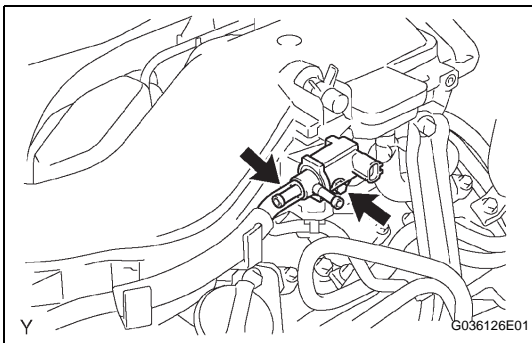
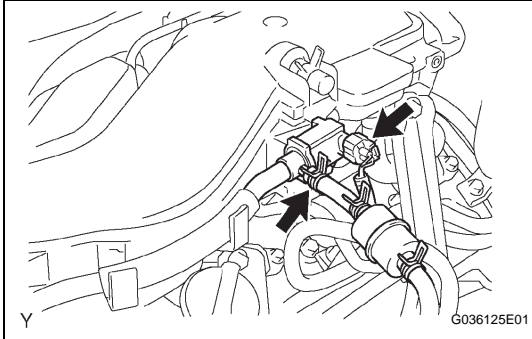


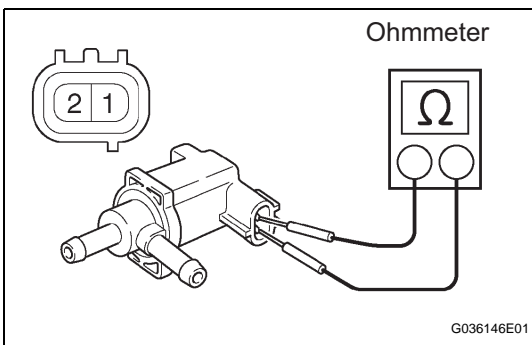
# DUTY VACUUM SWITCHING VALVE

## REMOVAL

1. DISCONNECT CABLE FROM NEGATIVE BATTERY TERMINAL
2. REMOVE V-BANK COVER (See page [ES-414](#))
3. REMOVE DUTY VACUUM SWITCHING VALVE
  - (a) Disconnect the connector.
  - (b) Disconnect the fuel vapor feed hose.



- (c) Remove the bolt, then separate the vacuum switching valve from the intake air surge tank.
- (d) Disconnect the hose, then remove the vacuum switching valve.



## INSPECTION

1. INSPECT DUTY VACUUM SWITCHING VALVE
  - (a) Check the resistance.
    - (1) Using an ohmmeter, measure the resistance between the terminals.

### Standard

Tester Connection	Specified Condition
1 - 2	26 to 30 $\Omega$ at 20°C (68°F)

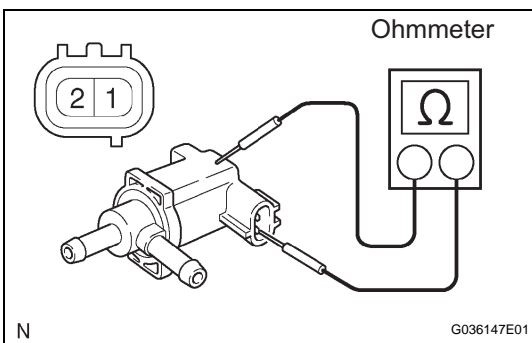
If the result is not as specified, replace the vacuum switching valve No. 1.

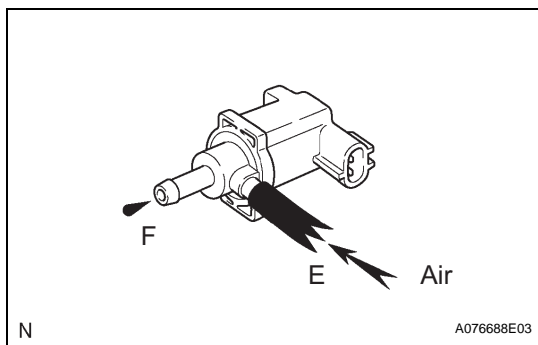
- (b) Check the vacuum switching valve No. 1 for ground.
  - (1) Using an ohmmeter, check the resistance between each terminal and the body.

### Standard

Tester Connection	Specified Condition
1 - Body	10 M $\Omega$ or higher
2 - Body	10 M $\Omega$ or higher

If the result is not as specified, replace the vacuum switching valve No. 1.

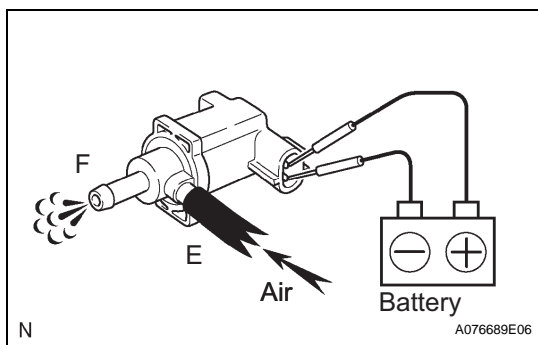




(c) Check the operation.

- (1) Check that air does not flow from port E to port F.

If the operation is not as specified, replace the vacuum switching valve No. 1.



- (2) Apply battery voltage across the terminals.

- (3) Check that air flows from port E to port F.

If the operation is not as specified, replace the vacuum switching valve No. 1.