

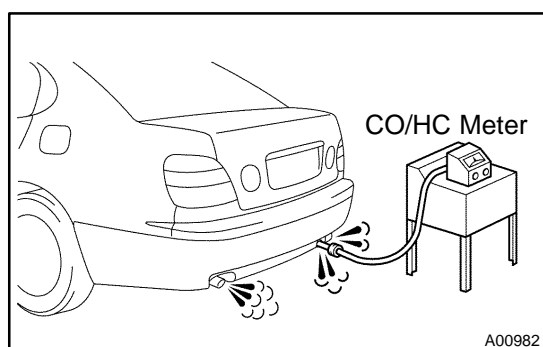
CO/HC INSPECTION

HINT:

This check is used only to determine whether or not the idle CO/HC 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) SFI system wiring connectors fully plugged
- (g) Ignition timing checked correctly
- (h) Transmission in neutral position
- (i) Tachometer and CO/HC meter calibrated by hand



2. START ENGINE
3. RACE ENGINE AT 2,500 RPM FOR APPROX. 180 SECONDS
4. INSERT CO/HC METER TESTING PROBE AT LEAST 40 cm (1.3 ft) INTO TAILPIPE DURING IDLING
5. IMMEDIATELY CHECK CO/HC CONCENTRATION AT IDLE AND/OR 2,500 RPM

Complete the measuring within 3 minutes.

HINT:

When performing the 2 mode (2,500 rpm and idle) test, follow the measurement order prescribed by the applicable local regulations.

If the CO/HC concentration does not comply with regulations, troubleshoot in the order given below.

- (1) Check oxygen sensor operation.
(See page [DI-220](#))
- (2) See the table below for possible causes, then inspect and correct the applicable causes if necessary.

CO	HC	Symptom	Causes
Normal	High	Rough idle	1. Faulty ignitions: <ul style="list-style-type: none"> • Incorrect timing • Fouled, shorted or improperly gapped plugs 2. Incorrect valve clearance 3. Leaky intake and exhaust valves 4. Leaky cylinder
Low	High	Rough idle (Fluctuating HC reading)	1. Vacuum leaks: <ul style="list-style-type: none"> • PCV hose • Intake manifolds • Throttle body 2. Lean mixture causing misfire
High	High	Rough idle (Black smoke from exhaust)	1. Restricted air filter 2. Faulty SFI system: <ul style="list-style-type: none"> • Faulty pressure regulator • Defective ECT sensor • Faulty engine ECM • Faulty injector • Faulty throttle position sensor • MAF sensor