

Jaguar V12 “NO fuel pump activity” troubleshooting guide.

This based on my “hands on” with too many of these beasts over the years.

IT IS SIMPLE, so dont overthink any of the steps.

Something to consider as you go:

- 1) AGE, gotta luv it, will be against you. Most items will be 30+ years old.
- 2) Freddy Fiddler, that “mate” that know everything. If he’s been in there, learn how to drink, it will help.
- 3) Common Sense, and good dose is recommended.

The steps I have used:

- 1) Ignition Switch electrical section, turns ON the car electrics.
NOW, this electrical section is OLD, and many, too many, require a refresh, and there is a separate PDF on just that.
- 2) Locate the Inertia Switch, RH A Pillar, under a Black plastic cover, mostly. Probe BOTH wires, ensure you have battery voltage in BOTH wires. If NO, then find out why, moving further down the chain is USELESS if there is no voltage at BOTH wires. Reset that switch, sometimes that’s all it needs.
- 3) The MAIN relay in the boot, the one is the RED socket, does many things. Among them, it “turns on” the ECU, AND the Fuel Pump Relay. This relay gives very little trouble, but it can happen. It is a Diode relay, just in case stupid connects the battery ass about face and actually turns ON the Ignition, OOPS.

The Fuel Pump Relay, the one in the BLACK socket, is the Fuel Pump Relay. Look at the wires protruding from said socket. The ORANGE is the EARTH for that relay, and that earth is controlled by the ECU, via the timer circuit. I usually earth that wire independent of the ECU whilst trouble shooting, as ECU fuel pump circuit issues do happen more than many admit. ALWAYS return that wire to ECU control when sorted, or the Insurance people will NOT pay, as that pump will run 100% when the Ign is in the ON position. YOU HAVE BEEN TOLD.

4) Check for battery volts AT the fuel pump +ve post. You will need the Ign ON, and step 3 Orange wire earthed, or the timer will cut the relay earth before you even see the meter move.

4) With the meter on OHMS, ensure the -ve terminal of the pump has a 100% path to Earth. You dont need Ign ON or anything else for this test.

5) Alongside the battery, there are MANY Earth wires. 100% of the cars I have sorted, have these wires and posts in a TERRIBLY sad state, Remove the nuts, clean the gunk, clean it again, grease wipe the area, and refit and tighten.. That 10 minute task has resurrected many for me, its that simple.

6) Wiring in general is NOT an issue, its not the engine bay. Clearly, look at the wiring, paying attention to the wires and terminal protruding from both relay sockets in a top idea. I have had these terminals “push out” as the relay is replaced. Rarely do they fall right out, so unless you look carefully you wont notice the error. Again, it can be that simple.

Thats about it in my cases.

BUT

If, and when, you replace the fuel pump, PAY ATTENTION.

Some pumps have the Larger post as +ve, some have it as the -ve. The pump will run either way, but only pump fuel the right way. 1st hand knowledge here.

That Orange wire in “3” above. Retruning it to ECU Earth control is a safety item. If the engine stalls, due to an accident, and the Inertia has NOT tripped, the ECU will cut the fuel pump when it fails to receive an Ignition Pulse from the front, thus cutting fuel supply, thus lessening the cause of an engine fire.

If, returning that Orange wire to OE spec, you have a dead fuel pump, the ECU has issues, and requires repair, and that is getting harder and harder by the day.

You “could” leave that Orange wire permanently earthed, YOUR CAR YOUR CHOICE, not for me to say.