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FUEL SYSTEM

(GASOLINE)

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FU

PRECAUTIONS

1. Before working on the fuel system, disconnect from the negative battery terminal.
2. When working on the fuel system, keep away from visible fire hazards and do not smoke.
3. Keep gasoline off rubber or leather parts.
4. Work on only one component group at a time to avoid confusion between similar looking parts.
5. Keep work area clean to avoid contamination of carburetor and components.
6. Be careful not to mix up or lose clips or springs.

TROUBLESHOOTING

| Problem | Possible cause | Remedy | |
|---|---|--|---|
| Engine will not start/ Hard to start (cranks OK) | Carburetor problems <ul style="list-style-type: none"> • Choke operation • Needle valve sticking or clogged • Vacuum hose disconnected or damaged • Fuel cut solenoid valve not open | Check choke system Check float and needle valve Check fuel cut solenoid valve | E F F |
| Rough idle or stalls | Carburetor problems <ul style="list-style-type: none"> • Idle speed incorrect • Slow jet clogged • Idle mixture incorrect • Fuel cut solenoid valve not open • Fast idle speed setting incorrect (cold engine) • Choke valve open (cold engine) EBCV valve open EBCV hose disconnected or damaged Outer vent control valve not closed | Adjust idle speed Adjust idle mixture Check fuel cut solenoid valve Adjust fast idle speed Check choke system Check EBCV Check hoses Check outer vent control valve | F F F F E E E |
| Engine hesitates/ Poor acceleration | Carburetor problems <ul style="list-style-type: none"> • Float level too low • Accelerator pump faulty • Power valve faulty • Choke valve closed (hot engine) • Choke valve stuck open (cold engine) Fuel line clogged | Adjust float level Check power piston and valve Check choke system Check choke system Check fuel line | F F E F |
| Engine dieseling (runs after ignition switch is turned off) | Carburetor problems <ul style="list-style-type: none"> • Linkage sticking • Idle speed or fast idle speed out of adjustment • Fuel cut solenoid faulty | Adjust idle speed or fast idle speed Check fuel cut solenoid valve | F F |
| Poor gasoline mileage | Carburetor problems <ul style="list-style-type: none"> • Choke faulty • Idle speed too high • Deceleration fuel cut system faulty • Power valve always open Fuel leak | Check choke system Adjust idle speed Check deceleration system Repair as necessary | E F F |
| Insufficient fuel supply to carburetor | Fuel filter clogged Fuel pump faulty Fuel line clogged Fuel line bent or kinked | Replace fuel filter Replace fuel pump Check fuel line Replace fuel line | F F |

ON-VEHICLE INSPECTION

1. REMOVE AIR CLEANER

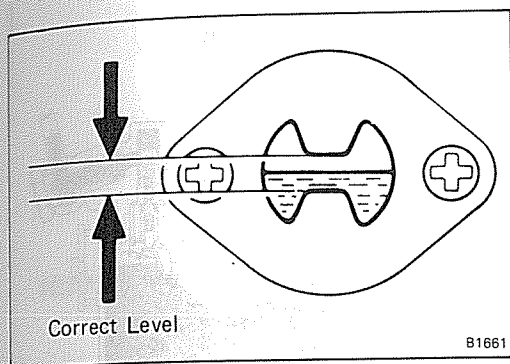
2. CHECK CARBURETOR AND LINKAGE

- Check that the various set screws, plugs and union bolts are tight and correctly installed.
- Check the linkage for excessive wear and missing snap rings.
- Check that the throttle valves open fully when the accelerator pedal is fully depressed.

3. CHECK FLOAT LEVEL

Check that the float level is even with the correct level in the sight glass.

If not, check the carburetor needle valve and float level, and adjust or repair, as necessary.



B1661

COLD ENGINE

4. CHECK AUTOMATIC CHOKE SYSTEM

(See page EC-39)

5. CHECK CHOKE BREAKER SYSTEM (See page EC-41)

6. CHECK CHOKE OPENER SYSTEM (See page EC-43)

7. CHECK THROTTLE POSITIONER SYSTEM (See page EC-14)

8. CHECK AAP SYSTEM (See page EC-46)

HOT ENGINE

9. CHECK CHOKE BREAKER SYSTEM (See page EC-41)

10. CHECK CHOKE OPENER SYSTEM (See page EC-43)

11. CHECK THAT CHOKE VALVE OPENS FULLY

12. CHECK AAP SYSTEM AND DIAPHRAGM (See page EC-46)

13. CHECK ACCELERATOR PUMP

Open the throttle valve, and check that gasoline spurts out from the acceleration nozzle.

14. CHECK AND ADJUST TP SETTING SPEED (See step 8 on page FU-25)

15. CHECK AND ADJUST FAST IDLE SPEED (See step 7 on page FU-24)

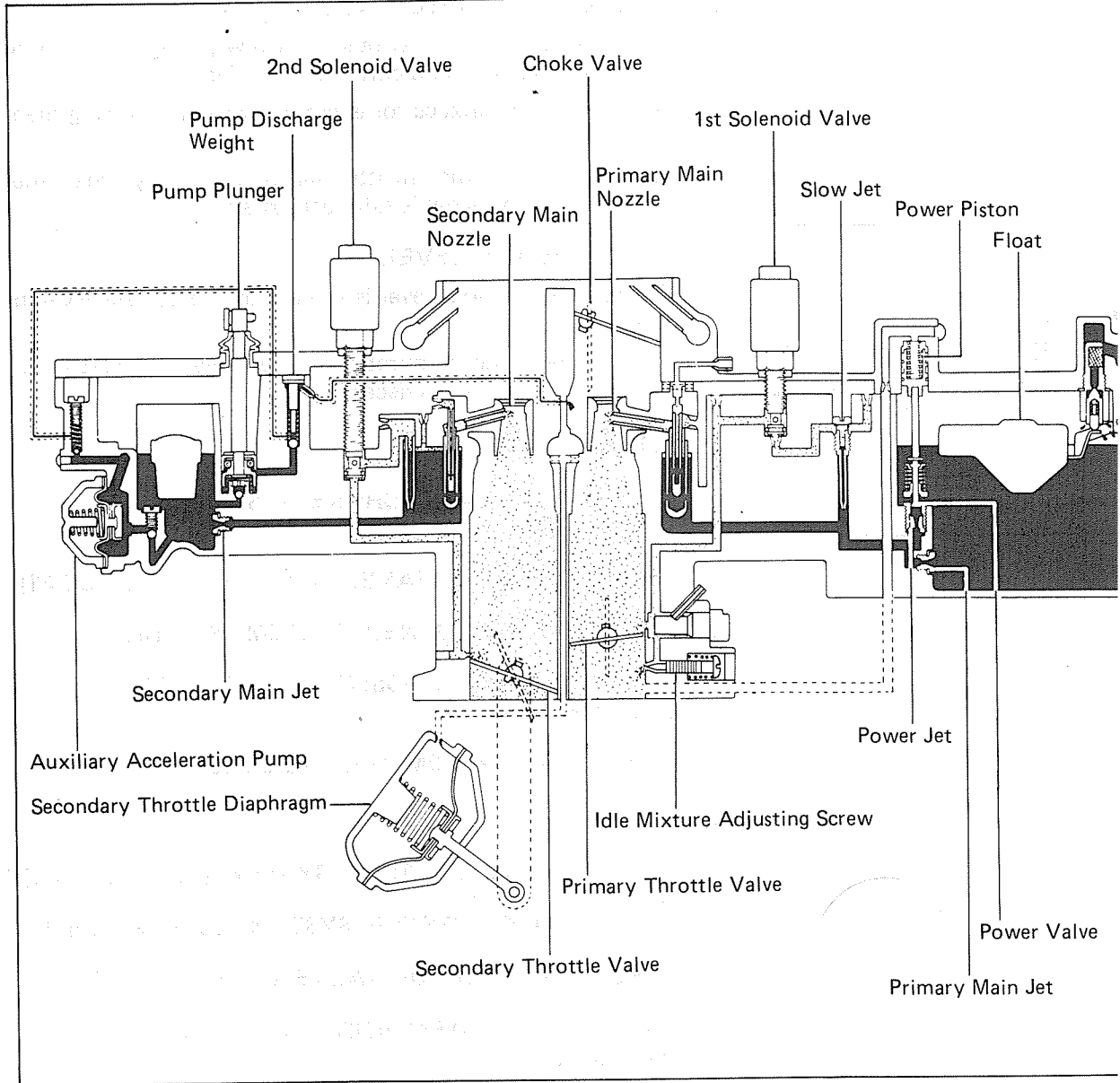
16. INSTALL AIR CLEANER

17. CHECK AND ADJUST IDLE SPEED (See step 6 on page FU-24)

18. IF NECESSARY, ADJUST IDLE MIXTURE (See pages FU-26, 27)

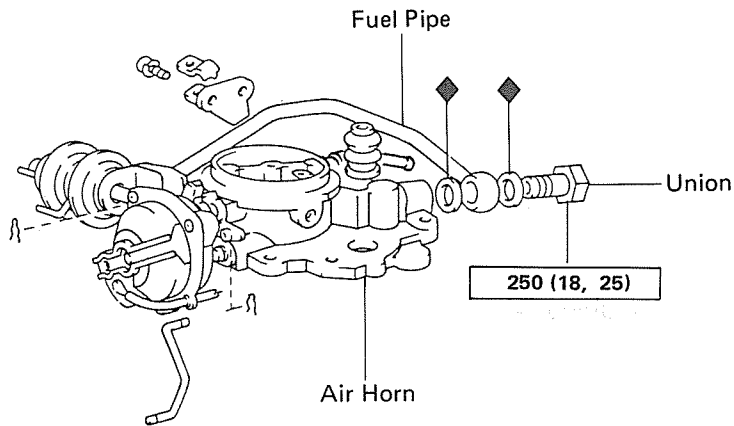
CARBURETOR

CARBURETOR CIRCUIT

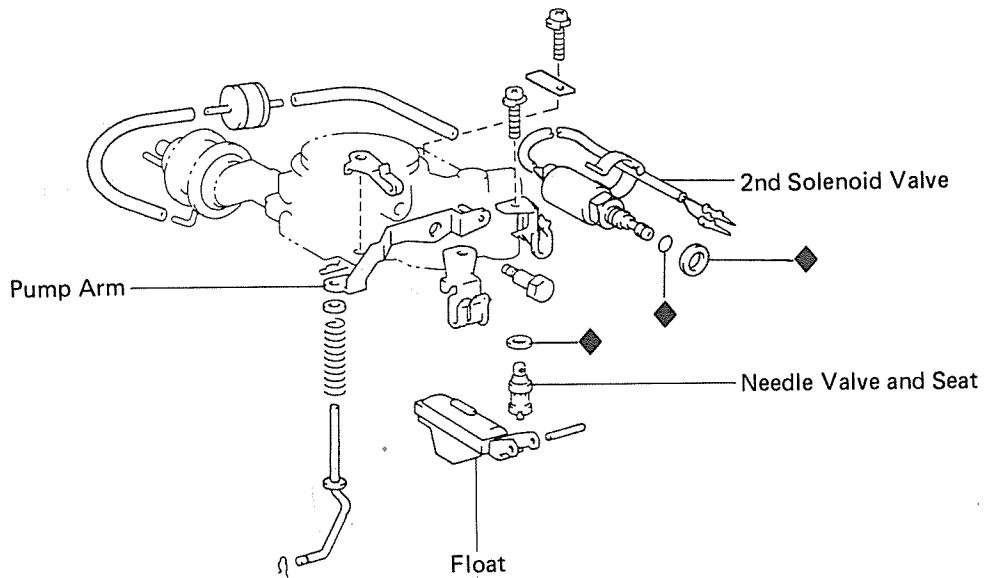
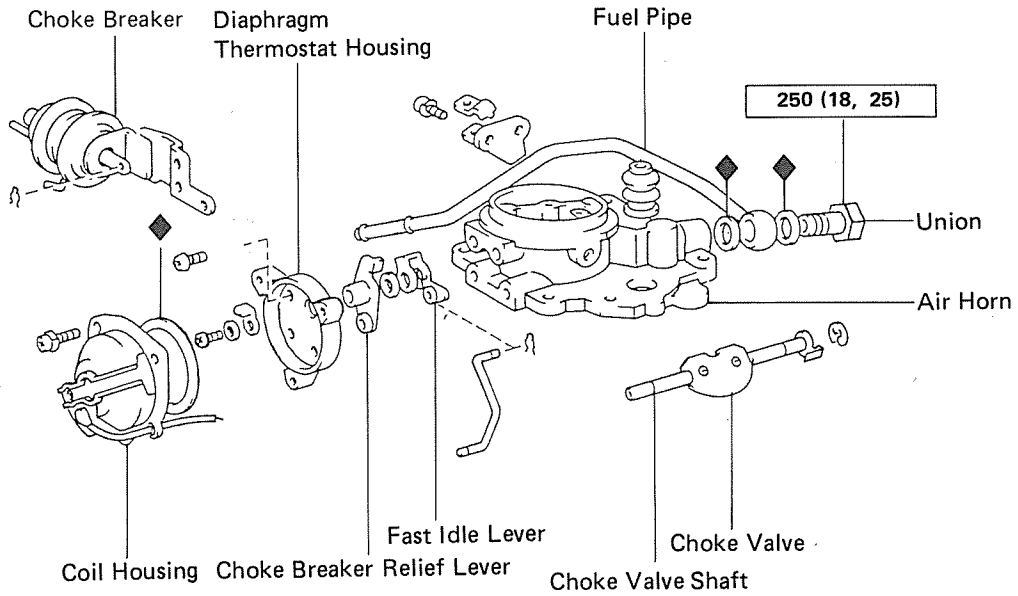


COMPONENTS

[USA]



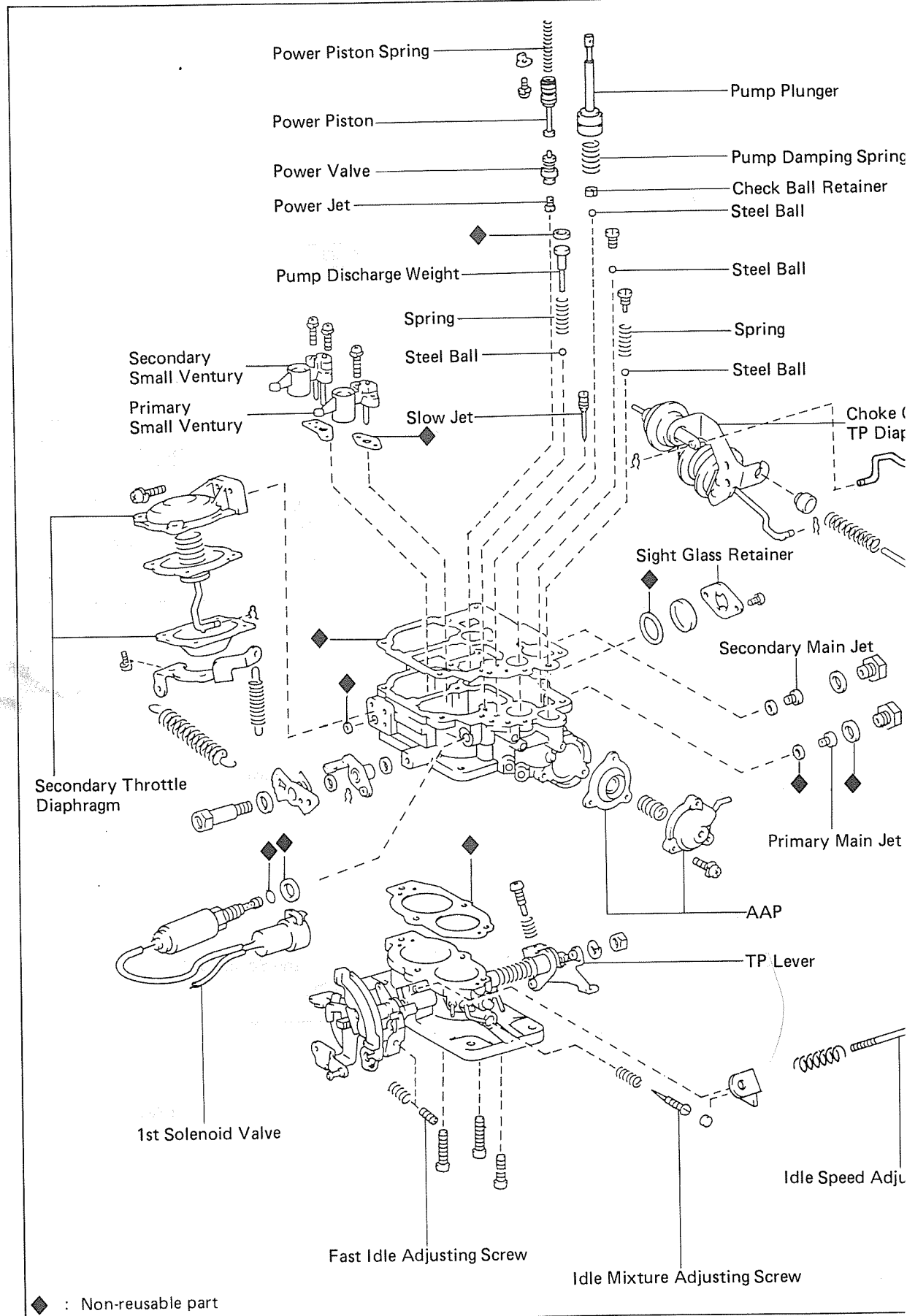
[CANADA]



kg-cm (ft-lb, N-m) : Tightening torque

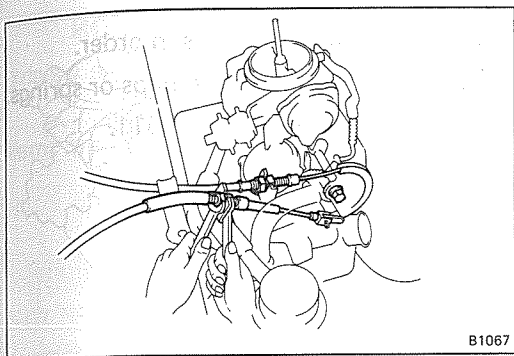
◆ : Non-reusable part

COMPONENTS (Cont'd)



REMOVAL OF CARBURETOR**1. REMOVE AIR CLEANER**

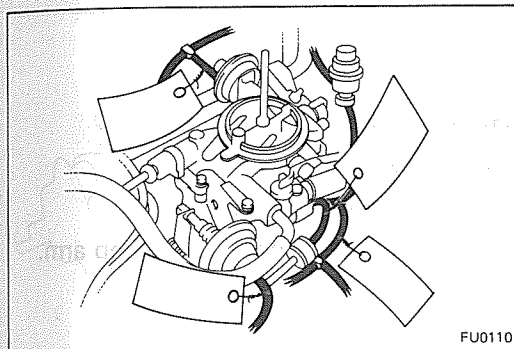
- (a) Disconnect the air intake hose.
- (b) Disconnect the emission control hoses from the air cleaner.
- (c) Remove the mounting bolts and butterfly nut.
- (d) Lift the air cleaner off the carburetor.

**2. DISCONNECT ACCELERATOR CABLE FROM CARBURETOR****3. DISCONNECT THROTTLE CABLE FOR AUTOMATIC TRANSMISSION****4. DISCONNECT WIRING CONNECTOR****5. DISCONNECT FOLLOWING HOSES FROM CARBURETOR:**

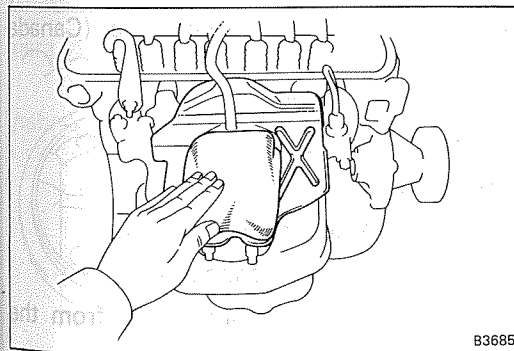
- (a) Emission control hoses

NOTE: Before disconnecting the vacuum hoses, use tags to indicatify how they should be reconnected.

- (b) Fuel inlet hose
- (c) Canister hose

**6. REMOVE CARBURETOR**

- (a) Remove the carburetor mounting nuts.
- (b) Remove the cold mixture heater wire clamp (USA) and lift out the EGR vacuum modulator bracket.
- (c) Lift out the carburetor.
- (d) Cover the inlet hole of the intake manifold with a shop cloth.



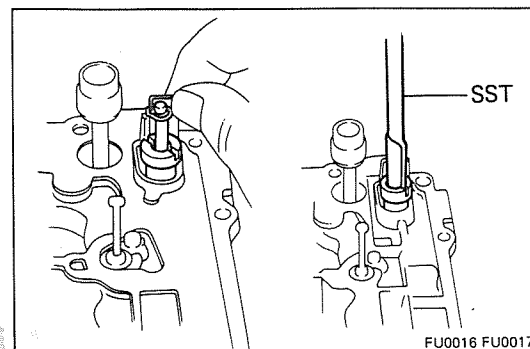
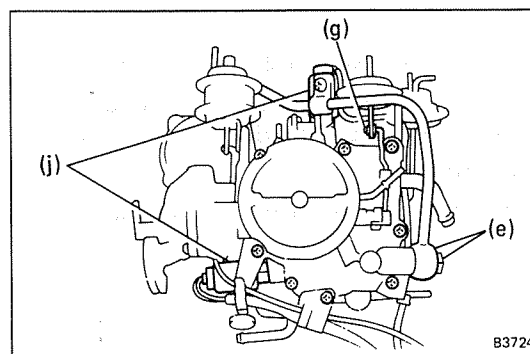
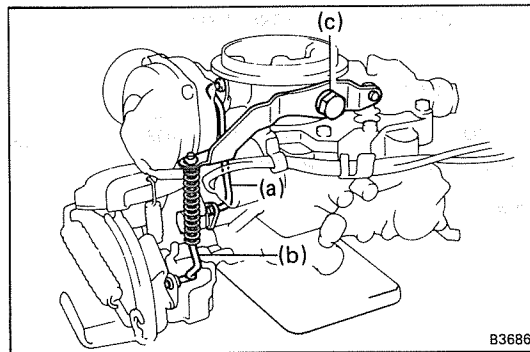
DISASSEMBLY OF CARBURETOR

(See pages FU-5, 6)

NOTE: To conform with USA and Canada regulations, the idle mixture adjusting screw is adjusted and sealed with a steel plug by the manufacturer. Normally, this plug should not be removed.

The following instructions are organized so that you work on only one component group at a time to help avoid confusion between similar-looking different subassemblies being on your workbench at the same time.

- (a) To facilitate reassembly, arrange parts in order.
- (b) Be careful not to mix up or lose balls, clips, etc.
- (c) Use carburetor driver set SST 09860-1101.

**Disassembly of Air Horn**

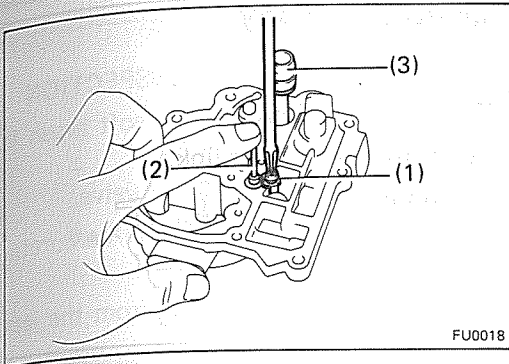
(See page FU-5)

1. REMOVE AIR HORN ASSEMBLY

- (a) Disconnect the choke link.
- (b) Disconnect the pump connecting rod.
- (c) Remove the pump arm pivot screw and pump arm.
- (d) Disconnect the choke breaker vacuum hose (if equipped).
- (e) Remove the union and fuel pipe.
- (f) Remove the eight air horn screws.
- (g) Disconnect the choke link.
- (h) Lift the air horn with gasket from the body.
- (i) Disconnect the wires from the connector.
- (j) Remove the 1st and 2nd solenoid valves from the body.

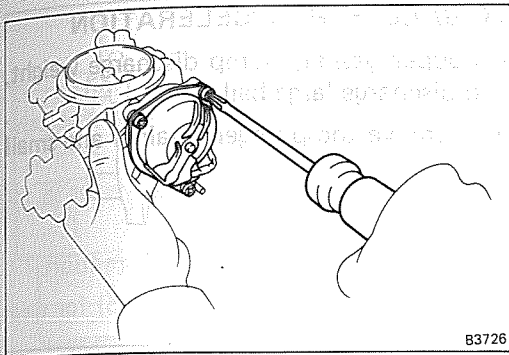
2. REMOVE FLOAT AND NEEDLE VALVE

- (a) Remove the float pivot pin, float and float subassembly.
- (b) Remove the air horn gasket.
- (c) Remove the needle valve seat and gasket.



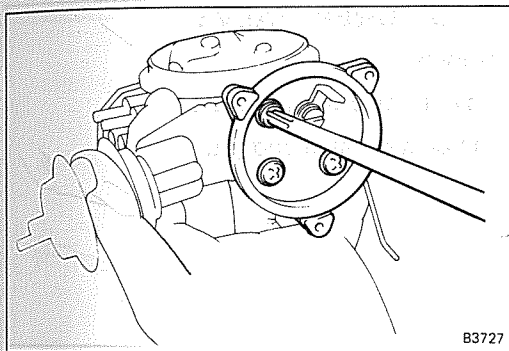
3. REMOVE POWER PISTON AND PUMP PLUNGER

- (a) Remove the power piston retainer (1), power piston (2) and spring.
- (b) Pull out the pump plunger (3) and remove the boot.



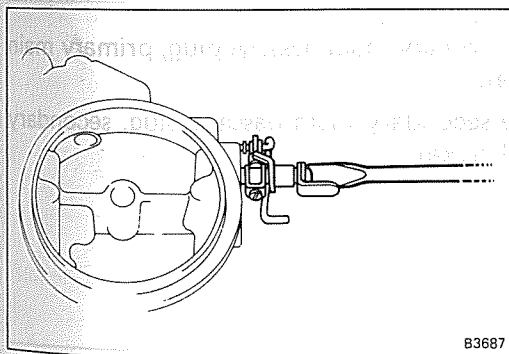
4. DISASSEMBLE CHOKE VALVE (CANADA only)

- (a) Remove the three coil housing set screws, coil housing and gasket.

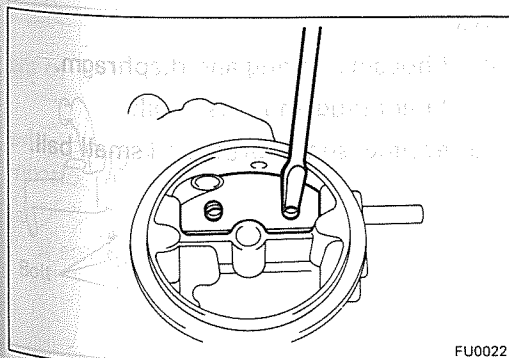


NOTE: Remove the following parts only if it is necessary to replace the choke shaft or choke breaker.

- (b) Remove the three thermostat housing screws and thermostat housing.
- (c) Disconnect the choke breaker link and remove the choke breaker diaphragm.



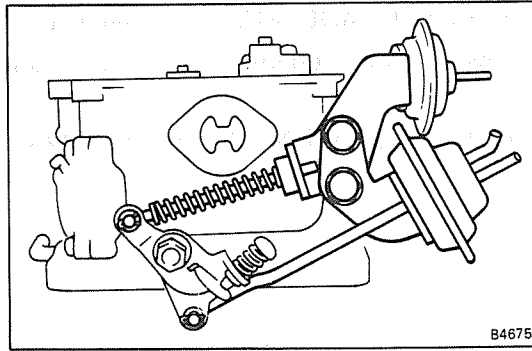
- (d) Remove the choke lever screw, choke lever, choke breaker relief lever and washers.
- (e) Remove the fast idle lever screw and lever.



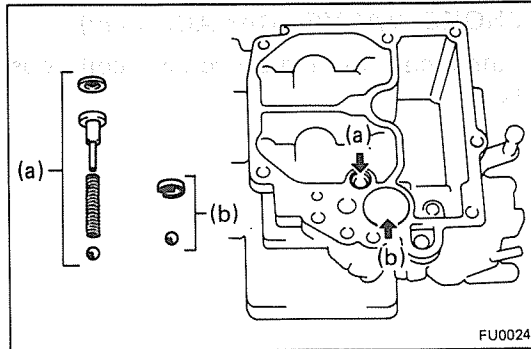
- (f) File off the peened parts of the choke valve set screws and remove the choke valve.

Disassembly of Carburetor Body

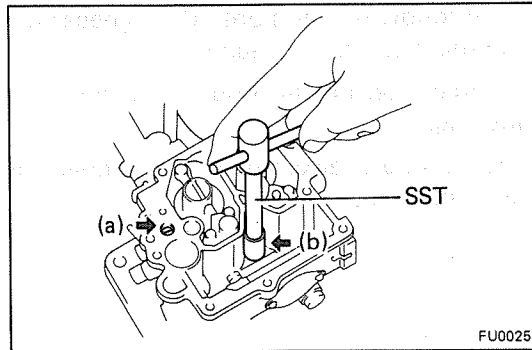
(See pages FU-5, 6)

**1. REMOVE THROTTLE POSITIONER**

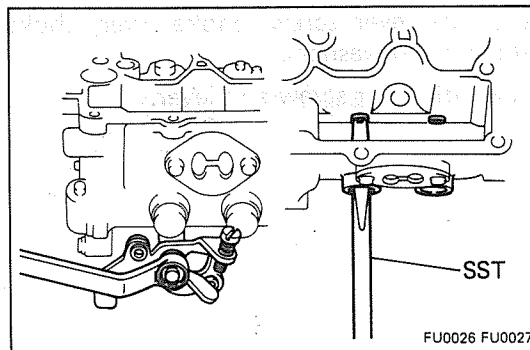
- (a) Disconnect the throttle positioner link.
- (b) Remove the two bolts.

**2. REMOVE CHECK BALL FOR ACCELERATION**

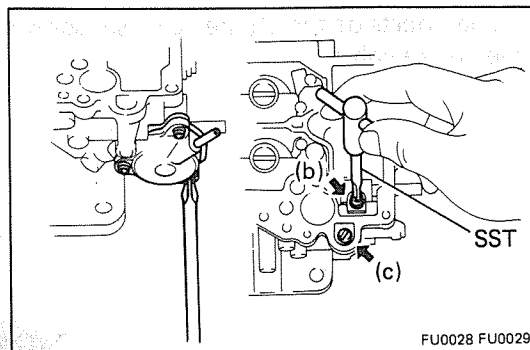
- (a) Remove the stopper gasket, pump discharge long spring and discharge large ball.
- (b) Using tweezers, remove the plunger retainer ball.

**3. REMOVE JETS AND POWER VALVE**

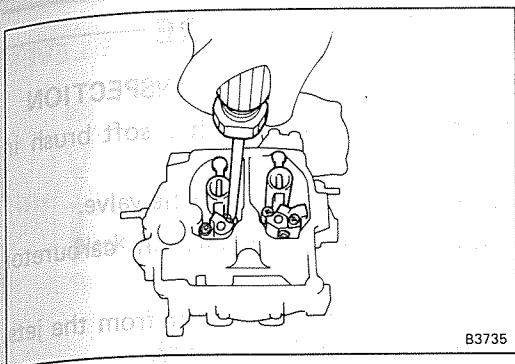
- (a) Remove the slow jet.
- (b) Remove the power valve with the jet.
- (c) Disassemble the power valve and jet.



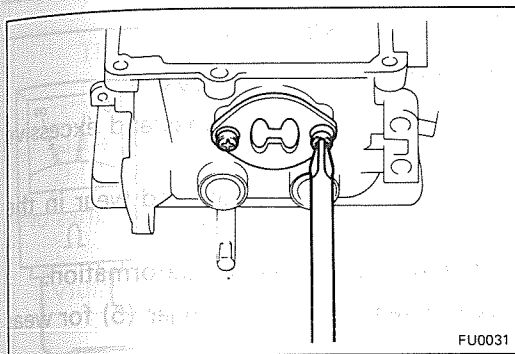
- (d) Remove the TP levers. Remove the primary main passage plug, primary jet and gasket.
- (e) Remove the secondary main passage plug, main jet and gasket.

**4. DISASSEMBLE AAP**

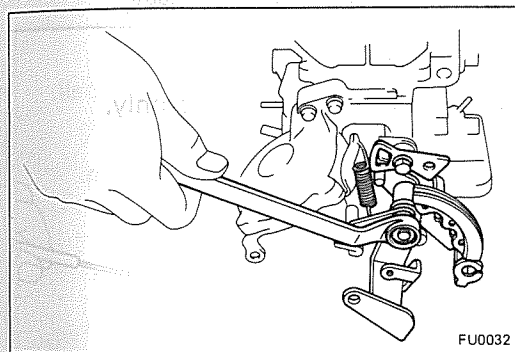
- (a) Remove the AAP housing, spring and diaphragm.
- (b) Remove the AAP inlet plug and small ball.
- (c) Remove the outlet plug, short spring and diaphragm.



5. REMOVE PRIMARY AND SECONDARY SMALL VENTURIES

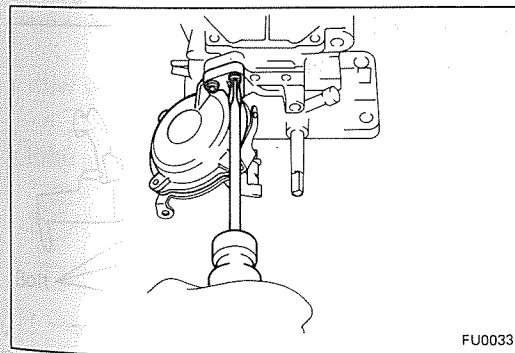


6. REMOVE SIGHT GLASS RETAINER, SIGHT GLASS AND O-RING



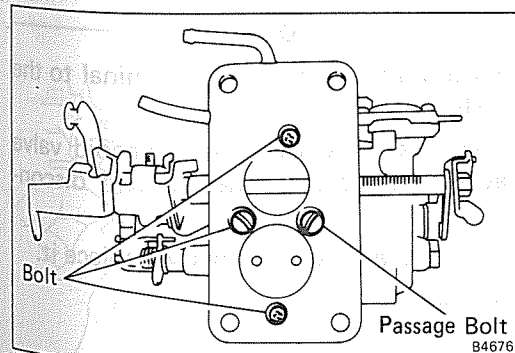
7. REMOVE THROTTLE LEVER AND FAST IDLE CAM SUBASSEMBLY

- (a) Remove the throttle return spring.
- (b) Remove the throttle back spring.
- (c) Remove the nut and throttle lever.
- (d) Remove the bolt and the fast idle cam.



8. REMOVE SECONDARY THROTTLE VALVE DIAPHRAGM

- (a) Disconnect the link.
- (b) Remove the diaphragm assembly and gasket.



9. SEPARATE BODY AND FLANGE

Remove the three bolts and vacuum passage bolt. Separate the body and flange.

GENERAL CLEANING PROCEDURE

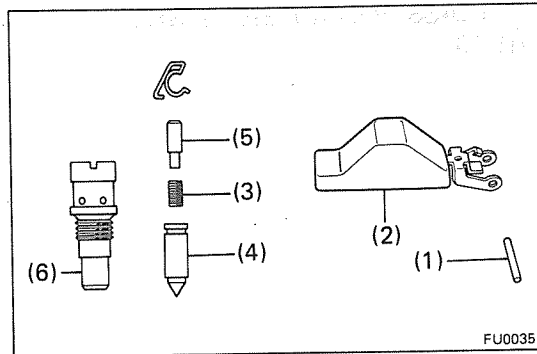
CLEAN DISASSEMBLED PARTS BEFORE INSPECTION

- Wash and clean the cast parts with a soft carburetor cleaner.
- Clean off the carbon around the throttle valve.
- Wash the other parts thoroughly in carburetor cleaner.
- Blow all dirt and other foreign matter from fuel passages and restrictions in the body.

INSPECTION OF CARBURETOR

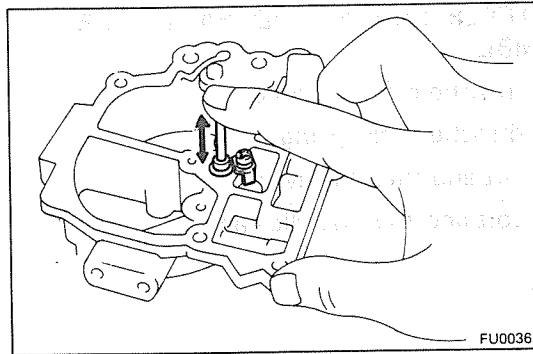
1. INSPECT FLOAT AND NEEDLE VALVE

- Inspect the pivot pin (1) for scratches and wear.
- Inspect the float (2) for broken lips and worn pivot pin holes.
- Inspect the spring (3) for breaks and deformation.
- Inspect the needle valve (4) and plunger (5) for wear or damage.
- Inspect the strainer (6) for rust and breaks.



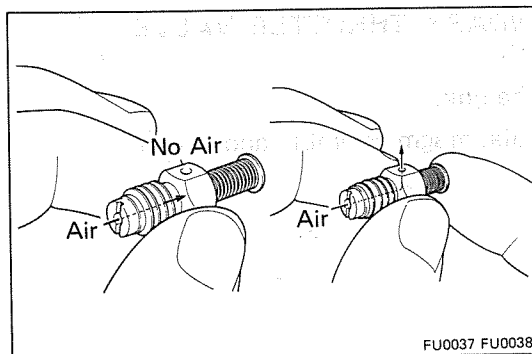
2. INSPECT POWER PISTON

Make sure that the power piston moves smoothly.



3. INSPECT POWER VALVE

Check for faulty opening and closing action.

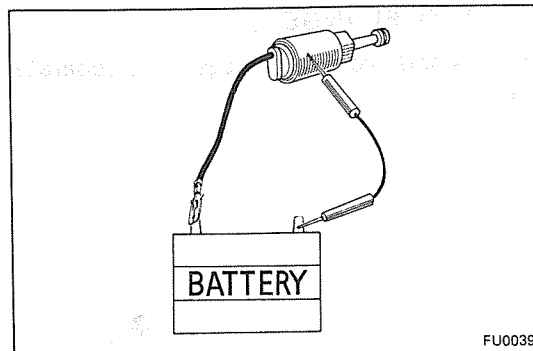


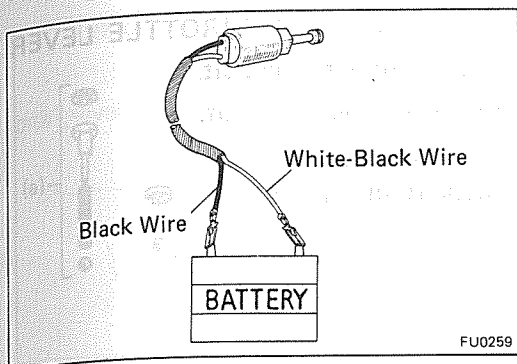
4. INSPECT FUEL CUT SOLENOID

- Connect the solenoid valve body and terminals to battery terminals.
- You should feel the click from the solenoid when the battery power is connected and the valve is actuated.

If the solenoid valve is not operating properly, replace the O-ring.

- Replace the O-ring.





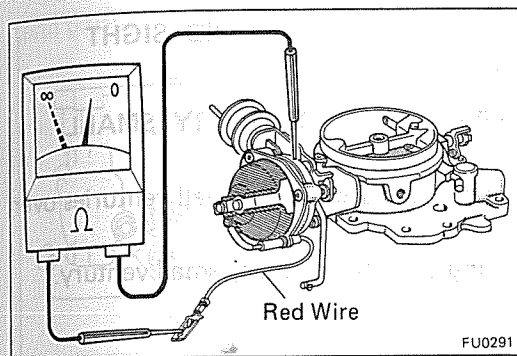
FU0259

5. INSPECT SECOND FUEL CUT SOLENOID VALVE

- (a) Connect the terminal to the battery terminals.
- (b) You should feel the click from the solenoid valve when the battery power is connected and disconnected.

If the solenoid valve is not operating properly, replace it.

- (c) Replace the O-ring.



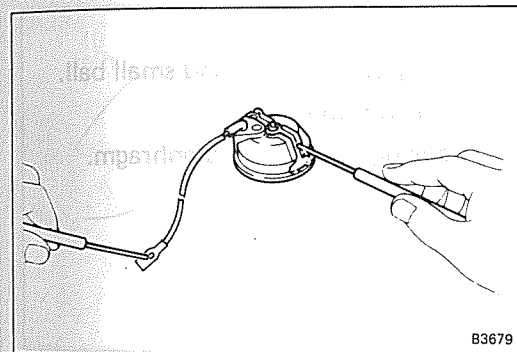
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6. INSPECT CHOKE HEATER (USA only)

Using an ohmmeter, measure the resistance between the terminal (2) and thermostat housing.

Resistance: 18 Ω

If a problem is found, replace the air horn assembly.



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7. INSPECT COIL HOUSING (CANADA only)

Using an ohmmeter, measure the resistance between the terminal and coil housing.

Resistance: 21 Ω

If a problem is found, replace the coil housing.

ASSEMBLY OF CARBURETOR

(See pages FU-5, 6)

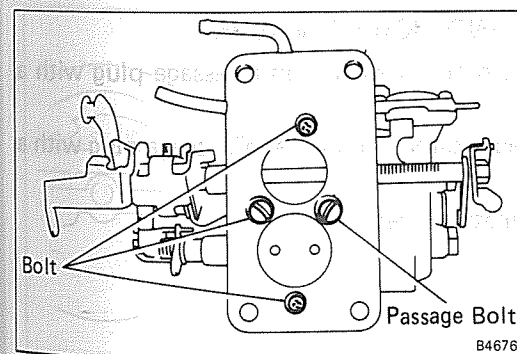
NOTE: Use new gaskets and O-rings throughout.

Assembly of Carburetor Body

(See pages FU-5, 6)

1. ASSEMBLE CARBURETOR BODY AND FLANGE

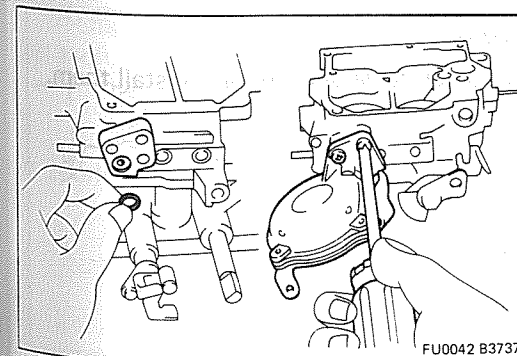
- (a) Place the gasket and body onto the flange.
- (b) Install a vacuum passage bolt, as shown.
- (c) Install the three bolts.



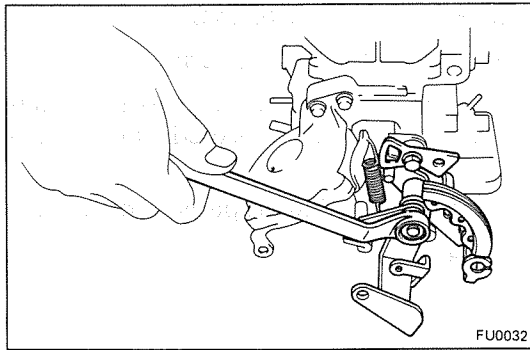
B4676

2. INSTALL SECONDARY THROTTLE VALVE DIAPHRAGM

- (a) Assemble the secondary throttle valve diaphragm.
- (b) Position the gasket, and install the diaphragm assembly.
- (c) Connect the link.

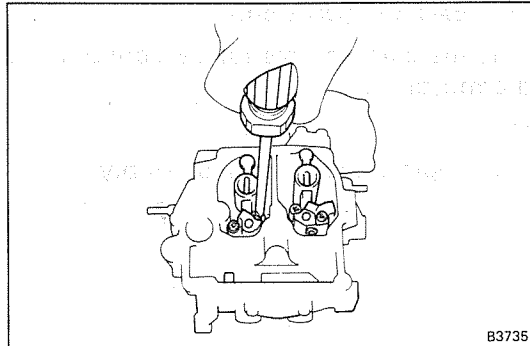


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3. INSTALL FAST IDLE CAM AND THROTTLE

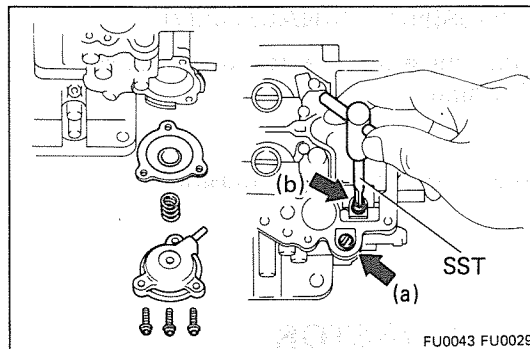
- (a) Install the fast idle cam with the bolt.
- (b) Install the throttle lever with the nut.
- (c) Install the throttle back spring.
- (d) Install the throttle return spring.



4. INSTALL O-RING, SIGHT GLASS AND SIGHT GLASS RETAINER

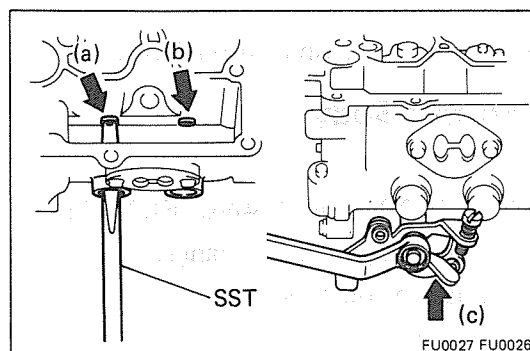
5. INSTALL PRIMARY AND SECONDARY SMALL VENTURIES

- (a) Install the primary and secondary small venturi with new gaskets.
- (b) Install the O-ring onto the primary small venturi.



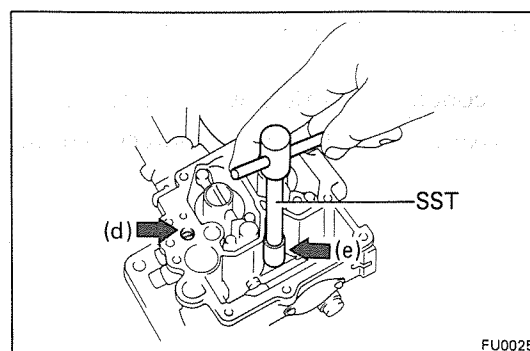
6. INSTALL AAP

- (a) Install the outlet plug, short spring and small ball.
- (b) Install the inlet plug and small ball.
- (c) Install the AAP housing, spring and diaphragm.

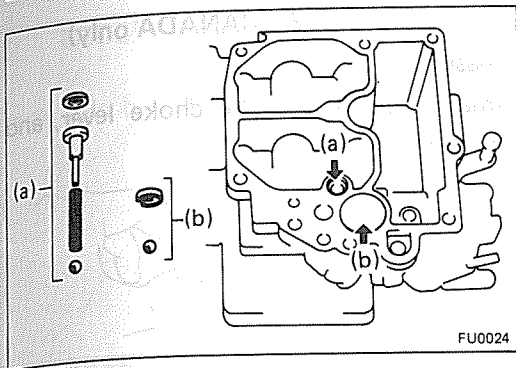


7. INSTALL JETS AND POWER VALVE

- (a) Install the primary main jet and passage plug with new gasket.
- (b) Install the secondary main jet and passage plug with new gasket.
- (c) Install the throttle lever.

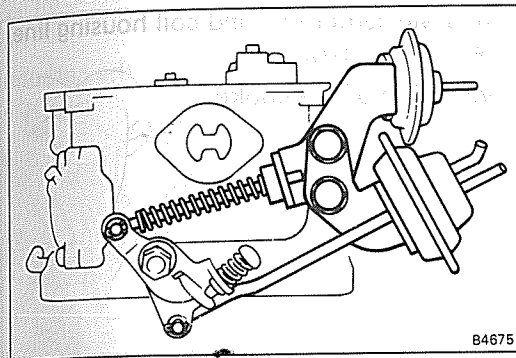


- (d) Install the slow jet.
- (e) Assemble the power valve and jet, and install.

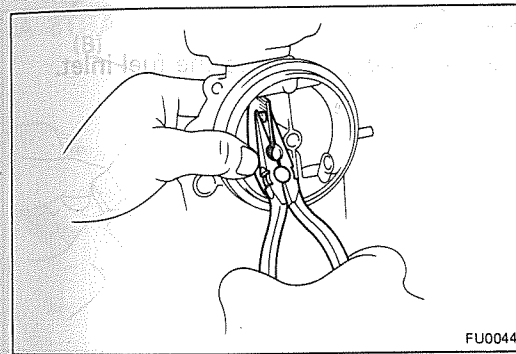


8. INSTALL CHECK BALLS FOR ACCELERATION

- (a) Install the discharge large ball, long spring, pump discharge weight and stopper gasket.
- (b) Using tweezers, insert the plunger small ball and retainer.



9. INSTALL THROTTLE POSITIONER

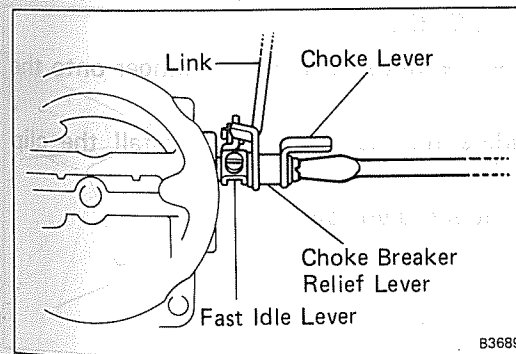


Assembly of Air Horn

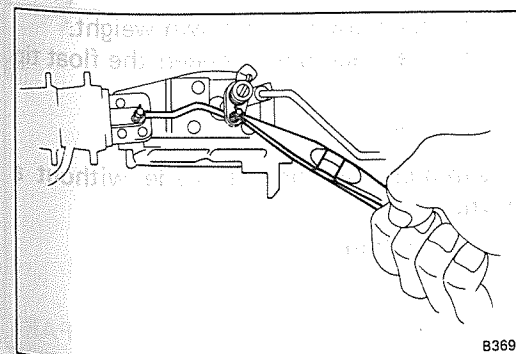
(See pages FU-5, 6)

1. INSTALL CHOKE SHAFT (CANADA only)

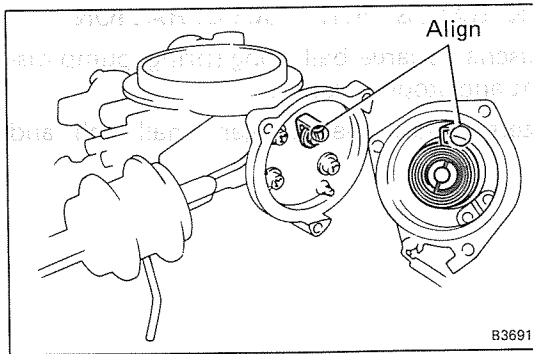
- (a) Install the choke shaft.
 - (b) Install the choke valve with new screws.
- NOTE: Crimp the screw.



- (c) Install the fast idle lever with the screw.
- (d) Install the washer and choke breaker relief lever.
- (e) Install the choke lever and washer with the screw.

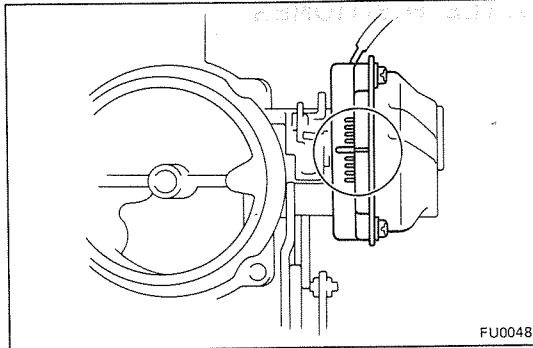


- (f) Connect the choke breaker link to the choke breaker relief lever.
- (g) Install the thermostat case over the choke breaker diaphragm bracket with three screws.

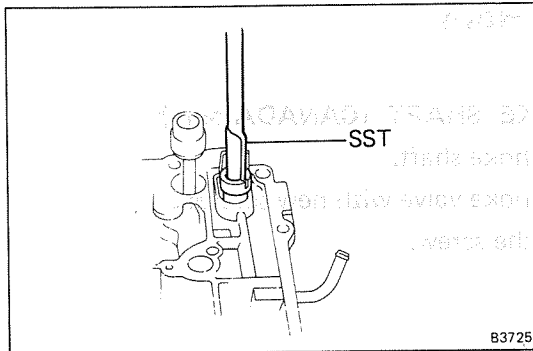


2. INSTALL AUTOMATIC CHOKE (CANADA or

- (a) Install a new gasket.
- (b) Align the bimetal spring and the choke housing, then install the coil housing.

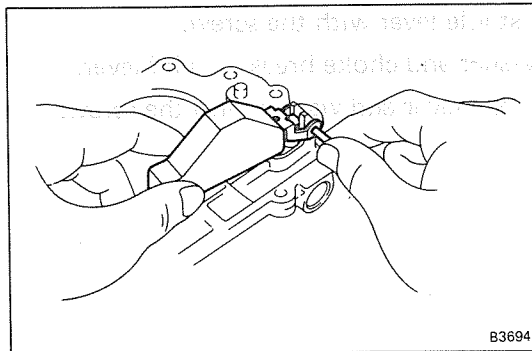


- (c) Align the body scale center line and coil housing, then tighten the three screws.
- (d) Check the valve action of the choke.



3. INSTALL VALVE SEAT

3. Install the valve seat over the gasket into the fuel passage.

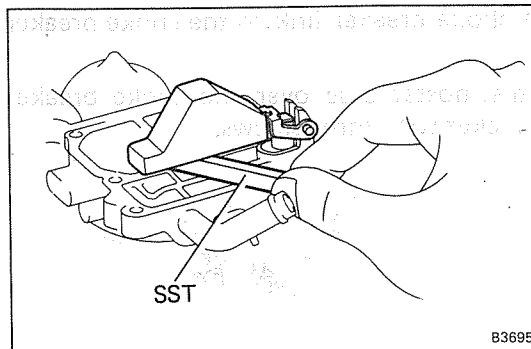


4. ADJUST FLOAT LEVEL

- (a) Install the needle valve, spring and plunger seat.

NOTE: After adjusting the float level, install the needle valve onto the needle valve seat.

- (b) Install the float and pivot pin.

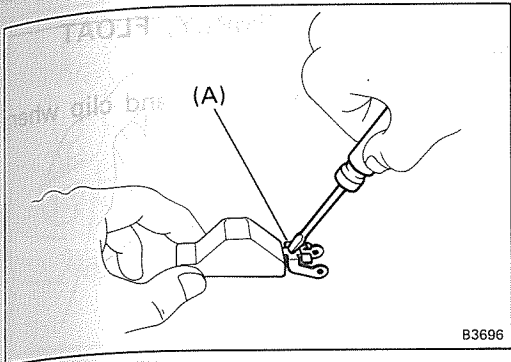


- (c) Allow the float to hang down by its own weight. Using SST, check the clearance between the float and air horn.

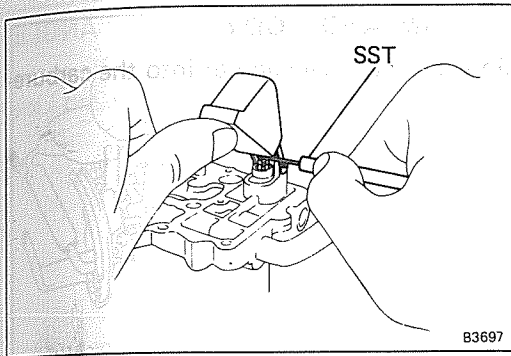
SST 09240-00014

NOTE: This measurement should be made with the gasket on the air horn.

Float level: 7.2 mm (0.283 in.)



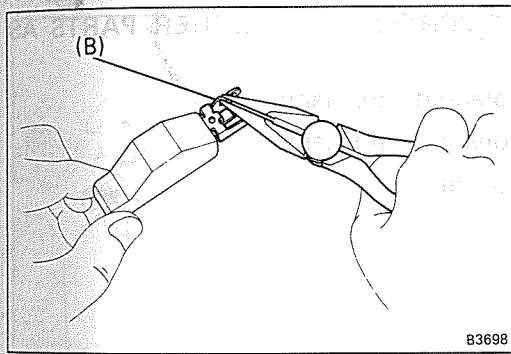
- (d) Adjust by bending the portion of the float lip marked (A).



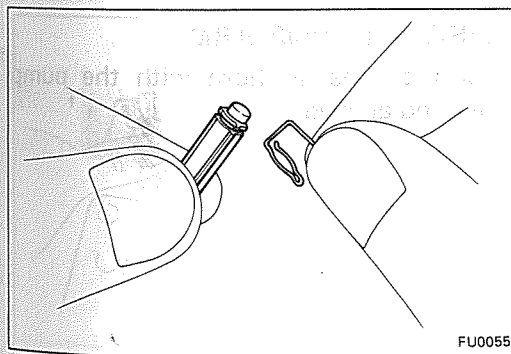
- (e) Lift up the float and, using SST, check the clearance between the needle valve plunger and the float lip.

SST 09240-00020

Float level (lowered position): 1.67 – 1.99 mm
(0.0657 – 0.0783 in.)

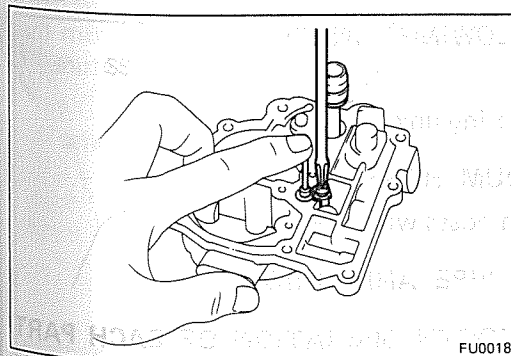


- (f) Adjust by bending the portion of the float lip marked (B).



- (g) After adjusting the float level, remove the float, plunger, spring and needle valve.

- (h) Assemble the pin clip onto the needle valve.



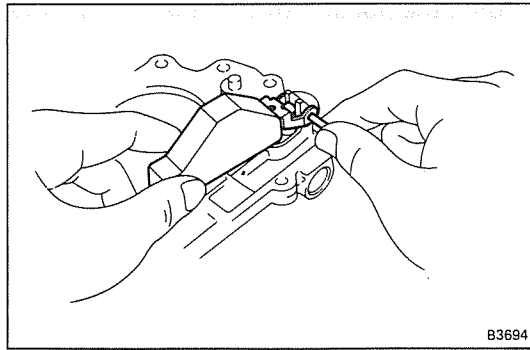
5. INSTALL POWER PISTON

- (a) Install the power piston spring and piston into the bore.

- (b) Install the retainer.

6. INSTALL ACCELERATION PUMP PLUNGER AND BOOT

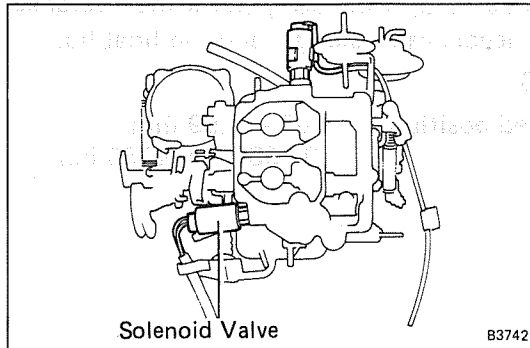
7. INSTALL AIR HORN GASKET ONTO AIR HORN



B3694

8. INSTALL NEEDLE VALVE ASSEMBLY, FLOAT AND PIVOT PIN

Insert the float lip between the plunger and installing the float.

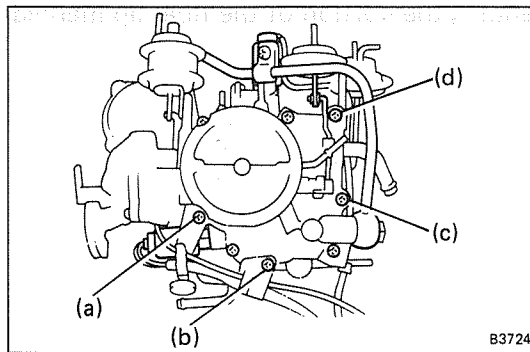


Solenoid Valve

B3742

9. ASSEMBLE AIR HORN AND BODY

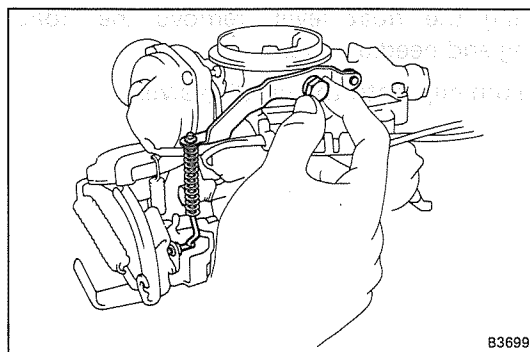
Install the solenoid valve with new gasket into the carburetor body.



B3724

10. INSTALL EIGHT SCREWS WITH OTHER PARTS AS FOLLOWS:

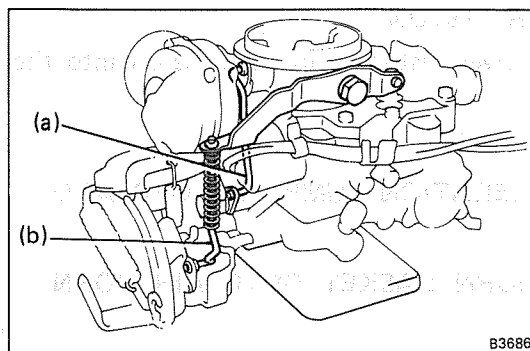
- (a) Choke and solenoid wire clamp
- (b) Choke and solenoid wire clamp
- (c) Fuel inlet bracket
- (d) Number plate



B3699

11. INSTALL ACCELERATOR PUMP ARM

Install the pump arm to the air horn with plunger hole and lever and aligned.



B3686

12. CONNECT FOLLOWING LINKS:

- (a) Choke link
- (b) Pump connecting link

13. INSTALL VACUUM HOSE

Install the vacuum hoses with the jet.

14. INSTALL FUEL PIPE AND UNION

15. CHECK FOR SMOOTH OPERATION OF EACH PART

ADJUSTMENT OF CARBURETOR

NOTE: Use SST 09240-00014 and 09240-00020 to make adjustment.

1. CHECK AND ADJUST THROTTLE VALVE OPENING

(a) Check the full opening angle of the primary throttle valve.

Standard angle: 90° from horizontal plane

(b) Adjust by bending the 1st throttle lever stopper.

(c) Check the full opening angle of the secondary throttle valve.

Standard angle: 80° from horizontal plane.

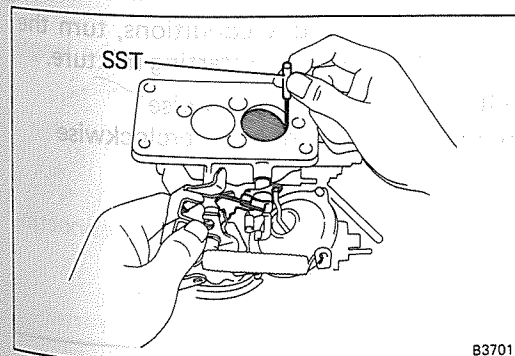
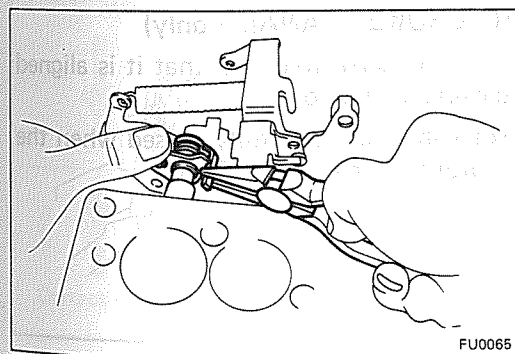
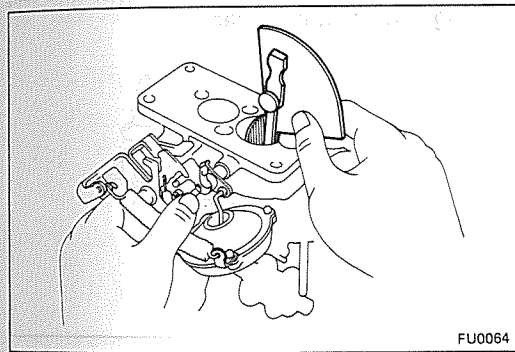
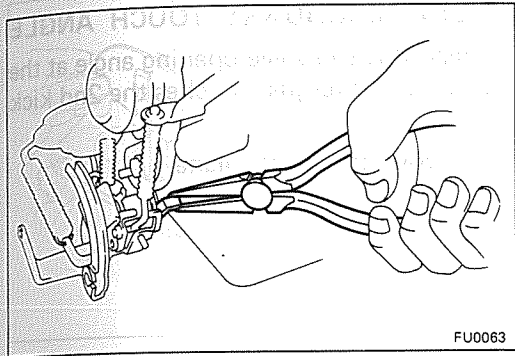
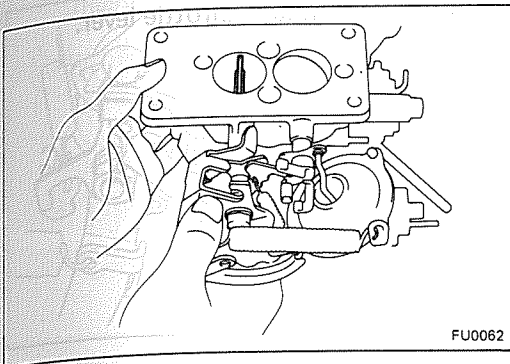
(d) Adjust by bending the secondary throttle lever stopper.

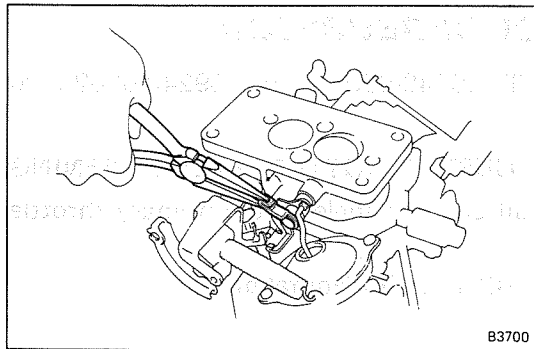
2. CHECK AND ADJUST KICK-UP SETTING

(a) With the primary throttle valve fully opened, check the clearance between the secondary throttle valve and body.

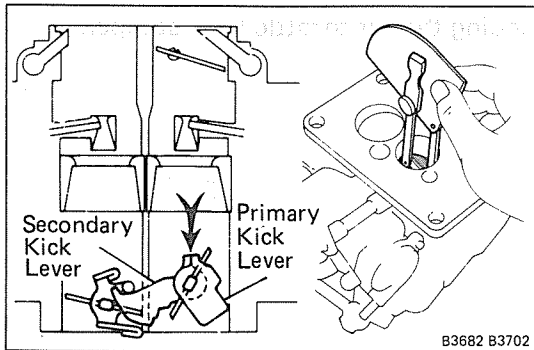
Kick-up clearance:

| | |
|--------|--------------------------------------|
| USA | 0.11 – 0.22 mm (0.0043 – 0.0087 in.) |
| CANADA | 0.16 – 0.27 mm (0.0063 – 0.0106 in.) |





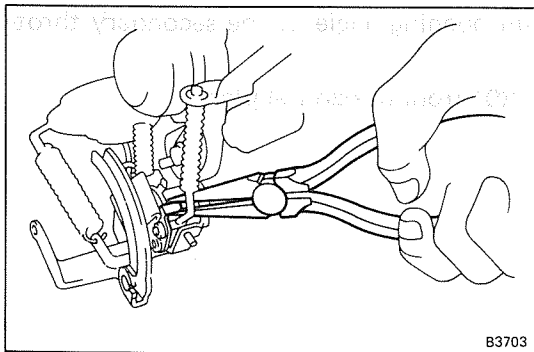
(b) Adjust by bending the secondary throttle lever.



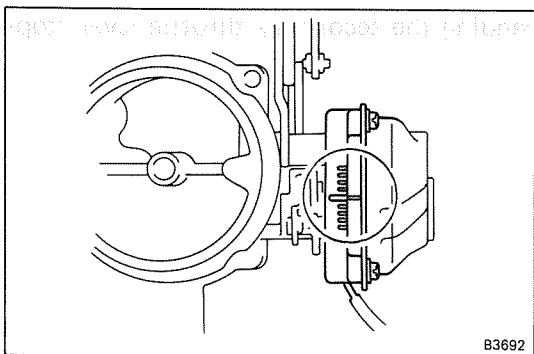
3. CHECK AND ADJUST SECONDARY TOUCH

(a) Check the primary throttle valve opening at the same time the 1st kick lever just touches the lever.

Standard angle: 52° from horizontal plane



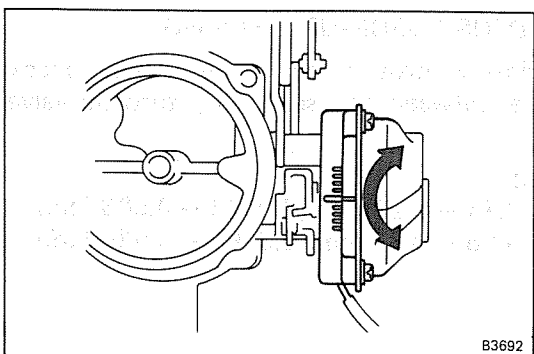
(b) Adjust by bending the 1st kick lever.



4. SET AUTOMATIC CHOKE (CANADA only)

(a) Set the coil housing scale mark so that it is in line with the center line of the body.

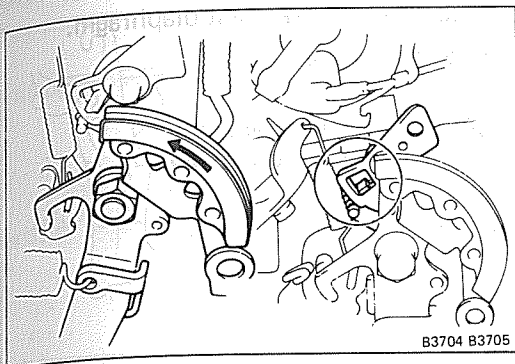
NOTE: The choke valve becomes fully closed when atmospheric temperature reaches 30°C (86°F).



(b) Depending on vehicle operating conditions, adjust the coil housing and adjust the engine starting mixture.

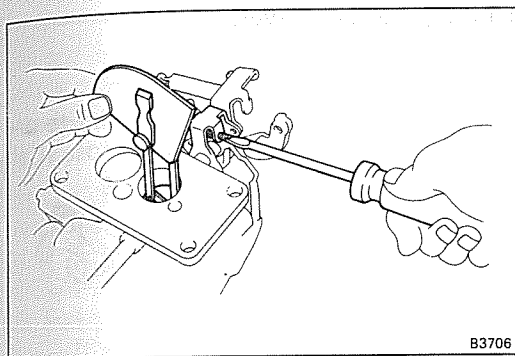
If too rich Turn clockwise

If too lean Turn counterclockwise



5. CHECK AND ADJUST FAST IDLE SETTING

- (a) Set the throttle shaft lever to the 1st step of the fast idle cam as shown.



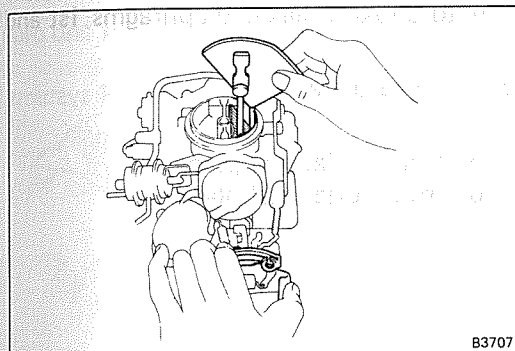
- (b) With the choke valve fully closed, check the primary throttle valve angle.

Adjust by turning the fast idle adjusting screw.

Standard angle:

USA 20° from horizontal plane

CANADA 21° from horizontal plane



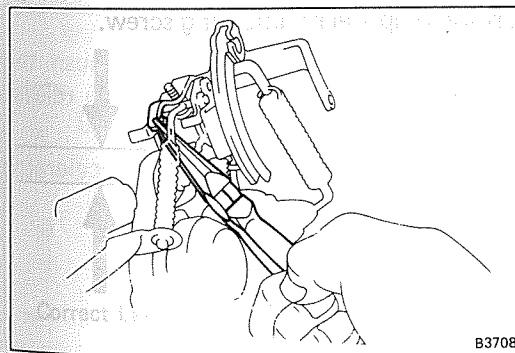
6. CHECK AND ADJUST UNLOADER

- (a) With the primary throttle valve fully opened, check the choke valve angle.

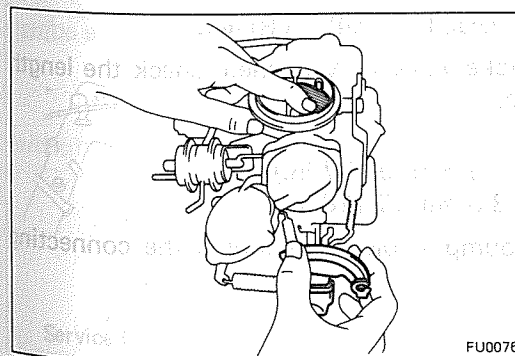
Standard angle:

USA 41° from horizontal plane

CANADA 47° from horizontal plane



- (b) Adjust by bending the fast idle lever.

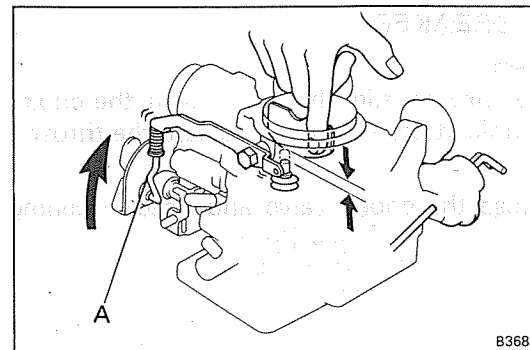
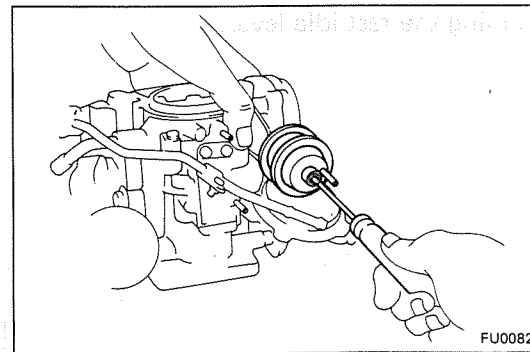
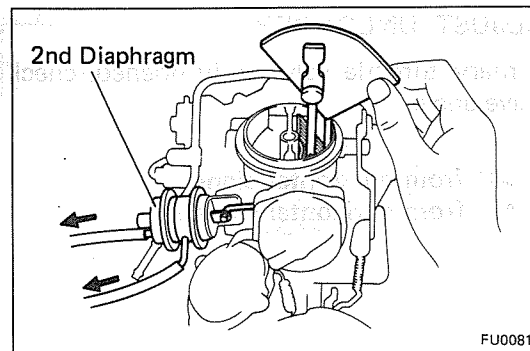
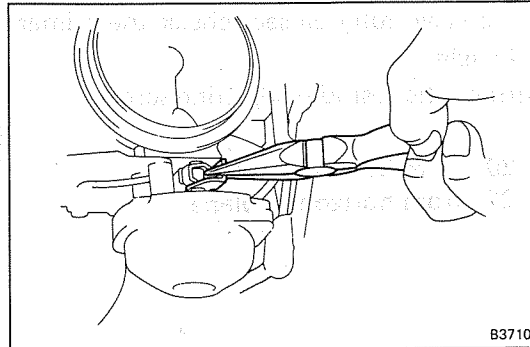
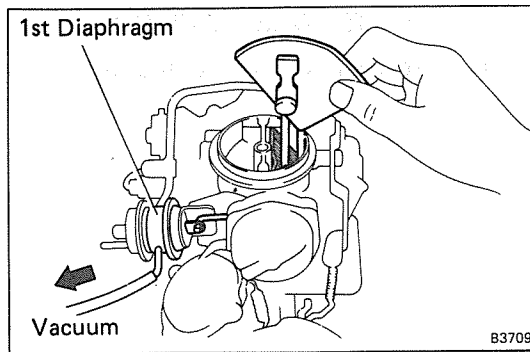


7. CHECK CHOKE BREAKER

Set the fast idle cam.

While holding the throttle slightly open, push the choke valve closed, and hold it closed as you release the throttle valve.

NOTE: Fully close the choke valve and check opening angle.



- (a) Apply vacuum to choke breaker 1st diaphragm.
- (b) Check the choke valve angle.

Standard angle:

USA 38° from horizontal plane
 CANADA 39° from horizontal plane

- (c) Adjust by bending the relief lever.

- (d) Apply vacuum to choke breaker diaphragm 2nd.

- (e) Check the choke valve angle.

Standard angle:

USA 55° from horizontal plane
 CANADA 50° from horizontal plane

- (f) Adjust by turning diaphragm adjusting screw.

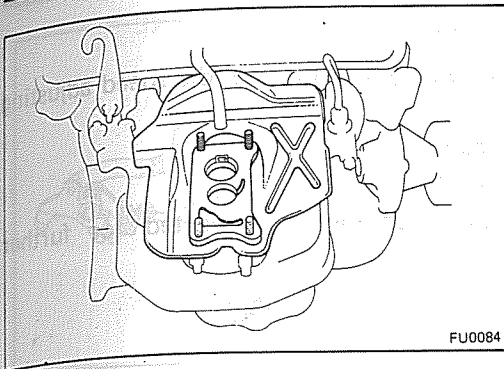
8. CHECK AND ADJUST PUMP STROKE

- (a) With the choke valve fully opened, check the pump stroke.

Standard stroke:

USA 4.0 mm (0.157 in.)
 CANADA 3.0 mm (0.118 in.)

- (b) Adjust the pump stroke by bending the link (A).



INSTALLATION OF CARBURETOR

1. INSTALL CARBURETOR

- Place the insulator on the intake manifold.
- Install the carburetor.
- Install the EGR vacuum modulator bracket.
- Clamp the cold mixture heater wire.
- Tighten the carburetor mounting nuts.

2. CONNECT FOLLOWING HOSES TO CARBURETOR:

- Fuel inlet hose
- Canister hose
- Emission control hoses (see system layout in the emission control section or the layout printed under the hood)

3. CONNECT CARBURETOR WIRE CONNECTOR

4. CONNECT ACCELERATOR CABLE

5. CONNECT THROTTLE LINK FOR AUTOMATIC TRANSMISSION

ADJUSTMENT OF CARBURETOR (ON-VEHICLE)

1. INITIAL CONDITIONS OF CARBURETOR ADJUSTMENT

- All accessories switched off
- Ignition timing set correctly
- Transmission in N range

2. WARM UP ENGINE

Start engine and warm it up to normal operating temperature.

3. CHECK FLOAT LEVEL

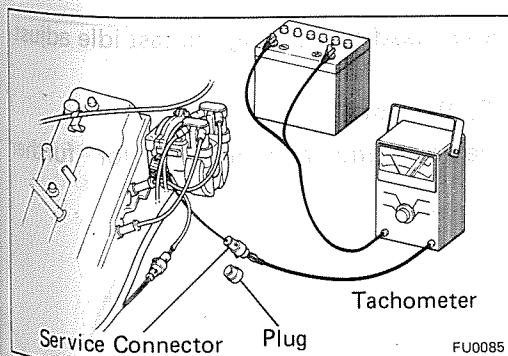
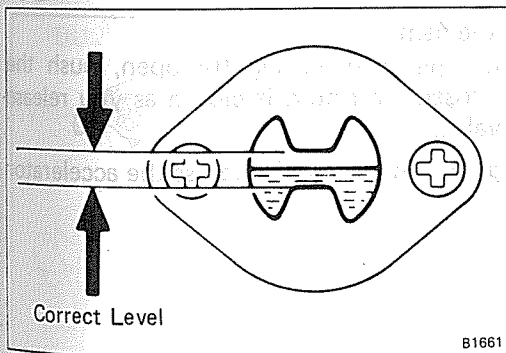
Fuel level should be even with the correct level in the sight glass.

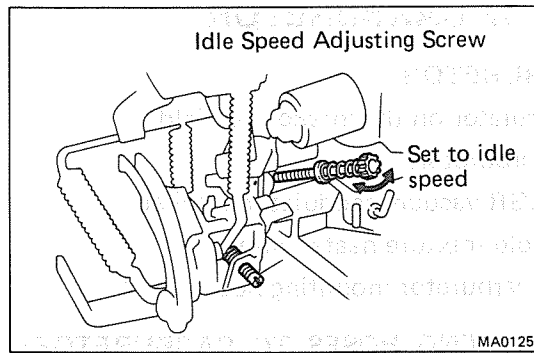
4. CHECK THAT CHOKE VALVE OPENS FULLY

5. CONNECT A TACHOMETER

Remove the rubber cap and connect the tachometer positive (+) terminal to the service connector at the IIA.

CAUTION: As some tachometers are not compatible with this ignition system, it is recommended that you consult with the manufacturer.



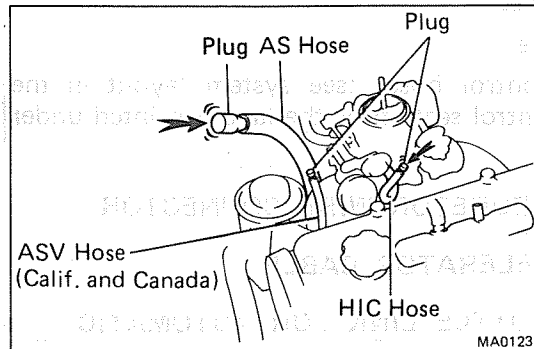


6. ADJUST IDLE SPEED

Adjust the idle speed by turning the idle speed screw.

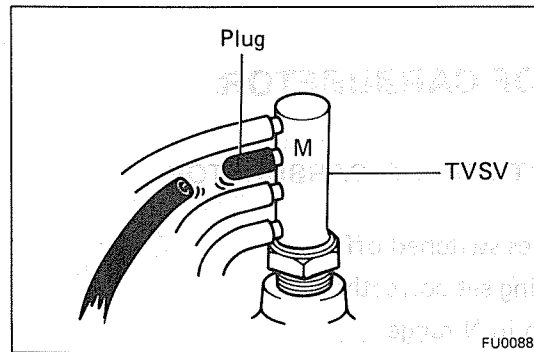
Idle speed: 650 rpm (M/T)
800 rpm (A/T)

NOTE: Leave the tachometer connected for adjustments.

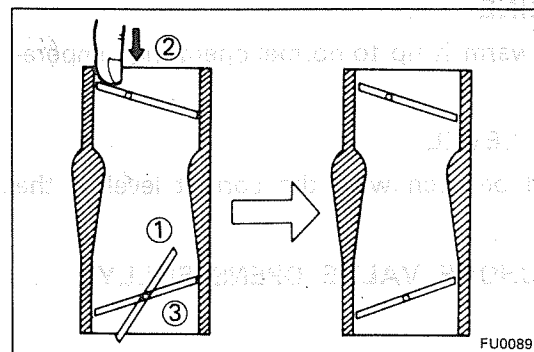


7. ADJUST FAST IDLE SPEED

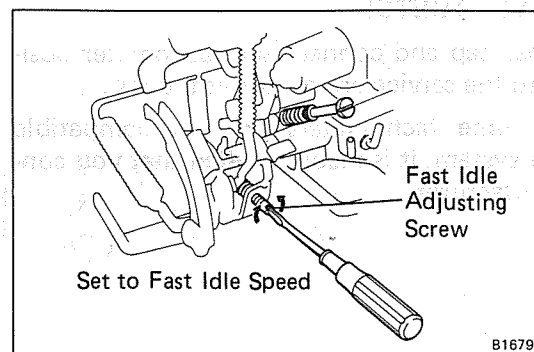
- (a) Stop the engine and remove the air cleaner.
- (b) Plug the AS hose (for California and Canada) and HIC hose to prevent rough idling.



- (c) Disconnect the hose from the TVSV M port. This will shut off the choke opener and EG.



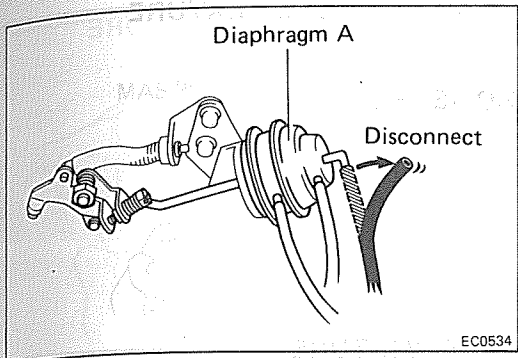
- (d) Set the fast idle cam. While holding the throttle slightly open, choke valve closed, and hold it closed as you turn the throttle valve.
- (e) Start the engine, but do NOT depress the accelerator pedal.



- (f) Set the fast idle speed by turning the fast idle adjusting screw.

Fast idle speed: 3,000 rpm

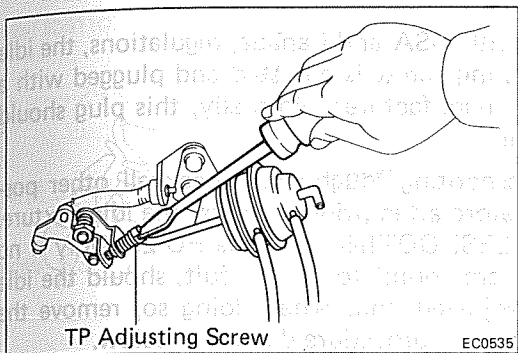
NOTE: Leave the tachometer connected for adjustments.



8. ADJUST THROTTLE POSITIONER (TP) SETTING SPEED

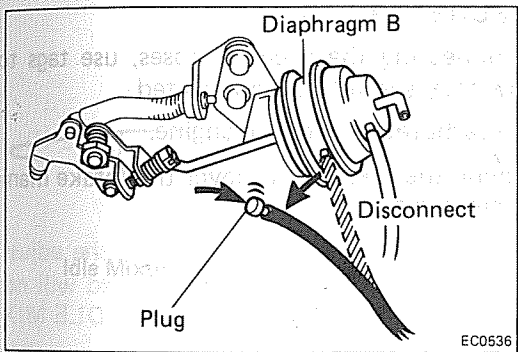
- (a) Disconnect the vacuum hose from TP diaphragm A.
- (b) Check that the TP is set at the 1st step (electrical load idle up).

TP at the 1st step setting speed:
 800 rpm (for M/T)
 900 rpm (for A/T)



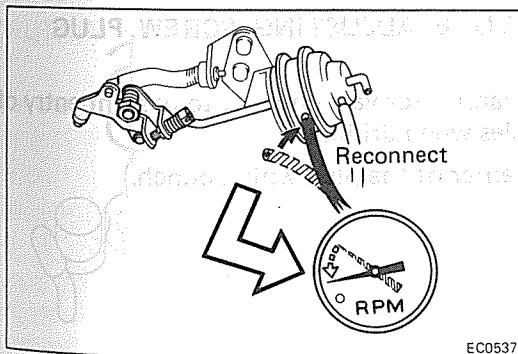
If not at specified speed, adjust with the adjusting screw.
 NOTE: Make adjustment with the cooling fan OFF.

- (c) Reconnect the vacuum hose to diaphragm A.

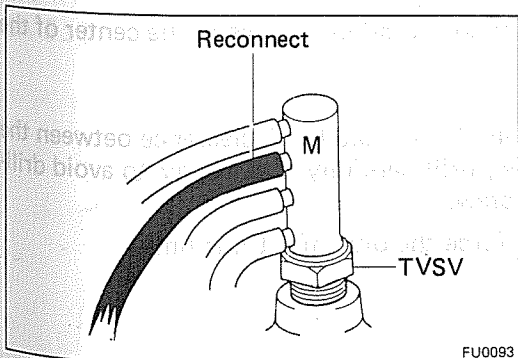


- (d) Disconnect the vacuum hose from TP diaphragm B and plug the hose end.
- (e) Check that the TP is set at the 2nd step.

TP at the 2nd step setting speed:
 1,300 ± 200 rpm (for M/T)
 1,400 ± 200 rpm (for A/T)



- (f) Reconnect the vacuum hose to the TP diaphragm B, and check that the engine returns to idle speed with in 2–6 seconds.



- (g) Reconnect the vacuum hose to the TVSV M port.

9. STOP ENGINE

10. INSTALL AIR CLEANER

- (a) Set the air cleaner on the carburetor.
- (b) Connect the air intake ducts, air injection hoses, and HAI vacuum hose.
- (c) Install the two mounting bolts.
- (d) Install the butterfly nut.

11. IF NECESSARY, ADJUST IDLE MIXTURE
(See below)

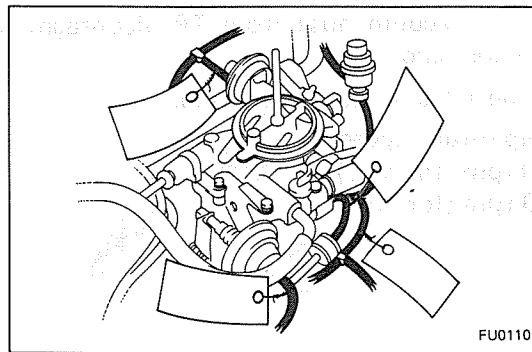
12. REMOVE TACHOMETER

IDLE MIXTURE

ADJUSTMENT OF IDLE MIXTURE

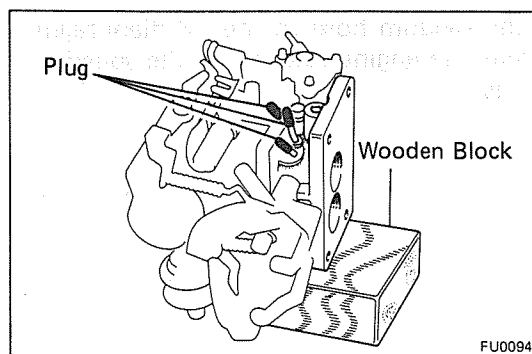
NOTE:

- To conform with USA and Canada, regulation mixture adjusting screw is adjusted and plug steel plug by manufacturer. Normally, this plug is not removed.
- When troubleshooting rough idle, check all possible causes before attempting to adjust the idle mixture. If other factors are found to be at fault, should be corrected. If idle mixture be adjusted and, when doing so, remove the plug and follow the procedure described below.



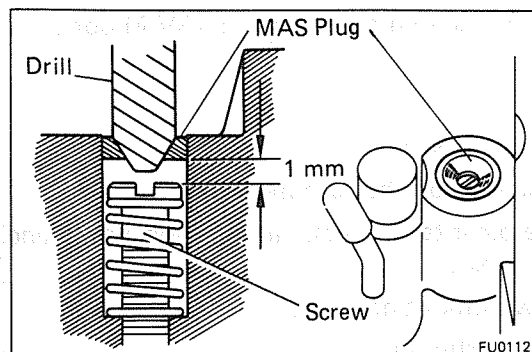
1. REMOVE CARBURETOR

- Before disconnecting the vacuum hoses, identify how they should be reconnected.
- Remove the carburetor from the engine.
- After removing the carburetor, cover the intake manifold with a clean rag.



2. REMOVE MIXTURE ADJUSTING SCREW (MAS PLUG)

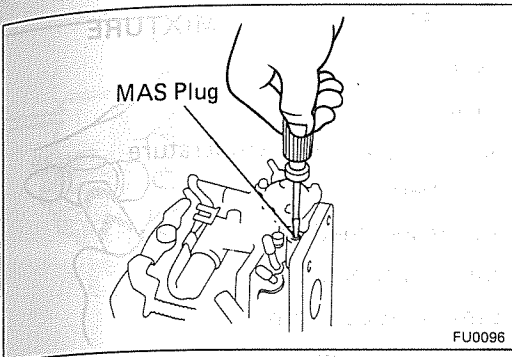
- Plug each carburetor vacuum port to prevent steel particles when drilling.
- Mark the center of the plug with a punch.



- Drill a 6.5 mm ϕ (0.256 in. ϕ) hole in the center of the plug.

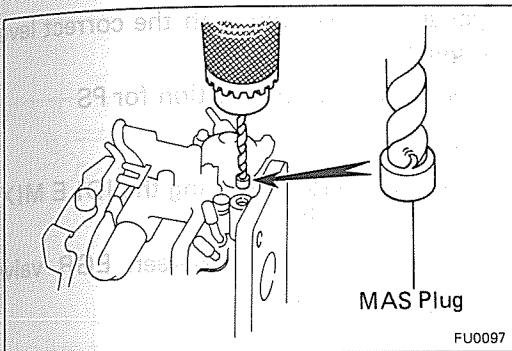
NOTE:

- As there is only 1 mm (0.04 in.) clearance between the plug and screw, drill carefully and slowly to avoid hitting the screw.
- The drill may force the plug off at this time.

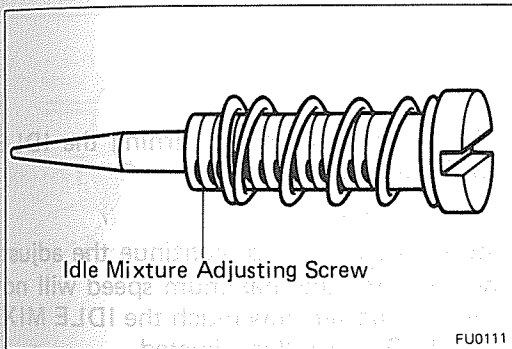


- (d) Through the hole in the plug, fully screw in the mixture adjusting screw with a screwdriver.

NOTE: Be careful not to damage the screw tip by tightening the screw too tight.



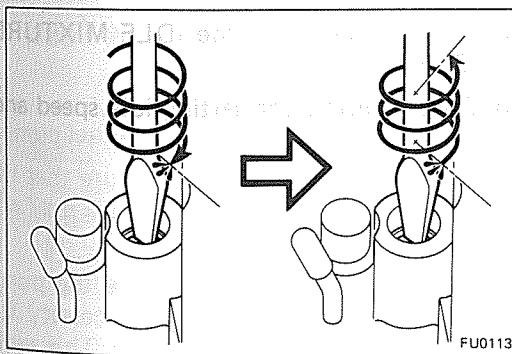
- (e) Use a 7.5 mm ϕ (0.295 in. ϕ) drill to force the plug off.



3. INSPECT MIXTURE ADJUSTING SCREW

- (a) Blow off any steel particles with compressed air.
 (b) Remove the screw and inspect it.

If the drill has gnawed into the screw top or if the tapered portion is damaged, replace the screw.



4. REINSTALL MIXTURE ADJUSTING SCREW

Fully screw in the idle mixture adjusting screw and then unscrew it the specified amount.

Screw revolutions (counterclockwise):

USA 3-1/4 revolutions

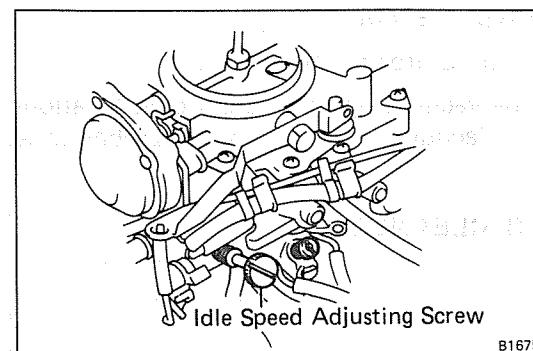
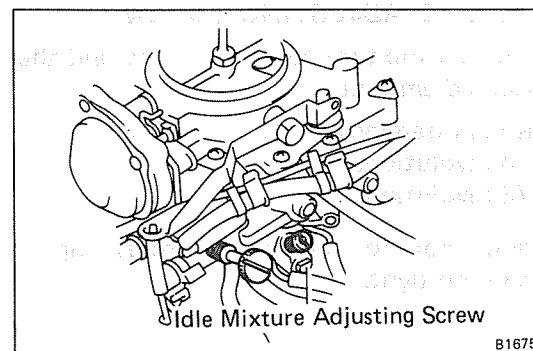
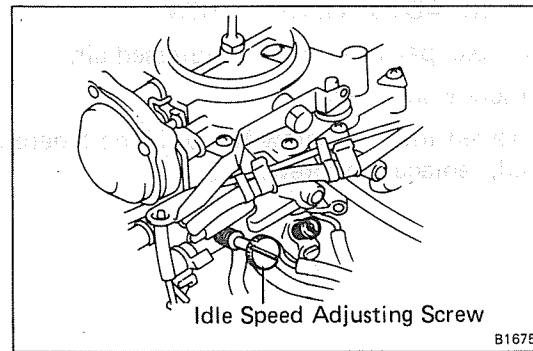
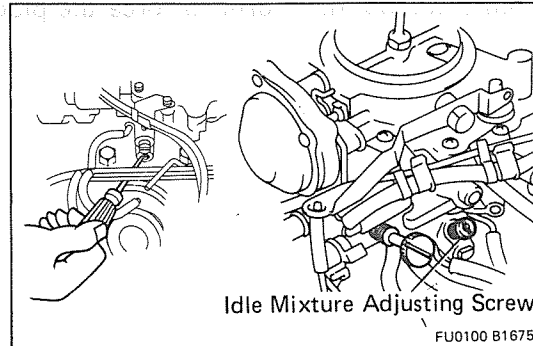
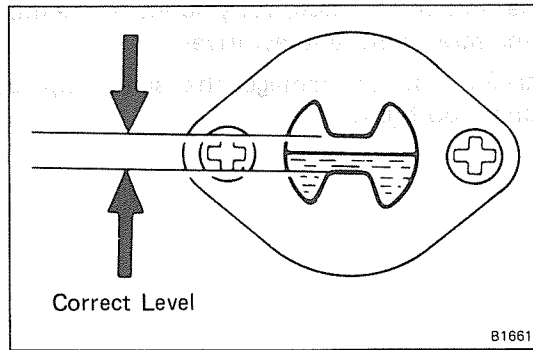
Canada 2-1/2 revolutions

NOTE: Be careful not to damage the screw tip by tightening the screw too tight.

5. REINSTALL CARBURETOR

- (a) Reinstall the carburetor on the engine.
 (b) Reconnect the vacuum hoses to the proper locations. Refer to the Vacuum Hose Information label under the hood.

6. REINSTALL AIR CLEANER



7. ADJUST IDLE SPEED AND IDLE MIXTURE

(a) Initial conditions:

- Air cleaner installed
- Normal operating coolant temperature
- Choke fully open
- All accessories switched off
- All vacuum lines connected
- Ignition timing set correctly
- Transmission in N range
- Correct level should be even with the center line in the sight glass.
- Front wheels straight ahead position for

(b) Start the engine.

(c) Set to the maximum speed by turning the IDLE SPEED ADJUSTING SCREW.

NOTE: Insert a small screwdriver between the carburetor and EGR vacuum modulator bracket.

(d) Set to the idle mixture speed by turning the IDLE MIXTURE ADJUSTING SCREW.

Idle mixture speed: 700 rpm

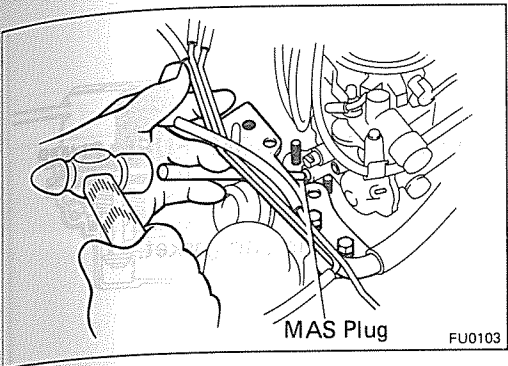
(e) Before moving to the next step, continue to adjust the IDLE MIXTURE ADJUSTING SCREW until the maximum speed is reached. Do not increase any further no matter how much the IDLE MIXTURE ADJUSTING SCREW is adjusted.

(f) Set to 650 rpm by screwing in the IDLE SPEED ADJUSTING SCREW.

This is the Lean Drop Method for setting idle mixture.

(g) Set to the idle speed by screwing in the IDLE SPEED ADJUSTING SCREW.

**Idle speed: 650 rpm (M/T)
800 rpm (A/T)**

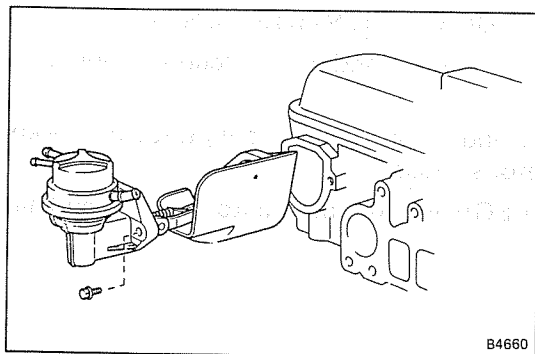


8. PLUG IDLE MIXTURE ADJUSTING SCREW

- (a) Remove the air cleaner and EGR vacuum modulator bracket.
- (b) With tapered end inward, tap in plug until it is even with carburetor surface.
- (c) Reinstall the EGR vacuum modulator bracket and air cleaner.

9. CHECK AND ADJUST FAST IDLE SPEED
(See step 7 on page FU-24)

10. CHECK AND ADJUST TP SETTING SPEED
(See step 8 on page FU-25)



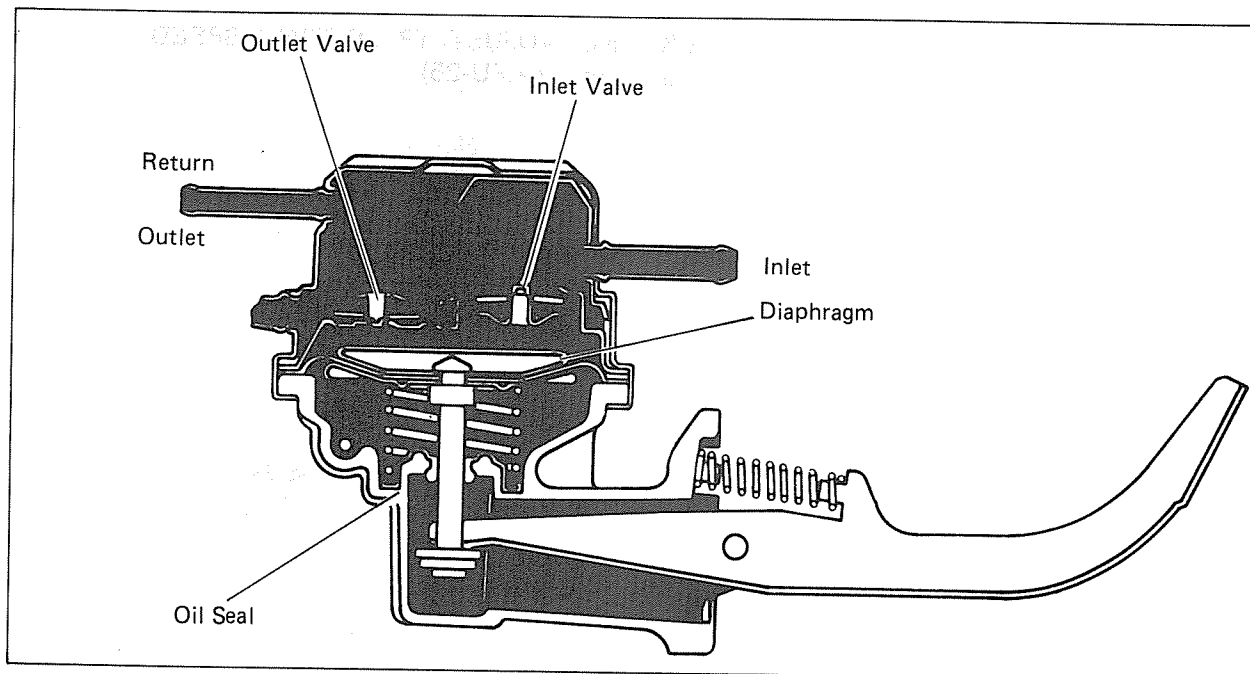
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FUEL PUMP

REMOVAL OF FUEL PUMP

1. DISCONNECT FUEL HOSES FROM FUEL
2. REMOVE FUEL PUMP
Remove the two bolts, fuel pump and gasket.

CUTAWAY VIEW



INSPECTION OF FUEL PUMP (Airtight

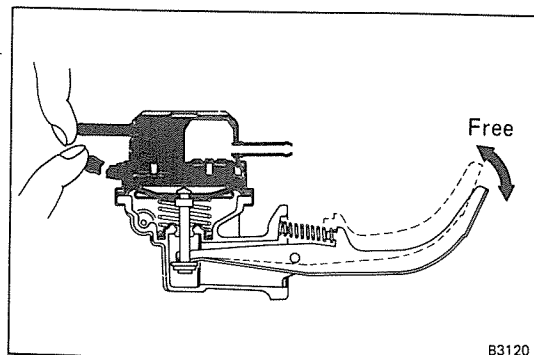
PRECHECKS

Before performing the following checks on the fuel pump:

- (a) Run some fuel through the pump to insure that the check valves seal tightly (a dry check valve will not seal properly).
- (b) Without blocking off any pipes, operate the lever and check the amount of force needed for operation and the amount of arm play. The amount of force should be used in the check.

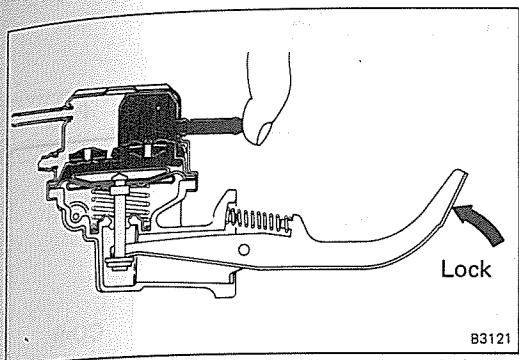
1. CHECK INLET VALVE

Block off the outlet and return pipes with your fingers and check that there is an increase in lever arm play when the lever arm moves freely (no reaction force).



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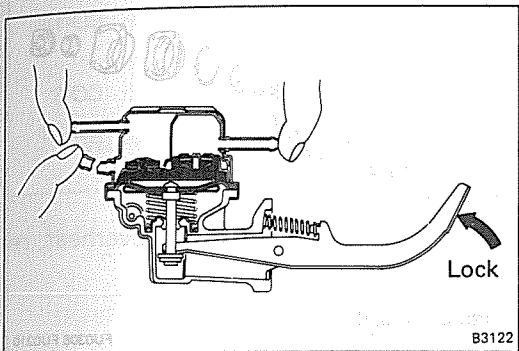
PUMP



2. CHECK OUTLET VALVE

Block off the inlet pipe with your finger and check that the arm locks (does not operate with same amount of force used in the precheck above).

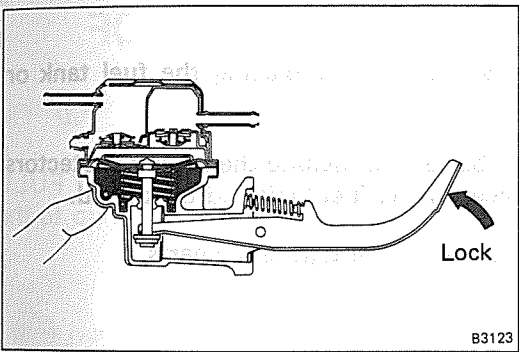
NOTE: Never use more force than that used in the precheck. This applies to checks 3 and 4 also.



3. CHECK DIAPHRAGM

Block off the inlet and outlet pipes and check that the pump arm locks.

NOTE: If all three of these checks are not as specified, the caulking (sealing) of the body and upper casing is defective.



4. CHECK OIL SEAL

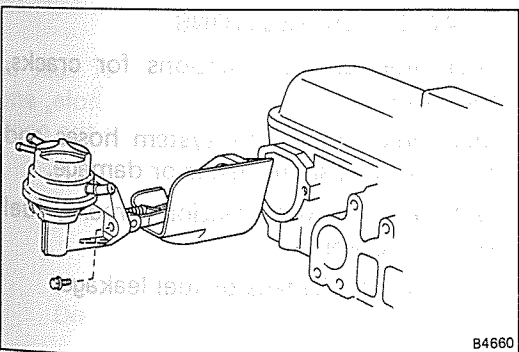
Block off the vent hole with your finger and check that the pump arm locks.

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Test)

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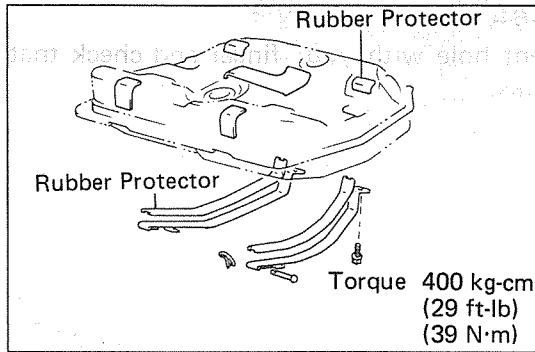
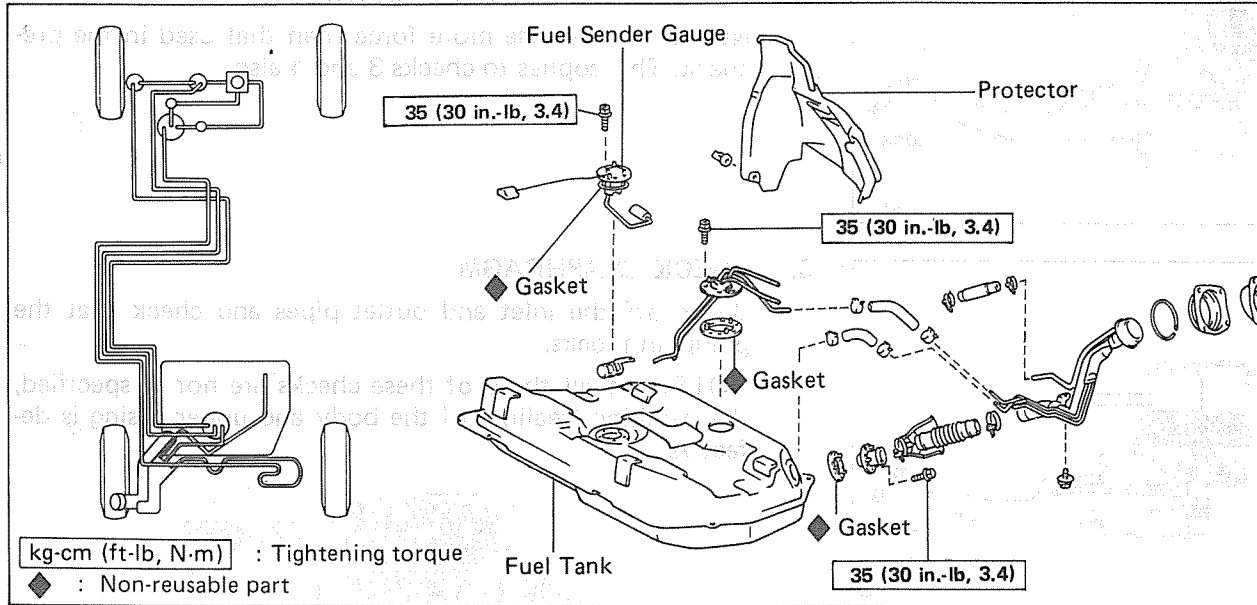


INSTALLATION OF FUEL PUMP

1. INSTALL FUEL PUMP WITH NEW GASKET
2. INSTALL TWO BOLTS
3. CONNECT FUEL HOSES TO FUEL PUMP
4. START ENGINE AND CHECK FOR LEAKS

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FUEL TANK AND LINE COMPONENTS

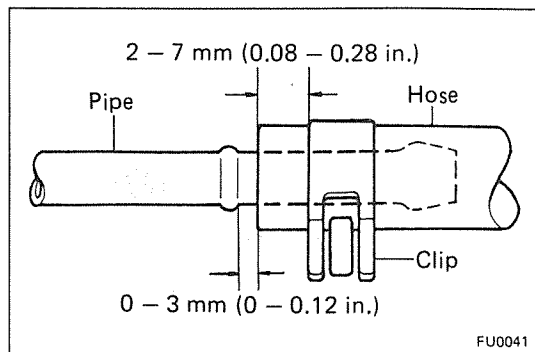


PRECAUTIONS

1. Always use new gaskets when replacing the fuel component parts.
2. When re-installing, be sure to include the rubber protector on the upper surfaces of the fuel tank and tank band.
3. Apply the proper torque to all tightening parts.

INSPECT FUEL LINES AND CONNECTIONS

- (a) Inspect the fuel lines and connections for leakage or deformation.
- (b) Inspect the fuel tank vapor vent system hose and connections for looseness, sharp bends or damage.
- (c) Inspect the fuel tank for deformation, cracks, leakage or tank band looseness.
- (d) Inspect the filler neck for damage or fuel leakage.



- (e) Hose and tube connections are as shown in the illustration.

If a problem is found, repair or replace parts as necessary.

COOLING SYSTEM

(GASOLINE)

| Page | Topic | Page |
|-------|---|-------|
| CO-2 | TRROUBLESHOOTING | CO-2 |
| CO-2 | CHECK AND REPLACEMENT OF ENGINE COOLANT | CO-2 |
| CO-3 | WATER PUMP | CO-3 |
| CO-9 | THERMOSTAT | CO-9 |
| CO-10 | RADIATOR | CO-10 |
| CO-16 | ELECTRIC COOLING FAN | CO-16 |

CO

REMOVAL OF COOLANT

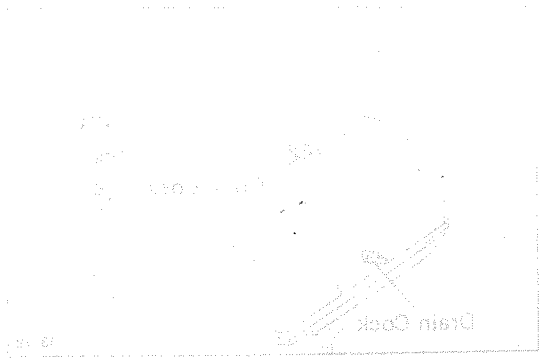
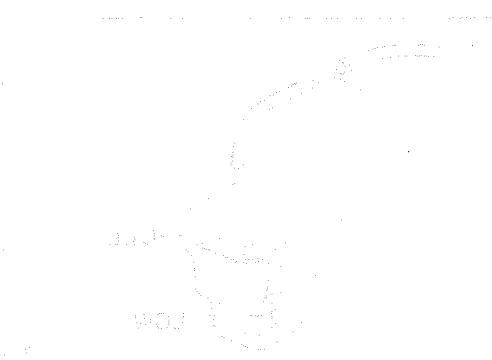
The coolant level should be checked with the engine at LOW and FULL idling. If the level is low, add coolant up to the level of the upper radiator hose.



Drain Cock



Drain Cock



Drain Cock