

## 2) Disassembly

### a. Fuel Tap

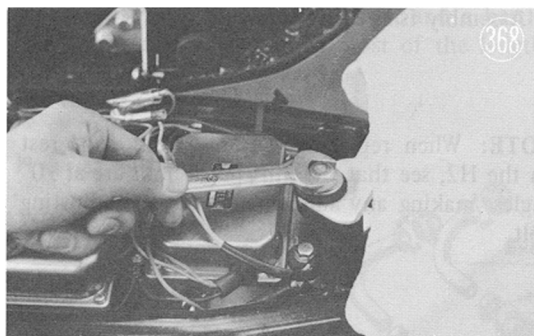
Remove the fuel and vacuum pipes and turn the tap to PRI to drain the gasoline. Remove the tap.



### b. Fuel Tank

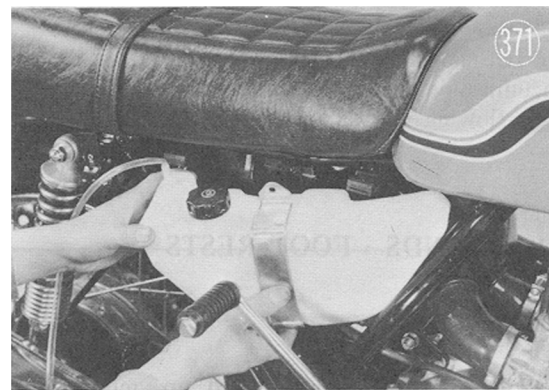
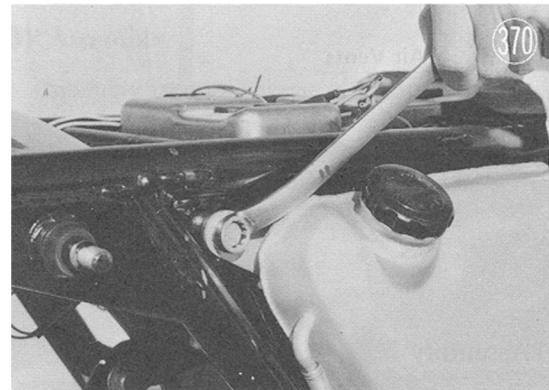
**CAUTION:** The main wiring harness is located under the fuel tank between the tank and the frame. When removing the tank be careful not to catch it on the wiring.

Turn the fuel tap to ON or RES to stop the flow of gasoline, and remove the fuel and vacuum pipes. Then remove the tank.



### c. Oil Tank

Before removing the oil tank, plug the oil pipe to prevent spillage.



## 3) Inspection

### a. Fuel, Oil Tanks

After the fuel and oil tanks are used for a long period, sediment collects in them and should be cleaned out to keep it out of the fuel tap and oil pump.

### b. Fuel, Oil Tank Caps

The caps not only keep the gasoline and oil from spilling, but allow air to enter the tanks through a vent hole in the cap. If air does not enter the tank, a partial vacuum will form at the top of the tank and prevent the oil or gas from flowing out the bottom. Clean the caps and check that the hole is not plugged.

### c. Oil Tank Cap O Ring and Banjo Bolt Gasket

Check these parts for damage which may cause oil leakage.

### d. Fuel Tap

Periodically remove the sediment bowl and empty out any collected sediment and water. Check that the filter is not clogged. Remove the diaphragm assembly and clean the parts and the air passage. Make sure the O ring and seat are clean and undamaged; if the O ring is prevented from seating properly or if it is damaged, gasoline flow will not stop when the engine is stopped, and may overflow from the carburetors. When replacing the diaphragm assembly, align the air vents as illustrated.