Mixture Control

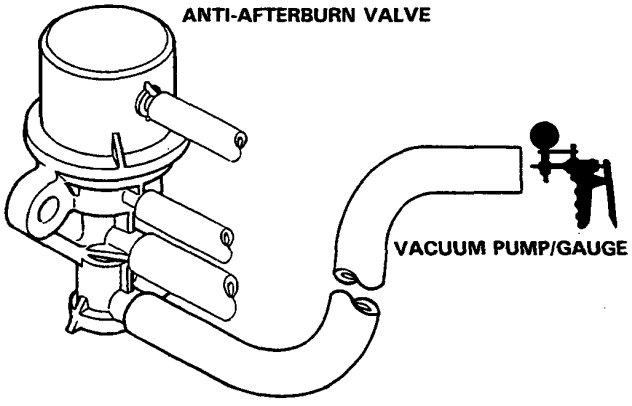
[Except KX, KS, KZ model]

Testing (COLD ENGINE)

NOTE: The engine coolant temperature must be below 90°C (194°F).

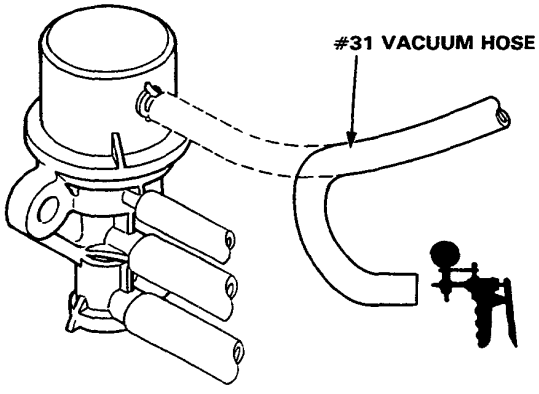
1. Disconnect the vacuum hose from the air cleaner and connect vacuum pump.
2. Start the engine and check the vacuum.

   There should be no vacuum.



- If there is no vacuum, go to hot engine test.
- If there is vacuum, disconnect the #31 vacuum hose from the anti-afterburn valve and check the vacuum.

  There should be vacuum.



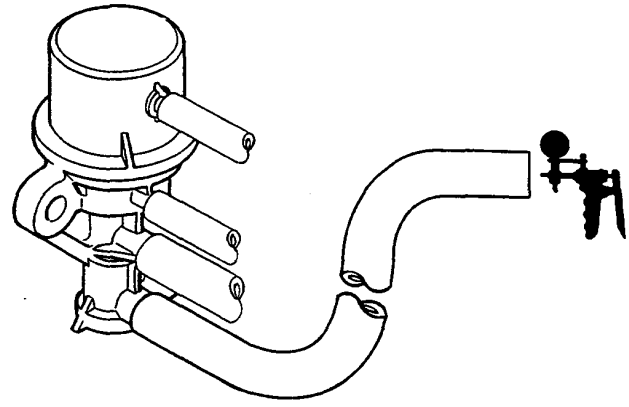
— If there is no vacuum, check the #31 vacuum hose for proper connection, cracks, brockage or disconnected hose, and replace the thermo-valve.

— If there is vacuum, replace the anti-afterburn valve and retest.

Testing (HOT ENGINE)

1. Disconnect the vacuum hose from the air cleaner and connect vacuum pump.
2. Start the engine and warm it up to normal operating temperature (cooling fan comes on).
3. Check the vacuum.

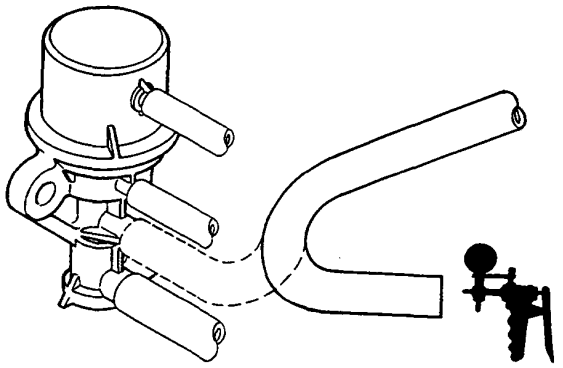
   There should be vacuum.



- If there is no vacuum, go to step 4.

4. Disconnect the vacuum hose from the anti-afterburn valve and check the vacuum.

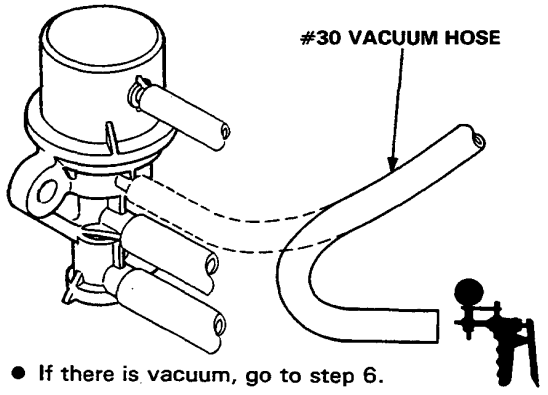
   There should be vacuum.



- If there is vacuum, go to step 5.
- If there is no vacuum, check the hose for proper connection, cracks, blockage or disconnected hose.

5. Disconnect the #30 vacuum hose from the anti-afterburn valve and check the vacuum.

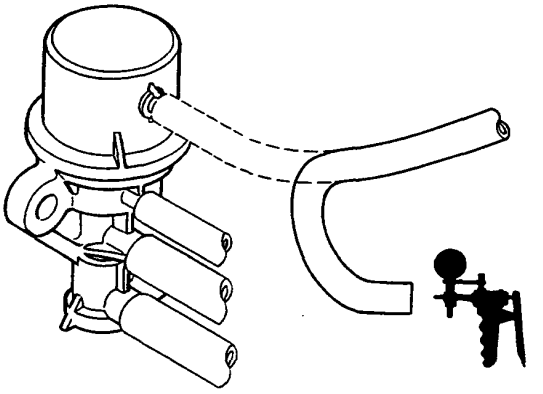
   There should be vacuum.



- If there is vacuum, go to step 6.
- If there is no vacuum, check the #30 vacuum hose for proper connection, cracks, blockage or disconnected hose.

6. Disconnect the #31 vacuum hose from the anti-afterburn valve and check the vacuum.

   There should be no vacuum.



- If there is vacuum, replace the thermovalve and retest.
- If there is no vacuum, replace the anti-afterburn valve and retest.