

Carburetor

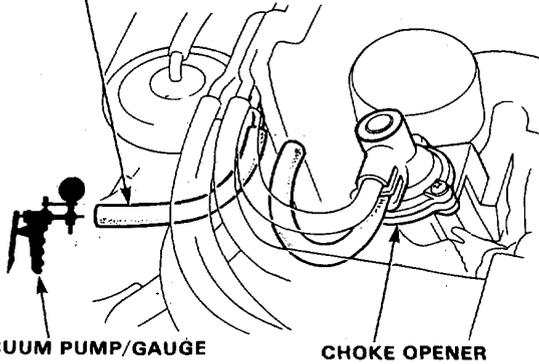
Choke Opener

Testing (COLD ENGINE)

NOTE: Engine coolant temperature must be below 18°C (64.4°F)

1. Disconnect the #28 vacuum hose from the choke opener and connect a vacuum pump.

#28 VACUUM HOSE



VACUUM PUMP/GAUGE

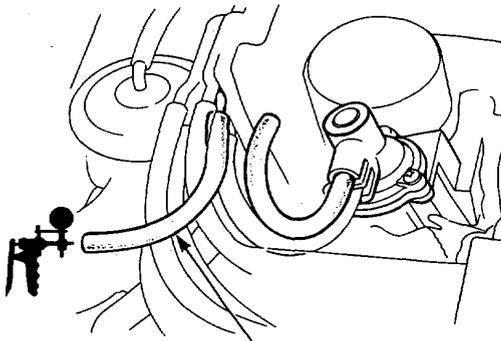
CHOKE OPENER

2. Start the engine and check the vacuum.

There should be vacuum.

- If there is no vacuum, check the #28 vacuum hose for proper connection, cracks, blockage or disconnected hose.

3. Disconnect the #18 vacuum hose from the choke opener, then connect a vacuum pump.



#18 VACUUM HOSE

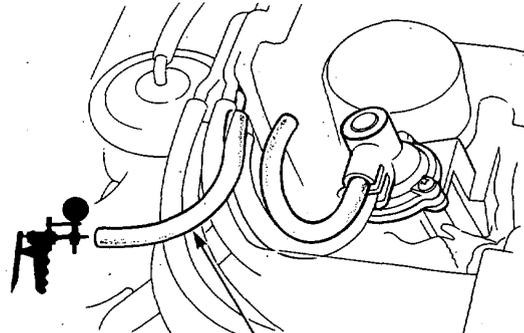
It should not hold vacuum.

- If it holds vacuum, check the #18 vacuum hose for proper connection, cracks, blockage or disconnected hose. If OK, replace the thermostatic valve and retest.

Testing (HOT ENGINE)

1. Start the engine and warm up to normal operating temperature (the cooling fan comes on).
2. Disconnect the #18 vacuum hose from the choke opener and connect a vacuum pump.

It should hold vacuum.



#18 VACUUM HOSE

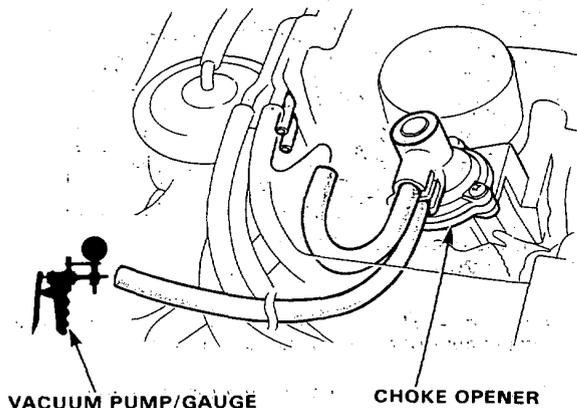
- If it does not hold vacuum, check the #18 vacuum hose for proper connection, cracks, blockage or disconnected hose. If OK, replace the thermostatic valve and retest.



Fast Idle (1.6 l Engine)

Choke Opener Diaphragm Testing

1. Disconnect the #18 vacuum hose from the vacuum hose manifold.
2. Disconnect the #28 vacuum hose from the vacuum hose manifold and connect a vacuum pump.



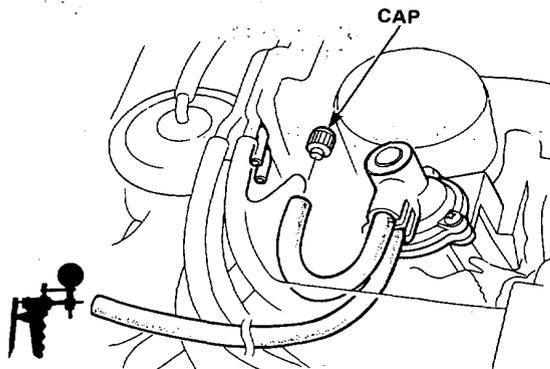
3. Apply vacuum.

Vacuum should stabilize at 100 to 200 mm Hg (4 to 8 in. Hg) and it should pull the opener rod.

- If not, check the linkage for signs of mechanical binding and replace the left carburetor (page 6-25).

4. Cap the end of the #18 vacuum hose and apply vacuum.

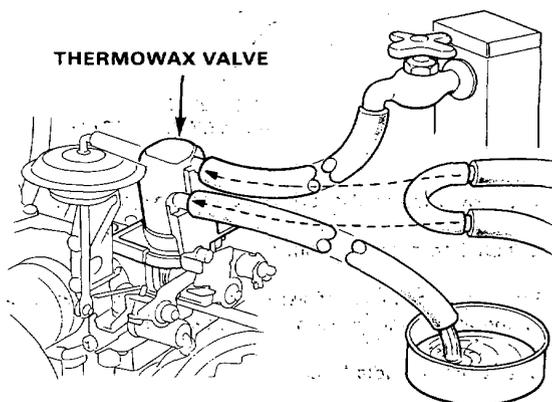
It should pull the opener rod.



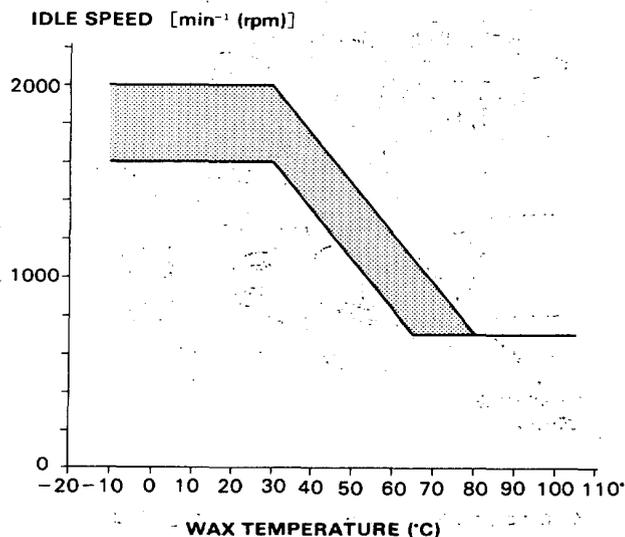
- If not, replace the left carburetor (page 6-25).

Inspection/Adjustment

1. Start the engine and warm up to normal operating temperature (the cooling fan comes on).
2. Stop the engine.
3. Disconnect both coolant hoses from the thermowax valve and cap the end of hoses.
4. Apply cold water and cool down the wax.



5. Connect a tachometer and check the idle speed.



Adjust the idle speed, if necessary, by turning the fast idle adjusting screw.

(cont'd)