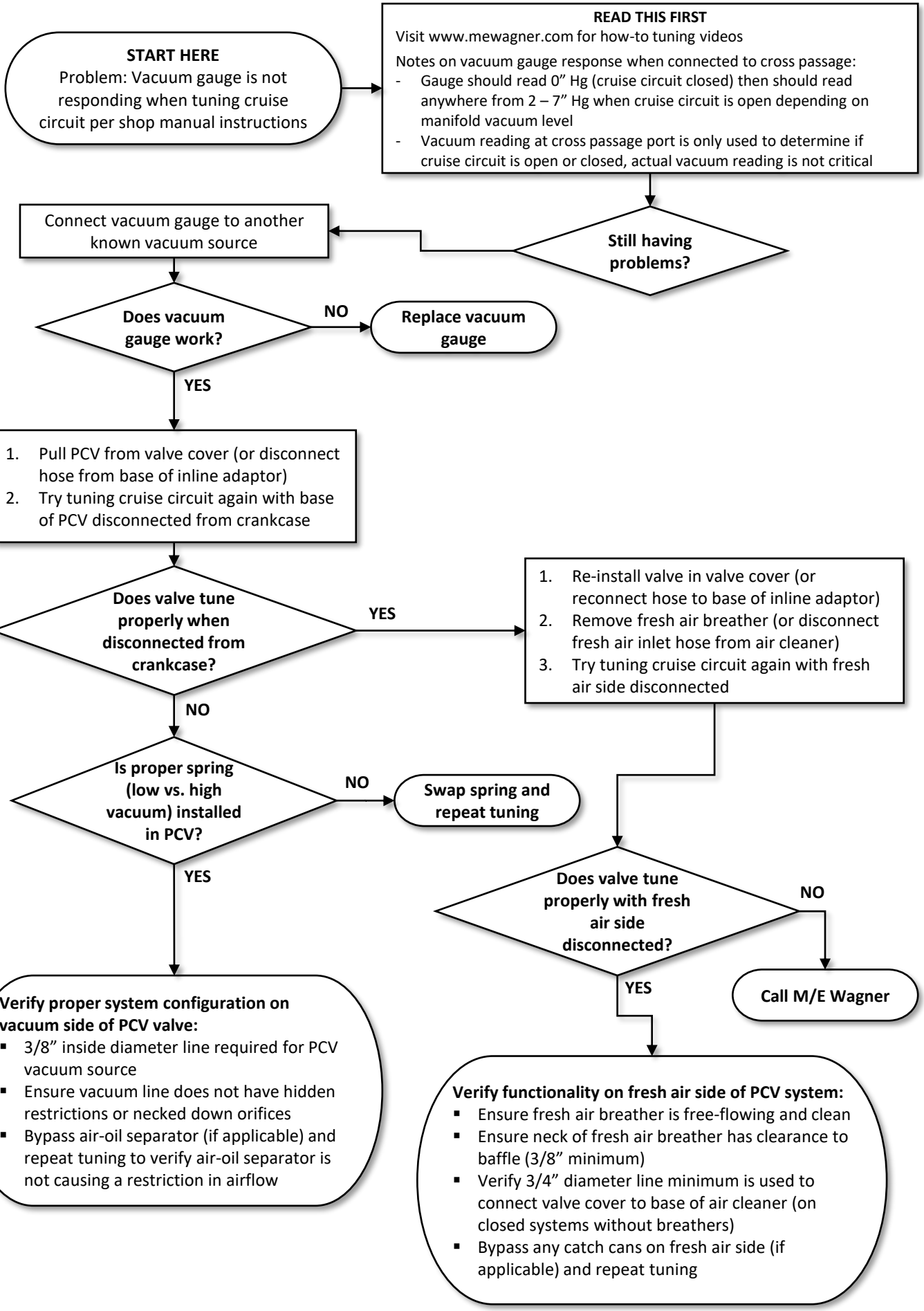
START HERE
Problem: Vacuum gauge is not responding when tuning cruise circuit per shop manual instructions
READ THIS FIRST
Visit www.mewagner.com for how-to tuning videos
Notes on vacuum gauge response when connected to cross passage:
- Gauge should read 0" Hg (cruise circuit closed) then should read anywhere from 2 – 7" Hg when cruise circuit is open depending on manifold vacuum level
- Vacuum reading at cross passage port is only used to determine if cruise circuit is open or closed, actual vacuum reading is not critical
Still having problems?
Connect vacuum gauge to another known vacuum source
Does vacuum gauge work?
NO
Replace vacuum gauge
YES
1. Pull PCV from valve cover (or disconnect hose from base of inline adaptor)
2. Try tuning cruise circuit again with base of PCV disconnected from crankcase
Does valve tune properly when disconnected from crankcase?
YES
1. Re-install valve in valve cover (or reconnect hose to base of inline adaptor)
2. Remove fresh air breather (or disconnect fresh air inlet hose from air cleaner)
3. Try tuning cruise circuit again with fresh air side disconnected
NO
Is proper spring (low vs. high vacuum) installed in PCV?
NO
Swap spring and repeat tuning
YES
Does valve tune properly with fresh air side disconnected?
NO
Call M/E Wagner
YES
Verify proper system configuration on vacuum side of PCV valve:
- 3/8" inside diameter line required for PCV vacuum source
- Ensure vacuum line does not have hidden restrictions or necked down orifices
- Bypass air-oil separator (if applicable) and repeat tuning to verify air-oil separator is not causing a restriction in airflow
Verify functionality on fresh air side of PCV system:
- Ensure fresh air breather is free-flowing and clean
- Ensure neck of fresh air breather has clearance to baffle (3/8" minimum)
- Verify 3/4" diameter line minimum is used to connect valve cover to base of air cleaner (on closed systems without breathers)
- Bypass any catch cans on fresh air side (if applicable) and repeat tuning