

Fuel Supply System

System Description

The fuel supply system consists of a fuel tank, in-tank high pressure fuel pump, PGM-FI main relay, fuel filter, fuel pressure regulator, fuel injectors, injector resistor, fuel hoses and pipes.

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

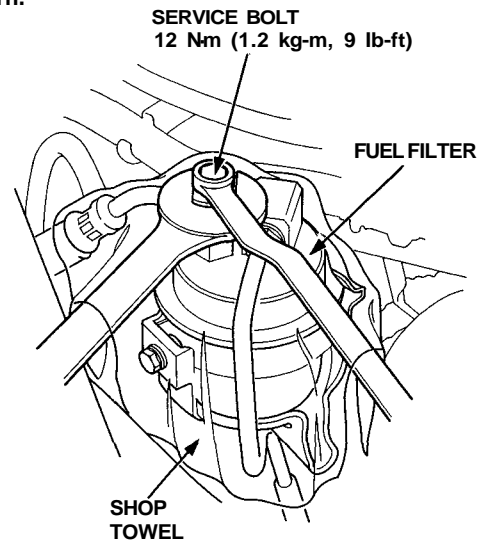
- Do not smoke while working on the fuel system. Keep open flames or sparks away from your work area.
- Be sure to relieve fuel pressure while the engine is off.

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

1. Disconnect the battery negative cable from the battery negative terminal.

NOTE: The L and LS model radio has a coded theft protection circuit. Be sure you get the customer's code number before disconnecting the battery cable.

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.



Inspection

1. Relieve fuel pressure (see page 11-106).
2. Remove the service bolt on the fuel filter while holding the banjo bolt with another wrench. Attach the fuel pressure gauge.
3. Start the engine*. Measure the fuel pressure with the engine idling and vacuum hose disconnected from the fuel pressure regulator and pinched.

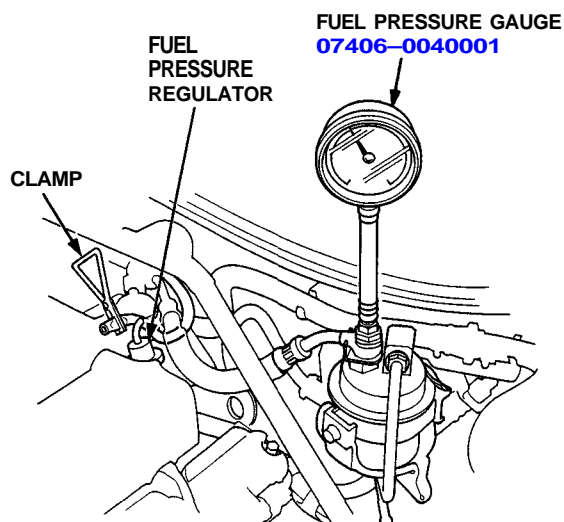
Pressure should be:

310–360 kPa (3.1–3.6 kg/cm², 44–51 psi)

4. Reconnect vacuum hose to the fuel pressure regulator.

Pressure should be:

250–300 kPa (2.5–3.0 kg/cm², 36–43 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 11-120). If the fuel pump is OK, check the following:

- If the pressure is higher than specified, inspect for:
 - Pinched or clogged fuel return hose or piping.
 - Faulty fuel pressure regulator (see page 11-115)
- If the pressure is lower than specified, inspect for:
 - Clogged fuel filter.
 - Faulty fuel pressure regulator (see page 11-115)
 - Leakage in the fuel hoses or pipes.