
fuel injector tester fuel injection problem update

Posted by Diduch - 2010/01/30 01:17

Thanks to everyone that helped me out recently with my 75 280z. The car still is not working right, but I'm making progress now - even though I'm not sure exactly what I've done to make it better... After playing around with it for a while I decided to remove the air flow meter. With it off the car fired much more frequently and would even run for a few seconds. As an experiment I put it back on and the car suddenly ran great! for about 10 minutes until it stalled like someone turned the key off. Since then it seems like the car has a split personality - some times it will run great and not stall at all. I'll be able to shut it off and restart it several times without problem. Then it will decide its just not going to start no matter how many time I try. The next day I'll go and be able to start it. A hot or cold engine doesn't really seem to affect it. Any suggestions? I don't quite understand what I've done to make it at least run now - maybe I knocked something loose in the airflow meter when I took it off? Do you think this is a good sign that it needs to be replaced? Is there anyway I can easily test it myself? What else could it be? Thanx in advance

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Trying to troubleshoot a fuel injection problem over Usenet is rather difficult; without knowing what you've done, or seeing the symptoms for myself, anything I could say would just be a shot in the dark. Nevertheless, it's possible to make a couple of general recommendations.

1. Purchase a shop manual for the car. For a Z, you can't beat the Datsun shop manual, although a Chilton's or a Haynes' may do in a pinch. I've seen such manuals for sale on Ebay at a reasonable price. They're indispensable if you want to do your own mechanical work. For example, there is a test procedure detailed in the manual

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