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shows you how

BMW 3-Series (92-98) & Z3 (96-98) 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; i.e., check that the air filter element is clean, the spark plugs are in good condition and correctly gapped, the cylinder compression pressures are correct, and that the engine breather hoses are clear and undamaged, referring to Chapters [1](#), [2](#) and [5](#) for further information.

2 If these checks fail to reveal the cause of the problem, the vehicle should be taken to a BMW dealer or other qualified repair shop for testing. A wiring block connector is incorporated in the engine management circuit, into which a special electronic diagnostic tester can be plugged. The connector is clipped to the right-hand suspension tower. The tester will locate the fault quickly and simply, alleviating the need to test all the system components individually, which is a time-consuming operation that also carries a risk of damaging the ECM.

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 other qualified repair shop for further testing.

4 To adjust the CO level or idle speed, special diagnostic equipment is required.

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