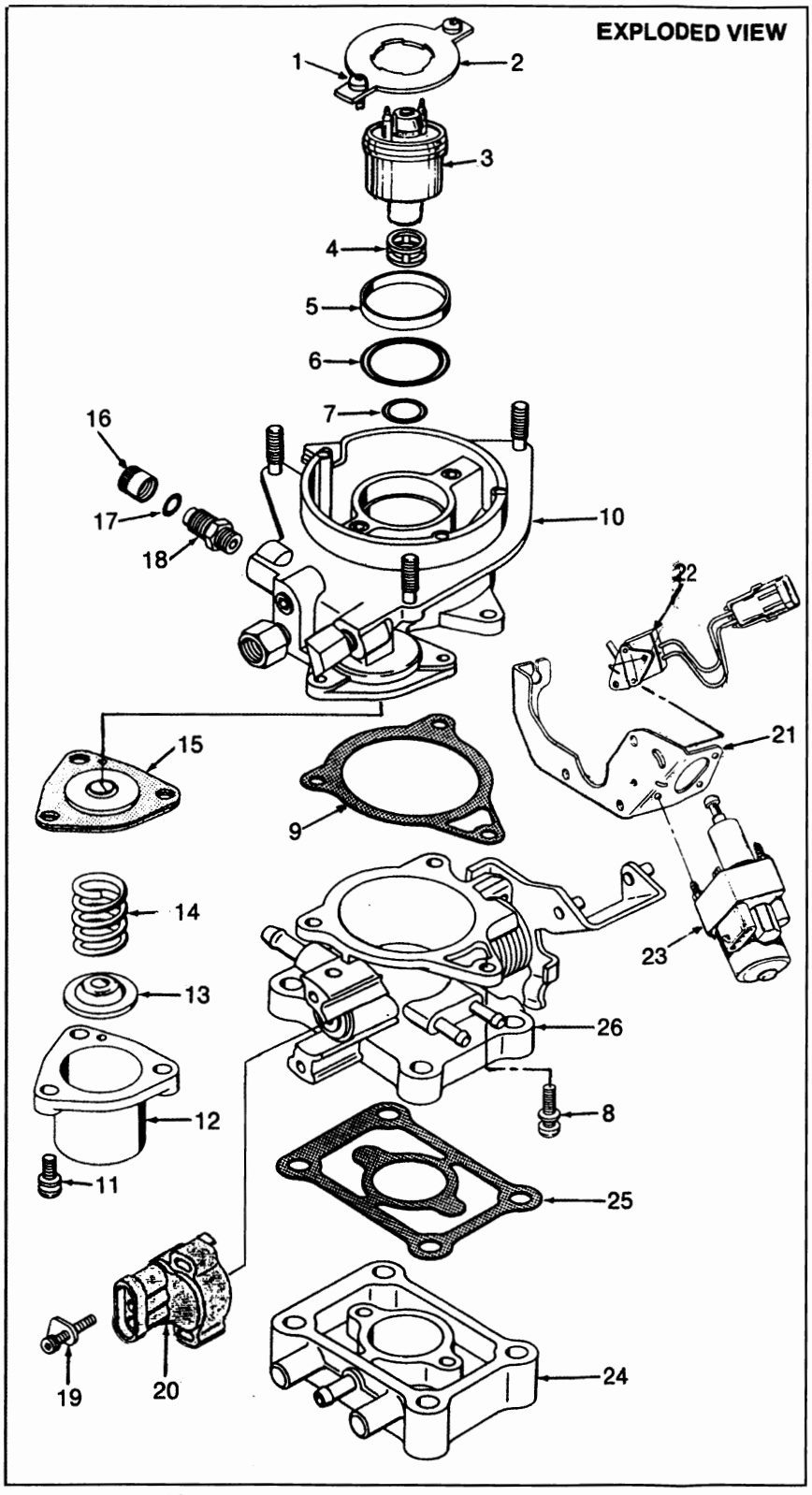
THROTTLE BODY
SERVICE INSTRUCTION WORKSHEET

TO REPAIR GF5261

BENDIX AMC (T.B.I.)

SINGLE POINT FUEL INJECTION



1. **Carefully read the text in the following paragraphs to become familiar with the contents of this worksheet before performing throttle body injection overhaul.**
2. The exploded view shown is typical of the model T.B.I. this kit will service. The view may differ slightly from the actual T.B.I. unit being overhauled.
3. Use the exploded view as a guide. The numerical sequence may generally be followed to disassemble the T.B.I. unit far enough to permit cleaning and inspection.
4. Parts list shown DOES NOT reflect the contents of the kit.

PARTS LIST

1. Screw, Injector Retainer (2)
2. Retainer, Injector
3. Injector Assembly
4. Filter, Injector
5. Back-Up Ring
6. O-Ring, Upper
7. O-Ring, Lower
8. Screw, Main Body (3)
9. Gasket
10. Main Body Assembly
11. Screw, Pressure Regulator (3)
12. Cover, Pressure Regulator
13. Retainer, Spring
14. Spring, Diaphragm
15. Diaphragm, Pressure Regulator
16. Cap, Relief Valve
17. O-Ring, Relief Valve
18. Pressure Relief Valve
19. Screw, Throttle Position Sensor (2)
20. Throttle Position Sensor
21. Bracket, Idle Speed Control
22. Sensor, Wide Open Throttle
23. Idle Speed Control Motor Assy.
24. Water Body
25. Gasket
26. Throttle Body Assembly

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☞ **PARTS LIST SHOWN DOES NOT REFLECT THE CONTENTS OF THE KIT.**

DISASSEMBLY—ASSEMBLY NOTES

1. WHEN REMOVING INJECTOR (3) USE SMALL PLIERS. GRASP THE CENTER COLLAR AND CAREFULLY REMOVE THE INJECTOR WITH A LIFTING-TWISTING MOTION. REMOVAL CAN ALSO BE DONE BY PRYING THE INJECTOR WITH A SCREWDRIVER USING A WOOD DOWEL AS A PIVOT.
2. BEFORE REMOVING THROTTLE BODY ASSEMBLY FROM INTAKE MANIFOLD, IDENTIFY AND TAG VACUUM HOSES FOR PROPER ASSEMBLY.
3. WHEN DISASSEMBLING FUEL PRESSURE REGULATOR COVER (12), APPLY FORCE AGAINST HEAVY SPRING WHILE LOOSENING SCREWS. THEN RELEASE COVER SLOWLY.
4. IF THROTTLE POSITION SENSOR (TPS) (20) HAS TO BE REMOVED, MARK TWO LINES ON TPS AND THROTTLE BODY PRIOR TO REMOVAL FOR PROPER REASSEMBLY.
5. ASSEMBLE PARTS IN REVERSE ORDER OF DISASSEMBLY.
6. LUBRICATE O-RINGS WITH LIGHT OIL. NOTE THAT BACK-UP RING (5) FITS OVER UPPER O-RING (6).
7. WHEN ASSEMBLING PRESSURE REGULATOR COVER (12), APPLY FORCE AGAINST SPRING AND TIGHTEN SCREWS EVENLY.
8. MAKE SURE THAT INJECTOR (3) IS PUSHED INTO POSITION AND TERMINALS ARE PROPERLY ALIGNED WITH CONNECTOR.

CLEANING

CLEANING MUST BE DONE WITH TBI UNIT DISASSEMBLED. COVER OPENING ON INTAKE MANIFOLD AFTER REMOVING THE TBI UNIT FROM ENGINE.

CAUTION: DO NOT SOAK RUBBER AND ELECTRICAL PARTS IN ANY CLEANING SOLVENT. ALSO, DO NOT SOAK THROTTLE BODY (26). THIS CAN DAMAGE INTERNAL SEALS.

USE SPRAY CLEANER AND A STIFF BRISTLE BRUSH TO REMOVE DIRT AND CARBON DEPOSITS. DO NOT USE ABRASIVES AND WIRES TO CLEAN PARTS AND PASSAGEWAYS. AFTER CLEANING, WASH OFF IN SUITABLE SOLVENT AND CLEAR OUT PASSAGES WITH COMPRESSED AIR.

ADJUSTMENTS

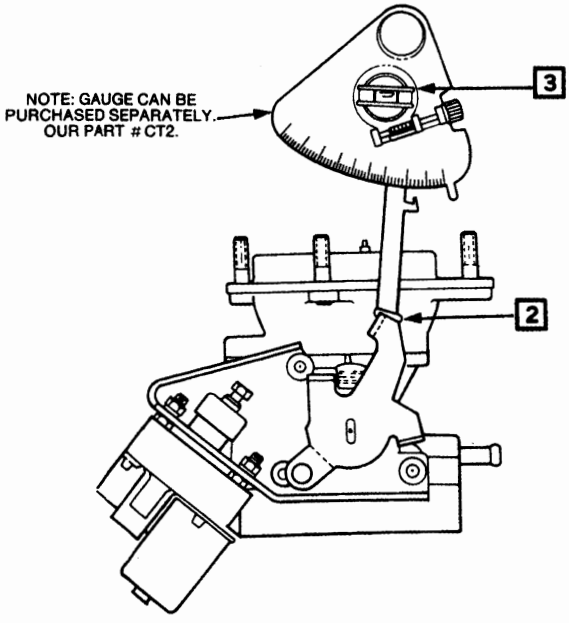
OFF CAR ADJUSTMENT

FIG. 1

WIDE OPEN THROTTLE (WOT) SWITCH ADJUSTMENT

NOTE: THIS ADJUSTMENT IS NEEDED TO ESTABLISH POSITION OF SWITCH AFTER REPLACEMENT.

1. LOOSEN SCREWS OF WOT SWITCH AND MOVE THROTTLE VALVE TO WIDE OPEN POSITION. HOLD IT THIS WAY.
2. ATTACH GAUGE (NOT IN KIT) TO FLAT SURFACE OF THROTTLE LEVER AND ROTATE SCALE SO THAT 12 DEGREE MARK IS ALIGNED WITH POINTER.
3. CENTER BUBBLE AND ROTATE SCALE TO ALIGN ZERO DEGREES WITH POINTER.
4. CENTER BUBBLE BY CLOSING THROTTLE SLIGHTLY. THROTTLE IS NOW IN POSITION.
5. POSITION WOT SWITCH LEVER ON THROTTLE CAM SO THAT SWITCH PLUNGER IS JUST CLOSED AT 12 DEGREES BEFORE WIDE OPEN THROTTLE POSITION. TIGHTEN WOT SWITCH SCREWS.
6. TO VERIFY ADJUSTMENT, SWITCH PLUNGER SHOULD "CLICK" WHEN THROTTLE VALVE IS 12 DEGREES BEFORE WIDE OPEN POSITION.



ON CAR ADJUSTMENT

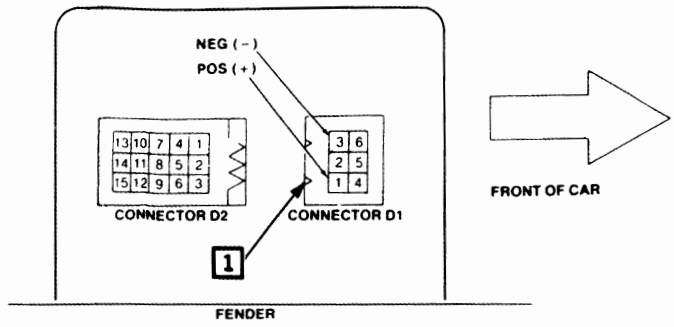
FIG. 2

IDLE SPEED CONTROL (ISC) MOTOR ADJUSTMENT

NOTE: THIS ADJUSTMENT IS NEEDED TO ESTABLISH POSITION OF PLUNGER AFTER REPLACEMENT.

NOTE: REMOVE AIR FILTER; TURN A/C OFF.

1. WITH ENGINE RUNNING AT NORMAL OPERATING TEMP. CONNECT A TACHOMETER TO TERMINNALS 1 AND 3 AT CONNECTOR D1. TURN IGNITION OFF. THE ISC MOTOR PLUNGER SHOULD MOVE TO FULLY EXTENDED POSITION.
2. DISCONNECT WIRE CONNECTOR FROM ISC MOTOR AND START ENGINE. AT THIS CONDITION, IDLE SPEED SHOULD BE 3300-3700 RPM. IF NOT, TURN HEX HEAD TO OBTAIN PROPER RPM.
3. HOLD THE CLOSED THROTTLE SWITCH PLUNGER ALL THE WAY IN WHILE OPENING THE THROTTLE. RELEASE THROTTLE. THE CLOSED THROTTLE SWITCH PLUNGER SHOULD NOT MAKE CONTACT WITH THROTTLE LEVER. IF IT DOES, CHECK THROTTLE LINKAGE AND CABLE FOR BINDING OR DAMAGE.
4. RECONNECT WIRE CONNECTOR TO ISC MOTOR. TURN IGNITION OFF FOR 10 SECONDS. ISC MOTOR SHOULD MOVE TO FULLY EXTENDED POSITION.
5. START ENGINE. IDLE SPEED SHOULD BE ABOUT 3500 RPM FOR A SHORT TIME THEN DECREASE TO NORMAL SPEED. TURN IGNTION OFF. DISCONNECT TACHOMETER.
6. AFTER FINAL ADJUSTMENT, APPLY THREAD SEALER TO ADJUSTMENT SCREW TO PREVENT MOVEMENT. SINCE STEP (3) MAY SET A TROUBLE CODE, REMOVE NEGATIVE BATTERY CABLE FOR 10 SECONDS TO CLEAR ECU MEMORY.



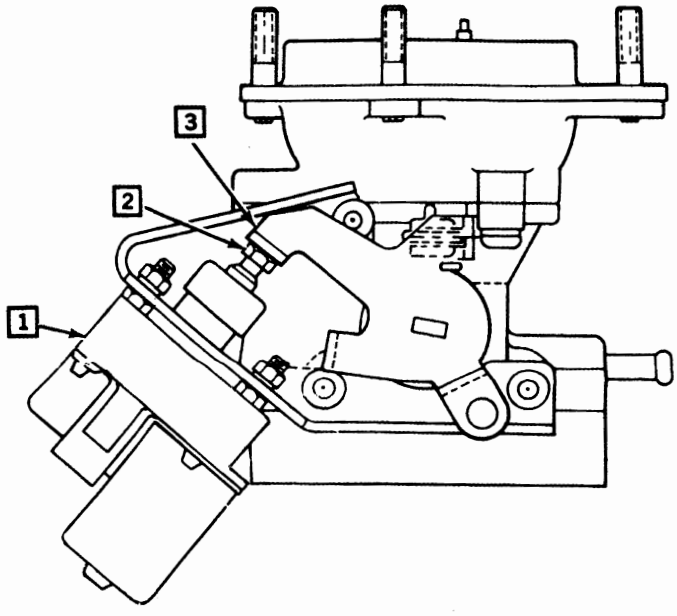


FIG. 3

FUEL PRESSURE REGULATOR ADJUSTMENT

NOTE: THIS ADJUSTMENT IS NEEDED TO ESTABLISH CORRECT PRESSURE AFTER REPLACEMENT.

1. REMOVE AIR FILTER AND CONNECT TACHOMETER AS IN FIG. 2, ITEM 1.
2. CONNECT FUEL PRESSURE GAUGE TO PRESSURE RELIEF VALVE AFTER REMOVING CAP.
3. START ENGINE AND ACCELERATE TO 2000 RPM. PRESSURE SHOULD BE 14.5 PSI ON 1.4L, 2.46L ENGINES AND 17.4 PSI ON 1.7L ENGINE. TO ADJUST, TURN TORX SCREW.
4. TURN IGNITION OFF. DISCONNECT TACHOMETER AND GAUGE. INSTALL CAP ON VALVE.