

# ACCELERATOR CONTROL, FUEL & EXHAUST SYSTEMS

## SECTION FE

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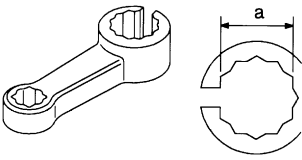
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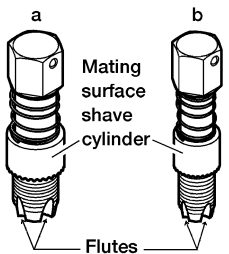
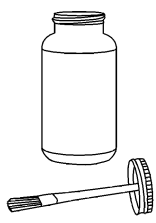
# PREPARATION

## 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	 NT057	Removing and installing fuel tank lock ring
KV10114400 (J38365) Heated Oxygen Sensor Wrench	 NT636	Loosening or tightening rear heated oxygen sensor. <b>a: 22 mm (0.87 in)</b>

## Commercial Service Tool

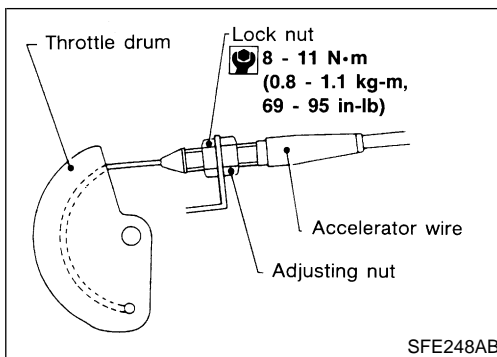
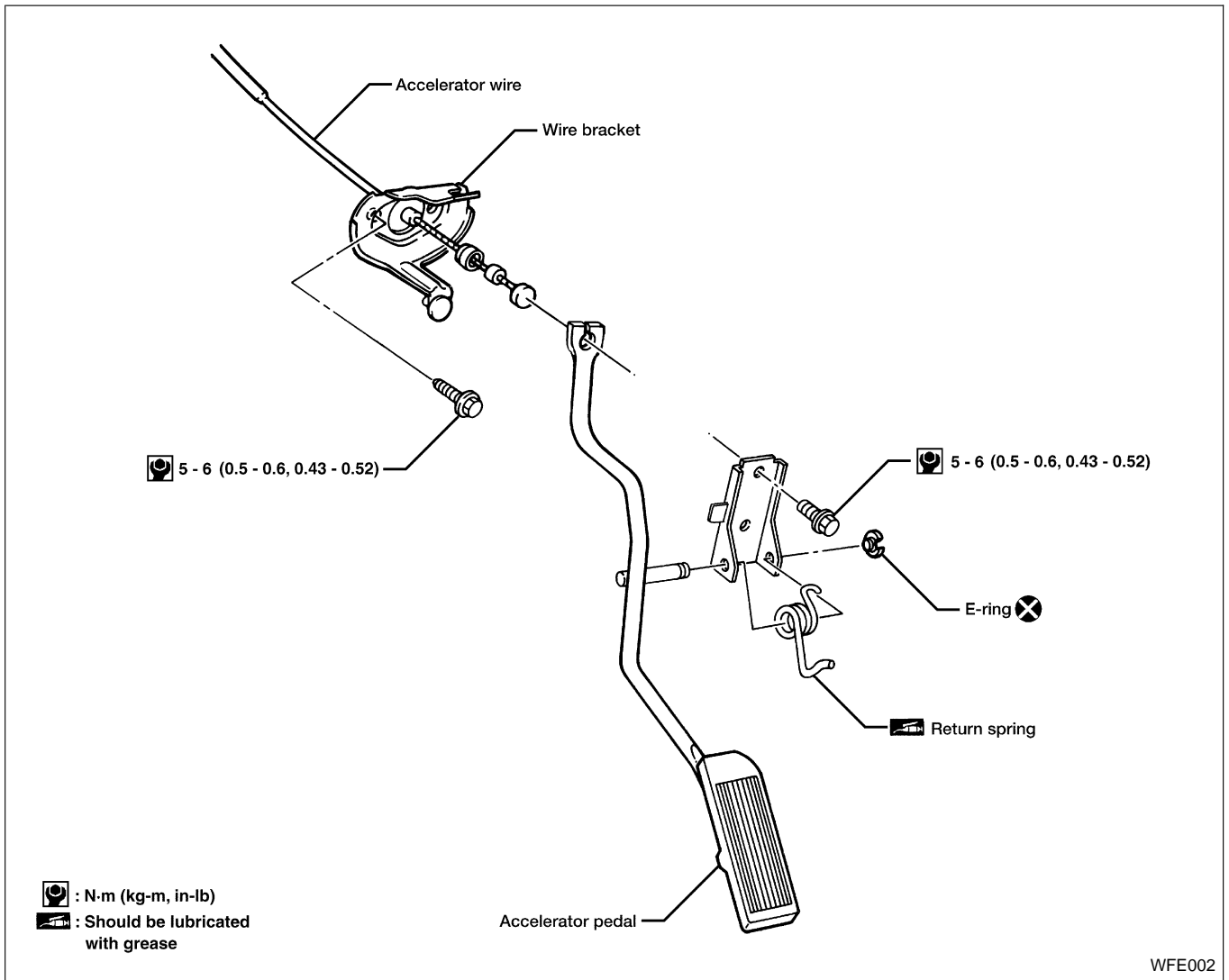
Tool name (Kent-Moore No.)	Description	
Oxygen sensor thread cleaner (J-43897-18) (J-43897-12)	 AEM488	Reconditioning the exhaust system threads before installing a new oxygen sensor. Use with anti-seize lubricant. <b>a: J-43897-18 18 mm diameter, for zirconia oxygen sensor.</b> <b>b: J-43897-12 12 mm diameter, for titania oxygen sensor.</b>
Anti-seize lubricant Permatex <sup>®</sup> 133AR or equivalent meeting MIL specification MIL-A-907	 AEM489	Lubricating oxygen sensor thread cleaning tool when reconditioning exhaust system threads.

# ACCELERATOR CONTROL SYSTEM

## 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.
- For ASCD wire adjustment, refer to EL section [“AUTOMATIC SPEED CONTROL DEVICE (ASCD)”].



### 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.

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# FUEL SYSTEM

## Fuel Tank

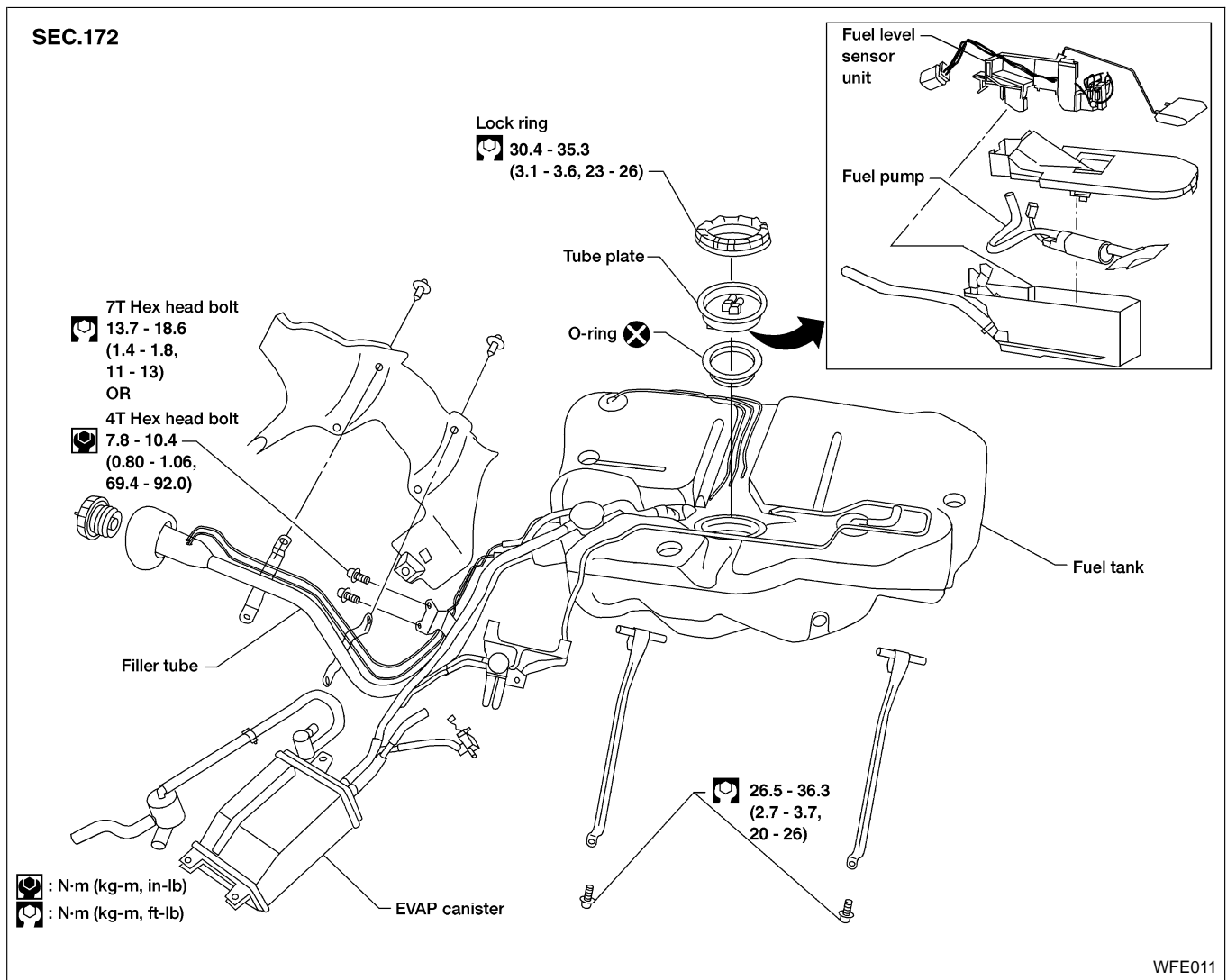
### WARNING:

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.

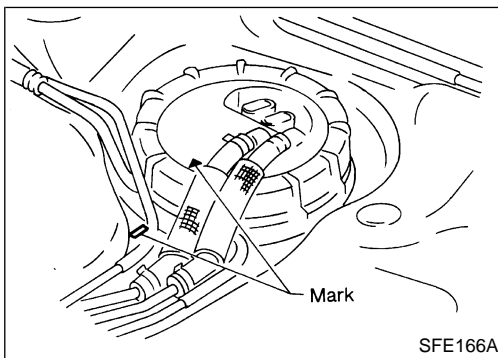
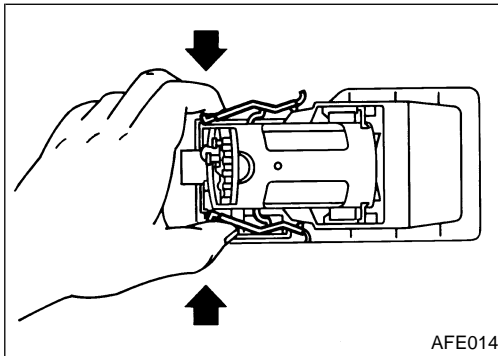
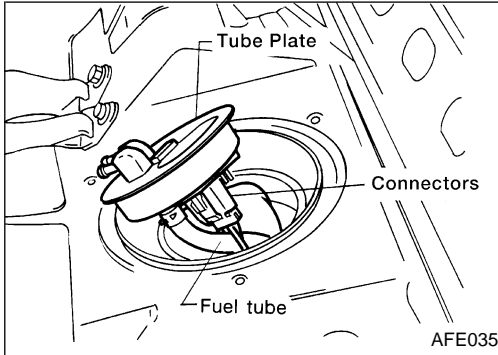
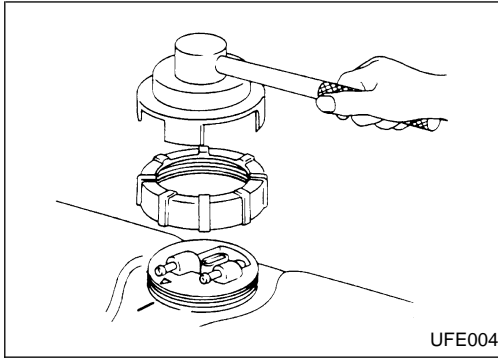
### CAUTION:

- 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 and evaporative emission 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 ("Rear Seat").
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.
7. Remove fuel pump by pinching the two tabs together as shown in the figure, while lifting out of fuel tank bracket.
  - If fuel level sensor unit needs to be removed, pull up large tab on fuel level sensor unit, opposite the end of the float. The fuel level sensor unit lifts straight out of fuel tank bracket.

#### Installation

- Installation procedure is 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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## EXHAUST SYSTEM

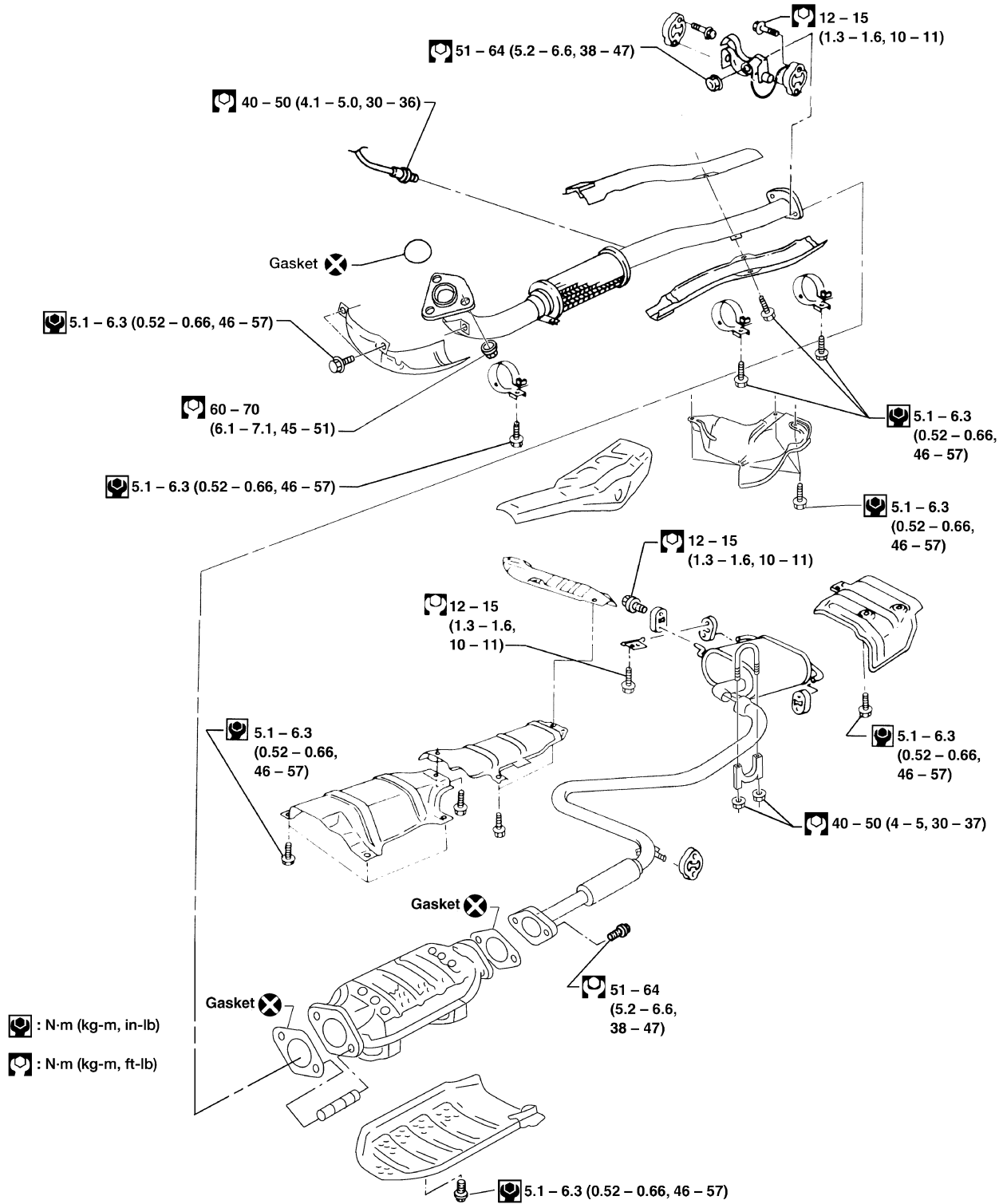
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### **CAUTION:**

- Always replace exhaust gaskets with new ones when reassembling.
- 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.
- Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.
- Do not overtorque the oxygen sensor. Doing so may cause damage to the oxygen sensor, resulting in the MIL coming on.

# EXHAUST SYSTEM

## Exhaust System



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## NOTES