

## **Jaguar Full Load Fuel Valve Adjustment.**

For those markets and cars that are fitted with this valve.

Usually tucked down near the 5A spark plug general area.

It is vac operated, and spring loaded.

It requires VAC to keep the internal contacts OPEN, thus allowing the EFI system to operate in Closed Loop Mode. Or Normal Mode for those not familiar with terminology.

As Vac drops under acceleration, the contacts close, and the system goes into Open Loop Mode. Simply meaning more fuel is supplied to the engine.

This valve IS adjustable,

Look at the end of the Blue section, and you will see a blob of Black RTV type substance.

Dig it out, to expose the slotted head of the adjuster. No need to CLEAN it out, just expose the slot, so a screwdriver can be used.

Since each engine, and driver is different, the factory set these pretty damn close to “normal”. My switch was not closing until the vac dropped to near zero, so I tightened the screw ½ turn and using my rig got it to where I wanted it.

I adjusted mine based on Vac gauge readings I took during a day of normal driving for ME.

The attached snaps show the crude test arrangement I used to get what I wanted, and the end of the Blue section showing the slot. That snap is blurred, and I cannot find that valve in my shed to redo the snap, but I reckon you get the idea.



The slot exposed.



NO vac, contacts closed.



MY normal reading, just cruising around.



The vac reading where it now closes.