

TECHNICAL SERVICE BULLETIN

NO. 77-B-2



Austin MG

April, 1977

SUBJECT:

OPERATION OF ANTI-RUN ON CONTROL VALVE

MODELS:

MGB 77

Everyone should be familiar with the anti-run on valve, which in effect prevents the vehicle from running on or dieseling after the ignition has been switched off.

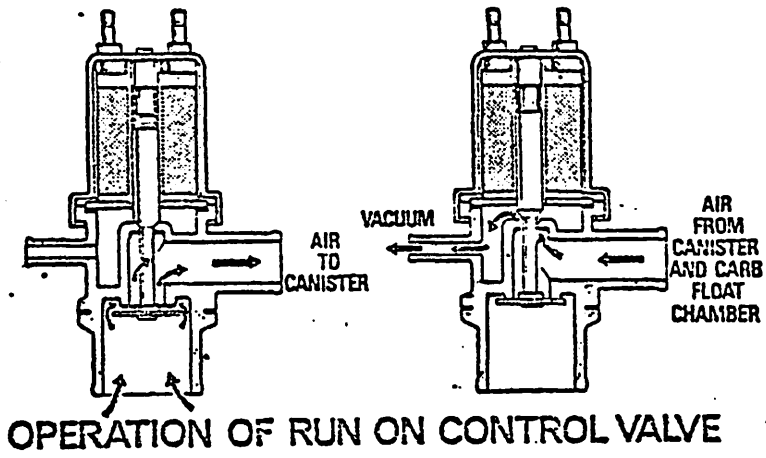
This is achieved by applying a vacuum to the float chamber which in turn prevents fuel being delivered to the engine, via the metering needle. The unit comprises a solenoid operated two-way valve and is located in the vent line leading to the evaporative loss cannister. The carburetor constant depression area is connected by a line to the anti-run on valve and when the solenoid valve is energized by switching off the ignition, vacuum is momentarily routed to the carburetor float chamber via the evaporative loss cannister. Once the engine stops rotating, an oil pressure activated switch opens, due to the diminishing oil pressure as the engine comes to rest, thus allowing the solenoid valve to open the vent line to atmosphere.

NOTE: The ignition switch has an additional set of contacts which will open when the ignition is switched on and close when the ignition is switched off.

Reports have been received from the field of engine run-on on the 1977 MGB and in each case, upon investigation, has been found to be associated with the anti-run on valve.

Should this condition be encountered, it will be necessary to perform a complete check of the system to ensure that it is functioning properly (refer to diagram on reverse side).

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DIAGRAMMATIC ARRANGEMENT OF FUEL AND VAPOR CUT-OFF ANTI-RUN-ON SYSTEM

