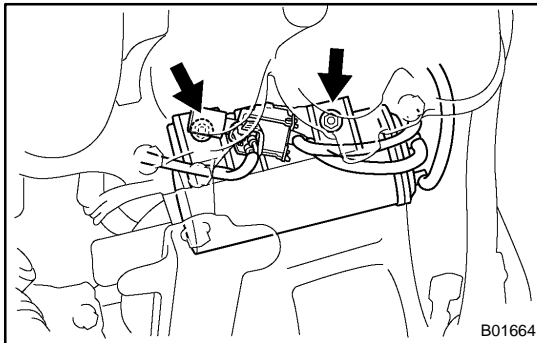


INSPECTION

1. REMOVE ENGINE COVER

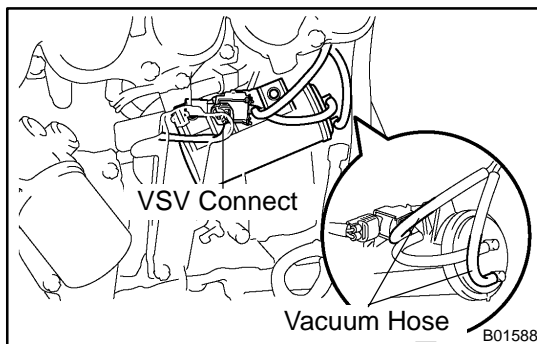
Remove the 4 nuts and engine cover.

2. REMOVE OIL DIPSTICK AND GUIDE FOR A/T (See page EM-65)



3. REMOVE VACUUM CONTROL VALVE SET

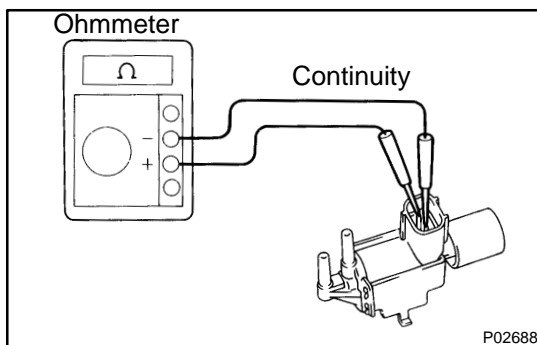
(a) Remove the 2 nuts, and disconnect the vacuum tank from the intake manifold.



(b) Disconnect VSV connector and vacuum hoses, and remove the vacuum control valve set.

4. REMOVE VSV

Remove the screw, vacuum hose and VSV.



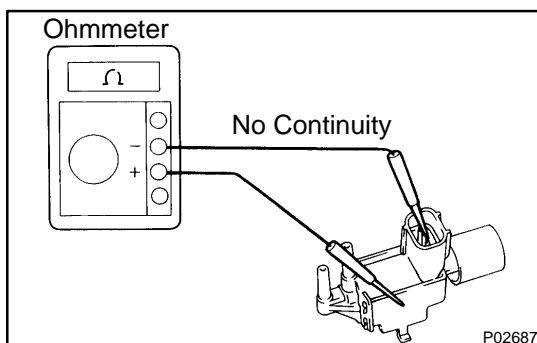
5. INSPECT VSV

(a) Inspect the VSV for open circuit.

Using an ohmmeter, check that there is continuity between the terminals.

Resistance: 38.5 - 44.5 Ω at 20°C (68°F)

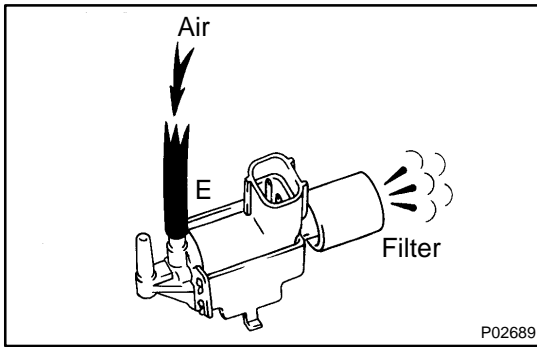
If there is no continuity, replace the VSV.



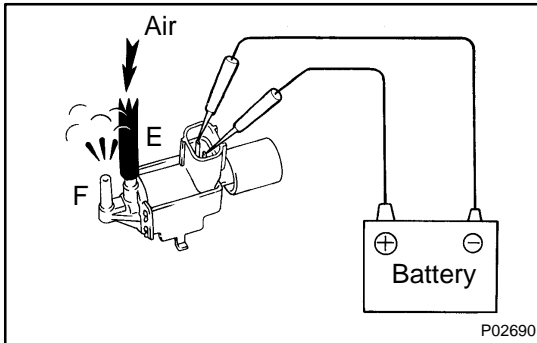
(b) Inspect the VSV for ground.

Using an ohmmeter, check that there is no continuity between each terminal and the body.

If there is continuity, replace the VSV.



- (c) Inspect the VSV operation.
(1) Check that air flows from port E to the filter.



- (2) Apply battery positive voltage across the terminals.
(3) Check that air flows from port E to F.

6. REINSTALL VSV

- (a) Install the VSV with the screw to the vacuum tank.
(b) Install the vacuum hose.

7. REINSTALL VACUUM CONTROL VALVE SET

Torque: 21 N·m (210 kgf-cm, 15 ft-lbf)

8. REINSTALL OIL DIPSTICK AND GUIDE FOR A/T

HINT:

Using a new O-ring.

9. REINSTALL ENGINE COVER

Reinstall the engine cover with the 4 nuts.