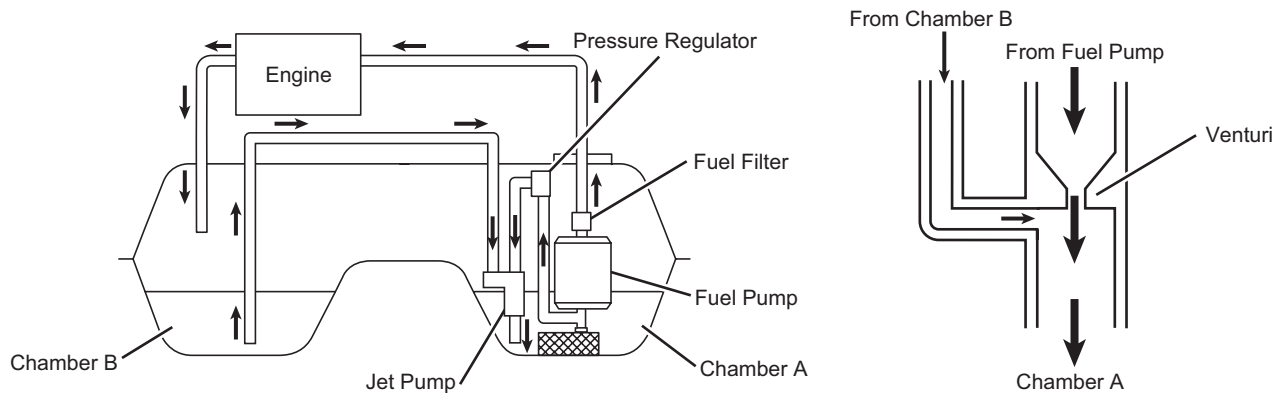


Jet Pump

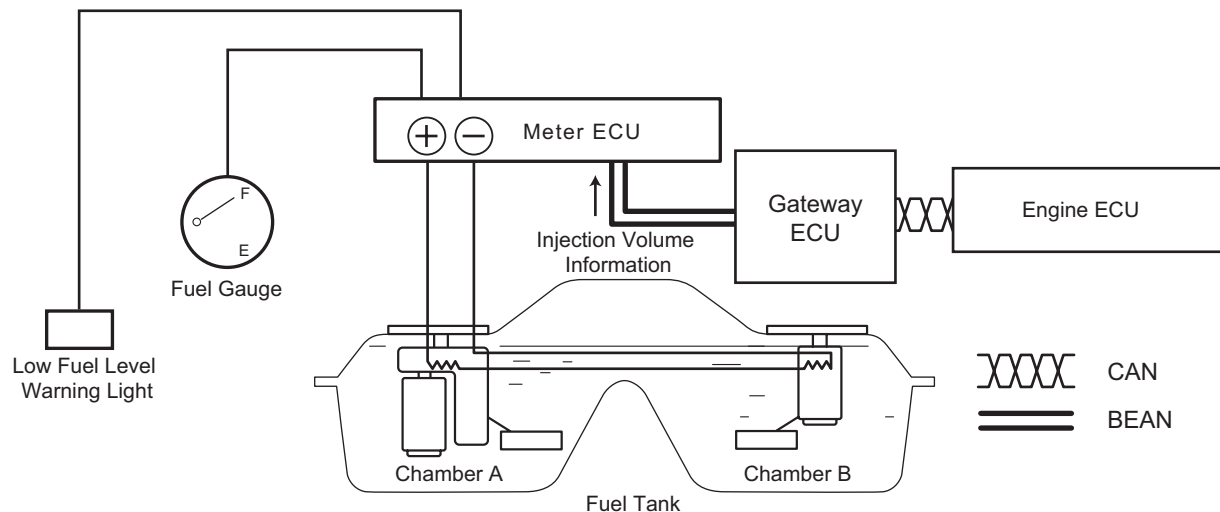
- The jet pump operates as described below.
- A jet pump is adopted in the fuel tank. Since the propeller shaft is located below its center bottom, the fuel tank of the GS430 is shaped as indicated below.
- A fuel tank with such a shape tends to cause the fuel to be dispersed into both chamber A and chamber B when the fuel level is low, stopping the fuel in chamber B from being pumped out. To prevent this from occurring, a jet pump has been provided to transfer the fuel from chamber B to chamber A.
- This is accomplished by utilizing the flow of the fuel, so that the vacuum created by the fuel, as it passes through the venturi is used to suck the fuel out of chamber B and send it to chamber A.



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Fuel Sender Gauge

- To accurately inform the driver of the residual fuel volume in the saddle-shaped tank, inline sender gauges are provided in the two chambers, A and B. These sender gauges output the residual fuel volume of both chambers to the meter ECU.
- Based on the signals received from the two sender gauges and the EFI control information received from the engine ECU, the meter ECU calculates the residual fuel volume, and activates the fuel gauge.



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