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Air Flow Sensor. 4: Pressure Sensor. 5: Throttle Position Sensor. 6: ... Engine Coolant Temp sensor voltage too high. 32: EGR Solenoid Circuit. 32: EGR System Failure. 33: A/C Clutch Relay Circuit. 35: High Speed Fan Control Relay Circuit. 35: ... 4G93: Mitsubishi MPI: Expo/LRV 2.4L FWD – California:

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There may be some other reasons also, such as out of order positive crankcase ventilation valve, air flow sensor, throttle body position sensor or dirty throttle body. Besides, in ~150,000 miles (250,000 km) the oil consumption increases for the engine BMW M62. It is necessary to replace the valve stem seals upon it.

BMW M62B44 Engine | Turbo, reliability, specs, problems
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4. If the 4A engine doesn't want to start, it is connected with the engine coolant temperature. Check it. 5. If the rough idle, clean the throttle body and idle air control valve, check the spark plugs and injectors with the PCV valve. 6. If the 4A engine stalling, check the fuel filter, fuel pump and ignition distributor. 7.

Toyota 4A Engine | Turbo, 4AGE cams, ITB, differences, etc.
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The good news is that you don't have to swap a whole Evo engine: The head itself is enough to reap 90% of the benefits! The 4G64 engine in your Eclipse/Galant/etc is a 2. The complete engine assembly includes a water pump, electric generator, intake manifold, exhaust manifold, oil filter, distributor system, starter, air-con compressor.

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The XEDE Processor integrates with an existing (usually factory) Engine Management System. The operation of the XEDE is to modify the signals from the Air flow meter / Map sensor and the Crankshaft position sensor before the factory ECU sees the signals. By changing the values of these signals, the resultant outputs from the ECU will be changed.

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