

## FUEL LINE PRESSURE INSPECTION[L3 Turbo]

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### Low Pressure Line (From the Fuel Tank to the High Pressure Fuel Pump)

#### Warning

- Fuel line spills and leakage are dangerous. Fuel can ignite and cause serious injuries or death. Fuel can also irritate skin and eyes. To prevent this, always complete the “BEFORE SERVICE PRECAUTION”. (See BEFORE SERVICE PRECAUTION[L3 Turbo].)

#### Caution

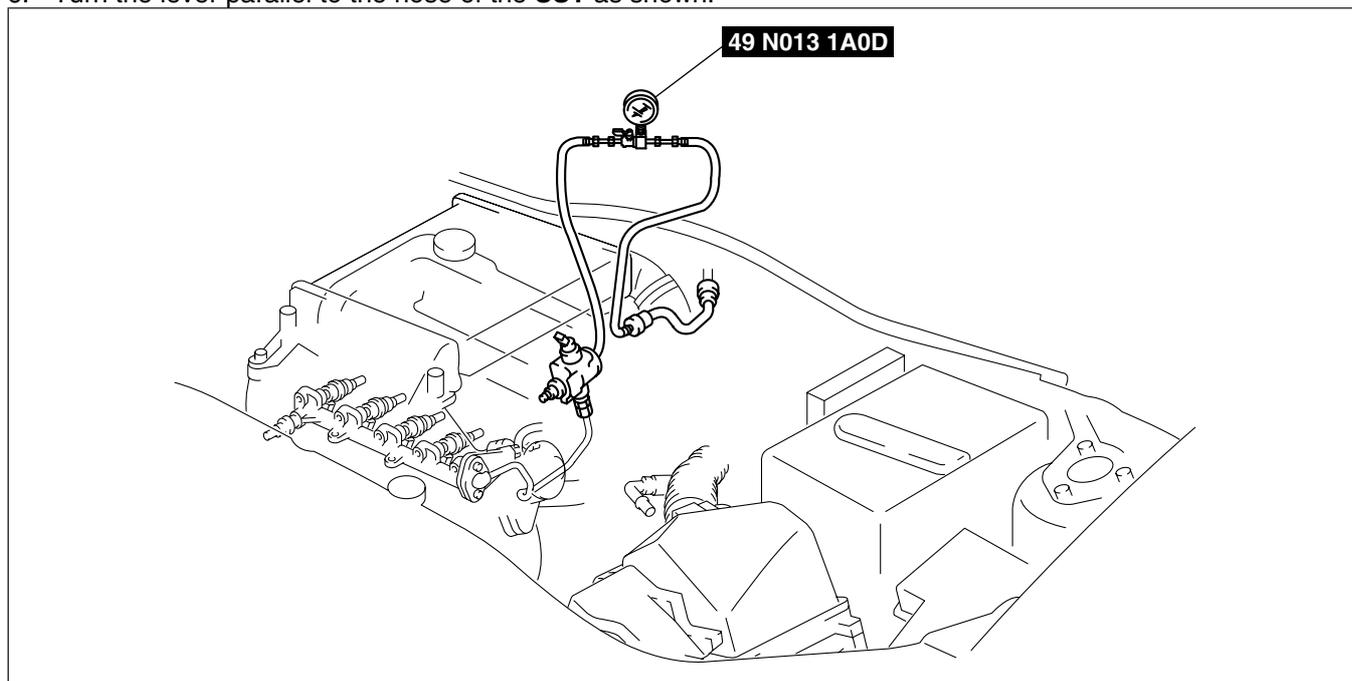
- Disconnecting/connecting the quick release connector without cleaning it may possibly cause damage to the fuel pipe and quick release connector. Always clean the quick release connector joint area before disconnecting/connecting using cloth or soft brush, and make sure that it is free of foreign material.

1. Complete the “BEFORE SERVICE PRECAUTION”. (See BEFORE SERVICE PRECAUTION[L3 Turbo].)
2. Remove the battery cover. (See BATTERY REMOVAL/INSTALLATION[L3 Turbo].)
3. Disconnect the negative battery cable.

#### Caution

- The quick release connector may be damaged if the tab is turned too far. Do not turn the tab over the stopper.

4. Disconnect the quick release connector from the fuel tank. (See QUICK RELEASE CONNECTOR REMOVAL/INSTALLATION[L3 Turbo].)
5. Push the **SST** quick release connector into the fuel pipe and plastic fuel hose into the **SST** until a click is heard.
6. Turn the lever parallel to the hose of the **SST** as shown.

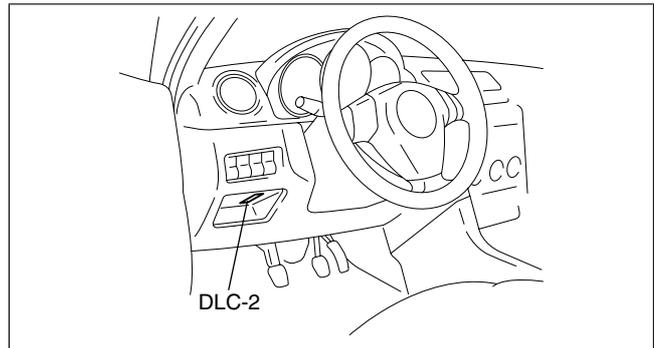


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7. Start the fuel pump using the following procedure:

**Using M-MDS**

1. Connect the negative battery cable.
2. Connect the M-MDS to the DLC-2.
3. Start the fuel pump using the "FP" simulation function.



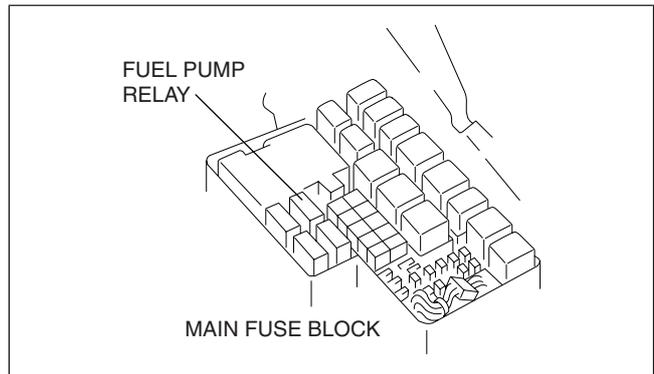
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**Without using M-MDS**

1. Remove the fuel pump relay.

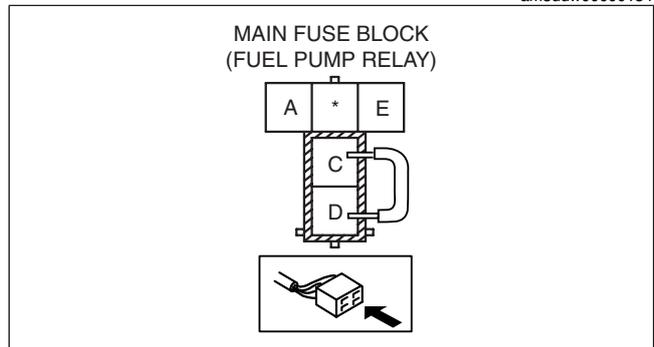
**Caution**

- Be careful to short the specified terminal as shorting the wrong terminal of the main fuse block may cause a malfunction.



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2. Using a jumper wire, short fuel pump relay terminals C and D and connect the negative battery cable to start the fuel pump.
8. Operate the fuel pump for **10 s**.
  9. Measure the fuel line pressure.
    - If not as specified, inspect the following:
      - Zero or low**
        - FP circuit
        - FP
        - Fuel line (clogged)
        - Fuel leakage inside pressure regulator
      - High**
        - Pressure regulator for high pressure cause



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**Fuel line pressure**

**410—490 kPa {4.2—4.9 kgf/cm<sup>2</sup>, 60—71 psi}**

10. Turn the ignition switch to the LOCK position.
11. Measure the fuel hold pressure **after 5 min**.
  - If not as specified, inspect the following:
    - FP hold pressure
    - Fuel injector for leakage
    - Fuel line for improper routing, kinks or leakage

**Fuel hold pressure**

**More than 230 kPa {2.3 kgf/cm<sup>2</sup>, 33 psi}**

12. Disconnect the **SST**.
13. Connect the quick release connector. (See QUICK RELEASE CONNECTOR REMOVAL/INSTALLATION[L3 Turbo].)
14. Complete the "AFTER SERVICE PRECAUTION". (See AFTER SERVICE PRECAUTION[L3 Turbo])

**High Pressure Line (From the High Pressure Fuel Pump to the Fuel Injector)**

1. Inspect the fuel pressure sensor. (See FUEL PRESSURE SENSOR INSPECTION[L3 Turbo].)
2. Inspect the high pressure fuel pump. (See FUEL PUMP RESISTOR INSPECTION[L3 Turbo].)