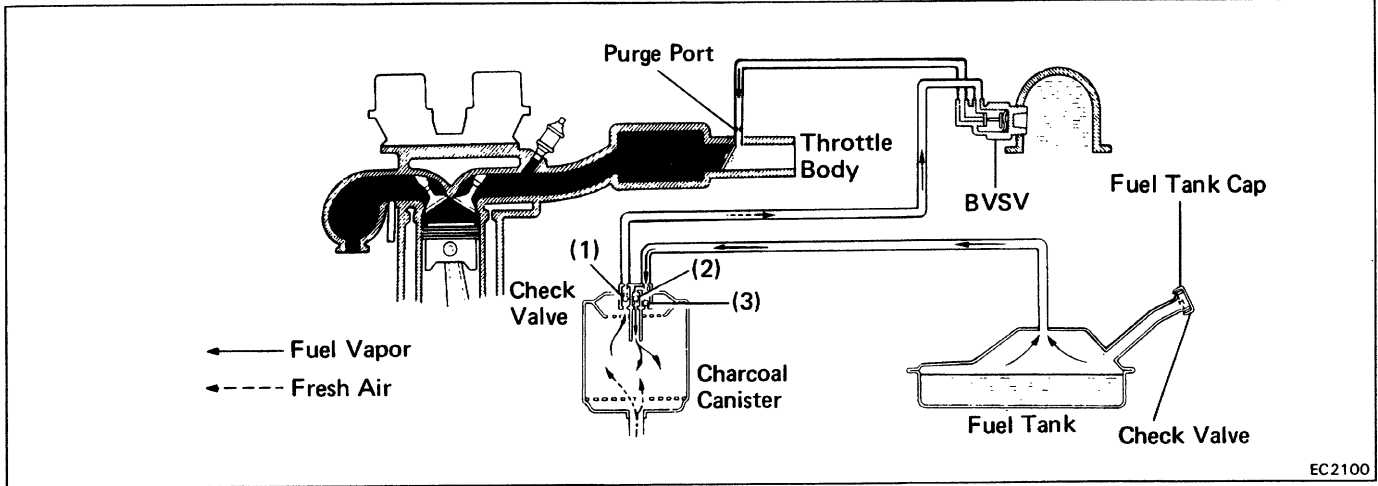
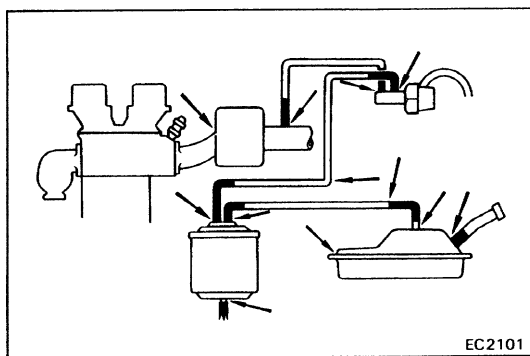


# FUEL EVAPORATIVE EMISSION CONTROL (EVAP) SYSTEM



To reduce HC emission, evaporated fuel from the fuel tank is routed through the charcoal canister to the intake manifold for combustion in the cylinders.

Coolant Temp.	BVSV	Throttle Valve Opening	Canister Check Valve			Check Valve in Cap	Evaporated Fuel (HC)
			(1)	(2)	(3)		
Below 35°C (95°F)	CLOSED	—	—	—	—	—	HC from tank is absorbed into the canister.
Above 54°C (129°F)	OPEN	Positioned below purge port	CLOSED	—	—	—	
		Positioned above purge port	OPEN	—	—	—	HC from canister is led into air intake chamber.
High pressure in tank	—	—	—	OPEN	CLOSED	CLOSED	HC from tank is absorbed into the canister.
High vacuum in tank	—	—	—	CLOSED	OPEN	OPEN	Air is led into the fuel tank.



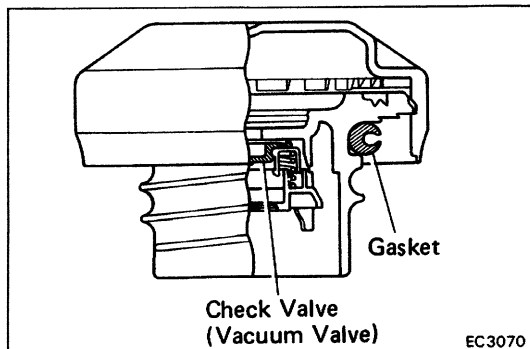
## INSPECTION OF FUEL VAPOR LINES, FUEL TANK AND TANK CAP

### 1. VISUALLY INSPECT LINES AND CONNECTIONS

Look for loose connections, kinks or damage.

### 2. VISUALLY INSPECT FUEL TANK

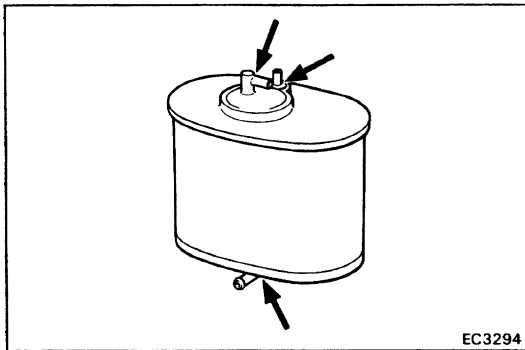
Look for deformation, cracks or fuel leakage.



### 3. VISUALLY INSPECT FUEL TANK CAP

Check if the cap and/or gasket are deformed or damaged.

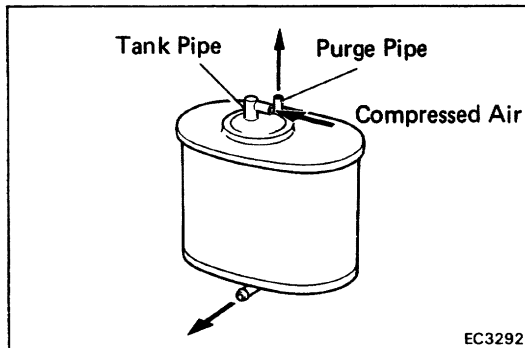
If necessary, repair or replace the cap



## INSPECTION OF CHARCOAL CANISTER

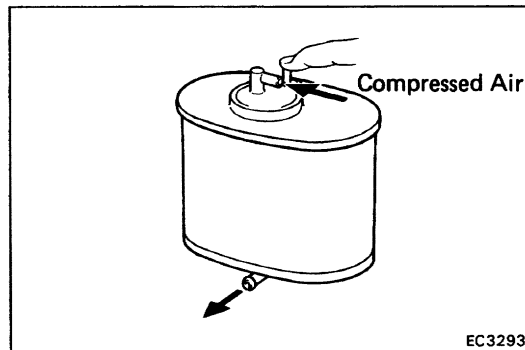
1. REMOVE CHARCOAL CANISTER
2. VISUALLY INSPECT CHARCOAL CANISTER CASE

Look for cracks or damage.



3. CHECK FOR CLOGGED FILTER AND STUCK CHECK VALVE

- (a) Using low pressure compressed air, blow air into the tank pipe and check that the air flows without resistance from the other pipes.
  - (b) Blow into the purge pipe and check that the air does not flow from the other pipes.
- If a problem is found, replace the charcoal canister.



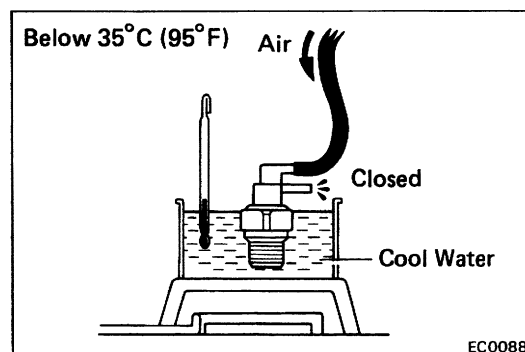
4. CLEAN FILTER IN CANISTER

Clean the filter by blowing 3 kg /cm<sup>2</sup> (43 psi, 294 kPa) of compressed air into the tank pipe while holding the other upper canister pipe closed.

HINT:

- Do not attempt to wash the canister.
- No activated carbon should come out.

5. INSTALL CHARCOAL CANISTER



## INSPECTION OF BVSV

### CHECK BVSV BY BLOWING AIR INTO PIPE

- (a) Drain the coolant from the radiator into a suitable container.
- (b) Remove the BVSV.
- (c) Cool the BVSV to below 35°C (95°F) with cool water.
- (d) Blow air into a pipe and check that the BVSV is closed.
- (e) Heat the BVSV to above 54°C (129°F) with hot water.
- (f) Blow air into a pipe and check that the BVSV is open.

If a problem is found, replace the BVSV.

- (g) Apply sealant to the thread of the BVSV and reinstall.  
**Sealant: Part No. O8833-00070, THREE BOND 1324 or equivalent**

- (h) Fill the radiator with coolant.

