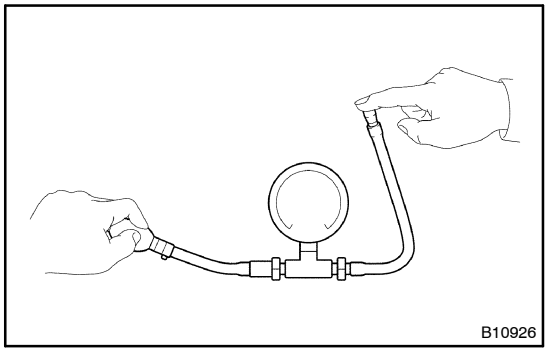
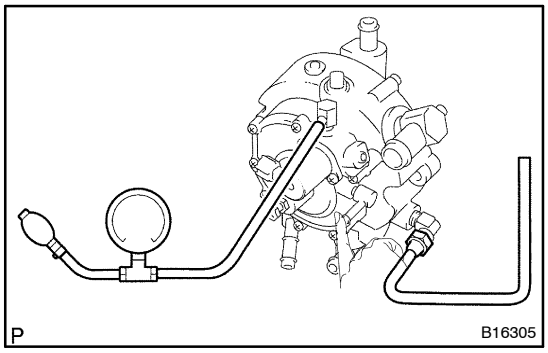
FU0B6–01

DISASSEMBLY



1. INSPECT TESTER'S AIRTIGHTNESS

Plugging one end of the tester with fingers and applying pressure between 39 – 49 kPa (0.4 – 0.5 kgf/cm^2, 5.7 – 7.1 psi), check that the indicator of the tester does not go down.



2. INSTALL SST

(a) Remove the union nut at the tip of SST.

(b) Install SST to the regulator body.

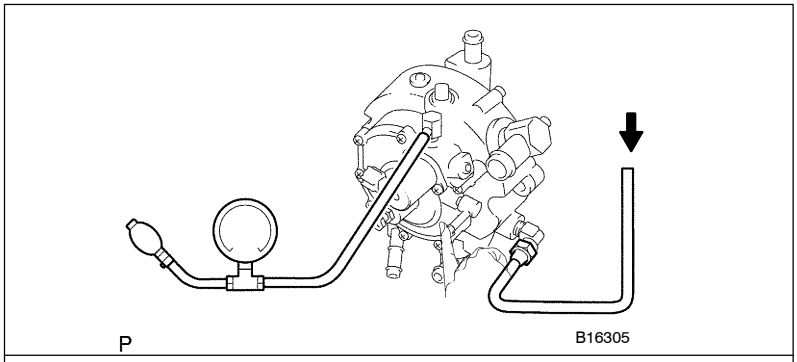
SST AISAN SST: 1000–31120 (5901–31110)

(c) Remove the union nut from the tip of SST, install it on the LPG regulator pipe union, and connect the hose.

NOTICE:

Clamp the connected part of the hose firmly since the air pressure of approx. 390 kPa (4 kgf/cm^2, 57 psi) is applied for inspection.

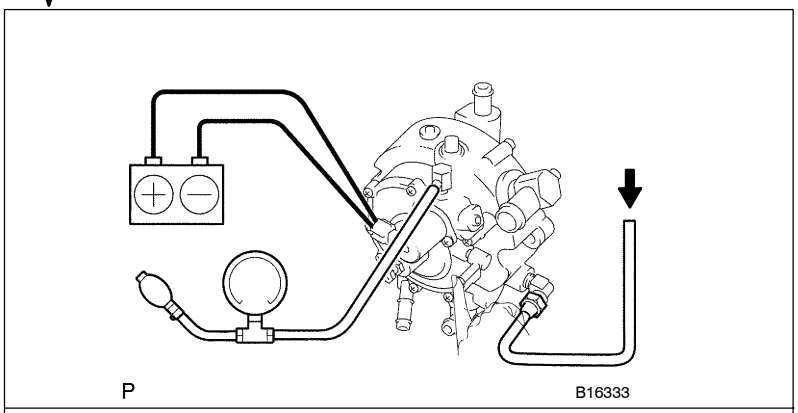
PRE–DISASSEMBLY INSPECTION THOROUGHLY:



Apply air pressure of approx. 390 kPa (4 kgf/cm^2, 56.9 psi) to the hose.

Does air go in? — Yes → Slow Lock Solenoid Valve faulty.

No



Apply battery voltage to the terminals of the Slow Lock Solenoid Valve., and apply air pressure of approx. 390 kPa (4 kgf/cm^2, 56.9 psi) to the hose.

Does air go in? — No →
- LPG intake jammed.
- Slow Lock Solenoid Valve faulty.

Yes

The tester indicates 30.3 – 34.3 kPa (0.31 – 0.35 kgf/cm^2, 4.4 – 5.0 psi).

Below 30.3 kPa (0.31 kgf/cm^2, 4.4 psi)

Adjust the pressure with the primary pressure adjust screw.

OK — Adjusted

Cannot be adjusted → Go to *1

Above 34.3 kPa (0.35 kgf/cm^2, 5.0 psi)

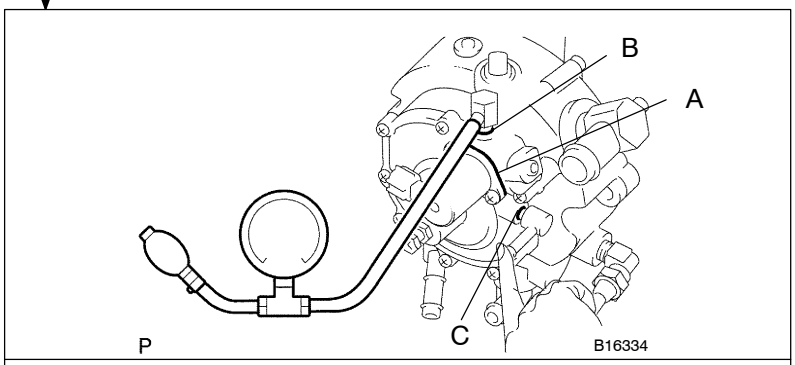
Adjust the pressure with the primary pressure adjust screw.

Adjusted

Cannot be adjusted →
- First valve contact faulty.
- First valve seat loosened.

B16346

OK



Using soapy water, check for leaks from Part A (Slow Lock Solenoid Valve installation surface).

OK → Using soapy water, check for leaks from Part B (union).

NG → Recheck after re–tightening the Slow Lock Solenoid Valve mount screw.

OK → Using soapy water, check for leaks from Part B (union).

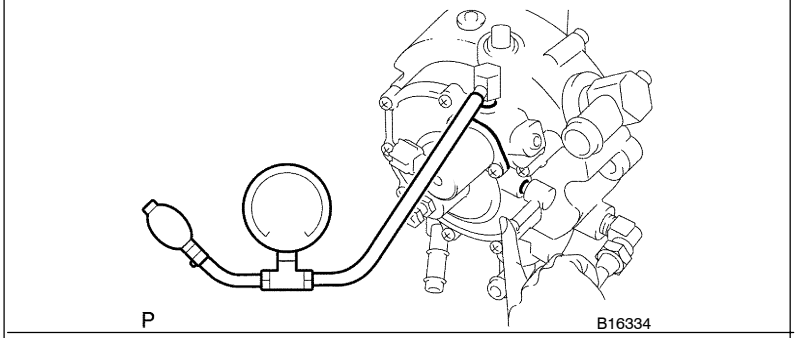
NG → Slow Lock Solenoid Valve O–ring faulty.

NG → Re–tighten the union.

OK → Using soapy water, check for leaks from Part C (union).

NG → Re–tighten the union.

OK



Cut the air off.

Notice: Be careful not to let the air out of the regulator.

The indicator of the tester remains still.

NG → Go to *2

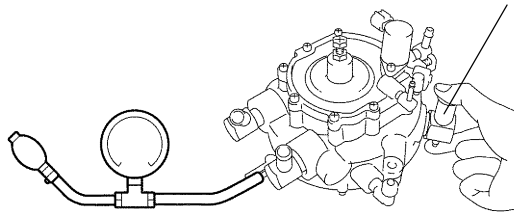
OK → With the air cut off, take off the finger.

The indicator of the tester goes down toward 0.

NG → Slow fuel passage clogged.

OK → Remove the tester, union and connector.

B16352



After blocking the Fuel Hose Union No.2 with fingers, and connecting the tester to the drain cock, open the cock and apply pressure of approx. 29 kPa (0.3 kgf/cm^2, 4.3 psi).
Notice: Be careful not to apply more pressure than 29 kPa (0.3 kgf/cm^2, 4.3 psi).

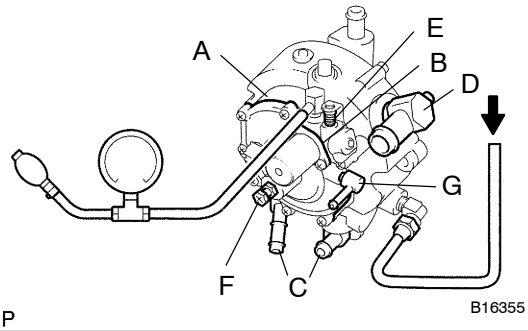
Take off the fingers from the Fuel Hose Union No.2.

The indicator of the tester goes down toward 0. — NG → LPG exit clogged.

*2

When applying pressure between 39.2 – 49.0 kPa (0.4 – 0.5 kgf/cm2, 5.7 – 7.1 psi) with the tester, the indicator of the tester goes down toward 0.

*1



Applying air pressure of approx. 390 kPa (4 kgf/cm^2, 56.9 psi) to the hose, check for leaks from each part, using soapy water.

Leaks from Part A (First regulator cover installation surface).
- NG → Recheck, after re–tightening the first regulator cover mount screw.
  - NG → First diaphragm faulty.
  - OK
- OK

Leaks from Part B (Slow lock solenoid valve installation surface).
- NG → Recheck, after re–tightening the slow lock solenoid valve mount screw.
  - NG → Fuel cut solenoid valve O–ring faulty.
  - OK
- OK

B16353

OK

Leaks from Part C (Hot water passage). → NG → Regulator body cracked due to frozen water.

OK

Leaks from Part D (fuel hose union No.2). → NG → Second valve faulty.

OK

Leaks from Part E (Idle adjust screw). → NG → Adjust screw O–ring faulty.

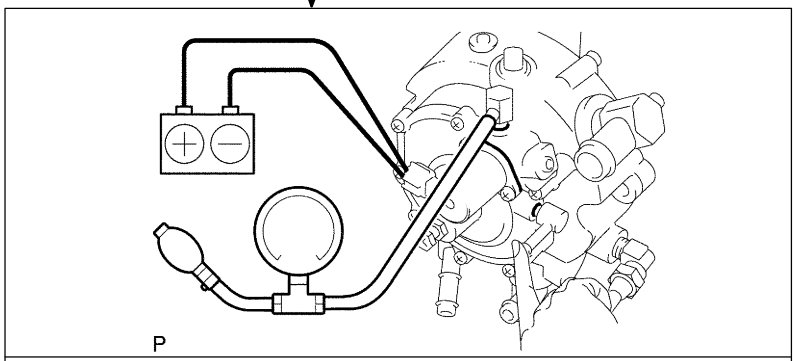
OK

Leaks from Part F (Primary pressure adjust screw). → NG → First diaphragm faulty.

OK

Leaks from Part G (Union for slow). → NG →
- Fuel cut solenoid valve O–ring faulty.
- Fuel cut solenoid valve faulty.

OK



After connecting the connector to the Slow Lock Solenoid Valve. Then block the Union for Slow with finger.

Applying pressure between 39 – 49 kPa (0.4 – 0.5 kgf/cm^2, 5.7 – 7.1 psi) with the tester, apply battery voltage to the slow lock solenoid valve.

Using soapy water, check for leaks from the installation surface of the union for slow. → NG → Re–tighten the union further.
Notice: After removing the adhesive stuck to the union, apply adhesive 1344 and tighten the union.

OK

Remove the tester, union and connector.

After installing the 2 plugs to the fuel hose union No.2 and connecting the tester to the drain cock, open the cock and apply pressure of approx. 29 kPa (0.3 kgf/cm^2).
Notice: Be careful not to apply more pressure than 29 kPa (0.3 kgf/cm^2, 4.3 psi).

Using soapy water, check for leaks from the second diaphragm cover installation surface.

NG

Recheck, after re–tightening the second diaphragm cover mount screw. → NG → Second diaphragm faulty.

OK

OK

Using soapy water, check for leaks from the second diaphragm cover union. → NG → Second diaphragm faulty.

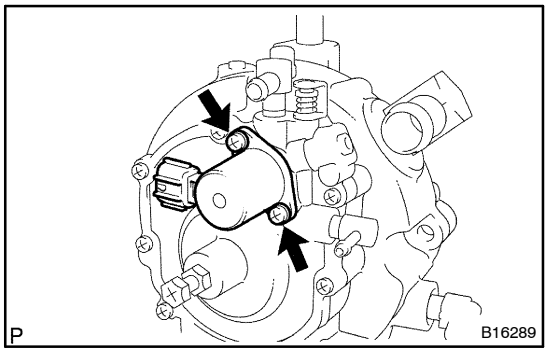
B16354

3. DISASSEMBLE PRIMARY DECOMPRESSING ROOM

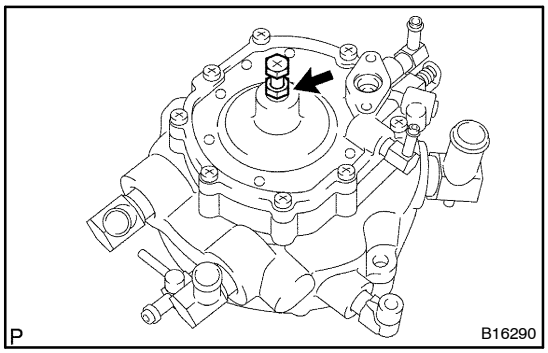
NOTICE:

- **Be sure to perform pre–disassembly inspection thoroughly before disassembling.**
- **Since the contact will become bad if the first valve is removed, disassembly should be carried out only when the valve is found faulty.**

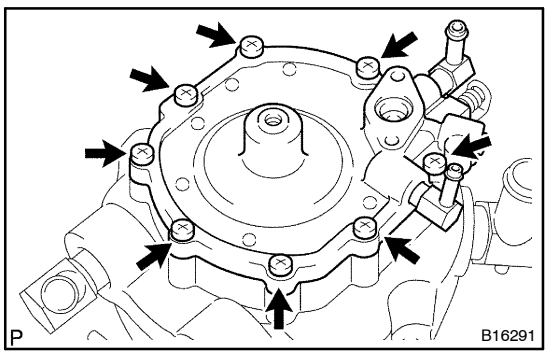
(a) Slide the clips and remove the fuel hose.



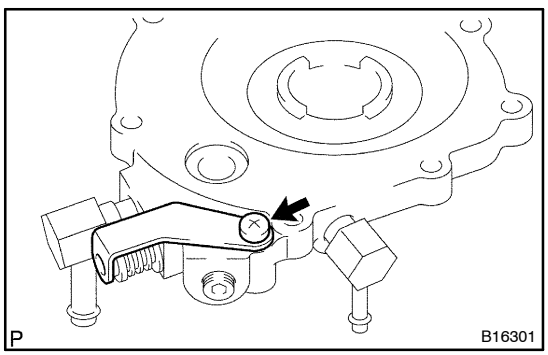
(b) Remove the 2 screws, slow lock solenoid valve and 2 O–rings.



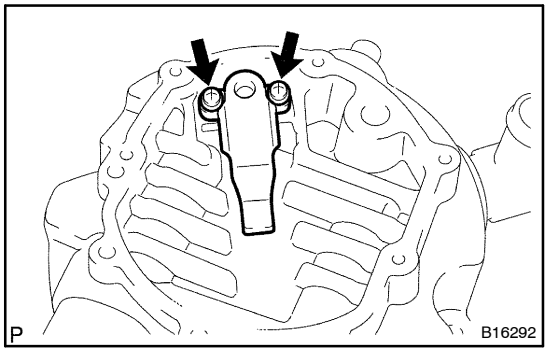
(c) Loosen the nut, and remove the primary pressure adjust screw.



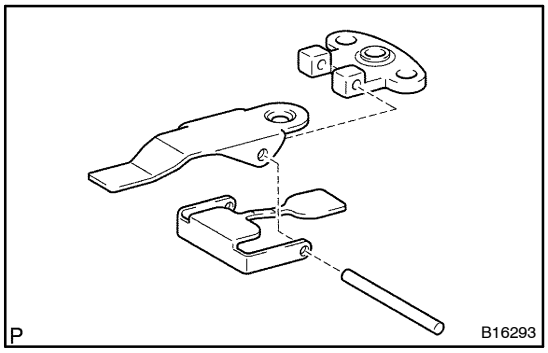
(d) Remove the 8 screws, first regulator cover, spring guide and spring.
(e) Remove the O–ring from the first regulator cover.
(f) Remove the first diaphragm.



(g) Remove the screw and stopper plate.
(h) Remove the idle adjust screw, spring, washer and O–ring.
(i) Remove the union No. 3 and union for slow.



(j) Remove the 2 screws, first valve assembly and O–ring.



(k) Disassemble the first valve assembly.
  (1) Remove the lever pin from the first valve assembly.
  (2) Remove the first lever and elastic face valve from the first valve seat.

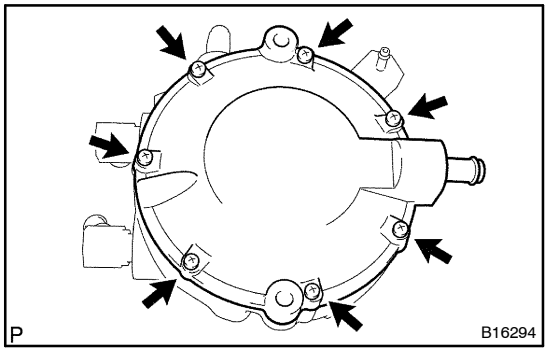
(l) Remove the drain cock.

(m) Remove the union No.2.

4. DISASSEMBLE SECONDARY DECOMPRESSING ROOM

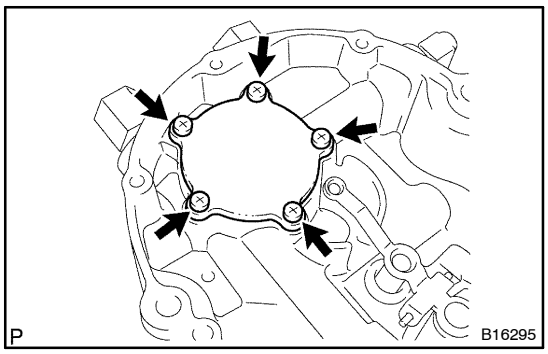
NOTICE:

- **The primary decompressing room must be in the assembled condition when disassembling the secondary depressing room.**
- **Disassembly should be carried out only when the valve is found faulty since the contact will become bad if the valve is removed.**

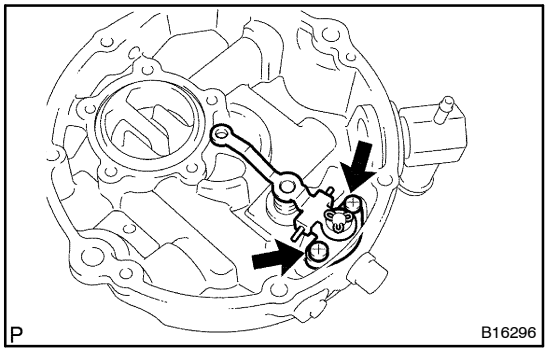


(a) Remove the 7 screws and second regulator cover.

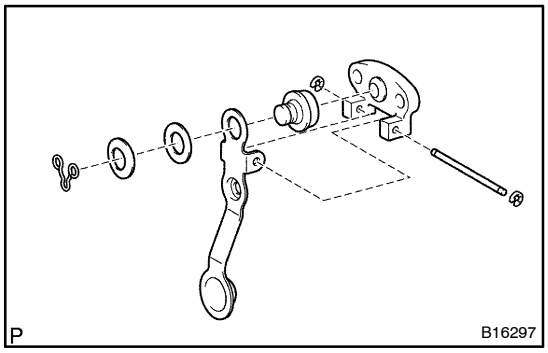
(b) Remove the second diaphragm.



(c) Remove the 5 screws, pre–heater cover and O–ring.



(d) Remove the 2 screws, second valve assembly, O–ring and spring.



(e) Disassemble the second valve assembly.
(1) Remove the 2 E–rings, pin and second valve seat.
(2) Remove the retainer, wave washer, washer and elastic face valve from the second lever.