



# Slow Air Jet Control System [KX, KS, KZ]

## Troubleshooting Flow Chart Air Leak Solenoid Valve

**Inspection of Air Leak Solenoid Valve**

Remove the air cleaner cover and filter element.

Disconnect the vacuum hose to the air bleed valve C then cap the solenoid valve.

Disconnect the vacuum hose and connect a vacuum pump.

NOTE: Intake air temperature must be below 70°C (158°).

Start the engine and warm up to normal operating temperature (the cooling fan comes on).

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

Does solenoid valve hold vacuum?

NO

Turn the ignition switch OFF.

Disconnect the GRN connector near the air cleaner.

Start the engine.

Measure voltage between GRN (+) and body ground.

Is there battery voltage?

NO

Check the self-diagnosis indicator. If OK, repair open in GRN wire between the solenoid valve and control unit (B11).

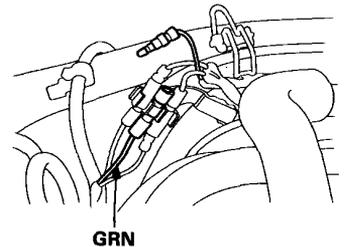
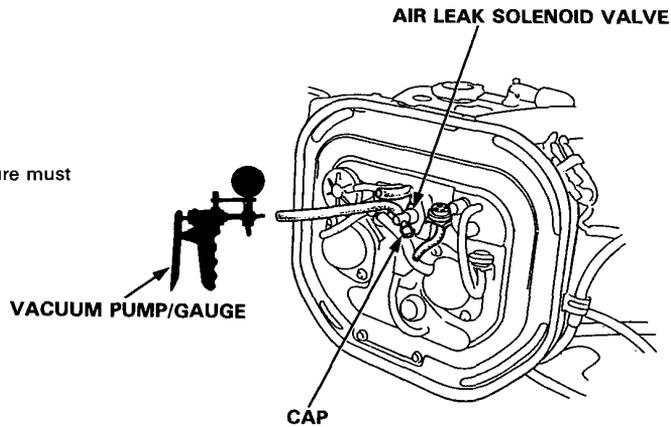
YES

Replace the solenoid valve.

Warm up the engine.

NOTE: If the intake air temperature is below 70 °C (158 °F), warm the TA sensor with a dryer.

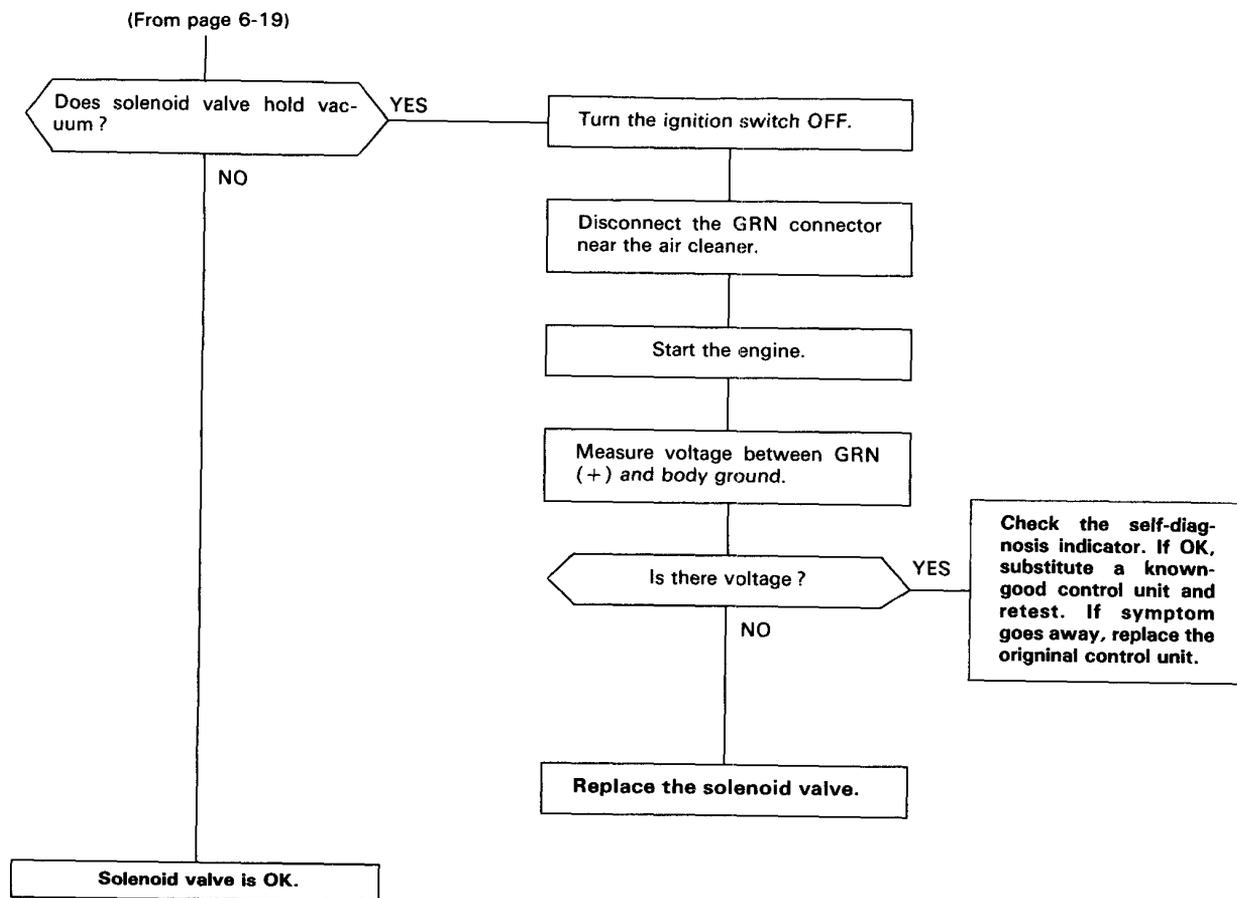
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# Carburetor

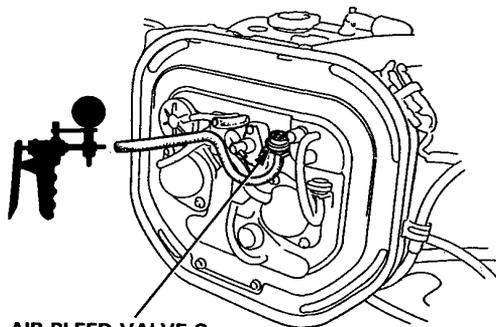
## Slow Air Jet Control System [KX, KS, KX] (cont'd)





### Air Bleed Valve C Testing

1. Remove the air cleaner cover and filter element.
2. Disconnect the vacuum hose from the air leak solenoid valve, and connect a vacuum pump.



AIR BLEED VALVE C

3. Apply vacuum.

NOTE: Temperature must be below 63°C (145.4°F).

It should hold vacuum.

- If it does not hold vacuum, replace the air bleed valve C.

4. Warm the air bleed valve C.

NOTE: Temperature must be above 63°C (145.4°F).

It should not hold vacuum.

- If it holds vacuum, replace the air bleed valve C.