

TECHNICAL SERVICE BULLETIN

NO. 72-A-5



TRIUMPH

SUBJECT:

Anti Run-On Valve

MODELS:

All 1973 Models

1973 vehicles will be equipped with a device known as an anti run-on valve, which simply prevents the engine from running on or diseling when the ignition is switched off.

The anti run-on valve is designed to transfer carburetor constant depression to the top of the float chamber at the point of the engine shut-down, thereby preventing any fuel flow from the carburetor jet.

The unit comprises a solenoid operated two-way valve and is located in the vent line leading to the base of the evaporative loss canister. 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 canister. 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. (See attachment for details)

Figure 1 shows the general layout of the components.

Figure 2 shows the system with the engine running. Note the oil pressure switch is closed, but the ignition contacts are open; consequently, the solenoid valve is open to atmosphere.

Figure 3 indicates that the engine has just been switched off. Note residual oil pressure holding the oil pressure switch contacts closed. The ignition switch is in the "off" position and contacts are closed; therefore, the circuit is complete. The solenoid is energized, the atmosphere valve is closed, and the vacuum valve is open.

Figure 4 indicates that the engine has come to rest. Note the ignition contacts are still closed, but the oil pressure switch is now open; consequently, the solenoid valve is open to atmosphere.

TEST PROCEDURE

1. With engine running, connect an independent hot lead through the supply terminal of the anti run-on valve. Engine should stop.
2. If not,
 - A. Check oil pressure switch.
 - B. Check vacuum control supply.

IMPORTANT: It is essential to use only the latest type of non-serviced evaporative loss canister with the anti run-on system. Any trace of a vacuum leak such as could be the case through the base of the earlier type canister makes the system inoperative.

J.P.

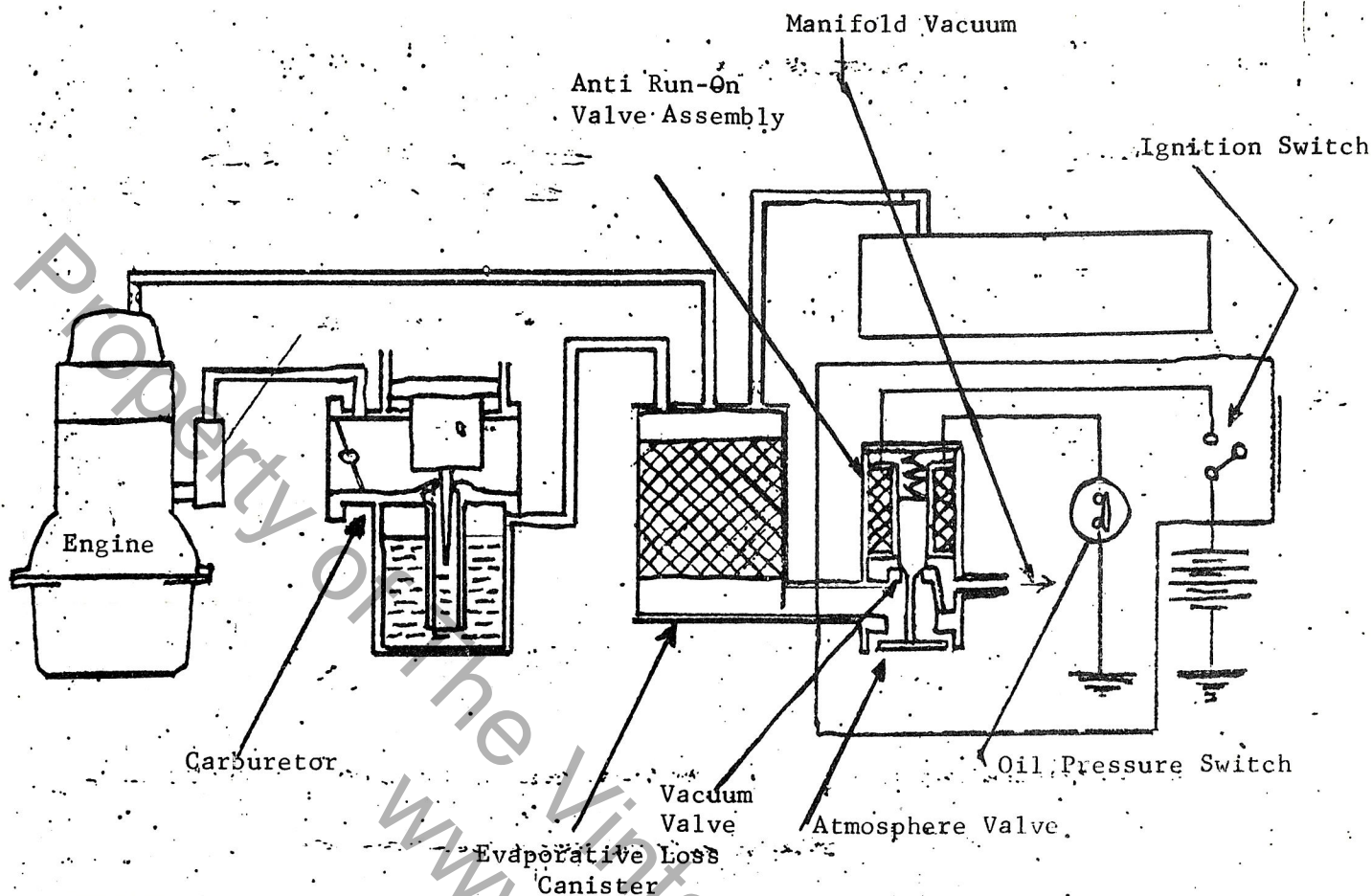


FIG. 1

Ignition Switch
Contacts (Open)

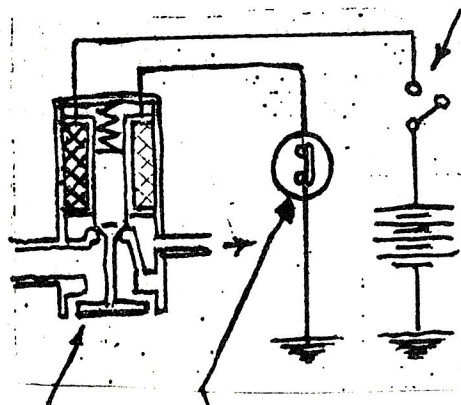


FIG. 2

Ignition Switch
Contacts (Closed)

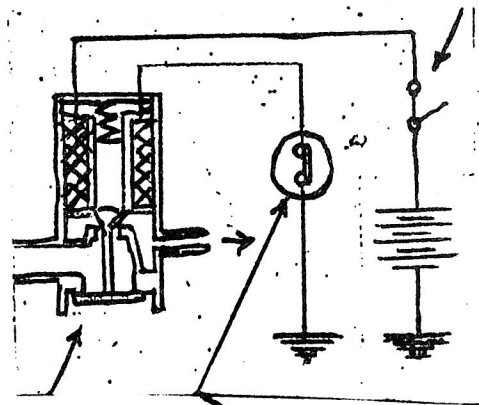


FIG. 3

Ignition Switch
Contacts (Closed)

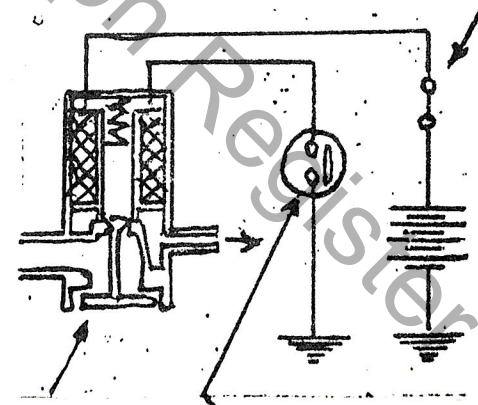


FIG. 4