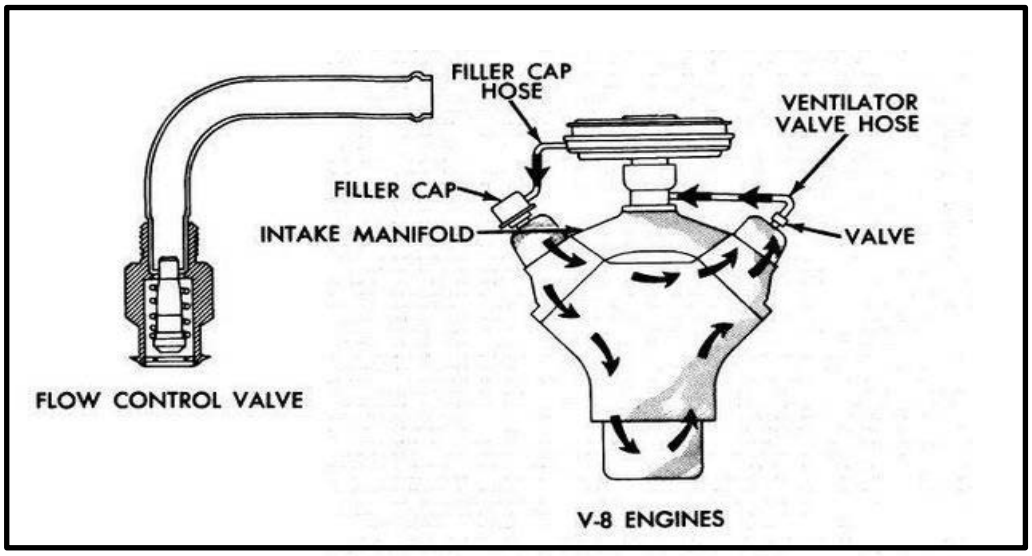
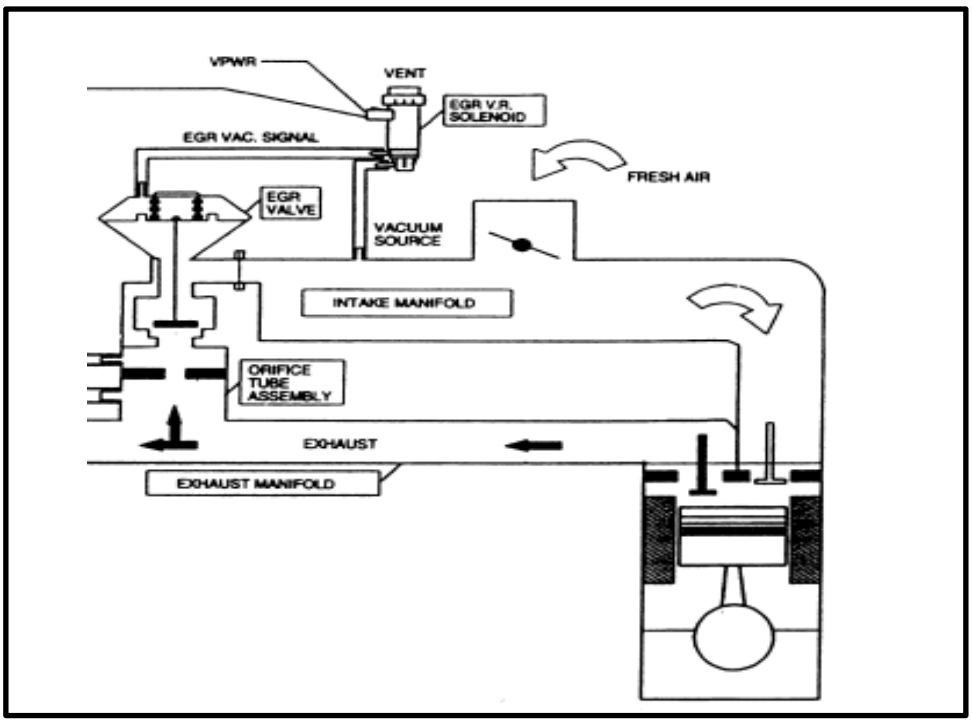
EMISSIONS SYSTEMS

Positive Crankcase Ventilation System (PCV)



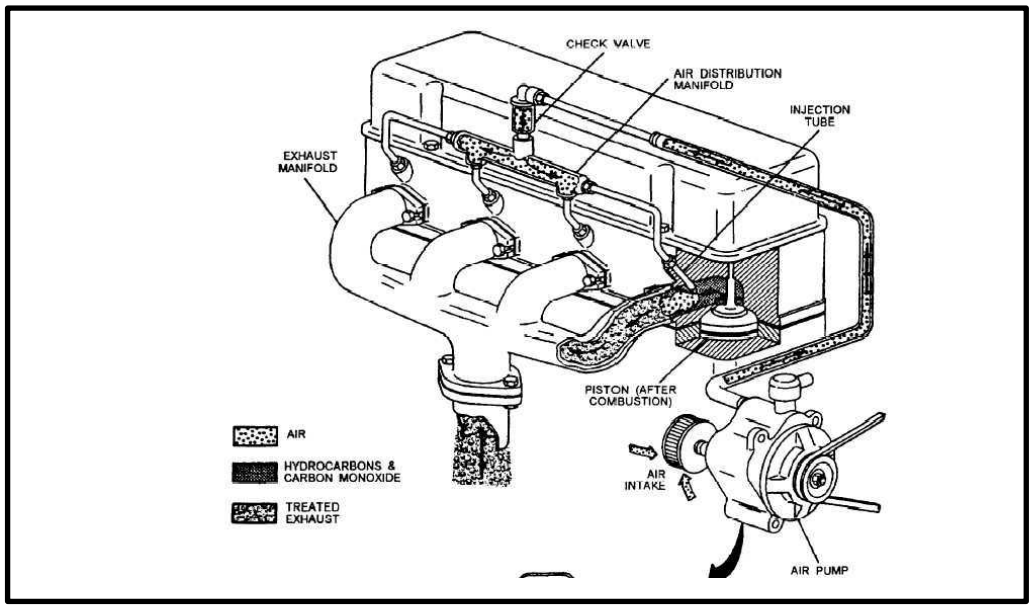
The purpose of the PCV system is to direct blow-by gases in the crankcase back into the combustion chamber to be burned in the normal combustion process. This reduces hydrocarbon emissions to the atmosphere and also helps prevent oil dilution and sludge formation in the crankcase.

Exhaust Gas Recirculation Valve (EGR)



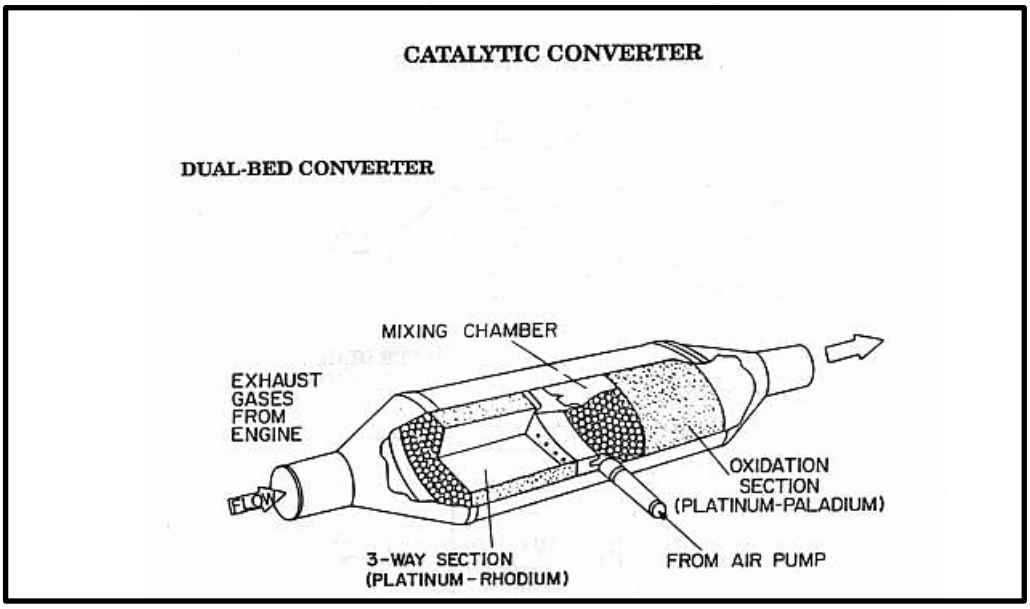
The purpose of the exhaust gas recirculation system is to supply, in the proper proportion, inert gas to the air/fuel mixture in the intake manifold. This dilution of the air/fuel mixture reduced the peak flame temperatures during combustion and reduces the amount of oxides of nitrogen (NOx) in the exhaust.

Air Injection System (AIS)



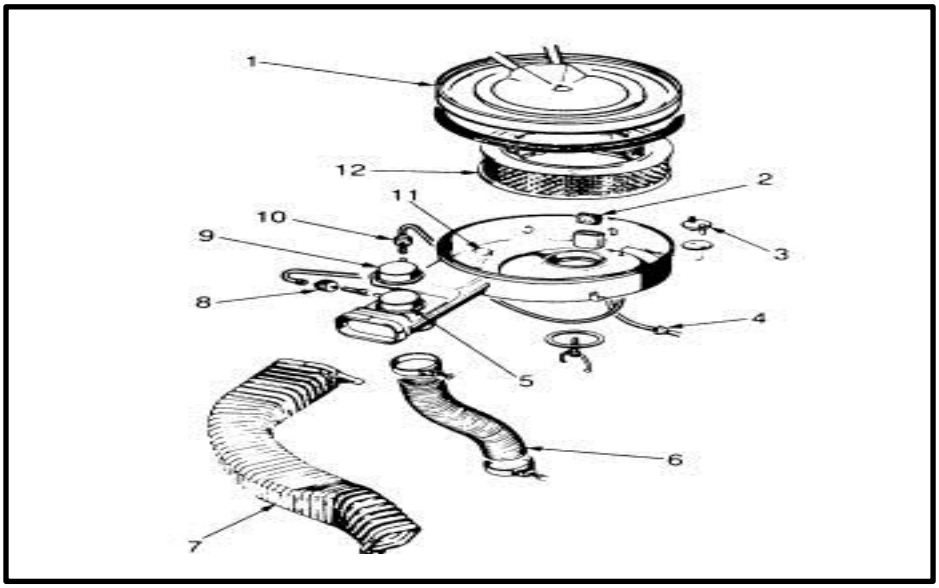
The purpose of the air injection system is to supply additional oxygen at the exhaust ports near the exhaust valves to extend the combustion process into the exhaust system. The system can be equipped with or without an external air pump. This system reduces the unburned hydrocarbon and carbon monoxide emissions after the leave the combustion chambers.

Catalytic Converter



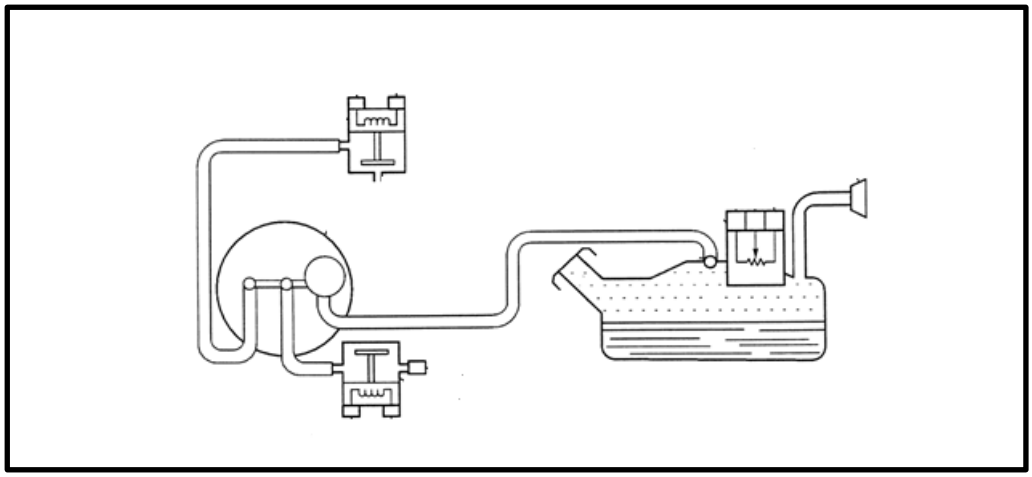
The catalytic converter system reduces the amount of exhaust emissions after they leave the combustion chamber. By treating the exhaust after it leaves the engine, the converter does not adversely affect normal engine performance, which is an important requirement for operation of the converter in the use of UNLEADED GAS.

Thermostatic Air Cleaner (TAC)



The TAC system is designed to provide air to the carburetor during cold-engine operations. By providing heated air during engine warm up conditions, the amount of smoke operation is reduced thus improved gas mileage, cold engine operation is improved and carburetor icing eliminated. This system also results in reduced carbon monoxide and hydrocarbon emissions.

Evaporative Emissions System (EVAP)



The evaporative emission control system restricts the release of hydrocarbons (HC) into the atmosphere, the result from fuel evaporating from the fuel tank and carburetor vents.