

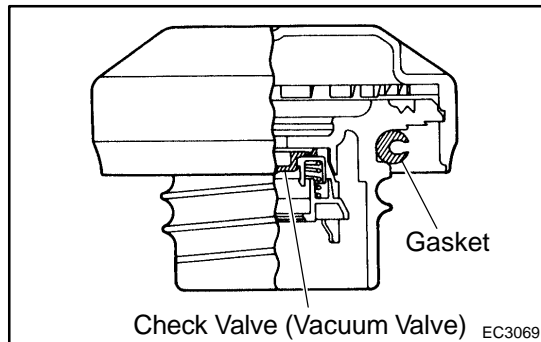
INSPECTION

1. INSPECT LINES AND CONNECTORS

Visually check for loose connections, sharp bends or damage.

2. INSPECT FUEL TANK FILLER PIPE

Visually check for deformation, cracks or fuel leakage.



3. INSPECT FUEL TANK CAP

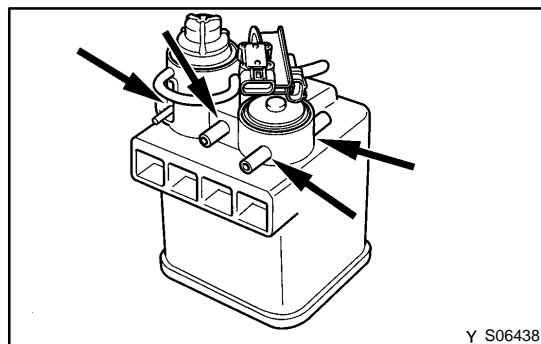
Visually check if the cap and/or gasket are deformed or damaged.

If necessary, repair or replace the cap.

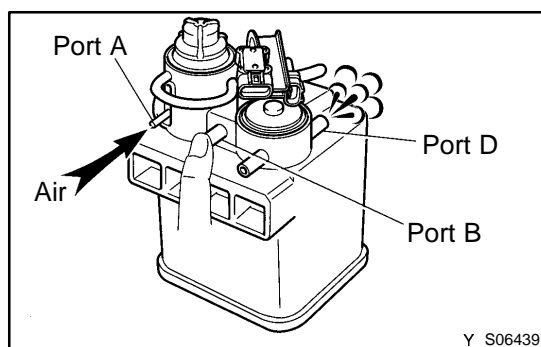
4. INSPECT CHARCOAL CANISTER

(a) Remove the charcoal canister.

- (1) Remove the RH front fender liner.
- (2) Disconnect the VSV connector.
- (3) Remove the charcoal canister.

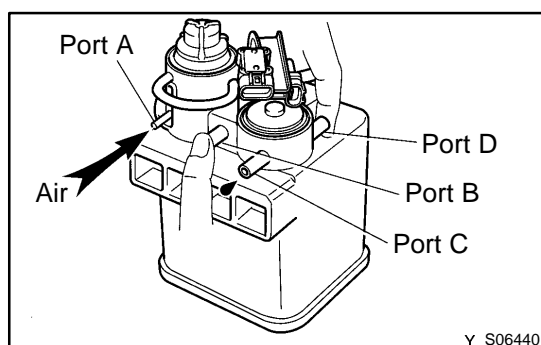


(b) Visually check the charcoal canister for cracks or damage.

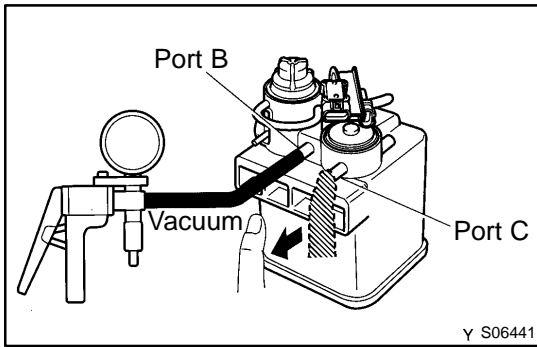


(c) Check the charcoal canister for clogged, stuck check valve and diaphragm.

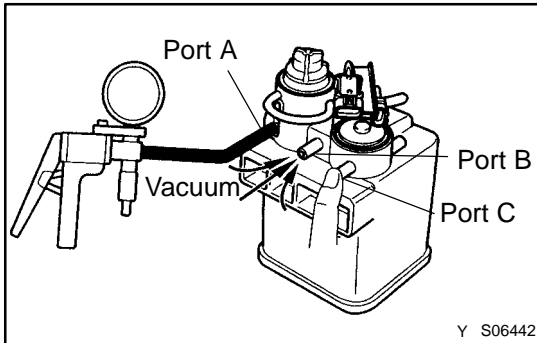
- (1) While holding port B closed, blow air (1.76 kPa (18 gf/cm², 0.26 psi)) into port A and check that air flows from port D.



- (2) While holding port B and port D closed, blow air (1.76 kPa (18 gf/cm², 0.26 psi)) into port A and check that air does not flow from port C.



- (3) Apply vacuum (3.43 kPa (26 mmHg, 1.01 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.



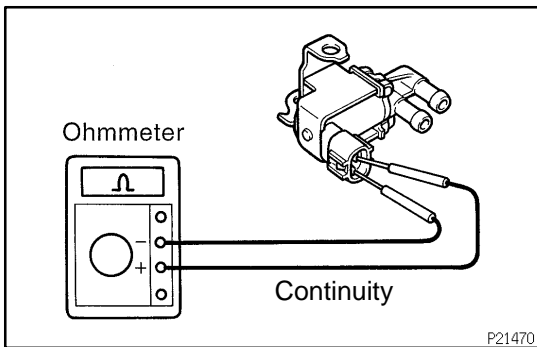
- (4) While holding port C closed, apply vacuum (3.43 kPa (26 mmHg, 1.01 in.Hg)) to port A and check that air flows into port B.

If a problem is found, replace the charcoal canister.

- (d) Reinstall the charcoal canister.

5. INSPECT VSV FOR EVAP

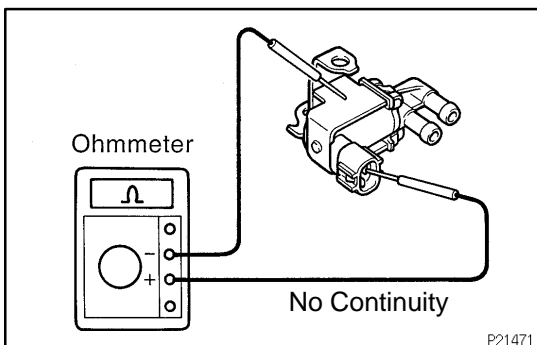
- (a) Remove the V-bank cover.
- (b) Remove the VSV.
 - (1) Disconnect the VSV connector.
 - (2) Disconnect these hoses from the VSV:
 - EVAP hose from throttle body
 - EVAP hose from charcoal canister
 - (3) Disconnect the hose clamp from the VSV.
 - (4) Remove the bolt and VSV from the intake chamber.



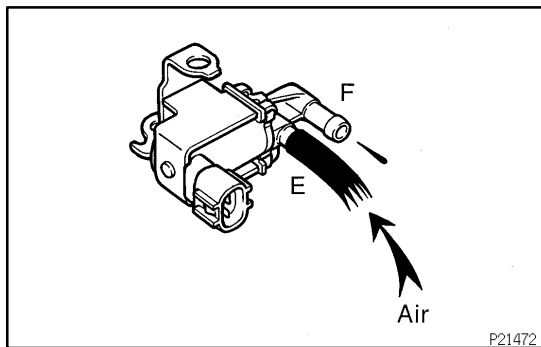
- (c) Inspect the VSV.
 - (1) Inspect the VSV for open circuit.
Using an ohmmeter, check that there is continuity between the terminals.

Resistance: 30 – 34 Ω at 20°C (68°F)

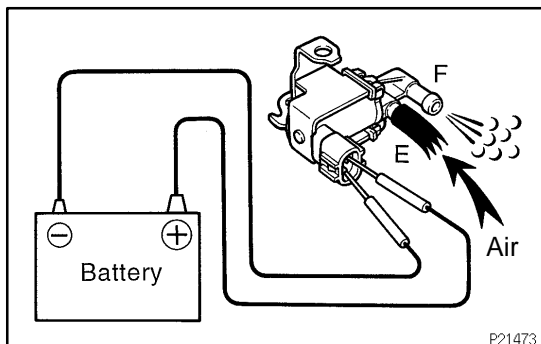
If there is no continuity, replace the VSV.



- (2) Inspect the 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.



- (3) Inspect the VSV operation.
- Check that the air flows with difficulty from port E to F.



- Apply battery voltage across the terminals.
- Check that the air flows without resistance from port E to F.

If operation is not as specified, replace the VSV.

- (d) Reinstall the VSV.

- (1) Install the VSV with the bolt.

Torque: 18 N·m (185 kgf-cm, 13 ft-lbf)

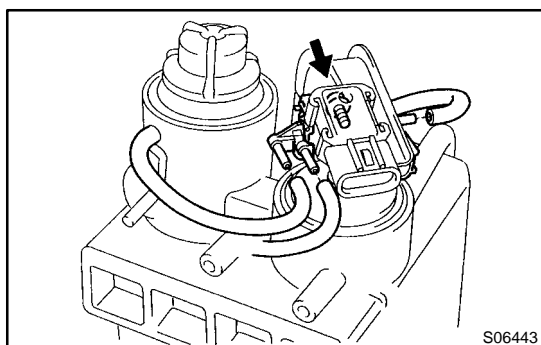
- (2) Install the hose clamp to the VSV.

- (3) Connect these hoses to the VSV:

- EVAP hose from throttle body
- EVAP hose from charcoal canister

- (4) Connect the VSV connector.

- (e) Reinstall the V-bank cover.



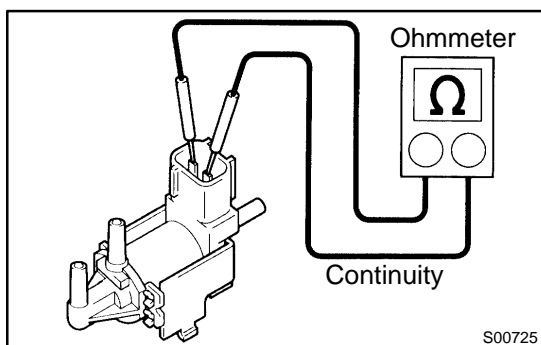
6. INSPECT VSV FOR VAPOR PRESSURE SENSOR

- (a) Remove the charcoal canister.

- (1) Remove the RH front fender liner.
 (2) Disconnect the VSV connector.
 (3) Remove the charcoal canister.

- (b) Remove the VSV from the charcoal canister.

- (1) Disconnect the 3 EVAP hoses from the VSV.
 (2) Remove the screw and VSV.



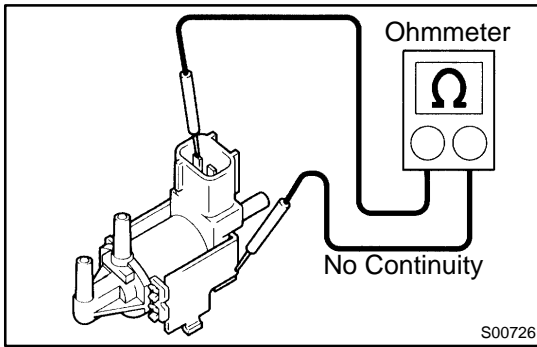
- (c) Inspect the VSV.

- (1) Inspect the VSV for open circuit.

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

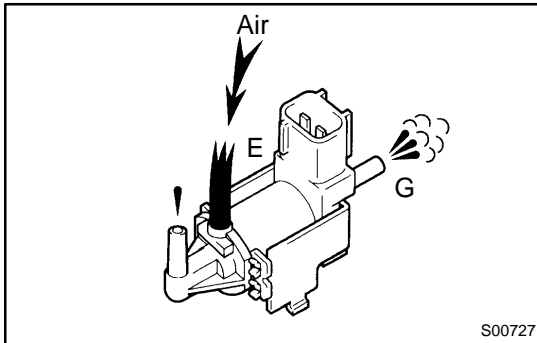
Resistance: 37 – 44 Ω at 20°C (68°F)

If there is no continuity, replace the VSV.

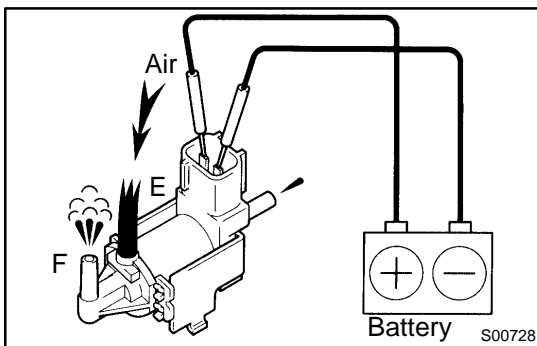


- (2) Inspect the VSV for ground.
Using an ohmmeter, check that there is no continuity between each terminal and the body.

If there is continuity, replace the VSV.



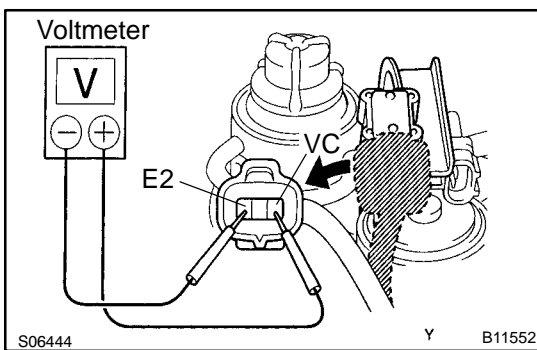
- (3) Inspect the VSV operation.
- Check that the air flows from port E to G.



- Apply battery voltage across the terminals.
- Check that the air flows from port E to F.

If operation is not as specified, replace the VSV.

- (d) Reinstall the VSV to the charcoal canister.
(e) Reinstall the charcoal canister.

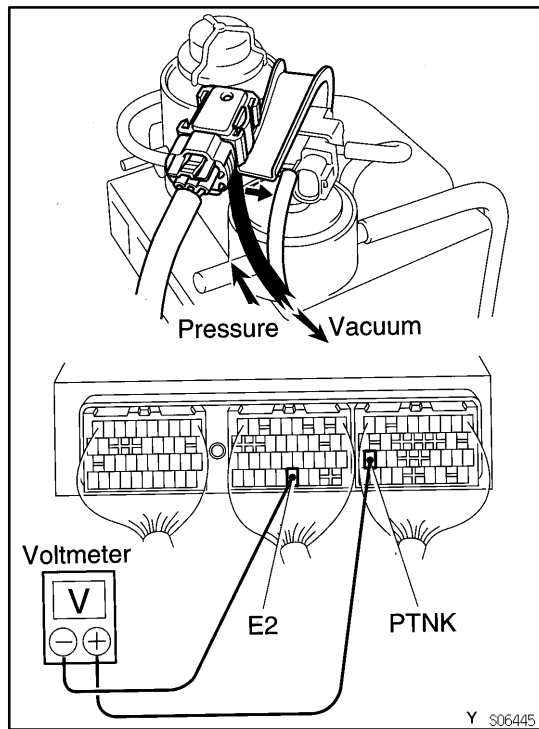


7. INSPECT VAPOR PRESSURE SENSOR

- (a) Remove the RH front fender liner.
- (b) Inspect the power source voltage.
- (1) Disconnect the vapor pressure sensor connector.
- (2) Turn the ignition switch ON.
- (3) Using a voltmeter, measure the voltage between connector terminals VC and E2 of the wiring harness side.

Voltage: 4.5 – 5.5 V

- (4) Turn the ignition switch OFF.
- (5) Reconnect the vapor pressure sensor connector.



- (c) Inspect the power output.
- (1) Turn the ignition switch ON.
 - (2) Disconnect the vacuum hose from the vapor pressure sensor.
 - (3) Connect a voltmeter to terminals PTNK and E2 of the ECM, and measure the output voltage under the following conditions:
 - Apply vacuum (2.0 kPa (15 mmHg, 0.59 in.Hg)) to the vapor pressure sensor.**Voltage: 1.3 – 2.1 V**
 - Release the vacuum from the vapor pressure sensor.**Voltage: 3.0 – 3.6 V**
 - Apply pressure (1.5 kPa (15 gf/cm², 0.22 psi)) to the vapor pressure sensor.**Voltage: 4.2 – 4.8 V**
 - (4) Reconnect the vacuum hose to the vapor pressure sensor.
- (d) Reinstall the RH front fender liner.