CO/HC

EM0D0-09

INSPECTION

HINT:

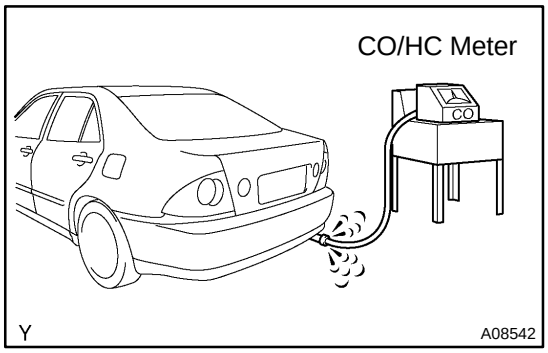
This check is used only to determine whether or not the idle CO/HC complies with regulations.

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

HINT:

When doing 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.

(a) Check heated oxygen sensors operation (See page SF-73).

(b) See the table below for possible causes, and then inspect and correct the applicable causes if necessary.

HC	CO	Phenomenon	Causes
High	Normal	Rough idle	4. Faulty ignitions: • Incorrect timing • Fouled, shorted or improperly gapped plugs • Open or crossed high-tension cords 5. Incorrect valve clearance 6. Leaky intake and exhaust valves 7. Leaky cylinder
High	Low	Rough idle (Fluctuating HC reading)	1. Vacuum leaks: • PCV hose • Intake manifold • Throttle body • Cylinder head gasket 2. Lean mixture causing misfire
High	High	Rough idle (Black smoke from exhaust)	1. Restricted air filter 2. Plugged PCV valve 3. Faulty SFI system: • Faulty fuel pressure regulator • Faulty ECM • Faulty injector • Faulty throttle position sensor • Faulty MAF meter