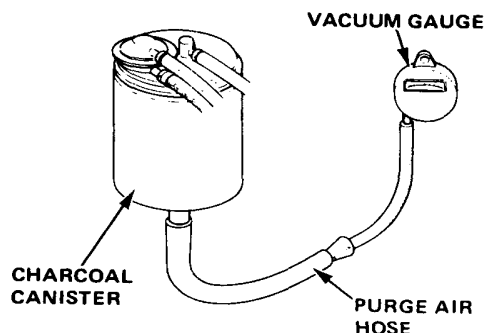


Evaporative Emission Control System

Charcoal Canister Check

[Canadian and Australian Models]

1. Connect tachometer, start engine and allow to reach normal operating temperature (cooling fan comes on).
2. Remove fuel filler cap.
3. Remove canister purge air hose from frame and connect hose to vacuum gauge as shown.

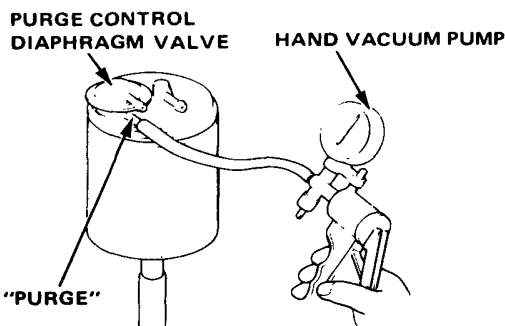


4. Start engine and raise speed to 3500 min^{-1} (rpm).

Vacuum should appear on gauge within 1 minute.

- If vacuum appears on gauge in 1 minute, remove gauge and go on to step 9.
 - If no vacuum, disconnect vacuum gauge and reinstall fuel filler cap.
5. Remove charcoal canister and check for signs of damage or defects.
If defective, replace canister.
If OK, go on to step 6.
 6. Stop engine. Disconnect hose from canister "PCV" fitting.
Connect hand vacuum pump to canister "PURGE" fitting as shown, and draw vacuum.

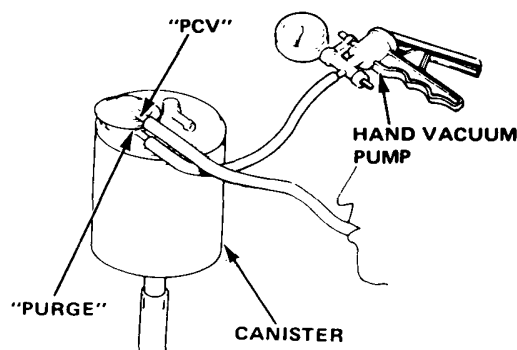
Vacuum should remain steady.



- If vacuum remains steady, go on to step 7.
- If vacuum drops, replace canister and re-test.

7. Draw air from canister "PCV" fitting as shown.

"PURGE" side vacuum should drop to zero.

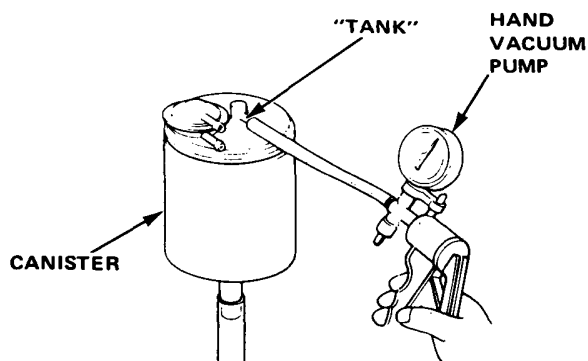


- If "PURGE" side vacuum does not drop to zero, replace canister and re-test.
 - If "PURGE" side vacuum drops to zero, disconnect vacuum pump, and go on to step 8.
8. Connect hand vacuum pump to canister "PCV" fitting and draw vacuum.

Vacuum should remain steady.

- If vacuum remains steady, go on to step 9.
 - If vacuum drops, replace canister and re-test.
9. Connect vacuum pump to "TANK" fitting as shown, and draw vacuum.

There should not be any vacuum.



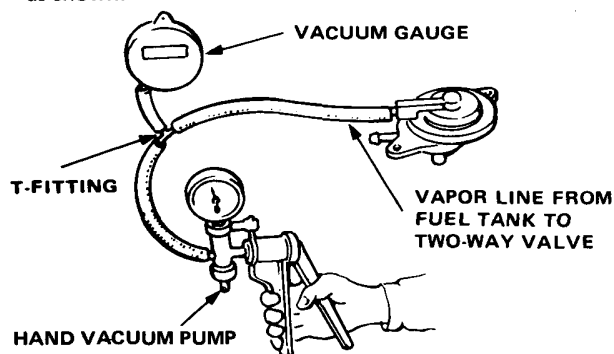
- If no vacuum, reinstall fuel filler cap and canister, test complete.
- If there is vacuum, replace canister and re-test.



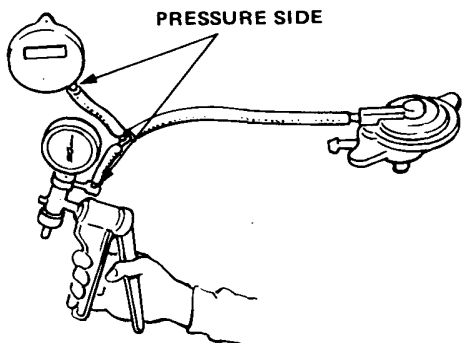
Two-way Valve Check

[Canadian model]

1. Remove the filler cap.
2. Remove vapor line from the fuel tank and connect to T-fitting from vacuum gauge and vacuum pump as shown.



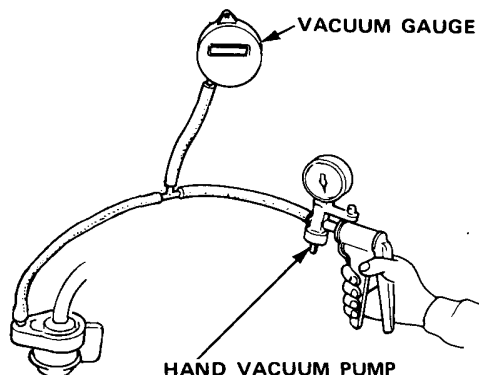
3. Slowly draw a vacuum while watching the gauge. Vacuum should stabilize at 5 to 15 mmHg (0.2 to 0.6 in.Hg).
 - If vacuum stabilizes momentarily (two-way valve opens) between 5 and 15 mmHg (0.2 and 0.6 in.Hg), go on to Step 4.
 - If vacuum stabilizes (valve opens) below 5 mmHg (0.2 in.Hg) or above 15 mmHg (0.6 in.Hg), install new valve and re-test.
4. Move hand pump hose from vacuum to pressure fitting, and move vacuum gauge hose from vacuum to pressure side as shown.



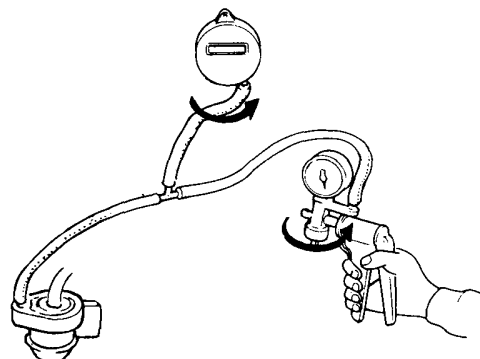
5. Slowly pressurize the vapor line while watching the gauge. Pressure should stabilize at 25 to 55 mmHg (1.0 to 2.2 in.Hg).
 - If pressure momentarily stabilizes (valve opens) at 25 to 55 mmHg (1.0 to 2.2 in.Hg), the valve is OK.
 - If pressure stabilizes below 25 mmHg (1.0 in.Hg) or above 55 mmHg (2.2 in.Hg), install a new valve and re-test.

[Other model]

1. Remove the fuel filler cap.
2. Remove the vapor line from the canister or frame, and connect to a T-fitting from the vacuum gauge and the vacuum pump as shown.



3. Slowly draw a vacuum while watching the gauge. Vacuum should stabilize at 15 to 30 mmHg (0.6 to 1.2 in.Hg).
 - If vacuum stabilizes momentarily (Two-way Valve opens) between 15 and 30 mmHg (0.6 and 1.2 in.Hg), go on step 4.
 - If vacuum stabilizes (valve opens) below 15 mmHg or above 30 mmHg (1.2 in.Hg), install new valve and retest.
4. Move hand pump hose from vacuum to pressure fitting, and move vacuum gauge hose from vacuum to pressure side as shown.



5. Slowly pressurize the vapor line while watching the gauge. Pressure should stabilize at 5 to 15 mmHg (0.2 to 0.6 in.Hg).
 - If pressure momentarily stabilizes (Valve opens) at 5 to 15 mmHg (0.2 to 0.6 in.Hg), the valve is OK.
 - If pressure stabilizes below 5 mmHg (0.2 in.Hg) or above 15 mmHg (0.6 in.Hg), install a new valve and re-test.