

Prior to starting a trouble diagnosis, the engine and the ignition system must be in perfect order.

Cause	Remedy
Engine not starting up, fuel pump not starting	
Fuse defective (No. 4 in large fusebox) Line to pump relay and to fuel pump interrupted Line connections on fuel pump have bad contact	Replace fuse (8 A). Check whether pump relay attracts. For this purpose, switch ignition off and on, listening for relay noise Check voltage with voltmeter only, if applicable Attach connections to fuel pump
Terminal 86 of pump relay has no voltage, since voltage supply relay does not attract or line is interrupted; or draw-in voltage of relay too high	Remove interruption, if any Replace relay
Pump relay energized on terminal 86, but no ground connection on terminal 85	After switching-on the ignition, pump will run for approx. 1—2 seconds. Test with voltmeter; ground connection for terminal 85 is switched by control unit (control unit terminal 19). Replace control unit
Line from pump relay terminal 85 to positive connection of fuel delivery pump interrupted	Check plug connection, repair interruption
Fuel delivery pump defective	Replace

Engine does not start up, fuel pump is running

Line to cable connector terminal 50 of starter interrupted	Test with Bosch tester EFAW 228
Cable connection on pressure sensor not inserted or interrupted	Check cable connection and repair interruption, if required
Triggering contacts defective	Replace slide-in unit
No pressure buildup in fuel ring line (squeezed-off line, defective pressure regulator)	Test pressure with pressure gauge, adjust or replace pressure regulator as required. Measure delivery capacity of fuel pump (1 liter in min. 30 seconds)
Throttle valve switch wrongly adjusted	Check adjustment and make corrections, if required
Throttle valve switch defective	Replace throttle valve switch

Cause	Remedy
Engine starts up but stops again	
Line connection for triggering contacts on ignition distributor not inserted or line interrupted	Check with Bosch tester EFAW 228 and find fault, replace triggering contacts or cable harness, if required
Trigger contacts contaminated or oiled up	Clean carefully with cleaning gasoline
Cable connection on cooling water temperature feeler not inserted or interruption, or defective temperature feeler	Check cable connection and repair interruption or replace temperature feeler, as required
Pressure sensor defective	Replace pressure sensor
Pump relay is energized on terminal 86, but terminal 85 has no ground connection	After switching on the ignition, pump runs for 1–2 seconds. Test with voltmeter; ground connection for terminal 85 is switched by control unit. Replace control unit
Cooling water thermostatic feeler interrupted (often only periodically)	Replace thermostatic feeler
Engine stops while driving (usually starting with misfiring)	
Triggering contact has excessively high transition resistance or contaminated (grease, oil)	Replace slide-in unit, clean carefully with cleaning gasoline, if contaminated
Plug connections not in order (pressure sensor, triggering contacts)	Check plug connections
No fuel pressure	Check fuel pressure
Engine runs badly, individual cylinders not operating	
One injection valve binds	Replace valve
Valve connection or valve coil not in order	Check plug connection, replace valve, test with Bosch tester EFAW 228
One valve group not operating	Check ejection of valves, replace control unit
Engine misfires, but not under influence of ignition system	
Loose connections, central ground connection line has bad contact with body	Check plug connections, check ground connection
Triggering contact contaminated	Clean slide-in unit and replace, if required

Cause	Remedy
Inadequate engine output	
Fuel pressure too low	Check pressure regulator, adjust or replace, as required. Measure delivery capacity of fuel pump (1 liter in min. 30 seconds)
Pressure sensor defective	Check with Bosch tester EFAW 228 and replace pressure sensor, if required
Throttle valve insufficiently opening	Check throttle valve and regulating linkage
Fuel consumption too high	
Pressure sensor defective	Replace pressure sensor
Function of information transmitter not in order or high transition resistance on electric connections (corrosion)	Test injection system with Bosch tester EFAW 228
Throttle valve switch not correctly adjusted	Adjust with Bosch tester EFAW 228
Fuel pressure too high	Check pressure regulator and adjust or replace, if required
Air or cooling water temperature feeler defective	Test temperature feeler with Bosch tester EFAW 228, replace, if required
Heavy buzzing in idling speed position	
Hose between intake manifold and supplementary air valve leaks	Check hose and replace, if required
Throttle valve stop not correctly adjusted (throttle valve open at idling speed)	Readjust throttle valve stop
Idling speed set too high	Adjust idling speed as required
Pressure regulator defective	Check pressure regulator and replace, if required
Engine stalls (misfires) during acceleration	
Transition enrichment in throttle valve switch not operating	Check throttle valve switch with Bosch tester EFAW 228
Idling speed too high, idling speed cannot be adjusted	
Leaks in idling speed air system	Check idling speed air system
Rubber sealing ring under injection valves leaks	Replace rubber sealing ring
Throttle valve badly adjusted	Adjust throttle valve correctly