TOYOTA MIXTURE CONTROL SYSTEM

Celica (Man. Trans.)
Corolla (Except Fed. Auto. Trans.)
Corona (Man. Trans.)
Tercel
Pickup (Calif.)

DESCRIPTION

This system controls emissions of HC and CO during sudden deceleration. This is accomplished through a mixture control valve which allows additional fresh air to enter the intake manifold when sudden deceleration (closed throttle) occurs.

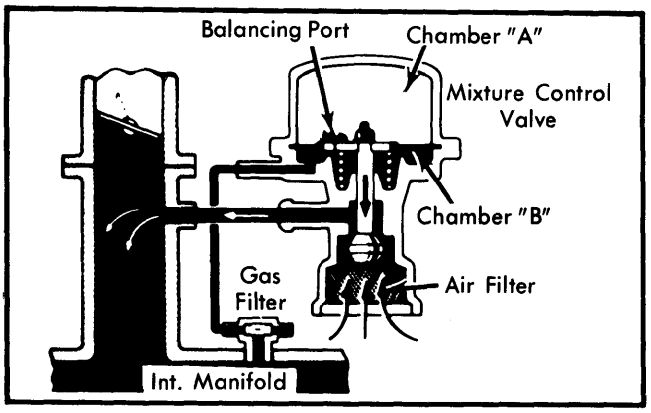

Fig. 1 Typical Mixture Control System

OPERATION

When sudden deceleration occurs, high manifold vacuum acts on the lower chamber ("B") of the mixture control valve. The valve opens and fresh air is drawn in through the lower side of the valve through a filter. This air is transmitted to the intake manifold where it helps maintain a balanced air/fuel mixture. After a few seconds, the vacuum in the upper chamber ("A") will balance vacuum in the lower chamber. The mixture control valve closes and no additional air is brought into the intake manifold (deceleration fuel control is then maintained by the throttle positioner or deceleration fuel cut system).

TESTING

1) Start engine. Disconnect vacuum sensing hose from mixture control valve and block hose.

2) Place hand over air inlet of mixture control valve. Vacuum should not be felt.

3) Now, check that vacuum is felt momentarily when hose is connected.

NOTE – *At this time, engine will develop rough idle or die. This is normal.*

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