

PP215

Fig. 1—Air Injection System (8 Cylinder Engine)

is the fault of the air injection system, disconnect the drive belt and operate the engine. If noise now does not exist, proceed with diagnosis.

The only serviceable component of this pump is the centrifugal fan filter (Fig. 2). Do not assume the pump is defective if it squeaks when turned by hand.

A color coded label applied to the under side of the pump as shown in (Fig. 3) is used to identify the pump. See pump application chart.

Pump Application		
Word Code	Label Color	Engine
CH	Orange	225, 360-4 and 440 (A120) Calif.
CJ	Green	318 and 440 (A134) Calif.
HA	Orange	225, 360-4 and 440 (A120) Calif.
HB	Green	318 and 440 (A134) Calif.

DO NOT LUBRICATE PUMP.

If the engine or underhood compartment is to be cleaned with steam or high pressure detergent, the centrifugal fan filter should be masked off to prevent liquids from entering the pump.

DIVERTER VALVE

The purpose of the diverter valve (Fig. 4) is to prevent backfire in the exhaust system during sudden deceleration.

Sudden throttle closure at the beginning of the deceleration temporarily creates an air-fuel mixture too rich to burn. This mixture becomes burnable when it reaches the exhaust area and combines with injector air. The next firing of the engine will ignite this air-fuel mixture. The diverter valve senses the sudden increase in intake manifold vacuum causing the valve to open, allowing air from the air pump to pass through the valve and silencer to the atmosphere.

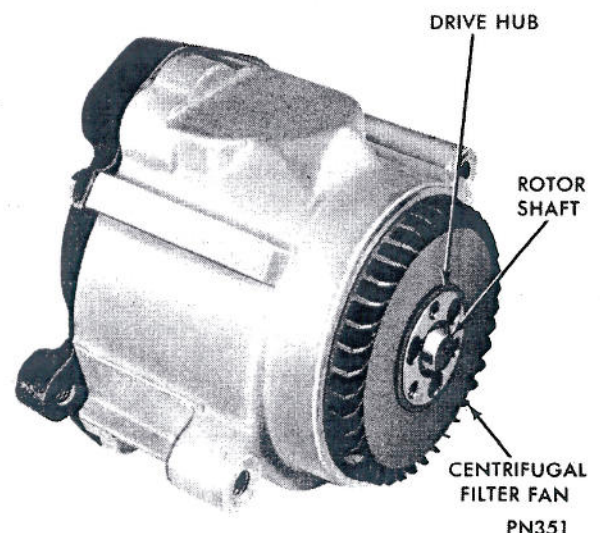


Fig. 2—Air Injection Pump