

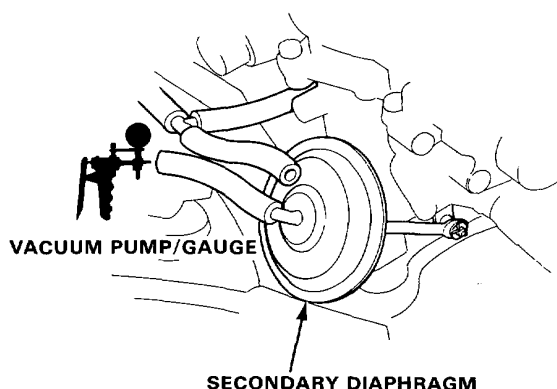


Vacuum Controlled Secondary

Testing

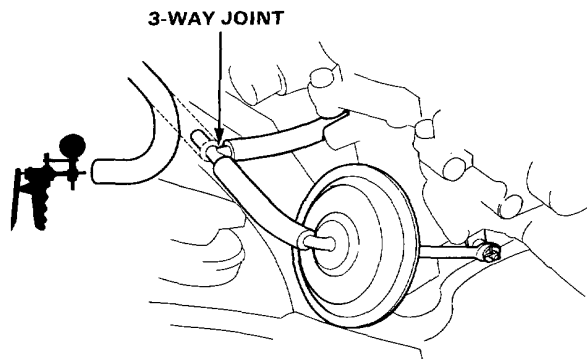
(KX, KS, KG, KQ)

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.

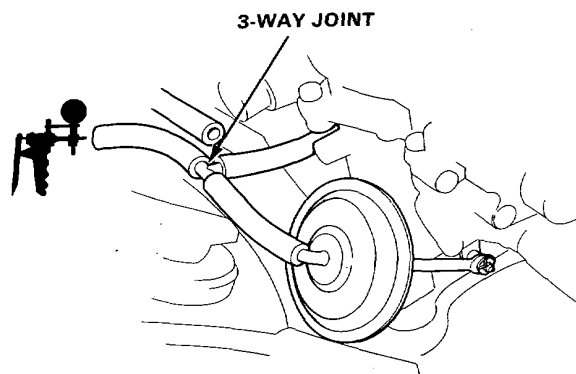


- If the vacuum does not hold or the rod does not move, first check the hose for proper connection and condition, then replace the diaphragm and recheck.

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 6-67).
5. Raise the engine speed to 5,000 min⁻¹ (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 6-67).
 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.

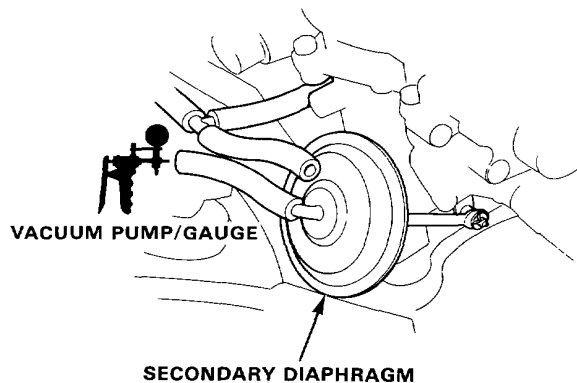
(cont'd)

Carburetor

Vacuum Controlled Secondary (cont'd)

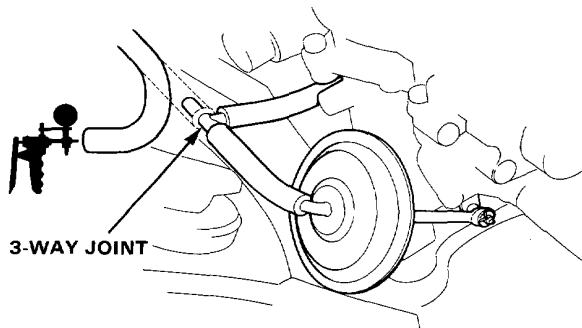
(Except KX, KS, KG, KQ)

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.

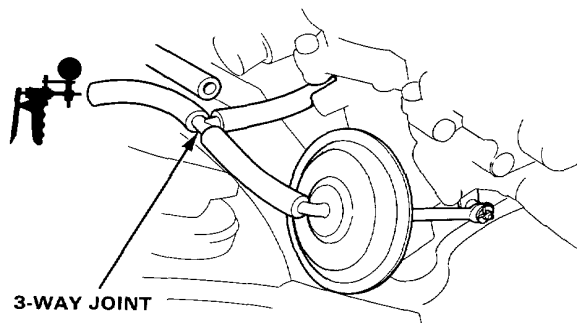


- If the vacuum does not hold or the rod does not move, first check the hose for proper connection and condition, then replace the diaphragm and recheck.
3. Disconnect the vacuum hose from the 3-way joint, connect a vacuum pump and apply vacuum.
NOTE: KP, KT ; The engine coolant temperature must be below 60°C (140°F).
Except KP, KT ; The engine coolant temperature must be below 55°C (131°F).

It should not hold vacuum.



- If it holds vacuum, check the vacuum line for proper connection or cracks. If OK, replace the thermostatic valve D.
4. Start the engine and warm up to normal operating temperature (the cooling fan comes on).
 5. 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, replace the thermostatic valve D.
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.