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**PORSCHE 911 1969 to 1977 INSTALLATION GUIDE**



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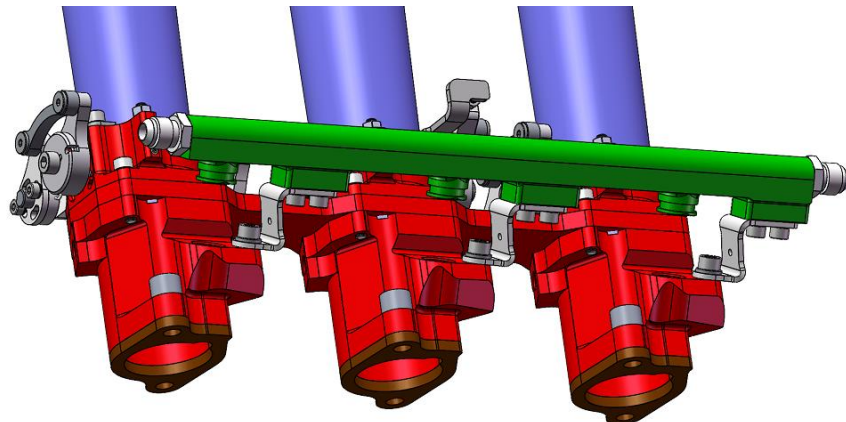
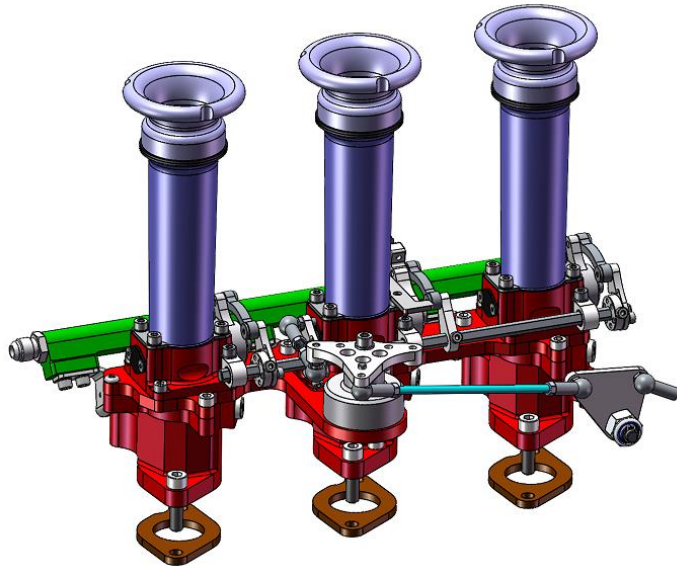
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AT Power throttles come complete with the extensions (runners), ram pipes (trumpets) and fuel rails fitted. Each throttle bank has been factory balanced and the throttle idle set at minimum idle position.

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.

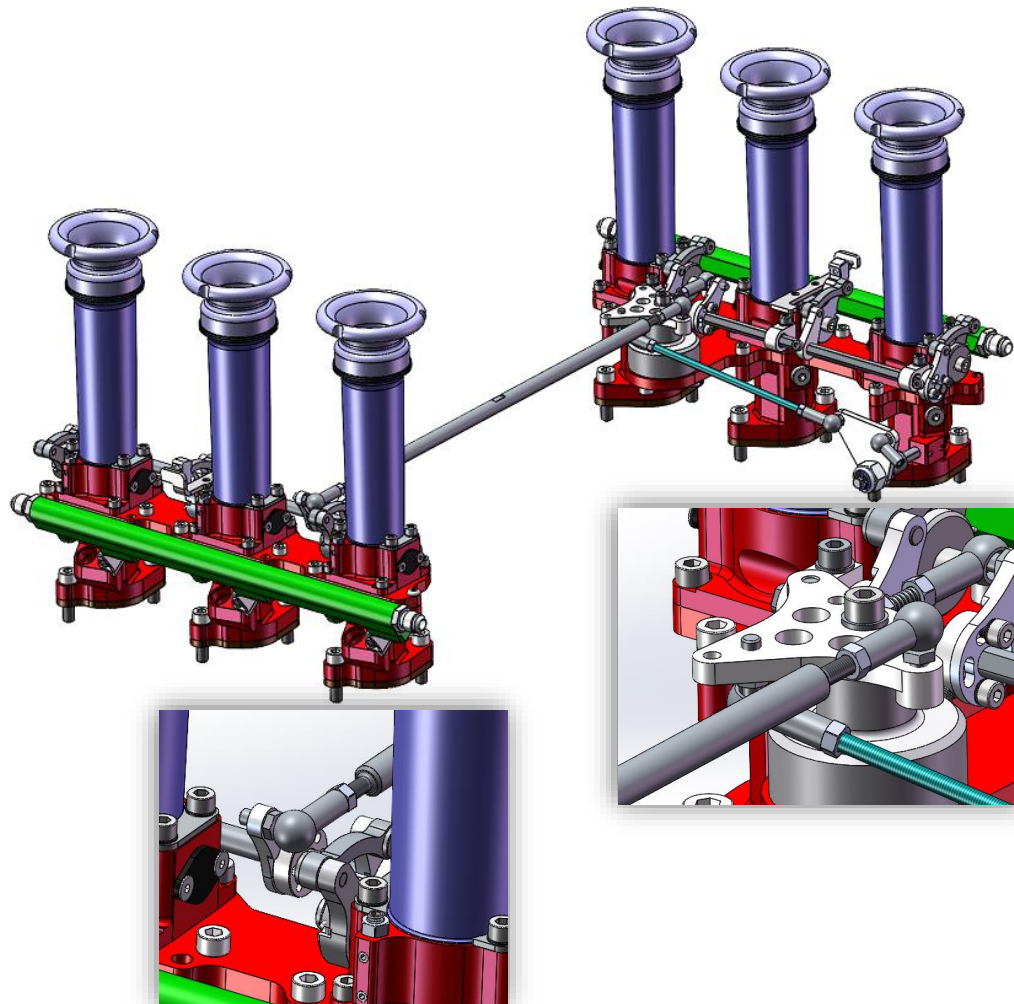
If you wish to use alternative injectors, please contact AT Power for details.

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

The throttles can now be fitted to the engine intake using the thermal gaskets included. Spacers have been provided to allow the use of the existing mounting studs and nuts.

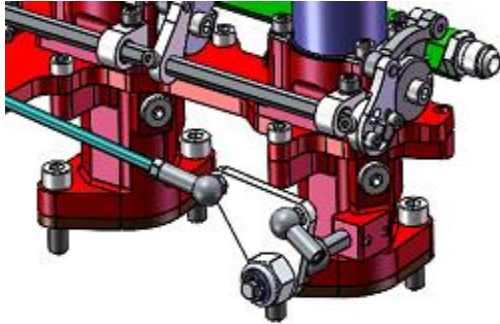


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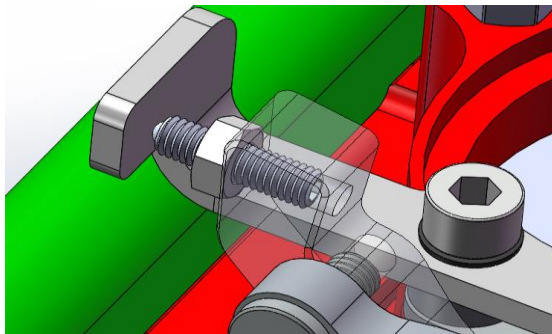


The link arm joining the throttle banks can now be fitted as shown. With the 2 locking nuts loose, adjust the link arm so that both throttle banks open simultaneously then lock the link arm with the locking nuts at both ends.

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The OEM throttle cable can now be connected to the throttle linkage. 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.

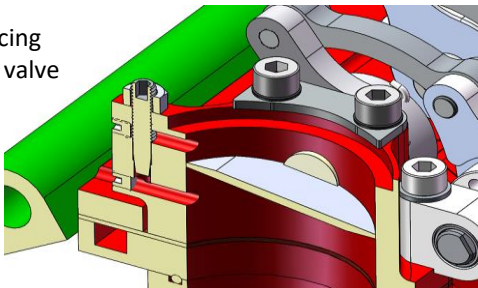


Each throttle bank has been factory balanced and idle set at minimum idle position. It may be necessary to partially open the throttles before starting the engine to obtain sufficient rev's. If this is required, ensure both idle adjusters are adjusted evenly.

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

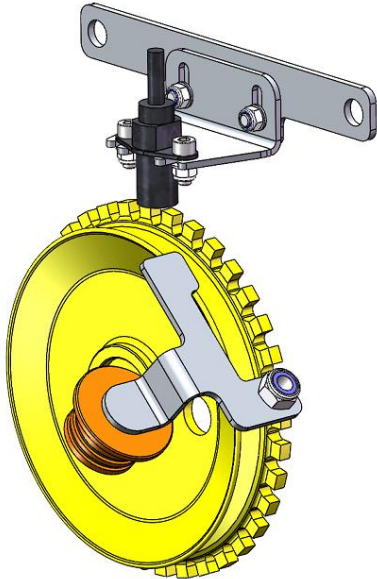


On each of the individual throttle housings there is a balancing bleed valve. Using a syncrometer, check each inlet and adjust the bleed valve if necessary.

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

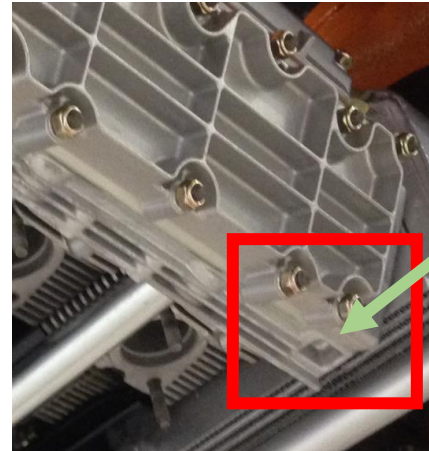
Once all the inlets are balanced, the idle speed can be adjusted to the required idle speed.

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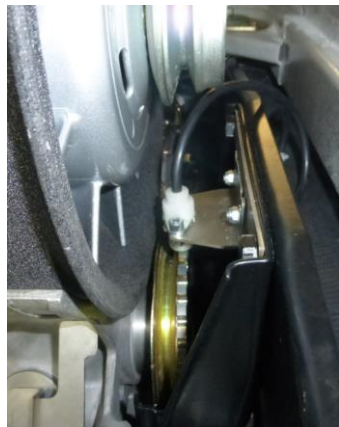


For the Porsche 911 pre 1977 engines and the 911-3.0L-SC 1978-83, part of the ECU kit will include a replacement fan belt pulley with a trigger wheel and sensor. The distributor should be removed and the distributor plug fitted. The OEM fan belt pulley should be removed and replaced with the new pulley that has a built in trigger wheel. The sensor mount should be fitted to the inside of the engine mounting bracket cradle and adjust the sensor to be between 0.8mm - 1.0mm gap.

Also including, is an engine temperature sensor and mount. This should be fitted to the fin on the underneath of the left hand side cylinder head – nearest to the back of the car in the position shown.



Distributor plug fitted



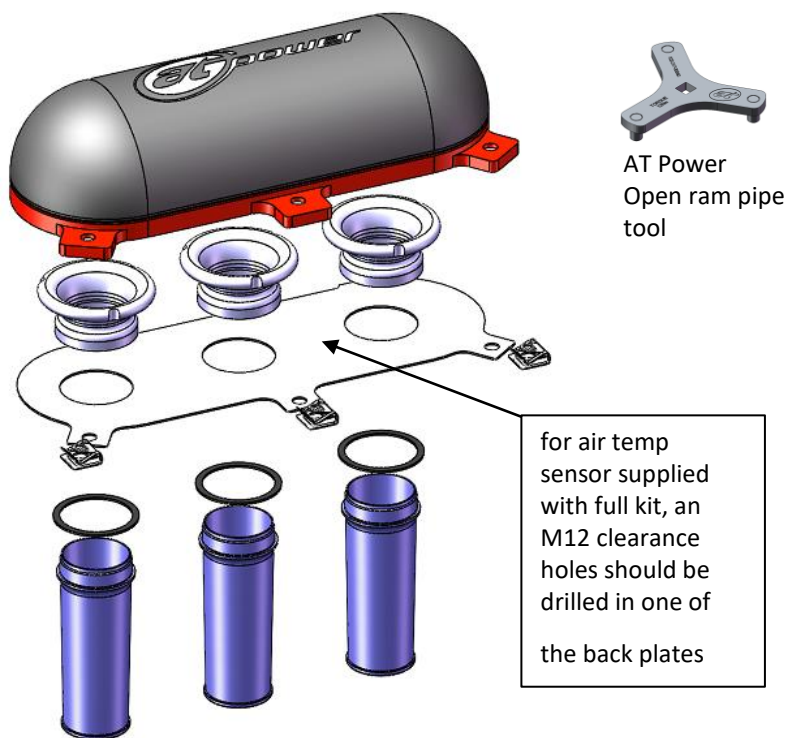
A coil pack and a set of HT leads will be supplied with a mounting bracket allowing the coil pack to be fitted to the bulk head.



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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)**

An M12 air temp sensor bracket will be supplied with the full kit



With large bore ram pipes (trumpets) no washers are required and should be tightened using a 'C' spanner.

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

An M12 air temp sensor bracket will be supplied with the full kit



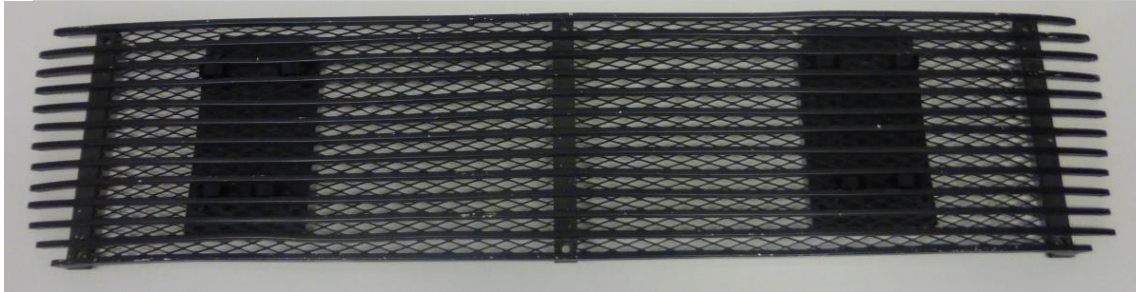
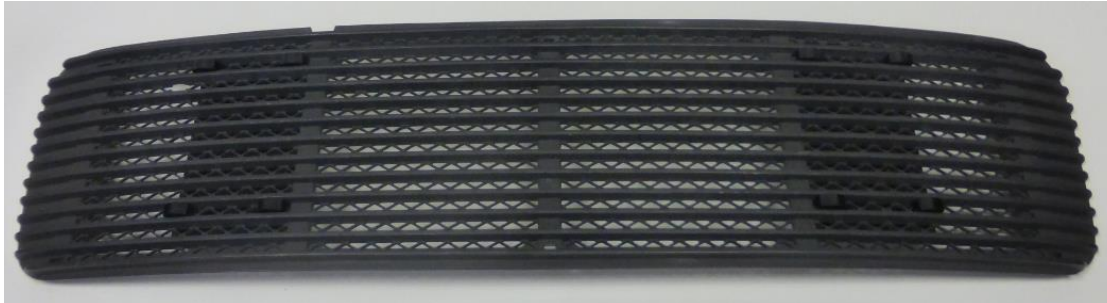
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### PORSCHE 911 1969 to 1977 INSTALLATION GUIDE RAIN GUARDS



With the purchase of full EFI throttle kits, AT Power provide a pair of rain guards to be fitted when Megaflow or mesh filter intakes are used. These guards should be fitted to the underside of the Porsche grill as shown. The rain guard should be positioned over the throttle intake to prevent excess rain water from entering the throttle intake system when the vehicle is stationary. There are 2 bolt patterns on each guard dependant on the model and year of the vehicle.

