

Injectronics

Remanufactured Automotive Electronics Components

TECHNICAL BULLETIN

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Make: Nissan Pulsar

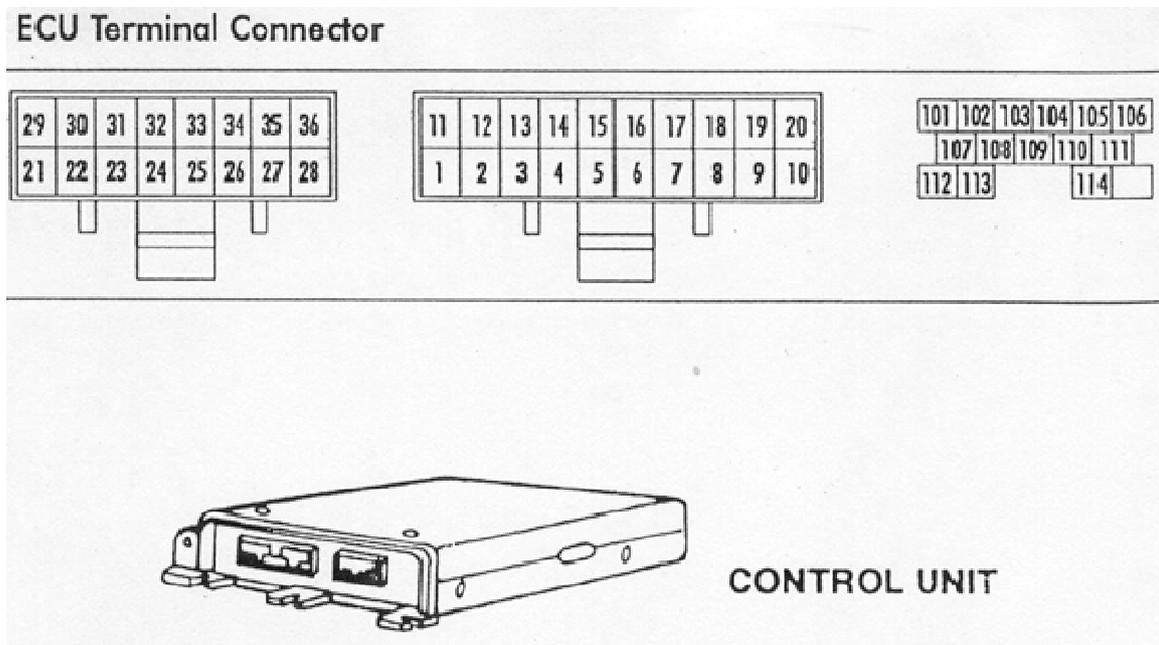
Model: ET Turbo / Exa Turbo

Subject: ECM terminal connections

The 1984 - 85 ET Pulsar and the 1983 - 85 Exa Pulsar both utilise a 1.5L E15ET Turbo charged engine. Injectronics has been asked to supply an exchange ECM on many occasions, when in fact the ECM was not the fault. A common complaint is that when accelerating hard and boost starts to come in, the vehicle will only rev up to approximately 3000 RPM and then hold back.

Technicians have also unnecessarily replaced fuel pumps as the problem feels like a lack of fuel. What has been found however is that poor terminal connections at the ECM have been at fault. The ECM is situated under the passenger seat and suffers from vibration and corrosion on the terminals. Simply by removing the plugs and spraying them with a corrosion / deoxidiser, then a protective spray and by pushing the plugs in and out of the ECM several times the problem is rectified.

NB: Often tightening or crimping of the harness female terminals is required for a better connection.



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