INITIALISATION PROCEDURE : BOSCH MP7.0 MULTIPOINT FUEL INJECTION ECU

MOUNTING BOSCH AND EEC 95 DEPOLL (ENGINE) AND BVM ML5T
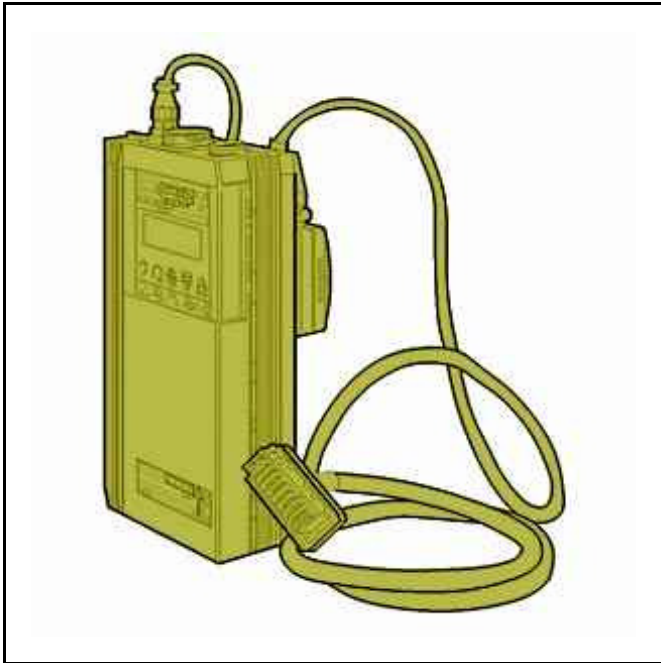
1. Recommended tools
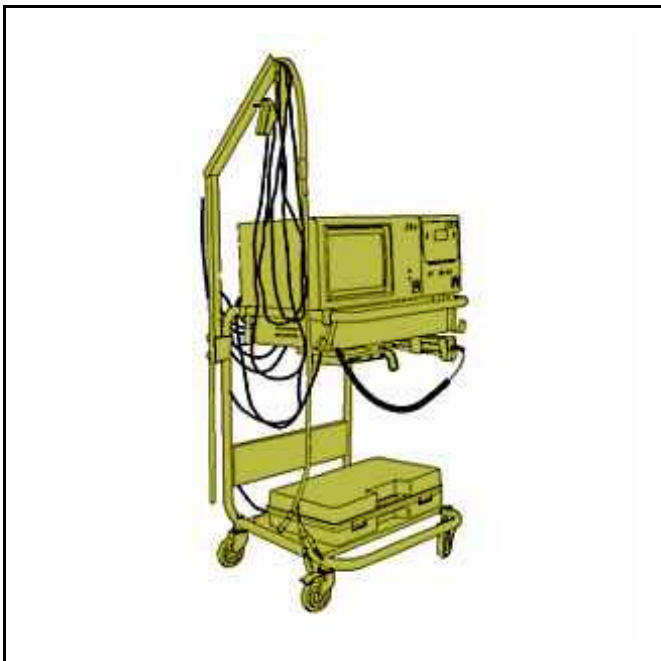

Figure : B3BP039C

ELIT 4125-T test unit.

Figure : B3BP031C

26 A station.

2. Initialisation of the engine idle speed

Switch on the ignition.

Unlock the coded anti-theft device (according to equipment).
Wait 5 seconds before starting the engine. Do not press the accelerator pedal.

3. Auto-adaptation of the richness

Warm up the engine until the fan(s) cuts in and then stops : Coolant temperature = 80 °C.
Connect the diagnostic equipment to the vehicle's diagnostic socket.

N.B. : The diagnostic socket is located in the passenger compartment fusebox.

ESSENTIAL : Switch off all the vehicle's electrical equipment.

Select the following in the "diagnosis" menu of the equipment :
- Test by function
- Reading fault codes

There must be no fault codes displayed.
Switch the ignition off then on again.
Start the engine . Do not press the accelerator pedal.
Allow the engine to idle for 5 minutes. Do not press the accelerator pedal.
Select the following in the "diagnosis" menu of the equipment :
- Param. measuring
- Injection information

Reading parameters for "throttle butterfly position", the diagnostic equipment should read "IDLING".
If a different condition should be displayed, carry out the following operations :
- Check the routing and tension of the accelerator cable
- Ensure that the throttle butterfly returns to the idle stop
- Slowly depress the accelerator pedal and check that the diagnostic equipment reads the throttle positions of "IDLE - MID-THROTTLE - FULL THROTTLE" when displaying "throttle butterfly position"

If the throttle status does not alter, there is an electrical fault : Refer to the specific brochure. Diagnostic .

N.B. : Erasing the fault codes using diagnostic equipment does not erase the auto-adaptation of the mixture richness.