

CO/HC INSPECTION

EM05J-06

HINT:

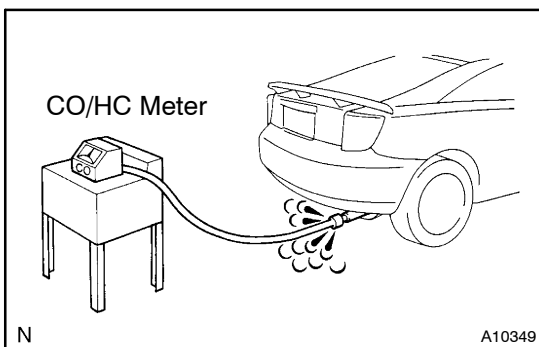
This check is used only to determine whether or not the idle CO/HC complies with regulations.

1. INSTALL CONDITIONS

- (a) Engine at normal operating temperature
- (b) Air cleaner installed
- (c) Air 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 check 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. 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

Complete the measuring with 3 minutes.

HINT:

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

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

- Check heated oxygen sensor operation.
(See page DI-53)
- See the table below for possible causes, and then inspect and correct the applicable causes if necessary.

CO	HC	Problems	Causes
Normal	High	Rough idle	3. Faulty ignitions: • Incorrect timing • Fouled, shorted or improperly gapped plugs • Open or crossed high-tension cords 4. Incorrect valve clearance 5. Leaky intake and exhaust valves 6. Leaky cylinders
Low	High	Rough idle (Fluctuating HC reading)	1. Vacuum leaks: • PCV hoses • Intake manifold • Throttle body • IAC valve • Brake booster line 2. Lean mixture causing misfire
High	High	Rough idle (Black smoke from exhaust)	1. Restricted air filter 2. Plugged PCV valve 3. Faulty EFI systems: • Faulty pressure regulator • Defective water temperature sensor • Defective IAT sensor • Faulty Engine ECU • Faulty injectors • Faulty throttle position sensor