

CRANKCASE VAPORS ARE BURNED

Incoming air first passes through the carburetor air cleaner housing and then enters the engine through the crankcase inlet air cleaner. The vapor-laden air leaves the engine through the PCV valve on its way to the intake manifold where it becomes part of the intake mixture.

VAPORS ARE SEALED IN

If cylinder blowby is excessive for any reason, or the PCV valve clogs, crankcase pressure builds up and causes the vapor to flow back through the carburetor air filter into the carburetor and intake manifold. This reverse flow can load up or clog the air filter but no crankcase vapors can escape to the atmosphere.

EVAPORATION CONTROL SYSTEM

The Evaporation Control System prevents loss of fuel vapors from the carburetor and fuel tank due to evaporation or fuel expansion spillage.

VAPORS COLLECT IN CRANKCASE

In earlier models with evaporation control, gasoline vapors from the carburetor and tank pass through vent lines to the crankcase where they are held until removed by the action of the crankcase ventilation system.

CURRENT MODELS HAVE CANISTER

In 1972 and current models, the evaporation control system works the same way as in earlier models except that the vapors are held in a separate canister located in the engine compartment. When the engine is running, the fuel vapors are

purged from the crankcase or canister into the intake manifold and combustion chambers.

SYSTEM HAS FEW CHANGES

Except for a new vapor-holding canister, the Evaporation Control System is carried over from 1972 without major changes. The new canister has only three line connectors and no longer includes a purge line valve. Some higher performance models continue to use the previous model two-stage canister which has a purge valve and four line connectors. The only service required for the current system is replacement of the filter element in the bottom of the canister at required intervals.

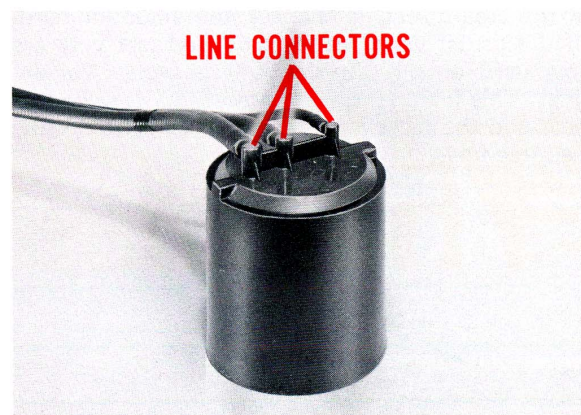


Fig. 4—New canister has three ports

HEATED INTAKE AIR SYSTEM

The Heated Intake Air System is also carried over from 1972. Heating the intake air in cold weather

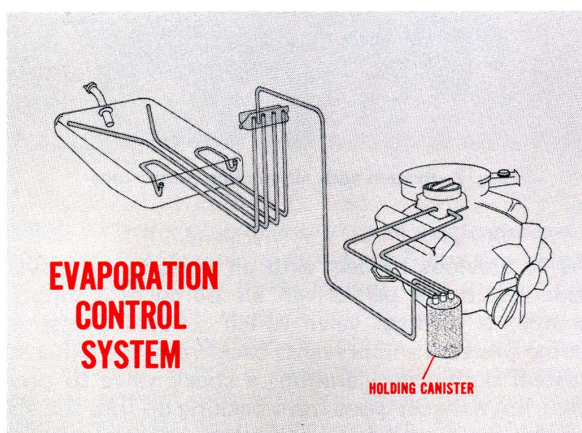


Fig. 3—System has improved canister

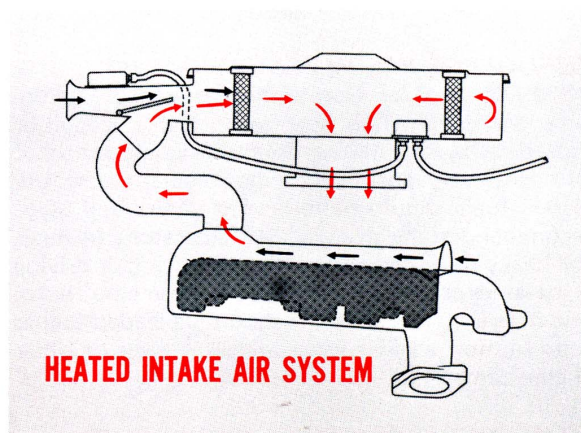


Fig. 5—Heated air provides warm-weather driveability

