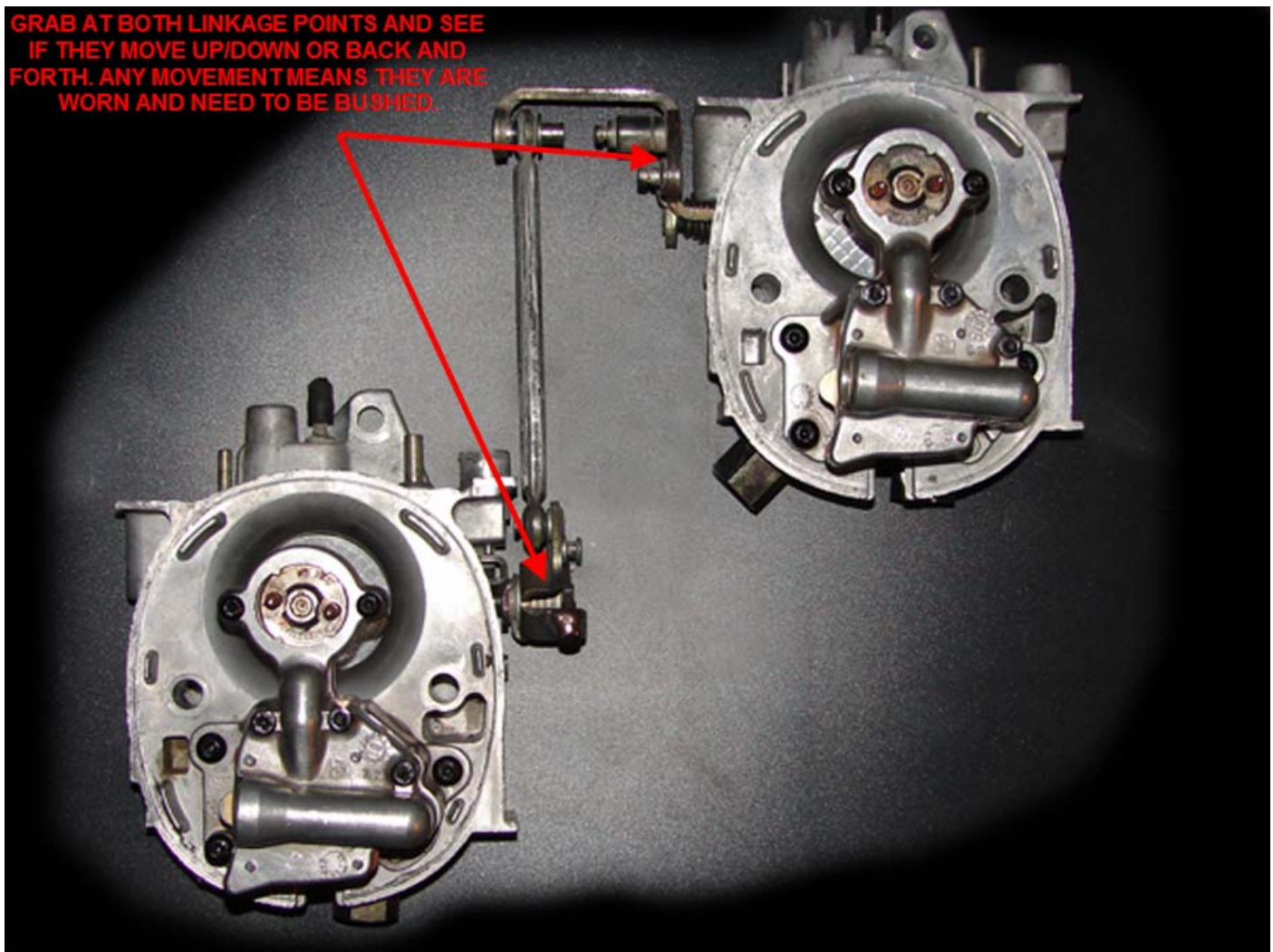




Providing Crossfire Performance Advantages - 82, 83 & 84 CFI

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THROTTLE BODY SHAFT WEAR TEST



Description:

If you have idle issues with your crossfire motor such as a rough idle, stumbling, surging or hunting at cold startup and even when warm at times or any high or low erratic idle, your throttle body shafts are more than likely worn out and are leaking to atmosphere which is a large vacuum leak. In severe cases, the gas peddle may stick in any position or not move at all. This

condition is from very badly worn shafts and forces or allows the throttle plates to actually bind inside the throttle body venturi bore.

To Test:

Any movement of the shaft at these two points as indicated in the above picture in the forward/rearward and up/down directions indicate that the shaft bore in the throttle body is worn beyond spec and is leaking to atmosphere which means you have a vacuum leak. Some horizontal in/out movement of the shaft is normal and not a concern.

Typically, the rear throttle body will be the worse of the two. Another example of an excessive wear condition will be if you apply slight upward pressure on the linkage on the rear throttle body under the slightly "U" shaped part of the linkage on the outer end. As you slowly apply upward movement, you will see the rear throttle body plate start to move, but the front throttle body plate will not move is sync with the rear. Sometimes if worn badly, the rear plate will cock as you lift the linkage. This condition can also be a severe balance issue along with worn shafts.

If the above conditions exist, the throttle bodies are impossible to balance at that point until the shaft bore is bushed to make them a tight fit seal again. You may also hear the shafts make a clicking or clanking noise when moved; this also indicates they are worn out. If they are tight and sealing properly, you will not hear the shafts when attempting to move them.

The result of having your throttle bodies bushed is that you are then able to balance the throttle bodies properly and your engine will then run and idle much smoother just like factory new again.