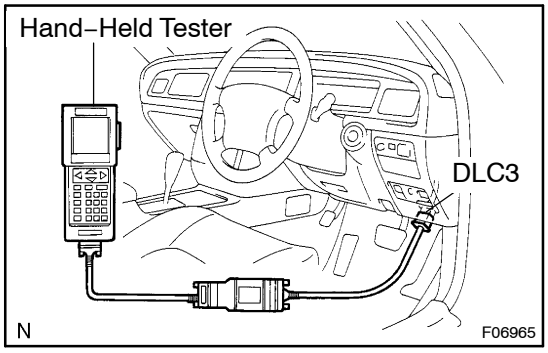


FUEL PUMP

SF10Y–01

ON–VEHICLE INSPECTION

1. CHECK FUEL PUMP OPERATION

(a) Connect a hand–held tester to the DLC3.

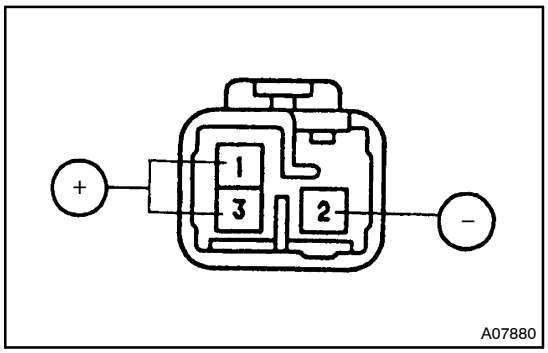
(b) Turn the ignition switch ON, and push the hand–held tester main switch ON.

NOTICE:

Do not start the engine.

(c) Select the active test mode on the hand–held tester.

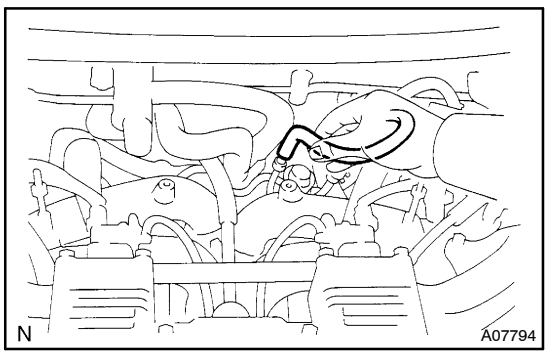
(d) Please refer to the hand–held tester operator's manual for further details.



(e) If you have no hand–held tester, connect the positive (+) lead from the battery to terminal 1 of the connector, and the negative (–) lead to terminal 2.

NOTICE:

- **These test 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 do switching on the battery side.**



(f) Check that there is pressure in the fuel inlet hose.

HINT:

- There are 2 fuel pumps. They usually operate alternately every time the ignition switch is turned ON and OFF.
- If there is fuel pressure, you will hear the sound of fuel flowing.

If there is no pressure, check these parts:

- Fusible link
- Fuses
- EFI main relay
- Fuel pump
- Fuel pump relay
- Fuel pump resistor
- ECM
- Wiring connections

(g) Turn the ignition switch OFF.

(h) Disconnect the hand–held tester from the DLC3.

2. INSPECT FUEL PUMP RESISTANCE

Using an ohmmeter, measure the resistance between the terminals.

Resistance:
0.2 – 3.0 Ω at 20°C (68°F)

If the resistance is not as specified, replace the fuel pump and/or set plate.

3. CHECK FUEL PRESSURE

(a) Check the battery voltage is 10 – 14 V.

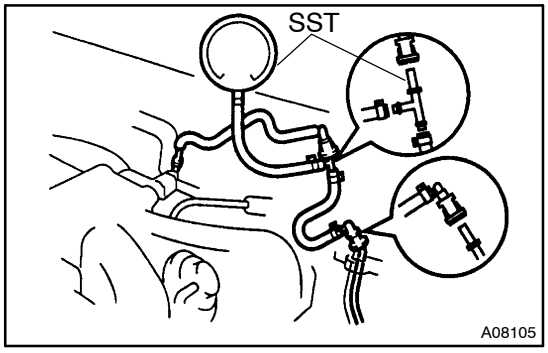
(b) Disconnect the negative (–) terminal cable from the battery.

(c) Purchase a new fuel tube and take out the fuel tube connector from its pipe.
Part No.
LHD 23901–32020
RHD 23901–32010

(d) Disconnect the fuel tube connector from the fuel main pipe on the vehicle side.

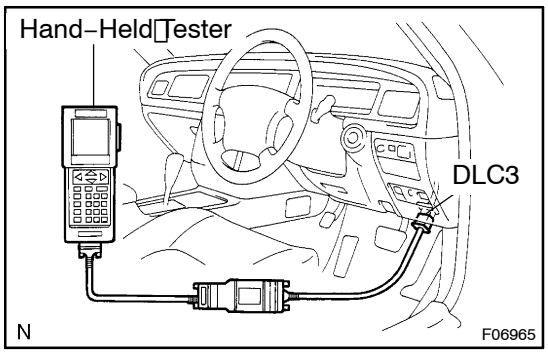
CAUTION:

- **Perform disconnecting operations of the fuel tube connector (quick type) after observing the precautions. (See page FI–1).**
- **As there is retained pressure in the fuel pipe line, prevent it from splashing inside the engine compartment.**



(e) Install SST (pressure gauge) as shown in the illustration by using SST and fuel tube connector.
SST 09268–41250, 09268–45012

(f) Wipe off any splattered gasoline.



(g) Connect the hand–held tester to the DLC3.
(See step 1. (a) to (e) above)

(h) Reconnect the negative (–) terminal cable to the battery.

(i) Turn the ignition switch ON.

(j) Measure the fuel pressure.
Fuel pressure:
Approx. 285 kPa (2.9 kgf/cm^2, 41 psi)

If pressure is high, replace the fuel pressure regulator.
If pressure is low, check these parts:

- Fuel hoses and connections
- Fuel pump
- Fuel filter
- Fuel pressure regulator

(k) Remove the hand–held tester from the DLC3.

(l) Start the engine.

(m) Measure the fuel pressure at idling.

Fuel pressure:

Approx. 218 kPa (2.2 kgf/cm², 31 psi)

If pressure is not as specified, check the vacuum sensing hose and fuel pressure regulator.

(n) Stop the engine.

(o) Disconnect the vacuum hose from the pressure regulator and block with a plug.

(p) Start the engine.

Fuel pressure:

Approx. 285 kPa (2.9 kgf/cm², 41 psi) or more

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

(q) After checking fuel pressure, disconnect the negative (–) terminal cable from the battery and carefully remove the SST to prevent gasoline from splashing.

SST 09268–45012

(r) Reconnect the negative (–) terminal cable to the battery.

(s) Check for fuel leaks. (See page FI–1)