

Figure 6C1-11 -- Float Level - External Check

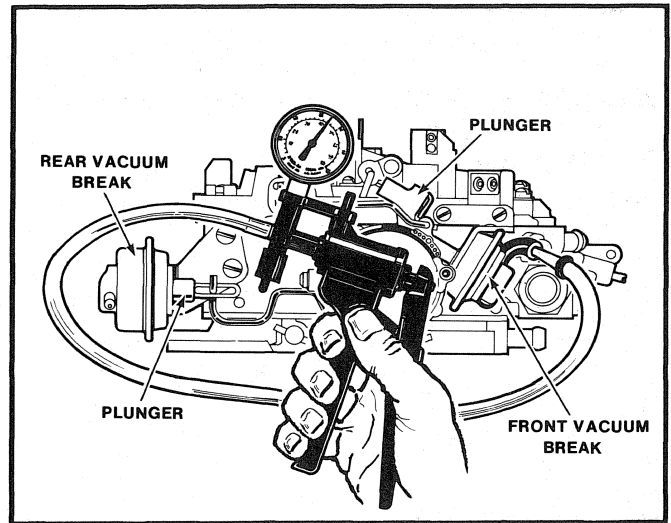


Figure 6C1-13 -- Vacuum Break Checking

**VACUUM BREAK CHECKING PROCEDURE**

**Inspect** (Figures 6C1-12, 13)

Tool required:

J-23738-A or BT-7517 - Hand Operated Vacuum Pump

1. If the vacuum break has an air bleed hole, plug it as shown, during this checking procedure.
2. Apply 15" Hg (51kPa) vacuum to vacuum break.
  - Apply finger pressure to the plunger to see if it has moved through full travel. If not, replace the vacuum break.
  - Observe vacuum gage. Vacuum should hold for at least twenty seconds. If not, replace the vacuum break.
3. Replace vacuum break hoses that are cracked, cut or hardened.

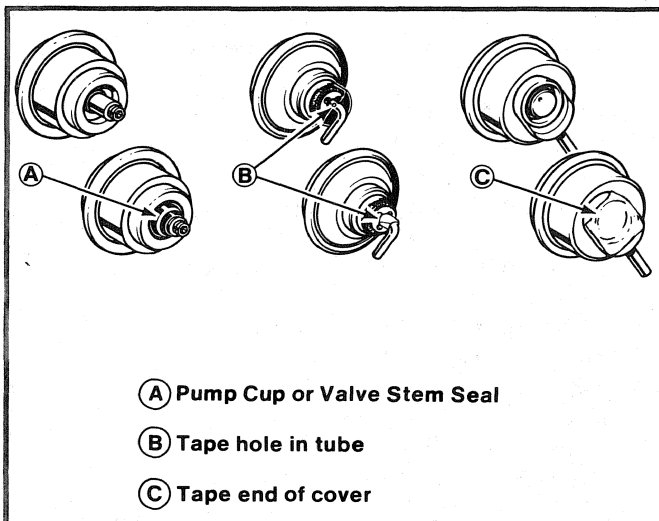


Figure 6C1- 12 -- Plugging Vacuum Break Bleed Holes

**CHECKING ELECTRIC CHOKE**

**Inspect**

1. Allow the choke stat to stabilize at approximately 21°C. (70°F.).
2. Open the throttle, allow choke valve to close.
3. Start engine, determine the length of time for the choke valve to reach the full open position.
  - If longer than five minutes, check voltage at the choke stat connector, with engine running:
    - If voltage is between 12 and 15 volts, check for proper ground between choke cover and choke housing, and if correct, replace choke cover assembly.
    - If voltage is low or zero, see Electrical Trouble Shooting section of this manual.

**IDLE STOP SOLENOID (ISS) CHECKING PROCEDURE**

**Inspect** (Figures 6C1-9 and 10)

1. Turn on ignition, but do not start engine. Move climate control selector to the A/C position.
2. Open throttle momentarily, to allow solenoid plunger to extend.
3. Disconnect wire at solenoid. Solenoid plunger should drop away from the throttle lever.
4. Connect solenoid wire. Plunger should move out and contact throttle lever.
5. If plunger does not move in and out as wire is disconnected and connected, check voltage across feed wire:

A. If voltage is 12-15 volts, replace the ISS.