

HONDA ANTI-AFTERBURN VALVE

Accord
Civic
Prelude

DESCRIPTION

The anti-afterburn valve is used on all 1300 engines, all Federal 1800 engines, and California 1800 engines with manual transmission. 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 maintain the proper mixture for complete combustion.

OPERATION

The anti-afterburn valve is sensitive only to sudden increases in vacuum; the length of time it 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 con-

dition 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.

TESTING

1) Remove air cleaner cover, then start engine and allow to idle. Place finger over air inlet tube and check for vacuum. There should be no vacuum.

- If there is no vacuum, proceed to next step.
- If vacuum is felt, replace anti-afterburn valve and repeat test.

2) Quickly raise engine speed to 3500 RPM and close throttle quickly. Again check for vacuum at inlet tube. There should be vacuum as throttle closes.

- 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.

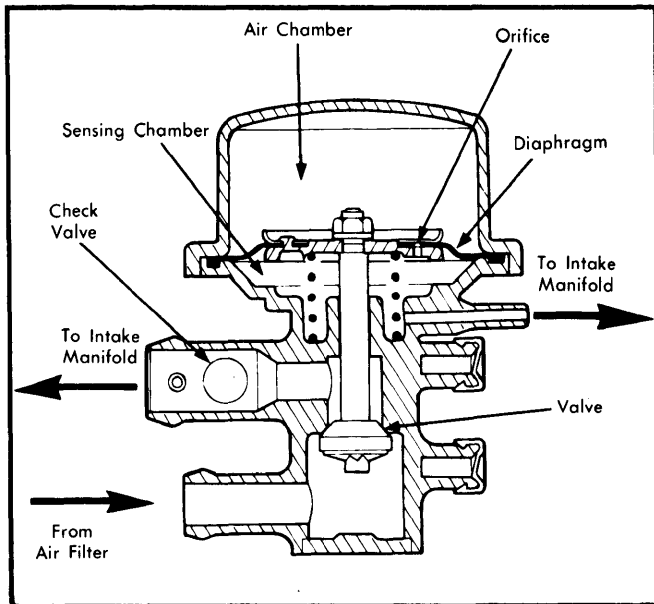


Fig 1 Sectional View of Honda CVCC Anti-Afterburn Valve

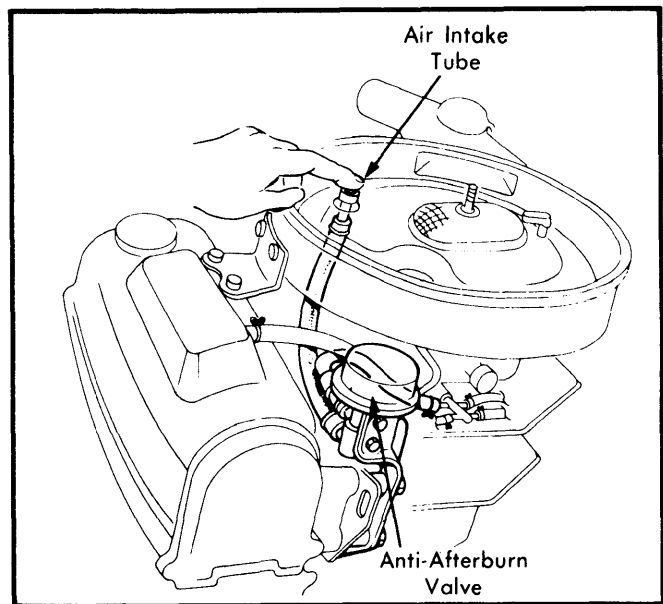


Fig. 2 Testing Anti-Afterburn Valve