

Service adjustments

Preparatory conditions

- ☐ Engine at normal operating temperature.
- ☐ Plug gaps and ignition timing correct.
- ☐ All auxiliary equipment including AC switched off.
- ☐ Radiator fan must not run during adjustment.
- ☐ On cat models connect exhaust gas analyser to CO measuring pipe.

1.1 Idle speed

Technical Data

Non-cat models	870±50 rpm
Cat models	900±50 rpm

Preparatory conditions

- ☐ Disconnect crankcase breather hose from regulator valve and plug hose **1**.
- ☐ Start engine and allow to idle for one minute.
- ☐ Disconnect temperature sensor multi-plug connector (blue) **8**.

Adjustment - **2**

- Rev engine three times to over 3000 rpm and allow to idle.
- Compare the idle speed with specification.
- If necessary reset idle speed with adjusting screw.

1.2 Throttle initial position

Adjusting - **3**

- Pre-set during manufacture.
- No service adjustment required.
- If the position has been inadvertently altered re-set as follows.
- Unscrew stop screw **[1]** until clearance exists between screw and carrier lever **[2]**.
- Adjust screw **[1]** until it just touches lever and then turn in a further 1/2 turn.
- Tighten locknut.
- Check and if necessary adjust the idle speed switch, idle speed and CO level.

1.3 CO level

Self-diagnosis
code: 2341,
2342

Technical Data

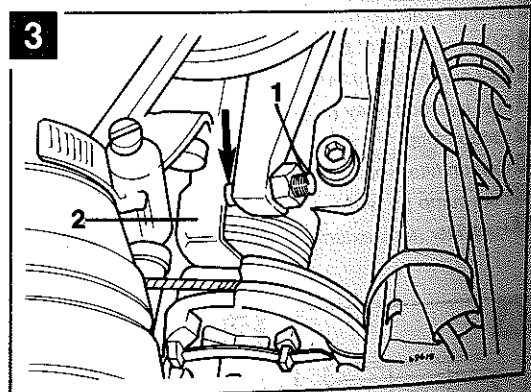
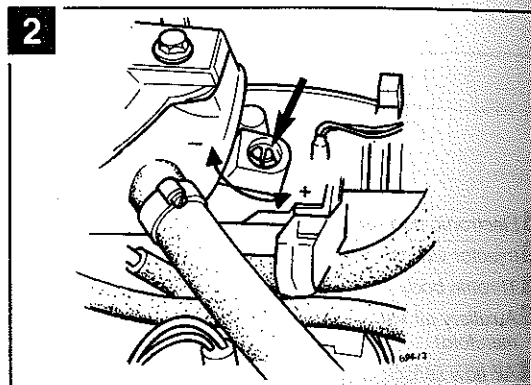
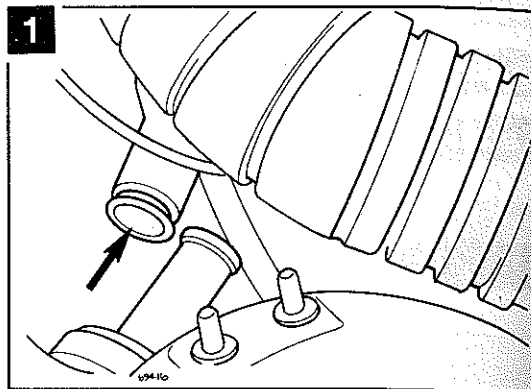
All models	1,2±0,5%
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Preparatory conditions

- ☐ Ensure temperature sensor multi-plug (blue) connected **8**.
- ☐ On cat models connect CO meter to measuring pipe on exhaust manifold.
- ☐ Rev engine three times to over 3000 rpm and allow to idle.

Checking - **4**

- Compare CO level with that specified.
- Re-set by turning adjusting screw.



- When idle speed and CO levels are correct, reconnect crankcase breather hose.
- NOTE: When breather hose is reconnected CO level may increase. This may indicate excessive petrol dilution of engine oil.

Checks & adjustments

2.1 Fuel pressure

Technical Data

System pressure (vacuum disconnected)	approx 3,0 bar
Regulated pressure (vacuum connected)	approx 2,5 bar
Holding pressure	2,0 bar (min.)

Preparatory conditions - **5**

- ☐ Connect pressure gauge to test point on injector fuel rail.
- ☐ Ensure pressure gauge tap, if fitted, in closed position.
- ☐ If T-piece fitted, outlet must be blocked.

Checking pressure - **5**

- Start engine and allow to idle.
- Compare pressure indicated with regulated pressure specified.
- Disconnect vacuum hose from pressure regulator.
- Compare pressure indicated with system pressure specified.
- Switch ignition OFF.
- Note pressure reading.
- Pressure should remain at or above minimum specified for 10 minutes.
- Clamp fuel return hose (blue) and pressure should drop.
- If pressure does not drop, pressure regulator is faulty.

Technical Data

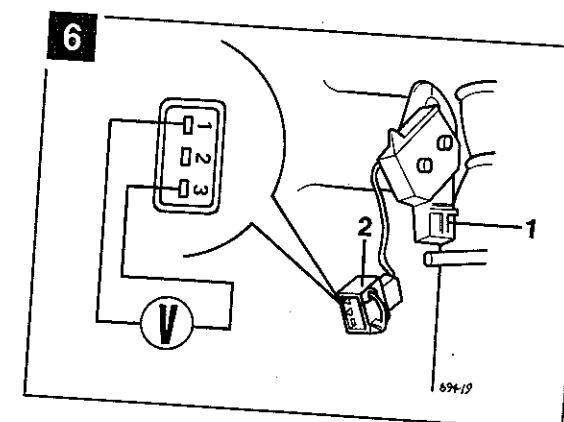
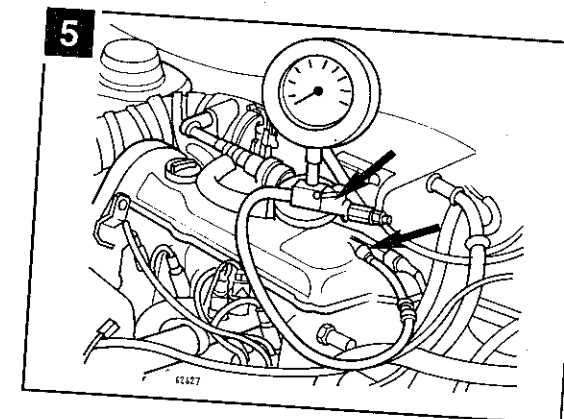
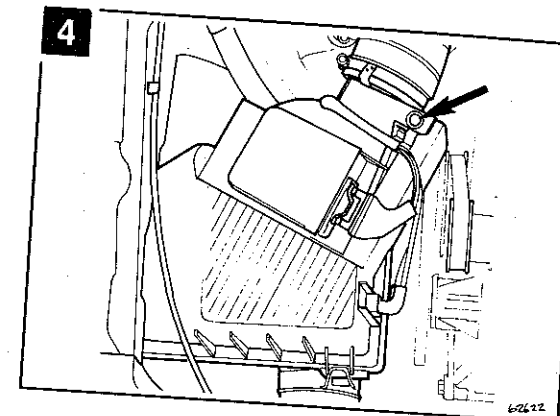
Voltage between terminals:	
1 & 3 (throttle closed)	5 volts
1 & 2 (throttle closed)	0,5-1,5 volts

Checking supply - **6**

- Disconnect multi-plug from throttle potentiometer **[1]**.
- Connect digital voltmeter across harness multi-plug terminals 1 and 3 **[2]**.
- Switch ignition ON.
- Compare voltage indicated with that specified.

Checking operation - **6**

- Connect throttle potentiometer multi-plug.
- Pull back multi-plug cover.
- Connect voltmeter across terminals 1 and 2 of multi-plug **[2]**.
- Switch ignition ON.



2.2 Throttle potentiometer

Self-diagnosis
code: 2212