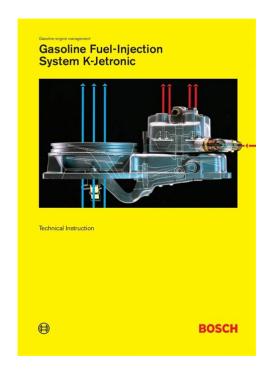
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ELECTRONIC CONTROL SYSTEM Electronic Control Unit Control unit regulates the correct amount of fuel to be injected, depending on engine speed, intake pressure and engine temperature. When ignition is switched on, control unit receives its operating voltage directly from battery, via voltage supply relay. It also controls the fuel pump, which normally is provided with current from pump relay, only with engine running. A time switch, in control unit, allows fuel pump to run approximately 1 to 1.5 seconds after ignition is turned on, The control unit is connected to all sender units by a special wiring harness, coupled to a multiple plug. The control unit is usually located inside vehicle under the dash, under one of the seats or in the trunk. Pressure Sensor The pressure sensor is located in the engine compartment and is connected to the intake manifold by a vacuum hose. This sensor controls the basic amount of fuel to be injected, depending on pressure in the intake manifold and load on the engine. Air Intake Temperature Sensor The air temperature sensor provides control unit with information about air temperature, so that control unit can increase the

injection quantity as necessary at low intake air temperature. This enables control unit to adapt injection interval and determine how long the cold start injector should remain open during cold starting. Triggering Contacts The triggering contacts are located in the distributor. They provide signals which determine when and to which cylinder fuel is to be injected. This switch signals the control unit of throttle position. During deceleration, above 1500 RPM, throttle switch cuts fuel supply off and below 900 RPM, fuel supply is turned on. Fig. 4 Throttle Valve Switch Assembly Auxiliary Air Valve During cold starts, the auxiliary air valve opens to allow additional air into the inlet duct. As engine heats up, a bi metallic element expands and closes valve.

TROUBLE SHOOTING Engine Will Not Start, Fuel Pump Inoperative Check the following Defective fuse, fuel pump. Fuel pump relay should click when ignition is switched on and off. Should have voltage from main relay terminal No. 87 to fuel pump relay terminal No. 86. Fuel pump relay terminal No. 85 should have good ground from ECU. Relay is grounded from ECU. Ensure fuel pump operates during cranking. Engine Will Not Start Warm Check the following Defective thermotime switch, temperature sensors or high resistance at trigger contacts. Engine Stalls And May Misfire Check the following Excessive resistance at trigger contacts, dirty trigger contacts, loose connector, temperature sensors or inadequate vehicle ground. Engine Runs Rough, White Smoke Comes From Exhaust Check the following Injector sticking or connection to injector windings faulty. Lack of Power Check the following Defective MPC sensor, fuel pressure too low, restricted air throttle valve or full load contact does not close. Excessive Fuel Consumption Check the following Defective sensors, ECU, MPC, improperly adjusted throttle switch or inadequate fuel pressure. Engine Idles Erratically Between 1000 and 2000 RPM Check the following Hose between auxiliary air regulator and intake air distributor disconnected or cracked, throttle valve not closed at idle or idle speed too high.Ensurecontinuity exists between terminal No. 11 of the ECU and the vehicle chassis. VOLTAGE SUPPLY 1 Turn ignition on. Measure voltage between ECU terminals No. 16 and 11 of ECU connector. Measure voltage between ECU terminals No. 24 and 11 of ECU connector. See Fig. 10 or 11. If 1112.5 volts are present, proceed to step 4. If no voltage is obtained, proceed to next step. Repair or replace as necessary. 4 If voltage supply to ECU and main relay is okay, check for voltage between terminal No. 50 on starter and ground. If 912 volts are present. FUEL PUMP 1. Connect pressure tester in fuel line between fuel pump and fuel supply lines.

Remove injectors, fuel supply lines to intake manifold and cold start injector valve. Place pan beneath all injectors, to catch fuel being discharged. Connect remote starter switch to terminal No. 50 on starter and to positive terminal of battery. Run starter and check that all injectors spray properly and evenly. If any one injector does not spray correctly, replace that injector. 2. Remove wire from terminal No. 33 of thermotime switch and ground the removed wire. Operate starter and check fuel pressure. Remove crimp in fuel return line. If pressure does not decrease when crimped line is released, replace pressure regulator. MANIFOLD PRESSURE CONTROL MPC SENSOR 1. Disconnect the harness connector at the MPC. Check the resistance at the MPC terminals. Terminal No. 11 is the ground circuit, there should be infinite resistance open circuit between terminal No. 11 and terminals No. 7, 8,10, and 15. Check primary resistance between terminals No. 7 and 15. Resistance should be about 90 ohms. Check secondary resistance between terminals No. 8 and 10. Resistance should be about 350 ohms. If resistance values are not to specifications or a short continuity exists between the ground circuit terminal No. 11 and any of the other terminals, replace the sensor. 2. To check the harness, ensure MPC is disconnected and ignition is off. With the ECU connected ensure continuity exists between terminal No. 11, at the MPC connector, and vehicle chassis. If there is resistance in this circuit or an open exists, check ECU ground circuit. Disconnect the ECU connector. Check wiring continuity between the ECU and MPC connectors. If there is resistance above 5 ohms or an open, repair or replace wiring as necessary. With ECU and MPC disconnected there should not be continuity between harness terminals No. 1. 8, 10, or 15 and ground, if there is, repair short in wiring. INJECTORS 1. Connect fuel pressure tester in line

between fuel pump and fuel supply lines.

Remove injectors and cold start injector valve. Place pan under all injectors, to catch fuel being discharged. Turn on ignition and operate a remote starter switch. Check spray of all injectors. If any one injector does not operate, replace it and recheck. 2. If all Injectors of either group do not spray, check trigger contacts of distributor, trigger contact wiring to ECU and wires from ECU to injectors. If wires and connections check okay, replace ECU and recheck. If defect is still present, replace all injectors in that group and recheck. If recheck still shows defect, try another ECU. 3. If none of the injectors operate, disconnect MPC sensor electrical connector. Connect ohmmeter across terminals No. 15 and 7 of sensor. Reading should be 90 ohms. Connect ohmmeter across terminals No. 8 and 10. Reading should be 350 ohms. Reading between terminal No. 7 and ground should be infinite. If any of these readings are not within specifications, replace MPC sensor. 4. Sticking injectors can be detected with engine running. Connect tachometer, run engine and disconnect electrical connector to one injector at a time. Note RPM decrease. It RPM drop from one cylinder differs from that of all other cylinders, a faulty injector is indicated. Replace that injector and recheck. If same injector still show a defect, replace ECU and recheck. NOTE Do not overlook possibility of restriction in fuel line or connection to that injector. COLD START INJECTOR Perform pressure test. See step 1 under INJECTORS in this article. If cold start injector leaks during test it is defective and must be replaced. Remove connector at thermotime switch. Use ohmmeter across terminals of sensor. If switch has no voltage, either before or after adjustment, replace switch. 1 Remove air cleaner. Loosen lock nut on throttle stop screw and turn out screw until it no longer touches throttle boss. Check that throttle is completely closed and throttle bore is clean.

Screw in stop screw until It just touches boss, then turn it one additional full turn. Tighten lock nut. 2 Connect ohmmeter to terminals No. 9 and 12 of ECU connector. Depress accelerator slowly. Ohmmeter should fluctuate from zero to infinity. If zero reading only, replace switch. 3 Place accelerator at idle. Connect ohmmeter between terminals No. 12 and 17 of ECU connector. Ohmmeter should show continuity zero ohm. If infinity reading is still achieved.Connect ohmmeter between terminals No. 12 and 17 of ECU connector. Ohmmeter should show infinity. Disconnect throttle valve switch and check ohmmeter reading. If continuity zero ohm is still achieved, and wires are okay, replace switch. AUXILIARY AIR VALVE Remove hoses connected to each side of air valve. To check valve, use a mirror and light and look through valve opening. Turn ignition on and make sure regulator valve closes within a few minutes. DISTRIBUTOR TRIGGER CONTACTS 1. Attach one ohmmeter lead to terminal No. 12 on trigger connector. Alternately attach second lead to terminals No. 13, 14, 21 and 22 on trigger connector and note reading of each, while cranking engine without starting. See Fig. 10 or 11. 2. Ohmmeter should fluctuate between infinity and zero. If ohmmeter reading remains either infinity or zero, check each wire and connector terminal. If wires and terminals check okay, replace trigger contacts. ELECTRONIC CONTROL UNIT Without the use of special test equipment. Substituting a good ECU for a suspected defected ECU should only be done after all other components have been tested and repaired. Installing a good ECU while a problem still exists elsewhere in the system, could result in destroying the good ECU. ADJUSTMENTS PRESSURE REGULATOR Remove hose at pressure regulator and connect pressure gauge to regula tor. Replace regulator if specifications can not be achieved. THROTTLE VALVE 1.

Loosen lock nut on stop screw for throttle valve switch and turn out a coup le of turns, so it does not touch stop on throttle valve spindle. Check to ensure switch is fully closed. 2. Screw in stop screw until it touches stop on switch spindle. Turn screw in 1 turn and tighten lock nut. Check that throttle valve switch does not jam or seize in closed position. THROTTLE VALVE SWITCH Remove air cleaner and place a 0.41 mm feeler gauge between boss and stop screw. Connect voltmeter to terminal No. 17 on throttle valve switch and ground. Loosen switch retaining screws enough to move switch. Turn switch counterclockwise to its stop. Voltmeter reading should be zero volt. Now turn

throttle switch clockwise and tighten retaining screws exactly at point a reading is noted on voltmeter. Ensure auxiliary air regulator is closed by pulling off hose between intake duct and the regulator and covering the opening. Engine RPM should not change. If RPM changes significantly, engine is either not warm or air regulator is faulty. See IDLE ADJUSTMENT SPECIFICATIONS table in this article. 1. Adjust idle RPM with idle adjustment screw. Reconnect hose from air cleaner. Adjust CO using the adjustment screw on the ECU. Turning the adjusting clockwise increases CO content. EGR Switch Unit Some models 11. Throttle Valve Switch 12. Vacuum Advance Disconnection 2Way Valve 13. EGR Valve 14. Air Valve for Auxiliary Air Supply 1972 models 15. From Starter Terminal No. 50 16. EGR Thermoswitch 17. Fuel Pump 19. Auxiliary Air Valve If Equipped 20. To Fuse Box Terminal No. 30 21. Fuel Pump Relay 22. To Battery 23. Main Relay 24. To Ignition Switch Terminal No. 15 or Ignition Coil Terminal No. 15 ELECTRONIC FUEL INJECTION GLOSSARY AFC Airflow Control.

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