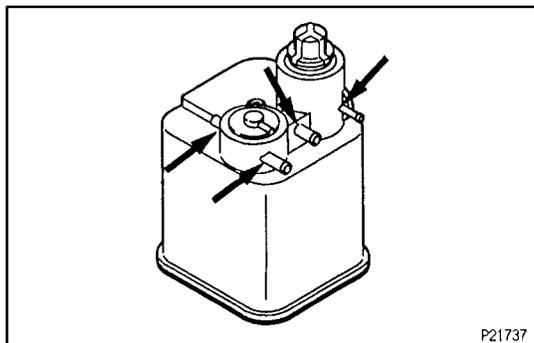
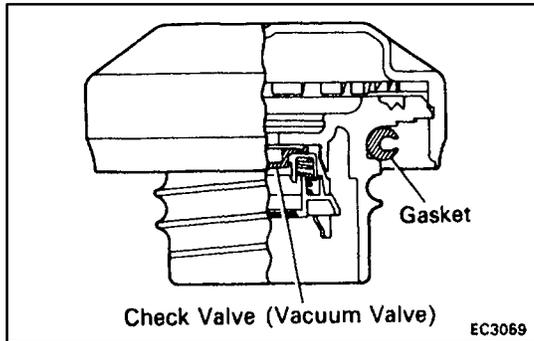


EVAPORATIVE EMISSION (EVAP) CONTROL SYSTEM

FUEL VAPOR LINES, FUEL TANK AND TANK CAP INSPECTION

EG5EL-01

1. **VISUALLY INSPECT LINES AND CONNECTIONS**
Look for loose connections, sharp bends 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.

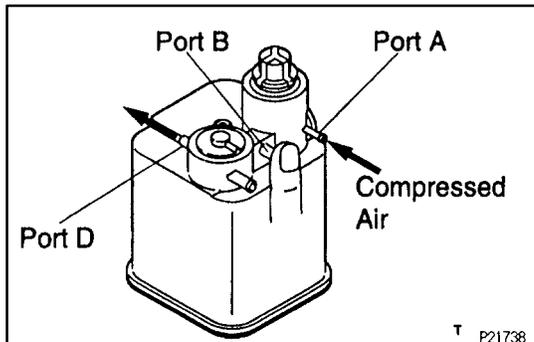


CHARCOAL CANISTER INSPECTION

EG5EM-01

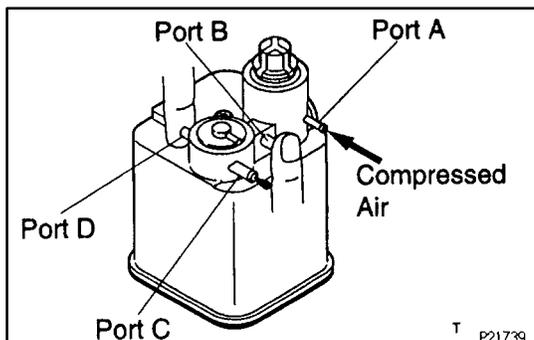
California:

1. **REMOVE CHARCOAL CANISTER**
2. **VISUALLY INSPECT CHARCOAL CANISTER**
Look for cracks or damage.

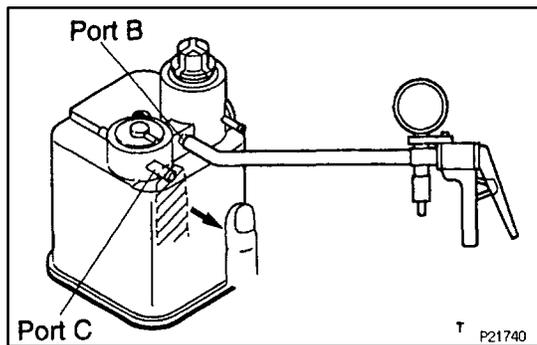


3. **CHECK FOR CLOGGED FILTER, AND STUCK CHECK VALVE AND DIAPHRAGM**

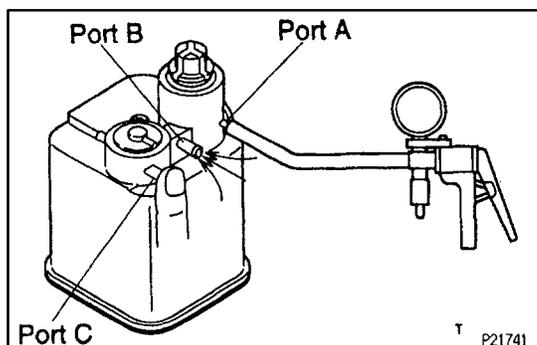
(a) While holding port B closed, blow air (1.47 kPa, 15 gf/cm², 0.21 psi) into port A and check that air flows from port D.



(b) While holding port B and port D closed, blow air (1.47 kPa, 15 gf/cm², 0.21 psi) into port A and check that air does not flow from port C.



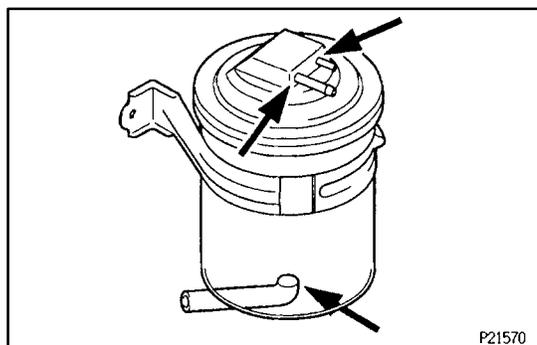
- (c) Apply vacuum (980 Pa, 7.4 mmHg, 0.29 in.Hg) to port B, check that the vacuum does not decrease when port C is closed, and check that the vacuum decreases when port C is released.



- (d) While holding port C closed, apply vacuum (980 Pa, 7.4 mmHg, 0.29 in.Hg) to port A and check that air flows into port B.

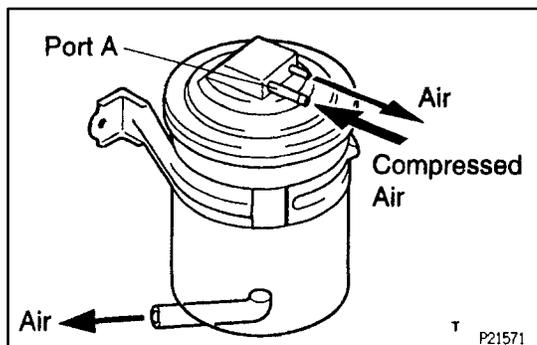
If a problem is found, replace the charcoal canister.

4. REINSTALL CHARCOAL CANISTER



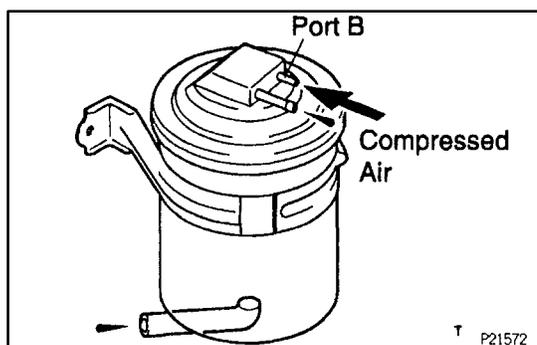
Except California:

1. REMOVE CHARCOAL CANISTER
2. VISUALLY INSPECT CHARCOAL CANISTER
Look for cracks or damage.

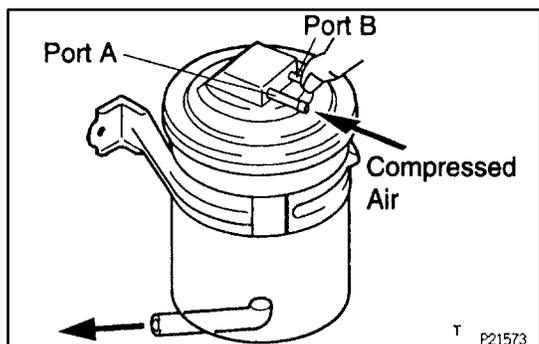


3. CHECK FOR CLOGGED FILTER AND STUCK CHECK VALVE

- (a) Using low pressure compressed air (4.71 kPa, 48 gf/cm², 0.68 psi), blow into port A and check that air flows without resistance from the other ports.



- (b) Blow air (4.71 kPa, 48 gf/cm², 0.68 psi) into port B and check that air does not flow from the other ports. If a problem is found, replace the charcoal canister.



4. CLEAN FILTER IN CANISTER

Clean the filter by blowing 294 kPa (3 kgf/cm², 43 psi) of compressed air into port A while holding port B closed.

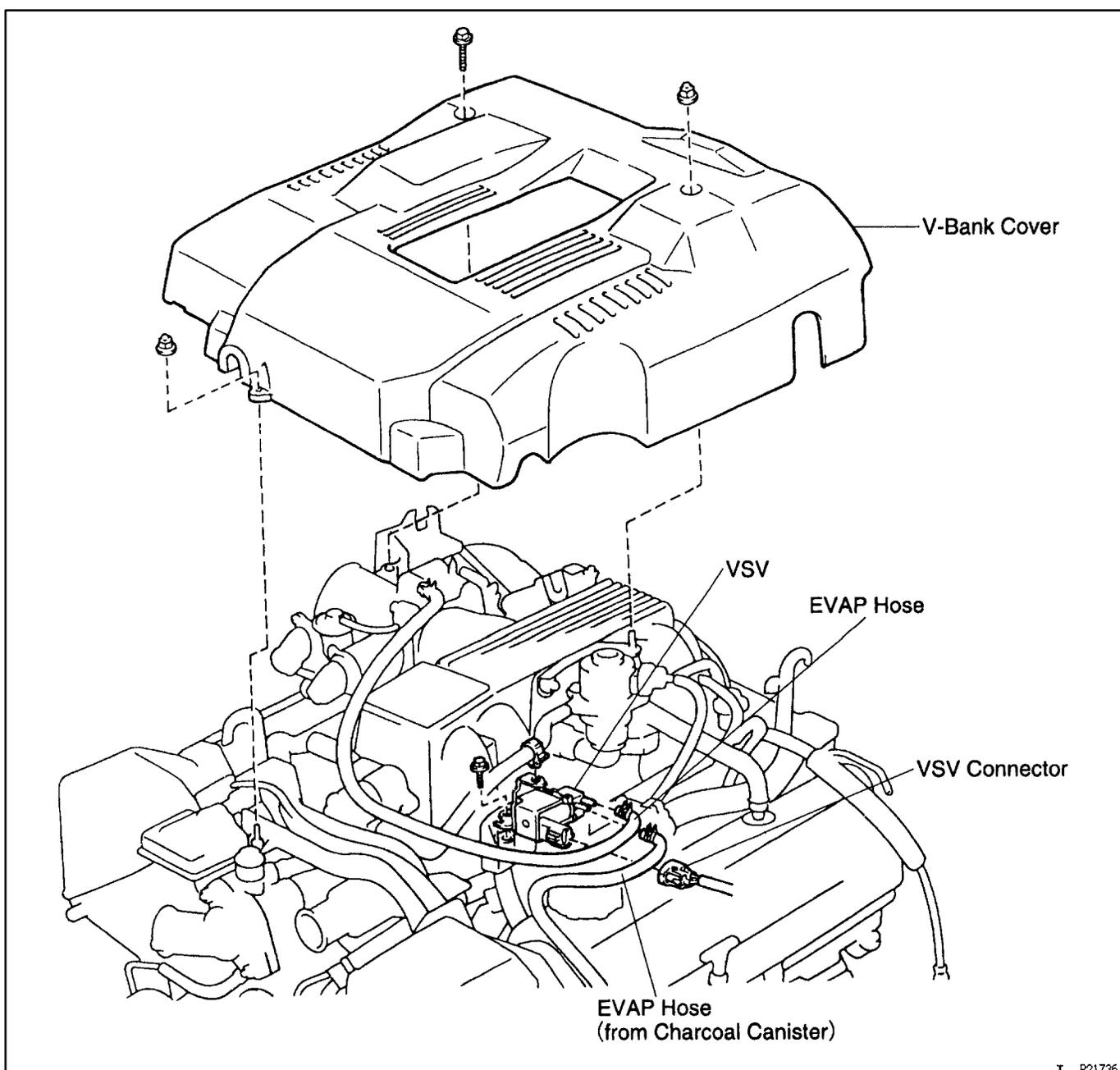
NOTICE:

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

5. REINSTALL CHARCOAL CANISTER

COMPONENTS FOR VSV REMOVAL AND INSTALLATION

EG1NG-06



VSV INSPECTION

1. REMOVE V-BANK COVER

2. REMOVE VSV

- (a) Disconnect the VSV connector.
- (b) Disconnect these hoses from the VSV:
 - EVAP hose from throttle body
 - EVAP hose from charcoal canister
- (c) Disconnect the hose clamp from the VSV.
- (d) Remove the bolt and VSV from the intake chamber.

3. INSPECT VSV

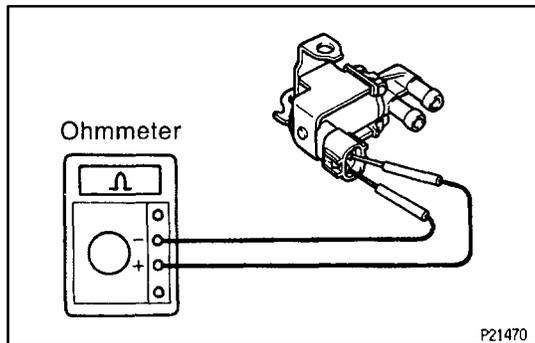
A. Inspect VSV for open circuit

Using an ohmmeter, check that there is continuity between the terminals.

Resistance:

At 20°C (68°F): 30 – 34 Ω

If there is no continuity, replace the VSV.

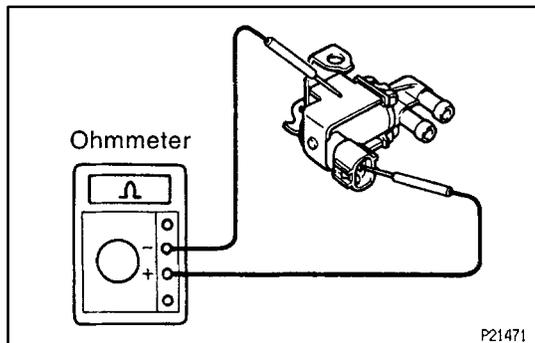


P21470

B. Inspect VSV for ground

Using an ohmmeter, check that there is no continuity between each terminal and the body.

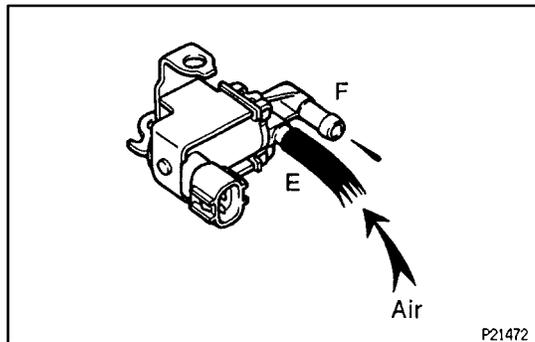
If there is continuity, replace the VSV.



P21471

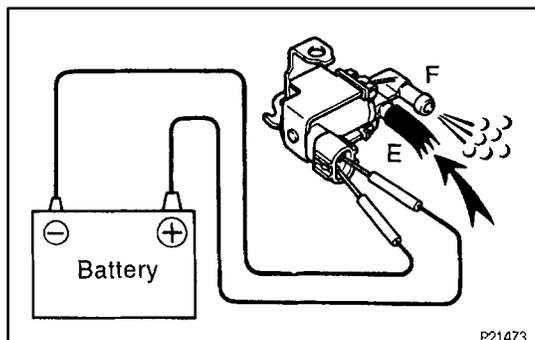
C. Inspect VSV operation

- (a) Check that the air flows with difficulty from port E to F.



P21472

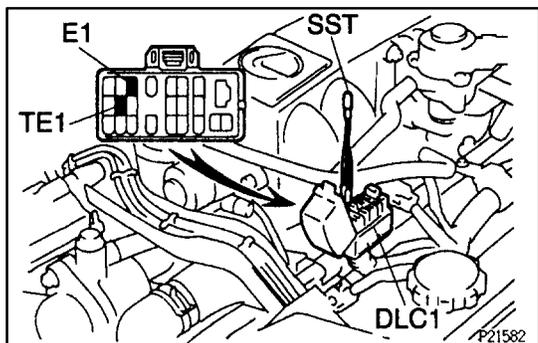
- (b) Apply battery voltage across the terminals.
- (c) Check that the air flows without resistance from port E to F.
If operation is not as specified, replace the VSV.



P21473

4. REINSTALL VSV

- (a) Install the VSV with the bolt.
Torque: 18 N·m (185 kgf·cm, 13 ft·lbf)
- (b) Install the hose clamp to the VSV.
- (c) Connect these hoses to the VSV:
 - EVAP hose from throttle body
 - EVAP hose from charcoal canister
- (d) Connect the VSV connector.

5. REINSTALL V-BANK COVER

EXHAUST GAS RECIRCULATION (EGR) SYSTEM

EG5EP-01

EGR SYSTEM INSPECTION

INSPECT SYSTEM OPERATION

- (a) Remove the V-bank cover.
- (b) Using SST, connect terminals TE1 and E1 of the DLC 1.
SST 09843-18020
- (c) Keep the engine at 3,500 rpm.
- (d) Set the transmission shift lever to the "N" position.
- (e) Remove the SST from the DLC1.
SST 09843-18020
- (f) Check whether the engine rpm increases 100-300 rpm under the following conditions:
 - Coolant temp.
 - Below 53°C (127°F) No increases
 - Above 55°C (131°F) Increases
- (g) Reinstall the V-bank cover.