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BMW 3-Series and Z4 (99-05) Includes 2006 325ci/330ci Coupe and Convertible models Haynes Online Manual.

10 Fuel injection system - testing and adjustment

Testing

1 If a fault appears in the fuel injection system, first ensure that all the system wiring connectors are securely connected and free of corrosion. Ensure that the fault is not due to poor maintenance. A dirty air filter element, poor spark plug connections, fouled or incorrectly gapped spark plugs, poor or uneven cylinder compression pressures, or clogged engine breather hoses can adversely affect the fuel injection system; refer to the relevant Parts of Chapters [1](#), [2](#) and [5](#) for further information.

2 If the above concerns fail to reveal the cause of the problem, the vehicle should be taken to a BMW dealer or suitably equipped specialist for testing. A wiring block connector is incorporated in the engine management circuit, into which a special electronic diagnostic tester (scan tool) can be connected. On June 2000 and earlier models, the BMW diagnostic connector is clipped to the right-hand shock tower (see illustration) . On later models, it is located under the dash in the driver's footwell incorporated with the OBD (On-Board Diagnostic) 16-pin socket (see illustration) . The tester (scan tool) is used to help locate the fault.

10.2a Unscrew the cap to expose the BMW diagnostic connector (used for June 2000 and earlier models)



10.2b The OBD 16-pin diagnostic socket is near the left kick panel under the dash



Adjustment

3 Experienced home mechanics with a considerable amount of skill and equipment (including a tachometer and an accurately calibrated exhaust gas analyzer) may be able to check the exhaust CO level and the idle speed. However, if these are found to be in need of adjustment, the car must be taken to a BMW dealer or specialist for further testing.

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