

6. Start the engine and adjust the idle speed with the throttle stop screw.

**TENTATIVE IDLE SPEED:  $1,400 \pm 100 \text{ min}^{-1}$  (rpm)**

7. Turn the pilot screw in or out slowly to obtain the highest engine speed.
8. Lightly open the throttle 2 or 3 times, then adjust the idle speed with the throttle stop screw.
9. Turn the pilot screw in until the engine speed drops by  $50 \text{ min}^{-1}$  (rpm)

**FINAL OPENING: 3/4 turns out**

10. Disconnect the plug from the vacuum port, then remove the vacuum pump and connect the vacuum tube of PAIR control valve.
11. Readjust the idle speed with the throttle stop screw.

**IDLE SPEED:  $1,400 \pm 100 \text{ min}^{-1}$  (rpm)**



## SECONDARY AIR SUPPLY SYSTEM

### SYSTEM INSPECTION

Start the engine and warm it up to normal operating temperature.

Remove the fuel tank (page 5-3).

Check that the secondary air intake port is clean and free of carbon deposits.

Check the pulse secondary air injection (PAIR) check valves if the port is carbon fouled.

Disconnect the PAIR control valve vacuum tube from the cylinder head.

Connect the vacuum pump to the PAIR control valve vacuum tube.

Start the engine and open the throttle slightly to be certain that air is sucked in through the air supply hose.

If the air is not drawn in, check the air supply hose for clogging.

With the engine running, gradually apply vacuum to the PAIR control valve vacuum tube.

Check that the air supply hose stops drawing air, and that the vacuum does not bleed.

**SPECIFIED VACUUM: 37 kPa (280 mmHg)**

If the air is drawn in or if the specified vacuum is not maintained, install a new PAIR control valve.

If afterburn occurs on deceleration, even when the secondary air supply system is normal, check the air cut-off valve.

