

Injectronics

TECHNICAL BULLETIN

RANGE ROVER - VARIOUS

#T0027

Make: Range Rover

Model: Various

Subject: Cutting out problem (no injection)

Range Rover implements an over-run fuel shut off valve vacuum switch, for shutting off the injection during deceleration mode to meet emission requirements. The valve has a diaphragm that is influenced by manifold vacuum. The diaphragm is attached to an internal switch that controls 12 volts to an over-run relay.

The over-run relay has four connections (see figure 1)

- + 12 volts - Via vacuum switch (85)
- Earth - zero volts (86)
- Negative side of coil - Trigger (30)
- Trigger in ECM - Pin 1 (87)

The function of the entire decel cut off system is to disconnect the trigger to the ECM in deceleration mode and therefore disabling injection. If the valve is faulty, there is no trigger supplied to the ECM so the vehicle will cut out for a short duration (if the decel valve sticks) or will not start at all.

Figure 1

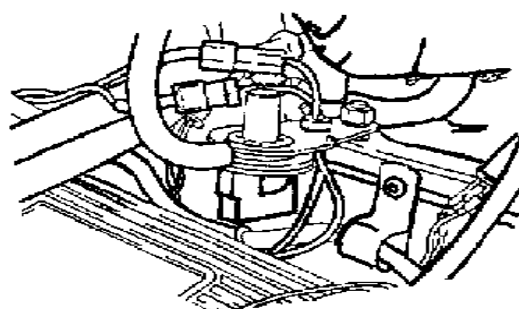
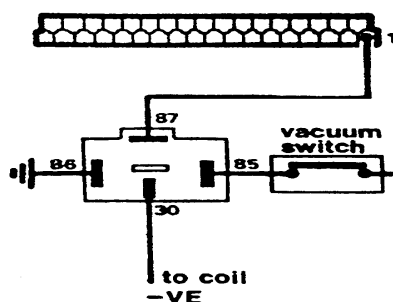


Figure 2

Testing for this problem is quite simple. Attach the negative side of the coil lead from your tune scope and see if the trigger is active at pin 1 of the ECM. If not Injctronics suggests you check for spark. If you have spark and no injection check the over-run fuel shut off valve and relay.