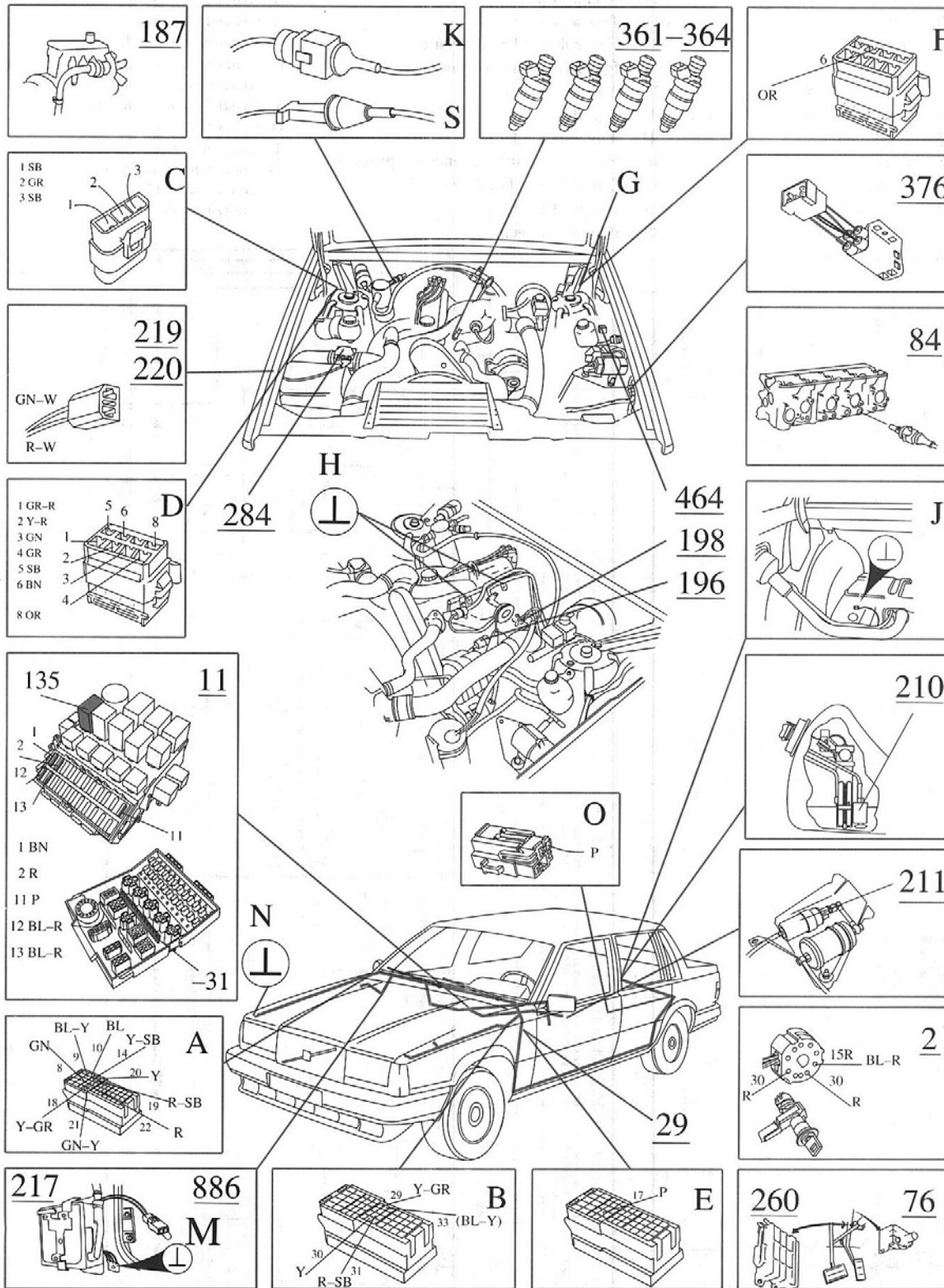


LH-Jetronic 2.2, B230FT



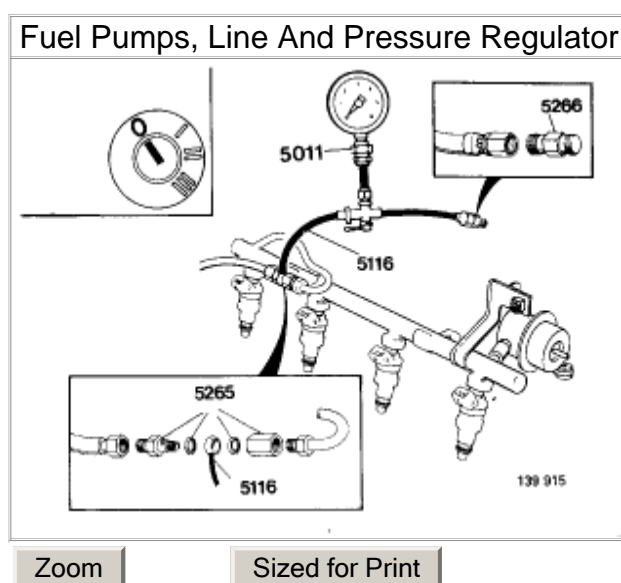
[Select Vehicle](#) | [New TSBs](#) | [Technician's Reference](#)Component Search:  [Conversion Calculator](#)**1989 Volvo 740 L4-2320cc 2.3L SOHC Turbo VIN 87 B230FT**

[Vehicle Level](#) → [Powertrain Management](#) → [Computers and Control Systems](#) → [Testing and Inspection](#) → [Component Tests and General Diagnostics](#) → [B. Intake and Fuel System](#) → [B12 - B17 Checking Fuel Pumps, Fuel Pressure and Regulator](#) ←

B12 - B17 Checking Fuel Pumps, Fuel Pressure and Regulator

[Notes](#)

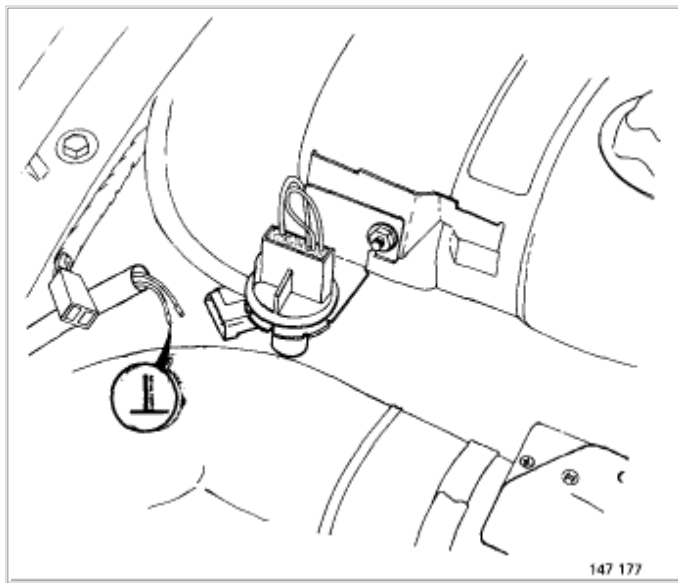
B12 Connect Pressure Gauge 5011



- Connect gauge between fuel pipe and fuel distribution manifold, use hose 5116 and nipple 5265,
- Plug open end of hose with 5266.
- Turn gauge cock to position 1, pointing toward hose 5116.

B13 Check Function Of [Fuel Pump](#) And Tank Pump

- Pressure sensor is located next to expansion tank in engine compartment.
- Disconnect connector from sensor.
- Turn on ignition.

[Zoom](#)[Sized for Print](#)

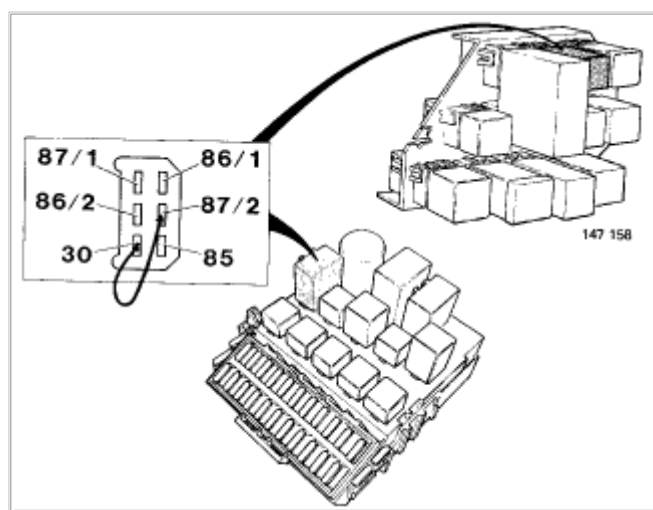
- Connect wire (in connector) from relay to ground. (Note: both wires are yellow/black, check which one is ground).
- [Fuel pumps](#) should start and be clearly heard.

B14 Check Tank Pump

- Unscrew fuel filler cap and listen.
- It is also possible to connect an ammeter between the fuse and pump wiring.
- 740 1985-on: fuse 11
- 760 up to 1987: fuse 11
- 760 1988/89: fuse 11/30
- Current consumption: 1-2 A.

If neither pump operates:

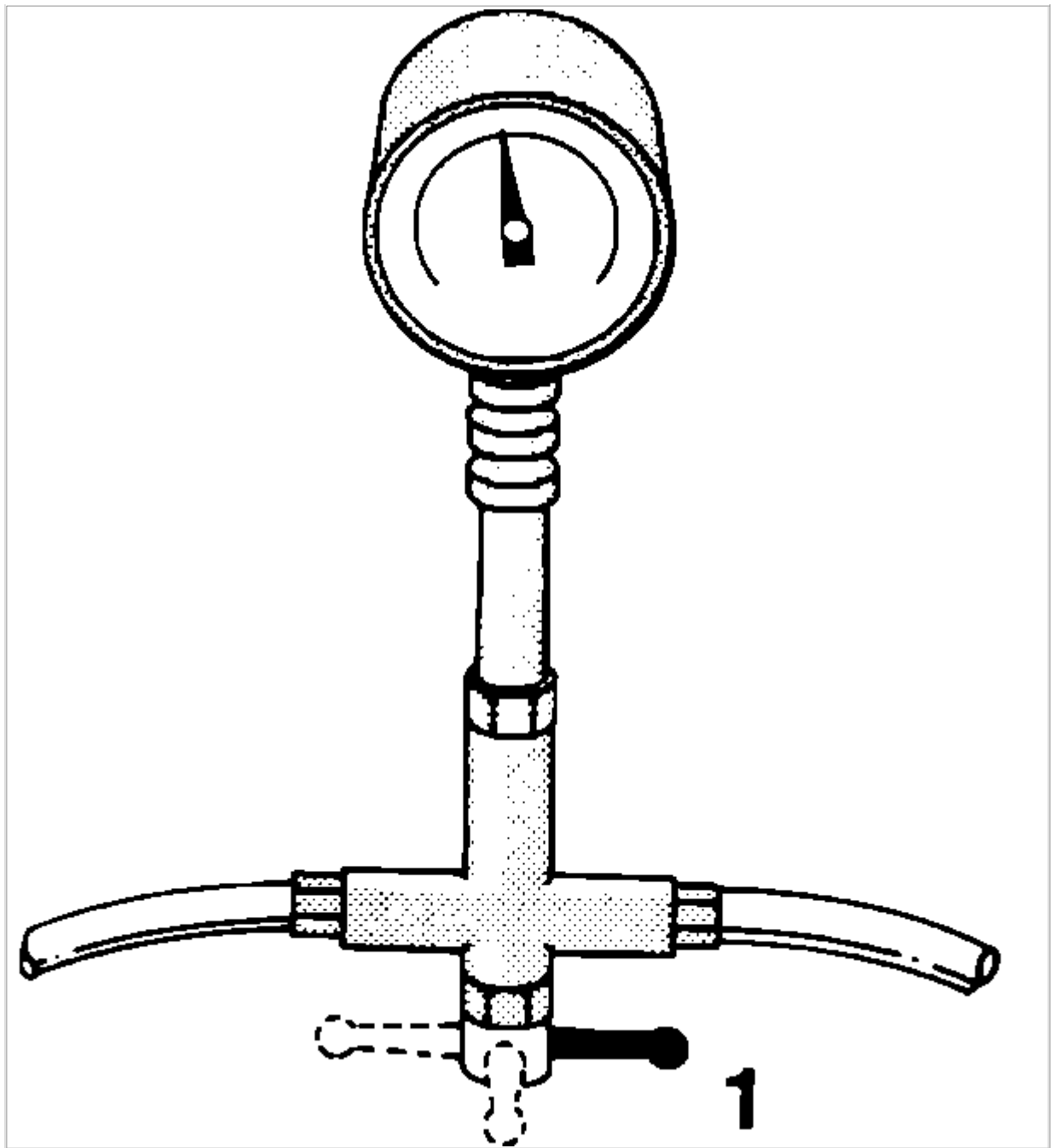
- Turn off ignition.

[Zoom](#)[Sized for Print](#)

- Pull out central electrical unit and remove [system relay](#).
- check for voltage at terminal 30
- No voltage:
 - Check wiring between relay and battery.
 - Connect a wire between terminals 30 and 87/2 in relay socket.
 - Both pumps should start.
 - If pumps start:
 - Carry out Fault Tracing steps B10-B18 and check why relay doesn't function, refer to Fault Tracing steps C1-4, and C8-10.
 - If pumps do not start:
 - Check wiring between relay and pumps.
 - Connect a wire between terminals 87/1 and 85 to check for a break.
 - Use an ohmmeter or test buzzer.

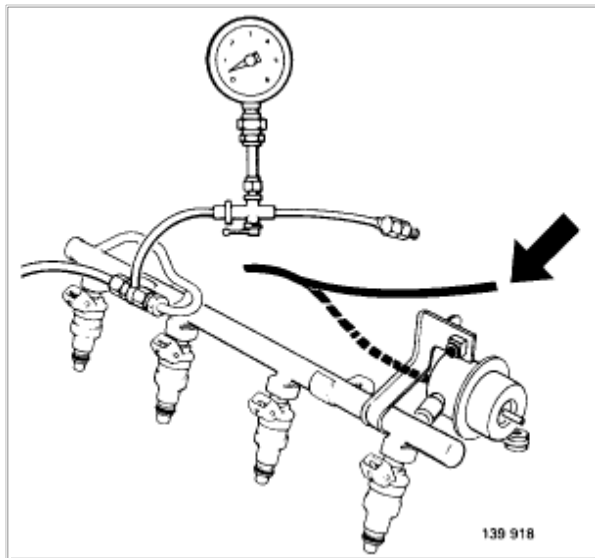
B15 Measure line pressure

Measuring System Pressure

[Zoom](#)[Sized for Print](#)

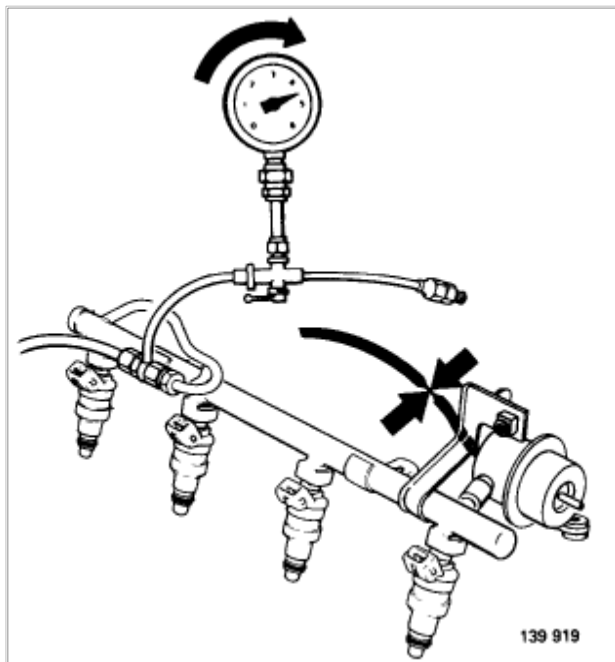
- Line pressure = 300 kPa (42 psi) .

If line pressure is too high:

[Zoom](#)[Sized for Print](#)

- Disconnect wire in pump relay socket from terminals 30 and 87/2.
- Disconnect return fuel line from pressure regulator. Blow through fuel line.
- Disconnect vacuum hose from pressure regulator. Blow through hose.
- If there are no blockages the pressure regulator is probably defective. Install new regulator and measure line pressure.

If line pressure is too low:

[Zoom](#)[Sized for Print](#)

- Pinch [fuel return line](#) with hand and check pressure increase.

IMPORTANT Do not allow pressure to exceed **600 kPa (85 psi)** .

If pressure rises quickly, pumps and fuel lines are OK.

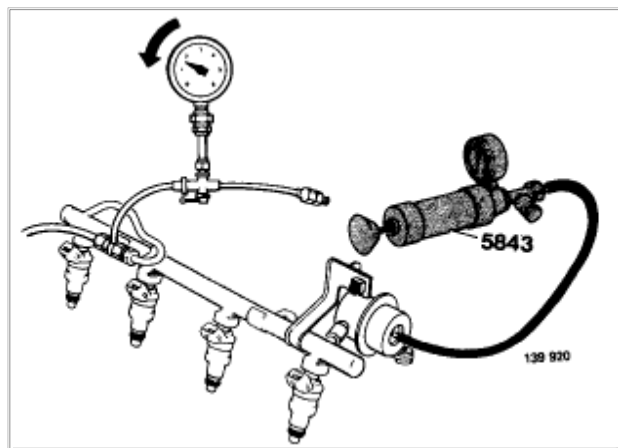
- Install new regulator and remeasure pressure.

If pressure rises slowly, this indicates a blocked [fuel filter](#), tank pump filter or fuel line.

- Check/Replace [fuel filter](#), tank pump filter or fuel line.

If pressure does not rise the [fuel pump](#) is probably defective.

B16 Check Pressure Regulator

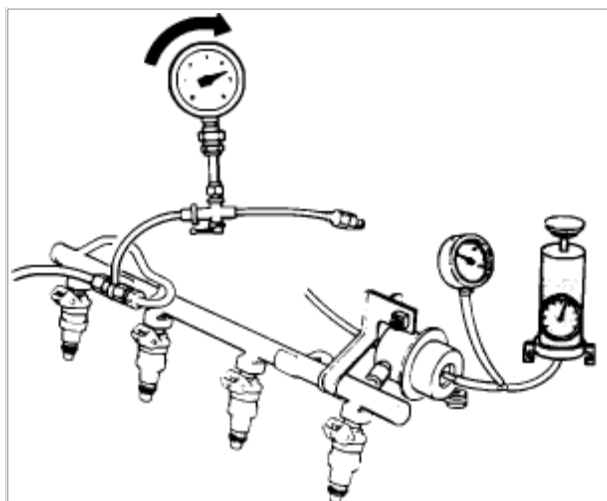


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- Connect a vacuum pump to pressure regulator.
- Pump air out of pressure regulator and check that drop in line pressure is same as drop in regulator pressure. 300 kPa (42 psi) - vacuum = line pressure

Installing Pressure Pump And Gauge



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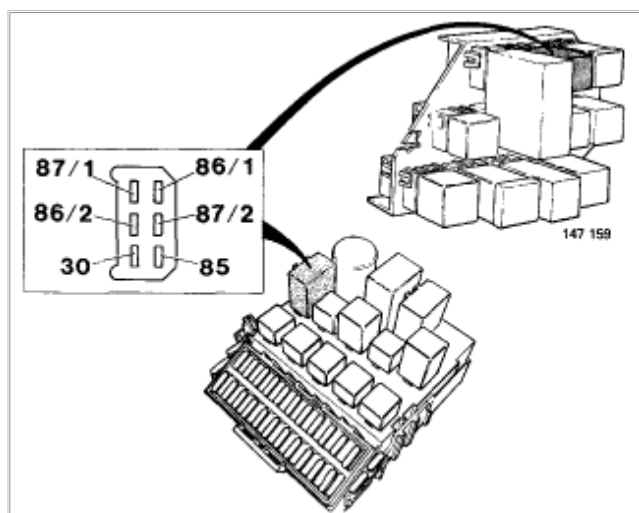
- Connect pressure tester and pump/gauge 5230 to pressure regulator.
- Increase pressure and check line pressure increase.

IMPORTANT Do not exceed 70 kPa (10 psi).

- Line pressure should increase to same extent as increase in regulator pressure.
300 kPa (42 psi) + pressure = line pressure
- Replace defective pressure regulator.
- Reconnect hose between pressure regulator and intake manifold.

B17 Turn Off [Fuel Pumps](#)

- Disconnect ground wire from pressure sensor and reconnect connector.

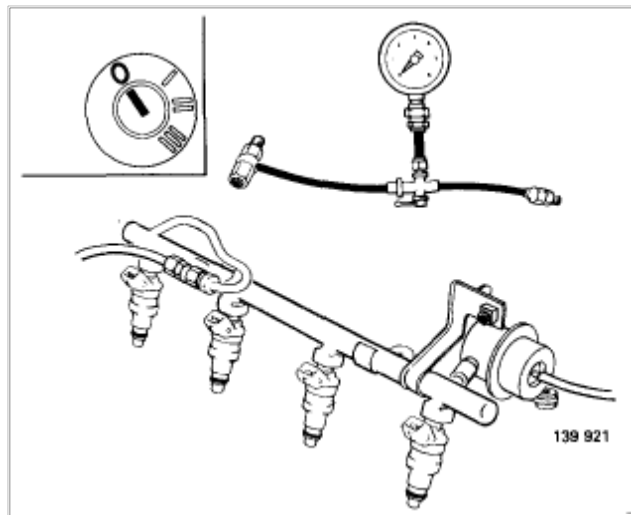


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- Disconnect wire from terminals 30 and 87/2 in relay socket.
- Install relay.

Remove pressure gauge



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- Hold absorbent paper below fuel line to absorb spillage when disconnecting gauge.

IMPORTANT! If plastic fuel line ties have been removed they must be reinstalled.