

CHRYSLER CORP.

DESCRIPTION

The fuel evaporation control system is designed to prevent raw fuel vapors from escaping into the atmosphere. This is a closed system (not vented) and consists of a special fuel tank with dome design, a vapor-liquid separator and 1 or 2 charcoal canisters for storage of raw fuel vapors.

NOTE — Models with a fuel capacity of less than 25 gallons use a single charcoal canister; models with a fuel capacity of more than 25 gallons use 2 charcoal canisters.

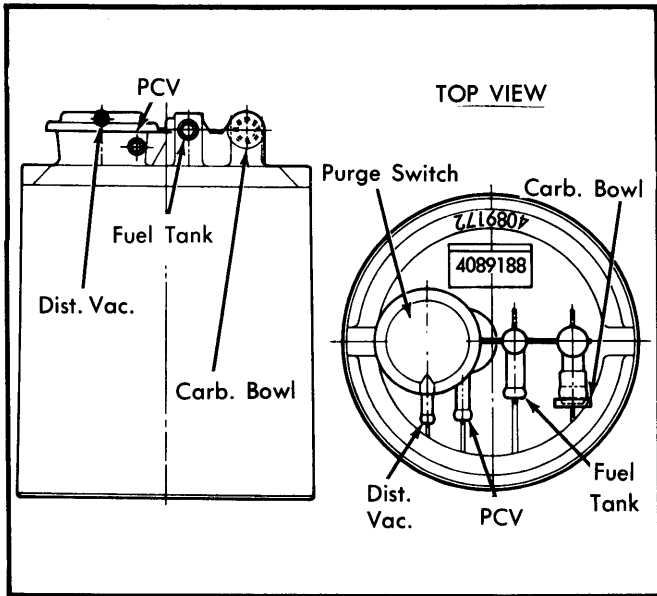


Fig. 1 Showing Secondary Charcoal Canister for Dual-Canister Systems

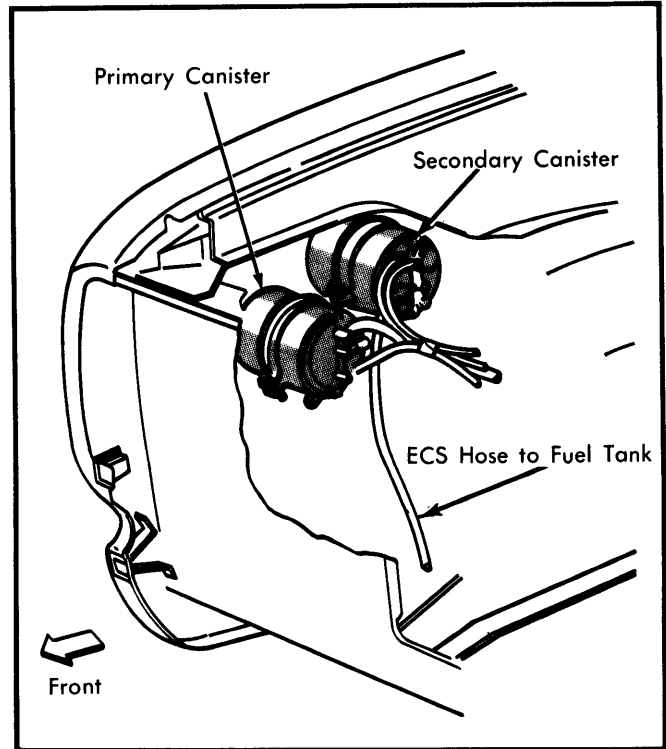


Fig. 3 Typical Dual Canister Mounting on "D" & "W" Models (Single Canister Similar)

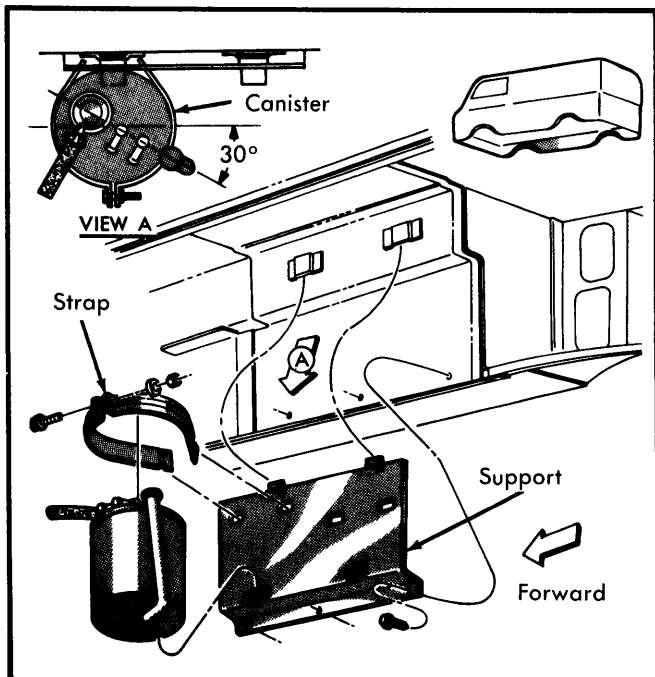


Fig. 2 Typical Single Canister Mounting on "B" & "PB" Models (Dual Canister Similar)

OPERATION

When fuel evaporates in the carburetor float chamber or fuel tank, vapors pass through vent hoses or tubes to the charcoal canister. Fuel vapors are held on the activated charcoal surface until they are drawn into the intake manifold when the engine is running. A vacuum port in the carburetor base controls vapor flow to the engine.

On the two-canister system, fuel vapors from the primary canister are purged through the carburetor port. Vapors from the secondary canister are purged through the PCV hose to the carburetor using a distributor vacuum signal applied to the purge switch.

MAINTENANCE

There is no required service on the fuel evaporation control system except replacement of the filter element in the charcoal canister. Replace filters every 18,000 miles on Heavy Duty emission models (over 8,500 lbs. GVW). On all other models replace filter every 30,000 miles.

1980 Fuel Evaporation Systems

CHRYSLER CORP. (Cont.)

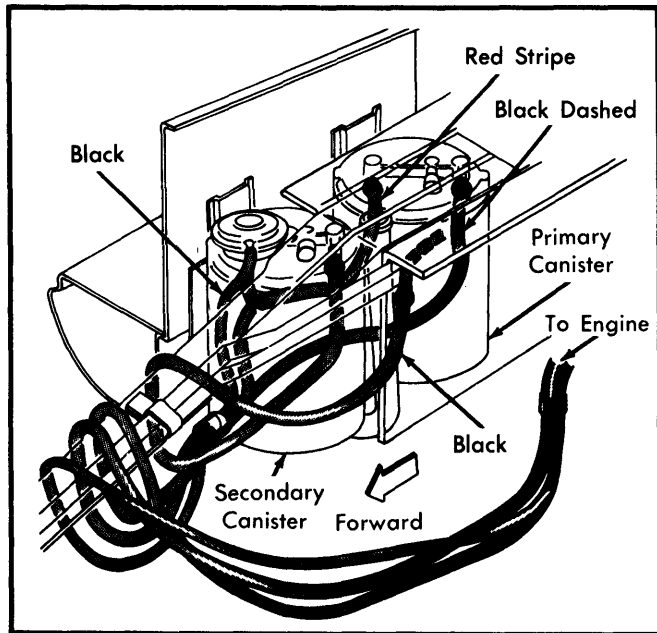


Fig. 4 Typical Vapor Hose Routing for Dual Canister "B" & "PB" Models

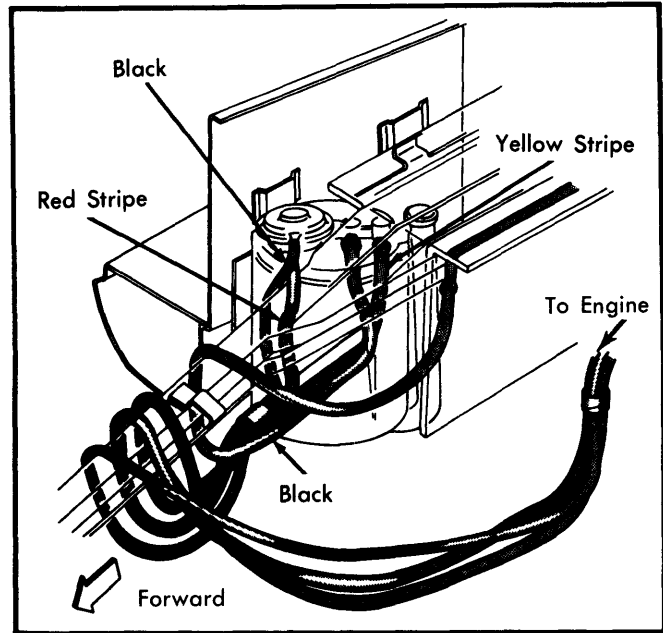


Fig. 5 Typical Vapor Hose Routing for Single Canister "B" & "PB" Models

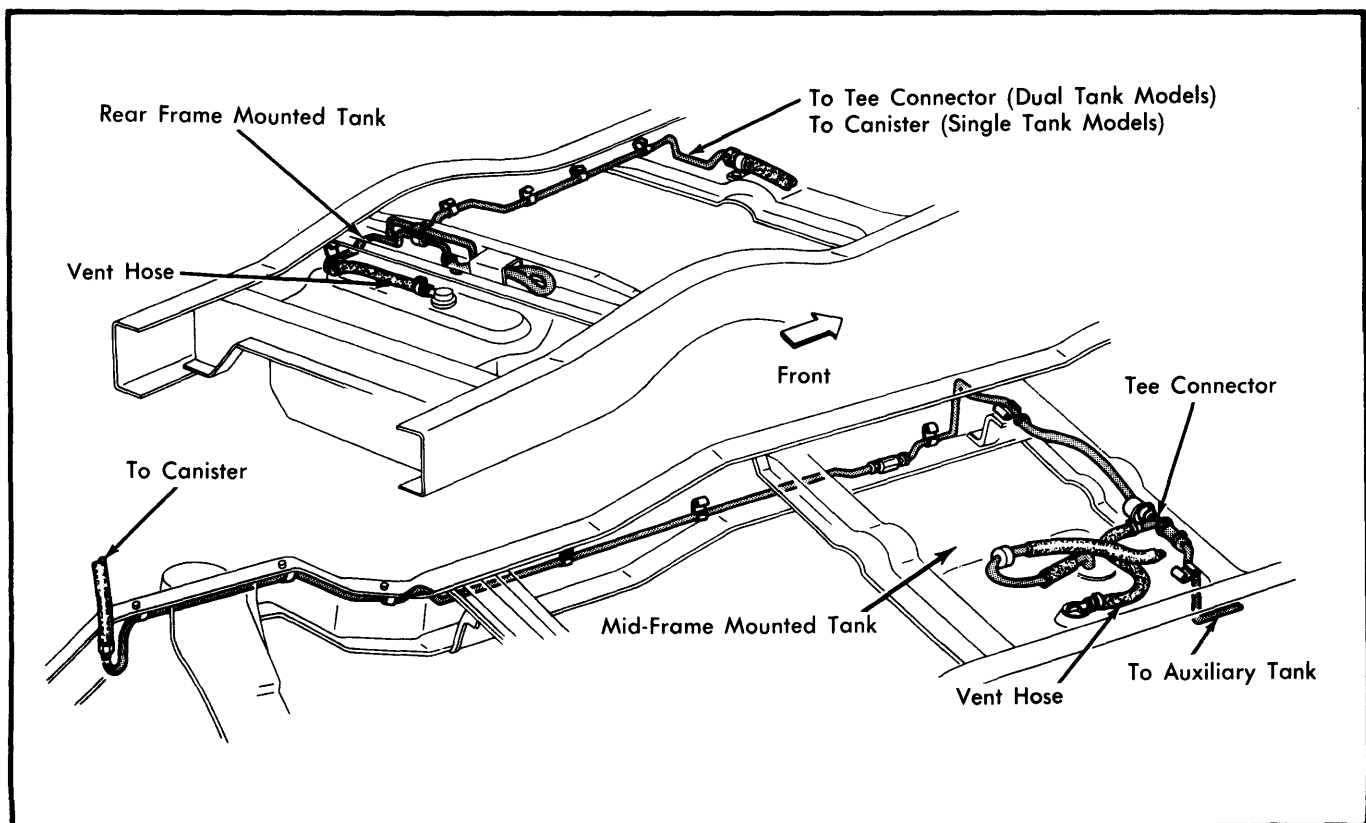


Fig. 6 Typical Evaporation Control System Hose Routing for "D" and "W" Models