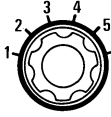
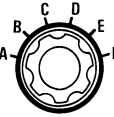






MHP 225 HP ECU TEST P/N 824003-6

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

		SWITCH POSITION	SWITCH POSITION	NORMALIZING the EFI system	
					<ol style="list-style-type: none"> Set ECU Parameters switch to position 1. Set System Parameters switch to position A. Rotate ECU Normalize knob to to obtain reading of 1.30 on meter. ECU is now normalized. DO NOT move ECU Normalize knob once reading is obtained. If 1.30 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	1.09 ± .04	Faulty ECU
	2	3	A	.80 ± .04	Faulty ECU
	3	4	A	.77 ± .04	Faulty ECU
	4	5	A	.53 ± .04	Faulty ECU
	5	6	A	.32 ± .04	Faulty ECU
X-THROTTLE SENSOR TEST	1	5	B	From closed to wide open throttle, meter reading should move two or more numbers.	Throttle sensor faulty, out of adjustment or harness faulty if meter does not change smoothly with throttle motion.
AIR TEMPERATURE SENSOR TEST	1	1	C	Low 1.16 High 1.37	If meter reading is above 1.37, there is a faulty air temperature sensor or open sensor lead. If meter reading is below 1.16, 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: .33 x 3.15 = 1.04	
IGNITION KILL TEST	1	1	A	Press Ignition Kill button. Meter reading should decrease 2 to 3 times, then fall to 0.01. Example: 1.30 0.40 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.	

*Note: Refer to Timing/Synchronizing/Adjusting Section of Service Manual for throttle position sensor adjustment.