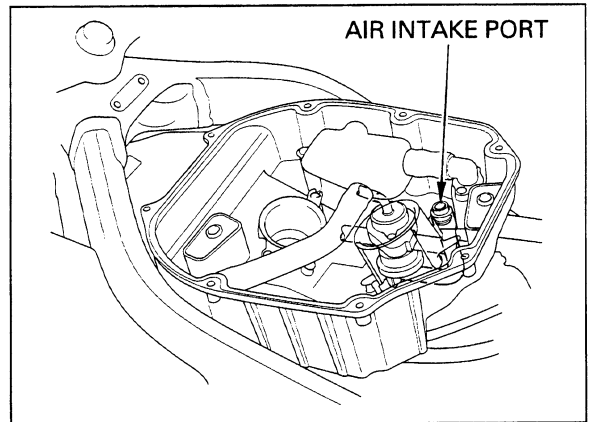


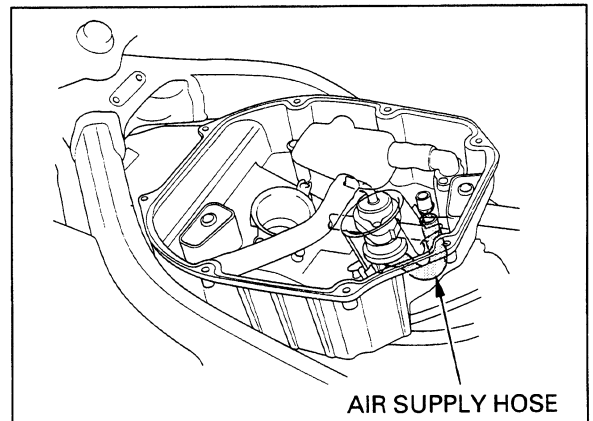
SECONDARY AIR SUPPLY SYSTEM (SW, AR, IIG type only)

SYSTEM INSPECTION

Start the engine and warm it up to normal operating temperature.
 Remove the air cleaner element (page 3-6).
 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 air supply (air cleaner housing-to-PAIR control valve) hose from the air cleaner housing.



Disconnect the PAIR control valve vacuum tube from the 3-way vacuum joint and plug the vacuum joint.
 Connect a 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 hoses 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: 400 mm Hg (15.7 in Hg)

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.

