

Installation instructions gasket set for an adjustable 4 cyl. aluminium KE-Jetronic fuel distributor

Please note:

This manual is just a sample guide to describe how to overhaul an adjustable 4 cyl. aluminium KE-Jetronic fuel distributor.

Basic technical knowledge is required.

Please follow the instructions exactly when installing the gasket set and always work clean and tidy, as even the smallest impurities can lead to leaks.

Tools needed:

1x hammer

1x big flat-head screwdriver

1x small flat-head screwdriver

1x TorxT27

1x Torx T30

1x 3,5mm allen bit

1x ¼" ratchet

1x ¼" extension

1x cordless screwdriver

1x 5mm drill HSS

spanner (13,14,16,17)

1x vice

1. Removal

1.1: Unscrew the banjo screws of the fuel lines on the fuel distributor and put them aside.

1.2: Loosen the 3 screws on top of the fuel distributor (Torx T30 or slot).

These screws connect the fuel distributor with the airflow meter.

Since the screw threads in the airflow meter corrode, it may be that the screws are very tight.

If so, do the following:

For slotted screws, be sure to use a screwdriver with the tip as wide as the head of the screw. Try to loosen the screws by hammering with a hammer on the screwdriver (about 5 beats per screw). Press down on the screwdriver with your weight and try to release the screws with pressure. If this does not work, drill with the 5 mm drill bit about 2 mm deep into the head of the screw. Then insert a T30 into the hole and try to loosen the screws. If this does not work, drill off the heads of the screws (if possible without damaging the fuel distributor).



1.3: Unscrew the two Torx T25 screws from the pressure controller (EHS electrohydraulic actuator) and carefully put the parts aside.



2. Deconstruct

2.1: Remove the sealing ring on the bottom side of the fuel distributor.

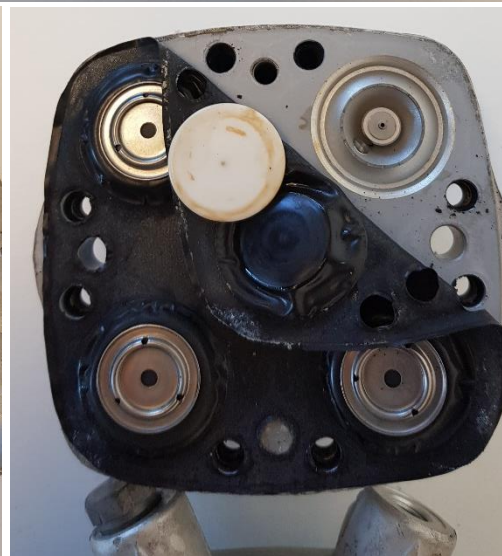
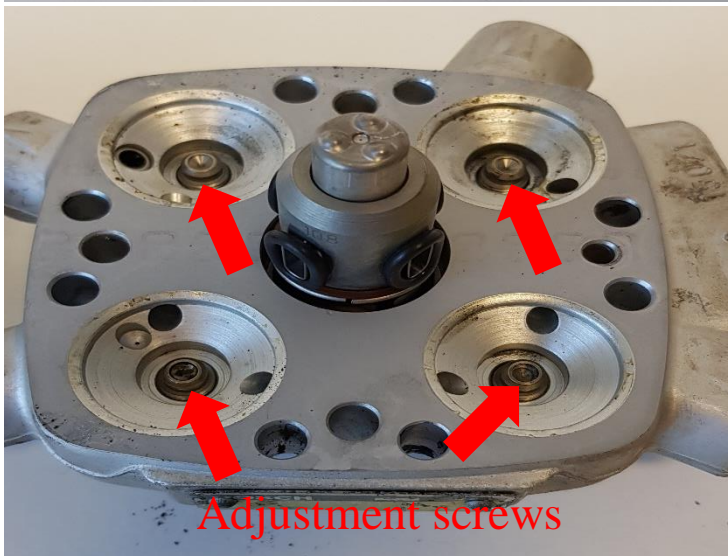
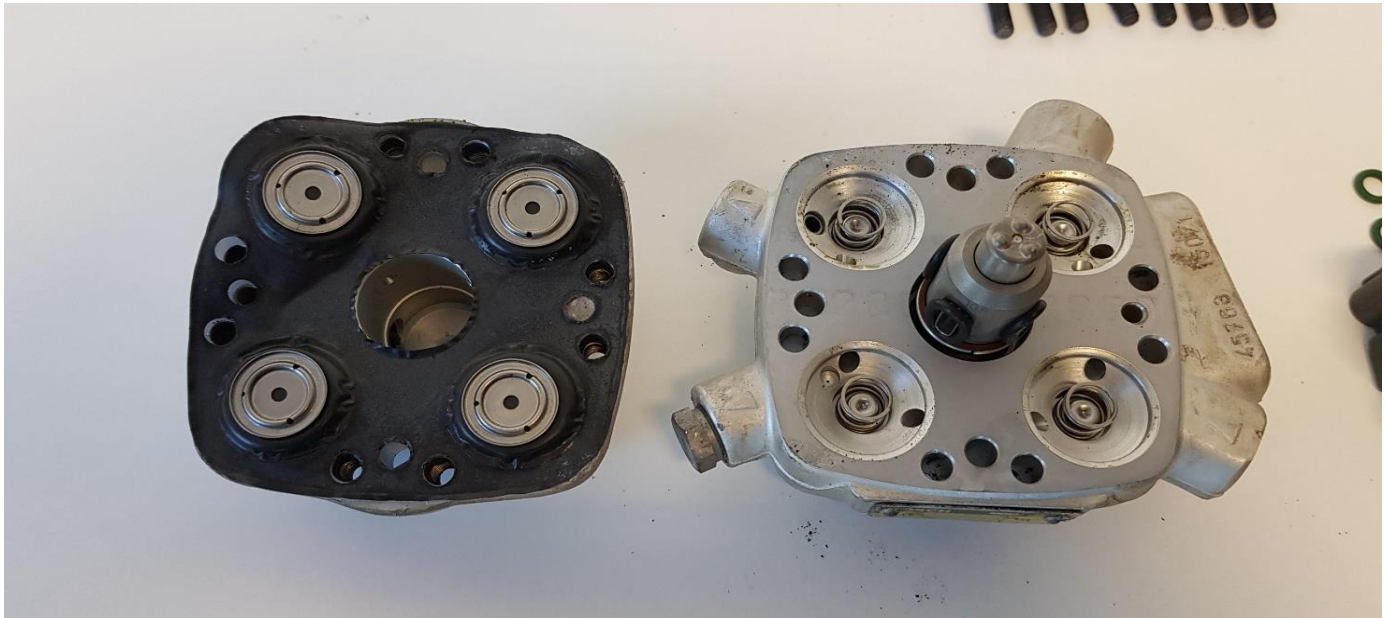
2.2: Measure the distance from the top edge of the adjustment screw to the top edge of the locking nut and note the value. Unscrew the nut (19 mm spanner) on the bottom side and remove the locking plate.

2.3: Clamp the fuel distributor with the piston side pointing upwards into a vise. Be sure to clamp only the top of the fuel distributor.

2.4: Unscrew the 8 Torx screws (T27) on the bottom side of the fuel distributor.



2.5: Loosen the lower part of the fuel distributor from the upper part by short rotating movements of the lower part. If the lower part is stuck, use a plastic-hammer to help. Support the short turning movements with light hammer blows on the lower part. When the lower part has come loose, pull it off the upper part. Do not twist the upper and lower parts as this may cause damages. Never use a screwdriver to pry off the halves. This causes damage to the sealing surfaces.

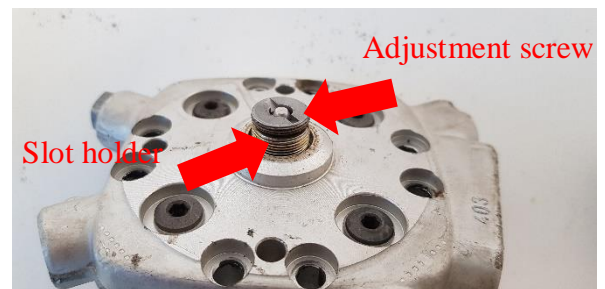


2.6: Remove the rubber seal and the plates and springs underneath. Place the parts sorted carefully aside (preferably on a clean cloth).

The metal and ceramic plates usually stick to the old sealing membrane a bit, but you can still peel them off. Be sure not to twist the adjustment screws that are located in the lower part of the fuel distributor. By altering these adjustment screws, you change the maximum fuel flow of each cylinder. If the screws are altered, just send us an e-mail, we will be happy to help you.



2.7.: Remove the adjusting screw and piston from the slot holder. Now press the slot holder out of the bottom half.



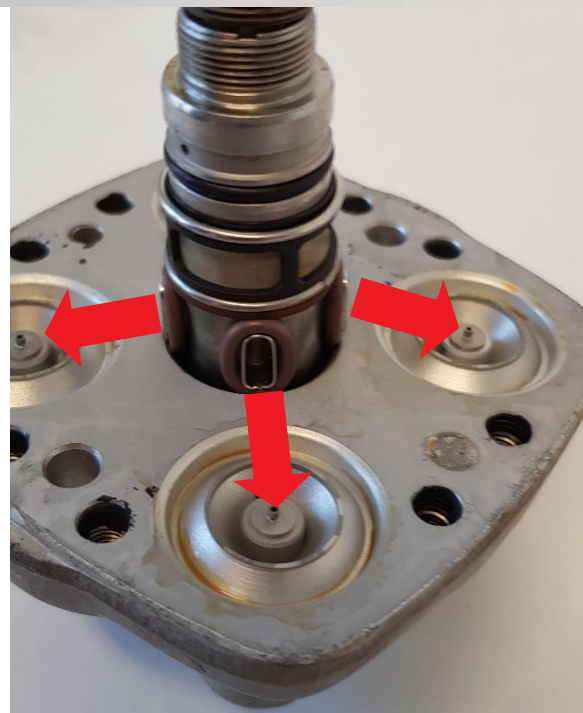
3.0 Assembly

3.1: Replace all o-rings. Wet the O-rings with some oil.

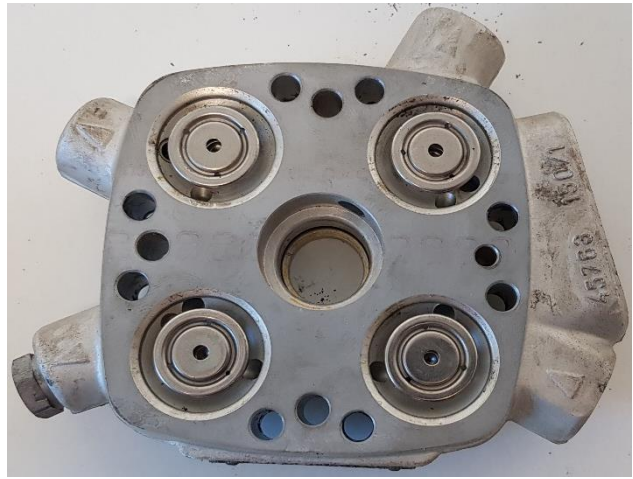
For the slot carrier, pull out the 4 metal sleeves a little bit to fit the O-rings. Then push the sleeves in with one finger until they are flush with the O-rings. Attention: Work very carefully and precisely, as the O-rings can tear very easily when inserting the slot carrier.



3.2: Setzen Sie den Schlitzträger in das Gehäuseoberteil ein. Achten Sie dabei darauf, dass die Schlitzze des Schlitzträgers in die Richtung der Auslässe zeigen. (siehe Bild)



3.3: Setzen Sie nun die Kappen, Federn und Federteller wieder in der richtigen Reihenfolge in das Gehäuseunterteil ein und legen Sie die neue Membrandichtung auf.



3.4: Reinigen Sie die Keramikplättchen. Setzen Sie nun die konusförmigen Federn des Oberteils auf die Keramikplättchen auf. Die Federn werden mit der ersten Windung auf die Kante des Plättchens aufgesetzt.



3.5: Legen Sie vorsichtig die Federn mit den Keramikplättchen auf die Membran auf. (siehe Bild)



3.6: Now carefully and slowly place the upper half of the case while you watch from the side whether the springs fit correctly into the guides of the upper half. If you find that a ceramic plate should not be aligned correctly or a spring has detached from the plate, remove the top and try again. Before you completely merge the halves, turn the housing screws in evenly. Thus, the membrane is guided and cannot be warped by the springs.

Caution: If the components are not in the correct position, damage to the ceramic plate or membrane seal may occur during assembly.



3.6: Now insert all screws and tighten them evenly over cross at short intervals. Tightening torque 10 Nm.

3.7: Put the locking plate back on, tighten the nut and adjust the adjustment screw to the value measured in 2.2.

3.8: Screw the pressure controller back on with new sealing rings.

Attention: After repairing the fuel distributor, a CO adjustment is required. The appropriate adapter to measure the current of the pressure controller can be found in our shop.

We wish you every success in the repair of your fuel distributor.

We are happy to help you with any questions. Simply send us an e-mail.

Yours sincerely

T&S Technik

**Zur Bergermühle 1a
31228 Peine
tstechnik@outlook.com
www.tstechnik-shop.de**