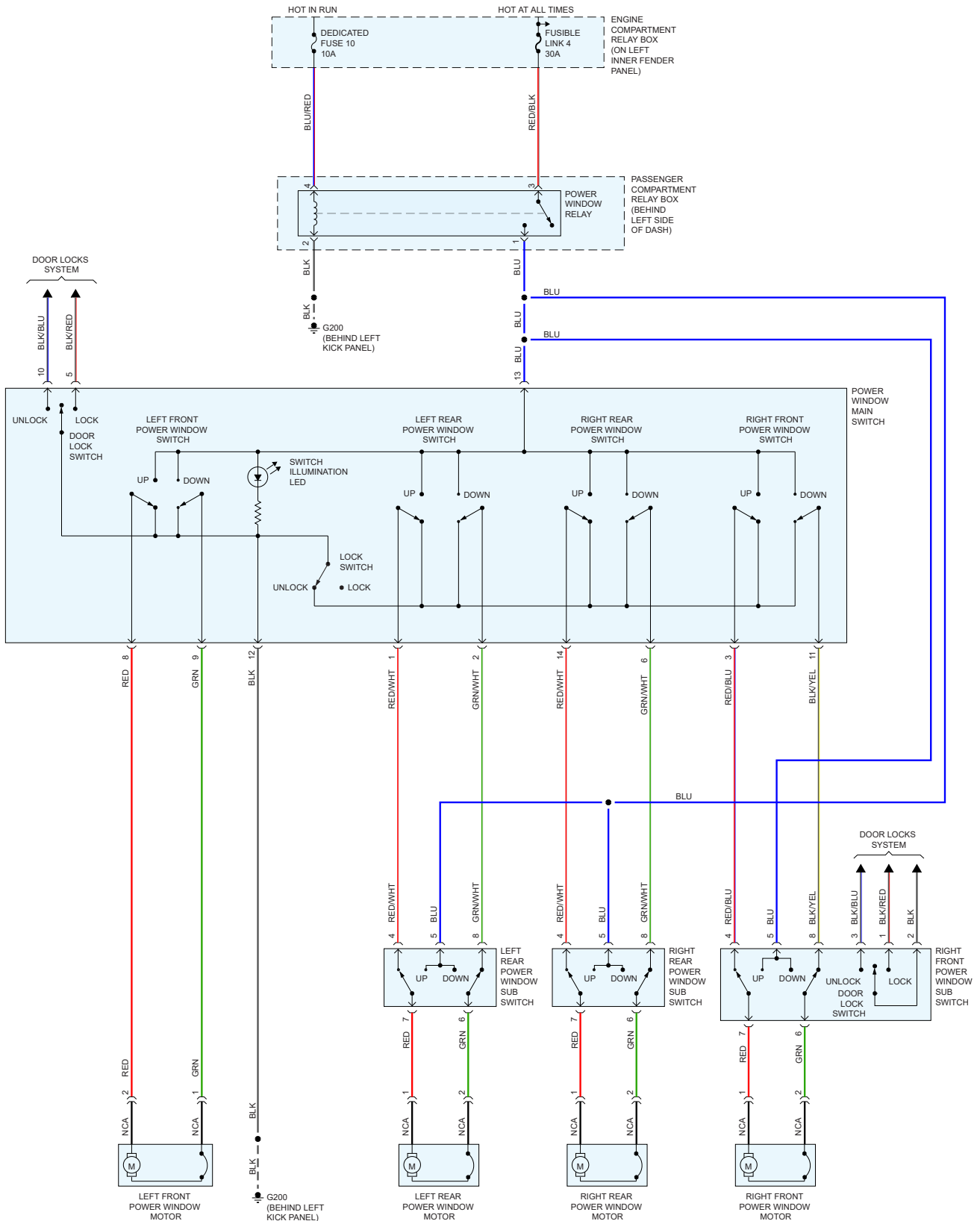
1997 MITSUBISHI MONTERO SPORT 2WD V6-3.0L SOHC

SUPPLEMENTAL RESTRAINTS



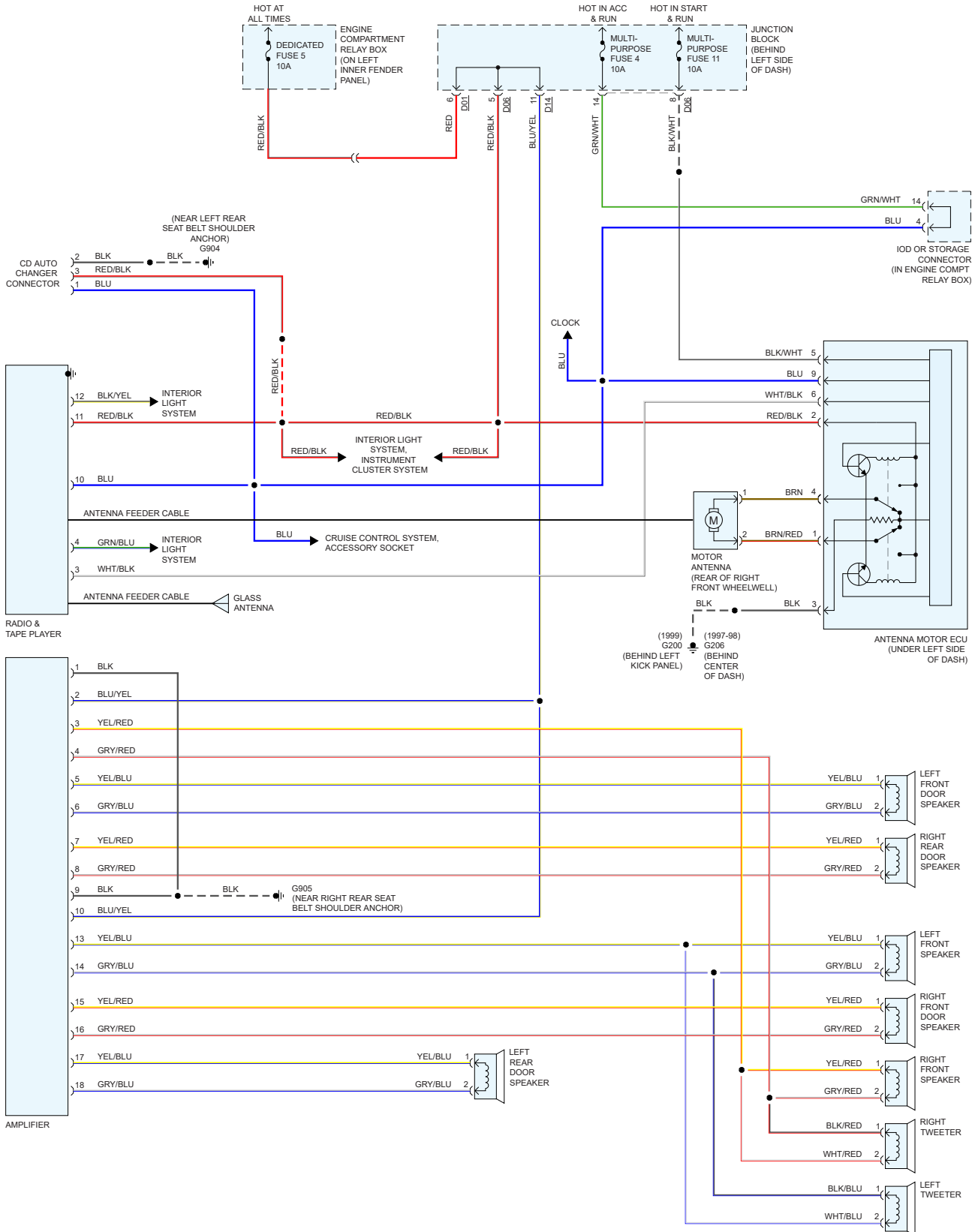
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1997 MITSUBISHI MONTERO SPORT 2WD V6-3.0L SOHC POWER WINDOWS



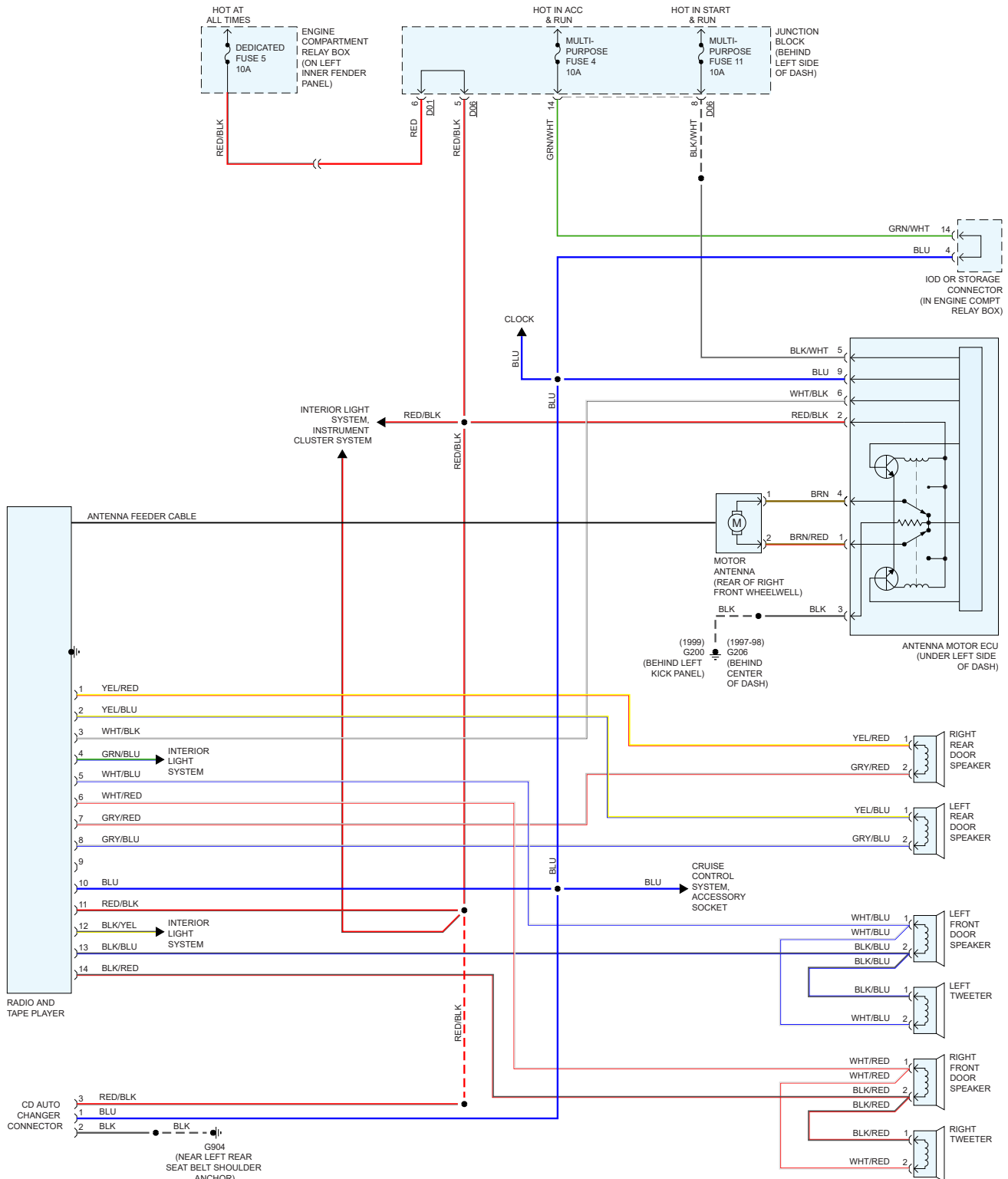
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1997 MITSUBISHI MONTERO SPORT 2WD V6-3.0L SOHC SOUND SYSTEMS - W/AMPLIFIER



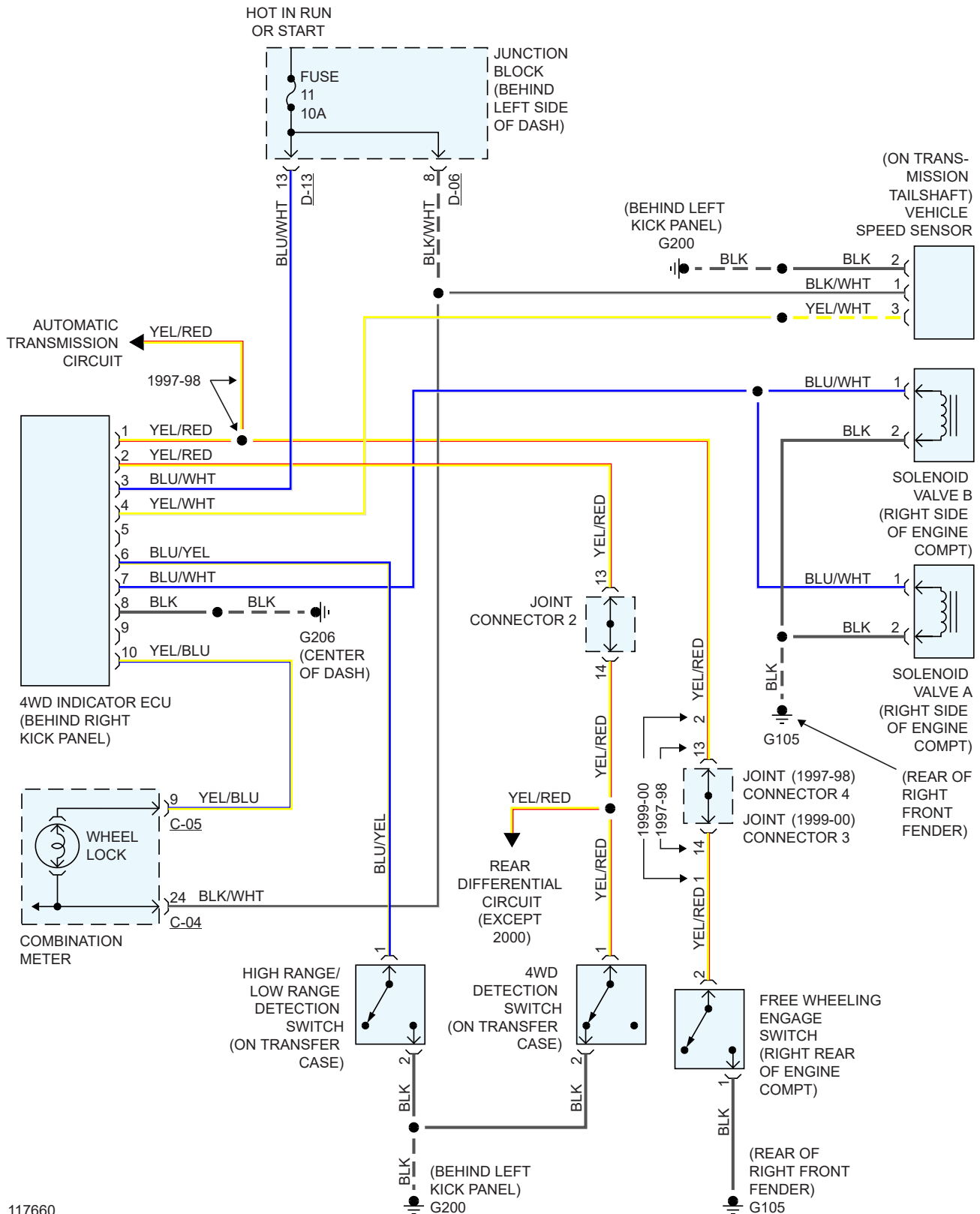
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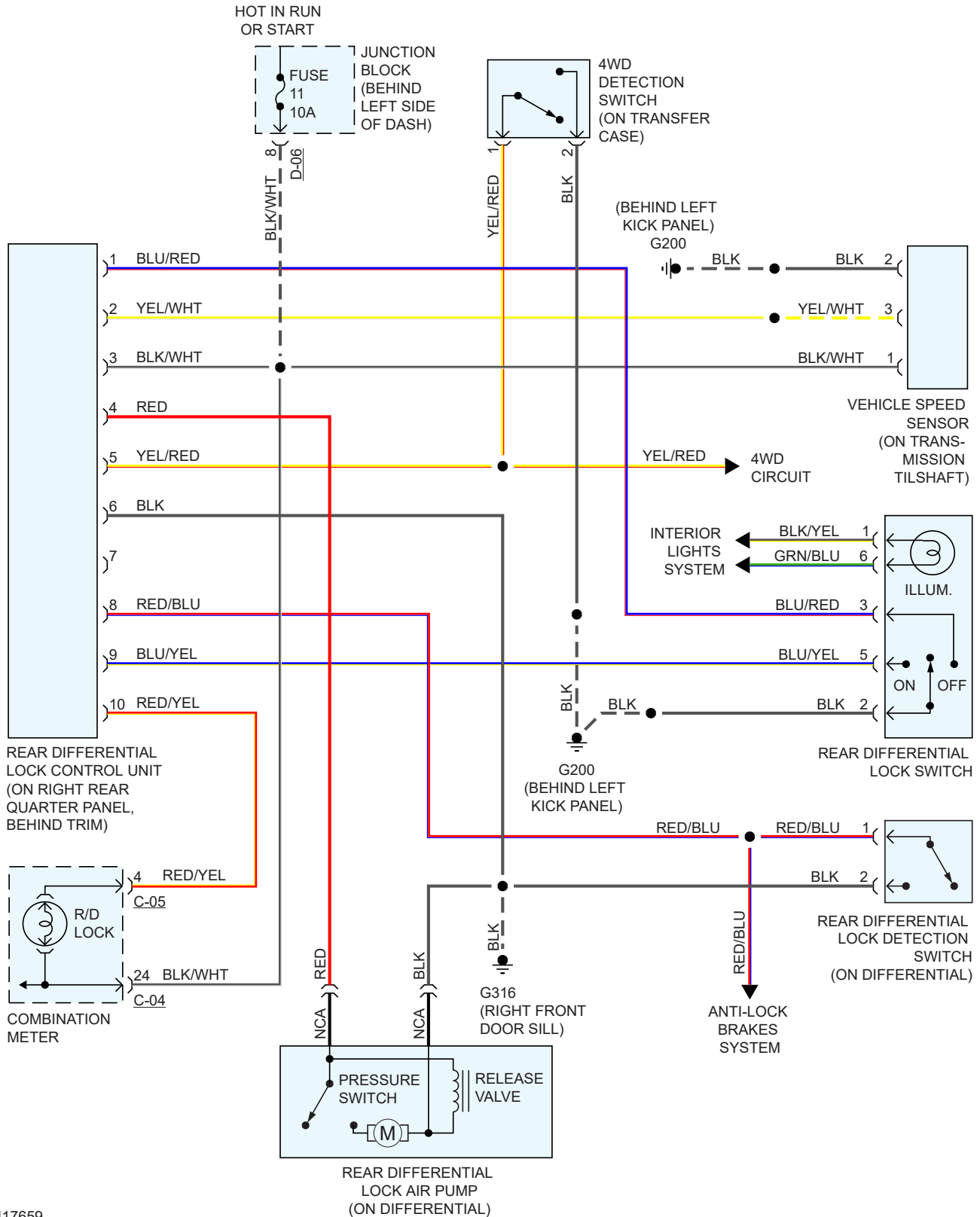
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1997 MITSUBISHI MONTERO SPORT 2WD V6-3.0L SOHC TRANSMISSIONS - 4WD CIRCUIT



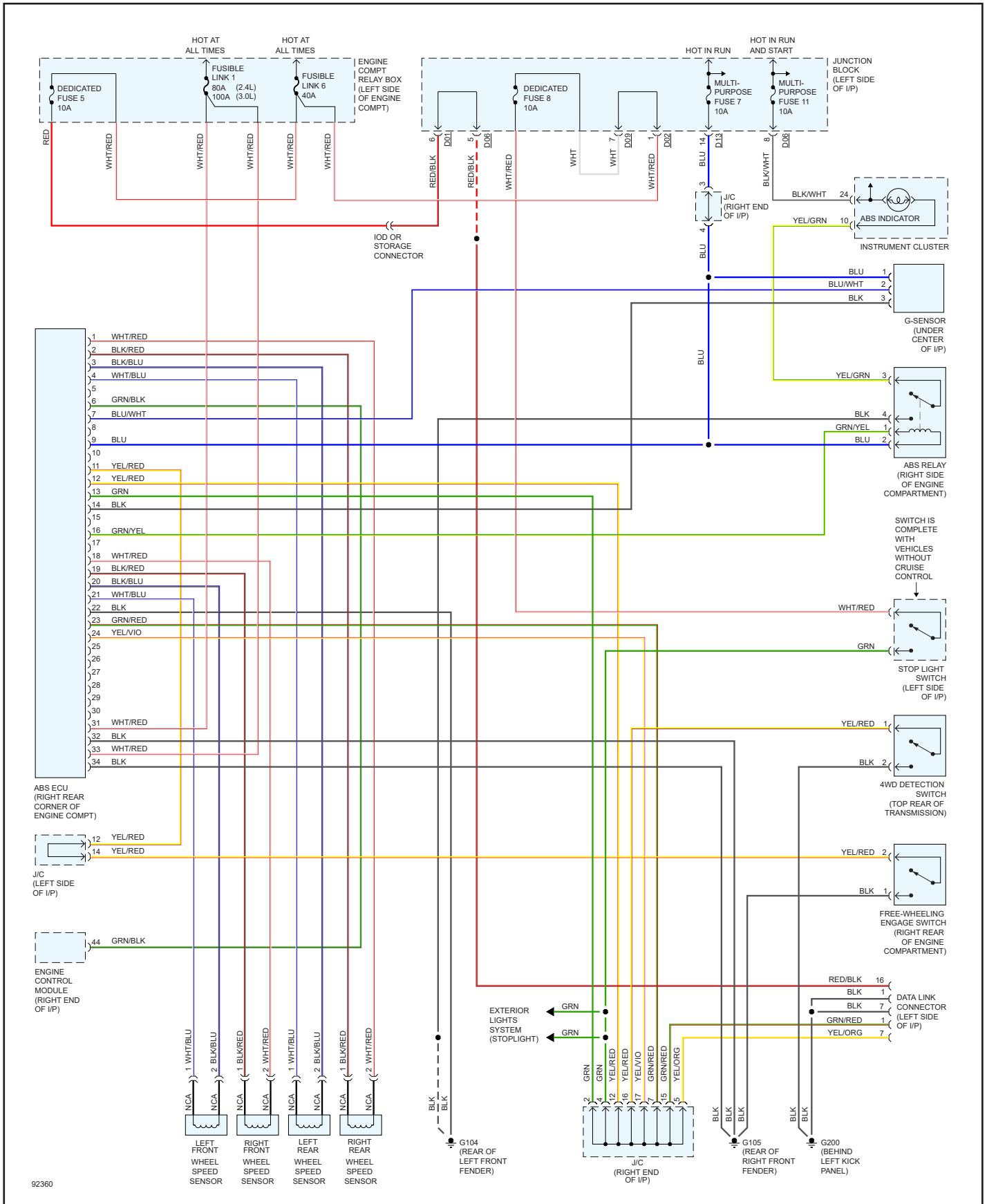
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1997 MITSUBISHI MONTERO SPORT 2WD V6-3.0L SOHC TRANSMISSIONS - REAR DIFFERENTIAL LOCK CIRCUIT



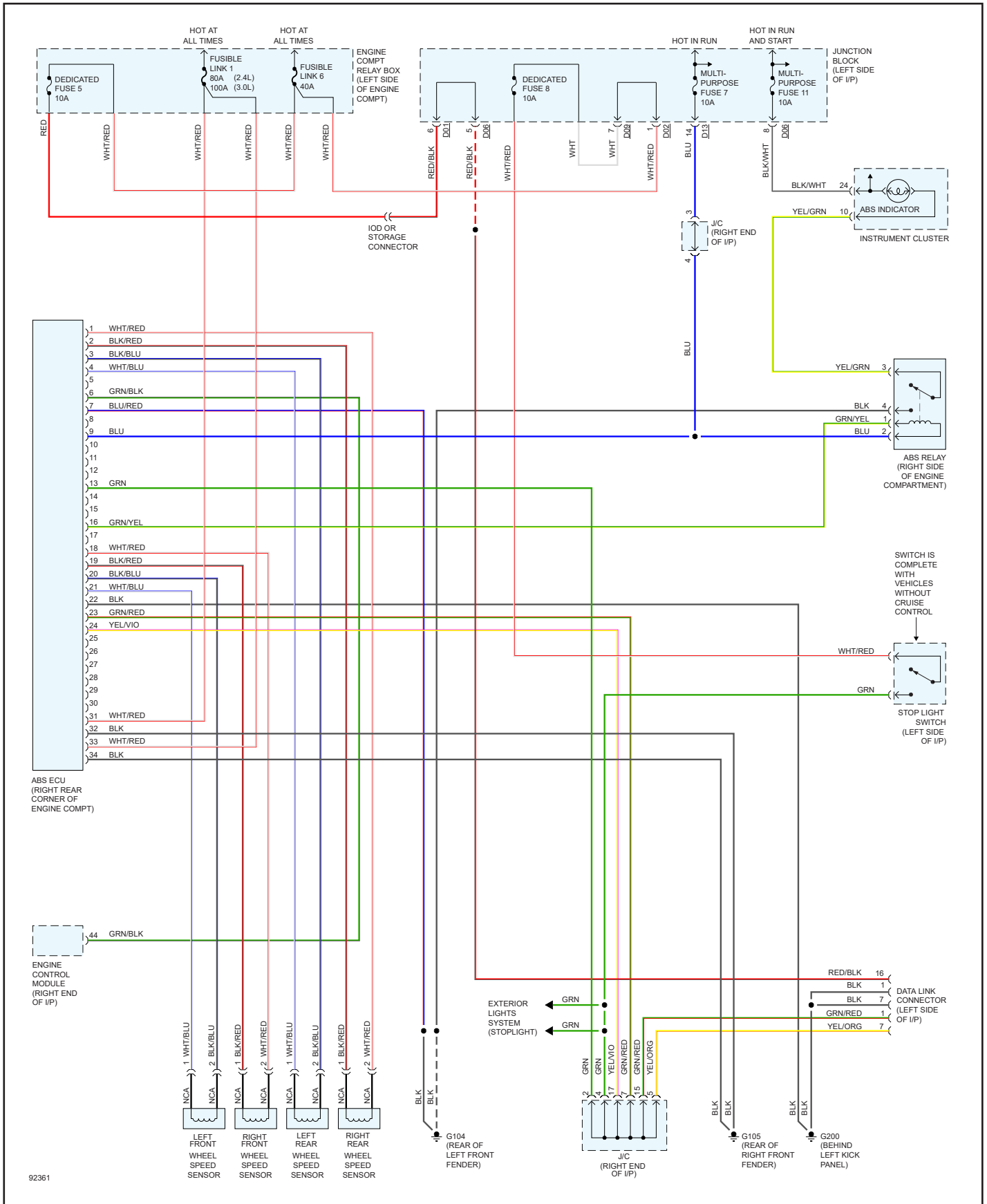
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1997 MITSUBISHI MONTERO SPORT 2WD V6-3.0L SOHC ANTI-LOCK BRAKES - 4-WHEEL DRIVE



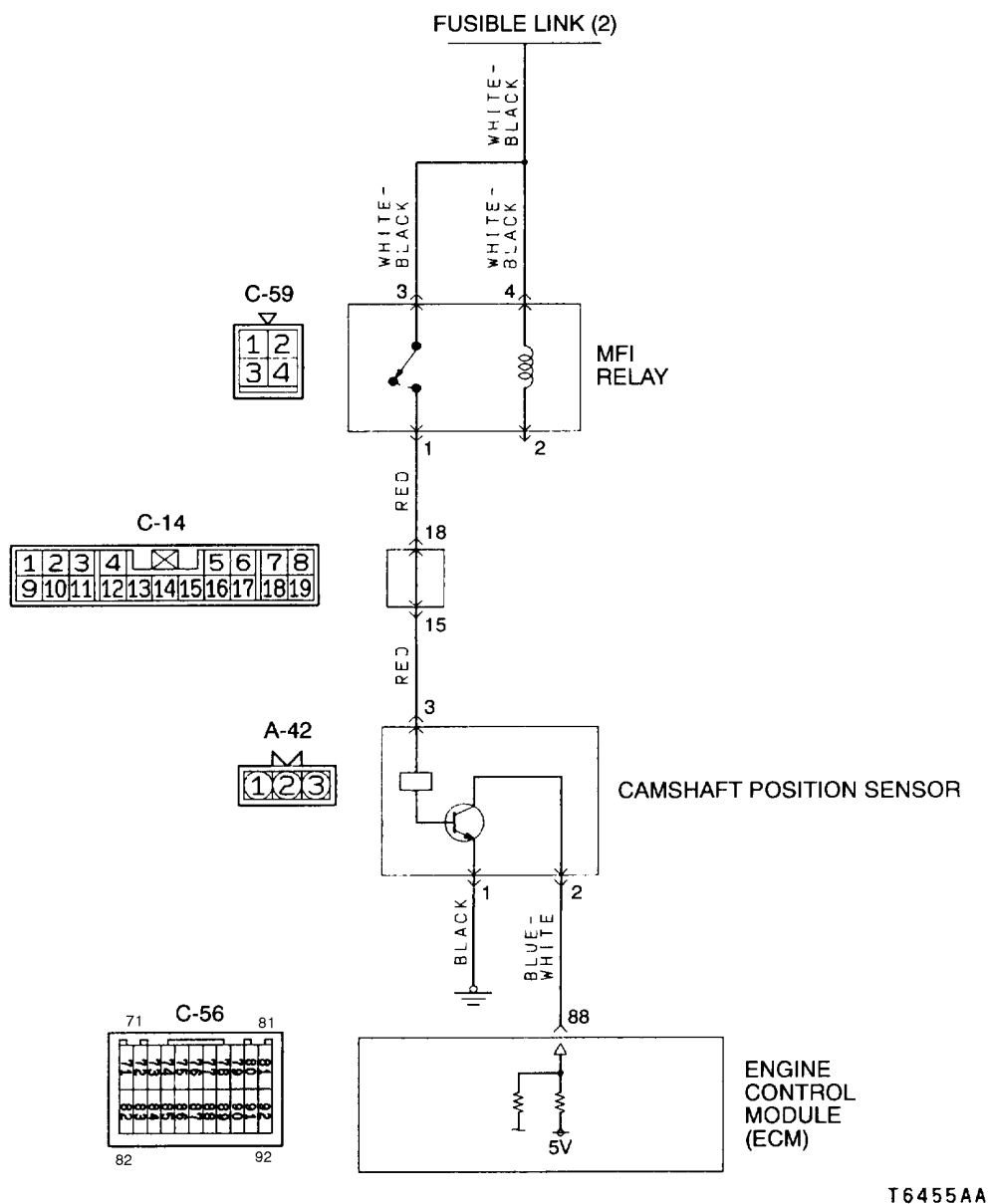
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1997 MITSUBISHI MONTERO SPORT 2WD V6-3.0L SOHC ANTI-LOCK BRAKES - RWD

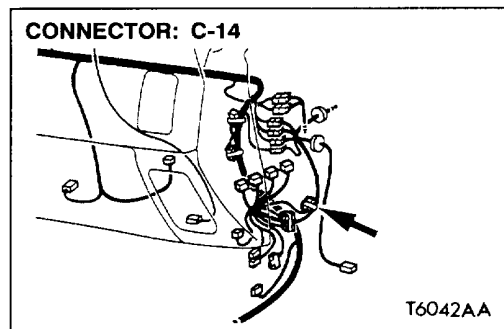
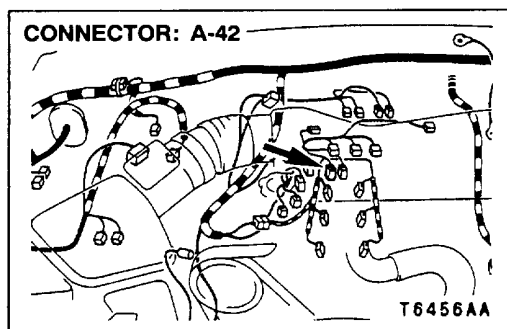


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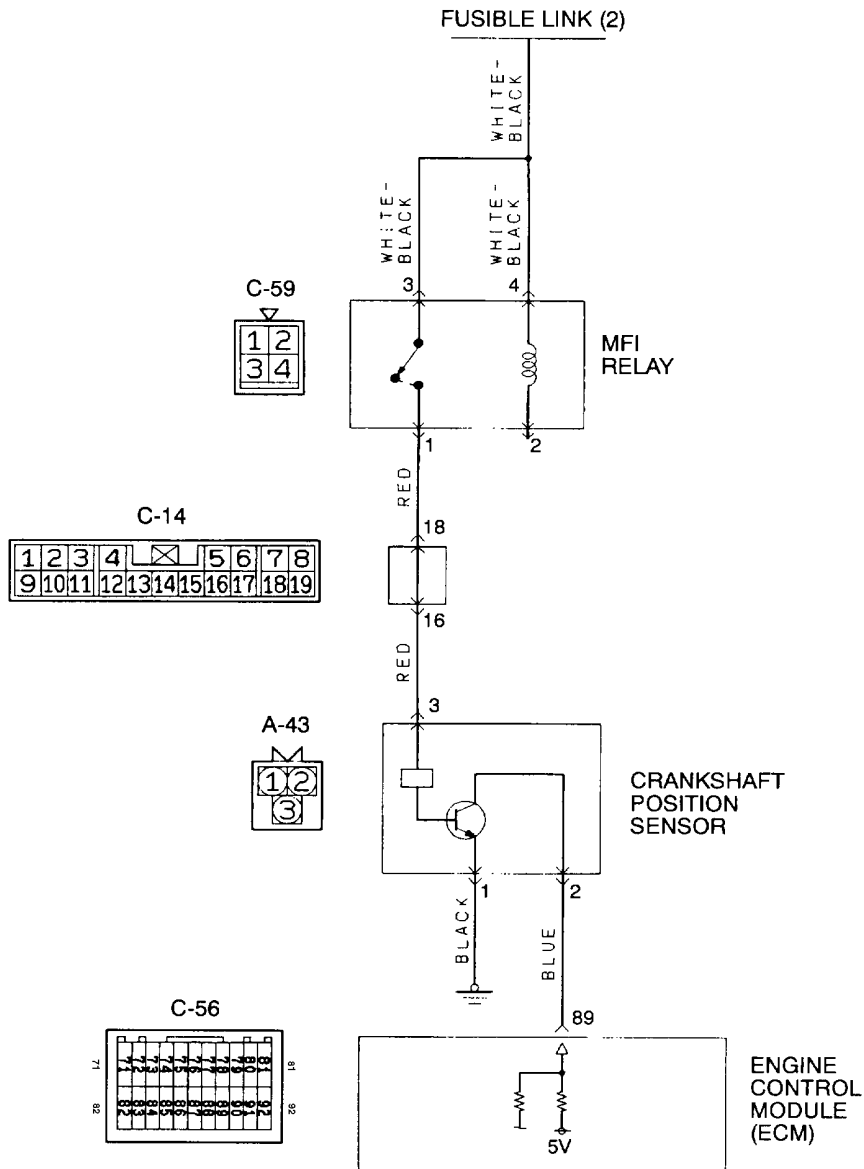
1997 MITSUBISHI MONTERO SPORT 2WD V6-3.0L SOHC CAMSHAFT POSITION SENSOR



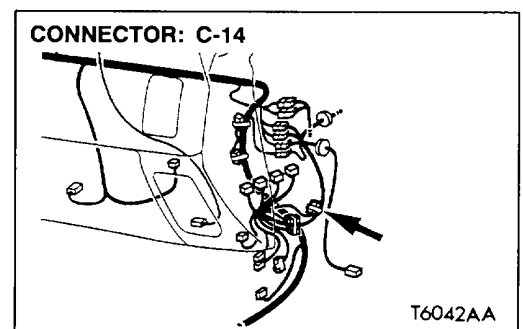
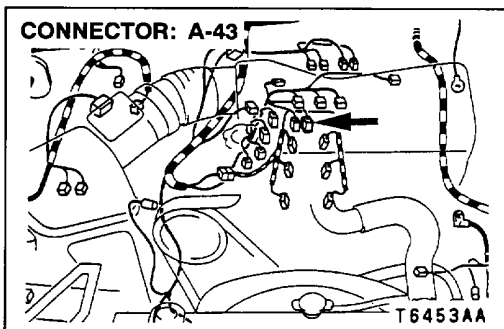
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1997 MITSUBISHI MONTERO SPORT 2WD V6-3.0L SOHC CRANKSHAFT POSITION SENSOR



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ENGINE COOLANT TEMPERATURE SENSOR



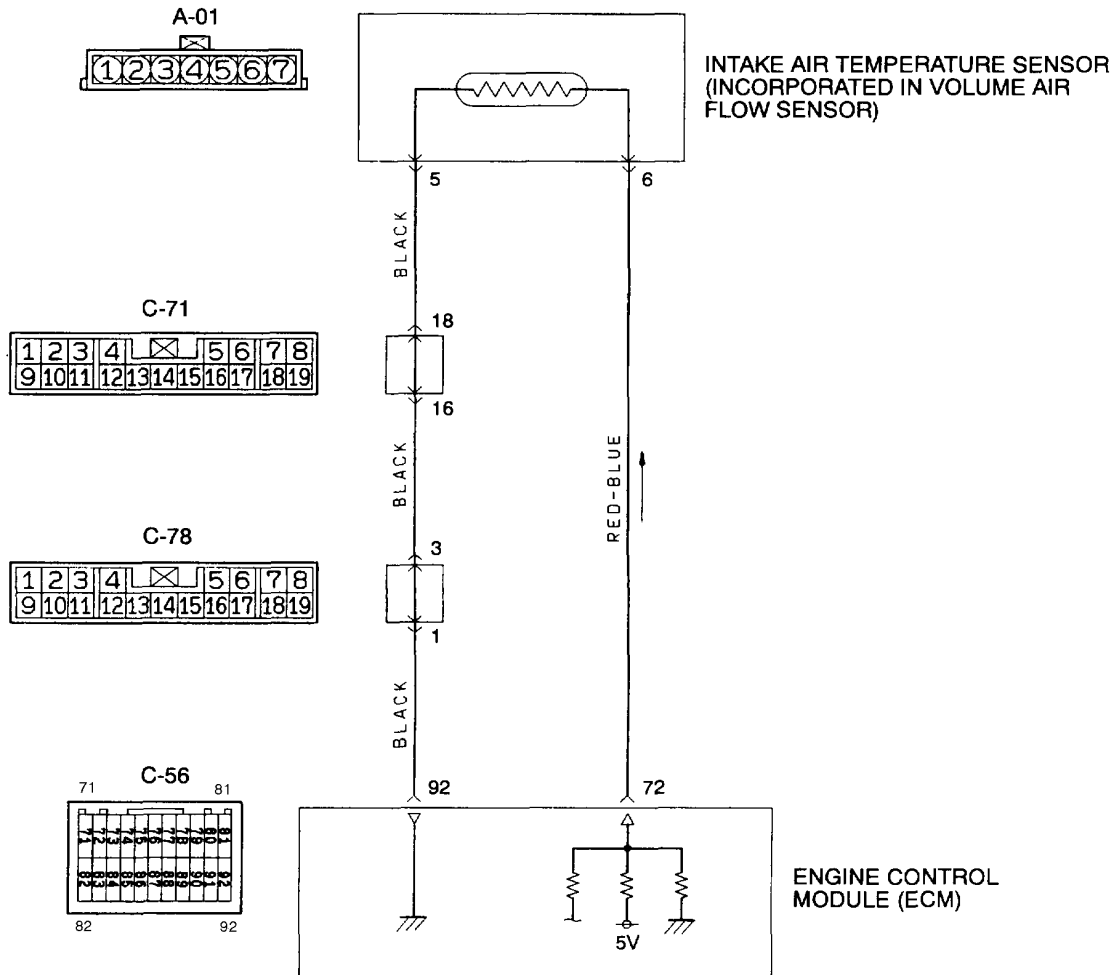
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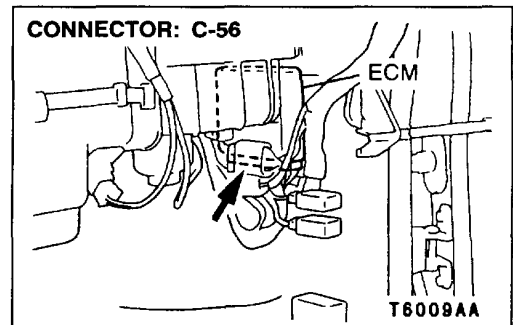
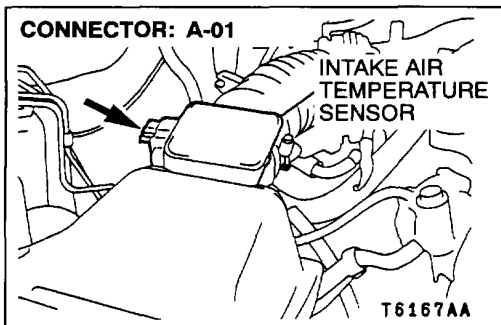
HEATED OXYGEN SENSOR



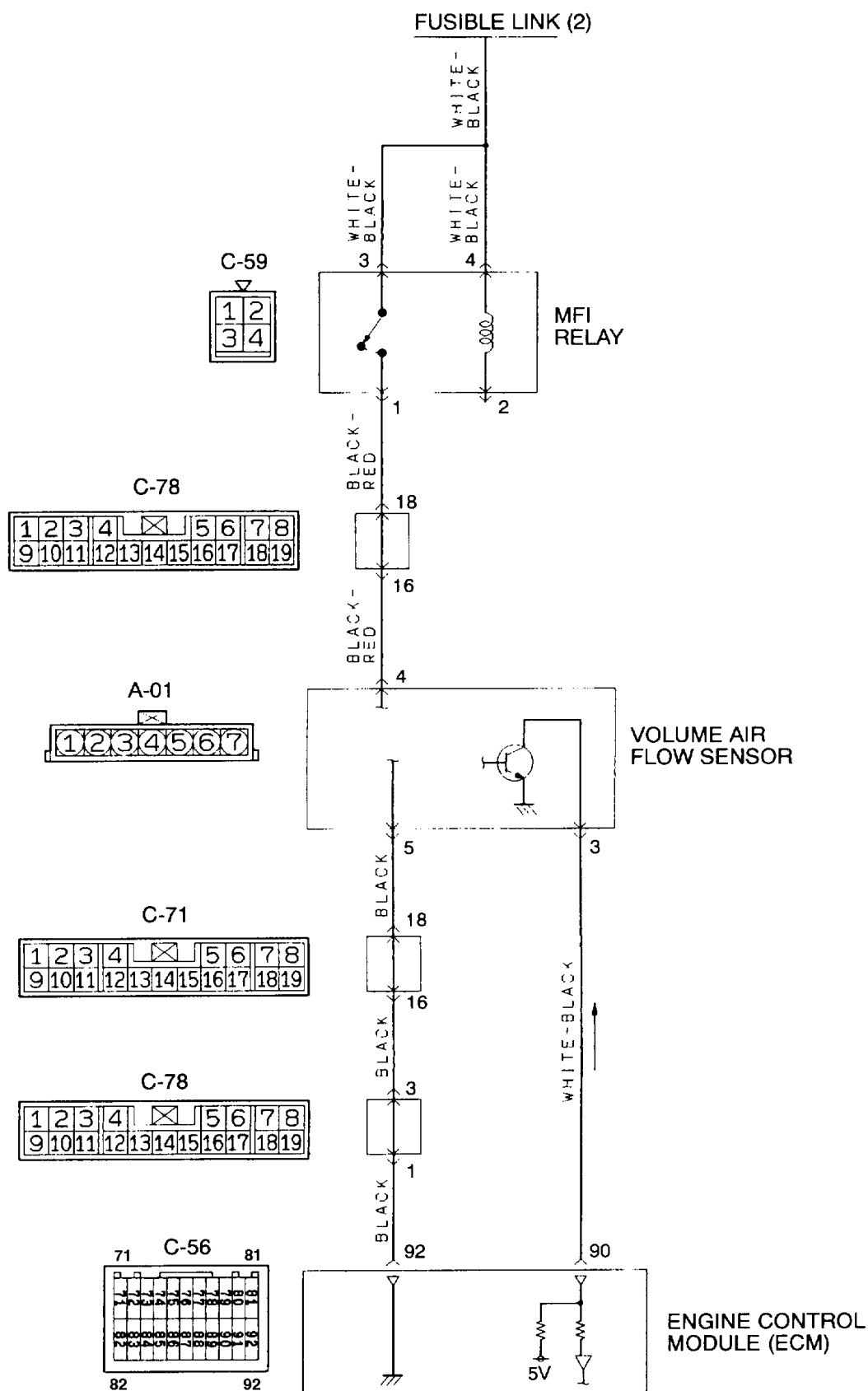
1997 MITSUBISHI MONTERO SPORT 2WD V6-3.0L SOHC INTAKE AIR TEMPERATURE SENSOR



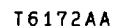
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1997 MITSUBISHI MONTERO SPORT 2WD V6-3.0L SOHC MASS AIR FLOW SENSOR

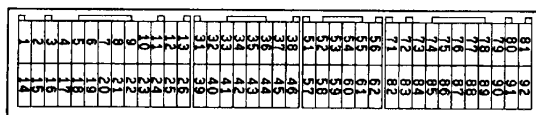


THROTTLE POSITION SENSOR



1997 MITSUBISHI MONTERO SPORT 2WD V6-3.0L SOHC PIN-OUT ENGINE CONTROL MODULE

PINOUT VALUES AND DIAGNOSTIC PARAMETERS



9FU0393

TERMI- NAL NO.	CHECK ITEM	CHECK CONDITION (ENGINE CONDITION)	NORMAL CONDITION
1	NO.1 INJECTOR	- ENGINE: WARM, IDLE - SUDDENLY DEPRESS THE ACCELERATOR PEDAL	FROM 11 – 14 V MOMENTARILY DROPS SLIGHTLY
14	NO.2 INJECTOR		
2	NO.3 INJECTOR		
15	NO.4 INJECTOR		
3	NO.5 INJECTOR		
16	NO.6 INJECTOR		
4	STEPPER MOTOR COIL <A1>	- ENGINE: WARM, IDLE - CHECK IMMEDIATELY AFTER HOT RESTART	B + ↔ 0 – 3 V (CHANGES REPEATEDLY)
17	STEPPER MOTOR COIL <A2>		
5	STEPPER MOTOR COIL <B1>		
18	STEPPER MOTOR COIL <B2>		

1997 MITSUBISHI MONTERO SPORT 2WD V6-3.0L SOHC

PIN-OUT ENGINE CONTROL MODULE

TERMI- NAL NO.	CHECK ITEM	CHECK CONDITION (ENGINE CONDITION)		NORMAL CONDITION
6	EGR SOLENOID <FEDERAL>	IGNITION SWITCH: "ON"		B +
		- ENGINE: IDLE - SUDDENLY DEPRESS THE ACCELERATOR PEDAL		FROM B + , DROPS MOMENTARILY
8	FUEL PUMP RELAY MODULE	IGNITION SWITCH: "ON"		0 – 0.5 V
		ENGINE: CRANKING		4 – 6 V
		ENGINE: IDLE, WARM (TWO MINUTES AFTER STARTING ENGINE)		0.7 – 2.8 V
10	IGNITION POWER TRANSISTOR UNIT A	ENGINE: 3,000 r/min		0.3 – 3.0 V
23	IGNITION POWER TRANSISTOR UNIT B			
11	IGNITION POWER TRANSISTOR UNIT C			
12	POWER SUPPLY	IGNITION SWITCH: "ON"		B +
25				
19	VOLUME AIR FLOW SENSOR RESET SIGNAL	ENGINE: IDLE		0 – 1 V
		ENGINE: 3,000 r/min		6 – 9 V
22	A/C COMPRESSOR CLUTCH RELAY	- ENGINE: IDLE - A/C SWITCH: "OFF" → "ON" (A/C COMPRESSOR IS OPERATING)		B + OR MO- MENTARILY 6 V OR MORE → 0 – 3 V AS A/C CLUTCH CYCLES
32	EVAPORATIVE EMISSION PURGE SOLENOID	IGNITION SWITCH: "ON"		B+
		ENGINE: WARM, 3,000 r/min		0 – 3 V
34	HEATED OXYGEN SENSOR HEATER (FRONT) <FEDERAL> LEFT BANK HEATED OXYGEN SENSOR HEATER (FRONT) <CALIFORNIA>	ENGINE: WARM, IDLE		0 – 3 V
		ENGINE: 5,000 r/min		B+
35	RIGHT BANK HEATED OXYGEN SENSOR HEATER (FRONT) <CALIFORNIA>	ENGINE: WARM, IDLE		0 – 3 V
		ENGINE: 5,000 r/min		B+
36	CHECK ENGINE/ MALFUNCTION INDICATOR LAMP	IGNITION SWITCH: "OFF" → "ON"		0 – 3 V → 9 – 13 V (AFTER SEVERAL SECONDS HAVE ELAPSED)
37	POWER STEERING PRESSURE SWITCH	ENGINE: WARM, IDLE	WHEN STEERING WHEEL IS STATIONARY	B +
			WHEN STEERING WHEEL IS TURNED	0 – 3 V

1997 MITSUBISHI MONTERO SPORT 2WD V6-3.0L SOHC

PIN-OUT ENGINE CONTROL MODULE

TERMI- NAL NO.	CHECK ITEM	CHECK CONDITION (ENGINE CONDITION)		NORMAL CONDITION
38	MFI RELAY (POWER SUPPLY)	IGNITION SWITCH: "OFF"		B +
		IGNITION SWITCH: "ON"		0 – 3 V
41	EVAPORATIVE EMISSION VENTILATION SOLENOID	IGNITION SWITCH: "ON"		B+
		AFTER THE ENGINE HAS WARMED UP, DRIVE THE VEHICLE AT A CONSTANT SPEED OF 88 km/h (55 mph). (OBD-II MONITORING CONDITIONS)		MOMENTARILY 0 – 3 V
42	HEATED OXYGEN SENSOR HEATER (REAR) <FEDERAL> LEFT BANK HEATED OXYGEN SENSOR HEATER (REAR) <CALIFORNIA>	ENGINE: WARM, IDLE		0 – 3 V
		ENGINE: 5,000 r/min		B+
43	RIGHT BANK HEATED OXYGEN SENSOR HEATER (REAR) <CALIFORNIA>	ENGINE: WARM, IDLE		0 – 3 V
		ENGINE: 5,000 r/min		B+
44	ANTI-LOCK BRAKE SIGNAL <M/T>	ENGINE: IDLE		B +
		- ENGINE START - FIRST TIME FROM ENGINE START VEHICLE SPEED: 0 → 10 km/h (0 → 0.6 mph)		CHANGES B + TO 0 – 3 V (TEMPORARILY)
45	A/C SWITCH	ENGINE: IDLE	TURN THE A/C SWITCH "OFF"	0 – 3 V
			TURN THE A/C SWITCH "ON" (A/C COMPRESSOR IS OPERATING)	B +
51	SPARK CHECK SIGNAL	ENGINE: 3,000 r/min		0.3 – 3.0 V
71	IGNITION SWITCH-ST	ENGINE: CRANKING		8 V OR MORE
72	INTAKE AIR TEMPERATURE SENSOR	IGNITION SWITCH: "ON"	WHEN INTAKE AIR TEMPERATURE IS 0°C (32°F)	3.2 – 3.8 V
			WHEN INTAKE AIR TEMPERATURE IS 20°C (68°F)	2.3 – 2.9 V
			WHEN INTAKE AIR TEMPERATURE IS 40°C (104°F)	1.5 – 2.1 V
			WHEN INTAKE AIR TEMPERATURE IS 80°C (176°F)	0.4 – 1.0 V
73	RIGHT BANK HEATED OXYGEN SENSOR (REAR) <CALIFORNIA>	- TRANSMISSION: 2ND GEAR <M/T>, "L" RANGE <A/T> - DRIVE AT WIDE OPEN THROTTLE - ENGINE: 3,500 r/min OR MORE		0.6 – 1.0 V
74	MANIFOLD DIFFERENTIAL PRESSURE SENSOR <FEDERAL>	ENGINE: IDLE		0.8 – 2.4 V
		- ENGINE: IDLE - SUDDENLY DEPRESS THE ACCELERATOR PEDAL.		RISES FROM 0.8 – 2.4 V SUDDENLY

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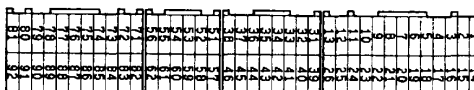
PIN-OUT ENGINE CONTROL MODULE

TERMI- NAL NO.	CHECK ITEM	CHECK CONDITION (ENGINE CONDITION)		NORMAL CONDITION
75	RIGHT BANK HEATED OXYGEN SENSOR (FRONT) <CALIFORNIA>	ENGINE: WARM, 2,500 r/min (CHECK USING A DIGITAL VOLTMETER)		0 ↔ 0.8 V (CHANGES REPEATEDLY)
76	HEATED OXYGEN SENSOR (FRONT) <FEDERAL> LEFT BANK HEATED OXYGEN SENSOR (FRONT) <CALIFORNIA>	ENGINE: WARM, 2,500 r/min (CHECK USING A DIGITAL VOLTMETER)		0 ↔ 0.8 V (CHANGES REPEATEDLY)
77	FUEL TANK DIFFER- ENTIAL PRESSURE SENSOR	ENGINE: IDLE		1.2 – 3.8 V
79	HEATED OXYGEN SENSOR (REAR) <CALIFORNIA> LEFT BANK HEATED OXYGEN SENSOR (REAR) <CALIFORNIA>	- TRANSMISSION: 2ND GEAR <M/T>, "L" RANGE <A/T> - DRIVING WITH THE THROTTLE WIDELY OPEN - ENGINE: 3,500 r/min or more		0.6 – 1.0 V
80	BACKUP POWER SUPPLY	IGNITION SWITCH: "OFF"		B +
81	SENSOR SUPPLIED VOLTAGE	IGNITION SWITCH: "ON"		4.5 – 5.5 V
82	IGNITION SWITCH-IG	IGNITION SWITCH: "ON"		B +
83	ENGINE COOLANT TEMPERATURE SENSOR	IGNITION SWITCH: "ON"	WHEN ENGINE COOLANT TEMPERATURE IS 0°C (32°F)	3.2 – 3.8 V
			WHEN ENGINE COOLANT TEMPERATURE IS 20°C (68°F)	2.3 – 2.9 V
			WHEN ENGINE COOLANT TEMPERATURE IS 40°C (104°F)	1.3 – 1.9 V
			WHEN ENGINE COOLANT TEMPERATURE IS 80°C (176°F)	0.3 – 0.9 V
84	THROTTLE POSITION SENSOR	IGNITION SWITCH: "ON" (CHECK FOR SMOOTH VOLTAGE INCREASE AS THROTTLE IS MOVED FROM IDLE POSITION TO WIDE OPEN THROTTLE)	IDLE	0.3 – 1.0 V
			WIDE OPEN THROTTLE	4.5 – 5.5 V
85	BAROMETRIC PRESSURE SENSOR	IGNITION SWITCH: "ON"	WHEN ALTITUDE IS 0 m (0 ft)	3.7 – 4.3 V
			WHEN ALTITUDE IS 1,200 m (3,937 ft)	3.2 – 3.8 V

1997 MITSUBISHI MONTERO SPORT 2WD V6-3.0L SOHC PIN-OUT ENGINE CONTROL MODULE

TERMI- NAL NO.	CHECK ITEM	CHECK CONDITION (ENGINE CONDITION)		NORMAL CONDITION
86	VEHICLE SPEED SENSOR	- IGNITION SWITCH: "ON" - MOVE THE VEHICLE SLOWLY FORWARD		0 $\pm$ 5 V (CHANGES REPEATEDLY)
87	CLOSED THROTTLE POSITION SWITCH	IGNITION SWITCH: "ON"	SET THROTTLE VALVE TO IDLE POSITION	0 – 1 V
			OPEN THROTTLE SLIGHTLY	4 V OR MORE
88	CAMSHAFT POSITION SENSOR	ENGINE: CRANKING		0.4 – 3.0 V
		ENGINE: IDLE		0.5 – 2.0 V
89	CRANKSHAFT POSITION SENSOR	ENGINE: CRANKING		0.4 – 4.0 V
		ENGINE: IDLE		1.5 – 2.5 V
90	VOLUME AIR FLOW SENSOR	ENGINE: IDLE		2.2 – 3.2 V
		ENGINE: 2,500 r/min		
91	PARK/NEUTRAL POSITION SWITCH <A/T>	IGNITION SWITCH: "ON"	MOVE THE SELECTOR LEVER TO "P" OR "N."	0 – 3 V
			MOVE THE SELECTOR LEVER TO "D", "2", "L" OR "R."	8 – 14 V

ECM CONNECTOR TERMINAL CHECK CHART (Harness Connected)



9FU0392

TERMINAL NO.	INSPECTION ITEM	NORMAL CONDITION (CHECK CONDITION)
1 – 12	NO.1 INJECTOR	13 – 16 Ω [AT 20°C (68°F)]
14 – 12	NO.2 INJECTOR	
2 – 12	NO.3 INJECTOR	
15 – 12	NO.4 INJECTOR	
3 – 12	NO.5 INJECTOR	
16 – 12	NO.6 INJECTOR	
4 – 12	STEPPER MOTOR COIL (A1)	28 – 33 Ω [AT 20°C (68°F)]
17 – 12	STEPPER MOTOR COIL (A2)	
5 – 12	STEPPER MOTOR COIL (B1)	
18 – 12	STEPPER MOTOR COIL (B2)	
6 – 12	EGR SOLENOID <FEDERAL>	34 – 44 Ω [AT 20°C (68°F)]
13 – BODY GROUND	ECM GROUND	CONTINUITY (0 Ω)
26 – BODY GROUND	ECM GROUND	
32 – 12	EVAPORATIVE EMISSION PURGE SOLENOID	34 – 44 Ω [AT 20°C (68°F)]

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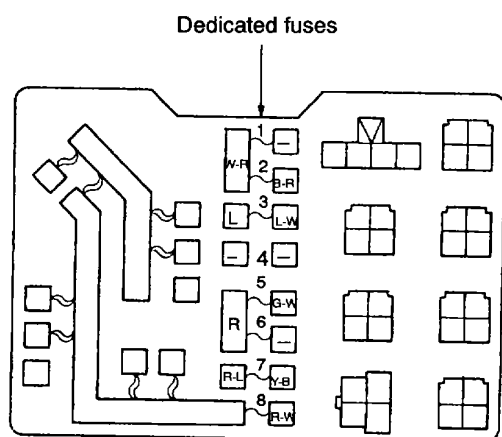
TERMINAL NO.	INSPECTION ITEM	NORMAL CONDITION (CHECK CONDITION)
34 – 12	HEATED OXYGEN SENSOR HEATER (FRONT) <FEDERAL> LEFT BANK HEATED OXYGEN SENSOR HEATER (FRONT) <CALIFORNIA>	7 – 40 Ω [AT 20°C (68°F)]
35 – 12	RIGHT BANK HEATED OXYGEN SENSOR HEATER (FRONT) <CALIFORNIA>	7 – 40 Ω [AT 20°C (68°F)]
41 – 12	EVAPORATIVE EMISSION VENTILATION SOLENOID	34 – 44 Ω [AT 20°C (68°F)]
42 – 12	HEATED OXYGEN SENSOR HEATER (REAR) <FEDERAL> LEFT BANK HEATED OXYGEN SENSOR HEATER (REAR) <CALIFORNIA>	7 – 40 Ω [AT 20°C (68°F)]
43 – 12	RIGHT BANK HEATED OXYGEN SENSOR HEATER (REAR) <CALIFORNIA>	7 – 40 Ω [AT 20°C (68°F)]
72 – 92	INTAKE AIR TEMPERATURE SENSOR	5.3 – 6.7 k Ω [WHEN INTAKE AIR TEMPERATURE IS 0°C (32°F)]
		2.3 – 3.0 k Ω [WHEN INTAKE AIR TEMPERATURE IS 20°C (68°F)]
		1.0 – 1.5 k Ω [WHEN INTAKE AIR TEMPERATURE IS 40°C (104°F)]
		0.30 – 0.42 k Ω [WHEN INTAKE AIR TEMPERATURE IS 80°C (176°F)]
83 – 92	ENGINE COOLANT TEMPERATURE	5.1 – 6.5 k Ω [WHEN ENGINE COOLANT TEMPERATURE IS 0°C (32°F)]
		2.1 – 2.7 k Ω [WHEN ENGINE COOLANT TEMPERATURE IS 20°C (68°F)]
		0.9 – 1.3 k Ω [WHEN ENGINE COOLANT TEMPERATURE IS 40°C (104°F)]
		0.26 – 0.36 k Ω [WHEN ENGINE COOLANT TEMPERATURE IS 80°C (176°F)]
87 – 92	CLOSED THROTTLE POSITION SWITCH	CONTINUITY (WHEN THROTTLE VALVE IS IDLE POSITION)
		OPEN (WHEN THROTTLE VALVE IS SLIGHTLY OPEN)
91 – BODY GROUND	PARK/NEUTRAL POSITION SWITCH <A/T>	CONTINUITY (WHEN SELECTOR LEVER IS AT "P" OR "N")
		NO CONTINUITY (WHEN SELECTOR LEVER IS AT "D", "2", "L" OR "R")

ECM CONNECTOR TERMINAL CHECK CHART (Harness Disconnected)

1997 MITSUBISHI MONTERO SPORT 2WD V6-3.0L SOHC FUSE & RELAY

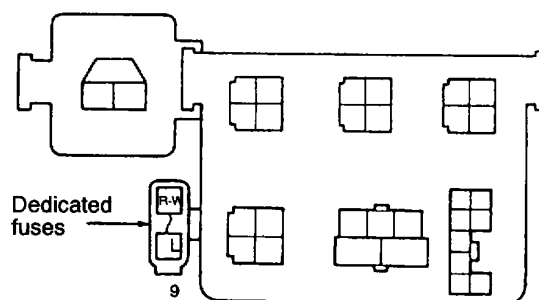
Power supply circuit	No.	Rated capacity (A)	Housing color	Circuit
—	1	—	—	—
Battery	2	10	Red	A/C compressor circuit
Battery	3	25	Transparent	Condenser fan motor circuit
—	4	—	—	—
Tail light relay (battery)	5	10	Red	Tail light circuit
—	6	—	—	—
Headlight relay (battery)	7	10	Red	Upper beam indicator circuit
Battery	8	10	Red	Hazard light circuit
Ignition switch (ACC)	9	15	Blue	Sunroof circuit

(Relay box in engine compartment)



16E0550

(Relay box in passenger compartment)

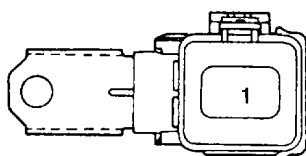


16E0586
00004184

1997 MITSUBISHI MONTERO SPORT 2WD V6-3.0L SOHC FUSE & RELAY

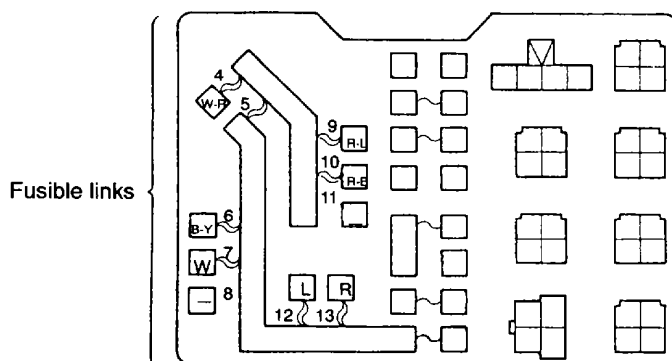
No.	Circuit	Housing color	Rated capacity (A)
1	ABS circuit (hydraulic unit power source)	Yellow	60
2	—	—	—
3	—	—	—
4	Junction block (Multi-purpose fuse No. 1, 6, 14, 16, 17 and 19) and A/C circuit	Yellow	60
5	Generator circuit	Blue	100
6	MFI circuit	Light blue	20
7	Ignition switch circuit	Green	40
8	—	—	—
9	Defogger circuit	Pink	30
10	Power window circuit, Power seat circuit	Pink	30
11	—	—	—
12	Condenser fan motor circuit	Pink	30
13	Generator, headlight and tail light circuit	Green	40

(Connected directly to battery positive terminal)
<Vehicles with ABS>



16A0335

(Relay box in engine compartment)



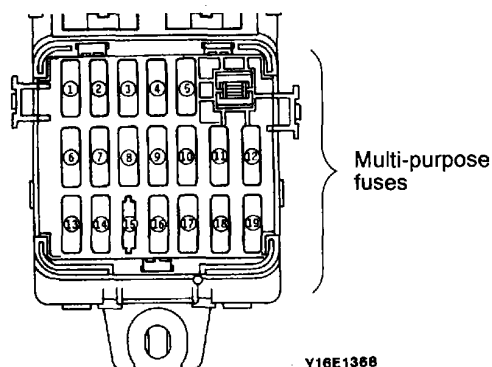
18E0410

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1997 MITSUBISHI MONTERO SPORT 2WD V6-3.0L SOHC FUSE & RELAY

Power supply circuit		No.	Rated capacity (A)	Load circuit
Battery		1	20	—
Ignition switch	(IG2)	2	10	ELC-4 A/T control module, Cruise control unit
		3	10	Blower motor relay, Headlight washer relay, Defogger relay
	(ACC)	4	10	Radio, Clock, Accessory socket relay, Cruise control unit, Data link connector
		5	15	Remote controlled mirror, Cigarette lighter
Battery		6	15	Door lock relay, Door lock control unit
Ignition switch	(IG2)	7	10	Overdrive relay, Variable shock absorber control unit, 4WD indicator control unit, ABS control unit, Combination meter
		8	10	Power window relay
	(ACC)	9	15	Wiper, Washer, Sunroof
		10	10	Horn
	(IG1)	11	10	Combination meter, Multi-meter, Motor antenna control unit, Buzzer assembly
		12	10	Turn-signal light, Hazard light, SRS diagnosis unit
Battery		13	10	—
		14	15	Accessory socket
		15	—	—
		16	25	Blower motor
		17	15	Stop light
Ignition switch	(IG1)	18	15	Back-up light, SRS air bag control unit
Battery		19	10	Engine control module, Dome light, Reading light, Cargo space light, Vanity mirror light, Clock, Door lock relay, Radio, Cruise control unit, ELC-4A/T control module, Ignition key hole illumination light timer.

(In junction block)



1997 MITSUBISHI MONTERO SPORT 2WD V6-3.0L SOHC

GLOSSARY OF TERMS

MODELOS DE AUTOS

CC: DESCAPOTABLE O CONVERTIBLE COUPE

GL: GRAN LUJO

GLS: GRAN LUJO SÚPER

GLX: GRAN LUJO EXTRA

GT: GRAND TOURING O GRAN TURISMO

GTI: GRAN TURISMO DE INYECCION

GTS: GRAN TURISMO DEPORTIVO

GTX: GRAN TURISMO EXCLUSIVO

ST: TECNOLOGÍAS DEPORTIVA

SS: MODELO SÚPER DEPORTIVO

MÓDULO DE CONTROL

ABS: SISTEMA ANTIBLOQUEO DE FRENOS

BCM: MÓDULO DE CONTROL DEL CUERPO

ECM: MÓDULO DE CONTROL DEL MOTOR

ECU: UNIDAD DE CONTROL DEL MOTOR

ESP: CONTROL ELECTRÓNICO DE ESTABILIDAD

PCM: MÓDULO DE CONTROL DEL TREN DE POTENCIA

PIM: MÓDULO DE INTERFAZ DEL TREN MOTRIZ

SRS: SISTEMA DE SEGURIDAD SUPLEMENTARIO

TCM: MÓDULO DE CONTROL DE LA TRANSMISIÓN

VCM: MÓDULO DE CONTROL DEL VEHICULO

FICM: MÓDULO DE CONTROL DEL INYECTOR DE COMBUSTIBLE

MOTOR

OHC: ÁRBOL DE LEVAS EN CULATA

SOCH: UN SOLO ÁRBOL DE LEVAS

DOCH: DOBLE ÁRBOL DE LEVAS

OHV: MOTOR DE 4 TIEMPOS DE VÁLVULAS EN LA CABEZA

SV: MOTOR DE 4 TIEMPOS DE VÁLVULAS LATERALES

SENSORES

CKP: SENSOR DE POSICIÓN DEL CIGUEÑAL

CMP: SENSOR DE POSICIÓN DE ÁRBOL DE LEVAS

ECT: SENSOR DE TEMPERATURA DEL REFRIGERANTE

EGT: SENSOR DE TEMPERATURA DEL GAS DE ESCAPE

IAT: SENSOR DE TEMPERATURA DE AIRE DE ENTRADA

KS: SENSOR DE DETONACIÓN

MAF: SENSOR DE FLUJO DE MASA DE AIRE

MAP: SENSOR DE PRESIÓN ABSOLUTA DEL MULTIPLE DE ADMISIÓN

O2: SENSOR DE OXYGENO

OPS: SENSOR DE PRESIÓN DE ACEITE

TPS: SENSOR DE POSICIÓN DEL ACELERAODR

TRS: SENSOR DE RANGO DE LA TRANSMISION

TSS: SENSOR DE VELOCIDAD DE LA TRANSMISIÓN

VSS: SENSOR DE VELOCIDAD DEL VEHÍCULO

1997 MITSUBISHI MONTERO SPORT 2WD V6-3.0L SOHC

GLOSSARY OF TERMS

SISTEMA DE TRACCIÓN

2WD: SISTEMA DE TRACCIÓN EN 2 RUEDAS

4WD: TRACCIÓN 4X4 CONECTABLE

AWD: TRACCIÓN EN LAS 4 RUEDAS PERMANENTE

FWD: TRACCIÓN DELANTERA

RWD: TRACCIÓN TRASERA

4X4: TRACCIÓN EN LAS 4 RUEDAS

ASR: SISTEMA DE CONTROL DE TRACCIÓN

QUATTRO: TRACCIÓN PERMANENTE A LAS CUATRO RUEDAS (TERMINO COMUNMENTE USADO EN AUTOS AUDI)

SISTEMAS

A/C: AIRE ACONDICIONADO

AC: CORRIENTE ALTERNA

EGR: RECIRCULACIÓN DE GASES DE ESCAPE

EVAP: SISTEMA DE CONTROL DE EMISIONES EVAPORATIVAS

VVT: SISTEMA DE DISTRIBUCIÓN VARIABLE

SISTEMA DE INYECCIÓN

COMMON-RAIL: SISTEMA ELECTRÓNICO DE INYECCIÓN DE COMBUSTIBLE PARA MOTORES DIESEL

HPI: MOTORES DE GASOLINA DE INYECCIÓN DIRECTA

JTD: MOTORES DIÉSEL DE INYECCIÓN DIRECTA CON "COMMO RAIL"

EFI: INYECCIÓN ELECTRÓNICA DE GASOLINA

TSI: INYECCIÓN ESTRATIFICADA CON TURBOCARGADOR (MOTORES A GASOLINA)

TD: MOTORES TURBO DIÉSEL

TDI: MOTOR TURBO DIÉSEL CON INYECCIÓN DIRECTA (TIPO DE INYECCIÓN COMUNMENTE USADA POR VOLKSWAGEN)

FSI: INYECCIÓN ESTRATIFICADA DE GASOLINA

TFSI: INYECCIÓN ESTRATIFICADA DE GASOLINA CON TURBO

HDI: INYECCIÓN DIÉSEL DE ALTA PRESIÓN

SISTEMA DE TRANSMISIÓN

A/T: TRANSMISIÓN AUTOMÁTICA

M/T: TRANSMISIÓN MANUAL

CVT: TRANSMISIÓN CONTINUAMENTE VARIABLE

SISTEMA DE CILINDROS Y VÁLVULAS

L4: MOTOR DE 4 CILINDROS EN LINEA

L6: MOTOR DE 6 CILINDROS EN LINEA

V2: MOTOR DE 2 CILINDROS EN POSICIÓN V

V6: MOTOR 6 CILINDROS EN POSICIÓN V

V8: MOTOR DE 8 CILINDROS EN POSICIÓN V

V10: MOTOR DE 10 CILINDROS EN POSICIÓN V

V12: MOTOR DE 12 CILINDROS EN POSICIÓN V

20VT: 20 VÁLVULAS TURBO

CVVT: SINCRONIZACIÓN DE VALVULAS CONTINUAMENTE VARIABLE