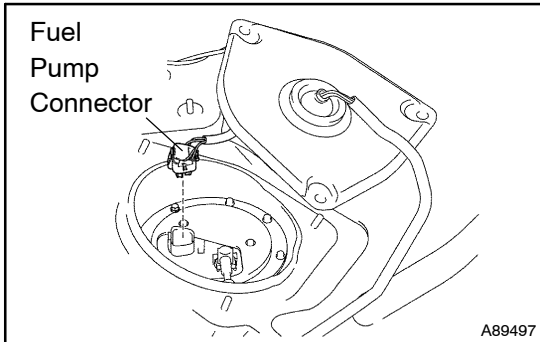


PRECAUTION

1. **BEFORE WORKING ON FUEL SYSTEM, DISCONNECT NEGATIVE (-) TERMINAL CABLE FROM BATTERY**
2. **DO NOT SMOKE OR WORK NEAR AN OPEN FLAME WHEN WORKING ON FUEL SYSTEM**
3. **KEEP GASOLINE AWAY FROM RUBBER AND LEATHER PARTS**

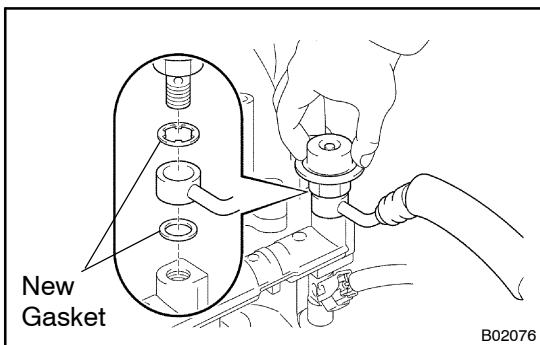


4. WORK FOR PREVENTING GASOLINE FROM SPILLING OUT

- (a) Disconnect the fuel pump connector.
- (b) Start the engine. After the engine has stopped on its own, turn the ignition switch OFF.
- (c) Disconnect the negative (-) terminal cable from the battery.
- (d) Connect the fuel pump connector.

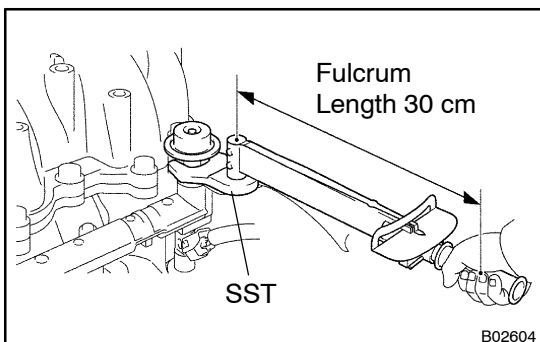
5. FUEL SYSTEM

- (a) When disconnecting the high fuel pressure line, a large amount of gasoline will spill out. Observe these procedures:
 - (1) Perform step (4) above.
 - (2) Disconnect the fuel tube.
 - (3) Drain the fuel remaining inside the fuel tube.
 - (4) Protect the disconnected fuel tube from damage and foreign material by covering it with a plastic bag.
 - (5) Put a container under the connection.



- (b) When connecting the union bolt (fuel pressure pulsation damper) on the high pressure pipe union, observe these procedures:

- (1) Always use 2 new gaskets.
- (2) Tighten the union bolt by hand.



- (3) Using SST, tighten the union bolt to the specified torque.

SST 09612-24014 (09617-24011)

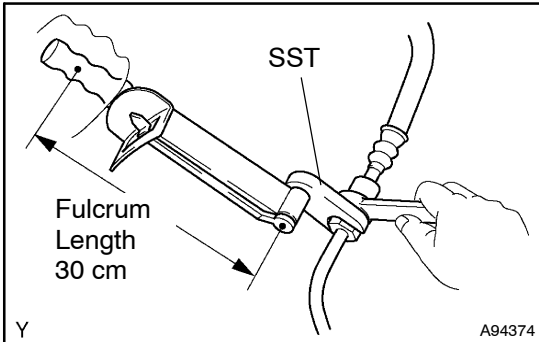
Torque:

33 N·m (340 kgf·cm, 24 ft·lbf) for use with SST

39 N·m (400 kgf·cm, 29 ft·lbf)

HINT:

Use a torque wrench with a fulcrum length of 30 cm (11.81 in.).



- (c) When connecting the flare nut on the high pressure pipe union, observe these procedures:

- (1) Apply a light coat of engine oil to the flare nut, and tighten the flare nut by hand.
- (2) Using SST, tighten the flare nut to the specified torque.

SST 09023-38400

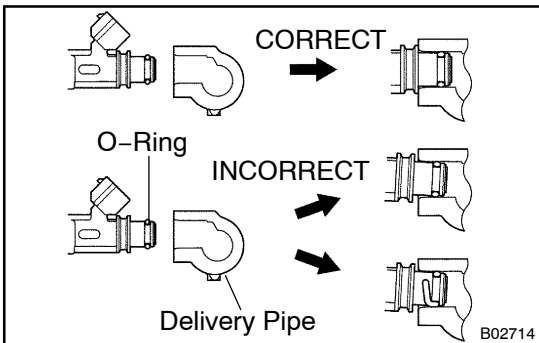
Torque: 32 N·m (330 kgf·cm, 24 ft·lbf)

NOTICE:

Do not rotate the fuel main tube when tightening the flare nut.

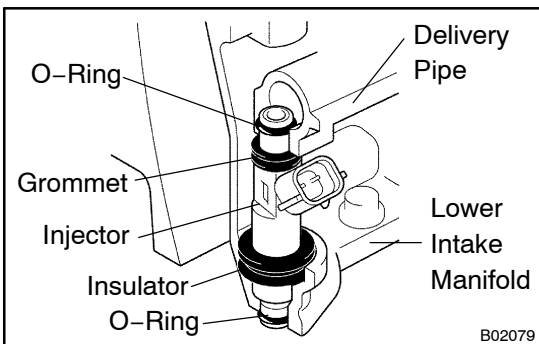
HINT:

Use a torque wrench with a fulcrum length of 30 cm (11.81 in.).



- (d) Observe these precautions when removing and installing the injector.

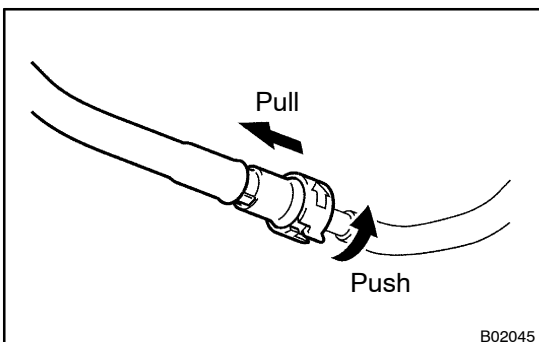
- (1) Never reuse the O-ring.
- (2) When placing a new O-ring on the injector, take care not to damage it.
- (3) Coat a new O-ring with spindle oil or gasoline before installing. Never use engine, gear or brake oil.



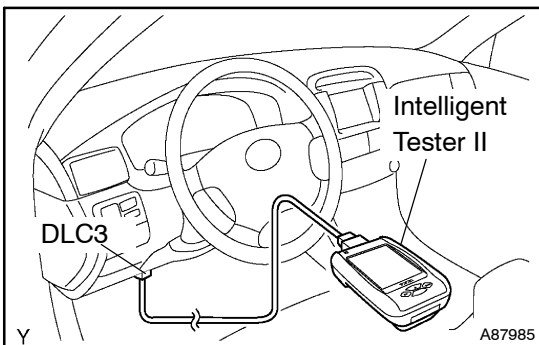
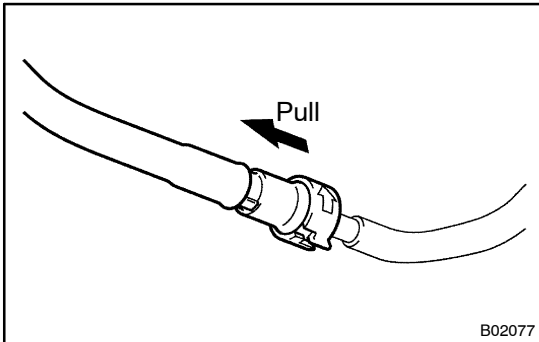
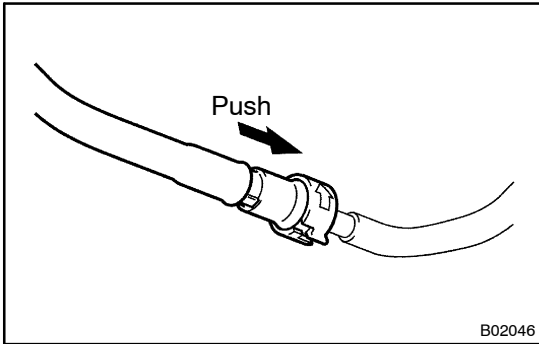
- (e) Install the injector to the delivery pipe and the lower intake manifold as shown in the illustration. Before installing the injector, apply spindle oil or gasoline on the place where the delivery pipe or intake manifold touches the O-ring of the injector.

- (f) Observe these precautions when disconnecting the fuel tube connector (quick type):

- (1) Check for dirt contamination in the pipe and around the connector. Clean if necessary and then disconnect the connector.
- (2) Disconnect the connector with your hands.



- (3) If the pipe and connector are stuck together, push and pull the connector until it comes free. Do not use tools to separate the pipe and connector.
- (4) Check for dirt contamination on the pipe seal surface. Clean if necessary.
- (5) Put the pipe and connector ends in vinyl bags to prevent damage and dirt contamination.



(g) Observe these precautions when connecting the fuel tube connector (quick type):

- (1) Match the axis of the connector with the axis of the pipe, and push in the connector until the connector makes a "click" sound. If the connection is tight, apply a small amount of new engine oil on the tip of the pipe.
- (2) After finishing the connection, check if the pipe and connector are securely connected by trying to pull them apart.
- (3) Check if there is any fuel leakage.

(h) Observe these precautions when handling the nylon tube.

- (1) Do not forcefully twist the nylon tube when connecting it to the quick connector.
- (2) Do not damage the nylon tube.
- (3) Do not remove the EPDM protector on the outside of the nylon tube.
- (4) Do not bend the nylon tube.

6. CHECK FUEL LEAK

(a) Check that there are no fuel leaks after doing maintenance anywhere on the fuel system.

- (1) Connect the intelligent tester II tester to the DLC3.
- (2) Turn the ignition switch ON and push the intelligent tester II main switch ON.

NOTICE:

Do not start the engine.

- (3) Select the ACTIVE TEST mode on the intelligent tester II.
- (4) Please refer to the intelligent tester II operator's manual for further details.
- (5) Check that there are no leaks from any part of the fuel system.
- (6) Turn the ignition switch to LOCK.
- (7) Disconnect the intelligent tester II from the DLC3.