



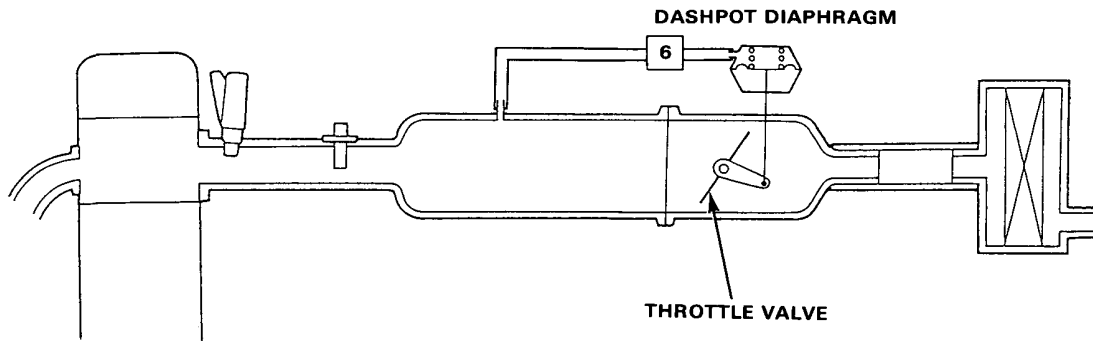
Throttle Control System

Description

The dashpot diaphragm functions as a cranking opener.

When the engine is at idle, intake manifold vacuum is applied on the dashpot diaphragm, pulling up the diaphragm rod so that the throttle valve is in the idle position.

During cranking with the starter, the spring in the dashpot diaphragm pushes the throttle valve open a certain amount for assisting engine starting.



(cont'd)

Air Intake System

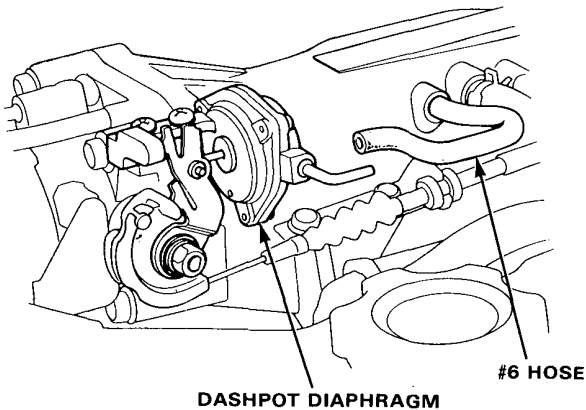
Throttle Control System (cont'd)

Testing

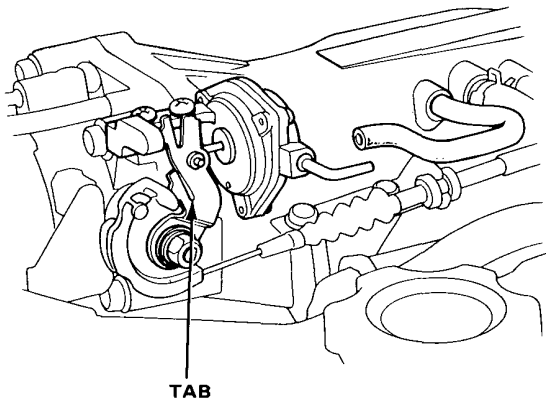
1. Start the engine and warm up to normal operating temperature (the cooling fan comes on).
2. Disconnect the #6 vacuum hose from the dashpot diaphragm and check the engine speed.

Engine speed should be:

Manual	$2,500 \pm 500 \text{ min}^{-1}$ (rpm)
Automatic	$2,500 \pm 500 \text{ min}^{-1}$ (rpm)

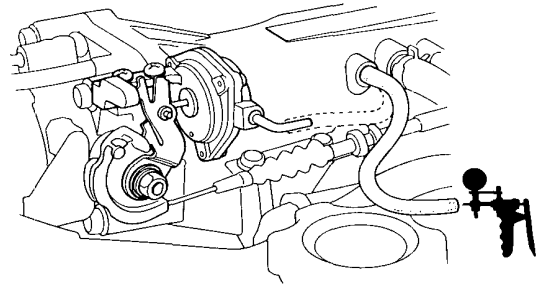


- If the engine speed is excessively high, adjust the engine speed by bending TAB.



- If the engine speed does not change, connect a vacuum pump to the #6 vacuum hose and check vacuum.

There should be vacuum.



- If there is no vacuum, check the #6 vacuum hose for proper connection, cracks, blockage or disconnected hose.

3. Reconnect the #6 vacuum hose and check the idle speed.

Idle speed should be within specification (page 6-58).