

Source of Emission

The combustion process produces carbon monoxide (CO), oxides of nitrogen (NO_x), and hydrocarbons (HC).

Control of hydrocarbons and oxides of nitrogen is very important because, under certain conditions, they react to form photochemical smog when subjected to sunlight. Carbon monoxide does not react in the same way, but it is toxic.

Honda Motor Co., Ltd. utilizes various systems to reduce carbon monoxide, oxides of nitrogen and hydrocarbons.

Exhaust Emission Control System

The exhaust emission control system is composed of appropriate carburetor settings. No adjustments should be made except for an idle speed adjustment with the throttle stop screw.

The exhaust emission control system is separate from the crankcase emission control system.

Secondary Air Injection System

The exhaust emission control system consists of a secondary air injection system.

The secondary air injection system introduces filtered air into the exhaust gases in the exhaust port. The secondary air injection system helps improve emission performance.

No adjustments to this system should be made although periodic inspection of the components is recommended.

Crankcase Emission Control System

The engine is equipped with a closed crankcase system to prevent discharging crankcase emissions into the atmosphere.

Blow-by gas is returned to the combustion muffler through the air cleaner and the carburetor.

Fuel Permeation Emission Control System

This vehicle complies with the Fuel Permeation Emission Control regulations of the U.S. Environmental Protection Agency (EPA), the California Air Resources Board (CARB), and Environment Canada (EC).

The fuel tank, fuel hoses, and fuel vapor charge hoses used on this vehicle incorporate fuel permeation control technologies.

Tampering with the fuel tank, fuel hoses, or fuel vapor charge hoses to reduce or defeat the effectiveness of the fuel permeation technologies is prohibited by federal regulations.