CO

INSPECTION

EM10I–03

HINT:

This check is used only to determine whether or not the idle CO complies with regulations.

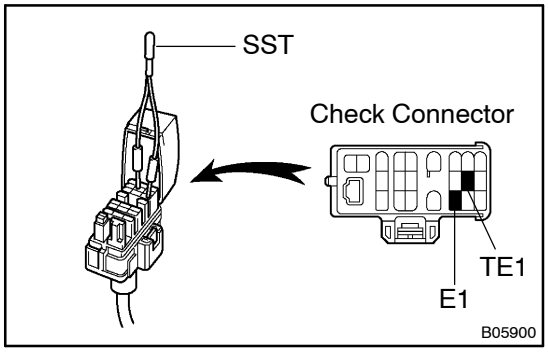
1. INITIAL CONDITIONS

- Engine at normal operating temperature
- Air cleaner installed
- All pipes and hoses of air induction system connected
- All accessories switched OFF
- All vacuum lines properly connected
- EFI system wiring connectors fully plugged
- Ignition timing set correctly
- Transmission in neutral range
- Tachometer and CO meter calibrated by hand

2. CHECK AND ADJUST CO CONCENTRATION AT IDLE

NOTICE:

Always use a CO meter when adjusting the idle mixture. It is not necessary to adjust with the idle mixture screw in most vehicles if they are in good condition. If a CO meter is not available, Do NOT ATTEMPT TO ADJUST IDLE MIXTURE.

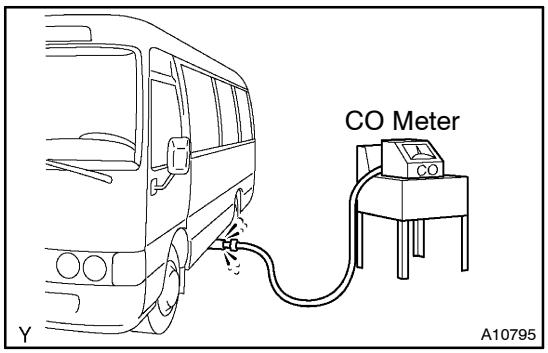


(a) Using SST, connect the terminals TE1 and E1 of the check connector.
SST 09843–18020

HINT:

After engine speed is kept at about 1,000rpm for 5 seconds, check that it returns to idle speed.

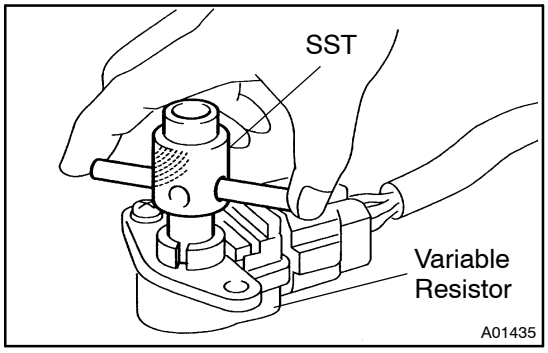
(b) Race the engine at 2,500 rpm for approx.180 seconds.



(c) Insert a tester probe at least 40 cm (1.3 ft) into the tailpipe.

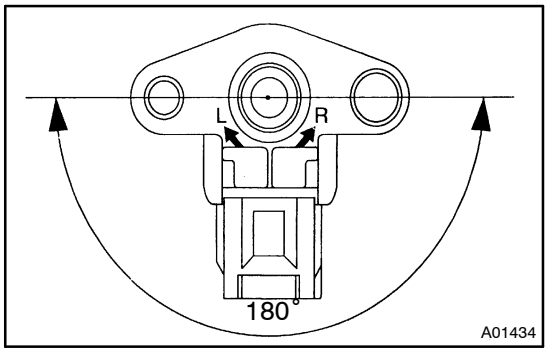
(d) Wait at least 1 minute before measuring to allow the concentration to stabilize. Complete the measuring within 3 minutes.

Idle CO concentration: 1.5 ± 0.5 %



If the CO concentration dose not conform to regulations, connect the variable resister and adjust the IDLE MIXTURE ADJUSTING SCREW by turning with the SST.

Part No.:
Variable resister 89456–30010
SST 09243–00020



HINT:
The idle mixture adjusting screw can be tightened through on angle of 180°.
If the CO concentration is within specification, this adjustments is complete.
If the CO concentration can not be corrected by idle mixture adjustment, see the table below for other possible causes.

(e) Remove the SST from the variable resistor.
SST 09843–18020

CO	Problems	Causes
High	Rough idle (Black smoke from exhaust)	2. Clogged air filter 3. Plugged PCV valve 4. Faulty EFI system: • Faulty pressure regulator • Clogged fuel return line • Defective water temperature sensor • Faulty engine ECU • Faulty injectors • Faulty throttle position sensor