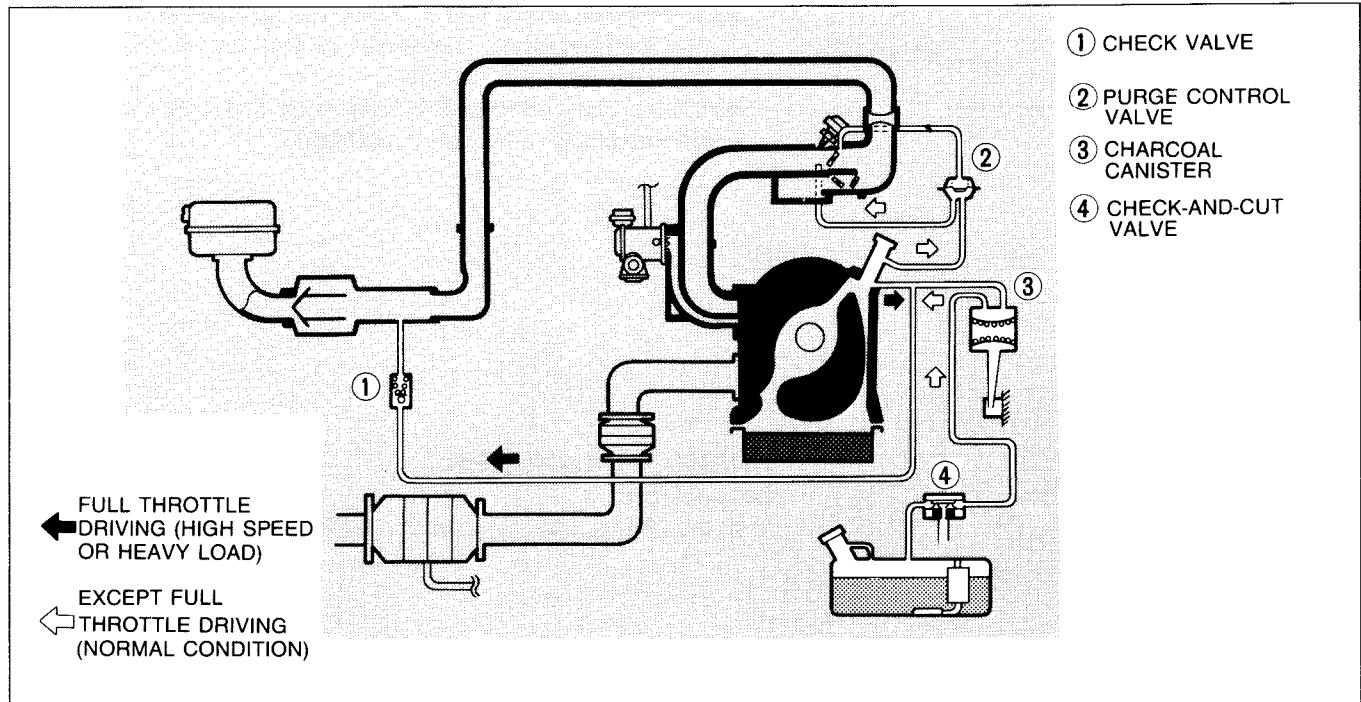


CRANKCASE AND EVAPORATIVE EMISSION CONTROL SYSTEM

DESCRIPTION

- Evaporative emission control system: This system stores the fuel vapors generated in the fuel tank, in the canister while the engine is not running. The fuel vapor is stored in the canister until it drawn into the dynamic chamber and burned when the engine is started.
- Crankcase emission control system: When the engine is running at idle the purge control valve is opened slightly and a small amount of blowby gas is drawn into the dynamic chamber and burned. At high engine speed or heavy-load condition the purge control valve is further opened and a larger amount of blowby gas is drawn into the dynamic chamber.



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SYSTEM INSPECTION

Evaporative Line Inspection

1. Disconnect the ventilation hose from the pipe at the canister and connect a vacuum pump tester to the pipe.
2. Operate the vacuum pump tester and verify that no vacuum is held.
3. If vacuum is held, check the check-and-cut valve and evaporation pipe for blockage.

CHECK-AND-CUT VALVE

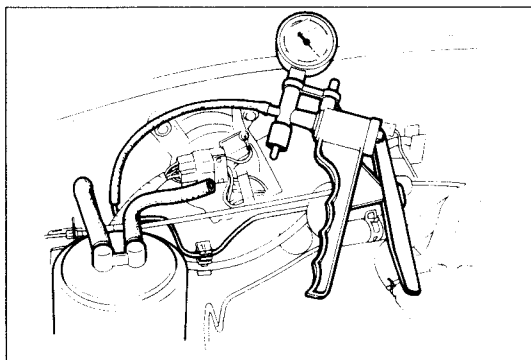
Inspection

1. Remove the check-and-cut valve.

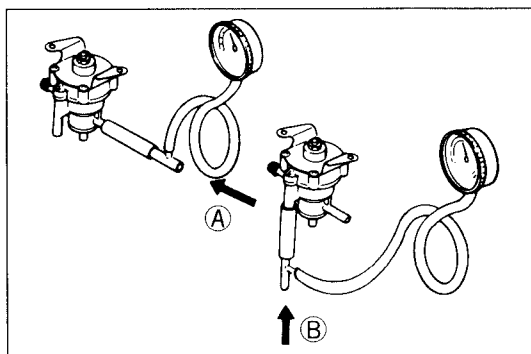
Note

The following checks must be performed with the valve held horizontally.

2. Connect a pressure gauge to the passage that connectors to the fuel tank (A).
3. Blow through the valve with holding horizontally from (A) and check that the valve opens at a pressure of **0.98—4.9 kPa (0.01—0.05 kg/cm², 0.14—0.71 psi)**.
4. Remove the pressure gauge and connect it to the passage to atmosphere.
5. Blow through the valve with holding horizontally from (B) and verify that the valve opens at a pressure of **5.39—6.87 kPa (0.055—0.07 kg/cm², 0.78—1.00 psi)**.

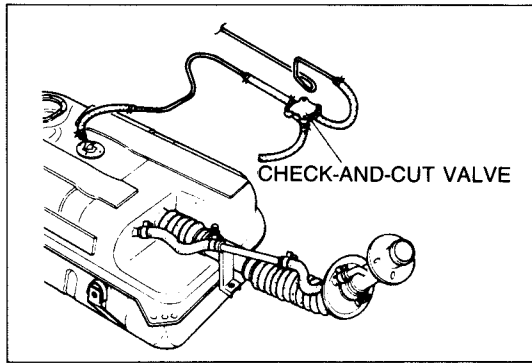


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F1 CRANKCASE AND EVAPORATIVE EMISSION CONTROL SYSTEM



97U0F2-164

Removal

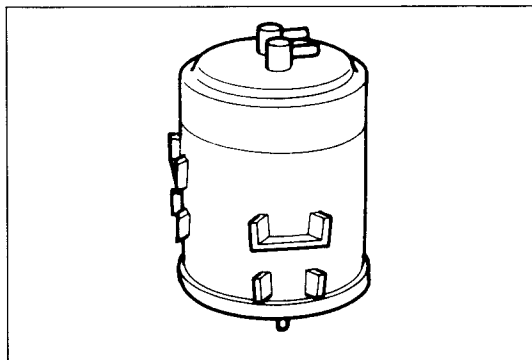
1. Raise the rear of the vehicle and support it with stands.
2. Unfasten the clamps bands and disconnect the evaporative hoses from the check-and-cut valve.
3. Remove the valve.

Installation

Install in the reverse order of removal.

Caution

- a) When installing the check-and-cut valve, fully push the evaporative hoses on to the valve and secure the hoses with bands.
- b) When connecting the hoses to the valve, note the direction of the valve fittings.

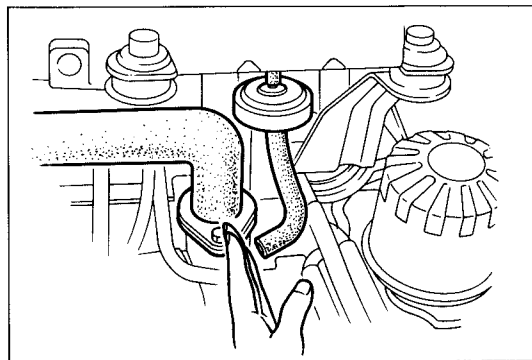


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CHARCOAL CANISTER

Inspection

Visually check the canister for leakage or damage.

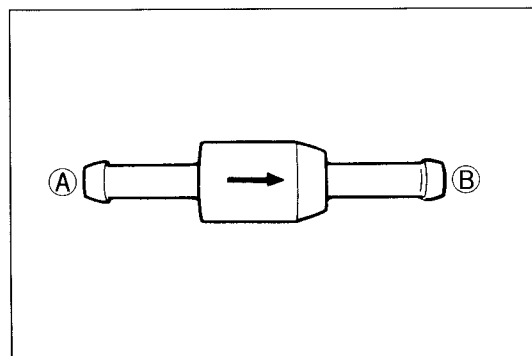


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PURGE CONTROL VALVE

Inspection

1. Disconnect the hose (purge valve to oil filler pipe) from the purge control valve.
2. Start the engine and run it at idle.
3. Place a finger over the hose opening and verify that vacuum is not felt.
4. Increase the engine speed to **2,000 rpm**; vacuum should be felt.
5. Replace the valve, if necessary.



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CHECK VALVE

Inspection

1. Remove the check valve.
2. Blow through the check valve from port (A), and check that the air flows from port (B).
3. Blow through the check valve from port (B) and verify that there is no air flow.