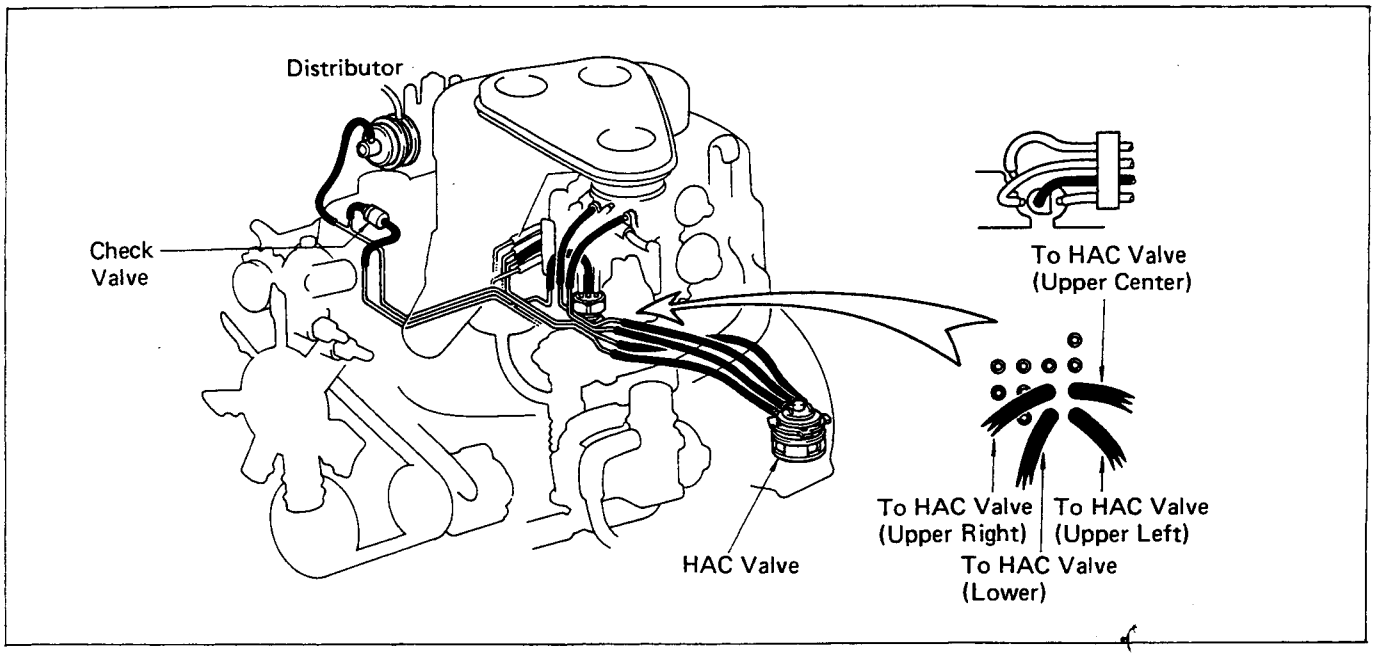
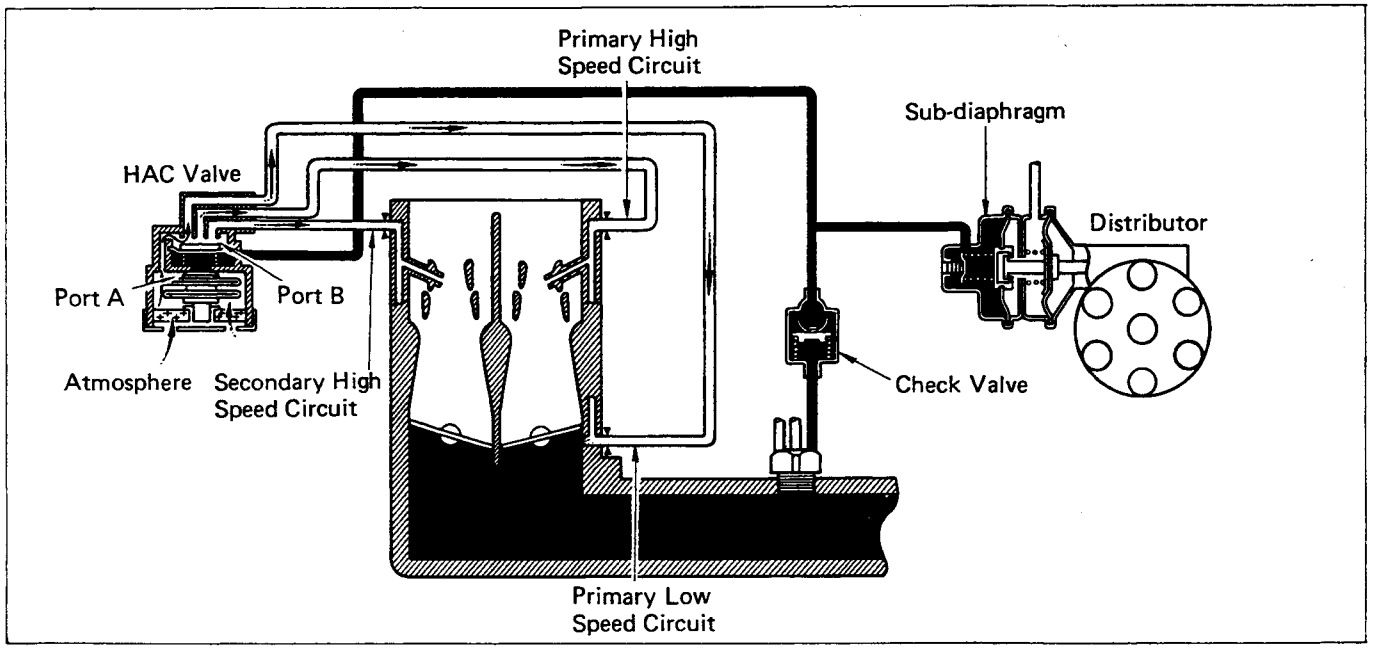
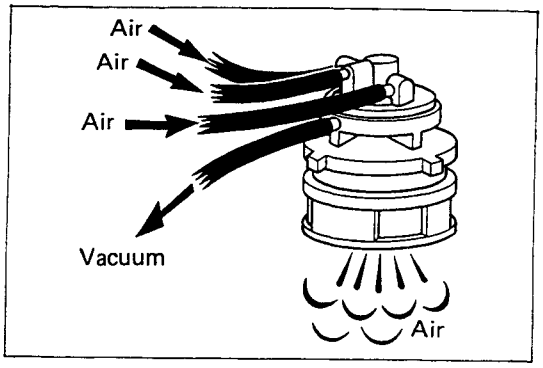
HIGH ALTITUDE COMPENSATION (HAC) SYSTEM





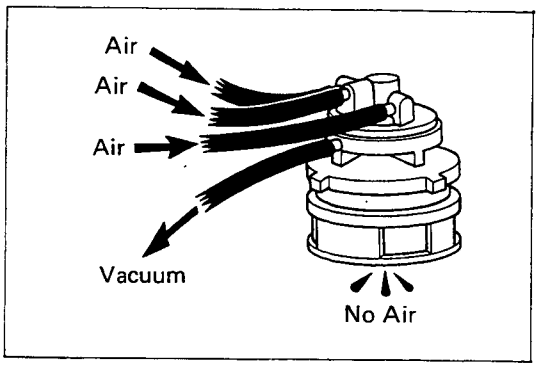
As altitude increases, the air-fuel mixture becomes richer. This system insures proper air-fuel mixture by supplying additional air to the primary low and high speed circuits of the carburetor, and advances the ignition timing to improve driveability at high altitude (above 1,198 m (3,930 ft)).

Altitude	Bellows in HAC Valve	Port A in HAC Valve	Distributor Sub-diaphragm	Port B in HAC Valve	Air from HAC Valve	Sub-vacuum Advancer
HIGH Above 1,198 m (3,930 ft)	EXPANDED	CLOSED	PULLED	OPEN	Led into primary low and high speed circuits.	ADVANCED (+6°)
LOW Below 783 m (2,570 ft)	CONTRACTED	OPEN	NOT PULLED	CLOSED	STOPPED	NOT/ ADVANCED

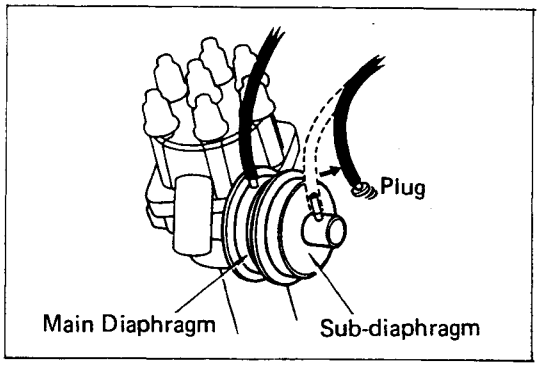


INSPECTION OF HAC SYSTEM

PRECHECK:
Before checking the HAC system, determine the position of the HAC valve. This can be done by blowing into any one of the three ports on top of the HAC valve with the engine idling. If the passage is open, the valve is in the HIGH ALTITUDE position.



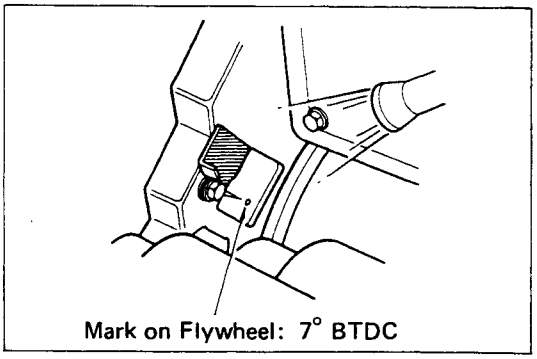
If it is closed, the valve is in the LOW ALTITUDE position. (See page 3-33)



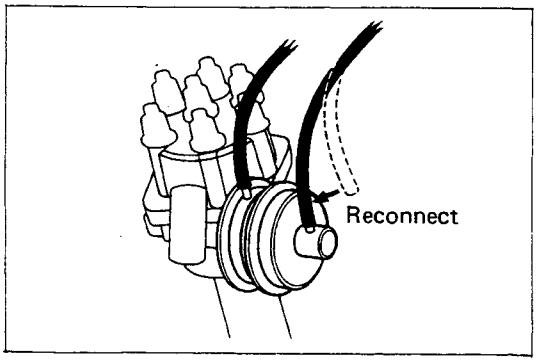
A. AT HIGH ALTITUDE

1. CHECK IGNITION TIMING AT IDLE

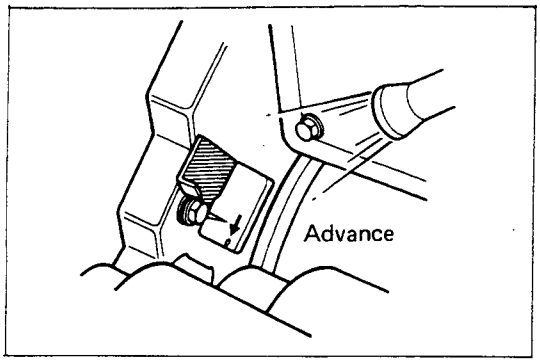
(a) Warm up the engine.
(b) Disconnect the hose from the distributor sub-diaphragm, and plug the hose end.



(c) Check the ignition timing.
Ignition timing: 7° BTDC (Mark on flywheel)

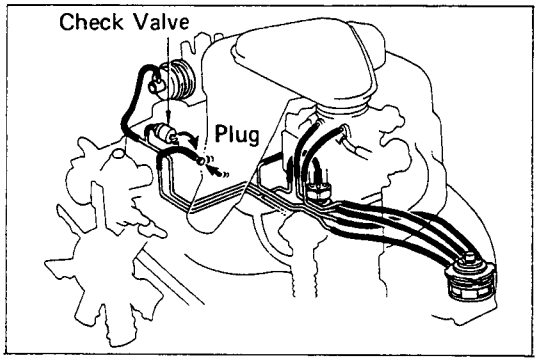


(d) Reconnect the hose to the sub-diaphragm.



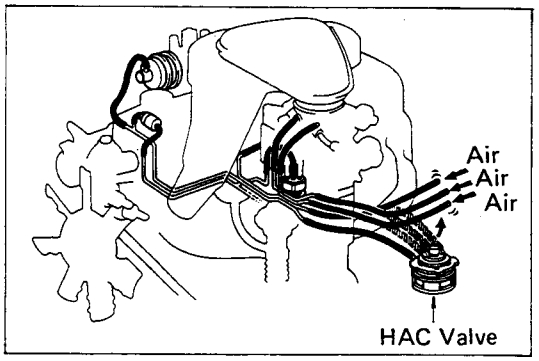
(e) Check that the timing mark on the flywheel moves toward advance.

Advance angle: 6°



2. CHECK THE CHECK VALVE

(a) Disconnect the vacuum hose from the check valve at the black side and plug the hose end.
(b) Check that the ignition timing remains stationary for more than one minute.
(c) Stop the engine and reconnect the hose to the check valve.



3. CHECK CARBURETOR

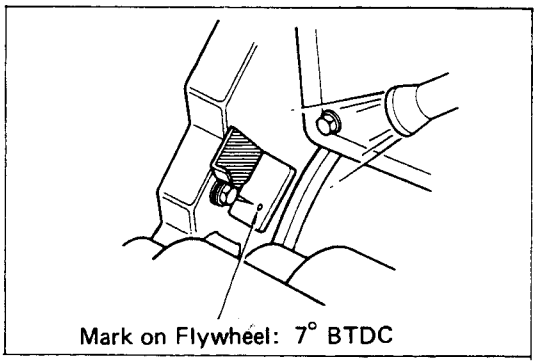
(a) Disconnect three hoses from the pipes on top of the HAC valve.
(b) Blow air into each hose and check that air flows into the carburetor.
(c) Reconnect the hoses to the proper locations.

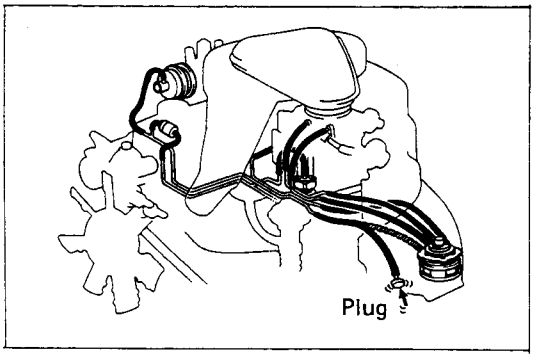
B. AT LOW ALTITUDE

1. CHECK IGNITION TIMING AT IDLE

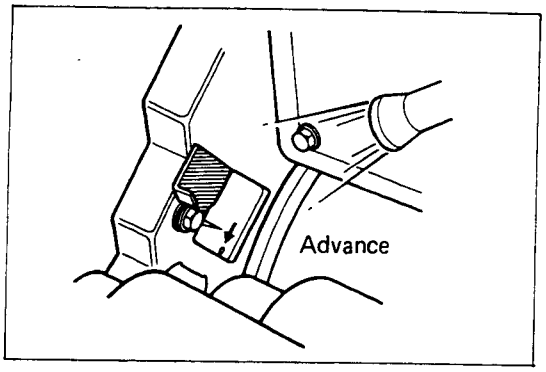
(a) Warm up the engine.
(b) Check the ignition timing.

Ignition timing: 7° BTDC (Mark on flywheel)



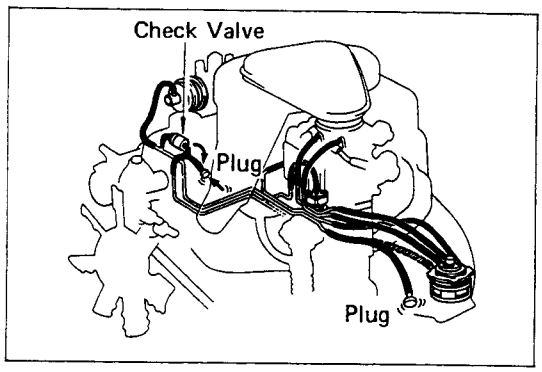


(c) Disconnect the vacuum hose from lower port of the HAC valve and plug the hose end.



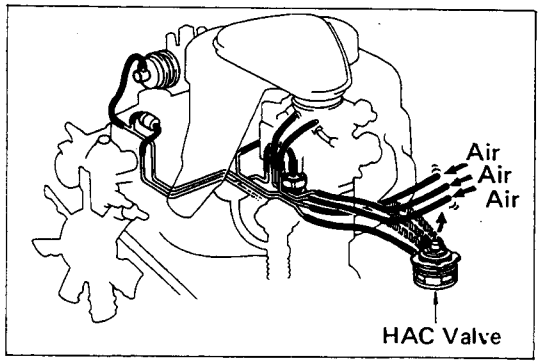
(d) Check that the timing mark on the flywheel moves toward advance.

Advance angle: 6°



2. CHECK THE CHECK VALVE

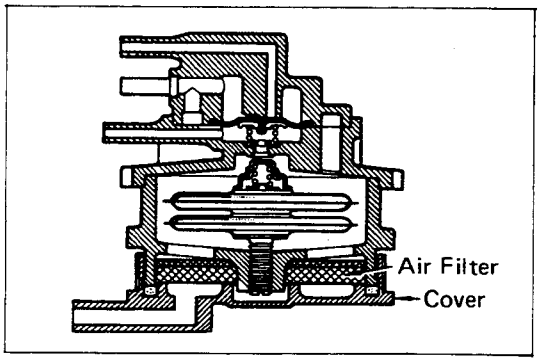
(a) Disconnect the vacuum hose from the check valve at the black side and plug the hose end, in the condition described in 1-(c) above.
(b) Check that the ignition timing remains stationary for more than one minute.
(c) Stop the engine and reconnect the hoses to the proper locations.



3. CHECK CARBURETOR

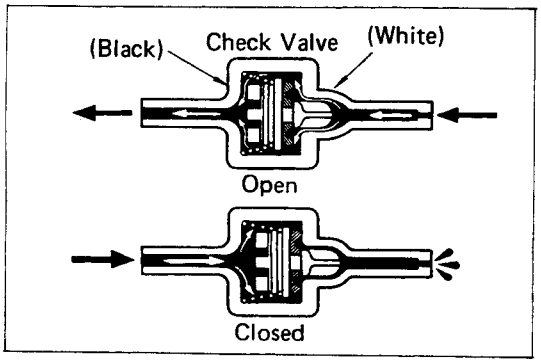
(a) Disconnect three hoses from the pipes on top of the HAC valve.
(b) Blow air into each hose and check that air flows into the carburetor.
(c) Reconnect the hoses to the proper locations.

IF NO PROBLEM IS FOUND WITH THIS INSPECTION, THE SYSTEM IS OKAY; OTHERWISE INSPECT EACH PART



INSPECTION OF HAC VALVE

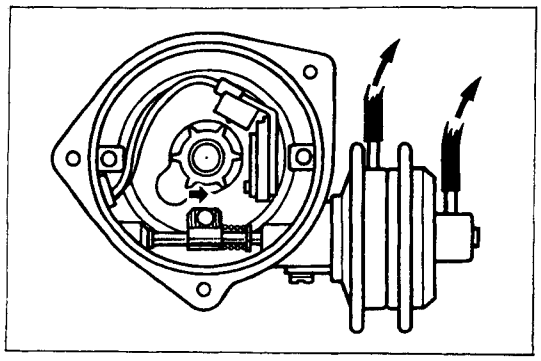
VISUALLY CHECK AND CLEAN AIR FILTER IN HAC VALVE



INSPECTION OF CHECK VALVE

CHECK VALVE BY BLOWING AIR INTO EACH PIPE

(a) Check that air flows from the white pipe to the black pipe.
(b) Check that air does not flow from the black pipe to the white pipe.



INSPECTION OF DISTRIBUTOR VACUUM ADVANCER

CHECK OPERATION OF VACUUM ADVANCER

(a) Remove the distributor cap and rotor.
(b) Apply vacuum to the diaphragms, and check that the vacuum advancer moves in accordance with the vacuum.
(c) Reinstall the rotor and distributor cap.

IF NO PROBLEM IS FOUND WITH THIS INSPECTION, THE SYSTEM IS OKAY; OTHERWISE INSPECT EACH PART