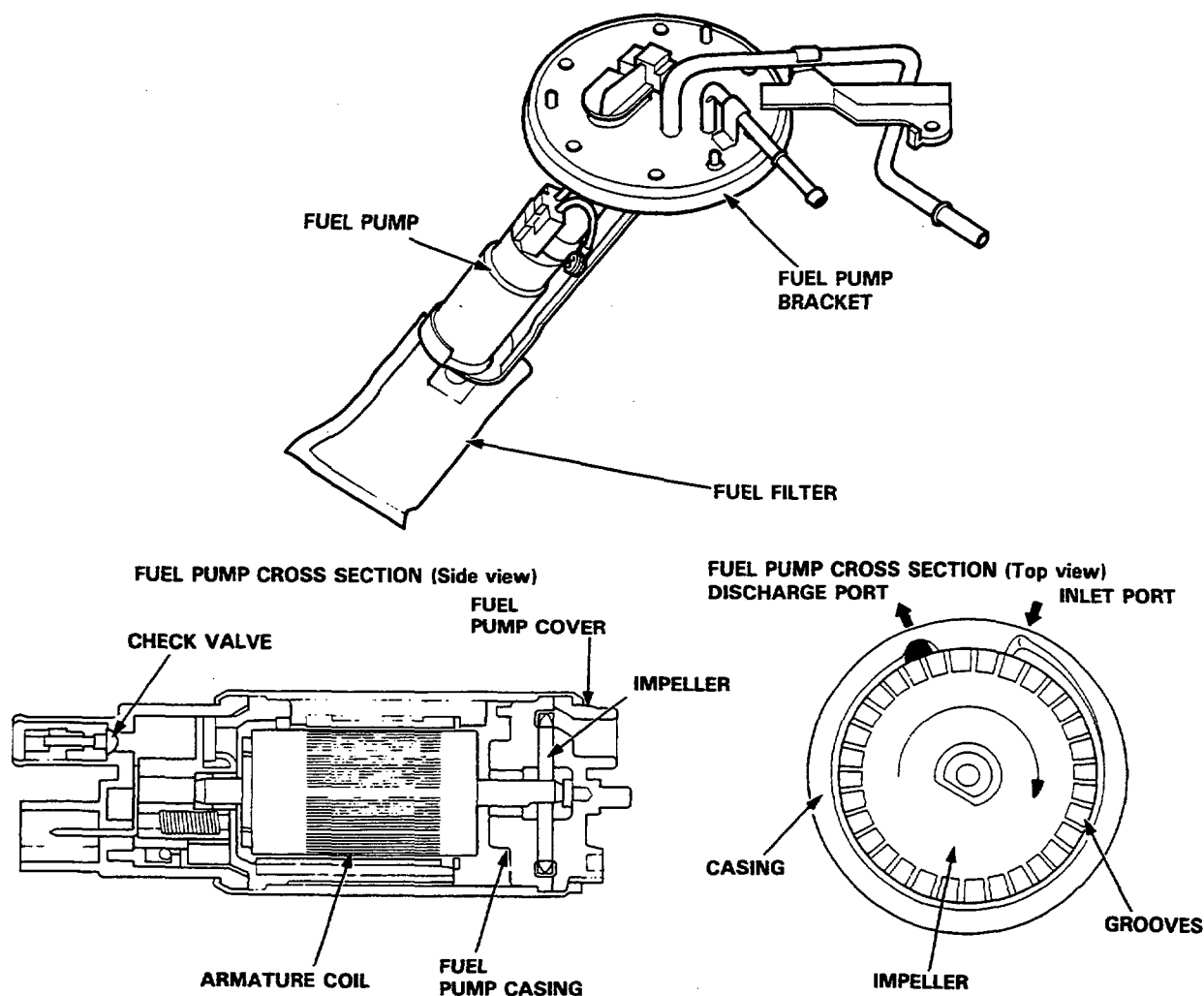




## Fuel Pump

### Description

Because of its compact impeller design, the fuel pump (FP) is installed inside the fuel tank, thereby saving space and simplifying the fuel line system.



The fuel pump is comprised of a DC motor, a circumference flow pump, a relief valve for protecting the fuel line systems, a check valve for retaining residual pressure, an inlet port, and a discharge port. The fuel pump assembly consists of the impeller (driven by the motor), the fuel pump casing (which forms the pumping chamber), and the fuel pump cover.

### OPERATION

- (1) When the engine is started, the PGM-FI main relay actuates the fuel pump, and the motor turns the impeller. Differential pressure is generated by the numerous grooves around the impeller.
- (2) Fuel entering the inlet port flows inside the motor from the pumping chamber and is forced through the discharge port via the check valve. If fuel flow is obstructed at the discharge side of the fuel line, the relief valve will open to bypass the fuel to the inlet port and prevent excessive fuel pressure.
- (3) When the engine stops, the fuel pump stops automatically. However, a check valve closes by gravity to retain the residual pressure in the line, helping the engine to restart more easily.

(cont'd)

# Fuel Supply System

## Fuel Pump (cont'd)

### Testing

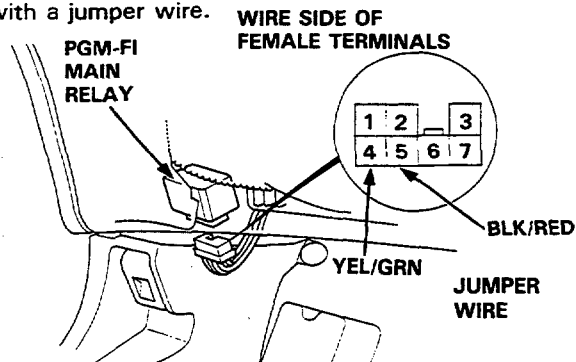
**⚠ WARNING** Do not smoke during the test. Keep open flame away from your work area.

If you suspect a problem with the fuel pump, check that the fuel pump actually runs; when it is ON, you will hear some noise if you hold your ear to the fuel fill port with the fuel fill cap removed. The fuel pump should run for two seconds, when ignition switch is first turned on. If the fuel pump does not make noise, check as follows:

1. Jack up the car and support with jackstands.
2. Disconnect the 6P connector from the fuel unit wire harness.

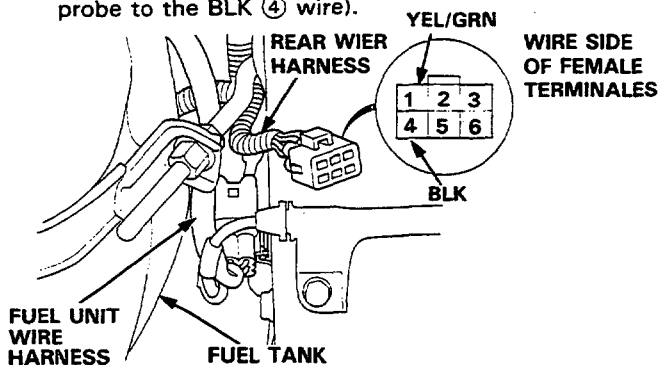
**CAUTION:** Be sure to turn the ignition switch OFF before disconnecting the wires.

3. Disconnect the PGM-FI main relay connector and connect the YEL/GRN ④ wire and BLK/RED ⑤ wire with a jumper wire.



The illustration shows LHD type. RHD type is symmetrical.

4. Check that battery voltage is available at the rear wire harness when the ignition switch is turned ON (positive probe to the YEL/GRN ① wire, negative probe to the BLK ④ wire).



- If battery voltage is available, check the fuel unit wire harness, and replace the fuel pump.
- If there is no voltage, check the fuel pump ground and wire harness (see page 11-90).

### Replacement

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

1. Relieve fuel pressure (see page 11-80).
2. Remove the fuel tank (see page 11-93).
3. Disconnect the fuel lines and connector from fuel pump.
4. Remove the EVAP two way valve.
5. Remove the fuel pump mounting nuts.
6. Remove the fuel pump from the fuel tank.

