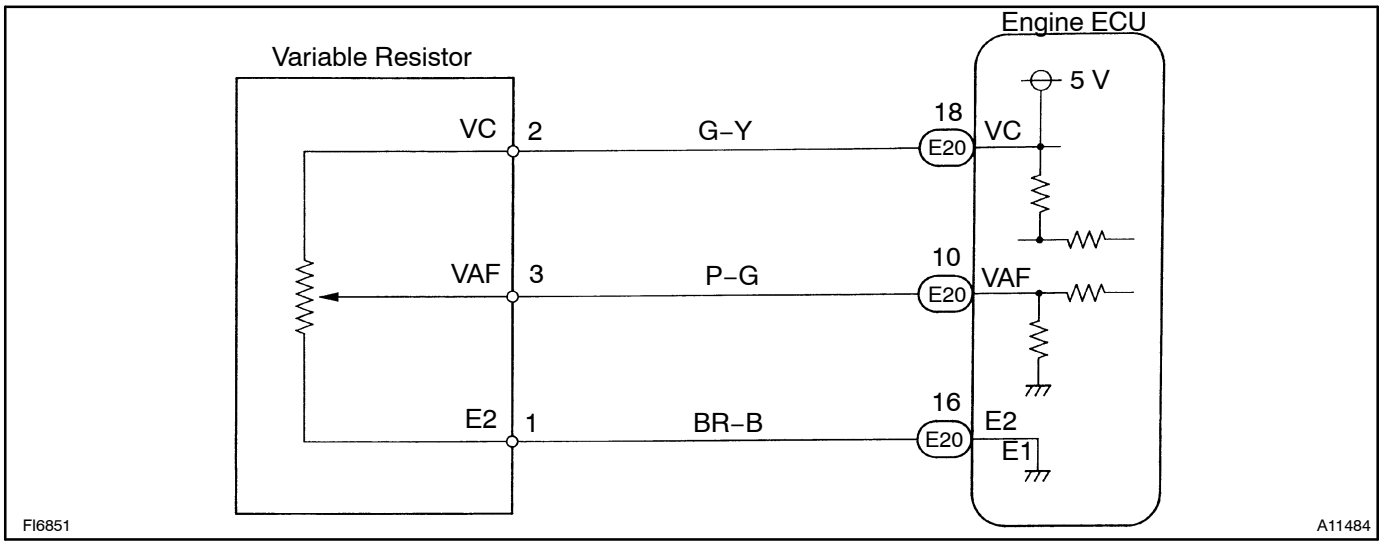
DI1IX–04

Variable Resistor Circuit

CIRCUIT INSPECTION

This resistor is used change the air–fuel ratio of the air–fuel mixture.
The idle mixture is adjusted using this resistor.
Turning the idle mixture adjusting screw clockwise moves the contacts inside the resistor, raising the terminal VAF voltage. Conversely, turning the screw counterclockwise lowers the terminal VAF voltage.
When the terminal VAF voltage rises, the engine ECU increases the injection volume slightiy, marking the air–fuel mixture a little richer.

WIRING DIAGRAM

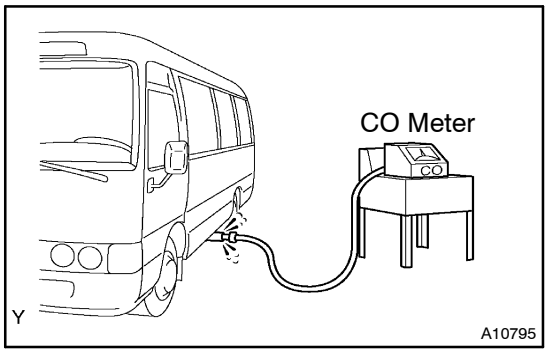


INSPECTION PROCEDURE

NOTICE:

Always use a CO meter when adjusting the idle mixture. If a CO meter is not available, DO NOT ATTEMPT TO ADJUST IDLE MIXTURE.

1	**Check CO concentration.**



PREPARATION:

(a) Warm up the engine to normal operating temperature.
(b) AII accessories switched OFF.
(c) AII vacuum lines properly connected.
(d) Connect the tachometer.
(e) Ignition timing check correctly.
(f) Idle speed check correctly.
(g) Check that the CO meter is properly calibrated.
(h) Race the engine at 2,500 rpm about 2 minutes.

CHECK:

Insert a tester probe at least 40 cm (1.3 ft) into the tailpipe. Measure the concentration with 1 – 3 minutes after racing the engine to allow the concentration to stabilize.

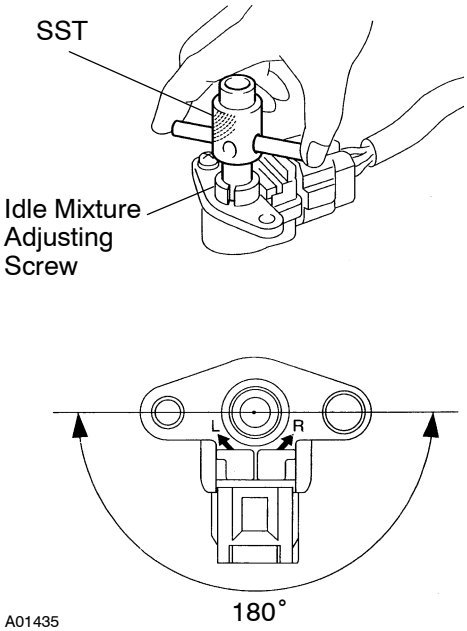
OK:

Idle CO concentration: 1.5 ± 0.5 %

OK	**CO concentration is normal. Proceed to next circuit inspection shown problem symptom tables (See page DI–15)**

NG

2	**Adjust CO concentration.**



PREPARATION:

Same condition as step 1 of this chart.

CHECK:

Using SST, adjust the idle mixture by turning the idle mixture adjusting screw in the variable resistor.

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RESULT:

OK	Concentration: 1.5 ±0.5%
NG type I	Change in CO concentration
NG type II	No change in CO concentration

HINT:

Always check idle speed after turning the idle mixture adjusting screw. If it is incorrect, readjust idle speed.

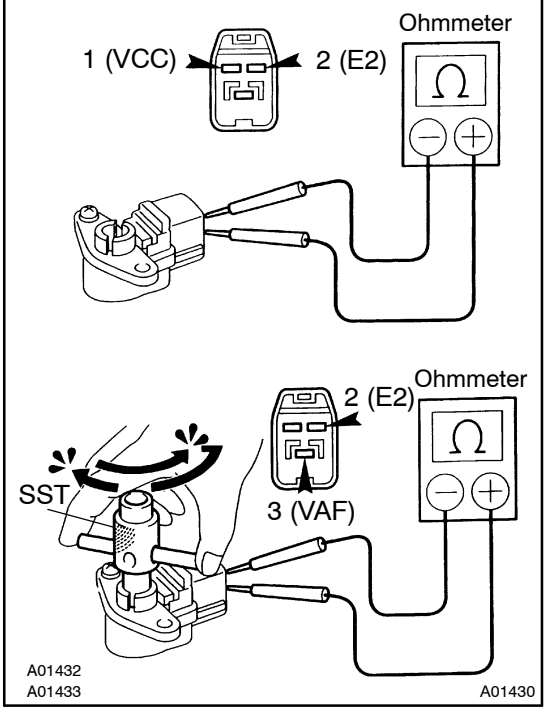
Adjustable range of the idle mixture adjust to turn this screw is 180 degrees. Do not turn this screw more than it.

Type I	**See page EM–1 and go on troubleshooting.**
Type II	**Go to step 3.**

OK

Adjustment is complete.

3	Check resistance of variable resistor.



Check resistance between terminals 1 and 2:

PREPARATION:

Disconnect the variable resistor connector.

CHECK:

Measure the resistance between terminals 1 and 2 of the variable resistor.

OK:

Resistance: 4 – 6 kΩ

Check resistance between terminals 2 and 3:

CHECK:

Measure the resistance between terminals 2 and 3 when turning the idle mixture adjusting screw fully clockwise and counterclockwise using SST.

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OK:

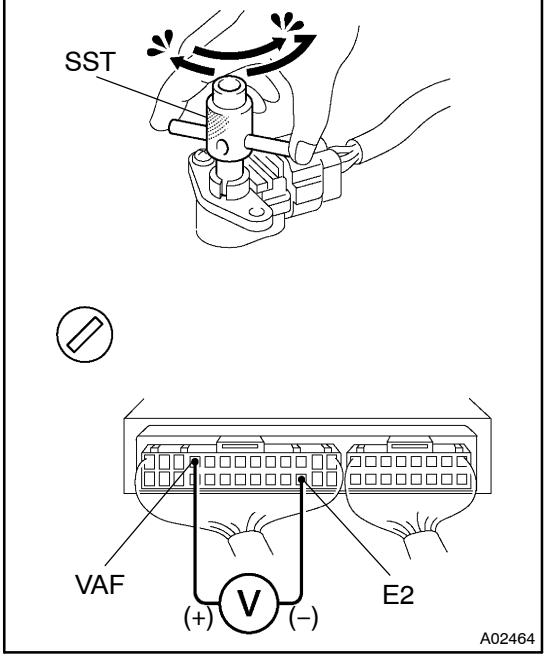
Resistance:

Change from about 5 kΩ to 0 kΩ accordingly

NG	Replace variable resistor.

OK

4	Check voltage between terminals VAF and E2 of engine engine ECU connector.



PREPARATION:

(a) Reconnect the variable resistor connector.

(b) Disconnect the engine ECU from the body bracket (See page FI–36).

(c) Turn the ignition switch ON.

CHECK:

Measure the voltage between terminals VAF and E2 of the engine ECU connector while slowly turning the idle mixture adjusting screw first fully counterclockwise and then fully clockwise, using SST.

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OK:

Voltage changes smoothly from 0 V to about 5 V, i.e. does not suddenly jump up to 5 V down to 0 V.

OK	Check and replace engine ECU (See page FI–37).

NG

5	Check for open and short in harness and connector between variable resistor and engine ECU (See page IN–19).

NG → Repair or replace harness or connector.

OK

Check and replace engine ECU (See page FI–37).