System Description

The fuel supply system consists of a fuel tank, in-tank high pressure fuel pump, fuel pump relay, fuel pump resistor, PGM-FI main relay, fuel filter, fuel pressure regulator, fuel injectors and fuel injector resistor.
This system delivers pressure-regulated fuel to the fuel injectors and cuts the fuel delivery when the engine is not running.

Fuel Pressure

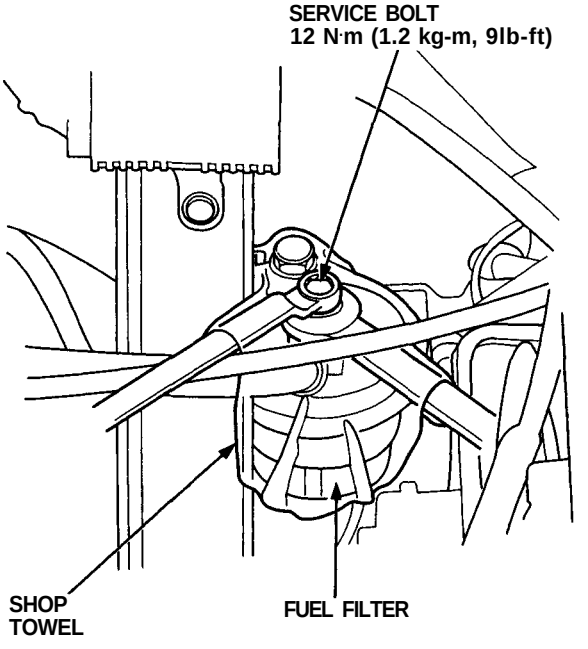
Relieving

⚠ WARNING

- **Do not smoke while working on the fuel system. Keep open flames or sparks away from your work area.**
- **Be sure to relieve fuel pressure while the engine is off.**

NOTE: Before disconnecting fuel pipes or hoses, release pressure from the system by loosening the 6 mm service bolt at top of the fuel filter.

1. Disconnect the battery negative cable from the battery negative terminal.
2. Remove fuel **fill** cap.
3. Use a box end wrench on the 6 mm service bolt at the fuel filter, while holding the special banjo bolt with another wrench.
4. Place a rag or shop towel over the 6 mm service bolt.
5. Slowly loosen the 6 mm service bolt one complete turn.



NOTE:

- A fuel pressure gauge can be attached at the 6 mm service bolt hole.
- Always replace the washer between the service bolt and the special banjo bolt, whenever the service bolt is loosened to relieve fuel pressure.
- Replace all washers whenever the bolts are removed to disassemble parts.

(cont'd)

Fuel Supply System

Fuel Pressure (cont'd)

Inspection

1. Relieve fuel pressure (see page 11-105).

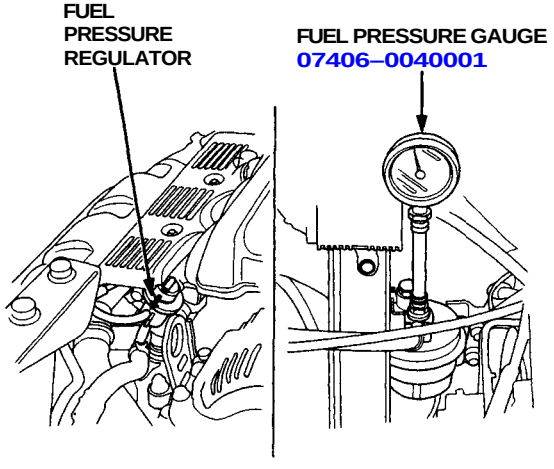
2. Remove the service bolt on the fuel filter while holding the banjo bolt with another wrench and attach the fuel pressure gauge.

3. Start the engine. * Measure the fuel pressure with the engine idling and vacuum hose of the fuel pressure regulator disconnected from the fuel pressure regulator and pinched.

   Pressure should be:
   330–370 kPa (3.30–3.70 kg/cm², 46–53 psi)

4. Reconnect vacuum hose to the fuel pressure regulator.

   Pressure should be:
   255–310 kPa (2.55–3.10 kg/cm², 36–44 psi)



* : If the engine will not start, turn the ignition switch on, wait for two seconds, turn it off, then back on again and read the fuel pressure.

- If the fuel pressure is not as specified, first check the fuel pump (see page 11-116, 119). If the fuel pump is OK, check the following:

– If the fuel pressure is higher than specified, inspect for:
  - Pinched or clogged fuel return hose or piping.
  - Faulty fuel pressure regulator (see page 11-113).

– If the fuel pressure is lower than specified, inspect for:
  - Clogged fuel filter.
  - Faulty fuel pressure regulator failure (see page 11-113).
  - Leakage in the fuel line.