

**AT Power Throttles Ltd**

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**PORSCHE 964/993 INSTALLATION GUIDE**

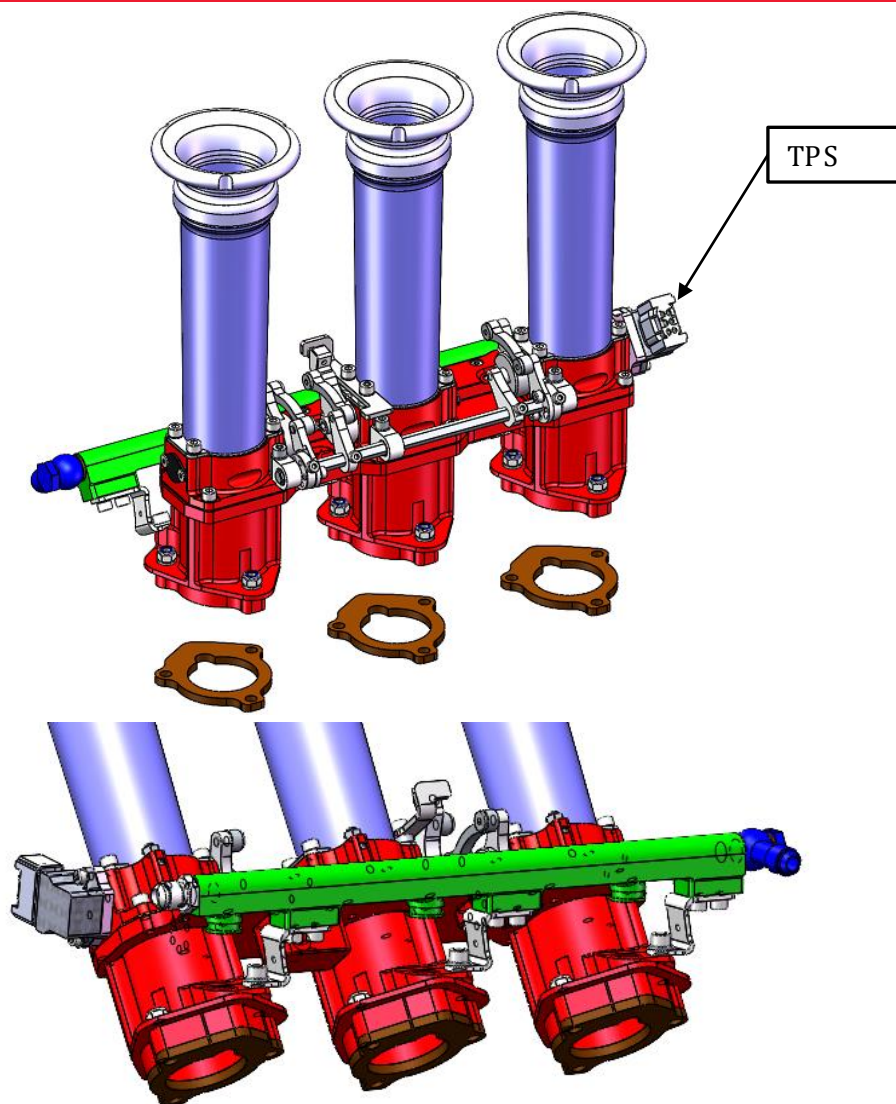


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AT Power throttles come complete with the extensions (runners), ram pipes (trumpets) and fuel rails fitted. Each throttle bank has been factory balanced and the throttle idle set at minimum idle position.

Before fitting the throttles, remove the fuel rails by undoing the three M6 bolts joining the fuel rail to the throttle housings and fit the fuel injectors. The fuel rail mounting brackets that have been fitted as standard are for Pico Injectors.

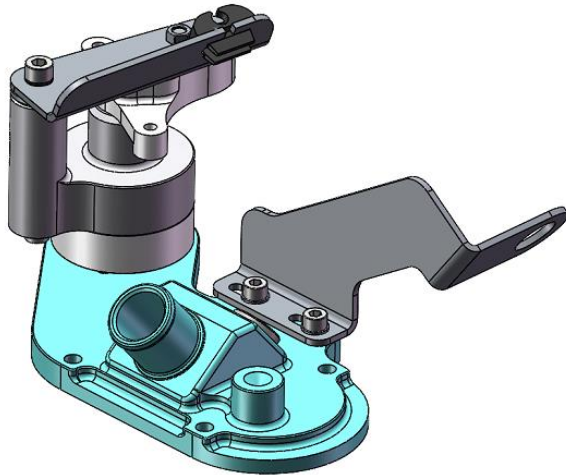
If you wish to use alternative injectors please contact AT Power for details.

AT Power recommend Pico 377cc injectors up to 350HP.

The throttles can now be fitted to the engine intake using the thermal gaskets included. M6 nuts have been provided if required.

The throttles come with a novotechnik RSC 3200

TPS fitted to the left bank as shown

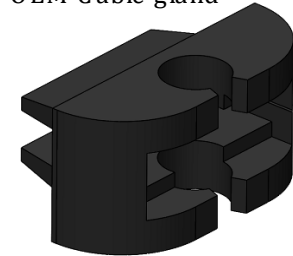


The existing OEM engine oil breather cover needs to be removed and the AT Power central linkage mechanism should be fitted (gasket not supplied).

On the OEM single throttle, remove the throttle cable gland and fit to the AT Power central linkage.

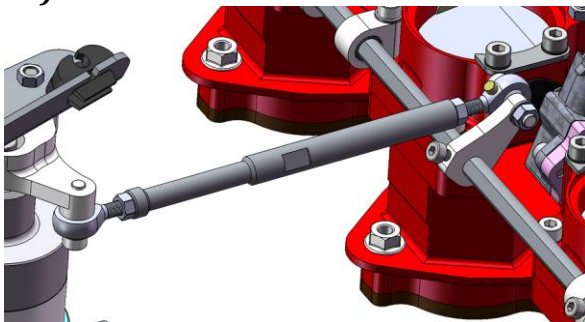
***(do not fit the throttle cable at this stage)***

OEM Cable gland



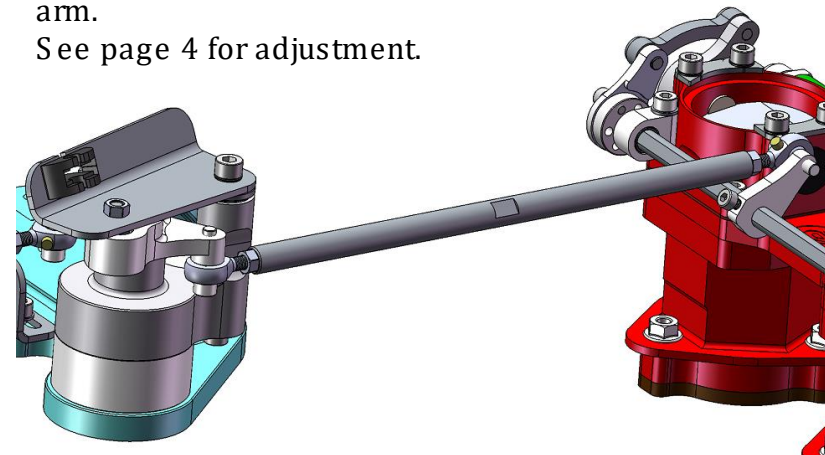
The short link arm should now be fitted as shown below. With the 2 locking nuts loose, set the centres between the 2 rod eyes at approximately 167mm and tighten the locking screws.

***(use two 8mm spanners for the nuts and link arm)***



After connecting the short link arm, connect the long link arm.

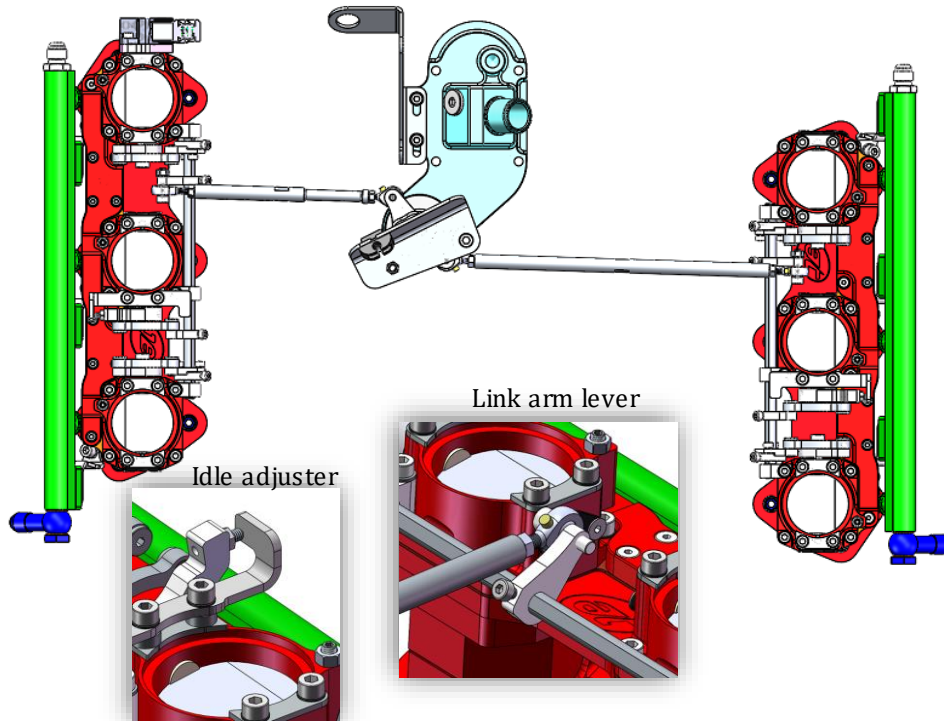
See page 4 for adjustment.







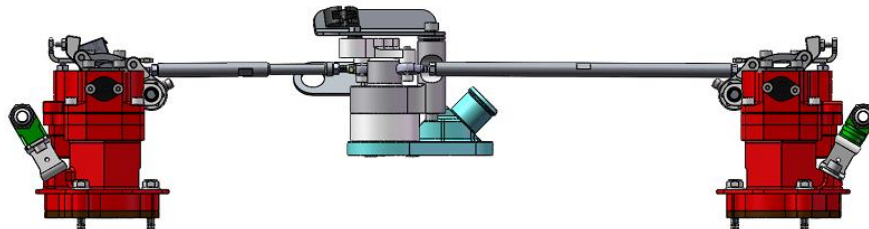
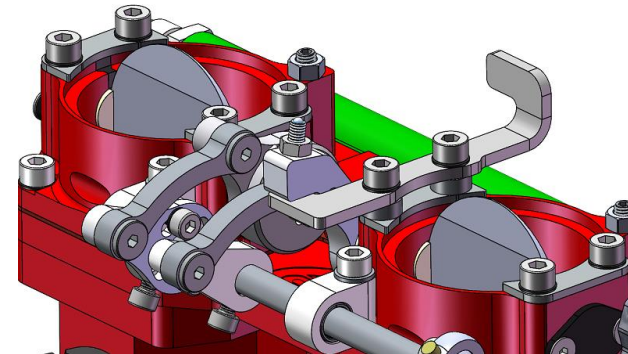
## PORSCHE 964/993 INSTALLATION GUIDE



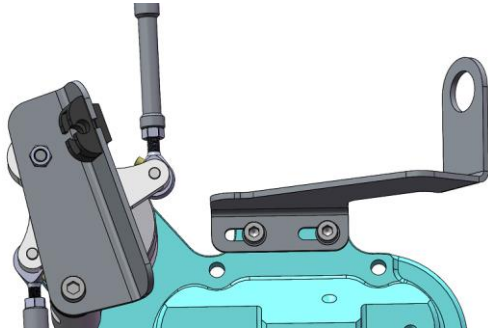
Because the 2 link arms are different lengths, it is important to ensure the link arms are horizontal and parallel as shown.

The long link arm lever (shown in detail view), can be adjusted to align the long link arm so that they are parallel.

Adjust the length of the long link arm so that both throttle banks open and close uniformly and that both throttles open fully.

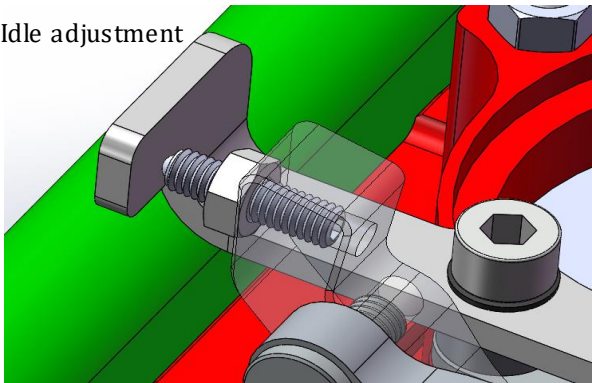


When the throttles are fully open, the idle adjuster arm will hit the idle adjuster bracket as shown above. Although it is not critical that both idle adjusters hit the idle adjuster bracket, it is an indication on whether the throttle banks are opening uniformly.



The throttle cable can now be fitted. The cable sleeve grommet should be fitted to the bracket and then the bracket adjusted to take up any slack in the cable. The throttle pedal should operate so that the throttles begin to open simultaneously with the throttle pedal movement. The throttles should then be fully open with the throttle pedal fully depressed.

Idle adjustment

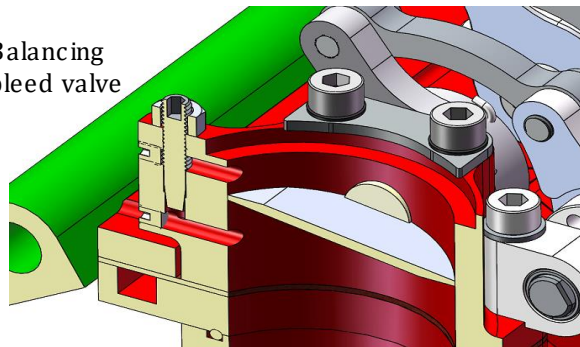


Each throttle bank has been factory balanced and idle set at minimum idle position. It may be necessary to partially open the throttles before starting the engine to obtain sufficient rev's. If this is required ensure both idle adjusters are adjusted evenly.

The engine can now be started.

Although AT Power have factory balanced the throttles AT Power recommend that a syncrometer is used to balance each inlet. Adjust the idle speed so that the engine is running between 1000 and 1200 rpm.

Balancing bleed valve



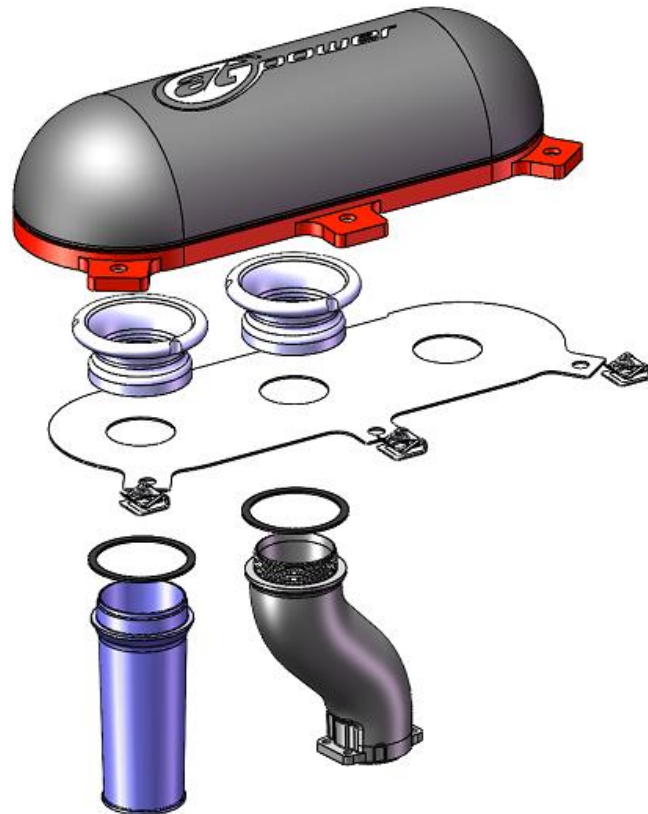
On each of the individual throttle housings there is a balancing bleed valve. Using a syncrometer, check each inlet and adjust the bleed valve if necessary.

***(any adjustment may alter the rev's of the engine).***

Once all the inlets are balanced, the idle speed can be adjusted to the required idle speed.

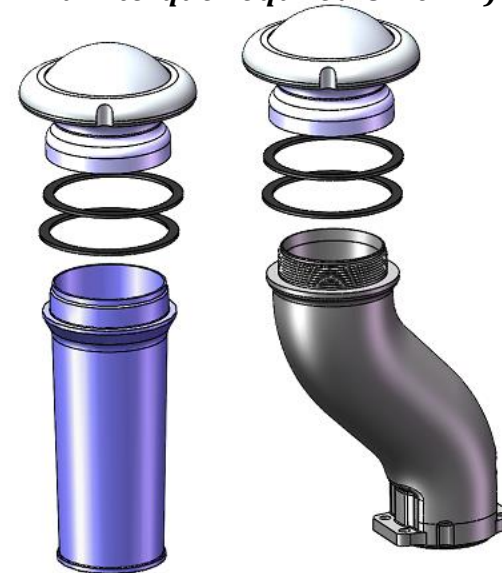
If Megaflow air filters have been purchased, they can now be fitted. One ram pipe (trumpet) washer should be placed under the Megaflow back plate and the Ram pipes (trumpets) should be fitted using the AT Power Ram pipe (trumpet) Tool.

***(maximum torque required 8-10Nm)***



If mesh filtered ram pipes (trumpets) have been purchased, two ram pipe (trumpet) washers should be used and fitted using the AT Power Ram pipe (trumpet) Tool.

***(maximum torque required 8-10Nm)***



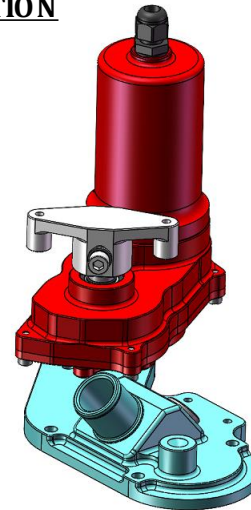
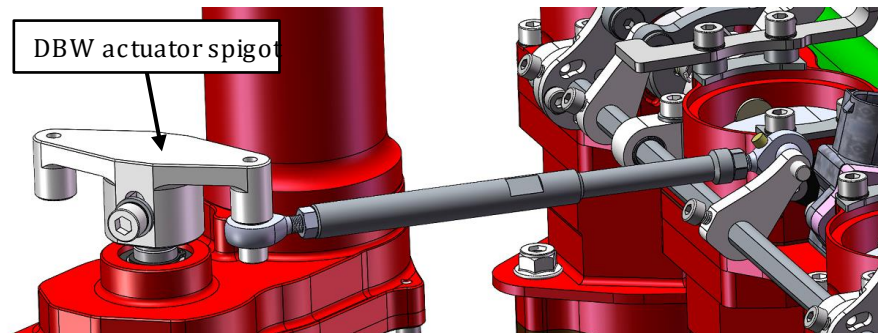
## PORSCHE 964/993 INSTALLATION GUIDE DBW APPLICATION

The existing OEM engine oil breather cover needs to be removed and the AT Power central linkage mechanism should be fitted (gasket not supplied).

The short link arm should now be fitted as shown below. With the 2 locking nuts loose, set the centres between the 2 rod eyes at approximately 163mm and tighten the locking screws.

***(use two 8mm spanners for the nuts and link arm).***

Adjust the height of the DBW actuator spigot so that the link arm is horizontal.



Motor connection details.  
Red wire = + (positive)  
Black wire = - (negative)

After connecting the short link arm, connect the long link arm, see page 4 for adjustment.

