



## Technical Service Information Bulletin

March 4, 2005

Title:

# FUEL INJECTOR "TICKING" NOISE

Models:

'04 – '05 RX 330

ENGINE  
EG005-05  
REVISED

### TSIB REVISION NOTICE:

- June 28, 2005: A new section, "Component Identification," has been added; a note has been added to step 2 of the Repair Procedure, and component identification information has been enhanced in Figures 2 and 6.

The previous TSIB should be discarded.

**Introduction** Some customers with 2004 – 2005 model year RX 330 vehicles may complain of a "ticking" noise from the engine compartment when the engine is idling. Updated fuel main tube and fuel tube clamps are now available. In addition to updated parts, a second fuel pressure pulsation damper assembly has been added to improve this condition.

- Applicable Vehicles**
- **2004 – 2005** model year **RX 330** vehicles produced **BEFORE** the Production Change Effective VINs shown below.

### Production Change Information

MODEL	PLANT	DRIVETRAIN	PRODUCTION CHANGE EFFECTIVE VIN
RX 330	TMK	2WD	JTJGA31U#50051442
		4WD	JTJHA31U#50082938
	TMMC	2WD	2T2GA31U#5C024972
		4WD	2T2HA31U#5C054761

### Warranty Information

OP CODE	DESCRIPTION	TIME	OFP	T1	T2
EG5011	R & R Fuel Pipe Sub-assembly No. 1	1.2	23801–20180	06	50

### Applicable Warranty\*:

This repair is covered under the Lexus Comprehensive Warranty. This warranty is in effect for 48 months or 50,000 miles, whichever occurs first, from the vehicle's in-service date.

\* Warranty application is limited to correction of a problem based upon a customer's specific complaint.





Parts  
Information

PREVIOUS PART NUMBER	CURRENT PART NUMBER	PART NAME	QTY
23801–20180	23801–20250	Pipe Sub–assembly, Fuel, No. 1	1
23270–62010	23270–62011	Damper Assembly, Fuel Pressure Pulsation	1
23232–41081	Same	Gasket	4
77298–0E040		Clamp, Fuel Tube, No. 4	1
77298–0E030			2
77298–0E010*			1

\* Only if broken during repair.

Required  
SSTs

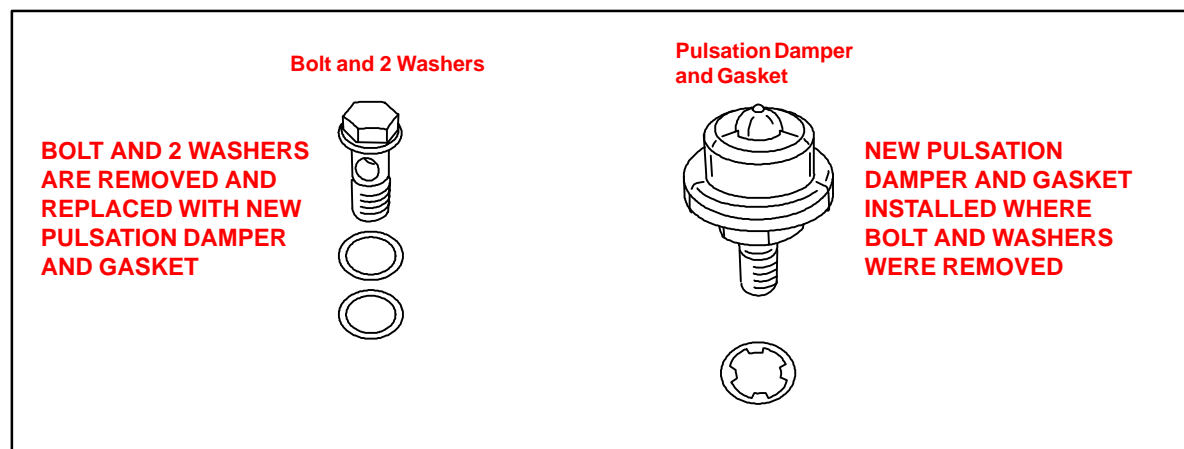
ITEM NO.	SPECIAL SERVICE TOOLS (SSTs)	PART NUMBER	QTY	DRW**
1	<b>Lexus Diagnostic Tester Kit*</b> NOTE: <ul style="list-style-type: none"> <li>• All components from this kit/set are required</li> <li>• 12 Megabyte Diagnostic Tester Program Card (P/N 01002593–005) with version 12.1a Software (or later) is required</li> </ul> 	LEX220036	1	8
2	<b>CAN Interface Module Kit*</b> NOTE: <ul style="list-style-type: none"> <li>• All components from this kit/set are required</li> </ul> 	01002744	1	8

\* Essential SSTs.

\*\* Refers to drawer number in SST Storage System.

**NOTE:**

**Additional Diagnostic Tester Kits, CAN Interface Modules, Program Cards, or other SSTs may be ordered by calling SPX/OTC at 1-800-933-8335.**

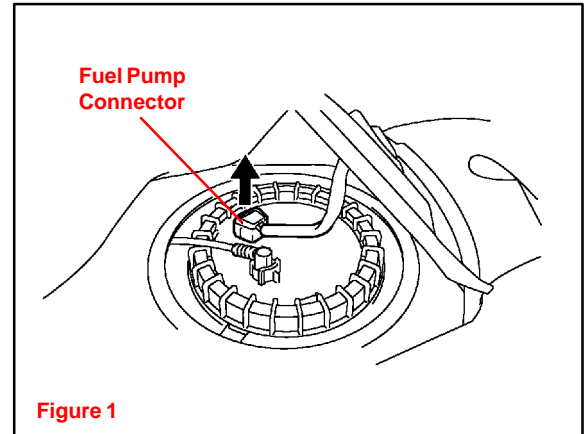
Component  
Identification

## Repair Procedure

### CAUTION:

- Do NOT smoke or work near an open flame when working on the fuel system.
- Keep gasoline away from rubber or leather parts.
- Wear safety goggles while working with fuel system under pressure.
- Do NOT disconnect any part of the fuel system until you have discharged the fuel system pressure.
- Even after discharging the fuel pressure, place a shop rag over fittings as you separate them to reduce risk of fuel spray on yourself or in the engine compartment.

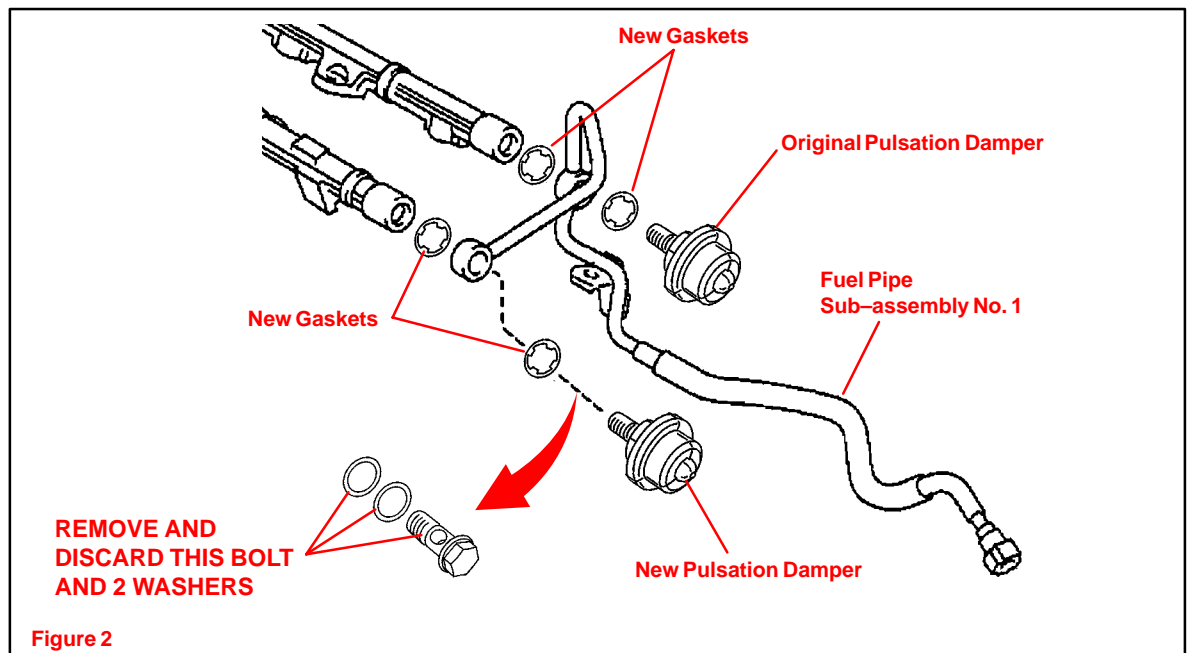
1. Discharge fuel system pressure.
  - A. Disconnect the fuel pump electrical connector via the access panel under the rear seat.
  - B. Start the engine. After the engine has stalled, turn the ignition switch OFF.
  - C. Disconnect the negative (–) battery cable.
  - D. Reconnect the fuel pump electrical connector and reinstall the rear seat.



2. Disconnect Fuel Pipe Sub-assembly No. 1.

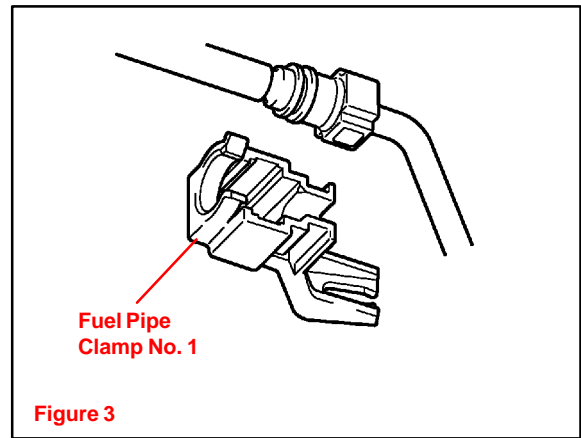
### NOTE:

- Ensure that the removed bolt and washers are discarded.
- Refer to the "Component Identification" section on page 2 to ensure that the correct bolt and washers are removed and damper is installed.

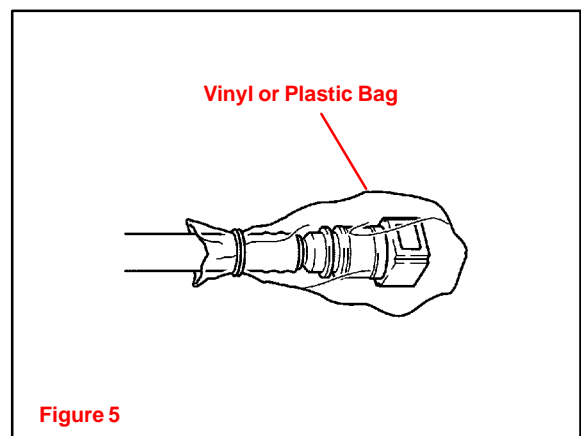
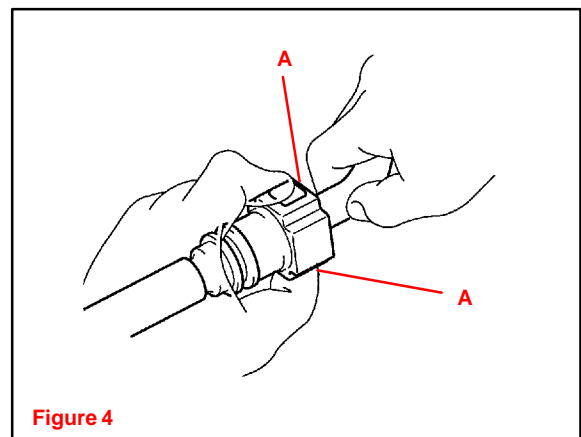


**Repair  
Procedure**  
(Continued)

- A. Disconnect the fuel pipe clamp No. 1 from the connector.
- B. Check if there is any dirt or mud on the pipe and around the connector before disconnecting the fuel line. Clean if necessary.

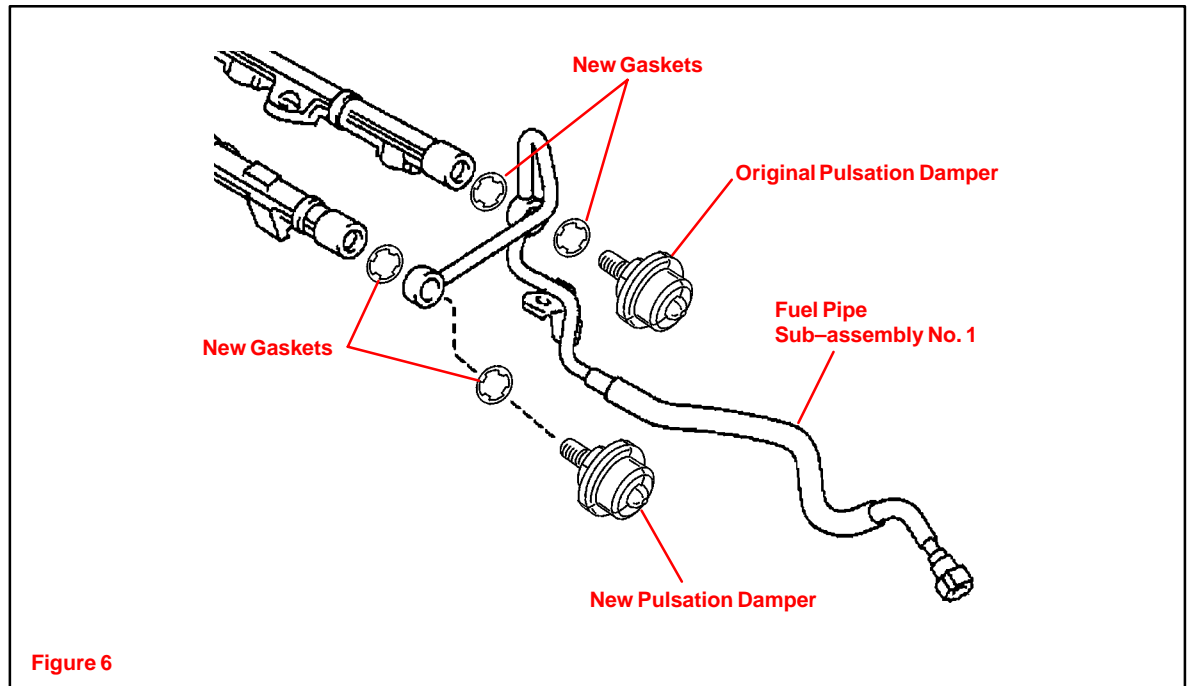


- C. Disconnect the connector from the hose while pinching portion "A" with your fingers as shown in the illustration.
- D. If the connector and pipe are stuck, pinch the fuel pipe and push and pull the connector by hand to disconnect them. Do not use any tools.
- E. Drain the fuel that remains inside Fuel Pipe Sub-assembly No. 1.
- F. Place a tray under the vehicle or point of disconnection, if needed, to catch any fuel that may spill.
- G. Protect the disconnected fuel lines from debris by covering with a vinyl or plastic bag.

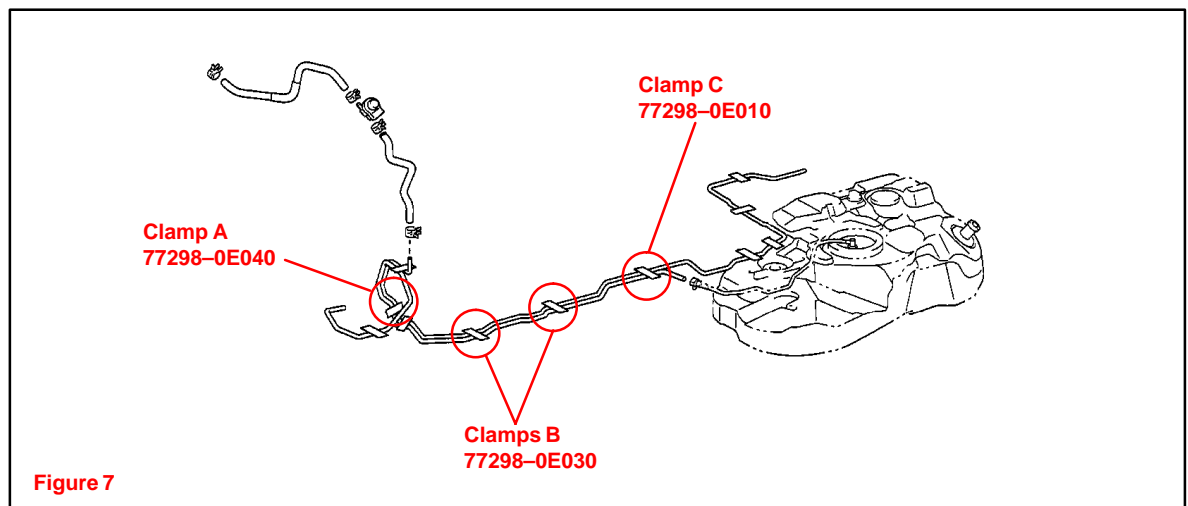


**Repair  
Procedure**  
(Continued)

- H. Remove the original pulsation damper from the rear fuel rail.
- I. Remove and discard the remaining bolt holding Fuel Pipe Sub-assembly No. 1 to the front fuel rail.



- 3. Install the new Fuel Pipe Sub-assembly No. 1 onto the vehicle.
  - A. Install both the original pulsation damper and the new (additional) damper with new fuel pipe hose gaskets as shown, and torque to the following specifications.  
**Torque: 33 N•m (24 ft•lbf, 331 kgf•cm)**
- 4. Remove and replace fuel tube clamps "B" if production clamps do not have rubber insulation like service parts.
- 5. Remove and replace fuel tube clamp "A" if it is not a "rigid" style clamp (without rubber insulation).
- 6. Clamp "C" will not need to be replaced unless damaged during repair.



**Repair  
Procedure**  
(Continued)

7. Check for fuel leaks.
  - A. Reconnect the negative (–) battery terminal.
  - B. Connect the Lexus Diagnostic Tester.
  - C. Turn the ignition switch to the "ON" position (do NOT start engine).
  - D. Turn the Diagnostic Tester ON.
  - E. Select "1. DIAGNOSIS" on the Diagnostic Tester.
  - F. Select "2. ENHANCED OBD II."
  - G. Select "3. ACTIVE TEST."
  - H. Select "FUEL PUMP/SPD."
  - I. Turn on the fuel pump with Active Test by pressing the right arrow on the Diagnostic Tester.
  - J. Check for fuel leaks.
  - K. Check and clear any DTCs that may have been set while performing the repair.
8. Once confirmed that no leaks are present, take vehicle on a test drive to ensure any air trapped in the pulsation dampers has been purged.
9. Repair is complete.