Fuel-Injection System Diagnosis

Meets ASE Task: (A8-D-7) P-2 Diagnose hot or cold no-starting, hard starting, poor driveability, incorrect idle speed, poor idle, flooding, hesitation, surging; determine needed action.

Name	Date	Time on Task
Make/Model/Year	VIN	Evaluation: 4 3 2 1
1. Check service information fuel injection system.	ation for the recommended p	procedure to follow to diagnose the
2. Attach a fuel pressure	gauge to the Schrader valve	e on the fuel rail, if available.
3. Turn the ignition key	to "on" or start the engine to	build up the fuel pump pressure.
psi (should	reach specified fuel pressur	re, usually about 35-45 psi)
fuel rail = ps		erve the fuel pressure retained in the psi in 20 minutes, everything is OK. psi in 20 minutes.)
a. the che	exacter than 20 psi in 20 minute ock valve in the fuel pump. g injectors.	es, there is a possible problem with:
	tive (leaking) fuel pressure	regulator.
To determine whi	ch unit is defective, perforn	n the following:
Step #1:	Re-energize the electri	c fuel pump.
Step #2:		line, wait 10 minutes. If the pressure replace the fuel pump. If the pressure inue with Step #3.
Step #3:	Repeat the pressure build up of the electric pump and clamp the fuel return line. If the pressure drop time is now OK, replace the fuel pressure regulator.	
Step #4:	If the pressure drop still occurs, the injectors are leaking. Remove the injectors with the fuel rail and hold over paper. Replace those injectors that drip a drop or more after 10 minutes with pressurized fuel.	
	mp plastic fuel lines. Conne supply and return lines.	ect shut-off valves to the fuel system
	ults, what is the needed action	on?