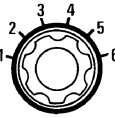
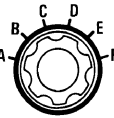





MHP 2.5 LITRE ECU TEST P/N 11350A17

NOTE: Refer to EFI manual 90-13833-3 for tester set-up

	SWITCH POSITION	SWITCH POSITION	NORMALIZING the EFI system		
	 ECU PARAMETERS	 SYSTEM PARAMETERS	 A ECU NORMALIZE	<ol style="list-style-type: none"> 1. Set ECU Parameters switch to position 1. 2. Set System Parameters switch to position A. 3. Rotate ECU Normalize knob to obtain reading of 1.50 on meter. ECU is now normalized. DO NOT move ECU Normalize knob once reading is obtained. 4. If 1.50 is not attained, ECU is faulty. 	
	Test Steps	ECU Parameters Switch Positions	System Parameters Switch Position	Specified Reading	CORRECTIVE ACTION if readings do not match
ECU TEST	1	2	A	1.14 ± .04	Faulty ECU
	2	3	A	.84 ± .04	Faulty ECU
	3	4	A	.80 ± .04	Faulty ECU
	4	5	A	.55 ± .04	Faulty ECU
	5	6	A	.33 ± .04	Faulty ECU
(ELECTRONIC) THROTTLE SENSOR TEST	1	1	B	<ol style="list-style-type: none"> 1. Make note of "Closed Throttle" reading 2. Disconnect Yellow Sensor Module Wire from rectifier and touch to 12 volts. Reading should climb to initial "Normalized" (1.50) reading. 3. Draw air from sensor module tube. Reading should drop back to Test Meter (step #1 of Throttle Sensor Test) Reading. Example: Test Meter Reading - 1.26 Normalized Reading - 1.50 (Note: See Illustration on Page 30)	
AIR TEMPERATURE SENSOR TEST	1	1	C	Low 1.37 High 1.62 If meter reading is above 1.62, there is a faulty air temperature sensor or open sensor lead. If meter reading is below 1.37, there is a faulty air temperature sensor or shorted sensor lead.	
COLD START ENRICHMENT TEST	1	6	A	Press cold start enrichment button. Meter reading should advance a minimum of three times the initial reading. Example: .34 x 3 = 1.02 	
IGNITION KILL TEST	1	1	A	Press Ignition Kill button. Meter reading should decrease 3 to 4 times, then fall to 0.01. Example: 1.50 0.48 0.35 0.01 	
PRESSURE TRANSDUCER TEST	1	1	A	Disconnect ECU transducer tube (a) from fitting on outboard. Draw air from tube. Meter reading should decrease as air is drawn from tube. If no number change, the ECU is faulty. 