

SFI SYSTEM PRECAUTION

SF19B-01

HINT:

- Any diagnostic trouble code retained by the ECM will be erased when the negative (-) terminal cable is removed from the battery.
- Therefore, if necessary, read the diagnosis 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 AN OPEN FLAME WHEN WORKING ON FUEL SYSTEM**

3. **KEEP GASOLINE AWAY FROM RUBBER OR LEATHER PARTS**

4. **MAINTENANCE PRECAUTIONS**

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

- (1) Check proper connection to battery terminals, etc.
- (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 heated oxygen sensors.

- (1) Do not drop the sensor or hit it against an object.
- (2) The sensor should be free from any 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 out of tune.
- (b) Disconnection, looseness or cracks in the parts of the air induction system between the throttle body and cylinder head will allow air suction and cause the engine out of tune.

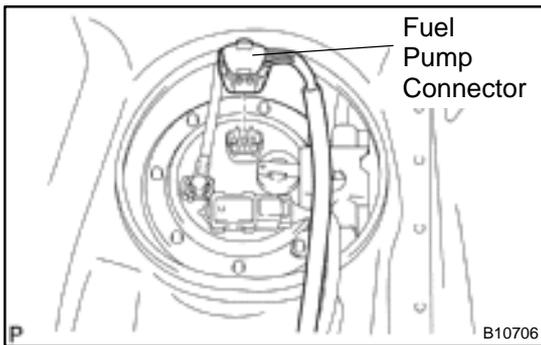
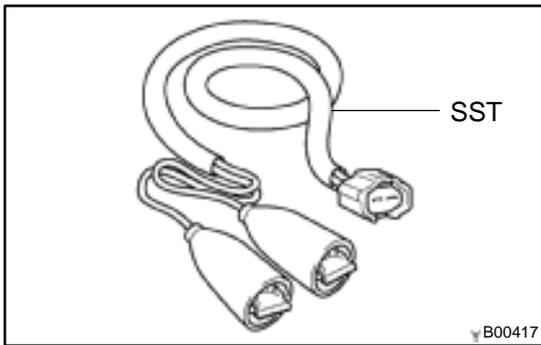
7. **ELECTRONIC CONTROL SYSTEM**

- (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:

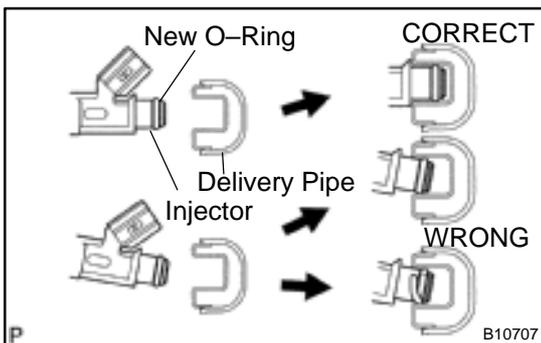
Always check the diagnostic trouble code before disconnecting the negative (-) terminal cable from the battery.

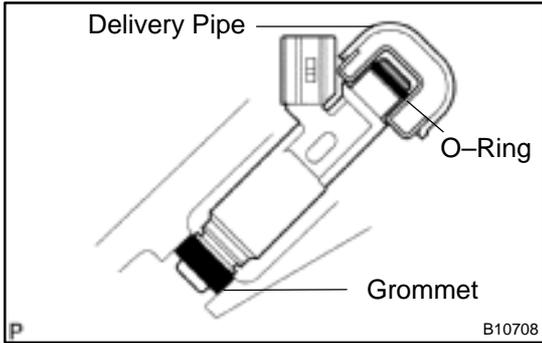
- (b) When installing the battery, be especially careful not to incorrectly connect the positive (+) and negative (-) cables.
- (c) Do not permit parts to receive a severe impact during removal or installation. Handle all SFI parts carefully, especially the ECM.
- (d) Be careful during troubleshooting as there are numerous transistor circuit, and even slight terminal contact can cause further troubles.
- (e) Do not open the ECM cover.
- (f) When inspecting during rainy weather, take care to prevent entry of water. Also, when washing the engine compartment, prevent water from getting on the SFI parts and wiring connectors.
- (g) Parts should be taken when pulling out and inserting wiring connectors.
- (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 09842-30080



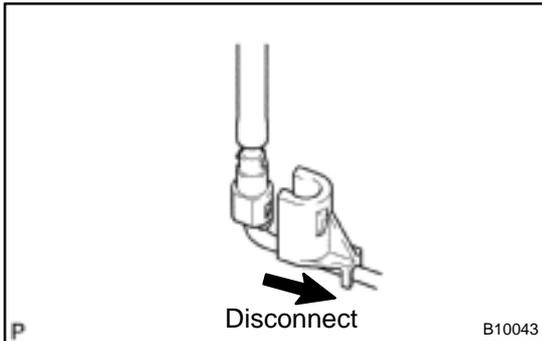
8. FUEL SYSTEM

- (a) When disconnecting the high fuel pressure line, a large amount of gasoline will spill out, so observe these procedures.
 - (1) Disconnect the fuel pump connector.
 - (2) Start the engine. After the engine has stopped on its own, turn the ignition switch OFF.
 - (3) Put a container under the connection.
 - (4) Reconnect the fuel pump connector.
- (b) Observe these precautions when removing and installing the injector.
 - (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 and never use engine, gear or brake oil.



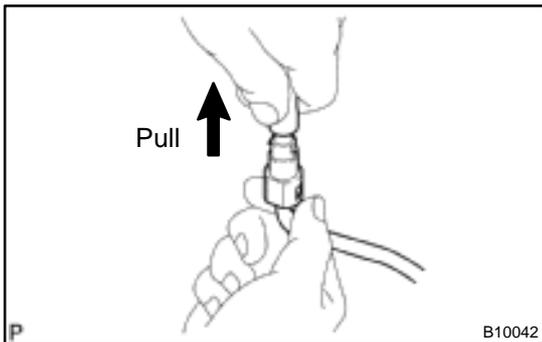


(c) Install the injector to the delivery pipe and cylinder head, as shown in the illustration.

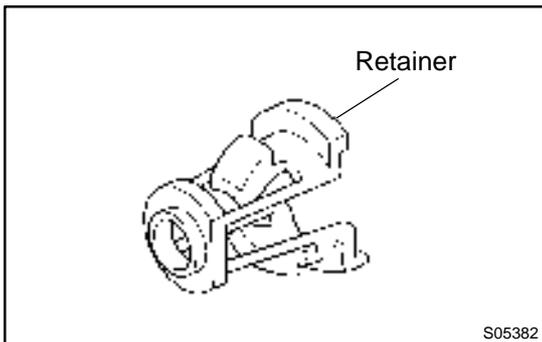


(d) Observe these precautions when disconnecting the fuel tube connector (quick type):

- (1) Disconnect the fuel pipe clamp from the connector.
- (2) Check if there is any dirt like mud on the pipe and around the connector before disconnecting them and clean the dirt away.

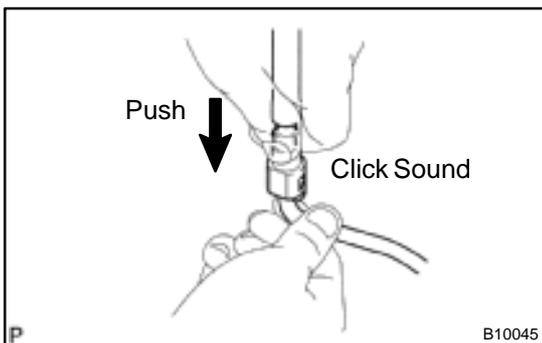


- (3) Be sure to disconnect with hands.
- (4) When the connector and the pipe are stuck, pinch the retainer between the hands, push and pull the connector to free the connection and pull it out. Do not use any tool at this time.
- (5) Inspect if there is any dirt or the likes on the seal surface of the disconnected pipe and clean it away.
- (6) Prevent the disconnected pipe and connector from being damaged and mixing in of foreign objects by covering them with a vinyl bag.

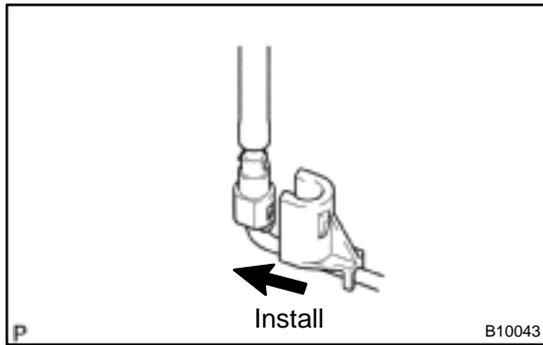


(e) Observe these precautions when connecting the fuel tube connector (quick type):

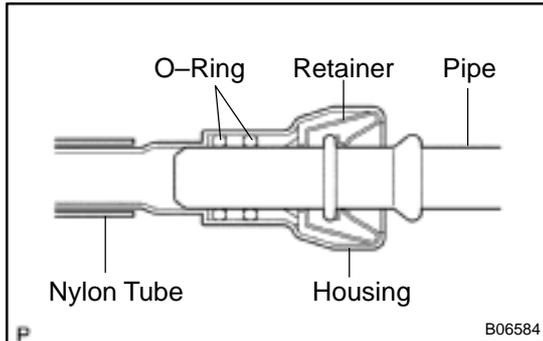
- (1) Do not reuse the retainer removed from the pipe.
- (2) Remove the retainer from the pipe with hands. Do not use tools.
- (3) Check if there is any damage or foreign objects on the connected part of the pipe.



- (4) Match the axis of the connector with axis of the pipe, and push in the connector until the retainer makes a "click" sound. In case that the connections is tight, apply little amount of new engine oil on the tip of the pipe.
- (5) After having finished the connection, check if the pipe and the connector are securely connected by pulling them.



- (6) Install the fuel pipe clamp to the connector.
- (7) Check if there is any fuel leakage.

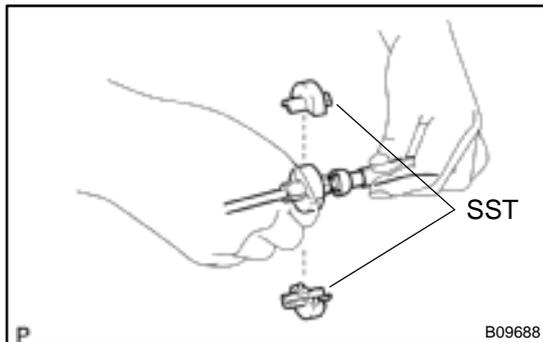


- (f) Observe these precautions when disconnecting the fuel tube connector (metallic type):

HINT:

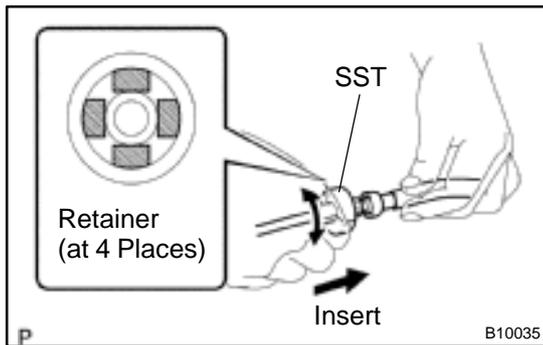
The structure of the metallic connector is shown as left.

- (1) Check that there is any dirt like mud in the pipe and around the connector before disconnecting them and clean the dirt away.

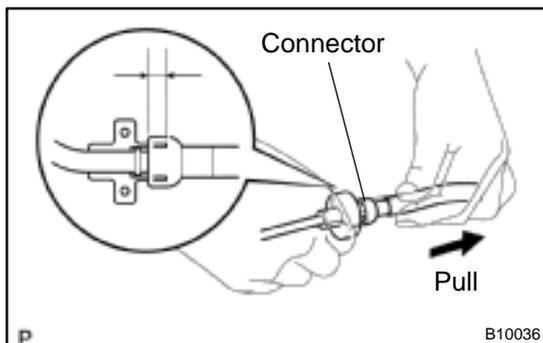


- (2) Assemble SST to the connection as shown in the illustration.

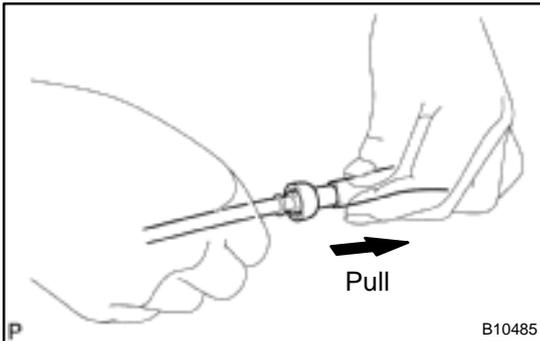
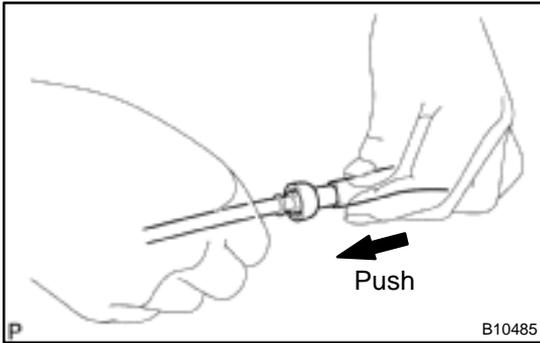
SST 09268-21010



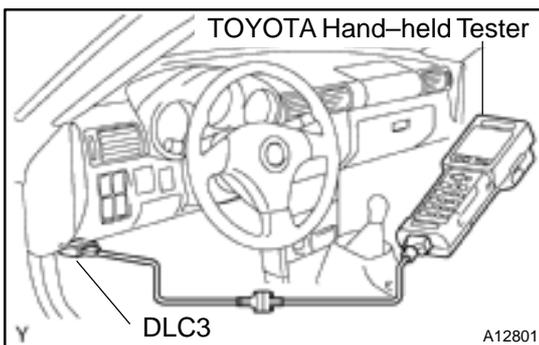
- (3) Turn SST, align the retainers inside the connector with SST chamfered parts and insert SST into the connector.



- (4) While holding SST, pull the connector towards SST to put the retainers on SST chamfered parts.
- (5) Slide SST and the connector together towards the fuel tube assembly.



- (g) Observe these precautions when connecting the fuel tube connector (metallic type):
- (1) Check that there is any damage or foreign objects in the connected part of the pipe.
 - (2) Match the axis of the connector with axis of the pipe, and push in the connector until the connector makes a "click" sound. In case that the connections is tight, apply little amount of fresh engine oil on the tip of the pipe.
 - (3) After having finished the connection, check if the pipe and the connector are securely connected by pulling them.
 - (4) Check that there is any fuel leakage.
- (h) Observe these precautions when handling nylon tube:
- (1) Pay attention not to turn the connected part of the nylon tube and the quick connector with force when connecting them.
 - (2) Pay attention not to kink the nylon tube.
 - (3) Do not remove the nylon tube.
 - (4) Must not close the piping with the nylon tube by bending it.



- (i) Check that there are no fuel leaks after doing maintenance anywhere on the fuel system.
- (1) Connect a TOYOTA hand-held tester to the DLC3.
 - Connect the TOYOTA hand-held tester to the DLC3.
 - Turn the ignition switch ON and push the TOYOTA hand-held tester main switch ON.
 - Select the ACTIVE TEST mode on the TOYOTA hand-held tester.

NOTICE:**Do not start the engine.**

- Please refer to the TOYOTA hand-held tester operator's manual for further details.

If you have no TOYOTA hand-held tester, connect the positive (+) and negative (-) leads from the battery to the fuel pump connector (See page [SF-7](#)).

- (2) Check that there are no leaks from any part of the fuel system.
- (3) Turn the ignition switch OFF.

- (4) Disconnect the TOYOTA hand-held tester from the DLC3.