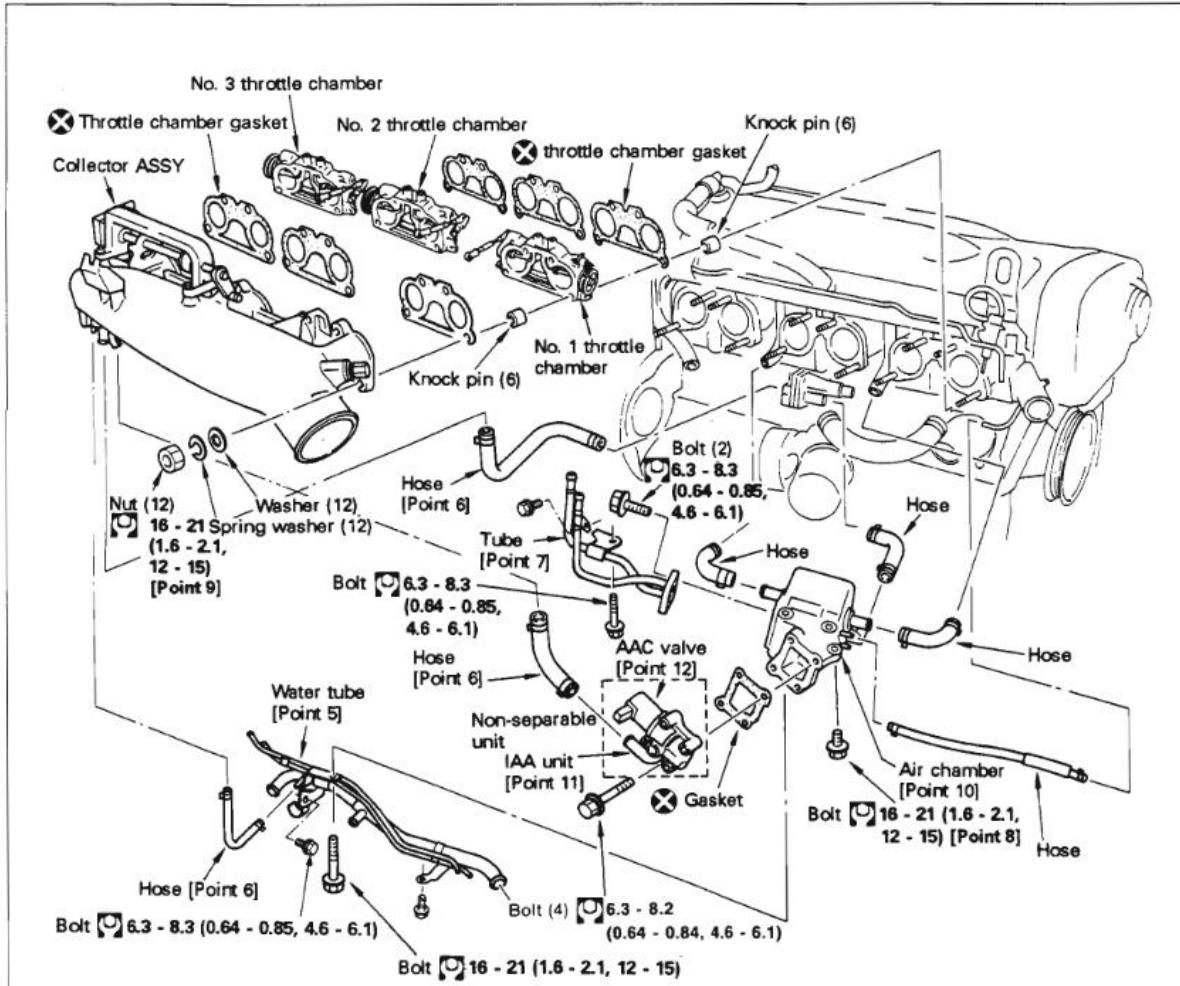


## Nissan Skyline RB26 DBW upgrade installation guide



Remove all hoses from the intake manifold. Remove the intake manifold and throttles from the cylinder head. Remove the collector assembly from the intake manifold and remove the 3 link arms from the 3 throttle chambers. Clean the faces of the throttle chambers and the intake manifold of any gasket material. On re-build new throttle chamber gaskets will be required (not supplied).



On throttle chamber 3,  
remove the nut and  
spring washer retaining  
the spring assembly.



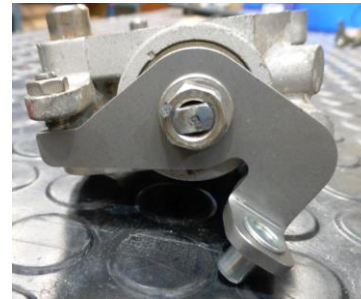
Apply some thread lock to  
the TPS shaft supplied and  
screw onto throttle  
chamber 3.

M5 x 5 grub screw

M4 x 12 screw with lock washer



Slide on the TPS housing  
And lock in position with  
the Grub screw and M4  
screw

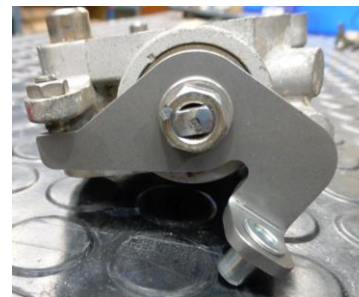


On the other side of throttle  
chamber 3, remove the  
existing link arm and attach  
the new link arm supplied  
using the existing nut and  
spring washer.



Remove dowel

On throttle chamber 2,  
Remove the nut and spring washer  
on both ends and remove the  
spring assembly. The dowel  
indicated must also be removed.  
Between throttle chamber 3 and  
throttle chamber 2, attach the  
bracket with the link arm to the  
DBW actuator.



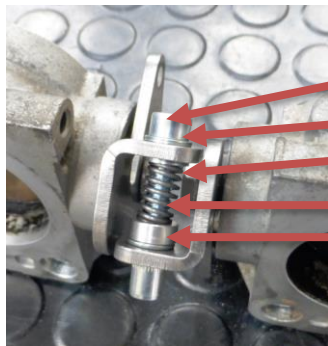
On the other side of throttle  
chamber 2, remove the  
existing link arm and attach  
the new link arm supplied  
using the existing nut and  
spring washer.



On throttle chamber 1, leave the spring arrangement on the outside. On the other side of throttle chamber 1, remove the existing link arm and attach the new link arm supplied using the existing nut and spring washer.

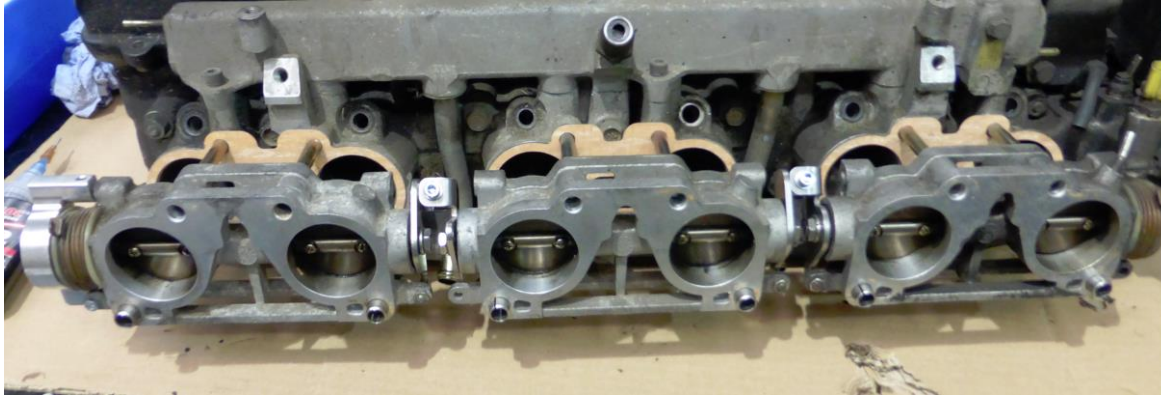


The throttle chambers should now be ready to be connected together

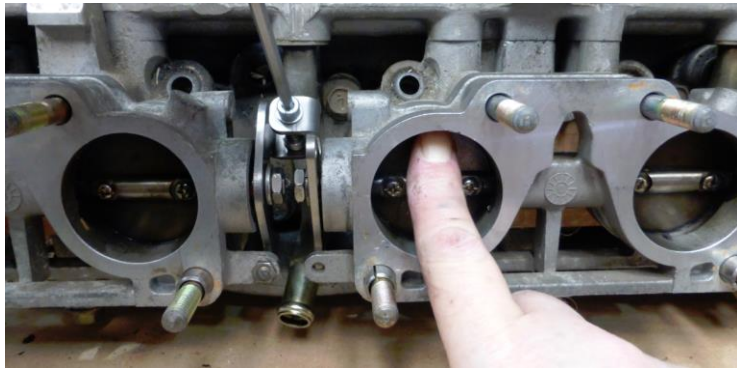


M5 x 30 screw  
M5 washer  
M5 washer  
Spring  
spacer

Using the parts supplied connect the throttle chambers as shown. Screw the screw into the rivet bush just enough to join the throttle chambers.



Fit the first set of new gaskets and slide on the 3 throttle chambers. Push all 3 chambers against the head.



Start with throttle chamber 3 and 2, hold the throttle chamber 2 blade closed and adjust the linkage until just before the throttle blade on chamber 3 starts to move. Then hold the throttle blade shut in throttle chamber 1 and adjust the linkage until just before the throttle blade in chamber 2 starts to move. All 6 throttle blades should be in the fully closed position and there should be no movement.

Connect the ball joint to the link arm on throttle chamber 2 and assemble the link arm as shown.

Adjust the linkage to achieve approximately 96mm from centre of ball joint to centre of rod eye.



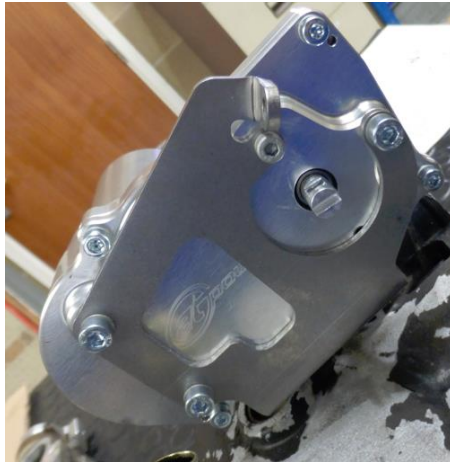


On the TPS housing mark the position of the throttle closed and throttle fully open positions. Once the intake manifold is fitted, it will not be possible to know the fully open position of the throttle blades. The closed position stops on each throttle chamber should now be adjusted if necessary.

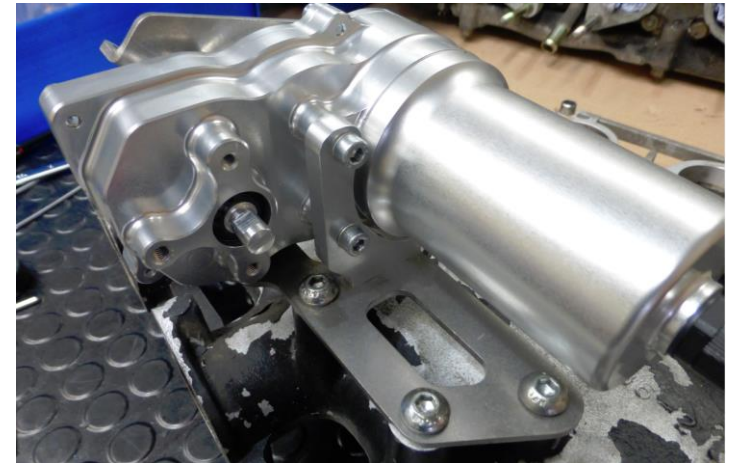


Attach the DBW support bracket to the main DBW bracket using M5 x 12 screws plus lock washers. Use the DBW actuator to ensure the gap is correct. Then fit the main bracket to the underside of the manifold.

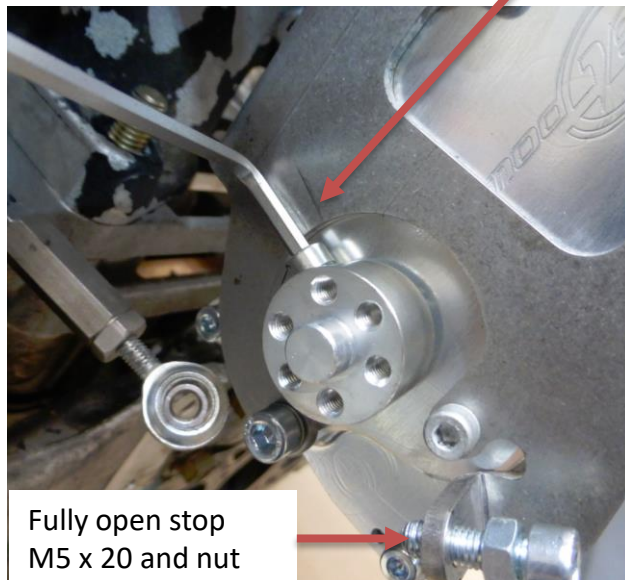




Now fit the DBW actuator onto the bracket using 3 x M5 x 10 and 1 x M4 x 10 plus washers on the outside and 2 x M5 x 16 plus washers on the inside. Attach the second set of gaskets and attach the intake manifold. Re-use all the OEM nuts & washers and tighten to recommended torque.

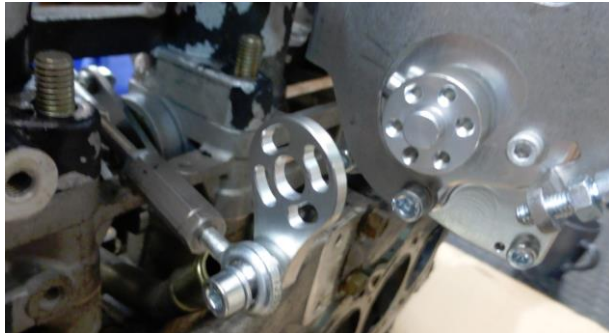


Fully clockwise position.

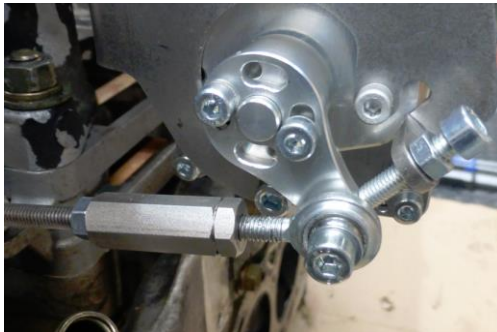
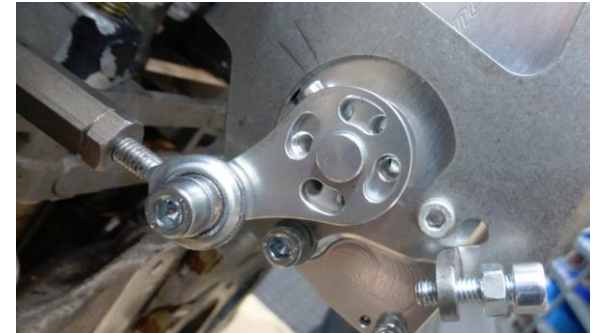


Fully open stop  
M5 x 20 and nut

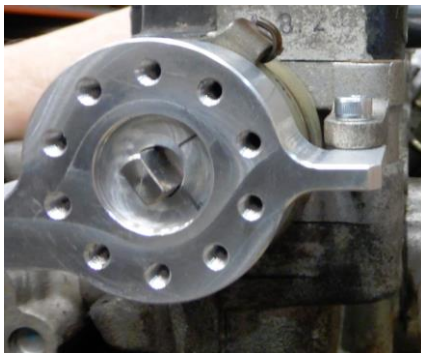
Using an M4 x 10 screw connect the DBW lever boss to the actuator. From the picture shown, ensure the actuator is rotated fully clockwise and make sure the screw locates onto the flat on the actuator shaft. Rotate the actor fully clockwise and mark the position. Now rotate the actuator approximately 5 degrees to clear the actuator from the hard stop in the actuators internal mechanism. Fit the fully open stop screw and nut as shown.



Attach the arm of the DBW lever to the rod eye on the link arm using an M5 x 16 screw and flat washer. Attach the lever arm to the boss and where there are 2 exposed tapped holes. Fit 2 x M4 x 10 screws and washers



Rotate the DBW actuator and open the throttles to the fully open position using the marks previously located on the TPS housing. Adjust the fully open stop screw and lock this position with the nut.



Attach the TPS supplied using 2 x M4 screws and flat washers. The TPS should be positioned to give approximately 0.5V in the fully closed position

The TPS and motor should now be connected to the aftermarket ECU and the ECU calibrated for the correct fuel and air mix and idle control.