

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

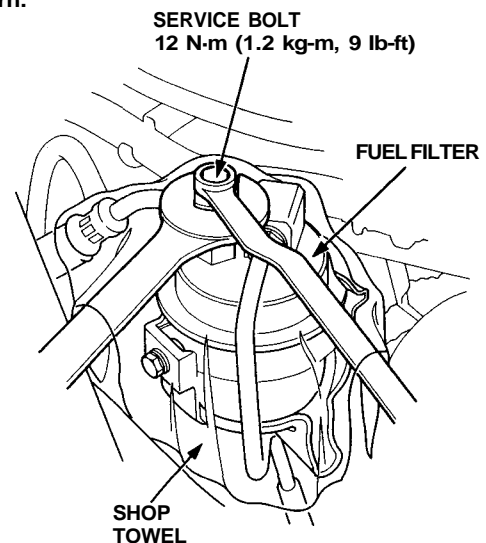
Before disconnecting fuel pipes or hoses, release pressure from the system by loosening the 6 mm service bolt on top of the fuel filter.

⚠ 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: The original radio has a coded theft protection circuit. Be sure you get the customer's code number before disconnecting the battery cable.

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.



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

GS model:

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

L, LS model:

270–320 kPa (2.7 – 3.2 kg/cm², 38 – 46 psi)

4. Reconnect vacuum hose to the fuel pressure regulator.

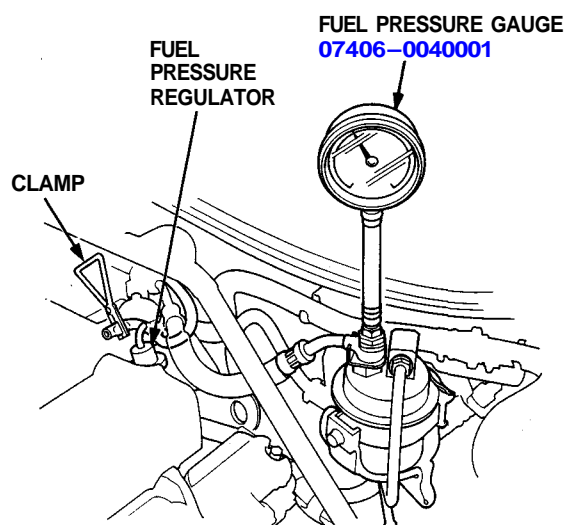
Pressure should be

GS model:

250 – 300 kPa (2.5 – 3.0 kg/cm², 36 – 43 psi)

L, LS model

210–260 kPa (2.1 – 2.6 kg/cm², 30 – 37 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.