NOTE: Read all directions and cautions before using cleaning kit.

SAFETY FIRST

- Follow standard automotive safety practices at all times.
- Have a class “B” fire extinguisher on hand at all times.
- Wear approved eye protection at all times. Should cleaner contact eyes, flush with water for 15 minutes and consult a physician immediately.
- When using the kit indoors always provide adequate ventilation and route exhaust gases outdoors.
- This kit is designed for use only on gasoline fuel injected engines.

WARNING: The Professional Fuel Injector Cleaner contains AROMATIC PETROLEUM DISTILLATES. Keep away from heat, sparks and open flames. Avoid prolonged contact with skin and breathing vapor. Do not take internally. If swallowed, do not induce vomiting. Call a physician immediately. Any time fuel lines are being opened have a class “B” fire extinguisher close to work area.

The procedure used to clean fuel injection systems on all engines is basically the same. Typically, the only difference from one system to another is the method used in connecting the cleaning kit to the vehicle’s fuel system and the amount of pressure used.

NOTE: There may be more than one method for connecting to the fuel system, we recommend you choose the most convenient method for each specific vehicle.
1) Ensure the engine to be cleaned is at normal operating temperature. The upper radiator hose should be hot and the thermostat open. On vehicles with electric fans, run engine until fan operates. Then, turn ignition and all accessories off.

2) Check all engine fluid levels. Place fender covers on the vehicle to prevent cleaner from contacting painted surfaces in case of leak.

   NOTE: Cleaner will soften paint if spill remains on surface for more than 10 minutes. If cleaner is allowed to contact painted surfaces, flush immediately with soap and water. If cleaner is allowed to soften paint, do not attempt to clean as paint will reharden.

3) To disable fuel pump(s), refer to specific make and type system information. Some vehicles use a low pressure pump in the tank as well as a high pressure pump mounted in line. Both pumps must be disabled.

   NOTE: Removing fuel pump relay may not disable pump, as oil pressure switch may over-ride and activate pump. Also on some models, the ignition may be rendered inoperative if relay or fuel pump fuse is removed.

4) After disabling fuel pump(s), start and run engine until it stalls and will not restart.

5) Depressurize fuel line. This can be done two ways:
   a) For systems without a Schrader valve (test port), cover fuel fitting with a shop towel then loosen slowly.
   b) For systems with a Schrader valve (test port), cover the valve with a shop towel while depressing valve core.
6) Refer to appropriate page to determine how cleaning kit should be connected to specific make/system. There may be more than one method for connecting to the fuel system. We recommend you choose the most convenient method for each specific vehicle. Make sure to use appropriate adapter(s) when connecting to the fuel system. Also, ensure secure connection of hoses and adapters.

**NOTE:** Make certain gauge regulator assembly is fully closed by turning the control knob counterclockwise before connecting to the fuel system or installing cleaner. This will prevent pressure from escaping through the gauge regulator. Screw the cleaner can onto the gauge regulator with care, as these cans are pressurized.

**CAUTION:** Do not cross thread or overtighten can during installation. Ensure the can of cleaner is at room temperature 70-80° F. Do not exceed 120° F.

7) When vehicle fuel pressure is known or specified by manufacturer, set cleaning pressure 2-3 psi less than specification. We recommend disconnecting and plugging manifold vacuum source at the fuel pressure regulator whenever possible, before performing the injector cleaning sequence.

**CAUTION:** Always check for leakage before starting engine and during the cleaning procedure. If a leak is detected, repair before continuing the cleaning process.

### HOW TO ESTABLISH CLEANING PRESSURE WHEN SYSTEM PRESSURE IS UNKNOWN

1) With engine off, key off, slowly turn the control knob on the pressure regulator assembly clockwise while observing the pressure gauge. Pressure will rise momentarily and fall off when vehicle pressure regulator setting is exceeded. Immediately turn the control knob counterclockwise to maintain a pressure gauge reading of 2-3 psi less than vehicle regulated pressure. When vehicle pressure regulator setting is exceeded, the regulator will make a buzzing sound. We recommend that you watch the gauge and also listen for the pressure regulator buzzing sound when it is open or returning fuel to the tank.

2) Start engine and idle. Engine RPM may be increased during cleaning process to a maximum of 2000 RPM is engine runs poorly at idle. The aerosol cans of cleaner must be held in the upright position during the entire cleaning process.

3) If engine will not start, refer to cleaning tips for that application.

4) As cleaner is being used, pressure will begin to drop. Turn control knob clockwise to maintain the correct system pressure. Keep engine running as long as possible.

5) After engine stalls, let cleaner “sit” in the injection system for 10-15 minutes. This will help loosen any remaining deposits. Turn control
knob fully counterclockwise before removing the can from the regulator assembly. Depressurize gauge regulator into an approved container before disconnecting from the system. Reconnect all fuel lines, vacuum lines and electrical connections.

6) Reactivate fuel pump by turning the key to the ON position, without starting the engine, to bring fuel pressure back to specification.

**NOTE:** Check for leaks.

7) Before starting the engine pour an approved cleaning additive into the fuel tank (with a minimum of 12 gallons of gasoline).

8) Start the engine, and let it idle for several minutes to remove air from lines.

**NOTE:** Make a final check for leaks.

---

**WHEN USING THE CANISTER ASSEMBLY**

1) Make certain regulator is fully closed by turning the control knob counterclockwise and the ball valve is closed before connecting to the fuel system.
2) Remove fill cap, add 1 can of Professional Fuel Injection System Cleaner to the canister and replace fill cap.

3) Hang canister under vehicle hood where hoses and adapters will not contact moving parts.

   **NOTE:** Make certain the hood is supported and will not collapse during the cleaning process.

4) Refer to the appropriate page to determine how cleaning canister should be connected to specific make/system. There may be more than one method for connecting to the fuel system. We recommend you choose the most convenient method for each specific vehicle. Make sure to use appropriate adapter(s) when connecting to the fuel system. Also, ensure secure connection of hose and adapters.

5) Connect shop air to air inlet fitting.

   **CAUTION:** Do not exceed 100 psi.

6) When vehicle fuel pressure is known or specified by manufacturer, set cleaning pressure (control pressure) 2-3 psi less than specification. We recommend disconnecting and plugging the manifold vacuum source at the fuel pressure regulator whenever possible, before starting the injector cleaning sequence.

   **CAUTION:** Always check for leakage before starting engine and during the cleaning procedure. If a leak is detected, repair before continuing the cleaning process.

---

**HOW TO ESTABLISH CLEANING PRESSURE WHEN SYSTEM PRESSURE IS UNKNOWN**

1) With engine off, key off, open the ball valve and slowly turn the control knob on the regulator clockwise while observing the control pressure gauge. Pressure will rise momentarily and fall off when vehicle pressure regulator setting is exceeded. Immediately turn the control knob counterclockwise to maintain a pressure gauge reading of 2-3 psi less than vehicle regulated pressure. When vehicle pressure regulator setting is exceeded, the regulator will make a buzzing sound. We recommend that you watch the gauge and also listen for the pressure regulator buzzing sound when it is open or returning fuel to the tank.

2) Start engine and idle. Engine RPM may be increased during cleaning process to a maximum of 2000 RPM if engine runs poorly at idle. The canister must remain upright during the entire cleaning process.

3) If engine will not start, refer to cleaning tips for that application.

4) After engine stalls, let cleaner “sit” in the injection system for 10-15 minutes. This will help loosen any remaining deposits. Turn control knob fully counterclockwise, close the ball valve and disconnect shop air supply. Open the ball valve then turn the control knob clockwise to
depressurize the canister before disconnecting from the system. Reconnect all fuel lines, vacuum lines and electrical connections.

5) Reactivate fuel pump by turning the key to the ON position, without starting the engine, to bring fuel pressure back to specification.

NOTE: Check for leaks.

6) Before starting the engine pour an approved cleaning additive into the fuel tank (with a minimum of 12 gallons of gasoline).

HOW TO CHECK FUEL SYSTEM USING THE CANISTER ASSEMBLY

1) Connect to vehicle fuel system as directed.
2) Close the ball valve and start engine.
3) Read fuel system pressure on the (smaller) system pressure gauge.
<table>
<thead>
<tr>
<th>Component</th>
<th>Part</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gauge Regulator Assembly</td>
<td>#5</td>
</tr>
<tr>
<td>5/16&quot; Bulb</td>
<td></td>
</tr>
<tr>
<td>5/16&quot; Hose</td>
<td>#6</td>
</tr>
<tr>
<td>Main Feed Line</td>
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</tr>
<tr>
<td>Ford CFI Plug</td>
<td>#7</td>
</tr>
<tr>
<td>GM Test Port</td>
<td>#3</td>
</tr>
<tr>
<td>GM TBI Adapter</td>
<td>#8</td>
</tr>
<tr>
<td>1/4&quot; Bulb</td>
<td>#4</td>
</tr>
<tr>
<td>Ford Access Cap</td>
<td>#11</td>
</tr>
<tr>
<td>Fuel Return Line Clamp</td>
<td>&quot;T&quot; Fitting</td>
</tr>
<tr>
<td>-----------------------------</td>
<td>----------------------</td>
</tr>
<tr>
<td>1/4&quot; Hose Block</td>
<td>16 MM Union</td>
</tr>
<tr>
<td>5/16&quot; Hose Block</td>
<td>14.5 MM Union</td>
</tr>
<tr>
<td>Asian 12 MM Double Banjo W/Cap Nut</td>
<td>1/8&quot; x 1/8&quot; Male Adapter</td>
</tr>
<tr>
<td>1/4&quot; x 5/16&quot; Chrysler Loop</td>
<td>Asian 8 MM Banjo</td>
</tr>
</tbody>
</table>

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<table>
<thead>
<tr>
<th>INSTRUCTIONS</th>
<th>ADAPTER IDENTIFICATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>11.0 MM Flange</td>
<td>Asian 12 MM Banjo</td>
</tr>
<tr>
<td>#51</td>
<td>#56</td>
</tr>
<tr>
<td>15.0 MM Flange</td>
<td>Asian 10 MM Banjo</td>
</tr>
<tr>
<td>#52</td>
<td>#57</td>
</tr>
<tr>
<td>15.7 MM Flange</td>
<td>GM TBI Banjo W/Hex Washer</td>
</tr>
<tr>
<td>#53</td>
<td>#58</td>
</tr>
<tr>
<td>3/8 Hair Pin (GM)</td>
<td>8 MM Ford Access Hose</td>
</tr>
<tr>
<td>#54</td>
<td>#59</td>
</tr>
<tr>
<td>5/16 Hair Pin (Chrysler)</td>
<td>12 MM Access Hose</td>
</tr>
<tr>
<td>#55</td>
<td>#60</td>
</tr>
<tr>
<td></td>
<td>14 MM Access Hose</td>
</tr>
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<td>INSTRUCTIONS</td>
<td>ADAPTER IDENTIFICATION</td>
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<tr>
<td>--------------</td>
<td>------------------------</td>
</tr>
<tr>
<td><strong>Ford CFI Hose</strong></td>
<td><strong>GM Hair Pin Adapter</strong></td>
</tr>
<tr>
<td>#62</td>
<td>#74</td>
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<tr>
<td><strong>12mm Banjo Hose</strong></td>
<td><strong>Chrysler Hair Pin Adapter</strong></td>
</tr>
<tr>
<td>#65</td>
<td>#75</td>
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<td><strong>Ford Access Hose</strong></td>
<td><strong>Suzuki 11mm Flange</strong></td>
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<td>#66</td>
<td>#76</td>
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<tr>
<td><strong>Hair Pin Disconnect Tool</strong></td>
<td><strong>Chrysler Import 15mm Flange</strong></td>
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<tr>
<td>#67</td>
<td>#77</td>
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<tr>
<td><strong>Vacuum Line Plug</strong></td>
<td><strong>Chrysler Import 15.7mm Flange</strong></td>
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<tr>
<td>#68</td>
<td>#78</td>
</tr>
<tr>
<td><strong>GM TBI Plug</strong></td>
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<td>#71</td>
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</table>

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INSTRUCTIONS ADAPTER IDENTIFICATION

6mm Hair Pin (Honda)
#80

7/16” Spring Lock (Ford CFI)
#81

9/16” Spring Lock (GM)
#82

7/16” x 9/16” Fuel pump loop
#83

1/4” x 5/16” Fuel pump loop
#84

G00067722
### Cleaning Tips

<table>
<thead>
<tr>
<th>Car Will Not Start</th>
<th>Car Starts, But Will Not Idle</th>
<th>Cleaner Can Pressure Runs Out Before All Solution Gone</th>
<th>Can of Cleaner Empties In Less Than 3 Min.</th>
<th>Solutions</th>
</tr>
</thead>
<tbody>
<tr>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td>Warm Engine To Full Operating Temp.</td>
</tr>
<tr>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td>Warm Can Of Cleaner To Room Temp.</td>
</tr>
<tr>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td>Disconnect Engine Coolant Temperature Sensor</td>
</tr>
<tr>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td>Reconnect Sensor When Done Cleaning Injectors. Clear Trouble Codes</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Lower Cleaning Pressure.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Check For Leaking Pressure Regulator, Leaking Injector, Or Leaking Fuel Pump Check Valve Or Coupler.</td>
</tr>
<tr>
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<td></td>
<td>Raise Speed To 1500-2000 RPM.</td>
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<td></td>
<td>Review General Instructions.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Do Not Hold Accelerator Pedal To Floor. As This Will Put Engine Into Clear Flood Mode And Lean Out Mixture Or Even Shut Off Injector Spray.</td>
</tr>
</tbody>
</table>

1 = DO NOT EXCEED 120°F. Always hold can upright.

2 = CAUTION. If pressure is too high, the injector may not open.
<table>
<thead>
<tr>
<th>Make/Model &amp; System Type</th>
<th>Running Pressure</th>
<th>Cleaning Pressure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acura MPFI</td>
<td>35-64 psi</td>
<td>33-61 psi</td>
</tr>
<tr>
<td>Alfa Romeo MPFI</td>
<td>36-46 psi</td>
<td>33-43 psi</td>
</tr>
<tr>
<td>Audi MPFI</td>
<td>36-61 psi</td>
<td>33-59 psi</td>
</tr>
<tr>
<td>Audi CIS/CIS Lambda</td>
<td>68-78 psi</td>
<td>65-75 psi</td>
</tr>
<tr>
<td>BMW MPFI</td>
<td>35-73 psi</td>
<td>32-70 psi</td>
</tr>
<tr>
<td>BMW CIS/CIS Lambda</td>
<td>40-60 psi</td>
<td>37-57 psi</td>
</tr>
<tr>
<td>BMW CIS-E</td>
<td>65-85 psi</td>
<td>62-82 psi</td>
</tr>
<tr>
<td>Buick MPFI</td>
<td>30-62 psi</td>
<td>27-53 psi</td>
</tr>
<tr>
<td>Cadillac TBI</td>
<td>9-13 psi</td>
<td>10 psi</td>
</tr>
<tr>
<td>Cadillac MPFI</td>
<td>30-66 psi</td>
<td>27-53 psi</td>
</tr>
<tr>
<td>Chevrolet TBI (Low)</td>
<td>13-15 psi</td>
<td>13 psi</td>
</tr>
<tr>
<td>Chevrolet TBI (High)</td>
<td>38-40 psi</td>
<td>36 psi</td>
</tr>
<tr>
<td>Chevrolet MPFI</td>
<td>37-63 psi</td>
<td>34-60 psi</td>
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<tr>
<td>Chrysler TBI (Low)</td>
<td>13-15 psi</td>
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<tr>
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<tr>
<td>Chrysler MPFI</td>
<td>37-63 psi</td>
<td>34-60 psi</td>
</tr>
<tr>
<td>Chrysler Imports MPFI</td>
<td>35-53 psi</td>
<td>32-50 psi</td>
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<td>Daihatsu MPFI</td>
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<td>24-43 psi</td>
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<td>Dodge TBI (Low)</td>
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<tr>
<td>Dodge TBI (High)</td>
<td>38-40 psi</td>
<td>36 psi</td>
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<tr>
<td>Dodge MPFI</td>
<td>37-63 psi</td>
<td>34-60 psi</td>
</tr>
<tr>
<td>Make/Model &amp; System Type</td>
<td>Running Pressure</td>
<td>Cleaning Pressure</td>
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<tr>
<td>Dodge Imports</td>
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<tr>
<td>MPFI</td>
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<td>32-50 psi</td>
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<tr>
<td>Dodge Trucks</td>
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<td>TBI</td>
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<tr>
<td>MPFI</td>
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<tr>
<td>TBI (Low)</td>
<td>13-17 psi</td>
<td>13 psi</td>
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<tr>
<td>TBI (High)</td>
<td>25-55 psi</td>
<td>22-52 psi</td>
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<td>MPFI</td>
<td>28-65 psi</td>
<td>25-62 psi</td>
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<td>MPFI</td>
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<td>32-69 psi</td>
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<td>TBI</td>
<td>20-41 psi</td>
<td>17-38 psi</td>
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<td>CPFI</td>
<td>55-66 psi</td>
<td>52-63 psi</td>
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<td>Isuzu Trucks</td>
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<td>CPFI</td>
<td>55-62 psi</td>
<td>52-59 psi</td>
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<tr>
<td>Jaguar</td>
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</tr>
</tbody>
</table>

*Warning: The S-Type, X-Type, & 2003-06 vehicles deliver extremely high pressure to the injectors. This cleaning cannot be used on these engines.*

<table>
<thead>
<tr>
<th>Make/Model &amp; System Type</th>
<th>Running Pressure</th>
<th>Cleaning Pressure</th>
</tr>
</thead>
<tbody>
<tr>
<td>MPFI</td>
<td>35-55 psi</td>
<td>32-52 psi</td>
</tr>
<tr>
<td>Make/Model &amp; System Type</td>
<td>Running Pressure</td>
<td>Cleaning Pressure</td>
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<tr>
<td>Jeep</td>
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<tr>
<td>TBI</td>
<td>14-15 psi</td>
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<tr>
<td>MPFI (Through 1995)</td>
<td>38-42 psi</td>
<td>35-39 psi</td>
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<tr>
<td>MPFI (1996 &amp; Up)</td>
<td>44-58 psi</td>
<td>41-55 psi</td>
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<tr>
<td>Lexus</td>
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<tr>
<td>Warning: The 2006 GS 300 (3.0L), IS 250 (2.5L), &amp; IS 350 (3.5L) engines deliver extremely high pressure to the injectors. This cleaning system cannot be used on these engines.</td>
<td>28-85 psi</td>
<td>25-82 psi</td>
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<tr>
<td>Lincoln</td>
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<td>TBI (High)</td>
<td>25-55 psi</td>
<td>22-52 psi</td>
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<td>MPFI (Continental 1999 &amp; Up)</td>
<td>45-60 psi</td>
<td>42-57 psi</td>
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<tr>
<td>Mazda</td>
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<tr>
<td>MPFI</td>
<td>28-73 psi</td>
<td>25-70 psi</td>
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<td>Mercedes-Benz</td>
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<tr>
<td>MPFI</td>
<td>53-60 psi</td>
<td>50-57 psi</td>
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<tr>
<td>CIS/CIS Lambda</td>
<td>40-60 psi</td>
<td>37-57 psi</td>
</tr>
<tr>
<td>Mercury</td>
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<tr>
<td>TBI (Low)</td>
<td>13-17 psi</td>
<td>13 psi</td>
</tr>
<tr>
<td>TBI (High)</td>
<td>25-55 psi</td>
<td>22-52 psi</td>
</tr>
<tr>
<td>MPFI</td>
<td>28-85 psi</td>
<td>25-82 psi</td>
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<td>Merkur</td>
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<tr>
<td>MPFI</td>
<td>35-45 psi</td>
<td>32-42 psi</td>
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<tr>
<td>Mini</td>
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<tr>
<td>MPFI</td>
<td>47-53 psi</td>
<td>44-50 psi</td>
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<td>Mitsubishi</td>
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<tr>
<td>TBI</td>
<td>35-38 psi</td>
<td>32-35 psi</td>
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<tr>
<td>MPFI</td>
<td>27-58 psi</td>
<td>24-55 psi</td>
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<tr>
<td>Nissan/Datsun</td>
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<td>TBI</td>
<td>14-43 psi</td>
<td>13-40 psi</td>
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<tr>
<td>MPFI</td>
<td>30-51 psi</td>
<td>27-48 psi</td>
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<td>Oldsmobile</td>
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<tr>
<td>TBI</td>
<td>9-13 psi</td>
<td>10 psi</td>
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<tr>
<td>MPFI</td>
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<td>28-57 psi</td>
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<tr>
<td>Make/Model &amp; System Type</td>
<td>Running Pressure</td>
<td>Cleaning Pressure</td>
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<tr>
<td>--------------------------</td>
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<td><strong>Oldsmobile Trucks</strong></td>
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<tr>
<td>CPFI</td>
<td>54-66 psi</td>
<td>51-63 psi</td>
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<td>MPFI</td>
<td>33-45 psi</td>
<td>30-42 psi</td>
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<tr>
<td>CIS/CIS Lambda</td>
<td>65-75 psi</td>
<td>62-72 psi</td>
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<td>CIS-E</td>
<td>65-85 psi</td>
<td>62-82 psi</td>
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<td>CIS/CIS Lambda</td>
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<td>CIS-E</td>
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<tr>
<td><strong>Plymouth</strong></td>
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<td>TBI (Low)</td>
<td>13-15 psi</td>
<td>13 psi</td>
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<tr>
<td>TBI (High)</td>
<td>38-40 psi</td>
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<tr>
<td>MPFI</td>
<td>37-63 psi</td>
<td>34-60 psi</td>
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<tr>
<td><strong>Plymouth Imports</strong></td>
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<td>32-50 psi</td>
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<tr>
<td>TBI</td>
<td>9-13 psi</td>
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<td>MPFI</td>
<td>30-62 psi</td>
<td>27-59 psi</td>
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<tr>
<td><strong>Porsche</strong></td>
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<tr>
<td>MPFI</td>
<td>29-61 psi</td>
<td>26-58 psi</td>
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<tr>
<td>CIS/CIS Lambda</td>
<td>40-57 psi</td>
<td>37-55 psi</td>
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<tr>
<td><strong>Range Rover</strong></td>
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<td>33-39 psi</td>
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<td>MPFI</td>
<td>43-49 psi</td>
<td>40-46 psi</td>
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<td>CIS-E</td>
<td>65-85 psi</td>
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<td><strong>Saturn</strong></td>
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<td>30-60 psi</td>
<td>27-57 psi</td>
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<td><strong>Scion</strong></td>
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<td>MPFI</td>
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<td>41-57 psi</td>
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<td><strong>Sterling</strong></td>
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<td>MPFI</td>
<td>35-47 psi</td>
<td>32-44 psi</td>
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<td><strong>Subaru</strong></td>
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<tr>
<td>TBI</td>
<td>20-38 psi</td>
<td>17-35 psi</td>
</tr>
<tr>
<td>MPFI</td>
<td>23-53 psi</td>
<td>20-50 psi</td>
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<tr>
<td><strong>Suzuki</strong></td>
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<tr>
<td>TBI (Low)</td>
<td>12-20 psi</td>
<td>10-17 psi</td>
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<td>TBI</td>
<td>24-39 psi</td>
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<td>MPFI</td>
<td>23-57 psi</td>
<td>20-54 psi</td>
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### FUEL SYSTEM PRESSURES (Cont.)

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<th>Cleaning Pressure</th>
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<tbody>
<tr>
<td><strong>Toyota</strong></td>
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</tr>
<tr>
<td>MPFI</td>
<td>24-50 psi</td>
<td>21-47 psi</td>
</tr>
<tr>
<td><strong>Volkswagen</strong></td>
<td></td>
<td></td>
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<tr>
<td>Warning: The 2006 2.0L BPY &amp; 3.6L BLV engines deliver extremely high pressure to the injectors. This cleaning system cannot be used on these engines.</td>
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</tr>
<tr>
<td>MPFI</td>
<td>36-58 psi</td>
<td>33-55 psi</td>
</tr>
<tr>
<td>CIS/CIS Lambda</td>
<td>68-78 psi</td>
<td>65-75 psi</td>
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<tr>
<td>CIS-E</td>
<td>75-96 psi</td>
<td>72-93 psi</td>
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<tr>
<td><strong>Volvo</strong></td>
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<tr>
<td>MPFI</td>
<td>34-58 psi</td>
<td>31-55 psi</td>
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<tr>
<td>CIS/CIS Lambda</td>
<td>50-56 psi</td>
<td>47-53 psi</td>
</tr>
<tr>
<td>CIS-E</td>
<td>65-85 psi</td>
<td>62-82 psi</td>
</tr>
</tbody>
</table>
WITH FUEL INJECTION CLEANING KIT USING:
Adapters #3, #31, #43, #44, #45, #49, #56, #57, #58, #60, #61, #65, #66, #80, #81, & #82
Optional Adapters #74, #75, #76, #77, #78

WARNING: Fuel systems are under pressure. Depressurize fuel system before disconnecting fuel lines for system access. Wear approved eye protection at all times.

CAUTION: AVOID SPILLING GASOLINE OR CLEANING SOLVENT ON PAINTED SURFACES.

BEFORE TESTING SYSTEM PRESSURE, PERFORM THE FOLLOWING

1) Be sure the gauge regulator control knob is turned fully counterclockwise to the off position.
2) Firmly attach the main feed line to the gauge regulator assembly. All adapters use the main feed line.
3) Attach appropriate adapter to vehicle per examples in Adapter Applications section and attach main feed line to adapter.
4) Turn ignition key to the on position to energize fuel pump.

NOTE: Check for fuel leaks.

Start engine, hold the end of the regulator where the can screws on over an appropriate container and turn the pressure adjusting knob clockwise until fuel flows into the container for two seconds. This bleeds air out of the line and gauge to improve the accuracy of your readings.

CAUTION: Fuel under pressure and flammable. Have a Class B fire extinguisher nearby.

5) Be sure control knob is again turned fully counterclockwise (OFF position) and begin pressure testing.

NOTE: Some specifications are given with vacuum applied to regulator, and some specifications are given with no vacuum applied to regulator.

1) SYSTEM PRESSURE: With engine running, note pressure reading and compare with factory specifications.
2) TESTING PRESSURE REGULATOR (Multi-Port Injection): With engine running and vacuum applied to regulator, note pressure reading. Then disconnect vacuum line from regulator and note reading. Pressure should increase 8-12 psi.
3) DEADHEAD PRESSURE: With engine running, momentarily pinch off return line just long enough to note peak pressure. Peak pressure should be at least two times normal system pressure.
CAUTION: Do not pinch off fuel line for more than 3 seconds, and do not pinch off plastic or flexible metal fuel lines. Always use a suitable pinch off tool.

4) FUEL PUMP VOLUME: With engine running, hold the end of the regulator where the can screws on over an appropriate container, and turn the knob clockwise until fuel flows from regulator. Allow fuel to flow for 30 seconds, then turn knob fully counterclockwise and note the amount of fuel in the container. There should be at least one pint.

CAUTION: DO NOT pinch off plastic or flexible metal fuel lines.

5) STATIC PRESSURE: Start engine and allow pressure to stabilize. Turn off engine and watch pressure gauge. Fuel pressure may drop initially 1-4 psi, then hold. Pressure should hold for a minimum of 60 seconds. A slight rise in pressure is normal. If pressure falls off within 60 seconds, there is a leak in the system. To isolate the leak, locate the flexible fuel lines between the engine and chassis. Repressurize the system by turning the key to the ON position for 3 seconds then off. While pressure is bleeding down, pinch off the line between the fuel pump and fuel rail (high pressure line). If the pressure drop stops, the leak is at the check valve in the fuel pump or the coupler (pulsator). If the pressure still drops with the high pressure line pinched off, pinch off the fuel return line and note pressure. If the pressure drop stops, the leak is in the pressure regulator. If the leak does not stop, the leak is caused by and injector or injectors.

CAUTION: Some TBI systems have a built in bleed orifice, and a drop in static pressure is considered normal.
MODELS USING ADAPTER #3

HOSE USED
Main feed line.

SYSTEM PRESSURE
Measure at test port on fuel rail, on fuel supply line or on throttle body.

ADAPTERS USED
Adapter #3.

CLEANING PRESSURE
2-3 psi less than system pressure with vacuum hose unhooked from pressure regulator.

WHERE TO CONNECT TO SYSTEM
Remove cap from test port on fuel rail or fuel supply line. Install adapter #3 to main feed line, and connect adapter to test port.

HOW TO DISABLE FUEL PUMP
Disconnect wiring harness at fuel pump.

SPECIAL INSTRUCTIONS
If pressure on gauge bleeds off when engine is off, it will be necessary to block return line. Use fuel return line clamp (#13) if needed.
MODELS USING ADAPTERS #31 & #65

HOSE USED
Main feed line.

SYSTEM PRESSURE
Measure at banjo connection at fuel filter outlet or fuel rail.

ADAPTERS USED
Adapters #31 and #65.

CLEANING PRESSURE
2-3 psi less than system pressure with vacuum hose unhooked from pressure regulator.

WHERE TO CONNECT TO SYSTEM
Remove banjo bolt at fuel filter outlet or fuel rail. Install adapter #31 and #65 to fuel filter or fuel rail. Connect main feed line to adapter #65.

HOW TO DISABLE FUEL PUMP
Disconnect wiring harness at fuel pump.

SPECIAL INSTRUCTIONS
If pressure on gauge bleeds off when engine is off, it will be necessary to block return line. Use fuel return line clamp (#13) if needed.
INSTRUCTIONS

MOST MODELS USING 5/16” OR 3/8” FLEXIBLE FUEL HOSE

HOSE USED
Main feed line.

SYSTEM PRESSURE
Measure at test port on adapter.

ADAPTERS USED
Adapter #43.

CLEANING PRESSURE
2-3 psi less than system pressure with vacuum hose unhooked from pressure regulator.

WHERE TO CONNECT TO SYSTEM
Using hose #6, install adapter #43 in series with the fuel inlet line. Connect main feed line to test port on adapter #43.

HOW TO DISABLE FUEL PUMP
Disconnect wiring harness at fuel pump.

SPECIAL INSTRUCTIONS
If pressure on gauge bleeds off when engine is off, it will be necessary to block return line. Use fuel return line clamp (#13) if needed.
HOSE USED
Main feed line.

SYSTEM PRESSURE
Measure at test port on adapter.

ADAPTERS USED
Adapter #44 or #45.

CLEANING PRESSURE
2-3 psi less than system pressure with vacuum hose unhooked from pressure regulator.

WHERE TO CONNECT TO SYSTEM
Remove factory gas line from flexible inlet hose. Install adapter #44 or #45 between flexible inlet hose and steel fuel line from gas tank. Attach main feed line to adapter.

HOW TO DISABLE FUEL PUMP
Disconnect wiring harness at fuel pump.

SPECIAL INSTRUCTIONS
If pressure on gauge bleeds off when engine is off, it will be necessary to block return line. Use fuel return line clamp (#13) or return line block adapter #71.
MOST MODELS USING BANJO BOLT FUEL LINES

HOSE USED
Main feed line.

SYSTEM PRESSURE
Measure at test port on adapter.

ADAPTERS USED
Determine appropriate adapter — #49 (8 mm), #56 (12 mm) or #57 (10 mm) — by matching to original equipment banjo bolt thread/diameter.

CLEANING PRESSURE
2-3 psi less than system pressure with vacuum hose unhooked from pressure regulator.

WHERE TO CONNECT TO SYSTEM
Remove factory bolt from banjo fitting on fuel rail or cold start valve. Install the correct adapter — #49 (8mm), #56 (12mm) or #57 (10mm) — by comparing diameter and thread pitch to factory bolt. Connect main feed line to adapter.

HOW TO DISABLE FUEL PUMP
Disconnect wiring harness at fuel pump.

SPECIAL INSTRUCTIONS
If pressure on gauge bleeds off when engine is off, it will be necessary to block return line. Use fuel return line clamp (#13) if needed.
HOSE USED
Main feed line.

SYSTEM PRESSURE
11 psi. (Specifications are approximate. For specific pressures, see appropriate service manual.)

ADAPTERS USED
Adapter #58.

CLEANING PRESSURE
9 psi (cleaning pressure must be 2-3 psi less than system pressure).

WHERE TO CONNECT TO SYSTEM
Remove banjo bolt from fuel line on TBI unit. Replace it with adapter #58. Connect main feed line to adapter.

HOW TO DISABLE FUEL PUMP
Disconnect wiring harness at fuel pump.

SPECIAL INSTRUCTIONS
Engine must be at normal operating temperature.
INSTRUCTIONS

ASIAN MODELS WITH 12 MM x 1.25 (FINE) THREAD PITCH
BANJO FITTING

HOSE USED
Main feed line.

SYSTEM PRESSURE
Measure at test port on adapter.

ADAPTERS USED
Adapter #58 using copper hex washer when needed.

NOTE: Copper hex washer may not be needed for all applications.

CLEANING PRESSURE
2-3 psi less than system pressure with vacuum hose unhooked from pressure regulator.

WHERE TO CONNECT TO SYSTEM
Install #58 in place of original banjo bolt at fuel filter outlet. Connect main feed line to adapter.

HOW TO DISABLE FUEL PUMP
Disconnect wiring harness at fuel pump.

SPECIAL INSTRUCTIONS
If pressure on gauge bleeds off when engine is off, it will be necessary to block return line. Use fuel return line clamp (#13) if needed.

NOTE: Copper hex washer is used when #58 is too long.
MODELS USING HOSE ADAPTERS #60 or #61

HOSE USED
Main feed line.

SYSTEM PRESSURE
Measure at test port on fuel rail or throttle body.

ADAPTERS USED
Hose adapter #60 or #61.

CLEANING PRESSURE
2-3 psi less than system pressure with vacuum hose unhooked from pressure regulator.

WHERE TO CONNECT TO SYSTEM
Remove cap from test port on fuel rail or throttle body. Install hose adapter #60 or #61 to test port. Connect main feed line to hose adapter.

HOW TO DISABLE FUEL PUMP
Disconnect wiring harness at fuel pump.

SPECIAL INSTRUCTIONS
If pressure on gauge bleeds off when engine is off, it will be necessary to block return line. Use fuel return line clamp (#13) if needed.
MODELS USING HOSE ADAPTER #66

HOSE USED
Main feed line.

SYSTEM PRESSURE
Measure at test port on fuel rail or throttle body.

ADAPTERS USED
Hose adapter #66.

CLEANING PRESSURE
2-3 psi less than system pressure with vacuum hose unhooked from pressure regulator.

WHERE TO CONNECT TO SYSTEM
Remove cap from test port on fuel rail or throttle body. Install hose adapter #66 to test port. Connect main feed line to hose adapter.

HOW TO DISABLE FUEL PUMP
Disconnect wiring harness at fuel pump.

SPECIAL INSTRUCTIONS
If pressure on gauge bleeds off when engine is off, it will be necessary to block return line. Use fuel return line clamp (#13) if needed.
INSTRUCTIONS

MODELS USING HAIR PIN ADAPTER #80

HOSE USED
Main feed line.

SYSTEM PRESSURE
Measure at test port on fuel rail or throttle body.

ADAPTERS USED
Adapter #80 (and disconnect tool #67).

CLEANING PRESSURE
2-3 psi less than system pressure with vacuum hose unhooked from pressure regulator.

WHERE TO CONNECT TO SYSTEM
Disconnect fuel line (using disconnect tool). Install hose adapter #80 onto fuel rail hair pin connector. Connect main feed line to adapter.

HOW TO DISABLE FUEL PUMP
Disconnect wiring harness at fuel pump, or disconnect inertia switch.

SPECIAL INSTRUCTIONS
If pressure on gauge bleeds off when engine is off, it will be necessary to block return line. Use fuel return line clamp (#13) if needed.
MODELS USING SPRING LOCK ADAPTER #81 or #82

HOSE USED
Main feed line.

SYSTEM PRESSURE
Measure at test port on fuel rail or throttle body.

ADAPTERS USED
Adapter #81 (7/16") or #82 (9/16").

CLEANING PRESSURE
2-3 psi less than system pressure with vacuum hose unhooked from pressure regulator.

WHERE TO CONNECT TO SYSTEM
Disconnect fuel line (using spring lock disconnect tool). Install hose adapter #81 or #82 onto fuel rail spring lock connector. Connect main feed line to adapter.

HOW TO DISABLE FUEL PUMP
Disconnect wiring harness at fuel pump, or disconnect inertia switch.

SPECIAL INSTRUCTIONS
If pressure on gauge bleeds off when engine is off, it will be necessary to block return line. Use fuel return line clamp (#13) if needed.
### TBI & MPFI

<table>
<thead>
<tr>
<th>Condition &amp; Possible Cause</th>
<th>Correction</th>
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</thead>
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<td><strong>Engine Won’t Start (Cranking Normally)</strong></td>
<td></td>
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<tr>
<td>Cold Start Valve Inoperative</td>
<td>Test Valve &amp; Circuit</td>
</tr>
<tr>
<td>Contaminated Fuel</td>
<td>Test Fuel for Water or Alcohol</td>
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<tr>
<td>Battery Too Low</td>
<td>Charge &amp; Test Battery</td>
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<tr>
<td>Low Fuel Pressure</td>
<td>Test Pressure Regulator &amp; Fuel Pump, Check for Restricted Lines &amp; Filters</td>
</tr>
<tr>
<td>No Distributor Reference Pulses</td>
<td>Repair Ignition System as Necessary</td>
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<tr>
<td>Open Coolant Temp. Sensor Circuit</td>
<td>Test Sensor &amp; Wiring</td>
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<tr>
<td>Shorted WOT Switch in TPS</td>
<td>Disconnect WOT Switch, Engine Should Start</td>
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<tr>
<td>Incorrect Fuel Pressure</td>
<td>Test Pressure Regulator, Fuel Pump &amp; Wiring</td>
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<tr>
<td><strong>Hard Starting</strong></td>
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<tr>
<td>Disconnected Hot Air Tube to Air Cleaner</td>
<td>Reconnect Tube &amp; Test Control Valve</td>
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<tr>
<td>Defective Idle Air Control (IAC) Valve</td>
<td>Test Valve Operation &amp; Circuit</td>
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<tr>
<td>EGR Valve Open</td>
<td>Test EGR Valve &amp; Control Circuit</td>
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<tr>
<td>Stalls When A/C Is Turned On</td>
<td>Check for A/C “ON” Signal at ECM, Check for Overcharged A/C System</td>
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<tr>
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<td>Check for Fuel Line Restrictions</td>
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<tr>
<td>Poor MAP Sensor Signal</td>
<td>Test MAP Sensor, Vacuum Hose &amp; Wiring</td>
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<tr>
<td>Engine Stalls While Parking</td>
<td>Test for Excessive Power Steering Pressure</td>
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<tr>
<td>No Power To Injectors</td>
<td>Check Injector Fuse(s)</td>
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<tr>
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<td>Test Sensor &amp; Wiring</td>
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<tr>
<td>Open WOT Switch in TPS</td>
<td>Disconnect WOT Switch, Engine Should Start</td>
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<tr>
<td>Incorrect Fuel Pressure</td>
<td>Test Pressure Regulator, Fuel Pump &amp; Wiring</td>
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<tr>
<td><strong>Rough Idle</strong></td>
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<tr>
<td>Poor MAP Sensor Signal</td>
<td>Test MAP Sensor, Vacuum Hose &amp; Wiring</td>
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<tr>
<td>Intermittent Injector Operation</td>
<td>Loose Injector Harness Connectors</td>
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<tr>
<td>Faulty Injector Operation</td>
<td>Check for Clogged Injectors</td>
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<tr>
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<td>Check for Plugged Fuel Filter</td>
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<tr>
<td>Erratic Speed Sensor Inputs</td>
<td>Sensor Harness Too Close to High Tension Wires</td>
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<tr>
<td>Poor Coolant Temperature Sensor Signal</td>
<td>Test for Shorted Sensor or Circuit</td>
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<tr>
<td>Defective Idle Air Control (IAC) Valve</td>
<td>Test Valve Operation &amp; Circuit</td>
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<tr>
<td>Shorted, Open or Misadjusted TPS</td>
<td>Test &amp; Adjust or Replace TPS</td>
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<tr>
<td>EGR Valve Open</td>
<td>Test EGR Valve &amp; Control Circuit</td>
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<tr>
<td>Poor Oxygen Sensor Signal</td>
<td>Test for Shorted or Open Sensor or Circuit</td>
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<tr>
<td>Incorrect Mixture From PCV System</td>
<td>Test PCV for Flow, Check Sealing of Oil Filter Cap</td>
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### INSTRUCTIONS TROUBLE SHOOTING

#### TBI & MPFI (Cont.)

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# CONTINUOUS INJECTION SYSTEM (CIS)

## Condition & Possible Cause

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<tr>
<td>Air Intake System</td>
<td>Check For Leaks</td>
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<tr>
<td>Sensor Plate/Plunger</td>
<td>Check For Free Movement</td>
</tr>
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<td>Air Flow Sensor</td>
<td>Check Sensor</td>
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<td>Fuel Pump</td>
<td>Check Fuse, Relay &amp; Pump</td>
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<td>Fuel Leakage</td>
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<td>Defective Fuel Injectors</td>
<td>Check Fuel Flow &amp; Pressure</td>
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<td>Idle Setting</td>
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<td>Air Intake System</td>
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<td>Check Fuel Flow &amp; Pressure</td>
</tr>
<tr>
<td>Lambda Sensor</td>
<td>Check Lambda Sensor</td>
</tr>
</tbody>
</table>
AFC (Air Flow Control): Any fuel injection system which uses a meter or sensor to measure intake air for the primary control of amount of fuel to be injected.

BOSECH INJECTION SYSTEMS
D-JETRONIC: A fuel injection system that uses intake manifold pressure to control the amount of fuel injected.
K-JETRONIC: A continuous fuel injection system (CIS) that relies on pressure to open injectors and a fuel distributor which varies the quantity of fuel.
KE-JETRONIC: An updated K-Jetronic system that includes an oxygen sensor and a pressure control valve for feedback system to control the air/fuel ratio.
L-JETRONIC: A multi-port fuel injection (MPFI) system that uses an air flow meter to adjust fuel injection to meet demand.
LE/LU-JETRONIC: An updated L-Jetronic system either equipped with an electronic feedback system (LE) or limited to unleaded fuel use only (LU).
MONO-TRONIC: Bosch throttle body fuel injection unit.
MOTRONIC: A combination of computerized ignition and electronic fuel injection into one system.
CIS (Continuous Injection System): Refers to any fuel injection system which continuously injects fuel through some type of injector responsive to pressure only. This is basically a mechanical system in which later designs are refined with electronic controls.
CIS-E: Electronically controlled version of CIS. Typically Bosch KE-Jetronic.
CFI (Central Fuel Injection): Ford throttle body injection (TBI) system using a single-port unit, mounted in place of the carburetor and using one or two injectors to supply fuel into the intake manifold.
CPFI (Central Port Fuel Injection): This is a hybrid mechanical and electronically-pulsed fuel injection system. Used on Chevrolet and GMC trucks, the system pulses an injector which meters fuel through a flexible line to a mechanical poppet valve located at each cylinder.
DFI (Digital Fuel Injection): One of the throttle body injection (TBI) systems used on Cadillacs.
ECM/ECU (Electronic Control Module/Unit): The on-board control unit for the fuel injection system, which receives all the input signals, processes them, and sends out control signals to the injectors and other control devices.
EFI (Electronic Fuel Injection): Refers to any system which uses some form of an electronic injector, opened only by a signal from the ECM/ECU. Also refers to the GM multi-port fuel injection system used on 1975-80 Cadillacs.
**FI (Fuel Injection):** Used to mean that an engine is equipped with some type of fuel injection system.

**LAMBDA:** Term used to describe the “ideal” air/fuel ratio, usually 14.7:1.

**LAMBDA SENSOR:** Usually called the oxygen (O2) sensor, used to measure oxygen content of the exhaust gas to indicate a lean or rich mixture compared to the perfect balance.

**MAF (Mass Air Flow):** The volume, temperature, and density of the incoming air. A MAF sensor provides information to the controller for regulation of fuel supply.

**MAP (Manifold Absolute Pressure):** The negative (less than atmospheric) pressure in the intake manifold of a running engine. A MAP sensor can detect this pressure, send a signal to the controller to indicate engine load and fuel requirements. May be a combination unit which also measures atmospheric pressure, and then is called a B/MAP sensor.

**MFI/MPFI (Multi-Port Fuel Injection):** Describes a system that uses one injector for each cylinder of the engine. The injectors are normally opened in groups, rather than individually.

**MPC (Manifold Pressure Control):** A fuel injection system that relies primarily on intake manifold pressure to signal engine load and fuel requirements.

**PULSE WIDTH:** The amount of time, measured in milliseconds (one millisecond is equal to 1/1000 of a second), that the electronic fuel injector is opened for fuel distribution.

**SFI (Sequential Fuel Injection):** A type of fuel injection that opens the injectors one at a time, in the same type of sequence as a spark plug firing order.

**TBI (Throttle Body Injection):** Generally used to refer to any fuel injection system which uses a single point injection unit mounted on top of the throttle body, similar to a carburetor. It may have one or two injectors, and may be a high or low pressure system, depending upon application.

**TPI (Tuned Port Injection):** A fuel injection system using calibrated air intake runners for equal air distribution and timed air delivery to the combustion chamber for the purpose of better performance values.
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<td>TBI</td>
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<tr>
<td>TBI</td>
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<tr>
<td>MPFI</td>
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EAGLE
THROTTLE BODY
FUEL INJECTION

SYSTEM PRESSURE
13-15 psi (Approx.)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Remove fuel inlet line from throttle body. Install adapter #80 to throttle body and connect main feed line to adapter. To block fuel return line on vehicles that use soft rubber return line, use fuel return line clamp (#13)

   METHOD 2: Install adapter #3 on to main feed line, and connect to test port on throttle body.

3) Confirm gauge regulator is closed and install a can of injector cleaner.

   CAUTION: Do not overtighten.

   Set cleaning pressure to 13 psi (approx.) and check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

EAGLE TBI FUEL PUMP DISABLE LOCATIONS

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
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<tbody>
<tr>
<td>All Models</td>
<td>Unplug fuel pump connector on underbody, at rear of vehicle.</td>
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</tbody>
</table>
SYSTEM PRESSURE
36-53 psi (Approx.)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Remove and plug vacuum hose at pressure regulator.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.
   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Remove bolt from the fuel filter outlet hose and, using adapter #31, connect hose adapter #65 and outlet hose together using copper washers. Connect main feed line to adapter #65.
   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

METHOD 2: Remove bolt from fuel filter outlet. Install adapter #56 using copper washers. Connect main feed line to adapter.
   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

METHOD 3: Remove fuel inlet hose flange from fuel rail. Install flange mount adapter #52 (15.0mm) or #53 (15.7mm) with vehicle bolts. Connect main feed line to adapter.

3) Confirm gauge regulator is closed and install a can of injector cleaner.
   CAUTION: Do not overtighten.
   Set cleaning pressure to 33-50 psi (approx.) and check for leaks.
4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.
5) Turn ignition key off. Allow chemical to soak for ten minutes.
6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.
7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

EAGLE MPFI FUEL PUMP DISABLE LOCATIONS

<table>
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<tr>
<th>Models</th>
<th>Location</th>
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<tbody>
<tr>
<td>All Models</td>
<td>Unplug fuel pump connector on underbody, at rear of vehicle.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
14-15 psi (Approx.)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Disable fuel pump.

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.
   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Remove fuel inlet line from throttle body. Install adapter #80 to throttle body and connect main feed line to adapter. To block fuel return line on vehicles that use soft rubber return line, use fuel return line clamp (#13).
   METHOD 2: Install adapter #3 on to main feed line. Connect adapter #3 to test port on throttle body.
   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

3) Confirm gauge regulator is closed and install a can of injector cleaner.
   CAUTION: Do not overtighten.
   Set cleaning pressure to 13 psi (approx.) and check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

**METHOD 1**

```
Fuel Inlet Port

Main Feed Line

Adapter #80
```

**METHOD 2**

```
Adapter #3

Test Port

Main Feed Line

Throttle Body
```

**JEFF TBI FUEL PUMP DISABLE LOCATIONS**

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
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<tbody>
<tr>
<td>All Models</td>
<td>Unplug in-tank fuel pump connector, on front right side of tank.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
38-42 psi (Approx.) - Through 1995
44-58 psi (Approx.) - 1996 & Up

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Remove and plug vacuum hose at pressure regulator.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) Install adapter #3 onto main feed line. Connect adapter #3 to test port on fuel rail.

   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

3) Confirm gauge regulator is closed and install a can of injector cleaner.

   CAUTION: Do not overtighten.
   Set cleaning pressure to 2-3 psi (approx.) less than system pressure specifications and check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

JEEP MPFI FUEL PUMP DISABLE LOCATIONS

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<th>Models</th>
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<tr>
<td>Through 1998</td>
<td>Unplug in-tank fuel pump connector, on front right side of tank.</td>
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<tr>
<td></td>
<td>Or, disconnect fuel pump relay in engine compartment.</td>
</tr>
<tr>
<td>1999 &amp; Up</td>
<td>Remove fuel pump relay in engine compartment.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
14-17 psi (Approx.)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) Install adapter #3 on to main feed line. Connect adapter #3 to test port on throttle body.

   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

3) Confirm gauge regulator is closed and install a can of injector cleaner.

   CAUTION: Do not overtighten.

Set cleaning pressure to 13-15 psi (approx.) and check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

RENAULT TBI FUEL PUMP DISABLE LOCATIONS

<table>
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<tr>
<th>Models</th>
<th>Location</th>
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</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Unplug fuel pump connector at fuel pump. Or, remove fuel pump relay from fuse block.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
43-49 psi (Approx.)

SPECIAL INSTRUCTIONS
- Engine at normal operating temperature.
- Remove gas tank cap to vent gas tank pressure.
- Remove and plug vacuum hose at pressure regulator.
- Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.
   - **CAUTION:** Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.
2) **METHOD 1:** Remove fuel line from cold start valve. Install adapter #4 or #5 to the main feed line. Connect main feed line to the fuel line from the cold start valve and secure with hose clamp.
   **METHOD 2:** Remove fuel inlet line from fuel rail. Install hose #6 with adapter #4 or #5 secured with hose clamp and attach main feed line.
   **METHOD 3:** Remove fuel outlet line from fuel filter. Install hose #6 with adapter #43 secured with hose clamp. Install fuel outlet line to adapter #43 and secure with hose clamp. Connect main feed line to test port of adapter #43.
   - **NOTE:** This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.
3) Confirm gauge regulator is closed and install a can of injector cleaner.
   - **CAUTION:** Do not overtighten.
   Set cleaning pressure to 40-46 psi (approx.) and check for leaks.
4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.
5) Turn ignition key off. Allow chemical to soak for ten minutes.
6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.
7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
**NOTE:** Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

### RENAULT MPFI FUEL PUMP DISABLE LOCATIONS

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Unplug fuel pump connector at fuel pump, or remove fuel pump relay from fuse block.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
13-15 (Approx.) Low Pressure
38-40 psi (Approx.) High Pressure

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.
   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Remove fuel inlet line from throttle body. Install hose adapter #6 with adapter #4 or #5 to inlet line and secure with hose clamps. Connect main feed line to adapter.
   NOTE: On some models, disabling fuel pump will disable injector(s) and/or ignition. If this occurs, use hose adapter #36 (1/4" x 5/16") or #37 (5/16" x 5/16") to loop fuel inlet and fuel outlet lines. Secure with hose clamps.

   METHOD 2: Disconnect inlet fuel line from throttle body. Install hose adapter #6 with adapter #43 to throttle body inlet line. Secure all hose ends with hose clamps. Connect main feed line to adapter.
   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

   NOTE: If unable to disable fuel pump, loop inlet and outlet fuel lines as described in METHOD 1.

3) METHOD 3: Using hair pin disconnect tool #67, disconnect throttle body inlet fuel line at hair pin connector. Install adapter #55 into fuel inlet line hair pin connector. Connect main feed line to adapter.

4) METHOD 4: Using spring lock disconnect tool, disconnect throttle body inlet fuel line at spring lock connector. Install adapter #81 or #82 into fuel inlet connector. Connect main feed line to adapter.

3) Remove fuel return line from throttle body. Install fuel return hose block adapter #28 (1/4") or #29 (5/16") to throttle body and secure with hose clamp (#13).

4) Confirm gauge regulator is closed and install a can of injector cleaner.
   CAUTION: Do not overtighten.

   Set cleaning pressure to 13 psi (approx.) for low pressure systems and to 36 psi (approx.) for high pressure systems and check for leaks.

5) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.
6) Turn ignition key off. Allow chemical to soak for ten minutes.
7) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.
8) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.

**NOTE:** Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.
CHRYSLER TBI FUEL PUMP DISABLE LOCATIONS

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Disconnect in-tank fuel pump on top center, top rear or rear end of fuel tank.</td>
</tr>
<tr>
<td></td>
<td>Or, remove fuel pump relay located in engine compartment.</td>
</tr>
</tbody>
</table>

00067757C
SYSTEM PRESSURE
37-63 psi (Approx.)

SPECIAL INSTRUCTIONS
  Engine at normal operating temperature.
  Remove gas tank cap to vent gas tank pressure.
  Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.
   
   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Install adapter #3 onto main feed line. Connect adapter #3 to test port on fuel rail.
   
   NOTE: This method may also be used to test fuel system pressure. Refer to Blue colored at the back of this manual.

   METHOD 2: Remove fuel inlet line from fuel rail. Install hose #6 with adapter #4 or #5 to fuel rail. Secure with hose clamp. Connect main feed line to adapter.

   METHOD 3: Using hair pin disconnect tool #67, disconnect inlet fuel line at fuel rail hair pin connector. Install adapter #55 into fuel rail inlet hair pin connector. Connect main feed line to adapter.

   METHOD 4: Using spring lock disconnect tool, disconnect inlet fuel line at spring lock connector. Install adapter #81 or #82 into fuel inlet connector. Connect main feed line to adapter.

3) Confirm gauge regulator is closed and install a can of injector cleaner.
   
   CAUTION: Do not overtighten.

   Set cleaning pressure to 34-60 psi (approx.) and check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

METHOD 1

METHOD 2

METHOD 3

G00067749
**CHRYSLER MPFI FUEL PUMP DISABLE LOCATIONS**

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models ..........</td>
<td>Remove fuel pump relay in engine compartment. Or, unplug fuel pump connector at tank. Check for access cover under luggage compartment carpet.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
35-53 psi (Approx.)

SPECIAL INSTRUCTIONS
- Engine at normal operating temperature.
- Remove gas tank cap to vent gas tank pressure.
- Remove and plug vacuum hose at pressure regulator.
- Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.
   
   **CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.**

2) **METHOD 1:** Remove bolt from the fuel filter outlet hose and, using adapter #31, connect hose adapter #65 and outlet hose together using copper washers. Connect main feed line between adapter and gauge regulator assembly.
   
   **NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.**

   **METHOD 2:** Remove fuel inlet hose flange from fuel rail. Install flange mount adapter #52 (15.0mm) or #53 (15.7mm) with vehicle bolts. Connect main feed line to adapter.

3) Confirm gauge regulator is closed and install a can of injector cleaner.
   
   **CAUTION: Do not overtighten.**

   Set cleaning pressure to 32-50 psi (approx.) and check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

CHRYSLER IMPORTS MPFI FUEL PUMP DISABLE LOCATIONS

Models | Location
--- | ---
All Models | Unplug fuel pump connector at fuel pump.

METHOD 1

METHOD 2
SYSTEM PRESSURE
38-40 psi (Approx.) Low Pressure
38-40 psi (Approx.) High Pressure

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Remove fuel inlet line from throttle body. Install hose adapter #6 with adapter #4 or #5 to inlet line and secure with hose clamps. Connect main feed line to adapter.

NOTE: On some models, disabling fuel pump will disable injector(s) and/or ignition. If this occurs, use hose adapter #36 (1/4” x 5/16”) or #37 (5/16” x 5/16”) to loop fuel inlet and fuel outlet lines. Secure with hose clamps.

METHOD 2: Disconnect inlet fuel line from throttle body. Install hose adapter #6 with adapter #43 to throttle body inlet line. Secure all hose ends with hose clamps. Connect main feed line to adapter.

NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

NOTE: If unable to disable fuel pump, loop inlet and outlet fuel lines as described in METHOD 1.

METHOD 3: Using hair pin disconnect tool #67, disconnect throttle body inlet fuel line at hair pin connector. Install adapter #55 into fuel inlet line hair pin connector. Connect main feed line to adapter.

METHOD 4: Using spring lock disconnect tool, disconnect throttle body inlet fuel line at spring lock connector. Install adapter #81 or #82 into fuel inlet connector. Connect main feed line to adapter.

3) Remove fuel return line from throttle body. Install fuel return hose block adapter #28 (1/4”) or #29 (5/16”) to throttle body and secure with hose clamp (#13).

4) Confirm gauge regulator is closed and install a can of injector cleaner.

CAUTION: Do not overtighten.

Set cleaning pressure to 13 psi (approx.) for low pressure systems and to 36 psi (approx.) for high pressure systems and check for leaks.

5) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.
6) Turn ignition key off. Allow chemical to soak for ten minutes.

7) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

8) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.

**NOTE:** Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.
**DODGE**

**THROTTLE BODY FUEL INJECTION**

**METHOD 4**

<table>
<thead>
<tr>
<th>Fuel Rail Supply Tube</th>
<th>Spring Lock Disconnect Tool</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adapter #81 or #82</td>
<td>Main Feed Line</td>
</tr>
</tbody>
</table>

00067757c

**DODGE TBI FUEL PUMP DISABLE LOCATIONS**

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Disconnect in-tank fuel pump on top center, top rear or rear end of fuel tank. Or, remove fuel pump relay located in engine compartment.</td>
</tr>
</tbody>
</table>

63
SYSTEM PRESSURE
37-63 psi (Approx.)

SPECIAL INSTRUCTIONS
- Engine at normal operating temperature.
- Remove gas tank cap to vent gas tank pressure.
- Remove and plug vacuum hose at pressure regulator.
- Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.
   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Install adapter #3 onto main feed line. Connect adapter #3 to test port on fuel rail.
   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.
   METHOD 2: Remove fuel inlet line from fuel rail. Install hose #6 with adapter #4 or #5 to fuel rail. Secure with hose clamp. Connect main feed line to adapter.
   METHOD 3: Using hair pin disconnect tool #67, disconnect inlet fuel line at fuel rail hair pin connector. Install adapter #55 into fuel rail inlet hair pin connector. Connect main feed line to adapter.
   METHOD 4: Using spring lock disconnect tool, disconnect inlet fuel line at spring lock connector. Install adapter #81 or #82 into fuel inlet connector. Connect main feed line to adapter.

3) Confirm gauge regulator is closed and install a can of injector cleaner.
   CAUTION: Do not overtighten.
   Set cleaning pressure to 34-60 psi (approx.) and check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

METHOD 1

METHOD 2

METHOD 3
METHOD 4

DODGE MPFI FUEL PUMP DISABLE LOCATIONS

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Remove fuel pump relay in engine compartment. Or, unplug fuel pump connector at tank. Check for access cover under luggage compartment carpet.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
35-53 psi (Approx.)

SPECIAL INSTRUCTIONS
- Engine at normal operating temperature.
- Remove gas tank cap to vent gas tank pressure.
- Remove and plug vacuum hose at pressure regulator.
- Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.
   
   **CAUTION:** Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) **METHOD 1:** Remove bolt from the fuel filter outlet hose and, using adapter #31, connect hose adapter #65 and outlet hose together using copper washers. Connect main feed line between adapter and gauge regulator assembly.
   
   **NOTE:** This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

3) **METHOD 2:** Remove fuel inlet hose flange from fuel rail. Install flange mount adapter #52 (15.0mm) or #53 (15.7mm) with vehicle bolts. Connect main feed line to adapter.

3) Confirm gauge regulator is closed and install a can of injector cleaner.
   
   **CAUTION:** Do not overtighten.

4) Set cleaning pressure to 32-50 psi (approx.) and check for leaks.

5) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

6) Turn ignition key off. Allow chemical to soak for ten minutes.

7) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

8) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

METHOD 1

METHOD 2

DODGE IMPORTS MPFI FUEL PUMP DISABLE LOCATIONS

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Unplug fuel pump connector at fuel pump.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
13-15 psi (Approx.)

SPECIAL INSTRUCTIONS
- Engine at normal operating temperature.
- Remove gas tank cap to vent gas tank pressure.
- Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Remove fuel inlet line from throttle body. Install hose adapter #6 with adapter #4 or #5 to inlet line and secure with hose clamps. Connect main feed line to adapter.

NOTE: On some models, disabling fuel pump will disable injector(s) and/or ignition. If this occurs, use hose adapter #36 (1/4” x 5/16”) or #37 (5/16” x 5/16”) to loop fuel inlet and fuel outlet lines. Secure with hose clamps.

METHOD 2: Disconnect inlet fuel line from throttle body. Install hose adapter #6 with adapter #43 to throttle body inlet line. Secure all hose ends with hose clamps. Connect main feed line to adapter.

NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

NOTE: If unable to disable fuel pump, loop inlet and outlet fuel lines as described in METHOD 1.

3) Remove fuel return line from throttle body. Install fuel return hose block adapter #28 (1/4”) or #29 (5/16”) to throttle body and secure with hose clamp (#13).

4) Confirm gauge regulator is closed and install a can of injector cleaner.

CAUTION: Do not overtighten.

Set cleaning pressure to 13 psi (approx.) and check for leaks.

5) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

6) Turn ignition key off. Allow chemical to soak for ten minutes.

7) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

8) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

**METHOD 1**

**METHOD 2**

**DODGE TRUCKS TBI FUEL PUMP DISABLE LOCATIONS**

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Van Models</td>
<td></td>
</tr>
<tr>
<td>FWD</td>
<td>Disconnect in-tank fuel pump on top center of fuel tank.</td>
</tr>
<tr>
<td>RWD</td>
<td>Disconnect in-tank fuel pump on top rear of fuel tank.</td>
</tr>
<tr>
<td>All Other Models</td>
<td>Disconnect in-tank fuel pump on rear end of fuel tank.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
31-51 psi (Approx.)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Remove and plug vacuum hose at pressure regulator.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.
   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Install adapter #3 onto main feed line. Connect adapter 
   #3 to test port on fuel rail.
   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

   METHOD 2: Using hair pin disconnect tool #67, disconnect inlet fuel line at fuel rail hair pin connector. Install adapter #55 into fuel rail inlet hair pin connector. Connect main feed line to adapter.

   METHOD 3: Using spring lock disconnect tool, disconnect inlet fuel line at spring lock connector. Install adapter #81 or #82 into fuel inlet connector. Connect main feed line to adapter.

3) Confirm gauge regulator is closed and install a can of injector cleaner.
   CAUTION: Do not overtighten.

   Set cleaning pressure to 28-48 psi (approx.) and check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

**METHOD 1**

**METHOD 2**

**METHOD 3**

---

**DODGE TRUCKS MPFI FUEL PUMP DISABLE LOCATIONS**

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Through 1996</td>
<td>Disconnect in-tank fuel pump at tank.</td>
</tr>
<tr>
<td>1997 &amp; Up</td>
<td>Remove fuel pump relay in engine compartment.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
13-15/38-40 psi (Approx.)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Remove fuel inlet line from throttle body. Install hose adapter #6 with adapter #4 or #5 to inlet line and secure with hose clamps. Connect main feed line to adapter.

NOTE: On some models, disabling fuel pump will disable injector(s) and/or ignition. If this occurs, use hose adapter #36 (1/4” x 5/16”) or #37 (5/16” x 5/16”) to loop fuel inlet and fuel outlet lines. Secure with hose clamps.

METHOD 2: Disconnect inlet fuel line from throttle body. Install hose adapter #6 with adapter #43 to throttle body inlet line. Secure all hose ends with hose clamps. Connect main feed line to adapter.

NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

NOTE: If unable to disable fuel pump, loop inlet and outlet fuel lines as described in METHOD 1.

METHOD 3: Using hair pin disconnect tool #67, disconnect throttle body inlet fuel line at hair pin connector. Install adapter #55 into fuel inlet line hair pin connector. Connect main feed line to adapter.

METHOD 4: Using spring lock disconnect tool, disconnect throttle body inlet fuel line at spring lock connector. Install adapter #81 or #82 into fuel inlet connector. Connect main feed line to adapter.

3) Remove fuel return line from throttle body. Install fuel return hose block adapter #28 (1/4”) or #29 (5/16”) to throttle body and secure with hose clamp (#13).

4) Confirm gauge regulator is closed and install a can of injector cleaner.

CAUTION: Do not overtighten.

Set cleaning pressure to 13 psi (approx.) for low pressure systems, and 36 psi (approx.) for high pressure systems. Check for leaks.

5) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.
6) Turn ignition key off. Allow chemical to soak for ten minutes.
7) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.
8) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to "on" position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.

NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.
PLYMOUTH TBI FUEL PUMP DISABLE LOCATIONS

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Disconnect in-tank fuel pump on top center, top rear or rear end of fuel tank.</td>
</tr>
<tr>
<td></td>
<td>Or, remove fuel pump relay located in engine compartment.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
37-63 psi (Approx.)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Remove and plug vacuum hose at pressure regulator.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.
CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Install adapter #3 onto main feed line. Connect adapter #3 to test port on fuel rail.
NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

METHOD 2: Remove fuel inlet line from fuel rail. Install hose #6 with adapter #4 or #5 to fuel rail. Secure with hose clamp. Connect main feed line to adapter.

METHOD 3: Using hair pin disconnect tool #67, disconnect inlet fuel line at fuel rail hair pin connector. Install adapter #55 into fuel rail inlet hair pin connector. Connect main feed line to adapter.

METHOD 4: Using spring lock disconnect tool, disconnect inlet fuel line at spring lock connector. Install adapter #81 or #82 into fuel inlet connector. Connect main feed line to adapter.

3) Confirm gauge regulator is closed and install a can of injector cleaner.
CAUTION: Do not overtighten.

Set cleaning pressure to 34-60 psi (approx.) and check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

**METHOD 1**

**METHOD 2**

**METHOD 3**

G00067749
# PLYMOUTH MPFI FUEL PUMP DISABLE LOCATIONS

**METHOD 4**

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Remove fuel pump relay in engine compartment. Or, unplug fuel pump connector at tank. Check for access cover under luggage compartment carpet or rear seat cushion.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
35-53 psi (Approx.)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Remove and plug vacuum hose at pressure regulator.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.
   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Remove bolt from the fuel filter outlet hose and, using adapter #31, connect hose adapter #65 and outlet hose together using copper washers. Connect main feed line between adapter and gauge regulator assembly.
   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

   METHOD 2: Remove fuel inlet hose flange from fuel rail. Install flange mount adapter #52 (15.0mm) or #53 (15.7mm) with vehicle bolts. Connect main feed line to adapter.

3) Confirm gauge regulator is closed and install a can of injector cleaner.
   CAUTION: Do not overtighten.

Set cleaning pressure to 32-50 psi (approx.) and check for leaks.
4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.
5) Turn ignition key off. Allow chemical to soak for ten minutes.
6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.
7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

### PLYMOUTH IMPORTS MPFI FUEL PUMP DISABLE LOCATIONS

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Van Models</td>
<td></td>
</tr>
<tr>
<td>FWD</td>
<td>Disconnect in-tank fuel pump on top center of fuel tank.</td>
</tr>
<tr>
<td>RWD</td>
<td>Disconnect in-tank fuel pump on top rear of fuel tank.</td>
</tr>
<tr>
<td>All Other Models</td>
<td>Disconnect in-tank fuel pump on rear end of fuel tank.</td>
</tr>
</tbody>
</table>

### METHOD 1

![Diagram of fuel pump disable method 1](image)

- Adapter #31
- Hose Adapter #65
- Gasket
- Fuel Filter Outlet Line
- Fuel Filter Inlet Line
- Main Feed Line

### METHOD 2

![Diagram of fuel pump disable method 2](image)

- Fuel Rail
- Main Feed Line
- Adapter #52 Or #53

G00067755
# FORD INDEX

<table>
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<th>Subcategory</th>
<th>Page</th>
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<td>TBI</td>
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<td>Ford Trucks</td>
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<tr>
<td>Lincoln</td>
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<td></td>
<td>MPFI</td>
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<td>Mercury</td>
<td>TBI</td>
<td>93</td>
</tr>
<tr>
<td></td>
<td>MPFI</td>
<td>95</td>
</tr>
<tr>
<td>Merkur</td>
<td>MPFI</td>
<td>97</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
13-17 psi (Approx.) Low
25-55 psi (Approx.) High Pressure

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

   **CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.**

2) **METHOD 1:** Install hose adapter #66 onto main feed line. Connect hose adapter #66 to test port.

   **NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.**

   **METHOD 2:** Remove plastic pin-lock connector holding fuel filter outlet line in place. Install hose adapter #59 into fuel inlet hose (going to throttle body) and reuse plastic pin-lock connector to hold adapter in place. Connect main feed line to adapter. Remove fuel outlet line from throttle body. Install fuel return plug (#7).

   **METHOD 3:** Install hose adapter #62 onto main feed line. Connect hose adapter #62 to test port.

3) Confirm gauge regulator is closed and install a can of injector cleaner.

   **CAUTION: Do not overtighten.**

   Set cleaning pressure to 13 psi (approx.) for low pressure systems and to 22-52 psi (approx.) for high pressure systems. Check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

FORD TBI FUEL PUMP DISABLE LOCATIONS

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Disconnect inertia switch in rear of vehicle located either near left trunk lid hinge, in rear storage area near left taillight, on back panel of luggage compartment, behind access cover in right rear storage area or in left rear quarter panel.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
28-65 psi (Approx.)

SPECIAL INSTRUCTIONS
  Engine at normal operating temperature.
  Remove gas tank cap to vent gas tank pressure.
  Remove and plug vacuum hose at pressure regulator.
  Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

  **CAUTION:** Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) **METHOD 1:** (With Test Port) Install hose adapter #66 onto main feed line. Connect hose adapter #66 to test port on fuel rail.

   **NOTE:** This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

   **METHOD 2:** (Without Test Port) Remove plastic pin-lock connector holding fuel filter outlet fuel line in place. Install hose adapter #59 into fuel inlet hose (going to fuel rail) and reuse plastic pin-lock connector to hold adapter in place. Connect main feed line to adapter #59.

   **METHOD 3:** (Without Test Port) Disconnect fuel line (using disconnect tool). Install hose adapter #81 or #82 onto fuel rail connector. Connect main feed line to adapter.

   **NOTE:** This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

3) Confirm gauge regulator is closed and install a can of injector cleaner.

   **CAUTION:** Do not overtighten.

   Set cleaning pressure to 25-62 psi (approx.) and check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

METHOD 1

METHOD 2

METHOD 3

FORD MPFI FUEL PUMP DISABLE LOCATIONS

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Disconnect inertia switch in rear of vehicle located either near left trunk lid hinge, in rear storage area near left taillight, on back panel of luggage compartment, or behind access cover in right rear storage area.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
35-72 psi (Approx.)

SPECIAL INSTRUCTIONS
- Engine at normal operating temperature.
- Remove gas tank cap to vent gas tank pressure.
- Remove and plug vacuum hose at pressure regulator.
- Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.
   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.
2) METHOD 1: (With Test Port) Install hose adapter #66 onto main feed line. Connect hose adapter #66 to test port on fuel rail.
   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.
3) METHOD 2: (Without Test Port) Remove plastic pin-lock connector holding fuel filter outlet fuel line in place. Install hose adapter #59 into fuel inlet hose (going to fuel rail) and reuse plastic pin-lock connector to hold adapter in place. Connect main feed line to adapter #59.
   METHOD 3: (Without Test Port) Remove plastic pin-lock connector holding fuel inlet line to fuel rail. Disconnect fuel line. Install hose adapter #59 onto fuel rail and reuse plastic pin-lock connector to hold adapter in place. Connect main feed line to adapter #59.
   METHOD 4: Using spring lock disconnect tool, disconnect inlet fuel line at spring lock connector. Install adapter #81 or #82 into fuel inlet connector. Connect main feed line to adapter.
3) Confirm gauge regulator is closed and install a can of injector cleaner.
   CAUTION: Do not overtighten.
   Set cleaning pressure to 32-69 psi (approx.) and check for leaks.
4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.
5) Turn ignition key off. Allow chemical to soak for ten minutes.
6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.
7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

METHOD 1

METHOD 2

METHOD 3

G00067758
FORD TRUCKS MPFI FUEL PUMP DISABLE LOCATIONS

Models | Location
--- | ---
All Models | Disconnect inertia switch located on toe-board to right of transmission hump, on floorboard to left and above where steering column passes through floorboard, on passenger side cowl panel, just forward of right front door, behind right side of instrument panel, or in instrument panel, below radio.
SYSTEM PRESSURE
13-17 psi (Approx.) Low Pressure
25-55 psi (Approx.) High Pressure

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Install hose adapter #66 onto main feed line. Connect hose adapter #66 to test port. Remove fuel outlet line from throttle body. Use fuel return line clamp (#13) to block fuel return line.

   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

   METHOD 2: Remove plastic pin-lock connector holding fuel filter outlet line in place. Install hose adapter #59 into fuel inlet hose (going to throttle body) and reuse plastic pin-lock connector to hold adapter in place. Connect main feed line to adapter. Remove fuel outlet line from throttle body. Install fuel return plug (#7).

   METHOD 3: Install hose adapter #62 onto main feed line. Connect hose adapter #62 to test port.

3) Confirm gauge regulator is closed and install a can of injector cleaner.

   CAUTION: Do not overtighten.

   Set cleaning pressure to 13 psi (approx.) for low pressure systems and to 22-52 psi (approx.) for high pressure systems and check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

**METHOD 1**

![Diagram of Method 1](image1.png)

**METHOD 2**

![Diagram of Method 2](image2.png)

**METHOD 3**

![Diagram of Method 3](image3.png)

**LINCOLN TBI FUEL PUMP DISABLE LOCATIONS**

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Disconnect inertia switch, near left trunk lid hinge.</td>
</tr>
</tbody>
</table>

90
SYSTEM PRESSURE
30-45 psi (Approx.) Except Continental
30-45 psi (Approx.) Continental Through 1997
55-85 psi (Approx.) Continental 1998
45-60 psi (Approx.) Continental 1999 & Up

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Remove and plug vacuum hose at pressure regulator.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.
   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.
2) METHOD 1 (With Test Port): Install hose adapter #66 onto main feed line. Connect hose adapter #66 to test port on fuel rail.
   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.
3) METHOD 2 (Without Test Port): Remove plastic pin-lock connector holding fuel filter outlet fuel line in place. Install hose adapter #59 into fuel inlet hose (going to fuel rail) and reuse plastic pin-lock connector to hold adapter in place. Connect main feed line to adapter #59.
4) Confirm gauge regulator is closed and install a can of injector cleaner.
   CAUTION: Do not overtighten.
   Set cleaning pressure to 2-3 psi (approx.) less than system pressure specifications and check for leaks.
5) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.
6) Turn ignition key off. Allow chemical to soak for ten minutes.
7) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.
8) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

**METHOD 1**

![Diagram of fuel system components]

**METHOD 2**

![Diagram of fuel system components]

**LINCOLN MPFI FUEL PUMP DISABLE LOCATIONS**

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Continental 1997 &amp; Up</td>
<td>Disconnect inertia switch on left fender apron, near suspension switch.</td>
</tr>
<tr>
<td>Navigator</td>
<td>Disconnect inertia switch, behind right side of instrument panel.</td>
</tr>
<tr>
<td>All Others</td>
<td>Disconnect inertia switch, near left trunk lid hinge.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
13-17 psi (Approx.) Low Pressure
25-55 psi (Approx.) High Pressure

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Install hose adapter #66 onto main feed line. Connect hose adapter #66 to test port. Remove fuel outlet line from throttle body. Use fuel return line clamp (#13) to block fuel return line.

NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

METHOD 2: Remove plastic pin-lock connector holding fuel filter outlet line in place. Install hose adapter #59 into fuel inlet hose (going to throttle body) and reuse plastic pin-lock connector to hold adapter in place. Connect main feed line to adapter. Remove fuel outlet line from throttle body. Install fuel return plug (#7).

METHOD 3: Install hose adapter #62 onto main feed line. Connect hose adapter #62 to test port.

3) Confirm gauge regulator is closed and install a can of injector cleaner.

CAUTION: Do not overtighten.

Set cleaning pressure to 13 psi (approx.) for low pressure systems and to 22-52 psi (approx.) for high pressure systems. Check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

MERCURY TBI FUEL PUMP DISABLE LOCATIONS

Models: All Models
Location: Disconnect inertia switch in rear of vehicle located either near left trunk lid hinge, in rear storage area near left taillight, on back panel of luggage compartment, or behind access cover in right rear storage area.
SYSTEM PRESSURE
28-85 psi (Approx.)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Remove and plug vacuum hose at pressure regulator.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1 (With Test Port): Install hose adapter #66 onto main feed line. Connect hose adapter #66 to test port on fuel rail.

NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

METHOD 2 (Without Test Port): Remove plastic pin-lock connector holding fuel filter outlet fuel line in place. Install hose adapter #59 into fuel inlet hose (going to fuel rail) and reuse plastic pin-lock connector to hold adapter in place. Connect main feed line to adapter #59.

METHOD 3 (Without Test Port): Remove fuel outlet line from fuel filter. Install hose #6 with adapter #43 to fuel filter and secure with hose clamp. Install fuel outlet line to adapter #43 and secure with hose clamp. Connect main feed line to adapter #43.

NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

3) Confirm gauge regulator is closed and install a can of injector cleaner.

CAUTION: Do not overtighten.
Set cleaning pressure to 25-82 psi (approx.) and check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
**NOTE:** Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

**METHOD 1**

**METHOD 2**

**METHOD 3**

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### MERCURY MPFI FUEL PUMP DISABLE LOCATIONS

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cougar</td>
<td>Disconnect inertia switch in left side of trunk, behind trim panel.</td>
</tr>
<tr>
<td>Mountaineer</td>
<td>Disconnect inertia switch in instrument panel, below radio.</td>
</tr>
<tr>
<td>Mystique &amp; Villager</td>
<td>Disconnect inertia switch behind left kick panel.</td>
</tr>
<tr>
<td>Sable &amp; Tracer</td>
<td>Disconnect inertia switch on right side of trunk, or right rear of cargo area.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
35-45 psi (Approx.)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Remove and plug vacuum hose at pressure regulator.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) Install hose adapter #66 onto main feed line. Connect hose adapter #66 to test port on fuel rail.

   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

3) Confirm gauge regulator is closed and install a can of injector cleaner.

   CAUTION: Do not overtighten.

   Set cleaning pressure to 32-42 psi (approx.) and check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

### MERKUR MPFI FUEL PUMP DISABLE LOCATIONS

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Disconnect fuel pump relay in the circuit protection panel, located in the cowl near the left rear corner of the engine compartment.</td>
</tr>
<tr>
<td></td>
<td>TBI</td>
</tr>
<tr>
<td>-------------</td>
<td>---------------------------------------</td>
</tr>
<tr>
<td>Buick</td>
<td></td>
</tr>
<tr>
<td></td>
<td>TBI</td>
</tr>
<tr>
<td></td>
<td>MPFI</td>
</tr>
<tr>
<td>Cadillac</td>
<td></td>
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<tr>
<td></td>
<td>TBI</td>
</tr>
<tr>
<td></td>
<td>MPFI</td>
</tr>
<tr>
<td>Chevrolet</td>
<td></td>
</tr>
<tr>
<td></td>
<td>TBI (Except Metro)</td>
</tr>
<tr>
<td></td>
<td>TBI (Metro)</td>
</tr>
<tr>
<td></td>
<td>MPFI</td>
</tr>
<tr>
<td>Chevrolet Trucks</td>
<td></td>
</tr>
<tr>
<td></td>
<td>CPFI</td>
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<tr>
<td></td>
<td>TBI</td>
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<tr>
<td></td>
<td>MPFI</td>
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<tr>
<td>Geo</td>
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<td>TBI</td>
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<td>MPFI</td>
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<td>GMC</td>
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<td></td>
<td>CPFI</td>
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<td>TBI</td>
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<tr>
<td></td>
<td>MPFI</td>
</tr>
<tr>
<td>Hummer</td>
<td></td>
</tr>
<tr>
<td></td>
<td>MPFI</td>
</tr>
<tr>
<td>Oldsmobile</td>
<td></td>
</tr>
<tr>
<td></td>
<td>TBI</td>
</tr>
<tr>
<td></td>
<td>MPFI</td>
</tr>
<tr>
<td>Oldsmobile Trucks</td>
<td></td>
</tr>
<tr>
<td></td>
<td>MPFI</td>
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<tr>
<td>Pontiac</td>
<td></td>
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<tr>
<td></td>
<td>TBI</td>
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<tr>
<td></td>
<td>MPFI</td>
</tr>
<tr>
<td>Saturn</td>
<td></td>
</tr>
<tr>
<td></td>
<td>TBI</td>
</tr>
<tr>
<td></td>
<td>MPFI</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
9-13 psi (Approx.)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.
   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Remove inlet fuel line from TBI unit. Install hose adapter #8 between TBI unit and main feed line.
   METHOD 2: Disconnect inlet fuel line from flexible inlet hose. Install adapter #44 or #45 between flexible inlet hose and steel fuel line from tank and connect main feed line.
   METHOD 3: On TBI units with banjo fitting, remove fuel inlet banjo bolt from TBI unit. Install adapter #58 using copper washers and connect main feed line.
   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

3) Remove fuel return line from TBI and install return line plug adapter #71 to block the return line on vehicles that use the hard plastic/polyamid fuel line. To block the return line on vehicles that use the soft rubber return line, use fuel return line clamp (#13).

4) Confirm gauge regulator is closed and install a can of injector cleaner.
   CAUTION: Do not overtighten.

   Set cleaning pressure to 10 psi (approx.) and check for leaks.

5) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

6) Turn ignition key off. Allow chemical to soak for ten minutes.

7) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

8) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

METHOD 1

BUICK TBI FUEL PUMP DISABLE LOCATIONS

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Unplug fuel pump connector, at fuel tank.</td>
</tr>
</tbody>
</table>

METHOD 2

METHOD 3

BUICK TBI FUEL PUMP DISABLE LOCATIONS
SYSTEM PRESSURE
30-62 psi (Approx.)

SPECIAL INSTRUCTIONS
- Engine at normal operating temperature.
- Remove gas tank cap to vent gas tank pressure.
- Remove and plug vacuum hose at pressure regulator.
- Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.
   
   **CAUTION:** Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) **METHOD 1:** Install adapter #3 onto main feed line. Connect adapter #3 to test port on fuel rail.

   **NOTE:** This method may also be used to test fuel system pressure. Refer to **FUEL PRESSURE TESTING** in **SECTION 1**.

   **METHOD 2:** On vehicles with no test port, use hair pin disconnect tool #67 to disconnect inlet line from hair pin connector. Install adapter #54 into hair pin connector. Connect main feed line to adapter.

   **METHOD 3:** Using spring lock disconnect tool, disconnect inlet fuel line at spring lock connector. Install adapter #81 or #82 into fuel inlet connector. Connect main feed line to adapter.

3) Confirm gauge regulator is closed and install a can of injector cleaner.
   
   **CAUTION:** Do not overtighten.

   Set cleaning pressure to 27-59 psi (approx.) and check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

**METHOD 1**

**METHOD 2**

**METHOD 3**

**BUICK MPFI FUEL PUMP DISABLE LOCATIONS**

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Unplug fuel pump connector, at fuel tank.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
9-13 psi (Approx.)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.
   
   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Install adapter #3 onto main feed line. Connect adapter #3 to test port on fuel feed line.
   
   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

   METHOD 2: Remove inlet fuel line from TBI unit. Install hose adapter #8 between TBI unit and main feed line.
   
   METHOD 3: Disconnect inlet fuel line from flexible inlet hose. Install adapter #44 or #45 between flexible inlet hose and steel fuel line from tank and connect main feed line.
   
   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

3) Remove fuel return line from TBI and install return line plug adapter #71 to block the return line on vehicles that use the hard plastic/polyamid fuel line. To block the return line on vehicles that use the soft rubber return line, use fuel return line clamp (#13).

4) Confirm gauge regulator is closed and install a can of injector cleaner.
   
   CAUTION: Do not overtighten.

   Set cleaning pressure to 10 psi (approx.) and check for leaks.

5) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

6) Turn ignition key off. Allow chemical to soak for ten minutes.

7) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

8) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

**METHOD 1**

![Diagram of Fuel Feed Line, Fuel Return Line, Main Feed Line, Test Port, Adapter #3]

**METHOD 2**

![Diagram of Throttle Body Unit, Adapter #71, Hose Adapter #8, Main Feed Line]

**METHOD 3**

![Diagram of Main Feed Line, Flexible Inlet Hose, Adapter #44 Or #45, Steel Inlet Line]

---

**CADILLAC TBI FUEL PUMP DISABLE LOCATIONS**

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Unplug fuel pump connector at fuel tank</td>
</tr>
</tbody>
</table>

G00067766
SYSTEM PRESSURE
30-66 psi (Approx.)

SPECIAL INSTRUCTIONS
- Engine at normal operating temperature.
- Remove gas tank cap to vent gas tank pressure.
- Remove and plug vacuum hose at pressure regulator.
- Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.
   
   **CAUTION:** Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) **METHOD 1:** Install adapter #3 onto main feed line. Connect adapter #3 to test port on fuel rail.

   **NOTE:** This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

   **METHOD 2:** On vehicles with no test port, use hair pin disconnect tool #67 to disconnect inlet line from hair pin connector. Install adapter #54 into hair pin connector. Connect main line to adapter.

   **METHOD 3:** Using spring lock disconnect tool, disconnect inlet fuel line at spring lock connector. Install adapter #81 or #82 into fuel inlet connector. Connect main feed line to adapter.

3) Confirm gauge regulator is closed and install a can of injector cleaner.

   **CAUTION:** Do not overtighten.

   Set cleaning pressure to 27-63 psi (approx.) and check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

**METHOD 1**

- Fuel Rail
- Main Feed Line
- Adapter #3
- Test Port

**METHOD 2**

- Fuel Feed Line To Fuel Rail
- Main Feed Line
- Adapter #54
- Hair Pin Disconnect Tool #67
### CADILLAC MPFI FUEL PUMP DISABLE LOCATIONS

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>DFI Models</td>
<td>Unplug fuel pump connector, at in-tank pump and frame-mounted pump.</td>
</tr>
<tr>
<td>All Other Models</td>
<td>Unplug fuel pump connector, at fuel tank.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
9-13 psi (Approx.)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.
   
   **CAUTION:** Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Remove inlet fuel line from TBI unit. Install hose adapter #8 between TBI unit and main feed line.
METHOD 2: Disconnect inlet fuel line from flexible inlet hose. Install adapter #44 or #45 between flexible inlet hose and steel fuel line from tank and connect main feed line.

   **NOTE:** This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

METHOD 3: On TBI units with banjo fitting, remove fuel inlet banjo bolt from TBI unit. Install adapter #58 using copper washers and connect main feed line.

   **NOTE:** This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

3) Remove fuel return line from TBI. Install return line plug adapter #71 to block the return line on vehicles that use the hard plastic/polyamid fuel line. To block the return line on vehicles that use the soft rubber return line, use fuel return line clamp (#13).

4) Confirm gauge regulator is closed and install a can of injector cleaner.

   **CAUTION:** Do not overtighten.

   Set cleaning pressure to 10 psi (approx.) and check for leaks.

5) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

6) Turn ignition key off. Allow chemical to soak for ten minutes.

7) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

8) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

METHOD 1

METHOD 2

METHOD 3

CHEVROLET TBI FUEL PUMP DISABLE LOCATIONS

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Unplug fuel pump connector, at fuel tank.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
12-31 psi (Approx.)

SPECIAL INSTRUCTIONS
- Engine at normal operating temperature.
- Remove gas tank cap to vent gas tank pressure.
- Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Remove fuel inlet line from throttle body. Install hose #6 with adapter #4 or #5 secured with hose clamp. Attach main feed line to adapter.

   METHOD 2: Remove bolt from the fuel filter outlet hose and, using adapter #31, connect hose adapter #65 and outlet hose together using copper washers. Connect main feed line to adapter #65.

   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

3) To block return line on vehicles that use the soft rubber return line, use fuel return line clamp (#13).

4) Confirm gauge regulator is closed and install a can of injector cleaner.

   CAUTION: Do not overtighten.

   Set cleaning pressure to 10-28 psi (approx.) and check for leaks.

5) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

6) Turn ignition key off. Allow chemical to soak for ten minutes.

7) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

8) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

**METHOD 1**

```
       Throttle Body
         /  \
        /    \
   Adapter #4 Or #5

         Main Feed Line
             /  \
          /    \
     Hose #6
```

**METHOD 2**

```
Adapter #31

Fuel Filter Outlet Hose

Washers

Hose Adapter #65

Main Feed Line

Fuel Filter
```

**CHEVROLET TBI FUEL PUMP DISABLE LOCATIONS**

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Remove fuel pump relay or unplug fuel pump connector at tank.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
25-62 psi (Approx.)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Remove and plug vacuum hose at pressure regulator.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.
   
   "CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine."

2) METHOD 1: Install adapter #3 onto main feed line. Connect adapter #3 to test port on fuel rail.

   "NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1."

   METHOD 2: On vehicles with no test port, use hair pin disconnect tool #67 to disconnect inlet line from hair pin connector. Install adapter #54 into hair pin connector. Connect main feed line to adapter.

   METHOD 3: Using spring lock disconnect tool, disconnect inlet fuel line at spring lock connector. Install adapter #81 or #82 into fuel inlet connector. Connect main feed line to adapter.

3) Confirm gauge regulator is closed and install a can of injector cleaner.

   "CAUTION: Do not overtighten."

   Set cleaning pressure to 23-59 psi (approx.) and check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

**METHOD 1**

![Diagram of METHOD 1](image1)

**METHOD 2**

![Diagram of METHOD 2](image2)
CHEVROLET MPFI FUEL PUMP DISABLE LOCATIONS

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Corvette</td>
<td></td>
</tr>
<tr>
<td>1990-92</td>
<td>Remove fuel pump fuses, at main and auxiliary fuse block.</td>
</tr>
<tr>
<td>All Other Models</td>
<td>Unplug fuel pump connector, at fuel tank.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
55-66 psi (Approx.)

SPECIAL INSTRUCTIONS
- Engine at normal operating temperature.
- Remove gas tank cap to vent gas tank pressure.
- Remove and plug vacuum hose at pressure regulator.
- Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) Install adapter #3 onto main feed line. Connect adapter #3 to test port on fuel rail.

   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

3) Confirm gauge regulator is closed and install a can of injector cleaner. Do not overtighten. Set cleaning pressure to 52-63 psi (approx.) and check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

CHEVROLET TRUCKS CENTRAL-PORT FUEL INJECTION

Models | Location
--- | ---
All Models | Unplug fuel pump connector, at fuel tank.
SYSTEM PRESSURE
9-13 psi (Approx.) Low Pressure
26-32 psi (Approx.) High Pressure

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Remove inlet fuel line from TBI unit. Install hose adapter #8 between TBI unit and main feed line.
METHOD 2: Disconnect inlet fuel line from flexible inlet hose. Install adapter #44 or #45 between flexible inlet hose and steel fuel line from tank and connect main feed line.

NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

3) Remove fuel return line from TBI units. Install adapter #71 to block the return line on vehicles that use the hard plastic/polyamid fuel line. To block the return line on vehicles that use the soft rubber return line, use fuel return line clamp (#13).

4) Confirm gauge regulator is closed and install a can of injector cleaner.

CAUTION: Do not overtighten.

Set cleaning pressure to 10 psi (approx.) for low pressure systems and to 23-29 psi (approx.) for high pressure systems. Check for leaks.

5) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

6) Turn ignition key off. Allow chemical to soak for ten minutes.

7) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

8) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

**METHOD 1**

![Diagram of Throttle Body Unit]

**METHOD 2**

![Diagram of Throttle Body Unit]

**CHEVROLET TRUCKS TBI FUEL PUMP DISABLE LOCATIONS**

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Unplug fuel pump connector at fuel tank.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
25-66 psi (Approx.)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Remove and plug vacuum hose at pressure regulator.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) Install adapter #3 onto main feed line. Connect adapter #3 to test port on fuel rail.

NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

3) Confirm gauge regulator is closed and install a can of injector cleaner.

CAUTION: Do not overtighten.

Set cleaning pressure to 22-63 psi (approx.) and check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

### CHEVROLET TRUCKS MPFI FUEL PUMP DISABLE LOCATIONS

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Unplug fuel pump connector, at fuel tank.</td>
<td></td>
</tr>
</tbody>
</table>

![Diagram of fuel system components](image_url)
SYSTEM PRESSURE
12-31 psi (Approx.)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Remove fuel inlet line from throttle body. Install hose #6 with adapter #4 or #5 secured with hose clamp. Attach main feed line to adapter.
METHOD 2: Remove bolt from the fuel filter outlet hose and, using adapter #31, connect hose adapter #65 and outlet hose together using copper washers. Connect main feed line to adapter #65.

NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

3) To block the return line on vehicles that use the soft rubber return line, use fuel return line clamp (#13).

4) Confirm gauge regulator is closed and install a can of injector cleaner.

CAUTION: Do not overtighten.
Set cleaning pressure to 10-28 psi (approx.) and check for leaks.

5) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

6) Turn ignition key off. Allow chemical to soak for ten minutes.

7) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

8) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

**METHOD 1**

![Diagram of METHOD 1]

**METHOD 2**

![Diagram of METHOD 2]

**GEO TBI FUEL PUMP DISABLE LOCATIONS**

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metro &amp; Tracker</td>
<td>Remove fuel pump relay from main fusebox.</td>
</tr>
<tr>
<td></td>
<td>Or, unplug fuel pump connector at tank.</td>
</tr>
</tbody>
</table>

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123
SYSTEM PRESSURE
25-50 psi (Approx.)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Remove and plug vacuum hose at pressure regulator.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Remove bolt from the fuel filter outlet hose. Replace with adapter #31 and #65 using copper washers, or replace with adapter #58 and hex nut using copper washers. Connect main feed line to adapter #65 or #58.

NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

METHOD 2: Remove inlet fuel line from fuel rail and install hose adapter #65 to fuel rail using vehicle bolt or cap nut and 2 washers. Connect main feed line to adapter #65.

METHOD 3: Remove banjo bolt from cold start valve. Install adapter #49 using copper washers to cold start valve. Connect main feed line to adapter.

NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

3) Confirm gauge regulator is closed and install a can of injector cleaner.

CAUTION: Do not overtighten.
Set cleaning pressure to 23-47 psi (approx.) and check for leaks.
4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.
5) Turn ignition key off. Allow chemical to soak for ten minutes.
6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.
7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

**GEO MPFI FUEL PUMP DISABLE LOCATIONS**

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prizm &amp; Storm</td>
<td>Remove fuel pump relay from underhood relay center. Or, unplug fuel pump connector at tank.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
55-66 psi (Approx.)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Remove and plug vacuum hose at pressure regulator.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.
   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) Install adapter #3 onto main feed line. Connect adapter #3 to test port on fuel rail.
   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

3) Confirm gauge regulator is closed and install a can of injector cleaner.
   CAUTION: Do not overtighten.
   Set cleaning pressure to 52-63 psi (approx.) and check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

GMC CPF FUEL PUMP DISABLE LOCATIONS

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Unplug fuel pump connector, at fuel tank.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
9-13 psi (Approx.)

SPECIAL INSTRUCTIONS
- Engine at normal operating temperature.
- Remove gas tank cap to vent gas tank pressure.
- Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

   **CAUTION:** Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) **METHOD 1:** Remove inlet fuel line from TBI unit. Install hose adapter #8 between TBI unit and main feed line.
   **METHOD 2:** Disconnect inlet fuel line from flexible inlet hose. Install adapter #44 or #45 between flexible inlet hose and steel fuel line from tank and connect main feed line.

   **NOTE:** This method may also be used to test fuel system pressure. Refer to **FUEL PRESSURE TESTING** in SECTION 1.

3) Remove fuel return line from TBI unit. Install adapter #71 to block the return line on vehicles that use the hard plastic/polyamid fuel line. To block the return line on vehicles that use the soft rubber return line, use fuel return line clamp (#13).

4) Confirm gauge regulator is closed and install a can of injector cleaner.

   **CAUTION:** Do not overtighten.

Set cleaning pressure to 10 psi (approx.) and check for leaks.

5) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

6) Turn ignition key off. Allow chemical to soak for ten minutes.

7) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

8) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

METHOD 1

METHOD 2

GMC TBI FUEL PUMP DISABLE LOCATIONS

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Unplug fuel pump connector, at fuel tank.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
25-62 psi (Approx.)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Remove and plug vacuum hose at pressure regulator.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) Install adapter #3 onto main feed line. Connect adapter #3 to test port on fuel rail.

   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

3) Confirm gauge regulator is closed and install a can of injector cleaner.

   CAUTION: Do not overtighten.

   Set cleaning pressure to 22-59 psi (approx.) and check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

GMC MPFI FUEL PUMP DISABLE LOCATIONS

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Unplug fuel pump connector, at fuel tank.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
50-62 psi (Approx.)

SPECIAL INSTRUCTIONS
   Engine at normal operating temperature.
   Remove gas tank cap to vent gas tank pressure.
   Remove and plug vacuum hose at pressure regulator.
   Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) Install adapter #3 onto main feed line. Connect adapter #3 to test port on fuel rail.

   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

3) Confirm gauge regulator is closed and install a can of injector cleaner.

   CAUTION: Do not overtighten.

   Set cleaning pressure to 47-59 psi (approx.) and check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

GMC MPFI FUEL PUMP DISABLE LOCATIONS

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Unplug fuel pump connector, at fuel tank. Or command fuel pump “off” with scan tool.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
9-13 psi (Approx.)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.
   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.
2) METHOD 1: Remove inlet fuel line from TBI unit. Install hose adapter #8 between TBI unit and main feed line.
   METHOD 2: Disconnect inlet fuel line from flexible inlet hose. Install adapter #44 or #45 between flexible inlet hose and steel fuel line from tank and connect main feed line.
   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.
   METHOD 3: On TBI units with banjo fitting, remove fuel inlet banjo bolt from TBI unit. Install adapter #58 using copper washers and connect main feed line.
   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.
3) Remove fuel return line from TBI. Install adapter #71 to block the return line on vehicles that use the hard plastic/polyamid fuel line. To block the return line on vehicles that use the soft rubber return line, use fuel return line clamp (#13).
4) Confirm gauge regulator is closed and install a can of injector cleaner.
   CAUTION: Do not overtighten.
5) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.
6) Turn ignition key off. Allow chemical to soak for ten minutes.
7) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.
8) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

METHOD 1

METHOD 2

METHOD 3

OLDSMOBILE TBI FUEL PUMP DISABLE LOCATIONS

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Unplug fuel pump connector, at fuel tank.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
31-59 psi (Approx.)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Remove and plug vacuum hose at pressure regulator.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Install adapter #3 onto main feed line. Connect adapter #3 to test port on fuel rail.

NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

METHOD 2: On vehicles with no test port, use hair pin disconnect tool #67 to disconnect inlet line from hair pin connector. Install adapter #55 into hair pin connector. Connect main feed line to adapter.

METHOD 3: Using spring lock disconnect tool, disconnect inlet fuel line at spring lock connector. Install adapter #81 or #82 into fuel inlet connector. Connect main feed line to adapter.

3) Confirm gauge regulator is closed and install a can of injector cleaner.

CAUTION: Do not overtighten.

Set cleaning pressure to 28-57 psi (approx.) and check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

METHOD 1

METHOD 2

METHOD 3

OLDSMOBILE MPFI FUEL PUMP DISABLE LOCATIONS

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Unplug fuel pump connector, at fuel tank.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE

54-66 psi (Approx.)

SPECIAL INSTRUCTIONS

Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Remove and plug vacuum hose at pressure regulator.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS

1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

**CAUTION:** Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) Install adapter #3 onto main feed line. Connect adapter #3 to test port on fuel rail.

**NOTE:** This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

3) Confirm gauge regulator is closed and install a can of injector cleaner.

**CAUTION:** Do not overtighten.

Set cleaning pressure to 51-63 psi (approx.) and check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

OLDSMOBILE TRUCKS CENTRAL-PORT FUEL INJECTION

OLDSMOBILE TRUCKS CPF1 FUEL PUMP DISABLE LOCATIONS

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Unplug fuel pump connector at fuel tank.</td>
</tr>
</tbody>
</table>

97J16765
G00067782
SYSTEM PRESSURE
9-13 psi (Approx.)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Remove inlet fuel line from TBI unit. Install hose adapter #8 between TBI unit and main feed line.
   METHOD 2: Disconnect inlet fuel line from flexible inlet hose. Install adapter #44 or #45 between flexible inlet hose and steel fuel line from tank and connect main feed line.

   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

   METHOD 3: On TBI units with banjo fitting, remove fuel inlet banjo bolt from TBI unit. Install adapter #58 using copper washers and connect main feed line.

   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

3) Remove fuel return line from TBI unit. Install adapter #71 to block the return line on vehicles that use the hard plastic/polyamid fuel line. To block the return line on vehicles that use the soft rubber return line, use fuel return line clamp (#13).

4) Confirm gauge regulator is closed and install a can of injector cleaner.

   CAUTION: Do not overtighten.

   Set cleaning pressure to 10 psi (approx.) and check for leaks.

5) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

6) Turn ignition key off. Allow chemical to soak for ten minutes.

7) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

8) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

**METHOD 1**

NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

**METHOD 2**

**METHOD 3**

**PONTIAC TBI FUEL PUMP DISABLE LOCATIONS**

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Unplug fuel pump connector, at fuel tank.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE

30-62 psi (Approx.)

SPECIAL INSTRUCTIONS

Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Remove and plug vacuum hose at pressure regulator.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS

1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Install adapter #3 onto main feed line. Connect adapter #3 to test port on fuel rail.

   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

   METHOD 2: On vehicles with no test port, use hair pin disconnect tool #67 to disconnect inlet line from hair pin connector. Install adapter #54 into hair pin connector. Connect main feed line to adapter.

   METHOD 3: Using spring lock disconnect tool, disconnect inlet fuel line at spring lock connector. Install adapter #81 or #82 into fuel inlet connector. Connect main feed line to adapter.

3) Confirm gauge regulator is closed and install a can of injector cleaner.

   CAUTION: Do not overtighten.

   Set cleaning pressure to 27-59 psi (approx.) and check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

**METHOD 1**

![Diagram of Method 1]

**METHOD 2**

![Diagram of Method 2]

**METHOD 3**

![Diagram of Method 3]

**PONTIAC MPFI FUEL PUMP DISABLE LOCATIONS**

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Remove fuel pump relay in engine compartment.</td>
</tr>
<tr>
<td></td>
<td>Or, unplug fuel pump connector at tank.</td>
</tr>
</tbody>
</table>
SATURN

THROTTLE BODY

FUEL INJECTION

SYSTEM PRESSURE
36-41 psi (Approx.)

SPECIAL INSTRUCTIONS
- Engine at normal operating temperature.
- Remove gas tank cap to vent gas tank pressure.
- Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Remove cap on test port on fuel line. Connect adapter #3 to test port. Connect main feed line to adapter.

   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

   METHOD 2: Remove inlet fuel line from TBI unit. Install hose adapter #8 between TBI unit and main feed line.

   METHOD 3: Use hair pin disconnect tool #67 to disconnect inlet line from hair pin connector on fuel inlet line. Install adapter #54 into hair pin connector. Connect main feed line to adapter.

   METHOD 4: Using spring lock disconnect tool, disconnect throttle body inlet fuel line at spring lock connector. Install adapter #81 or #82 into fuel inlet connector. Connect main feed line to adapter.

3) On vehicles that use the hard plastic/polyamid fuel lines, remove fuel return line from TBI unit and install adapter #71 to block the return line. To block the return line on vehicles that use the soft rubber return line, use return fuel line clamp.

4) Confirm gauge regulator is closed and install a can of injector cleaner.

   CAUTION: Do not overtighten.

   Set cleaning pressure to 35 psi (approx.) and check for leaks.

5) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

6) Turn ignition key off. Allow chemical to soak for ten minutes.

7) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

8) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.

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NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

**METHOD 1**

**METHOD 2**

**METHOD 3**

---

GC00677865
**SATURN TBI FUEL PUMP DISABLE LOCATIONS**

**Models**

<table>
<thead>
<tr>
<th>Location</th>
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</thead>
<tbody>
<tr>
<td>All Models</td>
</tr>
<tr>
<td></td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
30-60 psi (Approx.)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Remove and plug vacuum hose at pressure regulator.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

**CAUTION:** Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) **METHOD 1:** Remove cap from test port on fuel line. Connect adapter #3 to test port. Connect main feed line to adapter.

**NOTE:** This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

**METHOD 2:** Use hair pin disconnect tool #67 to disconnect inlet line from hair pin connector on fuel inlet line. Install adapter #54 into hair pin connector. Connect main feed line to adapter.

**METHOD 3:** Using spring lock disconnect tool, disconnect inlet fuel line at spring lock connector. Install adapter #81 or #82 into fuel inlet connector. Connect main feed line to adapter.

3) Confirm gauge regulator is closed and install a can of injector cleaner.

**CAUTION:** Do not overtighten.
Set cleaning pressure to 27-57 psi (approx.) and check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

METHOD 1

METHOD 2

Hair Pin Disconnect Tool #67
SATURN MPFI FUEL PUMP DISABLE LOCATIONS

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
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</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Unplug fuel pump relay in engine or passenger compartment. Or, disconnect fuel pump connector at fuel pump.</td>
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<td>IMPORTS</td>
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<td>Alfa Romeo</td>
<td>MPFI .......................... 155</td>
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<td>Fiat</td>
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<td>Porsche</td>
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<td>CIS &amp; CIS LAMBDA</td>
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<td>Range Rover</td>
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<tr>
<td>MPFI</td>
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<td>Saab</td>
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<td>224</td>
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<tr>
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<td>226</td>
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<tr>
<td>Acura thru Jaguar</td>
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<td>Scion thru Volvo</td>
<td>152</td>
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<td>Make</td>
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<tr>
<td>Scion</td>
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<td>Sterling</td>
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<td>Volkswagen</td>
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<td>MPFI</td>
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<td>CIS &amp; CIS LAMBDA</td>
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<td>CIS &amp; CIS LAMBDA</td>
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<td>CIS-E</td>
<td>252</td>
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<tr>
<td>Acura thru Jaguar</td>
<td>150</td>
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<tr>
<td>Kia thru Saab</td>
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<tr>
<td>Imports Index</td>
<td>152</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
35-64 psi (Approx.)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Remove and plug vacuum hose at pressure regulator.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Remove bolt from the fuel filter outlet hose. Replace with adapter #31 and #65 using copper washers, or replace with adapter #58 and hex nut using copper washers. Connect main feed line to adapter #65 or #58.

   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

   METHOD 2: Remove inlet fuel line from fuel rail and install hose adapter #65 to fuel rail using vehicle bolt or cap nut and 2 washers. Connect main feed line to adapter #65.

3) Confirm gauge regulator is closed and install a can of injector cleaner.

   CAUTION: Do not overtighten.

   Set cleaning pressure to 33-61 psi (approx.) and check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

ACURA MPFI FUEL PUMP DISABLE LOCATIONS

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Unplug fuel pump connector on top of tank through maintenance cover in luggage compartment floor, through cover behind driver’s seat or on underbody just forward of left rear tire.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
36-46 psi (Approx.)

SPECIAL INSTRUCTIONS
- Engine at normal operating temperature.
- Remove gas tank cap to vent gas tank pressure.
- Remove and plug vacuum hose at pressure regulator.
- Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Remove fuel line from cold start valve. Install adapter #4 or #5 to the main feed line. Connect main feed line to the fuel line from the cold start valve and secure with hose clamp.

   METHOD 2: Remove fuel inlet line from fuel rail. Install hose #6 with adapter #4 or #5 secured with hose clamp and attach main feed line.

   METHOD 3: Remove fuel outlet line from fuel filter. Install hose #6 with adapter #43 secured with hose clamp. Install fuel outlet line to adapter #43 and secure with hose clamp. Connect main feed line to test port of adapter #43.

   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

3) Confirm gauge regulator is closed and install a can of injector cleaner.

   CAUTION: Do not overtighten.

   Set cleaning pressure to 33-43 psi (approx.) and check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

ALFA ROMEO MPFI FUEL PUMP DISABLE LOCATIONS

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Disconnect fuel pump wires.</td>
</tr>
<tr>
<td></td>
<td>Access is through maintenance cover in luggage compartment floor.</td>
</tr>
</tbody>
</table>

G00007788

ALFA ROMEO MPFI FUEL PUMP DISABLE LOCATIONS
WARNING: The 2006 2.0L (BGP & BGY), & the 3.2L BKH engines deliver extremely high pressure to the injectors. This cleaning system cannot be used on these engines.

SYSTEM PRESSURE
36-61 psi (Approx.)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Remove and plug vacuum hose at pressure regulator.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Remove fuel line from cold start valve. Install adapter #4 or #5 to the main feed line. Connect main feed line to the fuel line from the cold start valve and secure with hose clamp.
METHOD 2: Remove fuel inlet line from fuel rail. Install hose #6 with adapter #4 or #5 secured with hose clamp and attach main feed line.
METHOD 3: Remove fuel inlet line from fuel rail. Install hose #6 with adapter #43 to fuel rail and secure with hose clamps. Attach fuel inlet line to adapter #43 and secure with hose clamp. Connect main feed line to adapter #43.

   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

3) Confirm gauge regulator is closed and install a can of injector cleaner.

   CAUTION: Do not overtighten.

   Set cleaning pressure to 33-59 psi (approx.) and check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.
7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.

NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

<table>
<thead>
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<th>METHOD 1</th>
<th>METHOD 2</th>
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<td>![Method 1 Diagram]</td>
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<tr>
<td>Adapter #4 or #5</td>
<td>Fuel Rail</td>
</tr>
<tr>
<td>Main Feed Line</td>
<td>Hose #6</td>
</tr>
<tr>
<td>Cold Start Valve</td>
<td>Adapter #4 or #5</td>
</tr>
<tr>
<td>![Method 3 Diagram]</td>
<td>Main Feed Line</td>
</tr>
<tr>
<td>![Method 3 Diagram]</td>
<td>![Method 3 Diagram]</td>
</tr>
<tr>
<td>Hose #6</td>
<td>Fuel Rail</td>
</tr>
<tr>
<td>![Method 3 Diagram]</td>
<td>![Method 3 Diagram]</td>
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<tr>
<td>![Method 3 Diagram]</td>
<td>![Method 3 Diagram]</td>
</tr>
</tbody>
</table>

AUDI MPFI FUEL PUMP DISABLE LOCATIONS

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Disconnect negative terminal of fuel pump connector, under left side of the vehicle.</td>
</tr>
<tr>
<td></td>
<td>Or, remove fuel pump fuse or fuel pump relay.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
68-78 psi (Approx.)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.
   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Remove fuel inlet line from fuel distributor. Install adapter #65 with vehicle bolt. Connect main feed line to adapter.
   METHOD 2: Remove fuel inlet line banjo bolt at fuel distributor. Install adapter #56 using copper washers. Connect main feed line to adapter.
   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

3) Remove fuel return line from fuel distributor. Install 12 mm plug from adapter kit #32.
4) Confirm gauge regulator is closed and install a can of injector cleaner.
   CAUTION: Do not overtighten.
   Set cleaning pressure to 65-75 psi (approx.) and check for leaks.
5) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.
6) Turn ignition key off. Allow chemical to soak for ten minutes.
7) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.
8) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

**AUDI MPFI (CIS) FUEL PUMP DISABLE LOCATIONS**

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coupe &amp; V8 Quattro</td>
<td>1 Remove access panel in luggage compartment.</td>
</tr>
<tr>
<td></td>
<td>2 Unplug fuel pump connector on top of fuel tank.</td>
</tr>
<tr>
<td>All Others</td>
<td>1 Remove fuel pump relay located in fuse/relay center.</td>
</tr>
</tbody>
</table>

1 Some models use more than 1 fuel pump. Both pumps must be disabled.
SYSTEM PRESSURE
35-73 psi (Approx.)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Remove and plug vacuum hose at pressure regulator.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Remove fuel line from cold start valve. Install adapter #4 or #5 to the main feed line. Connect main feed line to the fuel line from the cold start valve and secure with hose clamp.
   METHOD 2: Remove fuel inlet line from fuel rail. Install hose #6 with adapter #4 or #5 secured with hose clamp and attach main feed line.
   METHOD 3: Remove fuel inlet line from fuel rail. Install hose #6 with adapter #43 to fuel rail and secure with hose clamps. Attach fuel inlet line to adapter #43 and secure with hose clamp. Connect main feed line to adapter #43.

   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

3) Confirm gauge regulator is closed and install a can of injector cleaner.

   CAUTION: Do not overtighten.
   Set cleaning pressure to 32-70 psi (approx.) and check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

**METHOD 1**

- Adapter #4 Or #5
- Cold Start Valve
- Main Feed Line

**METHOD 2**

- Hose #6
- Adapter #4 Or #5
- Main Feed Line
- Fuel Rail

**METHOD 3**

- Hose #6
- Adapter #43
- Main Feed Line
- Fuel Rail

---

**BMW MPFI FUEL PUMP DISABLE LOCATIONS**

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Through 1996</td>
<td>Disconnect negative terminal of fuel pump connector, under left side of the vehicle.</td>
</tr>
<tr>
<td>1997 &amp; Up</td>
<td>Remove fuel pump relay.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
40-60 psi (Approx.)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

**CAUTION:** Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) **METHOD 1:** Remove fuel inlet line from fuel distributor. Install adapter #65 with vehicle bolt. Connect main feed line to adapter.
**METHOD 2:** Remove fuel inlet line banjo bolt at fuel distributor. Install adapter #56 using copper washers. Connect main feed line to adapter.

**NOTE:** This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

3) Remove fuel return line from fuel distributor. Install 12 mm plug from adapter kit #32.

4) Confirm gauge regulator is closed and install a can of injector cleaner.

**CAUTION:** Do not overtighten.
Set cleaning pressure to 37-57 psi (approx.) and check for leaks.

5) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

6) Turn ignition key off. Allow chemical to soak for ten minutes.

7) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

8) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

BMW MPFI (CIS) FUEL PUMP DISABLE LOCATIONS

Models                      Location
All Models \[1\]       Remove rear seat cushion and fuel pump access cover or remove access panel in luggage compartment. Unplug in-tank fuel pump connector.

\[1\] Some models use more than 1 fuel pump. Both pumps must be disabled.
SYSTEM PRESSURE
65-85 psi (Approx.)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Remove fuel inlet line from fuel distributor. Install adapter #65 with vehicle bolt. Connect main feed line to adapter.
   METHOD 2: Remove fuel inlet line banjo bolt at fuel distributor. Install adapter #56 using copper washers. Connect main feed line to adapter.

   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

3) To block return line, remove large return line from fuel distributor and/or pressure regulator and block both ends using plugs or cap nuts from adapter kit #32. Do not block small return line between fuel distributor and pressure regulator or disconnect vacuum line from pressure regulator.

4) Confirm gauge regulator is closed and install a can of injector cleaner.

   CAUTION: Do not overtighten.

   Set cleaning pressure to 62-82 psi (approx.) and check for leaks.

5) Start engine and run at idle, increasing can pressure as necessary to start engine. Vehicle will run rough and stall when can is empty. Fuel system is now clean.

6) Turn ignition key off. Allow chemical to soak for ten minutes.

7) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

8) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.

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NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

### BMW MPFI (CIS-E) FUEL PUMP DISABLE LOCATIONS

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models ... ¹ Unplug in-tank fuel pump connector by either removing rear seat cushion and access cover or remove access panel in luggage compartment.</td>
<td></td>
</tr>
</tbody>
</table>

¹ Some models may use more than 1 fuel pump. Both pumps must be disabled.
SYSTEM PRESSURE
27-46 psi (Approx.)

SPECIAL INSTRUCTIONS
- Engine at normal operating temperature.
- Remove gas tank cap to vent gas tank pressure.
- Remove and plug vacuum hose at pressure regulator.
- Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

   **CAUTION:** Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) **METHOD 1:** Remove bolt from the fuel filter outlet hose. Replace with adapter #31 and #65 using copper washers, or replace with adapter #58 and hex nut using copper washers. Connect main feed line to adapter #65 or #58.

   **NOTE:** This method may also be used to test fuel system pressure. Refer to **FUEL PRESSURE TESTING** in SECTION 1.

   **METHOD 2:** Remove inlet fuel line from fuel rail and install hose adapter #65 to fuel rail using vehicle bolt or cap nut and 2 washers. Connect main feed line to adapter #65.

3) Confirm gauge regulator is closed and install a can of injector cleaner.

   **CAUTION:** Do not overtighten.

   Set cleaning pressure to 24-43 psi (approx.) and check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

**DAIHATSU MPFI FUEL PUMP DISABLE LOCATIONS**

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Charade</td>
<td>Unplug fuel pump connector under rear seat.</td>
</tr>
<tr>
<td>Rocky</td>
<td>Unplug fuel pump connector on right frame rail, in front of fuel tank.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
36-40 psi (Approx.)

SPECIAL INSTRUCTIONS
- Engine at normal operating temperature.
- Remove gas tank cap to vent gas tank pressure.
- Remove and plug vacuum hose at pressure regulator.
- Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.
   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Remove fuel line from cold start valve. Install adapter #4 or #5 to the main feed line. Connect main feed line with adapter to the fuel line from the cold start valve and secure with hose clamp.
   METHOD 2: Remove fuel inlet line from fuel rail. Install hose #6 with adapter #4 or #5 secured with hose clamp and attach main feed line.
   METHOD 3: Remove fuel outlet line from fuel filter. Install hose #6 with adapter #43 secured with hose clamp. Install fuel outlet line to adapter #43 and secure with hose clamp. Connect main feed line to test port of adapter #43.
   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

3) Confirm gauge regulator is closed and install a can of injector cleaner.
   CAUTION: Do not overtighten.
   Set cleaning pressure to 34 psi (approx.) and check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

**FIAT MPFI FUEL PUMP DISABLE LOCATIONS**

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Disconnect fuel pump connector, under vehicle, near fuel tank.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
35-41 psi (Approx.)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

**CAUTION:** Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) **METHOD 1:** Remove cap nut from banjo bolt on inlet line at throttle body. Install hose adapter #65 using vehicle cap nut and copper washers. Connect main feed line to adapter.
**METHOD 2:** Remove banjo bolt from fuel filter outlet line. Install adapter #56 or #58 using copper washers. Connect main feed line to adapter.

3) To block fuel return line on vehicles that use the soft rubber return line, use fuel return line clamp (#13).

4) Confirm gauge regulator is closed and install a can of injector cleaner.

**CAUTION:** Do not overtighten.

Set cleaning pressure to 34 psi (approx.) and check for leaks.

5) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

6) Turn ignition key off. Allow chemical to soak for ten minutes.

7) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

8) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

**METHOD 1**

![Diagram showing method 1](image1)

**METHOD 2**

![Diagram showing method 2](image2)

**HONDA TBI FUEL PUMP DISABLE LOCATIONS**

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Unplug fuel pump connector on top of fuel tank. Access by removing rear seat.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
24-63 psi (Approx.)

SPECIAL INSTRUCTIONS
- Engine at normal operating temperature.
- Remove gas tank cap to vent gas tank pressure.
- Remove and plug vacuum hose at pressure regulator.
- Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.
   
   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Remove bolt from the fuel filter outlet hose. Replace with adapter #31 and #65 using copper washers, or replace with adapter #58 and hex nut using copper washers. Connect main feed line to adapter #65 or #58.
   
   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

METHOD 2: Remove inlet fuel line from fuel rail and install hose adapter #65 to fuel rail using vehicle bolt or cap nut and 2 washers. Connect main feed line to adapter #65.

METHOD 3: Install adapter #3 onto main feed line, and connect to test port on fuel rail. Plug fuel return at fuel pressure regulator with appropriate plug adapter.
   
   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

METHOD 4: Install adapter #80 to fuel rail fuel supply hair pin connector, at firewall (do not remove air cleaner).

3) Confirm gauge regulator is closed and install a can of injector cleaner.
   
   CAUTION: Do not overtighten.

Set cleaning pressure to 21-60 psi (approx.) and check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.
7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.

**NOTE:** Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.
HONDA MPFI FUEL PUMP DISABLE LOCATIONS

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passport</td>
<td>Unplug fuel pump connector at tank. Or, remove fuel pump fuse/relay from engine compartment.</td>
</tr>
<tr>
<td>All Others</td>
<td>Unplug fuel pump connector at tank. Check for access cover under luggage compartment carpet or rear seat cushion. Or, Remove PGM-Fi main relay #2 (blue relay) from behind glove compartment.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
35-55 psi (Approx.)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Remove and plug vacuum hose at pressure regulator.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Remove bolt from the fuel filter outlet hose. Replace with adapter #31 and #65 using copper washers, or replace with adapter #58 and hex nut using copper washers. Connect main feed line to adapter #65 or #58.

   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

METHOD 2: Remove fuel inlet hose flange from fuel rail. Install flange mount adapter #52 (15.0mm) or #53 (15.7mm) with vehicle bolts. Connect main feed line to adapter.

3) Confirm gauge regulator is closed and install a can of injector cleaner.

   CAUTION: Do not overtighten.

Set cleaning pressure to 32-52 psi (approx.) and check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

**HYUNDAI MPFI FUEL PUMP DISABLE LOCATIONS**

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Unplug fuel pump connector at fuel pump, or under seat through access cover.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
38-51 psi (Approx.)

SPECIAL INSTRUCTIONS
- Engine at normal operating temperature.
- Remove gas tank cap to vent gas tank pressure.
- Remove and plug vacuum hose at pressure regulator.
- Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Remove fuel inlet line from fuel rail. Install hose #6 with adapter #4 or #5 secured with hose clamp. Attach main feed line to adapter.
   METHOD 2: Remove fuel outlet line from fuel filter. Install hose #6 with adapter #43 secured with hose clamp. Install fuel outlet line to adapter #43 and secure with hose clamp. Connect main feed line to test port of adapter #43.

   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

3) Confirm gauge regulator is closed and install a can of injector cleaner.

   CAUTION: Do not overtighten.

   Set cleaning pressure to 35-48 psi (approx.) and check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

**METHOD 1**

1. Disconnect the main feed line adapter #4 or #5.
2. Disconnect Fuel Rail Inlet Pipe (Hose #6).
3. Disconnect Fuel Rail from the fuel injector.

**METHOD 2**

1. Disconnect the main feed line adapter #43.
2. Disconnect Fuel Supply Line (Hose #6).
3. Disconnect Fuel Rail from the fuel injector.

---

**INFINITI MPFI FUEL PUMP DISABLE LOCATIONS**

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Unplug fuel pump connector in fusebox, or in engine compartment.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
9-13 psi (Approx.)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.
   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Remove inlet fuel line from TBI unit. Install hose adapter #8 between TBI unit and main feed line.
   METHOD 2: Disconnect inlet fuel line from flexible inlet hose. Install adapter #44 or #45 between flexible inlet hose and steel fuel line from tank and connect main feed line.
   NOTE: This method is used for testing fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

3) Remove fuel return line from TBI unit. Install adapter #71 to block the return line on vehicles that use the hard plastic/polyamide fuel line. To block the return line on vehicles that use the soft rubber return line, use fuel return line clamp (#13).

4) Confirm gauge regulator is closed and install a can of injector cleaner.
   CAUTION: Do not overtighten.

Set cleaning pressure to 10 psi (approx.) and check for leaks.

5) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

6) Turn ignition key off. Allow chemical to soak for ten minutes.

7) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

8) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

METHOD 1

METHOD 2

ISUZU TBI FUEL PUMP DISABLE LOCATIONS

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amigo, Pick-Up, Rodeo &amp; Trooper II</td>
<td>Unplug fuel pump connector, at fuel tank.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
35-64 psi (Approx.)

SPECIAL INSTRUCTIONS
- Engine at normal operating temperature.
- Remove gas tank cap to vent gas tank pressure.
- Remove and plug vacuum hose at pressure regulator.
- Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.
   
   **CAUTION:** Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) **METHOD 1:** Disconnect inlet fuel line from flexible inlet hose. Install adapter #44 or #45 between flexible inlet hose and steel line from tank. Connect main feed line to adapter.
   
   **NOTE:** This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

**METHOD 2:** Remove fuel inlet line from fuel rail supply line. Install hose #6 with adapter #43 between fuel supply line and fuel rail and secure with hose clamps. Connect main feed line to test port of adapter #43.

   **NOTE:** This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

**METHOD 3:** Locate test port on fuel rail and install adapter #3.

3) Confirm gauge regulator is closed and install a can of injector cleaner.

   **CAUTION:** Do not overtighten.

   Set cleaning pressure to 32-61 psi (approx.) and check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

### ISUZU MPFI FUEL PUMP DISABLE LOCATIONS

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Impulse</td>
<td>Tilt rear seat forward and unplug fuel pump connector.</td>
</tr>
<tr>
<td>All Others</td>
<td>Disconnect fuel pump connector, at fuel tank.</td>
</tr>
<tr>
<td></td>
<td>Or, remove fuel pump fuse/relay from engine compartment or behind glove box.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
55-62 psi (Approx.)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Remove and plug vacuum hose at pressure regulator.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) Install adapter #3 onto main feed line. Connect adapter #3 to test port on fuel rail.

NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

3) Confirm gauge regulator is closed and install a can of injector cleaner.

CAUTION: Do not overtighten.

Set cleaning pressure to 52-59 psi (approx.) and check for leaks.
4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.
5) Turn ignition key off. Allow chemical to soak for ten minutes.
6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.
7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

ISUZU CPF FUEL PUMP DISABLE LOCATIONS

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Unplug fuel pump connector, at fuel tank.</td>
</tr>
</tbody>
</table>
WARNING: The S-Type, X-Type, & 2003-06 vehicles deliver extremely high pressure to the injectors. This cleaning cannot be used on these engines.

SYSTEM PRESSURE
35-54 psi (Ex. Supercharged)
72 psi (Supercharged)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Remove and plug vacuum hose at pressure regulator.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

**CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.**

2) **METHOD 1:** Remove fuel line from cold start valve. Install adapter #4 or #5 to the main feed line. Connect main feed line to the fuel line from the cold start valve and secure with hose clamp.
**METHOD 2:** Remove fuel inlet line from fuel rail. Install hose #6 with adapter #4 or #5 to fuel rail and secure with hose clamp. Connect main feed line to adapter.
**METHOD 3:** Remove fuel inlet line from fuel rail. Install hose #6 with adapter #43 secured with hose clamp. Install fuel inlet line to adapter #43 and secure with hose clamp. Connect main feed line to test port of adapter #43.

**NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.**

3) Confirm gauge regulator is closed and install a can of injector cleaner.

**CAUTION: Do not overtighten.**
Set cleaning pressure 2-3 psi less than the appropriate pressure specification above and check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.
7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.

NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

**METHOD 1**

![Diagram of Method 1](image1.png)

**METHOD 2**

![Diagram of Method 2](image2.png)

**METHOD 3**

![Diagram of Method 3](image3.png)

**JAGUAR MPFI FUEL PUMP DISABLE LOCATIONS**

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Through 1996</td>
<td>Disconnect fuel pump relay, located either on right side of trunk, behind passenger side dash panel, or on right side of firewall or radiator support (5th relay from left). Or, disconnect inertia switch at right or left kick panel.</td>
</tr>
<tr>
<td>1997 &amp; Up</td>
<td>Remove trunk front trim panel, and disconnect fuel pump connector.</td>
</tr>
</tbody>
</table>
KIA
MULTI-PORT
FUEL INJECTION

SYSTEM PRESSURE
34-94 psi (Approx.)

SPECIAL INSTRUCTIONS
- Engine at normal operating temperature.
- Remove gas tank cap to vent gas tank pressure.
- Remove and plug vacuum hose at pressure regulator.
- Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.
   
   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Remove fuel line from fuel rail. Install hose #6 to fuel rail. Install adapter #4 or #5 to the main feed line. Connect main feed line to the fuel line from the fuel rail. Secure fuel lines with hose clamps.
   METHOD 2: Remove fuel outlet line from fuel filter. Install hose #6 with adapter #43 secured with hose clamp. Install fuel outlet line to adapter #43 and secure with hose clamp. Connect main feed line to test port of adapter #43.
   
   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

3) Confirm gauge regulator is closed and install a can of injector cleaner.
   
   CAUTION: Do not overtighten.
   Set cleaning pressure to 31-91 psi (approx.) and check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

**METHOD 1**

![Diagram of fuel injection system](image)

**METHOD 2**

![Diagram of fuel injection system](image)

---

**KIA MPFI FUEL PUMP DISABLE LOCATIONS**

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>1994-95 Sephia</td>
<td>Remove fuel pump relay, located below center of instrument panel, attached to ECM.</td>
</tr>
<tr>
<td>1995 Sportage</td>
<td>Remove fuel pump fuse from passenger compartment fuse panel.</td>
</tr>
<tr>
<td>1996 &amp; Up</td>
<td>Unplug fuel pump connector, under or behind rear seat cushion.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
36-65 psi (Approx.)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Remove and plug vacuum hose at pressure regulator.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.
   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) Install adapter #3 onto main feed line. Connect adapter #3 to test port on fuel rail.
   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

3) Confirm gauge regulator is closed and install a can of injector cleaner.
   CAUTION: Do not overtighten.
   Set cleaning pressure to 33-62 psi (approx.) and check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

LAND ROVER MPFI FUEL PUMP DISABLE LOCATIONS

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Disconnect fuel relay shut-off switch, located on engine compartment firewall behind cover.</td>
</tr>
</tbody>
</table>
WARNING: The 2006 GS 300 (3.0L), IS 250 (2.5L), & IS 350 (3.5L) engines deliver extremely high pressure to the injectors. This cleaning system cannot be used on these engines.

SYSTEM PRESSURE
28-55 psi (Approx.)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Remove and plug vacuum hose at pressure regulator.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Remove banjo bolt from cold start valve. Install adapter #49 using copper washers to cold start valve. Connect main feed line to adapter.

NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

METHOD 2: Remove banjo bolt from fuel rail. Install hose adapter #65 using vehicle bolt and copper washers. Connect main feed line to adapter.

3) Confirm gauge regulator is closed and install a can of injector cleaner.

CAUTION: Do not overtighten.

Set cleaning pressure to 25-52 psi (approx.) and check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

**METHOD 1**

![Method 1 Diagram]

**METHOD 2**

![Method 2 Diagram]

**LEXUS MPFI FUEL PUMP DISABLE LOCATIONS**

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Disconnect fuel pump relay in engine compartment fusebox.</td>
</tr>
<tr>
<td></td>
<td>Unplug fuel pump connector in trunk or access under rear seat.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
28-73 psi (Approx.)

SPECIAL INSTRUCTIONS
- Engine at normal operating temperature.
- Remove gas tank cap to vent gas tank pressure.
- Remove and plug vacuum hose at pressure regulator.
- Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

**CAUTION:** Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) **METHOD 1:** Remove fuel inlet line from fuel rail. Install hose #6 with adapter #4 or #5 secured with hose clamp. Attach main feed line to adapter.

**METHOD 2:** Remove fuel outlet line from fuel filter. Install hose #6 with adapter #43 secured with hose clamp. Install fuel outlet line to adapter #43 and secure with hose clamp. Connect main feed line to test port of adapter #43.

**NOTE:** This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

**METHOD 3:** Install hose adapter #66 onto main feed line. Connect hose adapter to test port on fuel rail.

**NOTE:** This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

3) Confirm gauge regulator is closed and install a can of injector cleaner.

**CAUTION:** Do not overtighten.

Set cleaning pressure to 25-70 psi (approx.) and check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

**MAZDA MPFI FUEL PUMP DISABLE LOCATIONS**

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>1997 B2300 &amp; B4000</td>
<td>Disconnect inertia switch, under instrument panel on right side of center console.</td>
</tr>
<tr>
<td>1998 &amp; Up B2500, B3000 &amp; B4000</td>
<td>Disconnect inertia switch, under instrument panel on right side of center console.</td>
</tr>
<tr>
<td>1997 Miata</td>
<td>Remove fuel pump relay in engine compartment.</td>
</tr>
<tr>
<td>1997 &amp; Up Millenia, MX-6 &amp; 626</td>
<td>Remove fuel pump relay in engine compartment.</td>
</tr>
<tr>
<td>1997 &amp; Up MPV</td>
<td>Remove fuel pump relay mounted on passenger side of front console.</td>
</tr>
<tr>
<td>Navajo</td>
<td>Unplug fuel pump connector at fuel tank.</td>
</tr>
<tr>
<td>1997 &amp; Up Protege</td>
<td>Remove fuel pump relay mounted on passenger side of front console.</td>
</tr>
<tr>
<td>All Others</td>
<td>Remove left kick panel cover and disconnect circuit opening relay connector or unplug fuel pump connector by removing access panel in luggage area or removing rear seat lower cushion. Or, remove fuel pump relay located in engine compartment.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
53-60 psi (Approx.)

SPECIAL INSTRUCTIONS
- Engine at normal operating temperature.
- Remove gas tank cap to vent gas tank pressure.
- Disable fuel pump (see next page)

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Locate test port on fuel rail and install adapter #3. Connect main feed line to adapter #3.
   METHOD 2: Disconnect fuel inlet line under hood and connect adapter #61. Connect main feed line to adapter #61.

3) Confirm gauge regulator is closed and install a can of injector cleaner.

   CAUTION: Do not overtighten.

   Set cleaning pressure to 50-57 psi (approx.) and check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

**METHOD 1**

![Diagram of METHOD 1](image)

**METHOD 2**

![Diagram of METHOD 2](image)

**MERCEDES MPFI FUEL PUMP DISABLE LOCATIONS**

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Disconnect fuel pump connector, under vehicle.</td>
</tr>
<tr>
<td></td>
<td>If vehicle is equipped with 2 pumps, remove fuel pump relay.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
40-60 psi (Approx.)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.
   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.
2) METHOD 1: Remove fuel inlet line from fuel distributor. Install adapter #65 with vehicle bolt. Connect main feed line to adapter.
   METHOD 2: Remove fuel inlet line banjo bolt at fuel distributor. Install adapter #56 using copper washers. Connect main feed line to adapter.
   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.
3) Remove fuel return line from fuel distributor. Install 12 mm plug from adapter kit #32.
4) Confirm gauge regulator is closed and install a can of injector cleaner.
   CAUTION: Do not overtighten.
   Set cleaning pressure to 37-57 psi (approx.) and check for leaks.
5) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.
6) Turn ignition key off. Allow chemical to soak for ten minutes.
7) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.
8) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

**METHOD 1**

1. Disconnect negative terminal of fuel pump connector under rear of vehicle, forward of fuel tank.

**METHOD 2**

1. Disconnect negative terminal of fuel pump connector under rear of vehicle, forward of fuel tank.

---

**MERCEDES MPFI (CIS) FUEL PUMP DISABLE LOCATIONS**

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>---------</td>
</tr>
</tbody>
</table>

1. Some models use more than 1 fuel pump. Both pumps must be disabled.
SYSTEM PRESSURE
35-38 psi (Approx.)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Remove and plug vacuum hose at pressure regulator.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Remove bolt from the fuel filter outlet hose. Replace with adapter #31 and #65 using copper washers, or replace with adapter #58 and hex nut using copper washers. Connect main feed line to adapter #65 or #58.

NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

METHOD 2: Remove fuel inlet hose flange from fuel rail. Install flange mount adapter #52 (15.0mm) or #53 (15.7mm) with vehicle bolts. Connect main feed line to adapter.

3) Confirm gauge regulator is closed and install a can of injector cleaner.

CAUTION: Do not overtighten.

Set cleaning pressure to 32-35 psi (approx.) and check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

### MITSUBISHI TBI FUEL PUMP DISABLE LOCATIONS

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Unplug in-tank fuel pump connector. Access fuel pump connector by removing access service cover under luggage compartment carpet, at rear side of tank or under rear of vehicle, or under rear seat.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE

27-58 psi (Approx.)

SPECIAL INSTRUCTIONS

Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Remove and plug vacuum hose at pressure regulator.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS

1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Remove bolt from the fuel filter outlet hose. Replace with adapter #31 and #65 using copper washers, or replace with adapter #58 and hex nut using copper washers. Connect main feed line to adapter #65 or #58.

   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

METHOD 2: Remove fuel inlet hose flange from fuel rail. Install flange mount adapter #52 (15.0mm) or #53 (15.7mm) with vehicle bolts. Connect main feed line to adapter.

3) Confirm gauge regulator is closed and install a can of injector cleaner.

   CAUTION: Do not overtighten.

Set cleaning pressure to 24-55 psi (approx.) and check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

MITSUBISHI MULTIPORT FUEL INJECTION

METHOD 1

Adapter #31 or #58
Fuel Filter Outlet Hose
Gasket
Fuel Filter

Hose Adapter #65
Main Feed Line

METHOD 2

Fuel Rail
Main Feed Line
Adapter #52 or #53

MITSUBISHI MPFI FUEL PUMP DISABLE LOCATIONS

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Unplug in-tank fuel pump connector. Access fuel pump connector by removing access service cover under luggage compartment carpet, at rear side of tank or under rear of vehicle, or under rear seat.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
47.5-50 psi (Approx.)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Remove and plug vacuum hose at pressure regulator.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

   **CAUTION:** Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) **METHOD 1:** Remove fuel inlet line from fuel rail. Install hose #6 with adapter #4 or #5 secured with hose clamp and attach main feed line.

   **METHOD 2:** Remove fuel inlet line from fuel rail. Install hose #6 with adapter #43 to fuel rail and secure with hose clamps. Attach fuel inlet line to adapter #43 and secure with hose clamp. Connect main feed line to adapter #43.

   **NOTE:** This method may also be used to test fuel system pressure. Refer to **FUEL PRESSURE TESTING** in SECTION 1.

3) Confirm gauge regulator is closed and install a can of injector cleaner.

   **CAUTION:** Do not overtighten.

   Set cleaning pressure to 44-47 psi (approx.) and check for leaks.

4) Start engine and run at idle. Vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

### METHOD 1

![Diagram of METHOD 1](Image)

### METHOD 2

![Diagram of METHOD 2](Image)

### AUDI MPFI FUEL PUMP DISABLE LOCATIONS

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Disconnect negative terminal of fuel pump connector, under left side of the vehicle.</td>
</tr>
<tr>
<td></td>
<td>Or, remove fuel pump fuse or fuel pump relay.</td>
</tr>
</tbody>
</table>

205
SYSTEM PRESSURE
14-36 psi (Approx.)

SPECIAL INSTRUCTIONS
- Engine at normal operating temperature.
- Remove gas tank cap to vent gas tank pressure.
- Remove and plug vacuum hose at pressure regulator.
- Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

   **CAUTION:** Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) **METHOD 1:** Remove fuel outlet line from fuel filter. Install hose #6 with adapter #43 to fuel filter and secure with hose clamps. Install fuel outlet line to adapter #43 and secure with hose clamp. Connect main feed line to test port of adapter #43.

   **NOTE:** This method may also be used to test fuel system pressure. Refer to **FUEL PRESSURE TESTING** in SECTION 1.

   **METHOD 2:** Remove fuel outlet line from fuel filter. Install adapter #4 or #5 to fuel filter outlet line and secure with hose clamp. Connect main feed line to adapter.

3) Confirm gauge regulator is closed and install a can of injector cleaner.

   **CAUTION:** Do not overtighten.

   Set cleaning pressure to 13-33 psi (approx.) and check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

NISSAN/DATSUN TBI FUEL PUMP DISABLE LOCATIONS

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pick-Up &amp; Pathfinder</td>
<td>Unplug in-tank fuel pump connector. Or, remove fuel pump fuse.</td>
</tr>
<tr>
<td>All Others</td>
<td>Unplug fuel pump connector located under lower rear seat cushion,</td>
</tr>
<tr>
<td></td>
<td>under vehicle in front of fuel tank or under inspection cover below</td>
</tr>
<tr>
<td></td>
<td>luggage compartment carpet. Or, remove fuel pump fuse.</td>
</tr>
</tbody>
</table>

METHOD 1

METHOD 2

G00067812
SYSTEM PRESSURE
30-51 psi (Approx.)

SPECIAL INSTRUCTIONS
- Engine at normal operating temperature.
- Remove gas tank cap to vent gas tank pressure.
- Remove and plug vacuum hose at pressure regulator.
- Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.
   
   **CAUTION:** Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) **METHOD 1:** Remove fuel inlet line from fuel rail. Install hose #6 with adapter #4 or #5 to fuel line and secure with hose clamps. Connect main feed line to adapter.
   **METHOD 2:** Remove fuel outlet line from fuel filter. Install hose #6 with adapter #43 secured with hose clamp. Install fuel outlet line to adapter #43 and secure with hose clamp. Connect main feed line to test port of adapter #43.

   **NOTE:** This method may also be used to test fuel system pressure. Refer to **FUEL PRESSURE TESTING** in SECTION 1.

3) Confirm gauge regulator is closed and install a can of injector cleaner.
   
   **CAUTION:** Do not overtighten.

   Set cleaning pressure to 27-48 psi (approx.) and check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

NISSAN/DATSUN MULTI-PORT FUEL INJECTION

METHOD 1

METHOD 2

NISSAN/DATSUN MPFI FUEL PUMP DISABLE LOCATIONS

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Unplug in-tank fuel pump connector under vehicle in front of fuel tank,</td>
</tr>
<tr>
<td></td>
<td>by removing inspection cover under luggage compartment carpet or</td>
</tr>
<tr>
<td></td>
<td>removing lower rear seat cushion. Or, remove fuel pump fuse.</td>
</tr>
<tr>
<td></td>
<td>Or, command fuel pump “off” using CONSULT-II.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
33-45 psi (Approx.)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Remove and plug vacuum hose at pressure regulator.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS

1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.
   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Remove fuel inlet line from fuel rail. Install hose adapter #60 (12mm) or #61 (14mm) to fuel rail. Connect main feed line to adapter.
   METHOD 2: Remove fuel outlet line from fuel filter. Install hose #6 with adapter #43 secured with hose clamp. Install fuel outlet line to adapter #43 and secure with hose clamp. Connect main feed line to test port of adapter #43.
   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

3) Confirm gauge regulator is closed and install a can of injector cleaner.
   CAUTION: Do not overtighten.
   Set cleaning pressure to 30-42 psi (approx.) and check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

**METHOD 1**

![Diagram of fuel pump assembly with labels for Main Feed Line, Hose Adapter #60 or #61, Fuel Rail, and Main Feed Line]

**METHOD 2**

![Diagram of fuel pump assembly with labels for Main Feed Line, Adapter #43, Fuel Supply Line, Hose #6, and Main Feed Line]

**PEUGEOT MPFI FUEL PUMP DISABLE LOCATIONS**

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Unplug fuel pump connector at fuel pump. Unplug both pumps, if equipped.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
65-75 psi (Approx.)

SPECIAL INSTRUCTIONS
- Engine at normal operating temperature.
- Remove gas tank cap to vent gas tank pressure.
- Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.  
   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.
2) METHOD 1: Remove fuel inlet line from fuel distributor. Install adapter #65 with vehicle bolt. Connect main feed line to adapter.  
   METHOD 2: Remove fuel inlet line banjo bolt at fuel distributor. Install adapter #56 using copper washers. Connect main feed line to adapter.  
   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.
3) Remove fuel return line from fuel distributor. Install 12 mm plug from adapter kit #32.
4) Confirm gauge regulator is closed and install a can of injector cleaner.  
   CAUTION: Do not overtighten.
5) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.
6) Turn ignition key off. Allow chemical to soak for ten minutes.
7) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.
8) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

**PEUGEOT MPFI (CIS) FUEL PUMP DISABLE LOCATIONS**

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>1 Unplug fuel pump connector at fuel pump.</td>
</tr>
<tr>
<td></td>
<td>213 Some models use more than 1 fuel pump. Both pumps must be disabled.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
65-85 psi (Approx.)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Remove fuel inlet line from fuel distributor. Install adapter #65 with vehicle bolt. Connect main feed line to adapter.
   METHOD 2: Remove fuel inlet line banjo bolt at fuel distributor. Install adapter #56 using copper washers. Connect main feed line to adapter.

   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

3) To block return line, remove large return line from fuel distributor and/or pressure regulator and block both ends using plugs or cap nuts from adapter kit #32. Do not block small return line between fuel distributor and pressure regulator or disconnect vacuum line from pressure regulator.

4) Confirm gauge regulator is closed and install a can of injector cleaner.

   CAUTION: Do not overtighten.

   Set cleaning pressure to 62-82 psi (approx.) and check for leaks.

5) Start engine and run at idle, increasing can pressure as necessary to start engine. Vehicle will run rough and stall when can is empty. Fuel system is now clean.

6) Turn ignition key off. Allow chemical to soak for ten minutes.

7) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

8) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

PEUGEOT MPFI (CIS-E) FUEL PUMP DISABLE LOCATIONS

Models | Location
--- | ---
All Models | Unplug fuel pump connector at fuel pump.

1 Some models may use more than 1 fuel pump. Both pumps must be disabled.

METHOD 1

METHOD 2

PEUGEOT MPFI (CIS-E) FUEL PUMP DISABLE LOCATIONS

Models | Location
--- | ---
All Models | Unplug fuel pump connector at fuel pump.

1 Some models may use more than 1 fuel pump. Both pumps must be disabled.
SYSTEM PRESSURE
29-61 psi (Approx.)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Remove and plug vacuum hose at pressure regulator.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Remove cap and check ball from fuel pressure test port on fuel rail. Install hose adapter #60 (12mm) or #61 (14mm) to test port. Connect main feed line to hose adapter.

NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

METHOD 2: Remove fuel line from cold start valve. Install adapter #4 or #5 to cold start valve fuel line and secure with hose clamp. Connect main feed line to adapter.

3) Confirm gauge regulator is closed and install a can of injector cleaner.

CAUTION: Do not overtighten.

Set cleaning pressure to 26-58 psi (approx.) and check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

### PORSCHE MPFI FUEL PUMP DISABLE LOCATIONS

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Unplug fuel pump connector at fuel pump. Unplug both fuel pumps, if equipped. Or, remove fuel pump fuse in passenger compartment, or pump relay in engine compartment.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
40-57 psi (Approx.)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Remove fuel inlet line from fuel distributor. Install adapter #65 with vehicle bolt. Connect main feed line to adapter.
   METHOD 2: Remove fuel inlet line banjo bolt at fuel distributor. Install adapter #56 using copper washers. Connect main feed line to adapter.

   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

3) Remove fuel return line from fuel distributor. Install 12 mm plug from adapter kit #32.

4) Confirm gauge regulator is closed and install a can of injector cleaner.
   CAUTION: Do not overtighten.

   Set cleaning pressure to 37-55 psi (approx.) and check for leaks.

5) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

6) Turn ignition key off. Allow chemical to soak for ten minutes.

7) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

8) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

**METHOD 1**

![Diagram of Method 1]

**METHOD 2**

![Diagram of Method 2]

**PORSCHE MPFI (CIS) FUEL PUMP DISABLE LOCATIONS**

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>1 Unplug fuel pump connector at fuel pump(s).</td>
</tr>
</tbody>
</table>

1 – Some models use more than 1 fuel pump. Both pumps must be disabled.
SYSTEM PRESSURE
36-42 psi (Approx.)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Remove and plug vacuum hose at pressure regulator.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.
   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.
2) Install adapter #3 onto main feed line. Connect adapter #3 to test port on fuel rail.
   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.
3) Confirm gauge regulator is closed and install a can of injector cleaner.
   CAUTION: Do not overtighten.
   Set cleaning pressure to 33-39 psi (approx.) and check for leaks.
4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.
5) Turn ignition key off. Allow chemical to soak for ten minutes.
6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.
7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

RANGE ROVER MPFI FUEL PUMP DISABLE LOCATIONS

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Disconnect fuel relay shut-off switch located in engine compartment firewall behind cover.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
28-62 psi (Approx.)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Remove and plug vacuum hose at pressure regulator.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.
   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Remove fuel inlet line banjo bolt or cap nut from fuel rail. Install adapter #65 onto fuel rail using vehicle banjo bolt or cap with copper washers. Connect main feed line to adapter.
   METHOD 2: Remove banjo bolt from fuel filter outlet line. Install adapter #56 using copper washers. Connect main feed line to adapter.
   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

3) Confirm gauge regulator is closed and install a can of injector cleaner.
   CAUTION: Do not overtighten.
   Set cleaning pressure to 25-59 psi (approx.) and check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

SAAB MPFI FUEL PUMP DISABLE LOCATIONS

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Remove panel in luggage compartment and unplug fuel pump connector on top of fuel tank. Or, remove fuel pump fuse or relay from fuse block.</td>
</tr>
</tbody>
</table>
SAAB
MULTI-PORT FUEL INJECTION
CIS & CIS-LAMBDA

SYSTEM PRESSURE
65-75 psi (Approx.)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Remove fuel inlet line from fuel distributor. Install adapter #65 with vehicle bolt. Connect main feed line to adapter.
METHOD 2: Remove fuel inlet line banjo bolt at fuel distributor. Install adapter #56 using copper washers. Connect main feed line to adapter.

NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

3) Remove fuel return line from fuel distributor. Install 12 mm plug from adapter kit #32.
4) Confirm gauge regulator is closed and install a can of injector cleaner.

CAUTION: Do not overtighten.

Set cleaning pressure to 62-72 psi (approx.) and check for leaks.

5) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.
6) Turn ignition key off. Allow chemical to soak for ten minutes.
7) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.
8) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

SAAB MPFI (CIS) FUEL PUMP DISABLE LOCATIONS

Models Location
All Models .................................. 1 Remove access panel in luggage compartment and unplug fuel pump connector, on top of fuel tank.

1 – Some models use more than 1 fuel pump. Both pumps must be disabled.
SAAB MULTI-PORT FUEL INJECTION
CIS-E

SYSTEM PRESSURE
65-85 psi (Approx.)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.
   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Remove fuel inlet line from fuel distributor. Install adapter #65 with vehicle bolt. Connect main feed line to adapter.
   METHOD 2: Remove fuel inlet line banjo bolt at fuel distributor. Install adapter #56 using copper washers. Connect main feed line to adapter.
   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

3) To block return line, remove large return line from fuel distributor and/or pressure regulator and block both ends using plugs or cap nuts from adapter kit #32. Do not block small return line between fuel distributor and pressure regulator or disconnect vacuum line from pressure regulator.

4) Confirm gauge regulator is closed and install a can of injector cleaner.
   CAUTION: Do not overtighten.
   Set cleaning pressure to 62-82 psi (approx.) and check for leaks.

5) Start engine and run at idle, increasing can pressure as necessary to start engine. Vehicle will run rough and stall when can is empty. Fuel system is now clean.

6) Turn ignition key off. Allow chemical to soak for ten minutes.

7) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

8) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

**SAAB MPFI (CIS-E) FUEL PUMP DISABLE LOCATIONS**

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Remove access panel in luggage compartment and unplug fuel pump on top of fuel tank.</td>
</tr>
</tbody>
</table>

1 - Some models may use more than 1 fuel pump. Both pumps must be disabled.
SYSTEM PRESSURE
44-60 psi (Approx.)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Remove and plug vacuum hose at pressure regulator.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

   __CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.__

2) METHOD 1: Remove fuel inlet line from fuel rail. Install hose #6 with adapter #4 or #5 secured with hose clamp and attach main feed line.
METHOD 2: Remove fuel inlet line from fuel rail. Install hose #6 with adapter #43 to fuel rail and secure with hose clamps. Attach fuel inlet line to adapter #43 and secure with hose clamp. Connect main feed line to adapter #43.

   __NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.__

3) Confirm gauge regulator is closed and install a can of injector cleaner.

   __CAUTION: Do not overtighten.__

   Set cleaning pressure to 41-57 psi (approx.) and check for leaks.

4) Start engine and run at idle. Vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

**Audi MPFI Fuel Pump Disable Locations**

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>1C</td>
<td>Disconnect fuel pump connector at fuel tank, under rear seat.</td>
</tr>
<tr>
<td>xA &amp; xB</td>
<td>Unplug fuel pump relay in instrument panel junction block.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
35-47 psi (Approx.)

SPECIAL INSTRUCTIONS
- Engine at normal operating temperature.
- Remove gas tank cap to vent gas tank pressure.
- Remove and plug vacuum hose at pressure regulator.
- Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.
   
   **CAUTION:** Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) **METHOD 1:** Remove bolt from the fuel filter outlet hose. Replace with adapter #31 and #65 using copper washers, or replace with adapter #58 and hex nut using copper washers. Connect main feed line to adapter #65 or #58.
   
   **NOTE:** This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

   **METHOD 2:** Remove inlet fuel line from fuel rail and install hose adapter #65 to fuel rail using vehicle bolt or cap nut and 2 washers. Connect main feed line to adapter #65.

3) Confirm gauge regulator is closed and install a can of injector cleaner.
   
   **CAUTION:** Do not overtighten.

4) Set cleaning pressure to 32-44 psi (approx.) and check for leaks.

5) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

6) Turn ignition key off. Allow chemical to soak for ten minutes.

7) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

8) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
**NOTE:** Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

### STERLING MPFI FUEL PUMP DISABLE LOCATIONS

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Unplug fuel pump connector on top of fuel tank.</td>
</tr>
</tbody>
</table>

**METHOD 1**

Adapter #31 or #58

Hose Adapter #65

Fuel Filter

Outlet Hose

Washers

Main Feed Line

**METHOD 2**

Hose Adapter #65

Main Feed Line

---

231
SYSTEM PRESSURE
20-38 psi (Approx.)

SPECIAL INSTRUCTIONS
- Engine at normal operating temperature.
- Remove gas tank cap to vent gas tank pressure.
- Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.
   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.
2) METHOD 1: Remove fuel inlet line from throttle body. Install hose #6 with adapter #4 or #5 to throttle body and secure with hose clamp. Attach main feed line to adapter.
   METHOD 2: Remove fuel outlet line from fuel filter. Install hose #6 with adapter #43 secured with hose clamp. Install fuel outlet line to adapter #43 and secure with hose clamp. Connect main feed line to test port of adapter #43.
   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.
3) To block return line on vehicle that uses the soft rubber return line, use fuel return line clamp (#13).
4) Confirm gauge regulator is closed and install a can of injector cleaner.
   CAUTION: Do not overtighten.
   Set cleaning pressure to 18-35 psi (approx.) and check for leaks.
5) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.
6) Turn ignition key off. Allow chemical to soak for ten minutes.
7) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.
8) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

METHOD 1

METHOD 2

SUBARU TBI FUEL PUMP DISABLE LOCATIONS

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Unplug fuel pump connector, at pump, under rear of vehicle. Remove access cover under rear seat or in luggage compartment, and unplug fuel pump connector.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
23-53 psi (Approx.)

SPECIAL INSTRUCTIONS
- Engine at normal operating temperature.
- Remove gas tank cap to vent gas tank pressure.
- Remove and plug vacuum hose at pressure regulator.
- Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.
   - CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Remove fuel inlet line from fuel rail. Install hose #6 with adapter #4 or #5 secured with hose clamp and attach main feed line.
   METHOD 2: Remove fuel outlet line from fuel filter. Install hose #6 with adapter #43 secured with hose clamp. Install fuel outlet line to adapter #43 and secure with hose clamp. Connect main feed line to test port of adapter #43.
   - NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

3) Confirm gauge regulator is closed and install a can of injector cleaner.
   - CAUTION: Do not overtighten.
   - Set cleaning pressure to 20-50 psi (approx.) and check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

METHOD 1

METHOD 2

SUBARU MPFI FUEL PUMP DISABLE LOCATIONS

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Unplug fuel pump connector, at pump, under rear of vehicle. Remove access cover under rear seat or in luggage compartment, and unplug fuel pump connector.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
12-20 psi (Approx.) Low Pressure
24-39 psi (Approx.) High Pressure

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.
   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.
2) METHOD 1: Remove fuel inlet line from throttle body. Install hose #6 with adapter #4 or #5 secured with hose clamp. Attach main feed line to adapter.
   METHOD 2: Remove fuel inlet line from throttle body. Install hose #6 with adapter #43 between fuel inlet line and throttle body and secure with hose clamps. Connect main feed line to adapter.
   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.
3) To block return line on vehicle that uses the soft rubber return line, use fuel return line clamp (#13).
4) Confirm gauge regulator is closed and install a can of injector cleaner.
   CAUTION: Do not overtighten.
   Set cleaning pressure to 10-17 psi (approx.) for low pressure systems and to 21-36 psi (approx.) for high pressure systems and check for leaks.
5) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.
6) Turn ignition key off. Allow chemical to soak for ten minutes.
7) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.
8) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.

**NOTE:** Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

### SUZUKI TBI FUEL PUMP DISABLE LOCATIONS

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Disconnect in-tank fuel pump connector at fuel tank.</td>
</tr>
<tr>
<td></td>
<td>Or, remove fuel pump relay in engine compartment or passenger compartment relay center.</td>
</tr>
</tbody>
</table>

![SUZUKI THROTTLE BODY FUEL INJECTION Diagrams](image)
SYSTEM PRESSURE
23-57 psi (Approx.)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Remove and plug vacuum hose at pressure regulator.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.
   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Remove fuel inlet line from fuel rail. Install hose #6 with adapter #4 or #5 secured with hose clamp and attach main feed line.
   METHOD 2: Remove fuel inlet line from fuel rail. Install hose #6 with adapter #43 secured with hose clamp. Install fuel inlet line to adapter #43 and secure with hose clamp. Connect main feed line to test port of adapter #43.
   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.
   METHOD 3: Remove fuel inlet hose flange from fuel rail. Install flange mount adapter #51 (11.0mm) to fuel rail with vehicle bolts. Connect main feed line to adapter.

3) Confirm gauge regulator is closed and install a can of injector cleaner.
   CAUTION: Do not overtighten.

Set cleaning pressure to 20-55 psi (approx.) and check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

### METHOD 1

![Image of Method 1 diagram]

### METHOD 2

![Image of Method 2 diagram]

### METHOD 3

![Image of Method 3 diagram]

### SUZUKI MPFI FUEL PUMP DISABLE LOCATIONS

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Disconnect in-tank fuel pump connector at fuel tank. Or, remove fuel pump relay in engine compartment or passenger compartment relay center.</td>
</tr>
</tbody>
</table>
SPECIAL INSTRUCTIONS

Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Remove and plug vacuum hose at pressure regulator.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS

1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Remove banjo bolt from cold start valve. Install adapter #49 using copper washers to cold start valve. Connect main feed line to adapter.

   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL SYSTEM PRESSURES in SECTION 1.

   METHOD 2: Remove banjo bolt from fuel inlet line at fuel rail. Install hose adapter #65 using vehicle bolt and copper washers. Connect main feed line to adapter.

   METHOD 3: Remove banjo bolt from fuel inlet line at fuel rail. Install adapter #56, #57 or #58 using copper washers. Connect main feed line to adapter.

   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

3) Confirm gauge regulator is closed and install a can of injector cleaner.

   CAUTION: Do not overtighten.

   Set cleaning pressure to 21-47 psi (approx.) and check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

**METHOD 1**

Cold Start Injector

Gasket

Adapter #49

Main Feed Line

Cold Start Injector Pipe

**METHOD 2**

Main Feed Line

Adapter #56

Fuel Filter Outlet Line

Fuel Filter Inlet Line

Fuel Filter

**METHOD 3**

Main Feed Line

Adapter #56, #57 or #58

Fuel Inlet Hose

Gasket

Fuel Return Hose

Fuel Rail

Injector

**TOYOTA MPFI FUEL PUMP DISABLE LOCATIONS**

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Disconnect in tank fuel pump connector at fuel tank (on some models, the fuel pump connector is accessible after removing cover under rear seat, or in luggage compartment). Or, unplug fuel pump relay.</td>
</tr>
</tbody>
</table>
WARNING: The 2006 2.0L BPY & 3.6L BLV engines deliver extremely high pressure to the injectors. This cleaning system cannot be used on these engines.

SYSTEM PRESSURE
36-58 psi (Approx.)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Remove and plug vacuum hose at pressure regulator.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Remove fuel inlet line from fuel rail. Install hose #6 with adapter #4 or #5 secured with hose clamp and attach main feed line.
   METHOD 2: Remove fuel inlet line from fuel rail. Install hose #6 with adapter #43 secured with hose clamp. Install fuel inlet line to adapter #43 and secure with hose clamp. Connect main feed line to test port of adapter #43.

   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

3) Confirm gauge regulator is closed and install a can of injector cleaner.

   CAUTION: Do not overtighten.
   Set cleaning pressure to 33-55 psi (approx.) and check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

VOLKSWAGEN MPFI FUEL PUMP DISABLE LOCATIONS

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Unplug fuel pump connector at fuel pumps. Unplug both pumps, if equipped. Or, remove fuel pump fuse under dash.</td>
</tr>
</tbody>
</table>

G00067829
SYSTEM PRESSURE
68-78 psi (Approx.)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Remove fuel inlet line from fuel distributor. Install adapter #65 with vehicle bolt. Connect main feed line to adapter. METHOD 2: Remove fuel inlet line banjo bolt at fuel distributor. Install adapter #56 using copper washers. Connect main feed line to adapter.

   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

3) Remove fuel return line from fuel distributor. Install 12 mm plug from adapter kit #32.

4) Confirm gauge regulator is closed and install a can of injector cleaner.

   CAUTION: Do not overtighten.

   Set cleaning pressure to 65-75 psi (approx.) and check for leaks.

5) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

6) Turn ignition key off. Allow chemical to soak for ten minutes.

7) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

8) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

VOLKSWAGEN MPFI (CIS) FUEL PUMP DISABLE LOCATIONS

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Unplug fuel pump connector at fuel pump(s).</td>
</tr>
</tbody>
</table>

1. Some models use more than 1 fuel pump. Both pumps must be disabled.
VOLKSWAGEN MULTI-PORT FUEL INJECTION CIS-E

SYSTEM PRESSURE
75-96 psi (Approx.)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.
   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Remove fuel inlet line from fuel distributor. Install adapter #65 with vehicle bolt. Connect main feed line to adapter.
   METHOD 2: Remove fuel inlet line banjo bolt at fuel distributor. Install adapter #56 using copper washers. Connect main feed line to adapter.
   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

3) To block return line, remove large return line from fuel distributor and/or pressure regulator and block both ends using plugs or cap nuts from adapter kit #32. Do not block small return line between fuel distributor and pressure regulator or disconnect vacuum line from pressure regulator.

4) Confirm gauge regulator is closed and install a can of injector cleaner.
   CAUTION: Do not overtighten.

Set cleaning pressure to 72-93 psi (approx.) and check for leaks.

5) Start engine and run at idle, increasing can pressure as necessary to start engine. Vehicle will run rough and stall when can is empty. Fuel system is now clean.

6) Turn ignition key off. Allow chemical to soak for ten minutes.

7) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

8) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

VOLKSWAGEN MPFI (CIS-E) FUEL PUMP DISABLE LOCATIONS

**Models**

- All Models

**Location**

1. Unplug fuel pump connector at fuel pump(s).

1. Some models may use more than 1 fuel pump. Both pumps must be disabled.
SYSTEM PRESSURE
34-58 psi (Approx.)

SPECIAL INSTRUCTIONS
   Engine at normal operating temperature.
   Remove gas tank cap to vent gas tank pressure.
   Remove and plug vacuum hose at pressure regulator.
   Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.
   CAUTION: Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) METHOD 1: Remove fuel inlet line from fuel rail. Install hose adapter #60 (12mm) or #61 (14mm) to fuel rail. Connect main feed line to adapter.
   METHOD 2: Locate test port on fuel rail and install adapter #66.
   METHOD 3: Remove fuel line from cold start injector. Install hose #6 with adapter #43 to cold start injector and secure with hose clamps. Attach cold start injector fuel line to adapter #43 and secure with hose clamp. Connect main feed line to adapter #43.
   NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

3) Confirm gauge regulator is closed and install a can of injector cleaner.
   CAUTION: Do not overtighten.
   Set cleaning pressure to 31-55 psi (approx.) and check for leaks.

4) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

5) Turn ignition key off. Allow chemical to soak for ten minutes.

6) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

7) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

### VOLVO MPFI FUEL PUMP DISABLE LOCATIONS

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Unplug fuel pump connector at fuel pumps. Unplug both pumps, if equipped.</td>
</tr>
<tr>
<td></td>
<td>Or, remove fuel pump fuse or relay in engine or passenger compartment relay center.</td>
</tr>
</tbody>
</table>
SYSTEM PRESSURE
50-56 psi (Approx.)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

   **CAUTION:** Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) **METHOD 1:** Remove fuel inlet line from fuel distributor. Install adapter #65 with vehicle bolt. Connect main feed line to adapter.
**METHOD 2:** Remove fuel inlet line banjo bolt at fuel distributor. Install adapter #56 using copper washers. Connect main feed line to adapter.

   **NOTE:** This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.

3) Remove fuel return line from fuel distributor. Install 12 mm plug from adapter kit #32.

4) Confirm gauge regulator is closed and install a can of injector cleaner.

   **CAUTION:** Do not overtighten.

   Set cleaning pressure to 47-53 psi (approx.) and check for leaks.

5) Start engine and run at idle, vehicle will run rough and stall when can is empty. Fuel system is now clean.

6) Turn ignition key off. Allow chemical to soak for ten minutes.

7) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

8) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

VOLVO MPFI (CIS) FUEL PUMP DISABLE LOCATIONS

Models Location
All Models ......................................................... 1 Unplug fuel pump connector at fuel pump(s).

1 -- Some models use more than 1 fuel pump. Both pumps must be disabled.
SYSTEM PRESSURE
65-85 psi (Approx.)

SPECIAL INSTRUCTIONS
Engine at normal operating temperature.
Remove gas tank cap to vent gas tank pressure.
Disable fuel pump (see next page).

FUEL SYSTEM ACCESS
1) Crank engine for 15 seconds to bleed off remaining fuel pressure and verify that fuel pump is disabled.

**CAUTION:** Place a shop towel under fitting connections to prevent any fuel leakage onto hot engine.

2) **METHOD 1:** Remove fuel inlet line from fuel distributor. Install adapter #65 with vehicle bolt. Connect main feed line to adapter.
**METHOD 2:** Remove fuel inlet line banjo bolt at fuel distributor. Install adapter #56 using copper washers. Connect main feed line to adapter.

*NOTE: This method may also be used to test fuel system pressure. Refer to FUEL PRESSURE TESTING in SECTION 1.*

3) To block return line, remove large return line from fuel distributor and/or pressure regulator and block both ends using plugs or cap nuts from adapter kit #32. **Do not** block small return line between fuel distributor and pressure regulator or disconnect vacuum line from pressure regulator.

4) Confirm gauge regulator is closed and install a can of injector cleaner.

**CAUTION:** Do not overtighten.

Set cleaning pressure to 62-82 psi (approx.) and check for leaks.

5) Start engine and run at idle, increasing can pressure as necessary to start engine. Vehicle will run rough and stall when can is empty. Fuel system is now clean.

6) Turn ignition key off. Allow chemical to soak for ten minutes.

7) Close gauge regulator valve and remove empty can from gauge regulator assembly. Relieve system pressure into an approved container by opening gauge regulator valve.

8) Remove cleaning adapters and replace vehicle bolts, fittings, etc. and reconnect fuel pump. Turn ignition key to “on” position to pressurize fuel system and check for leaks. Start vehicle and run for 2 to 3 minutes for a final inspection.
NOTE: Ensure gauge regulator assembly is closed before installing cleaner or connecting to fuel system.

**VOLVO MPHFI (CIS-E) FUEL PUMP DISABLE LOCATIONS**

<table>
<thead>
<tr>
<th>Models</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Models</td>
<td>Unplug fuel pump connector at fuel pump(s).</td>
</tr>
</tbody>
</table>

1 Some models may use more than 1 fuel pump. Both pumps must be disabled.