

CO/HC INSPECTION

EMOD0-01

HINT:

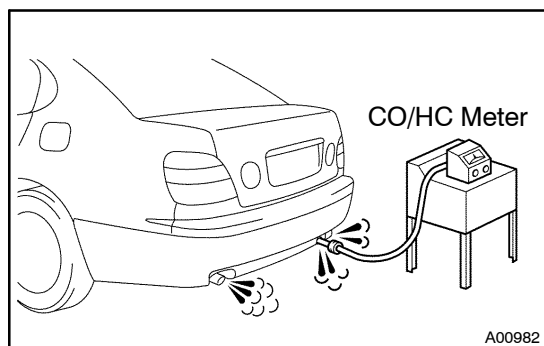
This check is used only to determine whether or not the idle CO/HC complies with regulations.

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

HINT:

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

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

- (a) Check heated oxygen sensors operation.
(See page [DI-43](#))
- (b) See the table below for possible causes, and then inspect and correct the applicable causes if necessary.

HC	CO	Phenomenon	Causes
High	Normal	Rough idle	1. Faulty ignitions: <ul style="list-style-type: none"> • Incorrect timing • Fouled, shorted or improperly gapped plugs • Open or crossed high-tension cords 2. Incorrect valve clearance 3. Leaky intake and exhaust valves 4. Leaky cylinder
High	Low	Rough idle (Fluctuating HC reading)	1. Vacuum leaks: <ul style="list-style-type: none"> • PCV hose • Intake manifold • Throttle body • Cylinder head gasket 2. Lean mixture causing misfire
High	High	Rough idle (Black smoke from exhaust)	1. Restricted air filter 2. Plugged PCV valve 3. Faulty SFI systems: <ul style="list-style-type: none"> • Faulty pressure regulator • Faulty ECM • Faulty injector • Faulty throttle position sensor • Faulty mass air flow meter