

# ACCELERATOR CONTROL, FUEL & EXHAUST SYSTEMS

## SECTION FE

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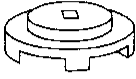
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# PREPARATION

## Special Service Tool

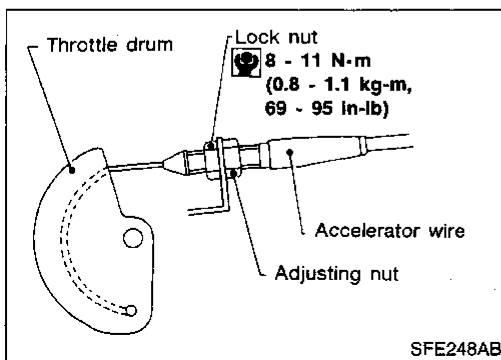
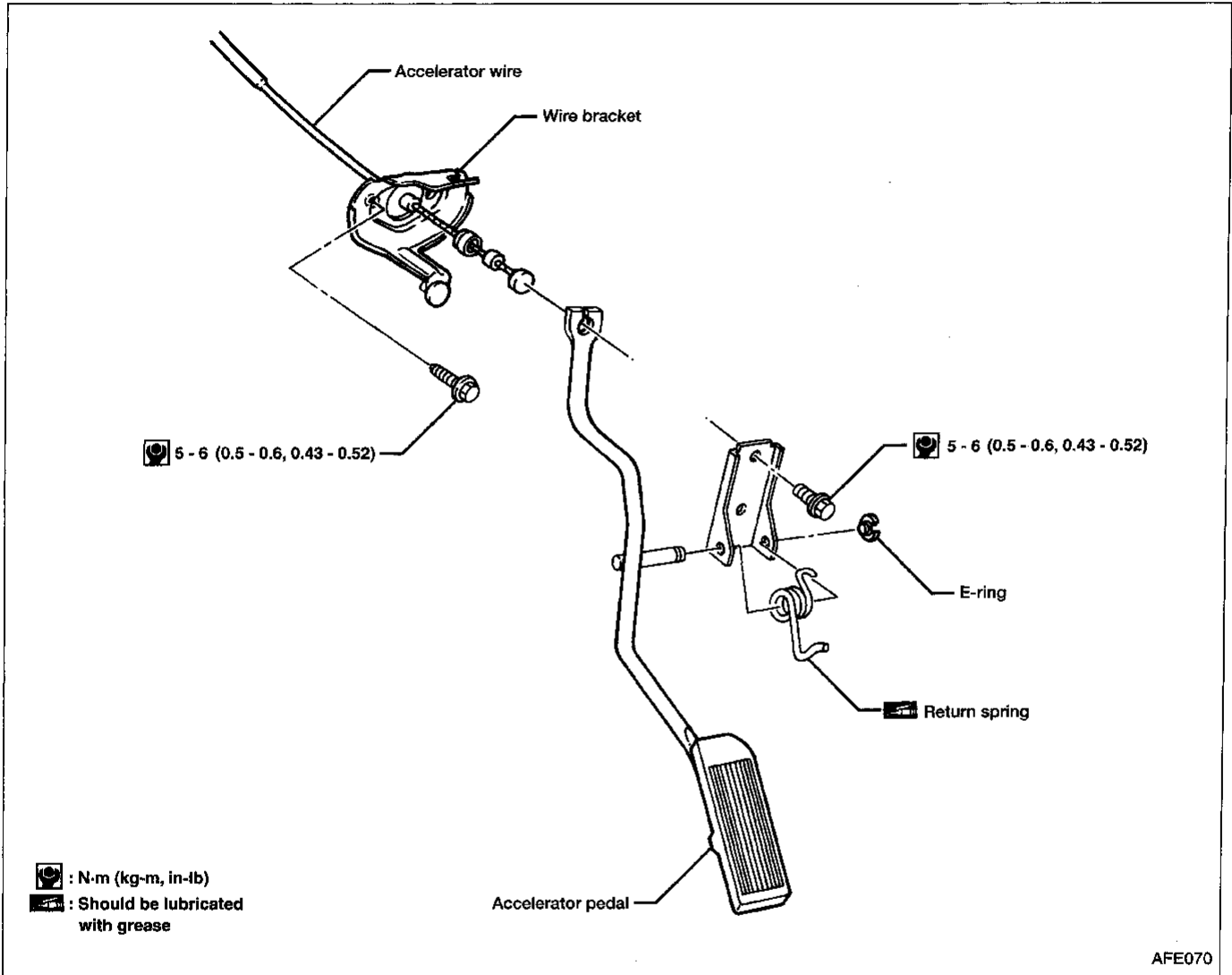
The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

Tool number (Kent-Moore No.) Tool name	Description
KV999G0010 (J38879) Fuel tank lock ring socket	 <p data-bbox="1031 336 1469 367">Removing and installing fuel tank lock ring</p> <p data-bbox="454 436 516 464">NT057</p>

## Accelerator Control System

### CAUTION:

- When removing accelerator wire, mark initial position of lock nut.
- Check that throttle valve opens fully when accelerator pedal is fully depressed. Check that throttle valve returns to idle position when accelerator pedal is released.
- Check accelerator control parts for improper contact with any adjacent parts.
- When connecting accelerator wire, be careful not to twist or scratch wire.
- Refer to "AUTOMATIC SPEED CONTROL DEVICE (ASCD)" in EL section for ASCD wire adjustment.



### Adjusting Accelerator Wire

#### CAUTION:

- Make sure the ASCD wire is not pulling the throttle drum.
  - For ASCD wire adjustment, refer to EL section ["AUTOMATIC SPEED CONTROL DEVICE (ASCD)"].
1. Loosen lock nut and tighten adjusting nut until throttle drum starts to move.
  2. From that position turn back adjusting nut 1.5 to 2 turns, and tighten lock nut.

# FUEL SYSTEM

## Fuel Tank

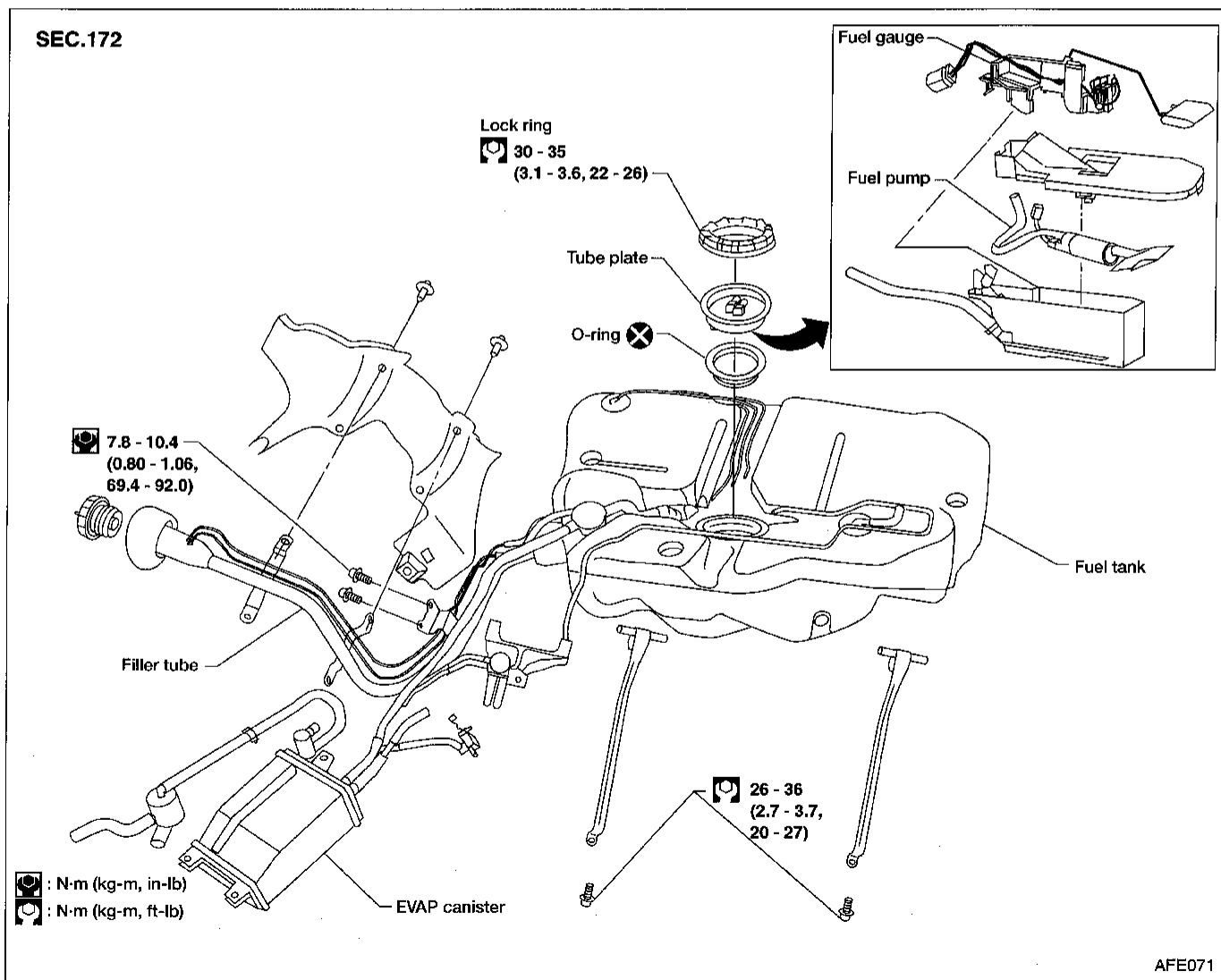
### WARNING:

When replacing fuel line parts, be sure to observe the following:

- Put a "CAUTION: FLAMMABLE" sign in workshop.
- Do not smoke while servicing fuel system. Keep open flames and sparks away from work area.
- Be sure to furnish workshop with a CO<sub>2</sub> fire extinguisher.

### CAUTION:

- Before removing fuel line parts, carry out the following procedures:
  - a. Put drained fuel in an explosion-proof container and put the lid on securely.
  - b. Release fuel pressure from fuel line. Refer to EC section ("Fuel pressure Release", "BASIC SERVICE PROCEDURE").
  - c. Disconnect battery ground cable.
- Always replace O-ring and clamps with new ones.
- Do not kink or twist tubes when they are being installed.
- Do not tighten hose clamps excessively to avoid damaging hoses.
- After installing tubes, run engine and check for fuel leaks at connections.
- Use only a genuine fuel filler cap as a replacement.
- For inspection of On Board Refueling Vapor Recovery (ORVR) System, refer to EC section ("EVAPORATIVE EMISSION SYSTEM").



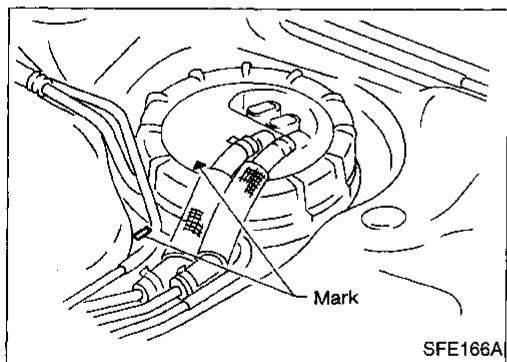
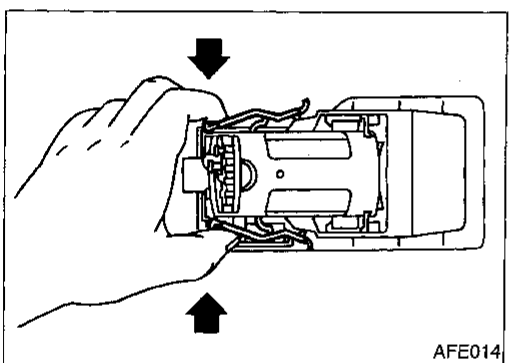
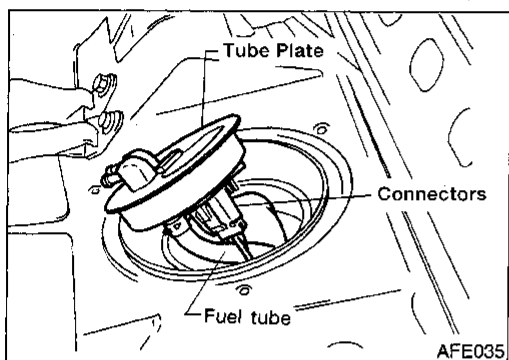
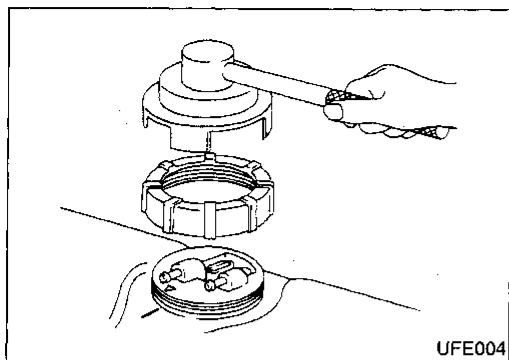
# FUEL SYSTEM

## Fuel Tank (Cont'd)

### FUEL PUMP AND GAUGE

#### Removal

1. Release fuel pressure from fuel line.  
Refer to EC section ("Fuel Pressure Release", "BASIC SERVICE PROCEDURE").
2. Remove rear seat back and bottom. Refer to BT section.
3. Remove inspection hole cover located under rear seat.
4. Disconnect connectors and fuel tubes.
5. Remove lock ring using SST KV999G0010 (J38879).
6. Remove tube plate assembly, and disconnect fuel tubes and electrical connectors.



#### Installation

- Installation procedure is basically the reverse order of removal.

#### CAUTION:

- Always replace O-ring with a new one.
- Align parts with alignment marks.
- Tighten lock ring to specified torque.
- After installation, run engine and check for leaks at connections.

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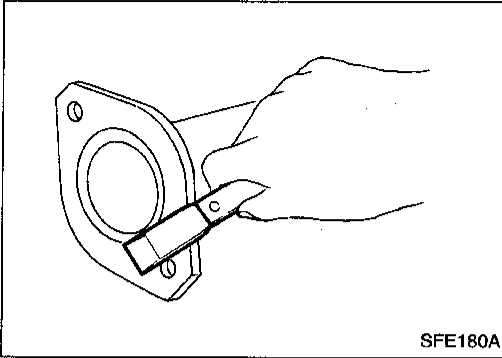
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## EXHAUST SYSTEM

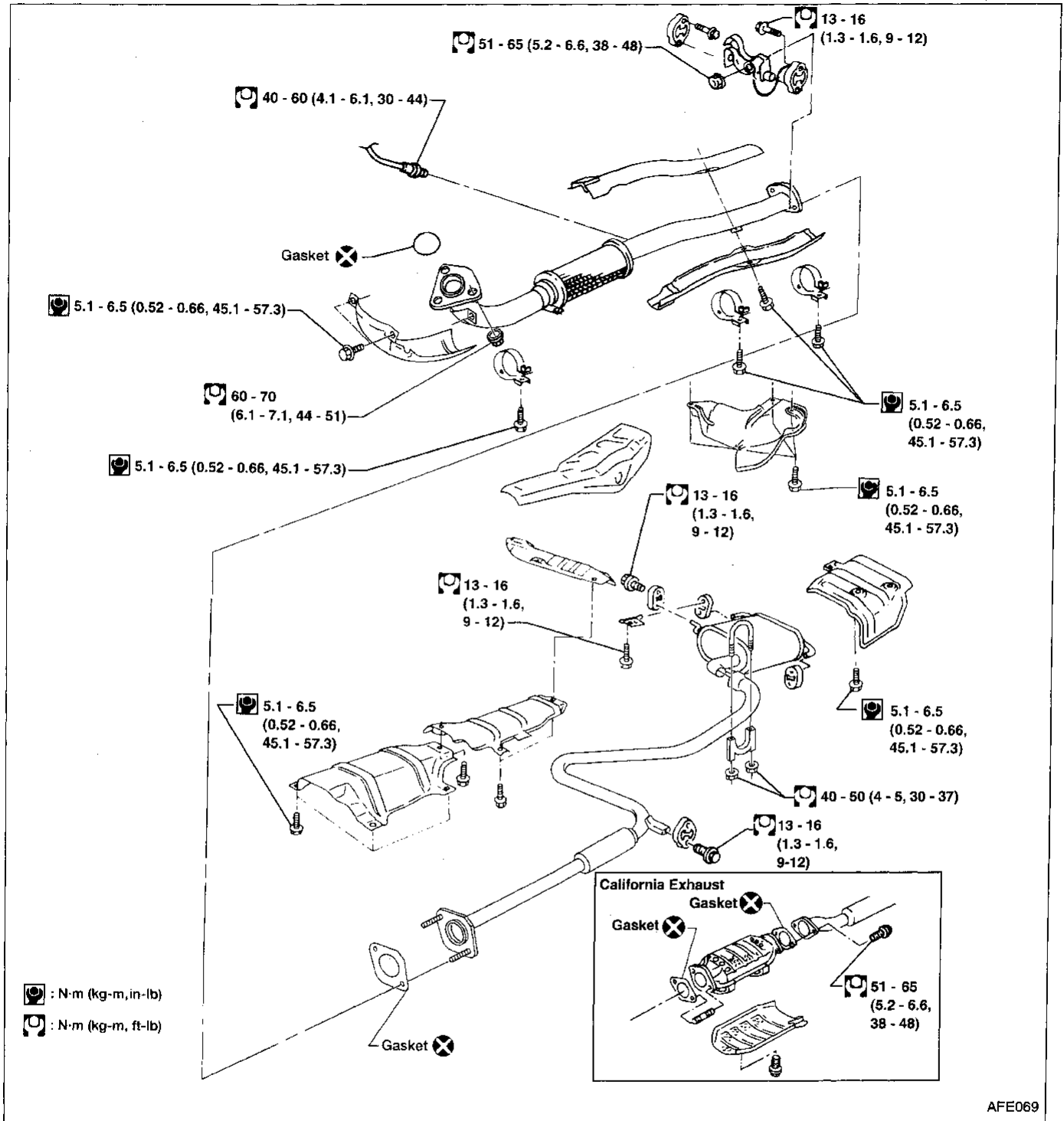


### CAUTION:

- Always replace exhaust gaskets with new ones when reassembling.  
If gasket remains on flange surface, scrape off completely as shown at left.
- With engine running, check all tube connections for exhaust gas leaks, and entire system for unusual noises.
- Check to ensure that mounting brackets and mounting insulators are installed properly and free from undue stress. Improper installation could result in excessive noise or vibration.
- Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.

# EXHAUST SYSTEM

## Exhaust System



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