



Fuel Tube/Quick-Connect Fittings

Precautions

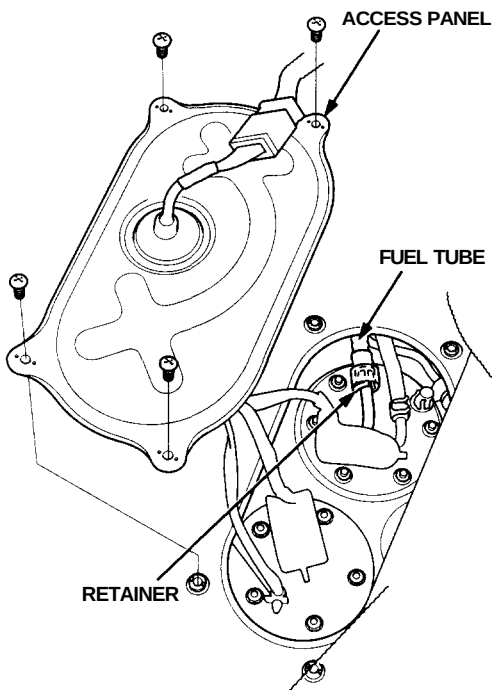
⚠ WARNING Do not smoke while working on the fuel system. Keep open flames away from your work area.

The fuel tube/quick-connect fittings assembly connects the in-tank fuel pump with the fuel feed pipe. For removing or installing the fuel pump and fuel tank, it is necessary to disconnect or connect the quick-connect fittings. Pay attention to following:

- The fuel tube/quick-connect fittings assembly is not heat-resistant; be careful not to damage it during welding or other heat-generating procedures.
- The fuel tube/quick-connect fittings assembly is not acid-proof; do not touch it with a shop towel which was used for wiping battery electrolyte. Replace the fuel tube/quick-connect fittings assembly if it came into contact with electrolyte or something similar.
- When connecting or disconnecting the fuel tube/quick-connect fittings assembly, be careful not to bend or twist it excessively. Replace it if damaged.

A disconnected quick-connect fitting can be reconnected, but the retainer on the mating pipe cannot be reused once it has been removed from the pipe. Replace the retainer when

- Replacing the fuel pump.
- Replacing the fuel feed pipe.
- It has been removed from the pipe.
- It is damaged.



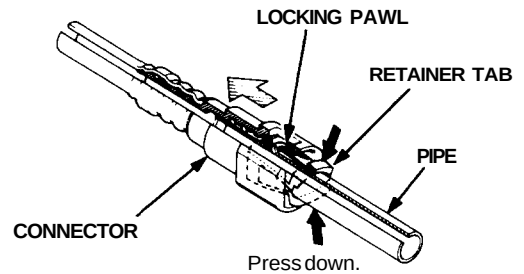
Disconnection

⚠ WARNING Do not smoke while working on the fuel system. Keep open flames away from your work area.

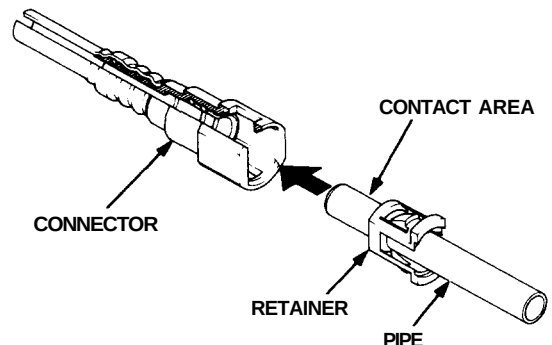
1. Relieve fuel pressure (see page 11-132).
2. Check the fuel quick-connect fittings for dirt, and clean if necessary.
3. Hold the connector with one hand and press down the retainer tabs with the other hand, then pull the connector off.

NOTE:

- Be careful not to damage the pipe or other parts. Do not use tools.
- If the connector does not move, keep the retainer tabs pressed down, and alternately pull and push the connector until it comes off easily.
- Do not remove the retainer from the pipe; once removed, the retainer must be replaced with a new one.



4. Check the contact area of the pipe for dirt and damage.
 - If the surface is dirty, clean it.
 - If the surface is rusty or damaged, replace the fuel pump or fuel feed pipe.

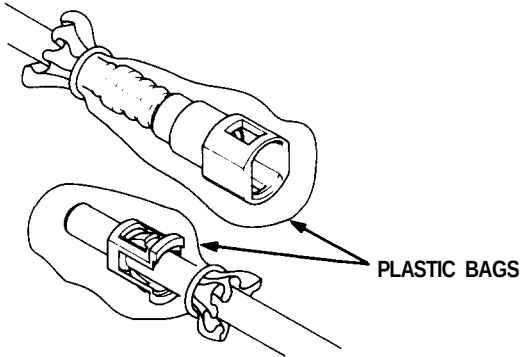


(cont'd)

Fuel Supply System

Fuel Tube/Quick-Connect Fittings (cont'd)

5. To prevent damage and keep out foreign matter, cover the disconnected connector and pipe end with plastic bags.



The retainer cannot be reused once it has been removed from the pipe.

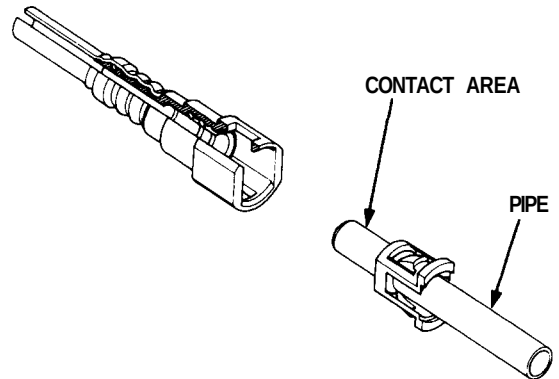
Replace the retainer when

- replacing the fuel pump.
- replacing the fuel feed pipe.
- it has been removed from the pipe.
- it is damaged.

Connection

⚠ WARNING Do not smoke while working on the fuel system. Keep open flames away from your work area.

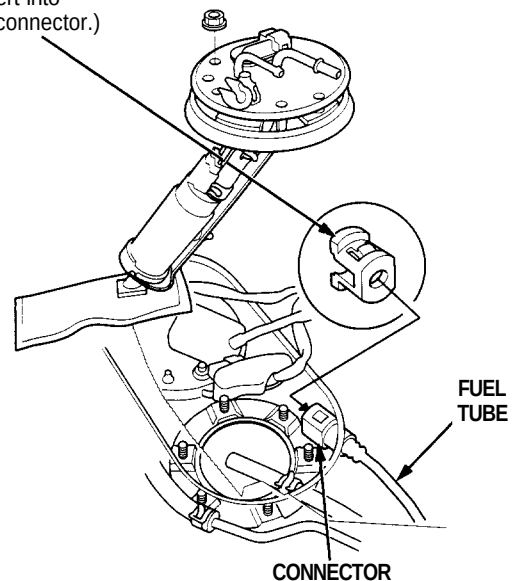
1. Check the pipe contact area for dirt and damage, and clean if necessary.



2. Insert a new retainer into the connector if the retainer is damaged, or after
 - replacing the fuel pump.
 - replacing the fuel feed pipe.
 - removing the retainer from the pipe.

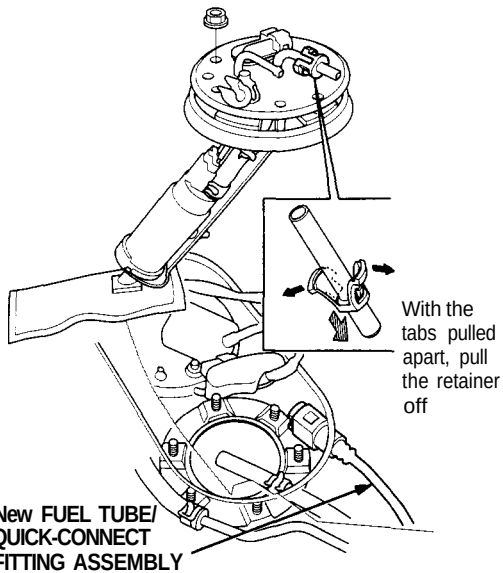
New RETAINER

(Insert into the connector.)





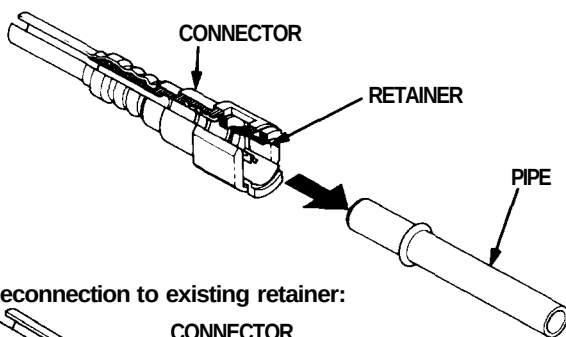
Before connecting a new fuel tube/quick-connect fitting assembly, remove the old retainer from the mating pipe.



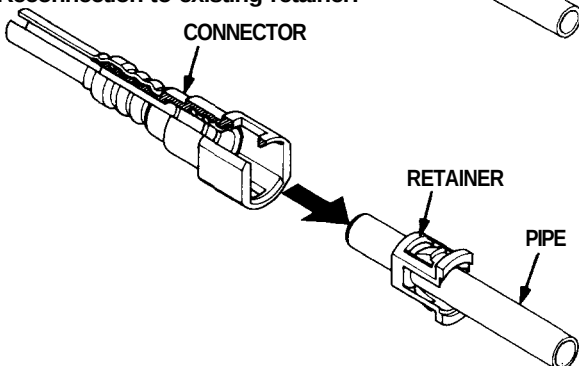
3. Align the quick-connect fittings with the pipe, and align the retainer locking pawls with the connector grooves. Then press the quick-connect fittings onto the pipe until both retainer pawls lock with a clicking sound.

NOTE: If it is hard to connect, put a small amount of new engine oil on the pipe end.

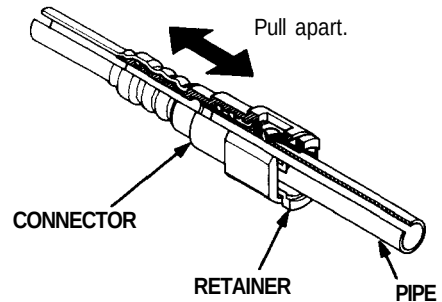
Connection with new retainer:



Reconnection to existing retainer:



4. Make sure the connection is secure and the pawls are firmly locked into place; check visually and by pulling the connector.



5. Reconnect the battery negative cable, and turn the ignition switch ON (II). The fuel pump will run for about two seconds, and fuel pressure will rise. Repeat 2 or 3 times, and check that there is no leakage in the fuel supply system.