



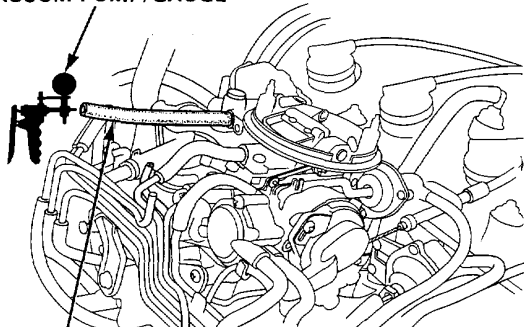
Power Valve

Testing

(KX, KS, KG, KQ)

1. Disconnect the #14 vacuum hose from the vacuum hose manifold and connect a vacuum pump. Apply vacuum and listen for a clicking noise from the power valve.

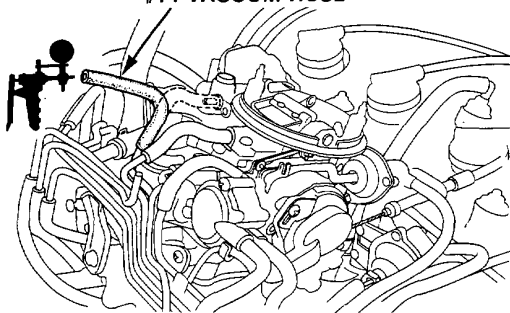
VACUUM PUMP/GAUGE



#14 VACUUM HOSE

- If a clicking sound is heard, go on to step 2.
 - If no sound is heard, replace the power valve and retest.
2. Disconnect the #14 vacuum hose from the carburetor and connect a vacuum gauge to the hose.

#14 VACUUM HOSE



3. Start the engine and check the vacuum.
There should be no vacuum for about 3 seconds after the engine is started. And there should be vacuum within 15 seconds after the engine is started.
NOTE: The engine coolant temperature must be below 30°C (86°F).

- If not, check the #14 and #12 vacuum line for proper connection, cracks, blockage or disconnected hose. If OK, go to the power valve control solenoid valve troubleshooting (page 6-71).

4. Warm up to normal operating temperature (the cooling fan comes on).
5. Check the vacuum.

There should be vacuum.

- If not, check the #14 and #12 vacuum line for proper connection, cracks, blockage or disconnected hose. If OK, go to the power valve control solenoid valve troubleshooting (page 6-71).

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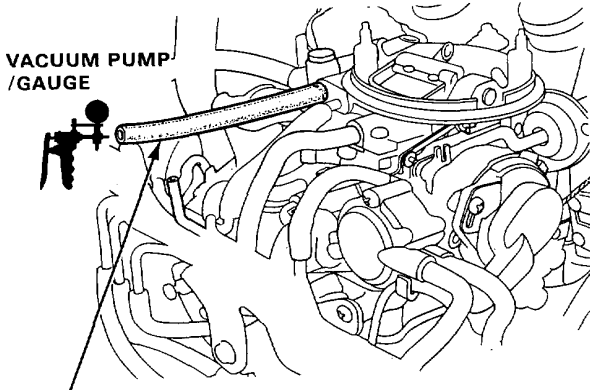
Carburetor

Power Valve (cont'd)

Testing

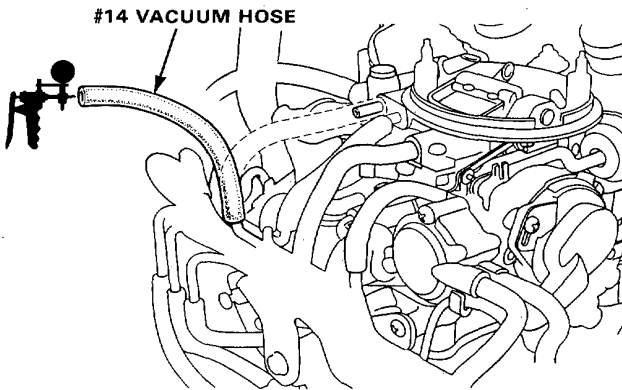
(Except KX, KS, KG, KO)

1. Disconnect the #14 vacuum hose from the vacuum hose manifold and connect a vacuum pump. Apply vacuum and listen for a clicking noise from the power valve.



#14 VACUUM HOSE

- If a clicking sound is heard, go on to step 2.
 - If no sound is heard, replace the power valve and retest.
2. Disconnect the #14 vacuum hose from the carburetor and connect a vacuum gauge to the hose.



3. Start the engine and check the vacuum.
NOTE: The engine coolant temperature must be below 35°C (95°F).
There should be no vacuum.

- If there is vacuum, check the #14 and #6 (KT, KP: #12) vacuum line for proper connection.

- If there is vacuum, check the vacuum hose for proper connection. If OK, replace the thermostatic valve C.
4. Warm up to normal operating temperature (the cooling fan comes on).
 5. Check the vacuum.

There should be vacuum.

- If there is no vacuum, check the #14 and #6 (KT, KP: #12) vacuum line for proper connection, cracks, blockage or disconnected hose. If OK, replace the thermostatic valve C.



Troubleshooting Flowchart (KX, KS, KG, KQ)

Power Valve Control Solenoid Valve

Inspection of Power Valve control Solenoid Valve.

Open the control box.

Disconnect the lower vacuum hose of the solenoid valve from the joint and connect a vacuum pump.

Disconnect #14 vacuum hose of the solenoid valve from the vacuum hose manifold and connect a vacuum gauge.

Start engine.

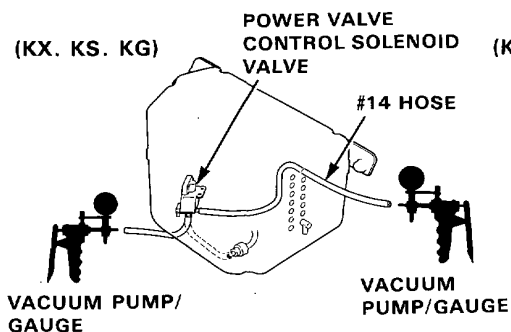
Apply vacuum for about 3 seconds after the engine is started.

Is vacuum indicated on the gauge ?

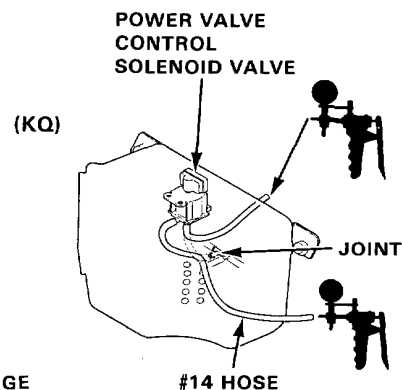
NO

Warm up engine to normal operating temperature (cooling fan comes on).

(KX. KS. KG)

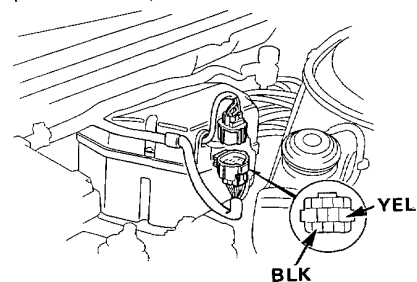


(KQ)

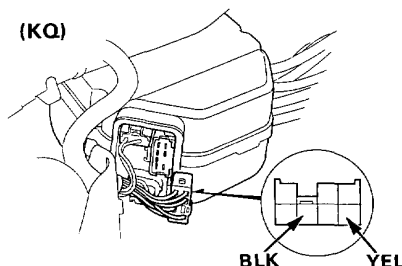


NOTE: The engine coolant temperature must be below 30°C (86°F).

(KX. KS. KG)



(KQ)



Turn the ignition switch OFF.

Disconnect the connector on the control box.

Start the engine.

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

Is there voltage ?

NO

Replace the solenoid valve.

Check the self-diagnosis indicator (page 6-22). If OK, substitute a known-good control unit and retest. If symptom goes away, replace the original control unit.

(To page 6-72)

(cont'd)

Carburetor

Power Valve (cont'd)

