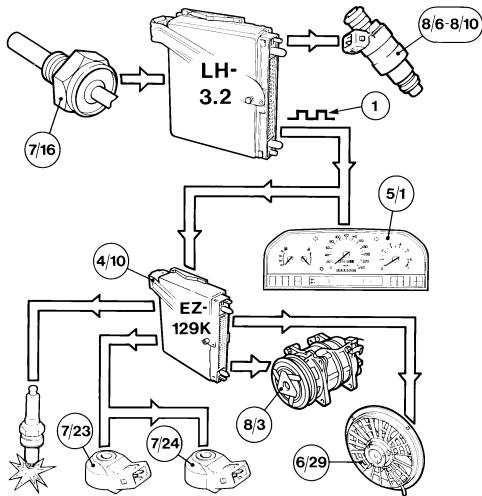


Engine coolant temperature (ECT) sensor

Control functions



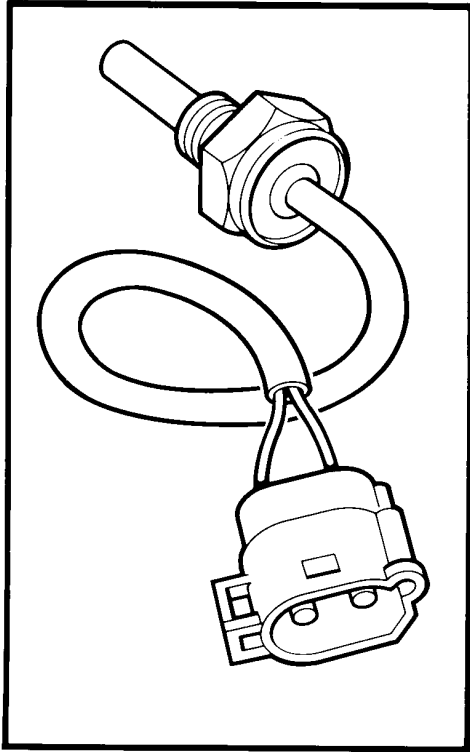
The ECT sensor (7/16) is common to the MFI system, DI (distributor ignition) system and combined instrument. The signal is used by:

- * MFI module (4/45), to extend the opening period of the injectors (8/6–8/10) when the engine is started from cold and normal working temperature has not yet been reached.
- * ICM (4/10) to
 - operate the engine cooling fan (6/29);
 - switch out the A/C compressor (8/3) temporarily when the engine temperature is high;
 - advance the timing when there is a risk of overheating;
 - disconnect the KS (7/23 and 7/24) when the engine is cold;
- * Combined instrument (5/1), for engine temperature indication.
- * MFI module (4/45), to extend the opening period of the injectors (8/6–8/10) when the engine is started from cold and normal working temperature has not yet been reached.
- * ICM (4/10) to
 - operate the engine cooling fan (6/29);
 - switch out the A/C compressor (8/3) temporarily when the engine temperature is high;
 - advance the timing when there is a risk of overheating;
 - disconnect the KS (7/23 and 7/24) when the engine is cold;
- * Combined instrument (5/1), for engine temperature indication.

The MFI module converts the analogue signal from the ECT into a digital signal (1) for transmission to the ICM and combined instrument. The digital signal consists of a square-wave pulse with a pulse length proportional to the coolant temperature.

ECT sensor – design

The ECT sensor is mounted in the thermostat housing. The unit consists of a brass body enclosing a temperature-sensitive NTC resistance and an integral lead with a sealed, 2-pin connector to simplify accessibility. The accuracy of the information is maintained



by converting the ECT sensor signal to a digital signal.