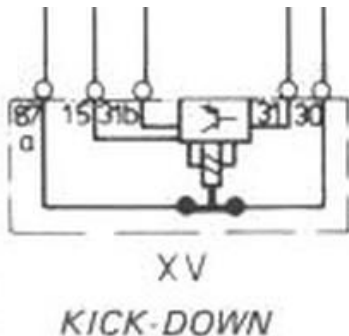


Porsche 928 Kick Down Relay XV 1985 and newer – issue: Wrong or failed relay grounds RPM signal

Issue: Engine no-start condition, spark but no fuel injection. All other diagnostic checks are OK or inconclusive.

Potential issue: Incorrect (standard relay type will not work) or failed kickdown relay in socket grounds out RPM signal to LH fuel injection module. Even an issue for manual-shift 928s if relay is inadvertently installed into relay socket XV (1985 - 1988) or XVII (1989 - 1995)
Note correct part numbers listed below.

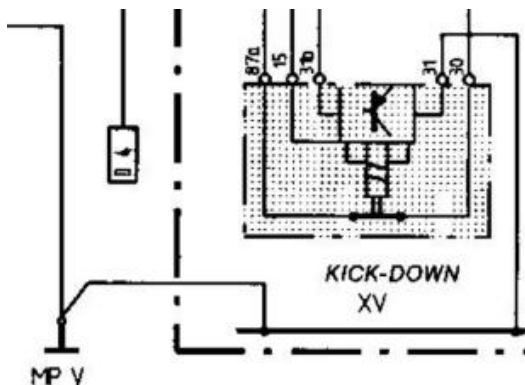
Test: remove relay from kickdown relay socket position XV, crank engine. If it starts, the kick down relay is the problem.



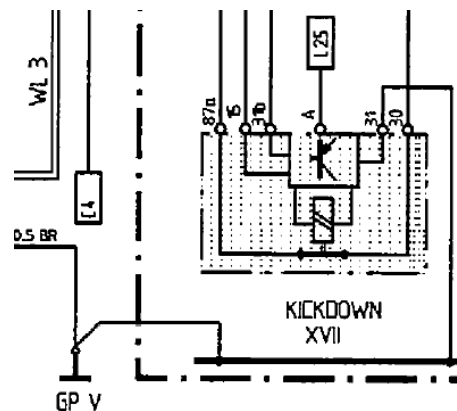
This issue was reported to me by a garage that had a no start issue after service work. For one year we collaborated, tested and swapped modules. We were unable to get the engine started. A new tech took over, removed all the relays and reinstalled per the chart and the engine started right up. Since then I've had several customers find the same condition, even manual shift cars with a relay stuck in the automatic transmission kick down relay socket.

1985 – 1986 928: kick down relay 928.618.109.00
through 1986 VIN 0998

1986 - : Relay 918.619.109.01 1986 VIN 0999 and
higher (AKA 1986.5)



1987 - 1988 relay XV 928.618.109.01
1989 – relay XV 928.618.108.01
1990 - 1991 XVII relay 928.618.108.00



1993 928 GTS: 1992 – 1993 VIN up to
VIN 92PS8 20500 relay XVII
928.618.108.00

1993 GTS from VIN 92PS8 20501
through model year 1995 relay XVII
928.618.108.01