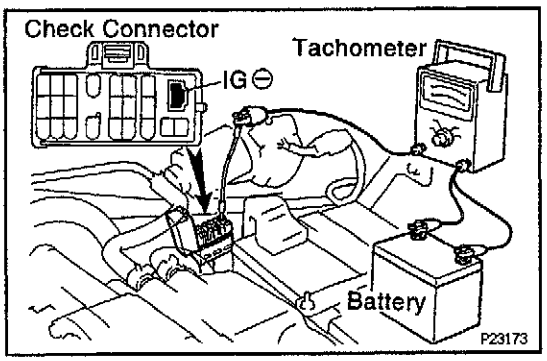
IDLE CO CHECK AND ADJUST (Hardtop)

EG6R5-01

HINT: This check is used only to determine whether or not the idle CO complies with regulations.

1. INITIAL CONDITIONS

(a) Engine at normal operating temperature
(b) Air cleaner installed
(c) All pipes and hoses of air induction system connected
(d) All accessories switched OFF
(e) All vacuum lines properly connected
(f) EFI system wiring connectors fully plugged
(g) Ignition timing set correctly



2. CONNECT TACHOMETER TO ENGINE

Connect the test probe of a tachometer to terminal IG ⊖ of the check connector.

NOTICE:

- **NEVER allow the tachometer terminal to touch ground as it could result in damage to the igniter and/or ignition coil.**
- **As some tachometers are not compatible with this ignition system, we recommend that you confirm the compatibility of your unit before use.**

3. CHECK IDLE SPEED

Idle speed:

650 ± 50 rpm

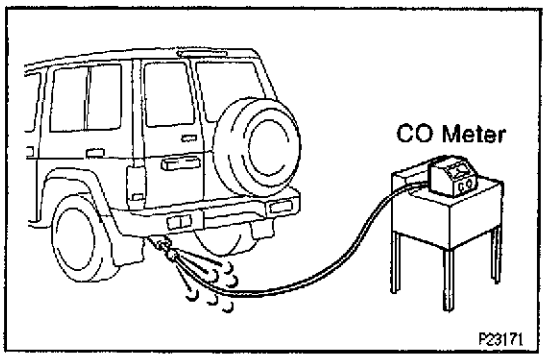
4. CHECK AND ADJUST CO CONCENTRATION AT IDLE

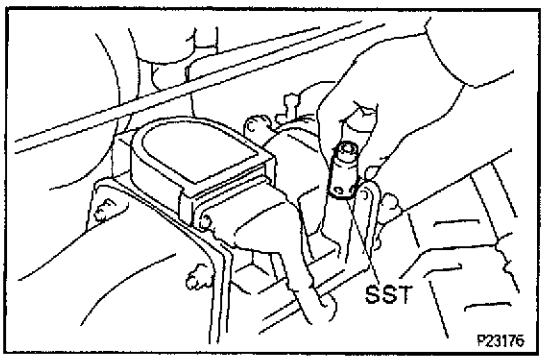
NOTICE:

- **Always use a CO meter when adjusting the idle mixture. It is not necessary to adjust with the idle mixture adjusting screw in most vehicles if they are in good condition. If a CO meter is not available, DO NOT ATTEMPT TO ADJUST WITH THE SCREW.**
- **If a CO meter is not available and it is absolutely necessary to adjust with the idle mixture adjusting screw, or if the air flow meter is replaced, use the alternative method.**

A. Method with CO meter

(a) Check that the CO meter is properly calibrated.
(b) Race the engine for approx. 120 seconds at approx. 2,500 rpm before measuring the concentration.
(c) Wait 1 — 3 minutes after racing the engine to allow the concentration to stabilize.





(d) Insert a testing probe at least 40 cm (1.3 ft) into the tailpipe, and measure the concentration with a short time.

Idle CO concentration:

1.5 ± 0.5 %

If the CO concentration is not as specified, adjust the idle mixture by turning the idle mixture adjusting screw with SST.

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- If the CO concentration is within specification, this adjustment is complete.
- If the CO concentration cannot be corrected by idle mixture adjustment, see the table below for other possible causes.

Troubleshooting

CO	Phenomenon	Causes
High	Rough idle (Black smoke from exhaust)	1. Clogged air filter 2. Plugged PCV valve 3. Faulty EFI systems: • Faulty pressure regulator • Clogged fuel return line • Defective water temperature sensor • Faulty engine ECU • Faulty injectors • Faulty throttle position sensor • Faulty air flow meter

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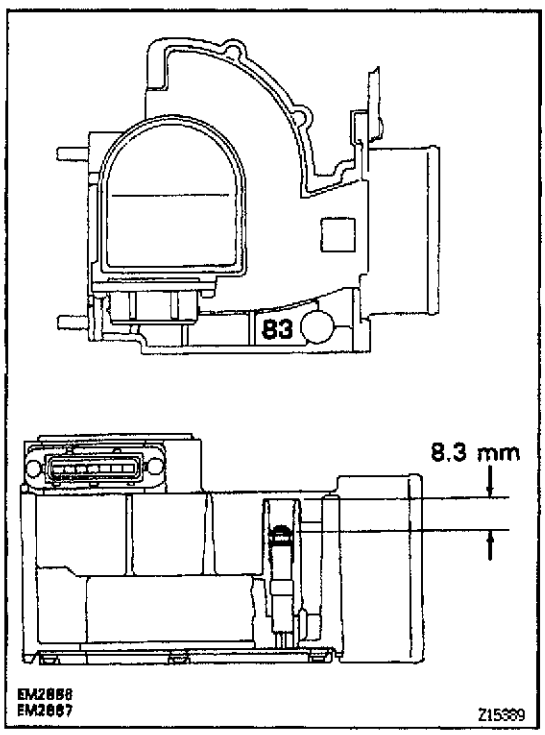

(e) Reinstall the rubber plug into the hole of the idle mixture adjusting screw.

B. Alternative method

HINT:

- This method is to be used ONLY when it is absolutely necessary to adjust the idle mixture screw or if the air flow meter is replaced without the aid of a CO meter.
- The inscribed number shows the depth of the idle mixture screw positioned for presetting.

Example:

Inscribed number 83
Depth 8.3 mm (0.326 in.)

Depth over 10 mm with a decimal point are abbreviated.

Example:

Inscribed number 15
Depth 11.5 mm (0.453 in.)