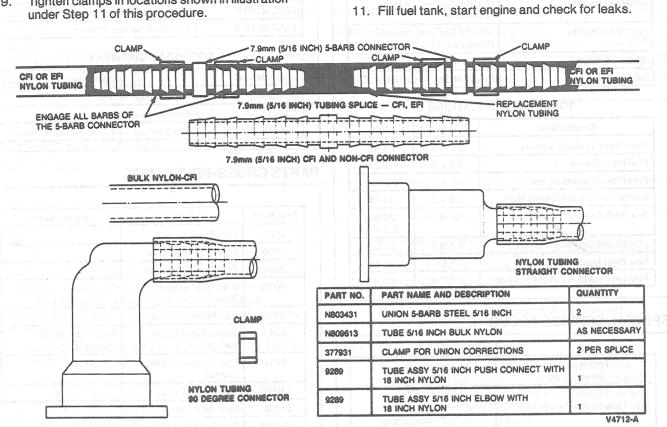
## **MAJOR SERVICE OPERATIONS (Continued)**

- Complete splice of replacement nylon to original nylon tubing at both ends.
- Tighten clamps in locations shown in illustration 9
- 10. Install any remaining clips which were removed for this service and check that tubes are secure in original clips.



## Replacing Nylon Push Connectors

Refer to illustration under Splicing Nylon-to-Nylon, Step 11.

NOTE: Damaged push connectors must be discarded and replaced with new push connectors. If only retaining clip is damaged, replace clip.

- Relieve fuel system pressure as outlined in Fuel System Pressure Relief. Read cautionary note prior to relieving pressurized fuel system. If necessary, drain fuel tank as outlined under Fuel Tank, Removal or Fuel Tank Draining Procedure—Flexible Fuel Vehicles.
- Disconnect damaged push connector. Be sure to break the tab before removing retaining clip.
- Select proper size replacement push connector 3. and nylon tube assembly.
- Cut out a section of original nylon tube to same length as nylon tube attached to new push connector.

NOTE: To make hand insertion of barbed connectors into nylon easier, tube end must be soaked in a cup of boiling water for one minute immediately before pushing barbs into nylon.

- Install proper barbed connector into replacement nylon assembly.
- Install two keystone clamps onto original nylon 6. tubing before beginning next Step.
- Complete splice by connecting barbed connector 7. to original nylon.
- Tighten clamps in locations shown in illustration 8. under Step 11 of Splicing Nylon-to-Nylon.
- Connect new connector assembly to steel tube end.
- 10. Check that underbody clips are properly securing fuel tubes.
- 11. Fill tank, start engine and check for fuel leaks.

## **SPECIFICATIONS**

## APPROXIMATE FUEL TANK CAPACITY

Model Usage	Liters	lmp.	U.S
Standard	60.6	13.3	16.0
Extended Range	70.4	15.5	18.6