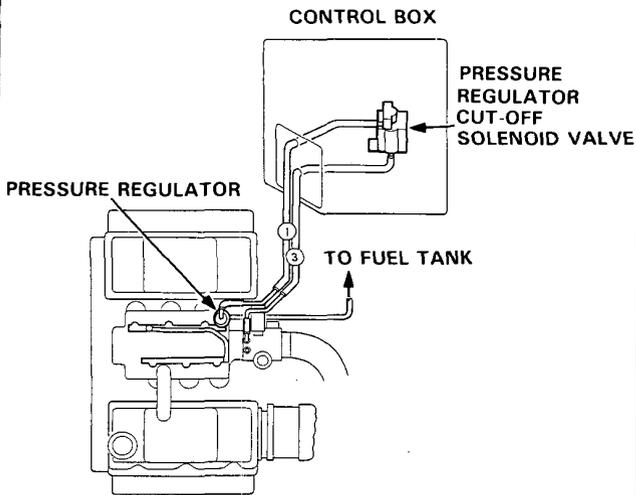


Pressure Regulator

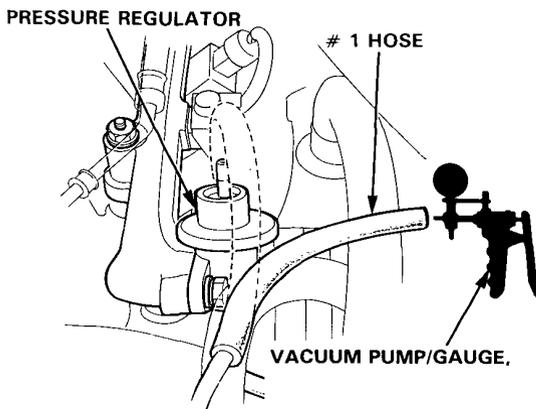
Test

WARNING Do not smoke during the test. Keep open flames away from your work area.

1. Check the vacuum line for proper connection, cracks, blockage or disconnected hose.



2. Disconnect #1 vacuum hose from the pressure regulator, and connect a vacuum gauge to the hose.
3. Start the engine and allow to idle.
4. Check for vacuum.



There should be vacuum.

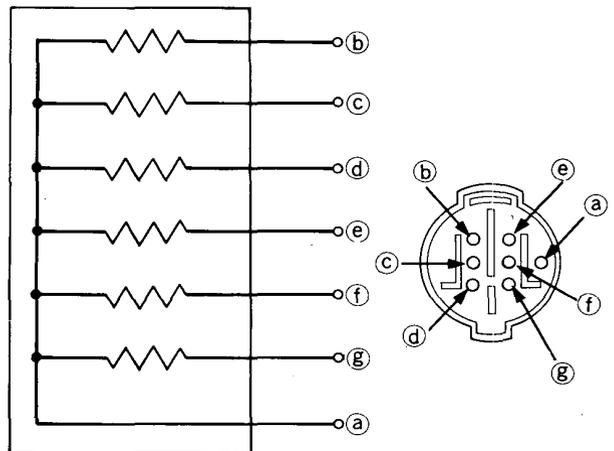
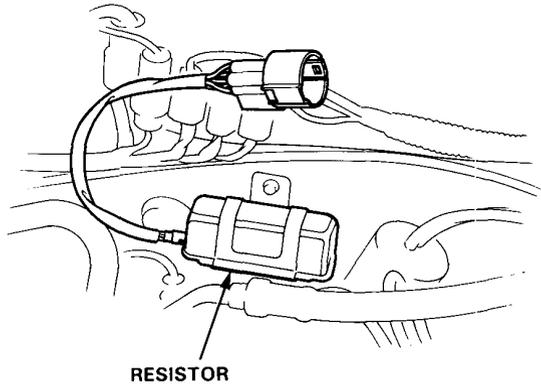
- If there is no vacuum, go to pressure regulator cut-off solenoid valve test II (page 6-82).

Injector Resistor

Test

1. Disconnect the resistor connector.
2. Check for resistance between each of the resistor terminals (g, f, e, d, c and b) and the power terminal (a).

Resistance should be: 5–7 Ω



- Replace the resistor with a new one if any of the resistances are outside of the specification.



5. Stop the engine.
6. Restart the engine.

NOTE:

- Engine coolant temperature must be above 105°C (221°F).
- Intake air temperature must be above 80°C (176°F).

7. Check for vacuum.

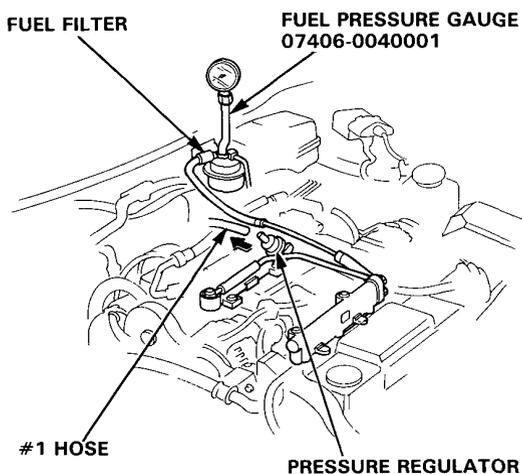
There should be no vacuum.

- If there is vacuum, go to pressure regulator cut-off solenoid valve test I (page 6-82).

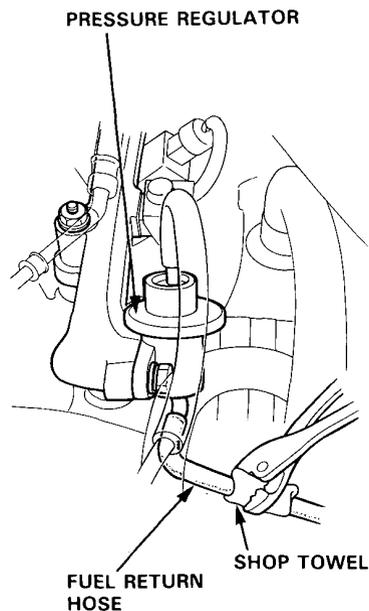
8. Stop the engine.
9. Attach a pressure gauge to the service port of the fuel filter (page 6-77).
10. Restart the engine and check that the fuel pressure rises by disconnecting #1 vacuum hose from the regulator.

Pressure should be:

250–279 kPa (2.55–2.85 kg/cm², 36-41 psi)
(with the hose disconnected)



- If the fuel pressure does not rise, check whether it rises when the return hose is lightly pinched.



- If the pressure does not rise, replace the regulator and retest.