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Dual Relays, A Testing Procedure to verify it works

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[jim_hoyland](#)

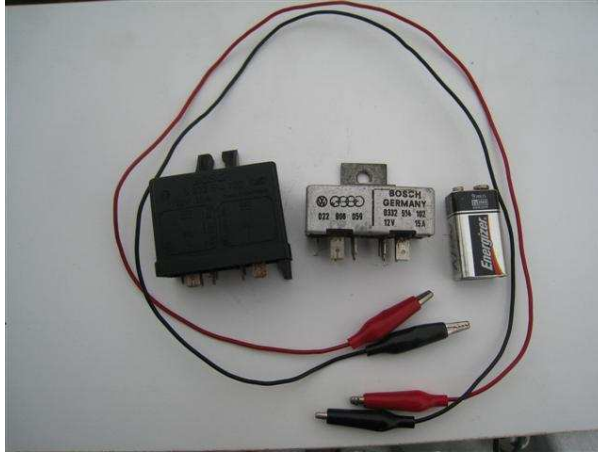
Oct 16 2010, 10:15 AM

Post #1



I've used this simple test for dual relays used on L-Jet 914s. All that's needed: 9 volt battery, two wire leads with alligator clips, and a dual relay. The test is the same for the silver VW dual relay shown below .

Attached image(s)



Senior Member

Group: Subscriber
Posts: 1,925
Joined: May 1, 2003
From: Sunset Beach, CA
Member No.: 643

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[jim_hoyland](#)

Oct 16 2010, 10:19 AM

Post #2



There are three tests: In test 1, attach the neg (black wire) to 85 and the pos (red wire) to 86c. You should hear the relay click, if it clicks, then the relay is allowing 12v to pass to the resistors and AFM. This would be the same as turning the ignition to "ON"

Attached image(s)



Senior Member

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[jim_hoyland](#)

Oct 16 2010, 10:24 AM

Post #3

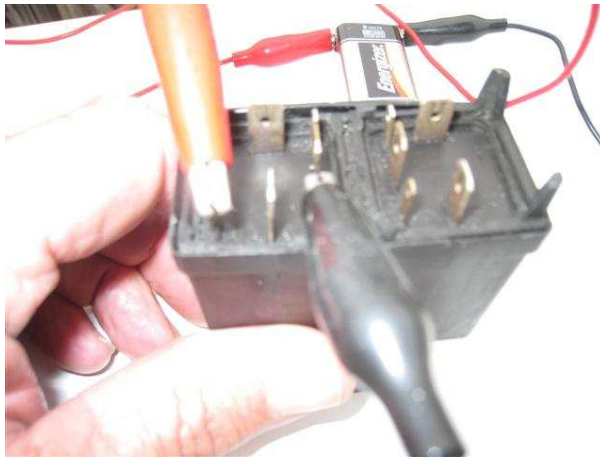


Test 2. Move the pos from 86c to 86a. You should hear the relay click. This relay allows 12v to power the fuel pump and AAR. When this test fails, the engine turns over, but it doesn't get gas.

Attached image(s)

Senior Member

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jim_hovland

Oct 16 2010, 10:30 AM

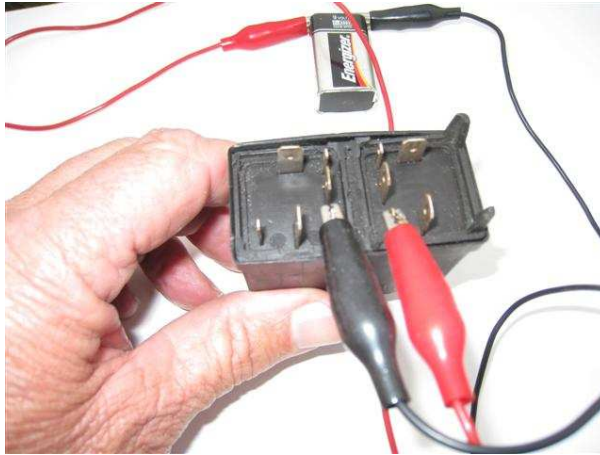
Post #4



Test 3. Move the pos to 86b. Listen for the click. The relay allows the 12v circuit from the AFM to close and power the fuel pump. When this relay fails, the engine turns over and starts-for a sec or two- then dies.

While there's more to the dual relay, these three simple tests will verify whether it works or not. It's also a good test if you're looking for a backup dual relay at a swap meet.

Attached image(s)



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jim_hovland

Oct 16 2010, 10:36 AM

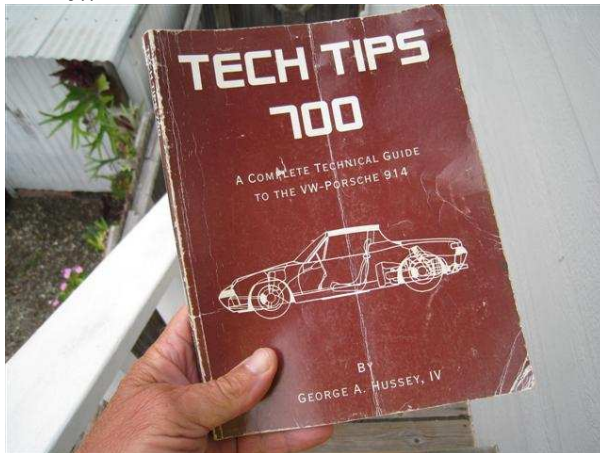
Post #5



And finally, for the dual relay to function. The ground wire from 85 MUST ground to the engine block. There is a spade provided in the middle of the block for this. If you have been cleaning the engine, be sure this is still connected.

Page 85 of Tech Tips 700 has some other useful information regarding the sudden shutting down of the relay.

Attached image(s)



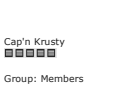
TOP REPORT

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Cap'n Krusty

Oct 16 2010, 11:24 AM

Post #6



Now seems like a good time to announce that I have available a PDF of the factory L-jet troubleshooting guide. ONE condition! If you want me to send it to you, you MUST have an email address that will accept LARGE (17MB) attachments. I have too much going on to go back and forth trying to give you (as in free) something you have no means of getting. ALL requests for the PDF MUST go to: trannysocet@gmail.com

Joined: June 24, 2004
From: Santa Maria, CA
Member No.: 2,246

I check the mail there every couple of days, so be patient. Have a nice day

The Cap'n

TOP REPORT

QUOTE REPLY

 jim_hovland

Oct 19 2010, 07:54 AM

Post #7



If the dual relay passes the three tests shown above there is a possibility the 7 pin connector at the AFM has a broken wire. Go to: page 2 of: http://bowlsby.net/914/WiringHarnesses/Har...FI_EC75-1.8.pdf There is a wire diagram for the ECU connector and AFM connector. Do simple continuity tests on the connections. A broken wire here will not let the engine run after starting, like a failure of test # 3 above.

Senior Member

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Joined: May 1, 2003
From: Sunset Beach, CA
Member No.: 643

Lastly, securely attach the resistor pack. If it's loose and rattling around, one of those wires may break away. Not an eay fix on the road (I carry a spare). The dual relay needs solid attachment to prevent the base from coming loose. Your fuel pump is depending on this...

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1 -- 914Club Garage Go

Black English

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