

Fig. 2-84. Venting filter, early prod.
 1. Connection to inlet duct
 2. Connection from expansion container
 3. Attaching screw

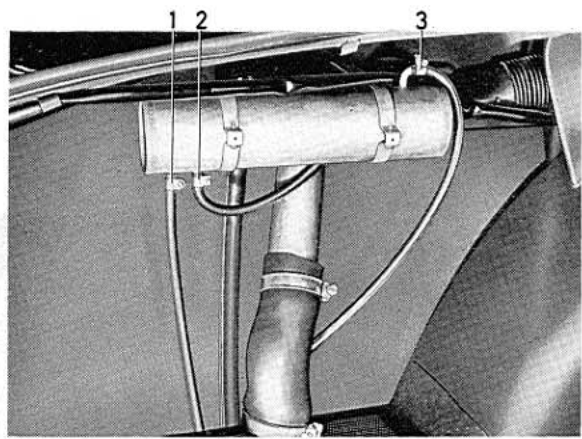


Fig. 2-86. Expansion container
 1. Connection from tank
 2. Connection from filler tube
 3. Connection to venting filter

GAS EVAPORATIVE CONTROL SYSTEM

Vehicles intended for the U.S.A. market are fitted with a gas evaporative control system, which prevents gas fumes from being released into the atmosphere. The system consists of an expansion cannister and a venting filter, which is filled with active carbon. Also included are the connection hoses between the various components. The venting filter is located behind the radiator grille, see Figs. 2-84 and 2-85. The expansion container is placed to the left in the luggage boot, next to the filler pipe, see Fig. 2-86.

Gas fumes forming in the hermetically sealed tank,

particularly during warm weather, are conveyed to the expansion container (2, Fig. 2-87) and from there to the venting filter (4) where they are mixed with the active carbon.

When the engine starts, air is drawn through the venting filter and into the engine via the inlet duct. Gas fumes stored in the active carbon are drawn by the air flow into the engine where they take part in the combustion.

The foam plastic filter at the bottom of the venting filter should be replaced after every 40 000 km (24 000 miles). To replace, slacken the screw (3, Fig. 2-84) and lift up the venting filter whereby the plastic filter can be changed.

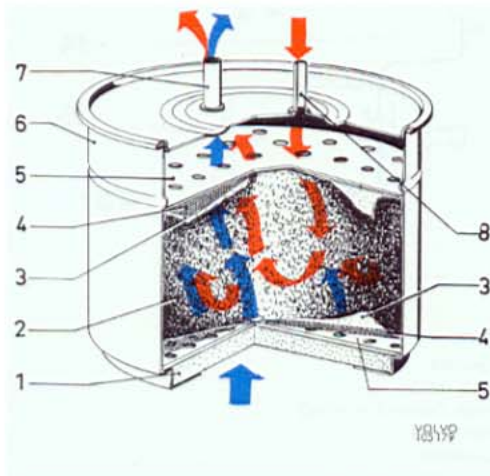


Fig. 2-85. Venting filter
 1. Foam plastic filter
 2. Active carbon
 3. Felt
 4. Wire gauze
 5. Perforated plate
 6. Cannister
 7. Connection to inlet duct
 8. Connection from expansion cannister

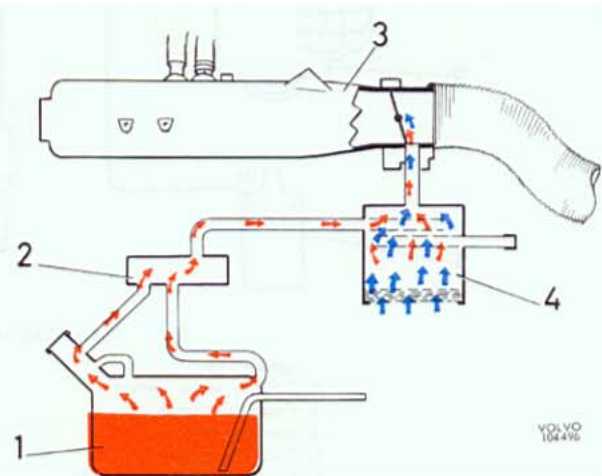


Fig. 2-87. Gas evaporative control system, principle
 1. Fuel tank
 2. Expansion container
 3. Inlet duct
 4. Venting filter