

Warning

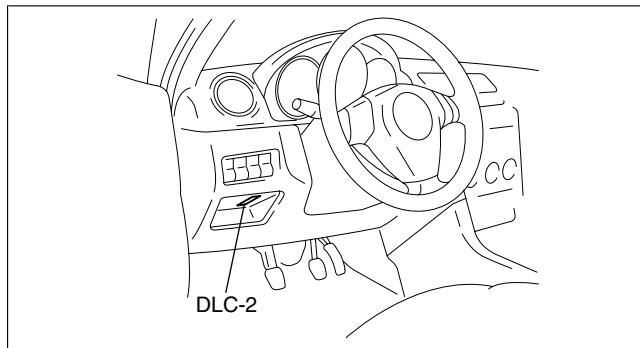
- **Repairing a fuel tank containing fuel is dangerous. Explosion or fire may cause death or serious injury. Always properly steam clean a fuel tank before repairing it.**
- **A person charged with static electricity could cause a fire or explosion, resulting in death or serious injury. Before draining fuel, make sure to discharge static electricity by touching the vehicle body.**

1. Park the vehicle on a level surface.
2. Follow "BEFORE SERVICE PRECAUTION" before performing any work operations to prevent fuel from spilling from the fuel system. (See BEFORE SERVICE PRECAUTION[L3 Turbo].)

3. Drain the fuel from the fuel tank using the following procedure:
 - (1) Disconnect the quick release connector (in the engine compartment). (See QUICK RELEASE CONNECTOR REMOVAL/INSTALLATION[L3 Turbo].)
 - (2) Attach a long hose to the disconnected fuel pipe and drain the fuel into a proper receptacle.
 - (3) Start the fuel pump using the following procedure:

Using M-MDS

1. Connect the M-MDS to the DLC-2.
2. Start the fuel pump using the "FP" simulation function.



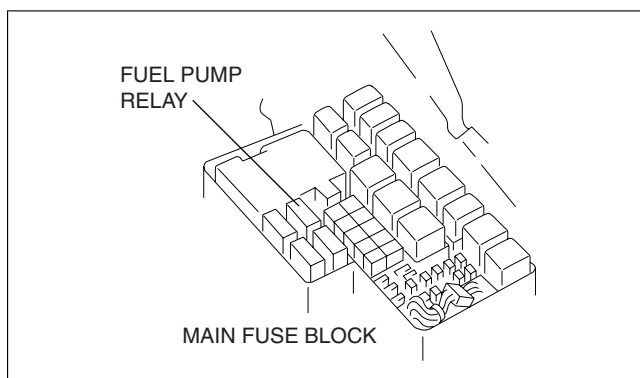
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Without using M-MDS

1. Remove the battery cover. (See BATTERY REMOVAL/INSTALLATION[L3 Turbo].)
2. Disconnect the negative battery cable.
3. Remove the fuel pump relay.

Caution

- Be careful to short the specified terminal as shorting the wrong terminal of the main fuse block may cause a malfunction.

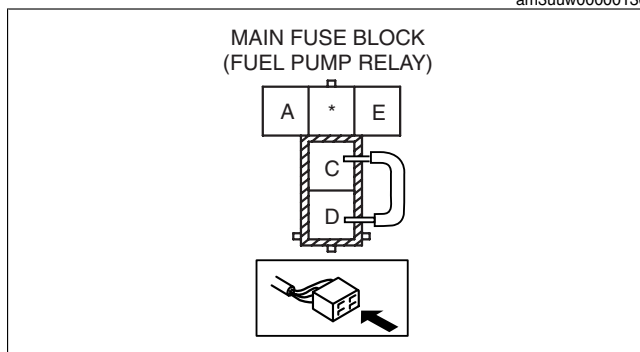


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4. Using a jumper wire, short fuel pump relay terminals C and D and connect the negative battery cable to start the fuel pump.

Caution

- The fuel pump may malfunction if it is operated without any fuel in the fuel tank (fuel pump idling). Constantly monitor the amount of fuel being discharged and immediately stop operation of the pump when essentially no fuel is being discharged.



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- (4) When essentially no fuel is being discharged from the hose, stop the fuel pump using the following procedure:

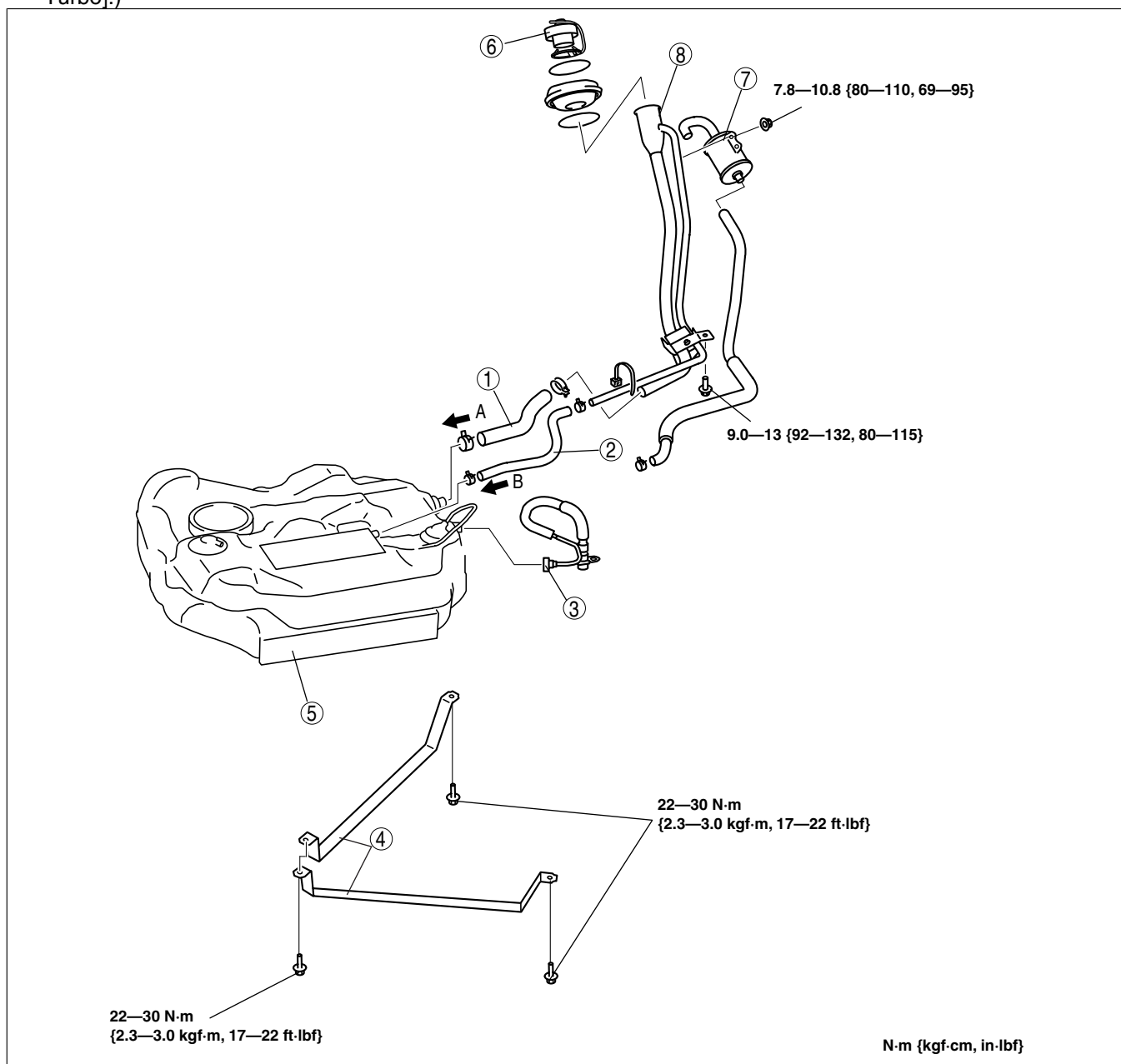
Using M-MDS

1. Stop the fuel pump using the "FP" simulation function.
2. Remove the battery cover. (See BATTERY REMOVAL/INSTALLATION[L3 Turbo].)
3. Disconnect the negative battery cable.

Without using M-MDS

1. Disconnect the negative battery cable to stop the fuel pump.
4. Remove the rear seat cushion. (See REAR SEAT REMOVAL/INSTALLATION.)
5. Remove the service hole cover.
6. Disconnect the fuel pump unit connector.
7. Lower the main silencer so that the insulator can be removed. (See EXHAUST SYSTEM REMOVAL/INSTALLATION[L3 Turbo].)
8. Remove the insulator.
9. Remove the rear under cover (LH).
10. Remove in the order indicated in the table.
11. Install in the reverse order of removal.

12. Inspect all parts by performing "AFTER SERVICE PRECAUTION". (See AFTER SERVICE PRECAUTION[L3 Turbo].)



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1	Joint hose (See Joint Hose Installation Note .)
2	Breather hose (See Breather Hose Installation Note .)
3	Quick release connector (See QUICK RELEASE CONNECTOR REMOVAL/ INSTALLATION[L3 Turbo].)

4	Strap
5	Fuel tank
6	Fuel-filler cap
7	Air filter
8	Fuel-filler pipe (See Fuel-filler Pipe Removal Note .)

Fuel-filler Pipe Removal Note

1. Remove the rear tire (RH).
2. Remove the rear mudguard (RH).
3. Support the rear crossmember using a transmission jack.
4. Remove the rear shock absorber (RH) lower bolts. (See REAR SHOCK ABSORBER REMOVAL/INSTALLATION.)
5. Removal the three rear crossmember installation bolts (RH). (See REAR CROSSMEMBER REMOVAL/INSTALLATION.)
6. Loosen the three rear crossmember installation bolts (LH) **about 10 mm {0.39 in}**. (See REAR CROSSMEMBER REMOVAL/INSTALLATION.)
7. Lower the rear crossmember **about 35—40 mm {1.4—1.5 in}** using a transmission jack.

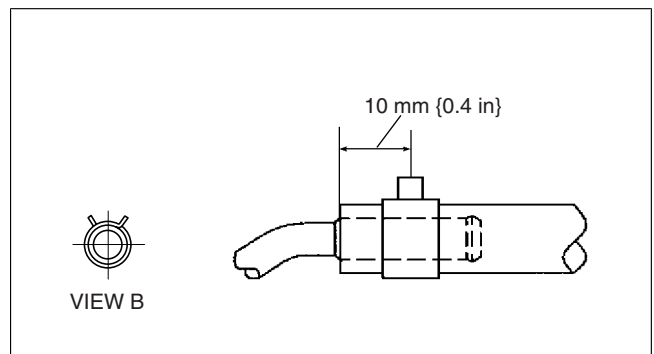
Note

- Because the rear crossmember is equipped with the positioning pins, rear wheel alignment inspection/adjustment is not necessary.

8. Remove the fuel-filler pipe.

Breather Hose Installation Note

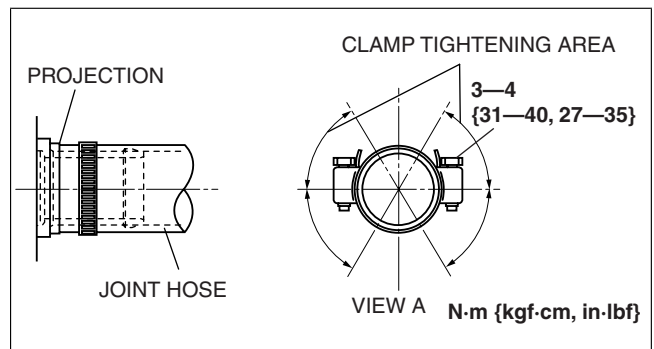
1. Install the breather hose and clamp as shown in the figure.



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Joint Hose Installation Note

1. Install the joint hose and clamp as shown in the figure.



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