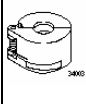


**Fuel Rail Pressure (FRP) Sensor â 2.0L SPI**

## Special Tool(s)

	Disconnect Tool, Spring-Lock Coupling (5/8" black) 412-038 (T83P-19623-C)
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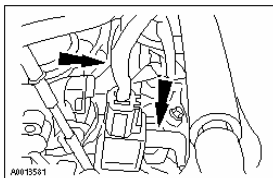
**Removal**

**⚠ WARNING:** Do not smoke or carry lighted tobacco or open flame of any type when working on or near any fuel related components. Highly flammable vapors are always present and may ignite. Failure to follow these instructions may result in personal injury.

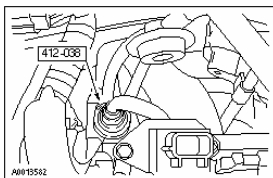
**⚠ WARNING:** This procedure involves fuel handling. Be prepared for fuel spillage at all times and always observe fuel handling procedures. Failure to follow these instructions may result in personal injury.

**⚠ WARNING:** The fuel system remains pressurized for a long time after the ignition is switched off. The fuel pressure must be released before attempting any repairs. Failure to follow these instructions may result in personal injury.

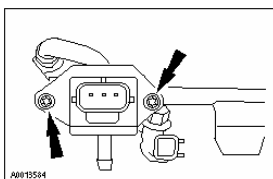
1. Release the fuel pressure. For additional information, refer to Section [310-00](#) .
2. Disconnect the battery ground cable.
3. Disconnect the fuel pressure sensor electrical connector and the vacuum line.



4. Using the special tool, disconnect the fuel supply line.



5. Remove the fuel pressure sensor.



6. Remove and discard the O-ring seal.

### Installation

1. **⚠ WARNING: Do not smoke or carry lighted tobacco or open flame of any type when working on or near any fuel related components. Highly flammable vapors are always present and may ignite. Failure to follow these instructions may result in personal injury.**

**⚠ WARNING: This procedure involves fuel handling. Be prepared for fuel spillage at all times and always observe fuel handling procedures. Failure to follow these instructions may result in personal injury.**

**⚠ WARNING: The fuel system remains pressurized for a long time after the ignition is switched off. The fuel pressure must be released before attempting any repairs. Failure to follow these instructions may result in personal injury.**

**NOTE:** Install a new O-ring seal.

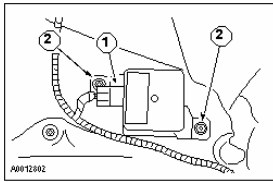
To install, reverse the removal procedure.

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**Fuel Pump Driver Module (FPDM)****Removal**

1. Pull up the rear seat.
2. Position the floor covering to one side.
3. Remove the fuel pump driver module (FPDM).
  1. Disconnect the FPDM electrical connector.
  2. Remove the FPDM.

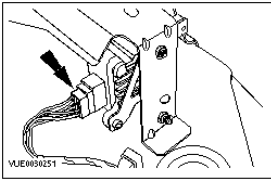
**Installation**

1. To install, reverse the removal procedure.
-

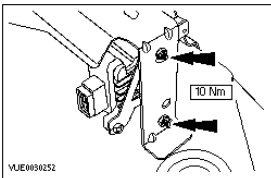
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**Fuel Pump Driver Module (FPDM) â 2.0L Duratec ST****Removal**

1. Fold the rear seat cushion forwards.
2. Position the floor covering to one side.
3. Disconnect the fuel pump driver module (FPDM) electrical connector.



4. Remove the FPDM.

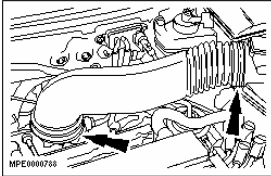
**Installation**

1. To install, reverse the removal procedure.
-

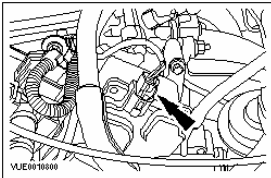
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**Intake Manifold Runner Control (IMRC) Actuator****Removal**

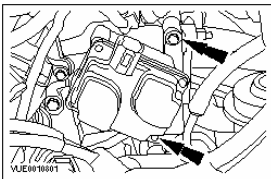
1. Remove the air cleaner outlet tube.



2. Disconnect the intake manifold runner control (IMRC) actuator electrical connector.

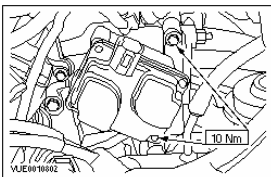


3. Remove the IMRC actuator.

**Installation**

1. **NOTE:** Make sure the pins in the IMRC are correctly inserted in the slots of the actuator.

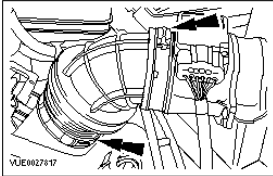
To install, reverse the removal procedure.



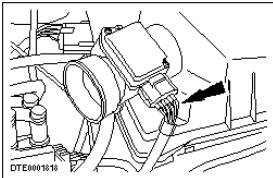


**Intake Manifold Runner Control (IMRC) Actuator â 2.0L Duratec ST****Removal**

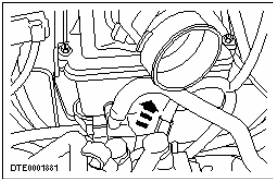
1. Remove the air cleaner outlet tube.



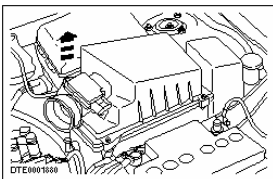
2. Disconnect the mass air flow (MAF) sensor electrical connector.



3. Disconnect the breather pipe.

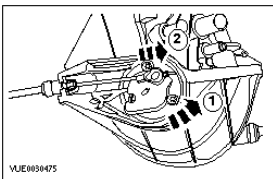


4. Remove the air cleaner.



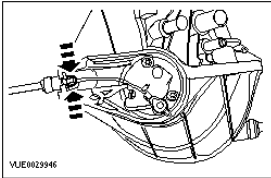
5. Disconnect the IMRC actuator cable from the IMRC lever (intake manifold shown removed for clarity).

1. Rotate the IMRC lever counterclockwise.
2. Disconnect the IMRC actuator cable.

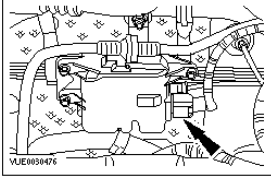


6. Remove the IMRC actuator cable from the intake manifold (intake manifold shown removed for clarity).

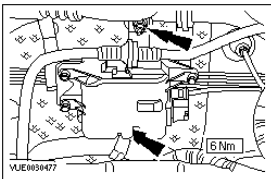
- Release the IMRC actuator cable locking tangs.



7. Disconnect the IMRC actuator electrical connector (intake manifold shown removed for clarity).



8. Remove the IMRC actuator (intake manifold shown removed for clarity).



## Installation

**NOTE:** Make sure the three locating pegs on the air cleaner housing are located into the rubber grommets on the support bracket. Make sure the air cleaner housing is installed onto the air cleaner intake tube.

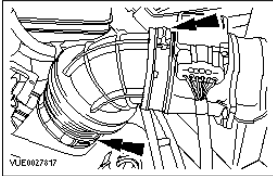
1. To install, reverse the removal procedure.

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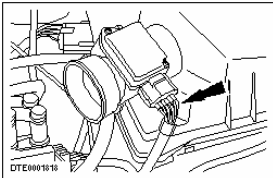


**Intake Manifold Runner Control (IMRC) Actuator â 2.0L Duratec ST****Removal**

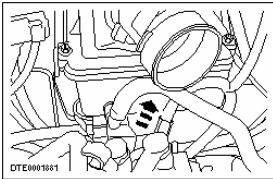
1. Remove the air cleaner outlet tube.



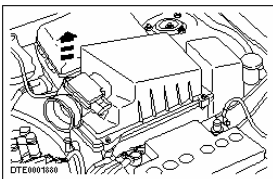
2. Disconnect the mass air flow (MAF) sensor electrical connector.



3. Disconnect the breather pipe.

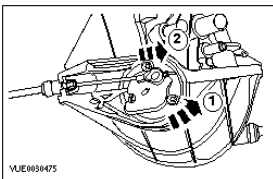


4. Remove the air cleaner.



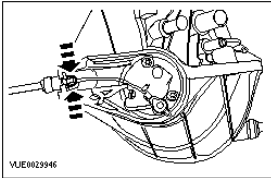
5. Disconnect the IMRC actuator cable from the IMRC lever (intake manifold assembly shown removed for clarity).

1. Rotate the IMRC lever counterclockwise.
2. Disconnect the IMRC actuator cable.



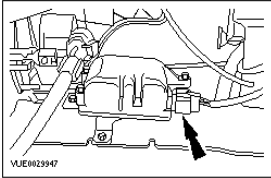
6. Remove the IMRC actuator cable from the intake manifold assembly (intake manifold assembly shown removed for clarity).

- Release the IMRC actuator cable locking tangs.

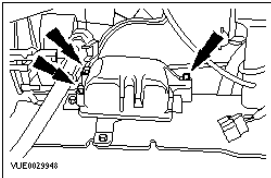


7. Remove the left-hand fender splash shield retaining screws and position to one side.

8. Disconnect the IMRC actuator electrical connector.



9. Remove the IMRC actuator.



## Installation

**NOTE:** Make sure the pins in the IMRC are properly aligned.

**NOTE:** Make sure the three locating pegs on the air cleaner housing are located into the rubber grommets on the support bracket. Make sure the air cleaner housing is installed onto the air cleaner intake tube.

1. To install, reverse the removal procedure.

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## Front Wheel Alignment (at curb weight) - Caster and Camber

Variant	Values in	Caster-Nominal	Tolerance Range	Camber-Nominal	Tolerance Range
All except wagon	Decimal Degrees	3.03°	4.09° to 1.97°	-0.56°	0.70° to -1.82°
All except wagon	Degrees and Minutes	3°02'	4°05' to 1°58'	-0°34'	0°42' to -1°49'
Wagon	Decimal Degrees	2.88°	3.89° to 1.87°	-0.63°	0.63° to -1.89°
Wagon	Degrees and Minutes	2°53'	3°53' to 1°52'	-0°38'	0°38' to -1°53'

Maximum variance - left-hand to right-hand side - Caster 1.00° (1°00') Camber 1.25° (1°15')

## Front Wheel Alignment (at curb weight) - Total Toe Setting - All Variants (except 2.0L Duratec ST)

Tolerance Range	Setting Adjustment, if required
(0 Toe) ± 0.20°	(0 Toe) ± 0.20°

## Front Wheel Alignment (at curb weight) - Total Toe Setting - 2.0L Duratec ST

Tolerance Range	Setting Adjustment, if required
-0.15° (Toe-out) ± 0.25°	-0.15° (Toe-out) ± 0.15°
-0° 09' (Toe-out) ± 0° 15'	-0° 09' (Toe-out) ± 0° 09'
-1.1 mm (Toe-out) ± 1.9 mm	-1.1 mm (Toe-out) ± 1.1 mm

## Rear Wheel Alignment (at curb weight) - Camber

Variant	Values in	Camber-Nominal	Tolerance Range
All except wagon	Decimal Degrees	-1.02°	0.29° to -2.33°
All except wagon	Degrees and Minutes	-1°01'	0°17' to -2°20'
Wagon	Decimal Degrees	-0.94°	0.34° to -2.22°
Wagon	Degrees and Minutes	-0°56'	0°20' to -2°13'

Maximum variance - left-hand to right-hand side - Camber 1.25° (1°15')