

Warning

- Fuel is very flammable liquid. If fuel spills or leaks from the pressurized fuel system, it will cause serious injury or death and facility breakage. Fuel can also irritate skin and eyes. To prevent this, always complete the “Fuel Leakage Inspection”.

Fuel Leakage Inspection

Warning

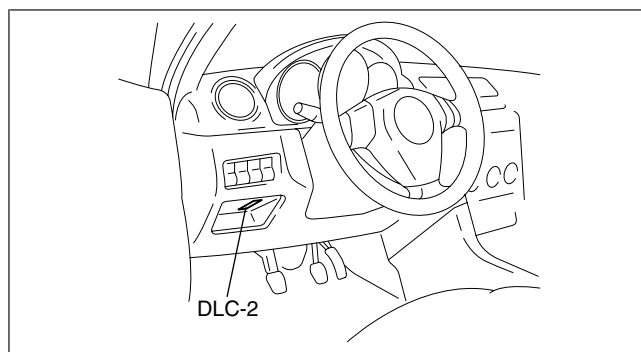
- Fuel is very flammable liquid. If fuel spills or leaks from the pressurized fuel system, it will cause serious injury or death and facility breakage. Fuel can also irritate skin and eyes. To prevent this, complete the following inspection with the engine stopped.

Using M-MDS

- Connect the M-MDS to the DLC-2.
- Start the fuel pump using the “FP” simulation function.
- Verify that there is no fuel leakage from the pressurized parts.
 - If there is leakage, replace the fuel hoses and clips.
 - If there is damage on the seal on the fuel pipe side, replace the fuel pipe.

Standard

There shall be no leakage after 5 min.



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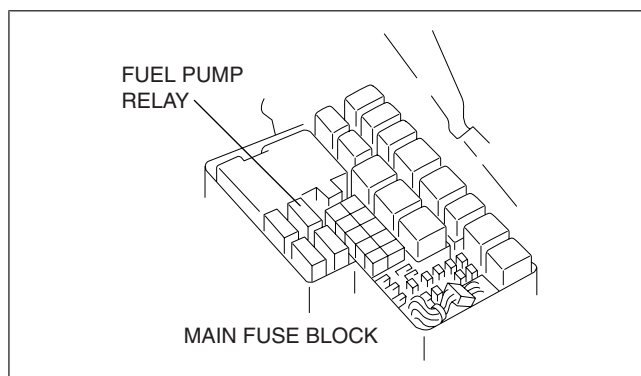
- After reinstallation, repeat step 2—3 in the fuel leakage inspection.

Without using M-MDS

- Remove the battery cover. (See BATTERY REMOVAL/INSTALLATION[L3 Turbo].)
- Disconnect the negative battery cable.
- 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.

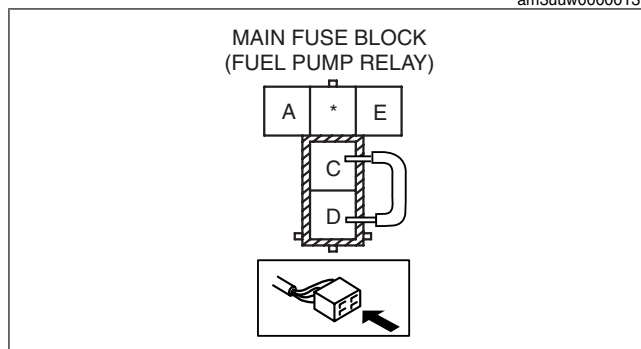


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- Using a jumper wire, short fuel pump relay terminals C and D and connect the negative battery cable to start the fuel pump.
- Verify that there is no fuel leakage from the pressurized parts.
 - If there is leakage, replace the fuel hoses and clips.
 - If there is damage on the seal on the fuel pipe side, replace the fuel pipe.

Standard

There shall be no leakage after 5 min.



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- After reinstallation, repeat step 3—4 in the fuel leakage inspection.