

CHAPTER FIVE

FUEL AND EXHAUST SYSTEMS

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The RX-2 and RX-3 fuel systems consist of a rear-mounted fuel tank connected through a line to a fuel strainer, fuel pump, and 4-barrel carburetor. The air cleaner is a hot air type.

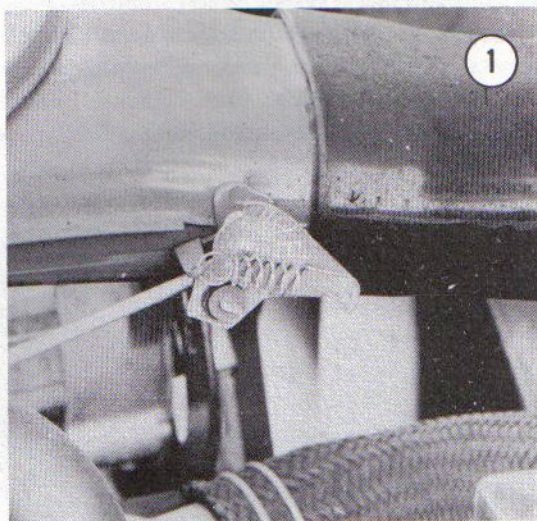
Fuel system-related emission control devices include an evaporative emission control system, thermal reactor, air injection system, and deceleration control system.

The exhaust system consists of 2 pipes, one carrying exhaust gas and the other cooling air from the thermal reactor. Two mufflers are used. Reactor cooling air is vented near the exhaust gas outlet.

This chapter includes service procedures for the air cleaner, carburetor, fuel pump, fuel tank, fuel system-related emission controls, exhaust system, and throttle linkage.

AIR CLEANER

The air cleaner setting is controlled by moving the lever shown in **Figure 1**. When turned to the winter setting, the control valve blocks the normal air intake. Hot air from above the thermal reactor is then drawn into the air cleaner. The lever should be moved to the WINTER setting when ambient temperature is below 50-60° F, and to the SUMMER setting when temperatures are above that range.



1. Loosen the clips and remove the air cleaner cover. If the cover is to be removed from the engine compartment, disconnect the evaporative emission control hose from it.
2. Remove the wingnut attaching the air cleaner to the carburetor.
3. On 1971-72 cars, there are 4 hoses attached to the base of the air cleaner: air pump hose, air control valve hose, coasting valve hose, and air supply valve hose. 1973 cars do not use the air supply valve hose. 1974 cars use an air pump

hose, deceleration control valve hose, and air control valve hose. Disconnect the hoses from air cleaner, valve, or air pump, whichever you find easiest.

4. Detach the air cleaner support bracket and fuel line support bracket from the side of the air cleaner.

5. Detach the hot air tube from the air cleaner, then lift the air cleaner out.

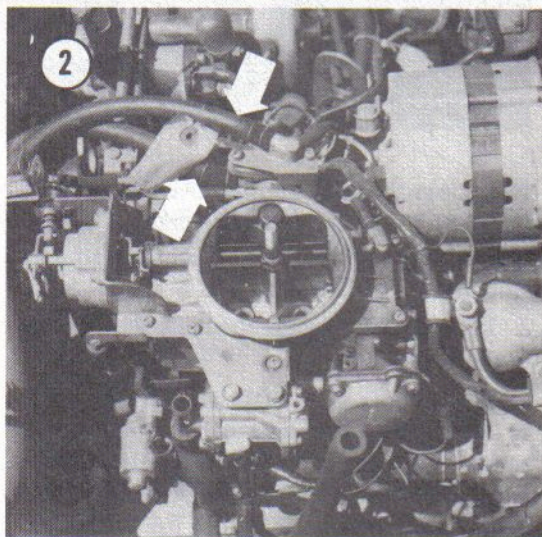
6. Installation is the reverse of these steps. Be sure all hoses are connected.

CARBURETOR

The carburetor is a 2-stage, 4-barrel down-draft type. The secondary venturis are operated by a vacuum diaphragm. The carburetor is basically the same for all models and years. The main differences are deletion of the throttle positioner, used on 1971 models, and the addition of a semi-automatic choke to 1973 and 1974 carburetors. The semi-automatic choke is manually operated. However, a vacuum diaphragm opens it as soon as the engine starts running. In addition, an electrically heated bimetal coil assists in opening the choke.

Removal/Installation

1. Remove the air cleaner as described earlier.
2. Label and disconnect the fuel inlet and return lines (Figure 2). Plug the inlet line so it won't siphon fuel from the gas tank.



3. Detach 2 oil metering pump tubes from the tops of the float chambers (1971-73) or side of the carburetor (1974). Disconnect the metering pump control rod from the front end of the throttle shaft.

4. Detach the distributor vacuum and anti-afterburn valve lines from the side of the carburetor base. On early 1971 carburetors, disconnect the vacuum line from the throttle positioner.

5. Disconnect the starting assist tube (if so equipped) from the side of the carburetor.

6. Detach the throttle cable (and hand throttle cable on air-conditioned cars) from the rear end of the throttle shaft.

7. Detach the choke cable from the choke shaft. On 1973-74 cars, detach the choke wire as well.

8. On 1971-73 cars, remove 2 bolts attaching the coasting valve to its bracket on the carburetor (Figure 2). The coasting valve can be left in position.

9. On 1972-74 model cars, disconnect the idle switch wires.

10. Remove 4 nuts attaching the carburetor to the intake manifold (Figure 3, page 68). Remove the carburetor, gaskets, and insulator.

11. Installation is the reverse of these steps. Tighten the carburetor attaching nuts to 15 foot-pounds (2 mkg). Be sure all hoses, cables, and wires are connected properly.

Disassembly

Figure 4 (page 70) is an exploded view of the 1971 carburetor. Figure 5 (page 72) shows the 1972 carburetor. Figure 6 (page 74) shows the 1973-74 version.

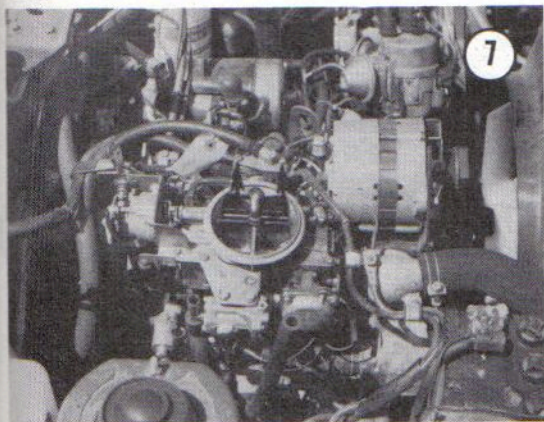
1. On 1971 cars, detach the throttle positioner rod (4, Figure 4) from the throttle linkage. Remove the throttle positioner and its bracket.

2. On 1973-74 cars, disconnect the vacuum line (9, Figure 6) from the choke diaphragm. Remove the screws attaching the choke assembly to the carburetor, then lift it off.

3. Remove the rod connecting the throttle shaft lever to the choke shaft lever.

4. Remove the throttle return spring and its bracket.

5. Remove the fuel return valve bracket screws (Figure 7). Remove the return valve cover.



6. Remove 7 screws attaching the air horn to the carburetor body. Lift the air horn and gasket off, together with the float.

7. Remove fuel return valve from the air horn.

8. Pull out the float pivot pin and remove the float. Remove the needle valve assembly.

9. Remove the idle switch (1972-74 models).

10. Detach the secondary throttle diaphragm rod from the secondary throttle lever.

11. Detach the accelerator pump rod from the pump lever.

12. Remove 4 screws attaching the carburetor body to the throttle chamber. Lift the body and gasket off.

13. Remove the secondary throttle diaphragm assembly. Remove the diaphragm cover screws. Take off the cover, spring, and diaphragm.

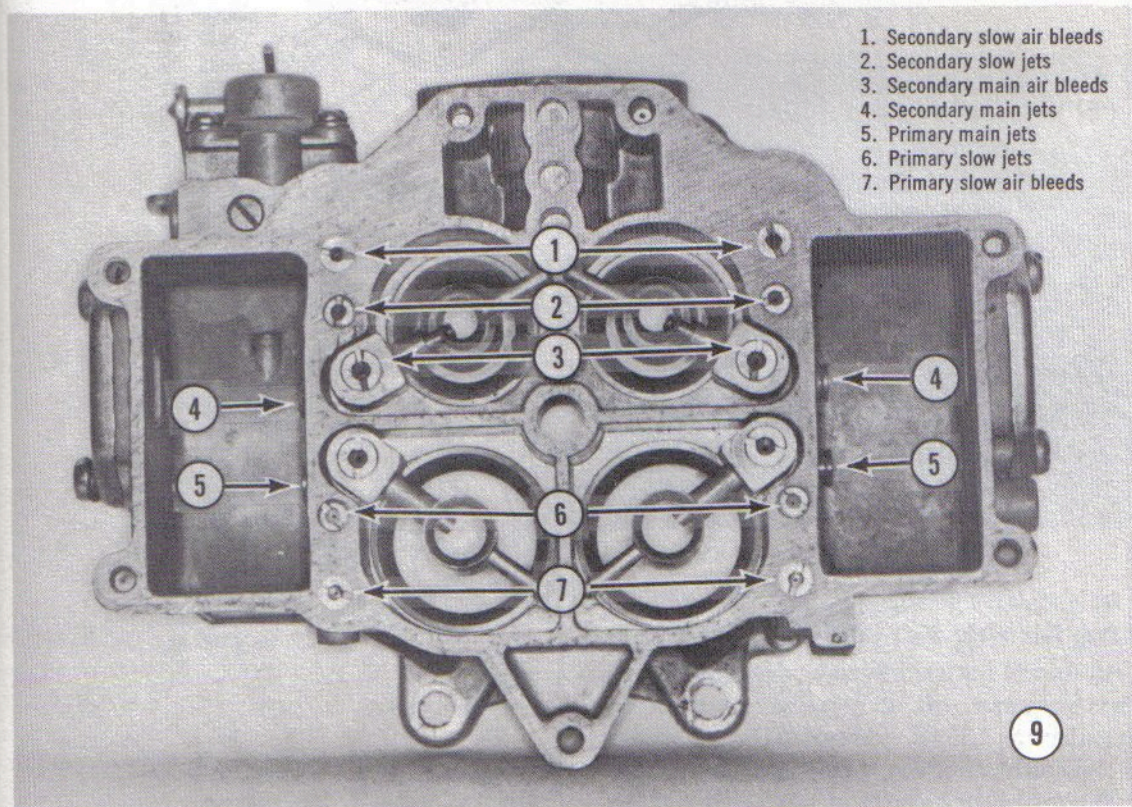
14. Remove the auxiliary slow diaphragm assembly. Separate the diaphragm and spring from the cover. Be careful not to lose the valve ball.

15. Remove the sub-zero starting fluid fitting (if so equipped).

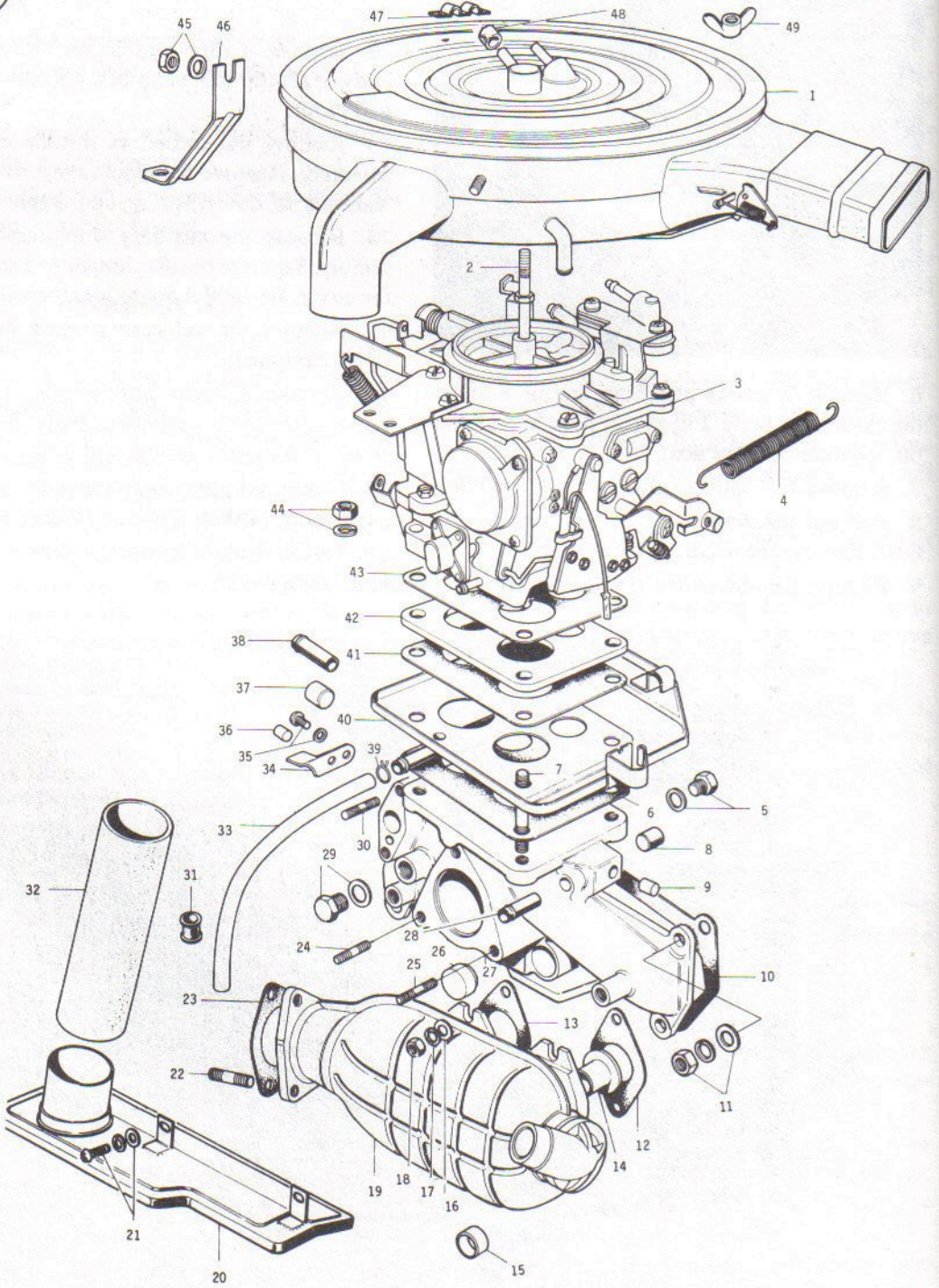
16. Remove 4 screws attaching the accelerator pump cover to the carburetor body. Remove the cover, diaphragm, spring, and gasket.

17. Unscrew 2 plugs and remove the accelerator pump inlet valve and nozzle (Figure 8, p. 69).

18. Unscrew and lift out the slow jets and air bleeds (Figure 9).

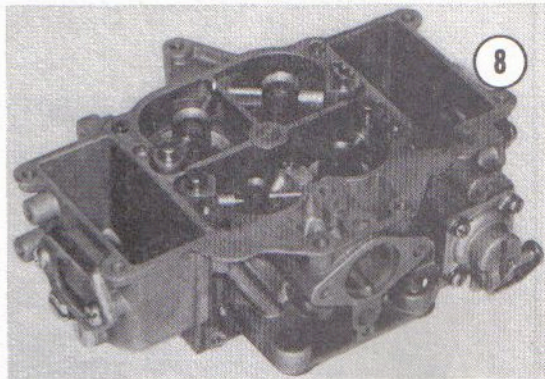


3



AIR CLEANER, CARBURETOR, AND MANIFOLD

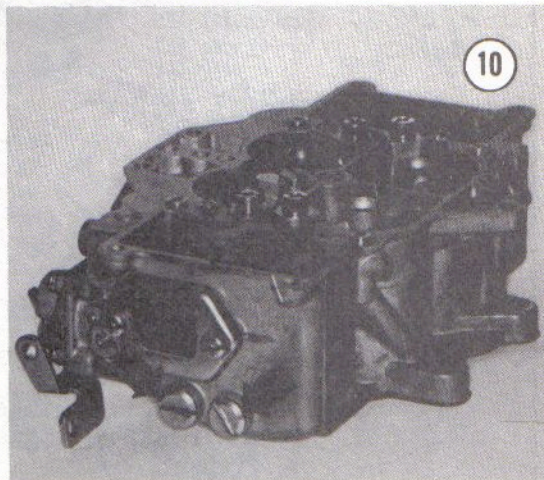
1. Air cleaner
2. Air cleaner stud
3. Carburetor
4. Throttle return spring
5. Plug and gasket
6. Carburetor gasket
7. Carburetor stud
8. Blind plug
9. Blind plug
10. Manifold gasket
11. Manifold nut and washers
12. Thermal reactor gasket
13. Thermal reactor gasket
14. Thermal reactor sleeve
15. Gasket
16. Washer
17. Lockwasher
18. Nut
19. Thermal reactor
20. Heat shroud
21. Screw and washers
22. Stud
23. Gasket
24. Stud
25. Stud
26. Blind plug
27. Intake manifold
28. Hose fitting
29. Plug and gasket
30. Stud
31. Grommet
32. Hot air tube
33. Drain plug
34. Tube retainer
35. Screw and washer
36. Blind plug
37. Blind plug
38. Hose fitting
39. Hose clamp
40. Carburetor tray
41. Gasket
42. Insulator
43. Gasket
44. Nut and lockwasher
45. Nut and lockwasher
46. Air cleaner bracket
47. Hose clamp
48. Cap
49. Wing nut



NOTE: The slow jets and air bleeds can easily be installed in the wrong holes. Scribe an identifying number on each part and the hole it belongs in so the carburetor can be correctly re-assembled later.

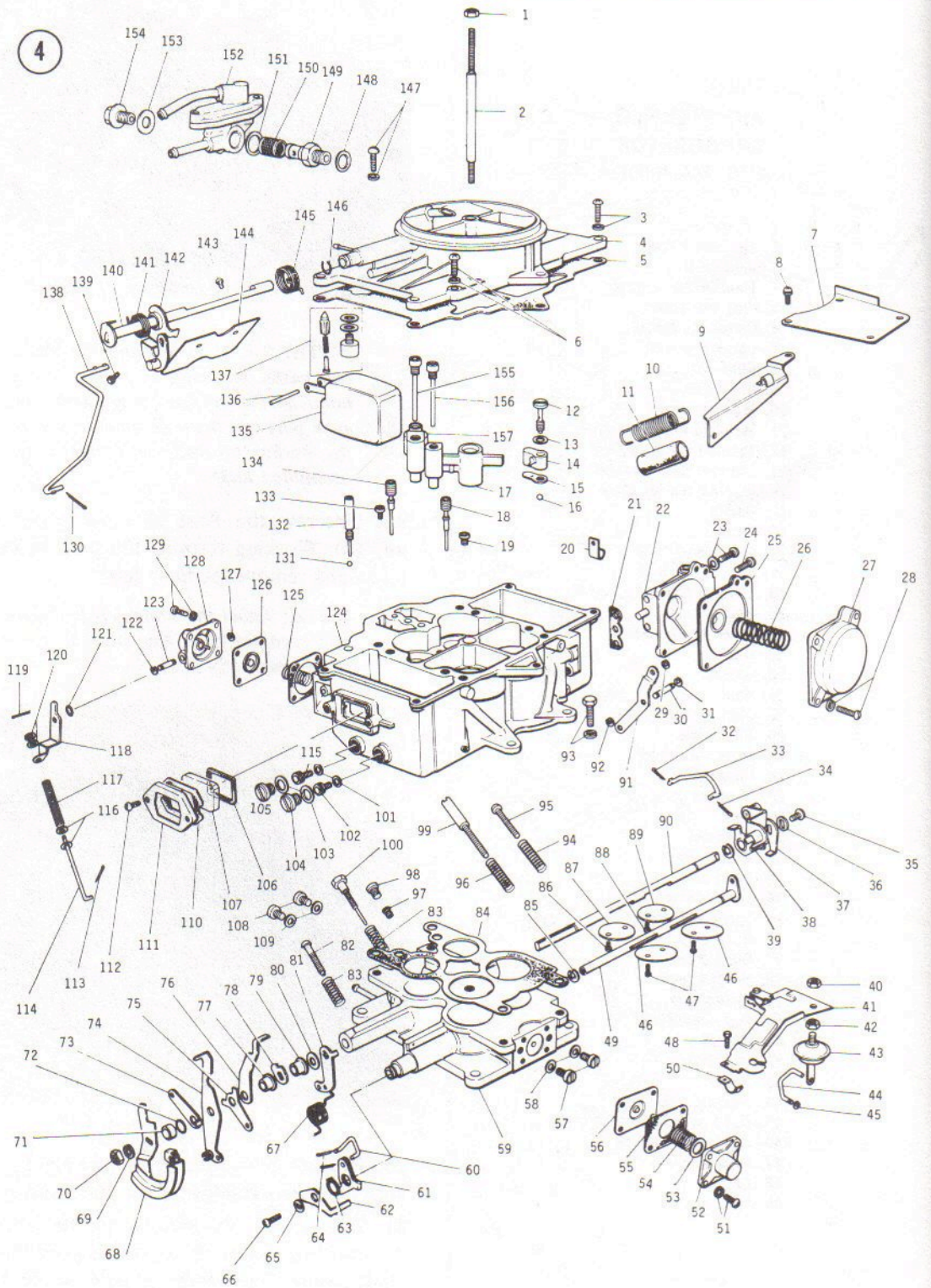
19. Unscrew the float chamber plugs (**Figure 10**). Working through the plug holes, unscrew and remove the main jets.

NOTE: Label the main jets (primary and secondary) so they can be re-installed correctly.



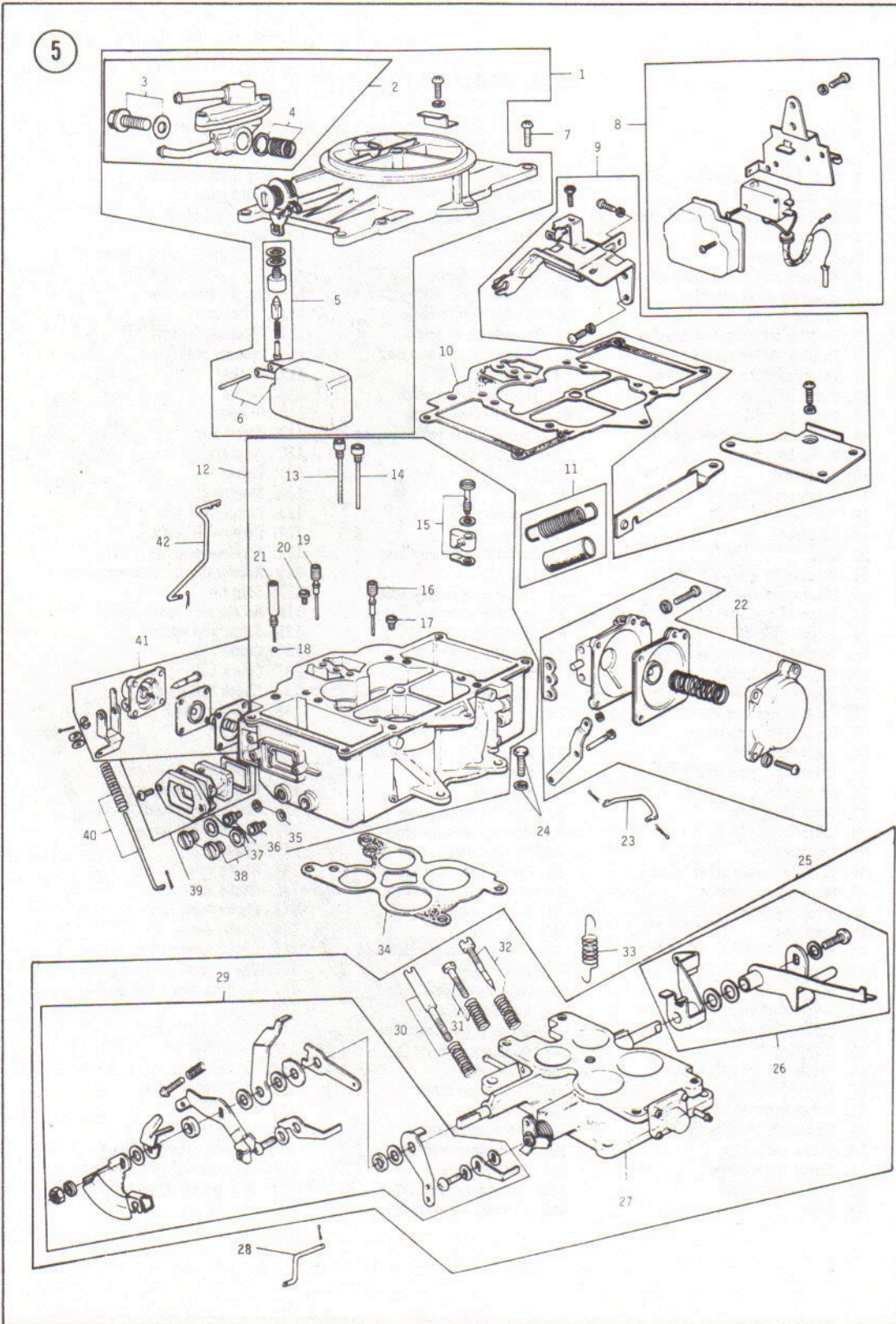
20. Remove 2 screws attaching the sight glass to float chamber. Remove sight glass and gasket.
21. If necessary, disassemble the throttle lever components, referring to the appropriate exploded view. Disassembly should not be necessary unless components are worn, damaged, or so dirty they can't be cleaned while assembled.

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1971 CARBURETOR

1. Nut
2. Air cleaner stud
3. Air horn screw and lockwasher
4. Air horn
5. Air horn gasket
6. Air horn screw and lockwasher
7. Coasting valve bracket
8. Bracket screw
9. Throttle return spring bracket
10. Throttle return spring
11. Throttle return spring cover
12. Pump jet screw
13. Pump jet gasket
14. Accelerator pump nozzle
15. Pump jet gasket
16. Check ball
17. Small secondary venturi
18. Step jet
19. Air bleed
20. Clip
21. Diaphragm gasket
22. Diaphragm chamber
23. Screw and washer
24. Screw
25. Secondary throttle diaphragm
26. Diaphragm spring
27. Diaphragm cover
28. Cover screw and washer
29. Diaphragm stop ring
30. Diaphragm pin
31. Diaphragm stop ring
32. Cotter pin
33. Connecting link
34. Cotter pin
35. Throttle lever
36. Throttle lever washer
37. Metering pump arm
38. Metering pump lever
39. Stop ring
40. Nut
41. Bracket
42. Nut
43. Throttle positioner
44. Connecting link
45. Stop ring
46. Secondary throttle valves
47. Throttle valve screws
48. Choke cable securing screw
49. Secondary throttle shaft
50. Choke cable clip
51. Screw and washer
52. Diaphragm cover
53. Shim
54. Spring
55. Diaphragm gasket
56. Diaphragm
57. Plugs
58. Gaskets
59. Throttle chamber
60. Throttle lever link
61. Throttle return lever
62. Throttle shaft arm
63. Throttle shaft snap ring
64. Cotter pins
65. Throttle lever washer
66. Throttle shaft screw
67. Throttle lever return spring
68. Throttle lever
69. Lockwasher
70. Nut
71. Bushing
72. Shim
73. Throttle positioner arm
74. Fast idle lever
75. Throttle valve lock lever
76. Starting lever
77. Bushing
78. Throttle shaft arm
79. Bushing
80. Washer
81. Throttle valve adjusting arm
82. Idle mixture screw
83. Adjusting screw springs
84. Gasket
85. Stop ring
86. Throttle valve screw
87. Primary throttle valve
88. Throttle valve screw
89. Primary throttle valve
90. Primary throttle shaft
91. Diaphragm lever
92. Stop ring
93. Float chamber screw and lockwasher
94. Adjusting screw spring
95. Fast idle screw
96. Adjusting screw spring
97. Auxiliary slow jet
98. Blind plug
99. Idle speed screw
100. Idle limiter
101. Main jet gaskets
102. Secondary main jet
103. Plug gaskets
104. Secondary main jet plug
105. Primary main jet plug
106. Sight glass gasket
107. Sight glass
108. Step port plugs
109. Gaskets
110. Sight glass frame gasket
111. Sight glass frame
112. Sight glass screw
113. Cotter pin
114. Accelerator pump link
115. Primary main jet
116. Washer
117. Spring
118. Bracket
119. Cotter pin
120. Washers
121. Shims
122. Stop ring
123. Pump lever pin
124. Carburetor body
125. Accelerator pump spring
126. Accelerator pump diaphragm
127. Stop ring
128. Accelerator pump cover
129. Screw and washer
130. Cotter pin
131. Check ball
132. Check ball plug
133. Slow air bleed
134. Slow jet
135. Float
136. Float pin
137. Needle valve assembly
138. Starting connecting link
139. Choke cable screw
140. Choke shaft
141. Choke valve spring
142. Choke valve lever
143. Choke valve screw
144. Choke valve
145. Choke lever spring
146. Choke lever snap ring
147. Air horn screw and washer
148. Gasket
149. Fuel inlet connector
150. Inlet filter
151. Gasket
152. Fuel return valve
153. Gasket
154. Union bolt
155. Primary main air bleed
156. Secondary main air bleed
157. Primary small venturi

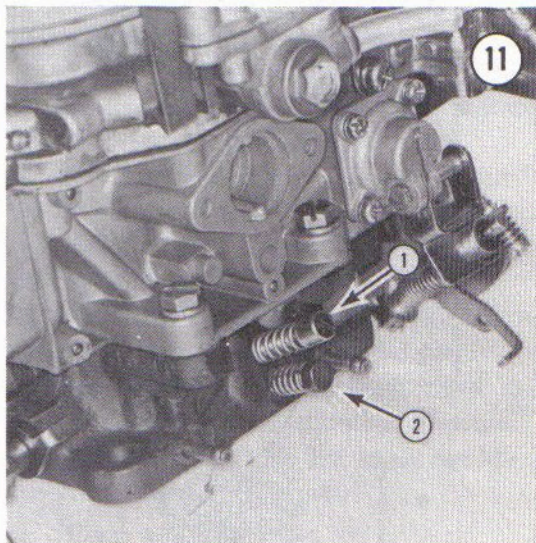


1972 CARBURETOR

- 1. Air horn assembly
- 2. Fuel return valve
- 3. Union bolt and washer
- 4. Inlet filter
- 5. Needle valve assembly
- 6. Float and pin
- 7. Air horn screw
- 8. Idle switch
- 9. Bracket
- 10. Gasket
- 11. Throttle return spring and cover
- 12. Carburetor body
- 13. Primary main air bleed
- 14. Secondary main air bleed
- 15. Accelerator pump nozzle set
- 16. Step jet
- 17. Step air bleed
- 18. Check ball
- 19. Slow jet
- 20. Slow air bleed
- 21. Inlet check ball plug
- 22. Secondary throttle diaphragm assembly
- 23. Connecting link
- 24. Carburetor body screw
- 25. Throttle chamber assembly
- 26. Throttle linkage
- 27. Throttle chamber
- 28. Connecting link
- 29. Throttle linkage
- 30. Idle speed screw
- 31. Idle limiter
- 32. Idle mixture screw
- 33. Idle switch lever spring
- 34. Gasket
- 35. Main jet gaskets
- 36. Main jets
- 37. Jet plug gaskets
- 38. Jet plugs
- 39. Sight glass assembly
- 40. Accelerator pump connecting link
- 41. Accelerator pump diaphragm
- 42. Connecting link

22. Remove the idle mixture adjusting screw (Figure 11). Do NOT remove the idle limiter shown in the figure. It is set at the factory and will be difficult to reset if disturbed.

NOTE: This completes all disassembly necessary for normal carburetor overhaul. Do not remove the throttle and choke shafts or plates unless they are worn or damaged.



1. Idle mixture screw
2. Idle limiter

Inspection

1. Thoroughly clean all metal parts in solvent and blow dry with compressed air. Be sure all jets and passages are clean.

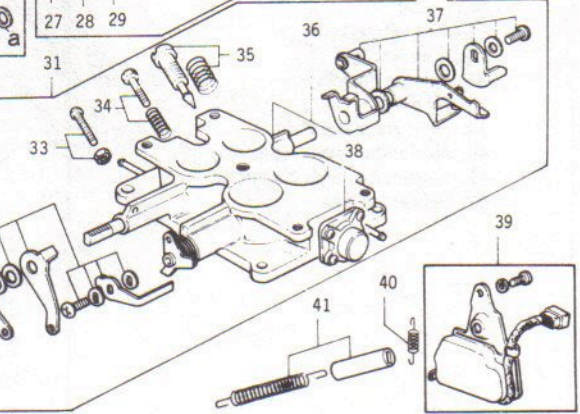
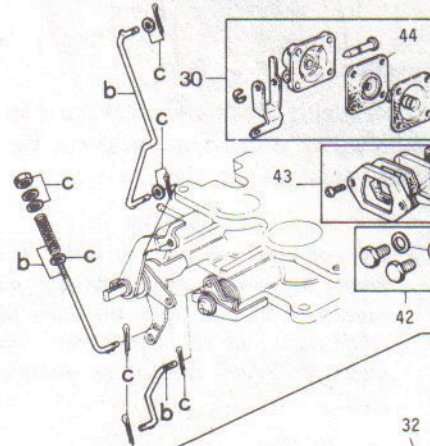
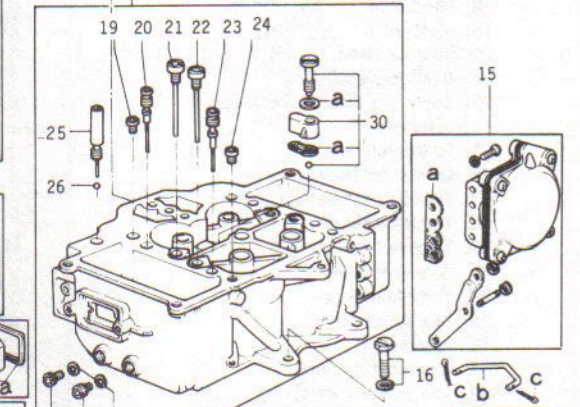
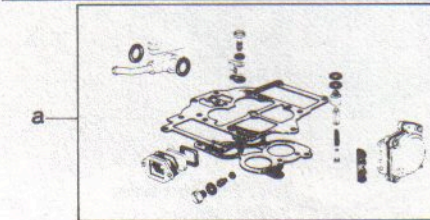
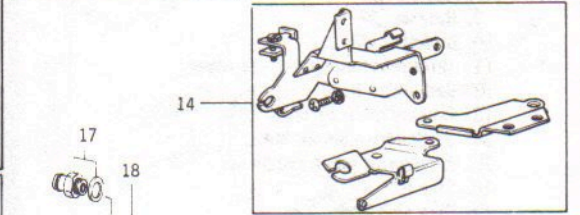
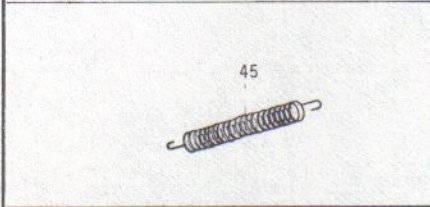
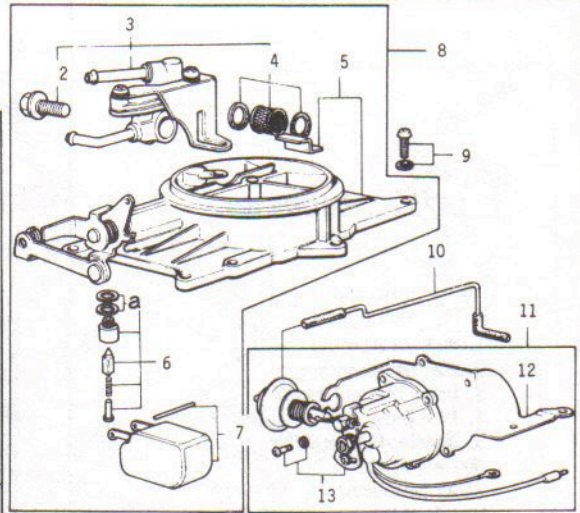
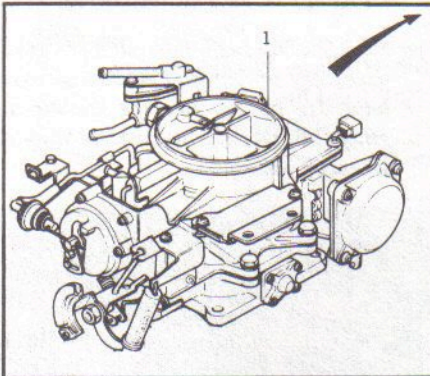
CAUTION

Do not use tools such as drill bits or pieces of wire to clean jets and passages. These openings are carefully calibrated, and scratching them may seriously affect carburetor performance.

2. Examine the air horn, carburetor body, and throttle body. Replace parts that have cracks or damaged gasket surfaces.

3. Check the float for leaks. Shake it and listen for liquid inside. Replace leaky floats. A float must also be replaced if worn where it contacts the needle valve.

6



1973-1974 CABURETOR

1. Carburetor assembly
2. Fuel return valve bolt
3. Fuel return valve
4. Inlet filter
5. Air horn
6. Needle valve assembly
7. Float and pin
8. Air horn assembly
9. Air horn screw and washer
10. Choke vacuum tube
11. Choke assembly
12. Choke bracket
13. Case set
14. Brackets
15. Secondary throttle diaphragm
16. Carburetor body screw
17. Check valve and gasket
18. Carburetor body assembly
19. Slow air bleed
20. Slow jet
21. Primary main air bleed
22. Secondary main air bleed
23. Step jet
24. Step air bleed
25. Check ball plug
26. Check ball
27. Primary main jet
28. Secondary main jet
29. Main jet gaskets
30. Accelerator pump nozzle
31. Throttle chamber assembly
32. Throttle linkage
33. Idle speed screw
34. Idle limiter
35. Idle mixture screw
36. Throttle chamber
37. Throttle linkage
38. Auxiliary slow diaphragm
39. Idle switch
40. Idle switch spring
41. Throttle return spring and cover
42. Main jet plugs and gaskets
43. Sight glass assembly
44. Accelerator pump diaphragm
45. Choke return spring
 - a. Gasket set
 - b. Rod and link set
 - c. Cotter pin and washer set

4. Examine the needle valve and seat. Replace if any wear can be seen.
5. Check the fuel return valve and its inlet filter. Be sure the valve is clean. Replace the inlet filter if rusty or damaged.
6. Carefully examine all jets and air bleeds. Replace any that are clogged or damaged.
7. Check the idle mixture screw for wear or damage. Replace as needed.
8. Examine the throttle and choke plates and shafts. Make sure the shafts move smoothly and are not worn. Make sure plates seat properly.
9. Examine all diaphragms. Replace any that are worn, cracked, punctured, or brittle.

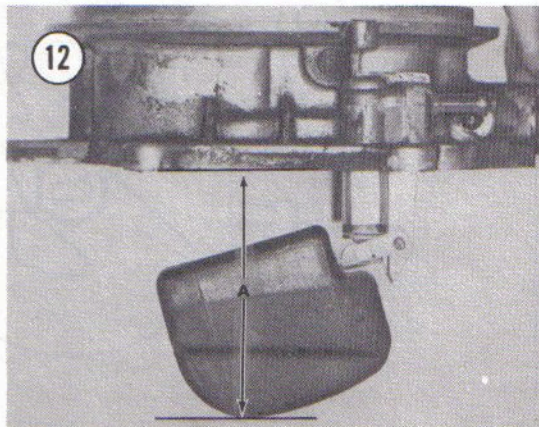
Assembly

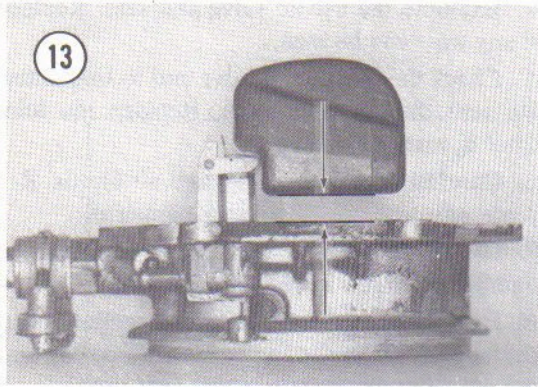
Assembly is the reverse of the disassembly procedure, plus the following.

1. When using a repair kit, install all parts that came with the kit. Do not reuse old parts.
2. Before installing the air horn, check float level as described in the following procedure.
3. After assembly, check and adjust fast idle as described later in this chapter.

Float Adjustment

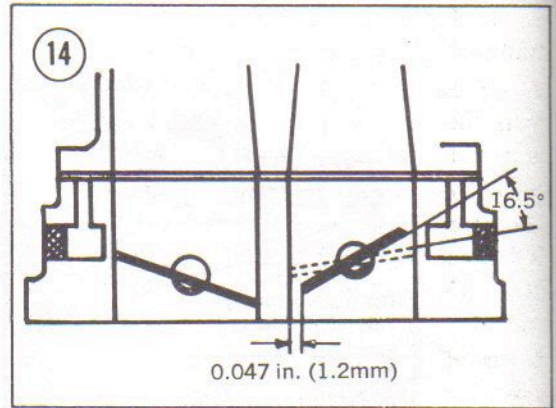
1. Hold the air horn in an upright position and let the float hang down (**Figure 12**). Dimension (A) should be 2.1-2.2 in. (55-56mm). Adjust if necessary by bending the float stopper.
2. Hold the air horn upside down and measure clearance between float and air horn gasket (**Figure 13**). It should be 0.22 in. (5.5mm). Adjust if necessary by bending float adjusting tang.





Fast Idle Adjustment

When the choke plate closes, it pulls the primary throttle plate open slightly, increasing idle speed. To check, hold the choke closed and measure the gap between the primary throttle valve and its bore. Use a wire gauge and measure at the point shown in **Figure 14**. Adjust the clearance if necessary by bending the fast idle rod (**Figure 15**).

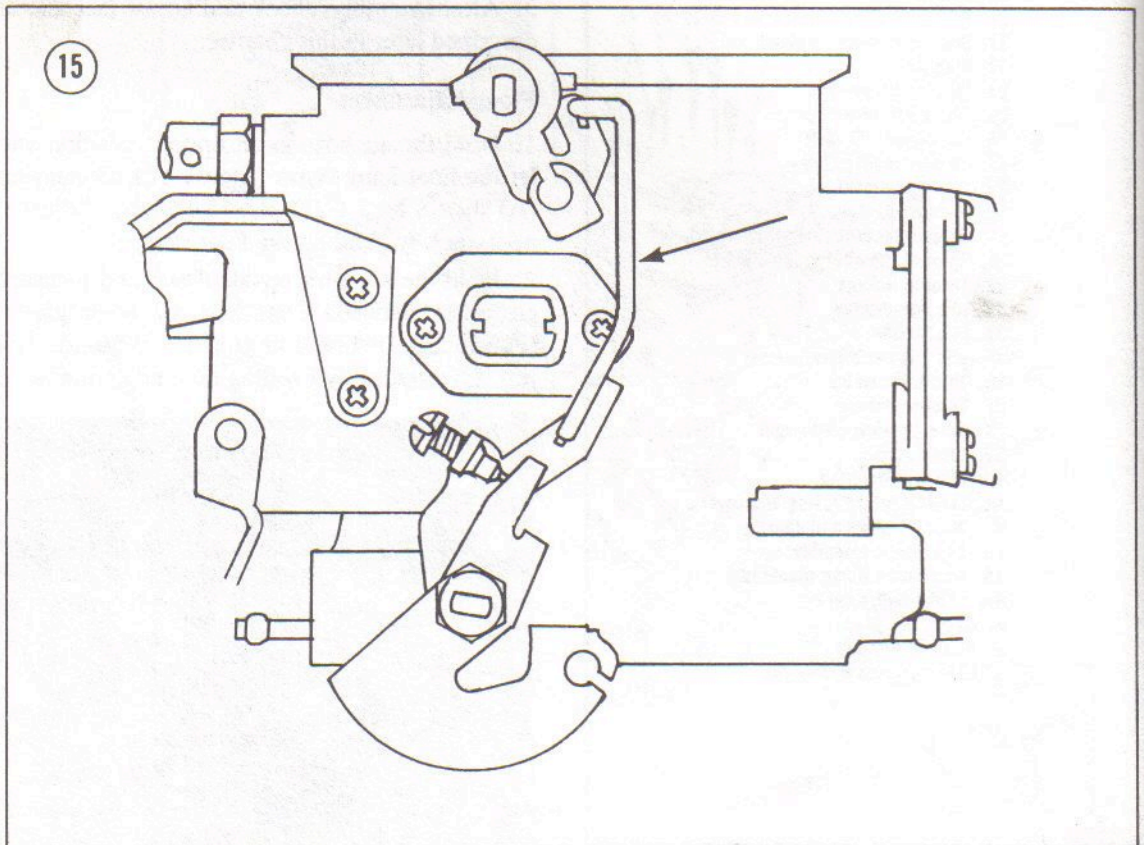


FUEL PUMP

RX-2's through car No. 96266 use a contact-point fuel pump. Later RX-2's and all RX-3's use a solid-state electric pump.

Removal/Installation

1. On RX-2's, remove the access cover from the left side of the trunk floor to expose the pump.



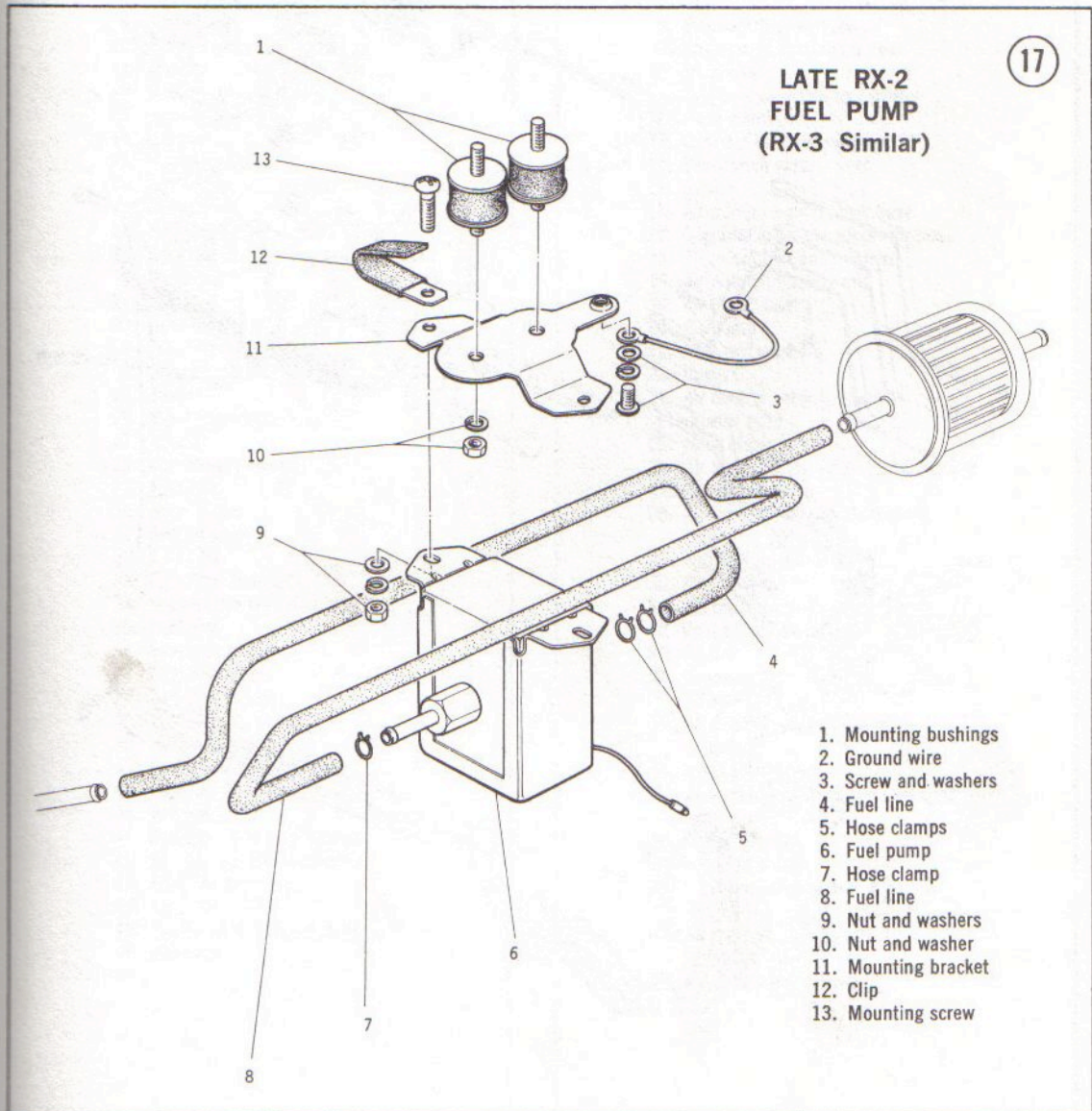
2. On RX-3 sedans and coupes, remove the trim panel from the front of the trunk.
3. On RX-3 wagons, remove the trim panel from the left side of the cargo area. The pump is mounted on the fender well.
4. To remove the pump, disconnect the wires and hoses. **Figure 16** (next page) shows the early RX-2 installation. **Figure 17** (below) shows the later RX-2 version. RX-3 arrangements are similar.
5. Installation is the reverse of these steps. Be sure the fuel hoses are securely fastened.

INTAKE MANIFOLD

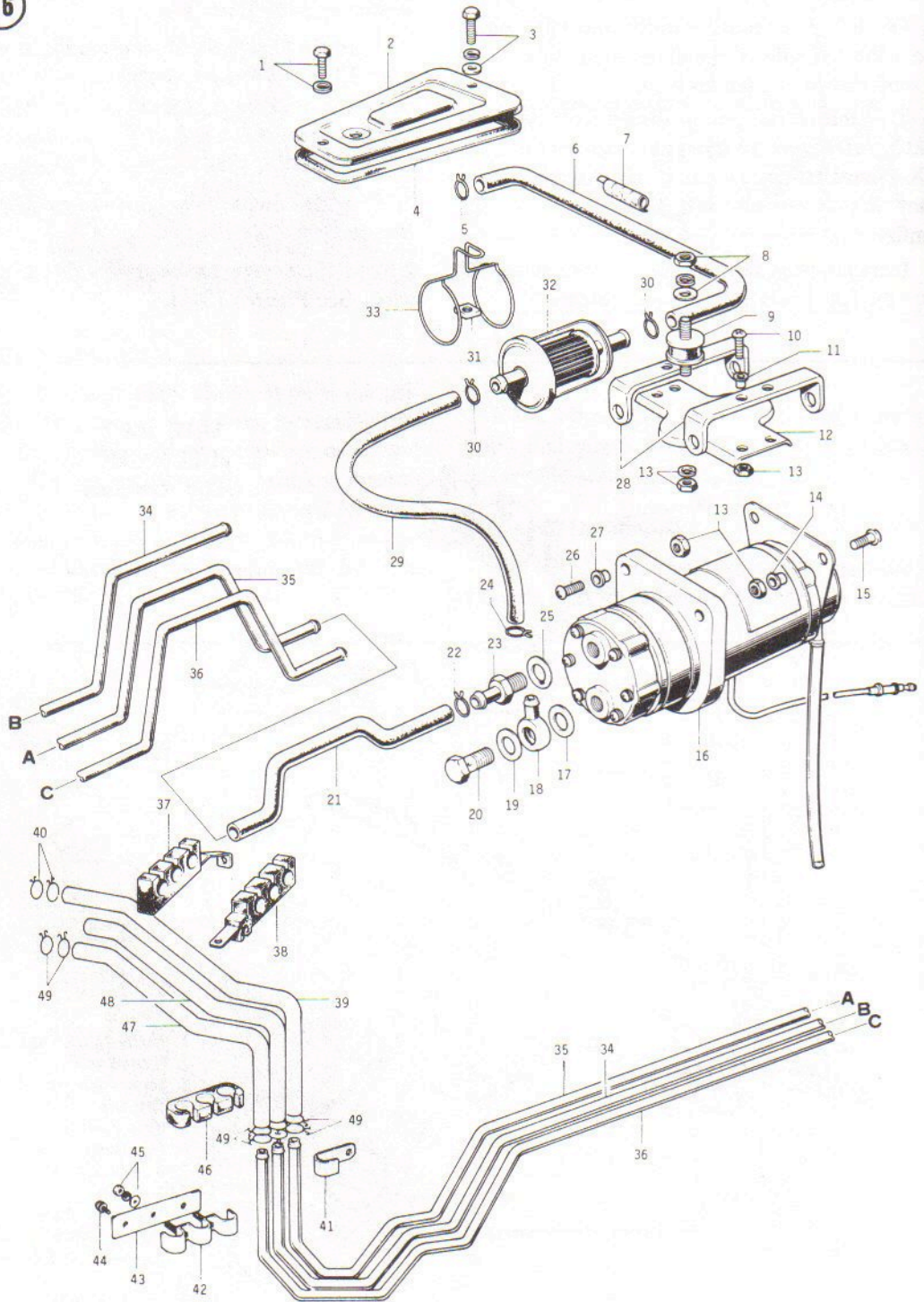
Removal/Installation

Figure 3 shows the intake manifold installation. **Figure 18** (p. 80) shows 1971 emission control connections; **Figure 19** (p. 81) shows 1972 connections; **Figure 20** (p. 83) shows 1973, and **Figure 21** (p. 84) shows 1974 connections.

1. Perform Steps 1-9, *Carburetor Removal/Installation*.
2. Disconnect the air control valve hoses and wires. See Figures 18-21.



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**EARLY
RX-2 FUEL PUMP**

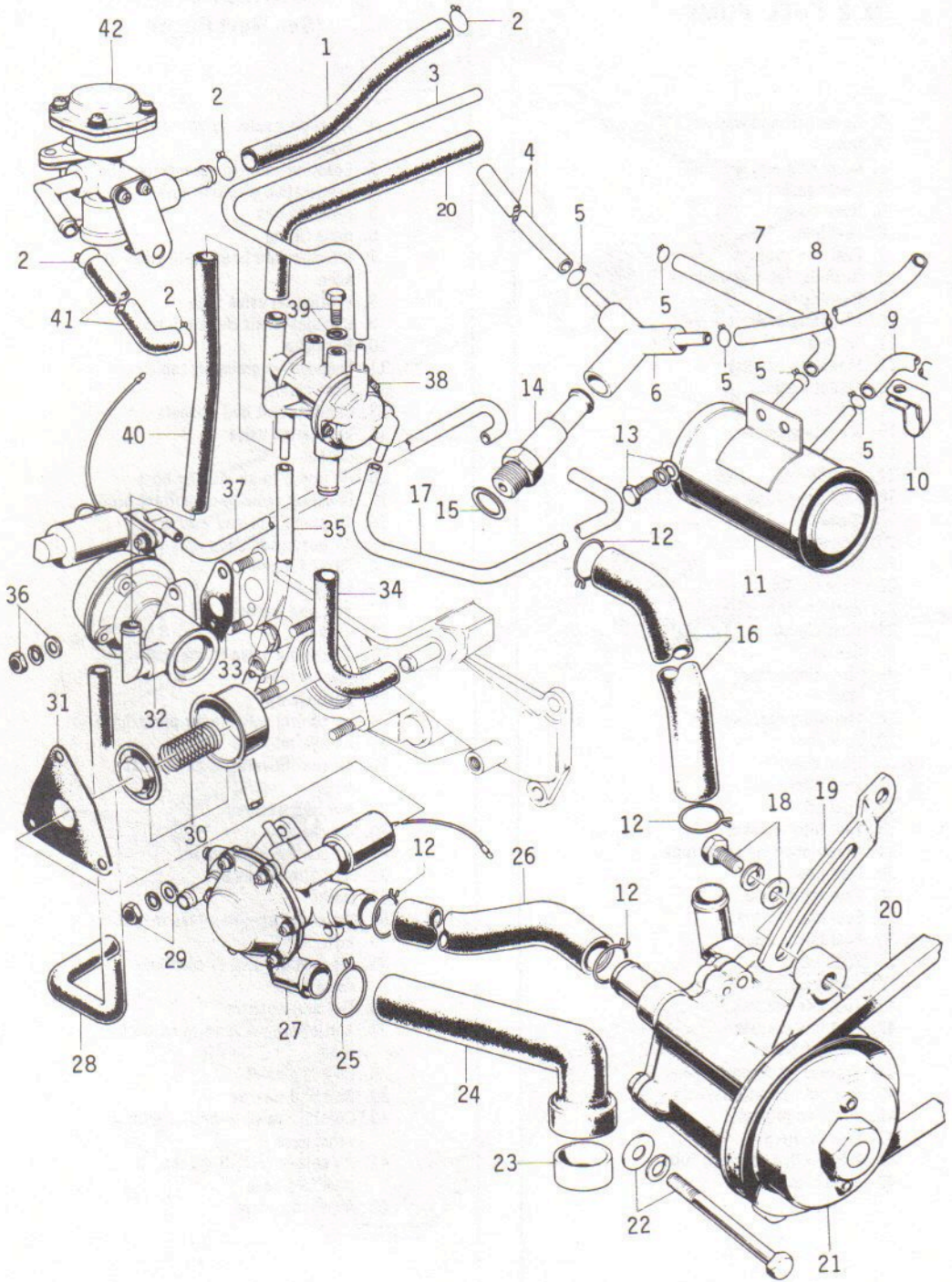
1. Cover bolt and washer
2. Cover
3. Cover bolt and washers
4. Cover gasket
5. Hose clamp
6. Fuel line
7. Fuel line support
8. Bushing nut and washers
9. Bushing
10. Mounting bracket screw
11. Washer
12. Mounting bracket
13. Mounting nuts
14. Washer
15. Mounting screw
16. Fuel pump
17. Gasket
18. Fuel line fitting
19. Gasket
20. Union bolt
21. Fuel line
22. Hose clamp
23. Fuel line fitting
24. Hose clamp
25. Gasket
26. Mounting screw
27. Washer
28. Mounting brackets
29. Fuel line
30. Hose clamp
31. Fuel filter nut
32. Fuel filter
33. Fuel filter bracket
34. Evaporative emission tube
35. Fuel line
36. Fuel return line
37. Fuel line bracket
38. Fuel line bracket
39. Fuel line
40. Hose clamps
41. Fuel line bracket
42. Fuel line bracket
43. Bracket plate
44. Bracket screw and washer
45. Bracket nut and washers
46. Fuel line protector
47. Fuel return line
48. Evaporative emission tube
49. Hose clamps

**1971 EMISSION CONTROL
CONNECTIONS
(See Next Page)**

1. Air supply valve-to-air cleaner hose
2. Hose clamp
3. Coasting valve-to-carburetor tube
4. Evaporative emission tube
5. Hose clamps
6. Hose fitting
7. Intermediate housing-to-canister hose
8. Ventilation valve tube
9. Canister-to-air cleaner hose
10. Hose clip
11. Evaporative emission canister
12. Hose clamp
13. Canister bolt and washers
14. Ventilation valve
15. Gasket
16. Air pump-to-air cleaner hose
17. Coasting valve-to-carburetor hose
18. Air pump bolt and washers
18. Air pump adjusting arm
20. Air pump belt
21. Air pump
22. Bolt and washers
23. Gasket
24. Air control valve-to-thermal reactor tube
25. Hose clamp
26. Air control valve-to-air pump hose
27. Air control valve
28. Air control valve-to-air cleaner hose
29. Nut and washers
30. Check valve
31. Air control valve gasket
32. Anti-afterburn valve
33. Gasket
34. Coasting valve-to-intake manifold hose
35. Air control valve-to-coasting valve tube
36. Nut and washers
37. Anti-afterburn valve-to-carburetor tube
38. Coasting valve
39. Bolt and washer
40. Coasting valve-to-anti-afterburn valve hose
41. Air supply valve-to-intake manifold hose
42. Air supply valve

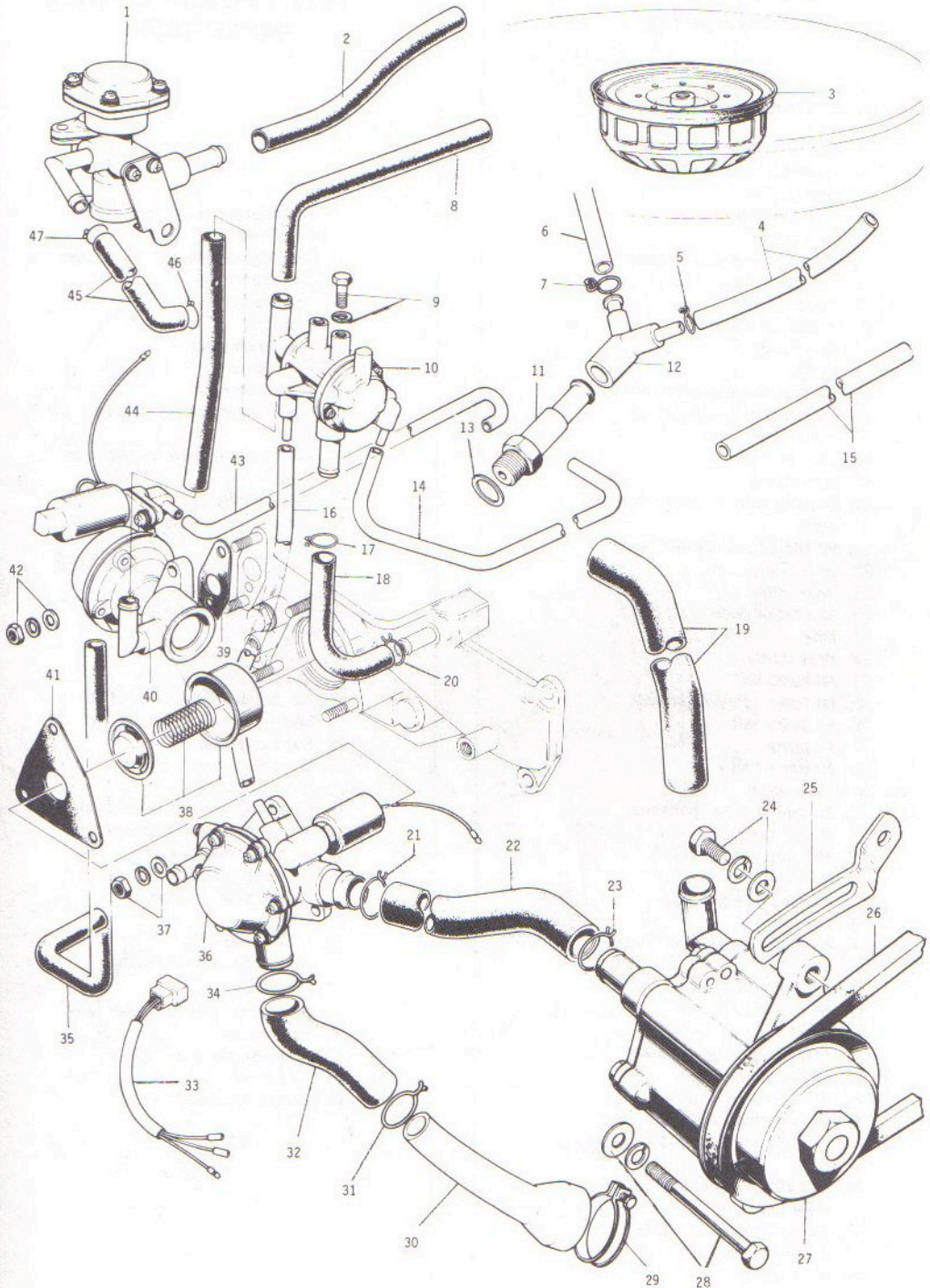
18

1971 EMISSION CONTROL CONNECTIONS (See Key on Previous Page)



1972 EMISSION CONTROL CONNECTIONS
(See Key on Next Page)

19



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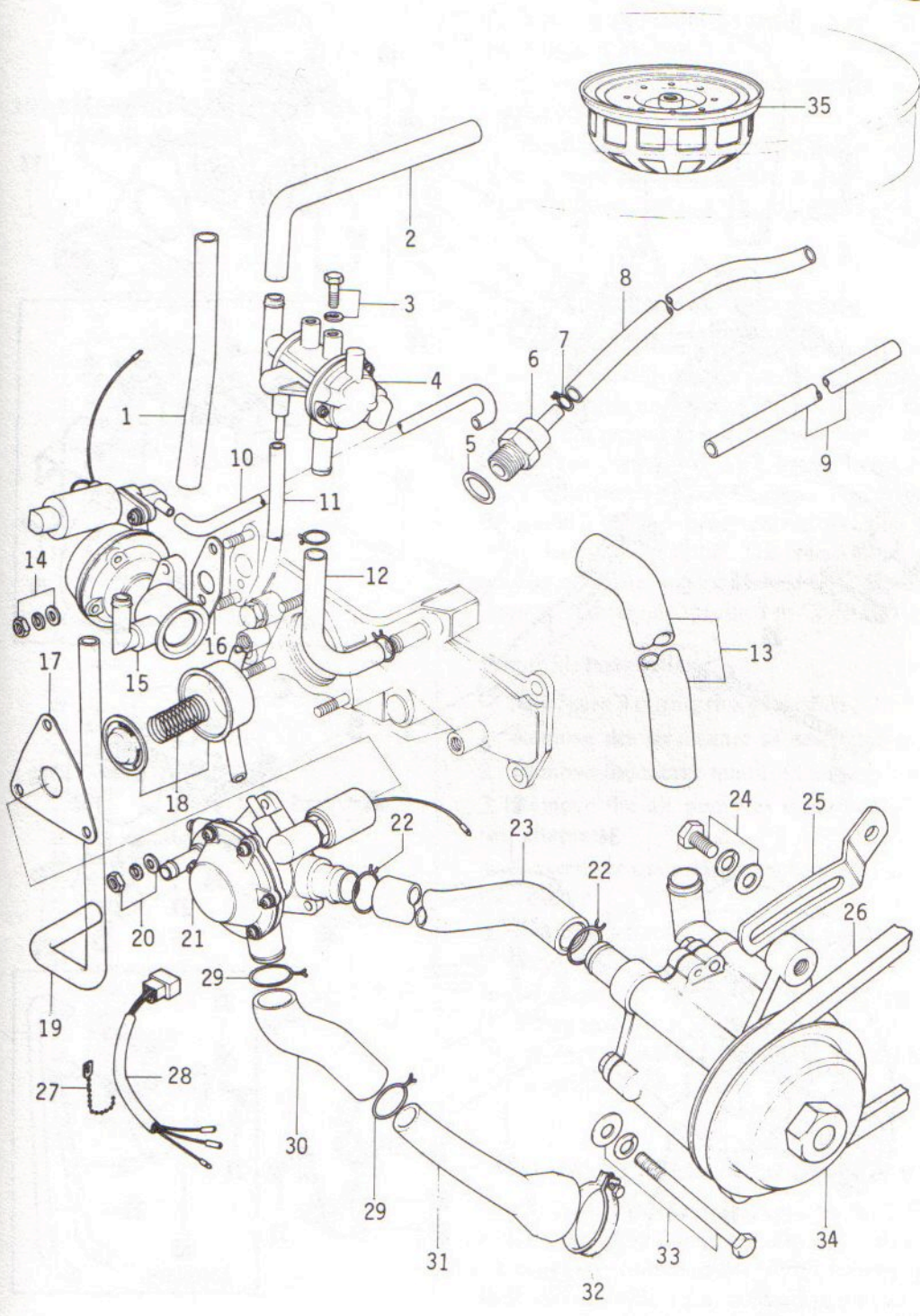
1972 EMISSION CONTROL CONNECTIONS (See Previous Page)

1. Air supply valve
2. Air supply valve-to-air cleaner hose
3. Carbon canister
4. Ventilation system hose
5. Hose clamp
6. Evaporative emission hose
7. Hose clamp
8. Coasting valve-to-air cleaner hose
9. Coasting valve bolt
10. Coasting valve
11. Ventilation valve
12. Joint fitting
13. Gasket
14. Coasting valve-to-carburetor tube
15. Intermediate housing-to-air cleaner hose
16. Vacuum hose
17. Hose clamp
18. Coasting valve-to-intake manifold hose
19. Air pump-to-air cleaner hose
20. Hose clamp
21. Hose clamp
22. Air control valve-to-air pump hose
23. Hose clamp
24. Air pump bolt
25. Air pump adjusting bracket
26. Air pump belt
27. Air pump
28. Air pump bolt
29. Tube clamp
30. Air control valve-to-thermal reactor tube
31. Hose clamp
32. Air hose
33. Air control valve wires
34. Hose clamp
35. Air control valve-to-air cleaner hose
36. Air control valve
37. Air control valve nut
38. Check valve assembly
39. Anti-afterburn valve gasket
40. Anti-afterburn valve
41. Air control valve gasket
42. Anti-afterburn valve nut
43. Anti-afterburn valve-to-carburetor tube
44. Anti-afterburn valve-to-coasting valve hose
45. Air supply valve-to-intake manifold hose
46. Hose clamp
47. Hose clamp

1973 EMISSION CONTROL CONNECTIONS

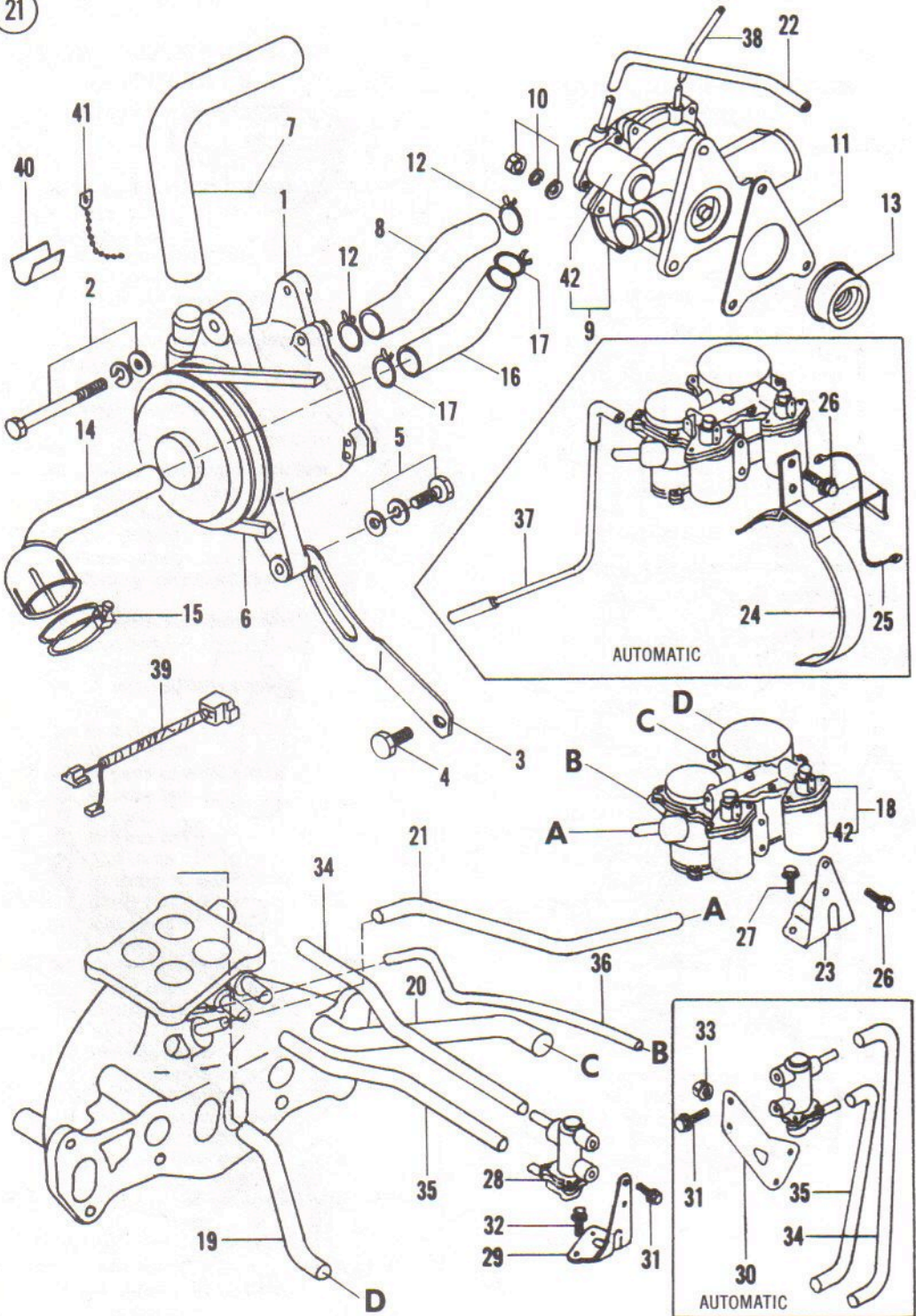
1. Anti-afterburn valve-to-coasting valve hose
2. Coasting valve-to-air cleaner hose
3. Bolt and washer
4. Coasting valve
5. Gasket
6. Ventilation valve
7. Hose clamp
8. Ventilation hose
9. Intermediate housing-to-air cleaner hose
10. Anti-afterburn valve-to-carburetor tube
11. Balance tube
12. Coasting valve-to-intake manifold hose
13. Air pump-to-air cleaner hose
14. Nut and washers
15. Anti-afterburn valve
16. Gasket
17. Air control valve gasket
18. Check valve
19. Air control valve-to-air cleaner hose
20. Nut and washers
21. Air control valve
22. Hose clamp
23. Air control valve-to-air pump hose
24. Air pump bolt and washers
25. Air pump adjusting arm
26. Air pump belt
27. Wiring securing strap
28. Wiring
29. Hose clamp
30. Air control valve-to-thermal reactor hose
31. Air control valve-to-reactor tube
32. Tube clamp
33. Air pump bolt and washers
34. Air pump
35. Carbon canister

20



5

21



1974 EMISSION CONTROL CONNECTIONS

1. Air pump
2. Bolt and washers
3. Air pump adjusting arm
4. Bolt
5. Bolt and washers
6. Air pump belt
7. Air hose
8. Air hose
9. Air control valve
10. Nut and washers
11. Gasket
12. Hose clamps
13. Check valve
14. Air pump-to-thermal reactor tube
15. Tube clamp
16. Air hose
17. Hose clamp
18. Deceleration control valve
19. Hose
20. Hose
21. Hose
22. Hose
23. Bracket
24. Bracket
25. Solenoid wire
26. Bolt
27. Bolt
28. Altitude compensator
29. Bracket
30. Bracket
31. Bolt
32. Bolt
33. Nut
34. Hose
35. Hose
36. Hose
37. Vacuum tube
38. Tube
39. Wiring harness
40. Cover
41. Wiring securing strap

3. Disconnect hose(s) from ventilation valve.
4. Disconnect the brake booster tube from the rear of the manifold.
5. Remove the nuts attaching the manifold to the engine. Lift it off.
6. If necessary, remove the carburetor from the intake manifold.
7. Installation is the reverse of these steps. Use a new intake manifold gasket. Tighten the manifold attaching nuts to 15 ft.-lb. (2 mkg).

THERMAL REACTOR

The thermal reactor reduces harmful emissions by oxidizing carbon monoxide and hydrocarbons. During deceleration and at high engine speeds, the reactor is cooled by air from the air pump. The cooling air is circulated between the reactor's inner and outer layers. The larger of the car's 2 exhaust pipes carries exhaust gases away from the reactor. The small pipe vents cooling air. The reactor should be checked for damage at intervals specified in Chapter Two.

Removal/Installation

See Figure 3 during this procedure.

1. Remove the air cleaner as described earlier.
2. Remove the intake manifold and carburetor.
3. Remove the air pump as described later in this chapter.
4. Disconnect the exhaust and vent pipes from the reactor.
5. Remove 4 nuts attaching the reactor to the engine, then lift it out.
6. To install, thread the 2 lower nuts partway on. Position the reactor on the lower studs, then install the upper nuts. Tighten all 4 nuts to 30 foot-pounds (4 mkg).

EXHAUST PIPES AND MUFFLERS

RX-2 and RX-3 exhaust systems use a single exhaust pipe with 2 mufflers. The reactor cooling air vent pipe runs parallel to the exhaust pipe. Both RX-2 mufflers are included in the rear pipe section. The RX-3 system uses one muffler in the center pipe and one in the rear.

Both exhaust systems are supported by rubber-insulated brackets. The rear hanger is supported by rubber O-rings. All other brackets are secured by nuts and/or bolts. **Figure 22** shows the RX-2 system; **Figure 23** on page 88 shows the RX-3 version.

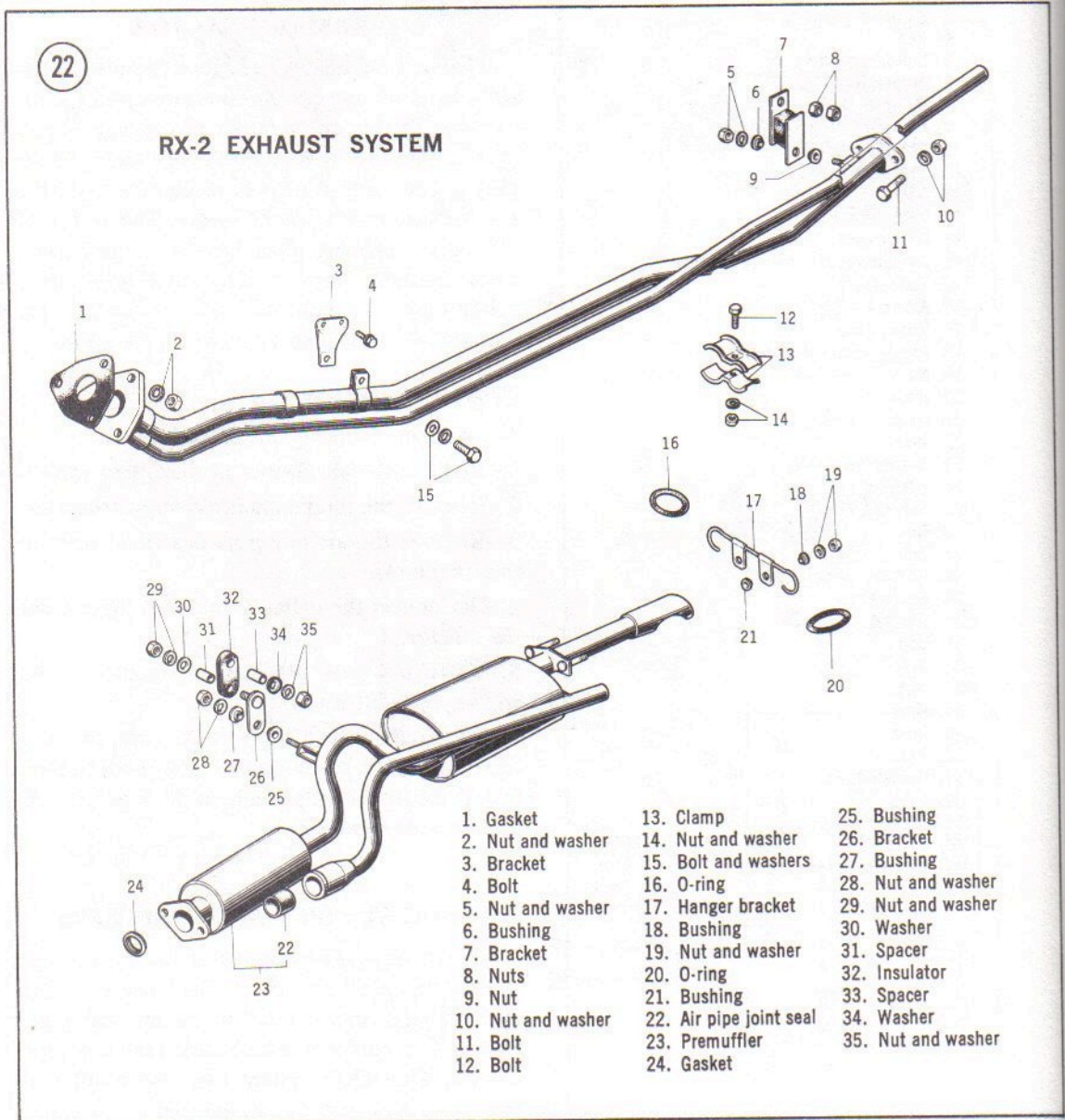
**Rear Section
Removal/Installation**

1. Securely block both front wheels so the car will not roll in either direction. Jack up the rear

end of the car and place jackstands beneath the frame.

2. Unhook the O-rings supporting rear hanger.
3. Remove the nuts and bolts attaching the center section to the rear section.
4. Detach the retaining bracket from the car frame. Remove the rear exhaust system section from under the car.

NOTE: *It may be necessary to pry the rear axle downward to provide removal clearance.*



5. Remove the shield from the underside of the muffler.
6. Examine the rubber O-rings, bracket insulator, and air pipe joint seal. Replace if worn, damaged, or deteriorated. Check metal parts for wear, damage, or corrosion. Replace as needed.
7. Installation is the reverse of these steps. Use a new gasket between the rear and center sections of the exhaust pipe.

Center Section Removal/Installation

1. Securely block both front wheels so the car will not roll in either direction. Jack up the rear end of the car and place it on jackstands.
2. Remove the nuts and bolts attaching the center exhaust pipe section to the rear section.
3. Remove 3 nuts attaching the center section to the thermal reactor.
4. Referring to Figure 22 or 23, detach the remaining brackets from the car. Lower the center section and take it out from under the car.
5. Examine the rubber bracket insulators and the joint seal at the rear end of the air pipe. Replace if worn, damaged, or deteriorated. Check metal parts for wear, damage, or corrosion. Replace as needed.
6. Installation is the reverse of these steps. Use a new gasket at each end of the exhaust pipe.

AIR INJECTION SYSTEM

The air injection system consists of an air pump, check valve, air control valve, and 4 injection nozzles. At high engine speed and during deceleration, the system injects fresh air into the thermal reactor cooling passages. Under all other conditions, air is pumped through the injector nozzles into the exhaust ports to prolong combustion of the exhaust gases. Figures 18-21 show the system's external components.

The air pump is a vane type, driven by the eccentric shaft through pulleys and a V-belt.

The 1971-73 air control valve, mounted on the intake manifold, consists of an air cut valve, relief valve, safety valve, and solenoid. The air cut valve routes air into the injection nozzles or thermal reactor cooling passages. If excess air is being forced into the injection nozzles, the relief valve diverts the excess into the thermal reactor.

The safety valve serves a similar purpose, but routes excess air into the air cleaner.

The 1974 air control valve is basically the same as the 1971-73 version. However, the No. 2 relief valve (equivalent to the 1971-73 safety valve), vents excess air into the thermal reactor cooling passages.

The check valve is mounted in a recess in the intake manifold and held in place by the air control valve. It prevents exhaust gas from flowing back into the air injection tubing and pump if air pressure drops below exhaust gas pressure.

Two injection nozzles are screwed into each rotor housing near the exhaust ports. The nozzles seldom need service except during complete engine overhauls.

Air Pump Test

1. Examine the hoses running from the air cleaner to the air control valve. Replace any that are worn, cracked, or deteriorated.
2. Connect an accurate pressure gauge in the hose between the air pump and air control valve, using a T-fitting.
3. Start the engine and let it idle. Pressure reading should range from 0.37-0.75 psi (0.026-0.053 kg/cm²). The air pump must be replaced if the pressure reading is below this range.

Air Pump Removal/Installation

Refer to Figure 18 (1971), Figure 19 (1972), Figure 20 (1973), or Figure 21 (1974).

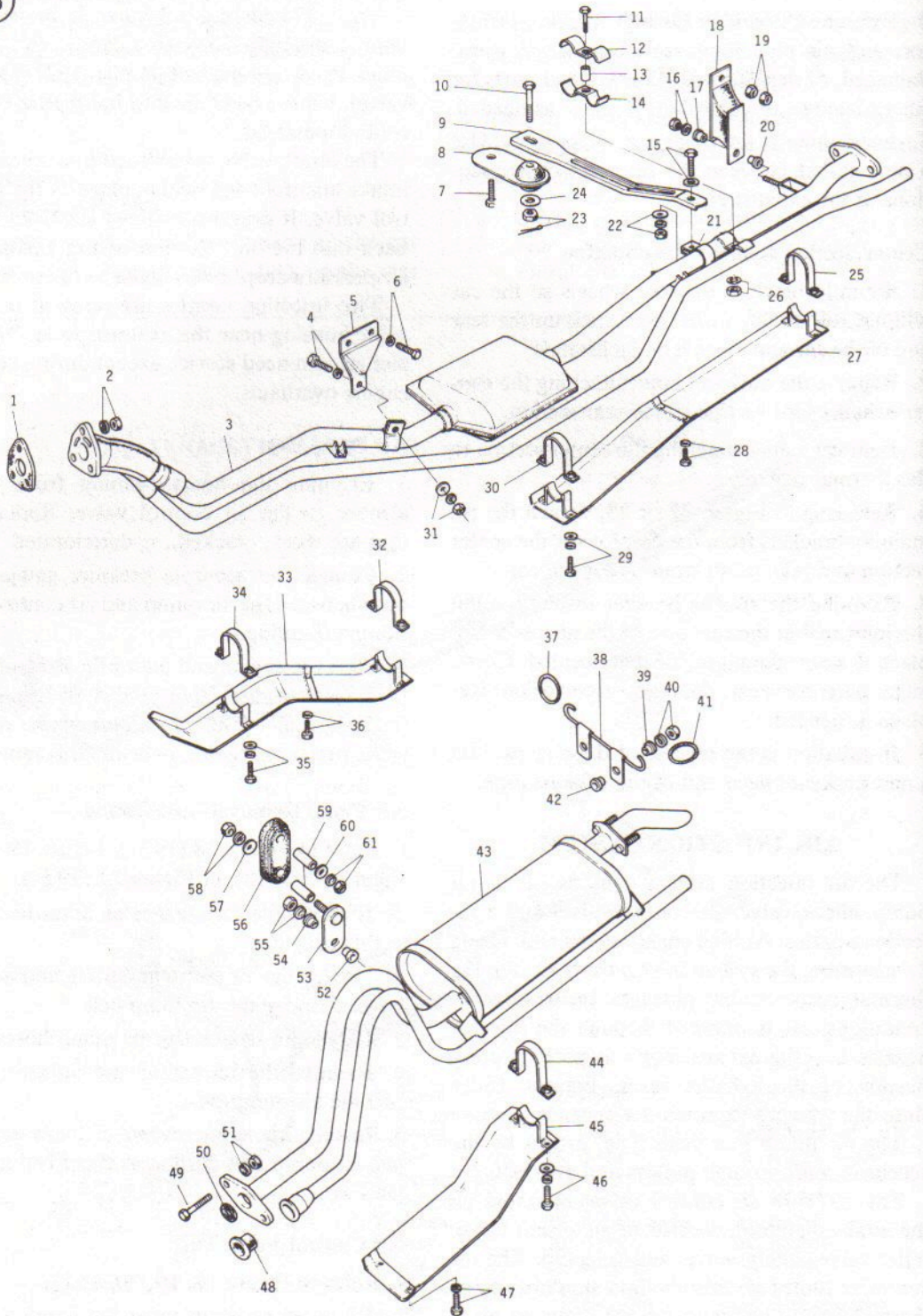
1. Remove the air cleaner as described earlier in this chapter.
2. Loosen the air pump mounting and adjusting bolts. Remove the air pump belt.
3. Label and detach the air pump hoses.
4. Remove the mounting and adjusting bolts. Lift the air pump off.
5. Installation is the reverse of these steps. Adjust air pump belt tension as described in Chapter Two.

Air Control Valve Test

Refer to Figure 18, 19, 20, or 21.

1. While an assistant turns the ignition key on and off, listen for a click from the air control valve solenoid.

23



RX-3 EXHAUST SYSTEM

- | | |
|------------------------|-------------------------|
| 1. Gasket | 32. Clamp |
| 2. Nut and washer | 33. Heat shield |
| 3. Front exhaust pipe | 34. Clamp |
| 4. Bolt and washer | 35. Bolt and washers |
| 5. Bracket | 36. Bolt and washer |
| 6. Bolt and washer | 37. O-ring |
| 7. Bolt | 38. Hanger |
| 8. Bracket | 39. Bushing |
| 9. Bracket | 40. Nut and washer |
| 10. Bolt | 41. O-ring |
| 11. Bolt | 42. Bushing |
| 12. Clamp (upper half) | 43. Main muffler |
| 13. Spacer | 44. Clamp |
| 14. Clamp (lower half) | 45. Heat shield |
| 15. Bolt and washer | 46. Bolt and washers |
| 16. Nut and washer | 47. Bolt and washer |
| 17. Bracket bushing | 48. Air pipe joint seal |
| 18. Bracket | 49. Bolt |
| 19. Nuts | 50. Gasket |
| 20. Bracket bushing | 51. Nut and washer |
| 21. Joint | 52. Bushing |
| 22. Nut and washers | 53. Bracket |
| 23. Nut and cotter pin | 54. Bushing |
| 24. Washer | 55. Nut and washer |
| 25. Clamp | 56. Insulator |
| 26. Nut and washer | 57. Washer |
| 27. Heat shield | 58. Nut and washer |
| 28. Bolt and washer | 59. Spacers |
| 29. Bolt and washers | 60. Washer |
| 30. Clamp | 61. Nut and washer |
| 31. Nut and washers | |

WARNING

Be careful not to start the engine during this step. Keep your head and hands clear of all belts and pulleys in case the engine is inadvertently started.

If no click is heard, connect the solenoid directly to the battery positive terminal with a jumper wire. If the solenoid still doesn't click, make sure it is grounded properly. If so, the solenoid is defective. Replace air control valve.

2. On 1971-73 cars, disconnect the hoses running from the air control valve to the air cleaner and thermal reactor. On 1974 cars, there is no hose to the air cleaner; disconnect the hose to the thermal reactor.

3. Connect a pressure gauge in the hose between the air pump and air control valve, using a T-fitting.

4. Start the engine and let it idle. Air should not leak from the air cleaner or thermal reactor hose fittings on the air control valve.

5. Raise engine speed to 3,500 rpm. The pressure gauge should now indicate 2.0-2.8 psi. Air should flow from the air cleaner hose fitting (1971-73) and thermal reactor hose fitting.

6. Let the engine idle. Connect the air control valve solenoid to the battery positive terminal. The pressure gauge should indicate 0-0.75 psi. Air should flow from the thermal reactor hose fitting, but not from the air cleaner hose fitting on 1971-73 cars.

If the air control valve fails any part of this test, replace it.

Air Control Valve Removal/Installation

Refer to Figure 18, 19, 20, or 21.

1. Remove the air cleaner as described earlier.
2. Disconnect the hoses and solenoid wire from the air control valve.
3. Remove 3 nuts attaching the air control valve to the intake manifold. Remove the valve.
4. Installation is the reverse of these steps. Be sure the check valve is positioned properly.

Check Valve Removal and Installation

Refer to Figure 18, 19, 20, or 21.

1. Remove the air control valve. See above.

2. Take the check valve, spring, and valve seat out of the intake manifold.
3. Check the valve, seat, and spring for wear or damage. Replace as needed.
4. Installation is the reverse of these steps.

DECELERATION CONTROL SYSTEM (1971-73)

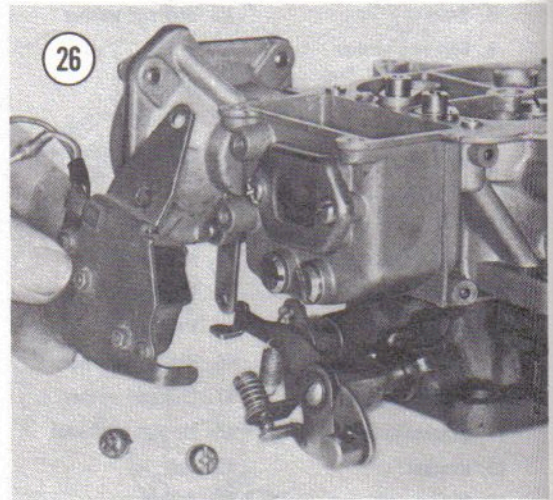
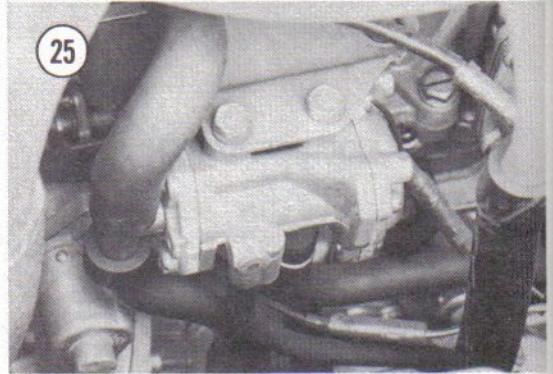
The deceleration control system is designed to prevent afterburn (backfiring) during deceleration and gearshifts, as well as immediately after the ignition is turned off. The system consists of an anti-afterburn valve, coasting valve, air supply valve (1971-72), idle switch, and No. 1 control box. The control box, also used for the ignition and air flow control system, is discussed in Chapter Seven.

The anti-afterburn valve feeds fresh air into the intake manifold during deceleration, gearshifting, and when the engine is turned off. This leans out the air-fuel mixture entering the engine so it won't detonate. **Figure 24** shows the anti-afterburn valve.



The coasting valve feeds fresh air into the intake manifold during deceleration from speeds above 1,200 rpm. As with the anti-afterburn valve, this leans the fuel mixture entering the engine so it won't detonate. The coasting valve also causes the air control valve to divert pump (secondary) air from the injection nozzles to the thermal reactor cooling passages. **Figure 25** shows the coasting valve.

The idle switch (**Figure 26**) is wired into the circuit between the No. 1 control box and coasting valve. When the engine decelerates from

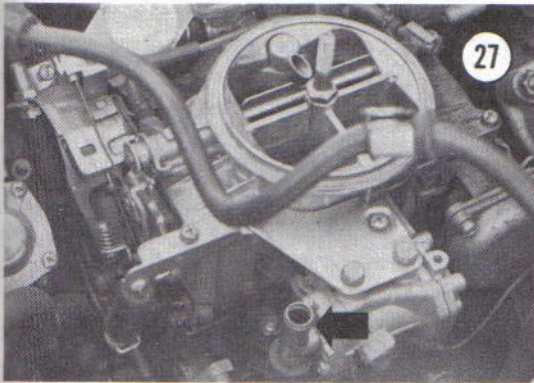


speeds higher than 1,200 rpm, the switch allows current to flow from the control box to the coasting valve solenoid. The coasting valve then operates as described in the previous paragraph.

The air supply valve, used on 1971-72 cars, is shown in Figures 18 and 19. The valve is kept closed by a solenoid as long as the ignition is on. When the ignition is turned off, the solenoid retracts, allowing the air supply valve to route fresh air into the intake manifold. This prevents detonation of the remaining fuel-air mixture entering the engine.

Anti-Afterburn Valve Test

1. Remove the air cleaner as described earlier in this chapter.
2. Start the engine and let it idle.
3. Place a thumb over the suction hose fitting (**Figure 27**). Strong vacuum indicates a defective anti-afterburn valve.



4. Increase engine speed to 3,500-3,800 rpm. Place a thumb over the suction hose opening and let the throttle valve snap closed. Suction should be felt for 0.4-1.0 seconds.

5. With the engine idling, disconnect the solenoid wire from the anti-afterburn valve. Vacuum should be felt at the suction hose fitting as long as the wire is disconnected.

Anti-Afterburn Valve Removal/Installation

1. Remove the air cleaner as described earlier in this chapter.
2. Detach the hoses and solenoid wire from the valve.
3. Remove 2 nuts attaching the valve to the intake manifold, then take it off.
4. Installation is the reverse of these steps. Use a new gasket between valve and intake manifold.

Coasting Valve Test

1. Connect a vacuum gauge into the small hose running from the air control valve to the coasting valve. Use a T-fitting.
2. Warm the engine to normal operating temperature. Make sure the vacuum gauge indicates more than 16 inches (400 millimeters) of vacuum at 900 rpm.
3. Increase engine speed to approximately 2,500 rpm. Let the throttle snap shut and note the vacuum gauge reading. It should drop to 0-1.2 inch (0-30mm). At 1,100-1,300 rpm, the reading should increase to 16 in. or more.
4. If the vacuum readings are too high, check current from the No. 1 control box to the coasting valve solenoid (Chapter Seven). Make sure

the solenoid works. Check for obstructions in the coasting valve's internal passages. Check idle speed and mixture adjustments. If these are satisfactory, replace the coasting valve.

Coasting Valve Removal/Installation

Refer to Figure 18, 19, or 20.

1. Remove the air cleaner as described earlier.
2. Remove 2 screws attaching the coasting valve to its bracket on the carburetor.
3. Disconnect 4 hoses from the coasting valve and take it out. Label the 2 small hoses, since they are the same size.
4. Installation is the reverse of these steps.

Idle Switch Test

1. Disconnect the idle switch wiring connectors. Connect an ohmmeter or self-powered test lamp between the ends of the wires running to the idle switch. With the throttle in idling position, the ohmmeter should show continuity (test lamp should light).

2. Press the gas pedal. The ohmmeter should show an open circuit (test lamp should go out).

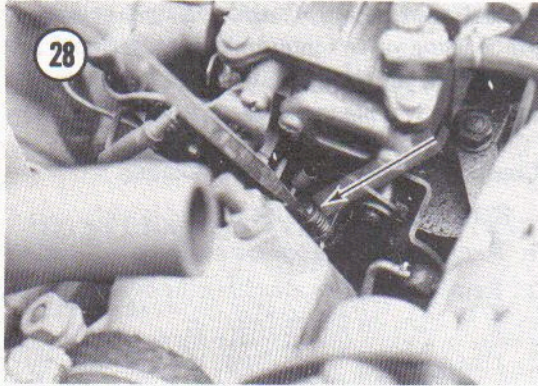
If the switch fails either part of this test, replace it.

Idle Switch Removal/Installation

1. Remove the air cleaner and carburetor as described earlier in this chapter.
2. Remove the screws attaching the idle switch to the carburetor, then take it off.
3. Installation is the reverse of these steps. After installation, adjust as described in the following procedure.

Idle Switch Adjustment

1. Warm the engine until coolant temperature is approximately 159° F (70° C). Check idle mixture and speed. Adjust as needed.
2. Set idle speed at 1,075-1,100 rpm with the idle speed adjusting screw.
3. Turn idle switch adjusting screw (Figure 28) until the switch just goes on. Leave the adjusting screw in that position.



4. Lower the idle speed to 900 rpm with the idle speed adjusting screw. Make sure the idle switch goes on at a speed above 1,100 rpm when the throttle is backed off. Make sure idle speed remains at 900 rpm in NEUTRAL (manual transmission) or 750 rpm in DRIVE (automatic).

Air Supply Valve Test (1971-72)

1. Remove the air cleaner as described earlier in this chapter.
2. Connect an accurate tune-up tachometer to the engine. Use a 4-cylinder-type tachometer.
3. Start the engine and let it idle.
4. Place a thumb over the air supply valve suction hose (1, Figure 18). This should cause a drop in engine speed of less than 30 rpm.
5. Disconnect the wire to the air supply valve solenoid. Strong suction should be felt at the end of the hose.

Air Supply Valve Removal/Installation

See Figure 18 (1971) or Figure 19 (1972).

1. Disconnect wire and 2 hoses from valve.
2. Remove the bolt attaching the air supply valve bracket to the rear rotor housing. The same bolt secures the rear engine hoisting bracket.
3. Remove 2 screws and separate the valve from its bracket.
4. Installation is the reverse of these steps.

ADDITIONAL AIR CONTROL SYSTEM (1974)

This is the equivalent of the 1971-73 deceleration control system. The anti-afterburn and

coasting valves are combined into a single unit, called the deceleration control valve. The anti-afterburn portion of the valve also replaces the 1971-72 air supply valve.

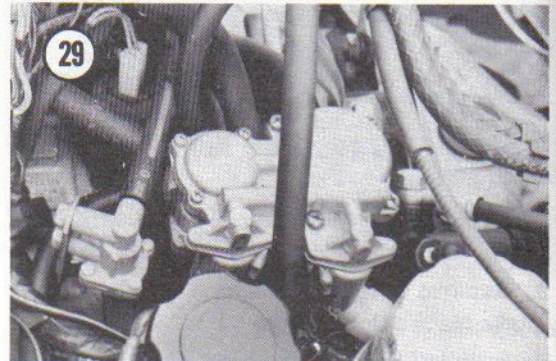
The idle switch is serviced in the same manner as the 1971-73 idle switch. The No. 1 control box has been replaced by a control unit, which also performs the function of the 1972-73 No. 2 control box. The control unit is discussed in Chapter Seven.

The 1974 system uses an altitude compensator. This admits air to the intake manifold to correct overrich fuel mixture caused by thin air. Figure 21 shows the 1974 system components.

Deceleration Control Valve Test

Figure 29 shows deceleration control valve.

1. Disconnect the air cleaner-to-valve hose from the air cleaner.



2. With the engine idling, place a thumb over the end of the hose. There should not be any suction.
3. Turn the engine off. Disconnect the lower hose from the front side of the deceleration control valve. Plug the hole in the valve.
4. Start the engine and let it idle.
5. Disconnect the wire from the rear solenoid on the deceleration control valve.
6. Place a thumb over the air cleaner-to-valve hose (D, Figure 21). Suction should be felt.
7. Turn off the engine. Connect the solenoid wire. Remove the plug from the front of the valve and reconnect the hose. Leave the bottom hose disconnected.
8. Disconnect the hose from the rear of the valve. Plug the hole in the valve.

9. Start the engine and let it idle.
10. Disconnect the wire from the front solenoid on the valve.
11. Place a thumb over the air cleaner-to-valve hose (D, Figure 21). Suction should be felt.
12. Turn off the engine. Reconnect the wire and hoses.

If valve fails any part of this test, replace it.

Altitude Compensator Test

With the engine idling, disconnect the upper hose from the altitude compensator (**Figure 30**). Place a finger over the hole in the compensator. Engine speed should drop.

EVAPORATIVE EMISSION CONTROL SYSTEM

This system is designed to prevent evaporated gasoline from escaping into the atmosphere. The basic components are a condensing tank mounted above the main fuel tank, charcoal canister, and connecting lines. 1974 models also use a check valve.

Fuel vapor rises from the gas tank into the condensing tank, which separates liquid from vapor. The vapor travels through a vent line to

the front of the car. When the engine is running, vapor is sucked into the intake manifold through the crankcase ventilation valve. When the engine is off, vapor is stored in a charcoal canister until the engine starts. On 1971 RX-2's, the canister is a separate container in the engine compartment. On RX-3's and later RX-2's, the canister is attached to the inside of the air cleaner cover. On 1974 cars, the check valve relieves excessive pressure or vacuum in the fuel tank.

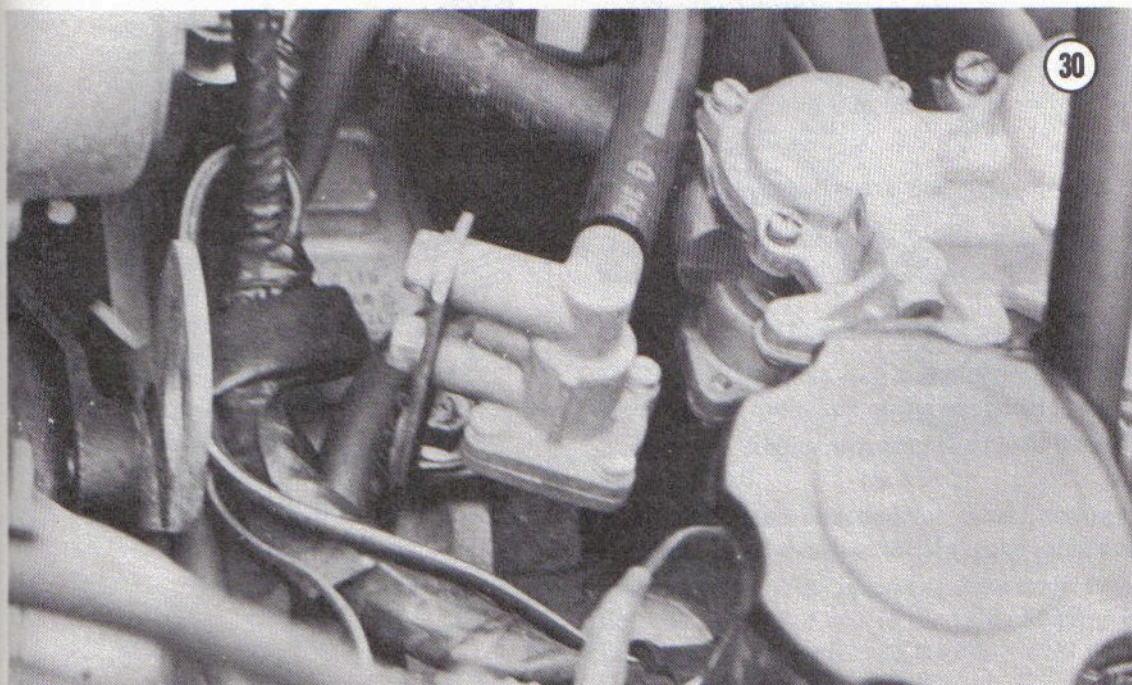
The only regular maintenance required for the system is examination of the vent lines and canister. **Figure 31** shows the tanks and lines on the 1971-73 RX-3 sedan and coupe. **Figure 32** shows the 1971-73 RX-3 station wagon version. The RX-2 arrangement is basically the same. Canister examination is covered in Chapter Two.

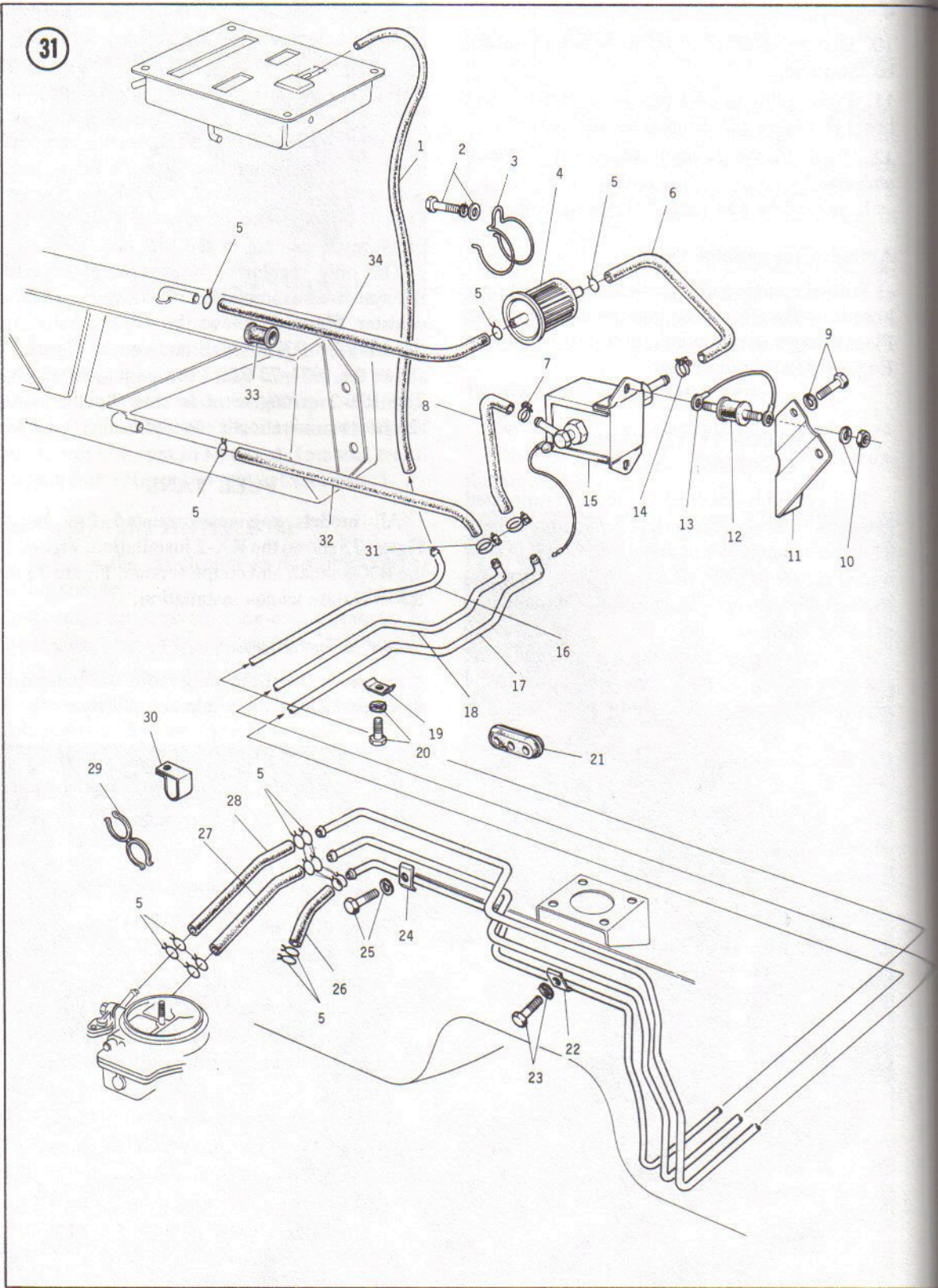
FUEL TANK

All models use rear-mounted fuel tanks. **Figure 33** shows the RX-2 installation; **Figure 34** the RX-3 sedan and coupe version; **Figure 35** the RX-3 station wagon installation.

Removal/Installation

1. Remove the drain plug from the bottom of the tank. Let the fuel drain completely.





**1971-1973 RX-3
SEDAN AND COUPE
EVAPORATIVE
EMISSION CONTROL SYSTEM**

1. Evaporative emission tube
2. Fuel filter bracket bolt and washers
3. Fuel filter bracket
4. Fuel filter
5. Hose clamps
6. Fuel line
7. Hose clamp
8. Fuel line
9. Fuel pump bracket bolt and washer
10. Nut and washer
11. Fuel pump bracket
12. Fuel pump vibration mount
13. Ground wire
14. Hose clamp
15. Fuel pump
16. Evaporative emission tube
17. Fuel line
18. Fuel return line
19. Fuel line clamp
20. Bolt and washer
21. Protector
22. Fuel line clamp
23. Bolt and washer
24. Fuel line clamp
25. Bolt and washer
26. Evaporative emission tube
27. Fuel line
28. Fuel return line
29. Fuel line clamp
30. Fuel line clamp
31. Hose clamp
32. Fuel return line
33. Grommet
34. Fuel line

2. On RX-3 sedans and coupes, remove the trim panel from the front of the trunk.
3. On RX-3 station wagons, remove spare tire.
4. Disconnect all lines and hoses from the tank, referring to the appropriate exploded view. On RX-2's and RX-3 wagons, these are reached through access panels in the trunk or cargo area floor.
5. Remove the tank attaching bolts. Lower the tank clear (RX-2, RX-3 wagon) or lift it out of the trunk.
6. Installation is the reverse of these steps.

Repairing Leaks

Fuel tank leaks can be repaired by brazing or soldering.

WARNING

A fuel tank is capable of exploding and killing anyone nearby. Always observe the following precautions when repairing a tank.

1. Have tank steam cleaned inside and outside.
2. Fill the tank with inert gas such as nitrogen or carbon dioxide, or fill tank **COMPLETELY** with water.
3. Set a fire extinguisher nearby.

After the repair is made, pour the water out, put about a quart of gasoline in the tank, and slosh it around. Pour the gasoline out, blow the tank dry, and install it in the car.

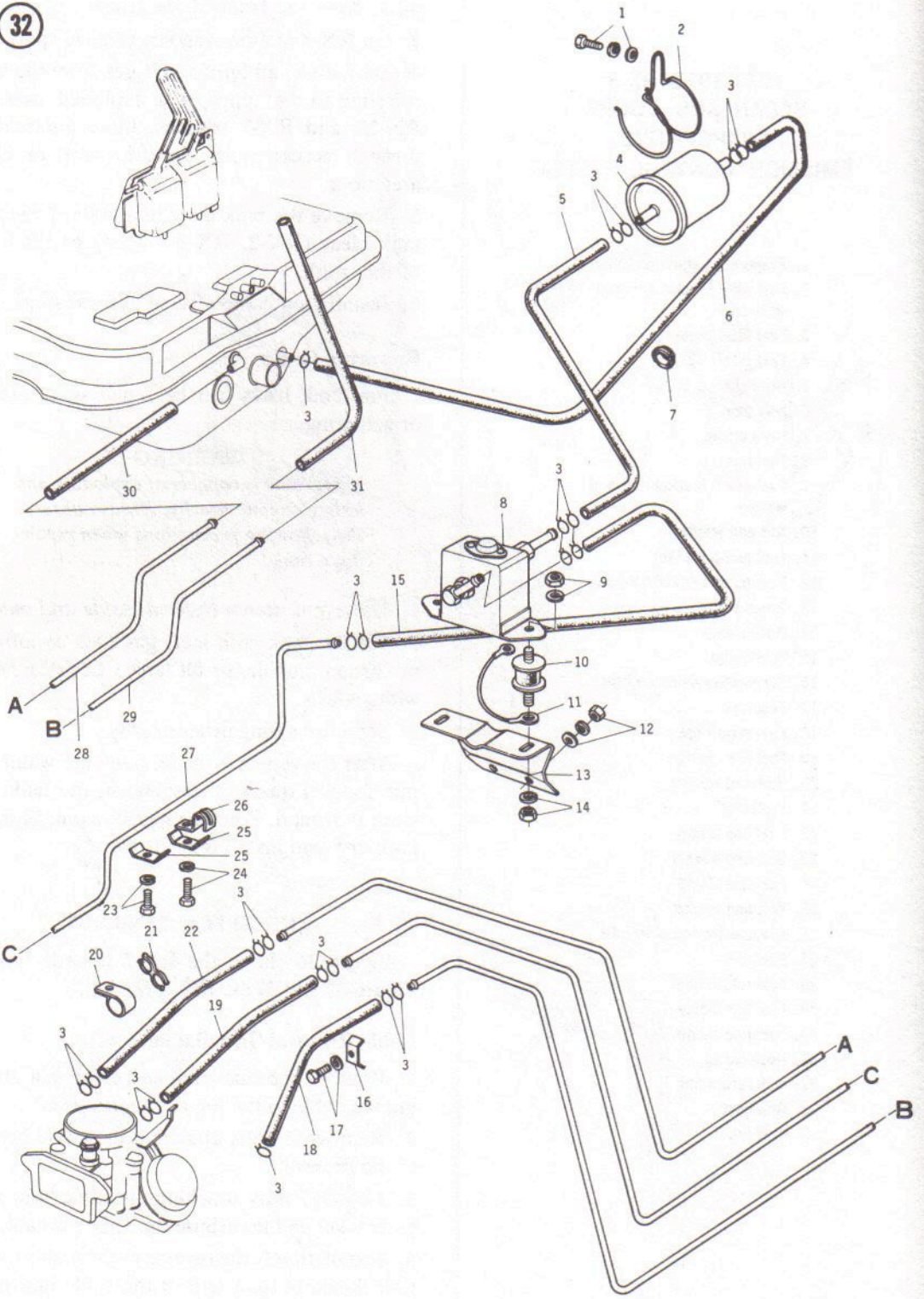
THROTTLE LINKAGE

Figure 36 shows the RX-2 throttle linkage; **Figure 37** shows the RX-3 version.

Cable Removal/Installation

1. Remove the snap ring and clevis pin attaching the cable to the top of the gas pedal.
2. Remove 2 bolts attaching the cable housing to the firewall.
3. Loosen 2 nuts attaching the cable housing to its bracket on the carburetor. Take the cable out.
4. Installation is the reverse of these steps. Position the carburetor end of the cable housing in its bracket so the primary throttle valves open fully when the accelerator is floored.

32



**1971-1973 RX-3 WAGON
EVAPORATIVE
EMISSION CONTROL SYSTEM**

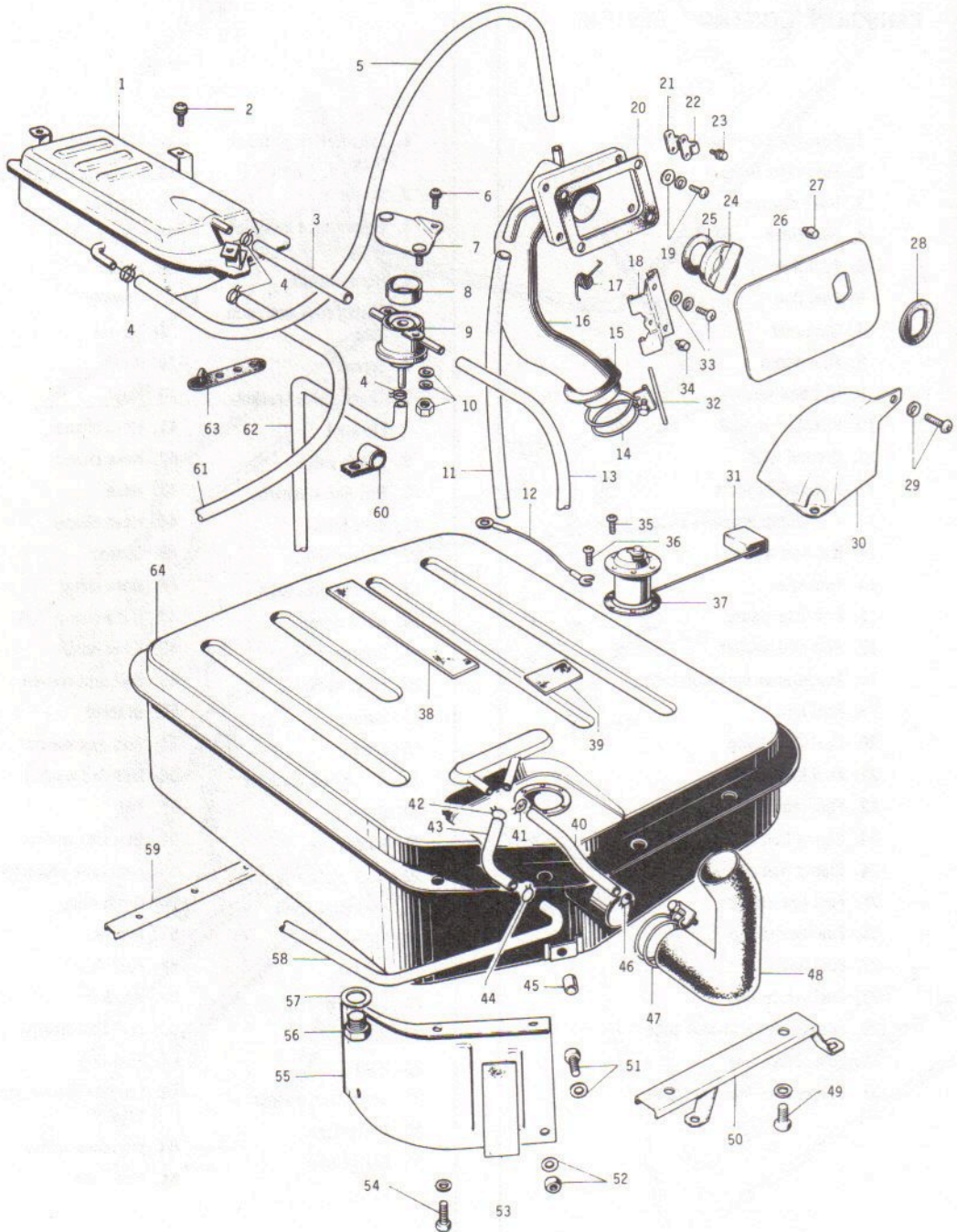
1. Fuel filter bolt and washers
2. Fuel filter bracket
3. Hose clamps
4. Fuel filter
5. Fuel line
6. Fuel line
7. Grommet
8. Fuel pump
9. Nut and washer
10. Vibration mount
11. Ground wire
12. Nut and washers
13. Fuel pump bracket
14. Nut and washer
15. Fuel line
16. Fuel line clamp
17. Bolt and washer
18. Evaporative emission tube
19. Fuel line
20. Fuel line clamp
21. Fuel line clamp
22. Fuel return line
23. Clamp bolt and washer
24. Clamp bolt and washer
25. Fuel line clamps
26. Fuel line clamp
27. Fuel line
28. Fuel return line
29. Evaporative emission tube
30. Fuel return line
31. Evaporative emission tube

**RX-2 FUEL TANK
(See Next Page)**

- | | |
|------------------------------|-------------------------------|
| 1. Evaporative emission tank | 32. Hinge pin |
| 2. Screw | 33. Screw and washers |
| 3. Evaporative emission tube | 34. Stopper |
| 4. Hose clamps | 35. Screw |
| 5. Evaporative emission tube | 36. Screw |
| 6. Screw | 37. Gasket |
| 7. Check valve bracket | 38. Spacer |
| 8. Element | 39. Pad |
| 9. Check valve | 40. Hose |
| 10. Nut and washers | 41. Hose clamp |
| 11. Vent tube | 42. Hose clamp |
| 12. Ground wire | 43. Hose |
| 13. Check valve tube | 44. Hose clamp |
| 14. Hose clamp | 45. Spacer |
| 15. Grommet | 46. Hose clamp |
| 16. Filler neck | 47. Hose clamp |
| 17. Spring | 48. Filler hose |
| 18. Hinge | 49. Bolt and washer |
| 19. Screw and washers | 50. Bracket |
| 20. Gasket | 51. Bolt and washer |
| 21. Back plate | 52. Nut and washer |
| 22. Lock plate | 53. Pad |
| 23. Lock plate bolt | 54. Bolt and washer |
| 24. Filler cap | 55. Fuel tank protector |
| 25. Gasket | 56. Drain plug |
| 26. Filler lid | 57. Gasket |
| 27. Stopper | 58. Fuel line |
| 28. Seat | 59. Bracket |
| 29. Screw and washer | 60. Fuel line clamp |
| 30. Protector | 61. Fuel line |
| 31. Gauge unit | 62. Evaporative emission tube |
| | 63. Fuel line holder |
| | 64. Fuel tank |

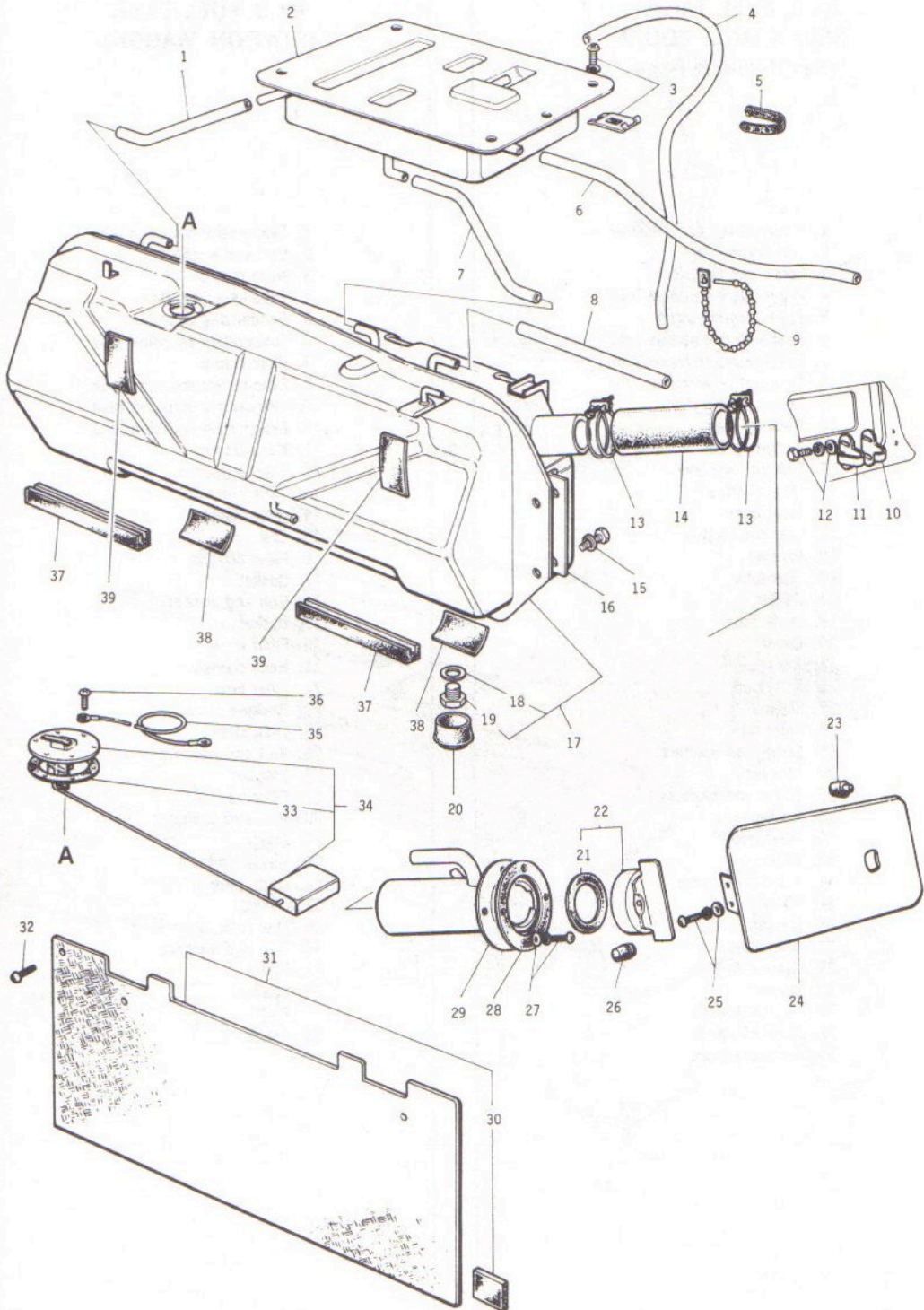
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RX-2 FUEL TANK (See Key on Previous Page)



RX-3 FUEL TANK — SEDAN AND COUPE
(See Key on Next Page)

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5

**RX-3 FUEL TANK —
SEDAN AND COUPE
(See Previous Page)**

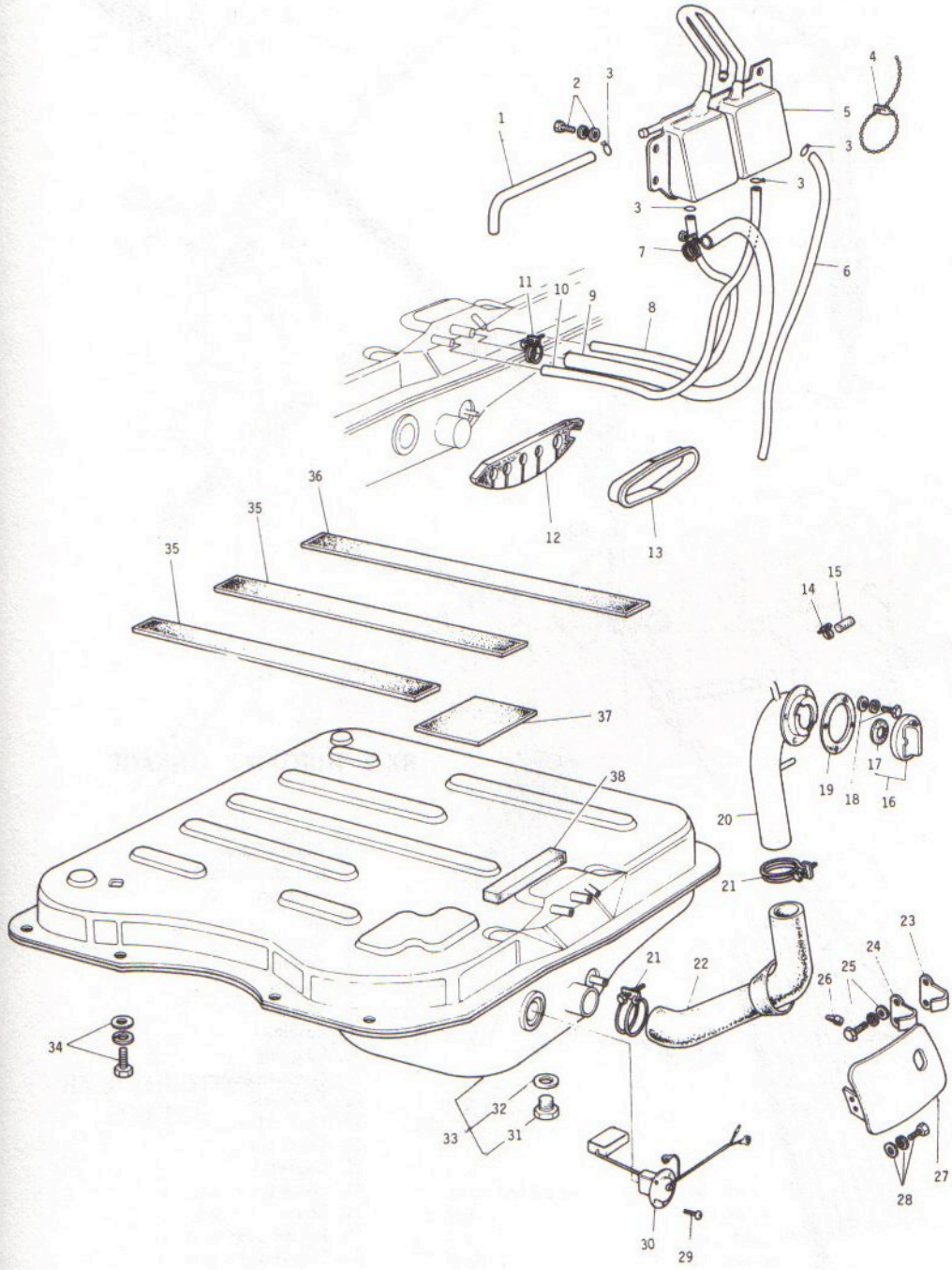
1. Evaporative emission tube
2. Condensing tank
3. Screw and washers
4. Evaporative emission tube
5. Tube securing strap
6. Evaporative emission tube
7. Evaporative emission tube
8. Evaporative emission tube
9. Line securing strap
10. Backing plate
11. Locking plate
12. Bolt and washers
13. Hose clamps
14. Filler hose
15. Bolt and washer
16. Bracket
17. Fuel tank
18. Gasket
19. Drain plug
20. Cover
21. Gasket
22. Filler cap
23. Stopper
24. Filler lid
25. Screw and washers
26. Stopper
27. Screw and washers
28. Gasket
29. Filler neck
30. Spacer
31. Trunk trim panel
32. Screw
33. Gasket
34. Gauge unit
35. Ground wire
36. Screw
37. Fuel tank pads
38. Fuel tank pads
39. Fuel tank pads

**RX-3 FUEL TANK
(STATION WAGON)**

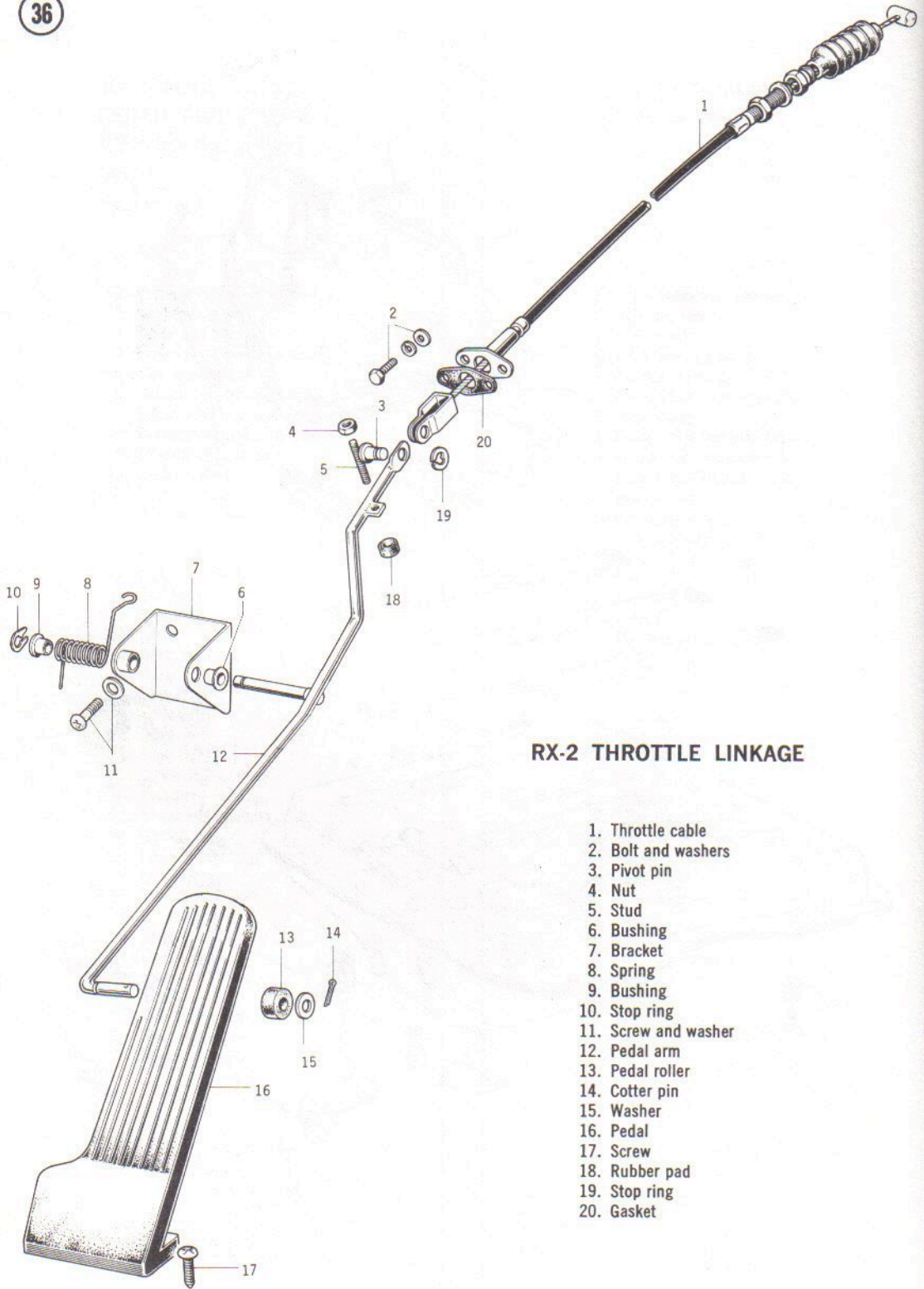
1. Evaporative emission tube
2. Bolt and washers
3. Hose clamp
4. Tube securing strap
5. Condensing tank
6. Evaporative emission tube
7. Hose clamp
8. Evaporative emission tube
9. Evaporative emission tube
10. Evaporative emission tube
11. Hose clamp
12. Tube protector
13. Tube protector
14. Hose clamp
15. Cap
16. Filler cap
17. Gasket
18. Bolt and washers
19. Gasket
20. Filler neck
21. Hose clamps
22. Filler hose
23. Backing plate
24. Lock plate
25. Bolt and washers
26. Stopper
27. Filler lid
28. Bolt and washers
29. Screw
30. Gauge unit
31. Drain plug
32. Gasket
33. Fuel tank
34. Bolt and washers
35. Pads
36. Spacer
37. Pad
38. Spacer

35

5



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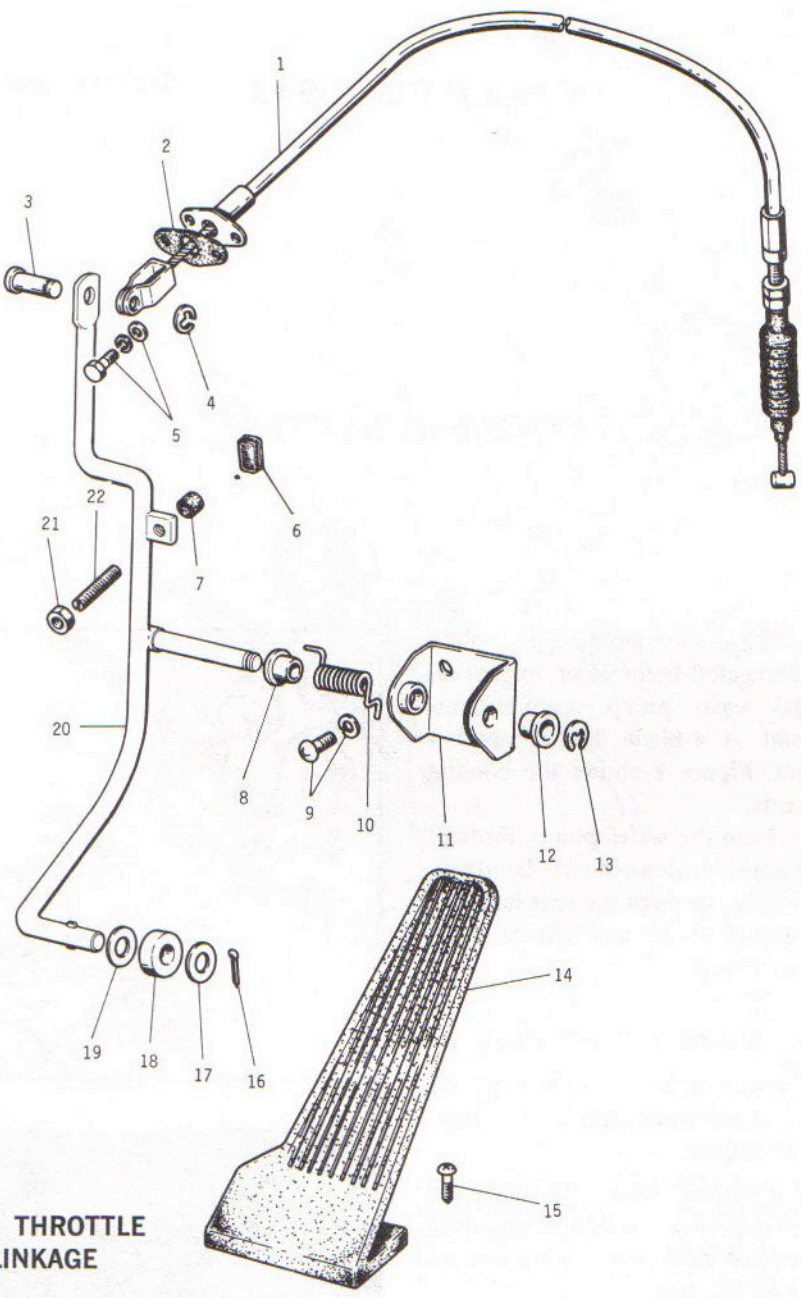


RX-2 THROTTLE LINKAGE

- 1. Throttle cable
- 2. Bolt and washers
- 3. Pivot pin
- 4. Nut
- 5. Stud
- 6. Bushing
- 7. Bracket
- 8. Spring
- 9. Bushing
- 10. Stop ring
- 11. Screw and washer
- 12. Pedal arm
- 13. Pedal roller
- 14. Cotter pin
- 15. Washer
- 16. Pedal
- 17. Screw
- 18. Rubber pad
- 19. Stop ring
- 20. Gasket

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RX-3 THROTTLE LINKAGE

- | | | |
|---------------------|---------------------|------------------|
| 1. Throttle cable | 9. Screw and washer | 16. Cotter pin |
| 2. Gasket | 10. Spring | 17. Washer |
| 3. Pivot pin | 11. Bracket | 18. Pedal roller |
| 4. Stop ring | 12. Bushing | 19. Washer |
| 5. Bolt and washers | 13. Stop ring | 20. Pedal arm |
| 6. Seal | 14. Pedal | 21. Nut |
| 7. Rubber pad | 15. Screw | 22. Stud |
| 8. Bushing | | |