

There are 2 types of ABS used on all Rover 800s, this is a description of the Mk2 ABS

The ABS used on the Mk2 Rover 800 (1991 onwards) is blessed with a self diagnosis function making fault finding so much easier, to read the faults is also simple as the faults are displayed on the instrument panel after a simple process of bypassing a wire and switching on the ignition.
First let look at how the Mk2 ABS works--

The ABS system on the Mk2 is controlled by the ABS control unit, power is supplied to the system from fuse 18 on a light green and slate wire when the ignition is switched .
The control unit has an integral voltage control system, if the voltage rises or falls excessively the control unit will switch the power supply off and illuminate the warning light to inform you that the ABS is no longer operating.
The control unit monitors the supply voltage at all times.

The light green and slate wire feeds both the electronic control unit and the ABS solenoid valve relay, with the relay energised a feed from fusible link K (under bonnet fusebox) on a brown and pink wire crosses the relay out to the 3 solenoid valves.
The earth return for the solenoid valves is controlled by the electronic control unit.

The warning light in the instrument pack is fed from fuse 16 on the light green and purple wire, when the ignition is initially switched on the electronic control unit supplies the warning light an earth path via a blue and red wire whilst the control unit carries out a system check.
When the checks are completed satisfactorily the light will go out.
In the event of a fault in the system the control unit switches on the warning light, the ABS system logs the fault in its memory.

There is a feed from the brake pedal switch to the control unit on the green and purple wire whenever the pedal is pressed.
If the vehicle is stationary the wheel speed sensors supply no signal to the control unit.
When the vehicle is moving the speed sensors provide a sine wave signal the frequency of which is proportional to wheel speed.

How to use the self diagnosis function--

To acces the diagnosis function for the fault codes you will need to find the right connector, the connector is under neath the dash just above the pedals, the connector has 4 pins and is connected to a bridge connector, to make sure you have the right connector check that there are 4 wires coming from it and that the colours are as follows--
Yellow/green
Yellow/black
Purple/slate

Black

You will need a small piece of wire (2-3 inches is fine), ensure the ignition is switched off and remove the bridge connector (basically another connector that connects to the one you will be using) you then need to take your small piece of wire and connect one end to the yellow and green wire in the connector, then connect the other end of the wire to the black wire on the block.

You should now have a wire which is connecting the yellow/green wire to the black wire in the same connector effectively shorting the 2 wires.

Check that this is correct before switching on the ignition, the ABS warning light should now start doing its thing!

It will flash code 1-2 three times, this will take the form of

1 flash ----a 1 second gap-----2 flashes

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These first flashes are the systems start identification, if the lights dont flash like this first then recheck the connection on the connector you have bridged.

After the system has carried out the start identification flashes there will be a 3 second pause before it gives you the fault codes, these will be displayed oin the same way.

For example if the fault is with the return pump then the fault code would be 3-5, this would be displayed like this

3 flashes of the ABS light-----1 second gap-----5 flashes of the ABS light,

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Then the sequence will start again, if you have another fault however the system will then go on to flash another code as

the system can store 3 fault codes in its memory, once the fault codes have been displayed the system will start again, always

wait after you have received the codes for the 1-2 identification code to confirm that there are no more fault codes to display.

Once you have fixed the problem that the fault codes reffered to you need to clear the codes from the system memory (this isnt

necessary but if not done the same codes will continue to show at a later date)

To clear the codes turn off the ignition and refit the bridging connector that you removed earlier.

Then turn the ignition on and wait for the ABS warning light to extinguish (about 2 seconds)

When the warning light extinguishes turn the ignition off.

This must be done 20 times (yes 20 times) to clear the ABS memory.

In my experience after clearing the codes it is a good idea to check car fuses as i have seen a few blown due to the process of switching the ignition on and off repeatedly.

Fault	Code
Start identification	1-2
Front left wheel solenoid valve	1-6
Front right wheel	1-7
Rear wheels solenoid valve	1-8
Relays or relay power supply	1-9
Pulser ring	2-5
Return pump	3-5
Brake light switch	3-7
Front left wheel speed sensor signal	3-9
Front left sensor continuity	4-1
Front right wheel speed sensor signal	4-2
Front right sensor continuity	4-3
Rear left wheel speed sensor signal	4-4
Rear left sensor continuity	4-5
Rear right wheel speed sensor signal	4-6
Rear right sensor continuity	4-7
Battery voltage too low	4-8
Electronic control unit	5-5
Interruption of fault codes	5-6

Note for Rover 200 / 200 Coupe:

So from what i understand, i separate these plugs and use a bit of wire or paperclip to 'short' the black to the yellow/green wires?? And then turn the ignition on to read the codes.

Hi, I have this a go anyway, paperclip to black and yellow/green wire across the plug under the drivers seat, worked a treat and i got the codes!