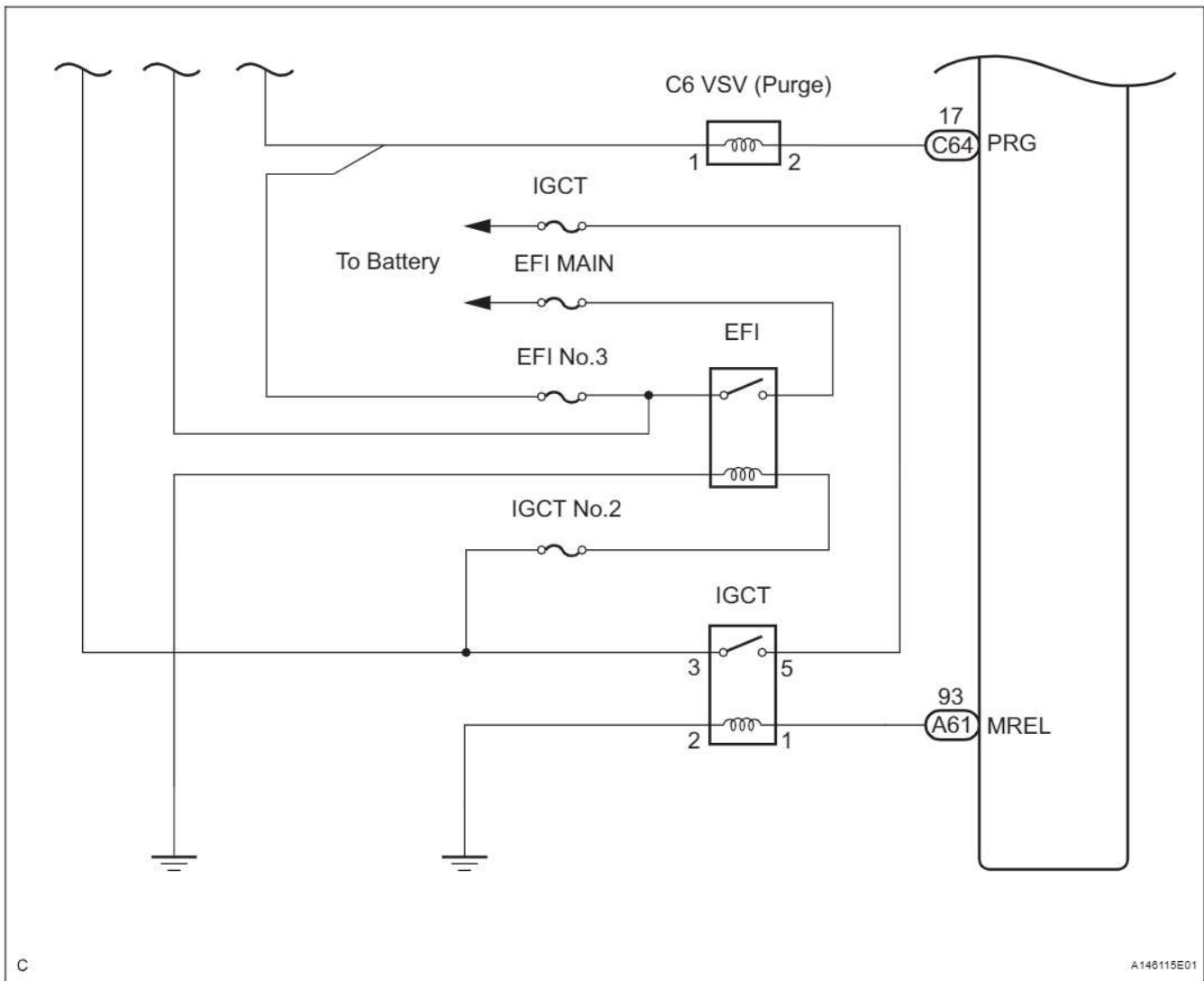


EC-4

2AZ-FXE EMISSION CONTROL – EMISSION CONTROL SYSTEM

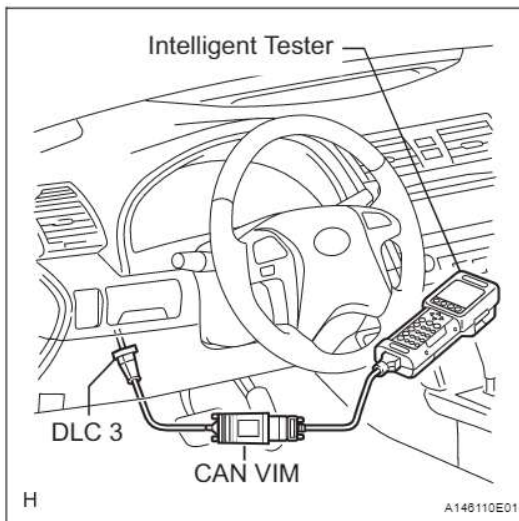


EC

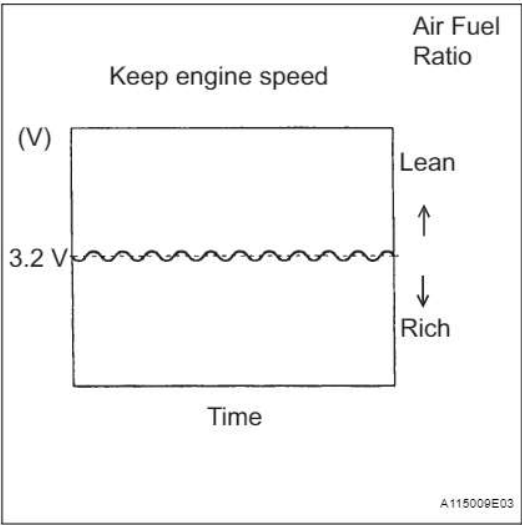
ON-VEHICLE INSPECTION

1. INSPECT AIR FUEL RATIO COMPENSATION SYSTEM

- Connect an intelligent tester to the Controller Area Network Vehicle Interface Module (CAN VIM). Then connect the CAN VIM to the Data Link Connector 3 (DLC3).
- Select "DATA LIST". Then select "AFS B1 S1", "AFS B2 S1", "O2S B1 S2" and "O2S B2 S2" to display the monitors.
- Set the vehicle to inspection mode. (See page [ES-35](#))
- Warm up the air fuel ratio sensor with the engine speed at 2,500 rpm for approximately 2 minutes.



2AZ-FXE EMISSION CONTROL – EMISSION CONTROL SYSTEM



- (e) Maintain the engine speed at 2,500 rpm and confirm that the displays of "AFS B1 S1" and "AFS B2 S1" are as shown in the illustration.
- HINT:
- The illustration may differ slightly from the display on the intelligent tester.
 - Only the intelligent tester displays the waveform of the air fuel ratio sensor.
- (f) Confirm that the displays of "O2S B1 S2" and "O2S B2 S2" change between 0 and 1 V with the engine speed at 2,500 rpm.

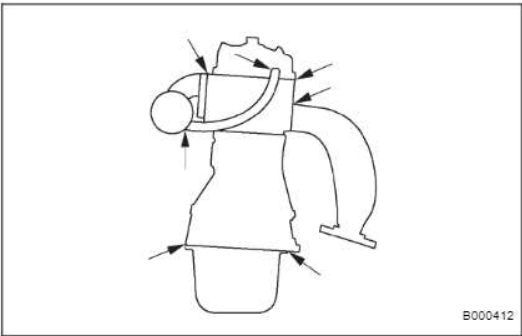
2. INSPECT FUEL CUT OFF / RESTART RPM

- (a) Increase the engine speed to at least 2,500 rpm.
- (b) Use a sound scope to check for injector operating sounds.
- (c) Check that when the throttle lever is released, injector operation sound stops momentarily (at 2,500 rpm) and then resumes (at 1,200 rpm).

Standard

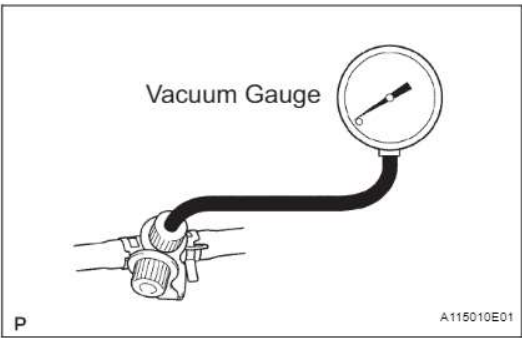
Item	Specified Condition
Fuel cut off rpm	1,800 rpm
Fuel injector restart rpm	1,500 rpm

EC



3. VISUALLY INSPECT HOSE, CONNECTIONS AND GASKETS

- (a) Check for cracks, leaks or damage.
- HINT:
- Separation of the engine oil dipstick, oil filler cap, PCV hose, etc. may cause the engine to run improperly. Disconnection, looseness or cracks in the parts of the air induction system between the throttle body and cylinder head will allow air suction and cause the engine to run improperly.

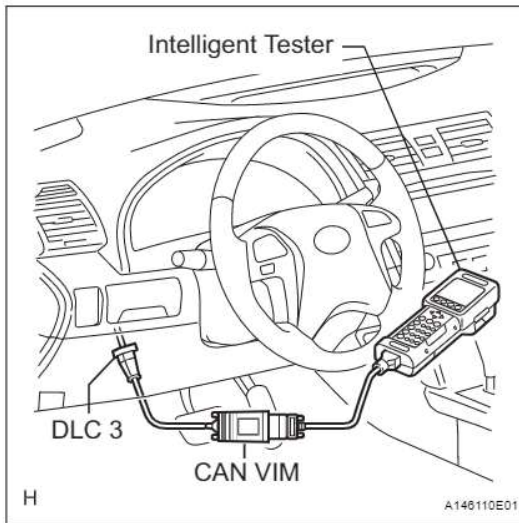


4. INSPECT EVAP SYSTEM LINE

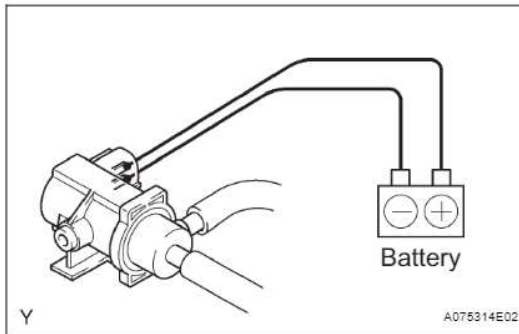
- (a) Warm up the engine to normal operating temperature and stop the engine.
- (b) Install a vacuum gauge (EVAP control system test equipment vacuum gauge) into the EVAP service port on the purge line.

EC-6

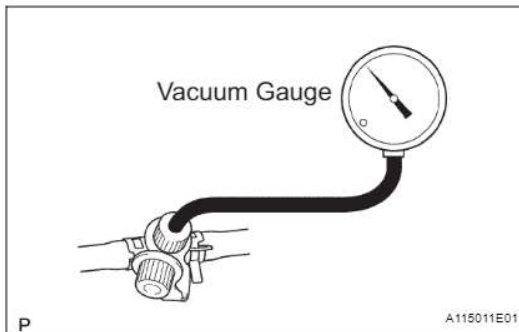
2AZ-FXE EMISSION CONTROL – EMISSION CONTROL SYSTEM



- (c) When using an intelligent tester: Force the VSV for EVAP to operate.
- (1) Connect an intelligent tester to the Controller Area Network Vehicle Interface Module (CAN VIM). Then connect the CAN VIM to the Data Link Connector 3 (DLC3).
 - (2) Start the engine.
 - (3) Turn the intelligent tester main switch on.
 - (4) Use the ACTIVE TEST mode on the intelligent tester to operate the VSV for the EVAP.



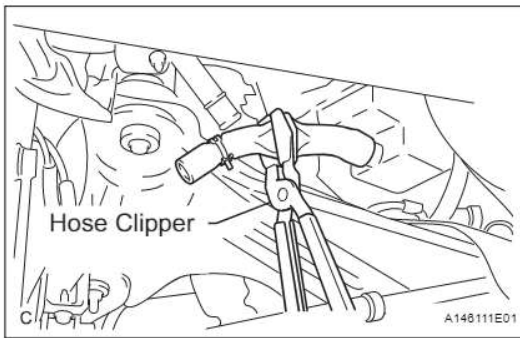
- (d) When not using an intelligent tester: Force the VSV for EVAP to operate.
- (1) Disconnect the VSV for EVAP connector.
 - (2) Connect the positive (+) and negative (-) leads from the battery to the VSV for EVAP terminals.
 - (3) Start the engine.



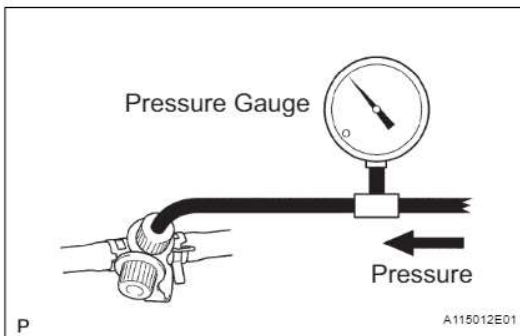
- (e) Check the vacuum.
- (1) Set the vehicle to inspection mode. (See page [ES-35](#))
- Vacuum:**
Maintain between 0.368 and 19.713 in.Hg (5 to 268 in.Ag) for over 5 seconds.
- HINT:**
 If the vacuum does not change, the hose connecting the VSV and the service port is loose or blocked, or the VSV is malfunctioning.
- (f) When using an intelligent tester: Conclude operation of the VSV for EVAP.
- (1) Stop the engine.
 - (2) Disconnect the intelligent tester from the DLC3.
- (g) When not using an intelligent tester: Conclude operation of the VSV for EVAP.
- (1) Stop the engine.
 - (2) Disconnect the positive (+) and negative (-) leads of the battery from the VSV for EVAP terminals.
 - (3) Connect the VSV for EVAP connector.
- (h) Disconnect the vacuum gauge from the EVAP service port on the purge line.
- (i) Connect a pressure gauge to the EVAP service port on the purge line.

2AZ-FXE EMISSION CONTROL – EMISSION CONTROL SYSTEM

EC-7



- (j) Check the pressure.
- (1) Disconnect the charcoal canister hose.
 - (2) Pinch the charcoal canister hose with the hose clipper to prevent air from entering into the canister passage.



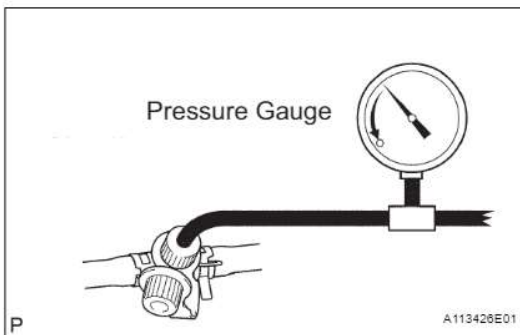
- (3) Apply pressure (13.5 to 15.5 in.Aq, 0.99 to 1.14 in.Hg) from the EVAP service port.

Pressure:

The gauge should still read over 7.7 in.Aq (0.57 in.Hg) for 2 minutes after the pressure is applied.

HINT:

If you cannot apply pressure, the hose connecting the VSV, charcoal canister and fuel tank has slipped off or the VSV is open.



- (4) Check if the pressure decreases when releasing the hose clipper while applying pressure.
- HINT:**
If the pressure does not decrease when the filler cap is removed, the hose connecting the service port and the fuel tank may be blocked.

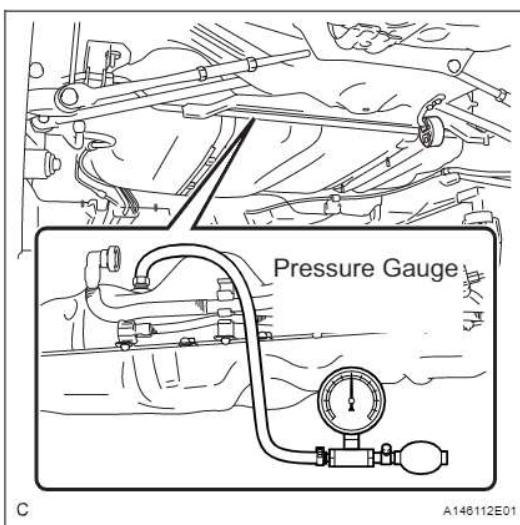
- (k) Disconnect the pressure gauge from the EVAP service port on the purge line.

5. CHECK AIR TIGHTNESS IN FUEL TANK AND FILLER PIPE

- (a) Press the lid switch to release the pressure in the fuel tank.
- (b) Check that the lid is opened.
- (c) Disconnect the vent line hose from the fuel tank.
- (d) Connect the pressure gauge to the fuel tank.
- (e) Apply pressure to the fuel tank to create an internal pressure of 4 kPa (41 gf/cm², 0.58 psi).
- (f) Check that the internal pressure of the fuel tank is maintained for 1 minute.
- (g) Check the connected portions of each hose and pipe.
- (h) Check the installed parts on the fuel tank.
If any malfunctions, damage or other problems are found, replace the fuel tank and filler pipe.
- (i) Reconnect the vent line hose to the fuel tank.

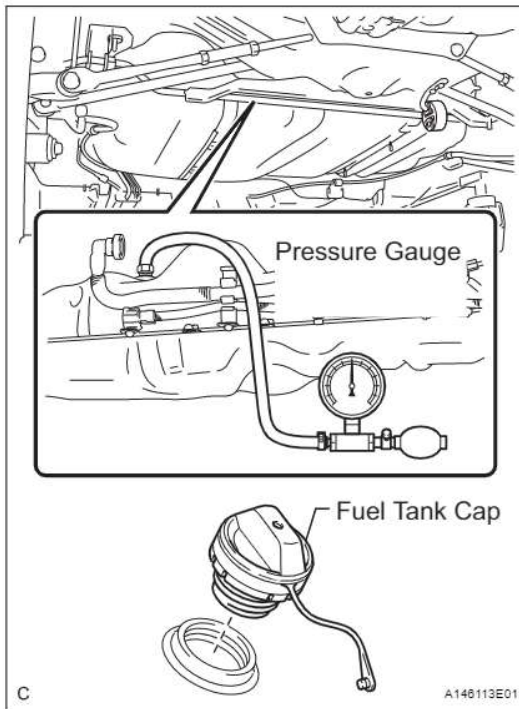
6. INSPECT FUEL CUT OFF VALVE AND FILL CHECK VALVE

- (a) Press the lid switch to release the pressure in the fuel tank.
- (b) Check that the lid is opened.

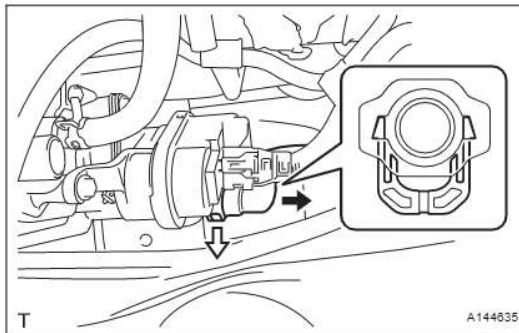


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2AZ-FXE EMISSION CONTROL – EMISSION CONTROL SYSTEM



- (c) Disconnect the vent line hose from the fuel tank.
- (d) Connect the pressure gauge to the fuel tank.
- (e) Fill the fuel tank with fuel.
- (f) Apply pressure of 4 kPa (41 gf/cm², 0.58 psi) to the vent port of the fuel tank.
HINT:
Check the amount of fuel in the fuel tank. When the fuel tank is full, the float valve of the fill check valve is closed and no air can pass through.
- (g) Remove the fuel tank cap, and check that the pressure drops.
If the pressure does not drop, replace the fuel tank assembly.
- (h) Reconnect the vent line hose to the fuel tank.



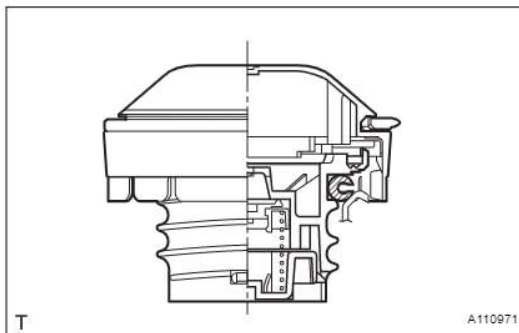
7. CHECK AIR INLET LINE

- (a) Disconnect the air inlet line hose from the charcoal canister.
- (b) Check that air can flow freely into the air inlet line.
If air cannot flow freely into the air inlet line, repair or replace it.
- (c) Reconnect the air inlet line hose to the charcoal canister.

INSPECTION

1. INSPECT FUEL TANK CAP ASSEMBLY

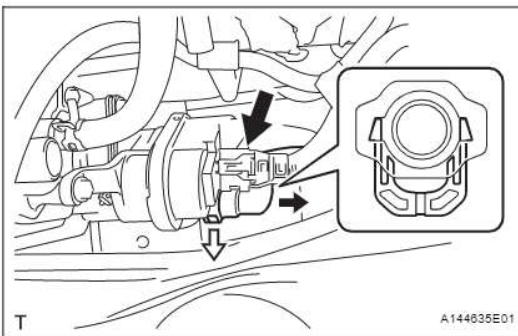
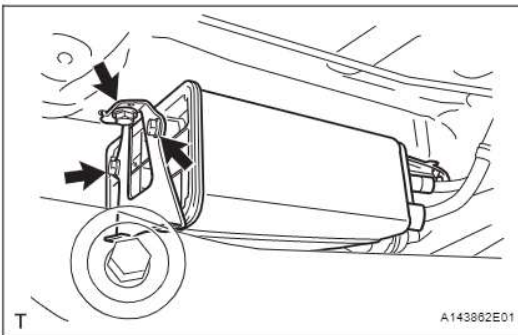
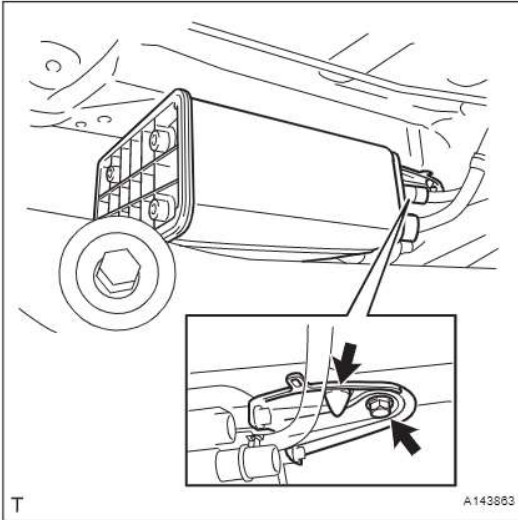
- (a) Visually check if the cap and gasket are deformed or damaged.
If necessary, replace the cap.



INSTALLATION

1. INSTALL CHARCOAL CANISTER ASSEMBLY

- (a) Install the charcoal canister bracket with the 2 bolts.
Torque: 5.4 N*m (55 kgf*cm, 48 in.*lbf)
- (b) Install the charcoal canister with the bolt and clip.
Torque: 39 N*m (398 kgf*cm, 29 ft.*lbf)



- (c) Install the charcoal canister bracket with the 3 bolts.
Torque: Body side
39 N*m (398 kgf*cm, 29 ft.*lbf)
Charcoal canister side
5.4 N*m (55 kgf*cm, 48 in.*lbf)
- (d) Connect the purge line hose.
- (e) Connect the wire harness clamp.
- (f) Connect the vapor pressure sensor connector.
- (g) Connect the charcoal canister filter sub-assembly.

2. INSTALL FUEL TANK ASSEMBLY

HINT:

(See page [FU-41](#))

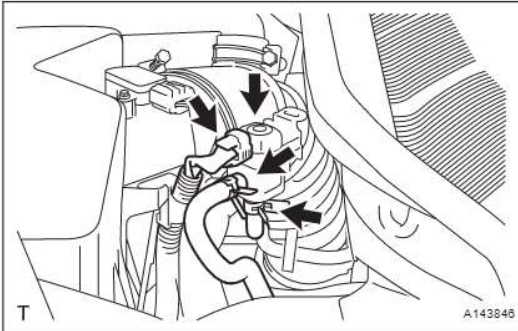
3. INSPECT FOR EXHAUST GAS LEAK

EC

INSTALLATION

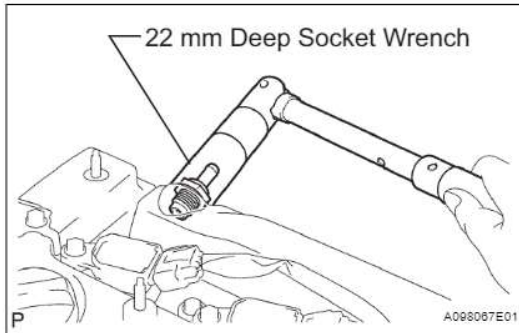
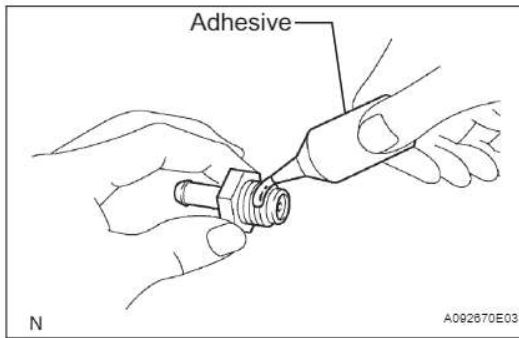
1. INSTALL VACUUM SWITCHING VALVE

- (a) Install the vacuum switching valve onto the air cleaner hose.
- (b) Connect the 2 purge line hoses to the vacuum switching valve.
- (c) Connect the vacuum switching valve connector.



EC-18

2AZ-FXE EMISSION CONTROL – VENTILATION VALVE



INSTALLATION

1. INSTALL VENTILATION VALVE SUB-ASSEMBLY

- (a) Apply adhesive to 2 or 3 threads of the ventilation valve.

Adhesive:

Toyota Genuine Adhesive 1324, Three Bond 1324 or equivalent

- (b) Using a 22 mm deep socket wrench, install the ventilation valve.

Torque: 19 N*m (194 kgf*cm, 14 ft.*lbf)

NOTICE:

Do not start the engine within 1 hour after installation.

- (c) Connect the ventilation hose.

2. INSPECT FOR EXHAUST GAS LEAK

3. INSTALL NO. 1 ENGINE COVER SUB-ASSEMBLY
(See page [EM-114](#))4. INSTALL BRAKE MASTER CYLINDER RESERVOIR
SUB-ASSEMBLY (See page [ES-383](#))

EC

2AZ-FXE EMISSION CONTROL – FUEL TANK PRESSURE SENSOR

EC-21

INSTALLATION

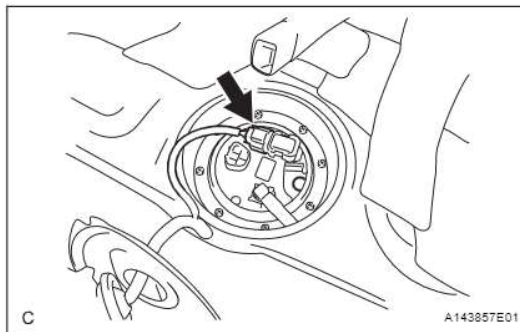
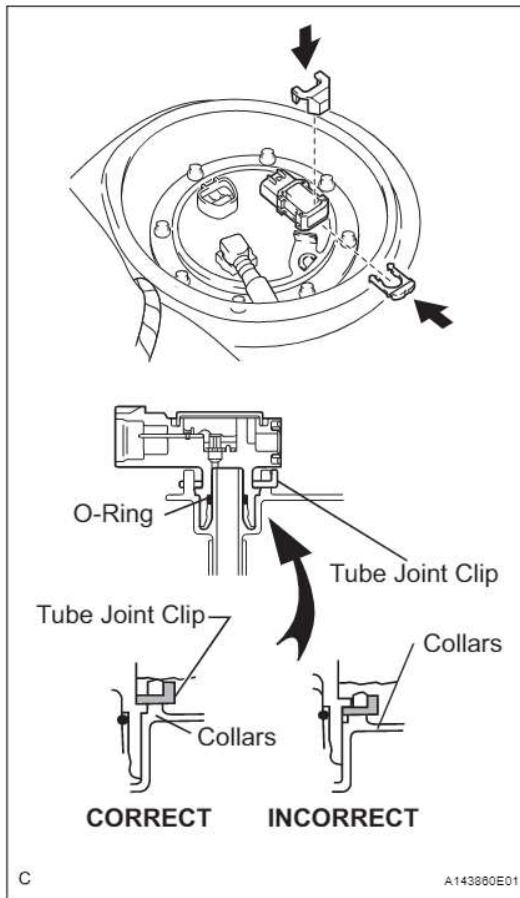
1. INSTALL VAPOR PRESSURE SENSOR ASSEMBLY

- (a) Install the vapor pressure sensor assembly with the tube joint clip and cover.

NOTICE:

- Check that there are no scratches or foreign objects on the connecting part.
- Check that the vapor pressure sensor assembly is inserted securely.
- Check that the tube joint clip is on the collar of the vapor pressure sensor assembly.
- After installing the tube joint clip, check that the fuel tube joint is pulled off.

EC



- (b) Connect the connector.

2. INSTALL REAR FLOOR SERVICE HOLE COVER (See page [FU-32](#))
3. INSTALL REAR SEAT CUSHION ASSEMBLY (See page [SE-55](#))
4. INSTALL FUEL TANK CAP ASSEMBLY
HINT:
(See page [FU-41](#))

EC-24

2AZ-FXE EMISSION CONTROL – AIR FUEL RATIO SENSOR

INSTALLATION

1. INSTALL AIR FUEL RATIO SENSOR

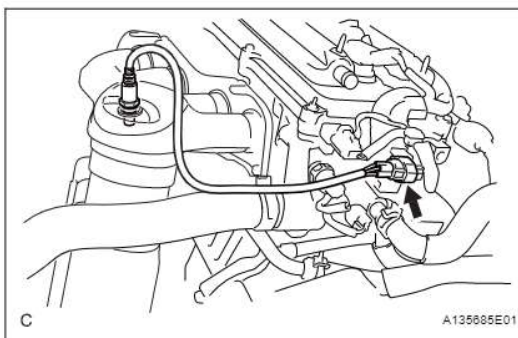
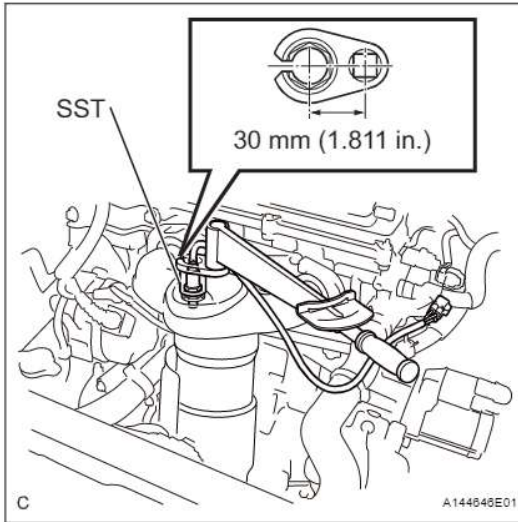
- (a) Temporarily tighten the air fuel ratio sensor.

NOTICE:**Do not damage the air fuel ratio sensor.**

- (b) Using SST, fully tighten the air fuel ratio sensor.

SST 09224-00010**Torque: 44 N*m (449 kgf*cm, 32 ft.*lbf)****NOTICE:**

The torque shown above should be used for tightening without using SST. When the SST is used for tightening, the torque should be calculated based on the length of the SST (See page [IN-5](#)).



- (c) Connect the air fuel ratio sensor connector.

2. INSTALL AIR CLEANER INLET ASSEMBLY (See page [EM-113](#))

3. INSPECT FOR EXHAUST GAS LEAK

EC

INSTALLATION

1. INSTALL HEATED OXYGEN SENSOR

- (a) Temporarily tighten the heated oxygen sensor.

NOTICE:

Do not damage the heated oxygen sensor.

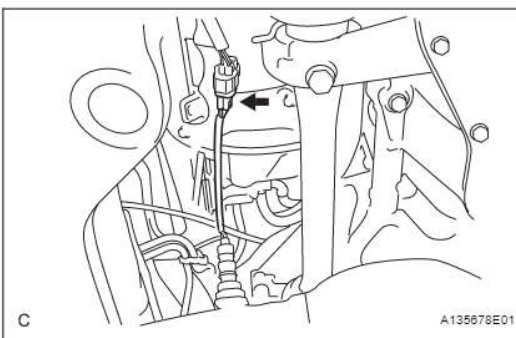
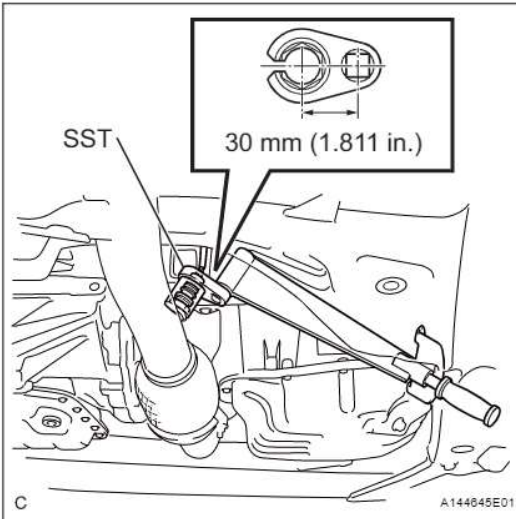
- (b) Using SST, fully tighten the heated oxygen sensor.

SST 09224-00010

Torque: 44 N*m (449 kgf*cm, 32 ft.*lbf)

NOTICE:

The torque shown above should be used for tightening without using SST. When the SST is used for tightening, the torque should be calculated based on the length of the SST (See page [IN-5](#)).



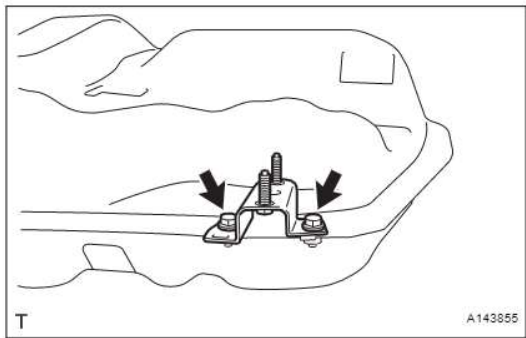
- (c) Connect the heated oxygen sensor connector.

2. INSPECT FOR EXHAUST GAS LEAK

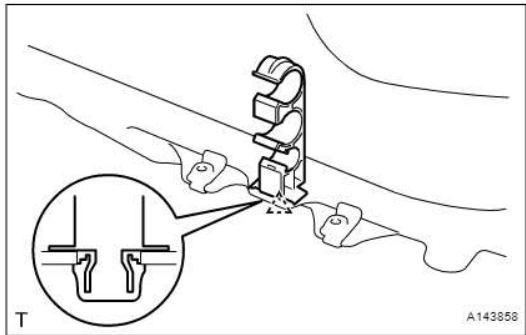
EC

EC-30

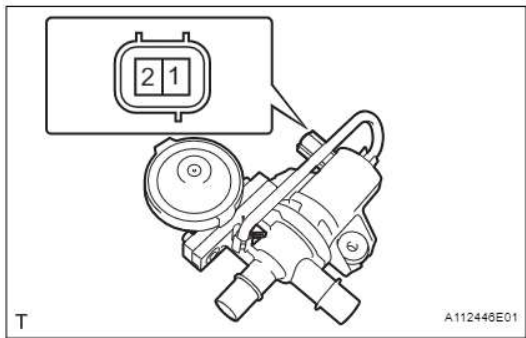
2AZ-FXE EMISSION CONTROL – FUEL VAPOR CONTAINMENT VALVE



3. REPLACE FUEL SOLENOID VALVE RETURN BRACKET
- (a) Remove the 2 bolts and fuel solenoid valve return bracket.
 - (b) Remove the 2 clip nuts.



4. REMOVE NO. 1 FUEL TUBE CLAMP
- (a) Disconnect the clamp to remove the No. 1 fuel tube clamp.



INSPECTION

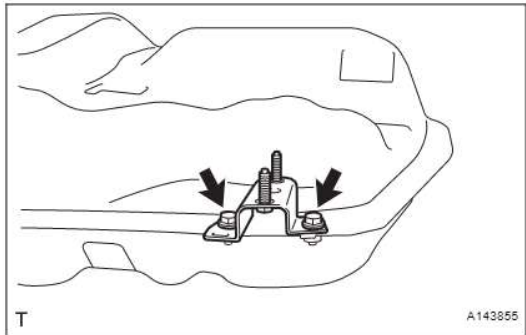
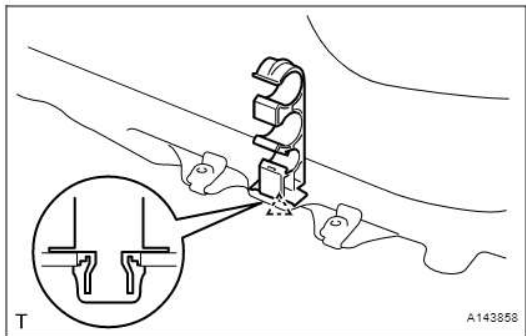
1. INSPECT FUEL VAPOR CONTAINMENT VALVE
- (a) Check the fuel vapor containment valve.
 - (1) Measure the resistance.
- Standard resistance

Tester connection	Specified Condition
1 - 2	25 to 30 Ω at 20°C (68°F)

If the resistance is not as specified, replace the fuel vapor containment valve.

INSTALLATION

1. INSTALL NO. 1 FUEL TUBE CLAMP
- (a) Connect the clamp to install the No. 1 fuel tube clamp.
2. INSTALL FUEL SOLENOID VALVE RETURN BRACKET
- (a) Install the 2 clip nuts.

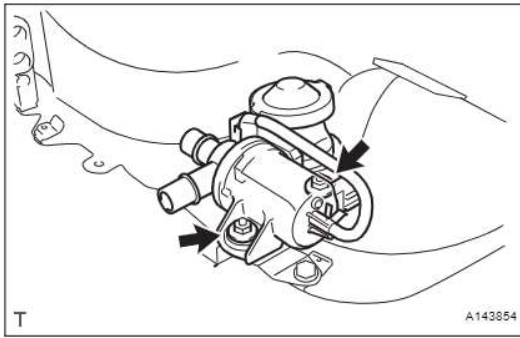


- (b) Install the fuel solenoid valve return bracket with the 2 bolts.

Torque: 5.4 N*m (55 kgf*cm, 48 in.*lbf)

2AZ-FXE EMISSION CONTROL – FUEL VAPOR CONTAINMENT VALVE

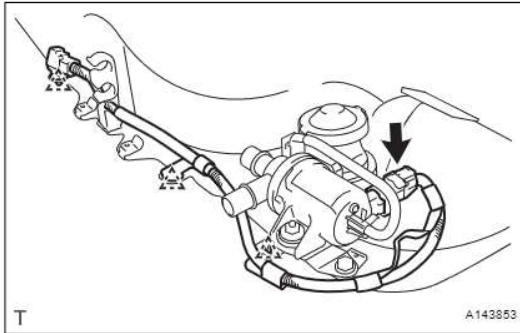
EC-31



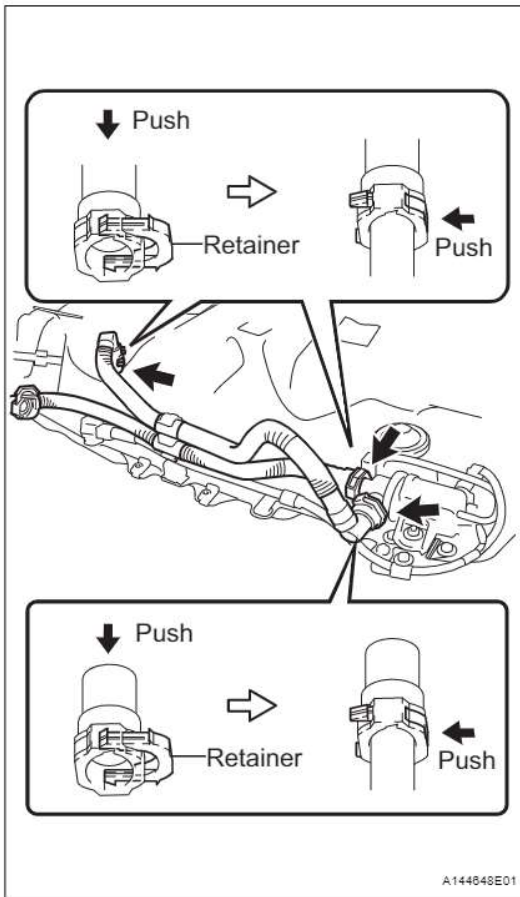
3. INSTALL FUEL VAPOR CONTAINMENT VALVE

- (a) Install the fuel vapor containment valve with the 2 nuts.

Torque: 8.0 N*m (82 kgf*cm, 71 in.*lbf)



- (b) Connect the fuel vapor containment valve connector and 3 clips to install the wire harness.



- (c) Connect the 2 fuel tank vent hoses.

- (1) Push the quick connector into the pipe and push up the retainer so that the claws engage.

NOTICE:

- Before connecting the tube, make sure that it is not damaged. Make sure that there is no dirt present on the connecting surfaces.
- After connecting, check if the quick connector and the charcoal canister are securely connected by pulling on them.

4. INSTALL FUEL TANK ASSEMBLY

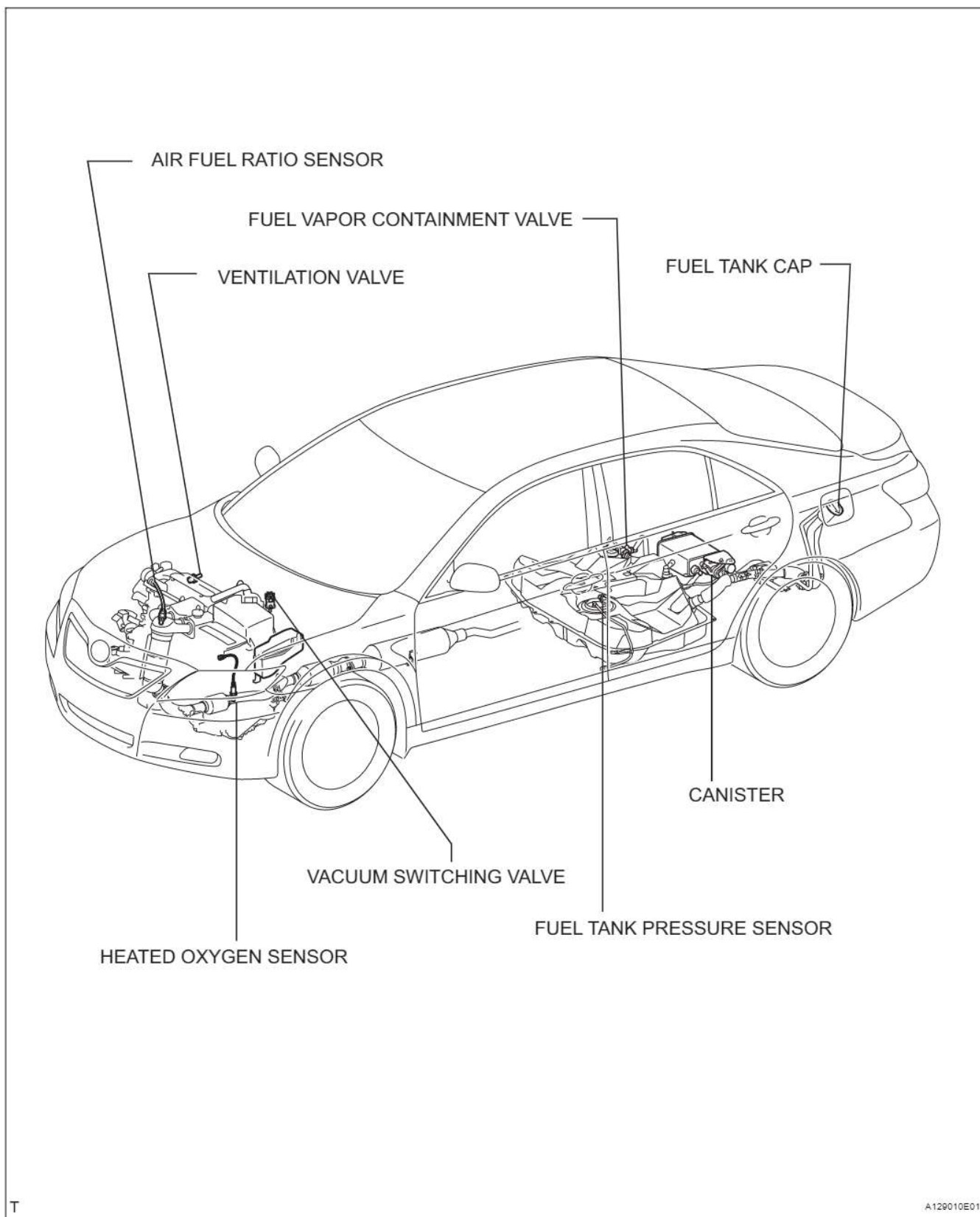
HINT:

(See page [FU-41](#))

EC

EMISSION CONTROL SYSTEM

PARTS LOCATION

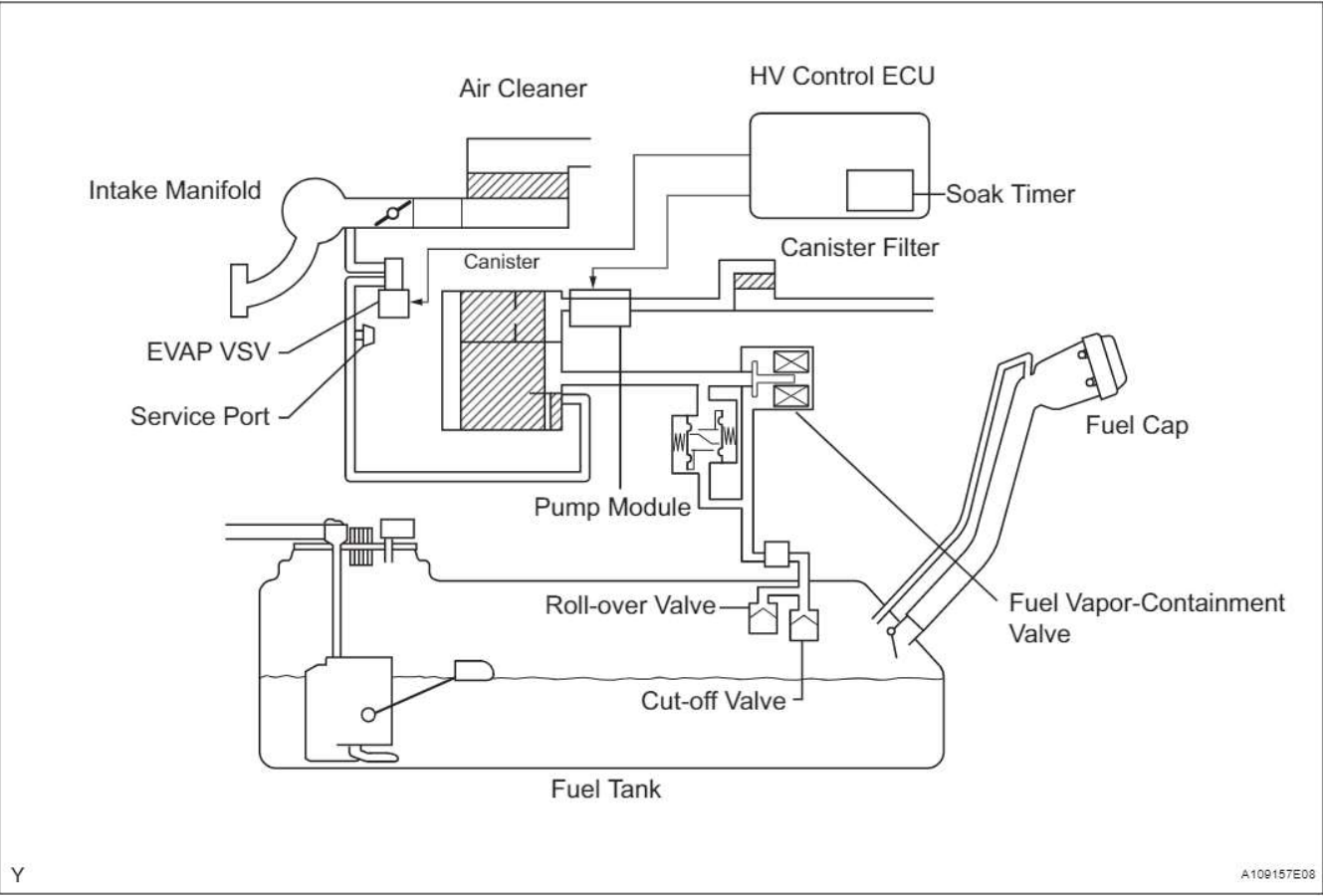


EC

EC-2

2AZ-FXE EMISSION CONTROL – EMISSION CONTROL SYSTEM

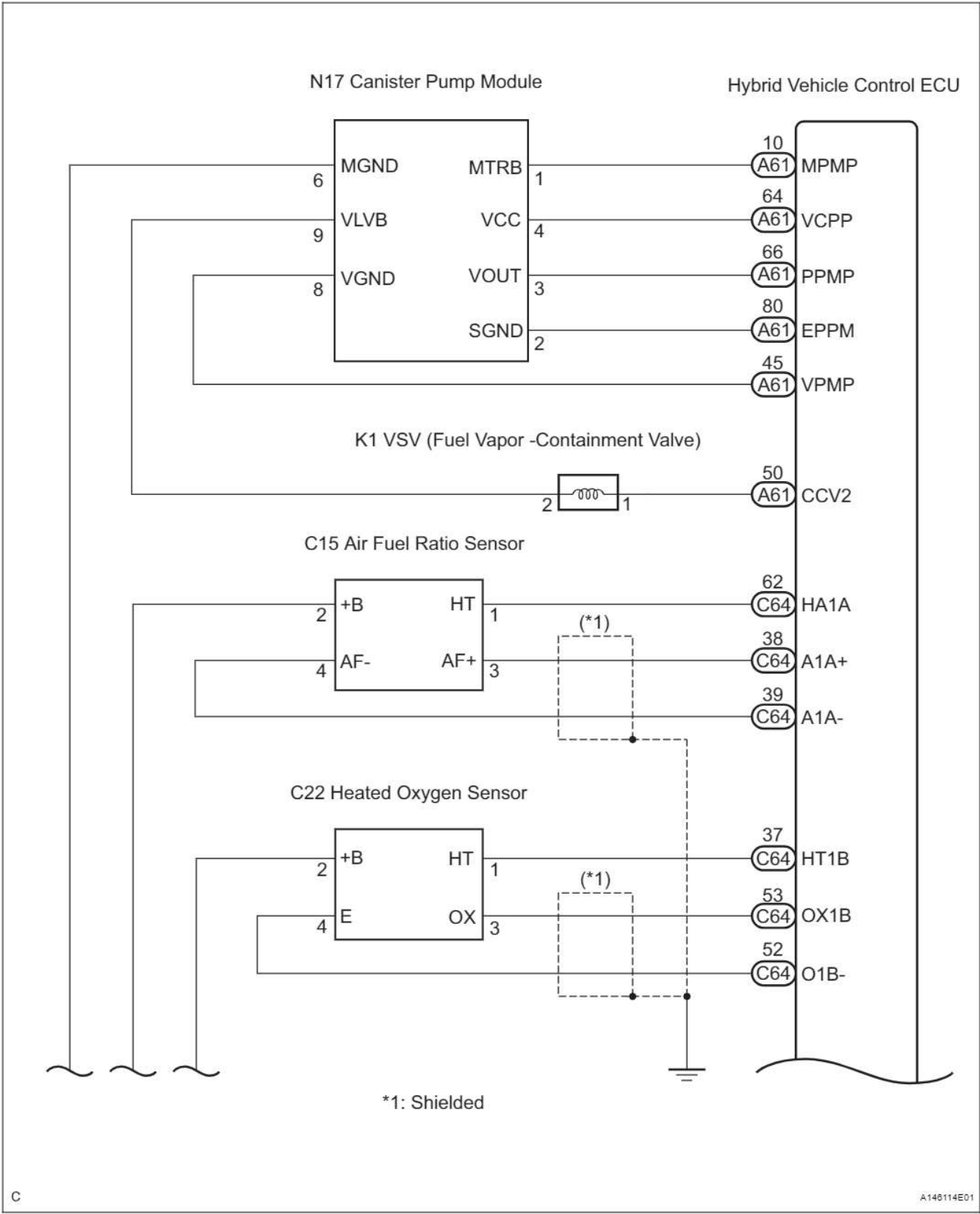
SYSTEM DIAGRAM



EC

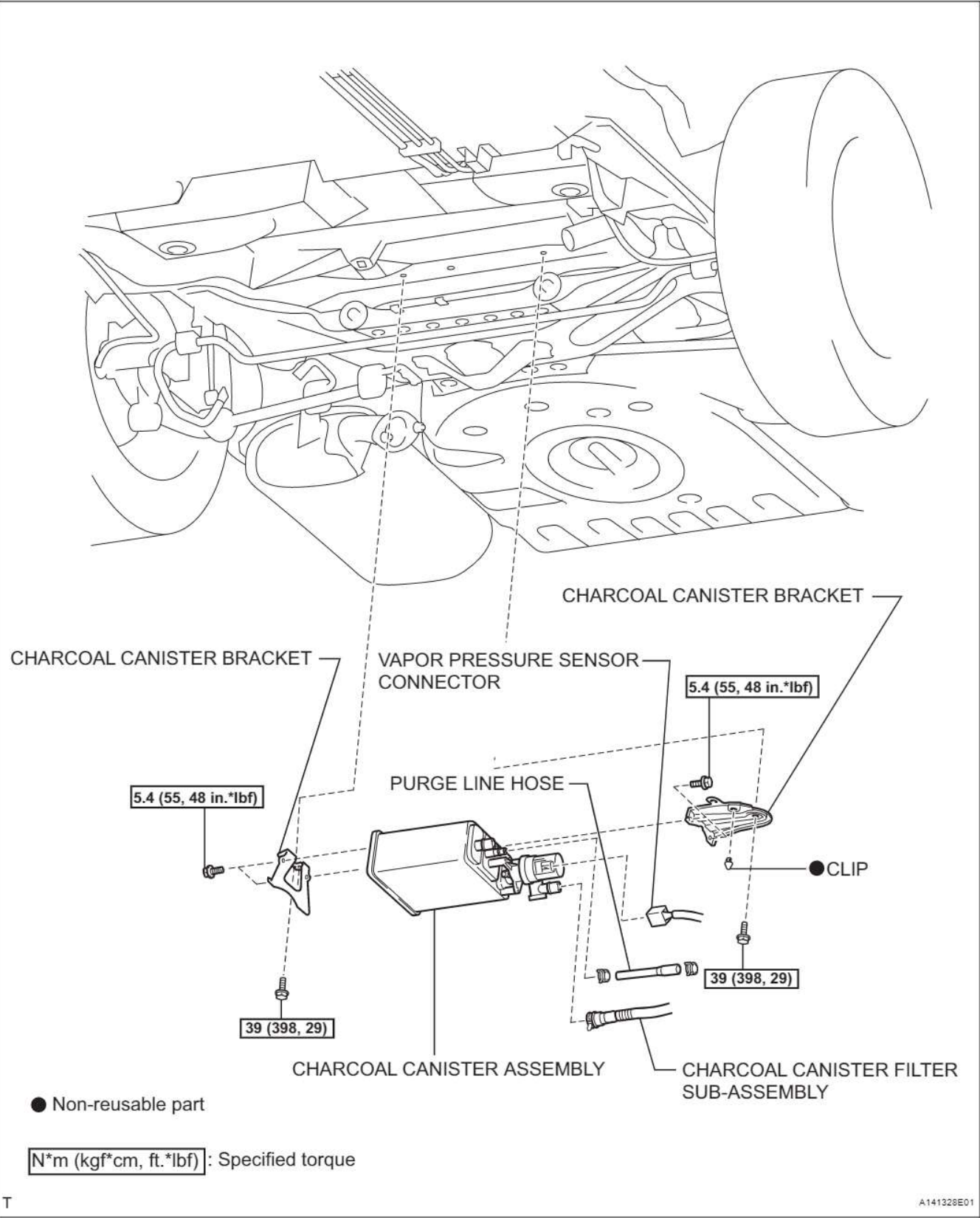
2AZ-FXE EMISSION CONTROL – EMISSION CONTROL SYSTEM

EC-3



CANISTER

COMPONENTS



EC-10

2AZ-FXE EMISSION CONTROL – CANISTER

REMOVAL

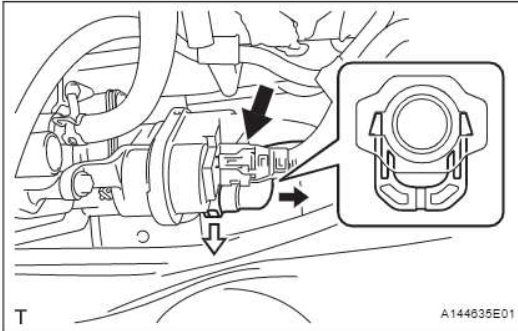
1. REMOVE FUEL TANK ASSEMBLY

HINT:

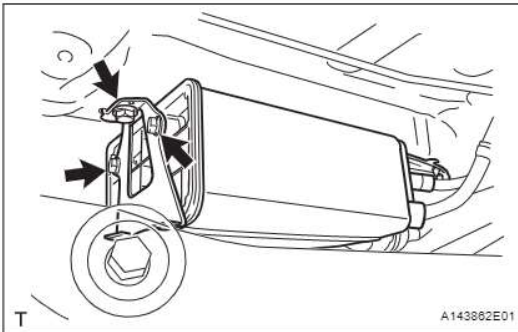
(See page [FU-36](#))

2. REMOVE CHARCOAL CANISTER ASSEMBLY

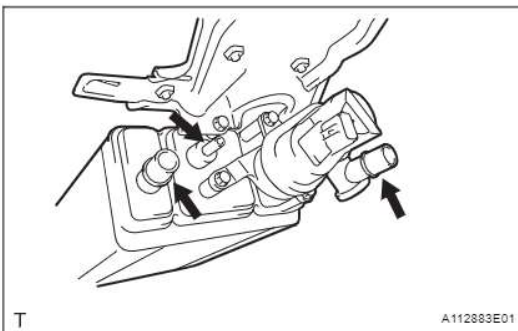
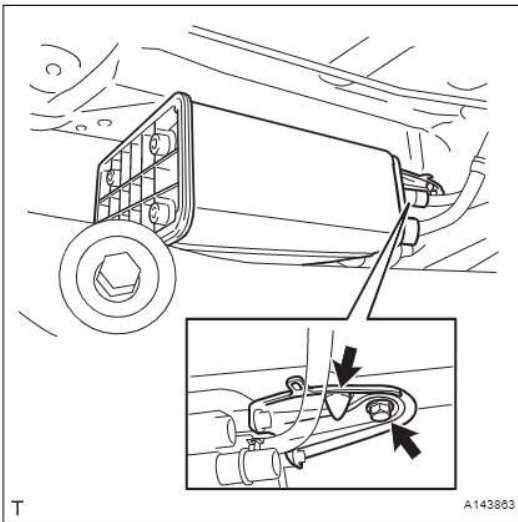
- (a) Disconnect the charcoal canister filter sub-assembly from the charcoal canister.
- (b) Disconnect the vapor pressure sensor connector.
- (c) Disconnect the wire harness clamp.
- (d) Disconnect the purge line hose from the charcoal canister.



- (e) Remove the 3 bolts and charcoal canister bracket.



- (f) Remove the clip, bolt and charcoal canister.
- (g) Remove the 2 bolts and charcoal canister bracket.



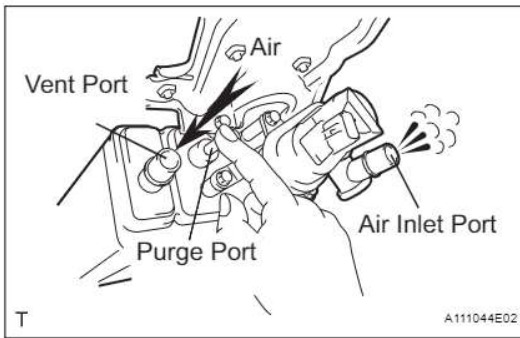
INSPECTION

1. INSPECT CHARCOAL CANISTER ASSEMBLY

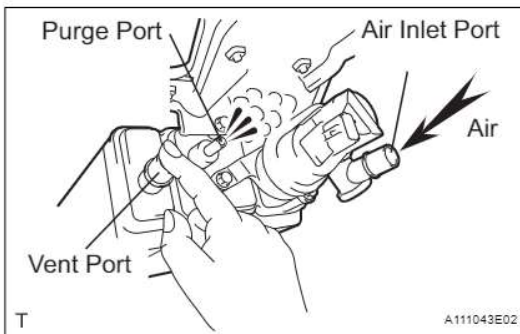
- (a) Visually check the charcoal canister for cracks or damage.
If cracks or damage are found, replace the charcoal canister assembly.

2AZ-FXE EMISSION CONTROL – CANISTER

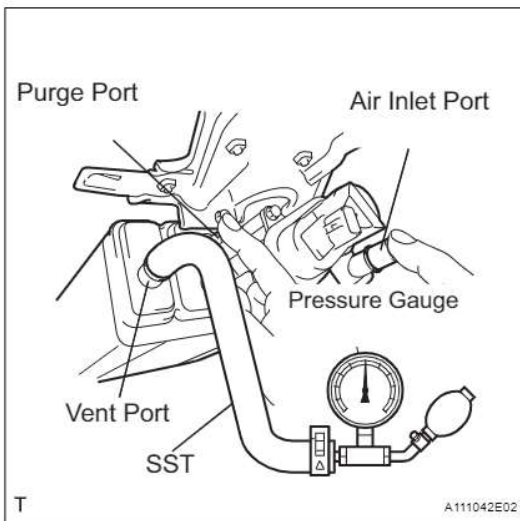
EC-11



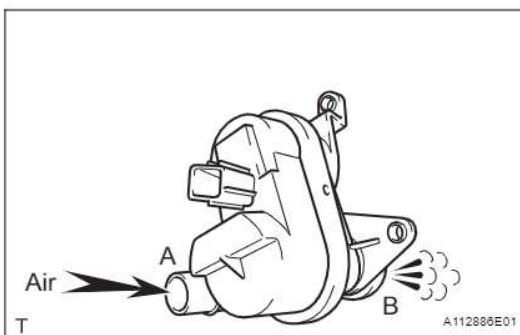
- (b) Check charcoal canister operation.
- (1) With the purge port closed, blow 1.10 kPa (11.2 gf/cm², 0.16 psi) of air into the vent port, and check that air flows from the air inlet port. If the result is not as specified, replace the charcoal canister assembly.



- (2) With the vent port closed, blow 1.10 kPa (11.2 gf/cm², 0.16 psi) of air into the air inlet port, and check that air flows from the purge port. If the result is not as specified, replace the charcoal canister assembly.



- (c) Check for air leakage.
- (1) With the purge port and air inlet port closed, apply 19.6 kPa (0.2 kgf/cm², 2.81 psi) of pressurized air into the vent port, then confirm that pressure is retained for 1 minute. If the result is not as specified, replace the charcoal canister assembly.

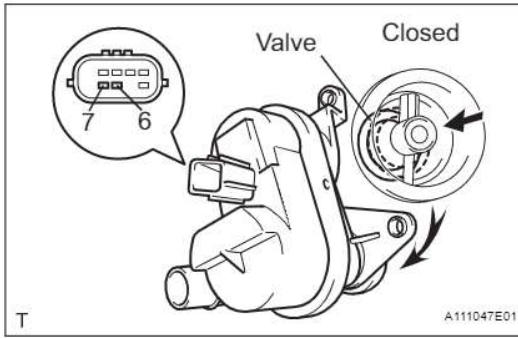


- (d) Check the leak detection pump.
- (1) Remove the 3 bolts and the detection pump from the charcoal canister.
 - (2) Check that air flows from port A to B.
- NOTICE:**
- Do not damage the O-ring
 - Be careful that the foreign matter does not come in the pump.
- If the result is not as specified, replace the charcoal canister assembly.

EC

EC-12

2AZ-FXE EMISSION CONTROL – CANISTER

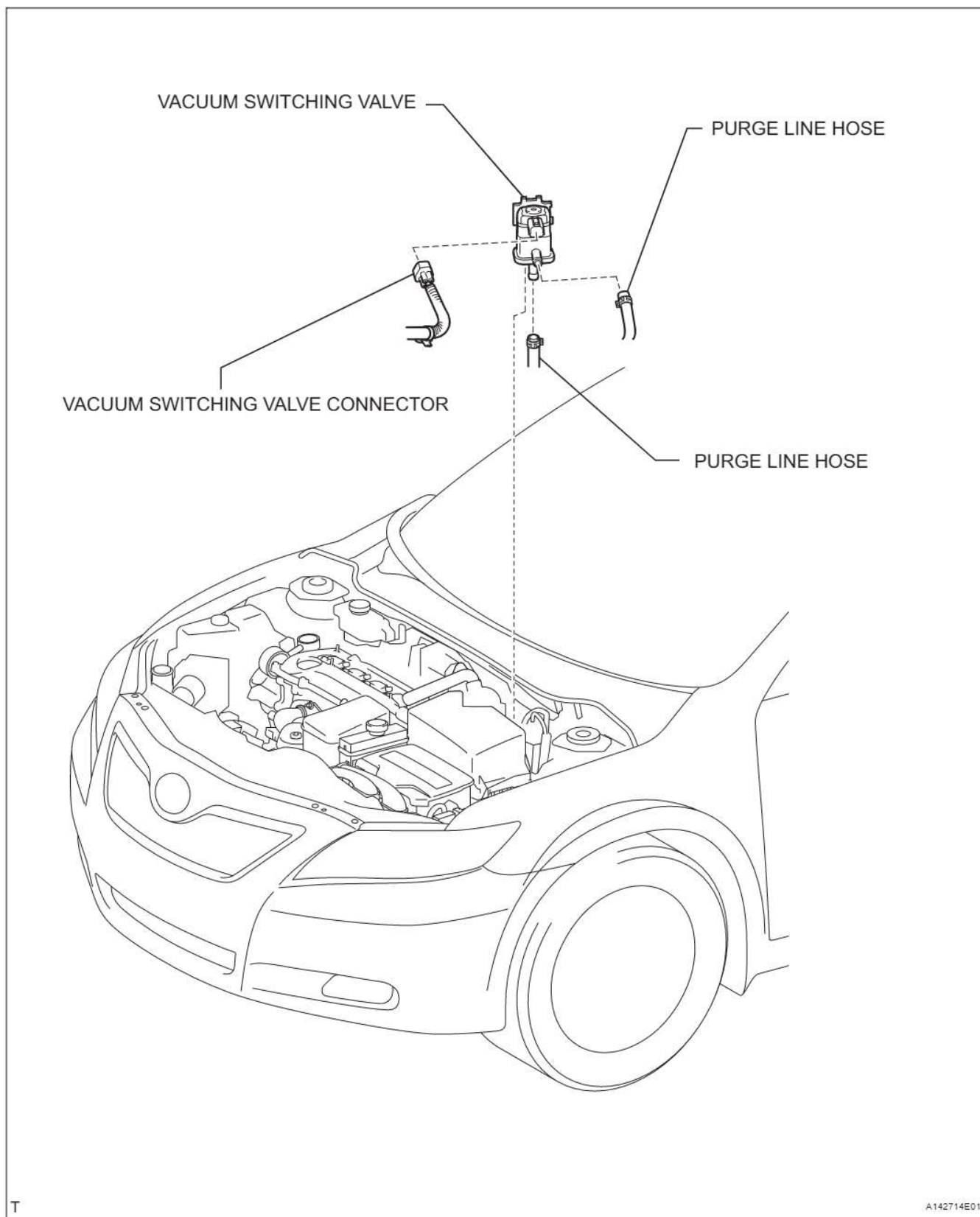


- (3) Connect the positive (+) lead of the battery to terminal 7 and the negative (-) lead to terminal 6.
- (4) Check that the valve is closed.
If the result is not as specified, replace the charcoal canister assembly.
- (5) Install the detection pump with the 3 bolts.
Torque: 5.4 N*m (55 kgf*cm, 48 in.*lbf)

EC

VACUUM SWITCHING VALVE

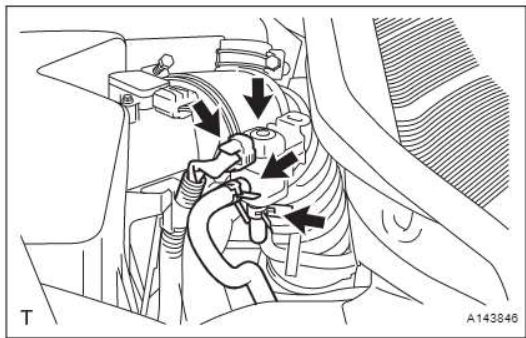
COMPONENTS



EC

EC-14

2AZ-FXE EMISSION CONTROL – VACUUM SWITCHING VALVE



REMOVAL

1. REMOVE VACUUM SWITCHING VALVE
- (a)

Disconnect the vacuum switching valve connector.
- (b)

Disconnect the wire harness clamp.
- (c)

Disconnect the 2 purge line hoses from the purge VSV.
- (d)

Remove the vacuum switching valve.

INSPECTION

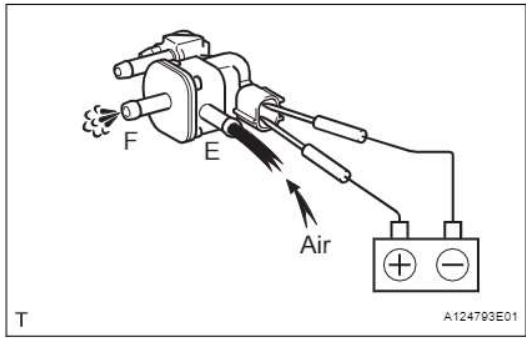
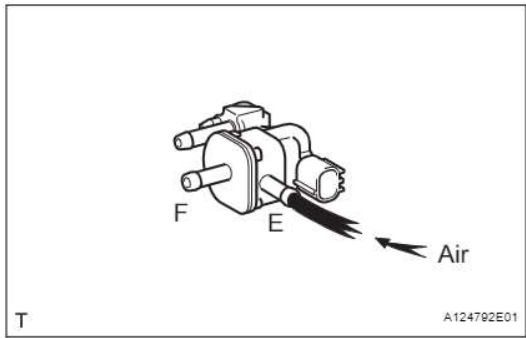
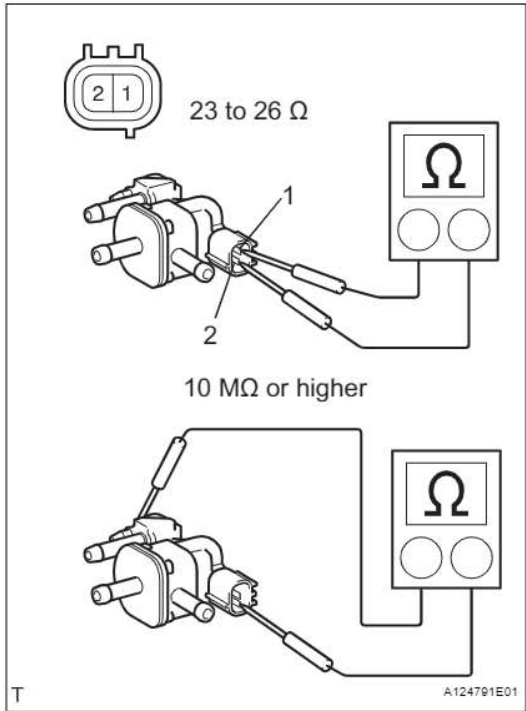
1. INSPECT VACUUM SWITCHING VALVE
- (a)

Measure the resistance of the purge VSV.

Standard resistance

Tester Connection	Specified Condition
1 - 2	23 to 26 Ω at 20°C (68°F)
1 - Body ground 2 - Body ground	10 M Ω or higher

If the result is not as specified, replace the purge VSV.



- (b)

Check the operation of the purge VSV.

(1) Check that air does not flow from port E to port F.
- (2)

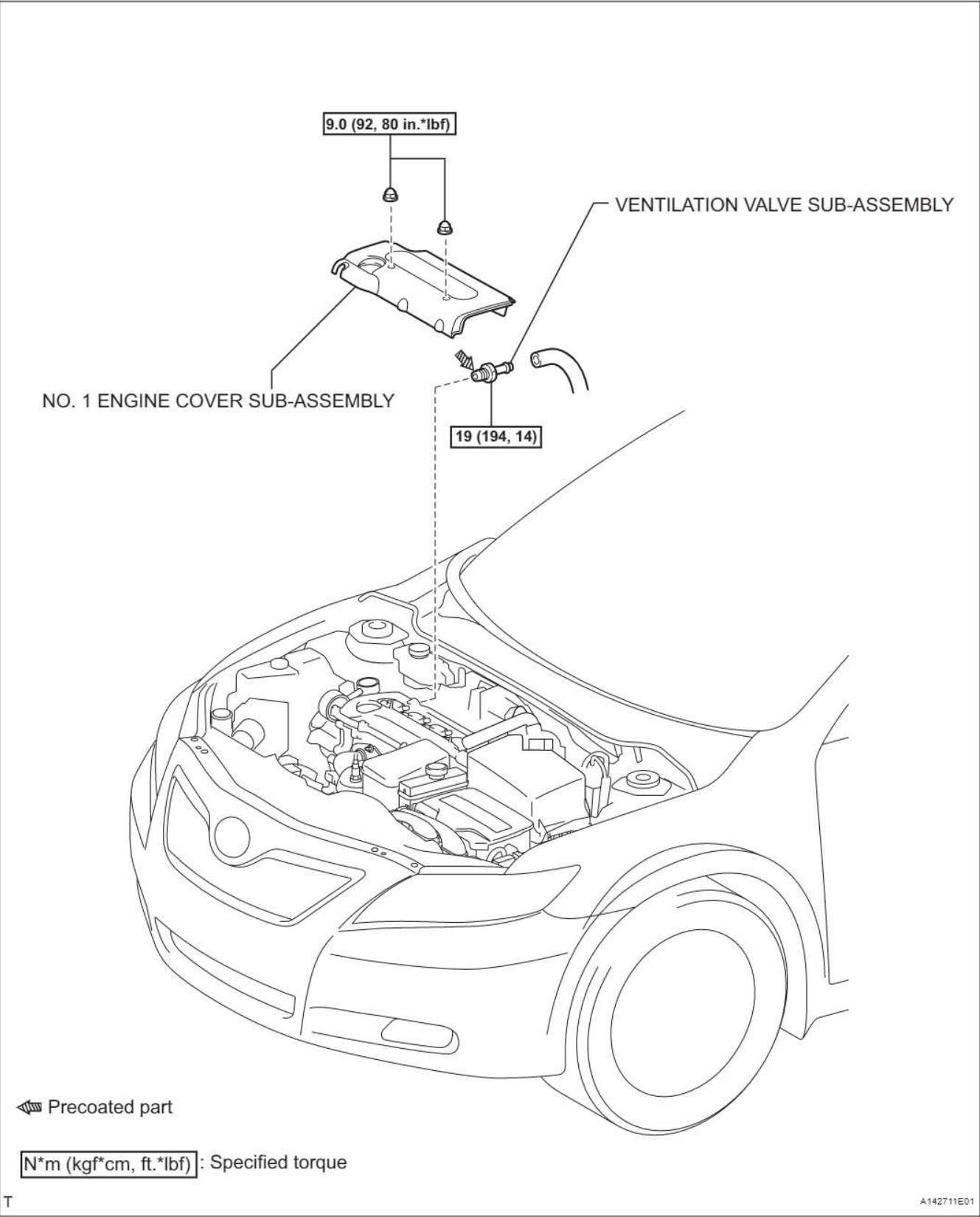
Apply battery voltage across the terminals.
- (3)

Check that air flows from port E to port F.

If the result is not as specified, replace the purge VSV.

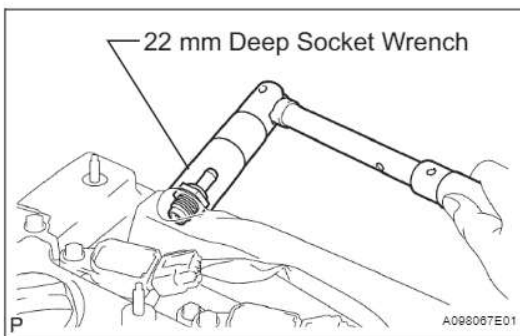
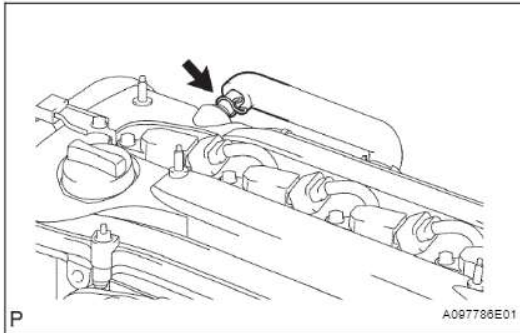
VENTILATION VALVE

COMPONENTS

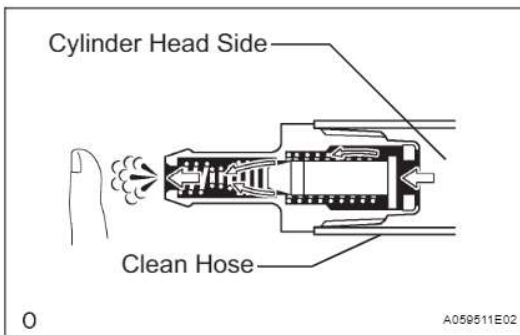


REMOVAL

1. **SEPARATE BRAKE MASTER CYLINDER RESERVOIR SUB-ASSEMBLY** (See page [ES-381](#))
2. **REMOVE NO. 1 ENGINE COVER SUB-ASSEMBLY** (See page [EM-90](#))
3. **REMOVE VENTILATION VALVE SUB-ASSEMBLY**
 - (a) Disconnect the ventilation hose from the ventilation valve sub-assembly.



- (b) Using a 22 mm deep socket wrench, remove the ventilation valve sub-assembly.

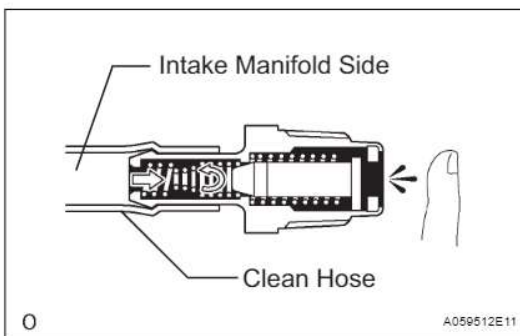


INSPECTION

1. **INSPECT VENTILATION VALVE SUB-ASSEMBLY**
 - (a) Install a clean hose to the ventilation valve.
 - (b) Inspect the ventilation valve operation.
 - (1) Blow air into the cylinder head side, and check that air passes through easily.

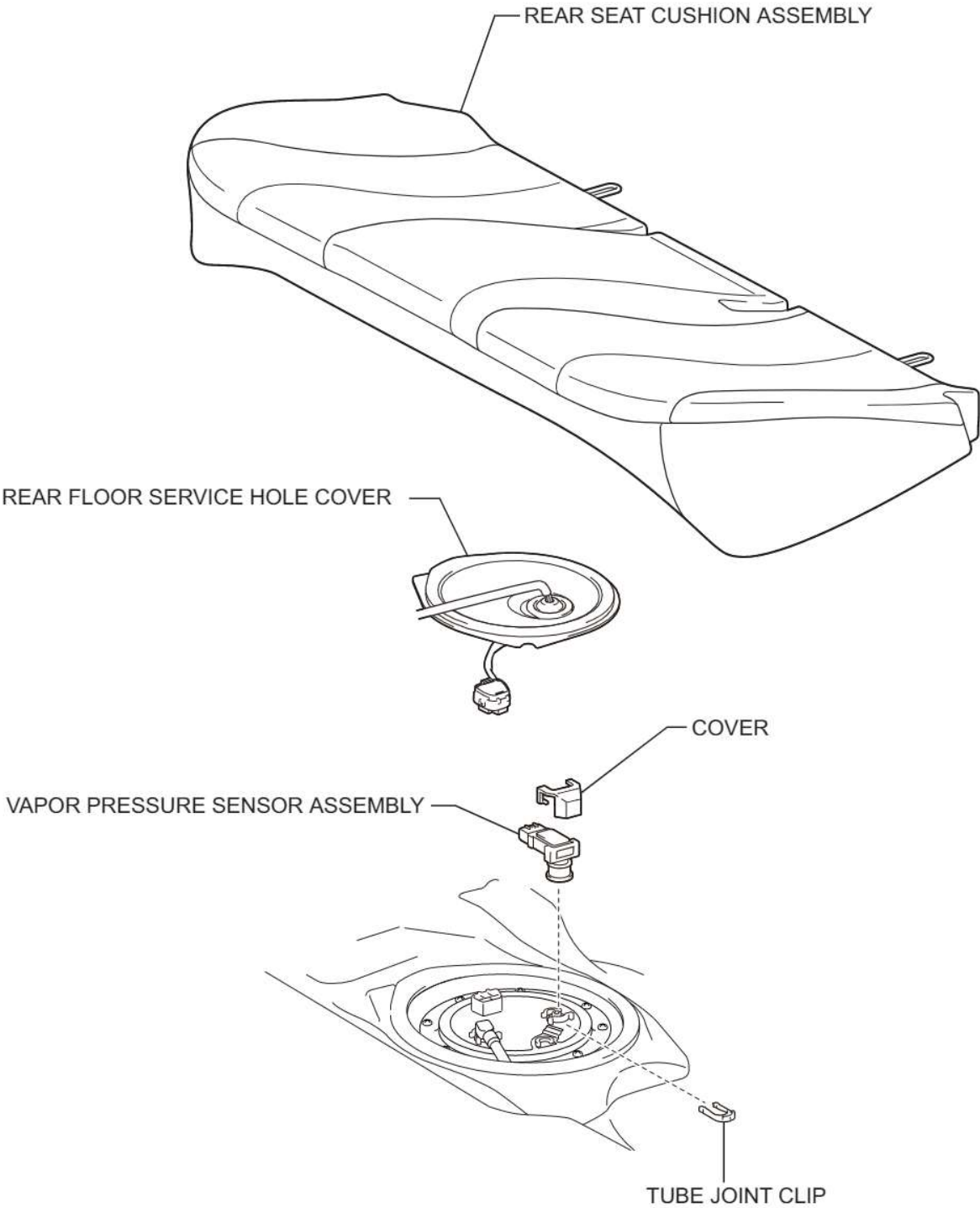
NOTICE:
Do not suck air through the valve.
Petroleum substances inside the valve are hazardous to your health.

 - (2) Blow air into the intake manifold side, and check that air passes through with difficulty. If the result is not as specified, replace the ventilation valve.
 - (c) Remove the clean hose from the ventilation valve.



FUEL TANK PRESSURE SENSOR COMPONENTS

EC



EC-20

2AZ-FXE EMISSION CONTROL – FUEL TANK PRESSURE SENSOR

REMOVAL

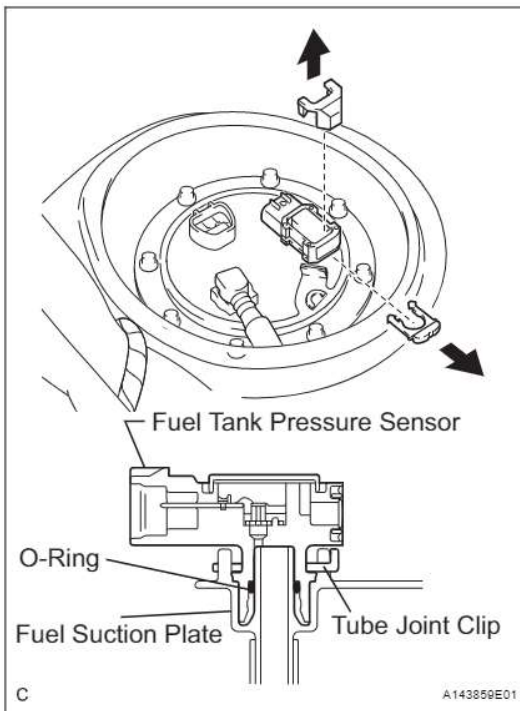
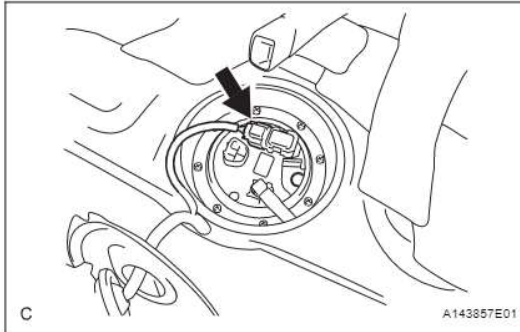
1. REMOVE FUEL TANK CAP ASSEMBLY

HINT:

(See page [FU-36](#))2. REMOVE REAR SEAT CUSHION ASSEMBLY (See page [SE-44](#))3. REMOVE REAR FLOOR SERVICE HOLE COVER (See page [FU-23](#))

4. REMOVE VAPOR PRESSURE SENSOR ASSEMBLY

(a) Disconnect the connector.



(b) Remove the cover and tube joint clip, and pull out the vapor pressure sensor.

NOTICE:

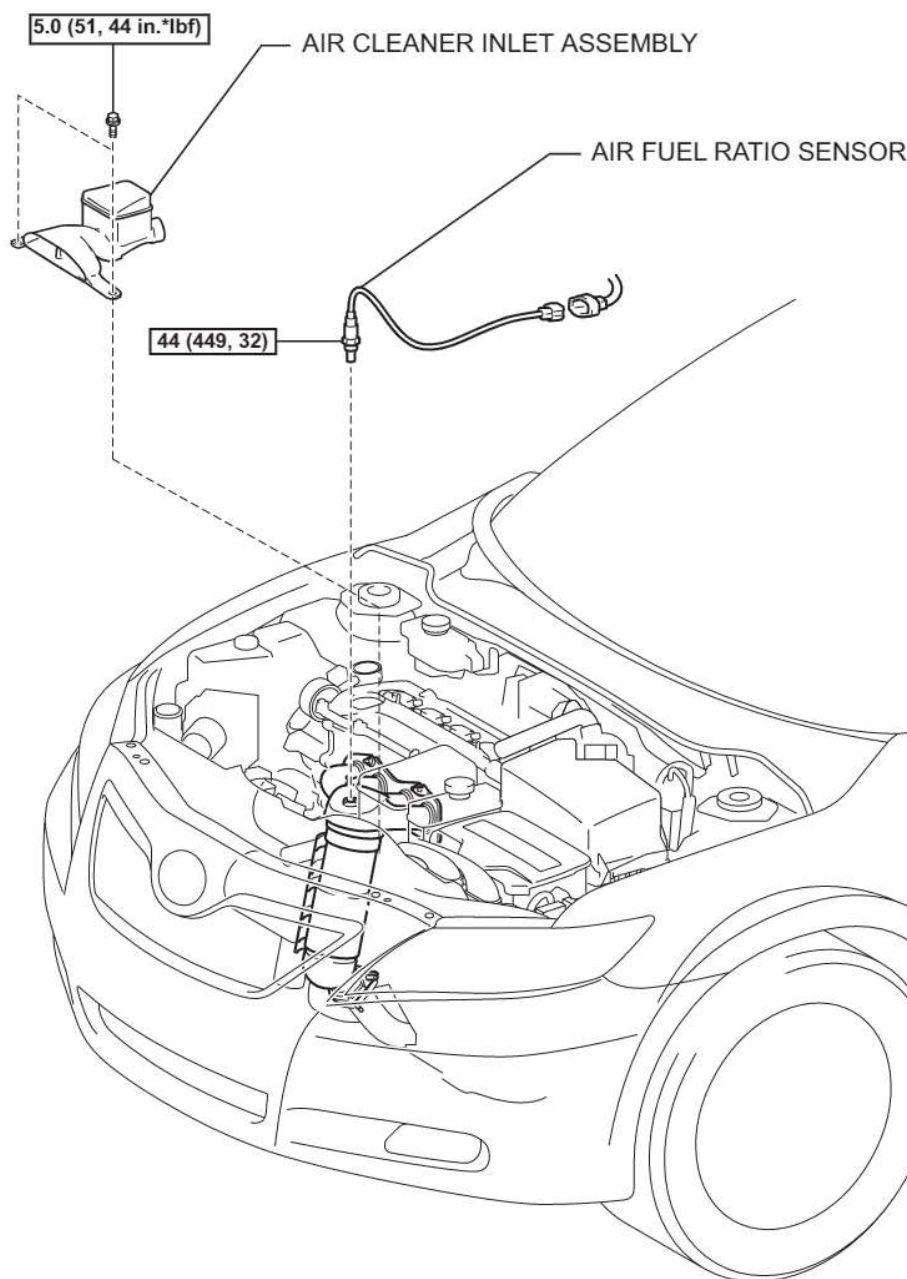
- Before this operation, check that there is no dirt or other foreign objects around the connector. Clean the connector if necessary.
- It is necessary to prevent mud or dirt from entering the connector. If mud or dirt gets in the connector, the O-ring may not seal properly.
- Do not use any tools for this operation.
- If the fuel suction plate and vapor pressure sensor are stuck, carefully try wiggling or pushing and pulling on the vapor pressure sensor to release it. Pull the sensor off the suction plate carefully.

EC-22

2AZ-FXE EMISSION CONTROL – AIR FUEL RATIO SENSOR

AIR FUEL RATIO SENSOR

COMPONENTS



N*m (kgf*cm, ft.*lbf): Specified torque

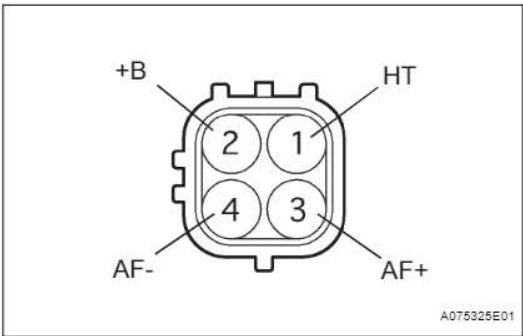
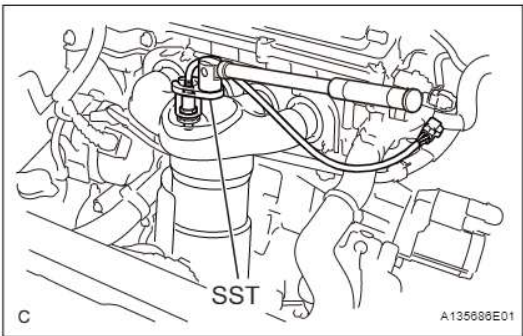
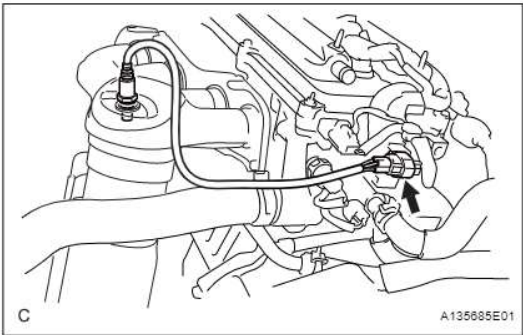
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A142712E01

REMOVAL

1. REMOVE AIR CLEANER INLET ASSEMBLY (See page EM-90)
2. REMOVE AIR FUEL RATIO SENSOR

(a) Disconnect the air fuel ratio sensor connector.



- (b) Using SST, remove the air fuel ratio sensor.
SST 09224-00010
NOTICE:
Do not damage the air fuel ratio sensor.

EC

INSPECTION

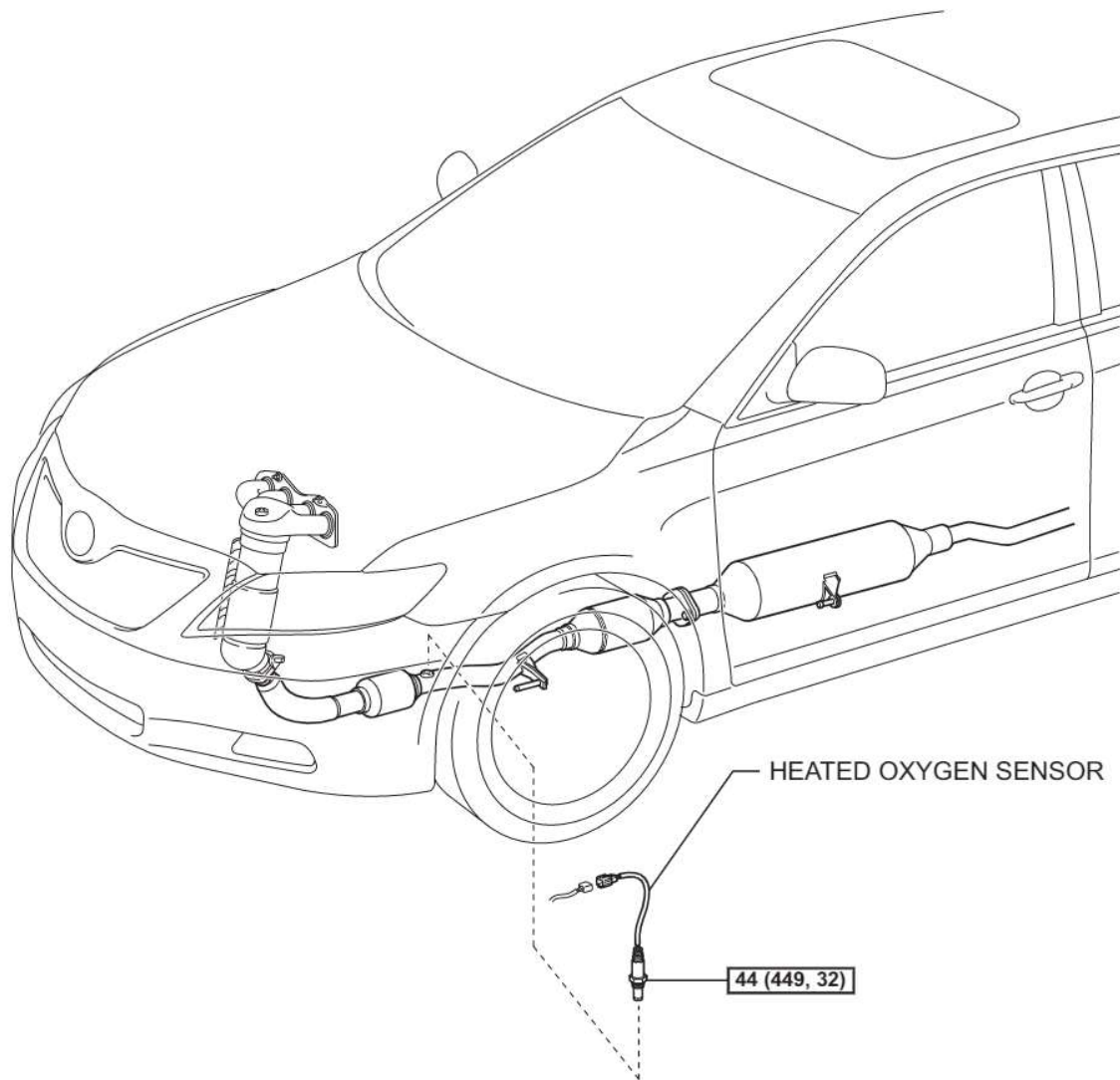
1. INSPECT AIR FUEL RATIO SENSOR

(a) Using an ohmmeter, measure the resistance between terminals 1 (HT) and 2 (+B).
Standard resistance

Condition	Specified Condition
20°C (68°F)	1.8 to 3.4 Ω

If the result is not as specified, replace the sensor.

HEATED OXYGEN SENSOR COMPONENTS



N*m (kgf*cm, ft.*lbf): Specified torque

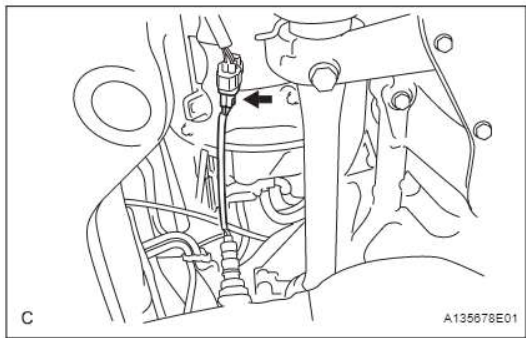
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EC

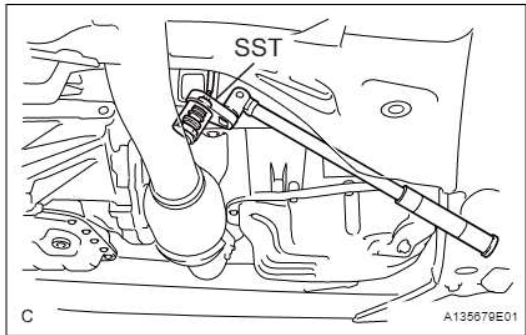
EC-26

2AZ-FXE EMISSION CONTROL – HEATED OXYGEN SENSOR



REMOVAL

1. REMOVE HEATED OXYGEN SENSOR
- (a) Disconnect the heated oxygen sensor connector.



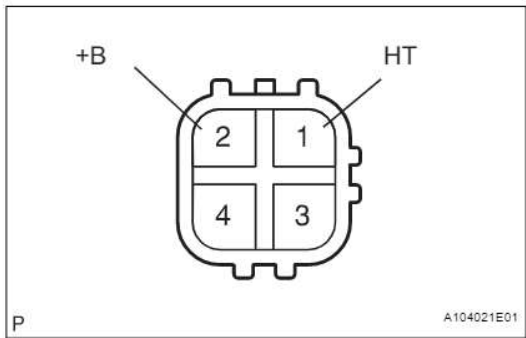
- (b) Using SST, remove the heated oxygen sensor from the exhaust pipe assembly front No. 3.

SST 09224-00010

NOTICE:

Do not damage the heated oxygen sensor.

EC



INSPECTION

1. INSPECT HEATED OXYGEN SENSOR
- (a) Measure the resistance between terminals 1 (HT) and 2 (+B).

Standard resistance

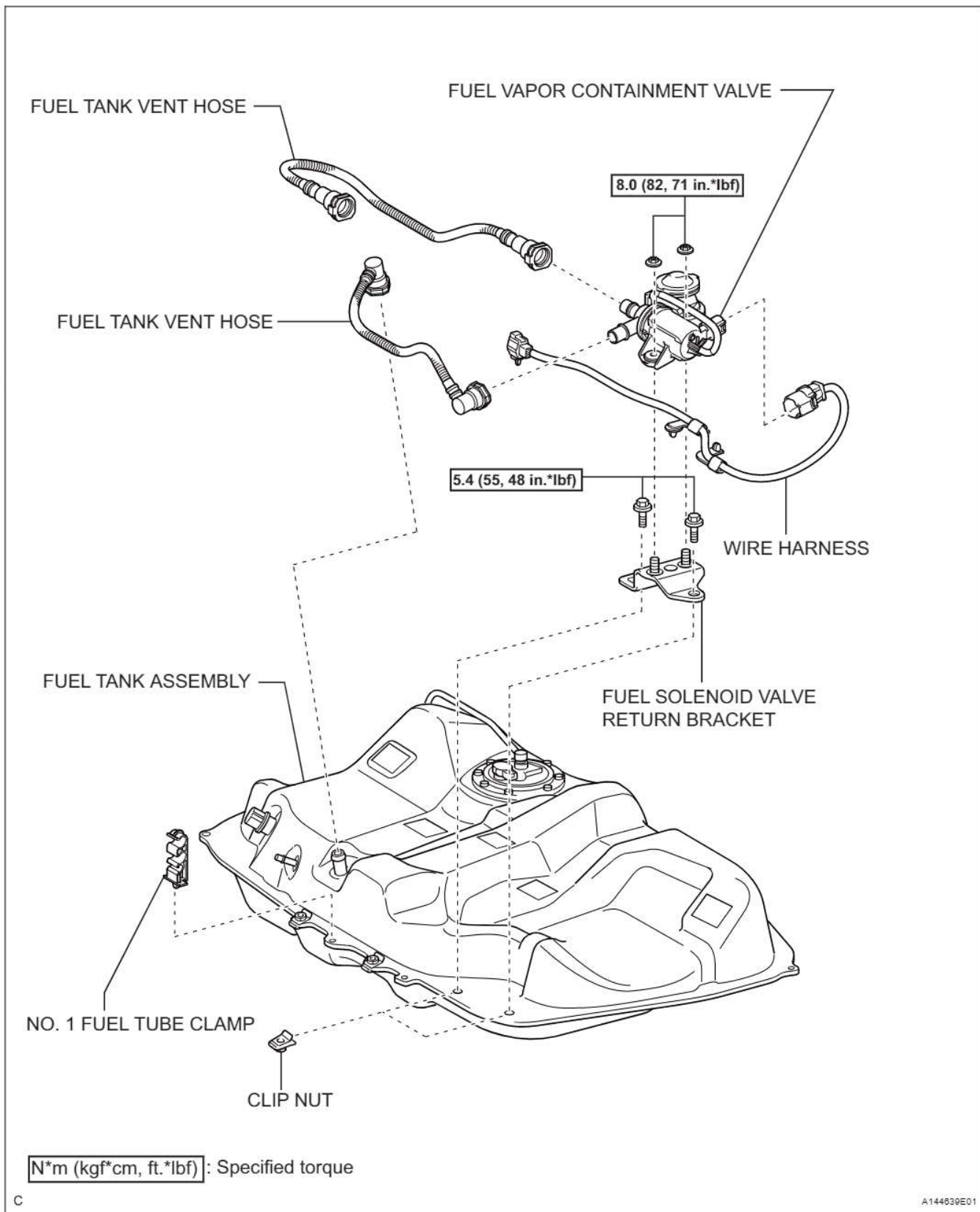
Condition	Specified Condition
20°C (68°F)	11 to 16 Ω

If the resistance is not as specified, replace the sensor.

EC-28

2AZ-FXE EMISSION CONTROL – FUEL VAPOR CONTAINMENT VALVE

FUEL VAPOR CONTAINMENT VALVE COMPONENTS



2AZ-FXE EMISSION CONTROL – FUEL VAPOR CONTAINMENT VALVE

EC-29

REMOVAL

1. REMOVE FUEL TANK ASSEMBLY

HINT:

(See page [FU-36](#))

2. REMOVE FUEL VAPOR CONTAINMENT VALVE

(a) Disconnect the 2 fuel tank vent hoses.

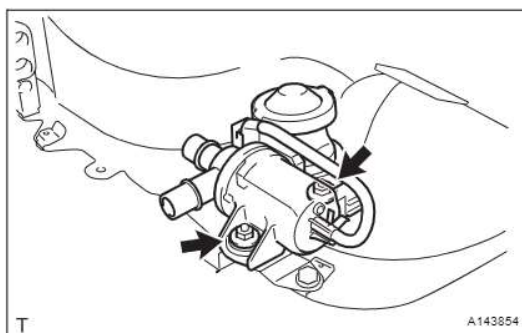
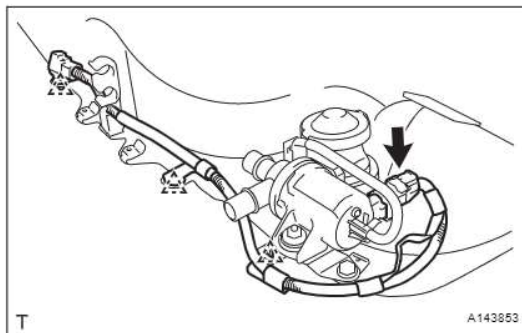
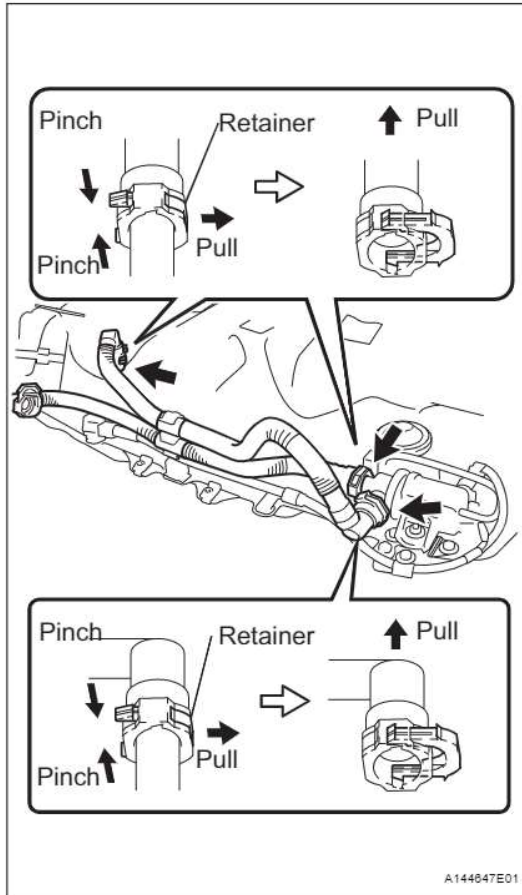
(1) Pinch the tab of the retainer to disengage the lock claws and pull it down as shown in the illustration.

(2) Pull out the 2 fuel tank vent hoses.

NOTICE:

- Check that there is no dirt or other foreign objects around the connector before this operation and clean the connector as necessary.
- It is necessary to prevent mud or dirt from entering the quick connector. If mud enters the connector, the O-ring may not seal properly.
- Remove the quick connector by hand.
- If the pipe and connector are stuck, try wiggling or pushing and pulling the connector to release it and pull the connector off the pipe carefully.

EC



(b) Disconnect the fuel vapor containment valve connector and 3 clips, and remove the wire harness.

(c) Remove the 2 nuts and fuel vapor containment valve.