

Figure 6C-13 Fuel Gage Sending Unit

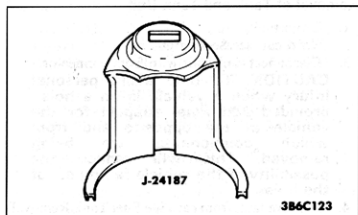


Figure 6C-14 Locking Cam Tool

Fuel Feed and Return Pipe

NOTICE: Fuel and vapor hoses and pipes are specially manufactured. If replacement becomes necessary, it is important to use replacement hoses or pipe meeting GM Specifications. Hoses and pipes not meeting GM Specification could cause early failure or failure to meet emission standard.

When replacing fuel feed and return pipes, always replace them with welded steel tubing meeting GM Specification 124M or its equivalent. The replacement pipe must utilize the same type of fittings as the original pipes to ensure the integrity of the connection.

NOTICE: Do not replace fuel pipe with fuel hose or any other type of tubing such as copper or aluminum. Only tubing meeting the 124M specification is capable of meeting all the pressure and vibration characteristics necessary to ensure the durability standard required.

- Always check and replace any "O" rings and or washers that appear damaged.
- Fuel feed and return pipes are secured to the underbody with clamps and screw assemblies. The pipes should be inspected occasionally for leaks, kinks or dents.

- Follow the same routing as the original pipe.
- Pipes must be properly secured to the frame to prevent chafing. A minimum of .25 mm (1/4") clearance must be maintained around a pipe to prevent contact and chafing.

Fuel and Vapor Hoses

NOTICE: Fuel and vapor hoses are specially manufactured. If replacement becomes necessary, it is important to use only replacement hoses meeting GM Specification 6163-M. These hoses are identified with the words "Fluoroelastomer" on them. Hoses not so marked could cause early failure or fail to meet emission standards.

- Do not use rubber hose within 4" of any part of the exhaust system or within 10" of the catalytic converter.

PFI Fuel Pipes

Due to the fact that the fuel pipes are under high pressure, these systems require special consideration for service.

Many of the feed and return pipes use screw couplings with "O" Rings. Any time these fittings are loosened to service or replace components ensure that:

- A backup wrench is used to loosen and tighten the fitting.
- Check all "O" rings at these locations (if applicable) for cuts or any damage and replace any that appear worn or damaged.
- Use correct torque when tightening these fittings.
- If pipes are replaced always use original equipment parts, or parts that meet the GM specification for those parts.

ACCELERATOR CONTROLS

The accelerator control system is cable type. There are no linkage adjustments.

As there are no adjustments, the specific cable, for each application must be used. Only the specific replacement part will work.