

Idle Control System



Symptom-to-Sub System Chart

NOTE: Across each row in the chart, the sub systems that could be sources of a symptom are ranked in the order they should be inspected, starting with ①. Find the symptom in the left column, read across to the most likely source, then refer to the page listed at the top of that column. If inspection shows the system is OK, try the next system ②, etc.

PAGE \ SUB SYSTEM		IDLE AD- JUSTING SCREW	ELEC- TRONIC AIR CONTROL VALVE	AIR CON- DITION- ING SIGNAL	ALTERNA- TOR FR SIGNAL	A/T SHIFT POSITION SIGNAL	P/S OIL PRESSURE SIGNAL	FAST IDLE VALVE	HOSES AND CONNEC- TIONS
SYMPTOM		186	176	180	182	184	179	187	*
DIFFICULT TO START ENGINE WHEN COLD								①	
WHEN COLD	Fast idle speed is not as specified (1,100—1,900 min ⁻¹ , rpm)		②					①	
WHEN WARM ENGINE SPEED TOO HIGH	Idle speed is above specified rpm	②	②					②	①
WHEN WARM ENGINE SPEED TOO LOW	Idle speed is below specified rpm	②	①						②
	Idle speed does not increase after initial start up.		①						
	Idle speed drops when blipping throttle with electrical load		②		①				
	On models with automatic trans- mission, the idle speed drops in gear		②			①			
	Idle speed drops when steering wheel is turning		②				①		
	Idle speed drops when air condi- tioner is ON.		②	①					
FREQUENT STALLING WHILE WARMING UP								①	

- * — If bypass passages are blocked, a low idle speed will result.
- If hoses or bypass passages are leaking, a high idle speed will result.