



MITSUBISHI MOTORS CORPORATION

NEWS LETTER

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Model: CK-6G7GDI	Date: Jan. 18, 2002			Nº: 02 - 008		
	Distribution No. by market					
Group: FUEL (13)	G. EXP	EUR	MMAL	CHRY.	MMSA	US TERR.
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Subject: **Repair procedure for poor acceleration, lack of power and low peak out**

This News Letter is to inform you of the troubleshooting and repair procedure for the subject phenomena.

Symptom and cause:

Engine speed does not rev up, poor acceleration, lack of power, seems to be a limiter works at 3,000 – 5,000 rpm, or drop into the failsafe mode under DTC P0190 and/or P1200 although the condition is normal at idling and low engine speed.

It is due to insufficient fuel flow caused by blocked filter in a high-pressure fuel pump. This filter is blocked by many foreign particles passing through a gap at a low-pressure fuel pump module second filter poor adhesion part.

Production fix:

Improving sealing performance of a low-pressure fuel pump module second filter by changing adhesion method between a filter paper and its plastic end plate from epoxy adhesive type into ultra sonic welding type.

And a material of a low-pressure fuel pump motor commutator has been changed from copper to carbon to avoid fuel oxidization caused by copper wearing powder acting as a catalyst.

The both action have been taken place in a production as from the middle December 2001.

Field fix:

Please conduct rectification work on complain basis in accordance with following procedure.

Necessary parts:

Part Name	Part Number	Qt'y	Remarks
Fuel pump ass'y	MR990882	1	New part number applied
Filter	MD619962	1	Newly established
O-ring, fuel line	MB554317	1	Must be changed when disassembled
Special service tool	-	-	Supplied separately (refer to attached)

Affected vehicles:

CK-Pajero/Montero 6G7GDI from Job #1 to the middle December 2001 production.

WSC submission/reimbursement:

Submit a WSC form 'A' quoting the following information.

Position Code	A code	B code	Operation Code	Actual Hours	Parts
135031	57	04	13503199	(Estimated: 1.5h)	See above

Copy:	International After-Sales Department	
		M. Miyatake - Manager International After-Sales Dept.

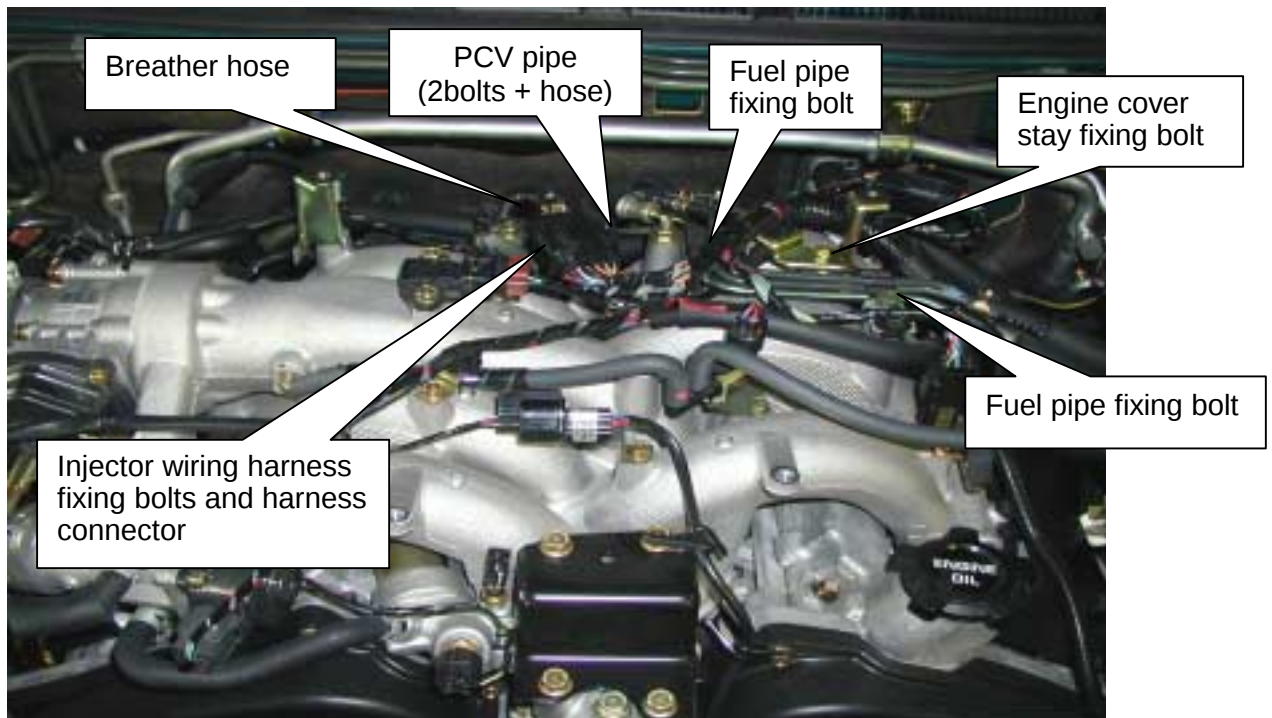
Repair procedure

1. After engine warming up, set the MUT-II to monitor fuel pressure.
2. Check if fuel pressure drops when engine revs up.
3. In case of this condition, replace a low-pressure fuel pump ass'y with a new one (MR990882) in accordance with the Workshop Manual and a high-pressure fuel pump filter (MD619962) in accordance with the following procedures.

[Notes]

- Make sure to reduce pressure in a fuel line and disconnect the negative (-) cable from the battery.
- It is not necessary to change an injector driver even if DTC P1200 is output.
- Check for the rust inside of the fuel tank visually when replacing a fuel pump ass'y, and change it with a new one if the rust is observed.

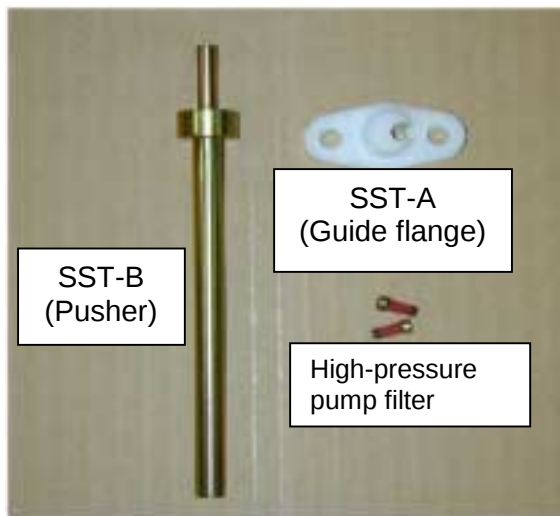
4. Remove the engine cover and all the parts shown in the following picture.



5. Remove 2 fixing bolts of the fuel pressure hose connection flange.
Cope with seeping fuel and clean up the fixing base.



[Special service tool]



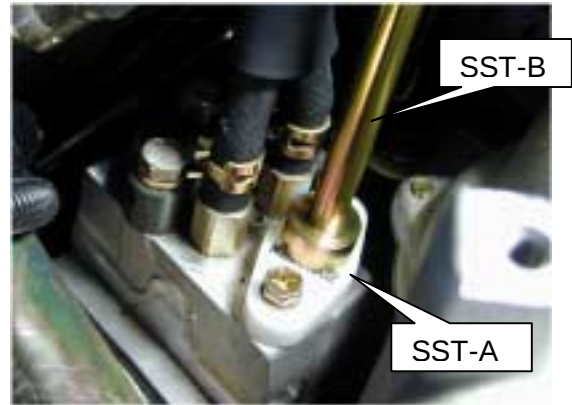
6. Set the SST-A on the fixing block for the fuel pressure hose as shown in the following picture.



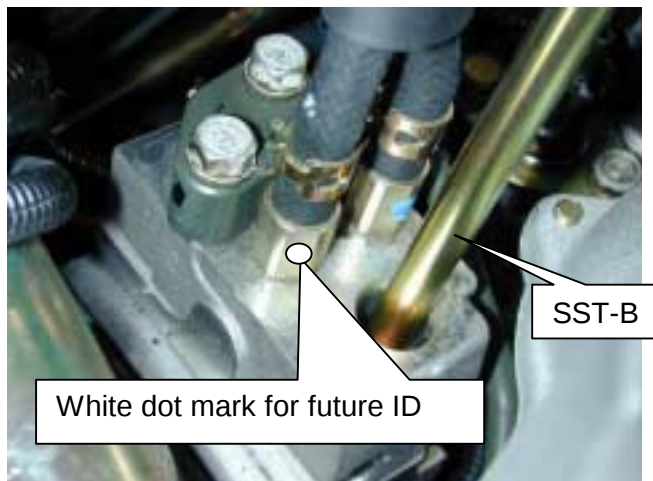
7. Screw the SST-C in the guide hole **completely to the end**, and pull out the existing filter **at one go-off**.



8. Insert a new filter (MD619962) in the guide hole of the SST-A, and gently hammer it in with the small end of SST-B to the end.



9. Remove the SST-A, SST-B and check if the filter is pressed in completely to the same surface to the fitting bottom. In case of incomplete, gently hammer it in with the other (big) end of the SST-B. And apply a white paint dot mark of 2 –3 mm diameter for a future identification of this work.



10. Using a new “O” ring, install the fuel pressure hose and reinstall all the removed parts at the above process 4. Also connect the negative battery cable.
11. Start engine, check any fuel leakage and if the engine idling speed is not stable due to reset of the learning value, perform the following processes.
- Warm up engine until the coolant temperature becomes more than 85 degrees Celsius.
 - Turn the IG key in the “Lock (OFF)” position.
 - Wait 10 seconds then start engine again and keep idling for 10 minutes in the conditions of A/T shift in the P-position, the blower fan is off and the engine coolant temperature is more than 83 degrees Celsius.
 - Once stop engine and restart it and keep idling for 10 minutes in the conditions of A/T shift in the P-position, the blower fan is on in the high position, A/C is on at max cool position, all the windows are open and the engine coolant temperature is more than 83 degrees Celsius.
 - Repeat the process “d” again.

[Notes]

- If the ambient temperature is more than 20 degrees Celsius and the A/C compressor is working all the time during the process “d”, the process “e” can be skipped.
- If the engine stalls at the changing timing between the lean mode to the stoichiometric mode, clean up the throttle valve area and perform the above full processes.

12. Check the DTC by the MUT-II and erase P0190 if it is output due to entrained air in the fuel system.

13. Carry out a test drive. If the subject problem is not solved, follow usual troubleshooting procedures since it is considered that causes are different from this matter.

Number of Special Service Tool to be sent to each Distributor

Greece	76	UK	45	Spain	30	Hungry (ZENZEL)	8
Italy	90	Sweden	25	Iceland	10	Poland	10
Russia	4	France	25	Denmark	15	Croatia	6
Ukraine	3	Belgium	50	Finland	15	Cyprus	2
Germany	262	Austria	45	Norway	20	Portugal	1
Switzerland	100	The Netherlands	40	Latvia	1		

We decided above number of tool taking into consideration number of problems we were reported, number of affective vehicles we exported and number of dealers you have etc.

Shipping schedule will be informed soon.

Each Distributor is, therefore, kindly requested to manage with above number of tool.

End