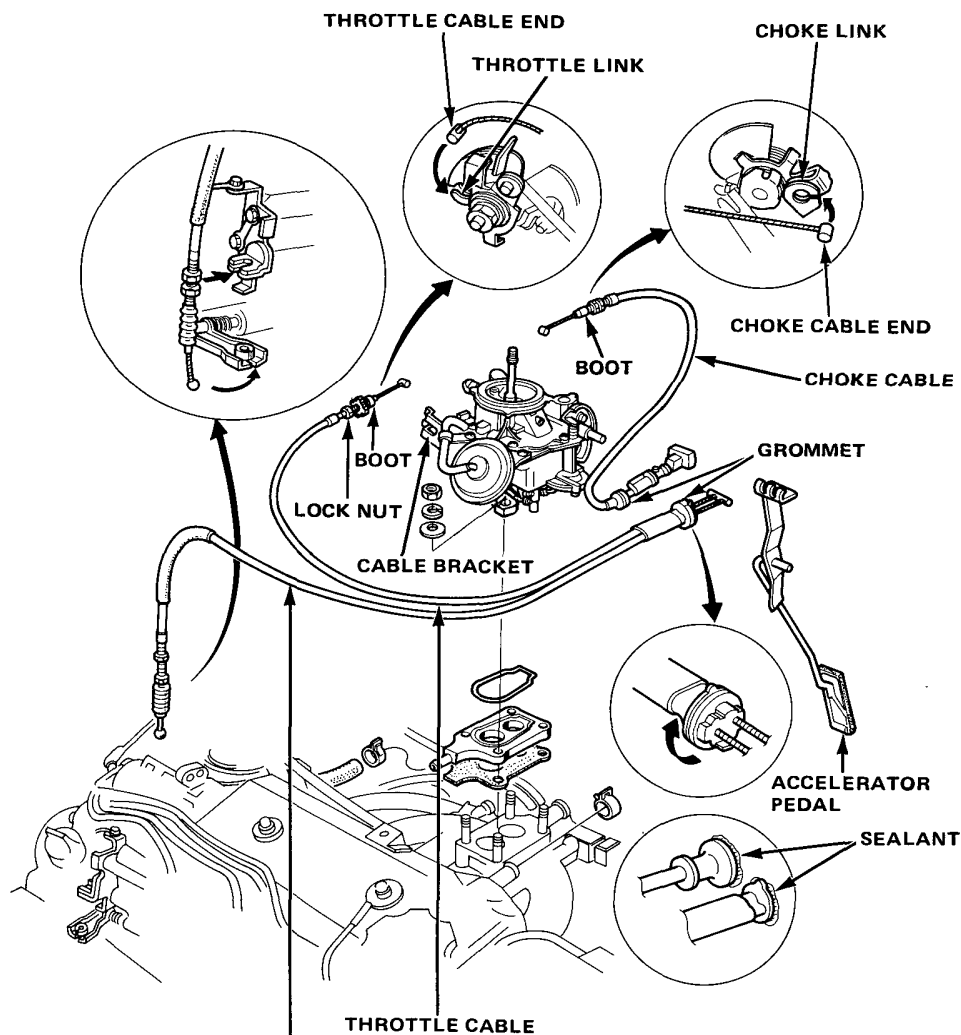


Throttle Cable/Choke Cable



Removal/Installation

1. Push back boot and unscrew locknut.
2. Pull back throttle cable outer and slide cable out of throttle cable bracket.
3. Remove throttle cable end from throttle link.
4. Remove throttle cable end from accelerator pedal.
5. Remove throttle cable from cable stay on valve cover.
6. Turn grommet 90° and pull throttle cable through firewall from engine side.

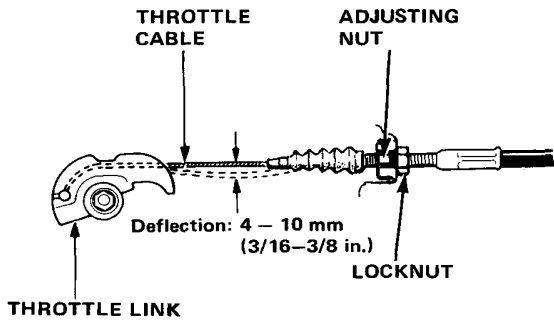


THROTTLE CONTROL CABLE
(Part of the throttle cable on cars
with Hondamatic transmission)
See page 16-60 for adjustment.

Throttle Cable

Inspection/Adjustment

1. Check that throttle cable operates smoothly with no binding or sticking. Repair as necessary.
2. Check cable free-play at throttle linkage. Cable deflection should be 4–10 mm (3/16–3/8 in.)

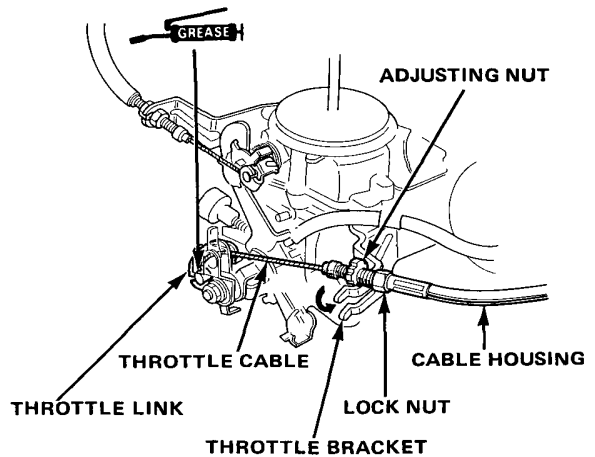


3. If deflection is not within specs, loosen locknut and turn adjusting nut until you can deflect cable as specified. Then tighten locknut.
4. With cable properly adjusted, check throttle valve to be sure it opens fully when you push accelerator pedal to the floor.

CAUTION: Check throttle valve to be sure it returns to idle position whenever you release accelerator.

Installation

1. Install the throttle cable in the throttle link.

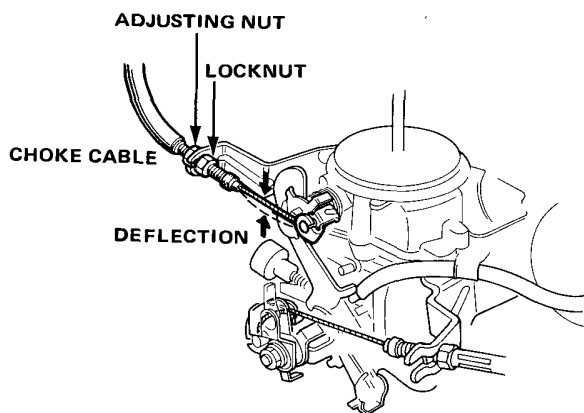


2. Slip the cable housing into the throttle bracket and adjust the cable deflection as described in the previous procedure.
3. On models with Hondamatic transmission, adjust the throttle control cable. See page 16-60.

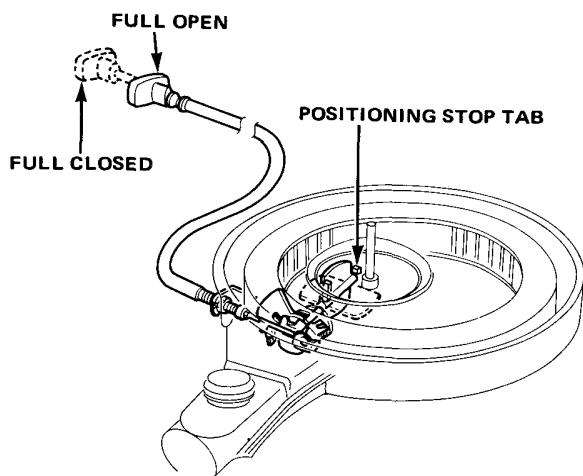
Choke Cable

Adjustment

1. Check that choke control operates smoothly with no evidence of binding or sticking. Repair as necessary.



2. Push choke knob all the way in. Choke butterfly valve should be fully open.
3. Check cable free-play at choke linkage. Cable deflection should be 5–6 mm (0.20–0.24 in.) with fingers pushed on the cable.
4. Pull the knob all the way out. Choke butterfly valve should be fully close.



5. If butterfly valve does not fully open, turn adjusting nut until butterfly valve moves off the positioning stop tab. Turn adjusting nut until cable has no deflection. Loosen adjusting nut until cable deflects 5–6 mm (0.20–0.24 in.). Tighten locknut.
6. If butterfly valve does not close properly, inspect for binding of the valve and shaft, and for proper operation of the return spring.

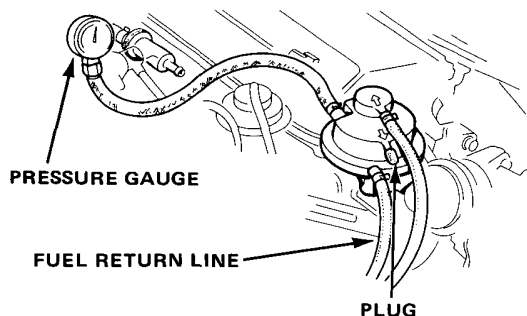
Fuel Pump

Output Test

WARNING Do not smoke during the test. Keep any open flame away from your work area.

NOTE: Check for a clogged fuel filter and/or fuel line before checking fuel pump pressure.

1. Disconnect the fuel line at the fuel filter in the engine compartment, and connect a pressure gauge to it as shown.
2. Disconnect the fuel return line at the fuel pump, and plug the return fitting with a cap.



3. Start the engine, and allow it to idle until pressure stabilizes, then stop engine.

Pressure should be:

17.7–26.5 kPa (0.18–0.27 kg/cm², 2.7–3.8 psi)

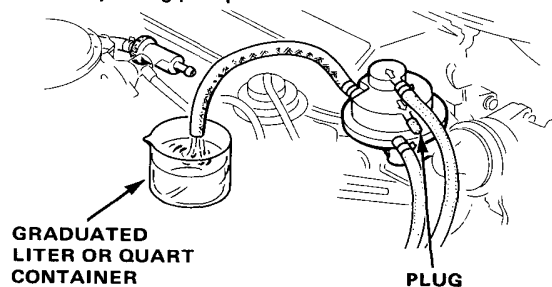
- If gauge shows at least 17.7 kPa (0.18 kg/cm², 2.7 psi), go on to step 4.
- If gauge shows less than 17.7 kPa (0.18 kg/cm², 2.7 psi), replace pump and re-test.

4. Remove pressure gauge and hold a graduated container under the hose.
5. Start the engine, and allow it to idle for 60 seconds, then stop the engine.

Fuel volume should be 170 cm³ (5.7 oz).

- If fuel volume is less than specified, replace the fuel pump and re-test.

NOTE: Check for a clogged fuel filter and/or fuel line before replacing pump.



6. Remove plug from fuel pump return fitting and reconnect return line.