

Rebuilding the K Jetronic Alloy 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 and can't be adjusted.
2. If you have turned the CO 3mm Allen screw of the mixture control unit to its maximum position (anti clockwise) and you still have flow on each port (The membrane is porous or has holes).
3. If the plunger is stuck
4. If the fuel distributor is leaking fuel

In General

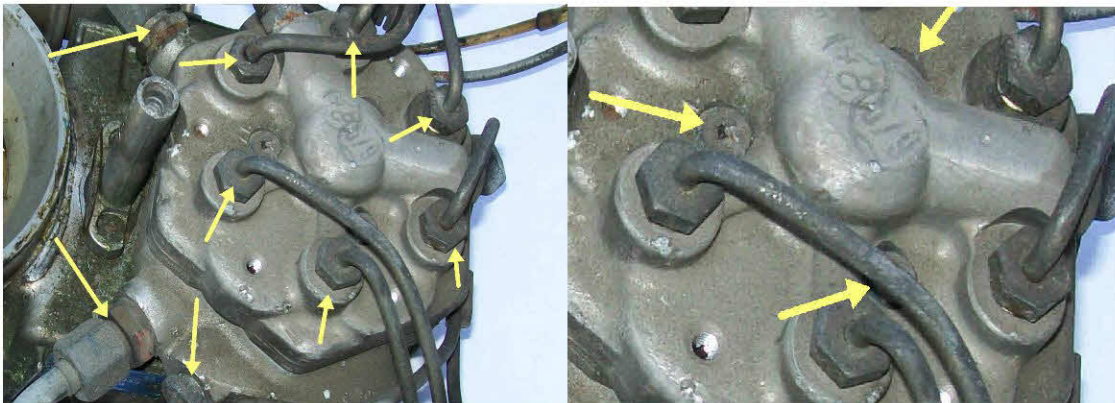
Bosch doesn't support the rebuilding of fuel distributors. If you decide to rebuild your fuel distributor you do this at your own risk. Rebuilding a fuel distributor is a precise job.

As far as we know all the K jetronic alloy fuel distributor are adjustable. This instruction is only for the adjustable alloy fuel distributor.

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 photo 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.

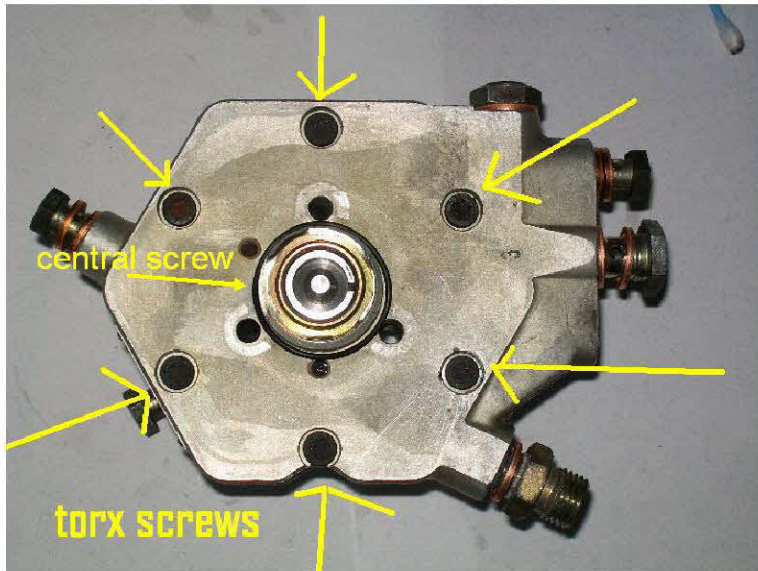


location fuel lines

(pictures are taken from a KE distributor)

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 halves 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. The alloy is too soft for this. Turn in (a few turns to avoid damage to the threads) two M5 screws with the top of the screw 2mm 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 screws 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

