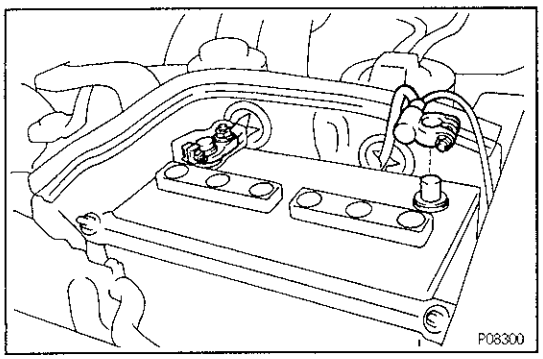


EG

PRECAUTION

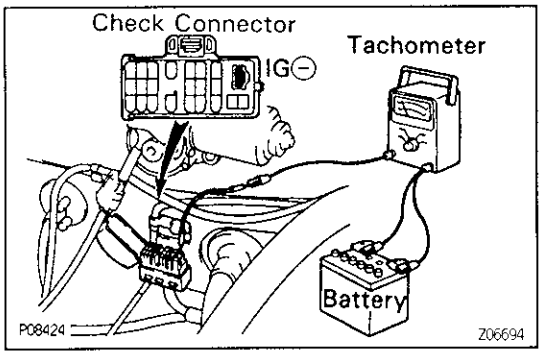
EG1A2–03

1. **Before working on the fuel system, disconnect the cable from negative (–) terminal of the battery.**
   HINT: Any diagnostic trouble code retained by the computer will be erased when the battery terminal is removed.
   Therefore, if necessary, read the diagnosis before removing the terminal.
2. **Do not smoke or work near an open flame when working on the fuel system.**
3. **Keep gasoline away from rubber or leather parts.**

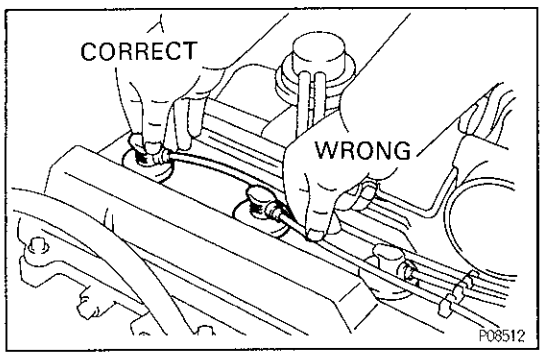
MAINTENANCE PRECAUTIONS

EG11U–07

1. **CHECK CORRECT ENGINE TUNE–UP**
   (See page EG–11)



2. **PRECAUTION WHEN CONNECTING GAUGE**
(a) Use battery as the power source for the timing light, tachometer, etc.
(b) Connect the tester probe of a tachometer to the terminal IG⊖ of the check connector.



3. **IN EVENT OF ENGINE MISFIRE, FOLLOWING PRECAUTIONS SHOULD BE TAKEN**
(a) Check proper connection of battery terminals, etc.
(b) Handle high–tension cords carefully.
(c) After repair work, check that the ignition coil terminals and all other ignition system lines are reconnected securely.
(d) When cleaning the engine compartment, be especially careful to protect the electrical system from water.

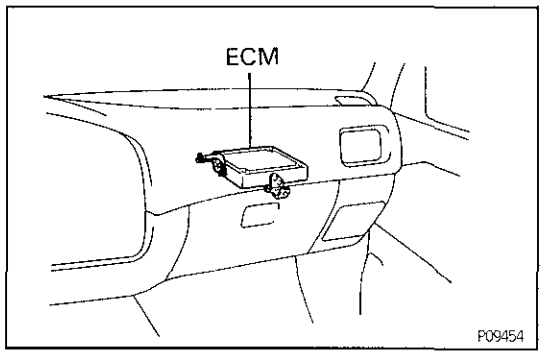
4. **PRECAUTIONS WHEN HANDLING OXYGEN SENSORS**
(a) Do not allow oxygen sensor to drop or hit against an object.
(b) Do not allow the sensor to come into contact with water.

IF VEHICLE IS EQUIPPED WITH MOBILE COMMUNICATION (HAM, CB, ETC.)

EG11V-08

For vehicles with mobile communications systems such as two — way radios and cellular telephones, observe the following precautions.

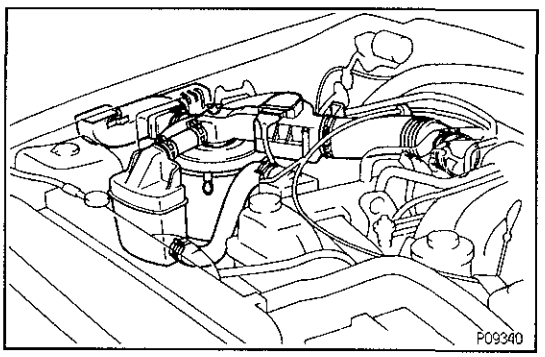
1. Install the antenna as far as possible away from the ECM, ECU and sensors of the vehicle's electronic systems.
2. Install the antenna feeder at least 20 cm (7.87 in.) away from the ECM, ECU and sensors of the vehicle's electronics systems. For details about ECM, ECU and sensor locations, refer to the section on the applicable component.
3. Do not wind the antenna feeder together with any other wiring. As much as possible, also avoid running the antenna feeder parallel with other wire harnesses.
4. Confirm that the antenna and feeder are correctly adjusted.
5. Do not install powerful mobile communications systems.



AIR INDUCTION SYSTEM

EG0CM-06

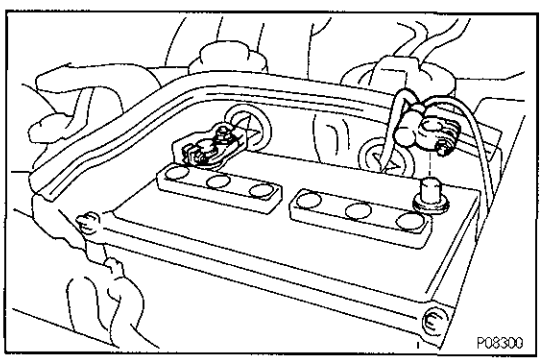
1. Separation of the engine oil dipstick, oil filler cap, PCV hose, etc. may cause the engine to run out of turn.
2. Disconnection, looseness or cracks in the parts of the air induction system between the air flow meter and cylinder head will allow air scution and cause the engine to run out of tune.



ELECTRONIC CONTROL SYSTEM

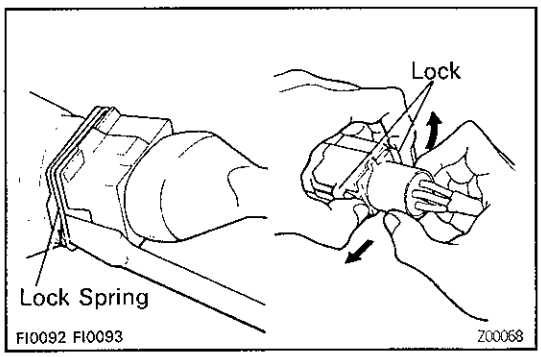
EG1A3-05

1. Before removing EFI wiring connectors, terminals, etc., first disconnect the power by either turning the ignition switch OFF or disconnecting the battery terminals.
   HINT: Always check the diagnostic trouble code before disconnecting the battery terminal.



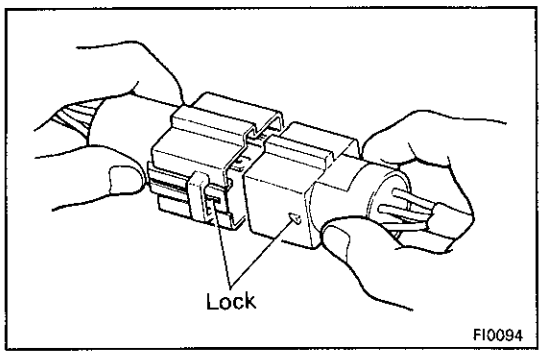
EG

2. When installing the 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 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.

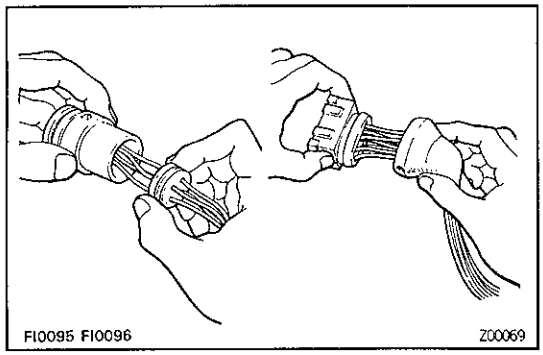


8. Care is required when pulling out and inserting wiring connectors.

(a) Release the lock and pull out the connector, pulling on the connectors.

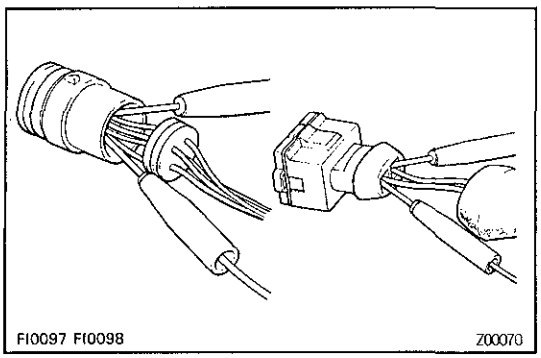


(b) Fully insert the connector and check that it is locked.



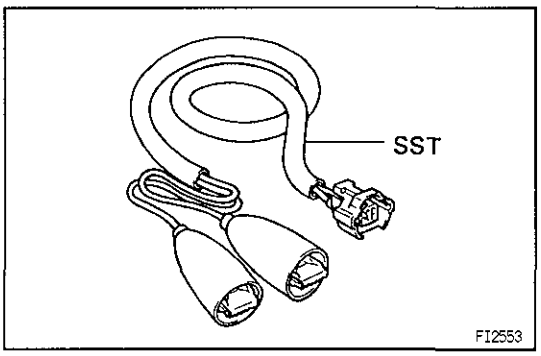
9. When inspecting a connector with a volt/ohmmeter.

(a) Carefully take out the water−proofing rubber if it is a water−proof type connector.

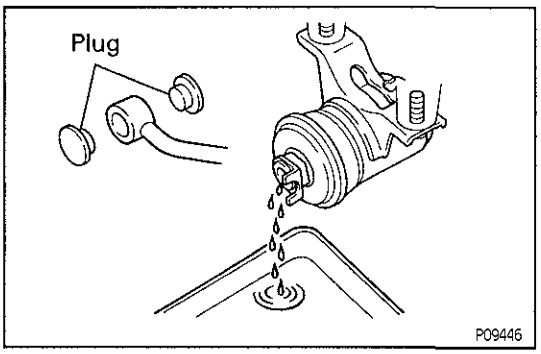


(b) Insert the test probe into the connector from wiring side when checking the continuity, amperage or voltage.
(c) Do not apply unnecessary force to the terminal.
(d) After checking, install the water—proofing rubber on the connector securely.

EG



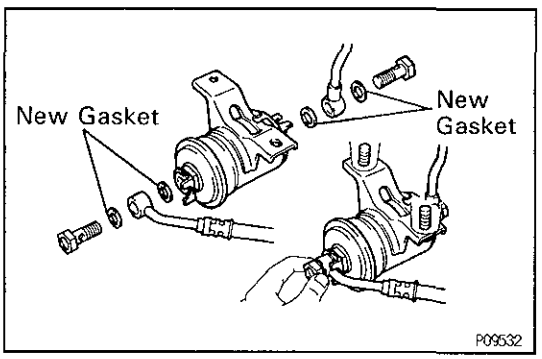
10. Use SST for inspection or test of the injector or its wiring connector.
SST 09842—30070



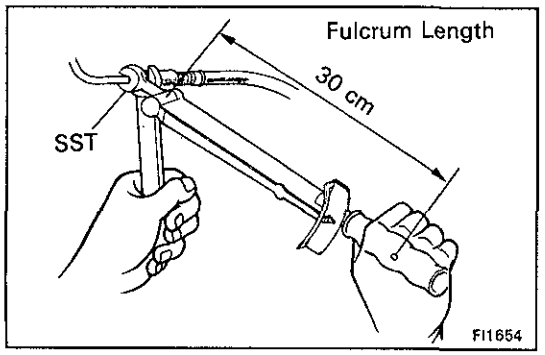
EG1SD-02

FUEL SYSTEM

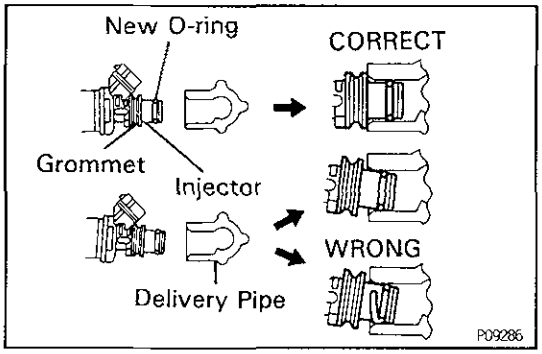
1. When disconnecting the high fuel pressure line, a large amount of gasoline will spill out, so observe the following procedures:
(a) Put a container under the connection.
(b) Slowly loosen the connection.
(c) Disconnect the connection.
(d) Plug the connection with a rubber plug.



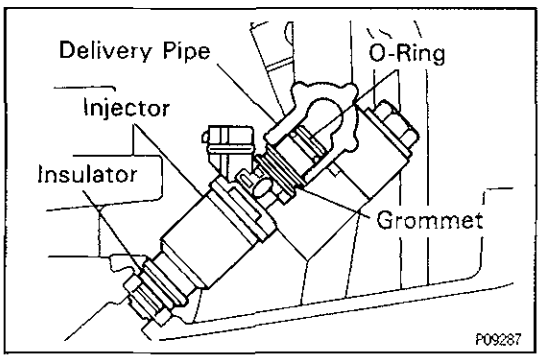
2. When connecting the flare nut or union bolt on the high pressure pipe union, observe the following procedures:
(Union Bolt Type)
(a) Always use a new gasket.
(b) Tighten the union bolt by hand.
(c) Tighten the union bolt to the specefied torque.
Torque: 29 N·m (300 kgf·cm, 22 ft·lbf)



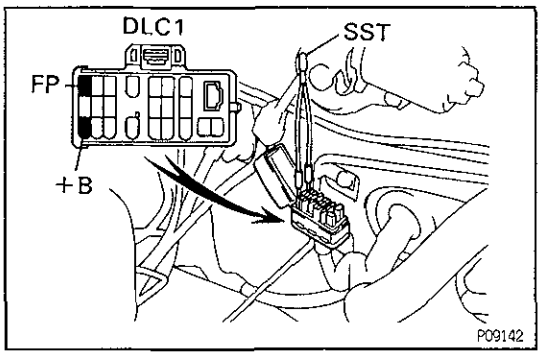
(Flare Nut Type)
(a) Apply a light coat of engine oil to the flare and tighten the flare nut by hand.
(b) Using SST, tighten the flare nut to the specified torque.
SST 09631—22020
Torque: 30 N·m (310 kgf·cm, 22 ft·lbf)
HINT: Use a torque wrench with a fulcrum length of 30 cm (11.81 in.).



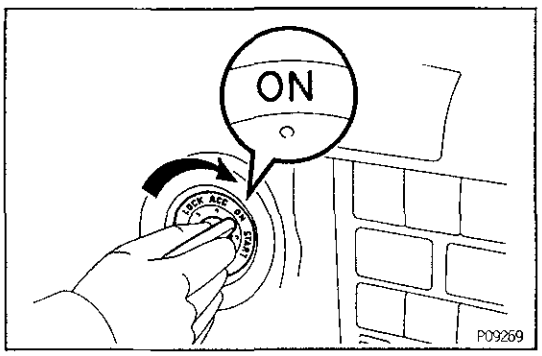
3. Observe the following precautions when removing and installing the injectors.
(a) Never reuse the O–ring.
(b) When placing a new O–ring on the injector, take care not to damage it in any way.
(c) Coat a new O–ring with spindle oil or gasoline before installing–never use engine, gear or brake oil.



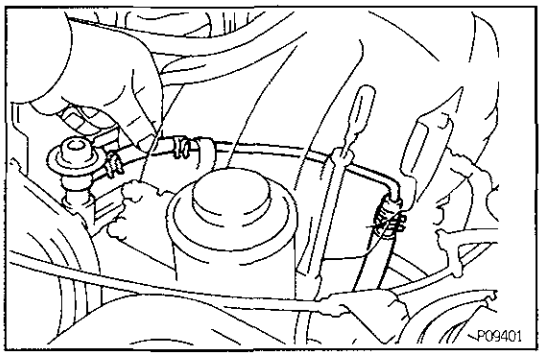
4. Install the injector to the delivery pipe and intake manifold as shown in the illustration.



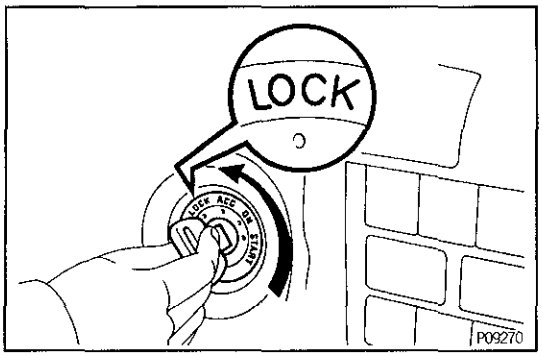
5. Check that there are no fuel leaks after performing any maintenance on the fuel system.
(a) Using SST, connect terminals +B and FP of the check connector.
SST 09843–18020



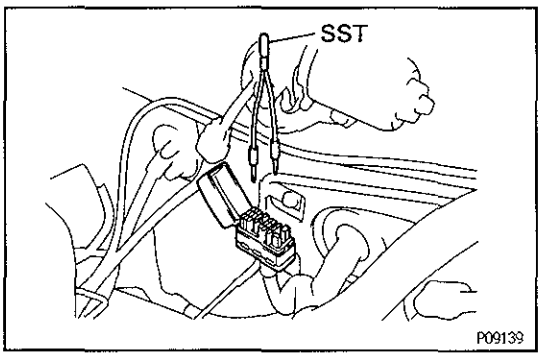
(b) Turn the ignition switch ON.
NOTICE: Do not start the engine.



(c) When the fuel return hose is pinched, the pressure within high pressure line will rise to approx. 392 kPa (4 kgf/cm², 57 psi). 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.



(d) Turn the ignition switch OFF.



(e) Remove SST from the check connector.
SST 09843–18020