CO (RZN series w/o Air Flow Meter)

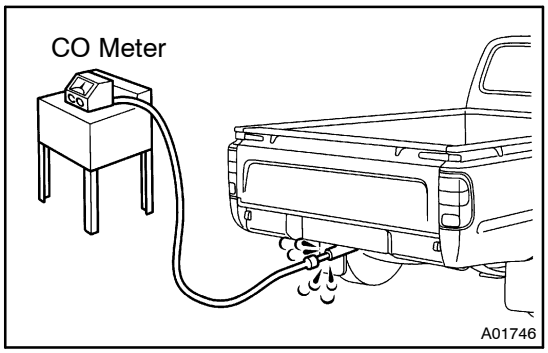
EM1TF–01

INSPECTION

HINT:
This check is used only to determine whether or not the idle CO 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
(f) EFI system wiring connectors fully plugged
(g) Ignition timing set correctly
(h) Tachometer and CO meter calibrated by hand



2. INSPECT CO CONCENTRATION AT IDLE

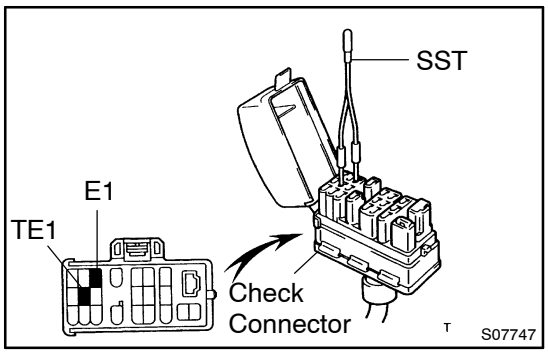
(a) Race the engine at 2,500 rpm for approx., 180 seconds.
(b) Insert a tester probe at least 40 cm (1.3 ft) into the tailpipe.
(c) Wait at least 1 minute before measuring to allow the concentration to stabilize. Complete the measuring within 3 minutes.
Idle CO concentration (w/ Cooling fan OFF):
1.5 ± 0.5 %

3. CHECK AND ADJUST CO CONCENTRATION AT IDLE

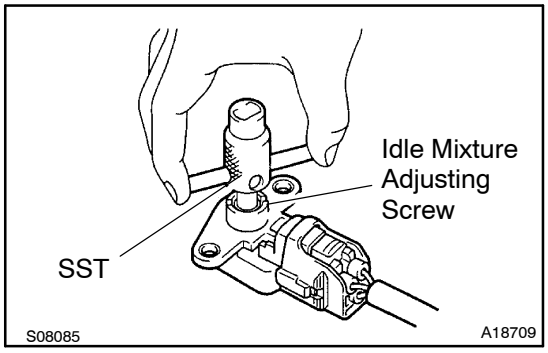
NOTICE:

- **Always use a CO meter when adjusting the idle mixture. It is not necessary to adjust with the idle mixture screw in most vehicle if they are in good condition. If a CO meter is not available, DO NOT ATTEMPT TO ADJUST IDLE MIXTURE.**
- **The following orders must be obeyed strictly, otherwise may not adjust the CO concentration to standard value.**

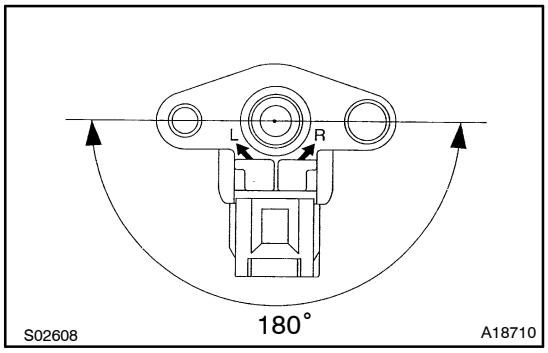
(a) Connect the connector to a variable resistor.
Variable resistor part No.: 89456–30010



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



(c) Using SST, adjust the CO concentration by turning the idle mixture adjusting screw in the variable resistor.
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 adjustment is complete.
If the CO concentration cannot be corrected by idle mixture adjustment, see the table for other possible causes.

CO	Problems	Causes
High	Rough idle (Black smoke from exhaust)	1. Clogged air filter 2. Plugged PCV valve 3. Faulty EFI system: • Faulty pressure regulator • Clogged fuel return line • Defective water temperature sensor • Faulty engine ECU • Faulty injectors • Faulty throttle position sensor

(d) Remove the SST from the check connector.
SST 09843–18020

(e) Disconnect the connector from the variable resistor.