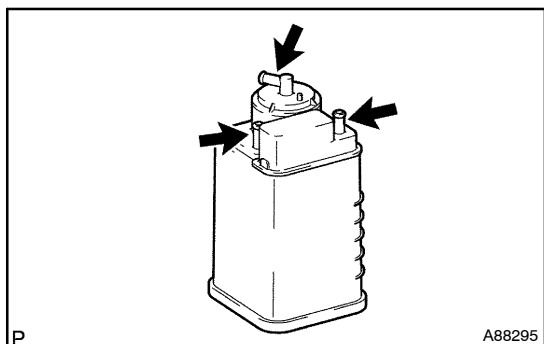


# INSPECTION

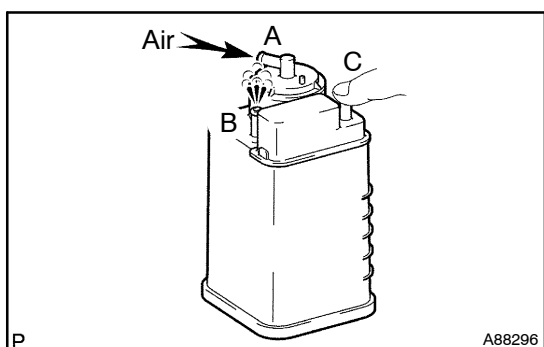


## 1. INSPECT CHARCOAL CANISTER ASSY

(a) Check the appearance.

- (1) Visually check the charcoal canister if the portions indicated with the arrows are cracked or damaged.

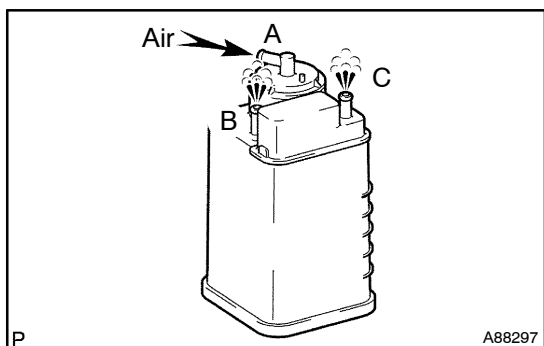
If necessary, replace the charcoal canister.



(b) Check the ventilation.

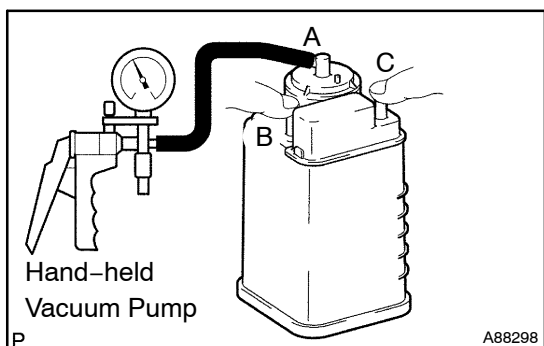
- (1) Blow air (4.7 kPa (48 gf/cm<sup>2</sup>, 0.68 psi)) into the port A, then check that the air flows from the B while holding the port C closed.

If the ventilation is not as specified, replace the charcoal canister.



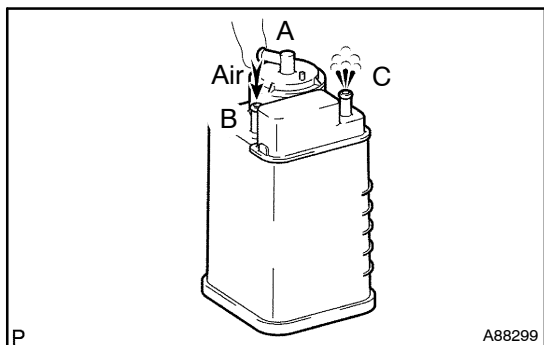
- (2) Blow air (4.7 kPa (48 gf/cm<sup>2</sup>, 0.68 psi)) into the port A, then check that the air flows from the port B and C.

If the ventilation is not as specified, replace the charcoal canister.



- (3) Apply vacuum (2.0 kPa (15 mmHg, 0.59 in.Hg)) to the port A, then check that the vacuum does not decrease when port B and C are closed, and check that the vacuum decrease when the port B is released.

If the ventilation is not as specified, replace the charcoal canister.

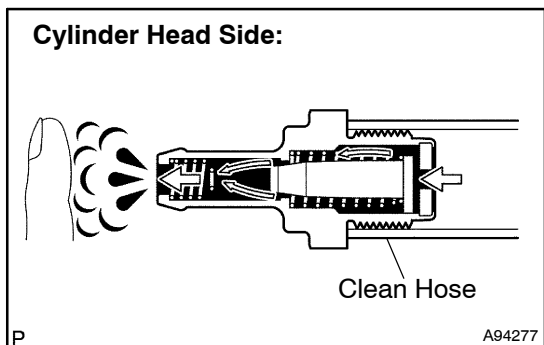


(c) Clean the filter in canister.

- (1) Clean the filter by blowing (19.6 kPa (0.2 kgf/cm<sup>2</sup>, 2.8 psi)) compressed air into port B while holding the port A closed.

**NOTICE:**

- **Do not try to wash the charcoal canister.**
- **No activated carbon should come out.**



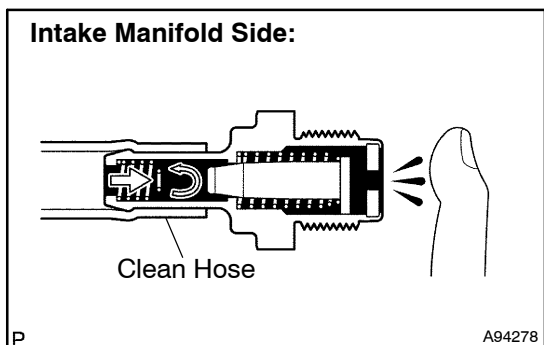
**2. INSPECT VENTILATION VALVE SUB-ASSY**

(a) Check the operation.

- (1) Install a clean hose as shown in the illustration.
- (2) Blow air into the cylinder head side, then check that air passes through easily.

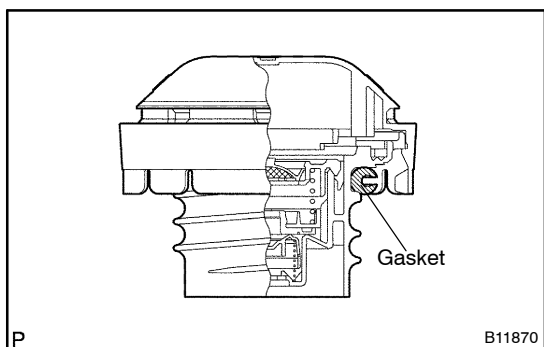
**CAUTION:**

**Do not suck air through the ventilation valve. Petroleum substances inside the ventilation valve are harmful.**



- (3) Blow air into intake manifold side, then check that air passes through with difficulty.

If the operation is not as specified, replace the ventilation valve.

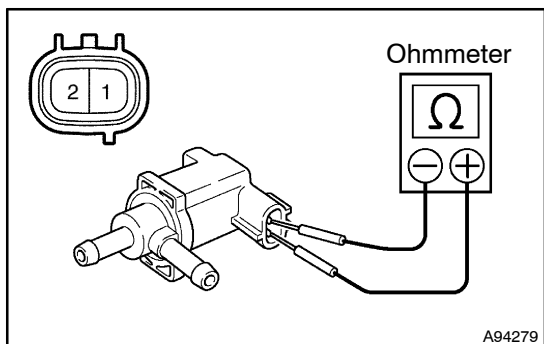


**3. INSPECT FUEL TANK CAP ASSY**

(a) Check the appearance.

- (1) Visually check if the fuel tank cap and gasket are deformed or damaged.

If necessary, replace the fuel tank cap.



**4. INSPECT VACUUM SWITCHING VALVE ASSY NO.1**

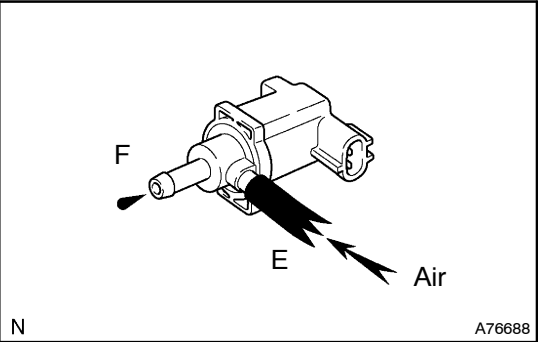
(a) Inspect the resistance.

- (1) Using an ohmmeter, measure resistance between the terminals.

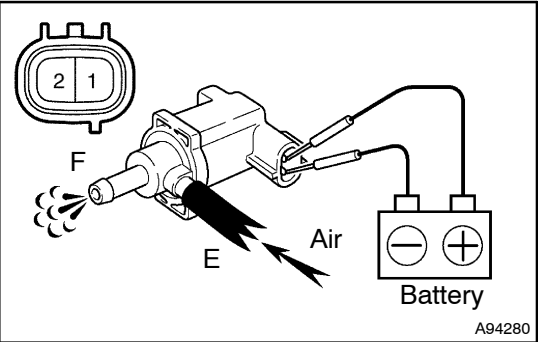
**Standard:**

Tester Connection	Specified Condition
1 - 2	26 to 30 Ω at 20°C (68°F)

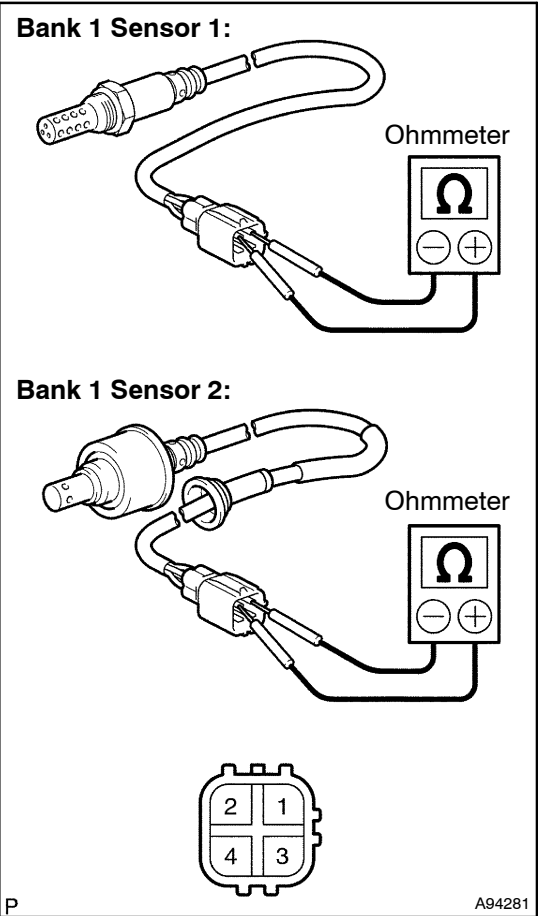
If the resistance is not as specified, replace the vacuum switching valve No. 1.



- (b) Check the operation.
- (1) Check that air does not flow from port E to F.
- If the operation is not as specified, replace the vacuum switching valve No. 1.



- (2) Apply battery voltage across the terminals.
- (3) Check that air flows from port E to F.
- If the operation is not as specified, replace the vacuum switching valve No. 1.



**5. INSPECT HEATED OXYGEN SENSOR**

- (a) Inspect the resistance (sensor 1).
- (1) Using an ohmmeter, measure the resistance between the terminals.

**Standard:**

Tester Connection	Specified Condition
1 (HT) – 2 (+B)	5 to 10 $\Omega$ at 20°C (68°F)
1 (HT) – 4 (E1)	10 k $\Omega$ or higher

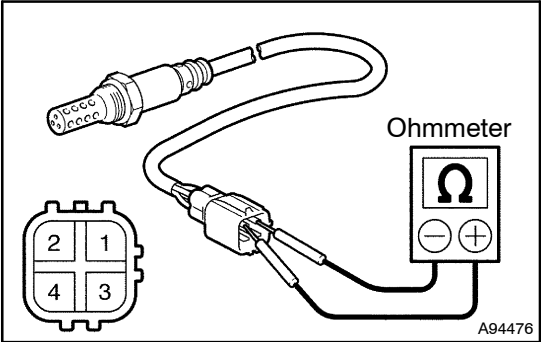
If the result is not as specified, replace the heated oxygen sensor.

- (b) Inspect the resistance (sensor 2).
- (1) Using an ohmmeter, measure the resistance between the terminals.

**Standard:**

Tester Connection	Specified Condition
1 (HT) – 2 (+B)	11 to 16 $\Omega$ at 20°C (68°F)
1 (HT) – 4 (E1)	10 k $\Omega$ or higher

If the result is not as specified, replace the heated oxygen sensor.



**6. INSPECT AIR FUEL RATIO SENSOR**

- (a) Inspect the resistance.
- (1) Using an ohmmeter, measure the resistance between the terminals.

**Standard:**

Tester Connection	Specified Condition
1 (HT) - 2 (+B)	1.8 to 3.9 $\Omega$ at 20°C (68°F)
1 (HT) - 4 (E1)	10 k $\Omega$ or higher

If the result is not as specified, replace the air fuel ratio sensor.