

CHAPTER 73

ENGINE FUEL AND CONTROL

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ENGINE FUEL AND CONTROL - DESCRIPTION/OPERATION

1. General

The engine fuel and control system consists of the units and components which deliver metered fuel and air to the engine. The fuel portion includes the carburetor and associated controls, fuel primer, and fuel pressure indicator. The induction system consists of the air box assembly, flexible ducts, and air filters. The air portion includes the air induction system and associated controls. The fuel controls consist of the throttle and mixture control. The controls are located on the lower instrument panel.

Fuel induction system components that are an integral part of the engine are described in the Avco Lycoming Operator's Manual.

AIR INDUCTION SYSTEM – DESCRIPTION/OPERATION

1. General

The induction system consists of an air inlet housing and filter assembly. On AA-5 and AA-5A aircraft, the inlet housing aligns with an opening in the nose cowl which permits filtered outside air to enter the carburetor. On AA-5B aircraft, outside air enters the carburetor through a duct from the right rear baffle which directs air to the air box and filter housing. AA-5 aircraft Serial No. 0001 through 0640 has an oil saturated filter located in the induction inlet duct. AA-5 aircraft Serial No. 0641 and subsequent and AA-5A has a polyurethane type filter that is also located in the induction inlet duct. The AA5B-0001 through 0950 filter is a polyurethane type and is located in the air box/filter housing. Aircraft AA5B-0951 and subsequent use a paper type filter.

The induction system includes an alternate hot air source, which is controlled from the instrument panel. When carburetor icing conditions exist, the carburetor heat control can be pulled out to provide hot air to the carburetor intake.

NOTE: On AA-5, AA-5A, and AA-5B aircraft, limited operation of the carburetor heat control is recommended since no filter is incorporated in the hot air source.

AIR INDUCTION SYSTEM - MAINTENANCE PRACTICES

1. Removal/Installation of Air Induction System - AA-5 Serial No. 0001 through 0640

A. Remove Induction System (See Figure 201)

- (1) Remove the lower cowl assembly (refer to Chapter 71).
- (2) Loosen the clamp and disconnect the carburetor heat hose from the air box assembly.
- (3) Disconnect the carburetor heat control from the air box assembly.
- (4) Remove the bolts and lower the air box assembly from the carburetor.

B. Install Induction System

- (1) Position the air box assembly to the carburetor and forward cowl and install the bolts, being sure to install the left rear bolt with a washer to prevent it from bottoming out in the carburetor.
- (2) Connect the carburetor heat control to the air box assembly.
- (3) Install the carburetor heat inlet hose and clamp to the air box assembly.
- (4) Install the lower cowl.

NOTE: Make sure the air duct is properly fitted over the scoop in the forward cowl. Failure to do this could result in an inadequate air supply to the carburetor.

2. Removal/Installation of Air Induction System - AA-5 Serial No. 0641 and Subsequent and AA-5A

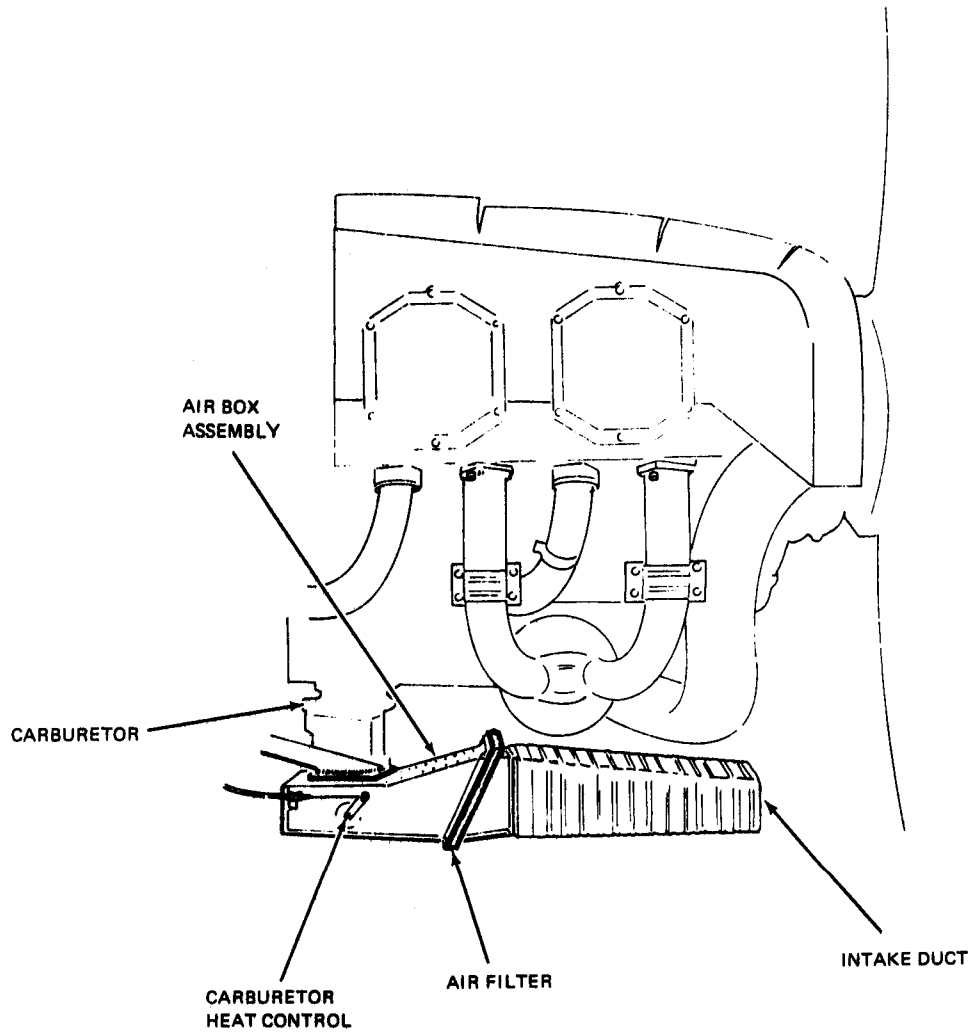
A. Remove Induction System (See Figure 202)

- (1) Remove the lower cowl assembly (refer to Chapter 71).
- (2) Loosen the clamp and disconnect the carburetor heat hose from the air box assembly.
- (3) Disconnect the carburetor heat control from the air box assembly.
- (4) Cut safety wire, remove the bolts, and lower the air box assembly from the carburetor.
- (5) Inspect the flex connection between the carburetor and air box assembly. Replace if damaged or otherwise defective.
- (6) Inspect and replace filter if damaged or if more than 50 percent covered with foreign material.

B. Install Induction System

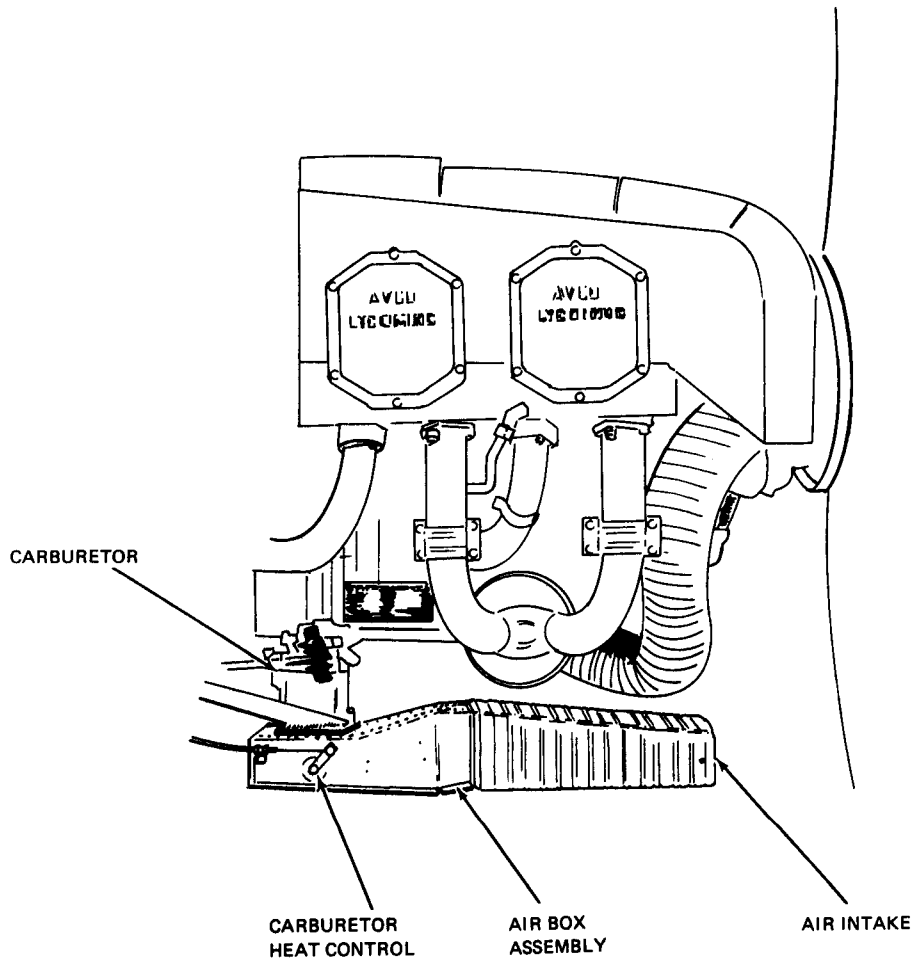
- (1) Position the air box assembly on the carburetor, install the bolts and safety wire.
- (2) Install the carburetor heat inlet hose and clamp to the air box assembly.
- (3) Install the lower cowl.
- (4) Connect the carburetor heat control to the air box assembly.

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Air Induction System - AA-5
Figure 201

AA-5 SERIES
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Air Induction System - AA-5A
Figure 202

3. Removal/Installation of Air Induction System - AA-5B

A. Remove Induction System (See Figure 203)

- (1) Remove the lower cowl assembly.
- (2) Loosen the clamps and disconnect the carburetor heat and induction air hoses from the air box/filter housing.
- (3) Disconnect the throttle, mixture, and carburetor heat controls from the housing.
- (4) Unbolt filter access door and remove filter.
- (5) From inside the air box/filter housing, cut safety wire, remove the attach bolts, and withdraw the housing from the aircraft.
- (6) Inspect all air box/filter housing seals and gaskets and replace if damaged.

B. Install Induction System

- (1) Position the air box/filter housing to the carburetor and install the bolts, being sure that mating gasket is properly installed between the surfaces. Safety wire attach bolts.
- (2) Install the filter and bolt the filter access door in the closed position.
- (3) Connect the throttle, mixture, and carburetor heat controls to the housing (refer to control installation instructions in this section).
- (4) Install the carburetor heat and induction air hoses and clamp to the air box/filter housing.
- (5) Install the lower cowl.

4. Filter Servicing - AA-5 Serial No. 0001 through 0640

A. Remove, Service, and Install Filter

- (1) Remove induction system.
- (2) Remove the screws attaching the adapter assembly, air filter and air box assembly together.
- (3) Thoroughly wash the filter in petroleum solvent. Make certain all dirt is removed and filter is in serviceable condition. If filter has flocking worn from screen wire, replace filter.
- (4) Dry the filter at room temperature. Filter must be completely dry before proceeding with next step. If the filter is not dry, the solvent will prevent oil from adhering to the filter, thereby reducing the filter efficiency.
- (5) Immerse the filter in the grade oil called for on the filter. If none is called out, use engine preservative oil. (Socony's "Avrex 901" or Esso's "Rust-Ban 626")
- (6) After removing the filter from the oil, allow it to drain thoroughly before installing in the aircraft.
- (7) Inspect the gasket between the air filter and air box; if damaged or otherwise defective, replace with a new gasket.
- (8) Position the air box assembly, filter, and adapter together and install the screws.
- (9) Install induction system.

5. Filter Servicing — AA-5 Serial No. 0641 and Subsequent and AA-5A

A. Remove, Service, and Install Filter

- (1) Remove screws on bottom side of lower cowl that attach filter cover plate and remove the plate.
- (2) If filter has any holes or tears, or is 50% covered with foreign material, replace filter.

NOTE: Never blow off filter with compressed air or attempt to wash element in any liquid or soak in oil. Filter should be replaced at each 100 hours, 12 calendar months, or when 50% covered with foreign material, whichever occurs first.

- (3) Position filter in place in air inlet duct.
- (4) Position filter cover plate in place on bottom of cowl and install screws.

6. Filter Servicing — AA-5B

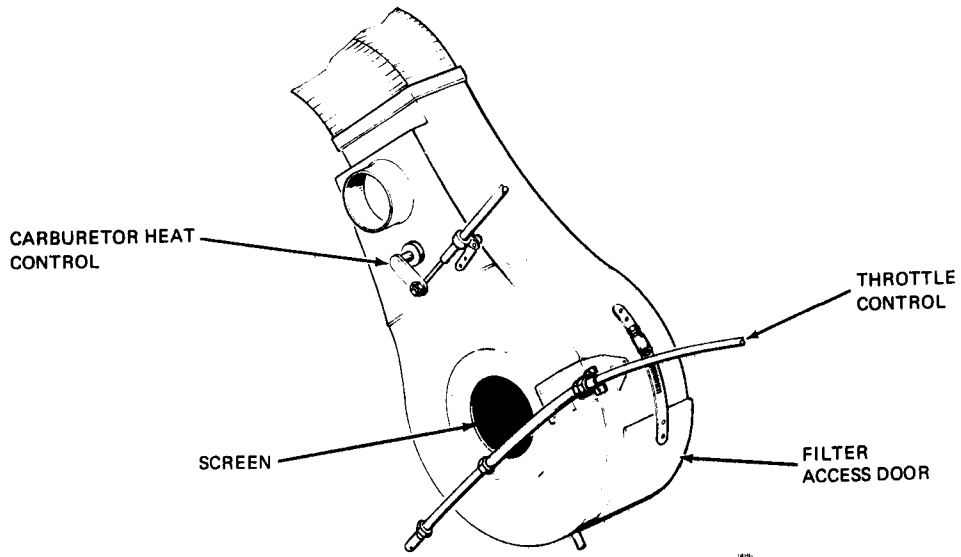
A. Remove, Service, and Install Filter

- (1) Remove the lower cowl assembly.
- (2) Unbolt filter access door on the bottom of the air box/filter housing.
- (3) On aircraft with foam type filter installed, replace filter if filter has any holes or tears, or is 50% covered with foreign material.

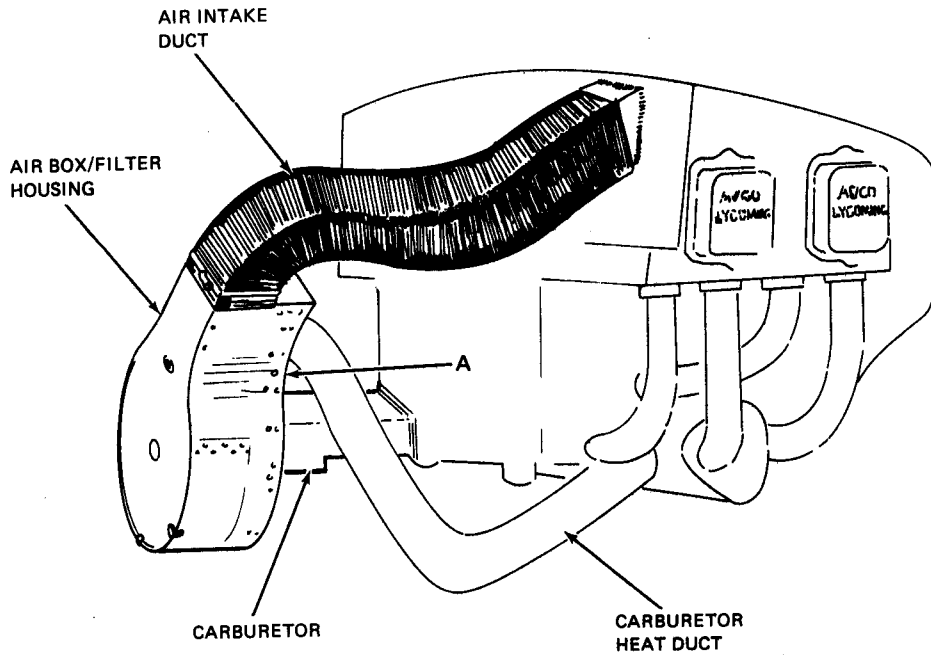
NOTE: Never blow off filter with compressed air or attempt to wash element in any liquid or soak in oil. Filter should be replaced at each 300 hours, 12 calendar months, or when 50% covered with foreign material, whichever occurs first.

- (4) On aircraft with paper type filter installed, the filter may be cleaned by removing dust with compressed air or washed in a solution of water and Donaldson D-1400 filter cleaning compound or equivalent. Replace the filter after one year, after ten cleanings or after 500 flight hours.
- (5) Install filter in air box/filter housing and fasten filter access door bolt.
- (6) Install lower cowl assembly.

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DETAIL A



Air Induction System - AA-5B
Figure 203

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CARBURETOR - DESCRIPTION/OPERATION

1. General

The engine is equipped with a single barrel, float-type carburetor, which incorporates an idle cut-off mechanism and a manual mixture control. On AA-5 and AA-5A aircraft the carburetor is mounted on the bottom of the engine. On AA-5B aircraft the carburetor is mounted horizontally on the rear of the engine.

CARBURETOR - MAINTENANCE PRACTICES

1. Removal/Installation of Carburetor

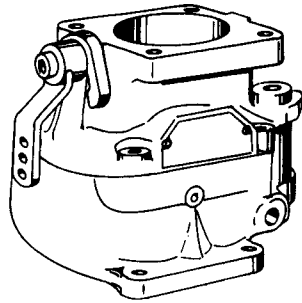
A. Remove Carburetor

- (1) Place fuel shut-off valve in OFF position.
- (2) Remove induction system (refer to 73-1-1).
- (3) Disconnect fuel inlet and fuel pressure lines at carburetor.
- (4) On AA-5 and AA-5A, remove throttle control support bracket.
- (5) Remove four nuts and washers and remove carburetor.

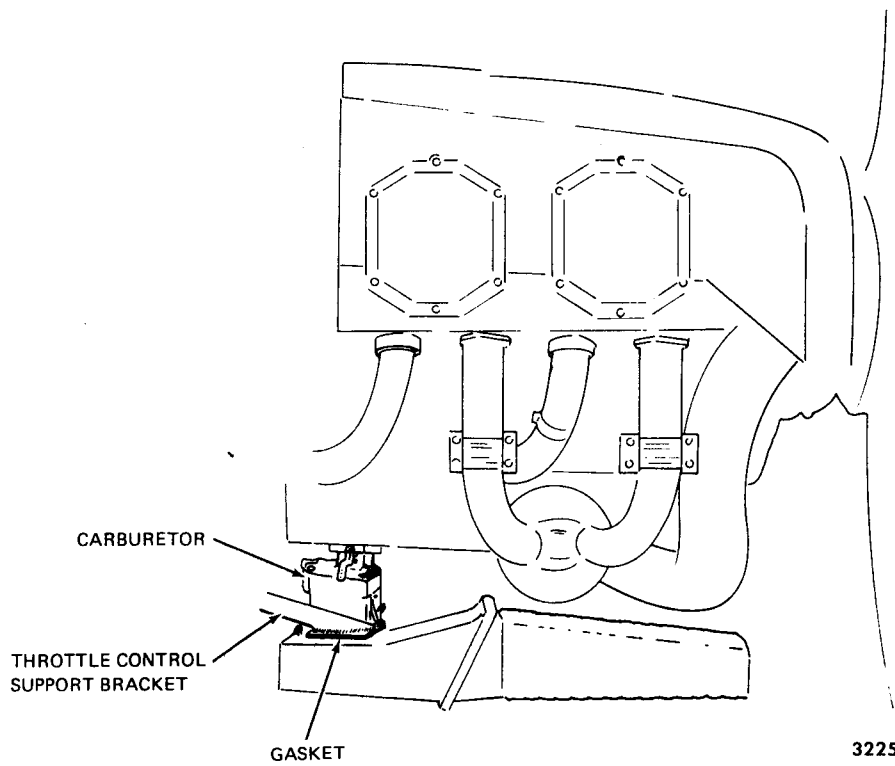
B. Install Carburetor

- (1) Using a new gasket, position carburetor to engine and install washers, nuts, and Pal nuts.
- (2) On AA-5 and AA-5A, use a new gasket and install gasket and throttle support bracket.
- (3) Connect fuel inlet and fuel pressure lines at carburetor.
- (4) Place fuel shut-off valve to ON position.
- (5) Place auxiliary fuel boost pump switch to ON position to pressurize the system and check connections for leaks.
- (6) Install induction system (refer to 73-1-1).

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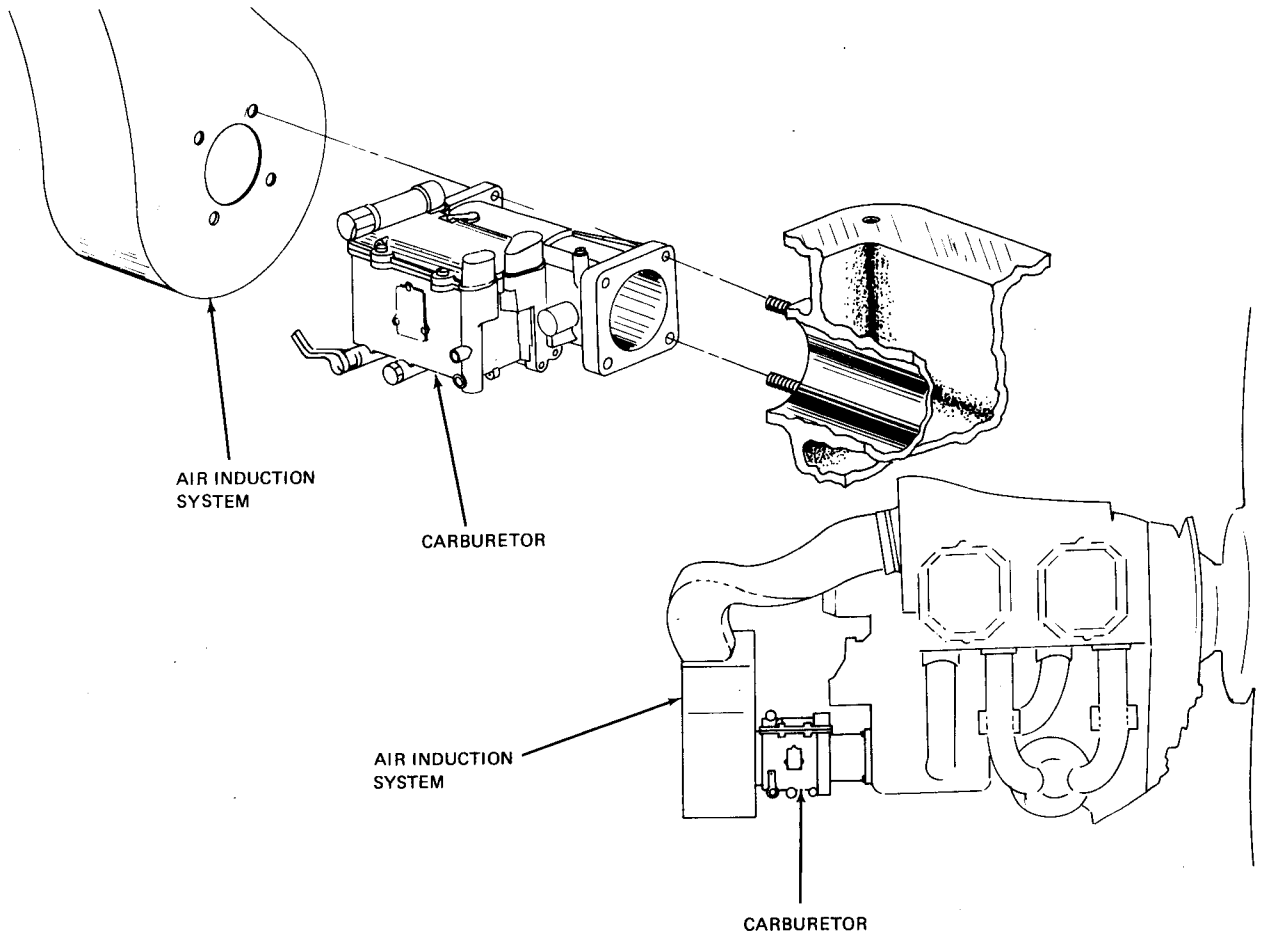


CARBURETOR



Carburetor Installation - AA-5, AA-5A
Figure 201

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Carburetor Installation - AA-5B
Figure 202

**AA-5 SERIES
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ENGINE PRIMER SYSTEM - DESCRIPTION/OPERATION

1. General

The engine is equipped with a four cylinder priming system. Fuel is injected directly into the cylinder intake system by a plunger in the primer body located on the instrument panel. Fuel to the primer is obtained from a tee connection in the fuel line from the left sump. The primer knob can be locked in the closed position by pushing fully in and rotating either left or right until the knob cannot be pulled out. If a manifold pressure gauge is desirable, the priming system can be converted to a three cylinder system, and number three or number four cylinder used for the manifold pressure gauge connection.

ENGINE PRIMER SYSTEM - MAINTENANCE PRACTICES

1. Removal/Installation of Primer System

A. Remove Primer System (See Figures 201 and 202)

- (1) Remove the lower cowl.
- (2) Remove the line between the tee at rear of engine and the primer.
- (3) Remove the clamps securing the primer lines to the engine and the engine intake pipes and remove the primer lines from the engine.

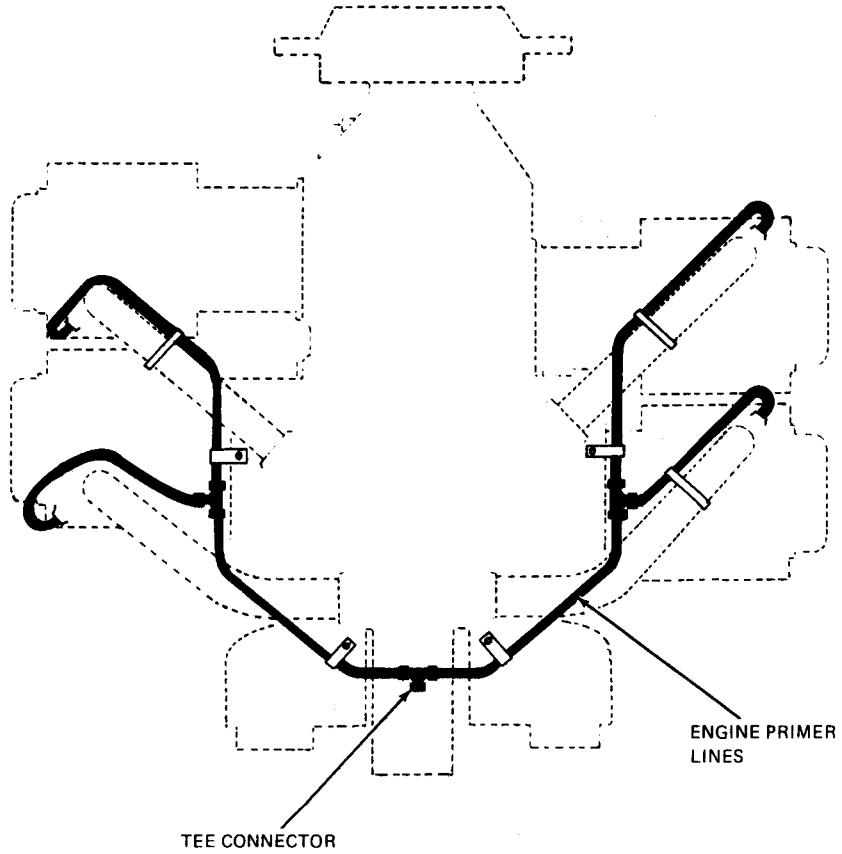
NOTE: Do not disconnect the line from the tee connection at the left sump unless line is damaged. If the line must be removed for repair or replacement, drain the left fuel tank and sump.

- (4) Remove the knurled nut on the front of the instrument panel securing the primer.
- (5) Remove primer knob, plunger, spacer, and knurled nut as an assembly from the front of the instrument panel.
- (6) Remove primer body from rear of instrument panel.

B. Install Primer System

- (1) Assemble primer body, spacer, plunger, primer knob, and knurled nut on instrument panel and tighten nut.
- (2) Connect line between tee at rear of engine and primer-to-firewall connection.
- (3) Install primer lines to individual cylinders.
- (4) Connect primer line from firewall to tee connection.
- (5) Install clamps and secure primer lines to engine intake pipes and to engine.
- (6) Operate engine primer and check lines and connections for leaks.
- (7) After operating primer and checking system, allow sufficient time for excess fuel to drain overboard from the engine manifold before attempting an engine start.
- (8) Install lower cowl.

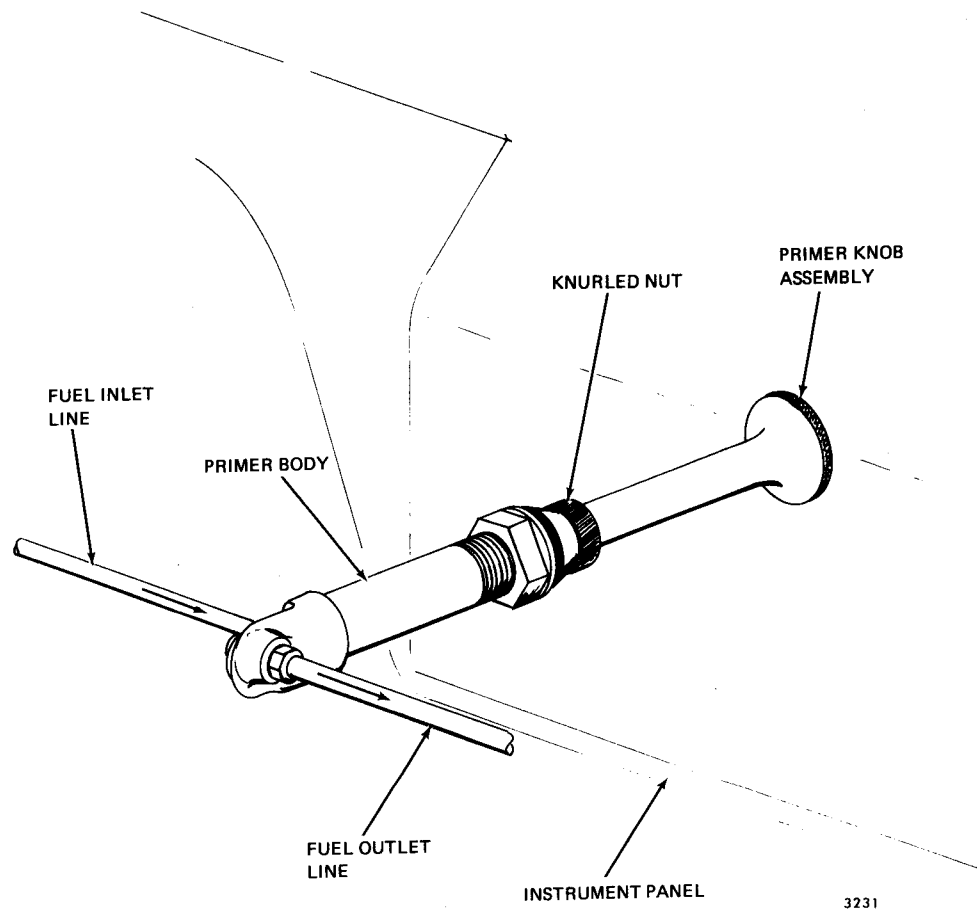
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Primer Lines Installation
Figure 201

AA-5 SERIES
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Engine Primer
Figure 202

THROTTLE CONTROL - DESCRIPTION/OPERATION

1. General

The throttle setting regulates the power output of the engine by controlling the amount of the fuel/air mixture that moves into the engine cylinders. The throttle control is located in the lower center of the instrument panel and is connected to the carburetor throttle valve by a flexible cable. The engine manifold pressure is controlled by the throttle settings.

THROTTLE CONTROL – MAINTENANCE PRACTICES

1. Removal/Installation of Throttle Control

A. Remove Throttle Control – Model AA-5

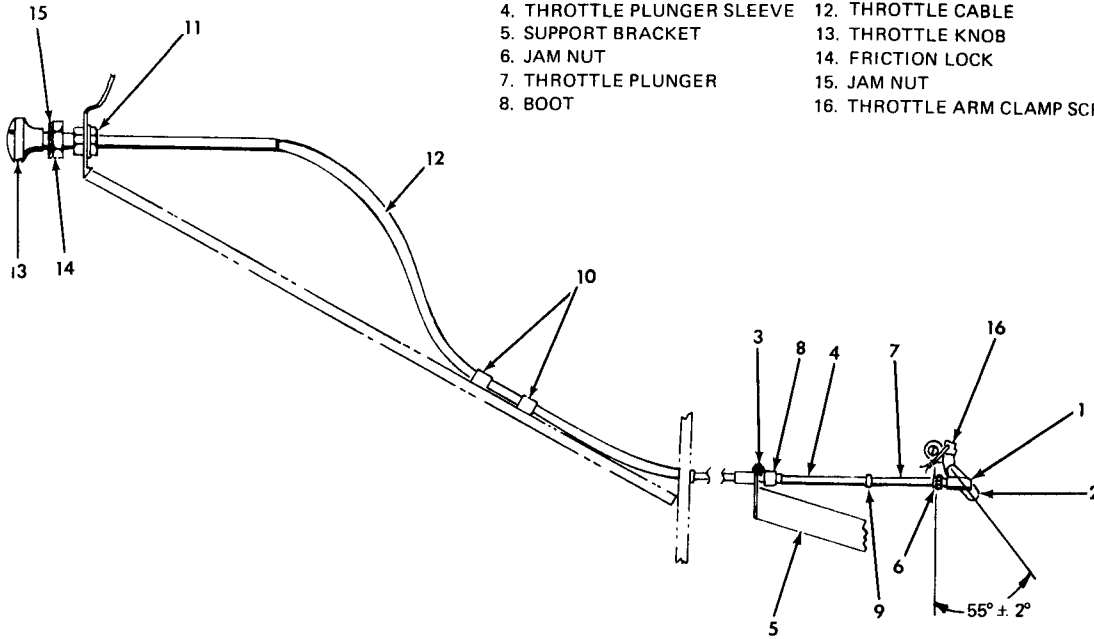
- (1) Remove cowl to gain access (refer to Chapter 71).
- (2) Disconnect the ball joint (1, Figure 201) from the carburetor throttle arm (2).
- (3) Remove the lock plate (3) which secures the throttle plunger sleeve (4) to the support bracket (5).
- (4) Loosen the jam nut (6) and remove the ball joint (1) and jam nut (6) from the throttle plunger (7). Remove the boots (8 and 9) from the plunger (7).
- (5) Remove the clamps (10) which secure the throttle cable and carburetor heat control cable to the instrument panel support. (Located between instrument panel and firewall.)
- (6) Remove the throttle housing retainer nut (11) from behind the instrument panel and carefully pull the throttle cable (12) through the firewall and instrument panel.

B. Install Throttle Control – Model AA-5

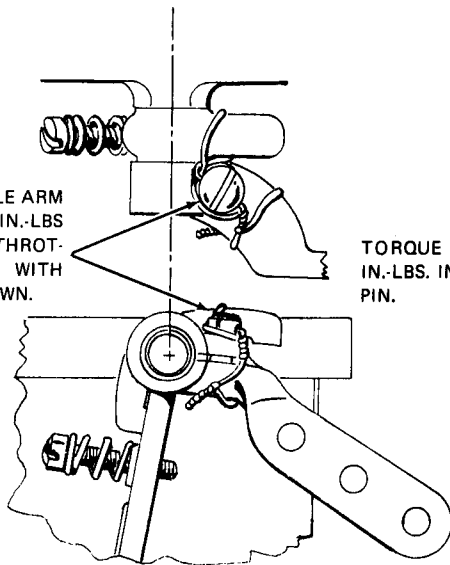
- (1) Pass the end of the throttle control cable (12, Figure 201) through the instrument panel and slide the housing retainer nut (11) over the end of the cable.
- (2) Route cable through the firewall to the carburetor.
- (3) Install and tighten the nut (11) on the throttle housing behind the instrument panel.
- (4) Position the throttle plunger sleeve (4) in the slot in the support bracket (5) and install the lock plate (3). Install the boots (8 and 9) on the plunger (7).
- (5) Position the throttle cable (12) to provide a minimum 4-1/2 inch bend radii and install the clamps (10).
- (6) Install the jam nut (6) and ball joint (1) loosely on the throttle plunger (7).
- (7) When a carburetor throttle arm has been removed, install as follows:
 - a. Check carburetor throttle arm (2) with arm against full open stop. Arm should be $55^{\circ} \pm 2^{\circ}$ forward of vertical as shown in Figure 201.
 - b. Torque throttle arm screw to 25-28 inch pounds and resafety.
 - c. On serrated type throttle arms, torque attaching nut to 30-48 inch pounds and install cotter pin.
- (8) Turn throttle knob (13) and jam nut (15) completely down, then tighten jam nut against throttle knob.
- (9) Place a 1/8 inch spacer between the throttle knob jam nut (15) and the friction lock (14) (friction lock partially loose).
- (10) Adjust the threaded ball joint (1) to position the carburetor throttle arm (2) against the full open stop. Check through the inspection hole in ball joint (1) that there is a minimum of 3/16 inch plunger rod engagement in the ball joint. Secure with jam nut (6).

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- | | |
|-----------------------------|-----------------------------------|
| 1. BALL JOINT | 9. BOOT |
| 2. THROTTLE ARM | 10. CLAMP |
| 3. LOCK PLATE | 11. THROTTLE HOUSING RETAINER NUT |
| 4. THROTTLE PLUNGER SLLEEVE | 12. THROTTLE CABLE |
| 5. SUPPORT BRACKET | 13. THROTTLE KNOB |
| 6. JAM NUT | 14. FRICTION LOCK |
| 7. THROTTLE PLUNGER | 15. JAM NUT |
| 8. BOOT | 16. THROTTLE ARM CLAMP SCREW |

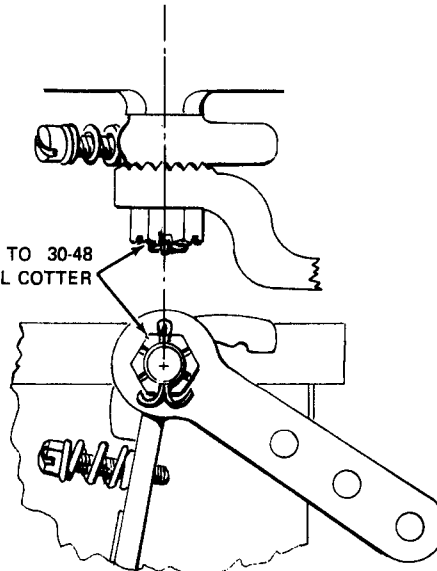


TIGHTEN THROTTLE ARM SCREW TO 26-28 IN.-LBS TORQUE. SAFETY THROTTLE ARM SCREW WITH LOCKWIRE, AS SHOWN.



VIEW OF CARBURETOR THROTTLE ARM SHOWING METHOD OF TYING LOCKWIRE. (FRICTION CLAMP DESIGN)

TORQUE NUT TO 30-48 IN.-LBS. INSTALL COTTER PIN.



VIEW OF CARBURETOR THROTTLE ARM (SERRATED CLAMP DESIGN)

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**Engine Throttle Control Installation - Model AA-5
Figure 201**

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- (11) If thread engagement in Step (10) above is less than 3/16 inch, the throttle knob (13) may be threaded out to 3/16 inch minimum thread engagement and Step (10) above repeated.
- (12) Space between throttle knob jam nut (15) and friction lock (14) with throttle fully open (friction lock partially loose) must be 1/8 to 1/4 inch maximum.
- (13) Check all attachments, jam nuts, safety wire and bend radii for correct installation, and throttle for smooth operation.
- (14) Install cowl (refer to Chapter 71).

C. Remove Throttle Control – Model AA-5B

- (1) Remove cowl to gain access (refer to Chapter 71).
- (2) Disconnect the ball joint (1, Figure 202) from the carburetor throttle arm (2).
- (3) Remove the clamp (6) which secures the throttle plunger sleeve (4) to the support bracket (14).
- (4) Loosen the jam nut (3) and remove the ball joint (1) and jam nut (3) from the throttle plunger (15). Remove the boots (5 and 13) from the plunger (15).
- (5) Remove the throttle housing retainer nut (9) from behind the instrument panel and carefully pull the throttle cable (8) through the firewall and instrument panel.

D. Install Throttle Control – Model AA-5B

- (1) Pass the end of the throttle control cable (8, Figure 202) through the instrument panel and slide the housing retainer nut (9) over the end of the cable.
- (2) Route cable through the firewall to the carburetor.
- (3) Install and tighten the nut (9) on the throttle housing behind the instrument panel.
- (4) Position the shim (16) and throttle plunger sleeve (4) in the support bracket (14) and install the clamp (6). Install the boots (5 and 13) on the plunger (15).

NOTE: The clamp tang must engage the slot in the throttle plunger sleeve to secure the throttle cable at the support bracket.

NOTE: Ensure that throttle cable minimum bend radius is 4-1/2 inches.

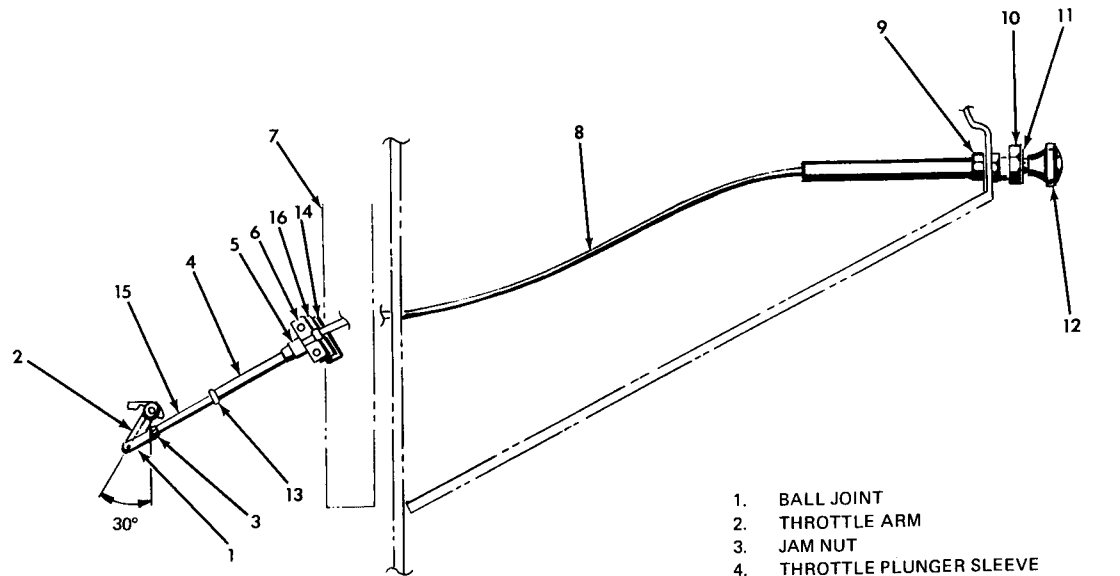
- (5) Install the jam nut (3) and ball joint (1) loosely on the throttle plunger (15).
- (6) Check carburetor throttle arm (2, Figure 202) with arm against full open stop. Arm should be 30° forward of vertical as shown in Figure 202. If throttle arm has been reinstalled, torque attaching nut 30 to 48 inch pounds and install cotter pin.
- (7) Turn throttle knob (12) and jam nut (11) completely down, then tighten jam nut against throttle knob.
- (8) Place a 1/8 inch spacer between the throttle knob jam nut (11) and the friction lock (10) (friction lock slightly loose).
- (9) Adjust the threaded ball joint (1) to position the carburetor throttle arm (2) against the full open stop. Check through the inspection hole in ball joint (1) that there is a minimum of 3/16 inch plunger rod engagement in the ball joint. Secure with jam nut (3).

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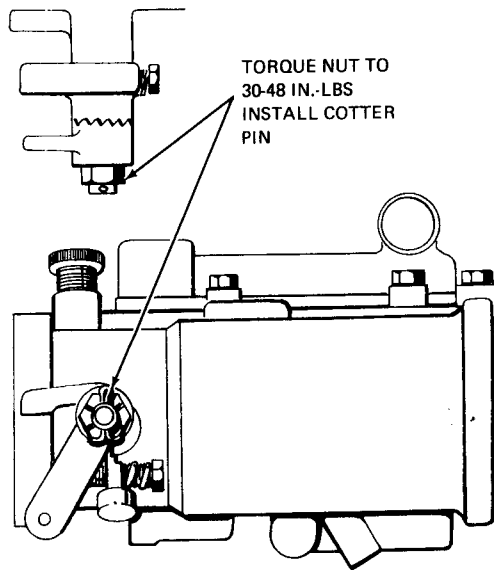
NOTE: Space between plunger sleeve (4) and jam nut (3) with throttle closed must be 1/8 to 1/4 inch.

- (10) If thread engagement in Step (9) above is less than 3/16 inch, the throttle knob (12) may be threaded out to 3/16 inch minimum thread engagement and Step (9) above repeated.
- (11) Space between throttle knob jam nut (11) and friction lock (10) with throttle fully open (friction lock slightly loose) must be 1/8 to 1/4 inch maximum.
- (12) Check all attachments, jam nuts, and bend radii for correct installation, and throttle for smooth operation.
- (13) Install cowl (refer to Chapter 71).

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1. BALL JOINT
2. THROTTLE ARM
3. JAM NUT
4. THROTTLE PLUNGER SLEEVE
5. BOOT
6. CLAMP
7. AIR BOX ASSEMBLY
8. THROTTLE CABLE
9. THROTTLE HOUSING RETAINER NUT
10. FRICTION LOCK
11. JAM NUT
12. THROTTLE KNOB
13. BOOT
14. SUPPORT BRACKET
15. THROTTLE PLUNGER
16. SHIM



VIEW OF CARBURETOR
THROTTLE ARM

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Engine Throttle Control Installation - Model AA-5B
Figure 202

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MIXTURE CONTROL - DESCRIPTION/OPERATION

1. General

The mixture control is located on the lower center of the instrument panel adjacent to the throttle control. The mixture control meters the amount of fuel that passes through the carburetor main jet, and is used to regulate fuel economy at a given power setting and cruising altitude.

MIXTURE CONTROL - MAINTENANCE PRACTICES

1. Removal/Installation of Mixture Control

A. Remove Mixture Control - AA-5 and AA-5A (See Figures 201 and 202)

- (1) Remove cowl to gain access (refer to Chapter 71).
- (2) Disconnect mixture control at carburetor by removing cotter pin, nut, washers, bearing, and bolt from mixture control arm.
- (3) Straighten mixture control wire and remove wire from swivel assembly.
- (4) Loosen the clamps at the firewall and instrument panel brace sufficiently to allow the cable to slide through.
- (5) Remove the nut securing the mixture control housing to the instrument panel and pull the mixture control cable through the firewall and instrument panel.

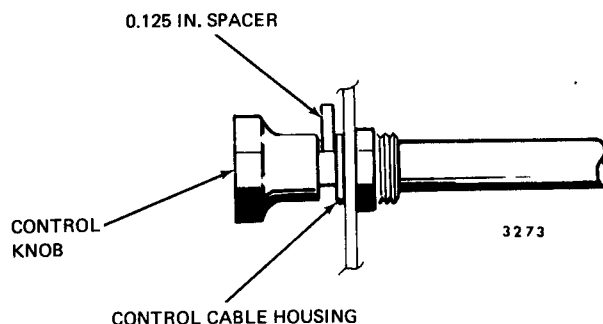
B. Install Mixture Control - AA-5 and AA-5A

CAUTION: DO NOT BEND OR KINK MIXTURE CONTROL CABLE DURING INSTALLATION.

- (1) Pass the end of the control cable through the instrument panel opening and slide the nut over the end of the cable and secure housing to instrument panel.
- (2) Continue the cable through the firewall, being sure it passes through the tie-wraps on the wiring and cable bundle and the clamps on the instrument panel brace and on the forward side of the firewall.
- (3) Pass the end of the cable through the bushing in the support bracket.
- (4) Assemble the bolt, bearing, washers, and nut loosely on the carburetor mixture control. Thread the wire through the hole in the swivel assembly.

NOTE: Do not bend wire or tighten bolt at this time.

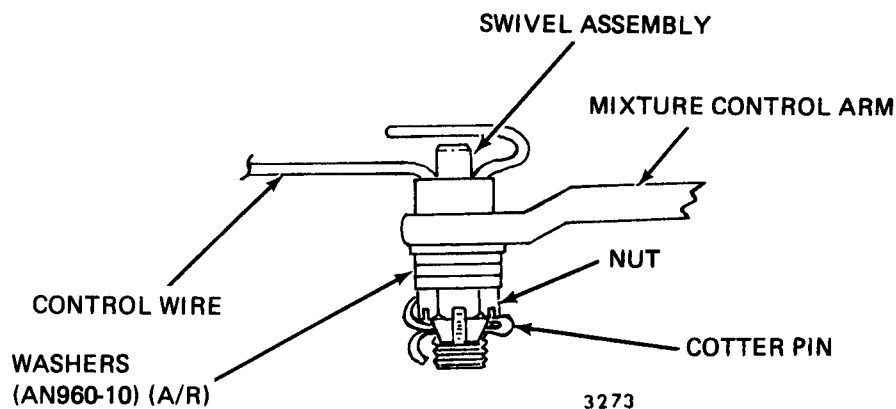
- (5) Position the mixture control arm completely against the full rich stop. Place a 1/8-in. spacer between mixture control knob and control cable housing as shown in Figure 201.



Typical Control Knob Rigging
Figure 201

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- (6) With the mixture control arm against the full rich stop, and the control knob against the spacer, tighten the control arm attaching bolt and the cable clamps at the firewall and the instrument panel brace. Remove the spacer from control knob and check mixture control operation.
- (7) Bend mixture control cable wire as shown on Figure 202 and install the cotter pin.
- (8) Check operation of mixture control. Control should have 1/8 inch travel remaining with mixture control arm in full rich position. Control cable should have 4-1/2 inch minimum bend radius.
- (9) Install cowl (refer to Chapter 71).



Mixture Control Wire Installation
Figure 202

C. Remove Mixture Control — AA-5B

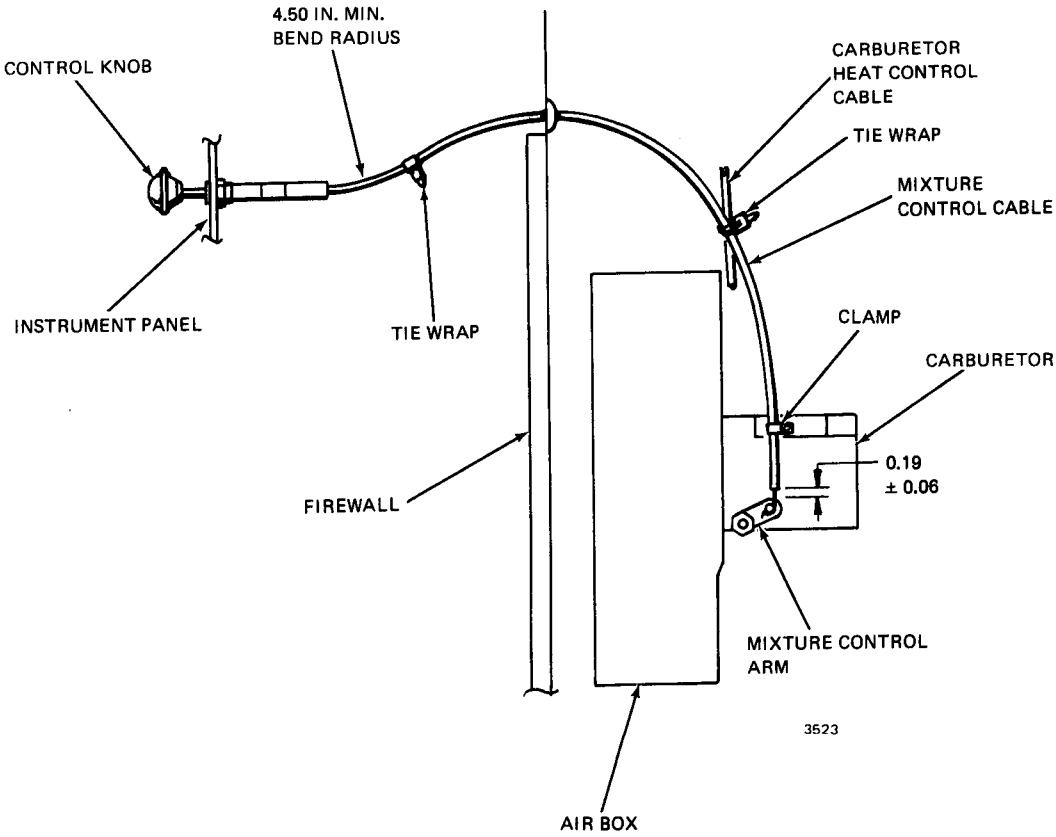
- (1) Remove cowl to gain access (refer to Chapter 71).
- (2) Disconnect mixture control at carburetor by removing cotter pin, nut, washers, bearing, and bolt from mixture control arm.
- (3) Straighten mixture control wire and remove wire from swivel assembly.
- (4) Loosen clamp at bracket on carburetor sufficiently to allow the cable to slide through.
- (5) Remove sealant around cable at firewall.
- (6) Remove the nut securing the mixture control housing to the instrument panel and pull the mixture control cable through the firewall and instrument panel.

D. Install Mixture Control — AA-5B (See Figure 203.)

CAUTION: DO NOT BEND OR KINK MIXTURE CONTROL CABLE DURING INSTALLATION.

- (1) Pass the end of the control cable through the instrument panel opening and slide the nut and PVC tubing over the control cable housing.
- (2) Feed control cable through tie-wrap and firewall.
- (3) Secure control housing to instrument panel with the nut.
- (4) Feed control cable through tie-wrap on carburetor heat control cable and continue through clamp on carburetor.
- (5) Assemble the swivel assembly, washers, and nut loosely on the carburetor mixture control arm as shown in Figure 202. Thread the mixture control wire through the hole in the swivel assembly.

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Mixture Control Cable Installation - AA-5B
Figure 203

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NOTE: Do not bend wire or tighten nut on swivel at this time.

- (6) Place carburetor mixture control arm in the idle cut-off position and secure clamp on carburetor to locate cable housing 0.19 ± 0.06 inch from mixture control arm as shown in Figure 203.
- (7) Position the carburetor mixture control arm completely against the full rich stop. Place a 1/8 inch spacer between the mixture control knob and control cable housing as shown in Figure 201.
- (8) With the mixture control arm against the full rich stop and the control knob against the spacer, tighten the nut on the control arm swivel assembly as required to clamp the control wire securely.
- (9) Remove spacer behind control knob and operate mixture control through its full range of travel, making sure that control operates freely and smoothly. With mixture control arm against full rich stop, there must be a 1/8 inch clearance at the control knob as shown in Figure 201.
- (10) Bend mixture control wire as shown in Figure 202 and install cotter pin.
- (11) Ensure that mixture control cable has a 4-1/2 inch minimum bend radius.
- (12) Reseal firewall hole with Pro-Seal 700 Firewall sealant.
- (13) Install cowl (refer to Chapter 71).

2. Idle Speed and Mixture Adjustment

A. Adjust Idle Speed and Mixture Setting

- (1) Perform a normal engine warmup until oil temperature has stabilized.
- (2) With engine operating at 1800 rpm, check for normal magneto rpm drop (175 rpm maximum drop with no more than 50 rpm difference between magnetos).
- (3) Set the throttle stop idle speed adjustment screw on the carburetor so that the engine idles at 600 to 650 rpm, Model AA-5 and AA-5A or 500 to 650 rpm, Model AA-5B.
- (4) With a smooth and steady motion, pull the cockpit mixture control towards the idle cut-off position and observe the tachometer for any change. Return the control to the full rich position prior to the engine cutting out. An increase of more than 50 rpm while "leaning out" indicates an excessively rich idle mixture. An immediate decrease in rpm indicates the idle mixture is too lean.
- (5) If the procedure in Step (4) indicates the fuel mixture is too rich or too lean, turn the idle mixture screw in the carburetor to obtain the necessary correction, repeat step (4).
- (6) Each time the idle adjustment is changed, run the engine rpm up to 2000 rpm before proceeding with the next rpm check.
- (7) Check engine idle speed and if necessary, make final adjustments to obtain correct idle speed.

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FUEL PRESSURE GAGE - DESCRIPTION/OPERATION

1. General

The fuel pressure gage is the lower gage in the instrument cluster assembly. The instrument cluster assembly is located on the right-hand side of the instrument panel. The gage is connected to the fuel inlet on the carburetor by an aluminum tube from the gage to the firewall and a flexible pressure line from the firewall to the fuel inlet on the carburetor.

FUEL PRESSURE GAGE - MAINTENANCE PRACTICES

1. Removal/Installation of Fuel Pressure Gage

A. Remove Fuel Pressure Gage

WARNING: BE SURE THAT MASTER SWITCH IS IN OFF POSITION.

- (1) Remove screws securing deck assembly to instrument panel.
- (2) Raise deck assembly and tape to windshield.

NOTE: Tag wiring to facilitate connection at installation.

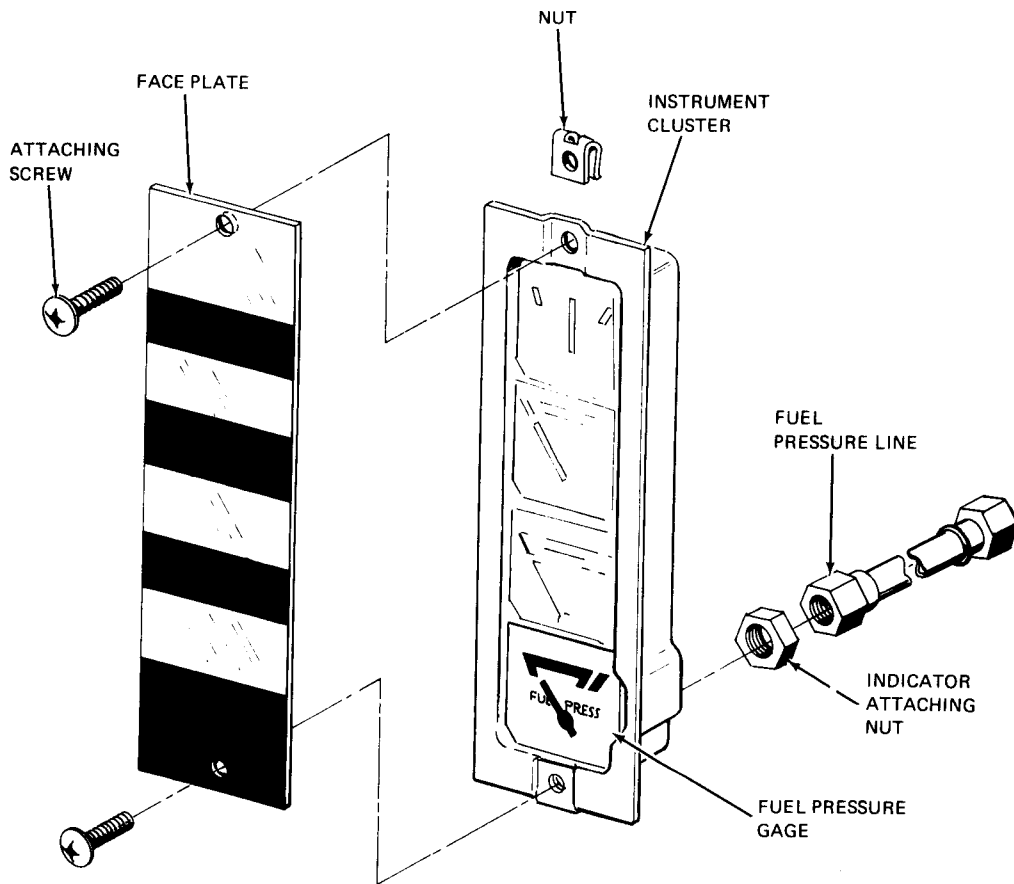
- (3) Disconnect wiring and pressure lines from instrument cluster assembly.
- (4) Remove instrument cluster mounting screws and remove cluster assembly from instrument panel.
- (5) Remove nut from shell of inlet nipple on back of pressure gage and remove gage from cluster case.

B. Install Fuel Pressure Gage

WARNING: BE SURE THAT MASTER SWITCH IS IN OFF POSITION.

- (1) Position pressure gage in instrument cluster case and install nut on gage nipple at back of case.
- (2) Position instrument cluster in place on instrument panel and install mounting screws.
- (3) Connect pressure lines and wiring to instrument cluster assembly and remove tags installed at removal.
- (4) Place deck assembly in position and install screws securing deck assembly to instrument panel.

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Fuel Pressure Gage Installation
Figure 201