

### E7C Checking and adjusting the CO content

Tools: CO meter  
Tachometer  
Exhaust extraction equipment  
Multimeter

- 1 Connect the CO meter, exhaust extraction equipment and tachometer.
- 2 Start the engine and run it until it reaches normal operating temperature. Check the CO **reading** against the specifications (Section 0).

If the reading is different to the specified value, turn the adjusting screw:

- clockwise if the value is too low
- anti-clockwise if the value is too high.

- 3 If the CO reading is higher than 6% and therefore cannot be adjusted by use of the adjusting screw, switch off the engine, unplug the air mass meter connector and connect the multimeter across pins 3 and 6 of the air mass meter connector.

Turn the adjusting screw until the reading is 380 ohm.

If you cannot obtain this reading, fit a new air mass meter. If the correct reading of 380ohm is obtained, plug in the air mass meter connector. Start the engine and run it until it reaches normal operating temperature. Recheck the CO reading, and adjust the CO content until the correct value is obtained. If the correct value still cannot be obtained, check the air mass meter wiring loom and connectors (see E7A).

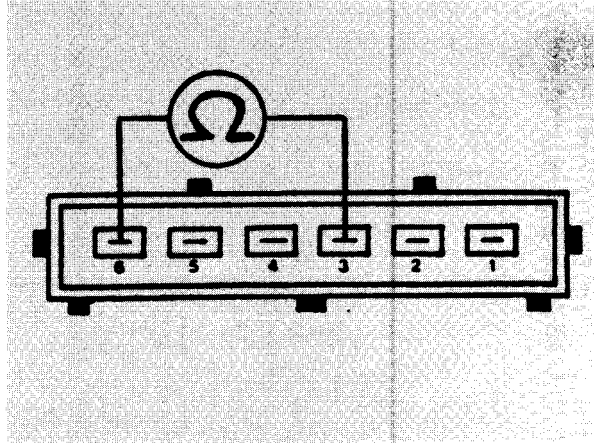
- 4 If the wiring loom is sound and the CO value still cannot be adjusted, try fitting a new electronic control unit.

### E7D Checking the basic setting of the fuel injection system (cars with catalytic converter)

N.B

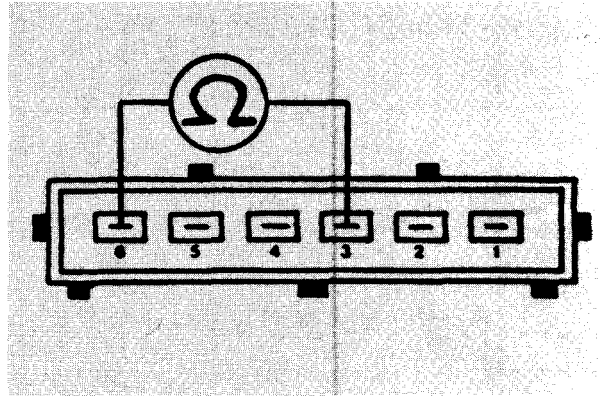
There are no specified intervals at which the fuel system basic setting should be checked or adjusted.

This setting establishes a reference point for the LH system and does not affect vehicle performance. Recalibration should be carried out **only** when engine function has been disturbed by major work such as replacement of the ECU temperature sensor or air mass meter, or after



extensive work such as an engine overhaul, cylinder head work or timing chain replacement.

- 1 Remove the plug from the potentiometer screw located on the side of the air mass meter.
- 2 Unplug the loom connector from the air mass meter.
- 3 Connect the multimeter (2 kilo-ohm scale) between pins 3 and 6 as shown. The reading should be 380 ohm; adjust as necessary by turning the potentiometer screw. This is the first step in the basic-setting procedure.



- 4 Reconnect the air mass meter wiring loom.
- 5 Connect pulse ratio meter 83 93 597 to the test point adjacent to the evaporator housing using adaptor loom 83 94 132.
- 6 Start the engine and let it run until the fan cuts in.
- 7 If the basic setting is correct the meter will oscillate between the ends of the scale.

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### N.B

The needle will not oscillate or hunt rapidly across the scale and there may be a pause between needle movements.

- 8 If adjustment is necessary, turn the potentiometer screw as follows:
  - a If the needle locks at the top of the scale or settles largely on the high side, turn the screw anticlockwise until the needle spends an equal amount of time at either end.
  - b If the needle settles largely on the low side of the scale, turn the screw clockwise until the needle spends an equal amount of time at either end.
- 9 Refit the plug for the potentiometer screw.