



MG RV8

TECHNICAL REVEAL

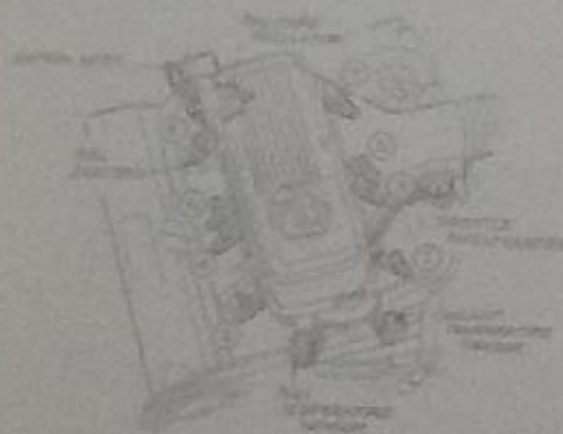
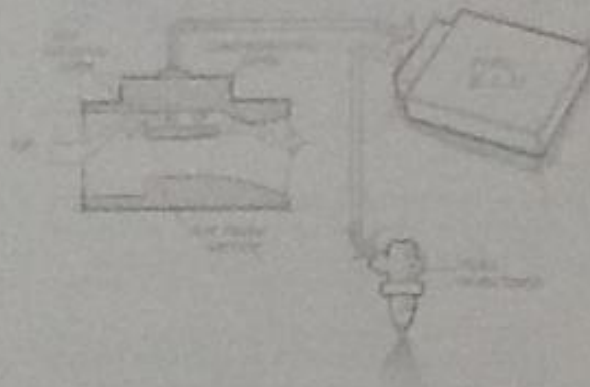
Service Insight Video Training

ENGINE MANAGEMENT

Introduction

Fuelling on the MG RV8 is controlled by the well proven Hot-Wire system. The Hot-Wire system gained its name because it controls fuelling by measuring the resistance of a pre-heated wire located in the air inlet system. As the amount of air passing across the wire increases, so its temperature decreases. This decrease in temperature causes the wire's resistance value to increase.

This increase in resistance is registered by the ECU, which then alters the fuelling accordingly. This isn't the only reading taken by the ECU though. In this section we'll look at the complete fuel management system, its components, and their operation.



Now at high pressure, the fuel travels along the fuel supply line and enters a fine mesh (2 Micron) filter. The filter is a vital part of the fuel system as it protects the finely machined injectors against small particles that may be present in the fuel. If these particles were allowed to reach the injectors, their lifespan and operating efficiency would be seriously affected.

When fitting a new fuel filter, make sure the arrow on the filter body is pointing in the correct direction, i.e. in the same direction as the flow of fuel. The filter is located forward of the fuel tank.

The Fuel System

Fuel is drawn from the tank by an electrically driven pump located below the right hand rear wing. The pump also increases the pressure of the fuel.



After leaving the filter, the fuel travels towards the left hand fuel rail (cylinders 1, 3, 5, & 7). The injectors open alternately in groups of four. Injectors 1, 3, 5 & 7 all open at the same time, followed by injectors 2, 4, 6, & 8.



Rover Group Ltd
Rover Learning Business
Cowley, Oxford OX4 5NL
A British Aerospace Company

SMD 8758/2

