To reduce HC emission, evaporated fuel from the fuel tank is routed through the charcoal canister to the throttle body for combustion in the cylinders.

<table>
<thead>
<tr>
<th>Throttle Valve opening</th>
<th>Check Valve in Charcoal Canister</th>
<th>Check Valve in Fuel Tank Cap</th>
<th>Evaporated Fuel (HC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Positioned below purge port</td>
<td>CLOSED</td>
<td></td>
<td>HC from tank is absorbed in the canister.</td>
</tr>
<tr>
<td>Positioned above purge port</td>
<td>OPEN</td>
<td></td>
<td>HC from canister is led into throttle body.</td>
</tr>
<tr>
<td>High pressure in tank</td>
<td>OPEN</td>
<td>CLOSED</td>
<td>HC from tank is absorbed in the canister.</td>
</tr>
<tr>
<td>High vacuum in tank</td>
<td>CLOSED</td>
<td>OPEN</td>
<td>(Air is led into the tank.)</td>
</tr>
</tbody>
</table>

**INSPECTION OF FUEL VAPOR LINES, FUEL TANK AND TANK CAP**

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
Look for a damaged or deformed gasket and cap. If necessary, repair or replace the cap.

CHARCOAL CANISTER INSPECTION
1. REMOVE CHARCOAL CANISTER
2. VISUALLY INSPECT CHARCOAL CANISTER CASE
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 low pressure compressed 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.
6. INSTALL CHARCOAL CANISTER