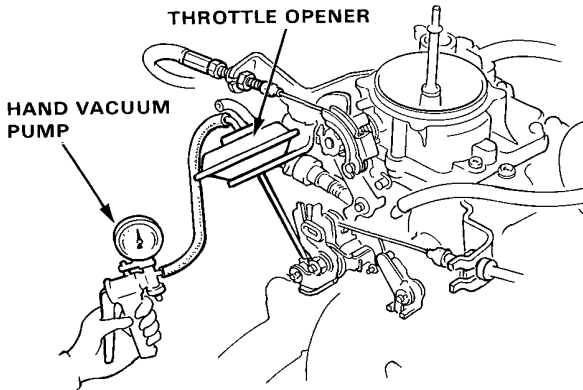




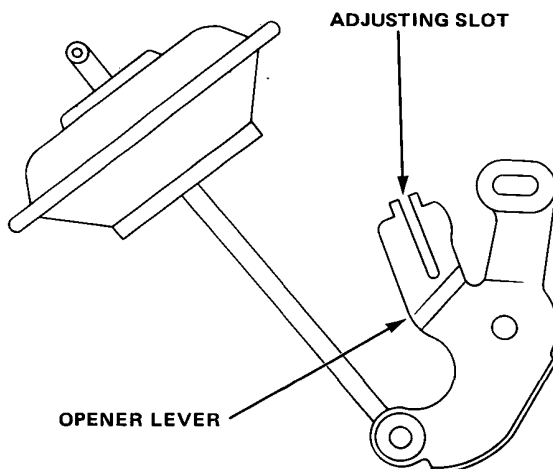
Inspection

1. Connect a tachometer, start the engine and allow it to reach normal operating temperature (cooling fan comes on).
2. Disconnect vacuum hose from the throttle opener, connect a hand vacuum pump to the opener and apply 400 mmHg (16 in.Hg) vacuum.

Engine speed should rise to 2,600–3,700 min^{-1} (rpm) within 1 minute.



- If the engine speed rises to 2,600–3,700 min^{-1} (rpm), go on to step 3.
- If rpm is too LOW: Widen the adjusting slot in the opener lever with a screwdriver.
- If the rpm is too HIGH: Narrow the adjusting slot in the lever with long nose pliers.



- If the rpm cannot be adjusted, or the diaphragm will not hold vacuum, replace the throttle opener and re-test.

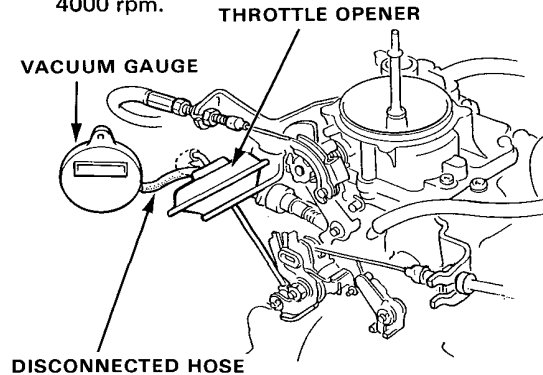
3. Disconnect the vacuum pump and reconnect the hose. Raise the engine speed to 3500 rpm and maintain for 2 to 3 seconds. Release the throttle suddenly, and watch how long the throttle opener arm takes to fully extend.

Return time should be 1 to 4 seconds.

- If return to idle takes less than 1 second, go on to step 4.
- If the throttle takes longer than 4 seconds to return, go on to step 5.

4. Disconnect the hose from the throttle opener and connect a vacuum gauge to the disconnected hose. Start and run the engine at 4000 rpm.

Vacuum should be at least 30 mmHg (1.2 in.Hg) at 4000 rpm.



- If vacuum is at least 30 mmHg (1.2 in.Hg) at 4000 rpm, replace the dashpot check valve and re-test.
- If vacuum is below 30 mmHg (1.2 in.Hg), check for vacuum at the carburetor port.
 - If there is no vacuum, clean the carburetor port and re-test.
 - If vacuum is present, check the vacuum line for leaks, blockage or disconnected hose and re-test.