

SFI SYSTEM PRECAUTION

SF1Y5-01

HINT:

All DTCs output from the computer will be erased when the negative (–) terminal cable is removed from the battery. Therefore, if necessary, read the DTCs before removing the negative (–) terminal cable from the battery.

- 1. BEFORE WORKING ON FUEL SYSTEM, DISCONNECT NEGATIVE (–) TERMINAL CABLE FROM BATTERY**
- 2. DO NOT SMOKE OR WORK NEAR FLAME WHEN WORKING ON THE FUEL SYSTEM**
- 3. KEEP GASOLINE AWAY FROM RUBBER OR LEATHER PARTS**
- 4. MAINTENANCE PRECAUTIONS**

(a) In the event of engine misfire, these precautions should be taken.

- (1) Check that the battery terminals are properly connected.
- (2) After repair work, check that the ignition coil terminals and all other ignition system lines are reconnected securely.
- (3) When cleaning the engine compartment, be especially careful to protect the electrical system from water.

(b) Precautions when handling the oxygen sensor and A/F sensor.

- (1) Do not drop the oxygen sensor or A/F sensor or hit them against another object.
- (2) Do not allow the sensor to come into contact with water.

- 5. IF VEHICLE IS EQUIPPED WITH MOBILE RADIO SYSTEM (HAM, CB, ETC.)**

If the vehicle is equipped with a mobile communication system, refer to the precaution in the IN section.

- 6. AIR INDUCTION SYSTEM**

- (a) Separation of the engine oil dipstick, oil filler cap, PCV hose, etc. may cause the engine to be out of tune.
- (b) Disconnection, looseness or cracks in the parts of the air induction system between the throttle body and cylinder head will result in air suction and cause the engine to be out of tune.

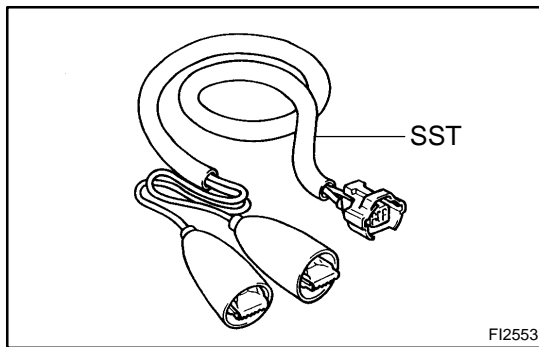
- 7. ELECTRONIC CONTROL SYSTEM**

- (a) Before removing SFI wiring connectors, terminals, etc., first disconnect the power by either turning the ignition switch off or disconnecting the negative (–) terminal cable from the battery.

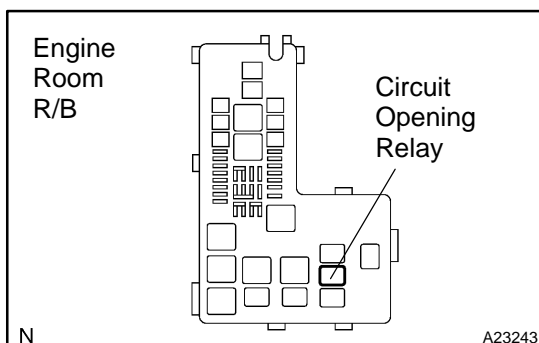
HINT:

Always check for diagnostic trouble codes before disconnecting the negative (-) terminal cable from the battery.

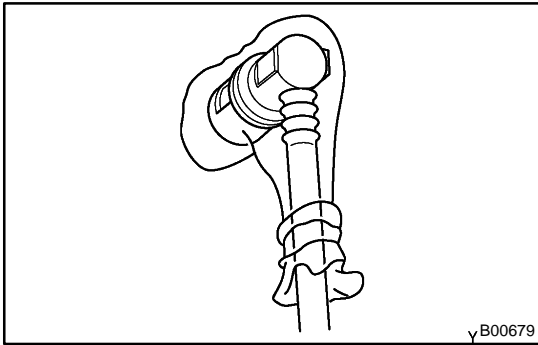
- (b) When installing the battery, be especially careful to correctly connect the positive (+) and negative (-) cables.
- (c) Do not apply severe impact to the parts during removal or installation. Handle all SFI parts carefully, especially the ECM.
- (d) Be careful during troubleshooting as there are numerous transistor circuits, and even slight terminal contact can cause further trouble.
- (e) Do not open the ECM cover.
- (f) When inspecting in rainy weather, take care to prevent an intrusion of water. Also, when washing the engine compartment, prevent water from getting on the SFI parts and wiring connectors.
- (g) Parts should be replaced as an assembly.
- (h) Care should be taken when pulling out and inserting wiring connectors.
 - (1) Release the lock and pull out the connector, pulling on the connectors.
 - (2) Fully insert the connector and check that it is locked.



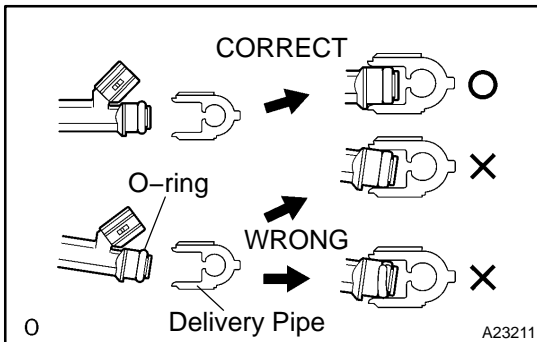
- (i) Use SST for inspection or test of the injector or its wiring connector.
SST 09842-30070

**8. FUEL SYSTEM**

- (a) When disconnecting the high fuel pressure line, a large amount of gasoline will spill out. Be sure to observe the following procedures:
 - (1) Remove the circuit opening relay.
 - (2) Start the engine. After the engine has stopped on its own, turn the ignition switch off.

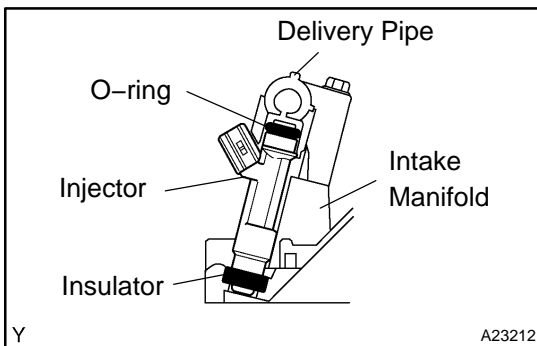


- (3) Put a container under the connecting part of the pressure line.
- (4) Slowly loosen the connection.
- (5) Disconnect the connection.
- (6) Plug the connection with a rubber plug.
- (7) Install the circuit opening relay.



- (b) Observe the following precautions when removing and installing the injectors.

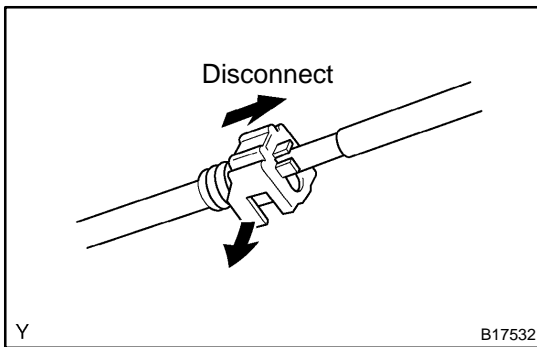
- (1) Never reuse the O-ring.
- (2) When placing a new O-ring on the injector, take care not to damage it in any way.
- (3) Coat a new O-ring with spindle oil or gasoline before installing. Never use engine oil, gear oil or brake fluid.



- (c) Install the injector to the delivery pipe and lower intake manifold as shown in the illustration.

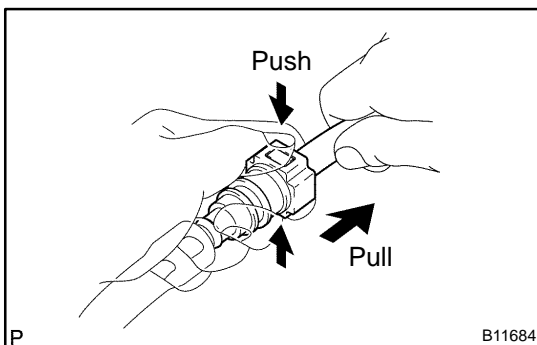
NOTICE:

Before installing the injector, apply spindle oil or gasoline where the delivery pipe or cylinder head contacts the O-ring of the injector.

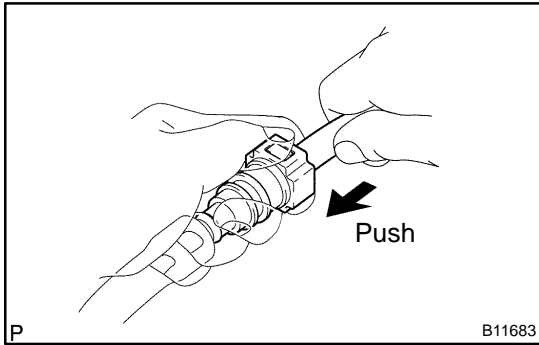


- (d) Observe the following when disconnecting the fuel tube connector:

- (1) Check if there is any dirt in the pipe and around the connector before disconnecting the fuel tube connector. If necessary, clean the dirt away.
- (2) Disconnect the fuel pipe clamp from the connector.

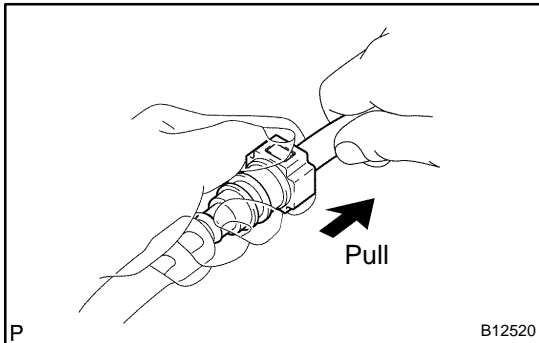


- (3) Be sure to disconnect them by hand.
- (4) When the connector and the pipe are stuck, push and pull the connector. Then disconnect and pull it out. Do not use any tools at this time.
- (5) Check if there is any dirt or other foreign matter on the seal surface of the disconnected pipe. If necessary, clean the dirt away.
- (6) Do not damage the disconnected pipe and connector and prevent intrusion of foreign objects by covering them with a plastic bag.



(e) Observe the following when connecting the fuel tube connector:

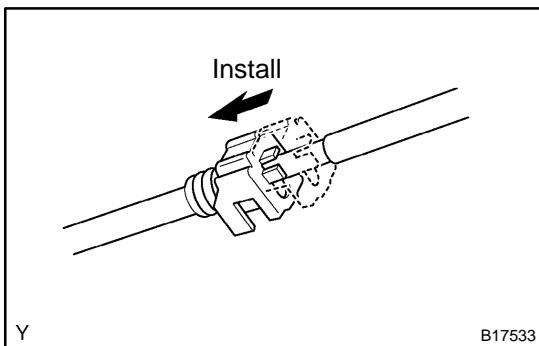
- (1) Check if there is any damage or foreign objects in the connected part of the pipe.
- (2) Match the axis of the connector with the axis of the pipe, and push into the connector until a "click" sound is heard. If the connection is tight, apply a small amount of fresh engine oil on the tip of the pipe.



- (3) After finishing the connection, pull the pipe and the connector to ensure it is secure.

- (4) Check to make sure no fuel leak is present.

If the result is not as specified, repair or replace.



- (5) Install the fuel pipe clamp to the connector.

- (6) Check to make sure no fuel leak is present.

If the result is not as specified, repair or replace.