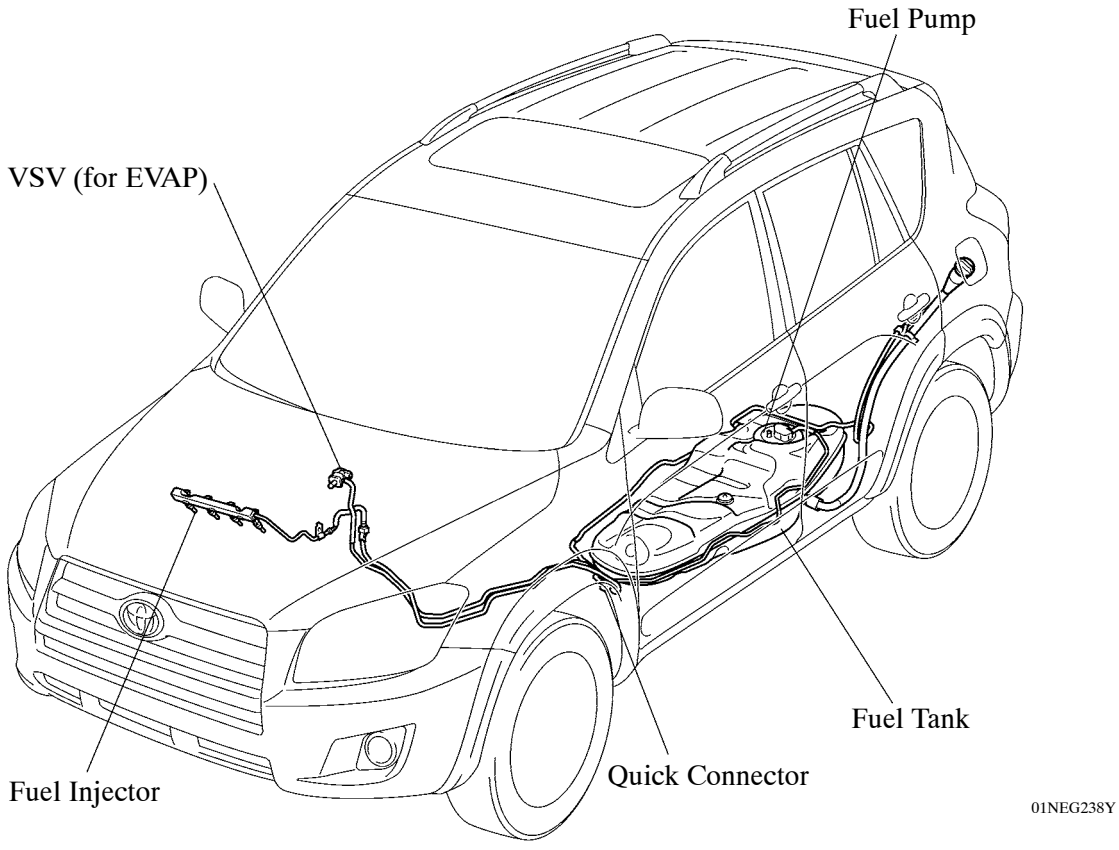
■FUEL SYSTEM

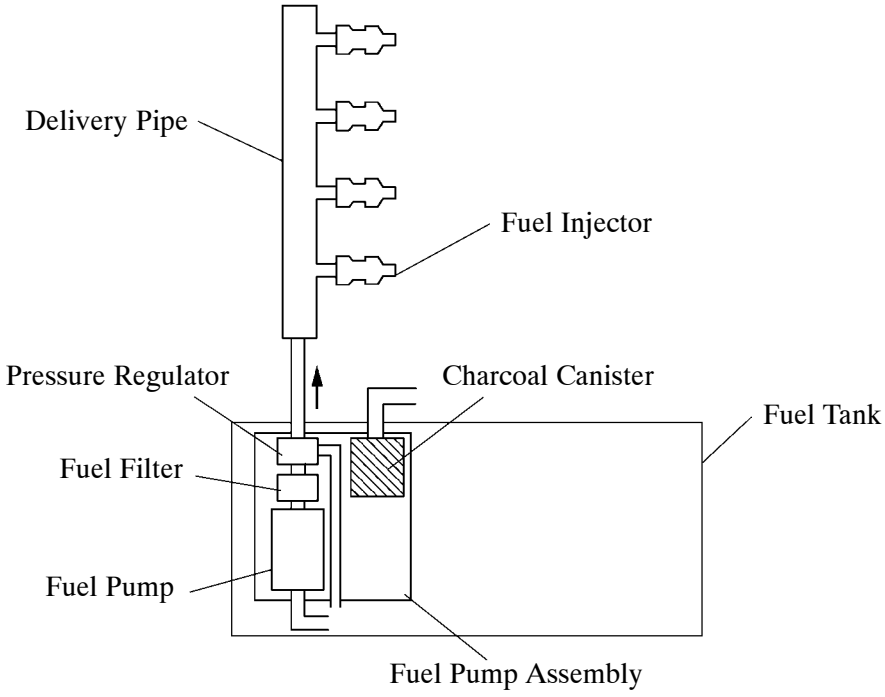
1. General

- A long nozzle type fuel injector is used. This injector has 12 fuel injection holes.
- A fuel returnless system is used to reduce evaporative emissions.
- An inner pipe is provided inside the delivery pipe to absorb fuel pulsations.
- A fuel cut control is used to stop the fuel pump when any of the Supplemental Restraint System (SRS) airbags are deployed. For details, see page 95.
- A quick connector is used to connect the fuel pipe with the fuel hose for excellent serviceability.
- A compact fuel pump in which the fuel filter, pressure regulator and charcoal canister are all integrated into the fuel pump assembly is used.



2. Fuel Returnless System

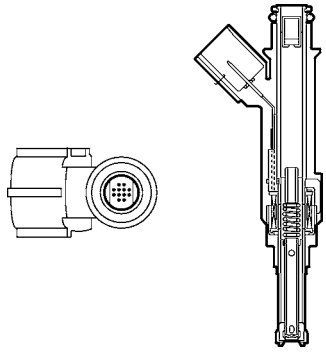
This system is used to reduce evaporative emissions. As shown below, by integrating the fuel filter, pressure regulator and charcoal canister with fuel pump assembly, it is possible to discontinue the return of fuel from the engine area and prevent temperature rise inside the fuel tank.



04FEG90Y

3. Fuel Injector

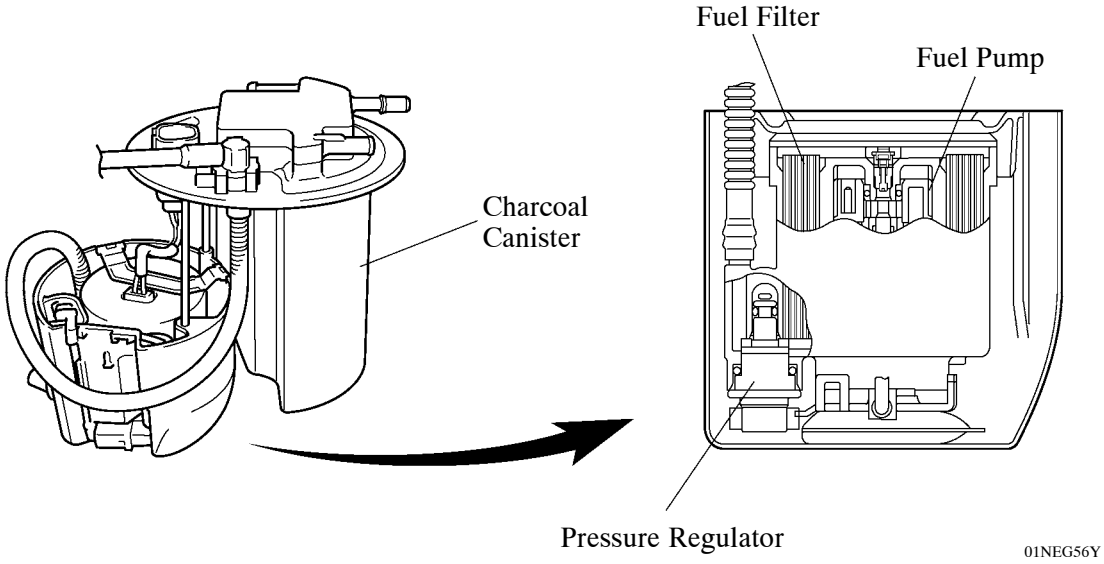
The fuel injector is shaped to form a long nozzle. This shortens the distance from the fuel injector to the intake valve, which prevents the fuel from adhering to the intake port walls and reduces HC exhaust emissions. Depending on the type of fuel that is used, a 12-hole type fuel injector is provided.



01NEG199I

4. Module Fuel Pump

The module fuel pump has a built-in charcoal canister to ensure an effective use of space in the engine compartment.



5. Delivery Pipe

- An inner pipe is provided inside the delivery pipe to absorb fuel pulsations.
- This eliminates the use of the pulsation damper provided on conventional models, making the fuel system more compact and lightweight. When the fuel pulsates, the shape of the inner pipe changes with the pulsation, thus changing the internal capacity of the delivery pipe. This change in capacity absorbs the fuel pulsations.

