

EMISSION CONTROL SYSTEM

West German Specifications with CB-61 Engine

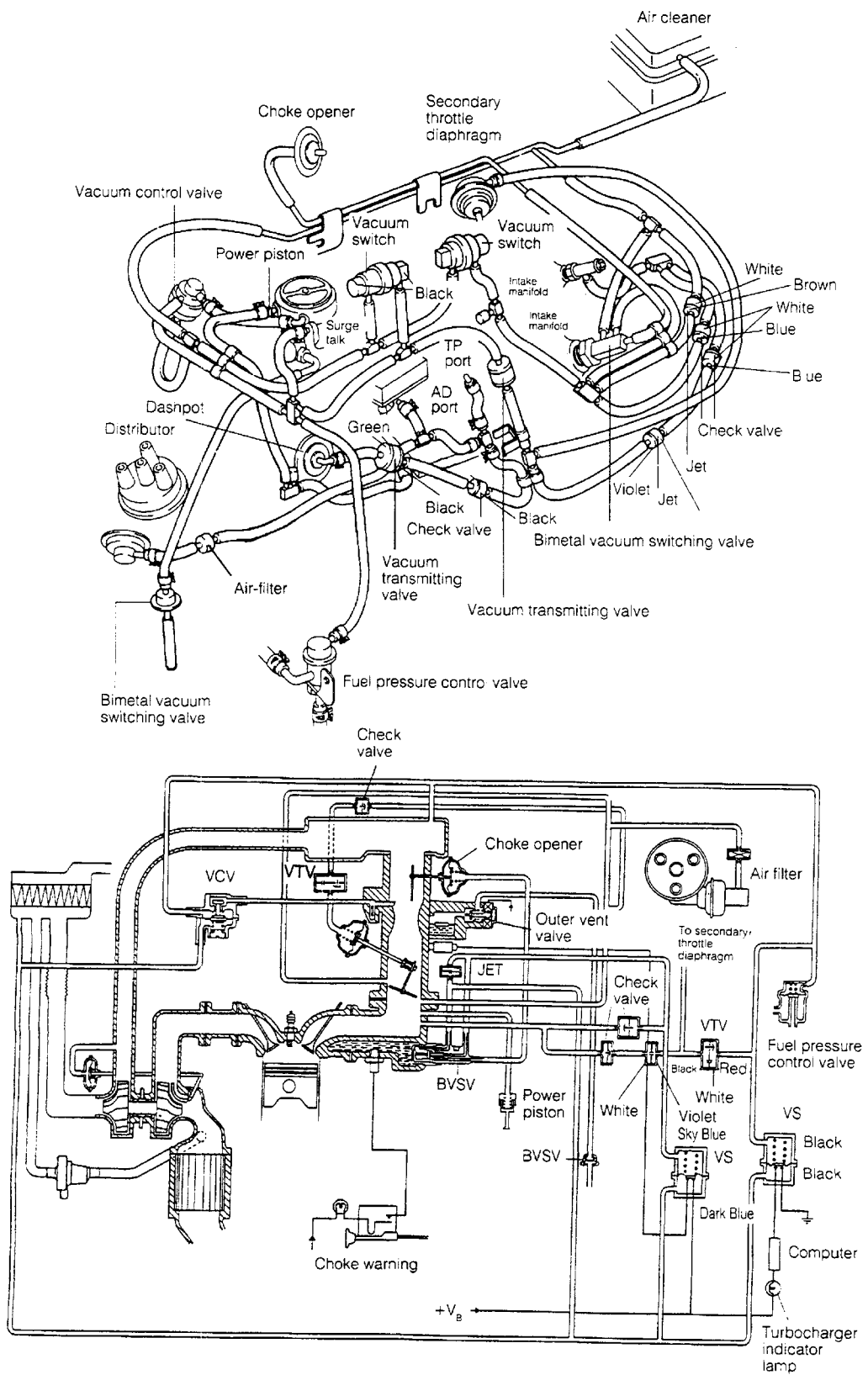


Fig. 12-17

WM-12019

EMISSION CONTROL SYSTEM

BLOW-BY GAS RECIRCULATION SYSTEM

Blow-by Gas Recirculating System (CB-23 Engine)

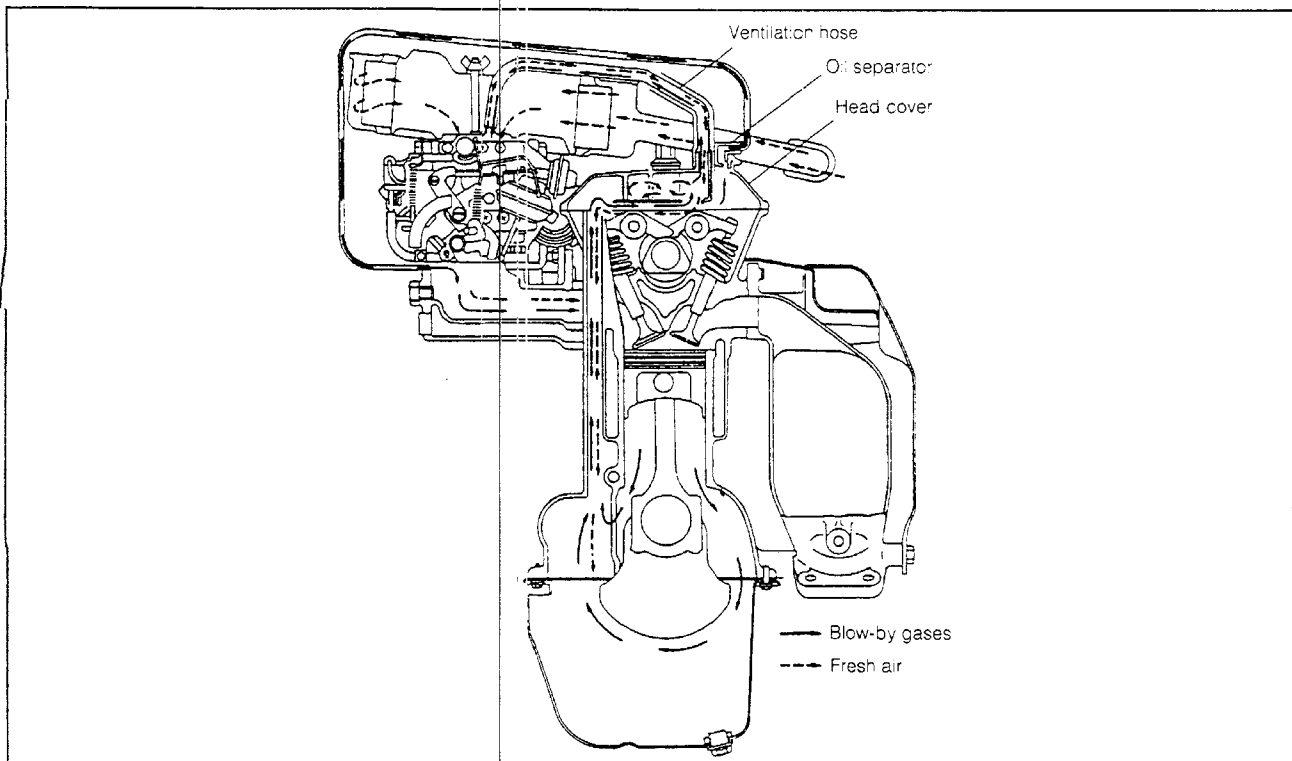


Fig. 12-18

WM-12020

Blow-by Gas Recirculating System (CB-30 Engine)

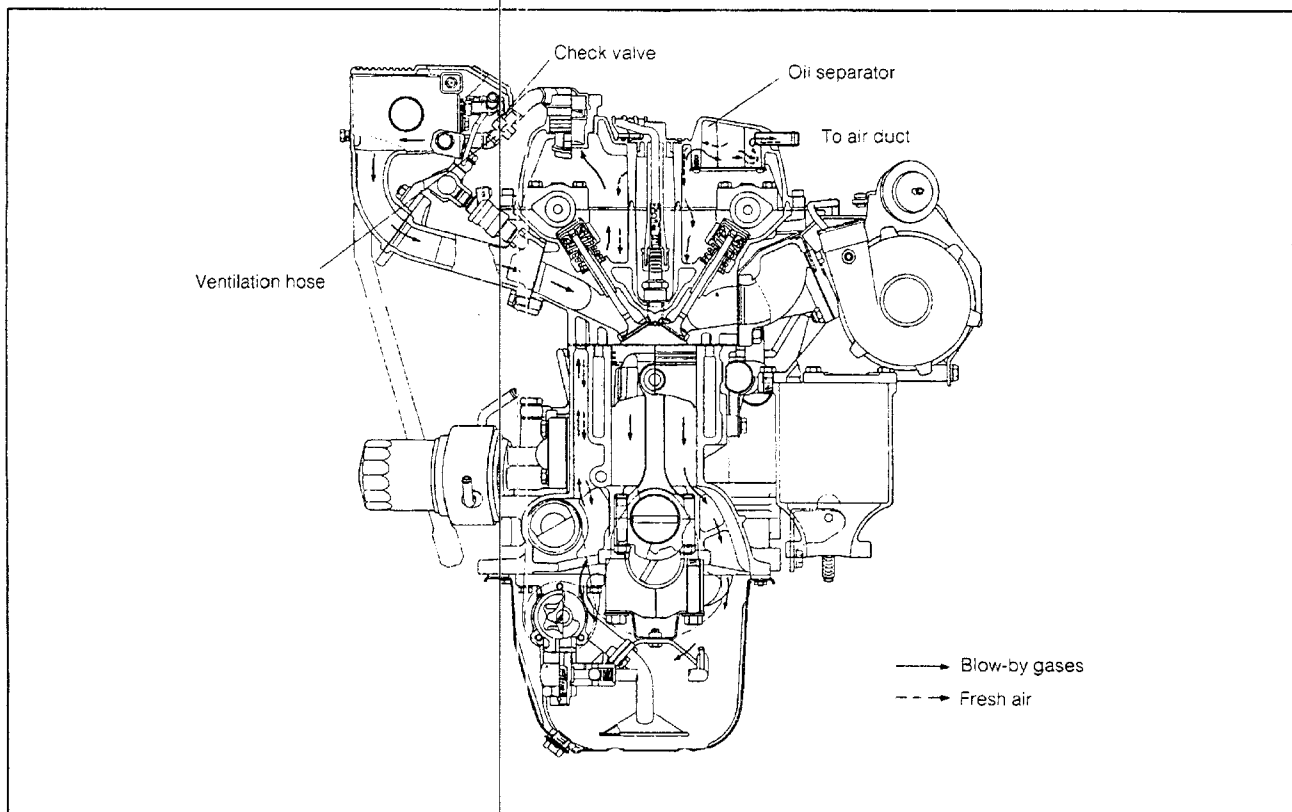


Fig. 12-19

WM-12021

Low-by Gas Recirculating System (CB-61 Engine)

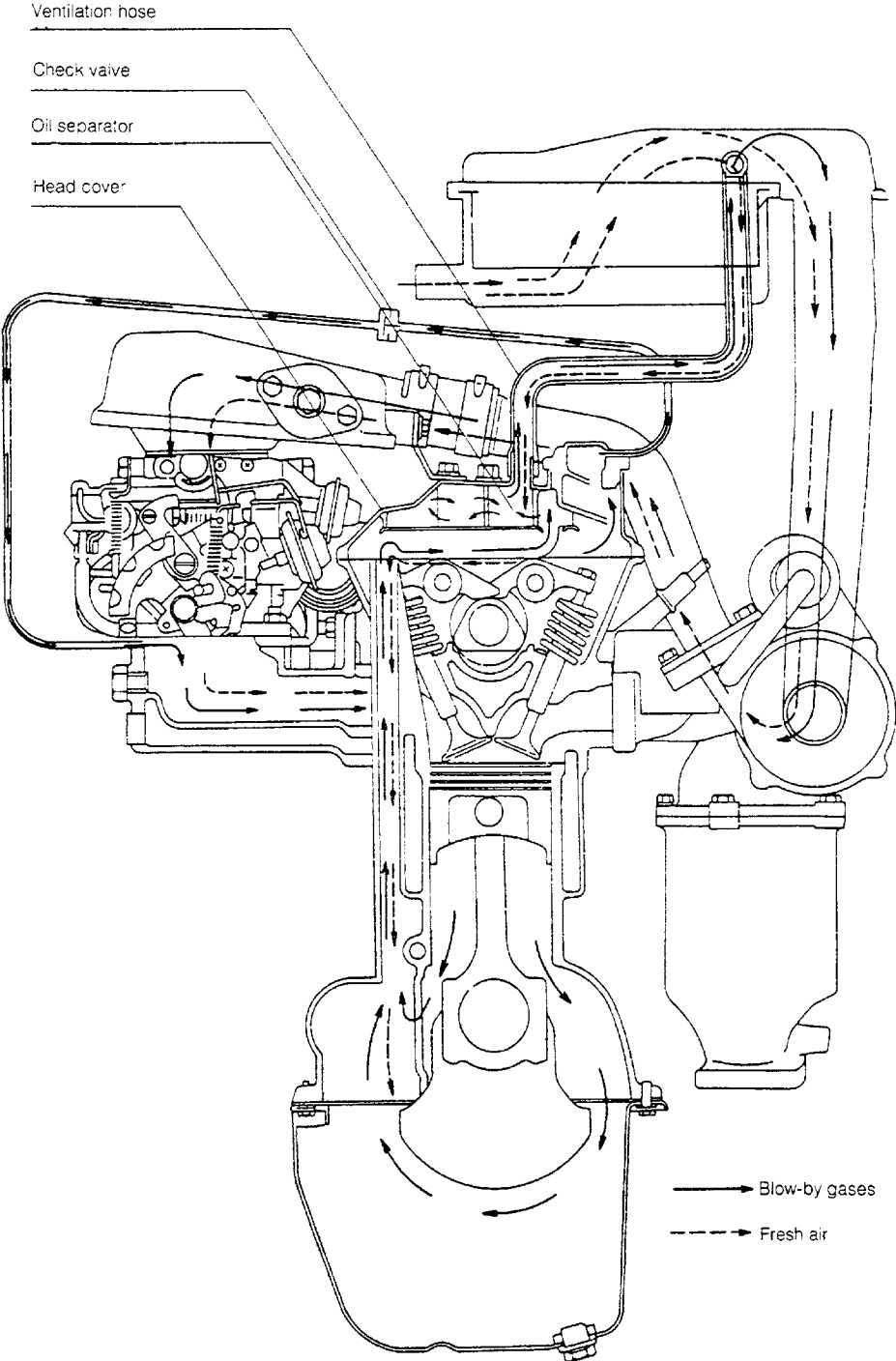


Fig. 12-20

WM-12022

EMISSION CONTROL SYSTEM

INSPECTION

Ventilation hose (1)

1. Ensure that the ventilation hoses exhibit no cracks, damage, or restriction.
2. Ensure that the baffle plate of the cylinder head cover exhibits no restriction.
3. Remove the oil filler cap. Lightly blow into the inside through the ventilation hose. If air continuity exists, it represents a normal operation.

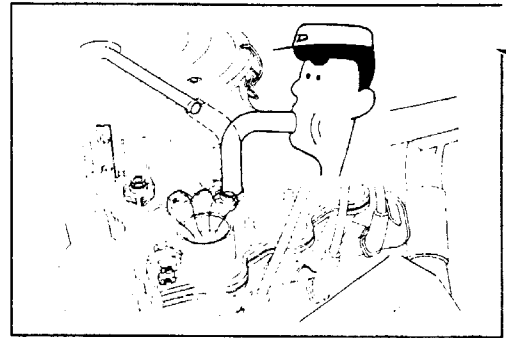


Fig. 12-21

WM-12023

Ventilation hose (2)

1. Disconnect the ventilation hose from the carburetor's insulator.
2. Ensure that the hose exhibits no cracks.
3. Damage or restriction.
4. Remove the oil filter cap. Strongly blow from the carburetor side. If air passes through, it represents a normal operation.

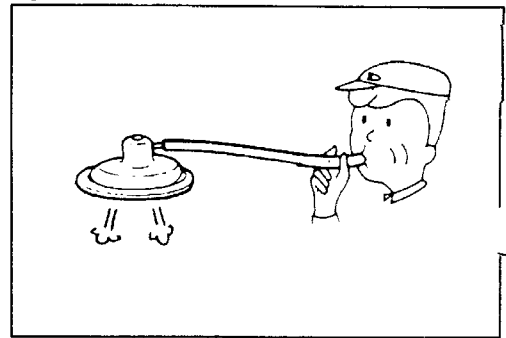


Fig. 12-22

WM-12024

CHOKE OPENER SYSTEM

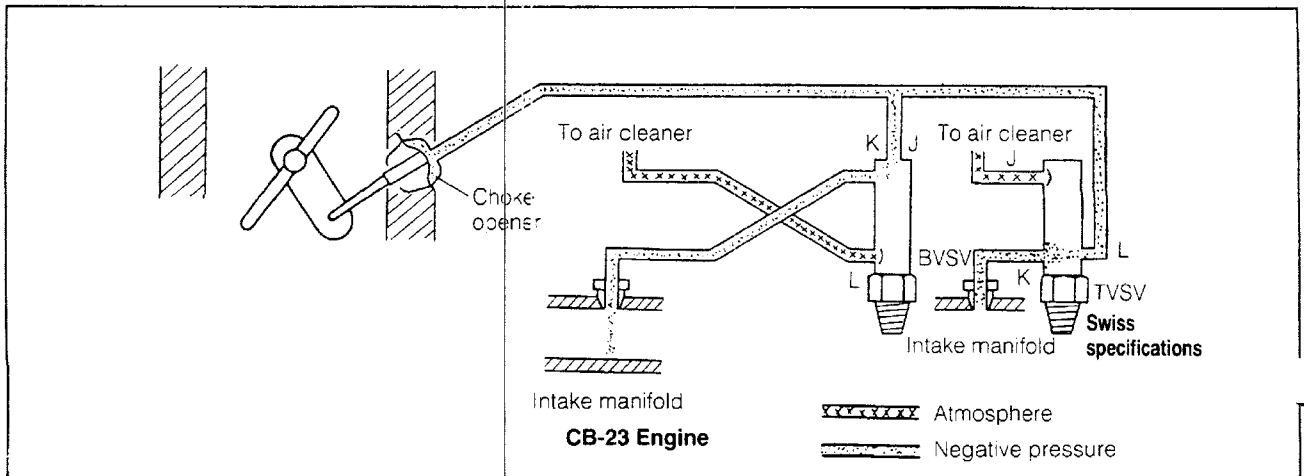


Fig. 12-23

WM-12025

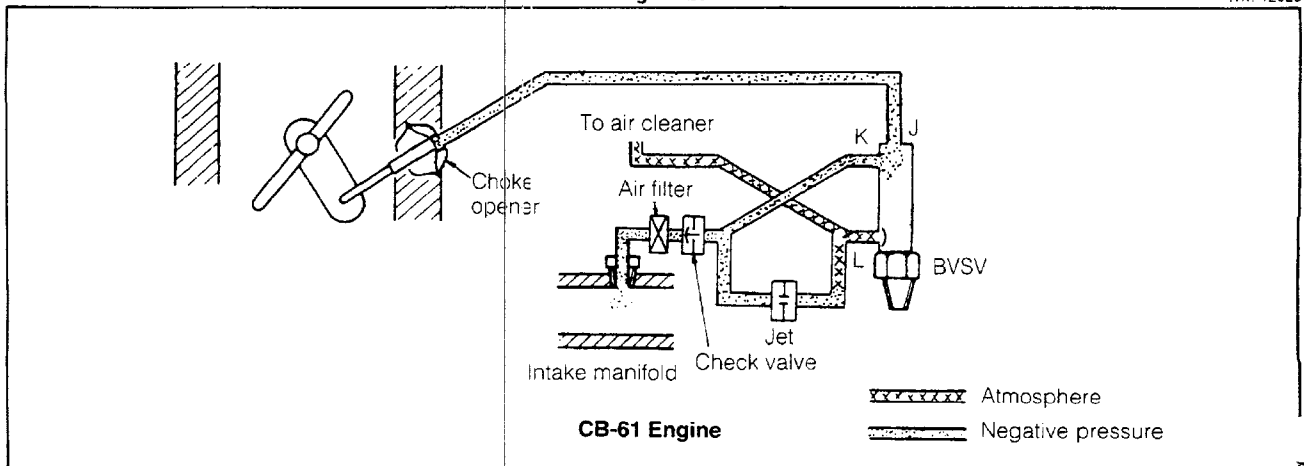


Fig. 12-24

WM-12026

EMISSION CONTROL SYSTEM

SYSTEM CHECK

While the engine is running at the idle speed, disconnect the vacuum hose connected to the choke opener. If the link shows the following behaviors described in the table below, it represents a satisfactory operation.

Cooling water temperature	When hose is connected
10°C or below	Link will not move. (No vacuum is applied to hose.)
29°C or above	Link moves. (Vacuum is applied to hose.)

UNIT CHECK

1. With a MityVac connected, apply a vacuum of 220 mm Hg to the choke opener. If the link is pulled, it represents a normal operation.
- Next, release the vacuum. If the link returns quickly, it indicates a normal function.

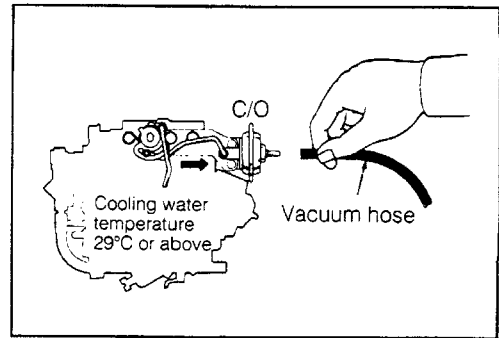


Fig. 12-25

WM-12027

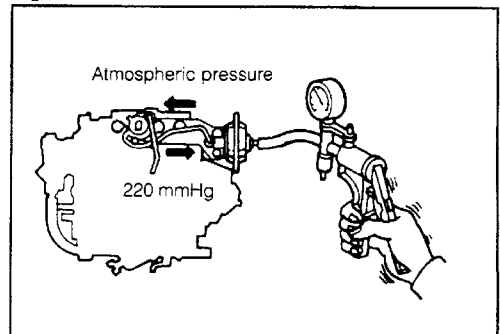


Fig. 12-26

WM-12028

2. BVSV OR TVSV

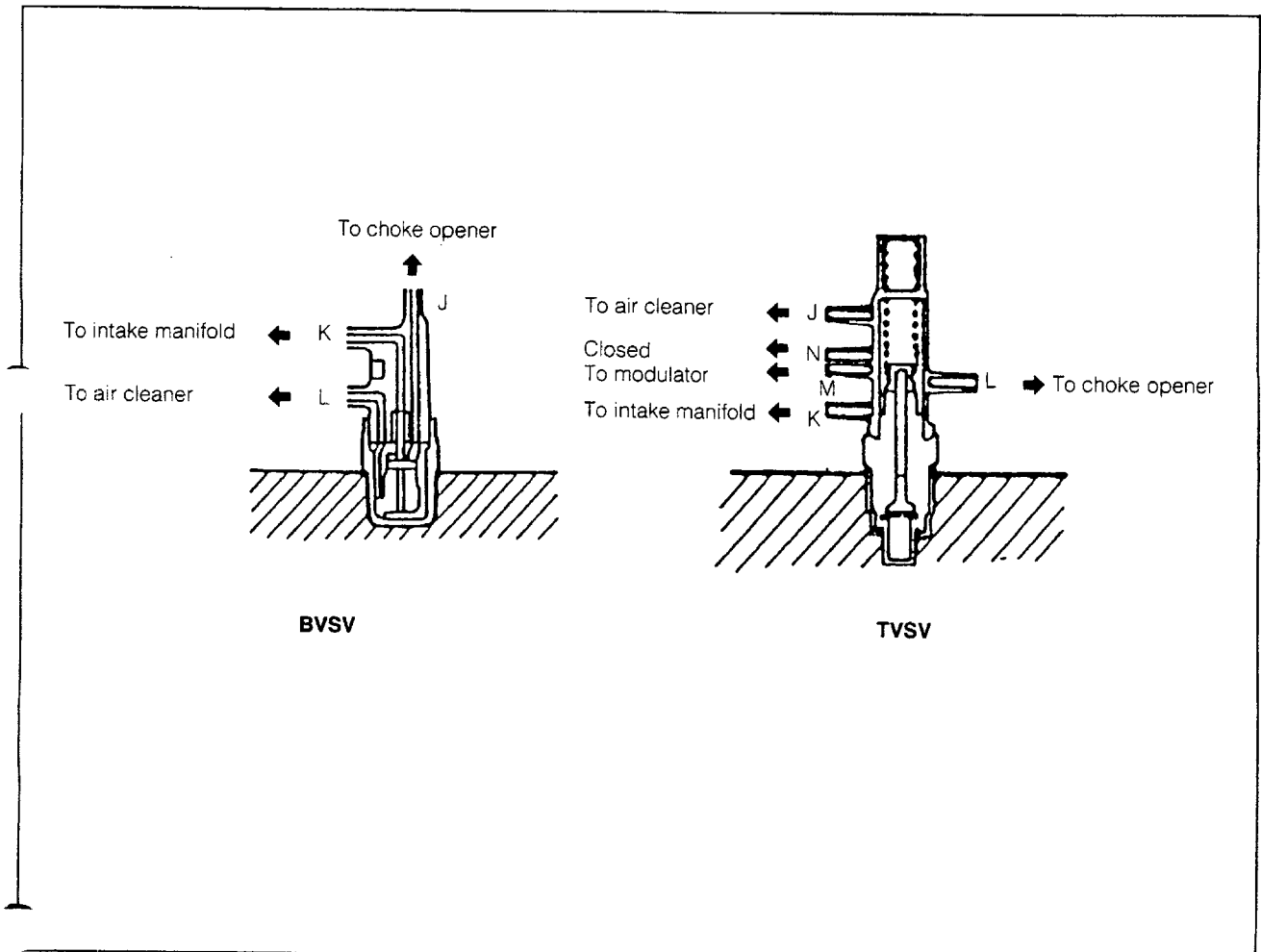


Fig. 12-27

WM-12029

EMISSION CONTROL SYSTEM

Gradually heat the BVSV or TVSV. Then, cool it gradually. Check the valve for air continuity during the check.

Test water temperature \ Port	K	-	J
10°C (50°F) or below	○	○—○	○
30°C (86°F) or above	○	○—○	○

○—○ mark denote that vent continuity exists.

	J	N	M	L	K
0°C (34°F) or below	○—○	○—○	○—○	○—○	○
14°C (57°F) or above	○—○	○—○	○—○	○—○	○
46°C (115°F) or above	○—○	○—○	○—○	○—○	○
66°C (151°F) or above	○—○	○—○	○—○	○—○	○

○—○ mark denote that vent continuity exists.

DASHPOT SYSTEM

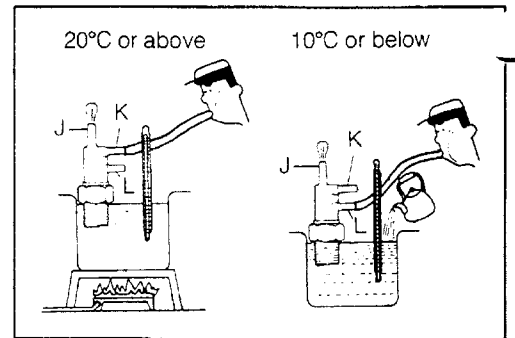


Fig. 12-28

WM-12030

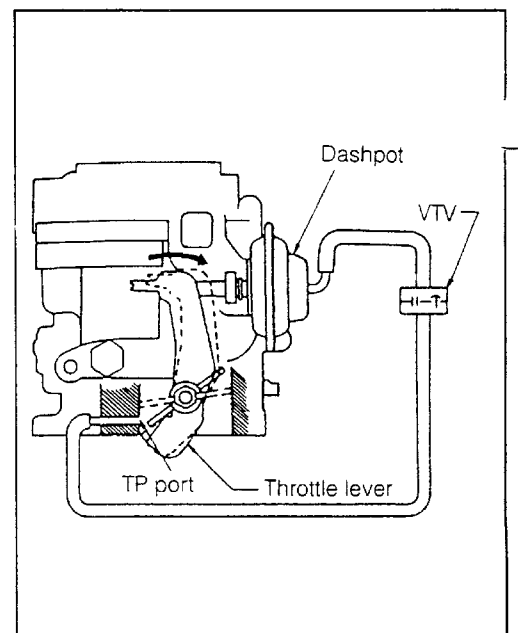


Fig. 12-29

WM-12031

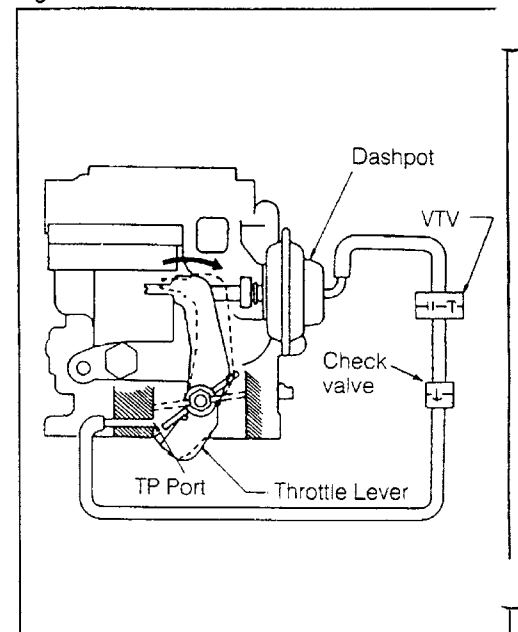


Fig. 12-30

WM-12032

EMISSION CONTROL SYSTEM

SYSTEM CHECK

1. Hold the engine revolution speed at 2500 rpm for a short period of time. Then, release the throttle.
2. While the engine revolution speed drops, measure the time required for the engine speed to drop from 1500 rpm to 1000 rpm.

If the required time falls within the range given below, the dashpot system is functioning properly.

Specified Time: 2.0 - 4.0 seconds

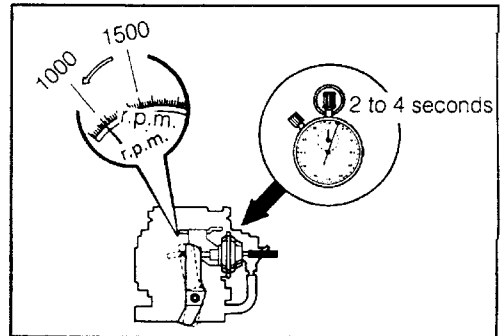


Fig. 12-31

WM-12033

UNIT CHECK

Dashpot

With a MityVac connected, apply a vacuum of 220 mm Hg to the dashpot. If the shaft is pulled out, it represents a normal operation.

Next, release the vacuum. If the shaft returns quickly, it indicates a normal function.

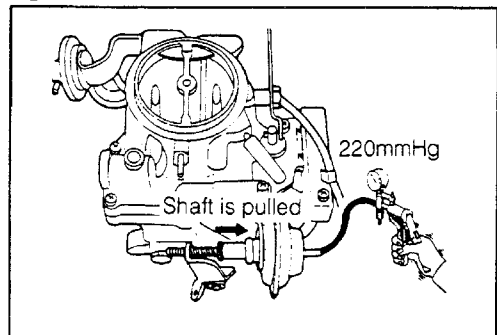


Fig. 12-32

WM-12034

FUEL EVAPORATIVE EMISSION CONTROL SYSTEM

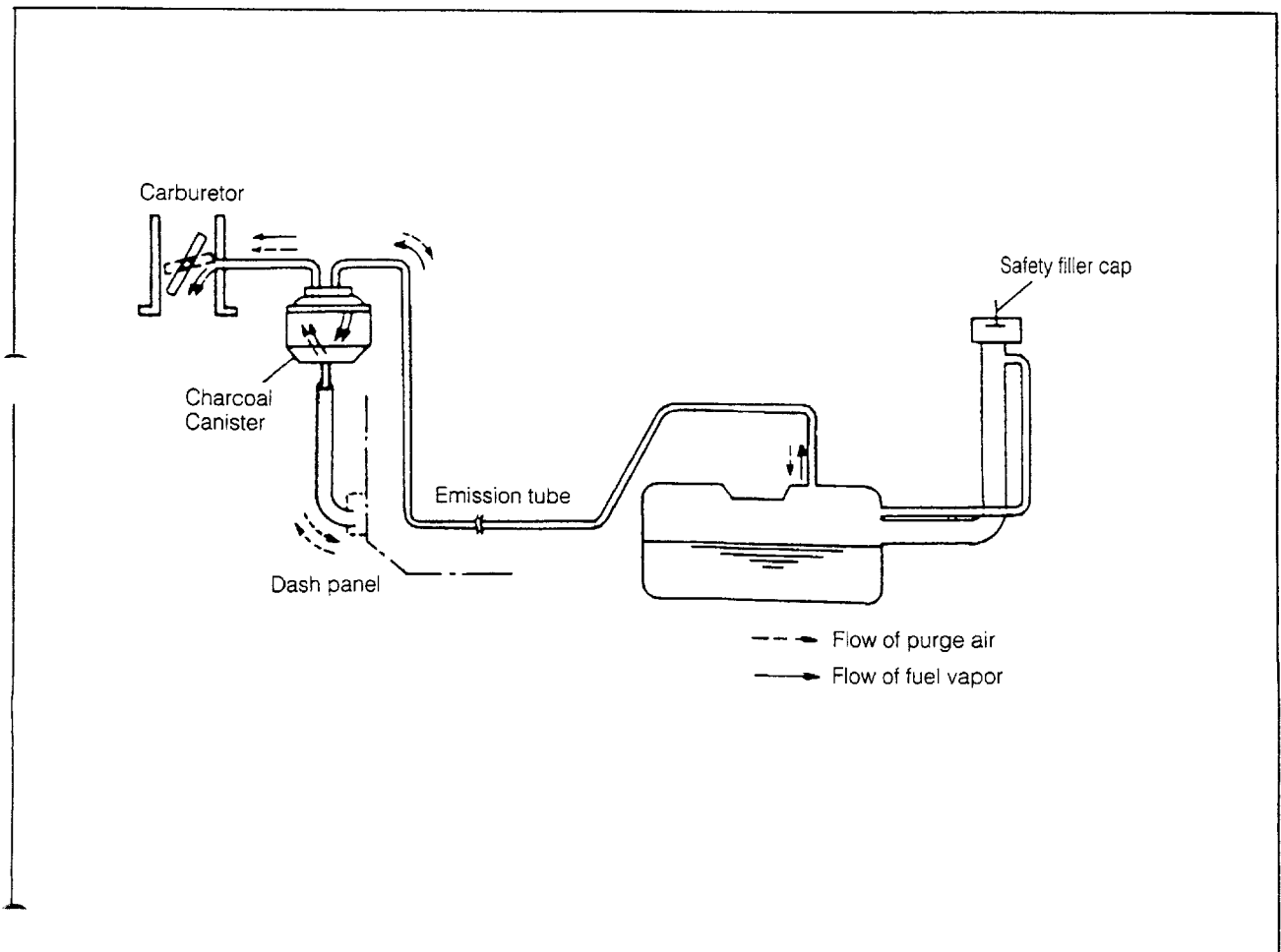


Fig. 12-33

WM-12035