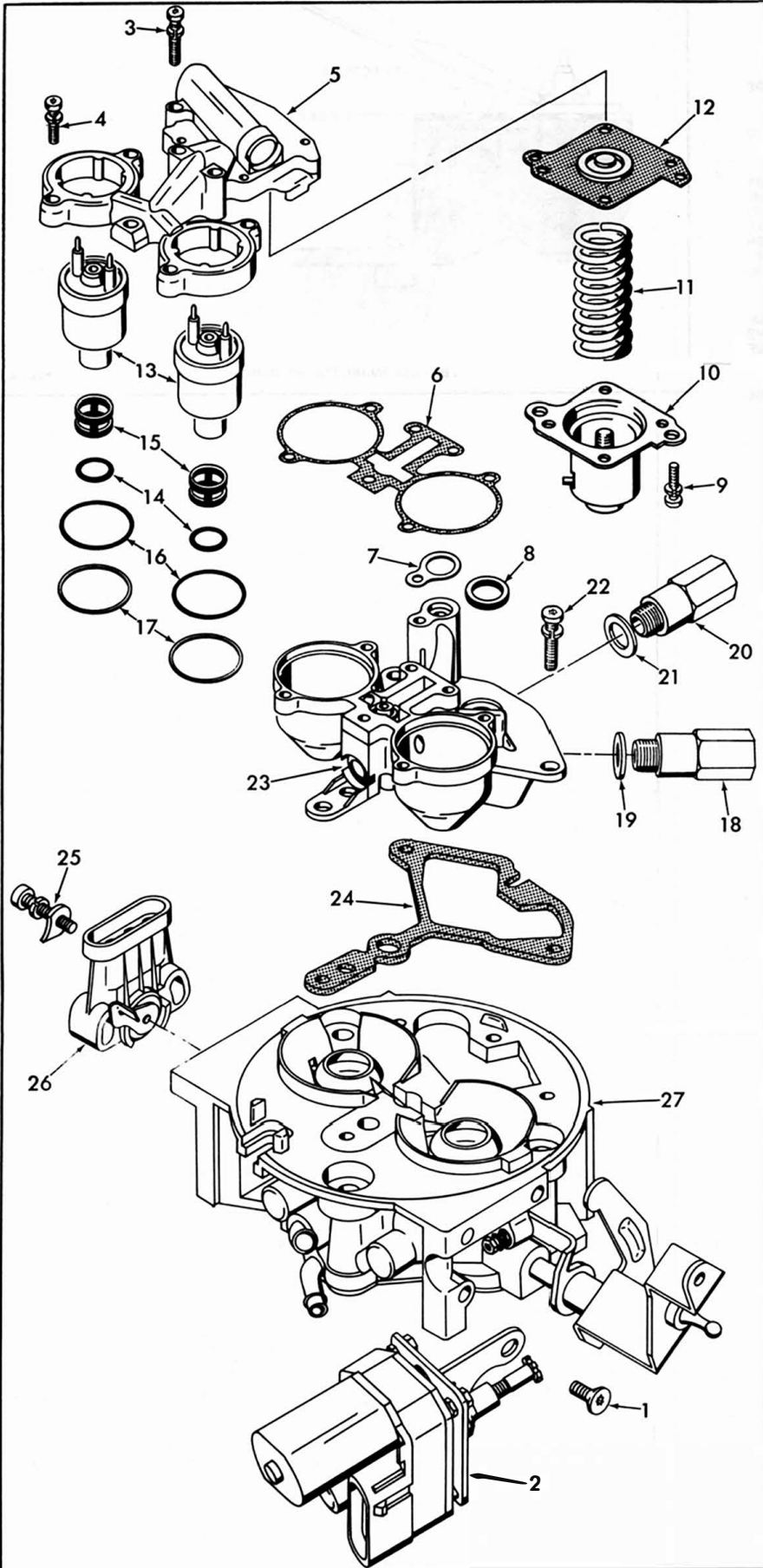


## OFF VEHICLE THROTTLE BODY INJECTION SERVICE ROCHESTER-MODEL 100 AND 200 (TWO POINT T. B. I.)

GENERAL EXPLODED VIEW



### CAUTION NOTES

TO REDUCE THE RISK OF FIRE, IT IS NECESSARY TO RELIEVE FUEL SYSTEM PRESSURE BEFORE DISCONNECTING FUEL LINES. TO DO THIS REMOVE FUSE MARKED "FUEL PUMP" FROM FUSE BLOCK. CRANK ENGINE AND RUN UNTIL FUEL SUPPLY IN FUEL LINE IS EXHAUSTED. WHEN ENGINE STOPS ENGAGE STARTER FOR 3 SECONDS MORE TO ASSURE DISSIPATION OF ANY REMAINING PRESSURE.

USE A HOLDING FIXTURE WHEN SERVICING UNIT. IT IS POSSIBLE TO DAMAGE THE THROTTLE VALVE.

### DISASSEMBLY

USE THE EXPLODED VIEW AS A GUIDE. THE NUMERICAL SEQUENCE MAY GENERALLY BE FOLLOWED TO DISASSEMBLE UNIT FAR ENOUGH TO PERMIT CLEANING AND INSPECTION.

### SPECIAL DISASSEMBLY NOTES

FUEL METER COVER & REGULATOR ASSY. (6)-TO DISASSEMBLE FOLLOW THIS PROCEDURE BECAUSE OF THE LARGE SPRING UNDER HEAVY TENSION, ACCIDENTAL RELEASE COULD CAUSE INJURY. REMOVE 2 DIAPHRAGM COVER SCREWS (4) ACROSS FROM EACH OTHER, THEN REINSTALL THEM FOR 3 TURNS. CAREFULLY REMOVE THE OTHER 2 SCREWS EVENLY TO RELEASE THE SPRING TENSION. HOLDING COVER AND HOUSING REMOVE ALL SCREWS. (DO NOT DISTURB PRESSURE ADJUSTING SCREW UNDER SPRING).

FUEL INJECTOR (13)-TO REMOVE (RECOMMENDED THAT PLIERS NOT BE USED). FUEL METER COVER GASKET (8) IN PLACE TO PROTECT CASTING. PLACE A 5/16" ROD TO ACT AS A FULCRUM ACROSS CASTING. USING A SCREW DRIVER LIFT THE INJECTOR UNTIL IT IS FREE FROM THE FUEL METER BODY. (SEE FIG. 2). FUEL INJECTOR IS ONLY SERVICED AS A COMPLETE ASSY.

FUEL FILTER (14)-TO REMOVE ROTATE BACK AND FORTH PULLING FROM BASE OF INJECTOR.

THROTTLE POSITION SENSOR (26)-AN ELECTRICAL UNIT, FACTORY ADJUSTED AND THE RETAINING SCREWS SPOT WELDED TO RETAIN THE CRITICAL SETTING. THROTTLE BODY ASSEMBLY CAN BE CLEANED WITHOUT REMOVING TPS IF CARE IS USED. TPS MUST NOT BE IMMERSSED IN ANY TYPE OF LIQUID SOLVENT OR CLEANER.

### THROTTLE POSITION SENSOR REMOVAL-MODEL 100

1. SCRIBE LOCATING MARKS ON SENSOR AND CARBURETOR BODY FOR REASSEMBLY.
2. USING A FILE, REMOVE 2 SPOT WELDS HOLDING TPS SCREWS TO TPS RETAINER PLATE

### THROTTLE POSITION SENSOR REMOVAL-MODEL 200 (PRIOR TO 1983).

1. SCRIBE LOCATING MARKS ON SENSOR AND CARBURETOR BODY FOR REASSEMBLY.
2. THROTTLE BODY INVERTED PLACE ON A CLEAN FLAT SURFACE.
3. USE A 5/16" DRILL DRILL COMPLETELY THROUGH TPS SCREW ACCESS HOLES IN BASE OF THROTTLE BODY TO REMOVE SPOT WELDS HOLDING TPS SCREWS IN PLACE.
4. REMOVE SCREWS, LOCKWASHER AND RETAINERS.

### NOMENCLATURE

REF.  
NO.

1. SCREW (2)-IDLE SPEED CONTROL
2. IDLE SPEED CONTROL ASSEMBLY
3. SCREW (3)-FUEL METER COVER
4. SCREW (5)-FUEL METER COVER
5. FUEL METER COVER & PRESSURE REGULATOR ASSEMBLY
6. GASKET-FUEL METER COVER
7. GASKET-FUEL METER OUTLET
8. DUST SEAL-REGULATOR
9. SCREW (4)-PRESSURE REGULATOR COVER
10. COVER-PRESSURE REGULATOR
11. SPRING-PRESSURE DIAPHRAGM
12. DIAPHRAGM ASSY.-PRESSURE REG.
13. FUEL INJECTOR (2)
14. O-RING (2)-FUEL INJECTOR (SMALL)
15. FILTER (2)-FUEL INJECTOR NOZZLE
16. O-RING (2)-FUEL INJECTOR (LARGE)
17. BACK UP WASHER (2)-LARGE O-RING
18. FITTING-FUEL INLET
19. GASKET-FUEL INLET FITTING
20. FITTING-FUEL OUTLET
21. GASKET-FUEL OUTLET FITTING
22. SCREW & LOCKWASHER (3)-FUEL METER BODY
23. FUEL METER BODY
24. GASKET-FUEL METER BODY
25. SCREW, LOCKWASHER & RETAINER (2)- TPS
26. THROTTLE POSITION SENSOR
27. THROTTLE BODY ASSEMBLY

### CLEANING

CLEANING MUST BE DONE WITH UNIT DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL USE A COLD IMMERSION TYPE CLEANER. MAKE CERTAIN THE THROTTLE BORES ARE FREE OF ALL CARBON AND VARNISH DEPOSITS. RINSE OFF IN A SUITABLE SOLVENT. BLOW OUT ALL PASSAGES IN THE CASTINGS WITH COMPRESSED AIR AND CHECK CAREFULLY TO INSURE THOROUGH CLEANING OF OBSCURE AREAS. CAUTION: DO NOT SOAK ELECTRICAL OR DIAPHRAGM UNITS, OR RUBBER PARTS IN ANY TYPE OF CLEANING SOLVENTS.

### REASSEMBLY

REASSEMBLE IN REVERSE ORDER OF DISASSEMBLY. NOTE SPECIAL INSTRUCTIONS.

### SPECIAL INSTRUCTIONS

THROTTLE POSITION SENSOR (26)-REINSTALL ON THE THROTTLE BODY ASSEMBLY. WITH THROTTLE VALVE IN THE NORMAL CLOSED POSITION. ALIGN SCRIBE MARKS MADE ON DISASSEMBLY AND TIGHTEN SCREWS.

SCREW & LOCKWASHER INSTALLATION-SCREW FREE FROM OIL AND GREASE. USE AN ANAEROBIC THREAD LOCKING COMPOUND (SUCH AS LOCTITE 282 OR EQUIVALENT) APPLY COMPOUND TO THE FIRST 3 THREADS OF EACH SCREW. ANAEROBICS CURE AFTER THE COMPONENTS ARE ASSEMBLED. DO NOT APPLY A HIGHER STRENGTH THREAD LOCKING COMPOUND THAN RECOMMENDED.

FUEL METER BODY SCREWS-TORQUE TO 35 INCH LBS.

FUEL METER COVER SCREWS-TORQUE TO 28 INCH LBS.

INLET AND OUTLET FITTINGS-TORQUE TO 21 FT. LBS.

O-RINGS-LUBRICATE O-RINGS WITH AUTOMATIC TRANSMISSION OIL BEFORE INSTALLING.

FUEL FILTER-LARGE OPEN END OF FILTER FACES UP SO THAT FILTER COVERS RAISED RIB AT BASE OF INJECTOR. THEN INSTALL SMALL O-RING AGAINST FILTER.

FUEL INJECTOR (13)-INSTALL WASHER (17) AND O-RING (16) IN FUEL METER BODY (23). NOTICE: BACK UP WASHER AND LARGE O-RING MUST BE INSTALLED BEFORE THE INJECTOR, OR IMPROPER SEATING OF THE LARGE O-RING COULD CAUSE FUEL TO LEAK. THEN INSTALL INJECTOR BY USING A TWISTING MOTION TO CENTER NOZZLE O-RING IN INJECTOR CAVITY AND ALIGN LUG ON BASE WITH NOTCH IN FUEL METER BODY. PUSH DOWN ON INJECTOR TO INSURE IT IS FULLY SEATED IN CAVITY. PROPERLY SEATED LUG WILL BE IN NOTCH AND THE ELECTRICAL CONNECTIONS WILL BE PARALLEL TO THE THROTTLE SHAFT.

PRESSURE REGULATOR-INSTALL GUIDE STUDS ACROSS FROM EACH OTHER. ASSEMBLE DIAPHRAGM, SPRING, AND COVER. COMPRESS SPRING AND INSTALL 2 SCREWS SNUGLY, REMOVE STUDS AND INSTALL REMAINING SCREWS. TIGHTEN SCREWS DOWN EVENLY.

USE VEHICLE MANUFACTURER'S SERVICE MANUALS FOR "ON VEHICLE SERVICE AND ADJUSTMENTS."

