

2012 - Mazda6 - Engine

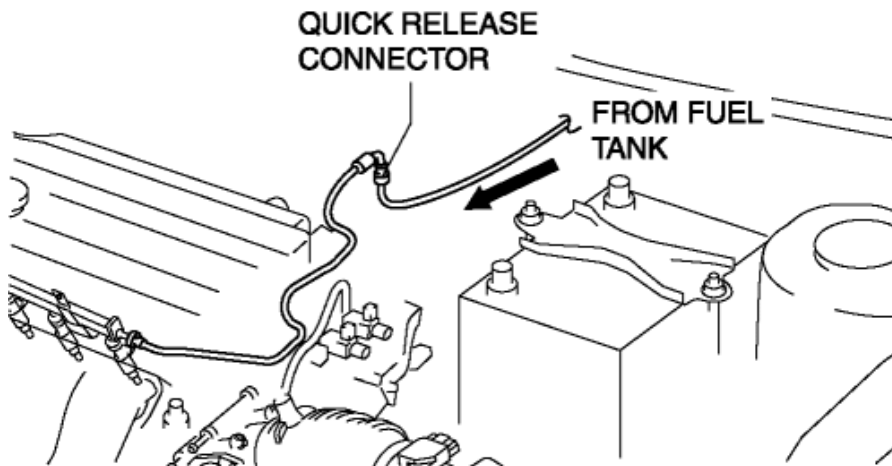
FUEL LINE PRESSURE INSPECTION [MZR 2.5]

WARNING:

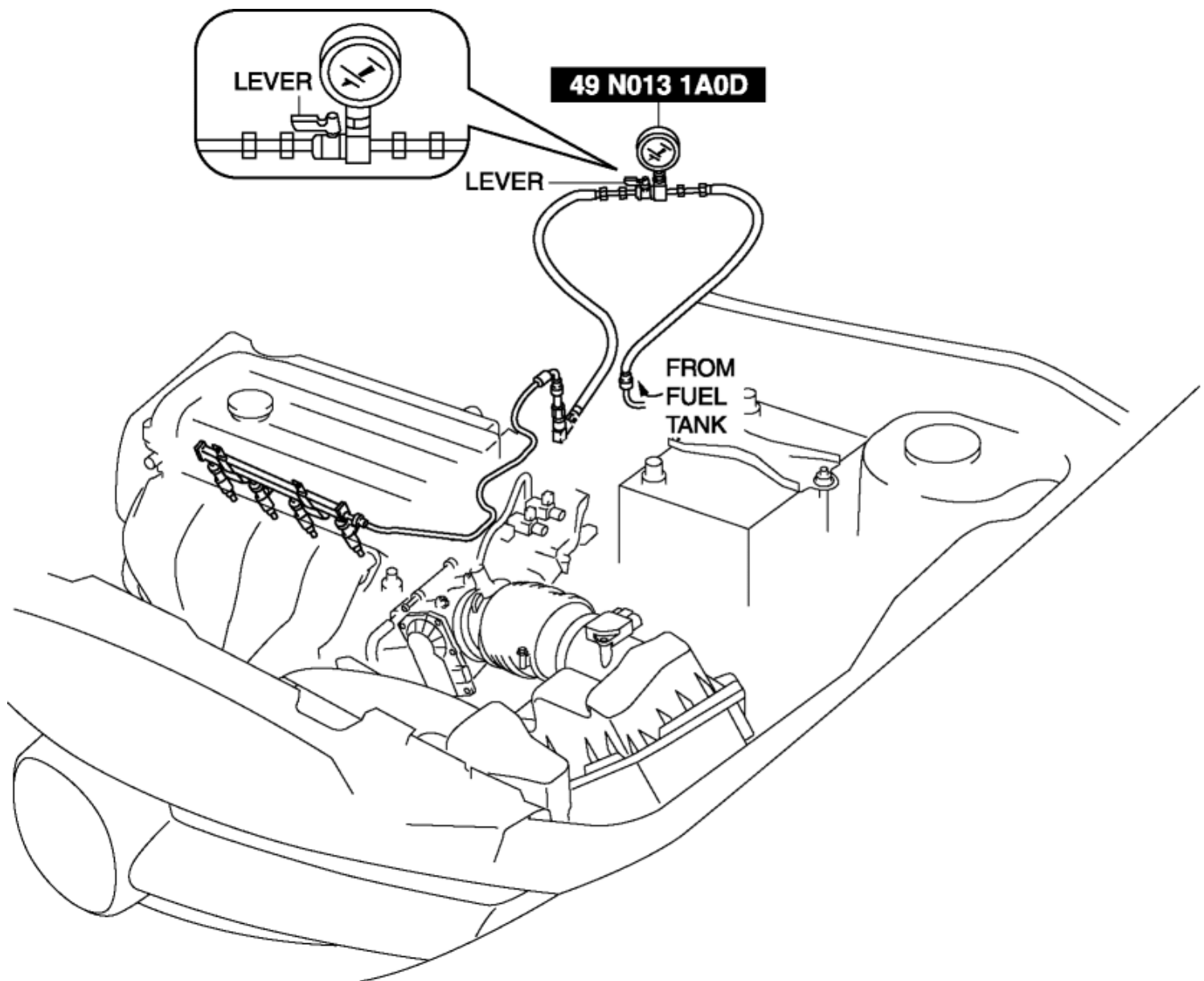
- Fuel line spills and leakage from the pressurized fuel system are dangerous. Fuel can ignite and cause serious injury or death and damage. To prevent this, complete the following inspection with the engine stopped.
- A person charged with static electricity could cause a fire or explosion, resulting in death or serious injury. Before performing work on the fuel system, discharge static electricity by touching the vehicle body.

CAUTION:

- Disconnecting/connecting the quick release connector without cleaning it may possibly cause damage to the fuel pipe and quick release connector. Always clean the quick release connector joint area before disconnecting/connecting using cloth or soft brush, and make sure that it is free of foreign material.
1. Complete the "BEFORE SERVICE PRECAUTION". (See [BEFORE SERVICE PRECAUTION \[MZR 2.5\]](#).)
 2. Disconnect the negative battery cable. (See [BATTERY REMOVAL/ INSTALLATION \[MZR 2.5\]](#).)
 3. Disconnect the quick release connector. (See [QUICK RELEASE CONNECTOR REMOVAL/ INSTALLATION \[MZR 2.5\]](#).)



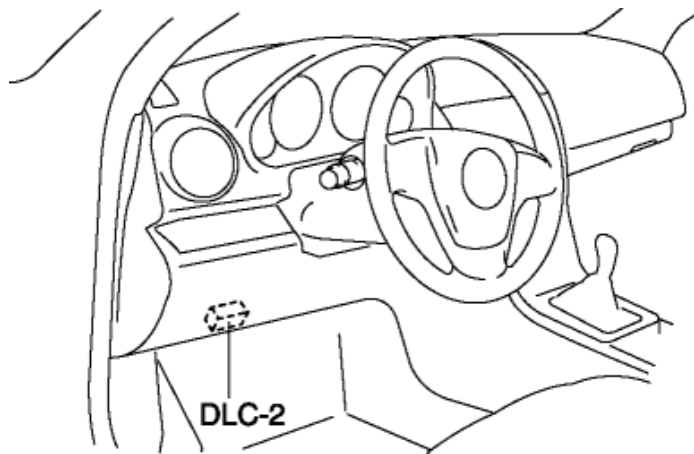
4. Turn the lever of the **SST** parallel to the hose as shown in the figure.



5. Insert the **SST** quick release connector into the fuel pipe until a click is heard.
6. Verify that the quick release connector is firmly connected by pulling it by hand.
7. Start the fuel pump using the following procedure.

Using M-MDS

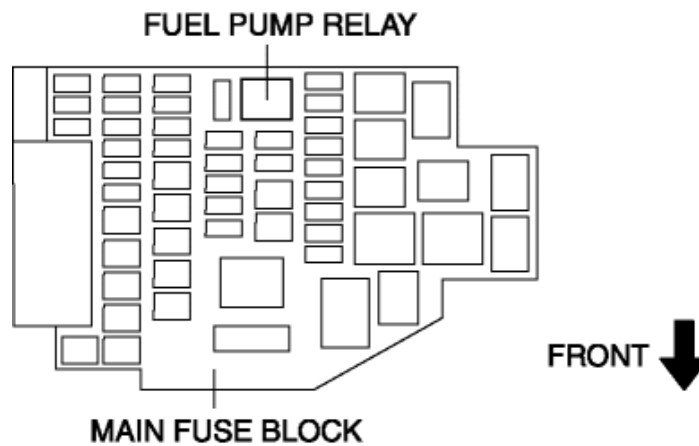
- Connect the negative battery cable. (See [BATTERY REMOVAL/ INSTALLATION \[MZR 2.5\]](#).)
- Connect the M-MDS to the DLC-2.



- Using the simulation function "FP", start the fuel pump. (See [ON-BOARD DIAGNOSTIC TEST \[MZR 2.5\]](#).)

Without using M-MDS

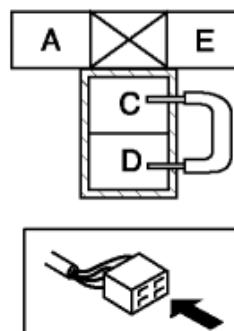
- Remove the fuel pump relay.



CAUTION:

- Short the specified terminals because shorting the wrong terminal of the main fuse block may cause malfunctions.
- Using a jumper wire, short fuel pump relay terminals C and D in the main fuse block.

**MAIN FUSE BLOCK
(FUEL PUMP RELAY)**



- Connect the negative battery cable and operate the fuel pump.

8. Operate the fuel pump for **10 s**.

9. Measure the fuel line pressure.

If not within the specification, inspect the following:

If it less than the specification:

- Fuel pump unit
- Fuel line for clogging or leakage

If it exceeds the specification:

- Fuel line clogging

Fuel pressure

- 375—450 kPa {3.83—4.58 kgf/cm², 54.4—65.2 psi}

10. Stop the fuel pump using the following procedure.

Using M-MDS

- Using the simulation function “FP”, stop the fuel pump.

Without using M-MDS

- Disconnect the negative battery cable to stop the fuel pump. (See [BATTERY REMOVAL/ INSTALLATION \[MZR 2.5\].](#))

11. Measure the fuel hold pressure **after 5 min.**

- If not within the specification, inspect the following:
 - Fuel line leakage

Fuel hold pressure

- 200 kPa {2.04 kgf/cm², 29.1 psi} or more

12. Complete the “BEFORE SERVICE PRECAUTION”. (See [BEFORE SERVICE PRECAUTION \[MZR 2.5\].](#))

13. Disconnect the **SST**.

14. Connect the quick release connector. (See [QUICK RELEASE CONNECTOR REMOVAL/ INSTALLATION \[MZR 2.5\].](#))

15. Complete the “AFTER SERVICE PRECAUTION”. (See [AFTER SERVICE PRECAUTION \[MZR 2.5\].](#))

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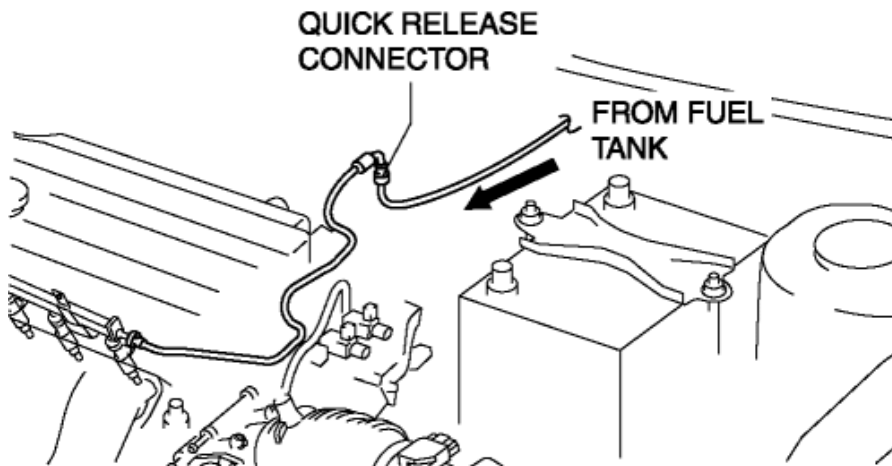
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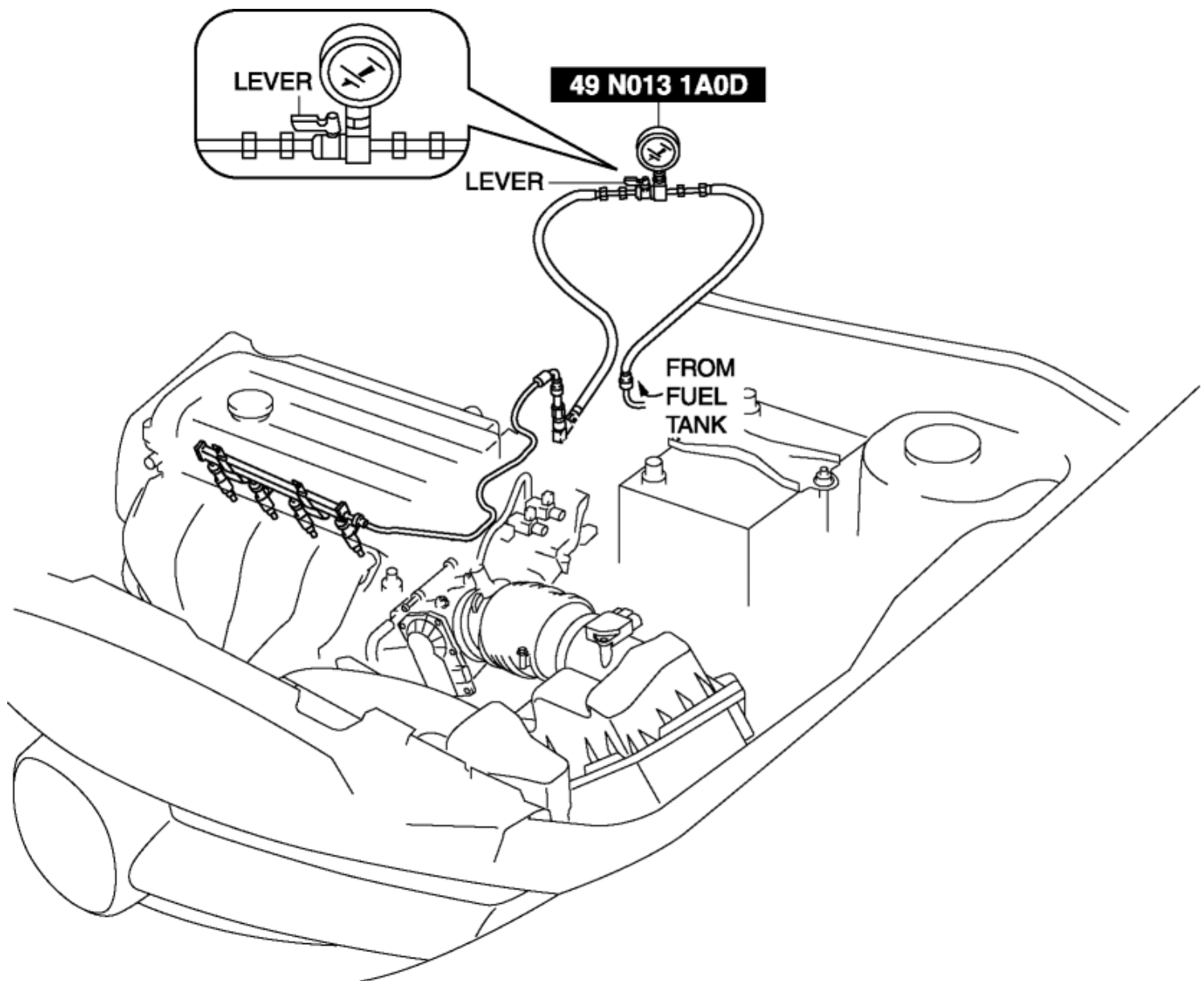
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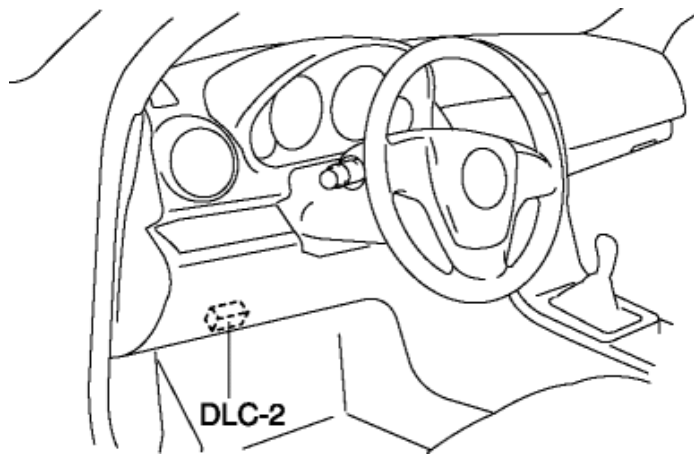
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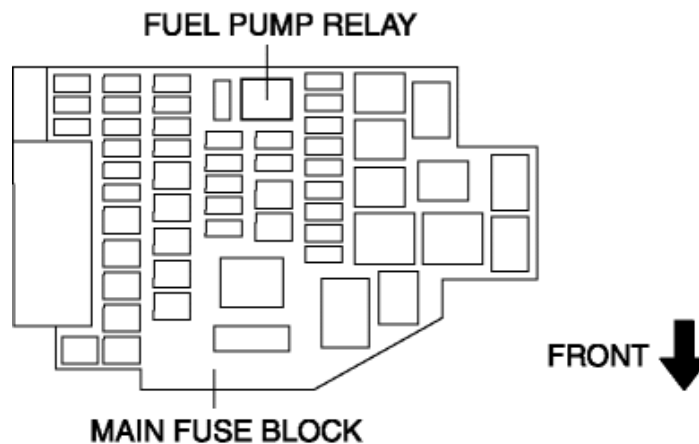
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Without using M-MDS

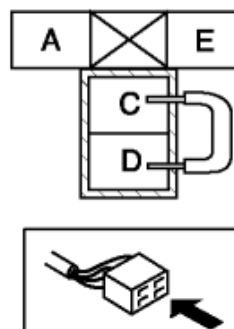
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