

## DESCRIPTION AND OPERATION (Continued)

IF YOU ARE TAKING MEDICATION FOR THE TREATMENT OF ALCOHOLISM, SUCH AS ANTABUSE OR OTHER FORMS OF DISULFIRAM, SKIN CONTACT WITH FUEL METHANOL OR BREATHING ITS VAPORS CAN CAUSE THE SAME KIND OF ADVERSE REACTION AS DRINKING ALCOHOL. IN SENSITIVE INDIVIDUALS, SERIOUS PERSONAL INJURY OR SICKNESS COULD RESULT. IF YOU ARE TAKING SUCH MEDICATION, YOU SHOULD TAKE EXTRA CARE TO AVOID SKIN CONTACT WITH FUEL METHANOL AND TO AVOID BREATHING ITS VAPORS. IF YOU DO GET FUEL METHANOL ON YOUR SKIN, WASH IT OFF IMMEDIATELY. CONSULT A PHYSICIAN PROMPTLY IF YOU EXPERIENCE AN ADVERSE REACTION.

**WARNING: DO NOT MODIFY THE FUEL SYSTEM CONFIGURATION OR COMPONENTS, OR REPLACE COMPONENTS WITH PARTS NOT ESPECIALLY DESIGNED FOR USE WITH FUEL METHANOL. FORD MOTOR COMPANY HAS SPECIALLY-DESIGNED THE MATERIALS, COMPONENTS AND SYSTEM CONFIGURATION FOR METHANOL-FUELED VEHICLES AND EACH PARTICULAR SYSTEM IS PRECISELY CALIBRATED FOR EFFICIENT OPERATION. THE USE OF DIFFERENT PARTS OR MATERIALS COULD PRODUCE AN UNTESTED CONFIGURATION THAT COULD RESULT IN FIRE, PERSONAL INJURY, OR COULD CAUSE ENGINE DAMAGE.**

**WARNING: DO NOT OPERATE ENGINE OR SMOKE WHILE REFUELING.**

**CAUTION: Use only fuel methanol which meets Ford Specification ESE-M4C97-B. Use of other fuel methanol may cause powertrain damage as well as loss of vehicle performance. It will also invalidate any extended service agreement.**

**WARNING: IT IS IMPORTANT THAT YOUR FLEXIBLE FUEL VEHICLE BE PROPERLY MAINTAINED BY FORD FLEXIBLE FUEL TRAINED PERSONNEL. IF A PROBLEM OCCURS, IT IS IMPORTANT THAT PROPERLY TRAINED PERSONNEL DIAGNOSE THE CAUSE. IF THE PROBLEM RELATES TO THE FUEL SYSTEM, PROPER PART REPLACEMENT IS IMPERATIVE TO KEEP YOUR VEHICLE OPERATING AT NORMAL PERFORMANCE. FLEXIBLE FUEL COMPONENTS AND STANDARD FUEL COMPONENTS ARE NOT INTERCHANGEABLE AND IF YOUR VEHICLE IS NOT SERVICED IN ACCORDANCE WITH FLEXIBLE FUEL VEHICLE PROCEDURES, DAMAGE MAY OCCUR AND YOUR WARRANTY MAY BE INVALIDATED.**

### Fuel Injected Engines

The fuel systems which are used with fuel injected engines have electric fuel pumps to provide high-pressure fuel to the injectors. The high-pressure pump is part of the fuel tank sending unit and pump (9H307) and is located in the fuel tank (9002).

The fuel lines leading from the fuel tank to the engine are under pressure during vehicle operation. When fuel injected engines are turned off, the fuel in the fuel lines remains pressurized for long periods of time to provide quick start-ups. Special procedures for servicing these pressurized fuel systems are outlined.

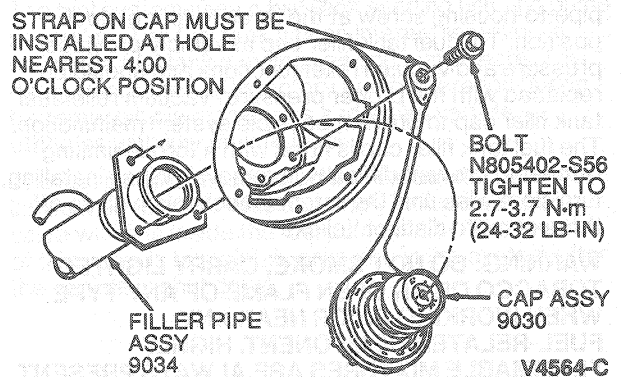
### Fuel Lines

All vehicles (except Police and flexible fuel (FF) vehicles), use nylon lines with push connect fittings or spring lock couplings. Police and the flexible fuel vehicles use a combination of nylon / stainless steel fuel lines with steel push connect fittings and spring lock couplings. The steel push connect and spring lock couplings used on the flexible fuel vehicles have special O-rings for methanol fuel compatibility.

In the base and Police vehicles, nylon push connect fittings are used to make the fuel line connections to the fuel pump in the fuel tank and to the fuel filter (9155). Spring lock couplings connect the fuel lines to the engine. The flexible fuel vehicles use steel push connect fittings to make the fuel line connections to the fuel pump and the fuel drain tube in the fuel tank, fuel filter and the fuel mixer / sensor assembly. Special spring lock couplings with methanol compatible O-rings connect the fuel lines to the engine. Unique nylon vapor connectors are used to connect the vapor management system in the FF vehicles. These fittings must be serviced using the procedures outlined.

### Fuel Tanks and Fillers

All vehicles, (except FF vehicles), are equipped with a restricted fuel filler opening that allows only a non-lead fuel nozzle to be inserted.



The restrictor consists of a narrow opening in the fuel tank filler pipe (9034), covered by a spring steel trap door. The smaller non-lead fuel nozzle will fit through the narrow opening and push the trap door aside, allowing normal filling. Lead fuel nozzles will not fit through the narrow opening. The trap door being closed causes a fuel backup and automatic nozzle shutoff.