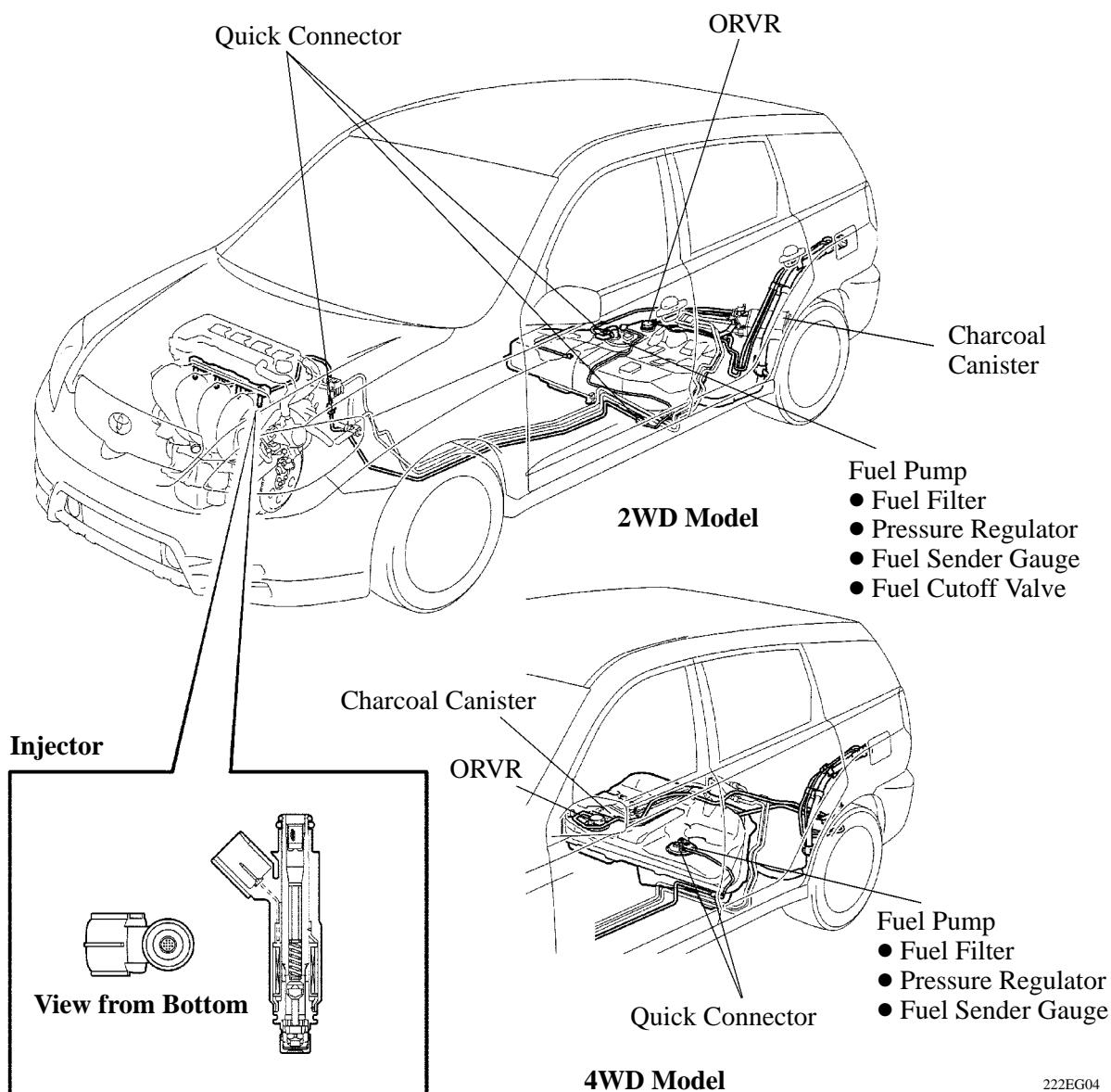


■ FUEL SYSTEM

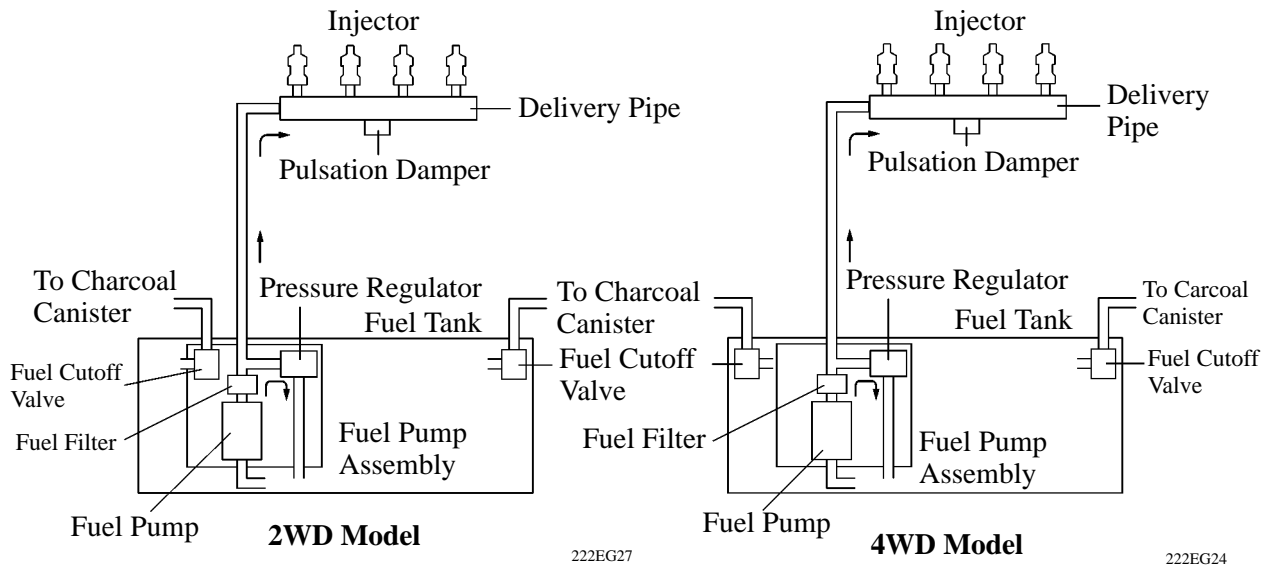
1. General

- A fuel returnless system is used to reduce evaporative emissions.
- A fuel cut control is used to stop the fuel pump when the SRS airbag is deployed in a front or side collision. For details, see page EG-40.
- A quick connector is used to connect the fuel pipe with the fuel hose for excellent serviceability.
- A compact fuel pump (for 2WD) in which fuel filter, pressure regulator, fuel sender gauge, and fuel cutoff valve are all integrated in the fuel pump assembly is now used.
- A compact fuel pump (for 4WD) in which fuel filter, pressure regulator, and fuel sender gauge are all integrated in the fuel pump assembly is now used.
- A compact 12-hole type injector is used to increase the atomization of the fuel.
- The ORVR (On-Board Refueling Vapor Recovery) system is used.



2. Fuel Returnless System

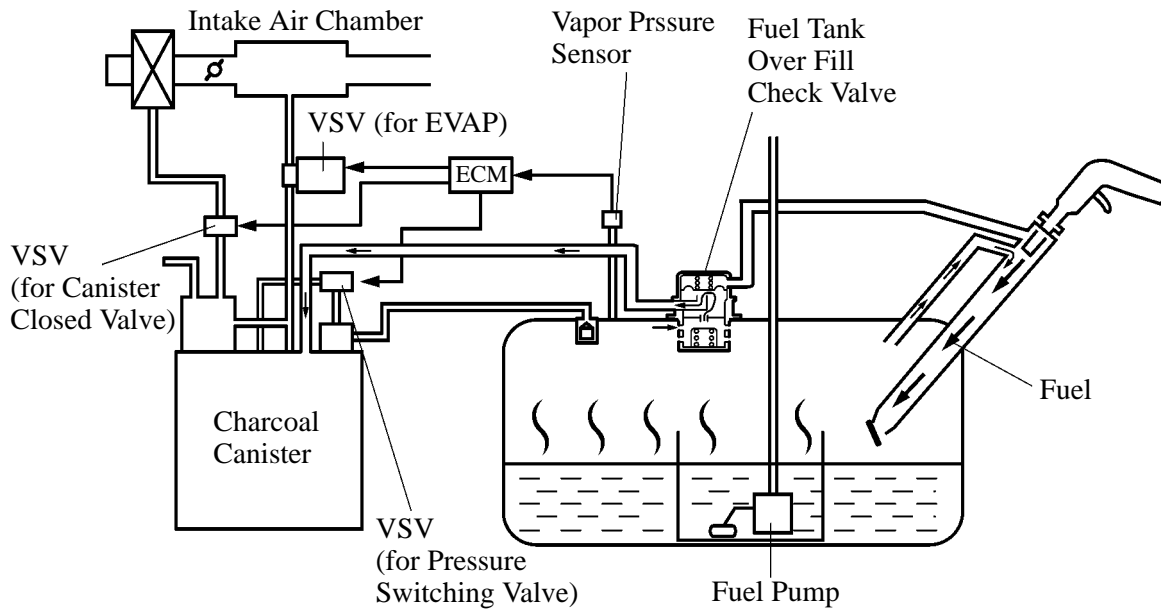
This system is used to reduce evaporative emissions and makes it possible to discontinue the return of fuel from the engine area and prevents the temperature from rising inside the fuel tank.



3. ORVR System

General

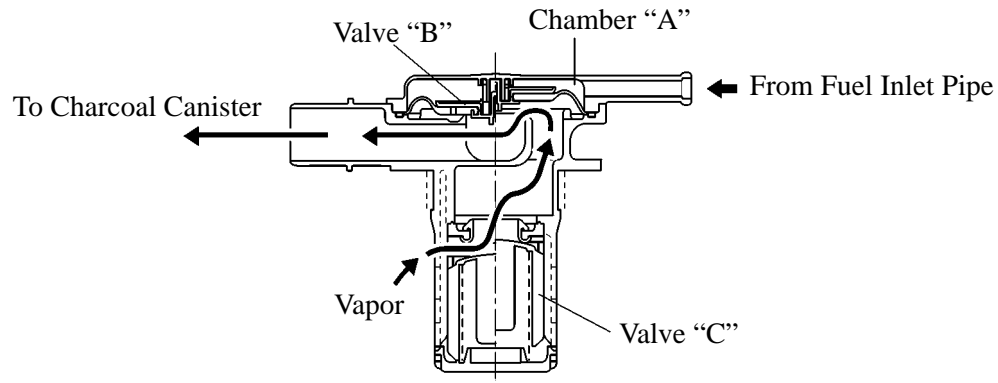
The ORVR system uses a charcoal canister, which is provided onboard, to recover the fuel vapor that is generated during refueling. This reduces the discharge of fuel vapor into the atmosphere.



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Operation

When the fuel tank cap is removed, atmosphere is applied to the fuel tank over fill check valve's chamber "A". Refueling causes the internal pressure of the fuel tank to increase. The vapor flows to the charcoal canister while valve "B" is closed, thus allowing the vapor to become absorbed by the charcoal canister. When the tank is full, valve "C" closes, thus shutting off the passage to the charcoal canister.

**Fuel Tank Over Fill Check Valve**

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