

**Subject: Cold Weather Starting Problems****Application: 1988-89 900 Models with EZK Ignition**

CATEGORY	
Engine	
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1988-89 900 models with EZK ignition system (B2021 engine) utilize a power stage integrated with the ignition coil. The ground wire for this power stage has a relatively long travel resulting in the possibility of enough ground circuit resistance to affect cold weather engine starting.

To shorten this ground path, a procedure has been developed to install a new ground wire from the power stage directly to the right-hand inner fender. This procedure also includes replacement of the hard plastic cover over the coil with a rubber boot for improved moisture protection.

In case of a cold starting complaint, the procedure described below should be used before installing an LH system cold start injector kit. Also ensure that all grounding points are clean and tight, that the charging system is operating properly, that the oil is the correct viscosity for the anticipated cold temperatures and that the spark plugs are the correct type and heat range (NGK BCP5ES).

Parts Required:

Ground Cable Kit	85 48 265
■ Screw	79 22 347
┆ Protective boot	85 66 374

Modification Procedure

1. Disconnect the 4-pin connector from the power stage (see Figure 1) and peel back the connector's protective boot.
2. Push pin No. 2 (wire 648, black) back out of the connector and cut off the terminal. Tape this wire back to the harness.
3. Install the new ground wire from the kit through the sleeve of the boot and into pin 2 of the connector. Refit the boot over the connector.
4. Connect the 4-pin connector to the power stage.

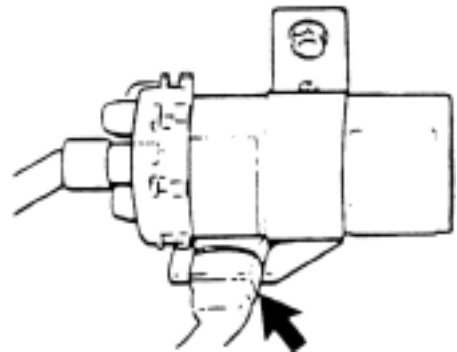


Figure 1. 4-pin connector at the power stage.

5. Drill a 3 mm hole in the **RH** inner fender as shown in Figure 2.
6. Clean the **surface** around the hole to provide a good contact to ground.
7. Route the cable as shown and install the screw supplied with the kit through the ring terminal on the end of the ground wire.
8. Spray the screw and surrounding surfaces with a **rust** protection solution.
9. Remove the plastic cover from the coil and **with**-draw the secondary wire leading to the distributor. Clean the areas around the high and low tension terminals.
10. Insert the secondary wire into the rubber boot supplied with the kit and install the boot onto the coil.

Warranty Information:

For warranty claims, use Failure Coding 34031-63-9-01-05. Labortime allowance is 0.2 hour which should be entered as straight time. If necessary, warranty will allow spark plug replacement (Op. No. 3441 1), an oil and filter change (Op. No. 12202), and recharging of the battery (Op. No. 12302).

Note: Only NGK **BCP5ES** spark plugs should be used on 1988-89 **B202** naturally-aspirated engines.

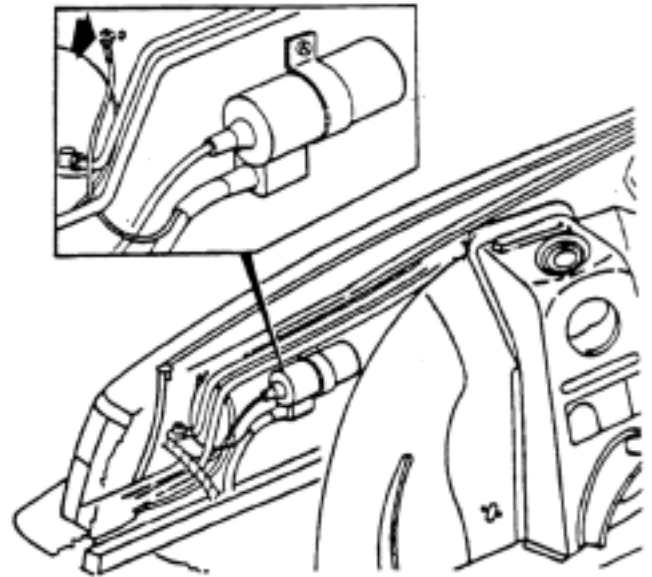


Figure 2. Drill a 3 mm hole in the **RH** inner fender.