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Re desperate car owner looking for. I get my car fixed to stop those problems. For more inf. and. Want to see a sample page of Direct Injection. DJetronic was. Bosch DJetronic were the 1975 Volvo 164e and the 1975 Mercedes 450. In. Its most interesting to see how Ljetronic evolved from DJetronic. At. Gasoline Injection, contrasting this new electronic system with a long. DJetronic injection. 6 cylinder, 2 groups of 3 Mercedes, Volvo 8 cylinder, 2 groups of 4 Mercedes. Manifold pressure sensing is widely used by. GM, Ford, Chrysler, AMC, and some Toyotas. For years after the initial

introduction of DJetronic, the trend has beenThis is noticeable when it is at its extreme that the exhaust tailpipeNote Carbon build up in intake valveStalling. TESTS With key on engine off at. SEA LEVEL an EEC 4 should show 5 volts. With engine running the voltageMay be checked using a tachometerBy using the INTERJECT servicingFurther burning out the valve seatsBurned, bend, or leaky valves causing poor idle characteristics in anyThe same applies for excessiveThe next is a slight head gasket leak. The result is thenWhen the FPRCSV FUEL PRESSURE REGULATOR CONTROL SOLENOID VALVE is open it will have atmospheric pressure which is 14.7 psi absolute orWhen the engine is under wideopenWhen the FPRCSV FUEL PRESSURE REGULATOR CONTROL SOLENOID VALVE is open, it will have atmospheric pressure which is 100 kpa plus 250 kpaF uel injected cars always have a circulating fuel system. That is,This prevents vapour lock. EXCEPT of course when a hot engine is left standing. In this event theEventually every one has to have this type of service done for superfineThere will be no other wayBookmark this page for theSECRET DATA Pool. Let everyone know about this page. I wouldnt want to try to do the rebuild with out these guides. The two halves of the distributor went together without effort.

KJetronic ROBERT BOSCH The construction and operation of the KJetronic CIS fuel injection system is different from other fuel injection systems. The technical instruction booklet Fuel Injection Continuous Injection System CIS at the back of the manual describes the components and operation of the KJetronic fuel injection system in detail. A thorough understanding of the various components is required before working on KJetronic fuel systems. Before troubleshooting, testing or adjusting the KJetronic fuel injection system, the ignition system and the mechanical system of the engine compression, valve timing, etc. must be within specification and operating properly. Verify that these systems are in proper working order before proceeding further. KJetronic fuel systems have an electric safety circuit which prevents the electric fuel pump and other electrical devices from operating unless the engine is running or being started. The electric safety circuit can be bridged to apply voltage to any electrical component without running or starting the engine. This procedure can be found in the Electric Wiring Diagram section of the manual. In addition, 911 SC models use a thermovalve, which enriches the fuel mixture during starting by blocking the warmup regulator vacuum which decreases control pressure. After starting, the valve opens by means of an electric heating element. Always use new gaskets, seals and Orings when installing components or fuel lines. When installing the mixture control unit, tighten the fastening screws uniformly. Whenever work is performed on the fuel injection system, the idle and CO must be adjusted. How to use this manual. Use the troubleshooting chart to find the causes for a given symptom. The cause column will indicate what components should be tested. Each component test instruction is a complete instruction.

One component may be checked by following the test instructions for the specific component, or the entire system can be checked by following all the component instructions in order. The Tool List and Component Location sections will help identify the necessary tools and help locate vehicle components to be tested. Specific component removal and installation information can be found in Mounting the Pressure Tester and Component Repair The Electric Wiring Diagram section shows how to bridge the electric safety circuit to apply voltage to electrical components without running the engine. Replacement parts lists and complete test specifications can be found at the end of the workshop manual. Several component tests Auxiliary Air Valve and Warmup Regulator require that the engine is cold. For cold tests, the engine must not have been run for several hours, preferably overnight. Most vehicles since 1978 have fuel distributors which use push valves in the system pressure regulator to maintain pressure. Several component tests require special testing procedures for fuel distributors with push valves. The Fuel Pump section describes in detail how to identify a fuel distributor with a push valve in the system pressure regulator. Thoroughly clean the fuel fittings before removing any fuel lines. Dirt must not enter the fuel system under any circumstances. Do NOT bend the steel fuel lines. When removing fuel lines, always hold the hex fitting on the

component with one wrench while loosening the fuel line with another wrench. Do not bend the steel type fuel lines. The Start Valve is located on back of intake manifold below the venturi assembly. The Thermotime Switch is located on engine block below the secondary air pump. Electric fuel pump not operating see Fuel Pump Defective cold start system see Cold Start System IN. Leaking cold start valve see Cold Start System 0 Incorrect cold control pressure see Warmup Regulator 10.

Warm control pressure too high see Warmup Regulator 11 Do 0 IIN No. Warm control pressure too low see Warmup Regulator 0 Incorrect system pressure see System Pressure Fuel system pressure leakage see Fuel Leaks o. Injection valves leaking, opening pressure too low see Testing Injectors 00. Any air drawn into the engine without passing through the air flow sensor will cause a lean air/fuel mixture condition and improper engine operation. To test for air leaks, remove the outlet hose from the auxiliary air valve and pressurize the hose with compressed air. Hold the throttle plate open and coat all air fittings arrows below with soapy water. Bubbles indicate a leak. Replace any defective hoses, gaskets or seals. Engine temperature must be above 20 C 68 F. Remove the rubber boot from the air flow sensor. Bridge the electric safety circuit see Electric Wiring Diagram. Switch the ignition on for 10 seconds to apply control pressure to the plunger. Fully lift the sensor plate up by hand to its maximum deflection as shown. Even resistance must be felt over the entire lever movement. If not, the air flow sensor plate is not moving freely, see below. Now push the sensor plate down rapidly, almost back to its rest position. The plunger will not follow the rapidly moving sensor plate, but the shock of the plunger hitting the sensor plate lever when it does come down must be felt. If this cannot be felt, the plunger is not moving freely, see below. Fully lift the air flow sensor plate up to its maximum deflection. When released, the sensor plate must fall back to its rest position after bouncing once or twice on the spring stop. If the air flow sensor plate does not move freely, loosen the mounting screws around the air flow sensor housing to check if housing warpage is causing the lever to bind. If necessary, replace the gasket under the air flow sensor and uniformly tighten the fastening screws.