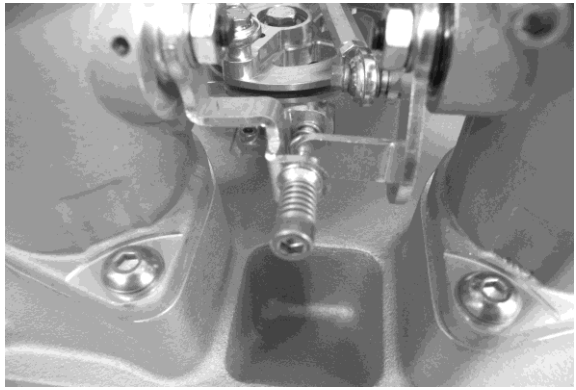


Balancing procedure for V8 throttles.

Essential to the proper operation of your Borla throttles kit is that all the throttles open and close at the same time. This is basically the same process as synchronizing multiple carburetors although the injection is a bit more forgiving. The following process should be carried out as soon as you have an ECU calibration which will run the engine at an idle speed around 1000 RPM. The illustration shows the use of an STE Synchronometer.

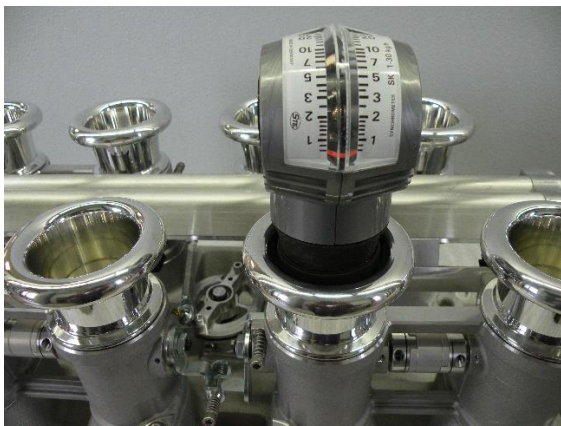


4. Adjust each compensating screw between the front and rear units, on each bank of throttles, to synchronize air flow through *the closed throttles*, on that bank. All eight throttles should be within 1 graduation on an STE air flow meter.

5. Reconnect center pull linkage adjusting the linkage rods to set the throttles closed on both banks, then check bank to bank synchronization. Adjust linkage rods to ensure both banks open together. Use a caliper to ensure both rods are the same length. The air flow meter readings, when you are finished, should read about the same as the readings before you reconnected the center pull linkage rods.

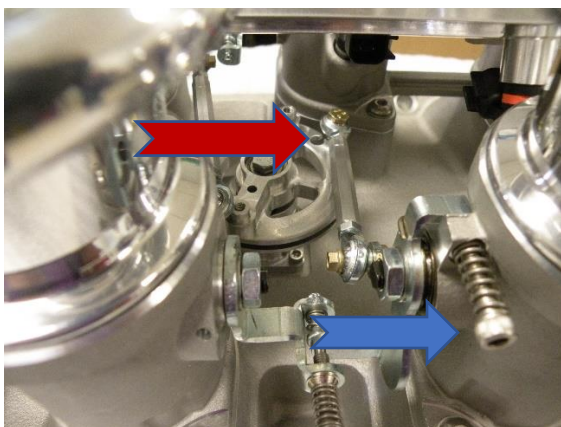
6. Bring the throttle stop screws into contact with the idle tang on the lever and then apply an extra 1/8th to 1/4th of a turn. Note. *The throttles are meant to be virtually closed at idle*, especially if an Idle Air Control Valve is installed.

7. Check output from the Throttle Position Sensor, which is the center white wire. You should have between .5 and .7 volts at idle with 4.5 volts at wide open throttle. If you have the reverse of these numbers you need to reverse the 5V feed and ground.



2. Next, disconnect the linkage rods at the center pulley by removing the 10-32 hex head screws

(Red arrow)



3. Back off throttle stop screws (Blue arrow). You cannot adjust the center compensating linkage unless you allow room for the throttle stop to move back.