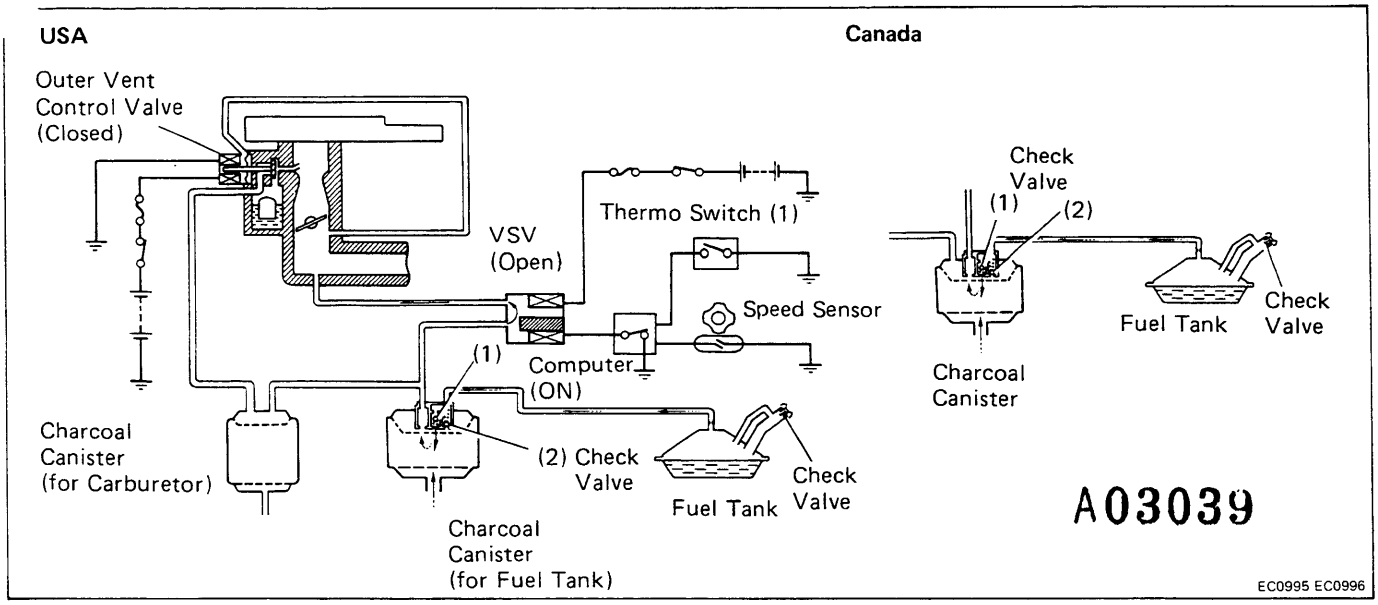
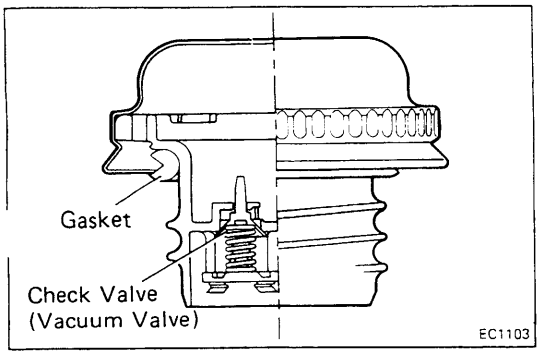
FUEL EVAPORATIVE EMISSION CONTROL (EVAP) SYSTEM



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

IG S/W	Engine	*Outer Vent Control Valve	Coolant Temp.	Thermo S/W (1)	Vehicle Speed	Computer	VSV	Check (1)	Valve (2)	Check Valve in Cap	Evaporated Fuel (HC)
OFF	Not running	OPEN	–	–	–	–	–	–	–	—	HC from tank and float chamber is absorbed into the canister.
ON	Running	CLOSED	Below 43°C (109°F)	ON	–	OFF	CLOSED	–	–	–	HC from tank is absorbed into the canister
			Above 55°C (131°F)	OFF	Below 7 mph (11 km/h)	OFF	CLOSED	–	–	–	
					Above 16 mph (25 km/h)	ON	OPEN	–	–	–	HC from canister is led into the intake manifold.
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 tank.

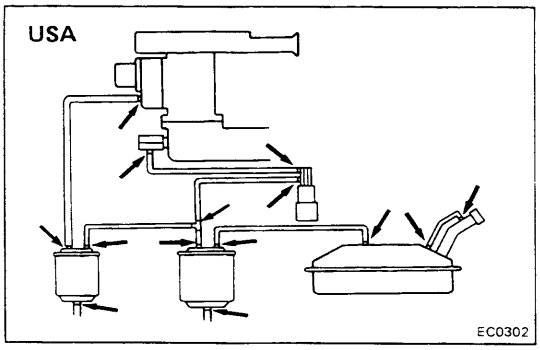
Remarks: *The outer vent control valve is pulled by intake manifold vacuum and held by the solenoid. The solenoid itself cannot pull the valve.

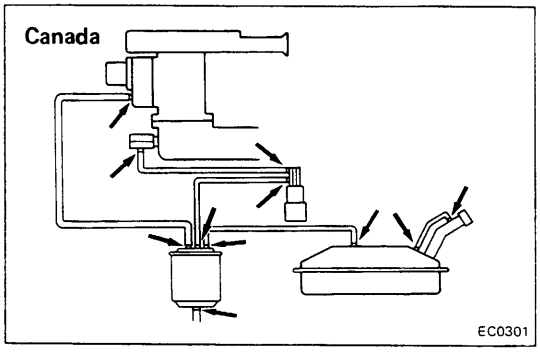


INSPECTION OF FUEL FILLER CAP, FUEL VAPOR LINES AND FUEL TANK

1. VISUALLY INSPECT FUEL FILLER CAP

Look for damaged or deformed gasket and cap.
If a problem is found, repair or replace the cap.





2. **VISUALLY INSPECT LINES AND CONNECTIONS**
   Look for loose connections, sharp bends or damage.

3. **VISUALLY INSPECT FUEL TANK**
   Look for deformation, cracks or fuel leakage.

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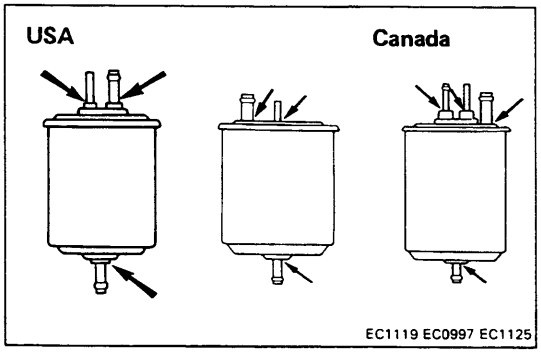
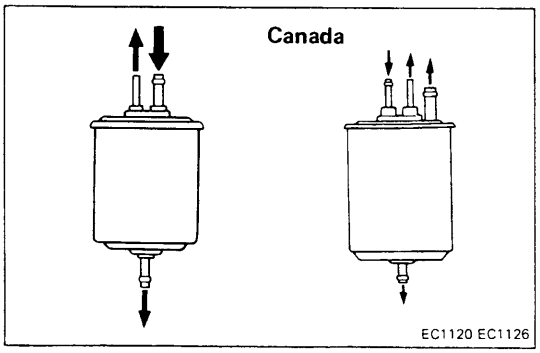
INSPECTION OF CHARCOAL CANISTER(S)

1. **REMOVE CHARCOAL CANISTER(S)**

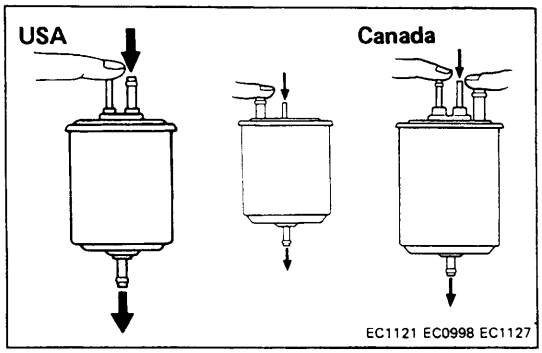
2. **VISUALLY INSPECT CHARCOAL CANISTER(S)**
   Look for cracks or damage.





3. **CHECK FOR CLOGGED FILTER AND STUCK CHECK VALVE**
   (a) Using low pressure compressed air, blow 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 flows without resistance from the other pipes.

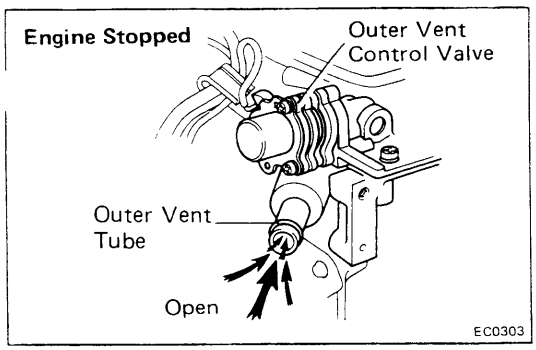
   If a problem is found, replace the charcoal canister.



4. **CLEAN FILTER IN CANISTER(S)**
   Clean the filter by blowing 3 kg/cm² (43 psi, 294 kPa) of compressed air into the pipe, while holding the other upper canister pipes closed.

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

5. **REINSTALL CHARCOAL CANISTER(S)**



INSPECTION OF OUTER VENT CONTROL VALVE

1. CHECK OUTER VENT CONTROL VALVE OPERATION

(a) Disconnect the outer vent hose from the carburetor.

(b) Blow air into the outer vent pipe and check that the outer vent control valve is open.

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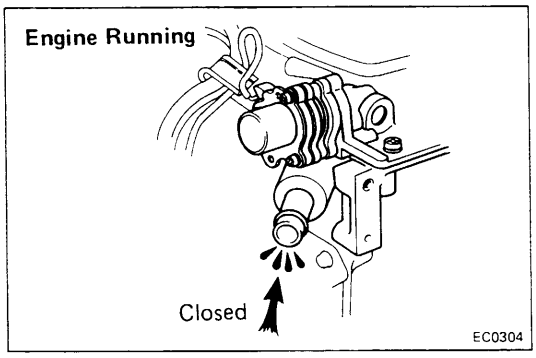
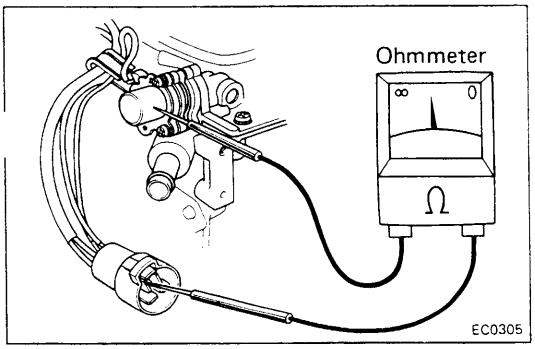


(c) Start the engine.

(d) With the engine idling, blow air into the outer vent pipe and check that the outer vent control valve is closed.

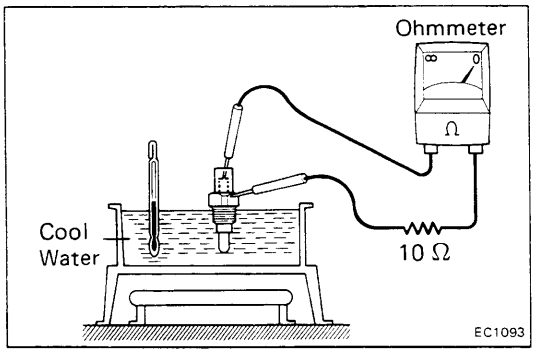


2. CHECK SOLENOID

(a) Unplug the wiring connector.

(b) Using an ohmmeter, measure the resistance between the positive(+) terminal and the solenoid body.

Specified resistance: 63 — 73 Ω at 20°C (68°F)



INSPECTION OF THERMO SWITCH (1)

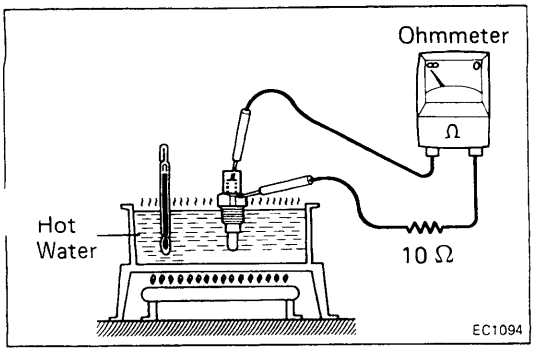
CHECK THERMO SWITCH BY USING OHMMETER

(a) Drain the coolant from the radiator into a suitable container.

(b) Remove the thermo switch from the intake manifold.

(c) Cool the thermo switch to below 43°C (109°F).

(d) Using an ohmmeter, check that there is continuity.

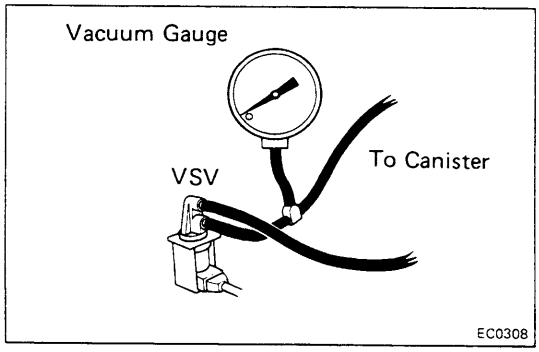


(e) Heat the switch to above 55°C (131°F) with hot water.

(f) Check that there is no continuity.

(g) Apply liquid sealer to the threads of the switch and reinstall.

(h) Fill the radiator with coolant.



INSPECTION OF SPEED SENSOR TO VSV

1. CONNECT VACUUM GAUGE

(a) Using a 3-way connector, connect the vacuum gauge to the hose between the VSV and canister.

(b) Set the gauge at the driver's seat.

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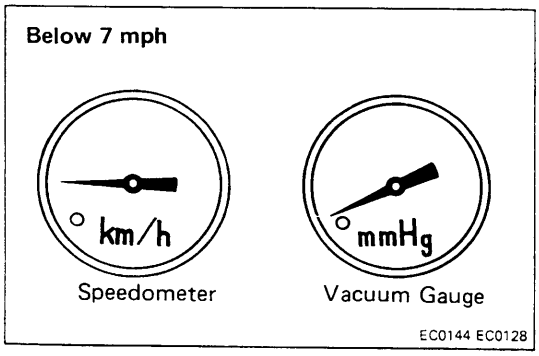
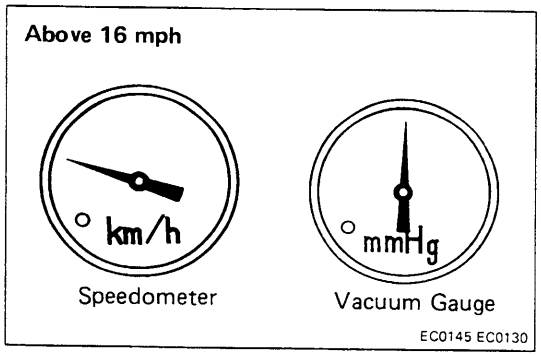


2. PERFORM ROAD TEST, OBSERVING SPEEDOMETER AND VACUUM GAUGE

(a) Warm up the engine.

(b) Check that the vacuum gauge indicates zero at low speed driving (below 7 mph or 11 km/h).



(c) Check that the vacuum gauge indicates intake manifold vacuum at middle and high speed driving (above 16 mph or 25 km/h).

If a problem is found, inspect speed sensor and VSV.

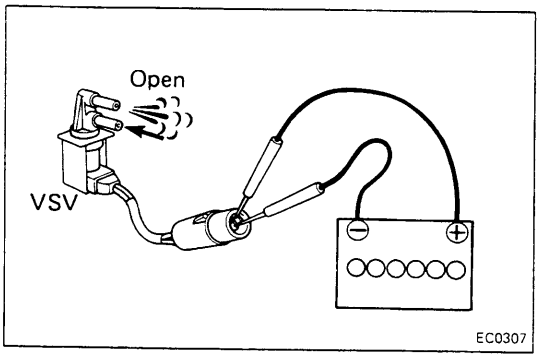
3. REMOVE VACUUM GAUGE AND RECONNECT HOSE

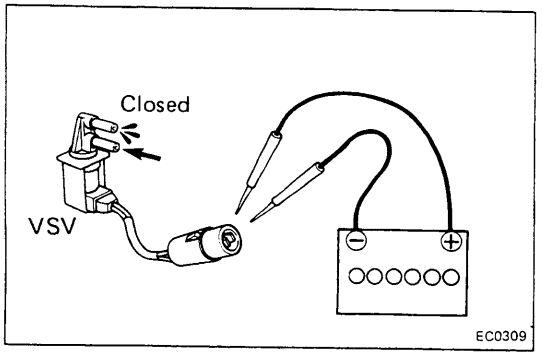
INSPECTION OF VSV

1. CHECK VACUUM CIRCUIT CONTINUITY IN VSV BY BLOWING AIR INTO PIPE

(a) Connect the VSV terminals to the battery terminal as shown.

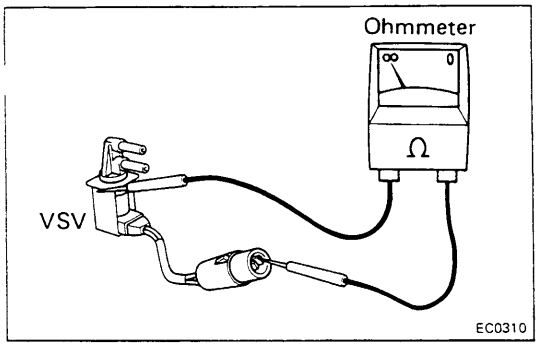
(b) Blow into a pipe, and check that the VSV is open.





(c) Disconnect the battery positive (+) terminal.

(d) Blow into a pipe and check that the VSV is closed.



2. **CHECK FOR SHORT CIRCUIT**

Using an ohmmeter, check that there is no continuity between the positive (+) terminal and the VSV body. If a short circuit is found, repair or replace the VSV.

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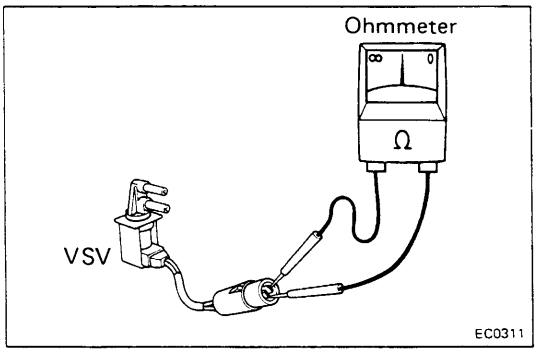
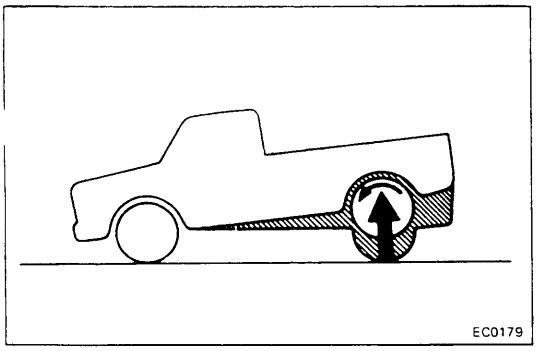


3. **CHECK FOR OPEN CIRCUIT**

Using an ohmmeter, measure the resistance between the positive (+) terminal and the other terminals as shown.

Specified resistance: 38 — 44 Ω at 20°C (68°F)

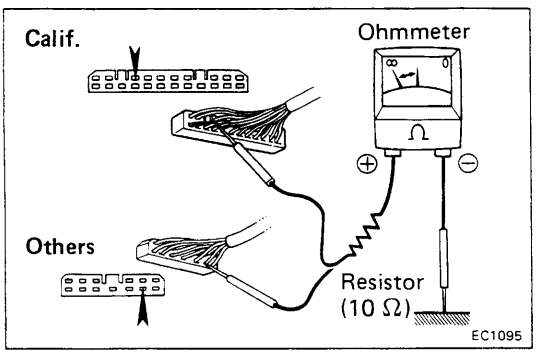
If the resistance is not within specification, replace the VSV.



INSPECTION OF SPEED SENSOR

1. **JACK UP ONE REAR WHEEL TO CLEAR GROUND AND CHOCK FRONT WHEELS**
2. **RELEASE PARKING BRAKE**
3. **SET SHIFT LEVER INTO NEUTRAL**
4. **UNPLUG WIRING CONNECTOR FROM COMPUTER**

Computer location: Left Cowl Side



5. **CHECK ON-OFF CYCLES OF SPEED SENSOR**
   (a) Place the positive (+) terminal of the ohmmeter on the wiring connector terminal and the negative (—) terminal on ground.
   (b) Turn the rear wheel slowly.
   (c) Check that the ohmmeter needle deflects consistently

CAUTION: The ohmmeter probe should be inserted from the rear side of the connector.

If the ohmmeter needle does not deflect, check that the speed sensor terminals at the back side of the speedometer air properly connected. If the connection is OK, replace the speedometer assembly.

6. **RECONNECT WIRING CONNECTOR TO COMPUTER**