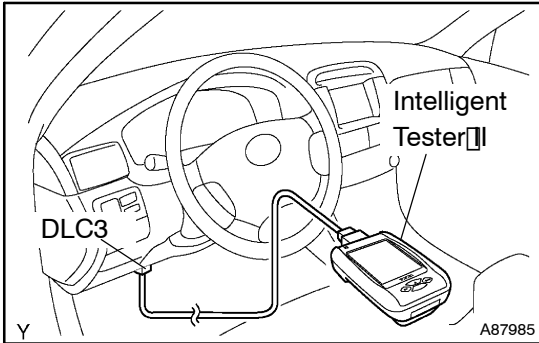


ON-VEHICLE INSPECTION



1. CHECK FUEL PUMP OPERATION

- Connect the Intelligent Tester II to the DLC3.
- Turn the Ignition switch ON and push the Intelligent Tester II main switch ON.

NOTICE:

Do not start the engine.

- Select the ACTIVE TEST mode on the Intelligent Tester II.
- Please refer to the Intelligent Tester II operator's manual for further details.
- Check that there is pressure in the fuel inlet hose from the fuel filter.

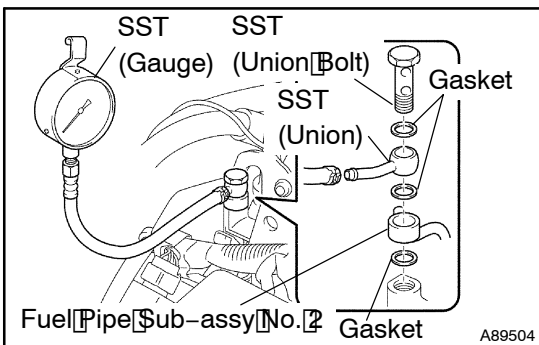
HINT:

If there is fuel pressure, you will hear the sound of fuel flowing. If there is no pressure, check the fusible link, fuses, EFI MAIN relay, fuel pump, ECM and wiring connections.

- Turn the Ignition switch to LOCK.
- Disconnect the Intelligent Tester II from the DLC3.

2. CHECK FUEL PRESSURE

- Check that the battery positive voltage is above 2V.
- Disconnect the negative (-) terminal cable from the battery.
- Remove the fuel pressure pulsation damper from the RH delivery pipe (see page 11-16).



- Install the fuel pipe sub-assy No. 2 and SST (pressure gauge) to the delivery pipe with the 3 lower gaskets and SST (union bolt).

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Torque 39 N·m (400 kgf·cm, 29 ft·lbf)

- Wipe off any splattered gasoline.
- Reconnect the negative (-) terminal cable to the battery.
- Connect the intelligent tester II to the DLC3 (see step 1 (a) to (e)).
- Measure the fuel pressure.

Fuel pressure:

304 to 343 kPa (3.1 to 3.5 kgf/cm², 44 to 50 psi)

If pressure is high, replace the fuel pressure regulator.

If pressure is low, check the fuel hoses, fuel hose connections, fuel pump, fuel filter and fuel pressure regulator.

- Disconnect the intelligent tester II from the DLC3.
- Start the engine.
- Measure the fuel pressure at idle.

Fuel pressure:

304 to 343 kPa (3.1 to 3.5 kgf/cm², 44 to 50 psi)

- (l) Stop the engine.
- (m) Check that the fuel pressure remains as specified for 5 minutes after the engine has stopped.

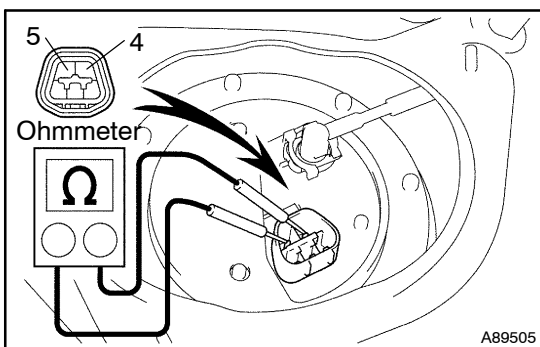
Fuel pressure: 147 kPa (1.5 kgf/cm², 21 psi) or more

If pressure is not as specified, check the fuel pump, pressure regulator and/or injectors.

- (n) After checking fuel pressure, disconnect the negative (-) terminal cable from the battery and carefully remove the SST to prevent gasoline from spilling.

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- (o) Reinstall the fuel pressure pulsation damper to the RH delivery pipe (see page 1-16).
- (p) Reconnect the negative (-) terminal cable to the battery.
- (q) Check for fuel leaks.

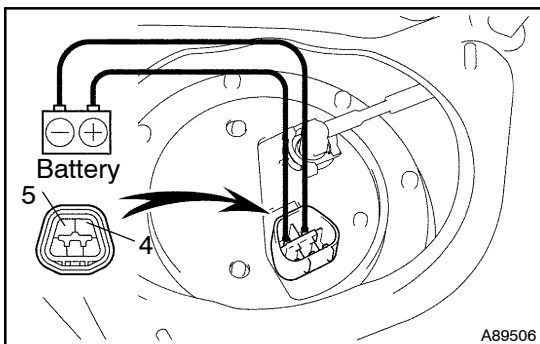


3. INSPECT FUEL PUMP

- (a) Remove the rear seat cushion.
- (b) Remove the 3 cap nuts and floor service hole cover.
- (c) Disconnect the fuel pump & sender gauge connector.
- (d) Using an ohmmeter, measure the resistance between terminals 4 and 5.

Standard: 0.2 to 3.0 Ω at 20°C (68°F)

If the resistance is not as specified, replace the fuel pump.



- (e) Inspect the fuel pump operation. Connect the battery's positive (+) lead to terminal 4 of the connector, and the negative (-) lead to terminal 5. Check that the fuel pump operates.

NOTICE:

- These tests must be done quickly (within 10 seconds) to prevent the coil from burning out.
- Keep the fuel pump as far away from the battery as possible.
- Always turn on and off the voltage on the battery side, not the fuel pump side.

If operation is not as specified, replace the fuel pump.

- (f) Reconnect the fuel pump & sender gauge connector.
- (g) Reinstall the floor service hole cover with the cap nuts.
- (h) Reinstall the rear seat cushion.