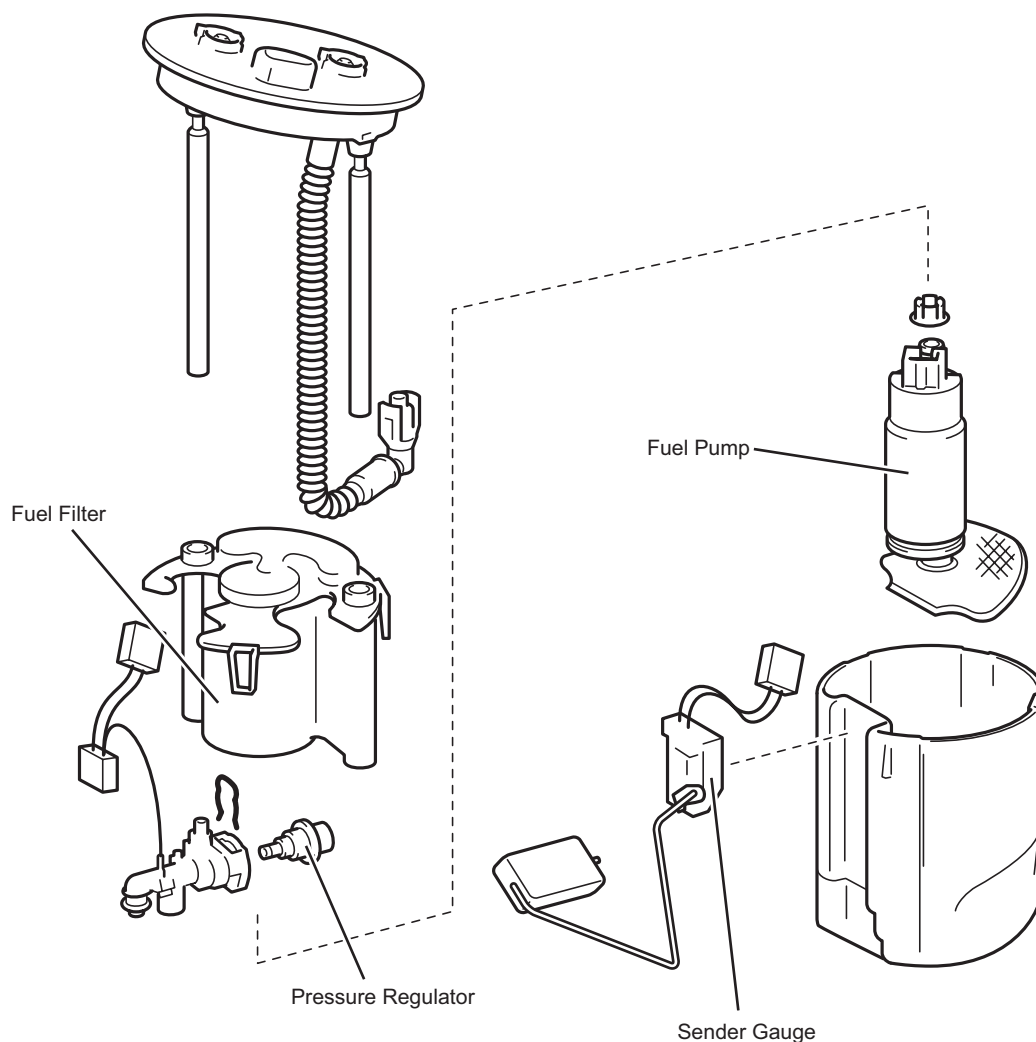


Fuel Pump

- A compact fuel pump in which a fuel filter, pressure regulator, and jet pump are integrated in the fuel pump assembly has been adopted.
- A circular flow type in-tank fuel pump is used.



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Fuel Pump

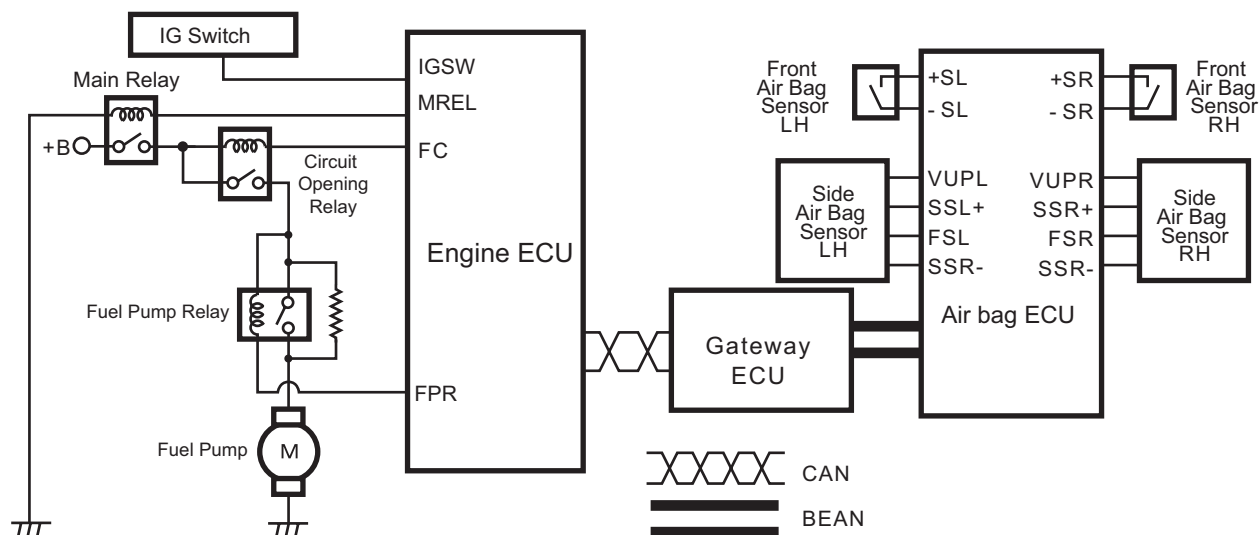
Pressure Regulator Control Pressure [kPa]	324
Discharge Volume [L/h] (at discharge pressure 324 kPa)	150 Minimum

Fuel Filter

Filter System	Paper Filter Type
Filter Area [cm ²]	1550

Fuel Pump Control

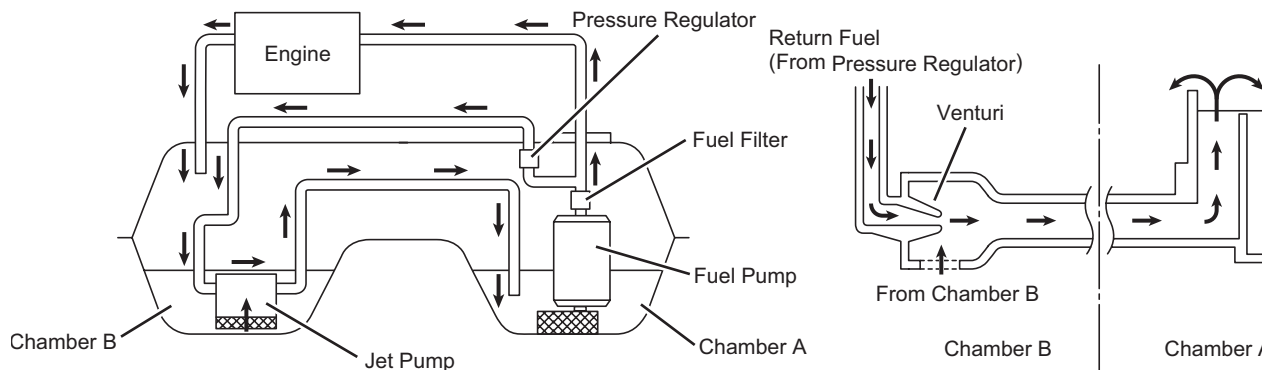
- When the starter signal is ON and the engine speed signal is input continuously for 2 seconds or longer, the circuit opening relay turns ON to actuate the fuel pump.
- A fuel cut control is adopted to stop the fuel pump when the airbag is deployed at the front or side collision. In this system, the airbag deployment signal from the airbag sensor assembly is detected by the engine ECU, which turns OFF the circuit opening relay.
- After the fuel cut control has been activated, turning the ignition switch from OFF to ON cancels the fuel cut control, thus engine can be restarted.



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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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