

Condition	Possible Cause	Correction
EXCESSIVE PUMP NOISE CHIRPING, RUMBLING, OR KNOCKING	(a) Leak in hose.	(a) Locate source of leak using soap solution and correct.
	(b) Loose hose.	(b) Reassemble and replace or tighten hose clamp.
	(c) Hose touching other engine parts.	(c) Adjust hose position.
	(d) Diverter valve inoperative.	(d) Replace diverter valve.
	(e) Check valve inoperative.	(e) Replace check valve.
	(f) Pump mounting fasteners loose.	(f) Tighten mounting screws as specified.
	(g) Pump failure.	(g) Replace pump.
NO AIR SUPPLY (ACCELERATE ENGINE TO 1500 RPM AND OBSERVE AIR FLOW FROM HOSES. IF THE FLOW INCREASES AS THE RPM'S INCREASE, THE PUMP IS FUNCTIONING NORMALLY. IF NOT, CHECK POSSIBLE CAUSE.	(a) Loose drive belt.	(a) Tighten to specifications.
	(b) Leaks in supply hose.	(b) Locate leak and repair or replace as required.
	(c) Leak at fitting(s).	(c) Tighten or replace clamps.
	(d) Diverter valve leaking.	(d) If air is expelled through diverter exhaust with vehicle at idle, replace diverter valve.
	(e) Diverter valve inoperative.	(e) Usually accompanied by backfire during deceleration. Replace diverter valve.
	(f) Check valve inoperative.	(f) Replace check valve.

SERVICE PROCEDURES

For satisfactory emission control and engine durability, it is important that the air pump be operating at all times (except when performing tests). For proper operation of the air pump, it is necessary that the air pump drive belt be in good condition and adjusted to the specified tension. Check the condition of the air pump belt and adjust the tension according to

specifications not less frequently than every 12,000 miles or 12 months.

Servicing of the air pump is limited to replacement of the centrifugal fan filter or the entire pump. Do not disassemble pump for any reason. **Do not clamp pump in vise or use a hammer or pry bar on pump housing.**

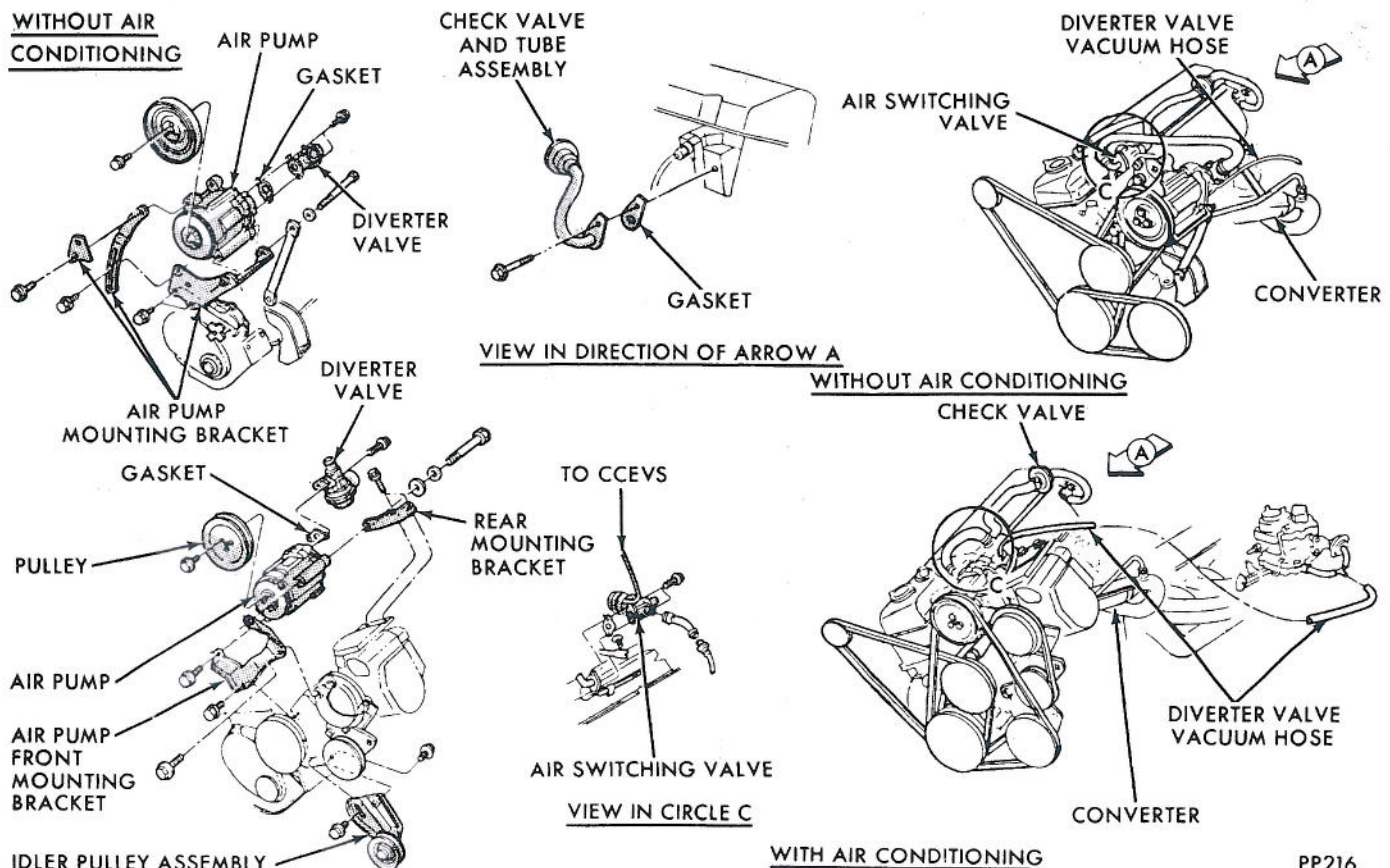


Fig. 6—Air Injection System Installation for 225 CID Engines