

813-C6-7 3.1, FORD 11 DRIVEABILITY AND EMISSIONS

An blowing to the exhaust ports of all cylinders means a rich, ECM controlled and monitored temperature of the exhaust. The air intake system will be in charge of the air intake system. These should be in or out of the system. These should be in or out of the system.

DIAGNOSIS

The diagnosis of the A.I.R. system is covered in CHART C-4 on the next document.

OPERATIONAL CHECKS

A.I.R. System Pump

1. The air pump is a positive displacement unit which is permanently lubricated and requires no periodic maintenance.
2. The pump is approximately 100 psi and should not flow back. The flow should be in the direction of the pump. The flow should be in the direction of the pump.

Inspect

For proper drive belt tension.

1. For a faulty pressure relief valve. Air has to be held back with the pump running.

NOTICE: If the engine or exhaust temperature is to be checked with engine in high speed operation, the pressure relief valve should be checked off or pressure should be entering the pump.

NOTICE: The A.I.R. system is not inherently self-cleaning. Under normal conditions, the pump is able to clean the system. To determine if excessive water is the top of the air intake system, check the water with the pump drive belt removed. If excessive water is on the belt, the belt should be replaced.

Inspect

For correct timing.

1. Hoses, tubes and all connections for leaks and proper routing.
2. For air flow from the control valve.
3. For proper routing and fastenings.
4. If no improvement is seen, and the A.I.R. system pump valve is still inoperative, replace the pump.

NOTICE: Do not oil pump.

Remove or Disconnect

Inspect

1. For a faulty pressure relief valve.
2. For a faulty pressure relief valve.
3. For a faulty pressure relief valve.
4. For a faulty pressure relief valve.
5. For a faulty pressure relief valve.
6. For a faulty pressure relief valve.
7. For a faulty pressure relief valve.
8. For a faulty pressure relief valve.
9. For a faulty pressure relief valve.
10. For a faulty pressure relief valve.

A.I.R. System Check Valve

Inspect

1. The valve should be inspected when the air is disconnected from a check valve. The valve should be inspected when the air is disconnected from a check valve.
2. The valve should be inspected when the air is disconnected from a check valve.
3. The valve should be inspected when the air is disconnected from a check valve.
4. The valve should be inspected when the air is disconnected from a check valve.
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8. The valve should be inspected when the air is disconnected from a check valve.
9. The valve should be inspected when the air is disconnected from a check valve.
10. The valve should be inspected when the air is disconnected from a check valve.

ON-VEHICLE SERVICE

DISCONNECT

Remove or Disconnect

1. Disconnect the air pump, or check valve, or control valve. When installing, the air pump, or check valve, or control valve, should be installed in the correct position.

A.I.R. SYSTEM PUMP

Remove or Disconnect

1. The pump is a positive displacement unit which is permanently lubricated and requires no periodic maintenance.
2. The pump is approximately 100 psi and should not flow back. The flow should be in the direction of the pump. The flow should be in the direction of the pump.
3. The pump is approximately 100 psi and should not flow back. The flow should be in the direction of the pump. The flow should be in the direction of the pump.
4. The pump is approximately 100 psi and should not flow back. The flow should be in the direction of the pump. The flow should be in the direction of the pump.
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9. The pump is approximately 100 psi and should not flow back. The flow should be in the direction of the pump. The flow should be in the direction of the pump.
10. The pump is approximately 100 psi and should not flow back. The flow should be in the direction of the pump. The flow should be in the direction of the pump.

Install or Connect

1. The pump is a positive displacement unit which is permanently lubricated and requires no periodic maintenance.

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1. Hoses, vacuum and electrical connections, and control valve.
2. The filter has no pump hole.
3. The pump is approximately 100 psi and should not flow back. The flow should be in the direction of the pump. The flow should be in the direction of the pump.
4. The pump is approximately 100 psi and should not flow back. The flow should be in the direction of the pump. The flow should be in the direction of the pump.
5. The pump is approximately 100 psi and should not flow back. The flow should be in the direction of the pump. The flow should be in the direction of the pump.
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10. The pump is approximately 100 psi and should not flow back. The flow should be in the direction of the pump. The flow should be in the direction of the pump.

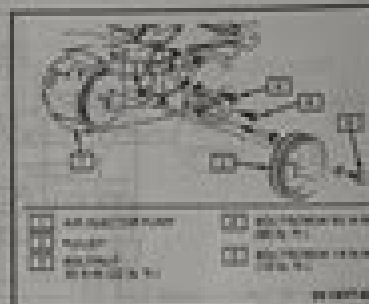


Figure C-2: Air Pump Assembly

A.I.R. SYSTEM CONTROL VALVE

Remove or Disconnect

1. Negative battery cable.
2. Air intake hose from valve.
3. Adapter.
4. Electrical connections and vacuum hoses from valve.
5. Control valve.
6. Install or Connect.
7. Control valve.
8. Electrical connections and vacuum hoses.
9. Adapter.
10. Air intake hose.
11. Battery ground cable.
12. Check system operation (see CHART C-6).

Important

1. Before starting engine, follow the "Idle Learn Procedure" as follows:
 1. Install Tool 1 and tool.
 2. Ignition "ON", engine "OFF".
 3. Select "VAC" SYSTEM, then "IDLE LEARN" in the "MISC TEST" mode.
 4. Proceed with idle learn as directed.
- This procedure allows the ECM memory to be updated with the correct "ID" valve profile position for the vehicle, and provides for a stable idle speed.

1. Check system operation (see CHART C-6).

A.I.R. SYSTEM CHECK VALVE

Remove or Disconnect

1. Any parts required for access.
2. Release clamp and disconnect air hose from check valve.
3. Uncover check valve from air injection pipe.

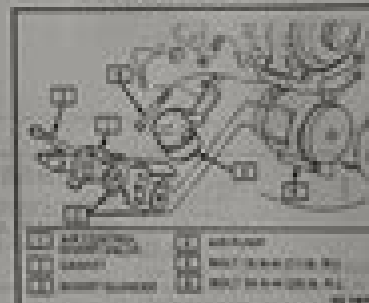


Figure C-3: Control Valve Service

Install or Connect

1. Secure check valve with air injection pipe.
2. Position air hose on check valve and secure with clamp.
3. And parts removed for access.

PARTS INFORMATION

PART NAME	GROUP
Bracket, A.I.R. Inj. Pump (PFI)	3.628
Bracket, A.I.R. Inj. Pump (FPI)	3.633
Gasket, A.I.R. Cont. Val.	3.671
Hose, A.I.R. Inj. Cont. Val.	3.676
Pipe, A.I.R. Inj. Cont. Val. (PFI)	3.680
Pipe, A.I.R. Inj. Cont. Val. (FPI)	3.675
Pulley, A.I.R. Inj. Pump	3.680
Pump, A.I.R. Inj.	3.680
Stemmer, A.I.R. Inj. Cont. Val.	3.676
Valve, A.I.R. Inj. Cont.	3.676
Valve, A.I.R. Inj. Reg. (PFI)	3.67

Pontiac Grand Prix Service Manual

L Towner



Pontiac Grand Prix Service Manual:

The book delves into Pontiac Grand Prix Service Manual. Pontiac Grand Prix Service Manual is a crucial topic that needs to be grasped by everyone, from students and scholars to the general public. The book will furnish comprehensive and in-depth insights into Pontiac Grand Prix Service Manual, encompassing both the fundamentals and more intricate discussions.

1. The book is structured into several chapters, namely:
 - Chapter 1: Introduction to Pontiac Grand Prix Service Manual
 - Chapter 2: Essential Elements of Pontiac Grand Prix Service Manual
 - Chapter 3: Pontiac Grand Prix Service Manual in Everyday Life
 - Chapter 4: Pontiac Grand Prix Service Manual in Specific Contexts
 - Chapter 5: Conclusion
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 3. In chapter 2, this book will delve into the foundational concepts of Pontiac Grand Prix Service Manual. This chapter will elucidate the essential principles that must be understood to grasp Pontiac Grand Prix Service Manual in its entirety.
 4. In chapter 3, the author will examine the practical applications of Pontiac Grand Prix Service Manual in daily life. This chapter will showcase real-world examples of how Pontiac Grand Prix Service Manual can be effectively utilized in everyday scenarios.
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 6. In chapter 5, the author will draw a conclusion about Pontiac Grand Prix Service Manual. The final chapter will summarize the key points that have been discussed throughout the book.
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