



FUEL SYSTEM

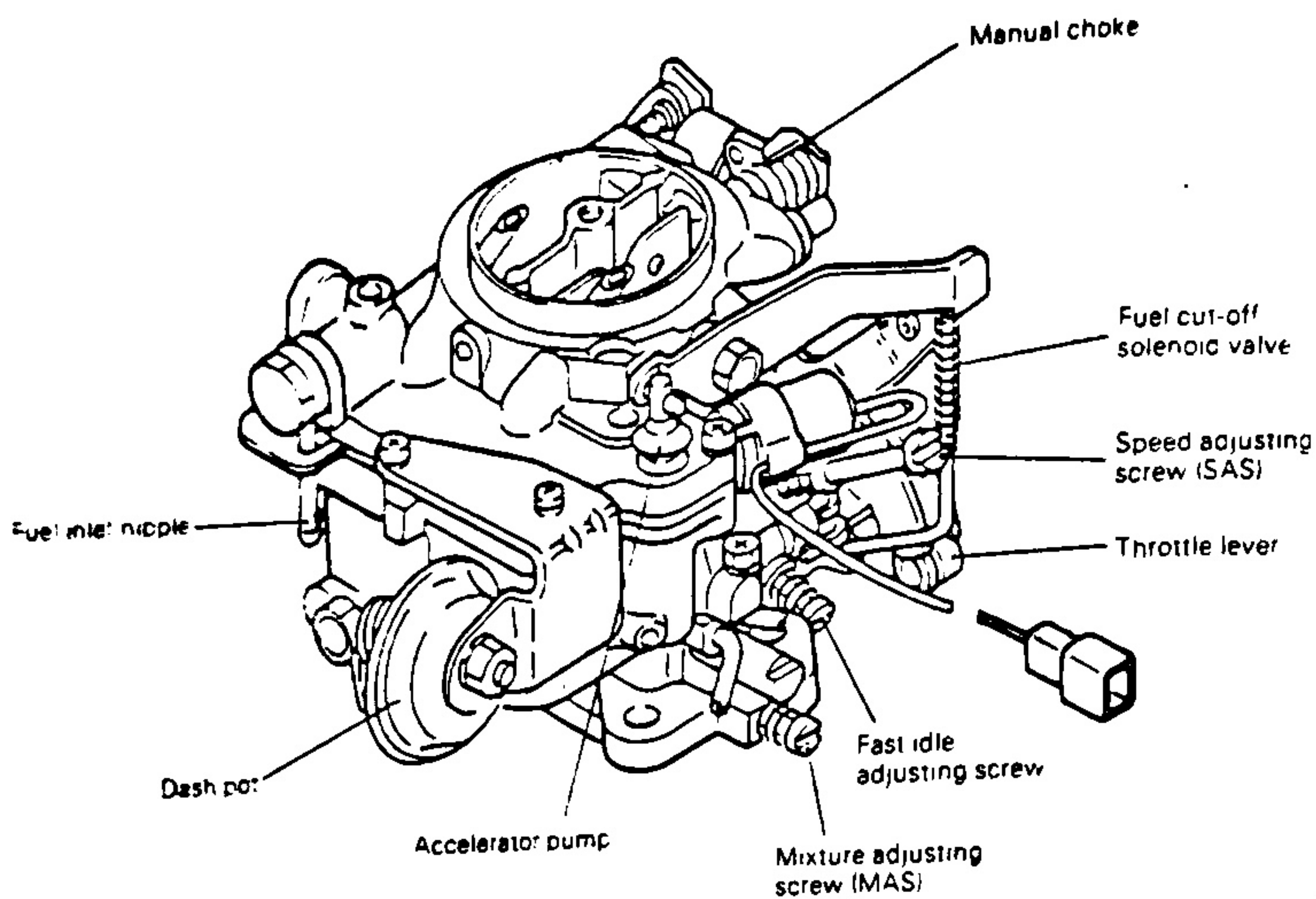
GENERAL	3-2
Service Standard	2
Tune-up Specifications	2
Specifications	3
General View of Carburetor	4
Gasoline Fuel Supply System	4
Troubleshooting	5
On-vehicle Service	8
FUEL PUMP	10
CARBURETOR	12
FUEL TANK	21
FUEL LINE	23

MARICONG ABDOUL RAHIM



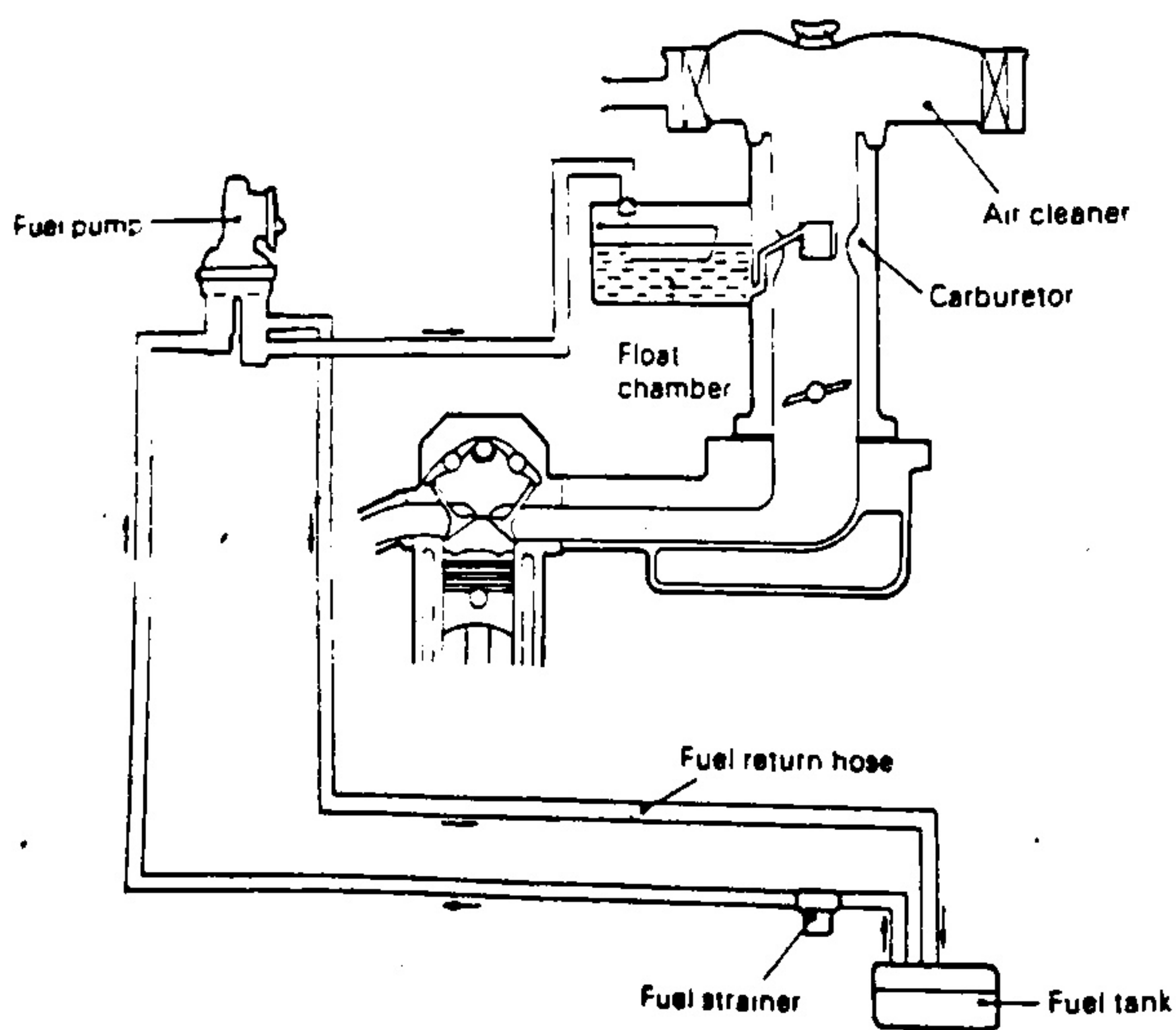
GENERAL

GENERAL VIEW OF CARBURETOR



1FU124

GASOLINE FUEL SUPPLY SYSTEM



1FU125



GENERAL

ON-VEHICLE SERVICE

Idling Adjustment

Adjustment condition

Coolant temperature 80 to 90°C

Lights and all accessories Off

Transmission: N (Neutral)

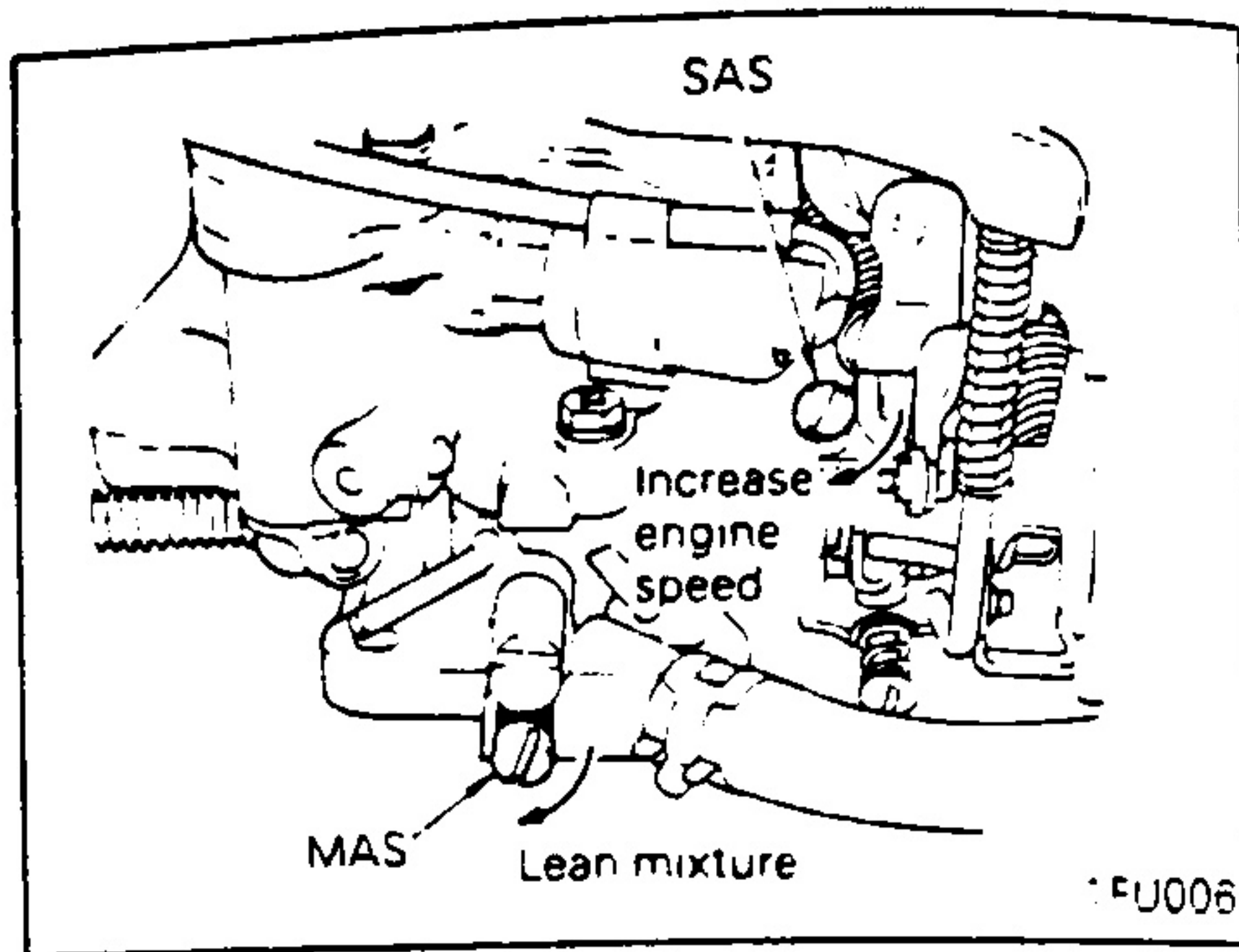
Before idling adjustment check ignition timing and valve clearance, and readjust as necessary.

Start and run cold engine at fast idle until coolant temperature rises to 80 to 90°C. Check to ensure that choke lever is completely spaced away from cam follower.

Connect a tachometer and set CO meter.

Disconnect vacuum hose from reed valve (Only for Engine with "Secondary Air Supply System.")

Set idle carbon monoxide concentration and engine speed to specified values by adjusting idle speed adjusting screw (SAS) and idle mixture adjusting screw (MAS).



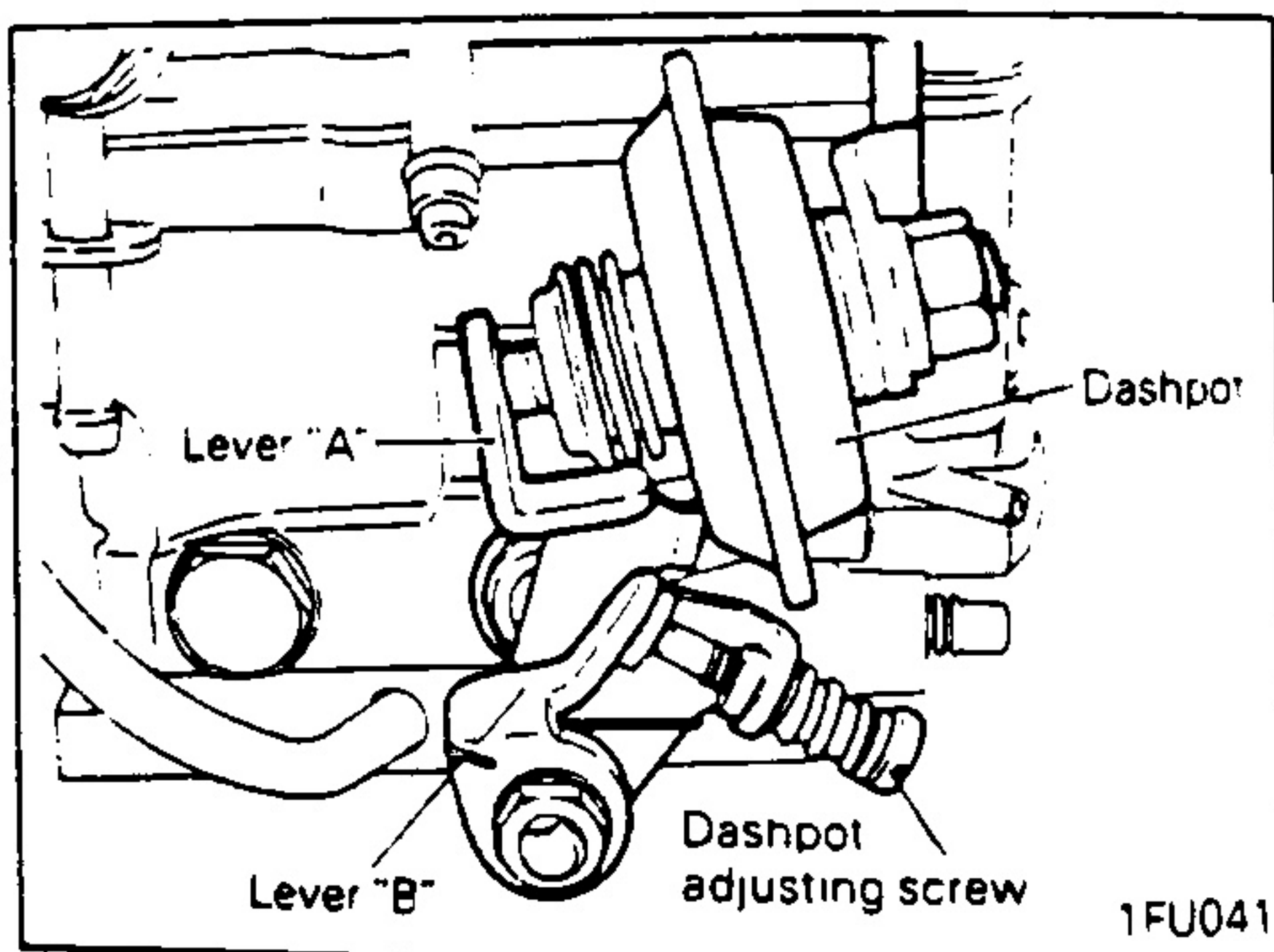
DASH POT ADJUSTMENT

Check idling adjustment and adjust if necessary.

Open throttle until levers "A" and "B" leave dash pot rod end and adjusting screw end.

Slowly close throttle and check set engine speed when levers "A" and "B" touch dash pot rod end and adjusting screw.

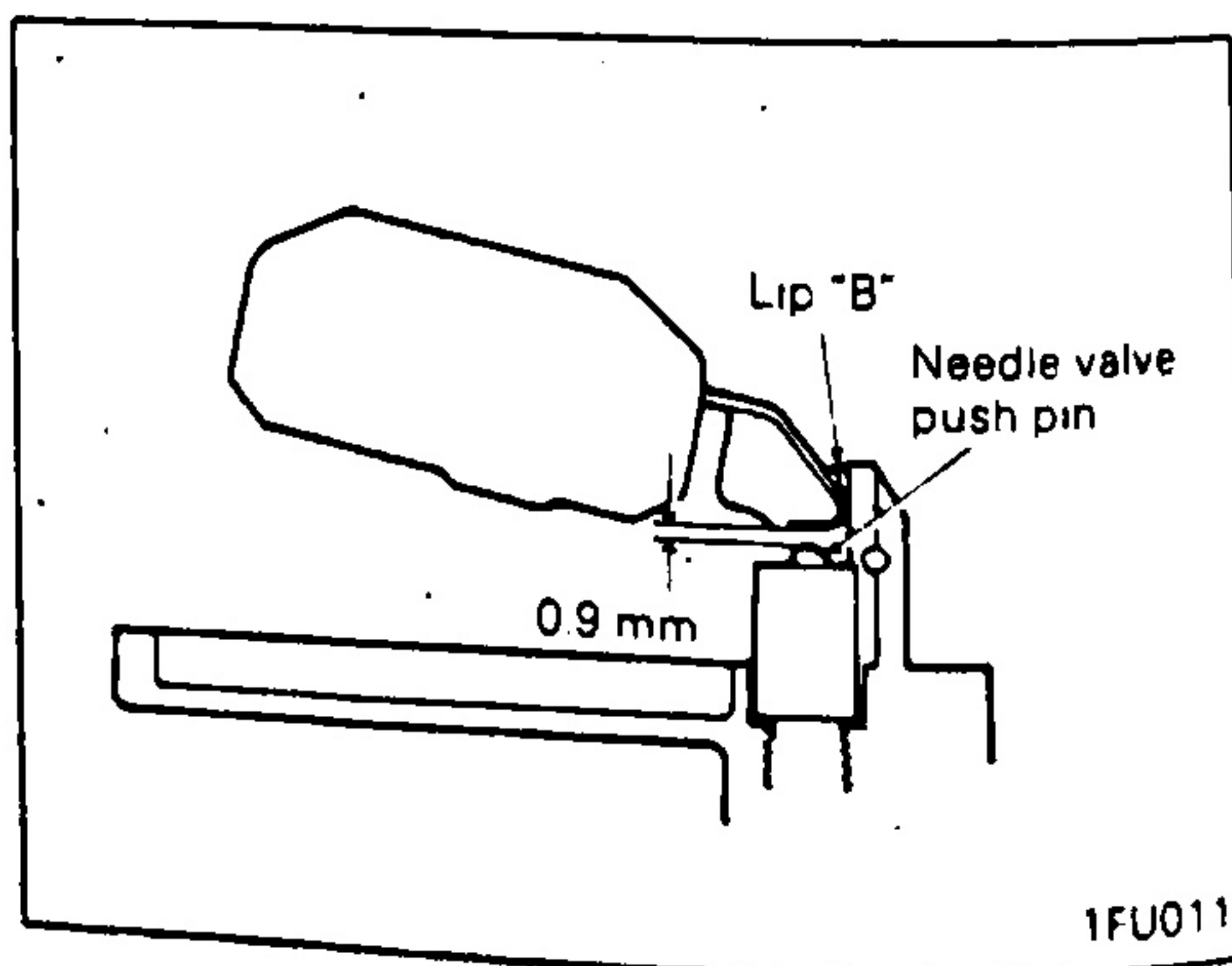
Measure required time from when throttle is released to when engine speed falls to basic speed.



FLOAT LEVEL ADJUSTMENT

Check float level by following procedure.

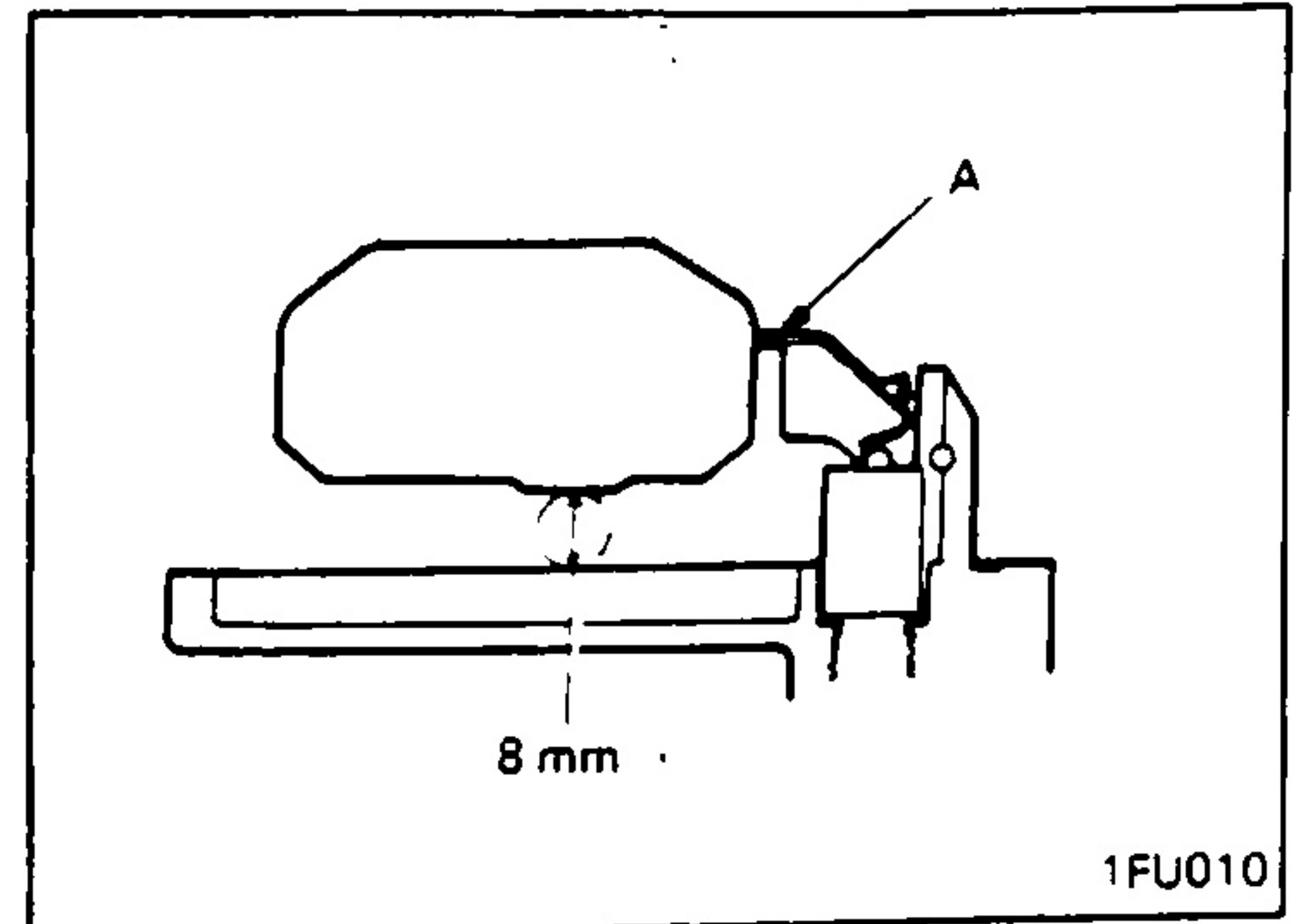
Turn air horn upside down, raise float until lip "B" contacts air horn, and adjust clearance between float lever and needle valve to specified value by bending lip "B".



GENERAL



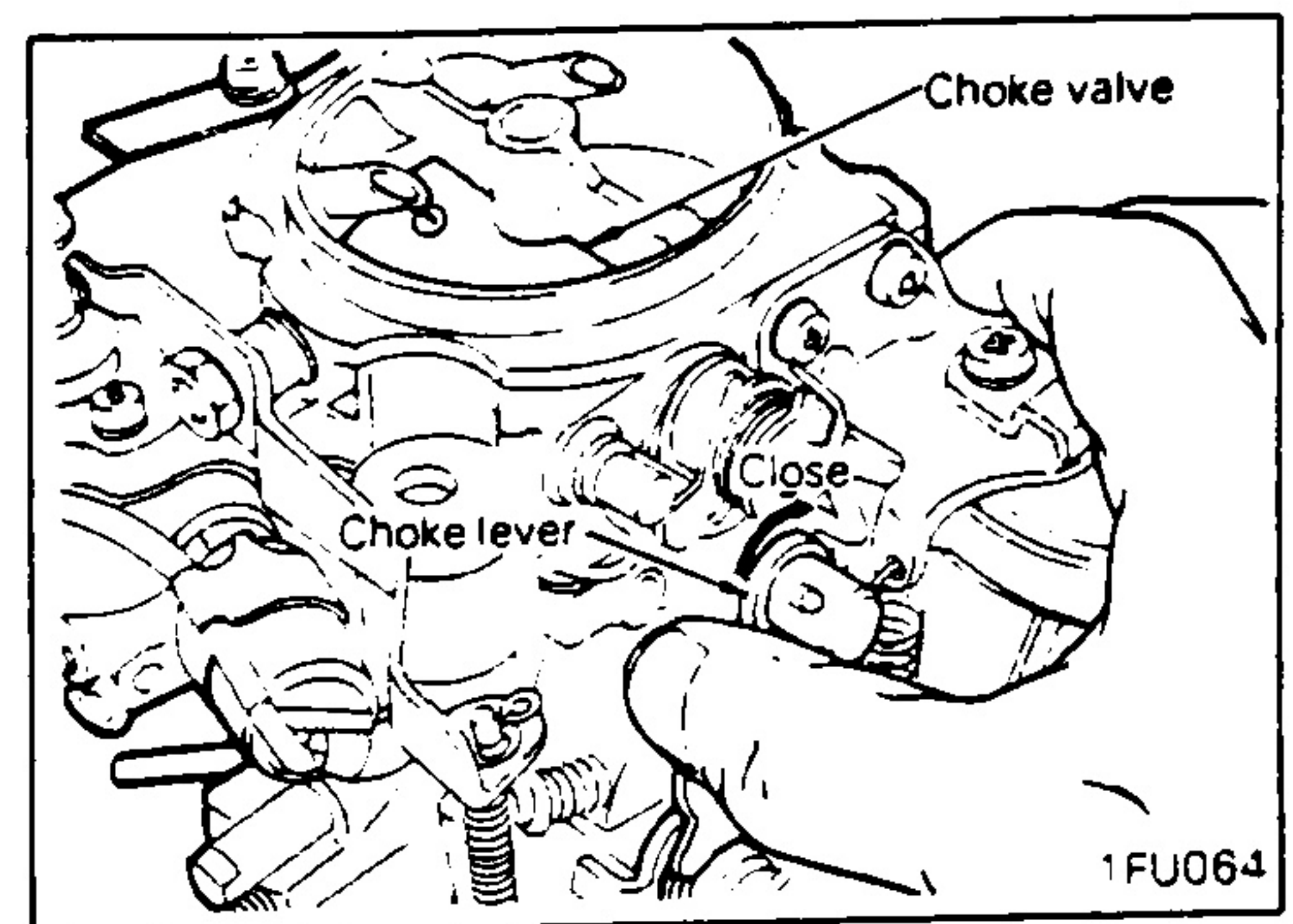
Turn air horn upside down, let float lower under its own weight. In this position, bend float lever "A" to adjust clearance between air horn and float to specified value.



FAST IDLE ADJUSTMENT

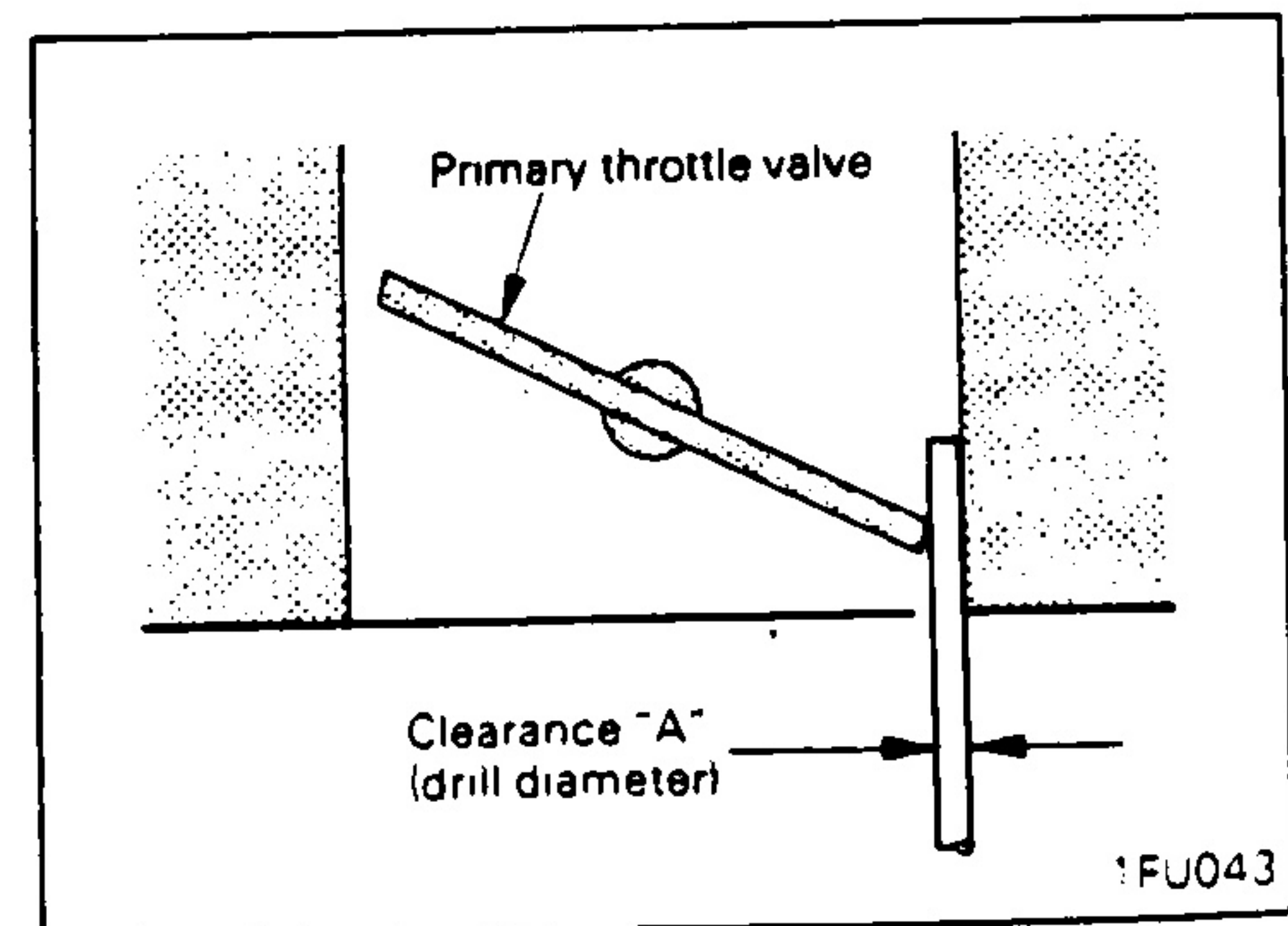
In production stage fast idle opening is controlled in terms of air quantity (opening). As a simpler method, opening may be measured on the basis of drill diameter.

Move choke lever to place choke valve in fully closed position.

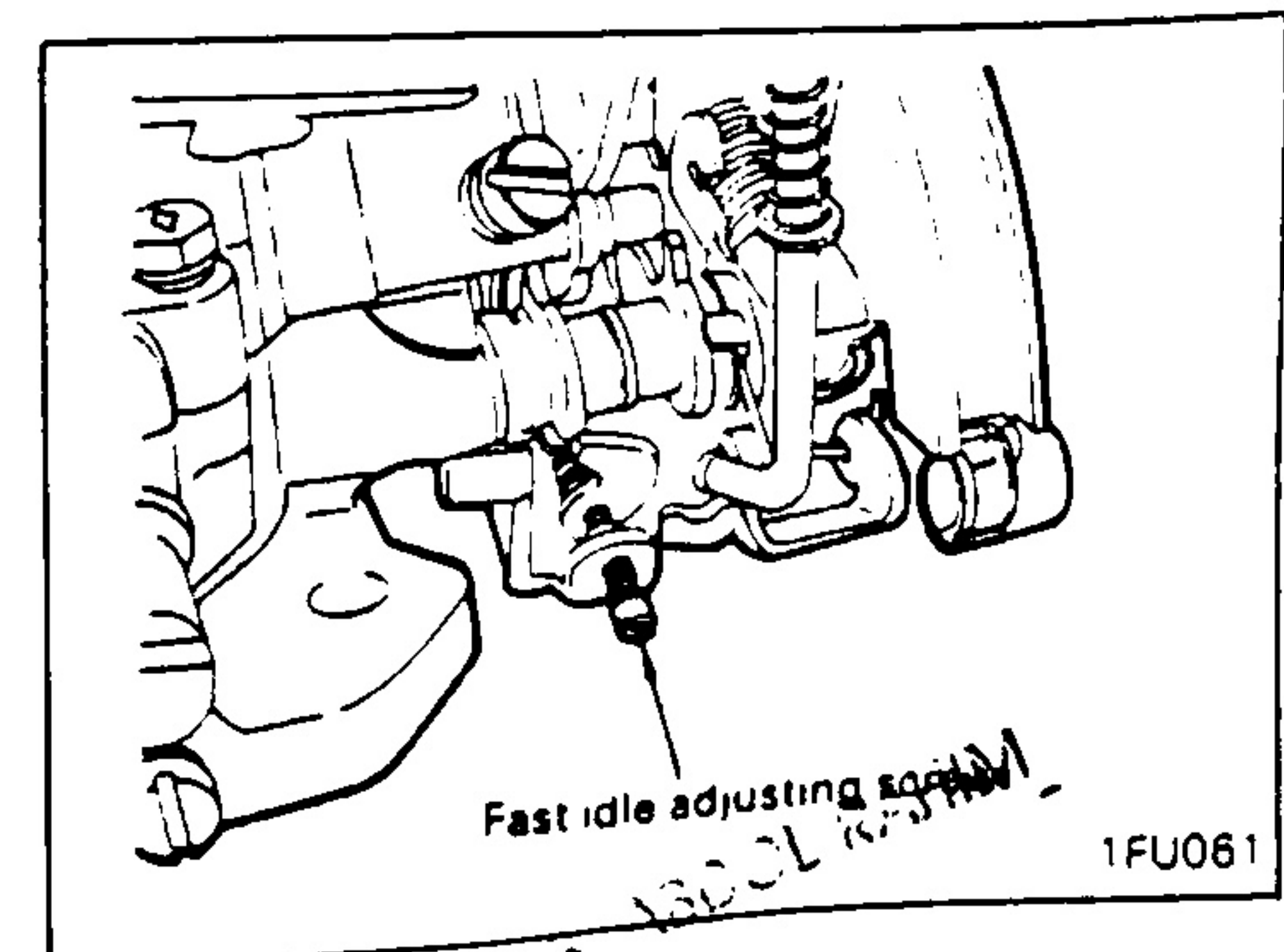


Measure clearance "A" between primary throttle bore and throttle valve.

Fast idle opening clearance "A"
0.9 mm



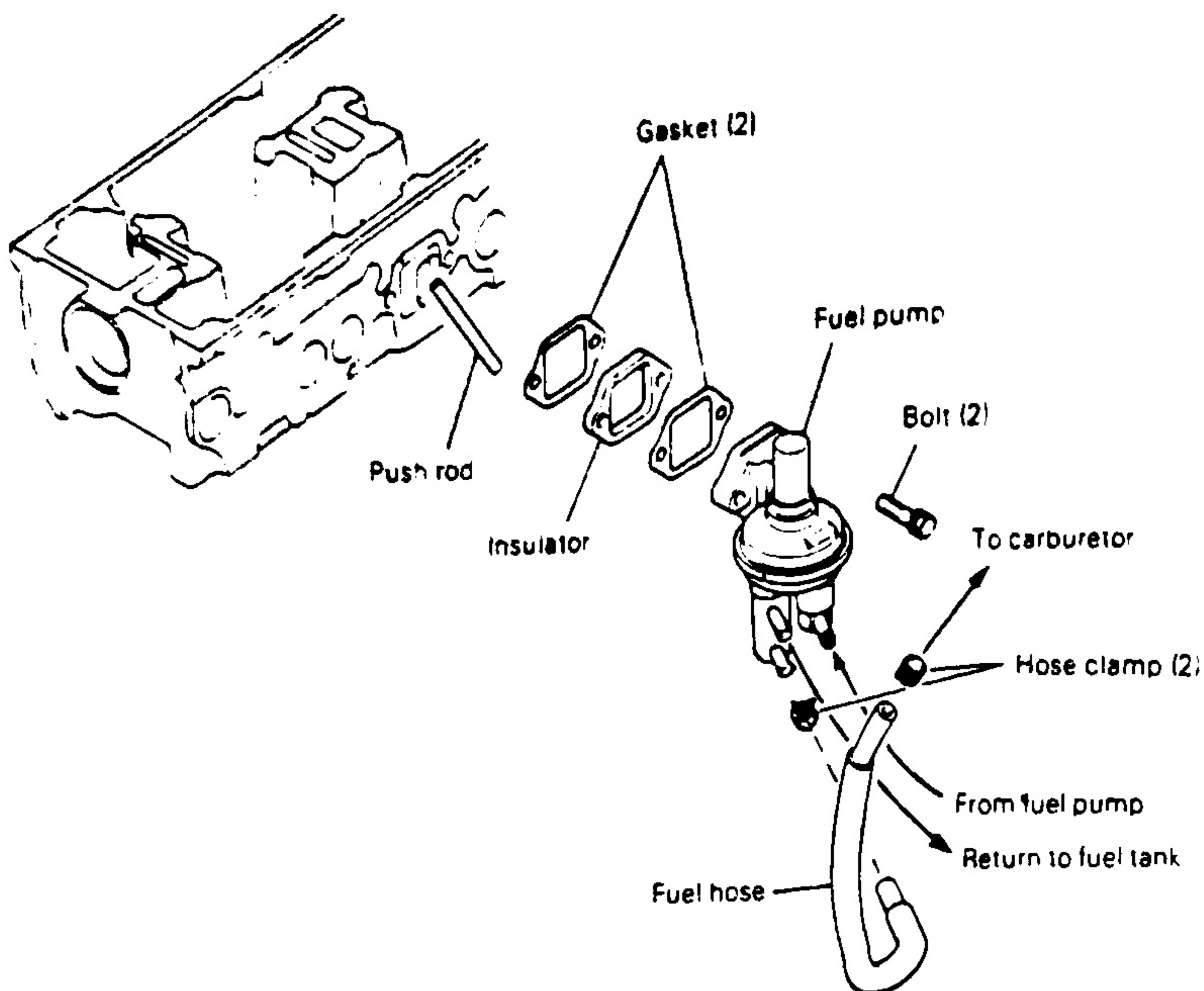
If clearance "A" is out of specification, adjust it to specification with fast idle adjusting screw. Clockwise rotation of screw increases throttle opening, whereas counterclockwise rotation reduces it.





FUEL PUMP

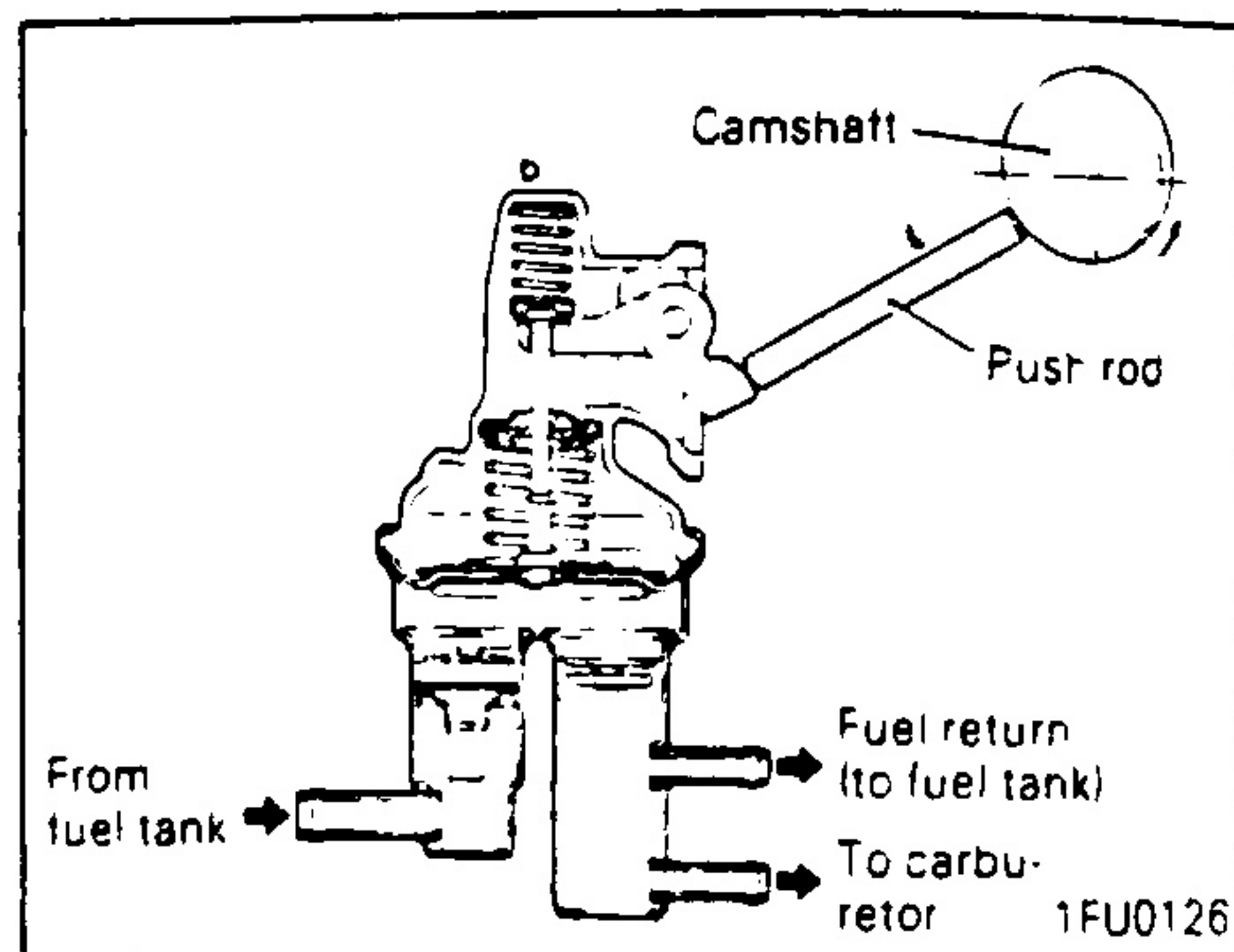
COMPONENTS



1FU012

REMOVAL

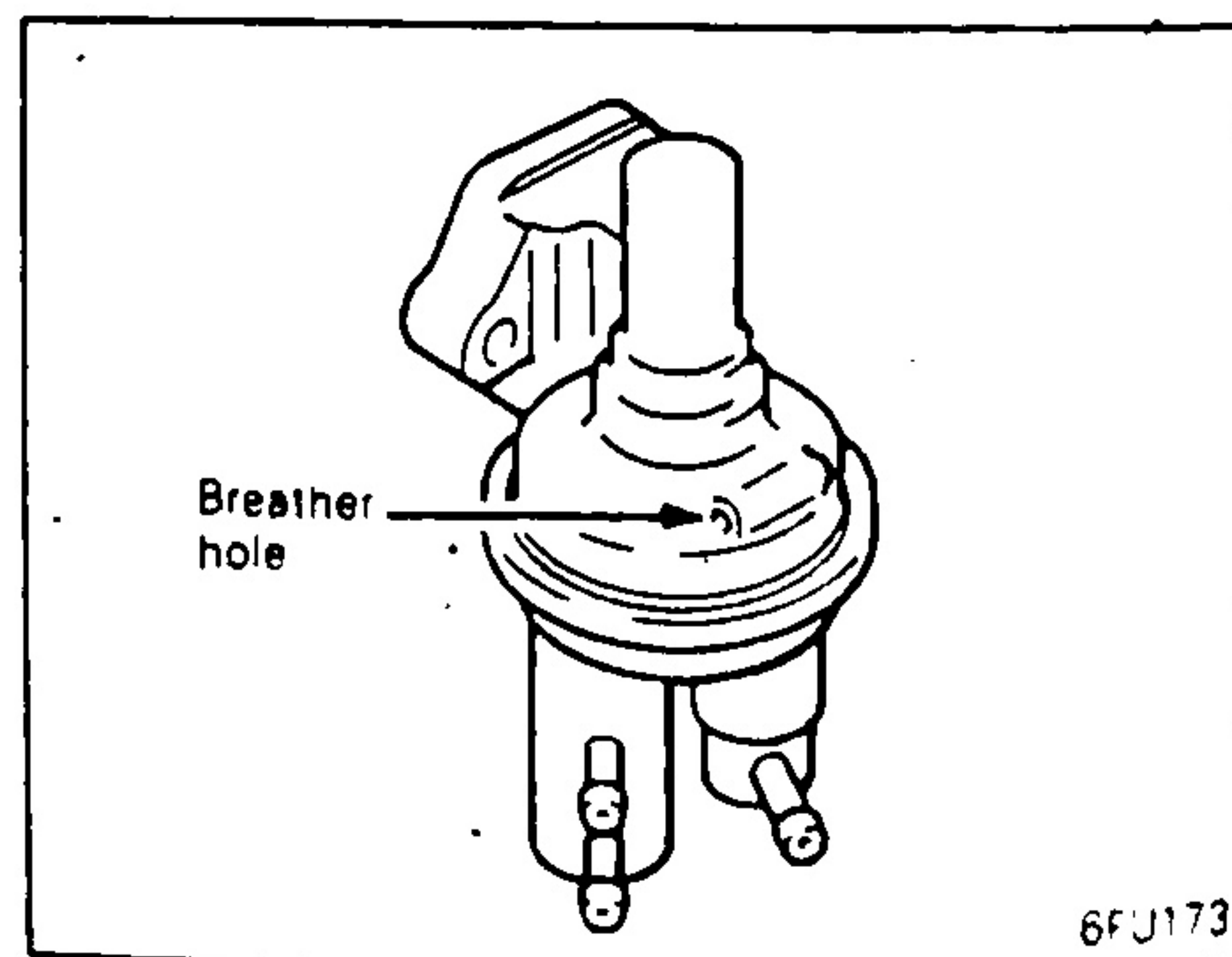
- Disconnect the battery ground cable.
- Disconnect the fuel inlet, outlet and return hoses at fuel pump.
- Remove the two fuel pump mounting bolts, and remove the fuel pump and push rod.
- Remove the fuel pump gaskets and insulator.



1FU0126

INSPECTION

- If there are oil or fuel leaks from breather hole, oil seal or diaphragm in fuel pump is defective. Replace fuel pump assembly.
- Check fuel pump body or case for damage and cracks. If considerable damage or cracks are evident, replace fuel pump.

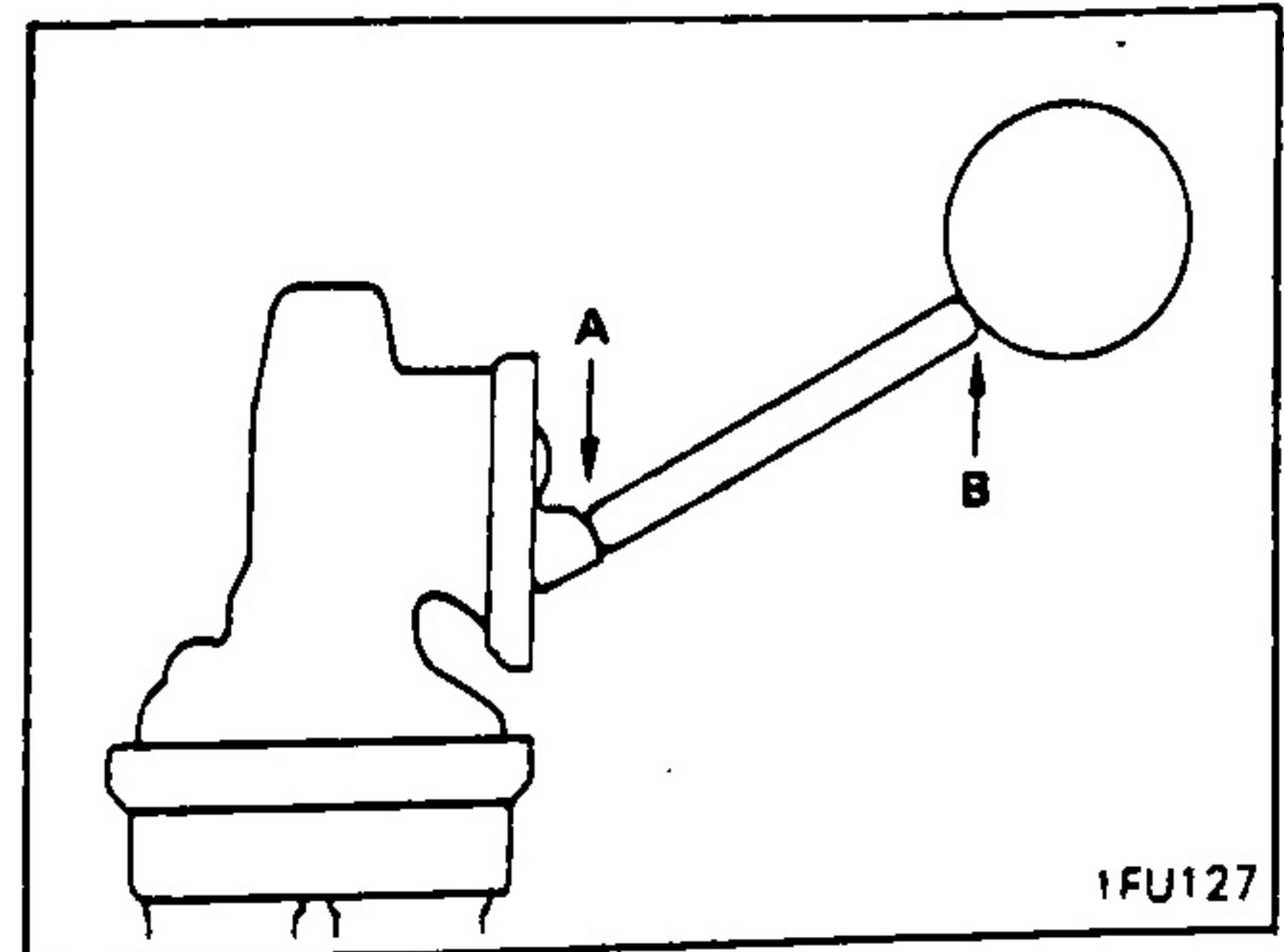


6FU173

FUEL PUMP



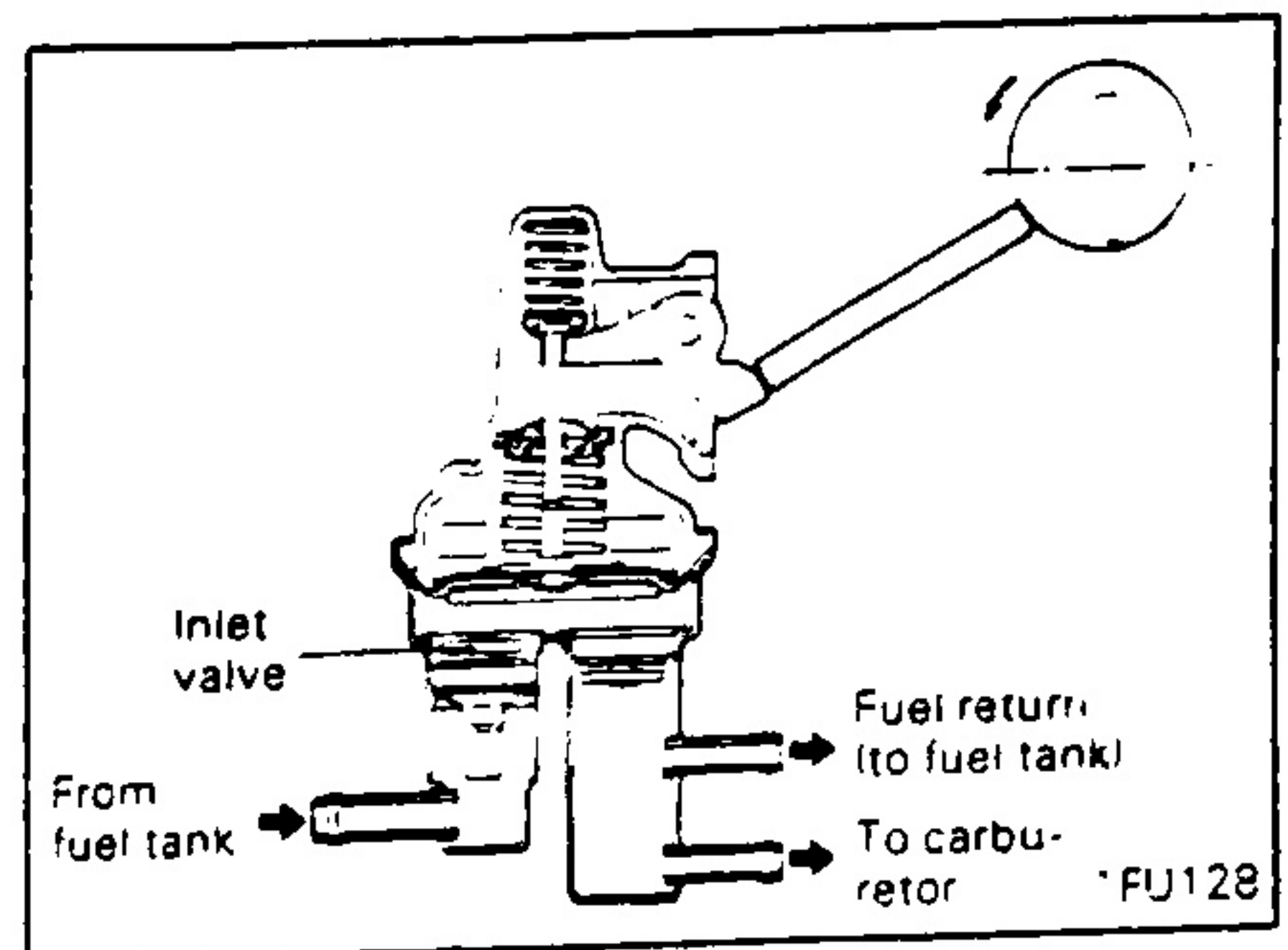
Check fuel pump rocker arm (portion A) and push rod (portion B) for abnormal wear. If abnormal wear is evident, replace fuel pump assembly or push rod. If camshaft end of push rod is badly worn, check eccentric cam of camshaft. Replace if necessary.



To test the inlet valve, connect a vacuum gauge on the inlet fitting while the line is disconnected.

- (1) Start engine or turn over with starting motor
- (2) There should be a noticeable vacuum present, not alternated by blowback.
- (3) If blowback is present, inlet valve is not seating properly and a new pump should be installed.

If fuel pump does not perform to above test requirements, a new fuel pump should be installed.



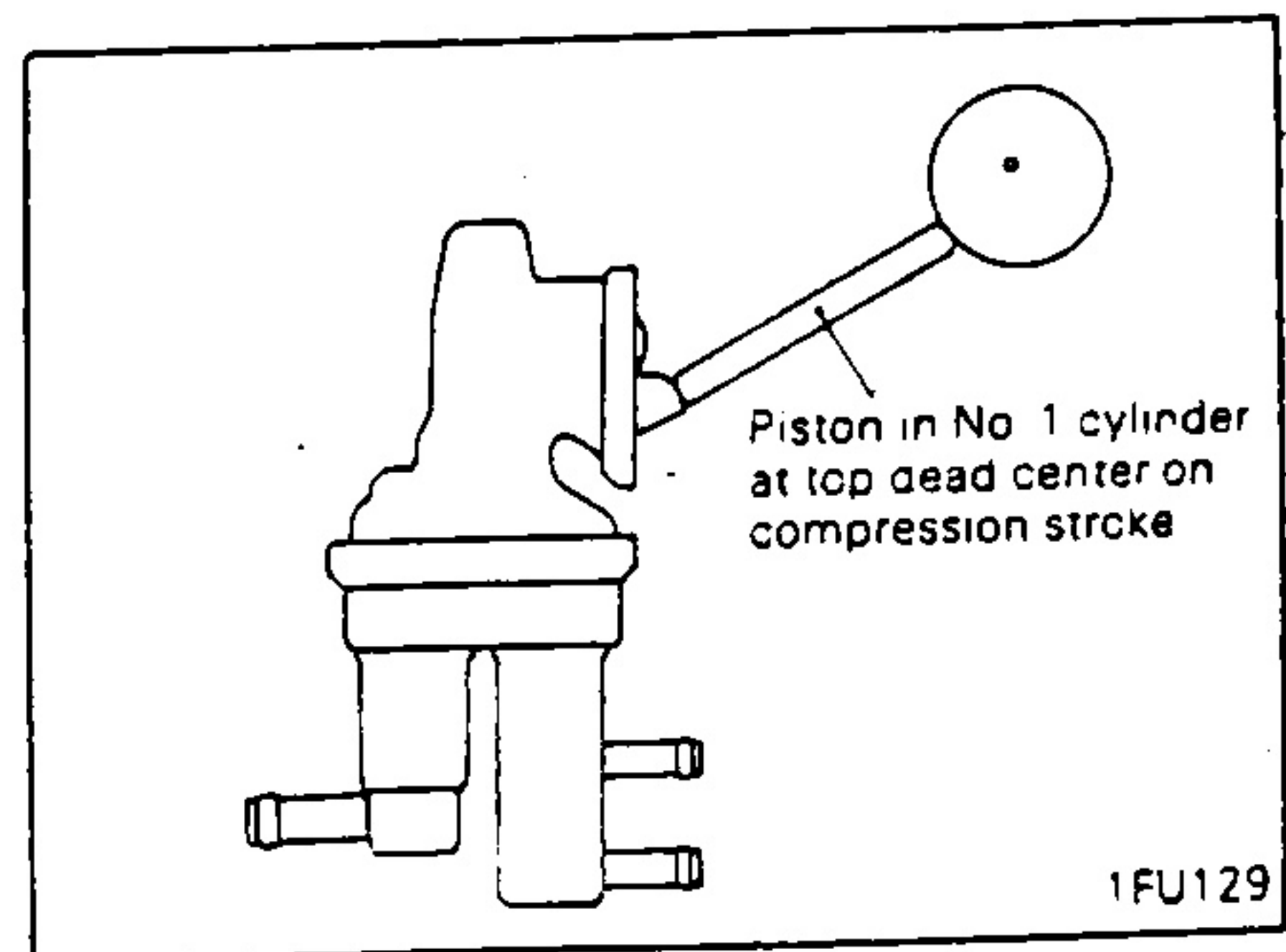
INSTALLATION

Turn crankshaft to place piston in No. 1 cylinder at top dead center on compression stroke.

NOTE

This is to minimize cam lift for ease of installation.

Insert the push rod into the cylinder head. Install the new gasket and insulator, and then install the fuel pump. Tighten the bolts firmly. Reconnect the fuel hoses to the fuel pump nipples and install the hose clamps. Start and run the engine. Check for fuel or oil leaks.



MARZAM B. ABDOL KARIM