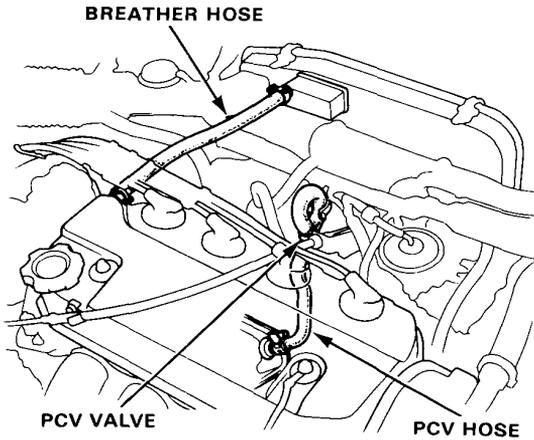


# Emission Control System

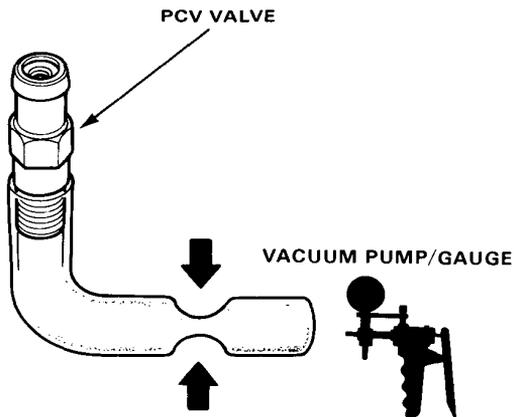
## Positive Crankcase Ventilation

### PCV Valve Test

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



2. Remove the PCV valve from the intake manifold and connect a vacuum pump.



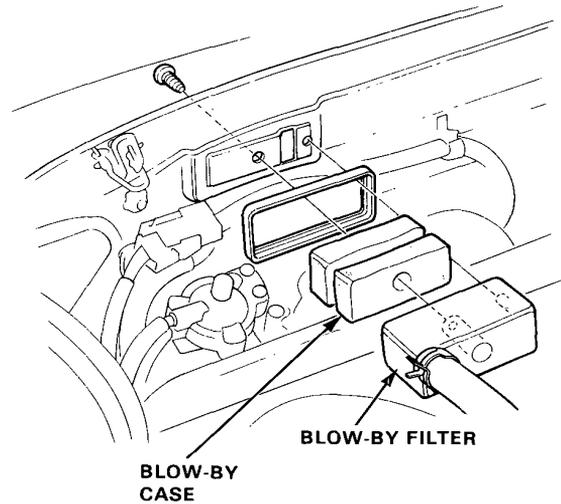
3. Pinch the hose as illustrated above, apply 400–500 mmHg (16–20 in. Hg) of vacuum, unpinch the hose and promptly check for a clicking sound at the PCV valve.

- If no clicking sound is heard, replace PCV valve and recheck.

### Blow-by Filter Test

Inspect the condition of the blow-by filter.

- Replace the filter in the following instances:
  - When the filter is stuck fast and oil is dripping or seeping through.
  - When the filter is covered with dust and dirt so that clogging is evident.

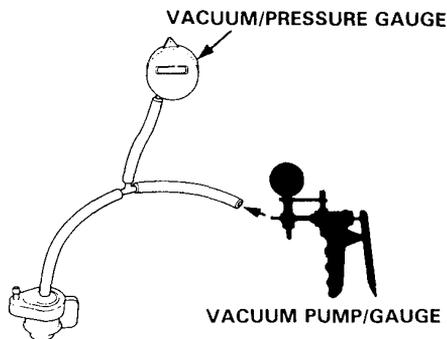




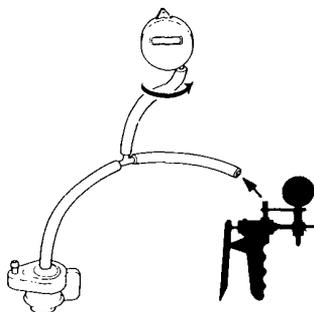
## Two-Way Valve

[Ex. KY, KQ]

1. Remove the fuel filler cap.
2. Remove the vapor line from the canister or frame, and connect to a T-fitting from the vacuum gauge and the vacuum pump as shown.



3. Slowly draw a vacuum while watching the gauge. Vacuum should stabilize at 15 to 30 mmHg (0.6 to 1.2 in. Hg).
  - If vacuum stabilizes momentarily (Two-way Valve opens) between 15 and 30 mmHg (0.6 and 1.2 in. Hg), go on Step 4.
  - If vacuum stabilizes (valve opens) below 15 mmHg or above 30 mmHg (1.2 in.Hg), install new valve and retest.
4. Move vacuum pump hose from vacuum to pressure fitting, and move vacuum gauge hose from vacuum to pressure side as shown.



5. Slowly pressurize the vapor line while watching the gauge. Pressure should stabilize at 10 to 25 mmHg (0.4 to 1.0 in.Hg).
  - If pressure momentarily stabilizes (Valve opens) at 10 to 25 mmHg (0.4 to 1.0 in.Hg), the valve is OK.
  - If pressure stabilizes below 10 mmHg (0.4 in.Hg) or above 25 mmHg (1.0 in. Hg), install a new valve and re-test.