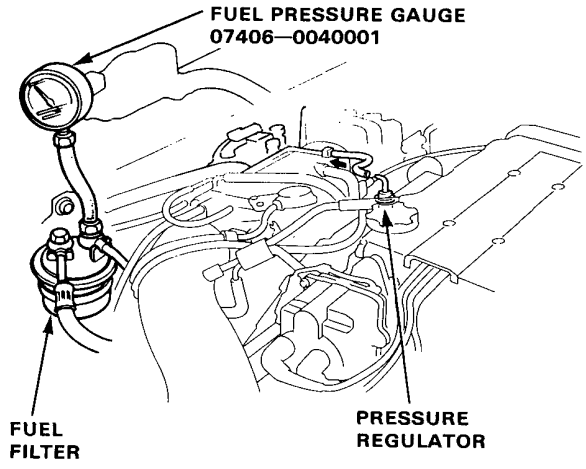
Pressure Regulator

Testing

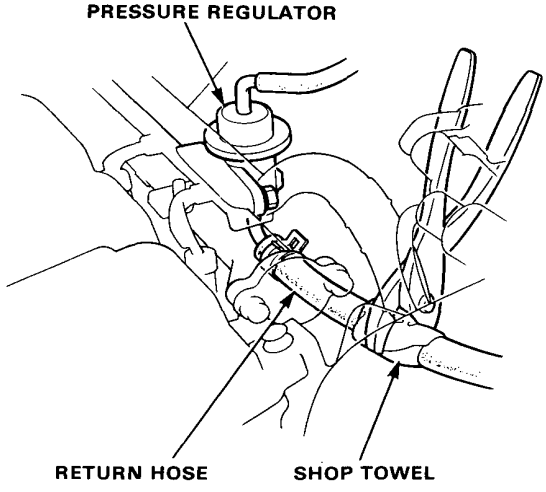
⚠WARNING Do not smoke during the test. Keep open flames away from your work area.

1. Attach a pressure gauge to the service port of the fuel filter (page 6-61).

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



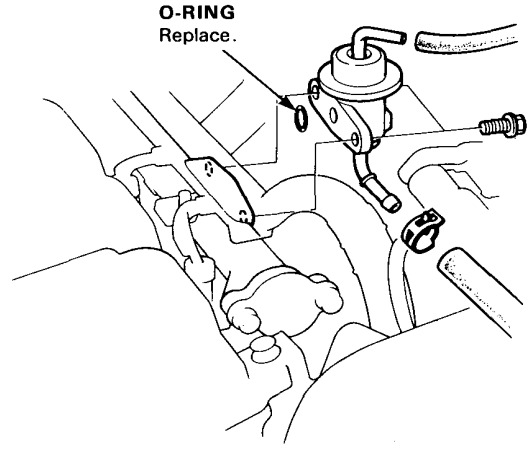
2. Reconnect the vacuum hose to the pressure regulator.
3. Check that the fuel pressure rises when the vacuum hose from the regulator is disconnected again.
   - If the fuel pressure did not rise, replace the regulator and retest.



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 6-61).
2. Disconnect the vacuum hose and fuel return hose.
3. Remove the two 6 mm retainer bolts.



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.

Pressure Regulator Cut-off Solenoid valve Troubleshooting Flowchart

Inspection of Pressure Regulator Cut-off Solenoid Valve.

Start the engine and warm up to normal operating temperature (the cooling fan comes on).

Disconnect the #1 vacuum hose from the pressure regulator and connect a vacuum gauge to the hose.

Is there manifold vacuum ?

NO → Disconnect the 4P connector from the solenoid valve

Is there vacuum ?

NO → **Check the #1 and #12 vacuum hose. If hoses are OK, replace the solenoid valve.**

YES → **Repair short to ground in GRN wire between ECU (A10) and 4P connector. If wire is OK, substitute a known-good ECU and recheck. If symptom goes away, replace the original ECU.**

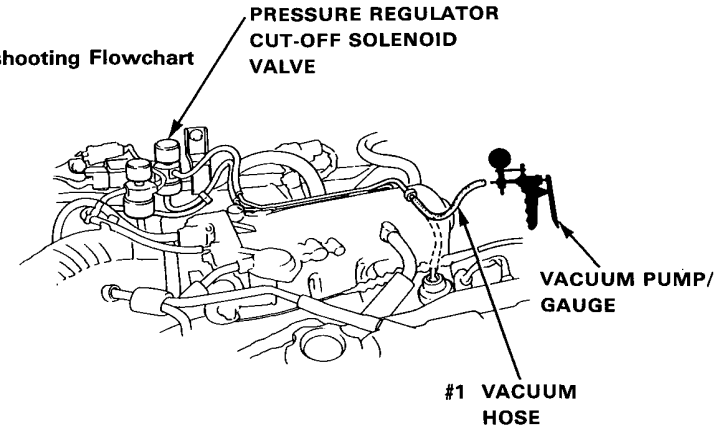
YES

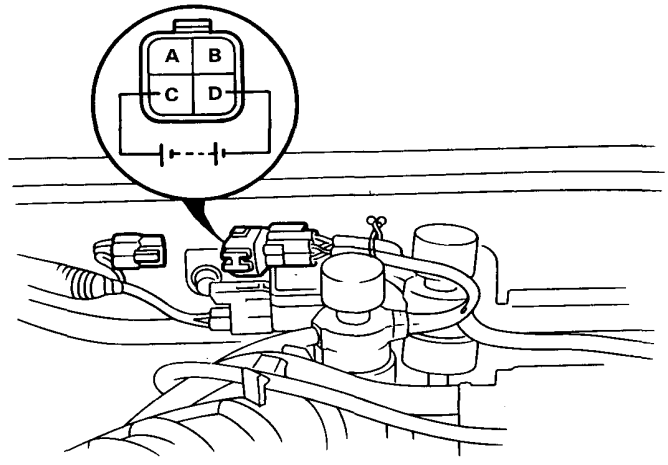
Turn the ignition switch OFF.

Disconnect the 4P connector from the solenoid valve.

Connect battery positive to terminal C and battery negative to terminal D of the solenoid valve.

Start the engine and allow it to idle.





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Pressure Regulator (cont'd)

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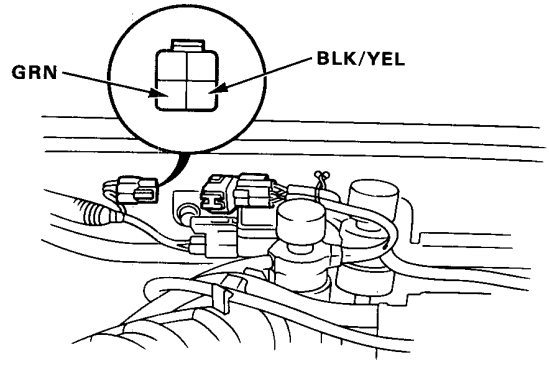
Is there manifold vacuum ?

YES → **Replace the solenoid valve.**

NO



Measure voltage between BLK/YEL (+) terminal and body ground.

Is there battery voltage ?

NO → **Repair in BLK/YEL wire between No. 14 fuse and 4P connector.**

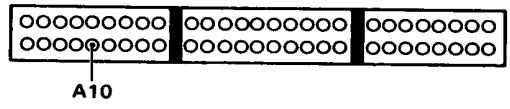
YES

Turn the ignition switch OFF.

Reconnect the 4P connector to the solenoid valve.

Connect the PGM-FI test harness between the ECU and connector (page 6-13).

Start the engine and allow it to idle.



Connect A10 terminal to body ground with a jumper wire.

Is there manifold vacuum ?

YES → **Repair open in GRN wire between ECU (A10) and the 4P connector.**

NO

Pressure Regulator Cut-Off Solenoid Valve is OK.