

ZR-1 Shopper's Technical Guide

Here are some things to look for when evaluating a car for purchase.

Turn on the ignition but don't start the engine. These lamps must go on.



This display is for a '91 car. '90 cars are the same except there is no Low Oil indicator on a '90. These lamps should go on for about three seconds. Some will go out after three seconds. They should all go out when the engine is started. Lamps that don't go on suggest malfunctions or tampering. Lamps that remain on when they should not, are indications of a malfunction.



This display is for a '94 car. '92 to '95s are the same except for detail differences in the Service Engine and Service ABS icons.

On '90 cars, a common fault is indicated by the INFL REST lamp. It is usually easy to repair, and no parts are needed. Also, on '90s the Full Power light must go on when the Valet key is turned to Full Power. The lamp must light to enable the secondary intake port throttles. The secondaries will not operate if the key is in the Full

Power position and the lamp does not light. The common problem is loose electrical contacts in the switch. It is easy to repair without parts.

Test for a misfire. Drive the car with the Valet key off. Shift into fourth gear at 30 mph. Go to full throttle. The engine will lug and accelerate very slowly, however the torque delivery should be silky smooth. If there is roughness or vibration there is likely a defective fuel injector or an ignition problem.

Test the secondary port throttles. Turn the Valet key to Full Power on a '90 or click the Valet key to illuminate the green LED next to the Valet key on '91 – '95 cars. Find a safe place to accelerate from 30 to about 65 mph in second gear. Assuming that the tachometer is accurate, the engine must rev steadily to 7000 rpm in about four seconds. If the engine can't rev quickly beyond 5500 rpm the secondary port throttles are not working.

An unmodified engine idles at 650 rpm when warm. The tachometer can fail in such a way that it displays too high. An engine data scanner will display the always accurate digital engine speed.

Check the date codes on the tires. Tires that are over five years old are undesirable.

Check the Bose sound system. On '90 to '94 cars, the CD player has a common problem. It can be reconditioned. The amplifier modules that are located in each of the speaker housings are a common problem. Also, the radio module/CDM module can fail. All of these things are expensive to repair.

A normal new clutch will engage about 1.5 inches off the floor. As it wears the engagement point moves upward. A clutch that engages one inch from the top is 90% worn out.

Defects should be evaluated for the cost to remedy them and the price of the car should be adjusted.