

1974-79 EXHAUST EMISSION SYSTEMS

Honda Anti-Afterburn Valve

1979 Accord & Prelude

DESCRIPTION

The anti-afterburn valve is used on California and High Altitude manual transmission equipped models only. This valve supplies fresh air to the intake manifold when manifold vacuum suddenly increases, as during sudden deceleration. This leans out the air/fuel mixture and helps to maintain the proper mixture for complete combustion.

OPERATION

The anti-afterburn valve is sensitive only to sudden increases in vacuum. The length of time the valve stays open is controlled by a diaphragm that senses change in manifold vacuum. When manifold vacuum suddenly increases, as during sudden deceleration, the diaphragm/valve unit is pulled downward. Air flow from the air chamber to the sensing chamber is restricted by an orifice, creating a pressure differential on the diaphragm, which holds the valve open. This unbalanced condition lasts for a few seconds until the pressure in both chambers is equalized by air entering through the orifice, then the spring pushes the diaphragm up, closing the valve.

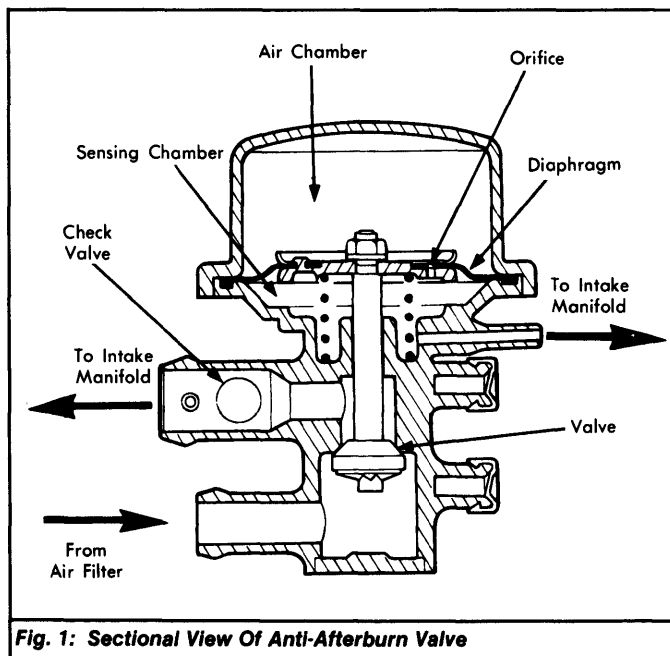


Fig. 1: Sectional View Of Anti-Afterburn Valve

TESTING

ANTI-AFTERBURN VALVE

- 1) Remove air cleaner cover. Start engine and allow it to idle. Place finger over air inlet tube and check for vacuum. There should be no vacuum. If vacuum is felt, replace anti-afterburn valve and repeat test.
- 2) If there is no vacuum, raise engine speed to 3500 RPM and quickly close throttle. Again check for vacuum at inlet tube. There should be vacuum as throttle closes.
- 3) If vacuum is felt, valve is okay. If vacuum is not felt, locate restriction or blockage and retest. If vacuum is still not felt, replace anti-afterburn valve and retest.

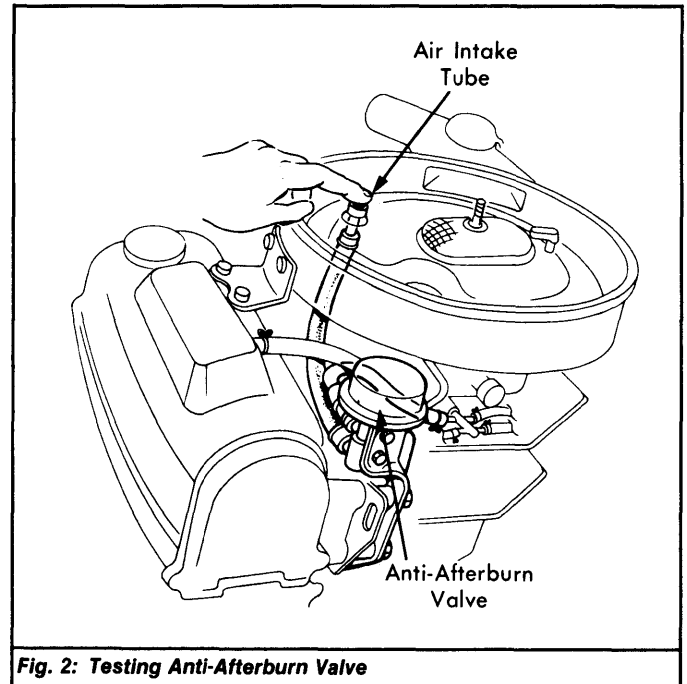


Fig. 2: Testing Anti-Afterburn Valve