DUE TO THE NATURE OF THIS PRODUCT THESE FITTING INSTRUCTIONS MUST BE READ THOROUGHLY AND FOLLOWED ACCORDINGLY, FOR YOUR SAFETY. NO RESPONSIBILITY TAKEN IF INSTRUCTIONS ARE NOT ADHERED TO.

FITTING INSTRUCTIONS FOR THROTTLE BODY

HOLDEN VT-VY 5.7 GENIII
Part # PTB000

Kit Includes
1x Throttle Body Housing
(with Bearings and Dust Cap)
1x Butterfly
1x Loctite
1x Allen Key Bolt

Tools Required
Screwdriver
Torx Set
Small File (or Hacksaw Blade)
Allen Key (Size 5)
10mm Socket

Remove standard throttle body from car:

1. Disconnect battery. Remove engine cover.

2. Loosen hose clamps at each end of the intake tube that runs between the throttle body and airflow meter and remove tube.

3. Disconnect the heater hose that runs from the radiator to the left-hand side (looking at the engine from the front of the car) of the throttle body. Disconnect the heater hose that runs from the right-hand side of the throttle body to the motor, and discard.

4. Using the heater hose that was disconnected in Step 3, relocate from the radiator to the engine (on the right-hand side of the throttle body), shortening hose as required ie bypassing the throttle body.

5. Disconnect the accelerator cable. Disconnect the breather tube (which runs underneath the accelerator cable) from the top of the throttle body. Disconnect the 2 plugs (one is round and the other is oval) from the right-hand side of the throttle body.

6. Remove the throttle body by undoing the 3x 10mm bolts. Discard the top bolt and retain the other 2.

Dismantle standard throttle body:

7. Remove the breather tube by inserting screwdriver and working loose. Retain breather tube. Sit throttle body flat on workbench.

8. Remove standard butterfly by unscrewing the 2x torx screws (using TX15 tool). Retain screws.

9. Remove oval switch using TX20 tool. Retain the 2x torx screws and complete switch with rubber O-ring.

10. Remove round switch using TX20 tool. Retain the 2x torx screws and complete switch.

11. Now take note of where/how the spring ends locate. Gently tap the end of the shaft which was covered by the round switch, and remove shaft. Retain shaft; note that the round steel washer is no longer required. Remove idle screw using the TX15 tool.

Assemble throttle body supplied:

12. Refit oval switch using TX20 tool and the 2x screws retained in Step 9.

13. Refit idle screw from the opposite end that you removed it in Step 11 (ie screw down from the top) using the TX15 tool. Note that the exact position will be adjusted later.

14. Modify original shaft - note that the butterfly supplied is too wide for the slot in the original shaft. Therefore use a small file to file away both ends of the slot evenly (approx. a minimum of 3-4mm each end) so that the holes in the butterfly supplied line up with the holes in the original shaft. The butterfly will now be able to be pulled completely through the modified slot. Do NOT file butterfly.

15. Refit original spring into its position directly beside idle screw, ensuring end of spring is locked into hole. Replace shaft, locating other spring ends as per noted in Step 11 (ie into arm of shaft).

16. Open the shaft fully. Insert butterfly supplied from front of throttle body with the side with the letter 'B' pointing toward the top of the throttle body. The breather hole should be below the shaft. Take care at this point so as not to damage inner throttle body or butterfly. Apply Loctite to the 2x torx screws. Line up butterfly and once lined up and fitting evenly, refit the 2x torx screws. Tension slightly. Open and close butterfly until perfect movement is achieved. Re-tension screws to secure. It is critical to position the butterfly correctly. "Stiff" or "sticking" accelerator may occur if butterfly isn't positioned centrally.

17. Refit original round switch using TX20 tool and the 2x original torx screws retained in Step 10.

18. Refit breather tube. (If fit is too loose apply Loctite to tube or squeeze slightly with pliers.)

19. Adjust position of idle screw until the distance from the post to the top of the screw is approx. 6mm. This may need to be adjusted later – see instructions below.

20. Connect new throttle body to car by reversing Steps 1 to 6, remembering that you have already adapted the heater hose however. Use the Allen Key bolt supplied for the top securing point. Tension these 3x bolts evenly to manifold.

21. Once completed, check for any water leaks ie fitting at motor.

The computer will take several hundred kilometres to adjust to the increased airflow and produce the maximum effect. Be patient!

Vehicle should not be road tested until idle revs are correct. The vehicle must be brought up to operating temperature (minimum 80˚C) and idle revs checked against recommended levels (See red sticker on original panel and/or SS Inductions' cold air unit). Re-check idle revs in neutral and again in drive (auto only) when vehicle is under load ie headlights on, air-con on and turning the steering wheel. Also a quick tapping of the accelerator will further test if idle is correctly adjusted. If idle drops too low adjust idle screw accordingly. To increase revs turn screw anti-clockwise; to decrease revs turn screw clockwise. Always adjust by half-turns only and re-check. High revs are always preferable to low revs, as engine will cut out if idle revs are set too low, causing loss of power steering and lack of braking that will ultimately affect safe control over the vehicle.

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