PETROL INJECTION FAULT DIAGNOSIS

If reports are received of Petrol Injection malfunction it is most IMPORTANT that the customer's complaint is reproduced on the car to establish correct diagnosis.

Check Sheet.

Fill in this Check Sheet when completing the Primary Check Card.

CHECK

Before starting checks, ensure:

☐ 1. There is an adequate supply of clean fuel in tank.

☐ 2. The battery is fully charged and in good condition.

WORKSHOP CHECK

☐ **1.** Remove plugs, clean, test and reset gap to 0·025 in (0·63 mm).

☐ **2.** Remove points, clean and reset gap to 0·014 to 0·016 in (0·35 to 0·40 mm). Dwell angle for 2·5 P.I. and TR6 32° to 38°.

☐ **3.** Set tappets COLD to 0·010 in (0·25 mm).

4. Check compression pressures ENGINE HOT.

CYLINDER	1	2	3	4	5	6
PRESSURE						

OR test for cylinder leakage.

% LEAKAGE						

5. Check Ignition Timing (using Strobelight).

2·5 P.I. Static Timing
8° B.T.D.C.

Vacuum pipe OFF	
8°	
Vacuum pipe ON	
22° to 24°	

TR6 Static Timing
11° B.T.D.C.

No Vacuum pipe fitted	
11°	

☐ **6.** Set inlet manifold butterflies as per PRIMARY CARD.

☐ **7.** Set fast idle cable to 1,800 to 2,000 r.p.m.

☐ **8.** Set slow running to 750 to 800 r.p.m. using valve on inlet manifold.

9. Fit vacuum gauge between metering unit, vacuum pipe and inlet manifold. Run engine at 800 r.p.m.

	INS. OF VACUUM	TEST READING
2·5 P.I.	10 to 12 in (33·8–40·63 kN/m²)	
TR6	7 to 8 in (23·7–27·0 kN/m²)	

ROAD TEST CHECK—If necessary

1. Connect pressure gauge to petrol feed pipe and ammeter to fuel pump.

	FUEL PRESSURE	CURRENT CONSUMPTION
WITH ENGINE IDLING	100 to 110 lb/in² (7·05 to 7·7 kgf/cm²)	3·5 to 5 amps
TEST READING		
UNDER HARD ACCELERATION	100 to 110 lb/in² (7·05 to 7·7 kgf/cm²)	3·5 to 5 amps
TEST READING		

Extra copies of the Check Sheets are available, in pads of 50, from the address given below:

Issued by

Triumph

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