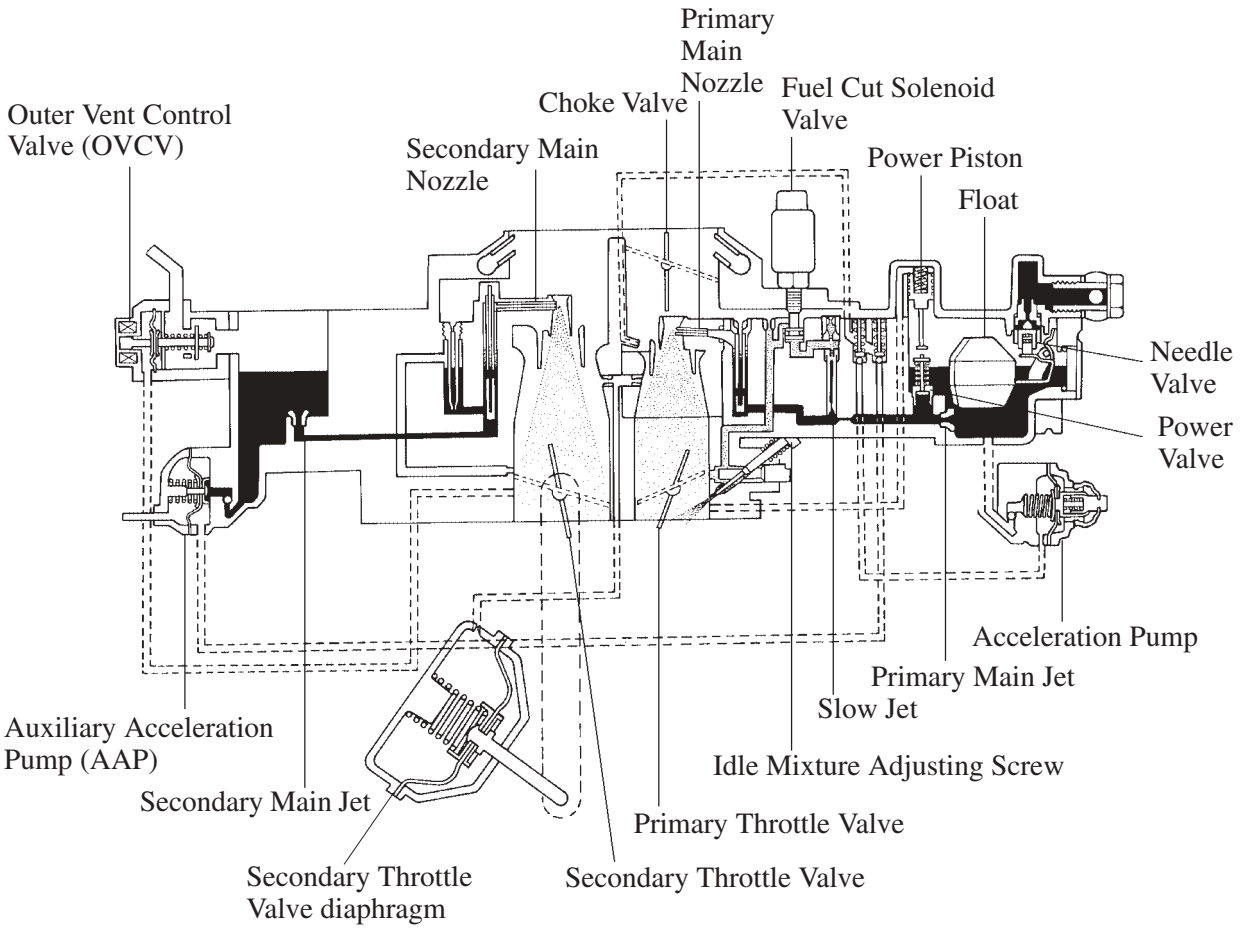
■FUEL SYSTEM (FOR 1RZ ENGINE)

1. Carburetor

General

A dual-barrel, down-draft carburetor has been adopted. In addition, a large venturi purge system has been adopted to improve the drivability during hot operating condition.



CARBURETOR CIRCUIT

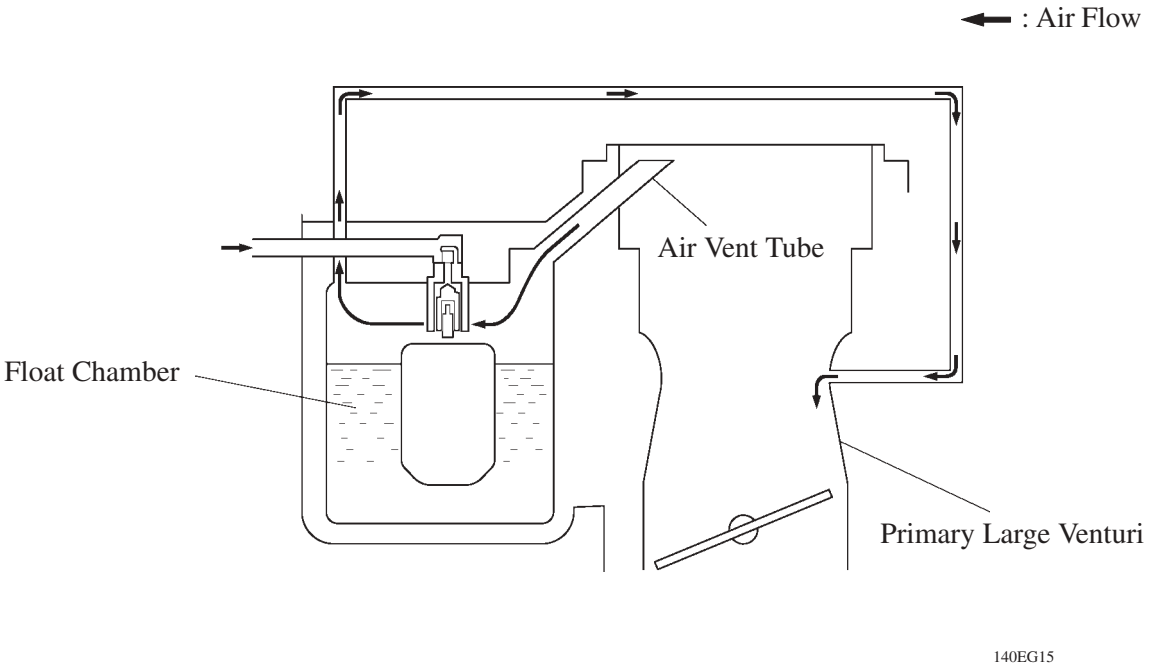
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Large Venturi Purge System

The large venturi purge system creates a flow of air in the float chamber, thus reducing the surface temperature of the fuel in the float chamber. This minimizes the evaporation of fuel and improves drivability during high engine temperature conditions.

1) Operation

The vacuum which is generated at the primary large venturi is taken into the float chamber, where a flow of air is created. This results in minimizing the rise in the surface temperature of the fuel.



2. Emission Control System

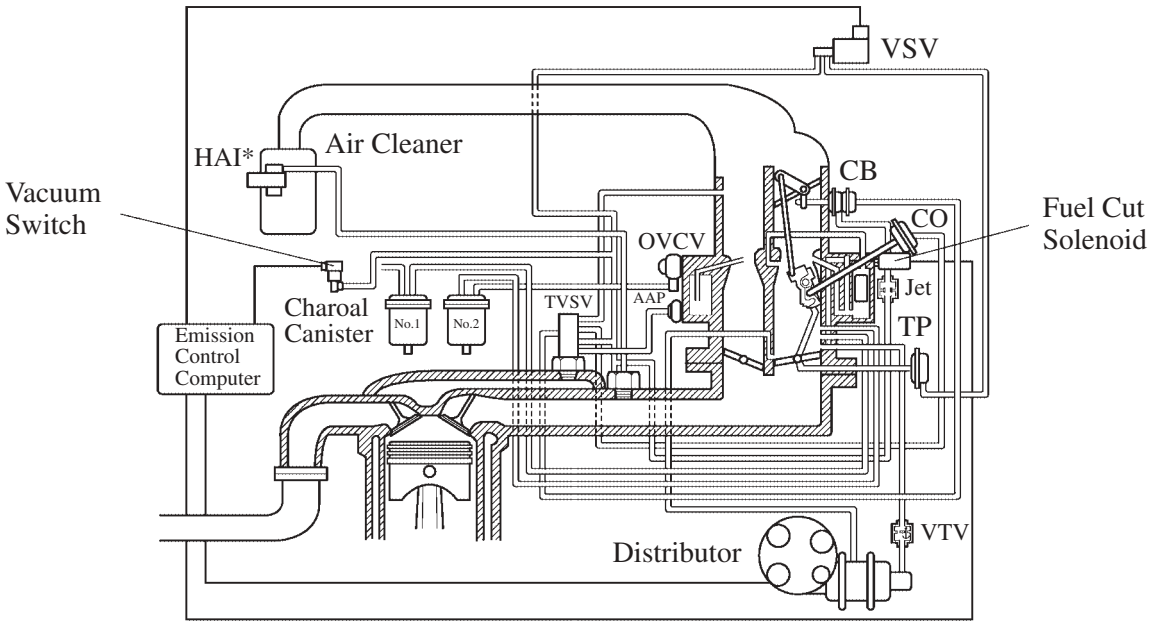
System Purpose

System	Abbreviation	Purpose
Positive crankcase ventilation	PCV	Reduces blow-by gas (HC)
Throttle positioner	TP	Reduces HC and CO
Evaporative emission control	EVAP	Reduces evaporative HC
Spark Control	SC	Reduces HC and NOx
High altitude compensator*	HAC	Reduces HC and CO
Auxiliary system:		
1. Automatic hot air intake*	HAI	Maintains drivability – cold
2. Automatic choke	–	Maintains drivability – cold
3. Choke breaker	CB	Maintains drivability – cold
4. Choke opener	CO	Improves fuel consumption
5. Auxiliary acceleration pump	AAP	Maintains drivability – cold

*: Option

Schematic Drawing

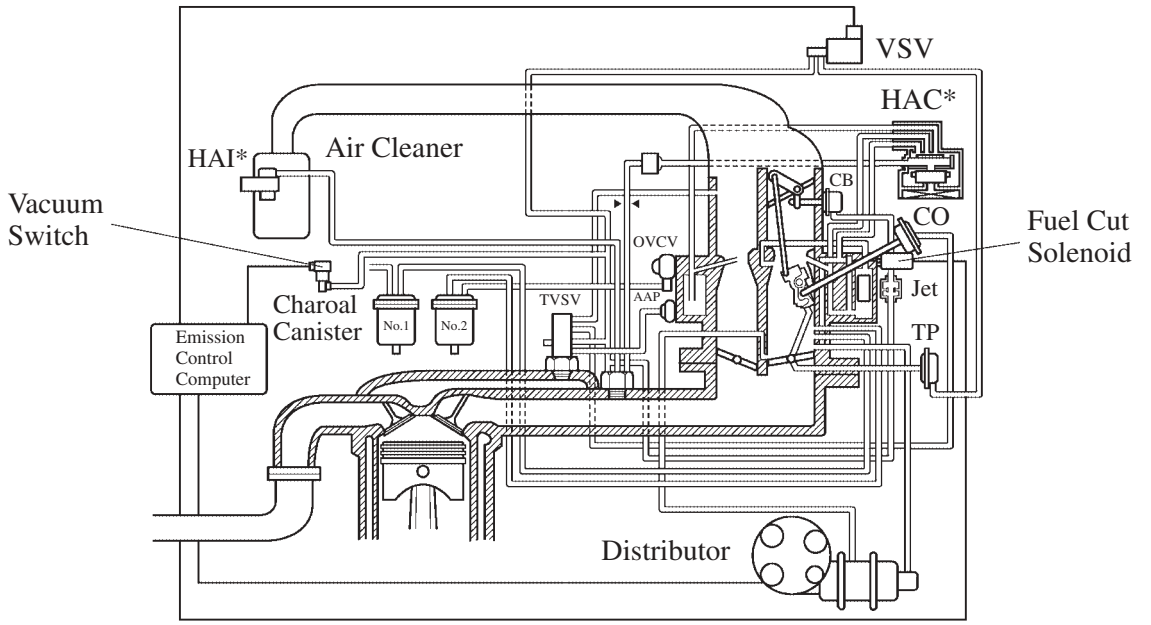
1) G.C.C. Countries and China



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*: Option

2) General Countries



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*: Option