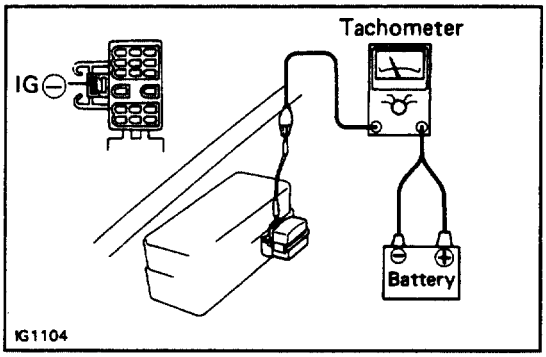
PRECAUTION

1. **Before working on the system, disconnect the negative terminal (–) cable from the battery.**
   HINT: Any diagnostic trouble code retained by the computer will be erased when the negative (–) terminal cable is removed from the battery.
   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 away from rubber or leather parts.**



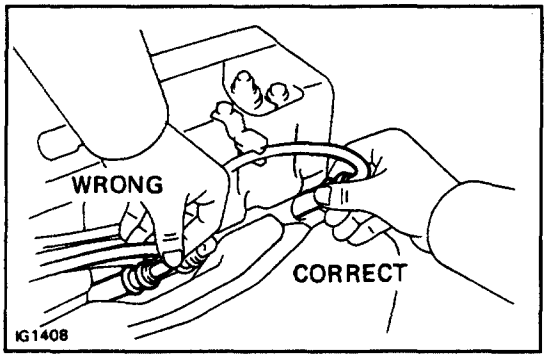
MAINTENANCE PRECAUTIONS

1. CHECK CORRECT ENGINE TUNE–UP

2. PRECAUTION WHEN CONNECTING GAUGE

(a) When a tachometer is connected to the system, connect the tachometer test probe to the IG– terminal of the DLC1.

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



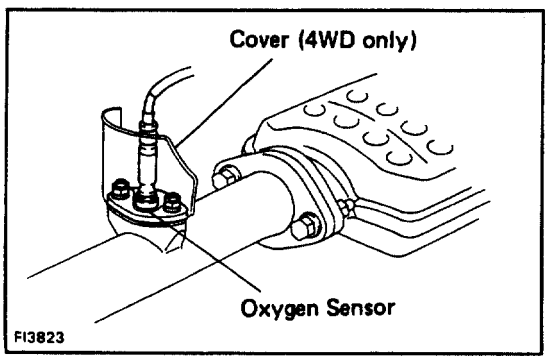
3. IN EVENT OF ENGINE MISFIRE, THE FOLLOWING PRECAUTIONS SHOULD BE TAKEN

(a) 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.

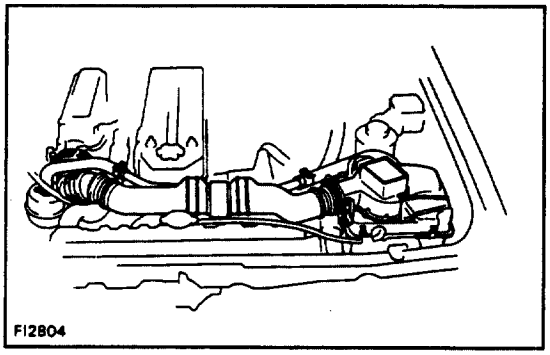
(d) When cleaning the engine compartment, be especially careful to protect the electrical system from water.



4. PRECAUTIONS WHEN HANDLING OXYGEN SENSOR

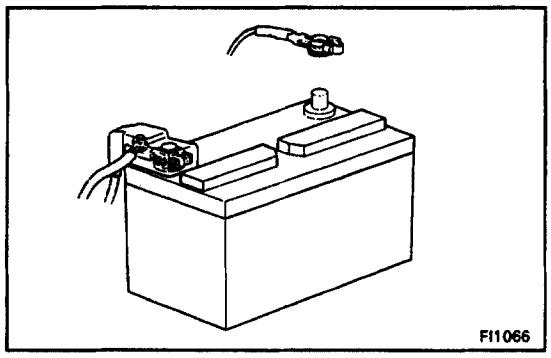
(a) Do not allow the oxygen sensor to drop or hit against an object.

(b) Do not allow the sensor to come into contact with water.



AIR INDUCTION SYSTEM

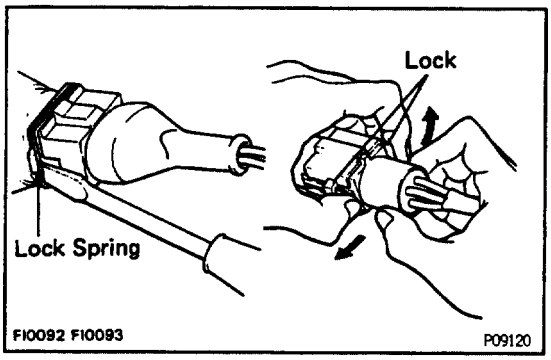
1. Separation of the engine oil dipstick, oil filler cap, PCV hose, etc. may cause the engine to run out of tune.
2. Disconnection, looseness or cracks in the parts of the air induction system between the air flow meter and cylinder head will cause air suction and cause the engine to run out of tune.



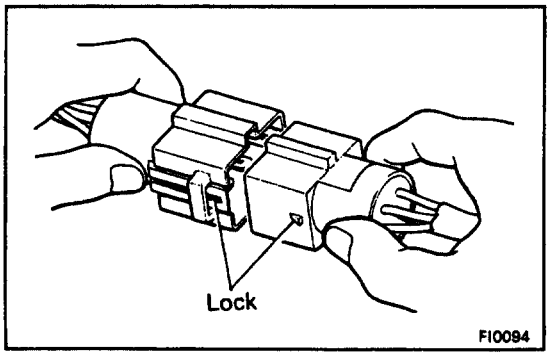
ELECTRONIC CONTROL SYSTEM

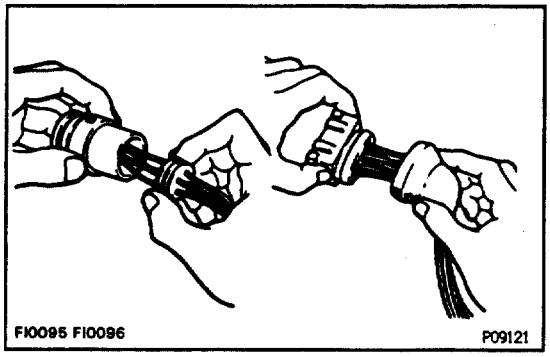
1. Before removing MFI wiring connectors, terminals, etc., first disconnect power by either turning the ignition switch OFF or disconnecting the negative (–) terminal cable from the battery.
2. When installing a battery, be especially careful not to incorrectly connect the positive and negative cables.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

(a) To pull the connector out, release the lock and pull on the connector.

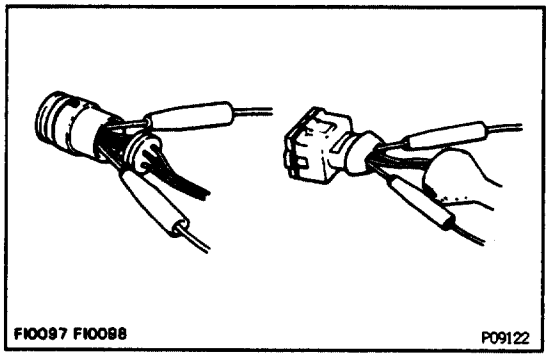


(b) Fully insert the connector and check that it is locked.

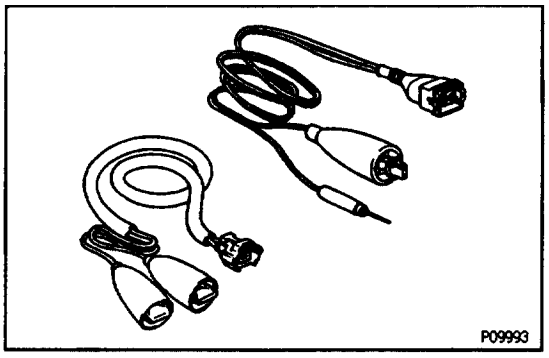




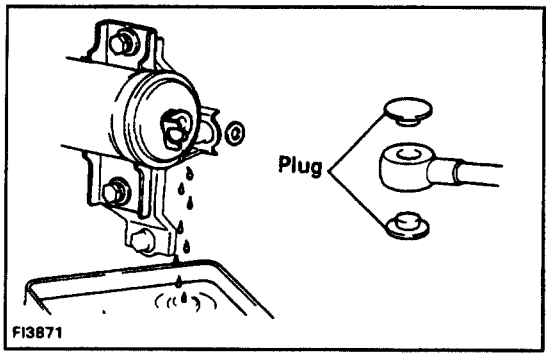
9. When inspecting a connector with a volt/ohmmeter.
(a) Carefully take out the water–proofing rubber if it is a water–proof type connector.



(b) Insert 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 the check, securely install the water–proofing rubber on the connector.

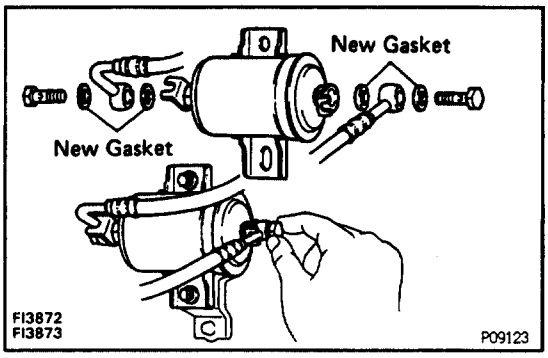


10. Use SST for inspection or testing of the injector, cold start injector or their wiring connectors.
SST 09842–30050 and 09842–30070

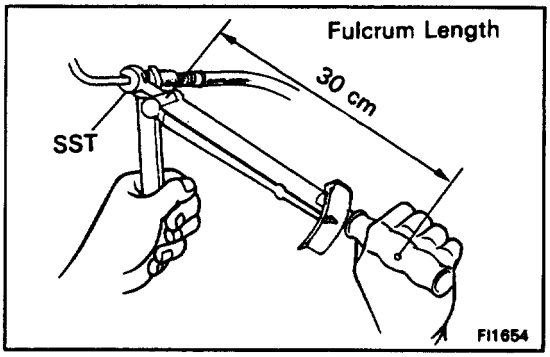


FUEL SYSTEM

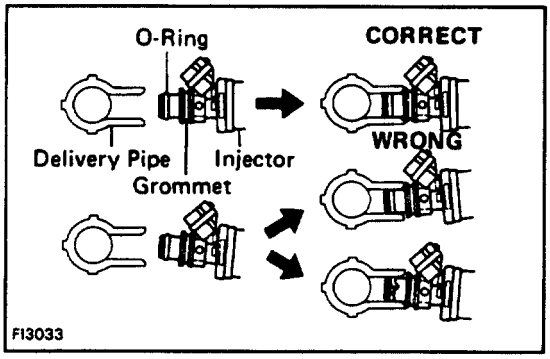
1. When disconnecting the connection of the high fuel pressure line, a large amount of gasoline may come out so observe the following procedure:
(a) Put a container under the connection.
(b) Slowly loosen the connection.
(c) Disconnect the connection.
(d) Plug the connection with a rubber plug.



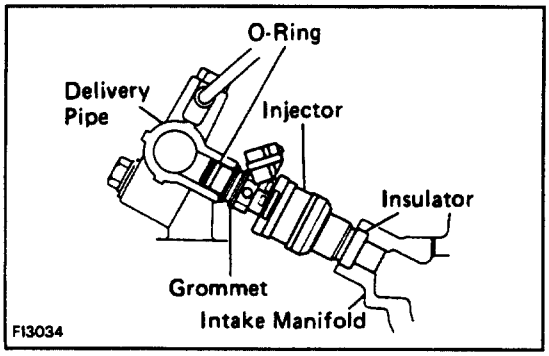
2. When connecting the flare nut or union bolt on the high pressure pipe union, observe the following procedure:
Union bolt type:
(a) always use a new gasket.
(b) Tighten the union bolt by hand.
(c) Torque the bolt to the specified torque.
Torque: 30 N·m (310 kgf·cm, 22 ft·lbf)



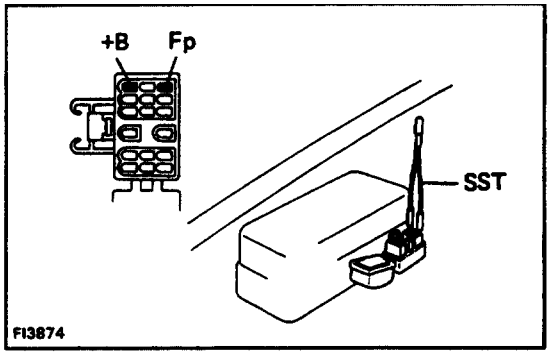
Flare nut type:
(a) Apply a light coat of engine oil to the flare and tighten the flare nut by hand.
(b) Then using SST, tighten the nut to the specified torque.
SST 09631–22020
Torque: 27 N·m (280 kgf·cm, 20 ft·lbf)
HINT: use a torque with a fulcrum length of 30 cm (11.81 in.).



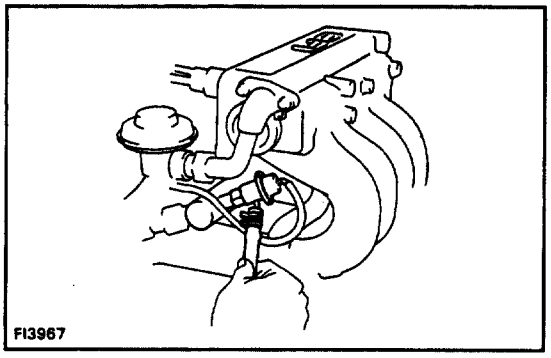
3. Take the following precautions when removing and installing the injectors.
(a) Never re–use the O–ring.
(b) When placing a new O–ring on the injector, take care not to damage it in any way.
(c) Lubricate the O–ring spindle oil or gasoline before installing–never use engine, gear or brake oil.



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) With engine stopped, turn the ignition switch ON.
(b) Using SST, connect terminals Fp and B of the DLC1.
SST 09843–18020
HINT: The DLC1 is located near the No. 2 relay block.



(c) When the pressure regulator fuel return hose (shown in the illustration at left), is pinched, the pressure within the high pressure line will rise to approx. 392 kPa (4 kgf/cm^2, 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 the hose as it may cause the hose to crack.