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Cannondale Motorsports Service Bulletin

BULLETIN : SB02-005

MODELS : All 2001, 2002 Cannondale ATVs

ISSUED : 3/22/02

SUBJECT : Filter-to-pump fuel line routing

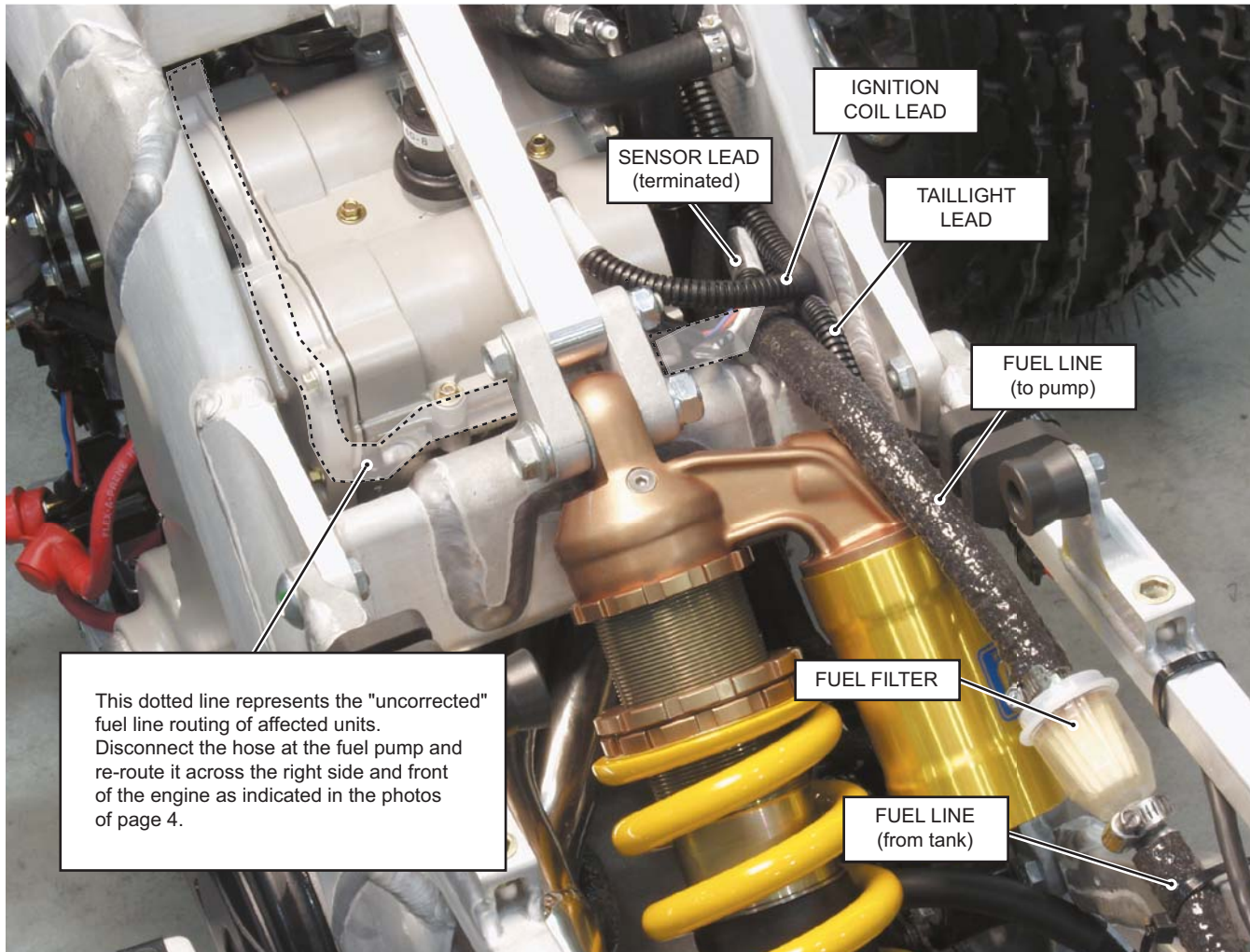
CONDITION : The filter-to-pump fuel line routing of vehicles affected by this service bulletin can contribute to a condition known as fuel "vapor lock." The filter-to-fuel pump hose routing of affected units was positioned across the rear top and left of the engine cylinder head. See "Identification" on page 2. Although the hose is shielded, routing through this area can induce heat into the hose raising the fuel temperature, one factor contributing to fuel "vapor lock." When "vapor lock" occurs the fuel state in the hose changes from fluid to vapor. When this happens the pump is no longer able to supply fuel to the engine causing a shut down.

SOLUTION : A routing path change that directs the fuel line away from the top of the engine was implemented at our factory on 3/22/02. Units produced prior to this date **MUST** be re-routed as directed by this service bulletin. A quick visual inspection of the engine area on the right side of the vehicle can confirm that a unit was assembled with the corrected routing. See "Corrected filter-to-pump fuel routing" on page 4.

PARTS : No parts required.

If you have any questions about this service bulletin, call toll free 1-800-MOTO-USA.

IDENTIFICATION



NOTE :

This photo shows the fuel line routing as viewed from the top with the fuel tank and other components removed.

INSTRUCTIONS

WARNING

Gasoline is highly flammable and explosive under certain conditions. Work in well-ventilated area which is free of sources that could ignite any spilled fuel accidentally (e.g., cigarettes, welders, torches, grinders, electric shop tools, etc.)

You can be severely injured or killed in a resulting fire.

Wipe up any spilled fuel immediately with a clean shop towel.

1. Remove the fuse.
2. Disconnect the negative (-) wiring harness lead from the negative (-) battery terminal. Cover the harness end and battery terminal with electrical tape to prevent accidental contact of the two.
3. Remove the seat, front cowl, rear fender, subframe cross braces, and fuel tank. Consult the vehicle owner's manual for how to remove these components.
4. Hold a clean shop towel and small container (suitable for fuel collection) at the fuel pump inlet fitting and release the hose fuel clamp. Remove the fuel hose from the fitting and collect the small quantity of fuel inside the hose and pump.
5. Carefully withdraw the disconnected fuel hose all the way back to the right side top rear corner of the engine cylinder head.
6. Re-route the fuel hose across the right side of the engine and in front as indicated. See "Corrected filter-to-pump fuel routing" on page 4. Use zip ties to secure the hose in the locations indicated. The zip ties should be tightened only enough to secure the hose. Do not draw the tie too tight; fuel flow can be restricted.
7. Reattach the end of the hose to the fuel pump inlet fitting and tighten the clamp securely.
8. Reinstall all removed components.
9. Reconnect the negative (-) wiring harness lead to the negative (-) battery terminal.
10. Reinstall the fuse.

CORRECTED FILTER-TO-PUMP FUEL ROUTING

