

3. Start the engine and check that the lamp goes off. If the lamp remains illuminated, check for fault codes. If there are no fault codes, check the circuit between the ECU and the warning lamp for a short to earth. If the wiring is not shorted, renew the ECU.

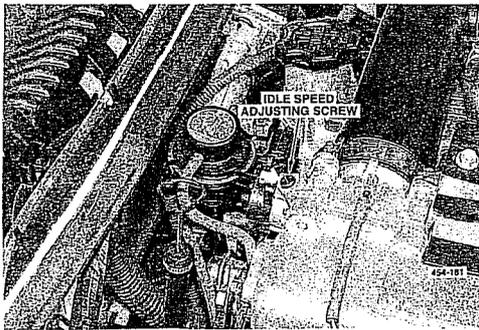
COMPONENT AND SYSTEM TESTS

TACHOMETER CONNECTION

1. Connect the positive lead of the tachometer to the negative terminal of the ignition coil.
2. Connect the negative lead to a good earth point.

BASE IDLE SPEED AND ISC VALVE DUTY CYCLE

1. Ensure that the air cleaner element is clean and there is no air leaks or exhaust leaks. Also check that the spark plugs, distributor cap, rotor and high tension leads are in good condition.
2. Connect the tachometer and run the engine until it reaches operating temperature.
3. With the ignition On, bridge terminals B and C of the diagnosis connector and check that code 12 is displayed. If codes other than 12 are displayed, trace and repair the fault before proceeding.
4. Connect the positive lead of a frequency meter to terminal A and the negative lead to terminal C of the diagnosis connector.



Location of the idle speed adjusting screw. On early models, a dust cap may be fitted above the screw.

5. Run the engine at idle and check that the idle speed is 800 ± 50 rpm and the frequency meter is showing the ISC valve duty cycle at 50%.
6. If necessary, remove the dust cap and adjust the idle speed adjusting screw to achieve the specified idle and duty cycle.

7. Remove the bridge wire from the diagnosis connector.
8. On early models with air conditioning, ensure that the idle increases to 900 ± 50 rpm for manual transmission models or 950 ± 50 rpm for automatic transmission models with the air conditioning switched On.

On air conditioned late model vehicles, the idle should increase to 1050 ± 50 rpm.

BASE IGNITION TIMING

1. Connect a tachometer and timing light and run the engine until it reaches operating temperature.
2. Ensure that all accessories are switched off and, on automatic transmission models, ensure that the transmission is in Park or Neutral.
3. Ensure that the engine idle is within Specifications.
4. Bridge terminals C and D on the diagnosis connector and check that the ignition timing is within Specifications.
5. If necessary, loosen the distributor bolts and adjust the ignition timing as required.

REDUCING FUEL SYSTEM PRESSURE

The pressure in the fuel system should be reduced before disconnecting any fuel lines or removing any components of the fuel supply system.

1. Start the engine.
2. While the engine is idling, disconnect the wiring connector from the fuel pump relay adjacent to the ECU.
3. When the engine stalls, operate the starter two or three times.
4. Switch the ignition Off and connect the relay connector.

FUEL PRESSURE

An access plug on the fuel rail, beneath the fuel pressure regulator can be used to connect the fuel pressure gauge.

1. Reduce the fuel pressure and install a pressure gauge into the access plug on the fuel rail.
2. Switch the ignition On and Off for five seconds several times to build up fuel pressure and check that there are no fuel leaks at the pressure gauge connections.
3. Start the engine and check that the fuel pressure at idle is the same as listed in Specifications.

If the pressure is high, check that the pressure regulator vacuum hose is connected and that the fuel return line is not restricted. If no fault can be found, renew the fuel pressure regulator.