

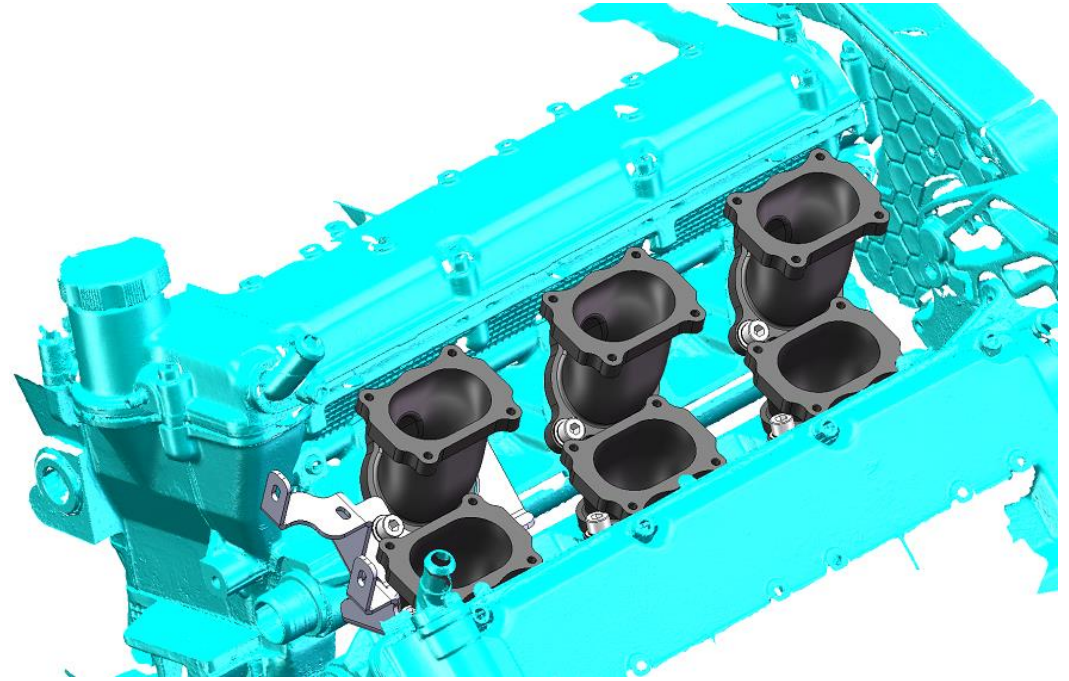


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STEP 1

ADD 4 OR 5 BLOBS OF GREASE IN THE O-RING GROOVE AND INSERT O-RING INTO ADAPTORS. (THIS WILL HOLD THE O-RINGS IN PLACE WILE FITTING THE ADAPTOR).



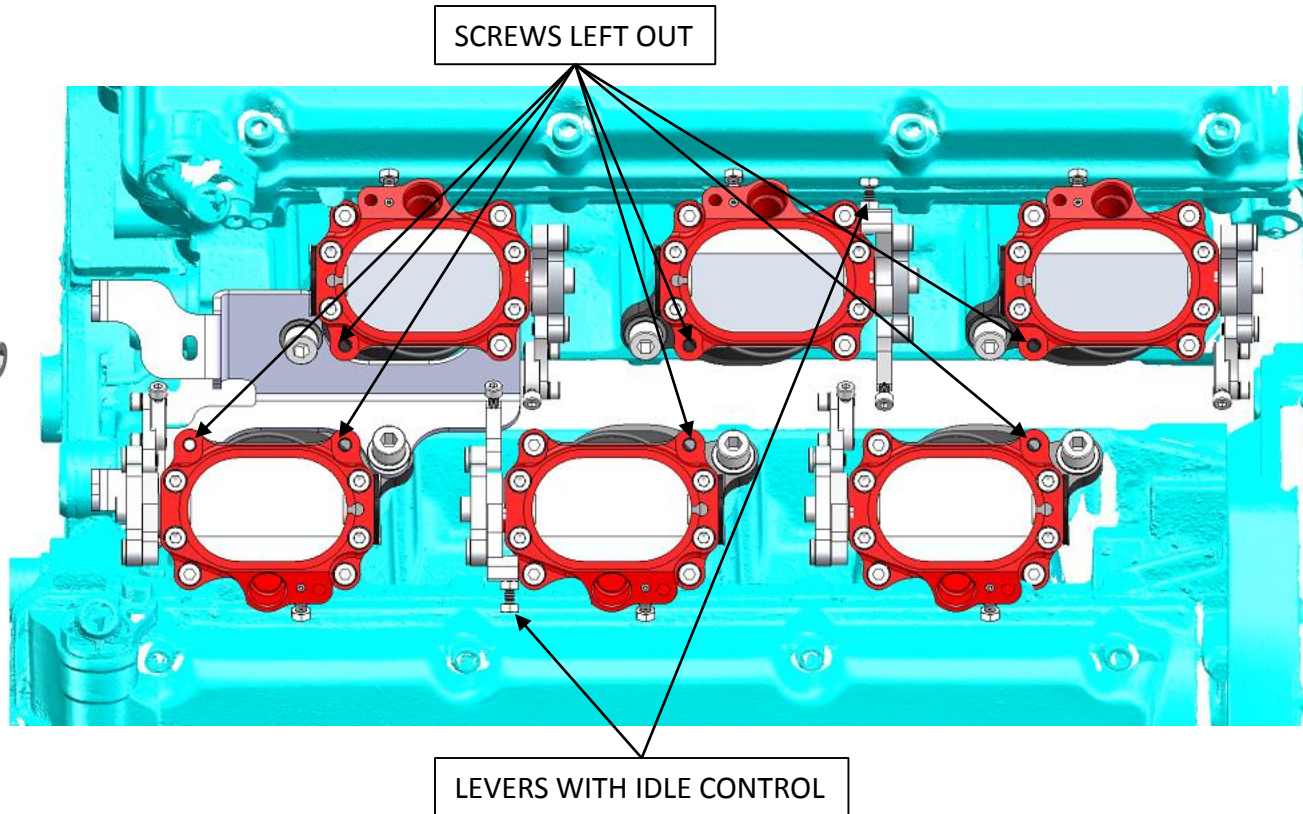
STEP 2

FIT THE 6 ADAPTORS TO THE CYLINDER HEAD INTAKES. USE M8 X 20 SCREWS ON THE FRONT 4 CYLINDERS WITH M8 FLAT & LOCK WASHERS. FIT THE DRIVE SUPPORT BRACKET WITH THE REAR 2 ADAPTORS USING M8 X 25 SCREWS AND M8 FLAT & LOCK WASHERS. TIGHTEN SCREWS TO 14-16Nm

THE ADAPTORS SHOULD BE POSITIONED TO LINE UP WITH THE PORT PROFILE IN THE CYLINDER HEADS BUT IT IS VERY IMPORTANT THAT ON EACH BANK, THE TOP OF THE 3 ADAPTORS ARE FLAT TO EACH OTHER USE A STRAIGHT EDGE ON EACH BANK TO ENSURE THIS.



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STEP 3

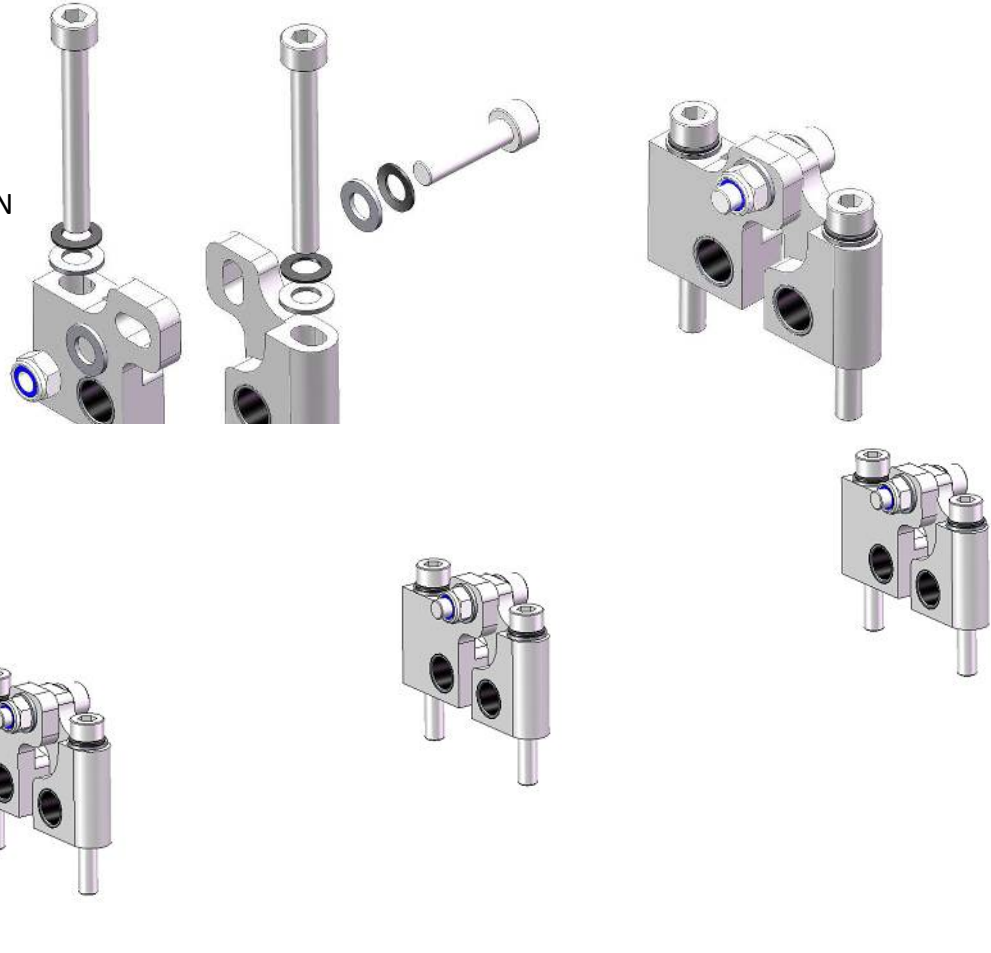
ADD 4 OR 5 BLOBS OF GREASE IN THE THROTTLE O-RING GROOVES AND FIT THE O-RINGS ONTO THE UNDERSIDE OF THE THROTTLES. ATTACH THE 6 THROTTLES TO THE ADAPTORS, MAKE SURE THE 2 THROTTLES WITH THE IDLE CONTROL LEVERS ARE IN THE MIDDLE. FIX THE THROTTLES USING M5 X 16 SCREWS PLUS FLAT & LOCK WASHERS. LEAVE SCREWS OUT IN POSITIONS SHOWN.



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STEP 4

PRE-ASSEMBLE **LOOSLY**, THE 4 LAYSHAFT SUPPORTS.
USING 2 X M5 X 40 & 1 X M5 X 20 SCREWS WITH
FLAT AND LOCK WASHERS AND LOCK NUTS AS SHOWN
ON EACH ASSEMBLY.
LEAVE LOOSE TO ALLOW FOR ADJUSTMENT.



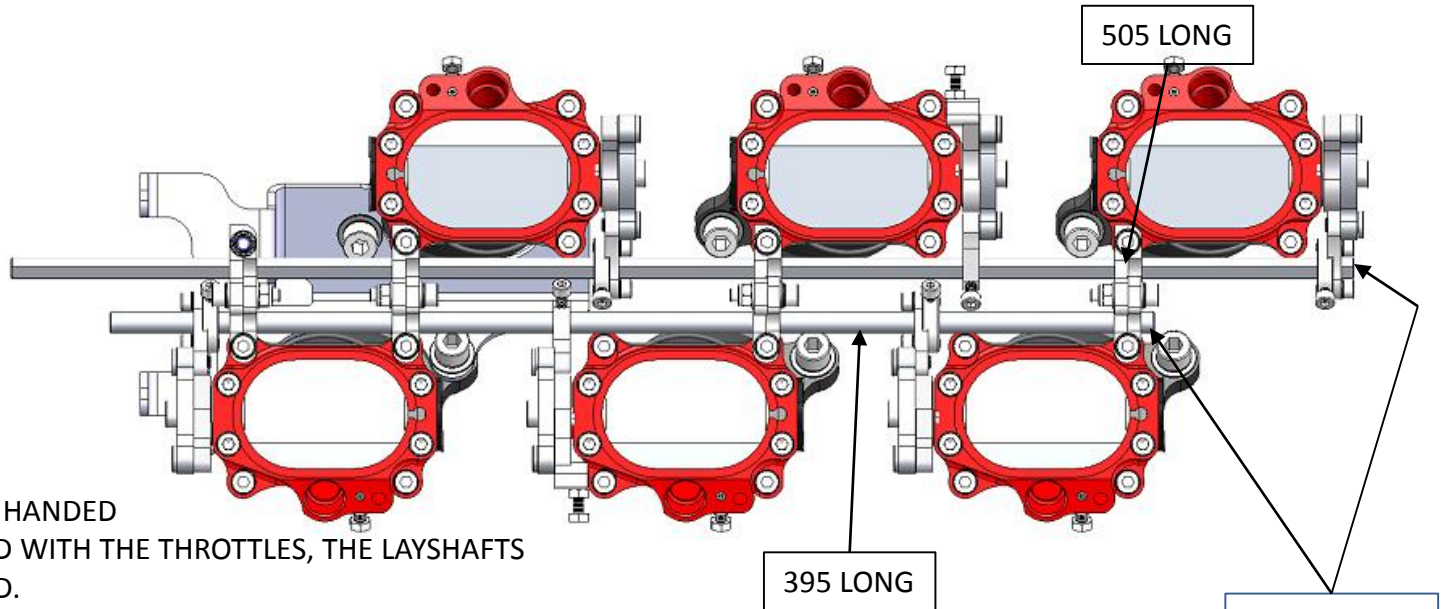
ON THE REAR SUPPORT ASSEMBLY
USE THE M5 X 60 LONG STUD PROVIDED TO
ATTACH TO THE DRIVE SUPPORT BRACKET.
ON THE STUD USE THE FOLLOWING AS SHOWN
2 X LOCK NUTS
2 X STD NUTS
4 X FLAT WASHERS
2 X LOCK WASHERS

NOW LOOSLY FIT THE LAYSHAFT SUPPORTS ON THE THROTTLES.



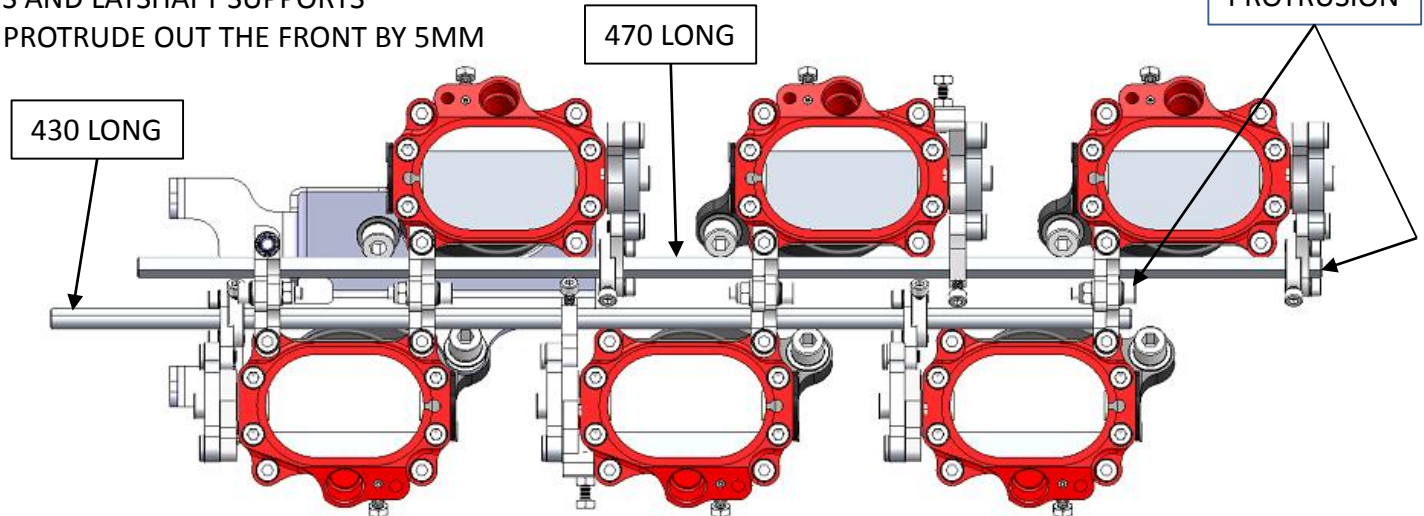
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RIGHT HAND
DRIVE



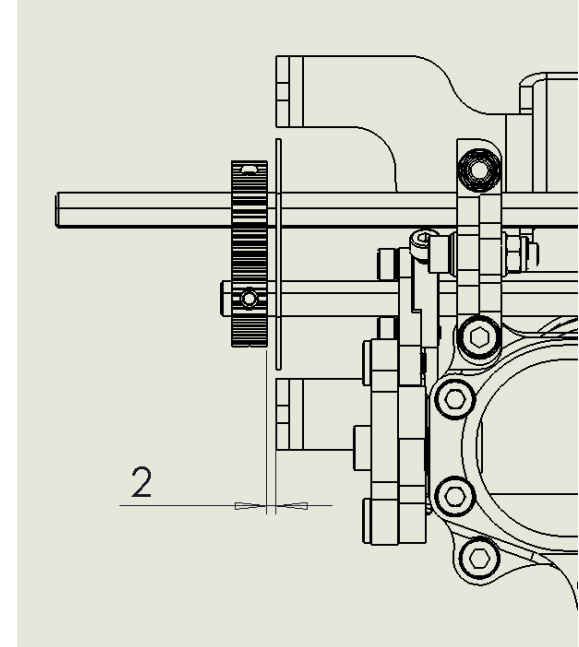
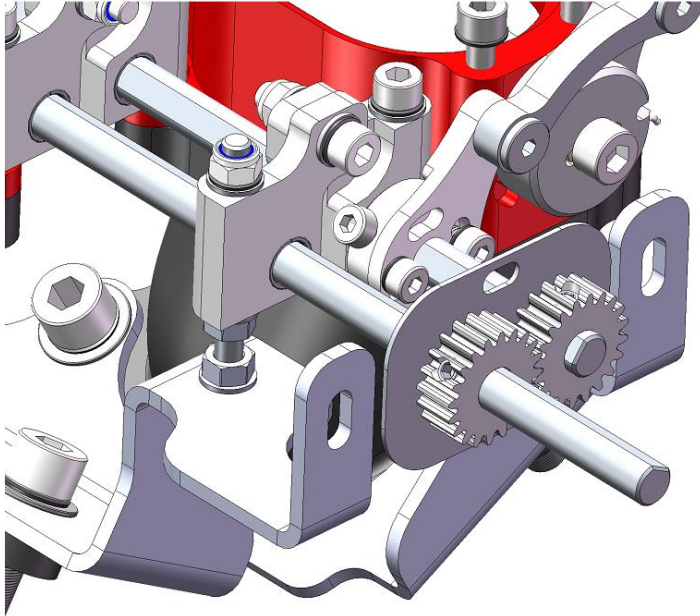
STEP 5
DEPENDING ON WHICH HANDED
VEHICLE IS BEING FITTED WITH THE THROTTLES, THE LAYSHAFTS
SHOULD NOW BE FITTED.
FROM THE BACK SLIDE THE LAYSHAFT THROUGH
EACH OF THE LEVER ARMS AND LAYSHAFT SUPPORTS
EACH LAYSHAFT SHOULD PROTRUDE OUT THE FRONT BY 5MM

LEFT HAND
DRIVE





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STEP 6

SLIDE ON THE GEAR COVER PLATE ONTO THE LAYSHAFTS AND LEAVE LOOSE. SLIDE THE 2 GEARS ONTO THE LAYSHAFTS. THERE SHOULD BE APROXIMATLY A 2MM GAP FROM THE BACK OF THE GEARS TO THE DRIVE SUPPORT BRACKET.

(DO NOT TIGHTEN THE GRUB SCREWS IN THE GEARS AT THIS POINT)

THE LAYSHAFT SUPPORTS CAN NOW BE ADJUSTED TO MAKE SURE THE GEARS ARE MESHED TOGETHER TO GIVE NO BACKLASH. (**THIS IS VERY IMPORTANT**).

TIGHTEN ALL THE M5 LAYSHAFT SUPPORT SCREWS TO 6-8Nm.

THE LAYSHAFTS SHOULD NOW BE LOCKED IN POSITION RELATIVE TO EACH OTHER.



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STEP 7

FOR EACH BANK

POSITION THE FIXED LEVER ARM AND TIGHTEN THE SCREW ONTO THE FLAT OF THE LAYSHAFT 4-6Nm.

ON THE OUTER THROTTLES, POSITION EACH THROTTLE LEVER ARM BOSS ON THE LAYSHAFT AND TIGHTEN THE LAYSHAFT BOSS SCREW ONTO THE LAYSHAFT FLAT 4-6Nm.

HOLDING THE MIDDLE THROTTLE AND ONE OF THE OUTER THROTTLES CLOSED WITH ONE HAND, TIGHTEN THE LEVER ADJUSTMENT SCREWS TO 4-6Nm. (THIS WILL ENSURE ALL 3 THROTTLES ON EACH BANK ARE FULLY CLOSED.

THE GEAR GRUB SCREWS SHOULD NOW BE TIGHTENED ONTO THE SHAFTS.

MAKE SURE THE LOCATIONS OF THE 2 GRUB SCREWS ARE NOT IN THE 90 DEGREES OF ROTATION OF THE GEARS.

ENSURE THERE IS THREAD LOCK ON THE GRUB SCREWS AND TIGHTEN TO 4-6Nm

APPLY PLENTY OF GREASE ON THE GEARS.

BOTH BANKS SHOULD NOW BE FULLY CLOSED AND THERE IS NO BACKLASH IN THE GEARS.

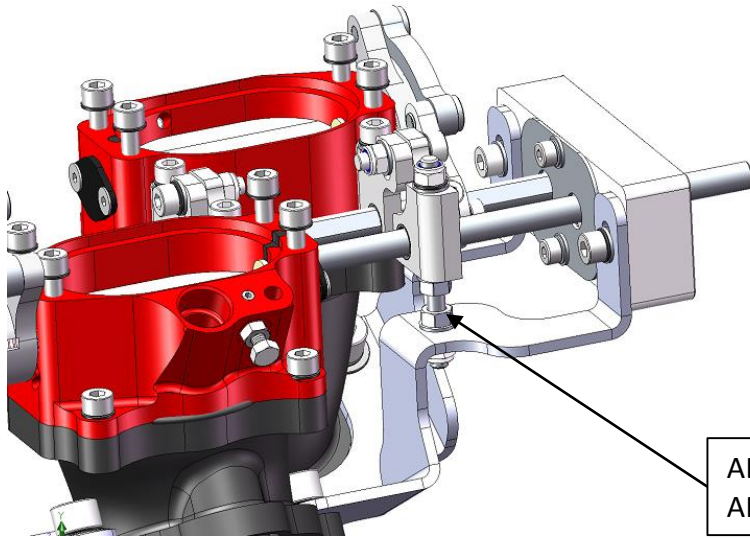


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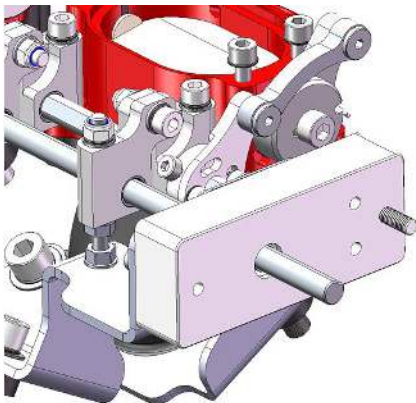
STEP 8

ATTACH THE GEAR HOUSING ONTO THE END OF THE DRIVE SUPPORT BEACKET USING 1 X M5 X 12 & 1 M5 X 35 PLUS FLAT & LOCK WASHERS. TORQUE TO 6-8Nm
ADJUST THE POSITION OF THE HOUSING SO THAT IT IS CLEAR OF THE GEARS.

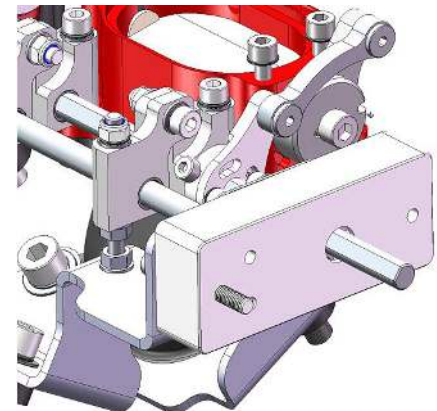
THE GEAR COVER CAN NOW BE CONNECTED USING 2 X M4 X 10 SCREWS WITH FLAT & LOCK WASHERS. TORQUE TO 4-6Nm



ADJUST THE END SUPPORT TO ENSURE THE GEARS HAVE NO BACKLASH AND THE ROTATION OF THE LAYSHAFT IS SMOOTH AND INLINE.



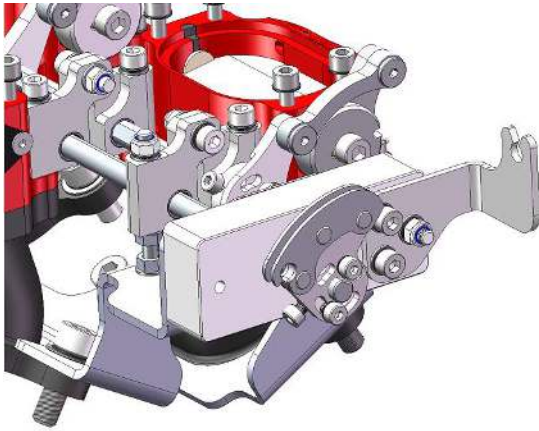
RIGHT HAND DRIVE



LEFT HAND DRIVE

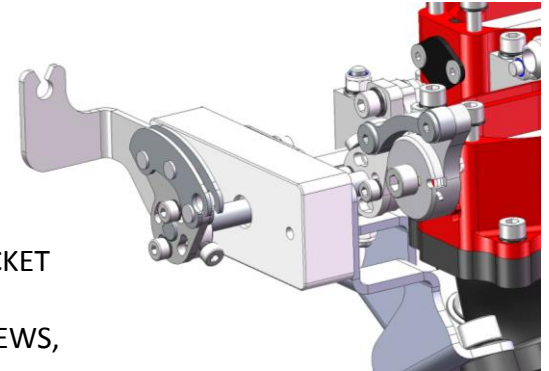


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STEP 9

THE CABLE PULL QUADRANT AND BRACKET CAN NOW BE FITTED USING THE LOCK NUT, 2 X M5 X 12 SCREWS, FLAT & LOCK WASHERS. TIGHTEN TO 6-8Nm



STEP 10

THE FUEL RAILS CAN NOW BE FITTED WITH THE SELECTED FUEL INJECTORS **(NOT SUPPLIED)**. USE M6 X 12 & FLAT WASHERS, TIGHTEN TO 8-10Nm

