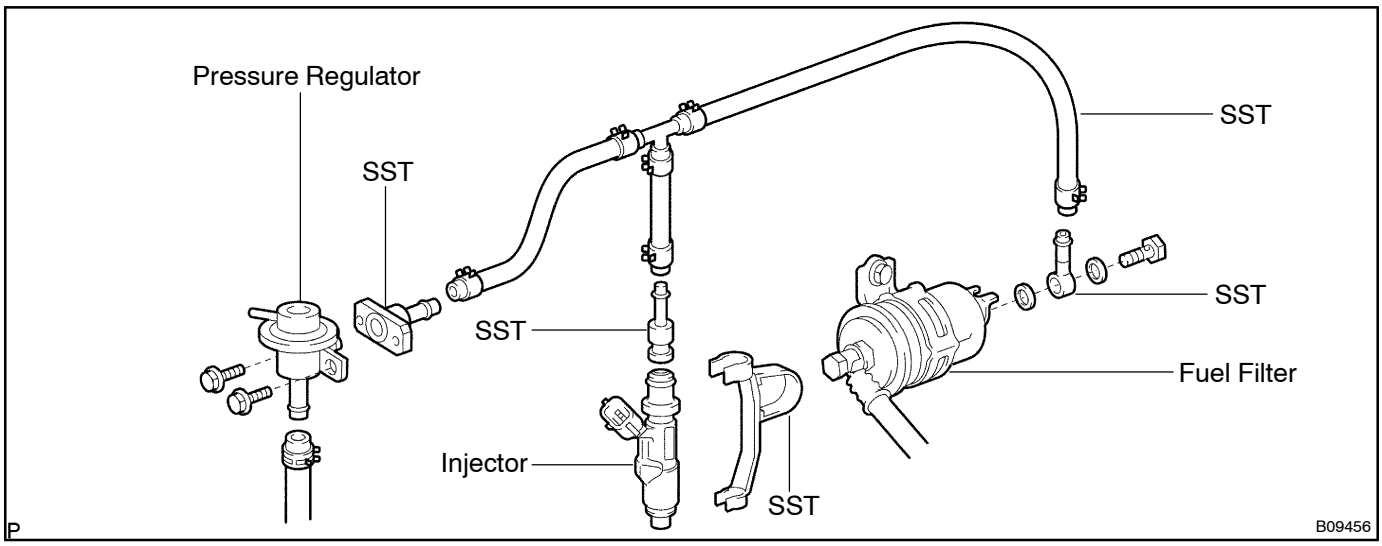
SF15J–01

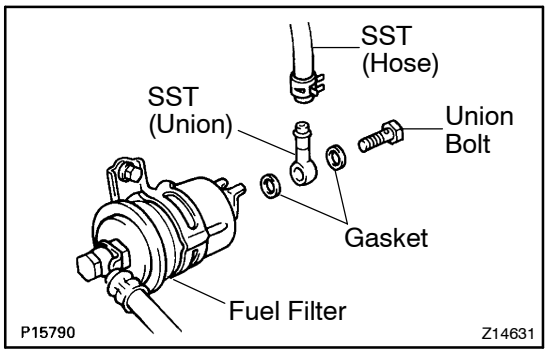
INSPECTION

1. INSPECT INJECTOR INJECTION

CAUTION:

Keep injector clean of sparks during the test.



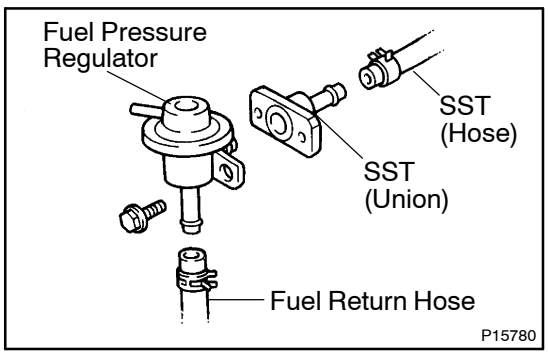


(a) Remove the fuel inlet pipe from the fuel filter outlet.

(b) Connect SST (union and hose) to the fuel filter outlet with the 2 gaskets and union bolt.

SST 09268–41047 (90405–09015)

Torque: 29 N·m (300 kgf·cm, 22 ft·lbf)



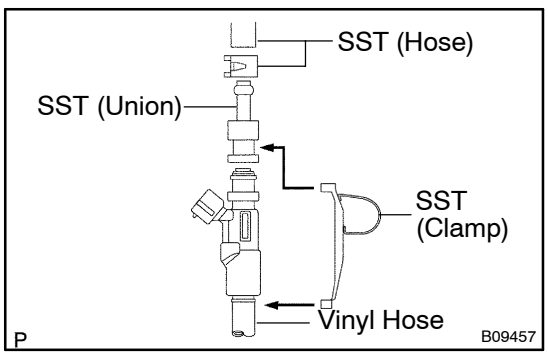
(c) Remove the fuel pressure regulator from the delivery pipe.

(d) Install the O–ring to the fuel inlet of pressure regulator.

(e) Connect SST (hose) to the fuel inlet of the pressure regulator with SST (union) and the 2 bolts.

SST 09268–41047 (09268–41091)

(f) Connect the fuel return hose to the fuel outlet of the pressure regulator.



(g) Install the O–ring to the injector.

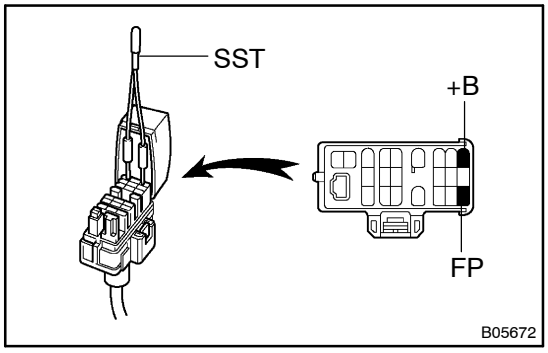
(h) Connect SST (union and hose) to the injector, and hold the injector and union with SST (clamp).

SST 09268–41047

(i) Put the injector into a graduated cylinder.

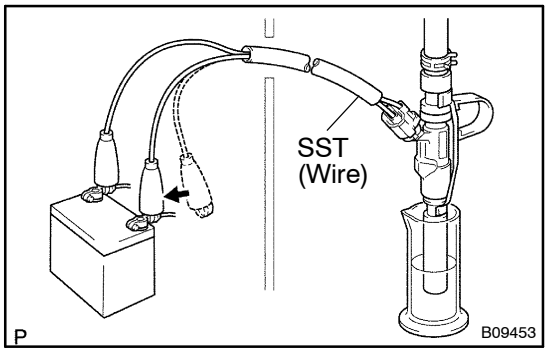
HINT:

Install a suitable vinyl hose onto the injector to prevent gasoline from splashing out.



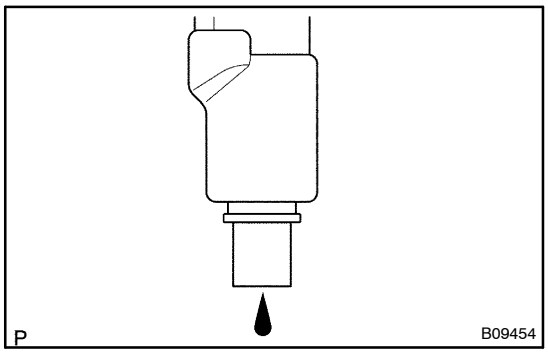
(j) Using SST, connect terminals +B and FP of the check connector.
SST 09843–18020
(k) Reconnect negative (–) terminal cable to the battery.
(l) Turn the ignition switch ON.

NOTICE:
Do not start the engine.



(m) Connect SST (wire) to the injector and battery for 15 seconds, and measure the injection volume with a graduated cylinder. Test each injector 2 or 3 times.
SST 09842–30070
Volume: 64 – 77 cm^3 (3.9 – 4.7 cu in.) per 15 seconds
Difference between each injector:
13 cm^3 (0.3 cu in.) or less

If the injection volume is not as specified, replace the injector.



2. INSPECT LEAKAGE

(a) In the condition above, disconnect the test probes of SST (wire) from the battery and check the fuel leakage from the injector.
SST 09842–30070
Fuel drop: 1 drop or less per 12 minutes
(b) Turn the ignition switch to OFF.
(c) Disconnect the negative (–) terminal cable from the battery.
(d) Remove the SST.
SST 09268–41047, 09842–30070
(e) Reinstall the fuel pressure regulator and fuel inlet pipe.