



Choke Fast Idle

Adjustment

7. If the idle boost diaphragm does not operate with the air conditioner on, disconnect the hose from the idle boost diaphragm and check for vacuum.

- If there is vacuum, replace the idle boost diaphragm.
- If there is no vacuum, check for voltage at the idle boost solenoid valve
 - If there is no voltage, check the wiring and fuse, and repair or replace as necessary.
 - If there is voltage, disconnect the hose routed to the intake manifold at the idle boost solenoid valve and check for vacuum.
 - If there is vacuum, replace the idle boost solenoid valve.
 - If there is no vacuum, check the vacuum line to the intake manifold.

Idle-Drop Method

1. Start the engine and warm up to the normal operating temperature (cooling fan comes on).
2. Remove the hole plug.
3. With the headlights OFF and the cooling fan OFF, adjust the engine speed and mixture to proper idle as below:

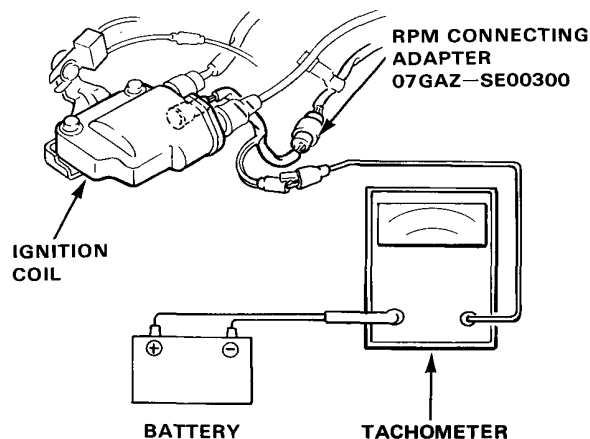
Idle Speed 820min^{-1} (rpm)

4. Turn the mixture adjusting screw clockwise until engine speed drops as below:

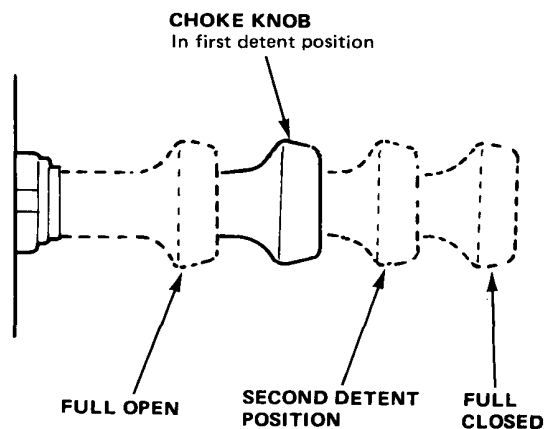
Idle Speed 750min^{-1} (rpm)

5. Replace the hole plug.

1. Connect a tachometer.



2. Start engine and allow to warm up.
3. Place choke control knob in first detent position.



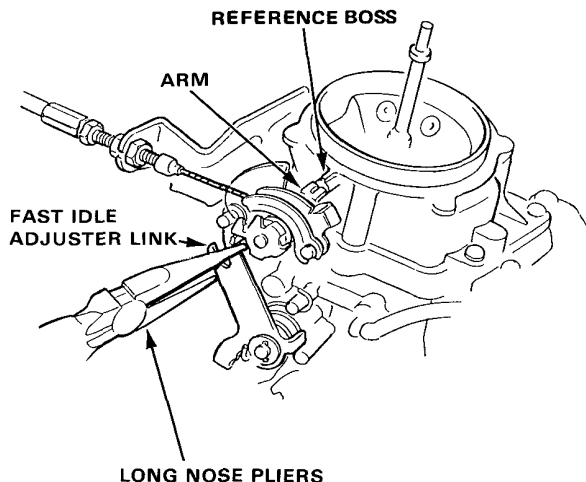
Fast idle should be: $1,500-2,500\text{ min}^{-1}$ (rpm)

(cont'd)

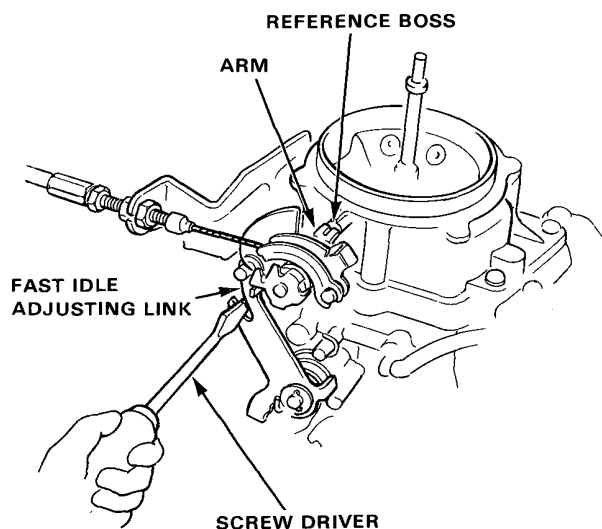
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Adjustment (cont'd)

- If rpm is too high, use long nose pliers to narrow the slot in the fast idle adjusting link. Make the adjustment in small increments.



- If rpm is too low, insert a screwdriver in the fast idle adjusting link slot and widen the slot. Make adjustments in small increments.



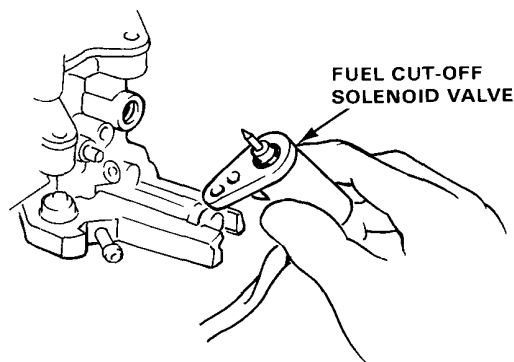
Fuel Cut-off Solenoid Valve

Inspection

1. Place a clean shop towel around the solenoid valve, to soak up any gasoline, then loosen the screws and remove the solenoid valve.

WARNING

- Wipe up any spilled gasoline before testing.
- If cut-off valve is removed for testing, be sure you ground it to prevent sparking or fire when the key is turned on.



2. Ground the valve as far from the carburetor as possible and turn on the ignition while you watch the valve needle.

- If the needle retracts, the valve is OK.
- If the needle doesn't retract, check for voltage at the solenoid.
 - If voltage is present, check the fuse and wiring.