

Carburetor

Idle Control System (A/C only)

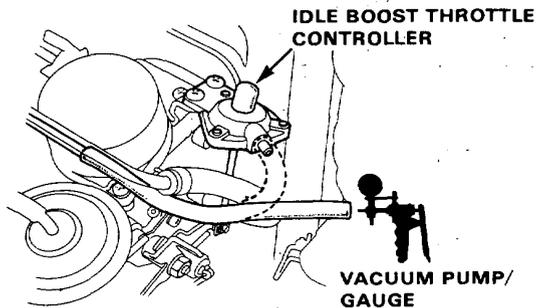
Testing

Idle speed too high in no-load conditions

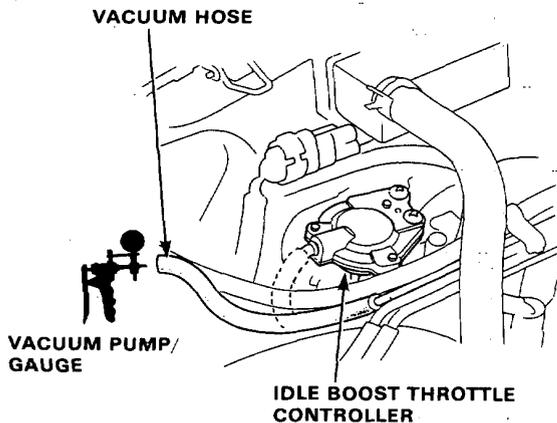
1. Start the engine and warm up to normal operating temperature (the cooling fan comes on).
2. Disconnect the vacuum hose from the idle boost throttle controller and check for vacuum.

There should be no vacuum.

(1.4 l Engine)



(1.6 l Engine)



- If there is no vacuum, check the throttle valve shaft for binding or sticking, and replace the idle boost throttle controller.
- If there is vacuum, go to troubleshooting (page 6-11).

Idle speed is low with A/C on

1. Disconnect the vacuum hose from the idle boost throttle controller and check for vacuum with the A/C on.

There should be vacuum.

- If there is vacuum, check the throttle valve shaft for binding or sticking, and replace the idle boost throttle controller.
- If there is no vacuum, go to troubleshooting (page 6-11).



Troubleshooting Flow Chart

A/C Idle Boost Solenoid Valve

Inspection of A/C Idle Boost System

Disconnect the upper vacuum hose of the solenoid valve from the idle boost throttle controller and connect a vacuum gauge.

Start the engine and warm up to normal operating temperature (the cooling fan comes on).

Is there vacuum ?

NO

Turn the blower switch ON.

Turn the A/C switch ON.

Is there vacuum ?

YES

A/C Idle Boost Solenoid Valve and A/C signal are OK.

YES

Disconnect the connector near the solenoid valve.

Is there vacuum ?

YES

Replace the solenoid valve.

NO

Inspect the A/C Signal (section 15).

NO

Disconnect the connector near the solenoid valve.

Measure voltage between RED (+) terminal and body ground.

Is there battery voltage ?

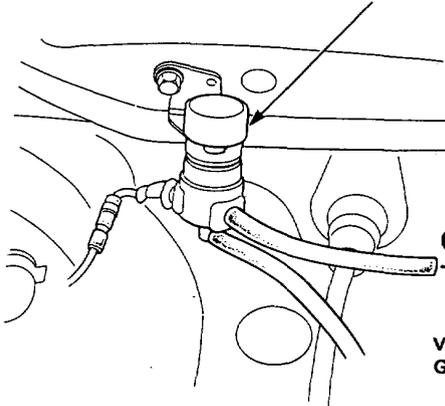
NO

Repair open or short in RED wire between the solenoid valve and compressor control unit.

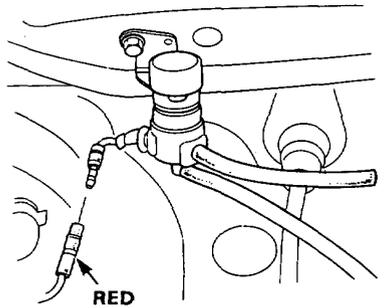
YES

(To page 6-12)

A/C IDLE BOOST SOLENOID VALVE



VACUUM PUMP/ GAUGE



(cont'd)

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Idle Control System (A/C only) (cont'd)

(From page 6-11)

