CO (w/o TWC) INSPECTION

EM0TE-01

HINT:

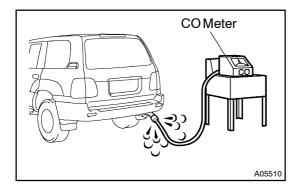
This check is used only to determine whether or not the idle CO complies with regulations.

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.
- (h) Transmission in neutral range.
- (i) Tachometer in neutral position.
- (j) Tachometer and CO meter calibrated by hand.
- 2. CHECK AND ADJUST CO CONCENTRATION AT IDLE NOTICE:

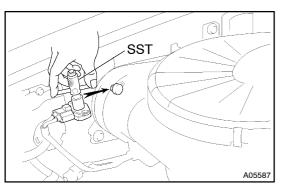
Always use a CO meter when adjusting the idle mixture. It is not necessary to adjust with the idle mixture screw in most vehicles if they are in good condition. if a CO meter is not available, Do NOT ATTEMPT TO ADJUST IDLE MIXTURE

(a) Race the engine at 2,500 rpm for approx. 180 seconds.



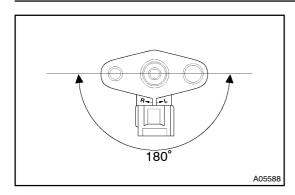
- (b) Insert a tester probe at least 40 cm (1.3ft) into the tailpipe.
- (c) Wait at least 1 minute before measuring to allow the concentration to stabilize. Complete the measuring with 3 minutes.

Idle CO concentration: 1.5 ± 0.5%



If the CO concentration dose not conform to regulations, adjust by turning the IDLE MIXTURE ADJUSTING SCREW in the variable resister with SST.

SST09243 -00020



HINT:

The idle mixture adjusting screw can be tightened through on angle of 180° .

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

3. TROUBLESHOOTING

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