

1995 XJ-6 Vanden Plas

Work-around for Item 3 (Throttle-Return Spring) of TSB 05-1-26am5

TSB Instructions

- ISSUE 3 - REPLACING THROTTLE RETURN SPRING - NORMALLY ASPIRATED
- 1. Disconnect the inner accelerator cable from the throttle assembly.
- 2. Remove the cruise control linkage pin and circlip.
- 3. After removing the three Torx head screws that retain the throttle assembly cap to the pedestal, carefully remove the cap sub-assembly. Note the position of the straight extension of the throttle return spring.
- 4. Unhook the throttle torsion spring (Illustration 9) from the throttle shaft actuator and then remove the spring and the sleeve from the shaft.

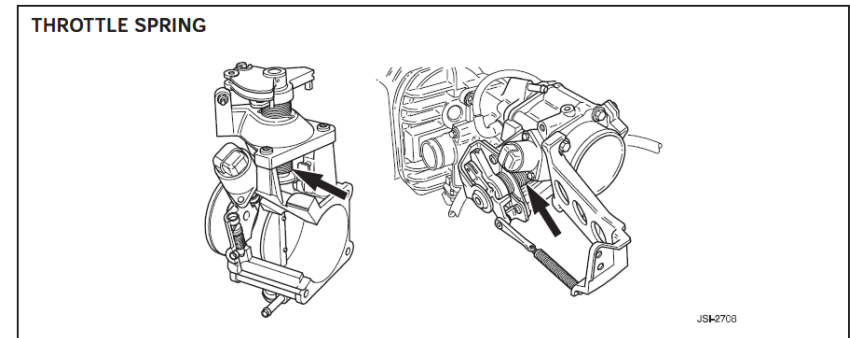


ILLUSTRATION 9

TSB Continued

- 5. Remove the sleeve from the spring and discard the spring.
- 6. Insert the sleeve into the replacement spring. Install the sleeve and spring on
- the throttle shaft and hook the spring on to the actuator.
 - Note: The throttle return spring must be tensioned, (pre-loaded) by rotating the straight extension one full turn counterclockwise until it can be installed in the same position as the original spring.
- 7. Carefully reinstall the cap to the throttle assembly noting the lever location, and install and tighten the screws.
- 8. Reconnect the cruise control linkage.
- 9. Reconnect the accelerator cable to the throttle assembly.
- 10. Check the operation of the throttle assembly.

DESCRIPTION

EGR valve - XJ Sedan
EGR valve gasket
EGR valve bolt
Throttle return spring - All

PART NUMBER

LHE 1550AC
C2A 1231
FS 108251J
NBB 3131AB

QTY

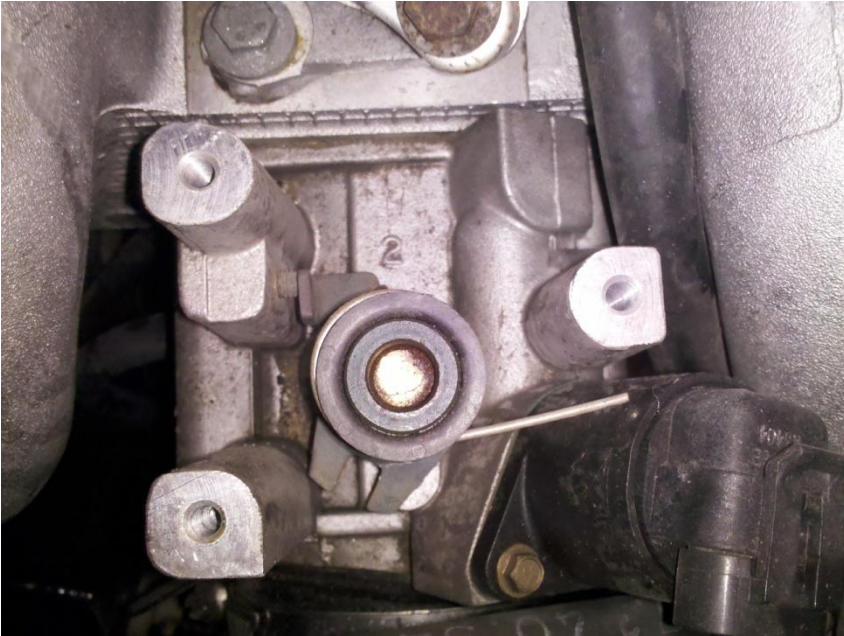
1
1
As required
1

Tools

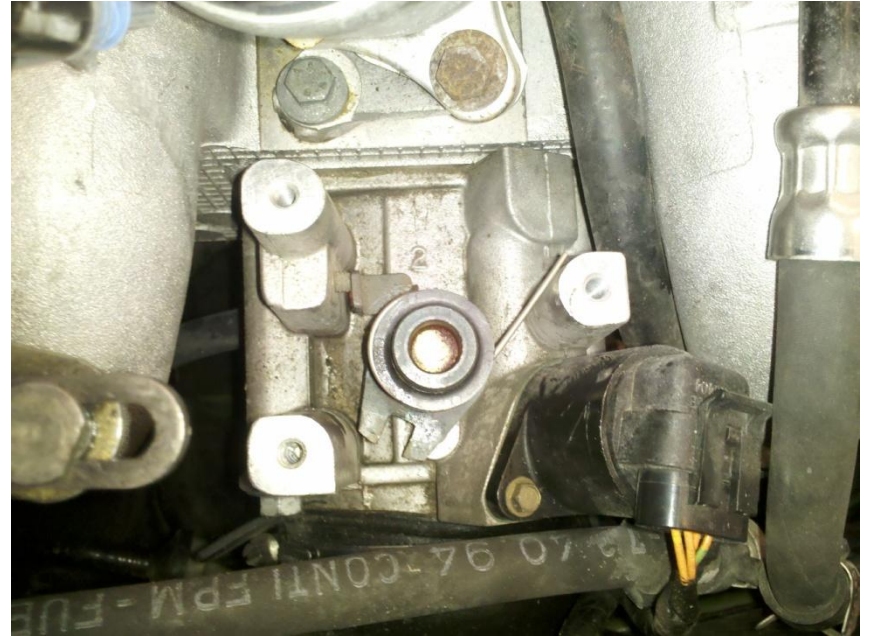
- ¼" drive Torx T-25
- ¼" drive 6" extension (wobble ext if you have it)
- ¼" drive ratchet
- Magnet
- Needle-nose pliers
- Wire pliers
- Vise
- Small spade screwdriver

Discovery Phase

As-Discovered upon dis-assembly



Proper Orientation



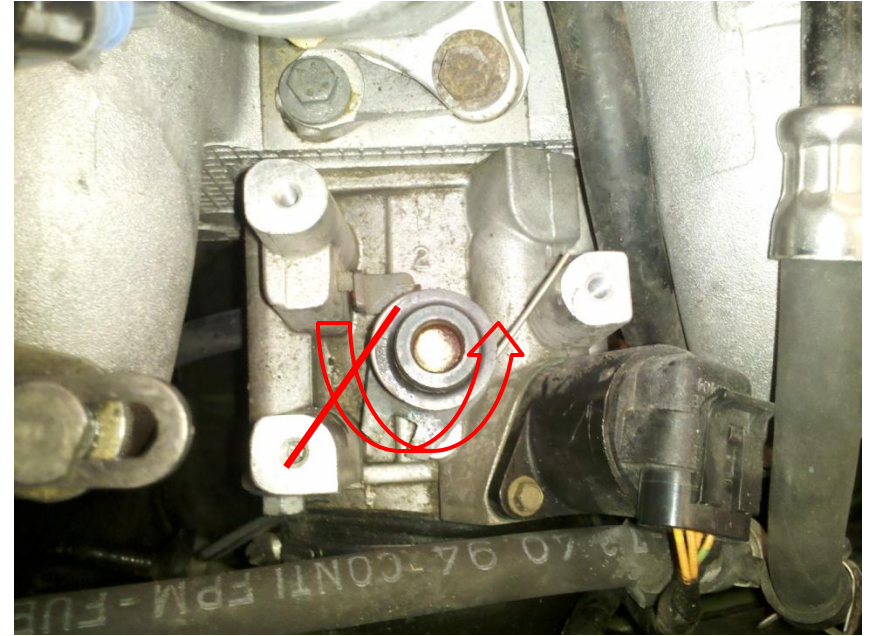
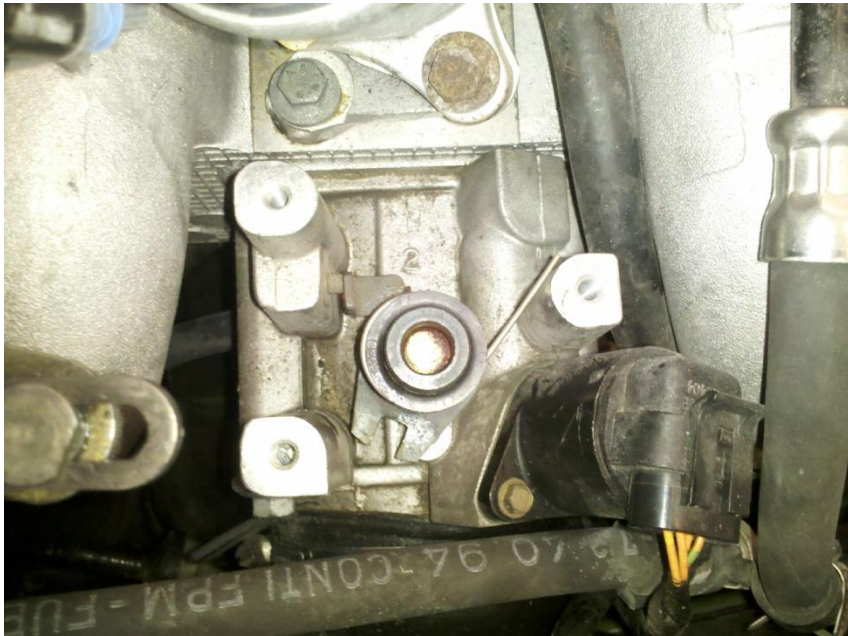
Test-Run 1

- I put it all back together with the spring in the proper orientation and took it out for a test-drive.
- No joy, I found it was still sticking high and brought it home, popped the bonnet and went in for a bite to eat while things cooled a bit.
- Upon returning, I noticed I'd left the EGR unplugged for the test run. Since it ran EXACTLY as it has previously, decided it would not affect my results and tore back into the spring-works



Modification Plan

- **Motorcarman:** “You don't need a new spring. I just unwind the old spring a half turn with pliers and then go one EXTRA turn when installing it again. You will find that it is too long so kinda guess how much too long, pull it back off, snip it shorter and then install it.”

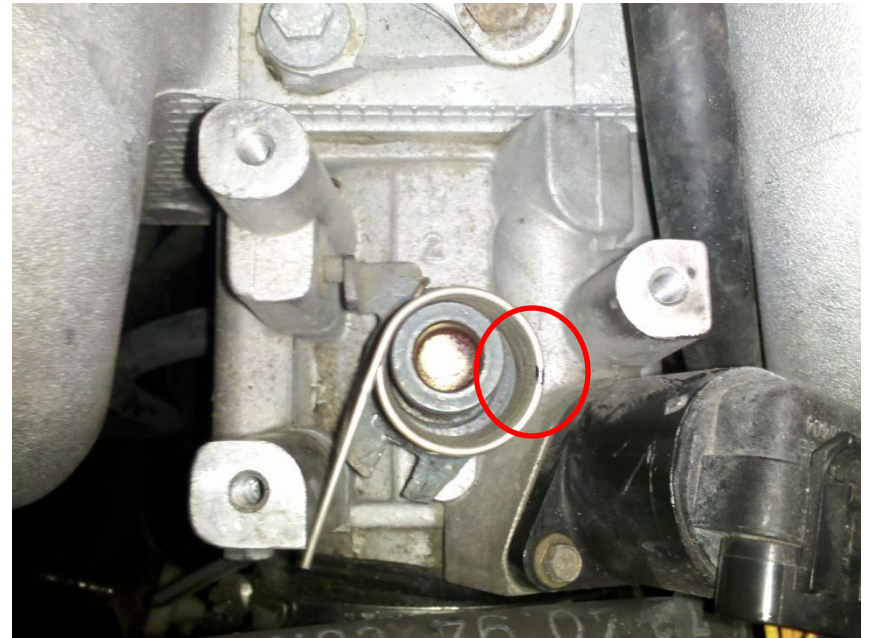


Mark & Measure

Remove Insert and mark spring for unwinding



Release tension and keep track of your mark



Unwind $\frac{1}{2}$ Turn

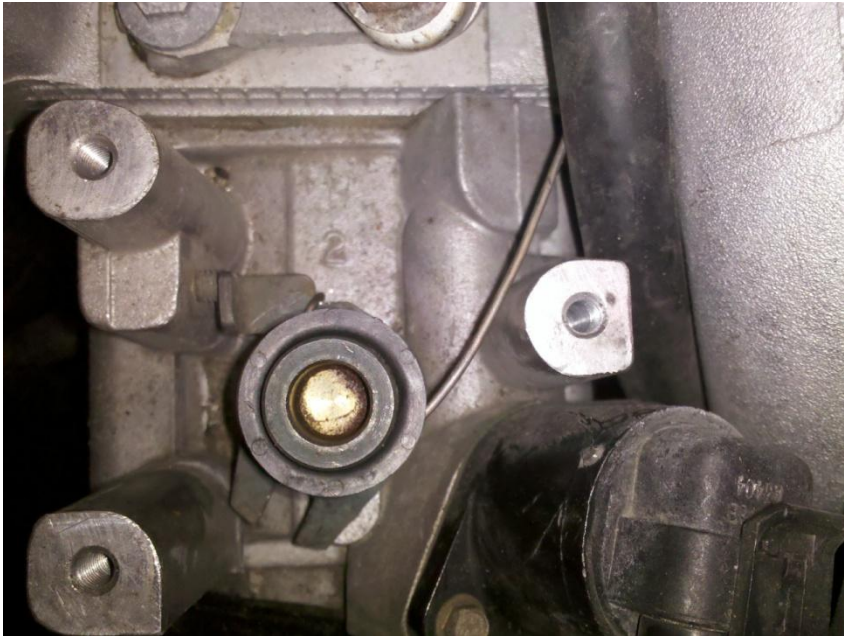
I clamped the free-end in the vise

Incrementally straighten the last coil with wire-pliers to mark

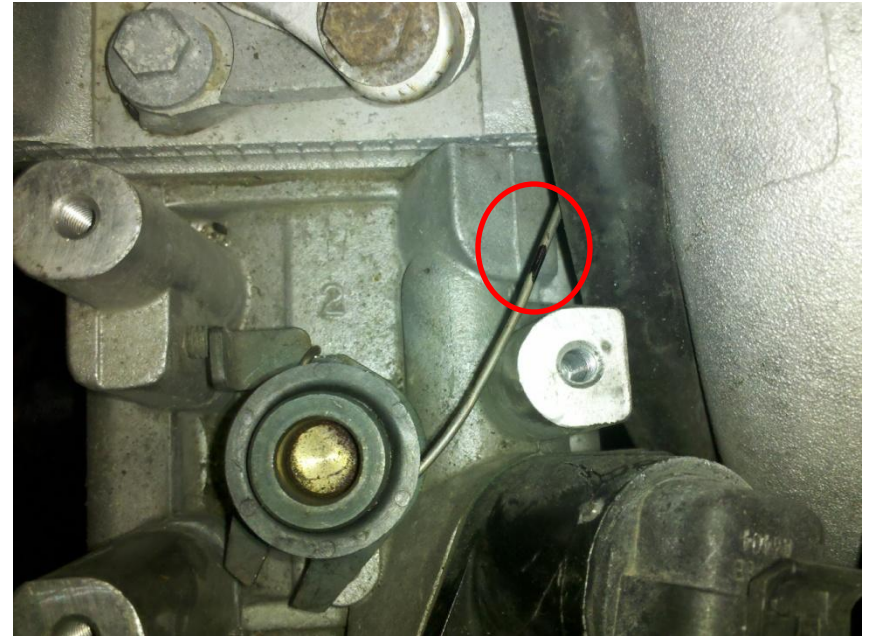


Re-Fit and Re-Mark

Test-fit after unwinding $\frac{1}{2}$ turn



Mark for cutting



Finish Forming

I clamped it back in vise to bend a slight hook in end, and broke the end off while forming it.

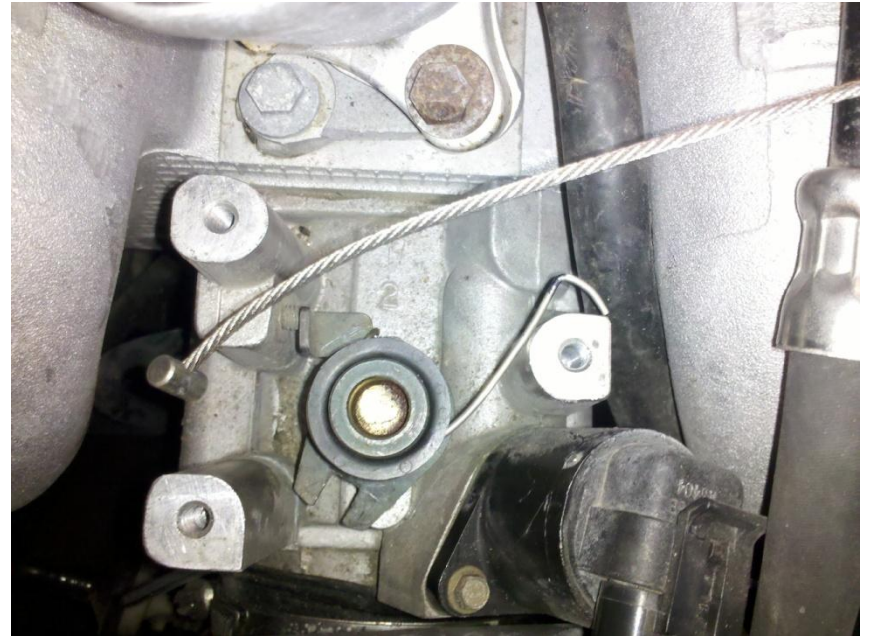
Decided to just leave the large end on rather than try to cut it off close to the hook



Installation

**Don't lose nor break this "insert"
or plastic collar!**

It keeps the spring seated



Test Run 2: Success!

**Don't forget the EGR Valve connector
when you are buttoning up.**

**Ready for test!
(No more sticky throttle)**

