



## Tailpipe Emissions

### Inspection

NOTE: It is not possible to use a CO meter to adjust the idle mixture; the effect of the catalytic converter prevents accurate tracking of such small changes in air-fuel ratio.

**⚠ WARNING** Do not smoke during this procedure. Keep any open flame away from your work area.

1. KS, KG:  
Check the idle speed/mixture using the propane enrichment method.
2. Warm up and calibrate the CO meter according to the meter manufacturer's instructions.
3. Start the engine and warm it up to normal operating temperature (the cooling fan comes on twice).
4. Turn the ignition switch OFF. Restart the engine and hold engine at idle for 2 minutes.  
And hold engine at 2,500—3,000  $\text{min}^{-1}$  (rpm) for 1 minute.
5. Check idle CO with the headlights, heater blower, rear window defogger, cooling fan, and air conditioner off.

### Specified CO %:

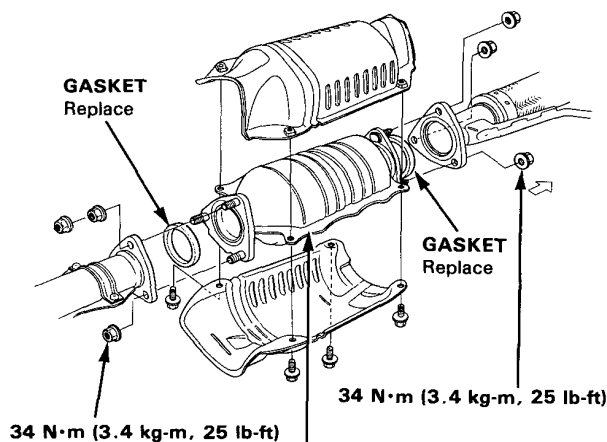
KX, KS, KG, KE with CATA: below 0.1%

Except KX, KS, KG, KE with CATA:  $1.0 \pm 1.0\%$

## Catalytic Converter

### Inspection

If excessive exhaust system back-pressure is suspected, remove the catalytic converter from the car and make a visual check for plugging, melting or cracking of the catalyst. Replace the catalytic converter if any of the visible area is damaged or plugged.



### CATALYTIC CONVERTER

Removal Installation, section 5

Inspect housing for cracks or other damage.

Inspect element for clogging by looking through the inside.