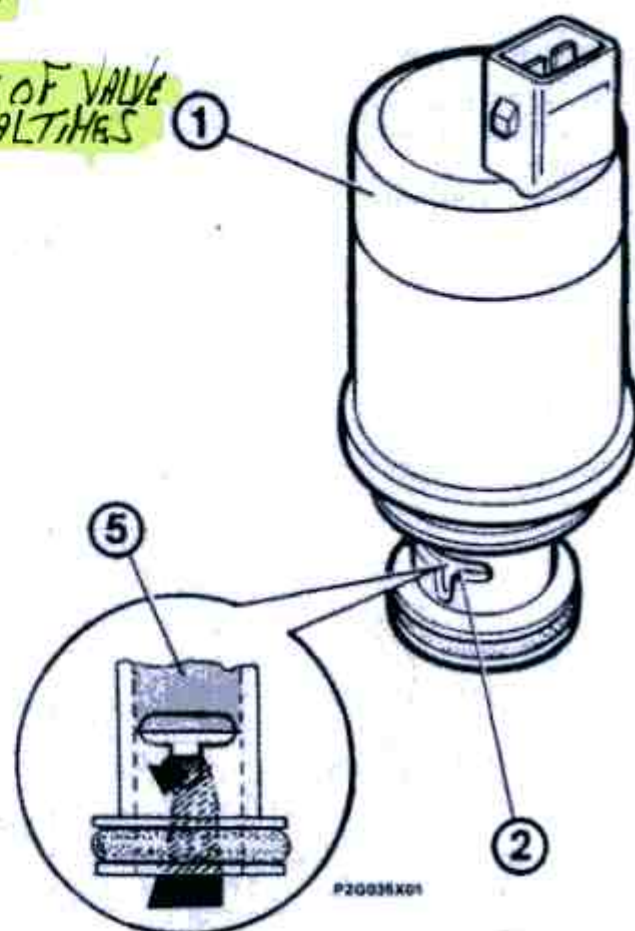


1. REMOVE VALVE LOCATED ON BRACKET BEHIND DISTRIBUTOR.
 2. TURN UPSIDE DOWN & FILL WITH WD 40 OR SIMILAR
 3. LEAVE TO SOAK OVERNIGHT.
 4. EMPTY WD 40
 5. USING METAL ROD (OLD VALVE STEM) PRESS CENTRE OF VALVE
 UP & DOWN AGAINST SPRING PRESSURE SEVERAL TIMES
 6. FLUSH OUT WITH WD 40 DRY & REINSTALL.
 Idle speed supplementary air solenoid valve

1. Solenoid valve
2. Flow of supplementary air for automatic adjustment of idle and engine when warming up
3. Air outlet towards butterfly casing downstream of butterfly valve
4. Air arrival from filter
5. Piston adjusting air flow. It is moved by the variation of the magnetic flow developed in the solenoid valve (1).



This involves a solenoid valve where the flow of air is variable and proportional.

A variable "duty cycle" electronic device with a frequency of 90 Hertz controls the supply of the above mentioned valve winding. If the engine idle speed decreases, the effective current supplying the solenoid valve winding (1) increases allowing the maximum flow of air (2). If the engine idle speed increases, the effective current absorbed by the solenoid winding decreases until a few tens of Ampere. As a result the opening (2) of the supplementary air flow is restricted and the engine speed decreases.

This device allows the engine idle speed to be (automatically) kept constant even when the outside engine load conditions vary slightly because the automatic transmission is in operation, or the power assisted steering is in the end of travel position or the alternator output is maximum. When the engine is running cold or when it is warming up, this valve allows the engine to operate at fast idle speed. In these circumstances the coolant temperature sensor signals the need for enriching the mixture strength to the control unit.

