

May 2002

**TOPIC: PRIMING FUEL SYSTEM - UPDATE**

**MODELS**

**AFFECTED: IS5000Z/C31D - s/n 101 to 200**

Field reports have indicated that the dealer set-up instructions and the decal (located by the water separator) for the fuel system priming procedure does not contain the proper steps needed to bleed the fuel system completely of air.

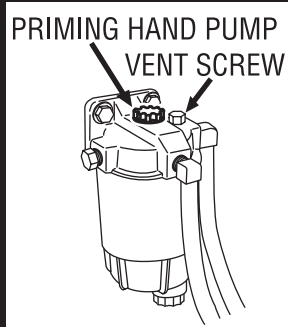
To rectify this problem the updated decal (shown on page 2) will be sent to all dealers/distributors with affected units.

**Please note this is a MANDATORY replacement.**

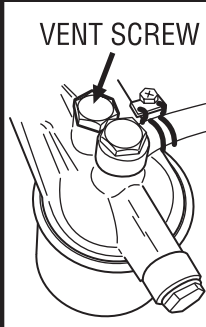


## PRIMING THE FUEL SYSTEM

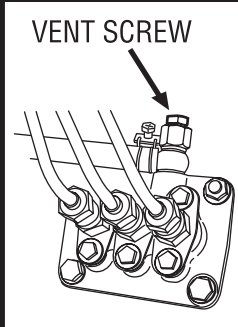
### WATER SEPARATOR



### ENGINE FUEL FILTER



### ENGINE INJECTOR PUMP



#### WATER SEPARATOR

- Using a 1/2" wrench, loosen the vent screw on the water separator 2 - 3 revolutions.
- Unscrew the priming hand pump on the water separator.
- Operate the hand pump up and down until fuel that is free of air flows from the vent.
- Tighten the vent screw to 4.5 ft/lbs (6 Nm).  
DO NOT OVER TIGHTEN!

#### ENGINE FUEL FILTER

- Using appropriate wrench, loosen the vent screw on the fuel filter mounted to the engine 2 - 3 revolutions.
- Operate the priming hand pump up and down until fuel that is free of air flows from the vent.
- Tighten the vent screw to 4.5 ft/lbs (6 Nm).  
DO NOT OVER TIGHTEN!

#### ENGINE INJECTOR PUMP

- Using a 13mm wrench, loosen the vent screw on the fuel inlet 2 - 3 revolutions.
- Operate the priming hand pump up and down until fuel that is free of air flows from the vent.
- Tighten the vent screw to 4.5 ft/lbs (6 Nm).  
DO NOT OVER TIGHTEN!
- Tighten priming hand pump finger tight.
- Start the engine. Refer to the Operator's Manual for proper starting procedures.

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