

1974-79 EXHAUST EMISSION SYSTEMS

Mazda Reed Valve Air Injection

3-297

1979 GLC (Exc. Calif. With Auto. Trans.)
1979 626 (All Models)
1979 B2000 (Exc. Calif.)

NOTE: For 1974-78 models, see **AIR INJECTION SYSTEMS** article in this section. The 1979 California B2000 and automatic transmission equipped GLC, use an air pump type air injection system. See **MAZDA AIR PUMP AIR INJECTION SYSTEM** article in this section.

DESCRIPTION

This air injection system uses a reed valve which allows fresh air into exhaust manifold according to exhaust system pulsations. System consists of reed valve(s), air silencer, and connecting hoses and pipes. See Fig. 1. A three-way catalytic converter is used to control HC, CO, and NOx exhaust emissions.

OPERATION

When exhaust system pressure pulse is less than atmospheric pressure, the reed valve is pushed open by incoming fresh air. When exhaust pressure pulse is greater than atmospheric pressure, reed valve is pushed closed and no fresh air enters system. This also acts as one-way flow control valve.

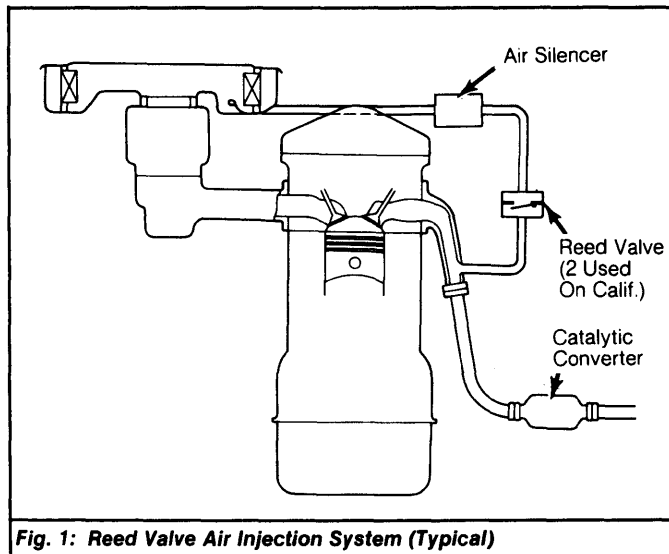


Fig. 1: Reed Valve Air Injection System (Typical)

TESTING

REED VALVE

- 1) With engine warmed to normal operating temperature, remove hose from inlet side (air cleaner side) of reed valve. At idle, air should be felt being sucked into reed valve (check by placing finger over valve inlet).
- 2) Increase speed to 1500 and hold finger over valve inlet. Check that no exhaust leakage is coming through valve. If so, replace valve.

CATALYTIC CONVERTER

Converter is equipped with a plug which may be removed for visual inspection of interior of converter. Check for burned condition, cracks and corrosion.

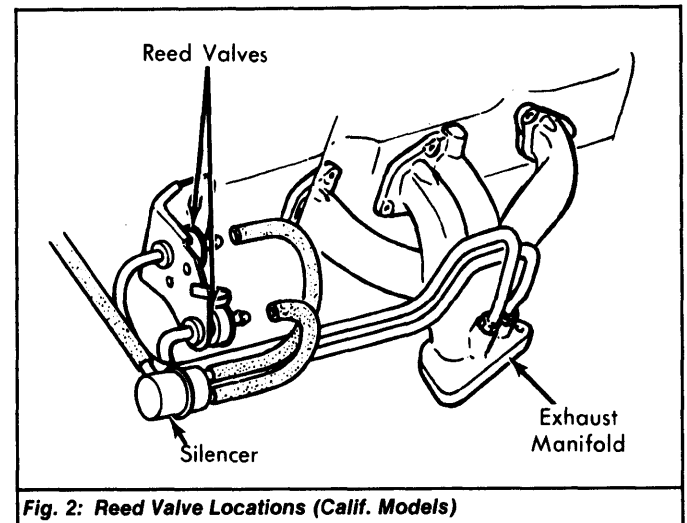


Fig. 2: Reed Valve Locations (Calif. Models)