Adjusting the ECU fuel pot.

The pot in the ECU is adjustable for fuel mixture. This is only effective at idle, beyond that the fuel maps, and sensors etc from the engine do what they are designed to do.

Locate the ECU, on the RH side of the boot area, behind the trim panel alongside the battery. Feel along the lower edge, just a little along from the edge that the plug goes into, near the vac hose spigot. It will feel like a rubber plug with a hole in the middle. Originally it had a plug in that hole to stop tampering, but they are long gone, mostly. Inside that hole is the shaft of the potentiometer that adjusts the idle fuel map. The shaft of the pot is ¼" diameter (I think), and of standard "D" shape. I had a piece of transmission cooler steel tubing (which is 5/16"od, with a ¼" bore, or close).

I simply filed a ¼" bolt flat on one side to give me the "D" I wanted, slid the tube over the end and tapped it into shape. This tube is about 2" long, so I drilled a hole in the opposite end to take a nail that gave the handle so it can be turned to adjust the pot.

With the engine at normal operating temp, insert the new spanner, I find leaning over the RH buttress the easiest way of accessing the ECU hole. You wont see it, you will do all this by "feel", and slowly turn the shaft. It will turn in "clicks", It is 14 from end to end.

I listen to the exhaust note whilst turning it 1 click at a time. Give it a few seconds between clicks for the engine to settle. You will quickly get the "feel" and hear the pick up of the engine note as it "sweetens" with the correct mixture.

The first time you do this the hands will shake, coz you are scared of stuffing something up, but that is not possible. Just count the clicks, so if all else fails you can return to where you started.

Now, if turning the pot has little effect, you got a vacuam leak, and the most common place is the AAV, not closing off. This AAV is more common a problem than a loose hose etc etc.

The second reason where this adjustment makes no difference, the TPS is out of range. By that I mean it has NOT dropped into the 0.32-0.36V that is required at idle. This I have covered many times in my “HE Tune Up” paper, and other write ups. If that TPS has not been set, or at least checked, you are wasting your time attempting this adjustment.


MeadowLea
CANOLA
Devondale