

Idle Control System

Symptom-to-Sub System Chart

NOTE: Across each row in the chart, the sub systems that could be sources of a symptom are ranked in the order they should be inspected, starting with ①. Find the symptom in the left column, read across to the most likely source, then refer to the page listed at the top of that column. If inspection shows the system is OK, try the next system ②, etc.

PAGE		SUB SYSTEM	IDLE AD- JUSTING SCREW	ELEC- TRONIC AIR CONTROL VALVE	STARTER SIGNAL	ALTERNA- TOR FR SIGNAL	A/T SHIFT POSITION SIGNAL	P/S OIL PRESSURE SIGNAL	AIR CONDI- TIONING SIGNAL	FAST IDLE VALVE	M/T NEUTRAL SWITCH SIGNAL	CLUTCH SWITCH SIGNAL	HOSES AND CONNEC- TIONS
SYMPTOM			75	62	65	66	68	70	Section 22	74	71	72	*
DIFFICULT TO START ENGINE WHEN COLD				②						①			
WHEN COLD	Fast idle speed is not as specified (1,100—1,900 min ⁻¹ (rpm))			②						①			
WHEN WARM RPM TOO HIGH	Idle speed is above specified rpm.		②	②			③	③	③	②	③	③	①
WHEN WARM RPM TOO LOW	Idle speed is below specified rpm.		②	①							③	③	②
	Idle speed does not increase after initial start up.			①									
	Idle speed drops when blipping throttle with electrical load.			②		①							
	On models with automatic trans- mission, the idle speed drops in gear.			②			①						
	Idle speed drops when steering wheel is turning.			②				①					
	Idle speed drops when air condi- tioner is ON.			②					①				
FREQUENT STALLING WHILE WARMING UP				②						①			

- * — If by-pass passages are blocked, a low idle speed will result.
- If hoses or by-pass passages are leaking, a high idle speed will result.