

TOYOTA

MARINE

Sports

Fuel System Guide

- **Engine Cranks, Gauges Live, No Start or tries to start but Cannot**
 - Check Fuel Level to ensure that fuel is present
 - Turn key to on position and Push the red Fuel Pump activation button (located on the breaker panel on the aft top end of engine) to run pumps. Listen for a change in tone to indicate that a vapor locked condition may have been overcome.
 - Remove Access cap from fuel pulsation dampener (located on the starboard side of the engine, at the aft end of the fuel rail) and run pumps. Verify that the indicator screw in the center is popping up. This indicates that there is adequate fuel pressure to the fuel rail.
 - Unplug fuel pumps one at a time and verify operation.
 - If both pumps run, and there is no fuel pressure, check for a kinked or crimped hose (normally at rear floor panel), or a clogged filter or screen (there is a screen on the inlet to each of the 2 fuel pumps).
- **Engine Runs, and then stumbles and/or dies.**
 - Check Fuel Level to ensure that fuel is present
 - Check Safety Lanyard to ensure proper installation
 - Check In-Line fuse at battery switch
 - Remove the hose that supplies fuel to the fuel water separator and hook up a new hose to a shop tank and run off of that – if this fixes issue,
 - check the check-ball in the fuel supply fitting on the fuel tank.
 - If check ball is OK – check the fuel supply hose. (look for the aft floor panel or fuel tank itself crimping the fuel line and also check to see if the fuel supply line is bubbled or defective internally and restricting fuel flow. This is most easily done by running a new fuel line in it's place)
 - If the fuel supply hose is not the problem, check the pickup screen in the tank.
 - If that does not correct the condition, next try removing the hose from the output side of the fuel water separator and using a 3/8" male to male connector to bypass the filter assembly for a short time. If this corrects the issue, the fuel filter should be replaced. If not – check the pickup screen in the input side of the fuel pump for debris
 - Next pinch the fuel return line aft of the T-joint and see if it corrects or helps the condition. If so try disabling the fuel pumps one at a time and see what difference each makes to engine performance. If disconnecting one of the 2 fuel pumps does NOT make a significant difference in engine operation, that fuel pump must be considered bad and should be replaced
 - If crimping the return line fixes the condition, but both fuel pumps are operating correctly, the fuel pressure regulator should be replaced.
- **Engine Knocks, runs and/or performs poorly**
 - Check octane of fuel - MUST run premium (92 or 93 Octane) for proper performance. If changing to premium fuel, turn off battery switch for 60 seconds to allow engine computer to recalibrate. If unable to verify this information with the customer, remove the fuel supply line from the fuel water separator and run off a shop tank with 93 octane, after having reset the computer.
 - Next pinch the fuel return line aft of the T-joint and see if it corrects or helps the condition. If so try disabling the fuel pumps one at a time and see what difference each makes to engine performance. If disconnecting one of the 2 fuel pumps does NOT make a significant difference in engine operation, that fuel pump must be considered bad and should be replaced
 - If crimping the return line fixes the condition, but both fuel pumps are operating correctly, the fuel pressure regulator should be replaced.