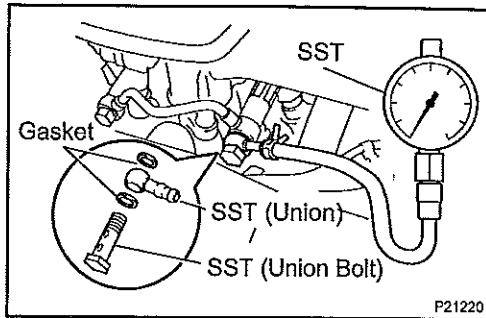




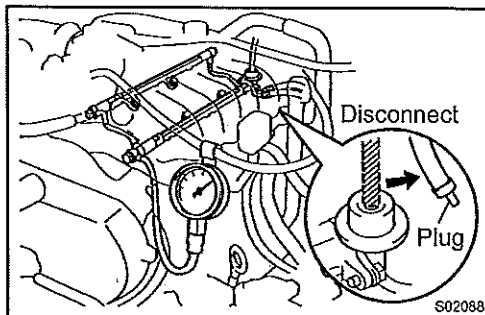
- (e) Install SST (pressure gauge) to the delivery pipe with the 2 gaskets and SST (union and union bolt).
SST 09268-45014
Torque: 34.3 N·m (350 kgf·cm, 25 ft·lbf)
- (f) Wipe off any splattered gasoline.
- (g) Connect a TOYOTA hand-held tester to the DLC3 (See step 1).
- (h) Reconnect the negative (-) terminal cable to the battery.
- (i) Turn the ignition switch ON.
- (j) Measure the fuel pressure.

Fuel pressure:**265 - 304 kPa (2.7 - 3.1 kgf/cm², 38 - 44 psi)**

If pressure is high, replace the fuel pressure regulator.

If pressure is low, check the fuel hoses, fuel hose connections, fuel pump, fuel filter, fuel pressure regulator and VSV for the fuel pressure control.

- (k) Disconnect the TOYOTA hand-held tester from the DLC3.
- (l) Reinstall the No.2 timing belt cover with the 6 bolts.
Torque: 9 N·m (90 kgf·cm, 80 in·lbf)
- (m) Start the engine.



- (n) Disconnect the vacuum sensing hose from the fuel pressure regulator, and plug the hose end.
- (o) Measure the fuel pressure at idle.
Fuel pressure:
265 - 304 kPa (2.7 - 3.1 kgf/cm², 38 - 44 psi)
- (p) Reconnect the vacuum sensing hose to the fuel pressure regulator.
- (q) Measure the fuel pressure at idle.
Fuel pressure:
226 - 265 kPa (2.3 - 2.7 kgf/cm², 33 - 38 psi)

If pressure is not as specified, check the vacuum sensing hose and fuel pressure regulator.

- (r) Stop the engine.
- (s) Check that the fuel pressure remains as specified for 5 minutes after the engine has stopped.

Fuel pressure: 147 kPa (1.5 kgf/cm², 21 psi) or more

If pressure is not as specified, check the fuel pump, pressure regulator and/or injectors.

EFI #3 - FUEL DELIVERY & INJECTION CONTROL

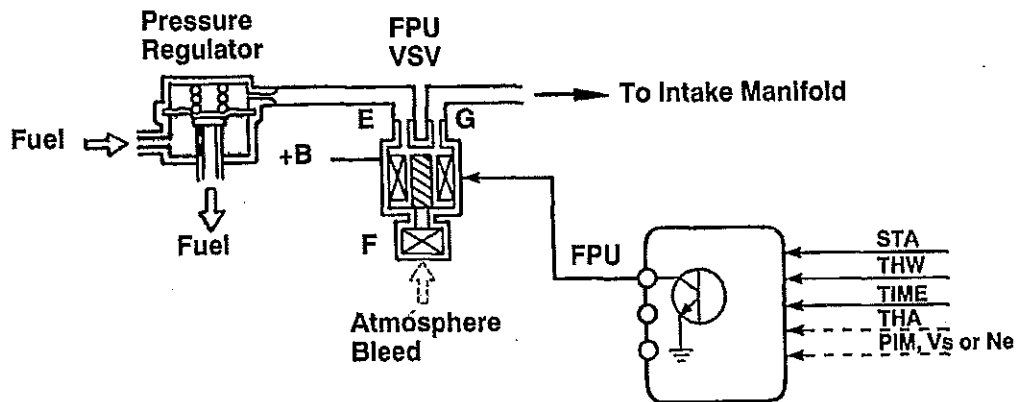
Fuel Pressure Up System

The fuel pressure up system (FPU) is designed to reduce the possibility of vapor formation in the fuel rail after hot soak and is used on many TCCS engines. It utilizes an ECU controlled Vacuum Switching Valve (VSV) to open an atmospheric bleed into the manifold reference line to the fuel pressure regulator.

This solenoid is energized during hot engine cranking and for up to two minutes after the engine starts. The ECU grounds the FPU

VSV based on input received from STA and THW signals. Energizing the solenoid bleeds atmospheric pressure into the fuel pressure regulator vacuum chamber increasing fuel rail pressure to its maximum level.

On some engines, the ECU also monitors engine load and rpm signals (Vs, PIM and Ne) and energizes the VSV under heavy load and high rpm operation to ensure maximum fuel rail pressure.



Engine Condition	VSV	Port E	Port G	Bleed Port F
• Cranking • ≤ 2 min. after hot restart • Heavy load, high speed*	ON	○	○	○
Normal Driving Conditions	OFF	○	○	

* Some Engines Only