

Fast Idle Valve

Testing

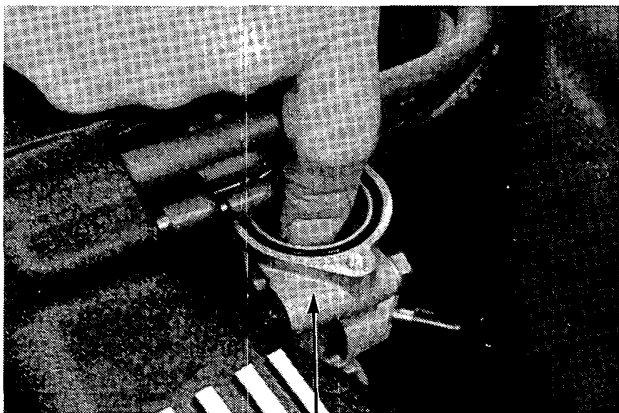
NOTE:

- As the fast idle valve is factory adjusted, the valve should not be disassembled.
- Check beforehand the PCV (engine breather) circuit tubing for breakage, disconnection, clogging, etc.
- Confirm that the throttle valves are fully closed.

If idle speed does not obtain by turning the idle adjusting screw, check the following.

Idle speed too high after engine is warmed up.

1. Confirm that the engine is adequately warmed up.
2. Check whether the idling control function is normal. (See page 11-23)
3. Remove the cover of the fast idle valve.
4. Check that the valve is completely closed. If not, air is being sucked from the valve seat area. It can be detected by putting your finger on the valve seat area.

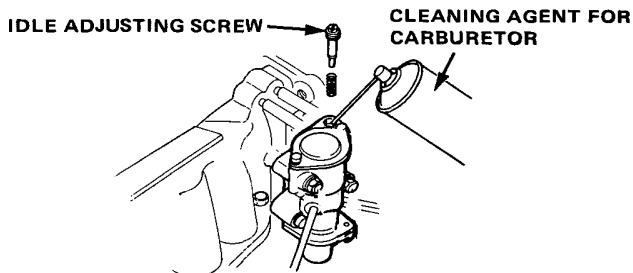


FAST IDLE VALVE ASSY.

If any sucking is felt, the valve is leaking. Replace the fast idle valve and adjust idle speed.

Idle speed is too low after engine is warmed up.

1. Remove the idle adjusting screw.

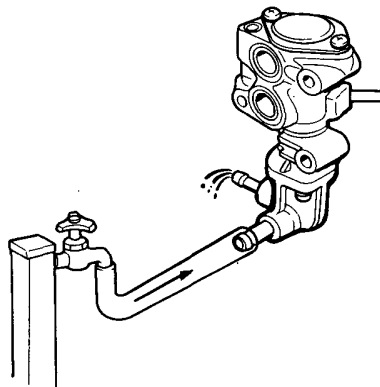


2. Wash the idle adjusting screw and the air by-pass channel with carburetor cleaner agent generally available on the market.
3. Readjust idle speed after cleaning.

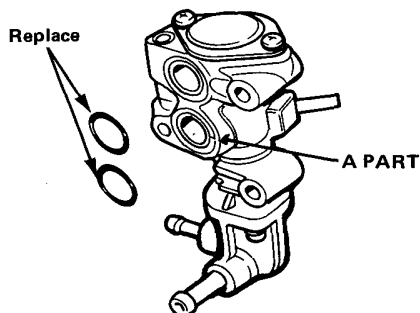
Fast idle speed is low when engine is cold (coolant temperature below 50°C (122°F)).

The fast idle speed should be: 1,200–2,000 min⁻¹ (rpm)

1. Remove the fast idle valve assy. from the intake manifold.
2. Apply cold water and cool down the wax part of the fast idle valve to 5–30°C. (41–86°F)



3. Suck the part A in the fast idle valve, and check that a fairly large amount of air flows without resistance.



If air does not flow or the resistance is large, replace the fast idle valve and adjust idle speed. (See page 11-22)