PRECAUTIONS

1. **Before working the fuel system, disconnect the negative terminal from the battery.**

   HINT: Any diagnosis code retained by the computer will be erased when the battery terminal is removed.

   Therefore, if necessary, read the diagnosis before removing the battery terminal.

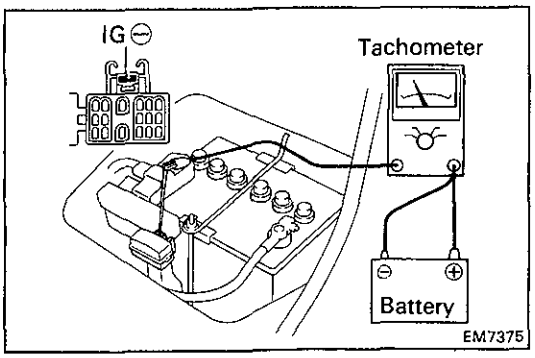
2. **Do not smoke or work near an open flame when working on the fuel system.**

3. **Keep gasoline off rubber or leather parts.**

INSPECTION PRECAUTIONS

MAINTENANCE PRECAUTIONS

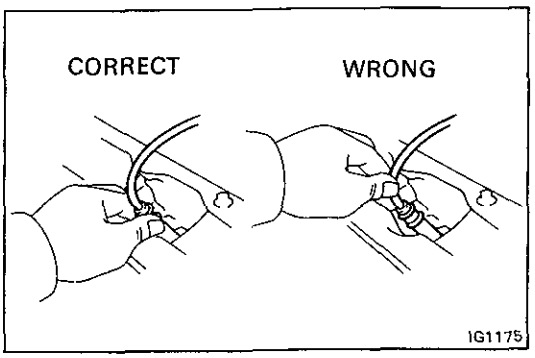
1. INSURE CORRECT ENGINE TUNE-UP



2. PRECAUTIONS WHEN CONNECTING GAUGE

(a) Connect the tachometer positive terminal to the IG ⊖ terminal of the check connector.

(b) Use the battery as the power source for the timing light, tachometer, etc.



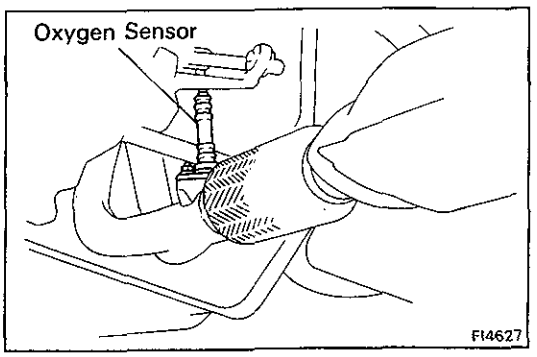
3. IN EVENT OF ENGINE MISFIRE THE FOLLOWING PRECAUTIONS SHOULD BE TAKEN

(a) Insure proper connection of battery terminals, etc.

(b) Handle high-tension cords carefully.

(c) After repair work, insure that the ignition coil terminals and all other ignition system lines are reconnected securely.

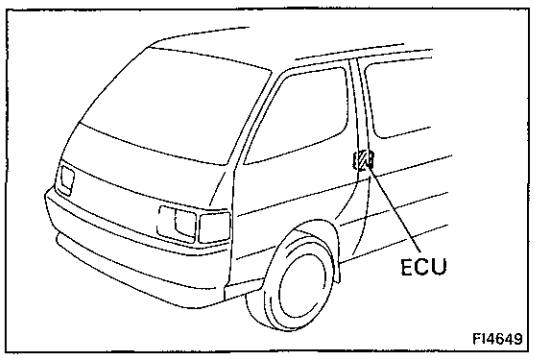
When cleaning the engine compartment, be especially careful to protect the electrical system from water.



4. PRECAUTIONS WHEN HANDLING OXYGEN SENSOR

(a) Do not allow oxygen sensor to drop or hit against an object.

(b) Do not allow water to come into contact with the sensor or attempt to cool it.



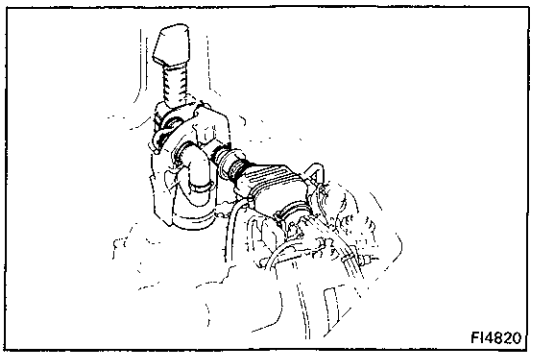
IF CAR IS EQUIPPED WITH MOBILE RADIO SYSTEM (HAM, CB, ETC)

The ECU has been designed so that it will not be affected by outside interference.

However, if your vehicle is equipped with a CB radio transceiver, etc. (even one with about 10 W output), it may, at times, have an affect upon ECU operation, especially if the antenna and feeder are installed nearby.

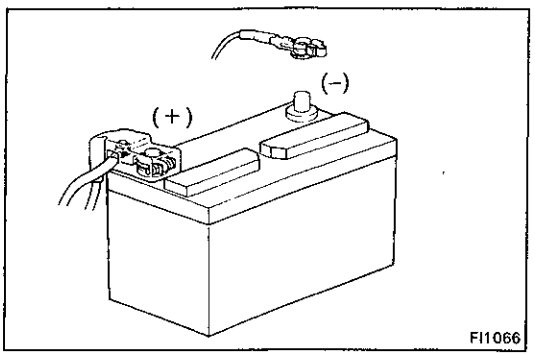
Therefore, observe the following precautions:

1. Install the antenna as far as possible from the ECU. The ECU is located as illustrations, so the antenna should be installed in the rear of the vehicle.
2. Keep the antenna feeder as far away as possible from the ECU wires at least 20 cm (7.87 in.), and especially, do not wind them together.
3. Insure that the feeder and antenna are properly adjusted.
4. Do not equip your vehicle with a powerful mobile radio system.
5. Do not open the cover or the case of the ECU unless absolutely necessary. (If the IC terminals are touched, the IC may be destroyed by static electricity.)



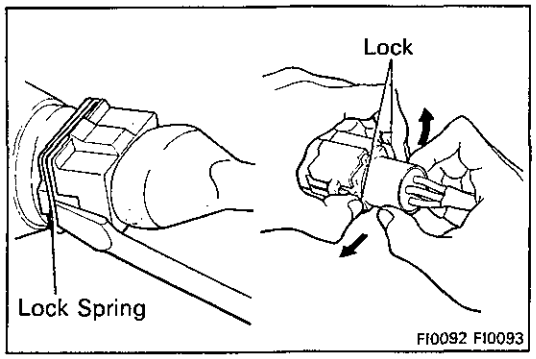
AIR INDUCTION SYSTEM

1. Separation of the engine oil dipstick gauge, oil filler cap, PCV hose, etc., may cause the engine to run out of tune.
2. Disconnection, looseness or cracks in the parts of the air intake system between the air flow meter and cylinder head will allow air suction and cause bad engine tuning.

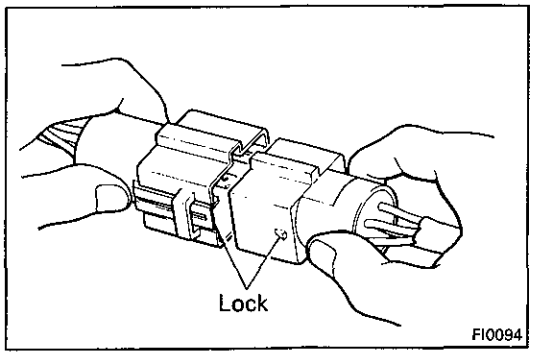


ELECTRONIC CONTROL SYSTEM

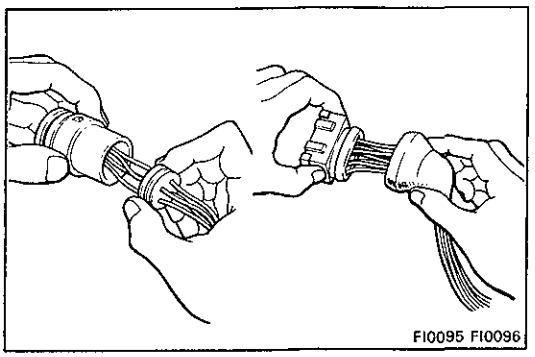
1. Before removing EFI wiring connectors, terminals, etc., first disconnect the power by either turning the ignition switch OFF or disconnecting the battery terminals.
2. When installing a battery, be especially careful not to incorrectly connect the positive and negative cables.
3. Do not permit parts to receive a severe impact during removal or installation. Handle all EFI parts carefully, especially the ECU.
4. Do not be careless during troubleshooting as there are numerous transistor circuits and even slight terminal contact can cause further troubles.
5. Do not open the ECU cover.
6. When inspecting during rainy weather, take care to prevent entry of water. Also, when washing the engine compartment, prevent water from getting on the EFI parts and wiring connectors.
7. Parts should be replaced as an assembly.



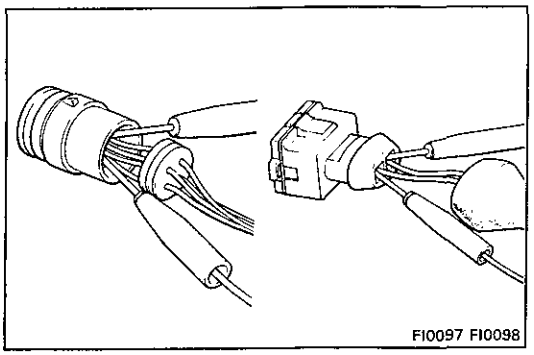
8. Care is required when pulling out the inserting wiring connectors.
   (a) Release the lock and pull out the connector, pulling on the connectors.



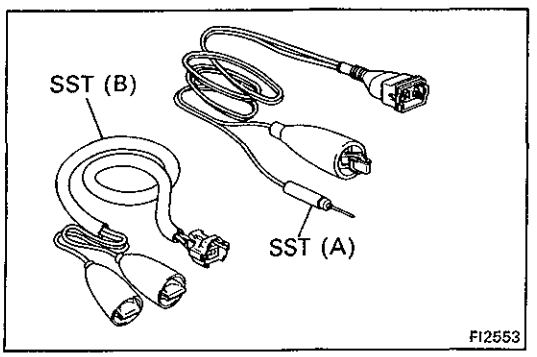
   (b) Fully insert the connector and insure that it is locked.



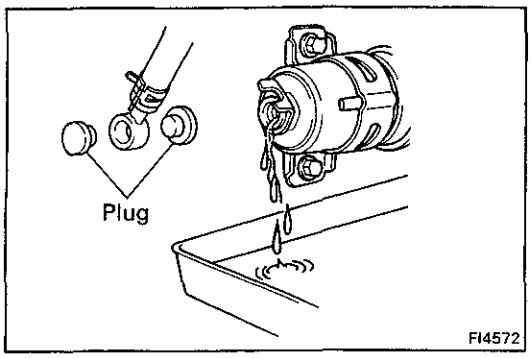
9. When inspecting a connector with a circuit tester.
   (a) Carefully take out the water-proofing rubber if it is a water-proof type connector.



   (b) Insert the tester probe into the connector from the wiring side when checking the continuity, amperage or voltage.
   (c) Do not apply unnecessary force to the terminal.
   (d) After checking, install the water-proofing rubber on the connector securely.

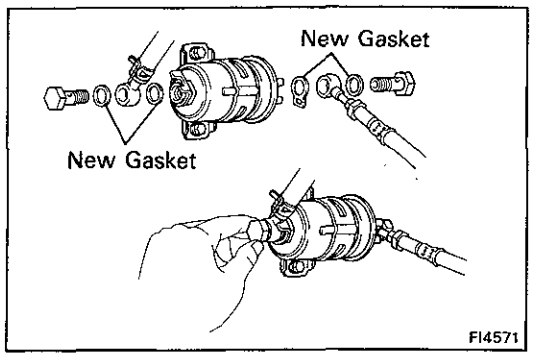


10. Use SST for inspection or test of the injector, cold start injector or its wiring connector.
    SST 09842-30050 (A) and 09842-30070 (B)

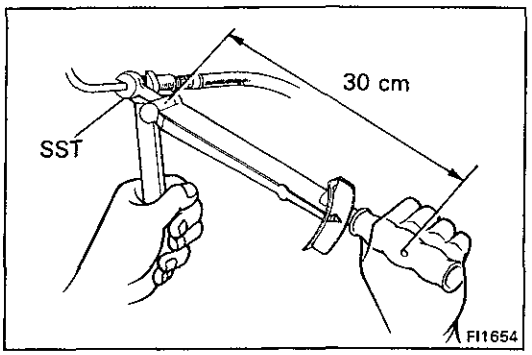


FUEL SYSTEM

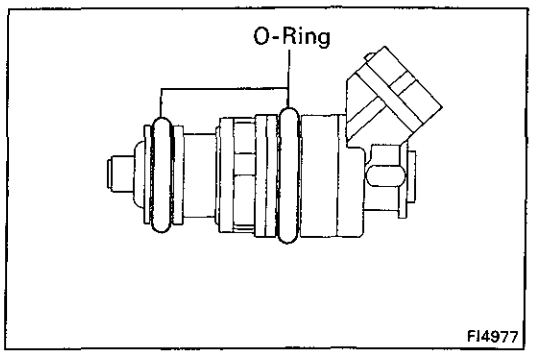
1. When disconnecting the high fuel pressure line, a large amount of gasoline will spill out, so observe the following procedure.
   (a) Put a container under the connection.
   (b) Slowly loosen the connection.
   (c) Disconnect the connection.
   (d) (Flare nut type)
   Plug the connection with a rubber plug.



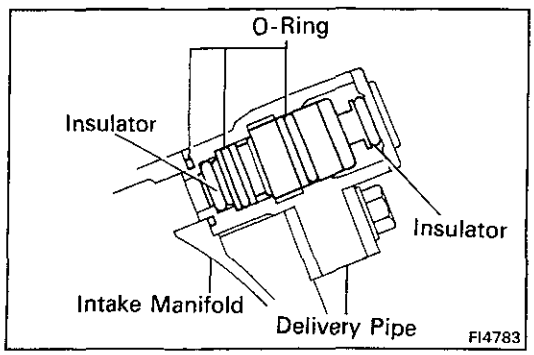
2. When connecting the flare nut or union bolt on the high pressure pipe union, observe the following procedure:
   (Union bolt type)
   (a) Always use a new gasket.
   (b) Hand tighten the union bolt.
   (c) Tighten the bolt to the specified torque.
   Torque: 300 kg-cm (22 ft-lb, 29 N·m)



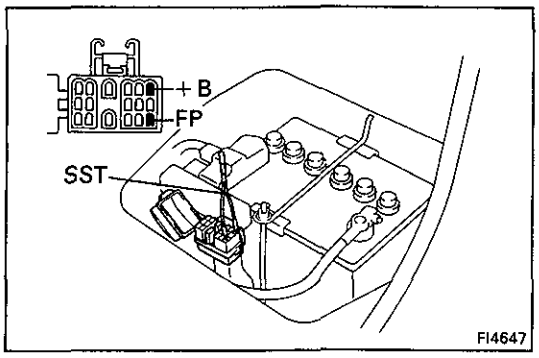
(Flare nut type)
(a) Apply a thin coat of oil to the flare and tighten the flare nut.
(b) Then using SST, tighten the nut to the specified torque.
SST 09631-22020
Torque: 310 kg-cm (22 ft-lb, 30 N·m)



3. Observe the following precautions when removing and installing the injectors.
   (a) Never reuse a O-ring.
   (b) When placing an O-ring on the injector, take care not to damage it in any way.
   (c) Lubricate the O-ring with spindle oil or gasoline before installing-never use engine, gear or brake oil.



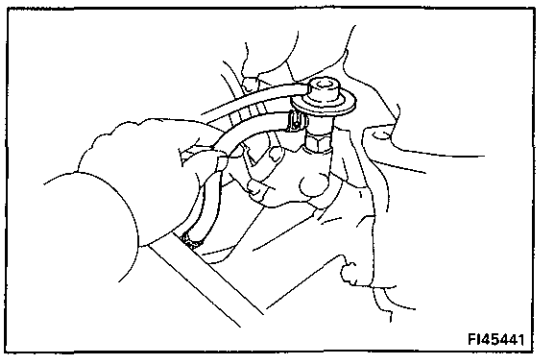
4. Install the injector to the delivery pipe and intake manifold as shown in the figure.



5. Confirm that there are no fuel leaks after performing any maintenance on the fuel system.
   (a) With engine stopped, turn the ignition switch ON.
   (b) Using SST, connect terminals FP and +B of the check connector.

   SST 09843-18020

   HINT: The check connector is located near the battery.



   (c) When the fuel return hose is pinched, the pressure within the high pressure line will rise to approx. 4 kg/cm^2 (57 psi, 392 kPa).
   In this state, check to see that there are no leaks from any part of the fuel system.

NOTICE: Always pinch the hose Avoid bending as it may cause the hose to crack.