

ACCELERATOR CONTROL, FUEL & EXHAUST SYSTEM

SECTION **FE**

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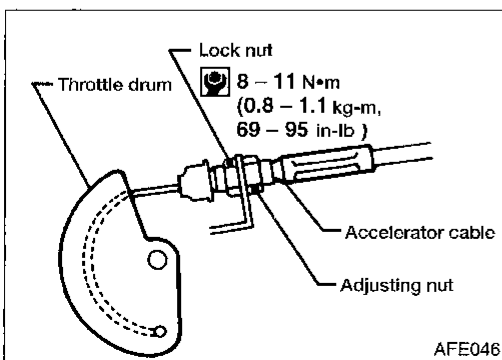
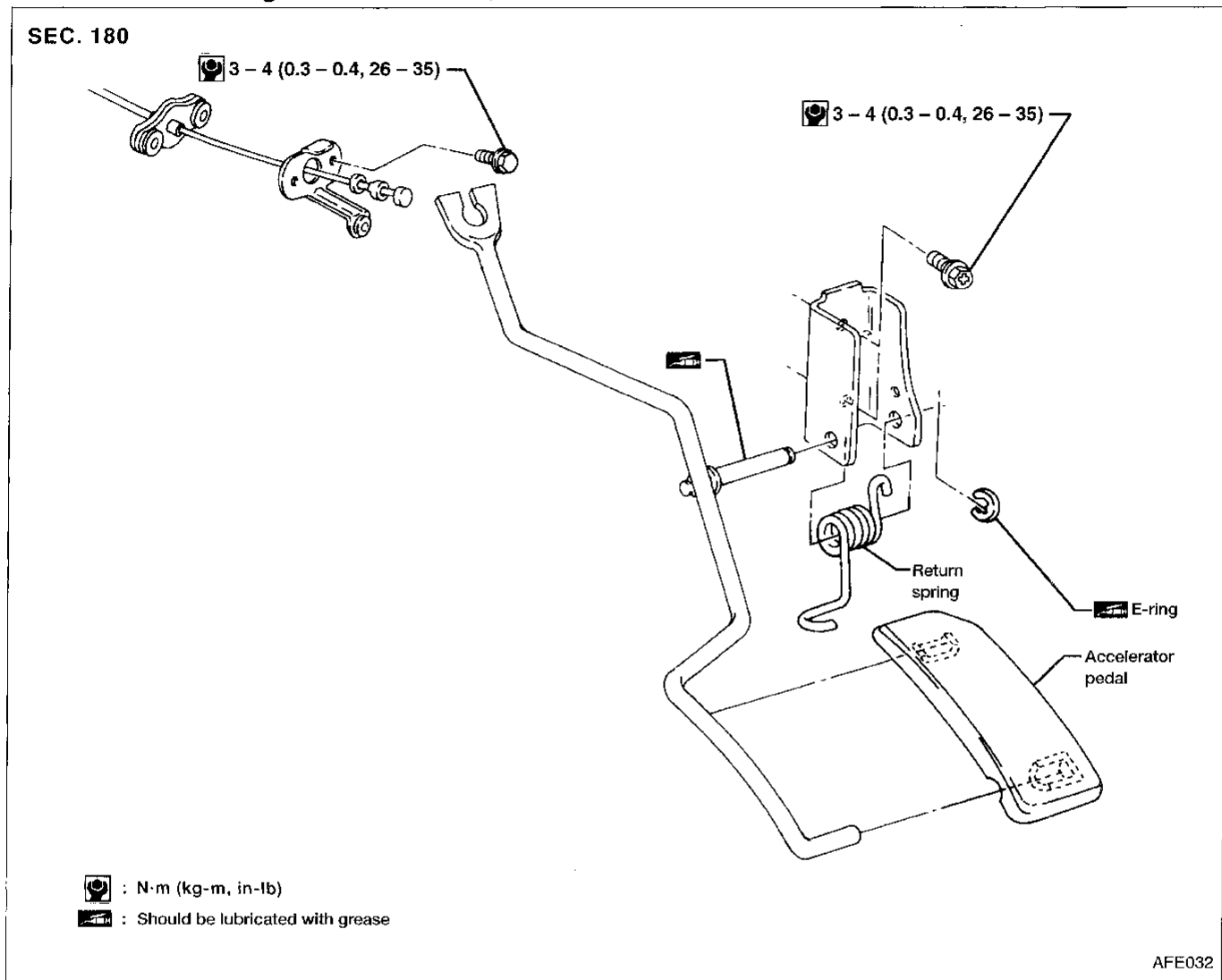
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ACCELERATOR CONTROL SYSTEM

CAUTION:

- When removing accelerator wire, mark the lock nut's initial position.
- 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 it.



Adjusting Accelerator Wire

CAUTION:

- Make sure 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 adjusting nut back 2.5 to 3 turns, and tighten lock nut.

FUEL SYSTEM

Fuel Tank

WARNING:

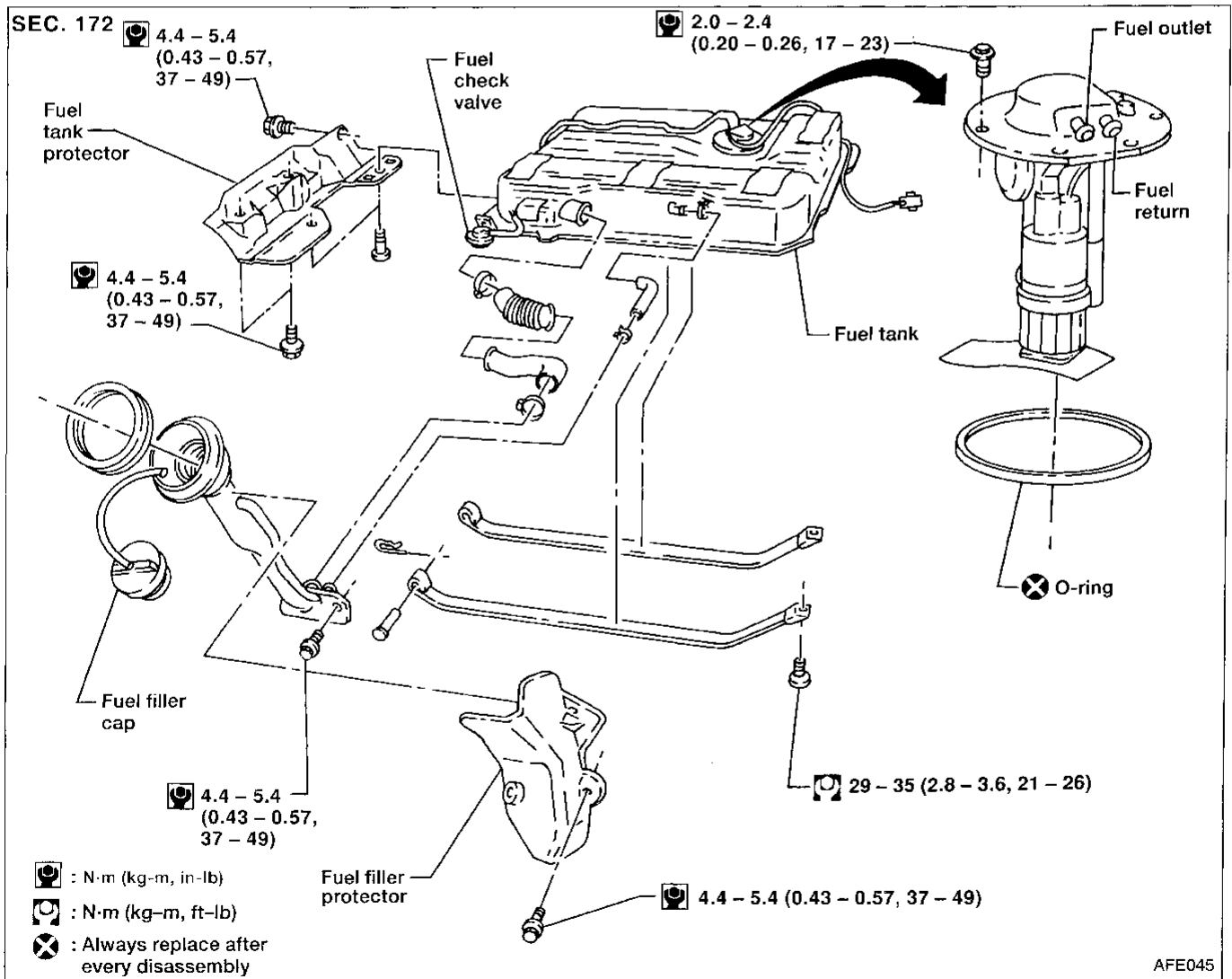
When replacing fuel line parts, be sure to observe the following:

- 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 CO₂ 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. Refer to EC section ("Fuel Pressure Release", "BASIC SERVICE PROCEDURE").
 - c. Disconnect battery ground cable.
- When installing fuel check valve, be careful of its designated direction. Refer to EC section ("FUEL CHECK VALVE", "EVAPORATIVE EMISSION SYSTEM").
- 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 NON-CALIFORNIA VEHICLES

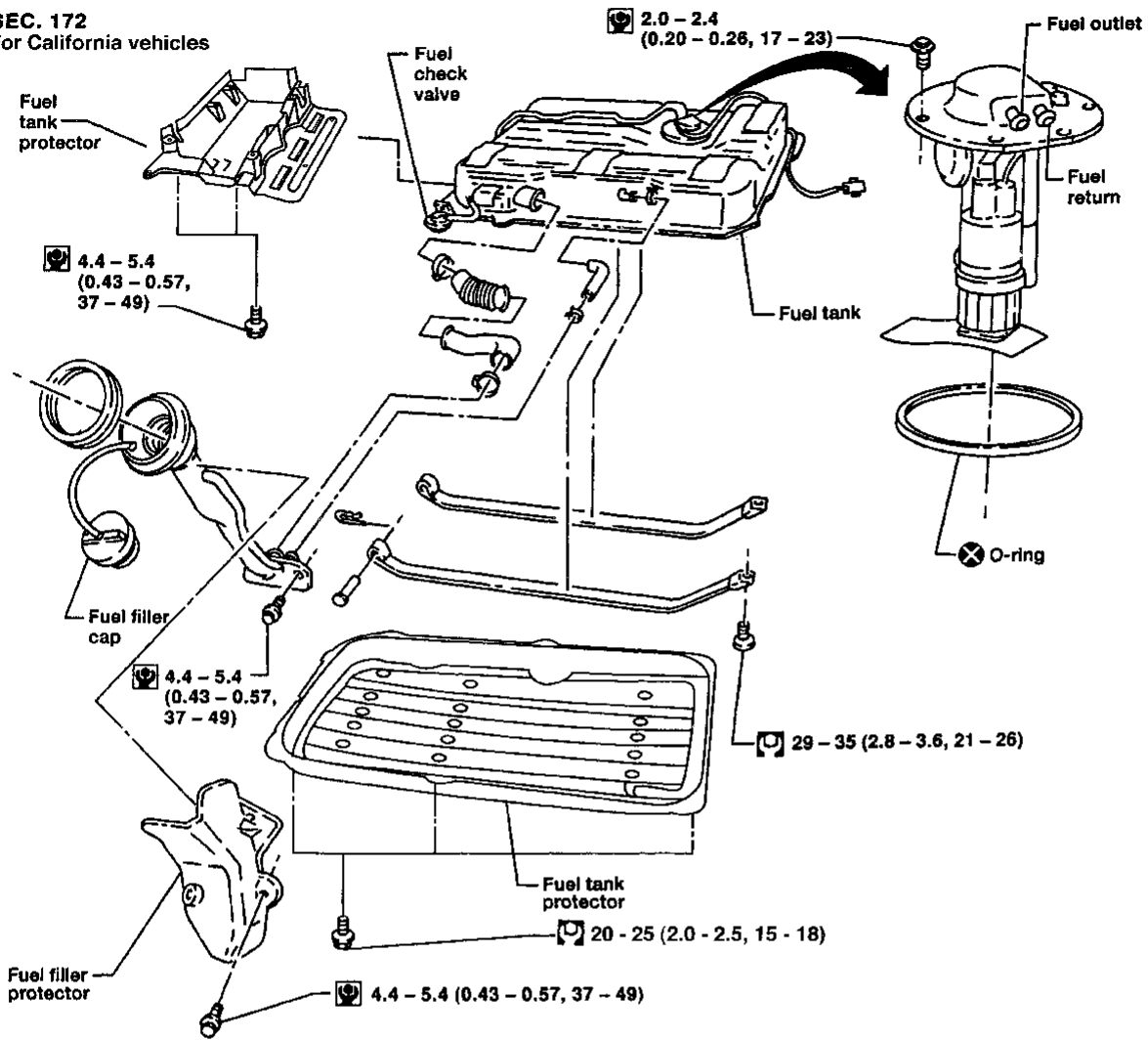


FUEL SYSTEM

Fuel Tank (Cont'd)

FOR CALIFORNIA VEHICLES

SEC. 172
For California vehicles



- : N·m (kg·m, In·lb)
- : N·m (kg·m, ft·lb)
- : Always replace after every disassembly

FUEL SYSTEM

Fuel Tank (Cont'd)

REMOVAL

CAUTION:

- Do not disconnect any fuel line unless absolutely necessary.
- Plug hose and pipe openings to prevent entry of dust or dirt.

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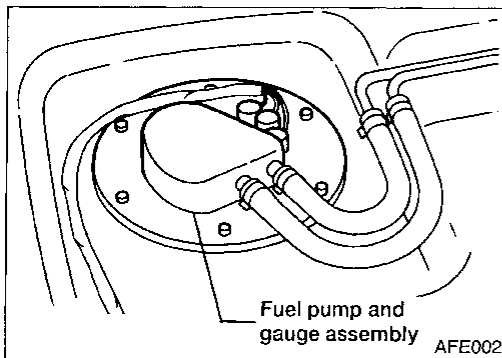
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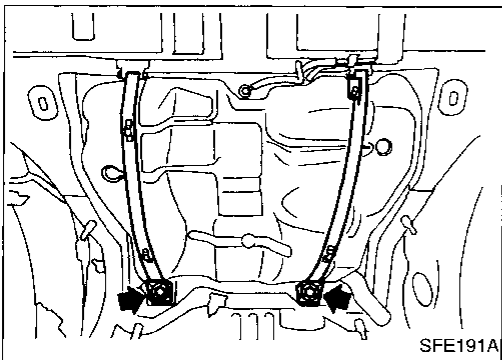
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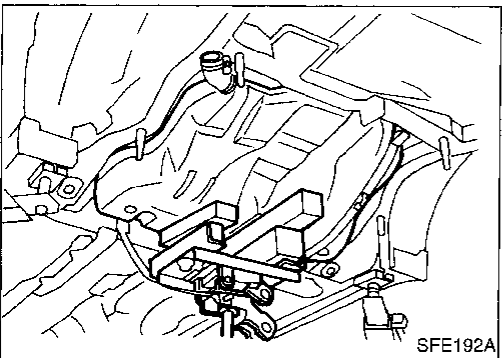
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1. Release fuel pressure. Refer to EC section ("Fuel Pressure Release", "BASIC SERVICE PROCEDURE").
2. Disconnect battery ground cable.
3. Drain fuel from fuel tank.
4. Disconnect electrical connectors.
5. Remove filler protector.
6. Disconnect filler tube and fuel tubes.



7. Remove fuel tank protector.
8. Remove tank mounting band bolts while supporting fuel tank.



9. Remove fuel tank.

INSTALLATION

To install, reverse the removal procedure.

CAUTION:

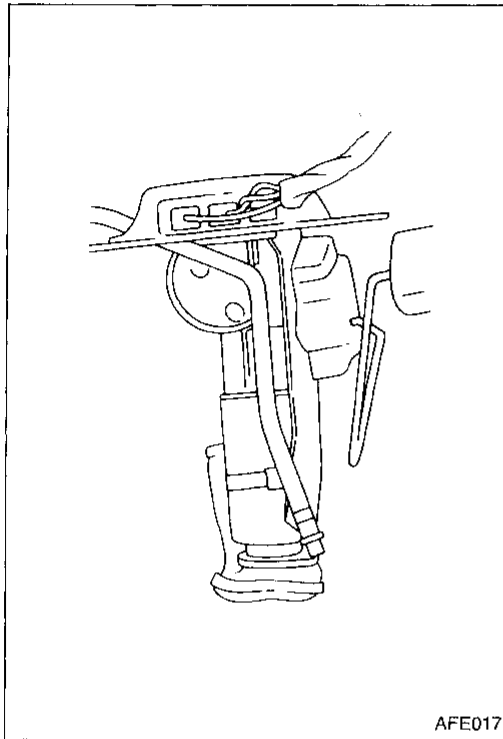
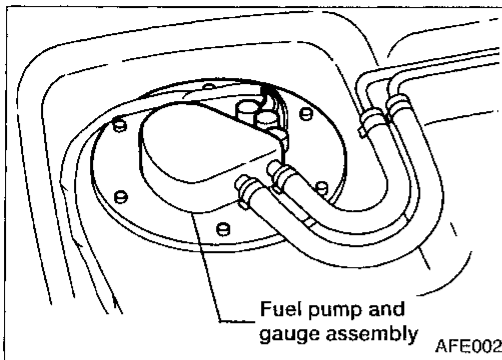
- Do not kink or twist hose and tube when they are installed.
- To avoid damaging hoses, do not tighten hose clamps excessively.
- Tighten bolts to specified torque.
- After installation, run engine and check for leaks at connections.

FUEL SYSTEM

Fuel Pump and Gauge

REMOVAL

1. Release fuel pressure.
Refer to EC section ("Fuel Pressure Release", "BASIC SERVICE PROCEDURE").
2. Disconnect battery ground cable.
3. Disconnect fuel tubes and electrical connectors.
4. Remove the six screws.
5. Remove fuel gauge assembly.



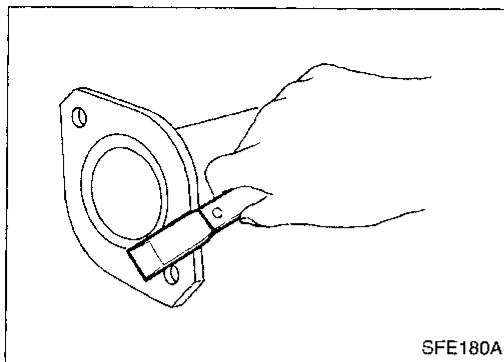
INSTALLATION

To install, reverse the removal procedure.

CAUTION:

- Always replace O-ring with a new one.
- Tighten the six screws to specified torque.
⊗: 2.0 - 2.4 N·m (0.20 - 0.26 kg-m, 17 - 23 in-lb)
- After installation, run engine and check for leaks at connections.

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.
- Do not overtighten the heated oxygen sensor or it may be damaged, which will cause the MIL to turn on.

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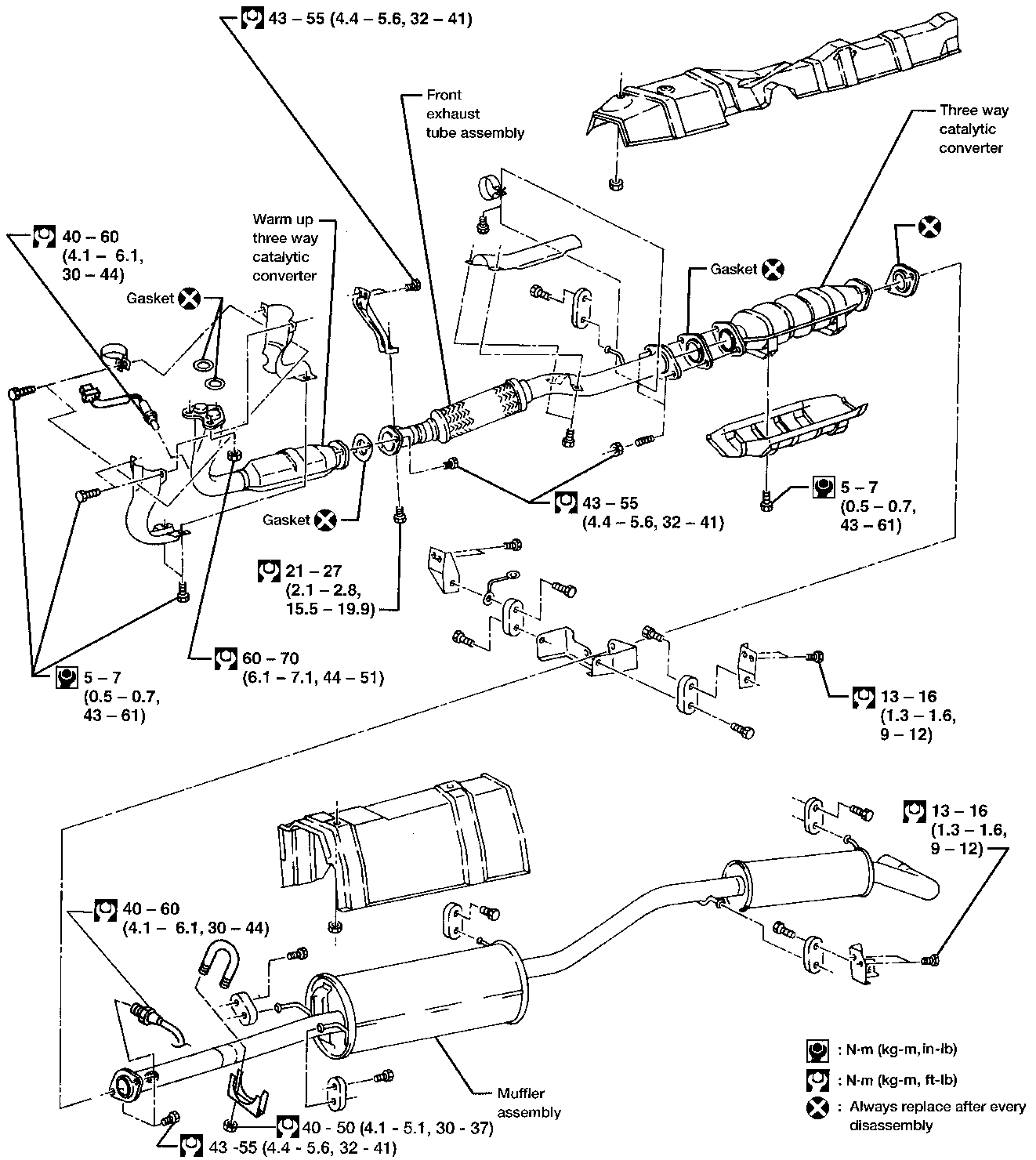
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EXHAUST SYSTEM



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