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Short term fuel trim negative 100

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Short-term fuel trim data is much more accurate. & Acceleration Deceleration fuel trim data really doesn't tell you anything, the engine needs to be at constant speed. Cooling temperature: When the engine is at an operating temperature, the ECT should show -93C for -94C (-200F). You're at 85C (185F) too low. Low cooling temp will cause a rich fuel mixture. Here's how to determine whether the problem is the thermostat, or ECT sensor: After the engine has been turned off for at least 10 hours, do not start the engine, turn on the ignition into RUN position and check the temperature of ECT, IAT and atmosphere. They should all be within 1C (2F) each other. Post your results. An open loop is where you experience most problems, which may indicate that ECT is damaged. If it is calibrated low, it will cause a rich mixture of all time, moreso in an open loop, than in a closed loop. The cooler the cooling temp, the richer the fuel mixture. EDIT: Don't get your hopes too high on the coolant temp, there may be other problems involved. Stop scaring me!! Ok tomorrow I'll post these values, hopefully it becomes a simple sensor problem. Btw, I have an exhaust leak, seems stronger when the engine doesn't operate well (I don't know if that's relevant or not, just post every detail I remember.) Join Date: Mar 2009 Location: Belleville, Michigan Posts: 8,447 In front of an oxygen sensor or behind? Where exactly is the leak? New member Thread Starter Join Date: May 2012 Posts: 64 Quote: Originally Posted by Captain Hook In front of an oxygen sensor or behind? Where exactly is the leak? Muffler had a welding eye and welding on it, it was behind, before the tip. Tubes that go from the oval box, this welding is cracked. There may be other leaks somewhere, I'll confirm this tomorrow. Page 2 of this system is not all complicated, the right equipment is necessary to test it though. 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