TITLE

1981 BMW 528I L-JETRONIC DIAGRAM

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DRAWN BY	DATE	REVISED
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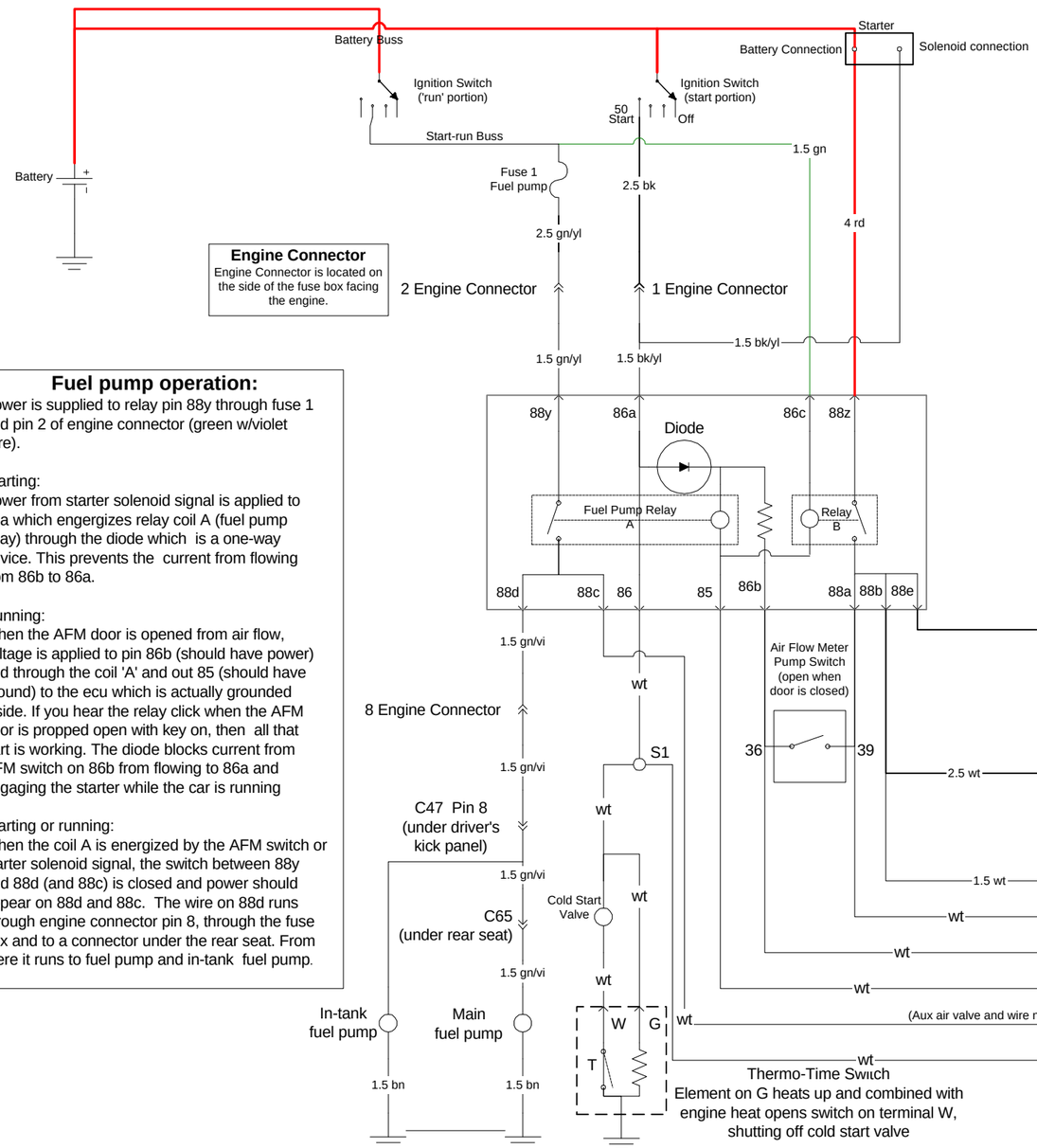
REV.	DESCRIPTION	DATE	BY
1	Corrected location of C47 - 8	5/04/02	PF
2	Corrected direction of AFM arrow	2/09/03	PF
3	Addition of AFM voltages	3/07/03	PF



Idle switch is closed when throttle is closed (connected) and opens upon throttle opening.
Wide Open Throttle switch is open when throttle is closed or part open but closed (connected) when the throttle is wide open.
Adjust switches so both conditions can be met. See throttle body FAQ.

Both air and coolant temp sensors (NTC type) have following values:
@70F - 1950 to 3000 ohms
@100F - 950 to 1600 ohms
@160F - 250 to 550 ohms

Fuel pump operation:

Power is supplied to relay pin 88y through fuse 1 and pin 2 of engine connector (green w/violet wire).

Starting:
Power from starter solenoid signal is applied to 86a which engergizes relay coil A (fuel pump relay) through the diode which is a one-way device. This prevents the current from flowing from 86b to 86a.

Running:
When the AFM door is opened from air flow, voltage is applied to pin 86b (should have power) and through the coil 'A' and out 85 (should have ground) to the ecu which is actually grounded inside. If you hear the relay click when the AFM door is propped open with key on, then all that part is working. The diode blocks current from AFM switch on 86b from flowing to 86a and engaging the starter while the car is running

Starting or running:
When the coil A is energized by the AFM switch or starter solenoid signal, the switch between 88y and 88d (and 88c) is closed and power should appear on 88d and 88c. The wire on 88d runs through engine connector pin 8, through the fuse box and to a connector under the rear seat. From there it runs to fuel pump and in-tank fuel pump.