

## CO/HC INSPECTION

### 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

### HINT:

All vacuum hoses for EGR systems, etc. should be properly connected.

- (f) SFI system wiring connectors fully plugged
- (g) Ignition timing set 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. 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

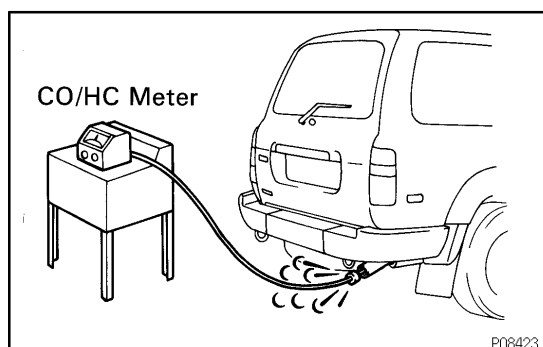
### HINT:

When doing the 2 mode (2,500 rpm and idle) test, follow the measurement order prescribed by the applicable local regulations.

### Troubleshooting

If the CO/HC concentration does not comply with regulations, troubleshoot in the order given below.

See the table below for possible causes, and then inspect and correct the applicable causes if necessary.



| HC   | CO     | Problems                                 | Causes                                                                                                                                                                                                                                                                                                                                                                                                |
|------|--------|------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| High | Normal | Rough idle                               | <ol style="list-style-type: none"> <li>Faulty ignitions: <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> <li>Cracked distributor cap</li> </ul> </li> <li>Incorrect valve clearance</li> <li>Leaky EGR valve</li> <li>Leaky intake and exhaust valves</li> <li>Leaky cylinder</li> </ol> |
| High | Low    | Rough idle<br>(Fluctuating HC reading)   | <ol style="list-style-type: none"> <li>Vacuum leaks: <ul style="list-style-type: none"> <li>PCV hose</li> <li>EGR valve</li> <li>Intake manifold</li> <li>Air intake chamber</li> <li>Throttle body</li> <li>IAC valve</li> <li>Brake booster line</li> </ul> </li> <li>Lean mixture causing misfire</li> </ol>                                                                                       |
| High | High   | Rough idle<br>(Black smoke from exhaust) | <ol style="list-style-type: none"> <li>Restricted air filter</li> <li>Faulty SFI systems: <ul style="list-style-type: none"> <li>Faulty 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> </li> </ol>                                     |

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