



BX 19 GTI

"L3.1 JETRONIC"

SUMMARY

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ELECTRICAL SYSTEM COMPONENTS

Number	Description	Made by	Reference	RP No.
45	Battery			
50	Ignition coil			
142	Fuel injection control unit	BOSCH	0 280 000 601	91 535 086
168	Battery connector			
192	Throttle spindle switch	BOSCH	0 280 120 310	91 519 925
229	Antitheft / ignition switch			
280	Supplementary air control	BOSCH	0 280 120 311	91 536 077
302	Flowmeter	BOSCH	0 280 202 602	91 536 076
576	Injectors	BOSCH	0 280 150 725	91 538 369
683	Fuel pump	BOSCH	0 580 464 008	5 471 660
731	Injection relay			91 000 409
734	Injector relays			91 000 409
841	Coolant temperature sensor (for injection)	BOSCH	0 280 130 026	91 514 549

Page 3 : location of the components in the vehicle

Page 4 : injection electrical circuit diagram

PRINCIPLE OF OPERATION

The fuel is sprayed under a low pressure (2.5 bars approx.) upstream of the inlet valve by electronically controlled injectors. The excitation time for the injectors is very short (between 2 and 10 milli-seconds). The amount of fuel injected depends from the various informations the E.C.U receives.

1) *Main parameters :*

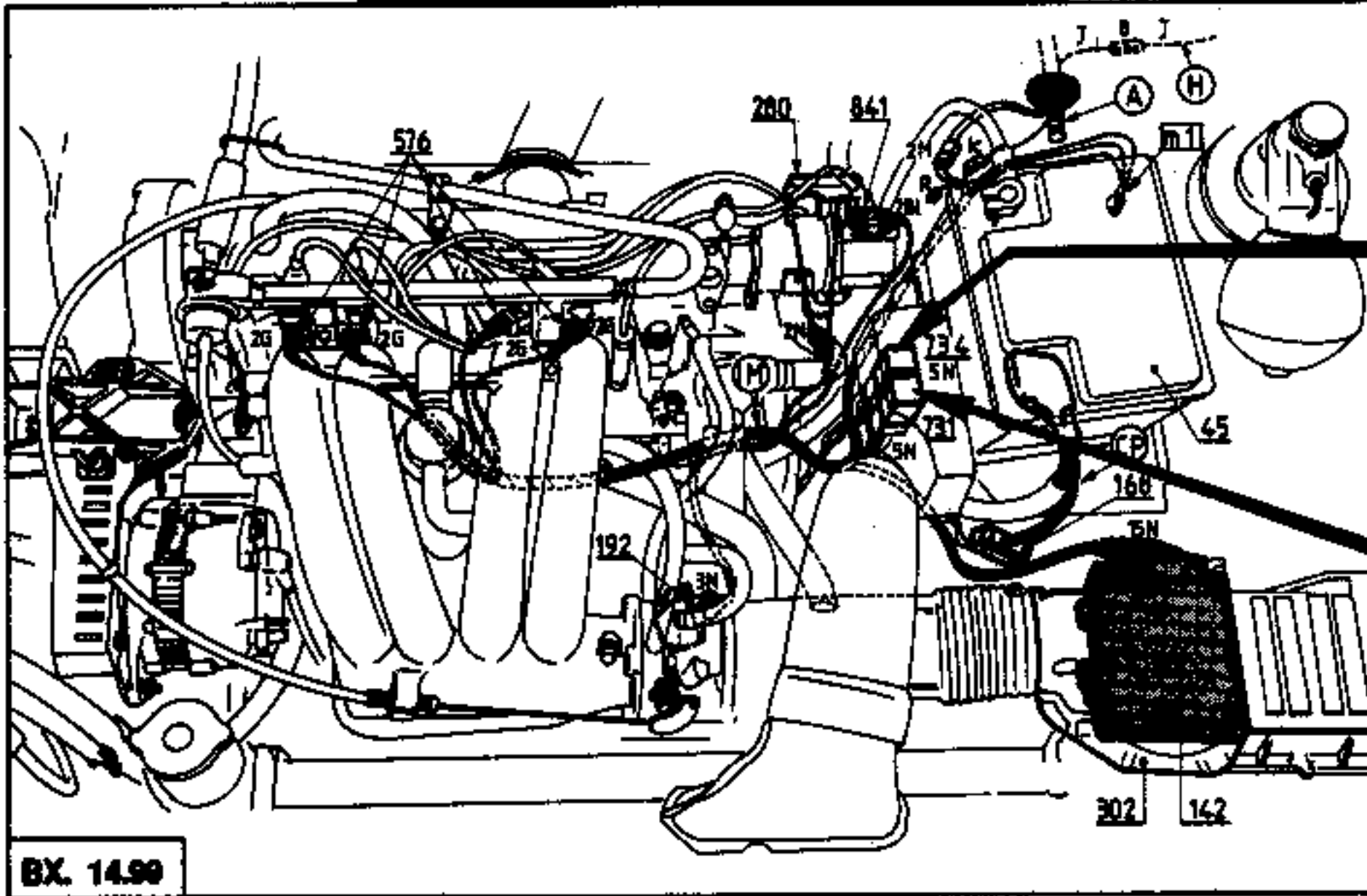
- Quantity of air drawn into the cylinders : flowmeter "302"
- Engine rotational speed : ignition coil "50"

2) *Secondary information :*

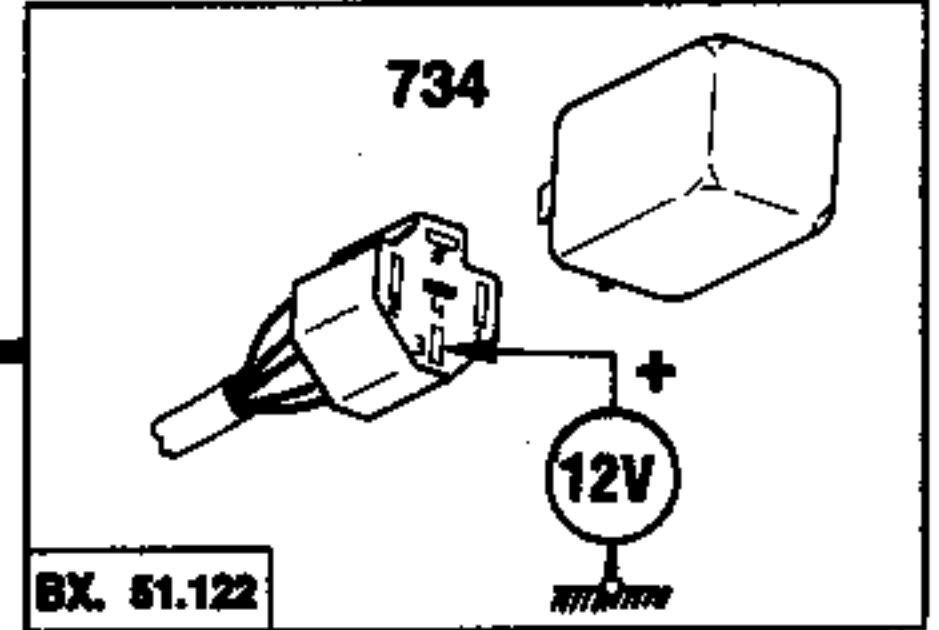
- Engine temperature : water temperature sensor "841"
- Temperature of the air entering the cylinders : air temperature sensor (in the flowmeter)
- Slow running, partial load, full engine load and deceleration : switch fitted on the throttle butterfly spindle (192) extremity

3) *Special secondary information :*

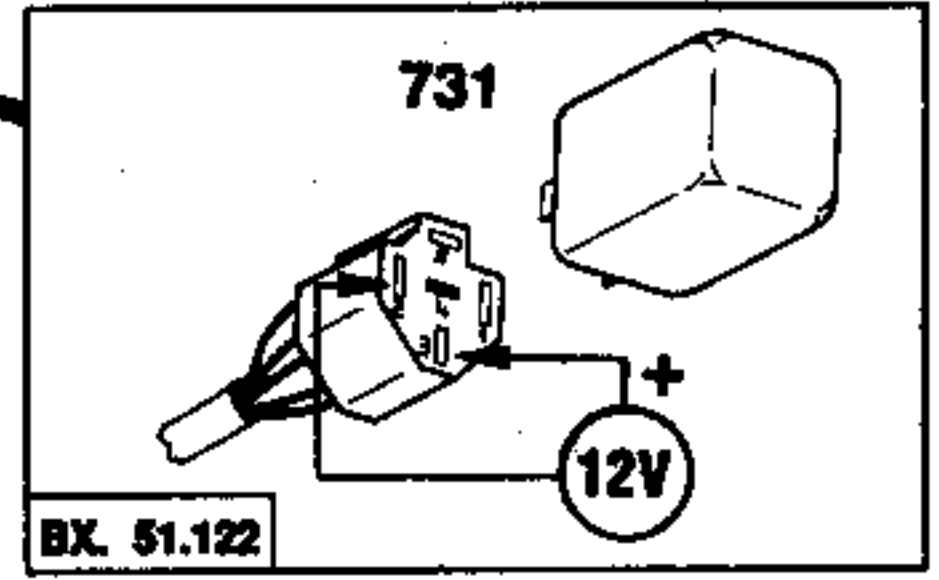
- Enrichment during rapid acceleration : flowmeter (rapid movement of the flap)
- Enrichment after operation of the starter motor (independent of the engine temperature)
- Correction depending on the battery voltage.



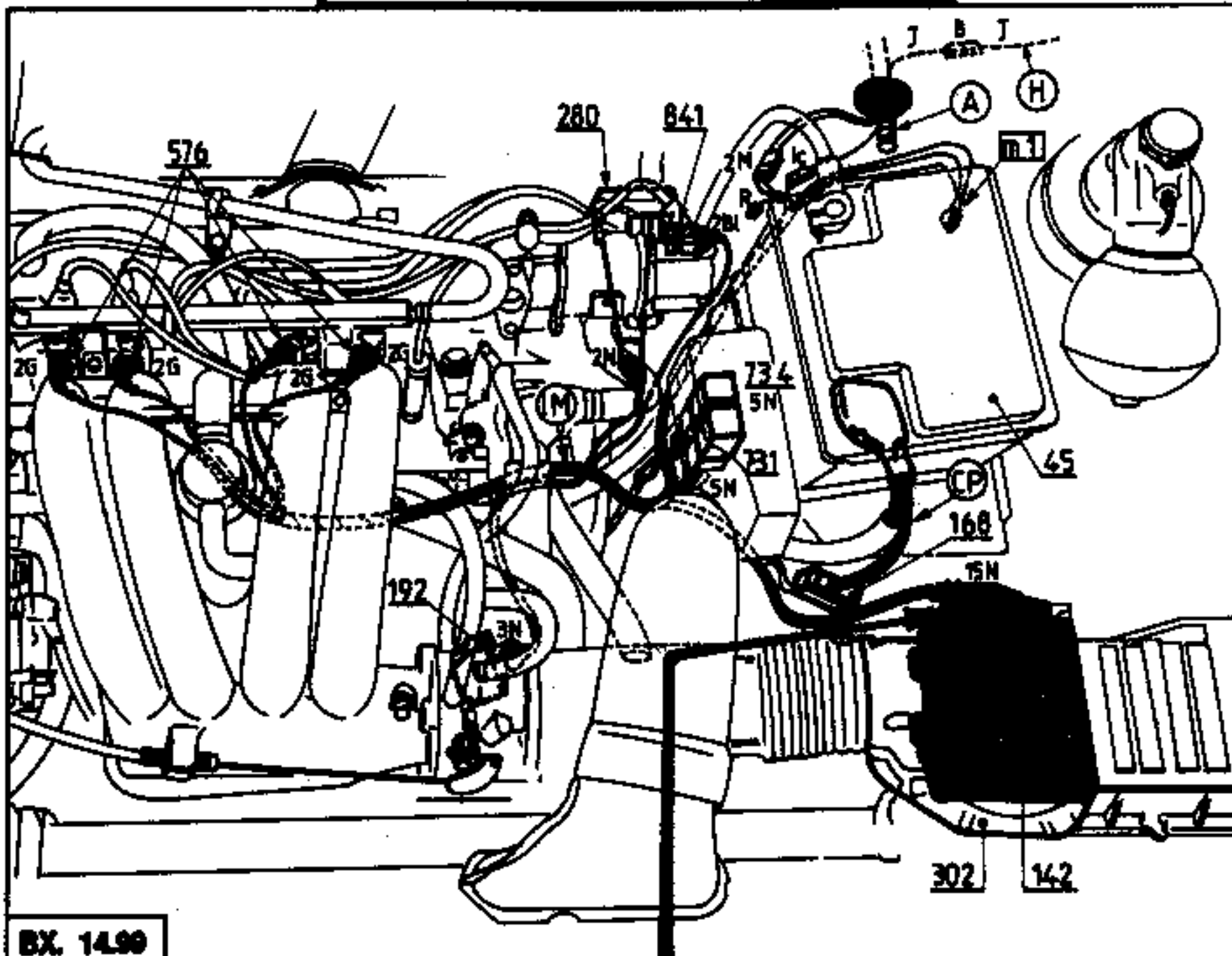
BX. 14.90



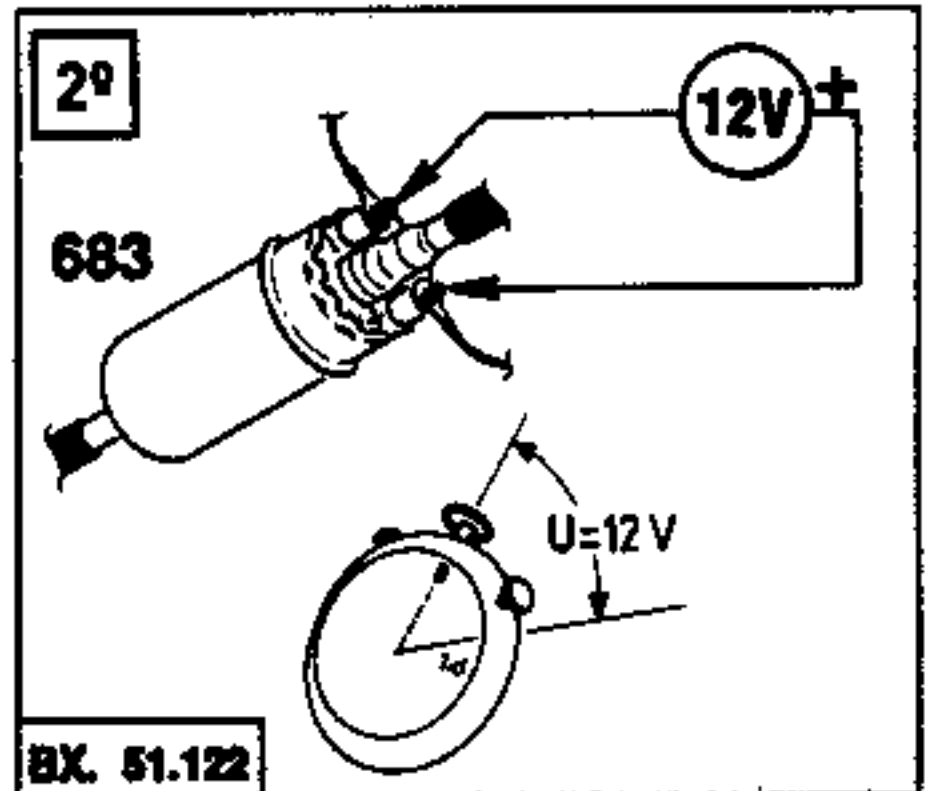
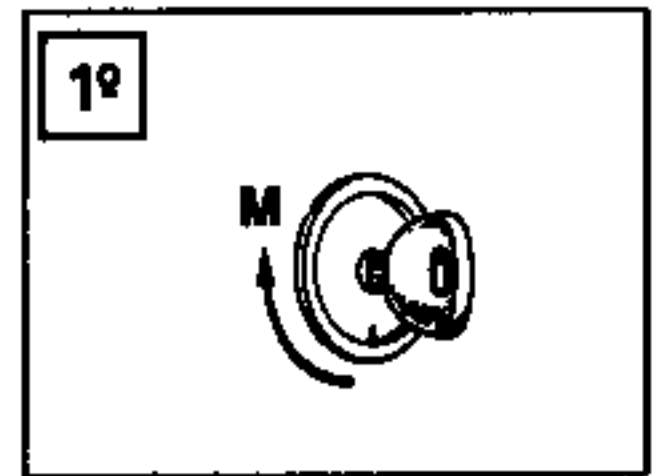
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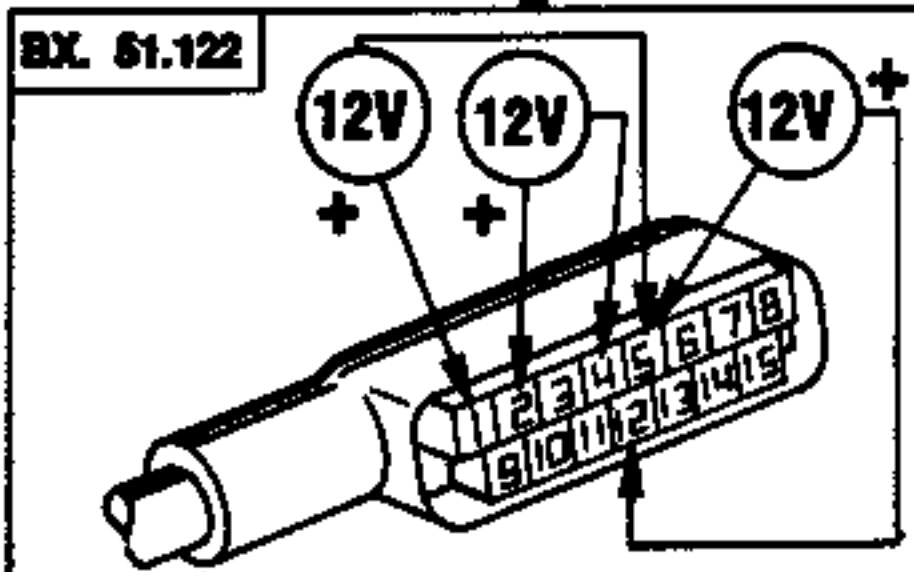
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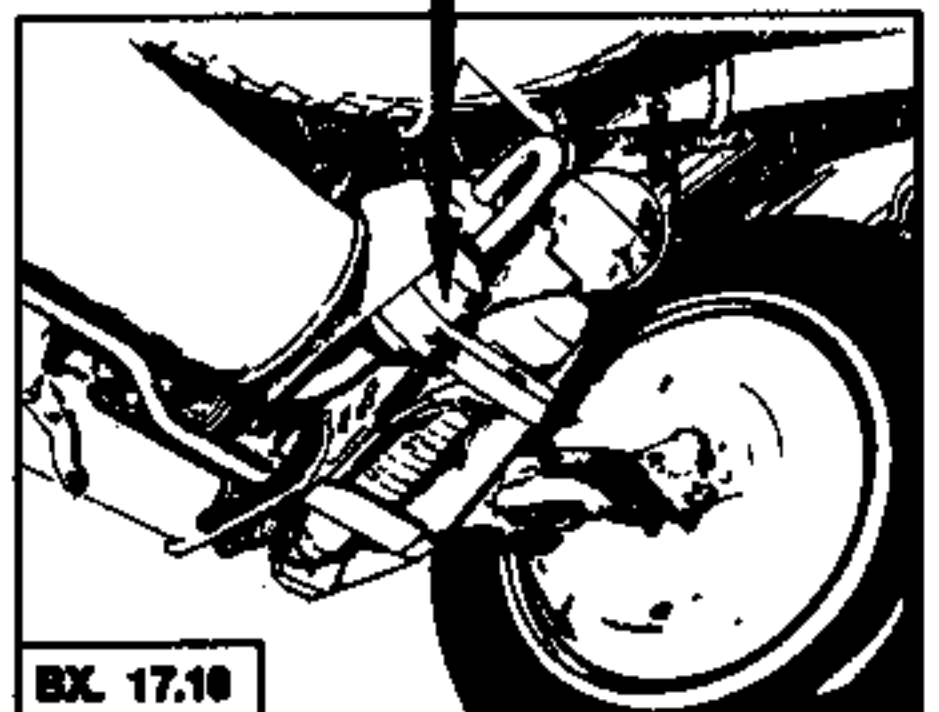
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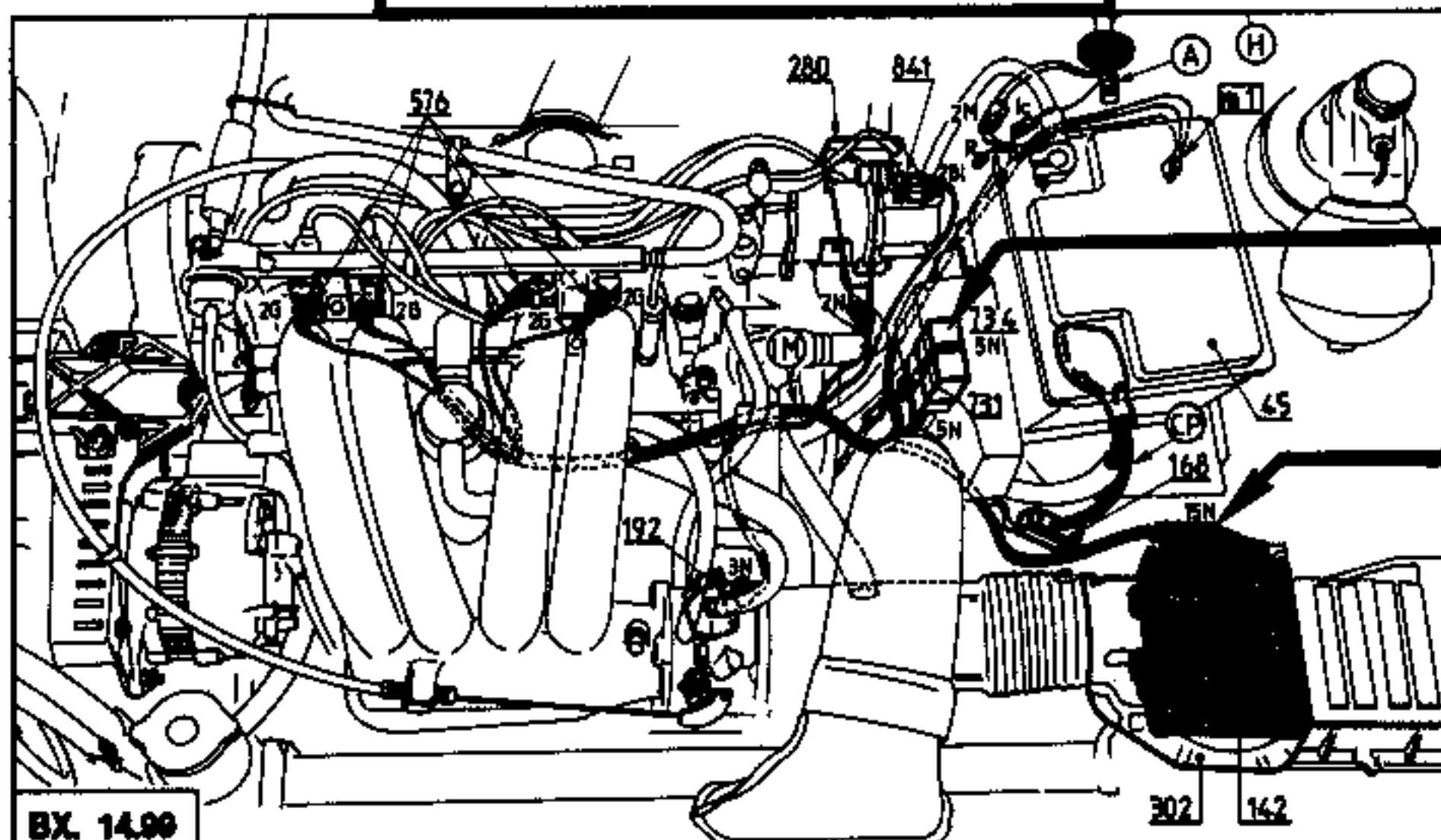
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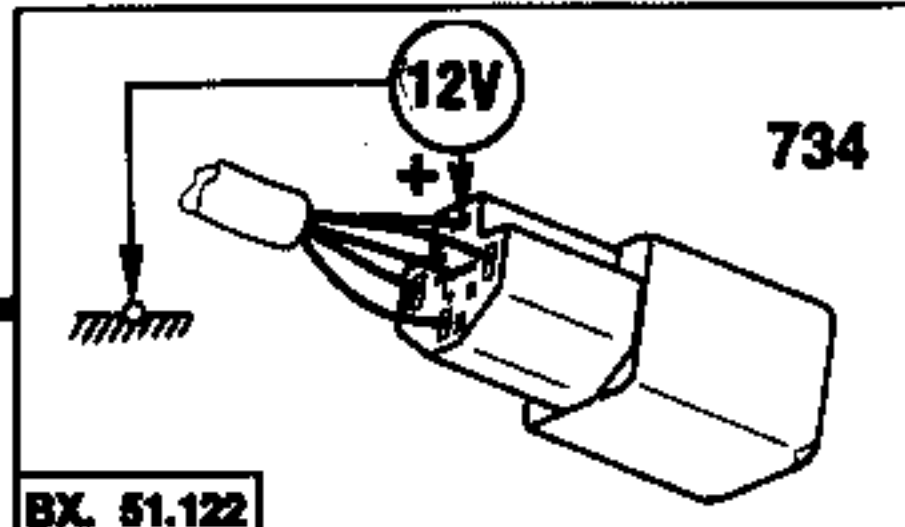
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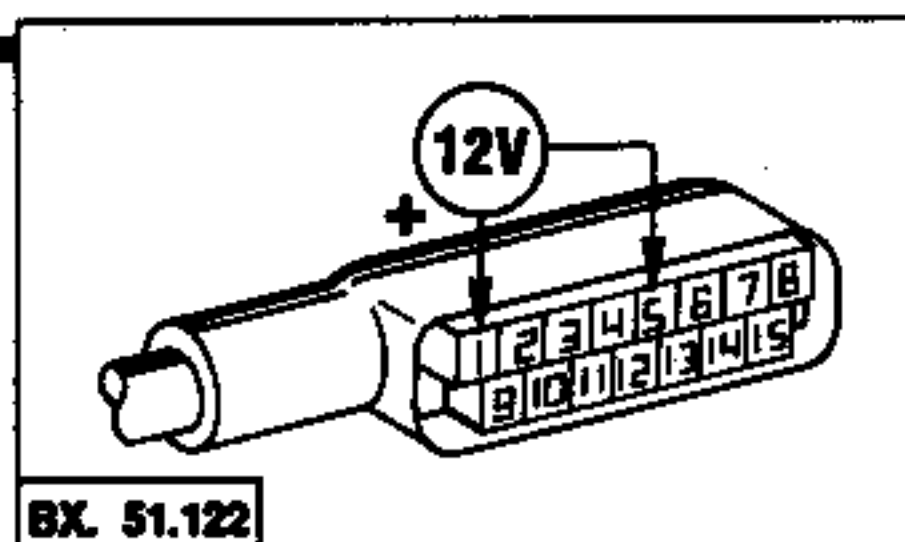
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BX. 14.99



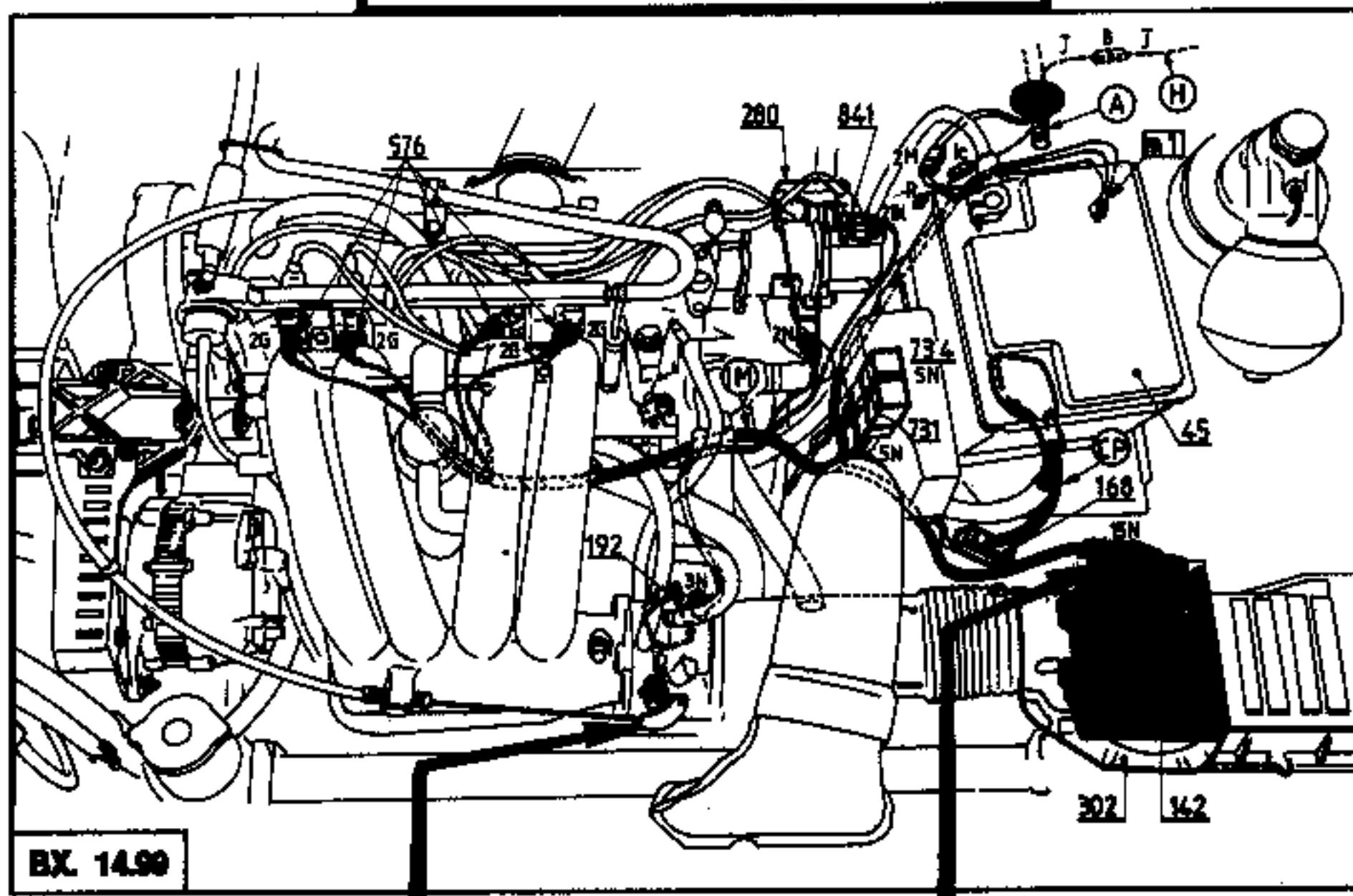
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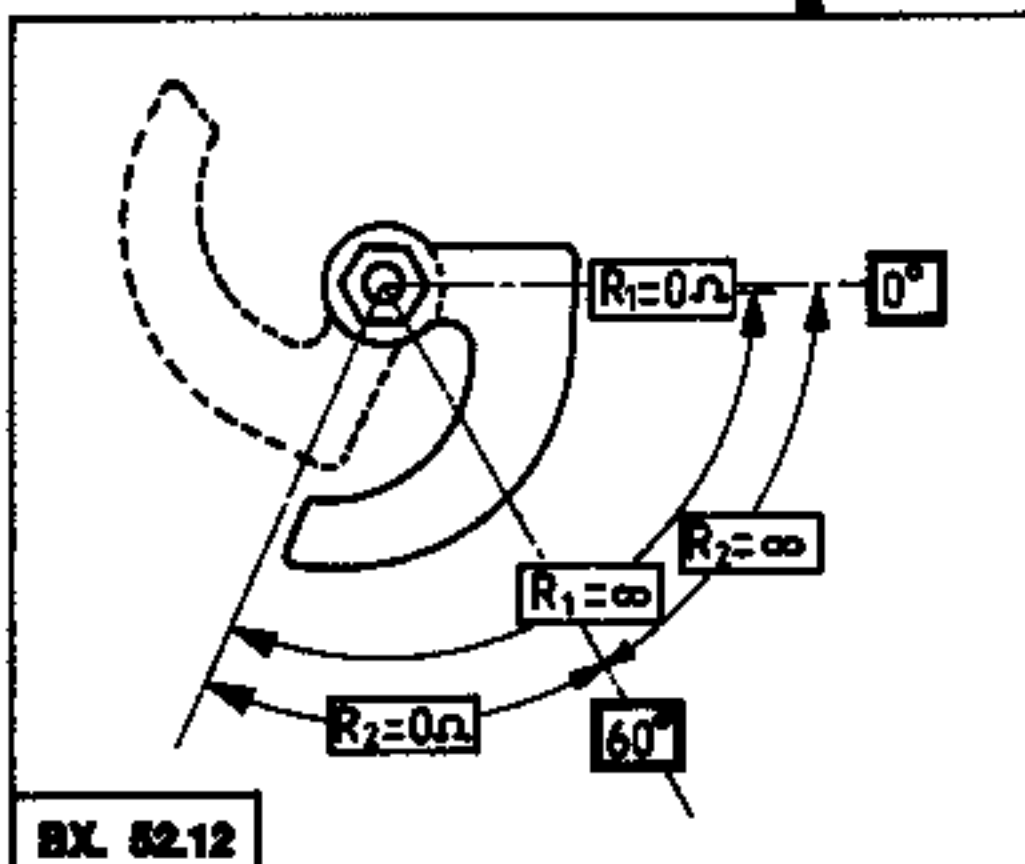
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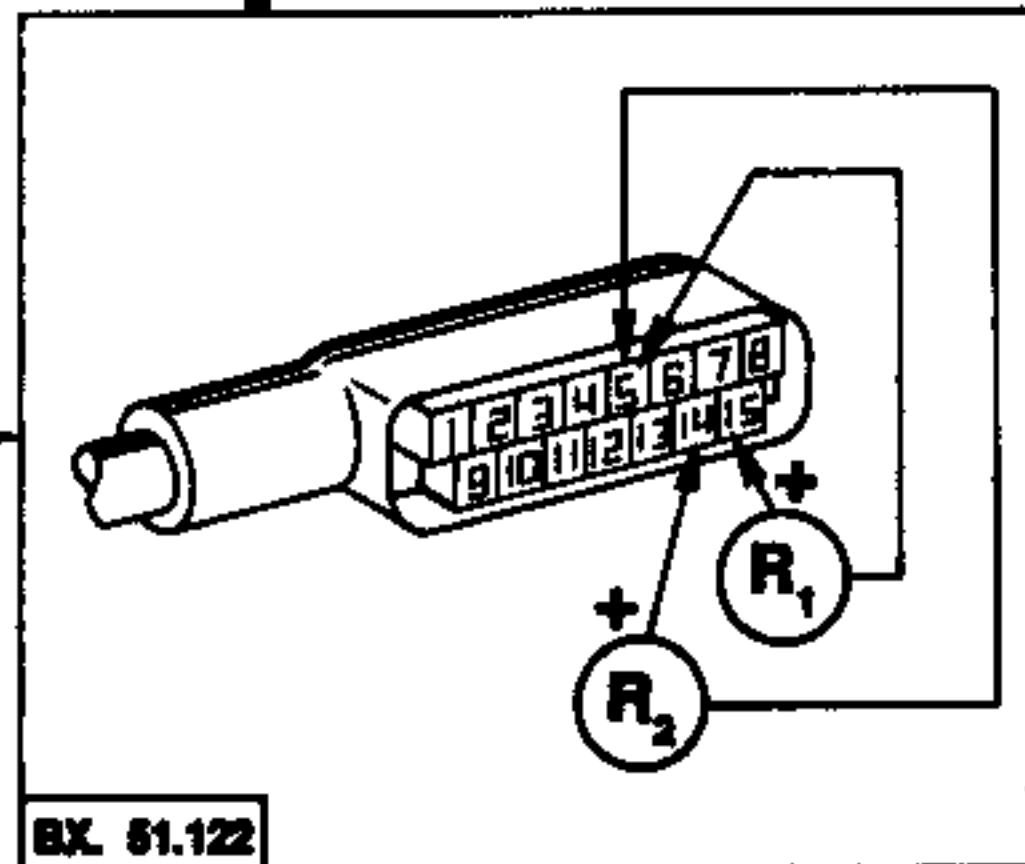
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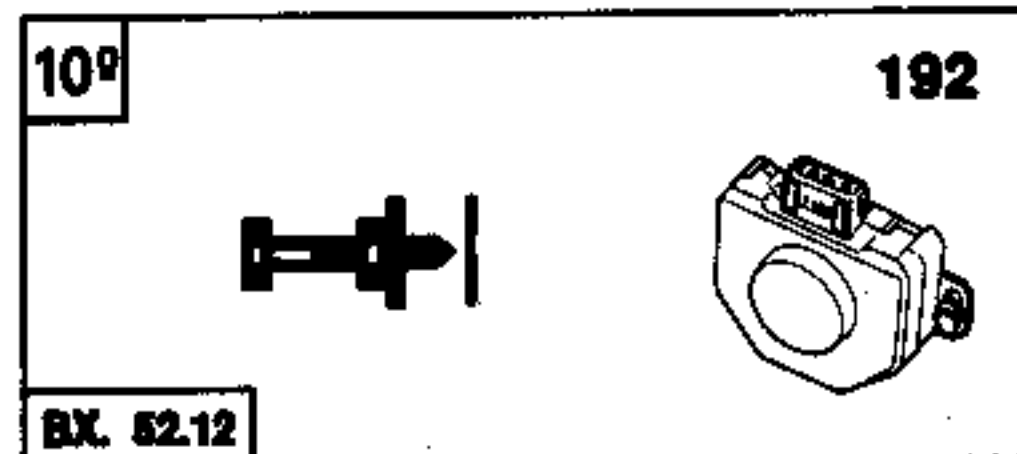
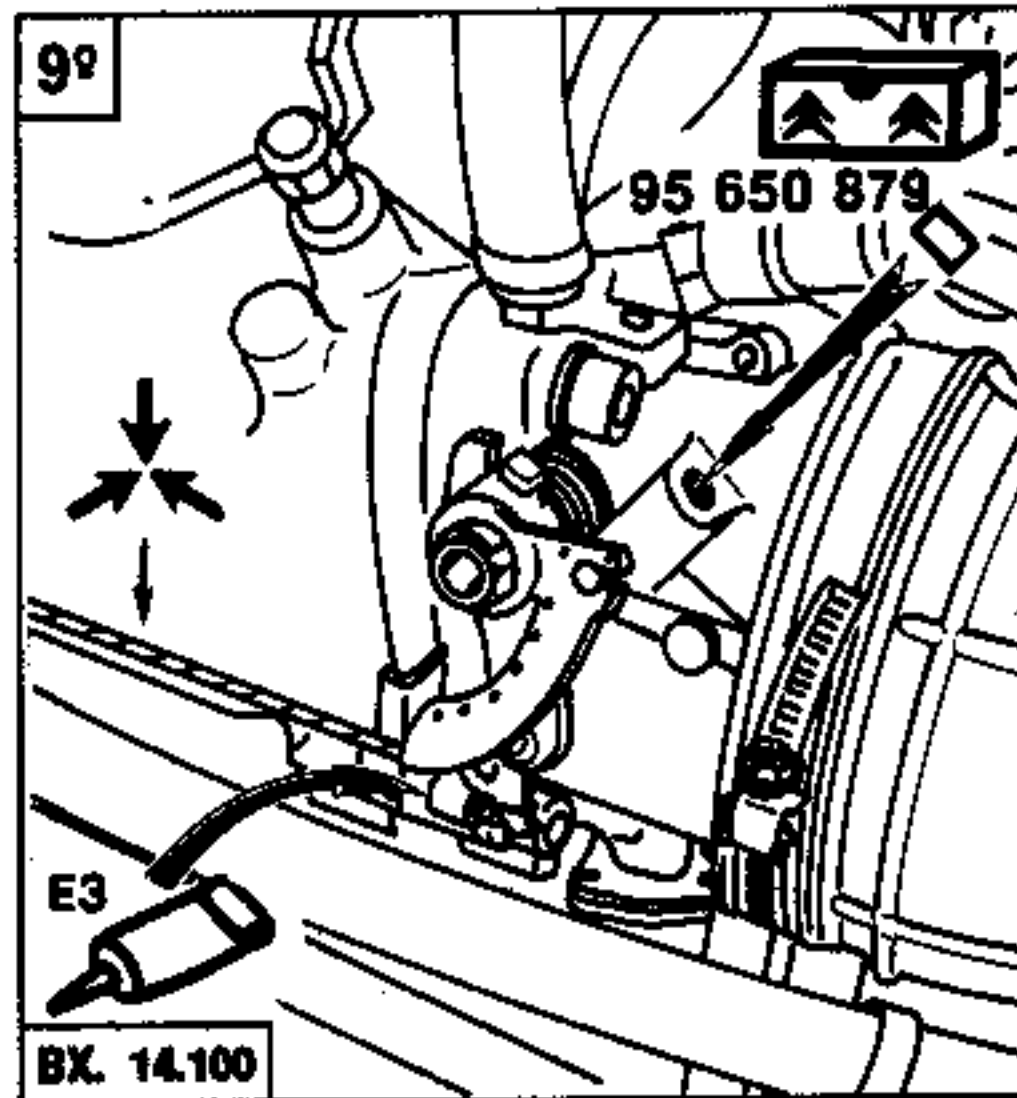
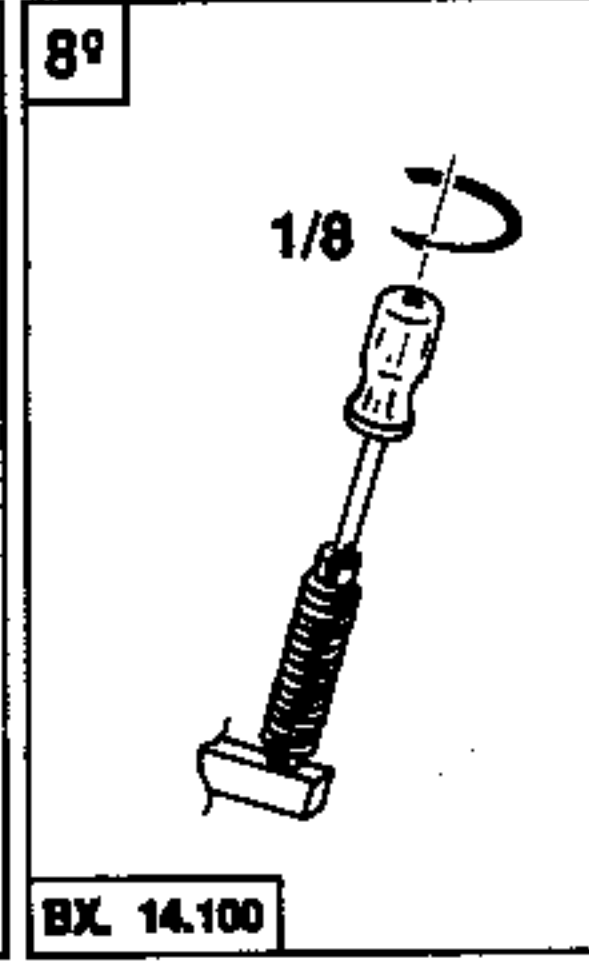
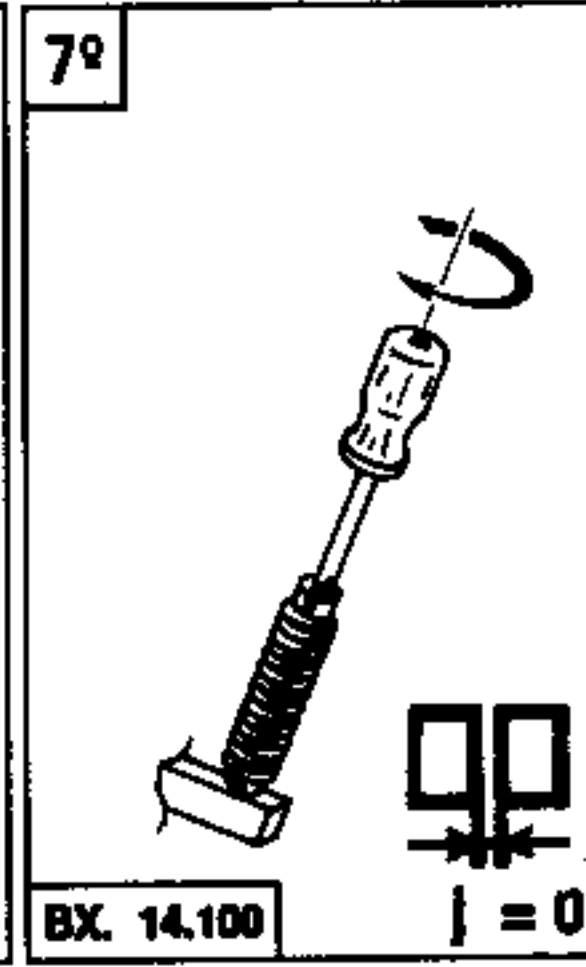
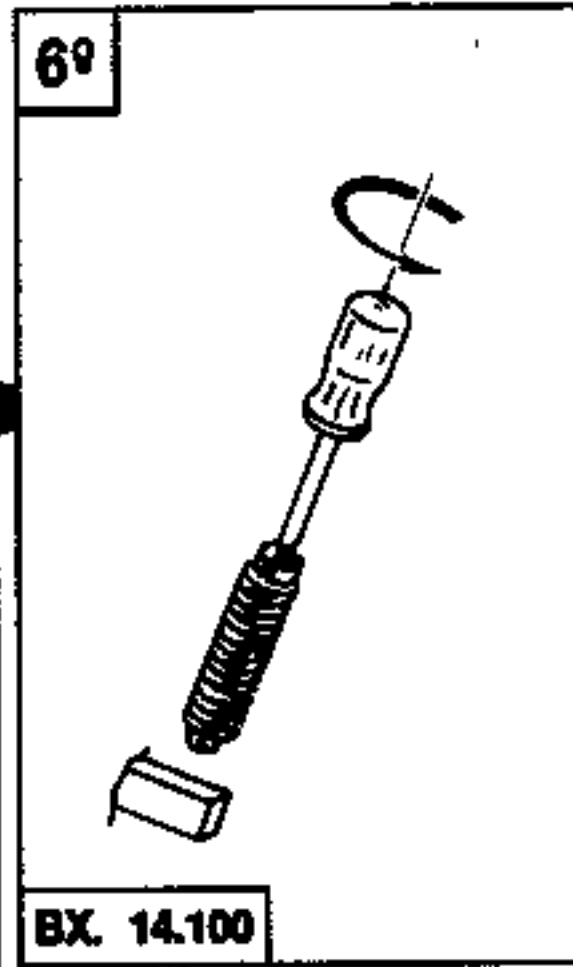
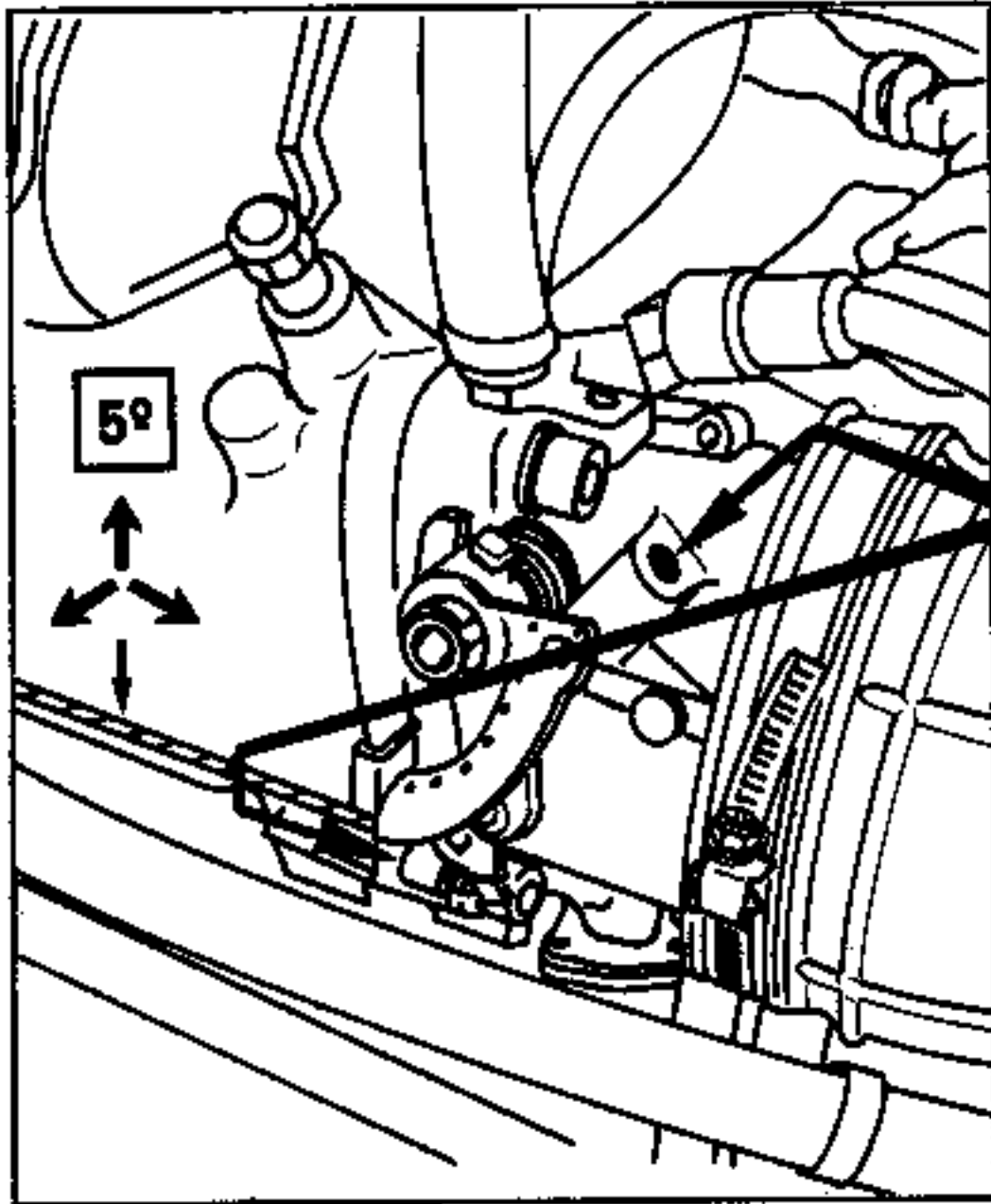
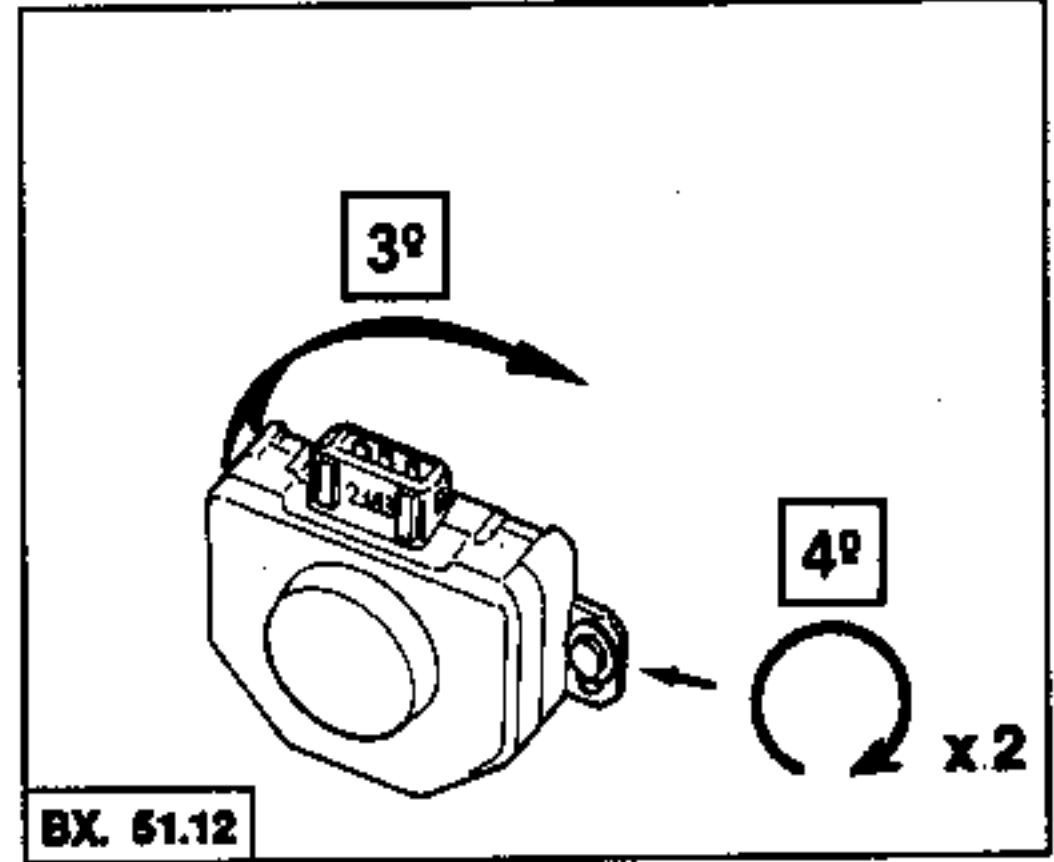
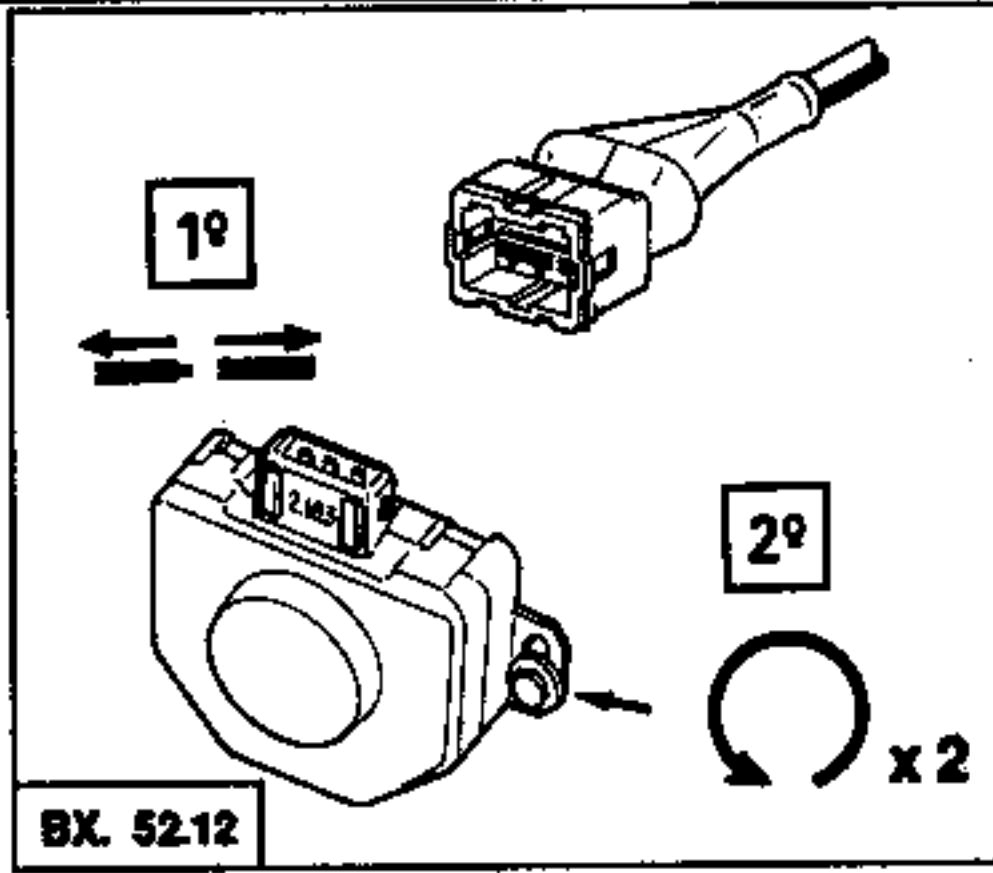
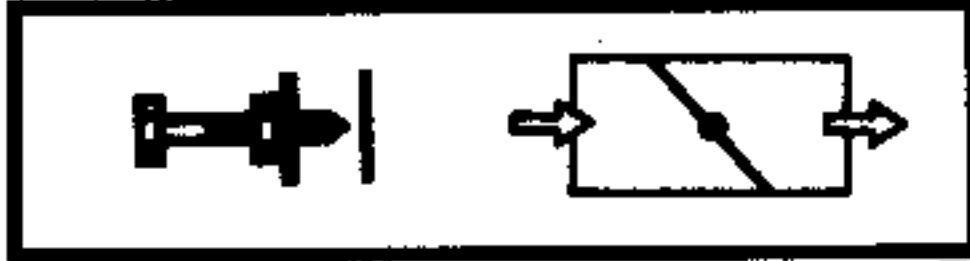
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BX. 52.12



BX. 51.122



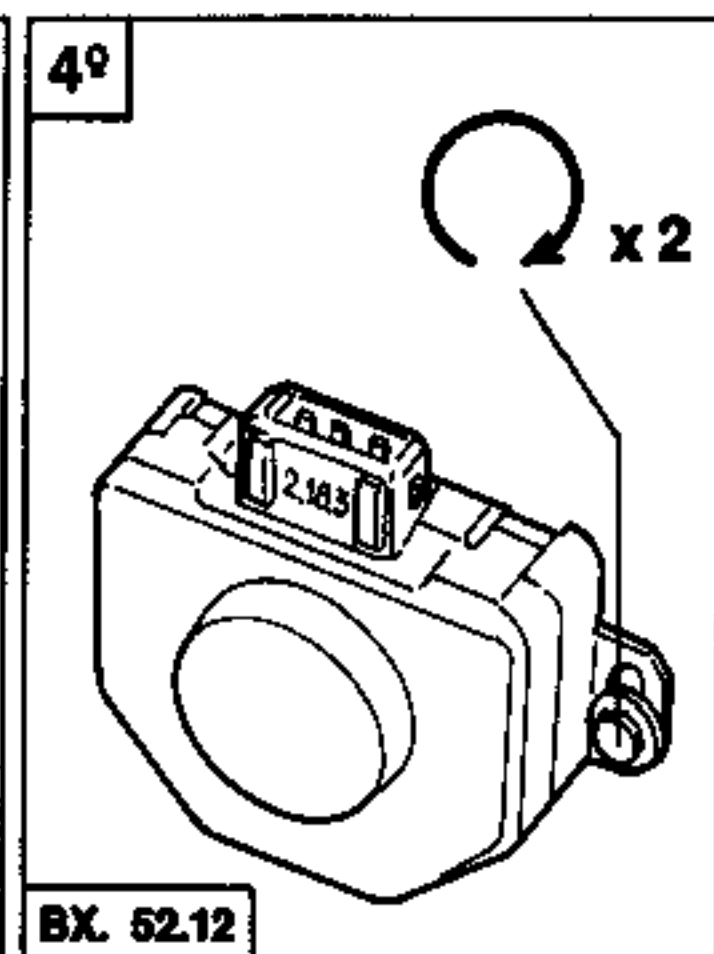
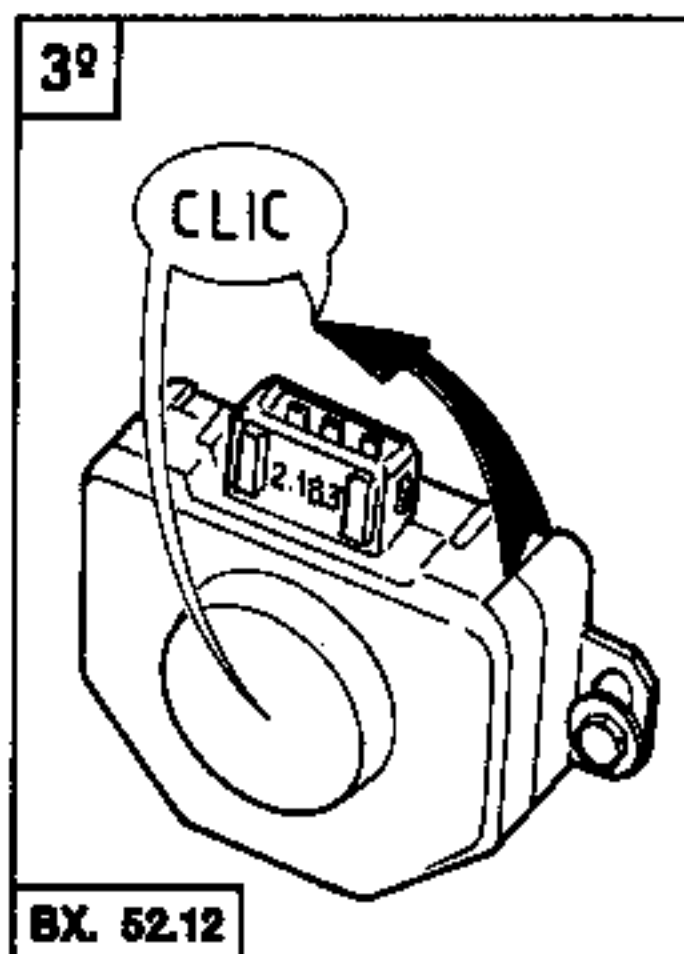
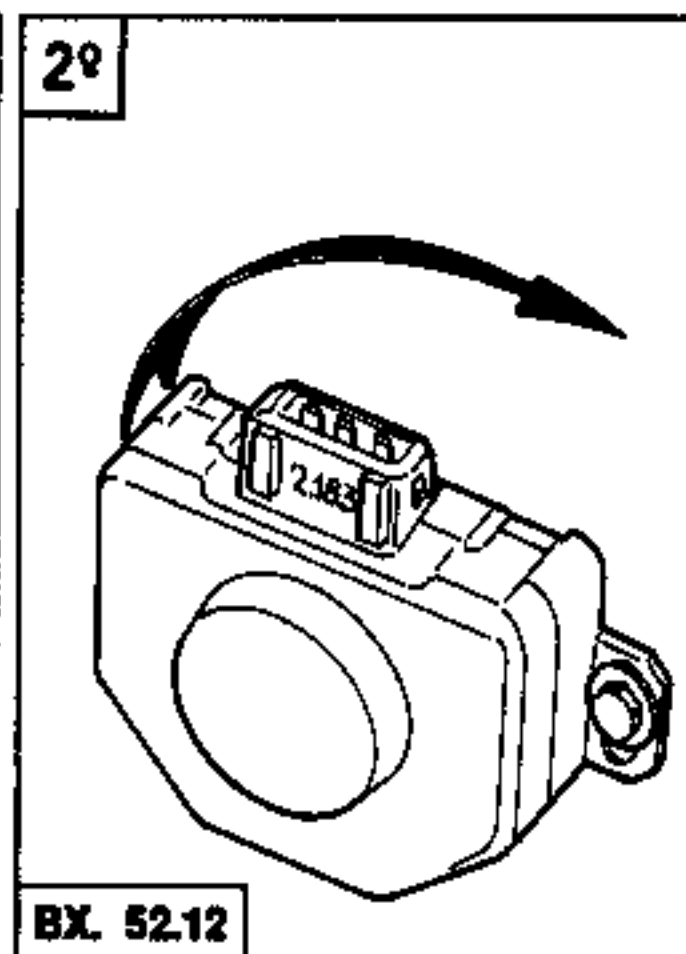
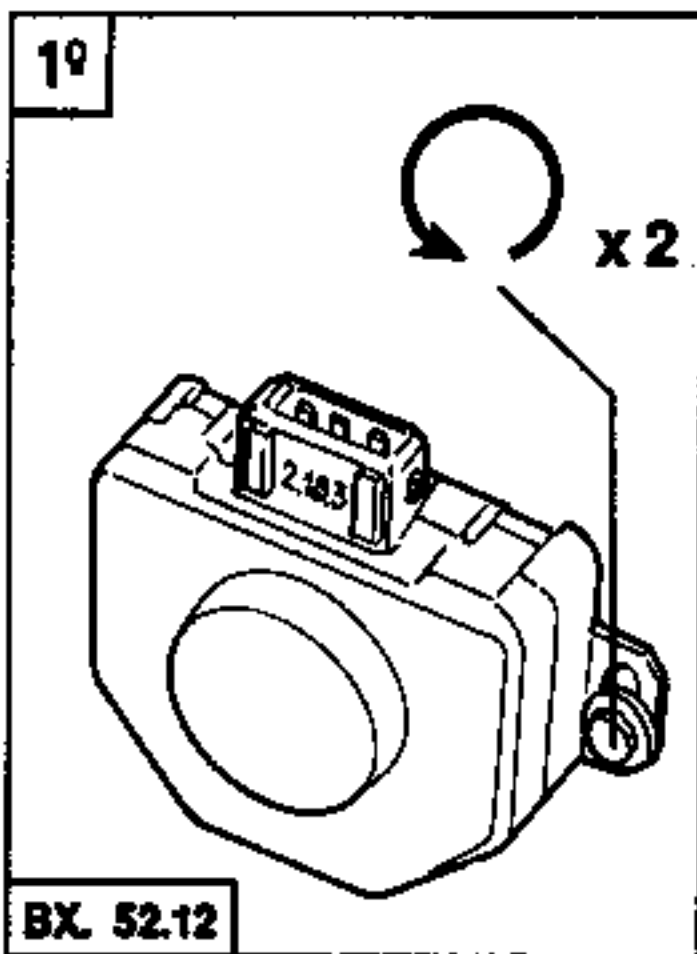
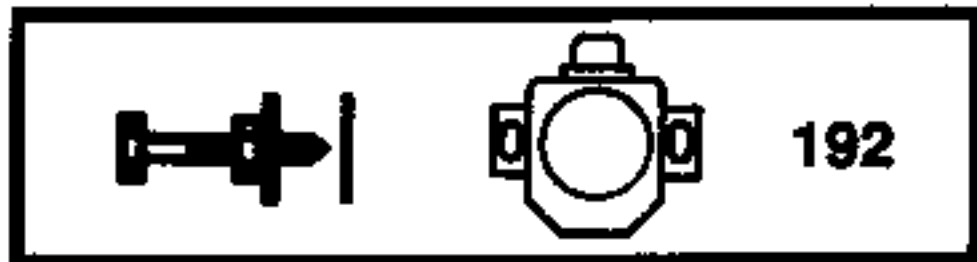
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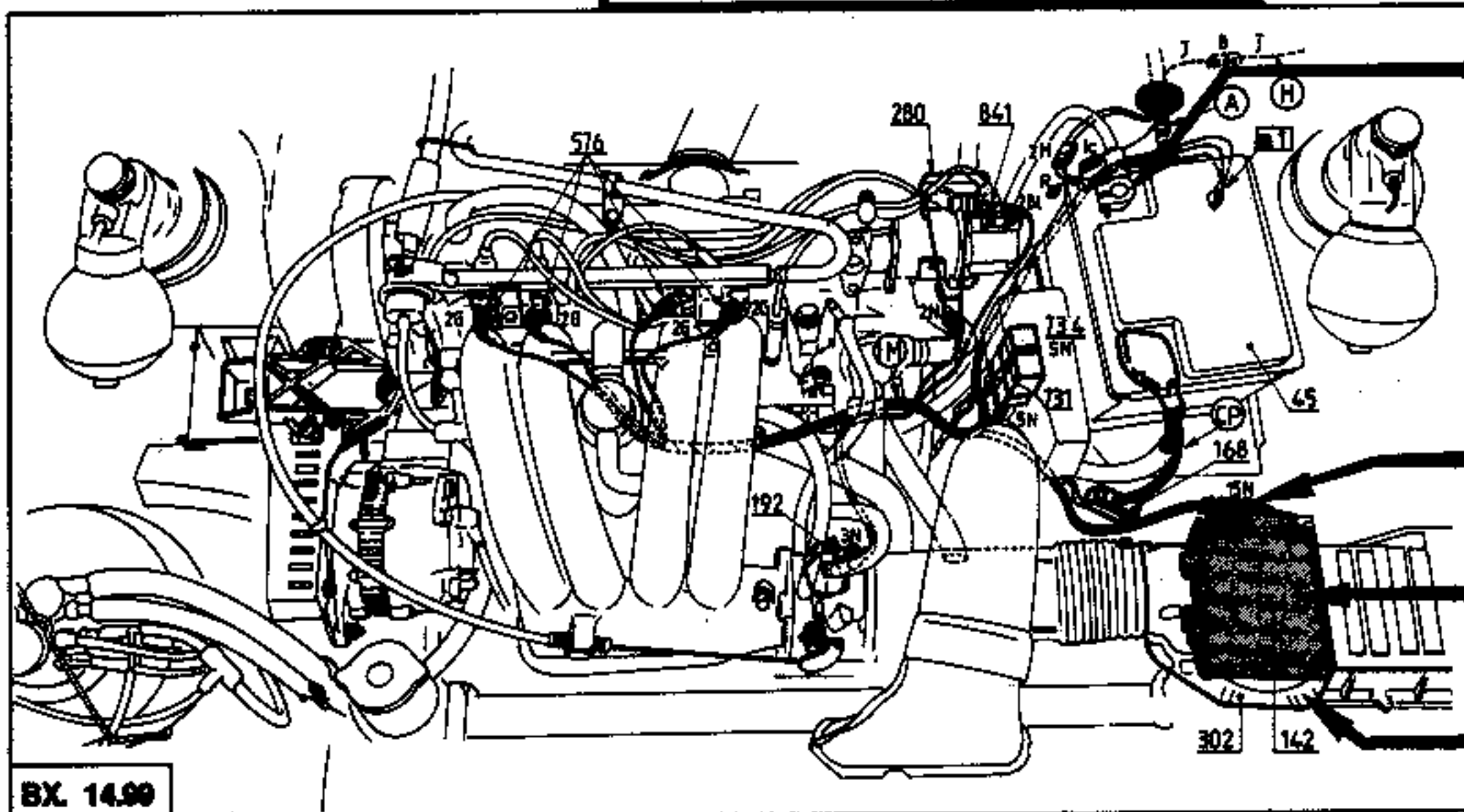
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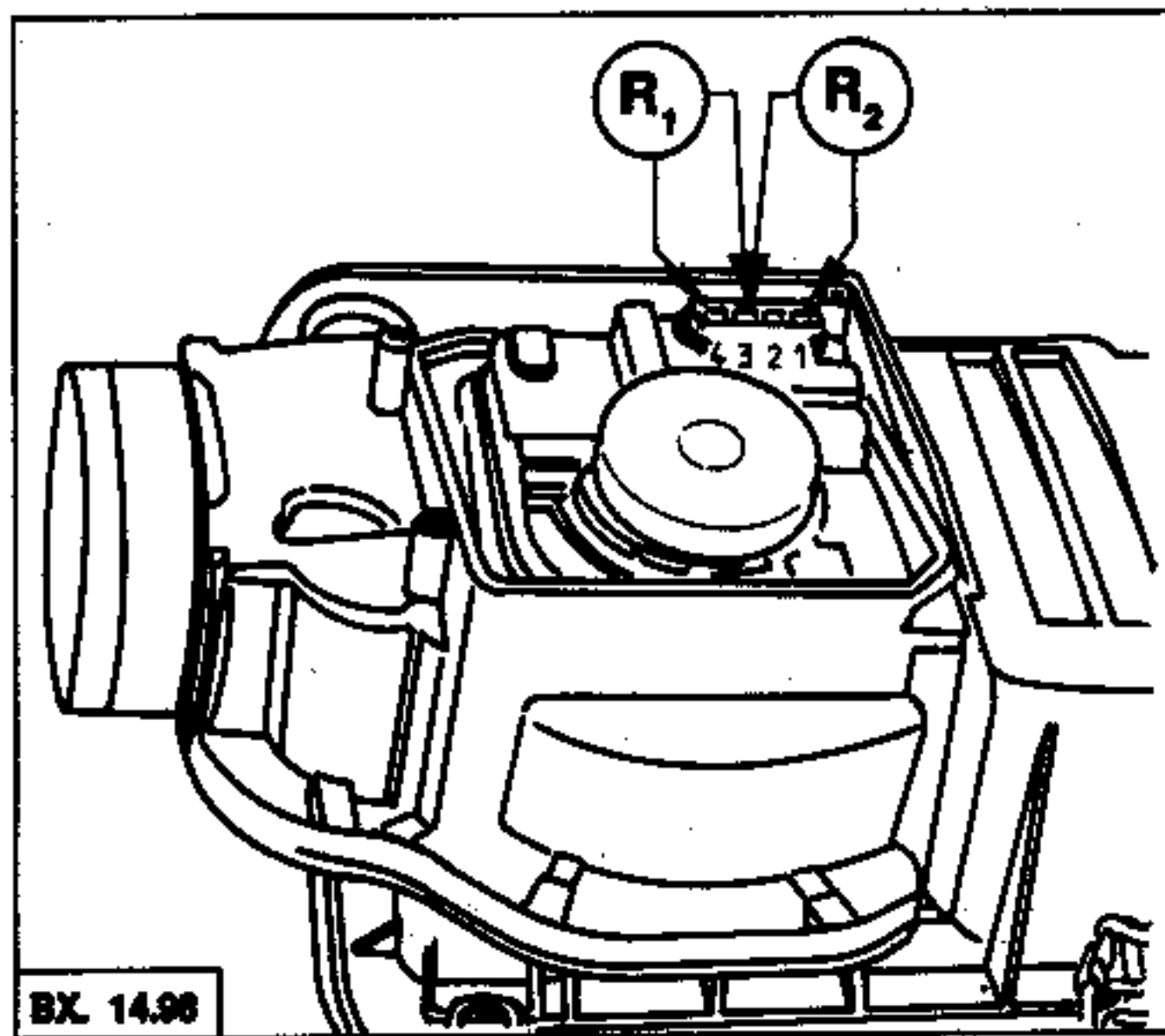
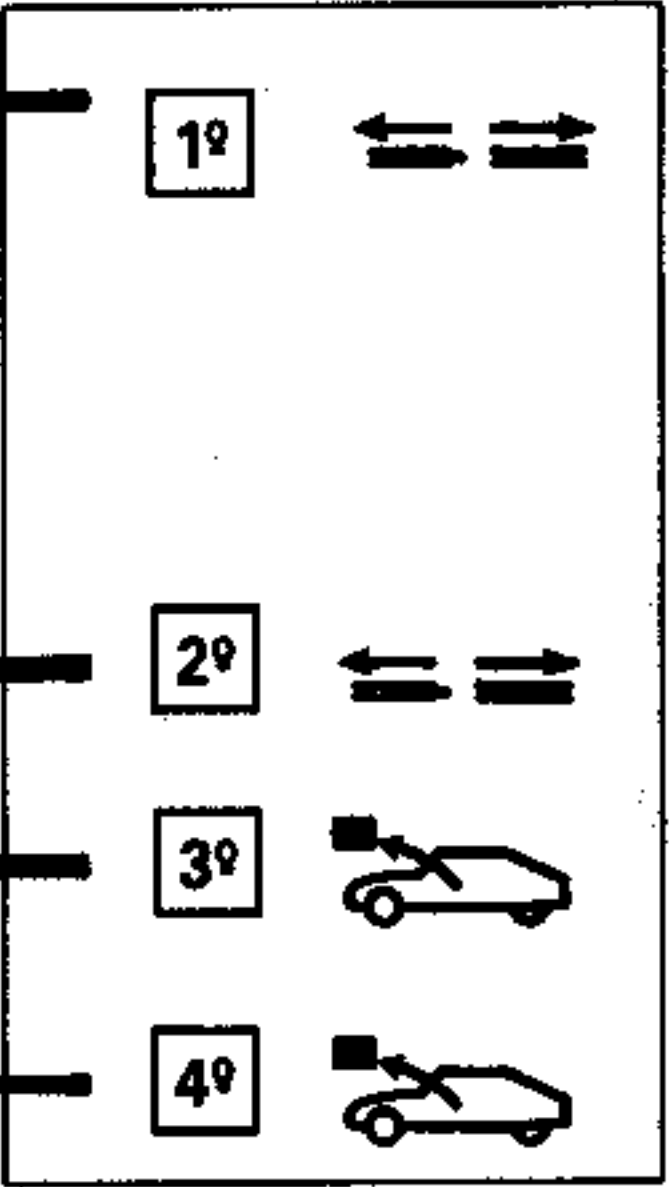
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CITROËN





BX. 14.99



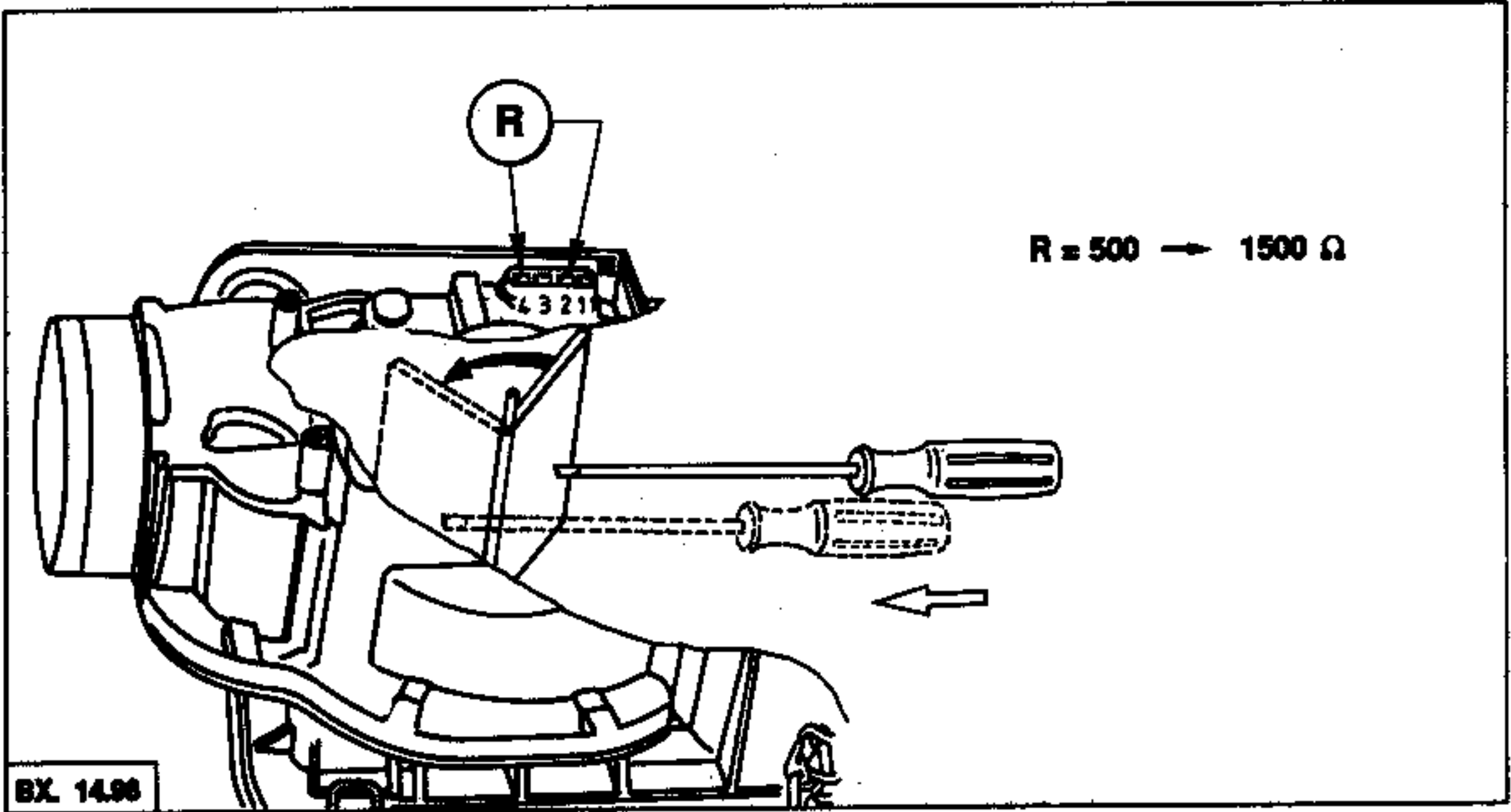
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1°

$500 \Omega < R1 < 1000 \Omega$

2°

- = -10° C $8260 \Omega < R2 < 10560 \Omega$
- = +20° C $2280 \Omega < R2 < 2720 \Omega$
- = +50° C $760 \Omega < R2 < 910 \Omega$

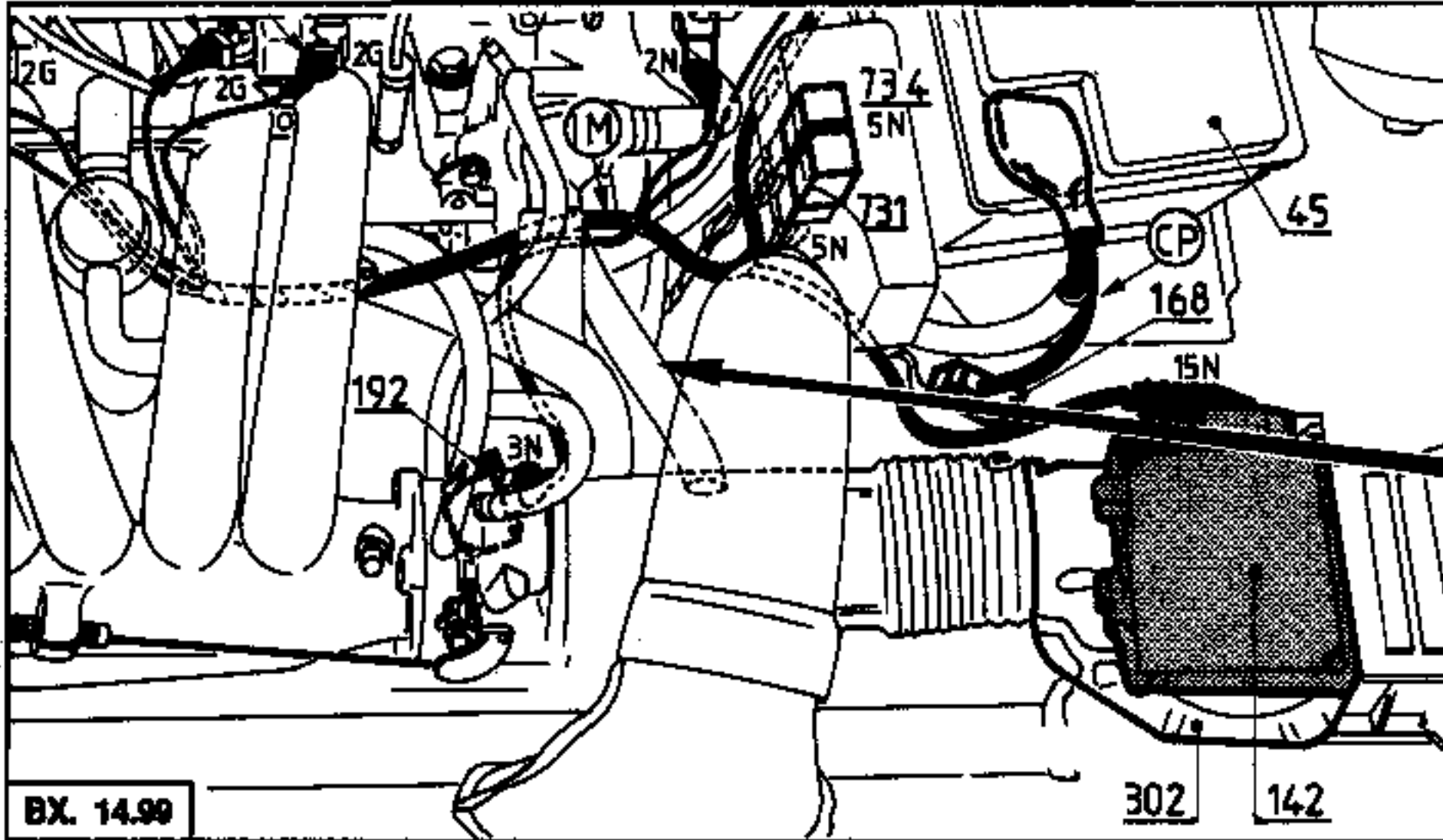


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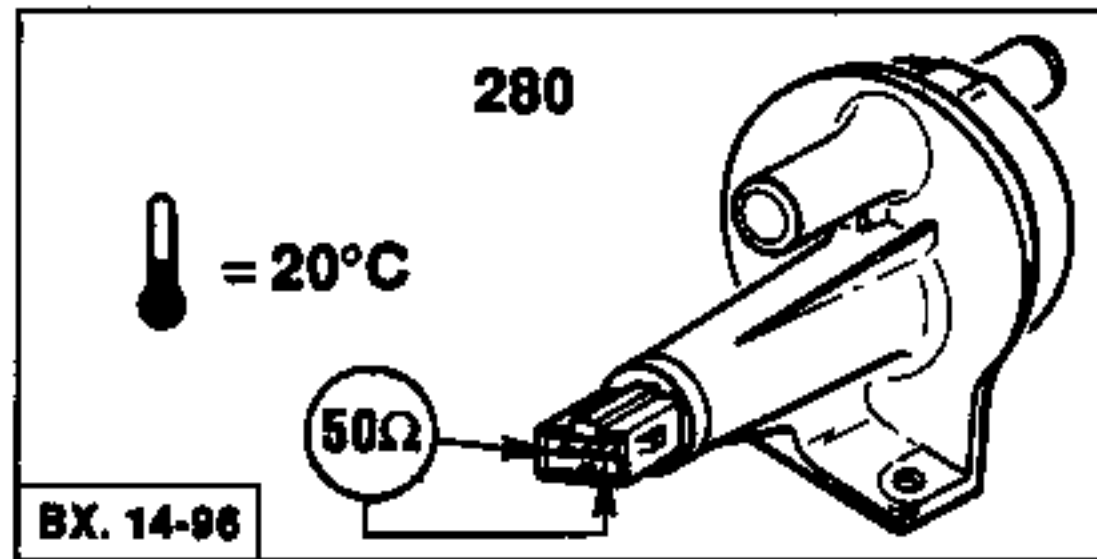
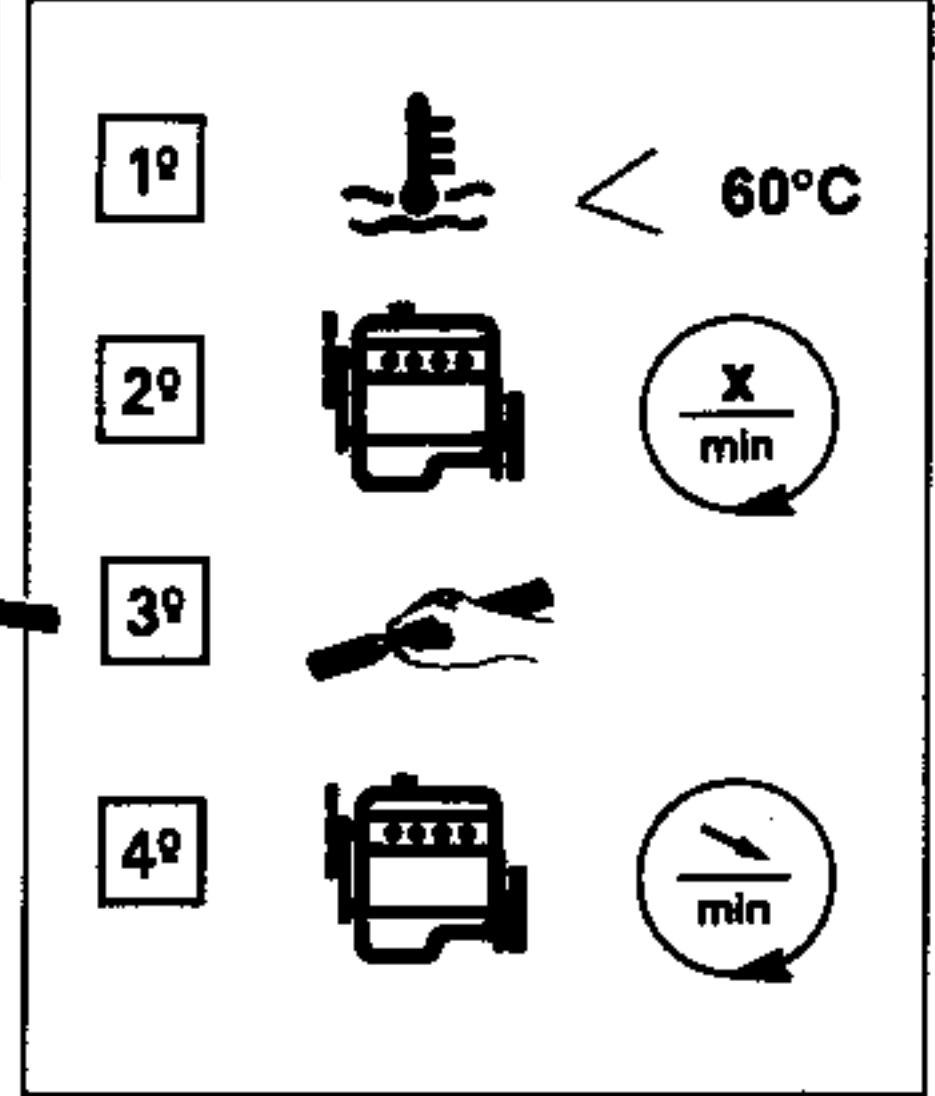
$R = 500 \rightarrow 1500 \Omega$



280



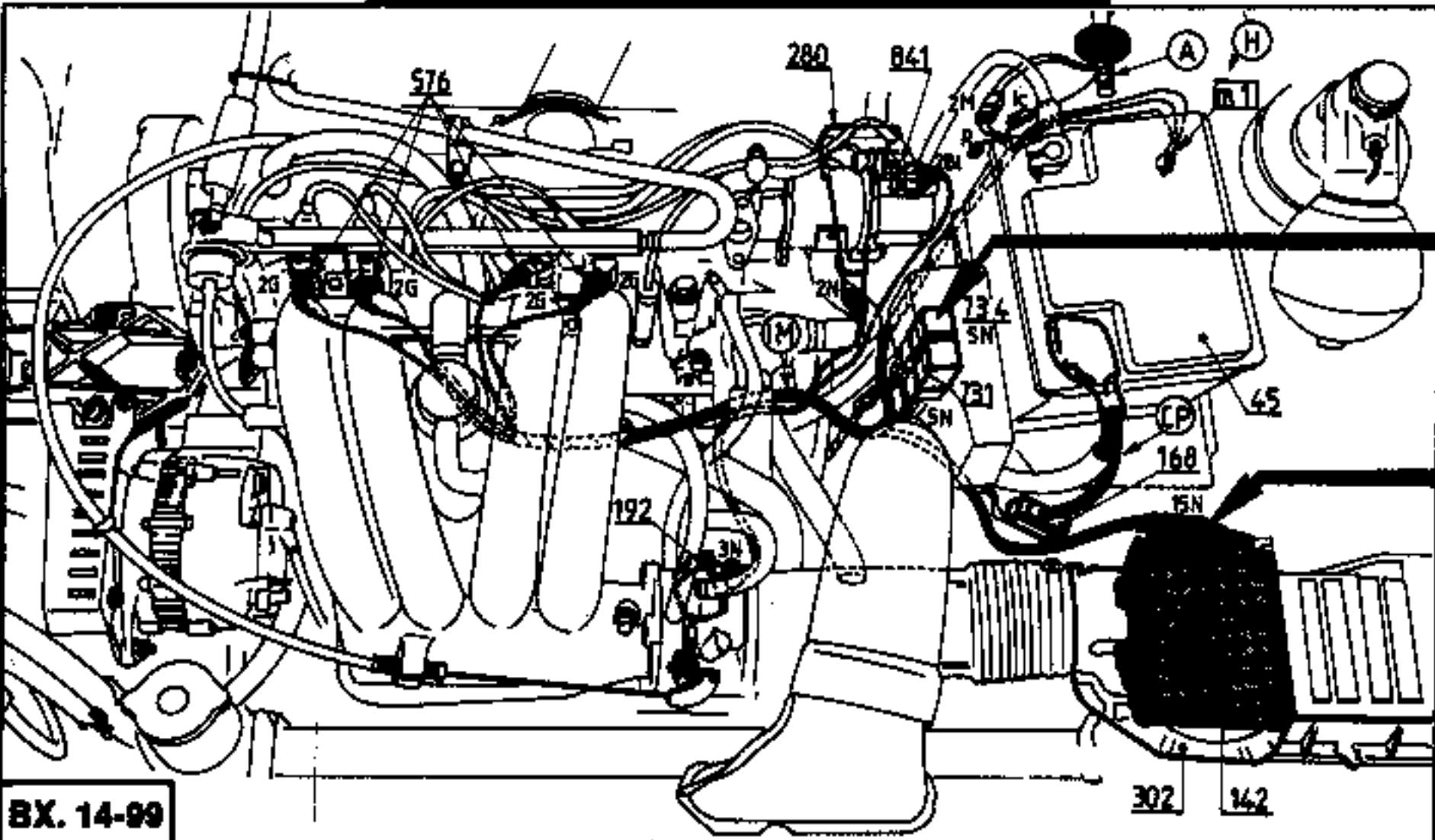
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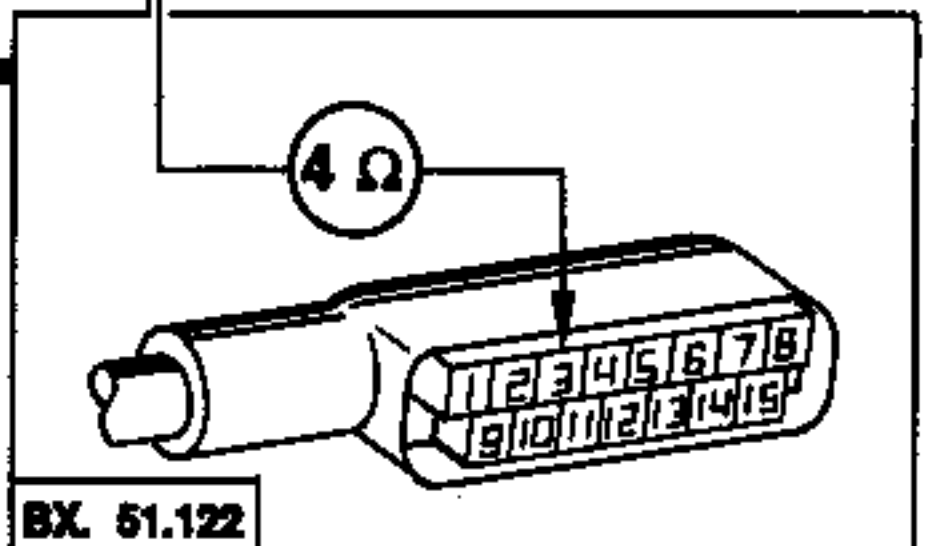
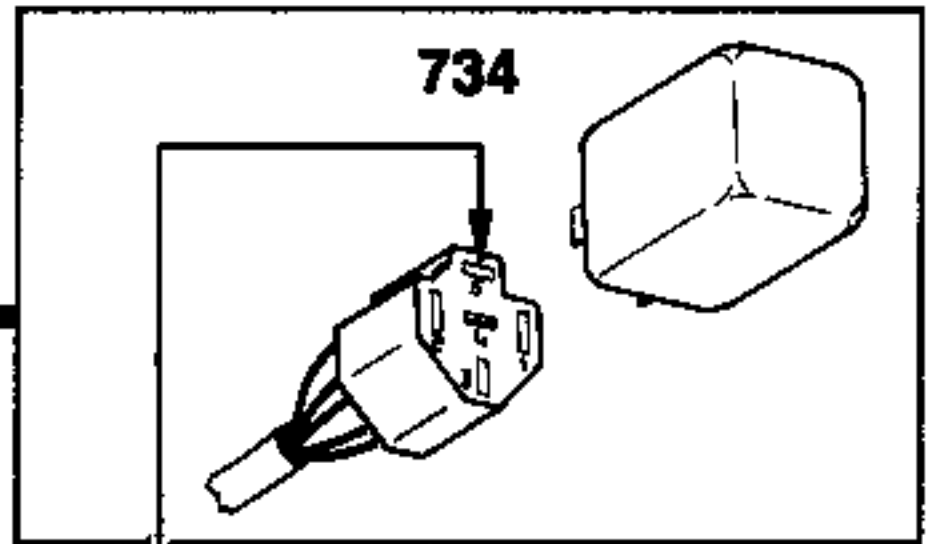
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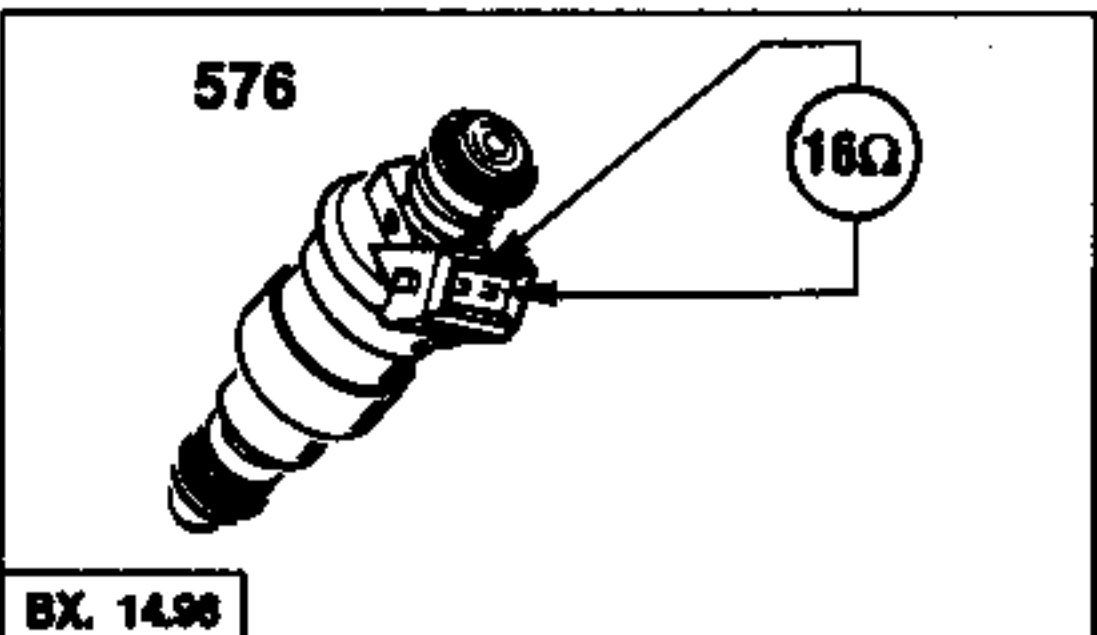
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BX. 14.99



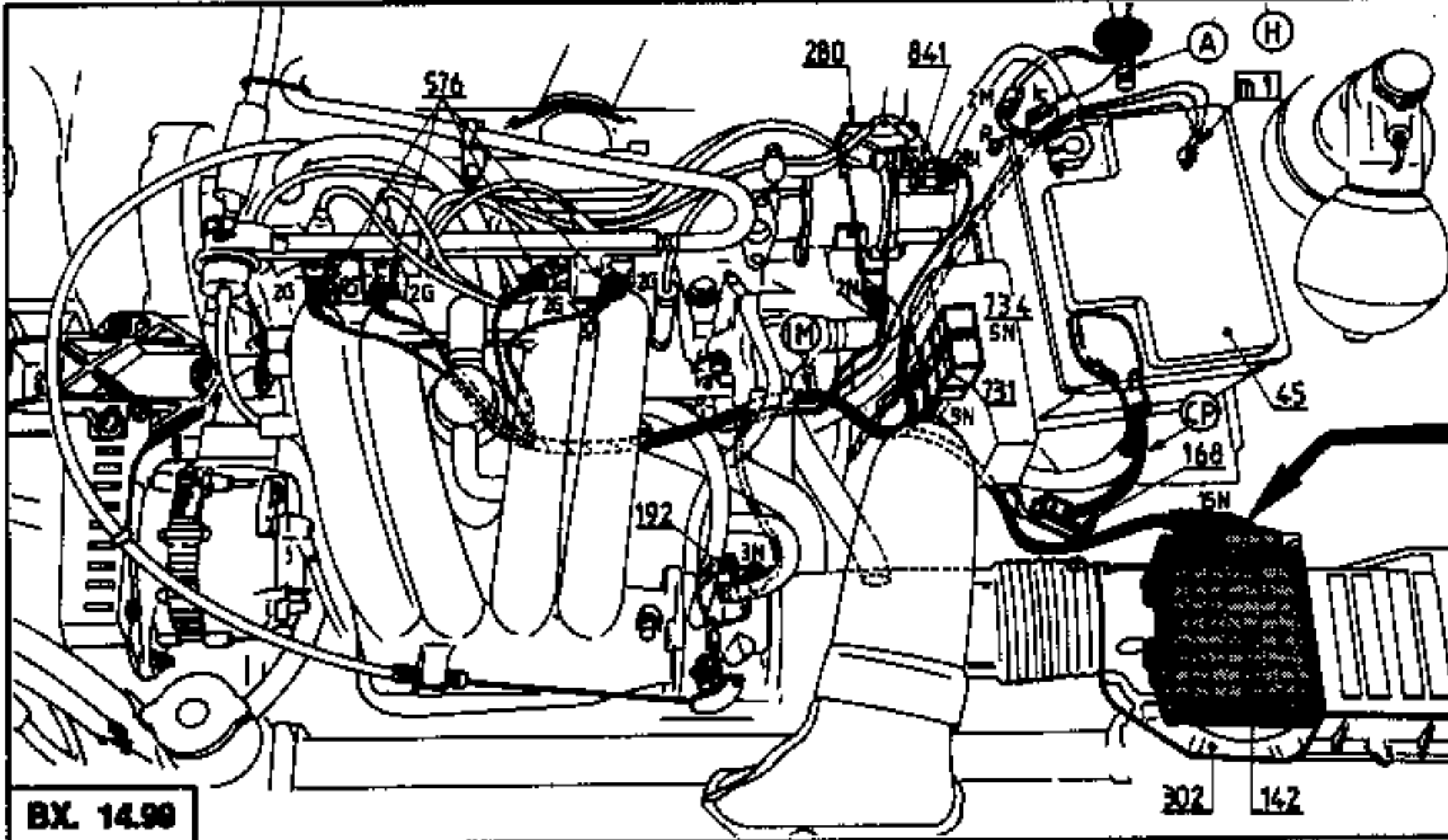
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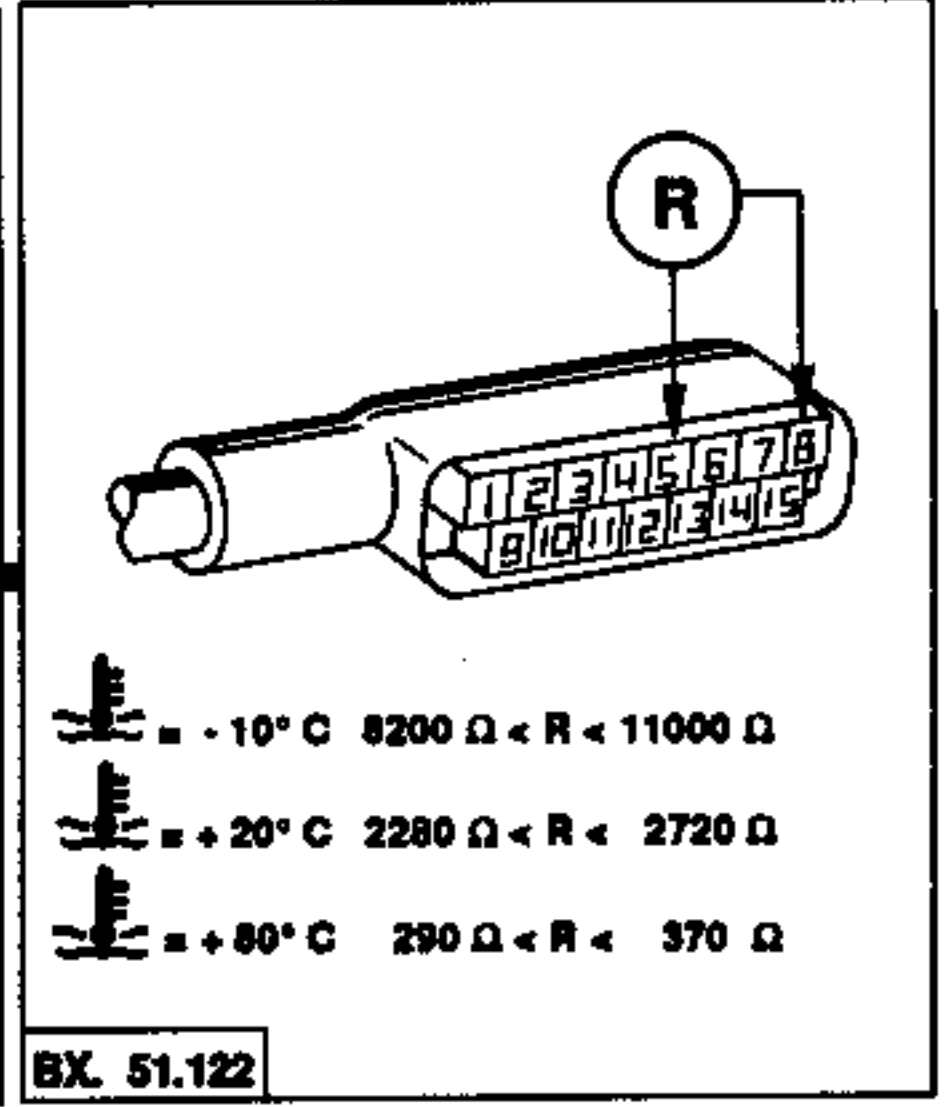
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841

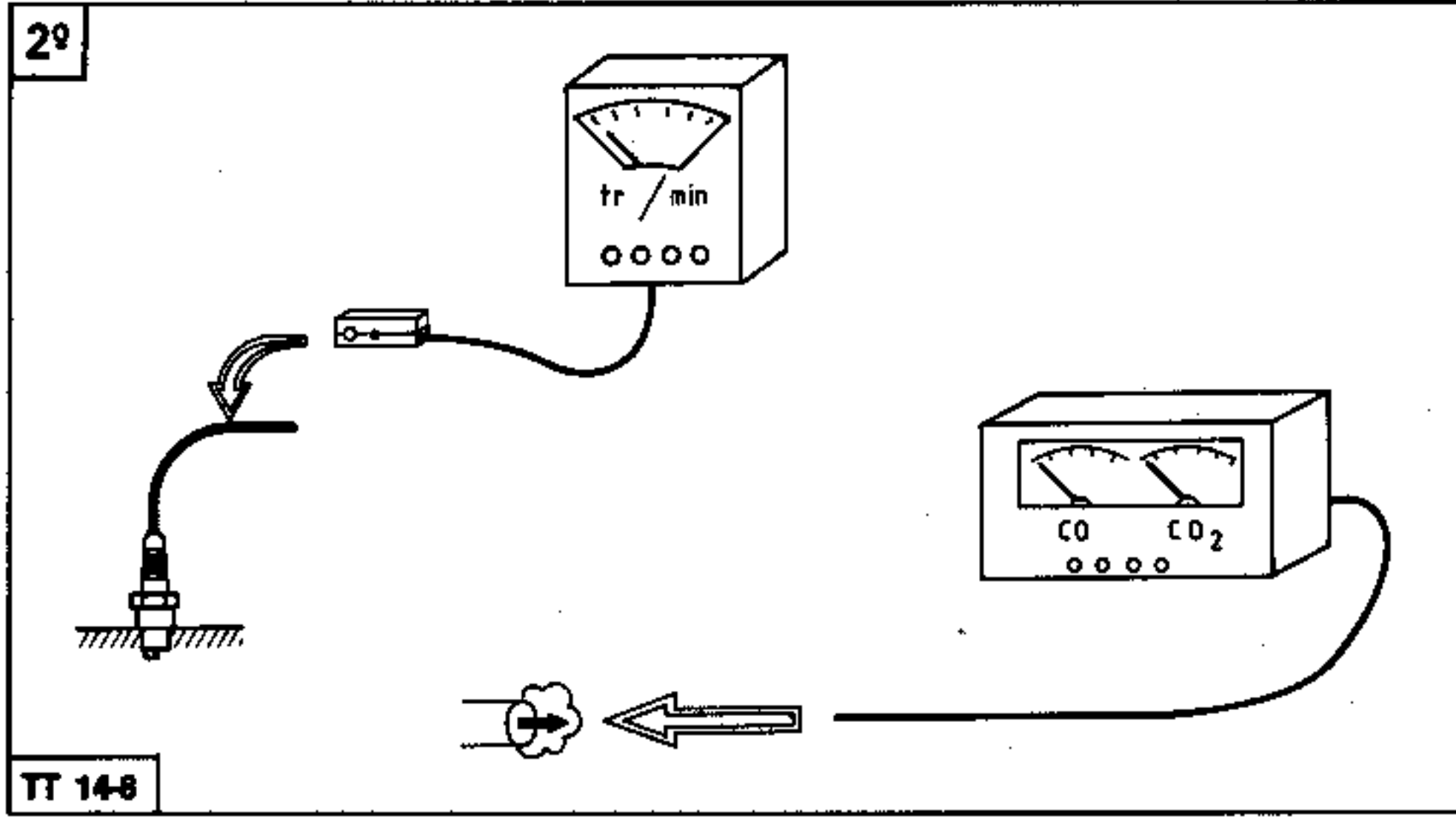
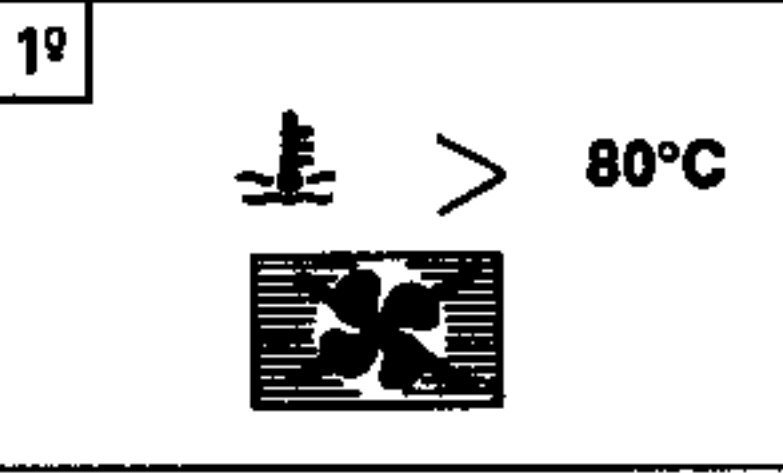


BX. 14.99



BX. 51.122

CO, CO₂



3°

tr/min	CO	CO ₂
800 ⁺⁵⁰ 0 tr/min	2%	>10%

