

2-1.5 Bleeding the fuel system

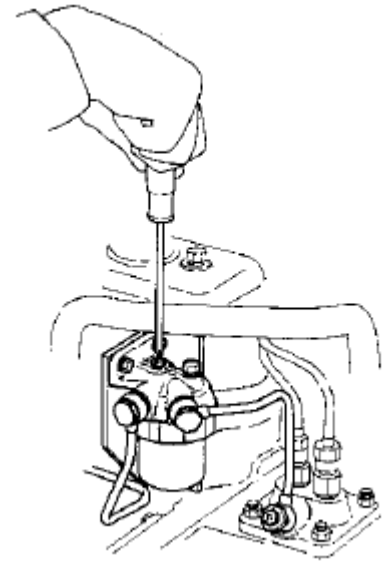
Since the presence of air in the fuel system anywhere between the fuel tank and the injection valve will cause faulty fuel injection, always bleed the air from the system when the fuel system is disassembled and reassembled.

Bleeding the fuel system

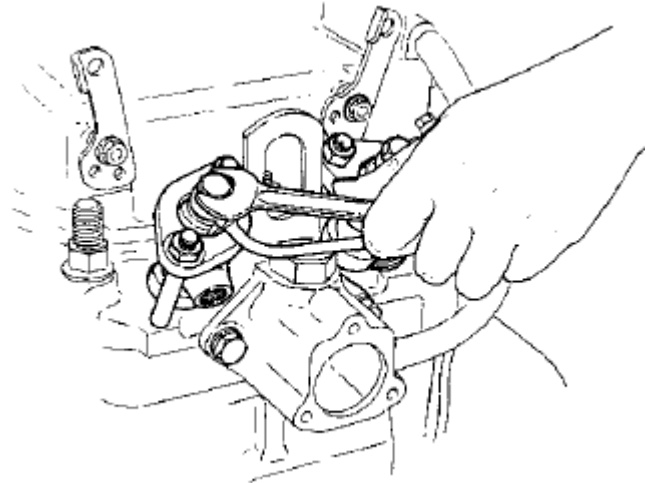
- (1) Open the fuel tank cock.
- (2) Bleed the air from the fuel filter.

Loosen the air bleeding plug at the top of the fuel filter body and operate the manual handle of the fuel pump until no more bubbles appear in the fuel flowing from the filter.

Then install and tighten the air bleeding plug.



- (3) Bleed the air from the fuel return pipe.
Loosen the connector bolt of the fuel return pipe installed on the fuel injection valve, and bleed the air by operating the manual handle of the fuel pump. Bleed the air in the No.1 cylinder (timing gear case side) and No.2 cylinder (clutch side), in that order.



- (4) Bleed the air from the fuel injection pipe.

Loosen the nipple on the fuel injection valve side, set the regulator handle to the operating position and the decompression lever to the decompression position, and crank the engine. When no more bubbles appear in the fuel flowing from the end of the injection pipe, retighten the nipple.

- (5) Check injection.
After bleeding the air, set the regulator handle to the operating position, set the decompression lever to the decompression position, and crank the engine. When fuel is being injected from the injection valve, an injection sound will be heard and you can feel resistance if you place your hand on the fuel injection pipe. This check must not be performed more than two or three times since overchecking will flood the combustion chamber with fuel, and faulty combustion will occur at starting.

