



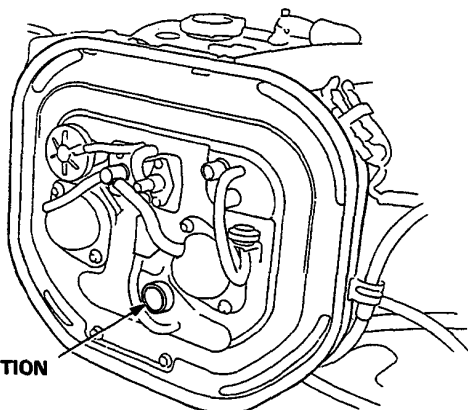
Air Injection Control

[KX, KS, KZ model]

Testing (HOT ENGINE)

1. Start the engine and warm up to normal operating temperature (the cooling fan comes on).
2. Remove the air cleaner cover and filter.
3. Start the engine and check for a bubbling noise from the air suction port at idle.

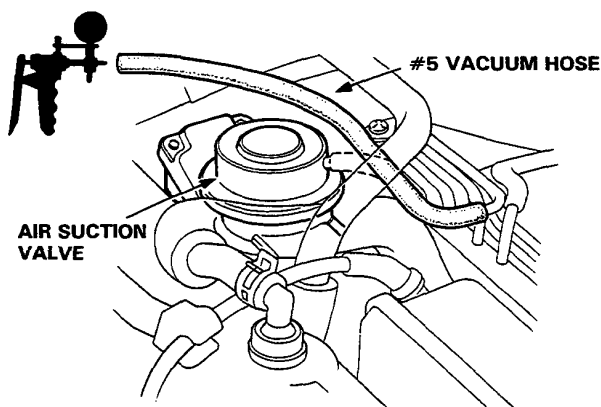
A bubbling noise should not be heard.



- If bubbling noise is heard, disconnect the #5 vacuum hose from the air suction valve and connect a vacuum pump.

There should be no vacuum.

VACUUM PUMP/GAUGE



- If there is no vacuum, replace air suction valve and retest.
- If there is vacuum, go to troubleshooting (page 6-66).

4. Block rear wheels and set the parking brake. Jack up the front of the car and support with safety stands.

WARNING Block rear wheels before jacking up front of car.

5. Place the shift or selector lever in second or 2 position and accelerate above 20 km/h, then release the throttle and check for a bubbling noise from the air suction port.

A bubbling noise should be heard.

- If bubbling noise is not heard, disconnect the #5 vacuum hose from the air suction valve and connect a vacuum pump.

There should be vacuum.

- If there is vacuum, replace the air suction valve and retest.
- If there is no vacuum, go to troubleshooting (page 6-66).

(cont'd)

Emission Control System

Air Injection Control (cont'd)

Troubleshooting Flow Chart Air Suction Control Solenoid Valve

Inspection of Air Suction Control Solenoid Valve

Remove the control box and open the control box lid.

Disconnect the lower vacuum hose of the solenoid valve from the 3-way joint and connect a vacuum pump.

Disconnect the #5 vacuum hose of the solenoid valve from the vacuum hose manifold and connect a vacuum gauge.

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

Apply vacuum.

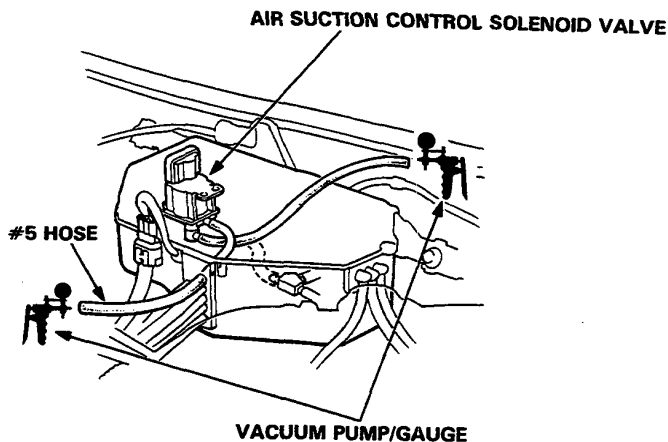
Does solenoid valve hold vacuum?

YES

Block rear wheels and set the parking brake. Jack up the front of the car and support with safety stand.

Place the shift or selector (lever in second or "2" and accelerate above 20 km/h, then release the throttle.

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Turn the ignition switch OFF.

Disconnect the 8P connector on the control box.

WARNING Block rear wheels before jacking up front of car.

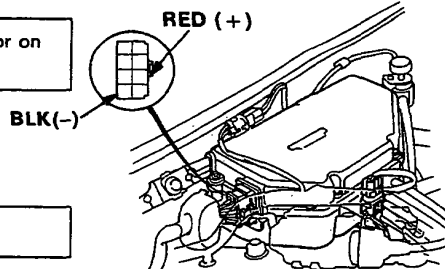
Start the engine.

Measure voltage between RED (+) terminal and BLK (-) terminal on the wire harness.

Is there voltage?

NO

Replace the solenoid valve.



Check the self-diagnosis indicator (page 6-90). If OK, substitute a known-good control unit and retest. If symptom goes away, replace the original control unit.



(page 6-66)

