



Power Valve

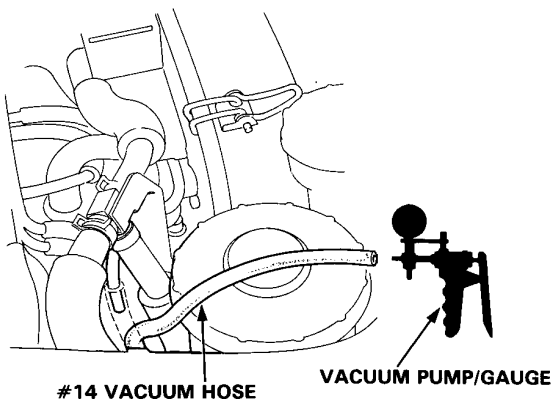
[KX, KS, KZ model]

Testing (COLD ENGINE)

NOTE: Intake air temperature must be below 15°C (59°F)

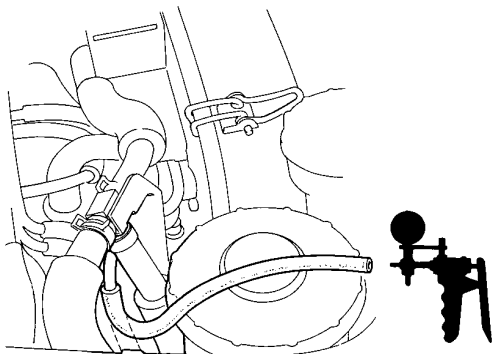
1. Disconnect the #14 vacuum hose from the vacuum hose manifold and connect a vacuum pump to the hose. Apply vacuum.

It should hold vacuum.



- If it does not hold vacuum, check the #14 vacuum hose for proper connection, cracks, blockage or disconnected hose, then, if necessary, replace the diaphragm and retest (page 6-80).
2. Start the engine and connect a vacuum pump/gauge to the manifold.

There should be no vacuum.

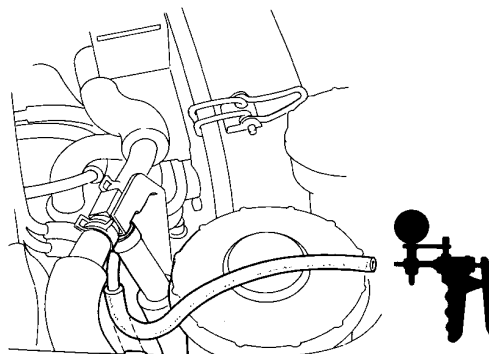


- If there is vacuum, go to troubleshooting (page 6-78).

Testing (HOT ENGINE)

1. Start the engine and warm up to normal operating temperature (cooling fan comes on).
2. Disconnect the #14 vacuum hose from the vacuum hose manifold and connect a vacuum pump/gauge.

There should be vacuum.



- If there is no vacuum, check the vacuum hose and vacuum hose manifold for proper connection, cracks, blockage or disconnected hose. If OK, go to troubleshooting (page 6-78).

(cont'd)

Carburetor

Power Valve (cont'd)

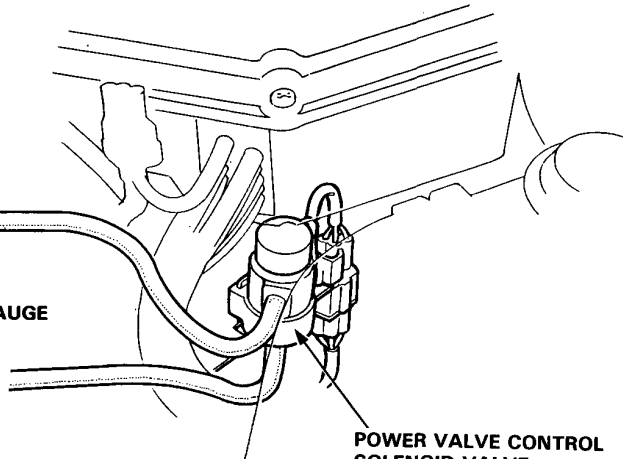
Troubleshooting Flowchart Power Valve Control Solenoid Valve

[KX, KS, KZ model]

Inspection of Power Valve Control Solenoid Valve.

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

VACUUM PUMP/GAUGE



POWER VALVE CONTROL SOLENOID VALVE

NOTE: Intake air temperature must be below 15°C (59°F).

Start the engine.

Is vacuum indicated on the gauge?

YES

Turn the ignition switch OFF.

NO

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

Disconnect the 4P connector near the solenoid valve.

Start the engine.

Measure voltage between GRN/YEL (+) terminal and BLK (-) terminal on the wire harness.

Is there battery voltage?

YES

Replace the solenoid valve.

NO

Measure voltage between GRN/YEL (+) terminal and body ground.

Is there battery voltage?

YES

Repair open in BLK wire between the solenoid valve and G202.

NO

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