

Rebuilding the K Jetronic Cast Iron non adjustable Fuel distributor

When do you have to rebuild your K Jetronic fuel distributor

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1. If the fuel distributor has an unequal flow from each port
2. If you have turned the CO 3mm Allen screw on the mixture control unit to its maximum position (anti clockwise) and you still have flow to each port (your diaphragm plate has dents).
3. If the plunger is stuck
4. If the fuel distributor is leaking fuel

In General

Bosch doesn't support the rebuilding of fuel distributors. If you decide to rebuild your fuel distributor you do this at your own risk. Rebuilding a fuel distributor is a precise job.

The picture shows the differences between an adjustable and non adjustable cast iron fuel distributor from the outside. The cast iron types can be recognized by the black body. You can recognize the adjustable or non adjustable fuel distributor by the Allen key caps on top. There are some differences in rebuilding these two types of fuel distributors. This instruction is only for the non adjustable cast iron fuel distributor.

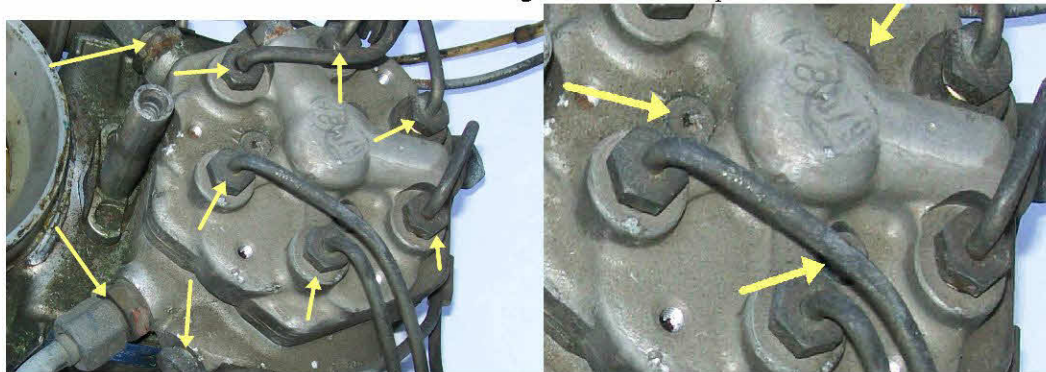


Adjustable or non adjustable

Disassembling

Remove the fuel distributor from your car. Be careful because there will be some fuel pressure on all openings. Use a towel or cloth to catch the fuel that will come out. Make a picture or drawing to be sure where all the fuel lines are attached. Remove all the banjo bolts or struts on top and on the side of the fuel distributor. Remove the (torx) screws on top and remove the fuel distributor from the mixture control unit. See picture.

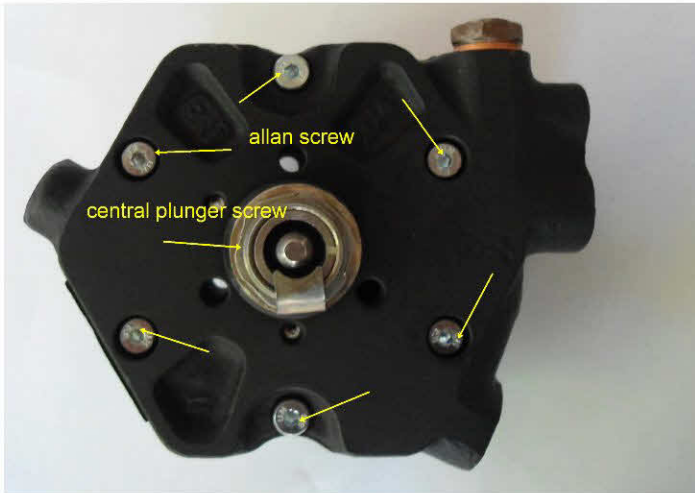
These pictures are taken from a six cylinder fuel distributor but if you have a four or eight cylinder fuel distributor there will be some differences but in general the whole procedure is the same.



location fuel lines

location torx screws

Turn the fuel distributor upside down. Remove the Torx screws and central plunger house screw at the bottom. The torx screws are size 25T. Some 6 cylinder models have also torx screws on top. Remove the plunger very careful (don't drop it on the floor).



bottom Torx and central screw

The upper and lower halve will often stick together. Never drive in a screwdriver on the side between both halves to open the FD because this will harm the housing. Turn in (a few turns to avoid damage to the threads) two M5 screws with the top of the screw 2 mm above the housing. Hammer with a nylon hammer on top of both screws to open it. When the fuel distributor has a small gap you can open it by pulling both halves by hand don't use a screwdriver to wiggle. If it is open you can open it further by removing the two screw and pull and hammer at the plunger house. Don't twist the halves because it can damage or deform the springs inside.



Splitting both halves



split in half

Remove the plunger house by using a nylon hammer when it doesn't come out by hand force. When it is stuck in the lower half you can hammer on the thread side. When it is stuck in the upper half careful hammer on the body (not on the ports). Use a nylon hammer.

Checking the diaphragm

Check the diaphragm plate for dents. If the diaphragm plate already has dents check the type of dents. Is it a very small dent from the top of the port than the spring tension was to low. If it is a larger dent from the spring plate then the spring tension was to high. If the diaphragm plate doesn't have any dents you can reuse it. Reconsider the distances based on the type of fuel distributor and the dents in the diaphragm plate. Remove all the parts from the fuel distributor very carefully and clean them.

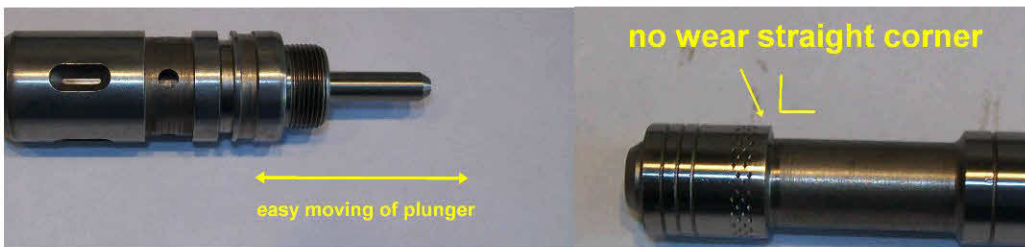


opened fuel distributor (picture taken of a 6 cylinder Porsche fuel distributor)

Polishing and preparing for rebuild

To prepare the fuel distributor parts for a rebuild you can polish the housing from the outside with a metal wire brush.

Make sure the plunger moves easily through the plunger housing. Use some oil (WD 40) to grease the metal to make it slide easier. Check the plunger for wear especially the top corner should be straight.



easy moving plunger

wear and corner

In the ports on top you have in each port a fuel filter. You can remove these filters by using a wood screw. Turn in the screw (not to deep) and pull the filter out. If the fuel distributor wasn't dirty you can leave these filters in place.



using wood screw

the filter

