

## CO/HC INSPECTION

EM03L-06

### 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

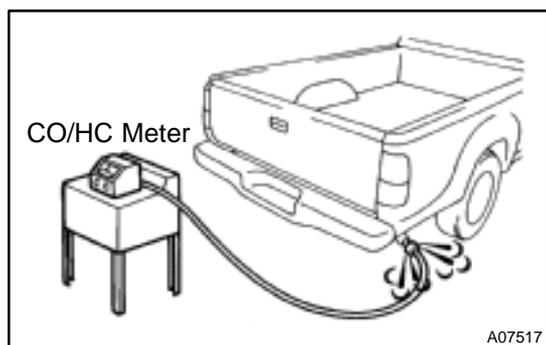
Complete the measuring within 3 minutes.

### HINT:

When 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.

- (1) Check the A/F sensor or heated oxygen sensor operation (See pages [DI-234](#) or [DI-243](#)).
- (2) See the table below for possible causes, and then inspect and correct the applicable causes if necessary.



CO	HC	Symptoms	Causes
Normal	High	Rough idle	3. Faulty ignition: <ul style="list-style-type: none"> <li>• Incorrect timing</li> <li>• Fouled, shorted or improperly gapped plugs</li> <li>• Open or crossed high-tension cords</li> </ul> 4. Incorrect valve clearance 5. Leaky intake and exhaust valves 6. Leaky cylinder
Low	High	Rough idle (Fluctuating HC reading)	1. Vacuum leak: <ul style="list-style-type: none"> <li>• PCV hose</li> <li>• Intake manifold</li> <li>• Air intake chamber</li> <li>• Intake air connector</li> <li>• Throttle body</li> <li>• IAC valve</li> <li>• Brake booster line</li> </ul> 2. Lean mixture causing misfire
High	High	Rough idle (Black smoke from exhaust)	1. Restricted air filter 2. Plugged PCV valve 3. Faulty SFI systems: <ul style="list-style-type: none"> <li>• Faulty fuel pressure regulator</li> <li>• Clogged fuel return line</li> <li>• Defective ECT sensor</li> <li>• Faulty ECM</li> <li>• Faulty injector</li> <li>• Faulty throttle position sensor</li> <li>• Faulty MAF meter</li> </ul>