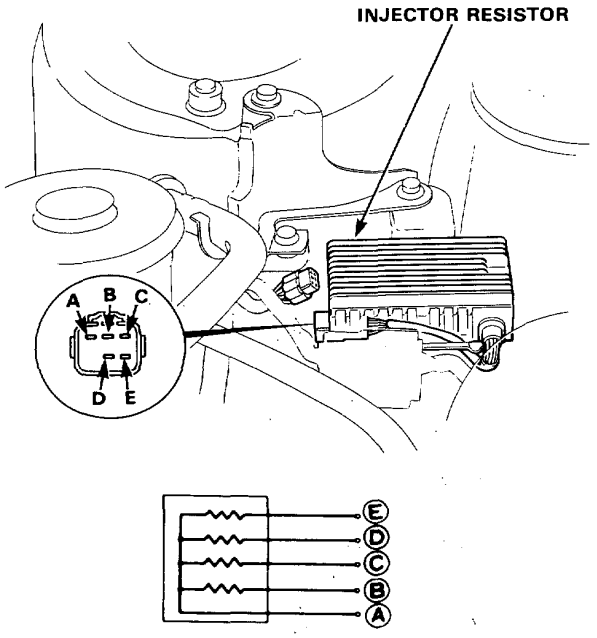
Injector Resistor

Testing

1. Disconnect the resistor connector.
2. Check for resistance between each of the resistor terminals (E, D, C and B) and the Power terminal (A).

   Resistance should be: 5–7 Ω



- Replace the resistor with a new one if any of the resistances are outside of the specification.

Pressure Regulator

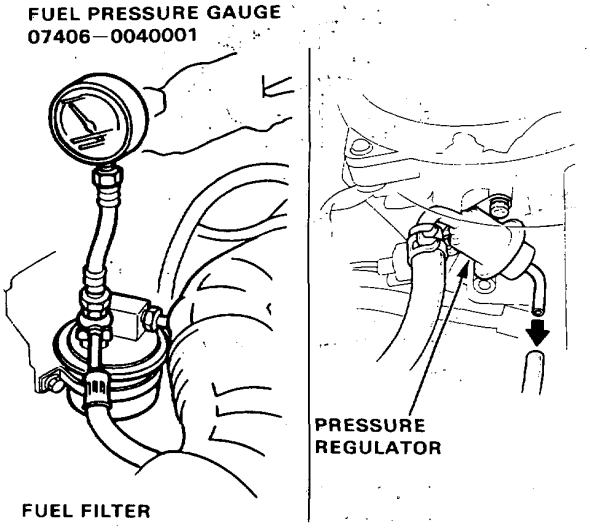
Testing

⚠ WARNING Do not smoke during the test. Keep open flames away from your work area.

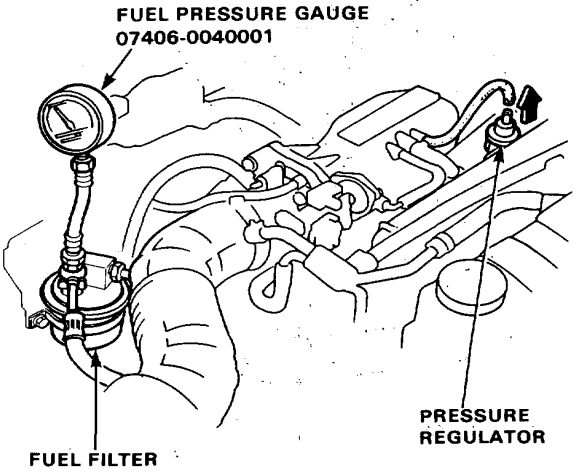
1. Attach a pressure gauge to the service port of the fuel filter (page 6-136).

   Pressure should be:
   240–279 kPa (2.45–2.85 kg/cm², 35–41 psi)
   (with the regulator vacuum hose disconnected)

(1.5 ℓ)



(1.6 ℓ)



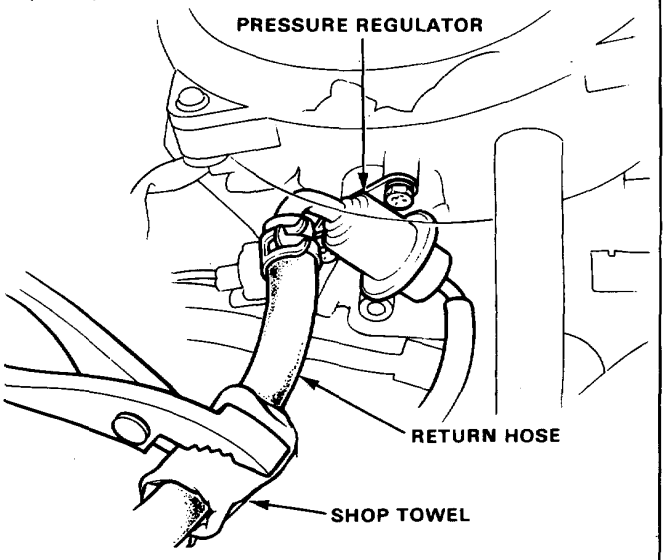
(cont'd)

Pressure Regulator (cont'd)

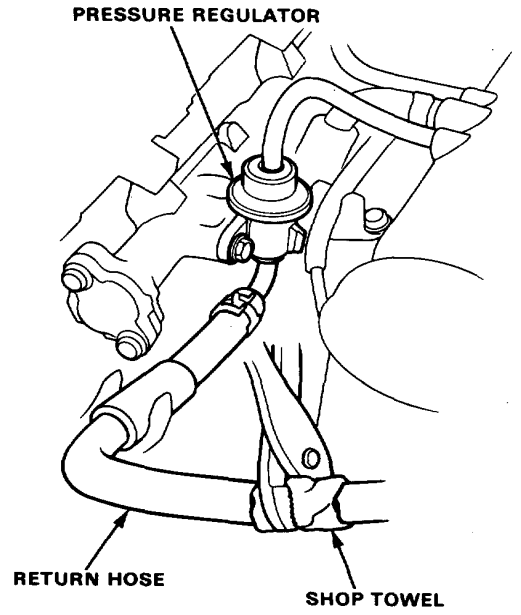
2. Check that the fuel pressure rises when the vacuum hose from the regulator is disconnected.

   - If the fuel pressure did not rise, check whether it rises when the return hose is lightly pinched.

(1.5 ℓ)



(1.6 ℓ)



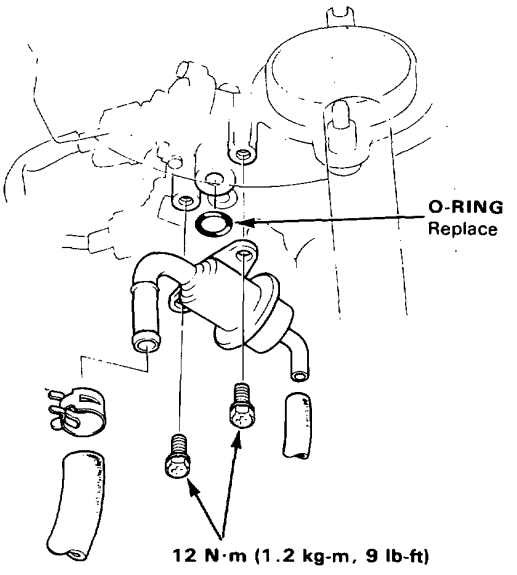
– If the pressure does not rise, replace the regulator and retest.

Replacement

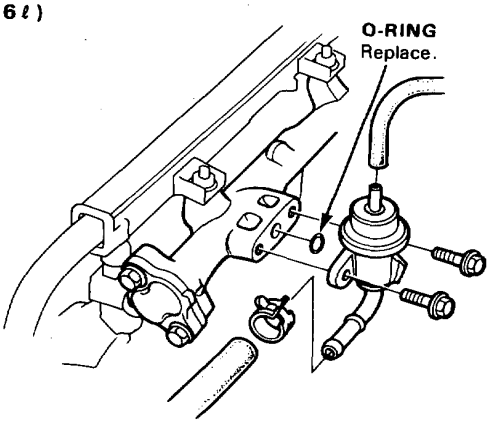
⚠WARNING Do not smoke while working on fuel system. Keep open flame away from work area.

1. Place a shop towel under pressure regulator, then relieve fuel pressure (page 6-136).
2. Disconnect the vacuum hose and fuel return hose.
3. Remove the two 6 mm retainer bolts.

(1.5 ℓ)



(1.6 ℓ)



NOTE:
- Replace the O-ring.
- When assembling the regulator, apply clean engine oil to the O-ring and assemble it into its proper position, taking care not to damage the O-ring.