

# **Injectronics**

## **TECHNICAL BULLETIN**

### **VOLVO – 760 TURBO**

#T0050

**Make: Volvo**

**Model: 760 Turbo**

**Subject: Injector shut down**

On Volvo 760 Turbo 1984 – 1986 models, the engine management ECM used was the early 35 pin Bosch Motronic system. Injectronics receives calls from customers who have a vehicle that won't rev out. When driving on the road and accelerating the engine RPM will get to a certain speed and then the Injectors will shut down until the RPM drops down again and then Injection restarts. This results in the car jerking considerably and can be in the 3000 – 4000 RPM range. Injectronics has found that this is usually the result of the air flow meter calibration having been tampered with. The spring tension of the clock spring within the air flow meter is backed off to allow the vane air flow flap to swing open wider. This is usually done in an attempt to enrich the fuel mixture, due to some other problem on the vehicle such as partially blocked injectors. We assume that if the air flow meter flap swings further open than it should for a particular RPM then the software within the ECM has been written to shut off the injectors possibly because this would indicate an over boost by the turbo charger.

Injectronics supplies remanufactured air mass meters and air flow meters which are calibrated on a computer operated flow bench. (Also see Tech Bulletin #52)