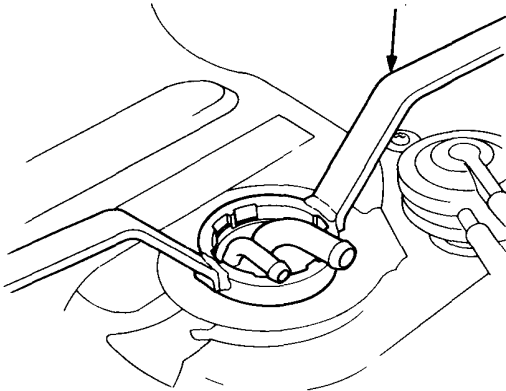


## Fuel System

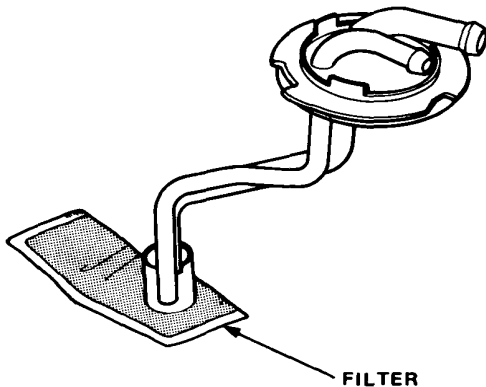
### Fuel Pipe Unit Replacement

1. Remove the fuel tank (page 11-46).
2. Remove the fuel pipe unit.

FUEL SENDING WRENCH  
07920-SB20000



3. Clean the filter at the end of the pipe unit.

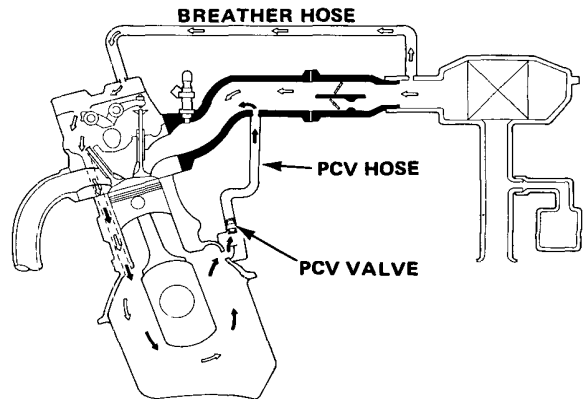


## Emission Controls

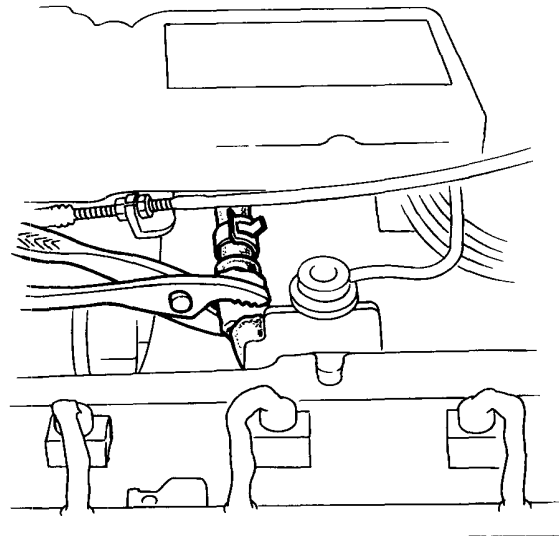
### Crankcase Control

#### PCV Valve

1. Check the crankcase ventilation hoses and connections for leaks and clogging.



2. At idling, make sure there is a clicking sound from the PCV valve when the hose between PCV valve and intake manifold is lightly pinched with your fingers or pliers.

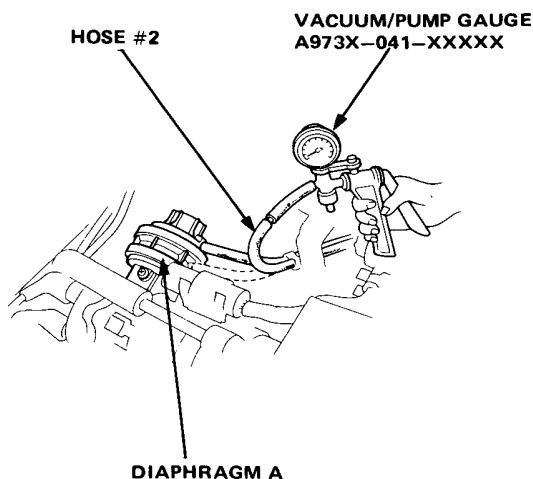


- If there is no clicking sound, check the PCV valve grommet for cracks or damage.
- If the grommet is OK, replace the PCV valve and recheck.



## Ignition Timing Control [KX model only]

1. Disconnect vacuum hose #2 from the vacuum advance diaphragm A on the distributor and connect a vacuum pump/gauge to the hose.



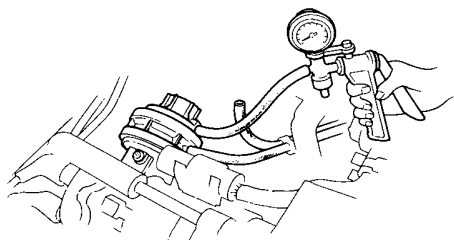
2. Start the engine, allow it to idle and check for vacuum.

There should be vacuum.

- If there is no vacuum, check the vacuum line for leaks, blockage or a disconnected hose and re-test.

3. Apply 500 mmHg (20 in.Hg) vacuum to the diaphragm A.

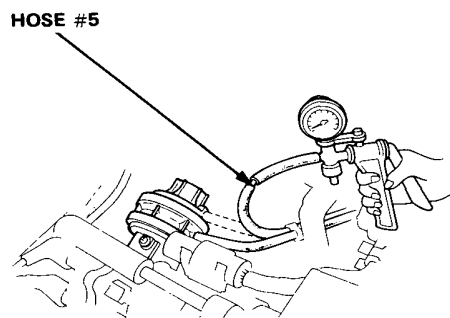
Timing should advance and remain steady.



- If timing does not advance, stop the engine and remove distributor cap. Turn breaker plate right and left to check for freedom of movement. If there is no evidence of binding, replace advance diaphragm and re-test.

4. Warm-up the engine until the cooling fan comes on.

5. Disconnect vacuum hose #5 from the vacuum advance diaphragm B on the distributor and connect a vacuum pump/gauge to the hose.



6. Allow the engine to idle and check for vacuum.

There should be no vacuum.

- If there is vacuum, check for voltage at the cold advance solenoid valve.

- If there is voltage, replace the ECU and re-test.

- If there is no voltage, replace the cold advance solenoid valve.

7. Raise engine speed to 1,700 rpm and check for vacuum.

There should be vacuum.

- If there is no vacuum, check for voltage at the cold advance solenoid valve after checking the vacuum line for leaks, blockage or a disconnected hose.

- If there is voltage, replace the cold advance solenoid valve and re-test.

- If there is no voltage, replace the ECU and re-test.

(cont'd)

# Emission Controls

## Ignition Timing Control [KX model only]

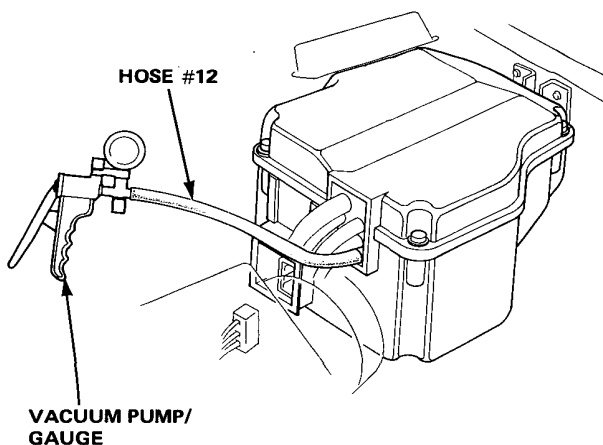
### Cold Advance Solenoid Valve

The cold advance solenoid valve is activated by commands from the ECU. When the solenoid valve opens, this causes vacuum in the #5 vacuum hose and sends vacuum to Diaphragm B to improve cold engine performance under the following conditions:

- Whenever the coolant temperature is below 60°C (160°F).
- When the coolant temperature is 60–100°C (160–212°F), it is operated by the control unit which receives signals from the engine speed and manifold vacuum.

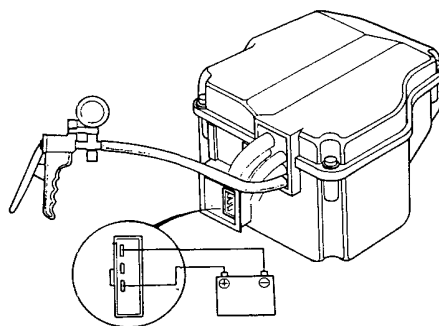
When the valve is open, 9V or more should be available between the Green/Black terminal (+) and White terminal (–) of the main harness at the control box.

1. Disconnect the 8 cavity rectangular connector from the control box.
2. Disconnect the vacuum hose #12 from the vacuum tank.
3. Apply vacuum to the hose #12.  
It should hold vacuum.



- If it does not hold vacuum, replace the valve.

4. Connect the battery positive and negative terminals to the control box connector.
5. Apply vacuum to the hose #12.  
It should not hold vacuum.



- If it holds vacuum, replace the valve.



## Catalytic Converter [KX model only]

If excessive exhaust system back-pressure is suspected, remove the catalytic converter from the car and make a visual check for plugging, melting or cracking of the catalyst. Replace the catalytic converter if more than 50% of the visible area is damaged or plugged.

