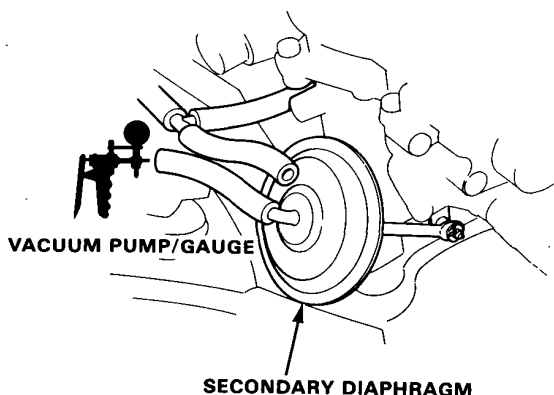




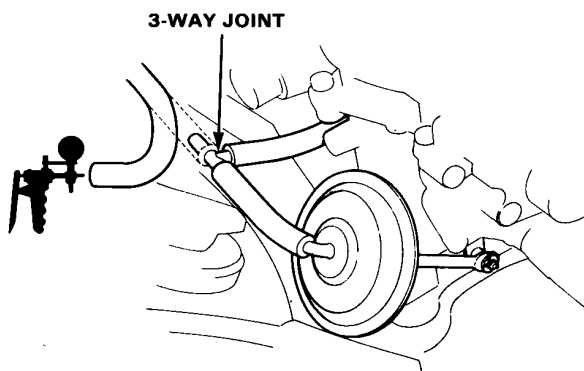
## Vacuum Controlled Secondary

### Testing

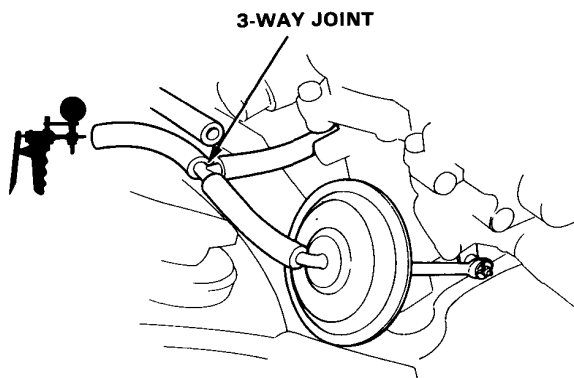
1. Disconnect the secondary diaphragm vacuum hose and attach a spare piece of hose between the diaphragm and a vacuum pump.
2. Open the throttle valve fully and apply a vacuum. Check the diaphragm rod moves as vacuum is applied and that the vacuum then remains steady.



- If the vacuum does not hold or the rod does not move, first check the hose for proper connection and condition, then replace the diaphragm and recheck.
3. Start the engine and warm up to normal operating temperature (the cooling fan comes on).
  4. Disconnect the vacuum hose from the 3-way joint connect a vacuum pump and apply vacuum. It should not hold vacuum.



- If it holds vacuum, check the vacuum line for proper connection or cracks. If OK, go to the air leak solenoid valve troubleshooting (page 6-38).
5. Raise the engine speed to 5,000 min<sup>-1</sup> (rpm), then close the throttle suddenly. And then apply vacuum. It should hold vacuum.
  - If it does not hold vacuum, check the vacuum line for proper connection, blockage or disconnected hose. If OK, go to the air leak solenoid valve troubleshooting (page 6-38).
    6. Disconnect the vacuum hose from the 3-way joint and connect to a vacuum pump/gauge. Apply a vacuum. It should not hold vacuum.



- If vacuum does not hold, test is complete.
- If vacuum is held, check the hose, the 3-way joint and clean the vacuum port.

# Carburetor

## Slow Air Jet Control System

### Troubleshooting Flowchart Air Leak Solenoid Valve

Inspection of Air Leak Solenoid Valve.

Disconnect the #2 vacuum hose from the carburetor and connect a vacuum pump, then cap the carburetor.

Start the engine.

Apply 100 mmHg (4 in. Hg) vacuum to the hose.

Does solenoid valve hold vacuum ?

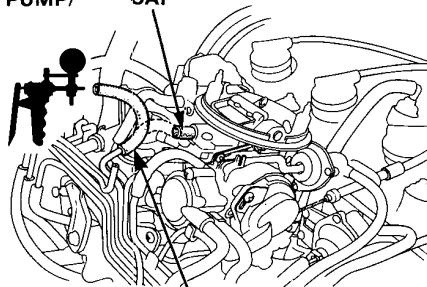
NO

YES

Raise the engine speed to 5,000 min<sup>-1</sup> (rpm), then close the throttle suddenly.

VACUUM PUMP/  
GAUGE

CAP



#2 VACUUM HOSE

NOTE: Engine coolant temperature must be below 63°C (145°F).

Turn the ignition switch OFF.

Disconnect the connector on the control box.

Start the engine.

Measure voltage between BLU/YEL (+) terminal and BLK (-) terminal.

Is there battery voltage ?

YES

Replace the solenoid valve.

NO

Measure voltage between BLU/YEL (+) terminal and body ground.

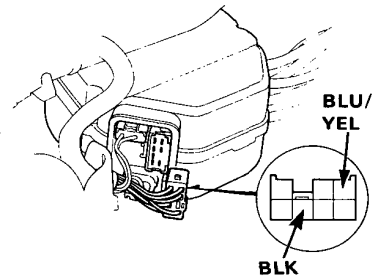
Is there battery voltage ?

YES

Repair open in BLK wire between the solenoid valve and G251.

NO

Check the self-diagnosis indicator (page 6-20). If OK, inspect open in wire between the solenoid valve and control unit (A26).



(To page 6-39)