

MAZDA PISTON ENGINE SPARK DELAY TIMING CONTROL SYSTEM (Cont.)

TIMER (GLC ONLY)

1) Remove timer from under instrument panel on driver's side. Using jumper wire, connect terminal "A" to positive terminal of battery.

2) Connect a 30 ohm resistor and voltmeter to terminal "D". Connect a 3.4 watt test lamp to terminal "E". Connect terminal "C" to negative battery terminal. Voltmeter should register more than 6 volts.

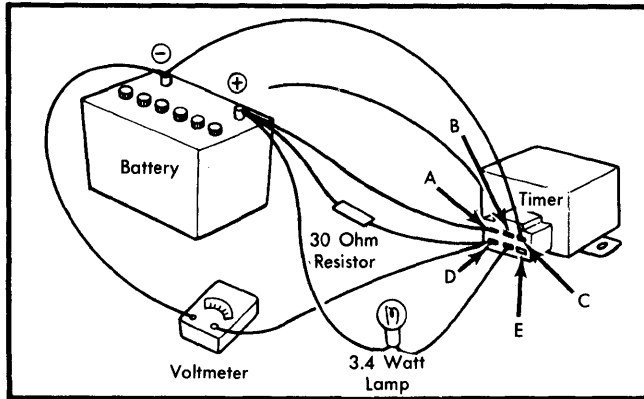


Fig. 4 Schematic for Testing GLC Timer Unit

3) Connect terminal "B" to positive battery terminal. Voltmeter should register less than 1 volt and test lamp should glow. After 2 minutes, voltmeter should register about 8 volts. If timer does not operate as described, replace timer.

WATER THERMO VALVE

Testing procedures for the water thermo valves used in this system are the same as other thermo valves. See "Mazda Piston Engine Exhaust Gas Recirculation System" article in this section.

MAZDA PISTON ENGINE HOT IDLE COMPENSATION SYSTEM

GLC (Calif. w/Auto. Trans.)
626

DESCRIPTION

The Hot Idle Compensation System supplies additional air to intake manifold under hot idle conditions to maintain smooth idle and reduce emissions. A bimetal valve in air cleaner opens passage from air cleaner to intake manifold. When this happens, fresh air mixes with rich air/fuel mixture (caused by sustained idle) and creates better combustion. Valve opens above 153° F (67° C).

TESTING

HOT IDLE COMPENSATOR

When vehicle is at rest or air temperature is normal, detach air hose from intake manifold and try to suck air through it. No air should pass. If temperature is above 153° F (67° C) at air cleaner, air should pass. If not, replace compensator.

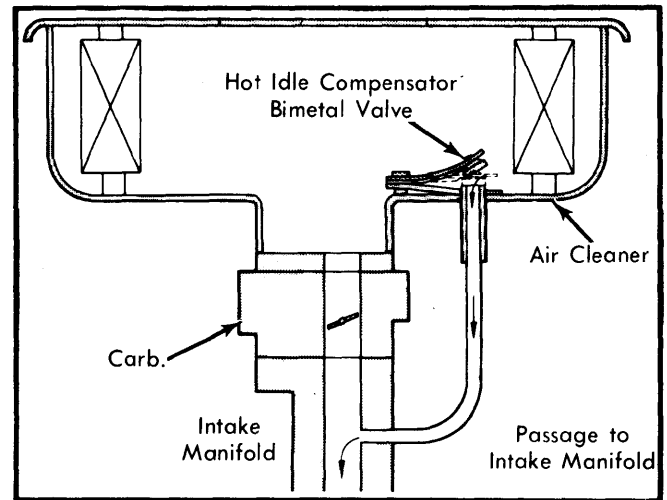


Fig. 1 Cross-Section of Air Cleaner Showing Hot Idle Compensator Bimetal Valve