## RENAULT

**Le Car**
**18i**

### DESCRIPTION

The Fuel Evaporation Control System is designed to prevent fuel vapors from escaping into the atmosphere. The system includes a fuel tank with non-vented cap, a vapor expansion tank with 2-way check valve, a return line with check valve, a charcoal canister with vacuum controlled purge valve, a float bowl vent line with solenoid vent valve (Le Car only) and a purge hose.

### OPERATION

#### LE CAR

When the engine is not running, fuel vapors that expand in the fuel tank pass through the expansion tank, check valves, and into the charcoal canister. Carburetor vapors are also routed to the canister when the engine is stopped or idling. When the throttle is moved off idle, the vent valve solenoid is energized and float bowl is vented to atmosphere.

At low engine loads, a ported vacuum line opens the canister purge valve, and intake manifold vacuum pulls the stored vapors into the air cleaner and intake manifold. When engine load is high or throttle wide open, vapors are routed through the intake manifold primarily.

The check valves in the expansion tank and fuel lines allow replacement air to enter the fuel tank as fuel is removed, and prevent fuel from escaping the tank should the car roll.

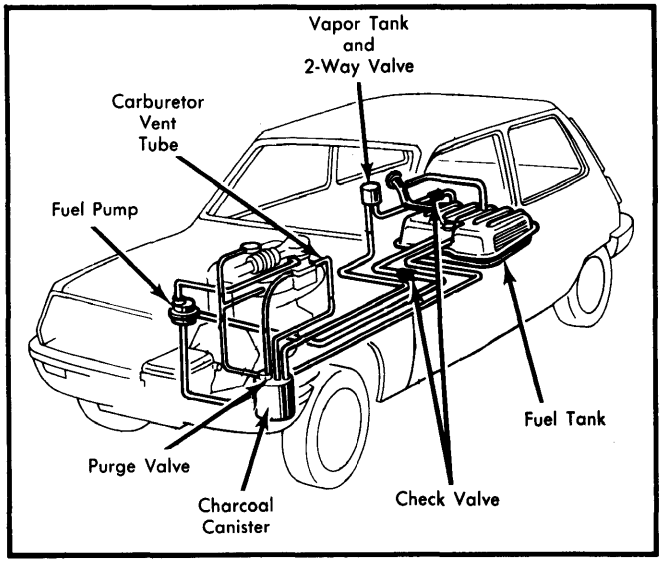


***Fig. 2 Le Car Fuel Evaporation Control System***

#### 18i

When the engine is not running, fuel tank vapors pass through the 2-way and 1-way valves into the canister. When the engine is started and throttle is opened above idle, the purge valve is opened and vapors are drawn into the intake manifold. The check valves in fuel lines allow vent air to enter the tank (to replace fuel being drawn out) and prevent leakage in case of rollover.

### MAINTENANCE

The system should be checked every 12,000 miles. The filter located at the air inlet of the charcoal canister should be cleaned at each service.

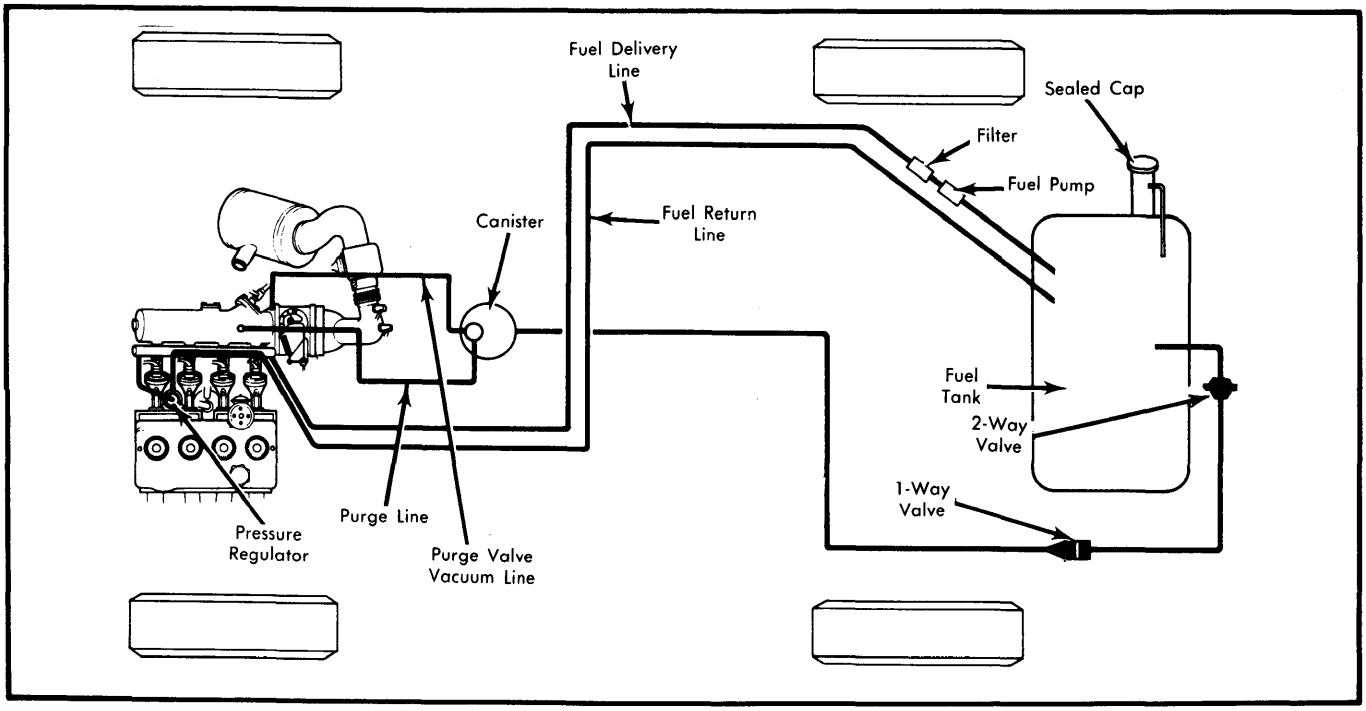


***Fig. 1 Renault 18i Evaporation Control System***