

Clean, repair and rebuilding your Warm Up Regulator (WUR)

This paper is written only for WUR units without vacuum connection. We are still searching for the right material to make the vacuum membrane.

You can find more information about checking the control pressure in an other document on my website www.ferrari400parts.com. You can also find the K Jetronic books as PDF file. In the Webshop you find parts and kits for the WUR.



WUR to start with

Introduction

The purpose of this guide is to provide information to allow someone to disassemble, clean and reassemble the Warm Up Regulator (WUR). It is important to note that Bosch does not consider the WUR a rebuildable part and internal parts are only available in used state. If you decide to work on your WUR you do it at your own risk. Portions of the WUR use very tight tolerances and must be kept absolutely clean. It is possible to ruin a WUR beyond repair by taking it the wrong way apart.

It is recommended that you verify the control pressure with a fuel pressure gauge to confirm that the control pressures are incorrect. You can find the correct pressure in the workshop manual of your car. After assembling the WUR you have to check the fuel pressure again and adjust the fuel pressure.

The photo's used in this paper are taken from a WUR without vacuum connection. Differences will be found with warm-up regulators from other cars but all Bosch warm up regulators share the basic configuration of the one used here.

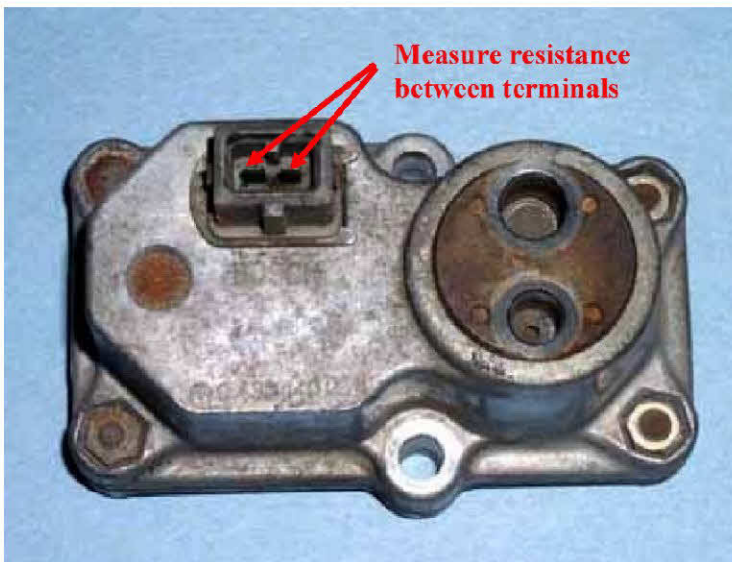
Tools Required:

- Large flat blade screwdriver for back cover screws
- Small flat blade screwdriver for valve body screws
- 10 mm socket wrench for bimetal strip mounting nut
- Ultrasonic bath (optional), carb cleaner
- Soft, clean cloths for cleaning internal parts
- 3 seconds glue

Before digging into the WUR, it is important to understand the basics of what it does so you understand what you are looking at when you disassemble it. Read the chapter about the WUR in the K Jetronic book (see my site) or your Workshop manual from your car.

To disassemble the WUR first remove it from the car. Be careful when you loosen the banjo bolts on the fuel lines, as there might be fuel pressure in the system.

Next, clean the outside of the WUR as much as possible. This will help keep the inside clean once it is disassembled. Check the resistance across the two heater terminals. The resistance is typically between about 15 and 30 ohms depending on the WUR. You can check the resistance in Ohm (+/- 5%) with the ohms in the table that you find in the download area on my website.

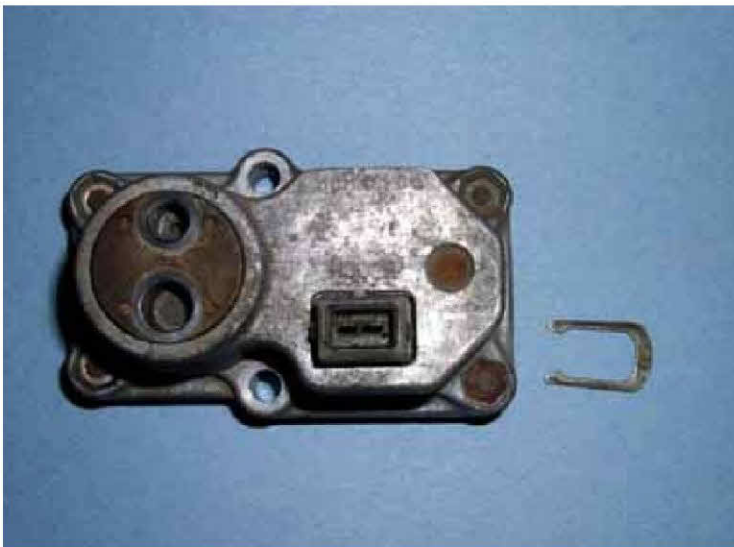


Measure resistance between terminals

Remove the spring clip that holds the electrical connector on the front of the WUR.

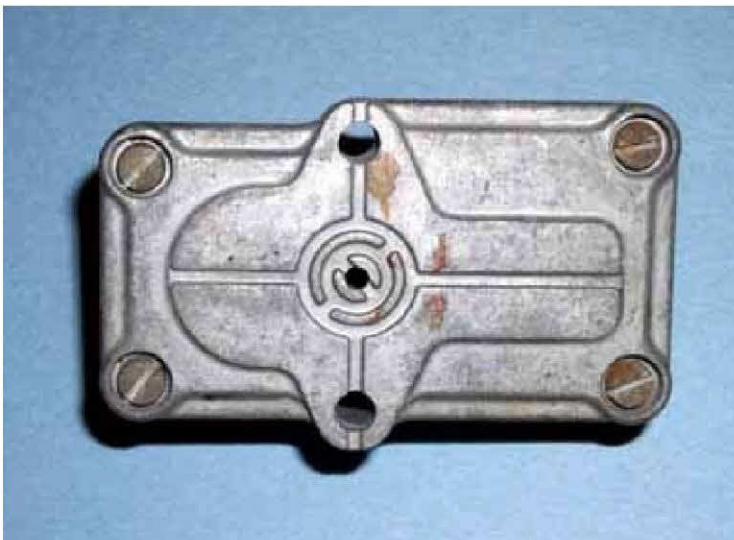


removing the spring



removed spring

Remove the four screws on the back of the WUR



position of the case cover screws

