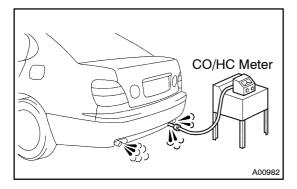
## CO/HC INSPECTION

EM0DQ-02

## 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) EFI 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 SE-CONDS
- 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

Complete the measuring within 3 minutes.

## HINT:

When performing 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.

- (1) Check oxygen sensor operation. (See page DI-118)
- (2) See the table below for possible causes, then inspect and correct the applicable causes if necessary.

со	НС	Symptom	Causes
Normal	High	Rough idle	1. Faulty ignitions: Incorrect timing Fouled, shorted or improperly gapped plugs Incorrect valve clearance Leaky intake and exhaust valves Leaky cylinder
Low	High	Rough idle (Fluctuating HC reading)	Vacuum leaks:     PCV hose     Intake manifolds     Throttle body     Lean mixture causing misfire
High	High	Rough idle (Black smoke from exhaust)	1. Restricted air filter 2. Faulty EFI system: Faulty pressure regulator Defective water temperature sensor Faulty engine ECU Faulty injector Faulty throttle position sensor Air flow sensor