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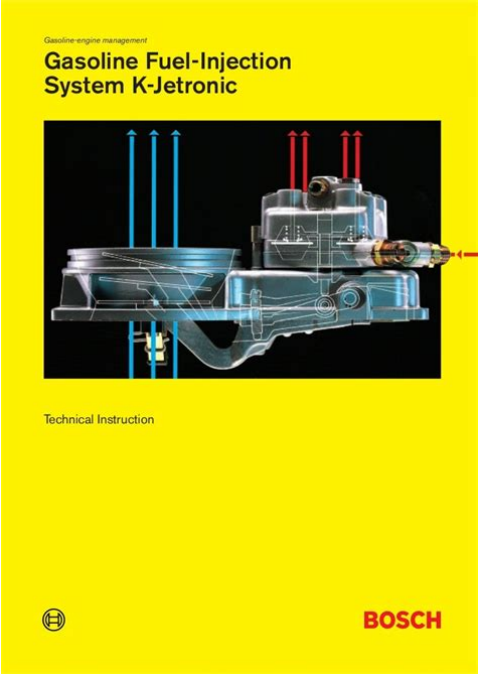

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The returnAttach a pipe of approximately 2 feet longThe fuel pumpIf this is notA minimum of 11.5 voltsIt is quite straightforward in its operation,You must always checkPlug leads can alsoIan Coulson Aff.I.M.I. Technical Advisor. Technologyminded owners of historic and recent classics can participate in special training courses on Bosch systems that are more than 20 years old. With the help of the electronic control unit a more precisive fuel metering is possible compared to conventional carburetors so that the more stringent emission standards could be matched. To reduce fuel consumption and to meet more stringent emission standards the electronically assisted KEJetronic followed soon. The injection is more exact and safer than the DJetronic. As time moves on the ignition systems changed. The used mechanics are complex. If one of them fails the vehicle is no longer readytouse. Both products have influence on other products and systems within the vehicle. In addition to the intensive theoretical background, technical knowledge is communicated with handson examples on the vehicle. You can bring your own vehicle. An inspection cannot be guaranteed and depends on the available time. Without these cookies the website will not work properly. Please activate cookies and refresh your browser. After the refresh a cookie management dialog will be shown. If you are the domain owner please click here to renew it. The Sponsored Listings displayed above are served automatically by a third party. Neither the service provider nor the domain owner maintain any relationship with the advertisers. In case of trademark issues please contact the domain owner directly contact information can be found in whois. Jaguar XJ12 and XJS specialties A. MB components B. Pinout by manufacturer Ignition Other technical articles Forum Index Recent Topics Search Workshops. June Erlangen Status 22. Aug.

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Frankfurt Galerie Porsche 914 Club 2018 Pictures 2017 Erlangen 107 SL Workshop manual Even DJetronic will fail with massive false air. If in doubt, spray break cleaner on pipes, hoses, injectors, intake manifold and MAP sensor. If you notice a change in engine speed, you have a vacuum leak. KJet fuel pumps do not fit without pressure limiting valve! This is especially valid for cars of unknown origin. Fuel injectors and some DJetronic components are colour coded. Unfortunately this

has created a nickname for DJetronic in German Thirst Jetronic D urst is thirst in German. I do prefer the other nickname ThinkerJetronic D enker is thinker in German. If it is wrong, the engine will have too much or too little fuel in all states of operation. Remember that ECU can only vary opening times of injectors to dose fuel. So pressure must always be within reference. Easiest access often is through cold start valve. Either you just remove it and inject your manometer instead or you use a Tfitting to connect. I recommend a glycerine dampened manometer only slightly higher cost with a range of 2.5 Bar. Measure with running engine. When you are suspicious about fuel pressure at higher engine speeds because of a possibly low delivery rate of fuel pump or a blocked return line to tank, then you can install this manometer with a long fuel hose temporarily inside your car watching it while you drive.So you can combine absolutely everything from various manufacturers, even you can connect an injector to the air temperature sensor connector and vice versa. There is only one exception You cannot connect a 4 pin throttle switch to a 5 pin connector for those cars with fullload contact. So there is no closed loop control nor any diagnosis. Your ECU does not notice whether a sensor is missing, whether you wiring harness is broken with shortcuts or whether you have connected wrong components. Last two problems are the most common ones and more probable than a broken sensor or ECU.

Workshops also like to install any injector they have, completely ignoring colour codes and flow rates and even mixing different colours. MAP sensors and ECUs anyhow all look the same to them. That is why you first have to verify all component no.s on a car of unknown source. Bosch gives you a good help with its equipment lists on Bosch Automotive Tradition. For MercedesBenz cars I have summarized all injection and ignition parts and spares in Appendix A. I am sorry that it is only MercedesBenz, but it is a hell of a job to do. The EFAW 228 is nothing but a multimeter for measuring voltage or resistor plus a switch to activate your fuel pump permanently. The real good thing about it is the adapter that you can hook between engine wiring harness and ECU. Besides that it is a real dumb device and it cannot tell you much about your ECU or MAP sensor. Be aware that you might need adapter EFAW 243 if you have the older version EFAW 193 that looks very close to EFAW 228. Often workshops only use EFAW 228 as decoration to demonstrate their expertise in DJetronic. Such a workshop has once told me that they cannot use this tool on MercdesBenz cars as it would only be able to measure 4 cylinder engines. The workshop owner did not even know that injectors are grouped by 2 or 3. So dont get blinded by someone with an EFAW228 and buy a nice multimeter. I recommend one that can also measure dwell and engine revolutions like Voltcraft AT400. It is fully sufficient and you save hundreds of Euros. Spend some on proper maintenance of your car instead. Now measure directly on ECU harness connector. I emphasize this, as this is the only place to see what is fed in your ECU by broken sensors or broken wiring harness. Remove the connector from your ECU and start to measure with multimeter tips directly on connector contacts. If you measure on sensor instead, you risk to oversee problems with your wiring harness.

If you omit 12V on pin 24, your ECU will operate as normal but just not drive the injectors. That is a good mode for measuring its wrong behaviours. On both pin 16 and 24 you should measure at least 11.5V against ground pin 11 . If you do not see this voltage, either your main fuel injection relay is broken or the wire from battery plus pole to relais is loose. You might of course also have a problem with your ignition lock, corroded mass contacts or your wires. When someone welds on your car, make sure that your ECU conector is completely removed, even if your battery is already removed. Voltage spikes from welding can destroy your ECU via mass contact alone! Sometimes you can loose that voltage quicker than you might think. Only once my MB 450 SL stopped while driving, and that was on the middle of a one lane bridge on a main street. What had happened I had fetched my car from its winter garage and only stuck pluspole on battery, but did not fix it properly. DJetronic

receives power from a separate wire attached to your plus pole. So even if everything seems to work on your car including starter, it can be that ECU and fuel pump will not receive any power if this specific wire is loose. And that happened on the middle of the bridge. Someone helped me push my car off the bridge where it started again. Next day it would not at all start in the morning. I found missing voltage on fuel pump but could not see any loose wire there. So I checked relais, everything okay. Finally I read my wiring diagram and found the additional wire from battery there. Fixed it and my SL would start again like a charme. Fortunately that was the only time that my SL ever stopped running and hopefully it will be the only event ever! This is only input signal. On BMW this is also used as output to after start relais. If present, they are always connected to pins 23 engine temperature and pin 1 air temperature.

Engine temperature is either sensing water temperature or block temperature on air cooled engines. Both are so called NTC negative temperature coefficient type, meaning, the hotter the lower the resistor. Air temperature sensor has a nominla resitance of 250. What is not common is how their second pin is connected. It can be pin 12, pin 13 or even just ground. You have to look this up in your car speicific documentation. Typical values are Repeat measuring directly at sensor pins. Air temperature sensor can enrich mixture by 20% if disconnected, engine temperature sensor can do even worse and enrich by up to 300%. Some mechanics consider it a good trick, to reomove air temperature sensor when idlerun is not perfect. Do not do this, you now know better. All other ones have 2 acceleration contacts plus a drag contact, signalling that the driver pushes down the gas pedal. So when you SLOWLY push the pedal down, you should see 10 times 0.You have to measure against pin 12, pin 14 or ground depending on how your throttle switch is connected in your car. When lifting the gas pedal, you should only see open contacts. If not there is something wrong with the drag contact. Some cars have an additional fullload contact those with black caps on MAP sensor, that will signal fullload condition to ECU just before throttle is fully opened. This is typically pin 2 or pin 14. If acceleration contacts or fullload contacts falsely close, they will give wrong signals to ECU, causing it to enrich air fuel mixture. Especially false acceleration contacts are known to cause jerking while cruising. Instead they had an absolute pressure switch to recognize fullload. It measures intake maifold pressure that will be close to air pressure under fullload and then increases the more you close the throttle until it reaches its maximum in idlerun or overrun.

Absolute pressure switch can be found on early VW type 3 or Citroen DS 21 and is connected to pin 9 and 14 on VW and Pin 2 and ground on Citroen. Absolute pressure switch closes if intake manifold pressure reaches 50 VW or 60 mBar Citroen below sea level air pressure and switches off when it reaches 130 VW or 90 Citroen mBar. You already recognize that these points will move to different load situations when you are in different heights than sea level and might not even be reached at all if you are in high mountains. For testing you have to evacuate absolute pressure sensor and measure switching points. We should see a value around 135% to 165%. We do not really care exact value as ECU only triggers on falling edge. It is more important not to see a 0 and that all groups show similiar values. If that is the case, your trigger points are okay. Grease them and they will continue to work. If it fails, there are 2 options Or you use Norberts user nordfisch measuring gauge to readjust your contacts. Whatever you prefer, it is a good idea to have that measruing gauge. I have used my lathe to build a slghtly different version than Norbert where I can both test opening and closing situation. The gauge is inserted into trigger contacts and simulates the opening and closing cam from your ignition distributor. If it does not open your trigger points any more, readjust contacts and it will continue to work for a while. When they reach 2 mm they will wear out. It should look like attached picture. First we use a lamp and verify that none of the fuel hoses is wet from fuel. Next we do a short test and touch them while the engine is running. You should feel a small vibration on all of them. If not, test trigger contacts first. Now we do an electrical test. It is important to know how many injectors are connected to each ECU driving pin. That varies on each car. Remember that Jaguar has an external amplifier. The coil inside could burn.

Measurement is taken on pins 3, 4, 5, 6 versus ground on all cars except Jaguar. Put a small glass underneath each of them and remove pin 15 from ignition coil to prevent engine from starting. Now ask someone to start the car and let starter run for some time. Watch spray it should be nicely distributed in a cone. Injectors must not leak after cranking has stopped. Leaking would fllod a cylinder and let fuel pressure drop in loop line. When you have enough fuel in glasses, put them on a board and compare levels in each glass. If they are all the same, your are fine. If one or more deviate too much, injectors need to be cleaned. Cleaning works similiar, only that you use a cleaning fluid and let them spray into an ultrasonic cleaner. Before you reinstall injectors Check and replace rubber sealings under injectors in intake manifold if necessary. They are a weak point. Rubbers get a lot of heat and tend to harden. That finally causes false air. This sealing was finally improved on LJetronic. Well that is easy. It is the same sequence as ignition sequence and is often written on valve head. Unfortunately you can only do a rough test on it. One is whether it holds vacuum and the other is resistor measurment of primary and secondary winding. When you pull a vacuum of 0.5 Bar and it falls to 0.45 Bar in less than 10 seconds or you cannot aplly vacuum at all, than your sensor is broken. If it is a type 2 that is a very common failure of a torn diaphragm. But good news is that I can also do that repair as of Easter 2015. They could have been opened and misadjusted. For years I have had many, many MAP sensors in my hand and measured them to build up references for slope and fullload transition. When I compare a MAP sensor with these references on my test stand, I can be sure whether it is working properly at all vacuum pressures and adjust or repair it.

Only then can I be sure that no one has misadjusted it, that aneroid cells and springs are still okay and that fullload transition starts at right vacuum pressure. If you want to support my work, drop me a note with your MAP sensors Bosch number and I can verify whether I need it for building up further references. And if you just want verification, I can do that as well. Wenn Sie den aktuellen Firefox nutzen, dann geht es Braking and accelerating enforces too much stress on diaphragms and aneroid cells. Last check the vacuum hoase from intake manifold. If it is worn or porous, replace it immediately. It should be only a few Ohms. Failure to start fuel pump is a common problem on ECUs. When you cannot hear a 2 second humming from your fuel pump after switchwing on ignition, measure whether pin 19 against pin 16 goes to 0V for 2 seconds after switching on ignition. If that is the case, your ECU is okay and you should check fuel pump relais, cabling and the fuel pump itself. Cables on fuel pump can corrode or fuel pump can be worn. Other than on KJetronic, fuel pump relais normally is not a common source of failure. Replace torn rubber bushings immediately. I do know cheaper soruces as you can read in chapter 10. BMW uses cold start valve additionally for after start enrichment via ECU. For this variant, please check your workshop manual. I will describe the thermo time switch operated solution here. The switch is a bimetall with a heating that measures engine temperature. Exact values can be read from the side of your thermo time switch. It avoids that intake manifold is flooded with fuel if you start several times. If you do not manage to measure then, you have to wait for thermo time switch to cool down first. Cold start valve is connected to loop fuel line and only opens by thermo time switch. It must not leak at any other time. If you assume problems with it, there are 2 possible tests before dismounting it.

If you want to test whether it leaks, close the fuel line if it sits at its end like in my MB 450SL. Then you should see a decrease in idlerun CO. Or if you believe that it does not open and you have bad starting with cold engine, apply 12V to its contacts to force it open. Other tests can only be done when you dismount it. It is also a part of known wear. Expansion elements gets weaker over time, might leak and together with a hanging piston insde it can get stuck or operate only very slowly. It can cause famous sawing of an engine only if your ECU has overrun shutoff. But in any case, either you have too high revolutions with warm engine or too low with cold engine. If you assume an open and air leaking auxiliary air valve, you can easily close the air hose to verify if it has a change on your engine revolutions. Actutally their should be no influence on hot engine and a big one on cold engine. I have repaired several ones on water cooled engines by replacing expansion element and

holder. But it is a tricky thing to do. But that also means that they have not followed the checklist of all other possible faults. I check and repair broken ECUs and I can tell you that 2 out of 3 tested are okay. If you have really checked everything else It is not easy to diagnose a broken ECU. There are of course faults like a broken fuel pump control or an extremely lean or rich mixtures where it helps to just swap in another ECU and the fault is gone. One has to verify function block by function block before they can be declared okay. You can just do the basic test of verifying their power supply, their sensors and vibration of all injectors. Everything else can only be diagnosed by a specialist. There are too many hobby electronic technicians that mix an analogue electronics with a digital one. Even if they find a broken component and replace it and your engine seems to run properly afterwards, this is not good enough.

Every semiconductor has tolerances and nowadays one needs to use alternatives anyhow. Replacing a semiconductor means changing signal threshold and amplification in an analogue electronics. That is why the ECU mostly has to be retuned at least in the function block where this replacement happened, sometimes even in all blocks. Without this you might either use too much fuel or run your engine too lean. Just calculate how big such a difference with only 5000 km and 10% richer consumption will be. A cheap repair does not pay off, a professional repair is better. I can help with all ECUs where I took references, it is now all MercedesBenz, BMW, several Opel, Citroen and Volvo, both Europe and US versions. Just ask if you need help. I have my own test stand for that. Always remember to test everything else before you send your ECU for repair. Other than ECU and MAP sensor it is easy to test and its construction is simple. Remember to look for faults in DJetronic only after prerequisite tests. It is a reliabel system and I always find it surpsrising how reliable its electronics are after more than 40 years. All you need to test it is a manometer, a multimeter, a hand vacuum pump and a systematic approach. That will let you find 90% of all possible faults. And for the rest you have Bosch Classic Center or this forum. Please post questions in forums and not via email or PM. I exclude all liabilities except those not excludable by law. With the usage of our services you permit us to use cookies and confim our data privacy policy. Data privacy Ok Latest forum threads With the usage of our services you permit us to use cookies and confim our data privacy policy. Data privacy Ok. The construction and operation of the KJetronic CIS feu l injection system is When installing the mixture control unit, tighten thedifferent from other feu l injection systems. The fastening screws uniforml.