



KIA SERVICE INFORMATION SYSTEM



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## Sequential MFI (2.0DL) Wiring Diagram & Troubleshooting (Page 25 thru 25-9)

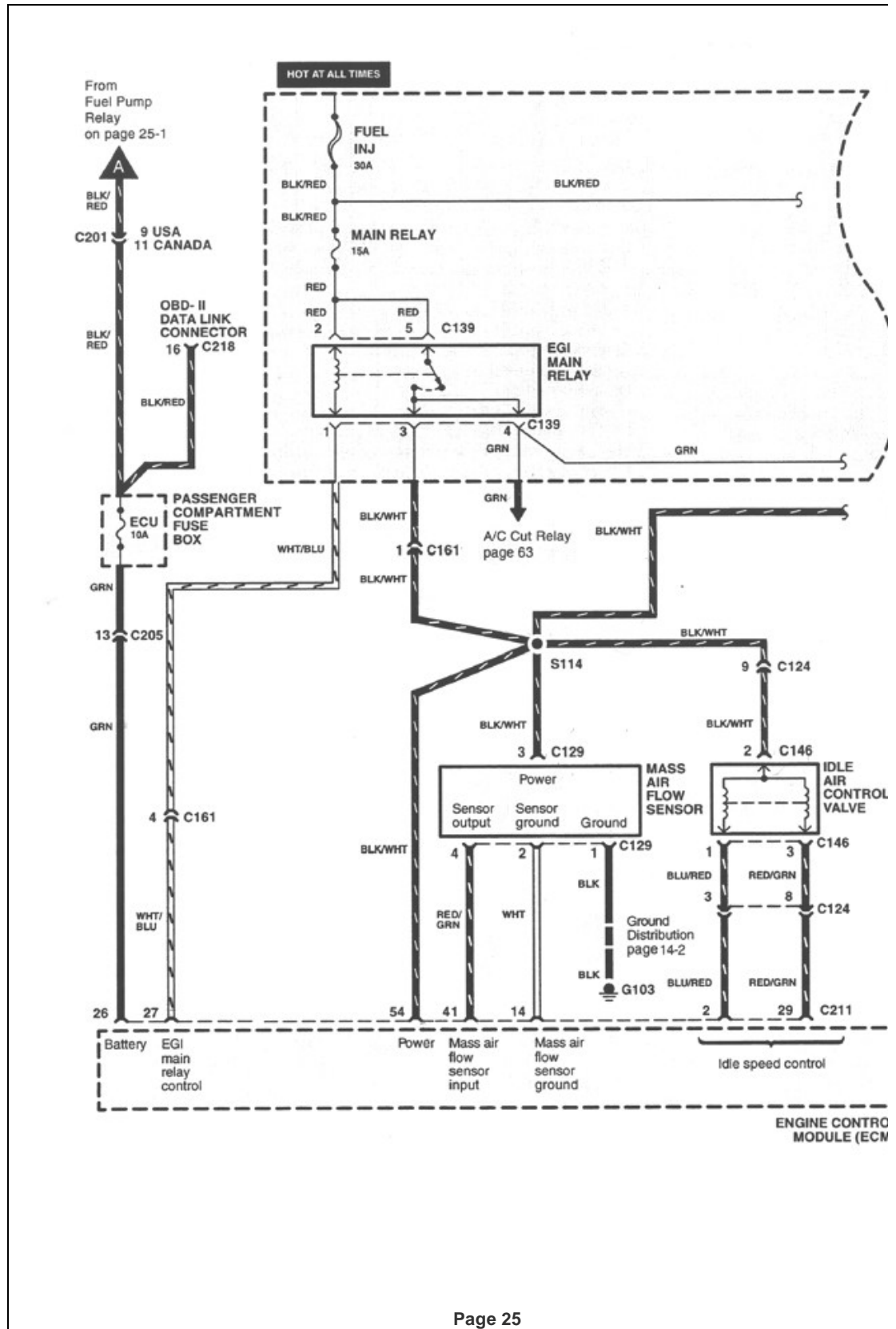
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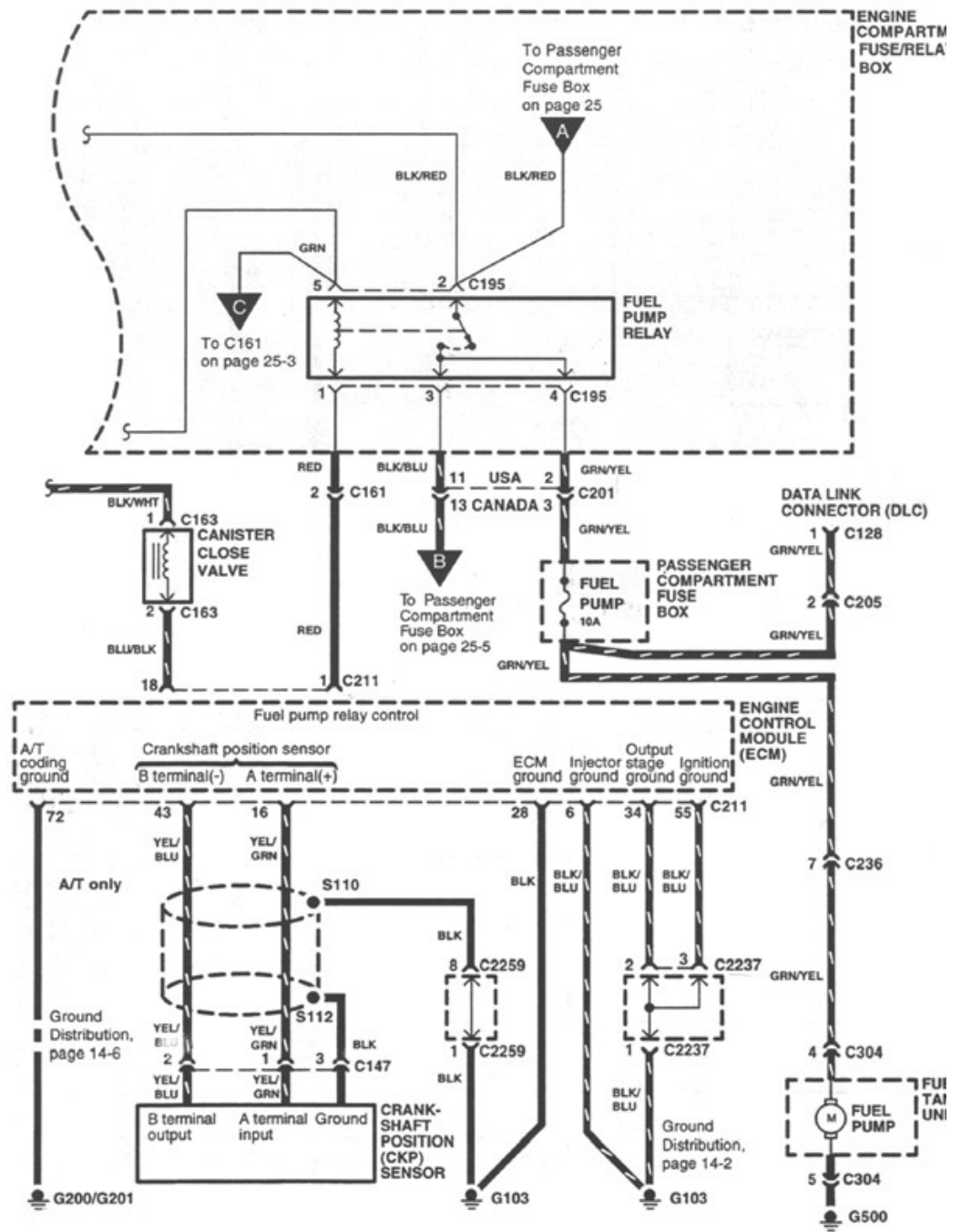
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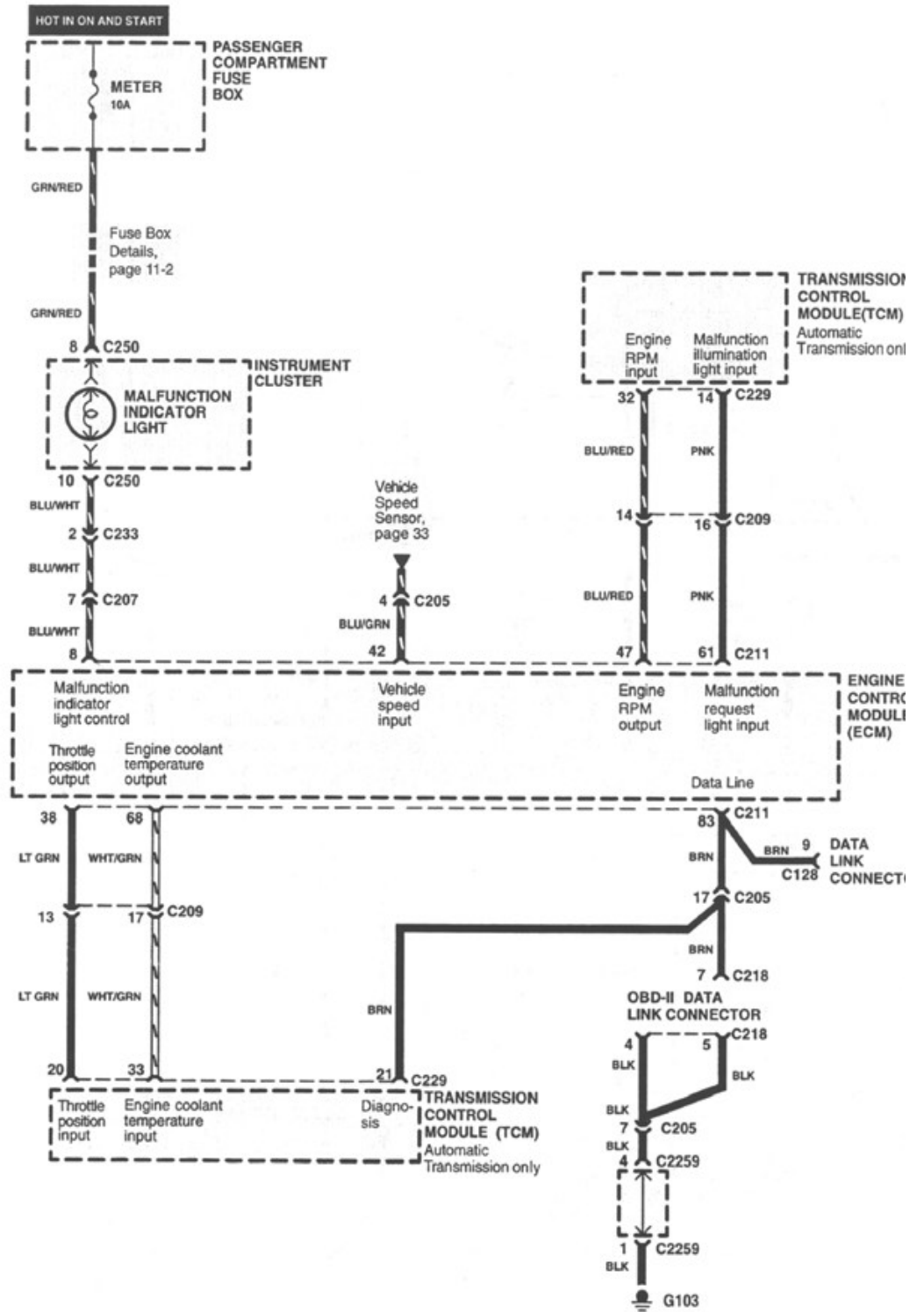
## DIAGRAM

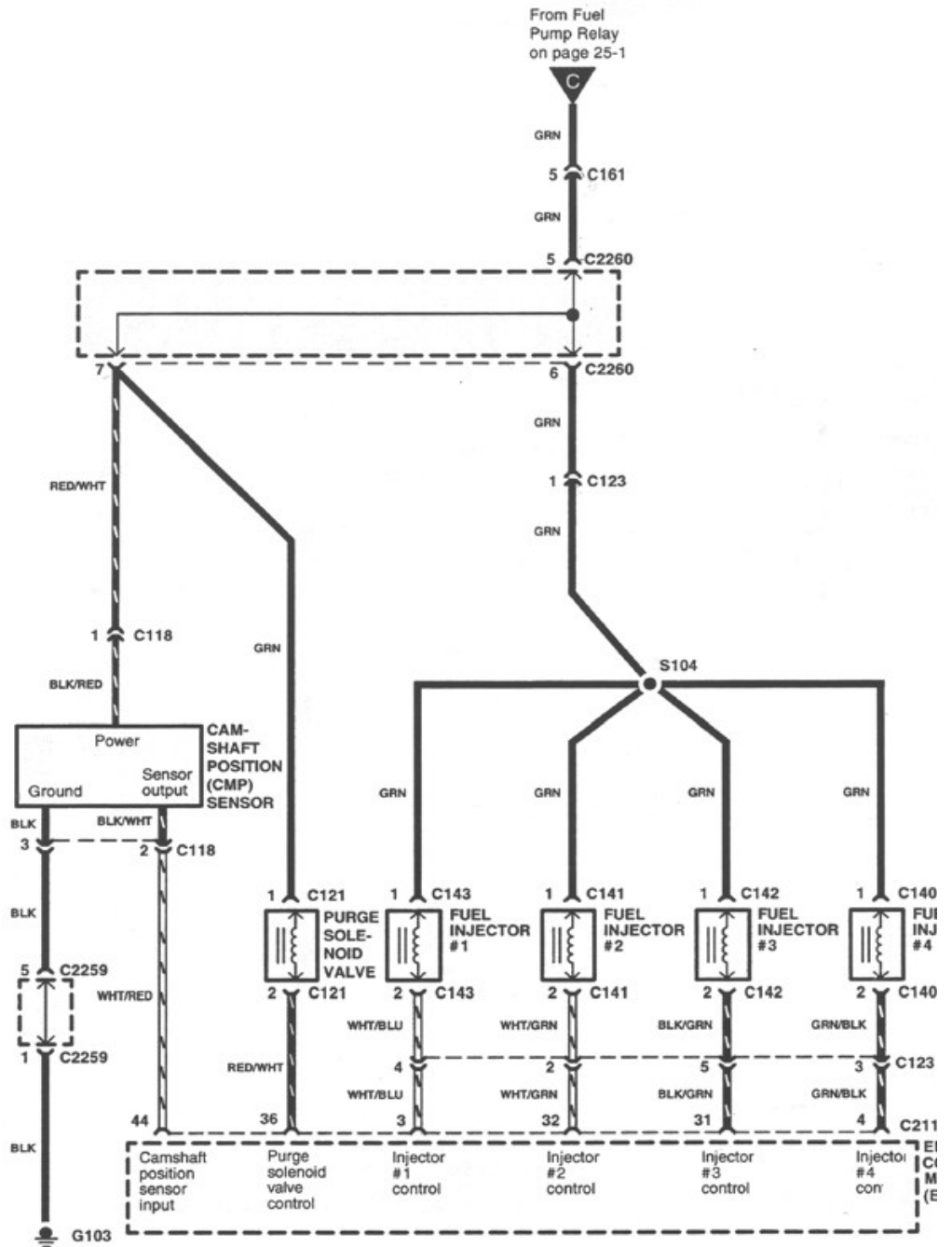
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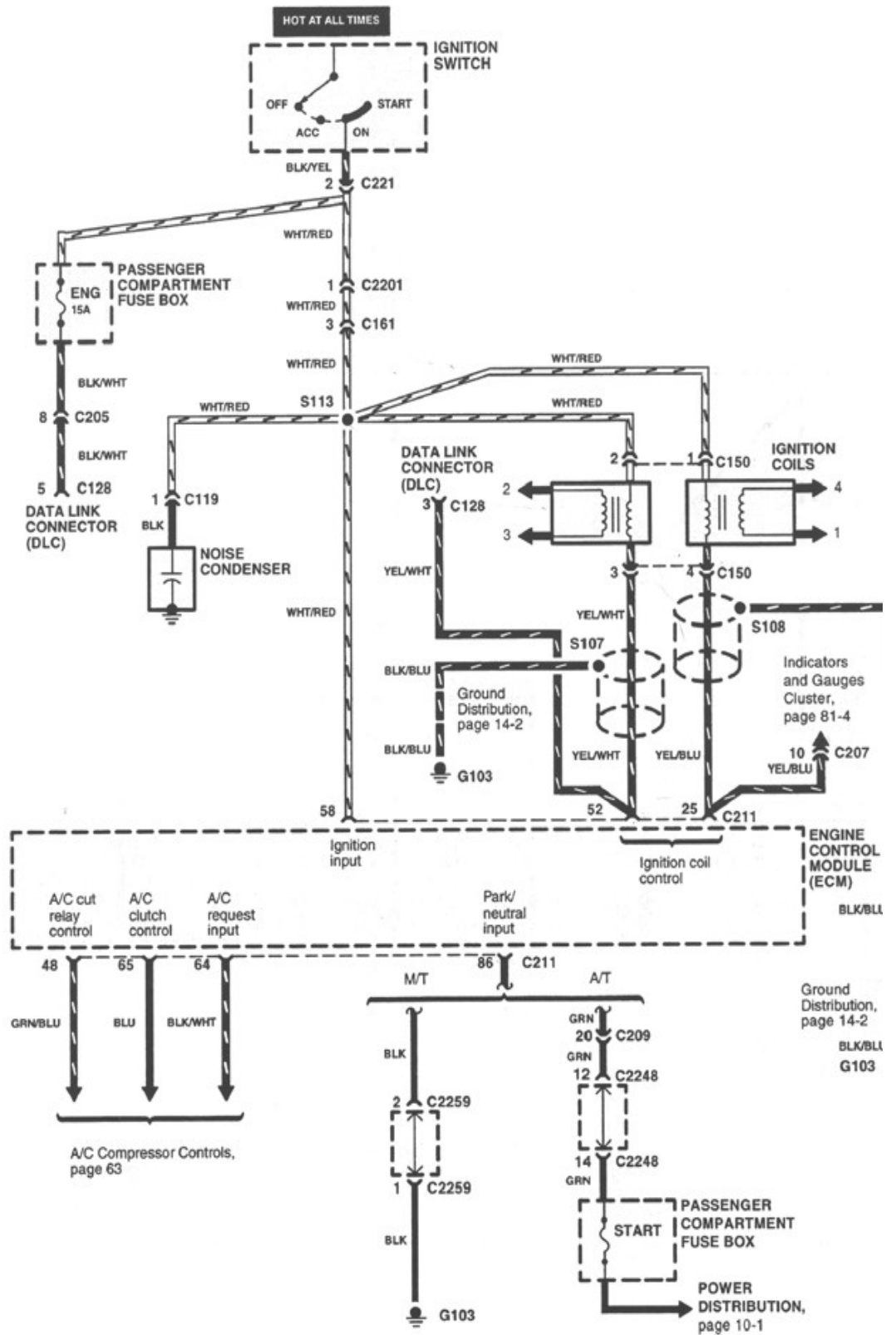
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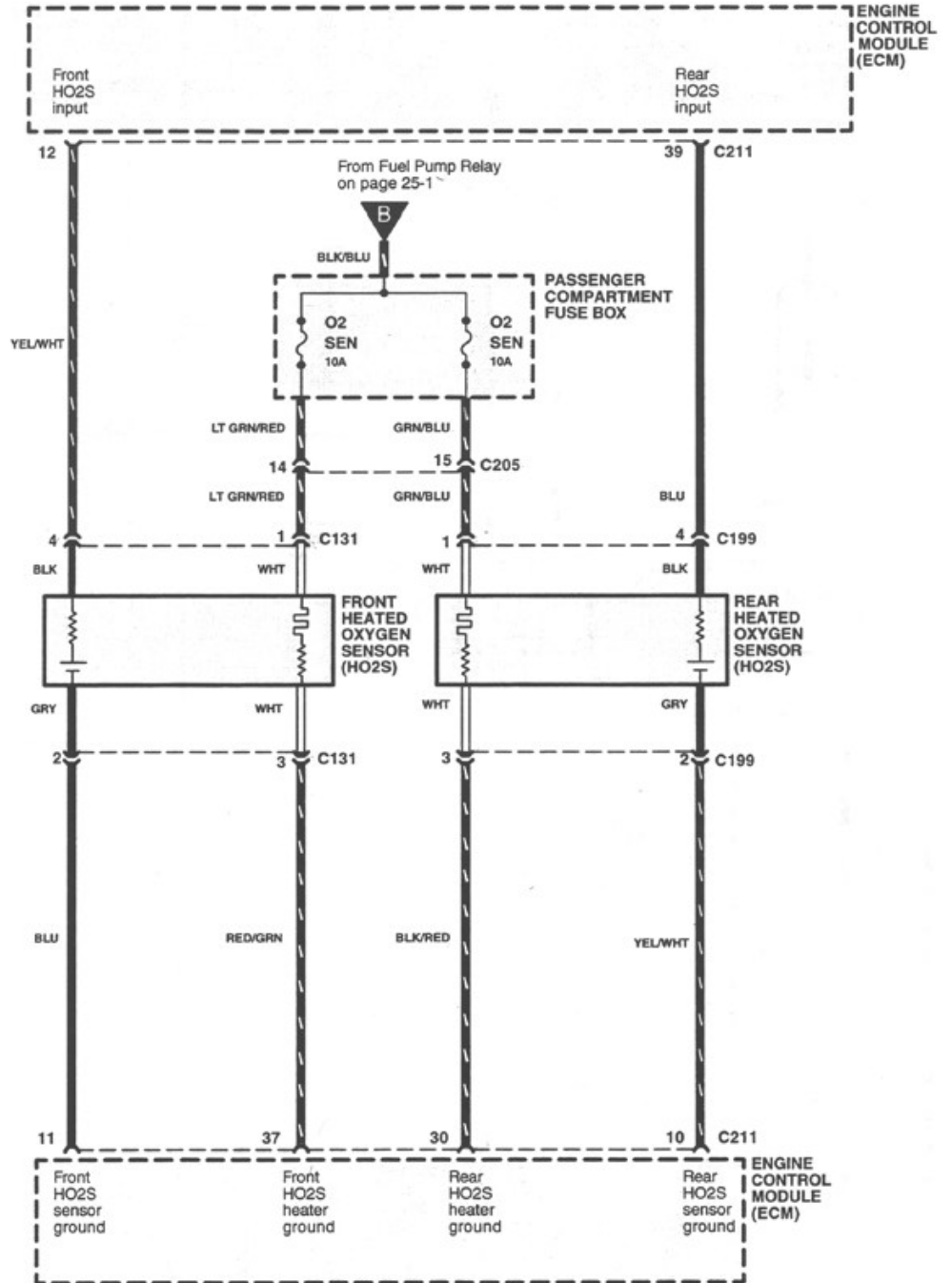






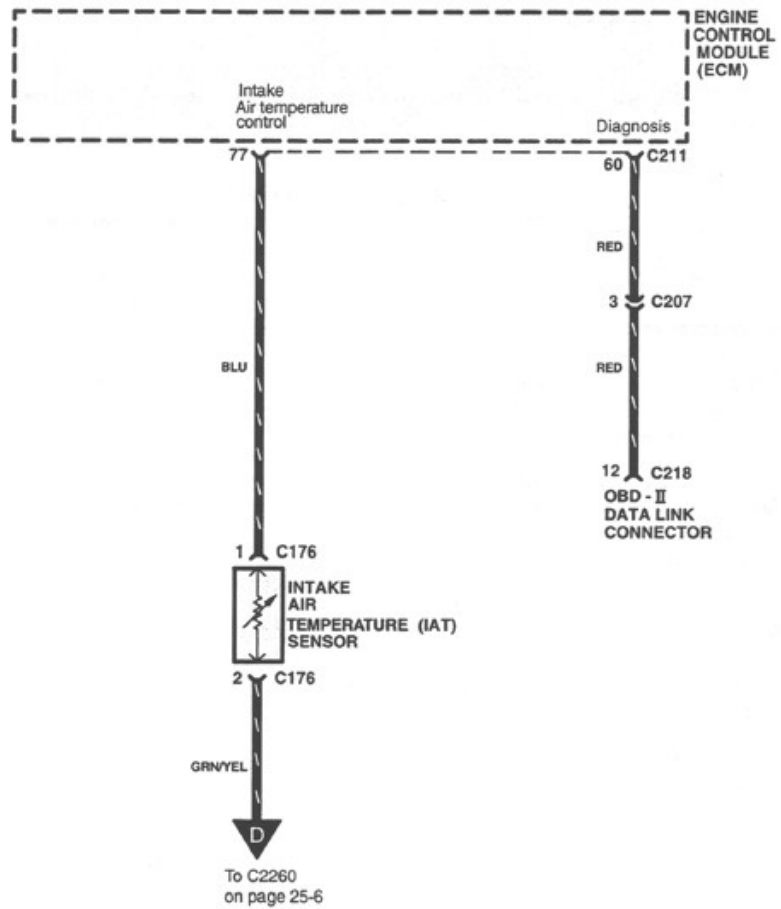


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### COMPONENT LOCATION INDEX

Camshaft Position (CMP) Sensor	Middle of engine compartment, in back of cylinder head	23
Canister Close Valve	Right side of engine compartment, in front of engine	100
Chassis Acceleration Sensor	Lower right rear corner of engine compartment	8
Crankshaft Position (CKP) Sensor	Lower left side of engine	25
Data Link Connector (C128)	Left rear of engine compartment	27
EGI Main Relay	Right side of engine compartment, in engine compartment fuse/relay box	15

Enging Control Module (ECM)	Behind lower right side of I/P, under floor carpet, near right kick panel	62
Engine Coolant Temperature Sensor	Front of engine	6
Front Heated Oxygen Sensor	Left side of engine compartment, left of brake/clutch fluid reservoir	24
Fuel Injector 1	Right side of engine on fuel riil	14
Fuel Injector 2	Right side of engine on fuel riil	14
Fuel Injector 3	Right side of engine on fuel riil	14
Fuel Injector 4	Right side of engine on fuel riil	14
Fuel Pump Relay	Right side of engine compartment, in engine compartment fuse/relay box	154
Fuel Tank Unit	In fuel tank	83
Idle Air Control Valve	Middle rear of engine compartment	13
Ignition Coils	Top of engine, beneath coil cover	22
Ignition Switch	Below left side of I/P	51
Instrument Cluster	Left side of dash, behind I/P	54
Knock Sensor	Left side of engine, above oil filter	12
Mass Air Flow Sensor	Left side of engine compartment, in front of brake master cylinder	27
Noise Condenser	Center rear of engine compartment	23
OBD-II Data Link Connector	Below left side of I/P, right of steering column	30
Purge Solenoid Valve	Right side of engine compartment, in front of engine	9
Rear Heated Oxygen Sensor	In exhaust pipe, rear of catalytic converter	19
Throttle Position Sensor	Right side of engine	13
Transmission Control Module	Below left side of I/P	50
C123	Below left side of I/P	59
C124	Center rear of engine	21
C128	Left rear of engine compartement	27
C161	Center rear of engine	21
C201	Right side of fender	110
C205	Behind right center of I/P	57
C207	Behind left side of I/P	57
C208	Under passenger side floor carpet	58
C209	Behind right center of I/P	57
C221	Behind left side of I/P, below steering column	51
C231	Behind left side of I/P	43
C236	Behind lower left side of I/P	44
C250	On instrument cluster	54
C289	Behind right center of I/P	57
G103	Center rear of engine compartment	98
G200	Left kick panel, below passenger compartment fuse/relay box	42
G201	At right kick panel	62

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## SEQUENTIAL MULTIPOINT FUEL INJECTION

This system supplies the engine with the air/fuel mixture necessary for combustion. The air induction system and fuel injection system work in conjunction with an electronic engine control system which consists of various sensors, switches, and an ECM. All sensors and switches are connected to the ECM which interprets the data it receives and computes the timing and the duration so that the electrically operated injector is energized.

The basic fuel requirement of the engine is determined from the data supplied to the ECM by the mass air being drawn into the engine. Other sensors and switches are used to measure :

- Intake air temperature

- Barometric pressure
- Engine coolant temperature
- Engine speed
- Exhaust oxygen content

The various sensors and switches detect any changes in the operation conditions and send signals to the ECM. This permits the ECM to opening duration (pulse width) of the injectors and to maintain optimum exhaust emission control and engine performance for all operating conditions.

## IGNITION SYSTEM

With the ignition switch in the "ON" or "START" position, battery voltage is applied to the ignition coils at C150, terminals 1 and 2. The engine control module (ECM) generates the ignition pulses, based on the input received from other sensors. The ignition pulses are applied through shielded cables (to reduce radio interference) at C150, terminals 3 and 4. The coils amplify the voltage and pass the amplified pulse directly to the spark plugs.

For diagnosis of the sequential fuel injection system, refer to the *2000 Sportage Service Manual*.

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