FORD LASER – MAZDA 323

#T0069

Make: Ford / Mazda

Model: Laser / 323

Subject: Water damaged ECM

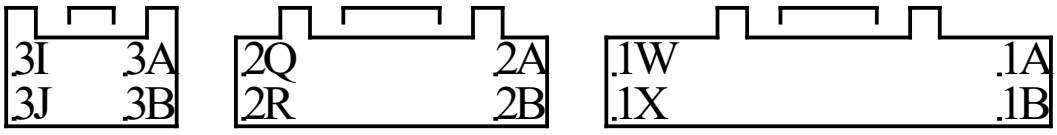
A common fault often seem on early Ford KC, KE Laser's and equivalent Mazda 323's is water damaged engine control units. This fault is attributed to the vehicles heater core leaking coolant on top of, and into the ECM, as it is mounted directly above the ECM behind the centre dash console.

Injectronics regularly receive calls from technicians who have fitted a replacement ECM as a result of water damage, but now have a rich running complaint with the new ECM fitted after approximately 5 minutes of running.

Injectronics have found that when the coolant from the heater core leaks onto the ECM, it also gets into the connector plugs of the wiring harness and in turn causes current leakage between the voltage supply for the air flow meter 2B and the very sensitive O2 sensor signal 2D – which are right next to each other. Instead of approx 0.5v to the O2 signal line on start-up you may see in excess of 1 volt from the leakage, and as the ECM thinks the engine is in a rich state, it will try to lean off the fuel mixture.

Injectronics recommend that when replacing an ECM for water damage reasons, the harness plugs also be cleaned with an approved contact cleaner spray and then with an oxidisation preventer spray.

Nippon-Denso 52 pin - Connector - H002



Viewed form the back (wire side)