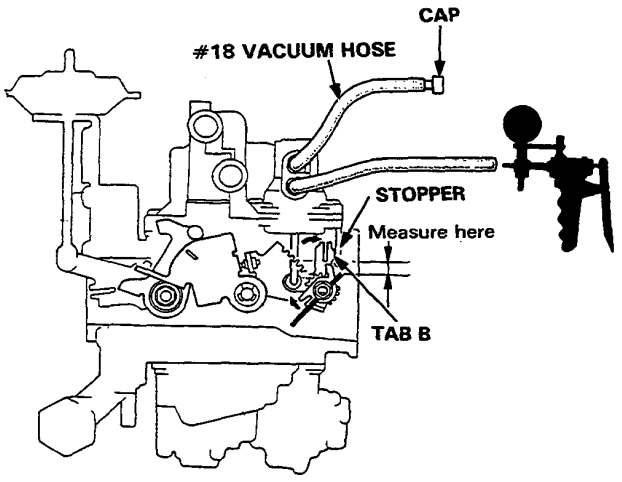
Choke Linkage (cont'd)

4. Cap the end of the #18 vacuum hose and apply vacuum.
5. Turn the choke drive lever clockwise until Tab B seats against the stopper, and measure clearance between the choke valve and casting.



2nd Stage Clearance;
[KS, KX, KZ model]
M/T: 2.35 ± 0.14 mm (0.093 ± 0.006 in.)
A/T: 2.65 ± 0.15 mm (0.104 ± 0.006 in.)
[KY, KT, KF, KG, KW, KB, KE model]
1.94 ± 0.12 mm (0.076 ± 0.005 in.)

Adjust clearance by bending Tab B.

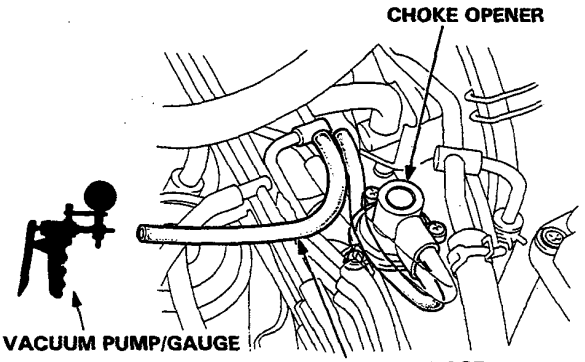
If the clearance can not adjust, replace the left carburetor (page 6-46).

Choke Opener

Testing (COLD ENGINE)

NOTE: Engine coolant temperature must be below 15°C (59°F)

1. Disconnect the #26 vacuum hose from the choke opener and connect a vacuum pump.

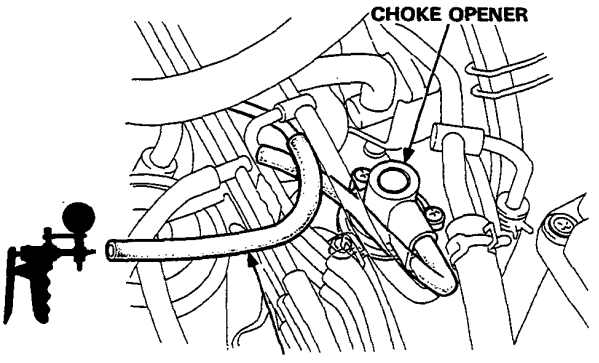


2. Check the vacuum with the ignition switch turn to START position.

   There should be no vacuum when the ignition switch turn to START position.

   - If not, go to troubleshooting (page 6-46).

3. Start the engine and disconnect the #18 vacuum hose from the choke opener, then connect a vacuum pump.



   It should not hold vacuum.

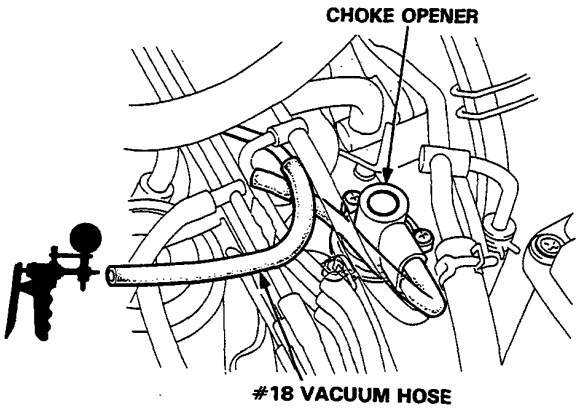
   - If it holds vacuum, check the #18 vacuum hose for proper connection, cracks, blockage or disconnected hose. If OK, replace the thermovalve and retest.

Testing (HOT ENGINE)

1. Start the engine and warm up to normal operating temperature (the cooling fan comes on).

2. Disconnect the #18 vacuum hose from the choke opener and connect a vacuum pump.

   It should hold vacuum.



- If it does not hold vacuum, check the #18 vacuum hose for proper connection, cracks, blockage or disconnected hose. If OK, replace the thermovalve and retest.

(cont'd)

Choke Opener (cont'd)

Troubleshooting Flow Chart — Cranking Leak Solenoid Valve

Inspection of Cranking Leak Solenoid Valve

Disconnect #26 vacuum hose from the vacuum hose manifold.

Connect vacuum pump and apply vacuum.

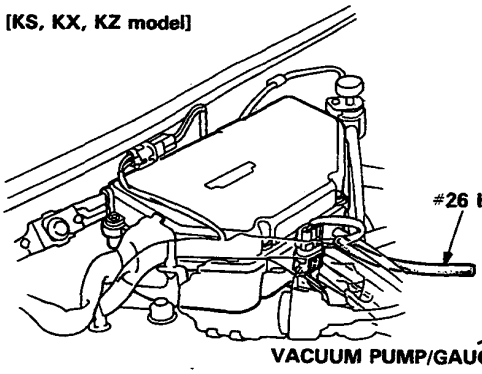
Turn the ignition switch to the START position.

Does vacuum remain steady?

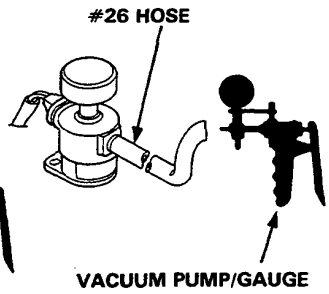
YES → Turn the ignition switch OFF.

NO

[KS, KX, KZ model]



[Except KS, KX, KZ model]



Start the engine and warm up to normal operating temperature (the cooling fan comes on).

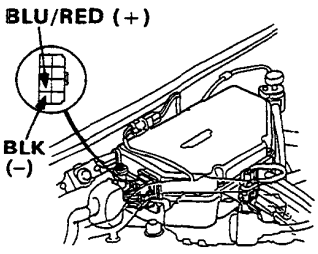
Apply vacuum

(To page 6-43)

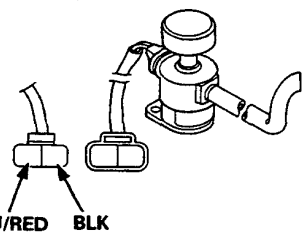
Turn the ignition switch OFF.

Disconnect the 8P connector on the control box.

[KS, KX, KZ model]



[Except KS, KX, KZ model]



Measure voltage between BLU/RED (+) terminal and BLK (–) terminal on the wire harness.

Turn the ignition switch to the START position.

Is there battery voltage?

YES → **Replace the solenoid valve.**

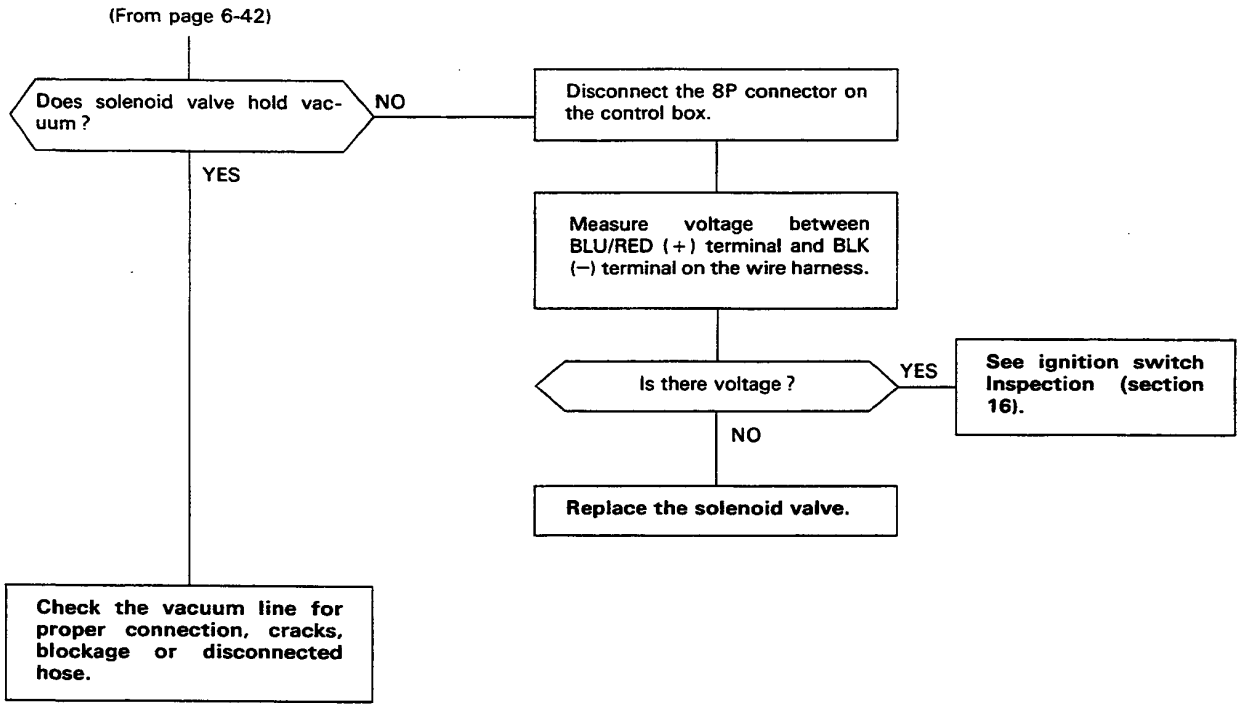
NO

Measure voltage between BLU/RED (+) terminal and body ground in the START position.

Is there battery voltage?

YES → **Repair open in BLK wire between the control box and G202.**

NO → **Inspect open in BLU/RED wire between the control box and ignition switch as well as No.1 fuse.**


(From page 6-42)
Does solenoid valve hold vacuum ?
NO
YES
Disconnect the 8P connector on the control box.
Measure voltage between BLU/RED (+) terminal and BLK (−) terminal on the wire harness.
Is there voltage ?
YES
See ignition switch Inspection (section 16).
NO
Replace the solenoid valve.
Check the vacuum line for proper connection, cracks, blockage or disconnected hose.

(cont'd)