Fitting instructions - Twin to single choke cable conversion

Disconnect the battery and remove the plenum to provide access to choke fast idle cam.

Remove kidney panel from H section in drivers side footwell RHD cars, passenger footwell LHD cars.

Disconnect the return spring from the fast idle cam.

Disconnect the ends of the old twin cable from the metering unit and the fast idle cam, remove any cable fixings and position the cables so they can be pulled through the bulkhead.

Attach a draw cable or length of PVC insulated cable to longest end of the old cable using insulating tape.

Remove the nut from the back of the cable pull assembly.

Pull on the knob and bezel to draw the old cable and draw cord through the bulkhead and into the car. Disconnect the end of the draw cord from the old cable.

Note:

- *Whilst the lock nut on the new choke mechanism can be removed over the twist and lock spring clip it is difficult to put it back on without crossing the threads. It is best to remove the choke knob and inner cable, undo the chrome bezel and feed the head unit through the dash from behind, then secure with bezel and feed the inner cable back through.*

Connect the end of the draw cord to the end of the new choke cable using insulating tape.

Use the draw cord to pull the new cable under the dash and through the bulkhead into the engine bay.

Back inside the car, pull on the choke knob and withdraw the inner cable completely.

Remove the chrome bezel and feed through the hole in the dash. Secure with chrome bezel.

Feed new inner cable back through the outer cable. Replace the kidney panel.

Route the cable under the bonnet to the choke fast idle cam.

Remove the two bolts securing the choke fast idle cam assembly and place the assembly on the bench.

Replace the fast idle cam with the new one.

Note:

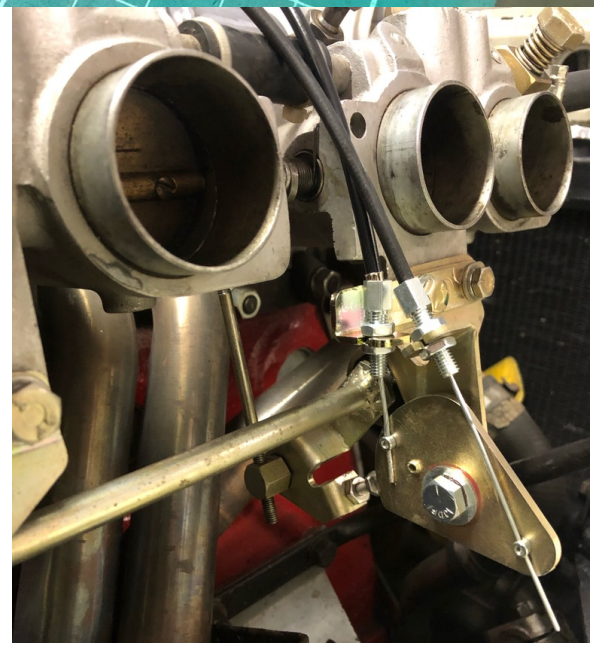
- *The fast idle cam bracket is threaded. As such the nut securing the spindle bolt should be removed then the bolt should be unscrewed.*

Grease the spindle and spacer then nip up ensuring the cam still turns freely.

Place the new link cable bracket on the choke assembly and attach one end of the link cable to the cam using the solderless nipple as shown.

Reattach the choke cam assembly, complete with new bracket and choke cable to the throttle body.

Ensure there is sufficient end float between the countershaft and the mounting bracket bush to prevent binding.



Pull on the inner link cable so the cam is in choke fully off position and connect it to the metering unit using the new solderless nipple provided.

Connect the end of the new single choke cable to the fast idle cam using the new solderless nipple provided.

Clip the two cables together about 40mm above the adjusters using the fixing provided.

Adjust cables to remove excess play.

Reattach fast idle cam return spring.

Operate choke knob and check operation of cam and metering unit.

Set the cam actuating bolt to obtain desired amount of fast idle increase.

Replace plenum and hoses – job done!

Notes:

- *The total amount of lift on a CP fast idle cam is 1.2mm. A small amount of movement of the butterflies results in a big increase in tick-over.*
- *As the countershaft has been disturbed you should check the synchronisation of your butterflies and adjust as necessary.*
- *If your choke knob does not return freely, disconnect the inner cable, withdraw the solid section from the control head rotate it clockwise so the inner cable applies a little opposite to the lock direction and reinsert.*

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