

Emission Control System

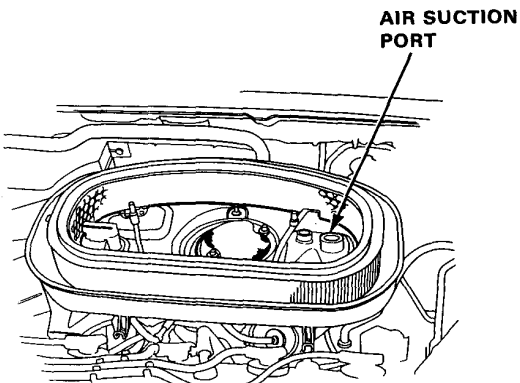
Air Injection Control

Testing

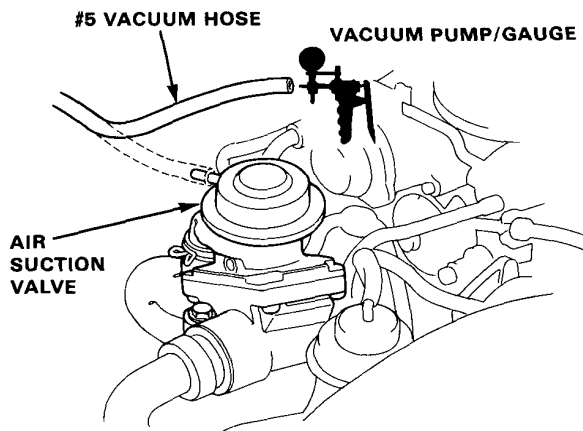
1. Start the engine.
2. Remove the air cleaner cover and filter.
3. Start the engine and check for a bubbling noise from the air suction port idle.

A bubbling noise should not be heard.

NOTE: Engine coolant temperature must be below 30°C (86°F)



- If a bubbling noise is heard, disconnect the #5 vacuum hose from the air suction valve and connect a vacuum pump.
- There should be no vacuum.



- If there is no vacuum, replace air suction valve and retest.
- If there is vacuum, go to troubleshooting (page 6-55).

4. Warm up to normal operating temperature.

NOTE: Engine coolant temperature must be below 70°C (158°F).

A bubbling noise should be heard.

- If bubbling noise is not heard, disconnect the #5 vacuum hose from the air suction valve and connect a vacuum pump.

There should be vacuum.

- If there is vacuum, replace the air suction valve and retest.
- If there is no vacuum, check the #5 and #12 vacuum line for proper connection, cracks, blockage or disconnected hose. If OK, go to troubleshooting (page 6-55).



Troubleshooting Flow Chart Air Suction Control Solenoid Valve

Inspection of Air Suction Control Solenoid Valve.

Open the control box lid.

Disconnect the lower vacuum hose of the solenoid valve from the joint and connect a vacuum pump.

Disconnect the #5 vacuum hose of the solenoid valve from the vacuum hose manifold and connect a vacuum gauge.

Start the engine.

Apply vacuum.

Does solenoid valve hold vacuum?

NO

Turn the ignition switch OFF.

Disconnect the connector on the control box.

Warm up normal operating temperature.

NOTE: Engine coolant temperature must be below 70 °C (158 °F)

Start the engine.

Measure voltage between LT GRN (+) and BLK (-) terminals

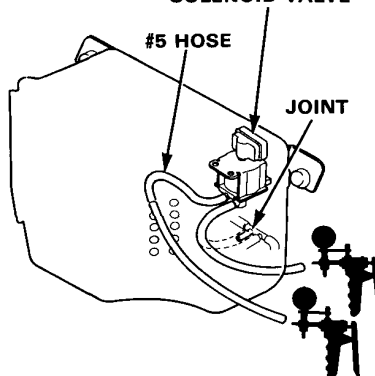
Is there voltage?

YES

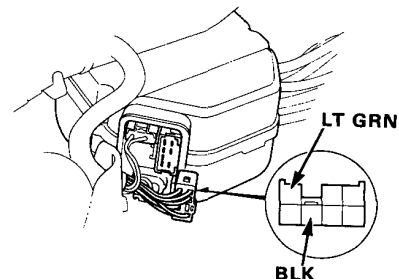
NO

Replace the solenoid valve.

AIR SUCTION CONTROL SOLENOID VALVE



NOTE: Engine coolant temperature must be below 30 °C (86 °F)



Check the self-diagnosis indicator (page 6-20). If OK, substitute a known-good control unit and retest. If symptom goes away, replace the original control unit.

(To page 6-56)

(cont'd)

Emission Control System

Air Injection Control (cont'd)

