

GENERAL INFORMATION

EXHAUST EMISSION CONTROL SYSTEM (SECONDARY AIR SUPPLY SYSTEM)

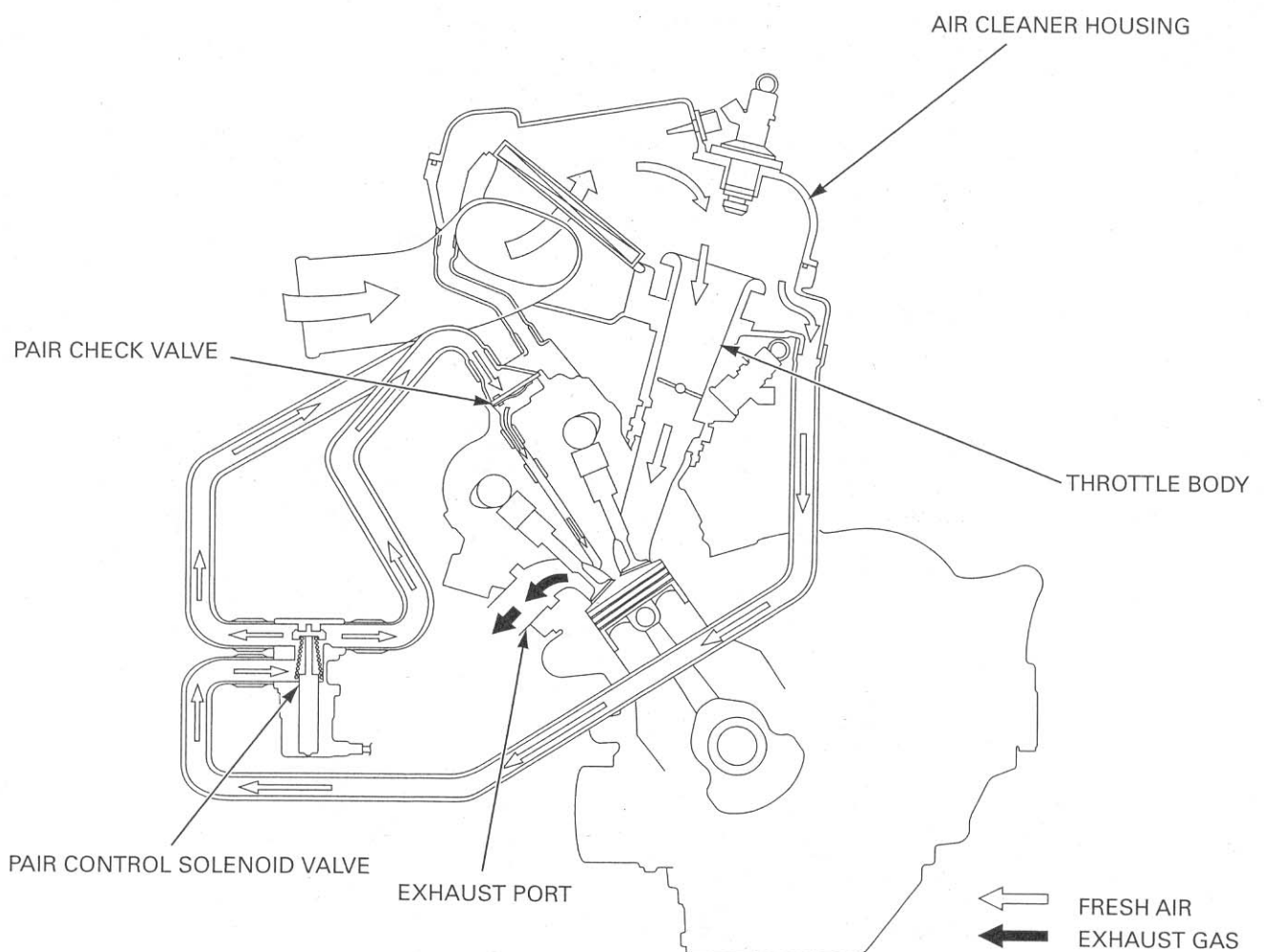
The exhaust emission control system is composed of a lean fuel injection setting, and no adjustments should be made except idle speed adjustment with the throttle stop screw. The exhaust emission control system is separate from the crank case emission control system.

The exhaust emission control system consists of a secondary air supply system which introduces filtered air into the exhaust gases in the exhaust port. Fresh air is drawn into the exhaust port by the function of the PAIR (Pulse Secondary Air Injection) control valve.

This charge of fresh air promotes burning of the unburned exhaust gases and changes a considerable amount of hydrocarbons and carbon monoxide into relatively harmless carbon dioxide and water vapor.

The reed valve prevents reverse air flow through the system. The PAIR control valve is operated by the solenoid valve. The solenoid valve is controlled by the PGM-FI unit, and the fresh air passage is opened/closed according to running conditions (ECT/IAT/TP/MAP sensor and engine revolution).

No adjustments to the secondary air supply system should be made, although periodic inspection of the components is recommended.



California type only:

The California type is equipped with two three-way warm-up catalytic converters, a three-way catalytic converter, and a heated oxygen sensor.

The three-way catalytic converters are in the exhaust system. Through chemical reactions, they convert HC, CO, and NO_x in the engine's exhaust to carbon dioxide (CO₂), dinitrogen (N₂), and water vapor.

No adjustment to these systems should be made although periodic inspection of the components is recommended.