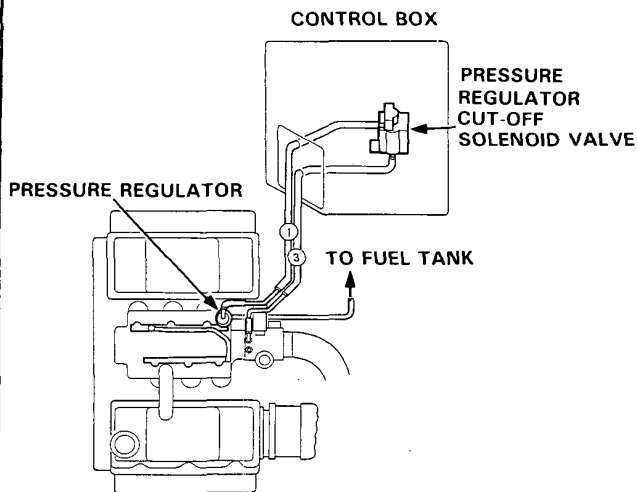


# Pressure Regulator

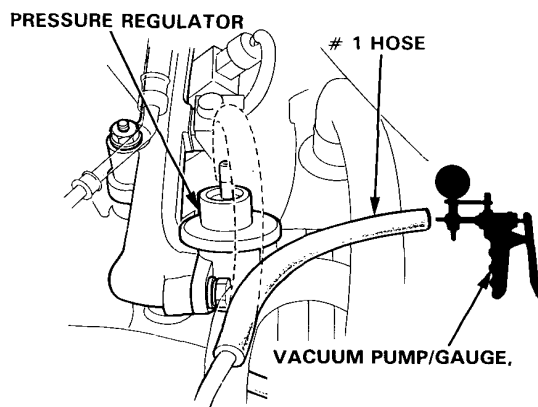
## Test

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

1. Check the vacuum line for proper connection, cracks, blockage or disconnected hose.



2. Disconnect #1 vacuum hose from the pressure regulator, and connect a vacuum gauge to the hose.
3. Start the engine and allow to idle.
4. Check for vacuum.



There should be vacuum.

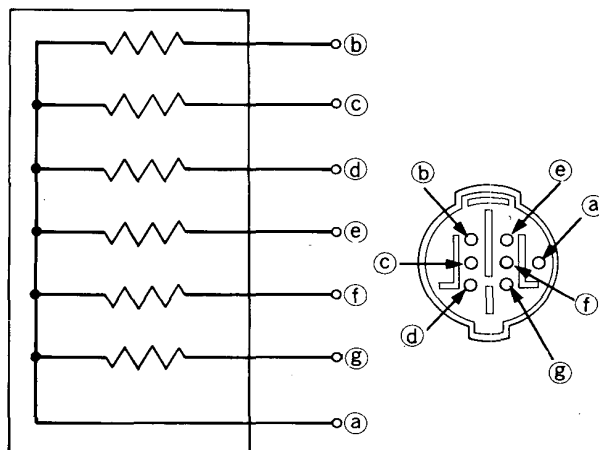
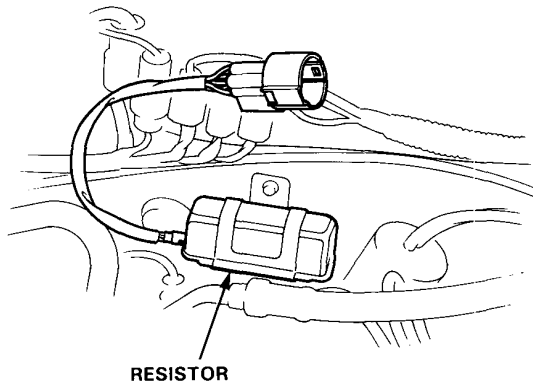
- If there is no vacuum, go to pressure regulator cut-off solenoid valve test II (page 6-82).

# Injector Resistor

## Test

1. Disconnect the resistor connector.
2. Check for resistance between each of the resistor terminals (g, f, e, d, c and b) and the power terminal (a).

Resistance should be: 5–7  $\Omega$



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



5. Stop the engine.
6. Restart the engine.

**NOTE:**

- Engine coolant temperature must be above 105°C (221°F).
- Intake air temperature must be above 80°C (176°F).

7. Check for vacuum.

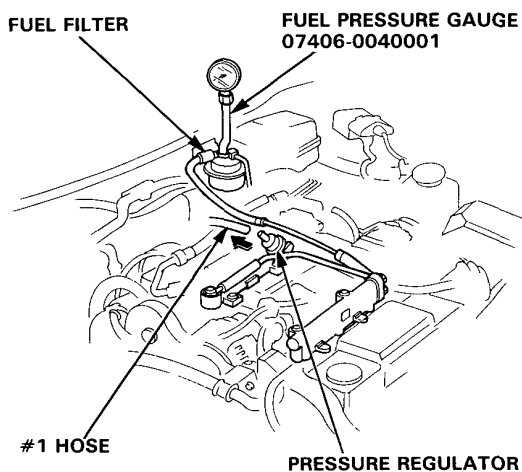
There should be no vacuum.

- If there is vacuum, go to pressure regulator cut-off solenoid valve test I (page 6-82).

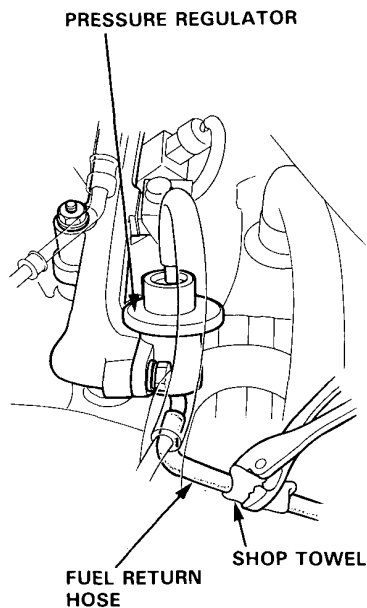
8. Stop the engine.
9. Attach a pressure gauge to the service port of the fuel filter (page 6-77).
10. Restart the engine and check that the fuel pressure rises by disconnecting #1 vacuum hose from the regulator.

**Pressure should be:**

**250—279 kPa (2.55—2.85 kg/cm<sup>2</sup>, 36-41 psi)  
(with the hose disconnected)**



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



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