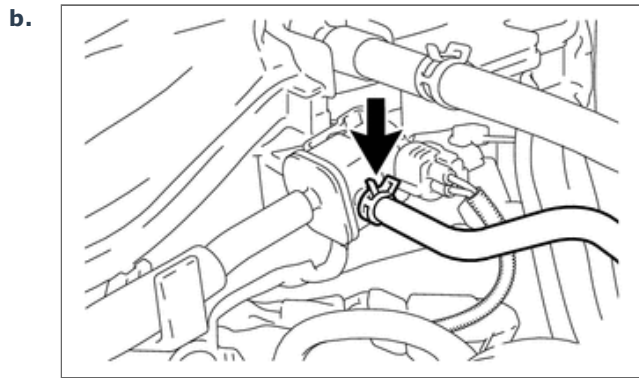


PROCEDURE

1.CHECK PURGE VSV

17650G

- a. Connect the GTS to the DLC3.



Slide the clamp and disconnect the No. 1 fuel vapor feed hose (connected to the charcoal canister assembly) from the purge VSV.

- c. Start the engine and turn the GTS main switch on.
- d. Enter the following menus: Powertrain / Engine and ECT / Active Test / Activate the VSV for Evap Control.
- Powertrain > Engine and ECT > Active Test**

Tester Display
Activate the VSV for Evap Control

Execute**OK:**

Tester Operation	Specified Condition
VSV is OFF	Purge VSV has no suction
VSV is ON	Purge VSV has suction

- e. Connect the No. 1 fuel vapor feed hose (connected to the charcoal canister assembly) to the purge VSV, and slide the clamp to secure the hose.

2.INSPECT FUEL CUT-OFF RPM

- a. Start and warm up the engine.
- b. Increase the engine speed to at least 3500 rpm.
- c. Use a sound scope to check for fuel injector assembly operation noise.
- d. Check that when the accelerator pedal is released, the fuel injector assembly operation noise stops momentarily and then resumes.
If the result is not as specified, check the fuel injector assembly, wiring and ECM.

3.VISUALLY INSPECT HOSES, CONNECTIONS AND GASKETS

- a. Check that there are no cracks, leaks or damage.

NOTICE:

- Detachment or other problems with the engine oil level dipstick, oil filler cap sub-assembly, PCV hose and other components may cause the engine to run improperly.
- Air suction caused by disconnections, looseness or cracks in the parts of the air induction system between the throttle body with motor assembly and cylinder head sub-assembly will cause engine failure or engine malfunctions.

If the result is not as specified, replace parts as necessary.



4.CHECK HOSES AND CONNECTORS

- a. Visually check for loose connections, sharp bends or damage.



5.CHECK FUEL TANK ASSEMBLY

77100

- a. Visually check for deformation, cracks or fuel leakage.