

## K & KE Jetronic Systems

### FUEL DISTRIBUTOR WARNING

Avoid Part Failure / Voided Warranty

Performance problems that may still exist after installation of a Python remanufactured fuel distributor: In 99% of the instances it is not the Python fuel distributor but rather an alternative component and/ or contaminated fuel within the fuel system. This will ultimately cause performance problems.

1. Stalling
2. Cylinder Misfire
3. Rough Idle
4. Hard Start

#### COMPONENT CAUSED

##### FUEL PUMP

1. Worn commutator's, worn brushes, worn race housings, etc. Causes the fuel pump to generate inconsistent fuel pressure. When the engine is turned off the worn pumps cause the fuel pressure to leak or seep between the fuel distributor barrel and piston. The fuel will congeal in the intake and appear to be coming from a fuel distributor, but the cause is low fuel pressure due to worn fuel pumps.

2. Any variable in the fuel pressure caused by the worn fuel pumps will cause stalling, rough idle, and hard start conditions.

3. Debris caused by the failing fuel pump will spread throughout the fuel system blocking filters and the precision orifices within the fuel distributor which can cause stalling, rough idle, and hard start conditions.

4. On a six cylinder the number 2 cylinder will exhibit low or no fuel pressure to that number 2 cylinder. The fuel distributor port number 2 is the farthest from the fuel input and thus the least amount of fuel will be fed by a worn fuel pump. On a four, five, or eight cylinder application it will always be the fuel distributor port farthest from the fuel source where there will be little or no fuel dispensed to that particular cylinder.



Worn Race Housing



Worn Commutator

## FUEL REGULATOR

1. A defective regulator will cause system pressure to fall which will cause a leak between the fuel distributor barrel and piston. Again the fuel will congeal in the intake and appear to a defective fuel distributor, the root cause being a bad fuel pressure regulator.
  2. The vehicle will exhibit a fuel smell, stalling, rough idle, hard start conditions.
  3. Erratic fuel pressure due to a defective fuel pressure regulator will result in a poor running vehicle.
- 

## ELECTRONIC ENGINE CONTROL SENSORS

1. Any sensor not performing within factory standards like the auxiliary air valve will cause the vehicle to stall, rough idle, and hard start conditions, non of which is the fault of the fuel distributor.
  2. Sensors include but not limited to ECU, thermo time switch, etc.
- 

## FUEL ACCUMULATOR

1. A malfunctioning accumulator will cause a hard or no start condition.

## WARM UP REGULATOR

1. A bad warm up regulator will cause a rough idle - stalling condition.
- 

## FUEL FILTER

1. A clogged fuel filter will cause hard start, rough idle, and poor performance conditions.
- 

## FUEL INJECTOR VALVES / COLD-START VALVE

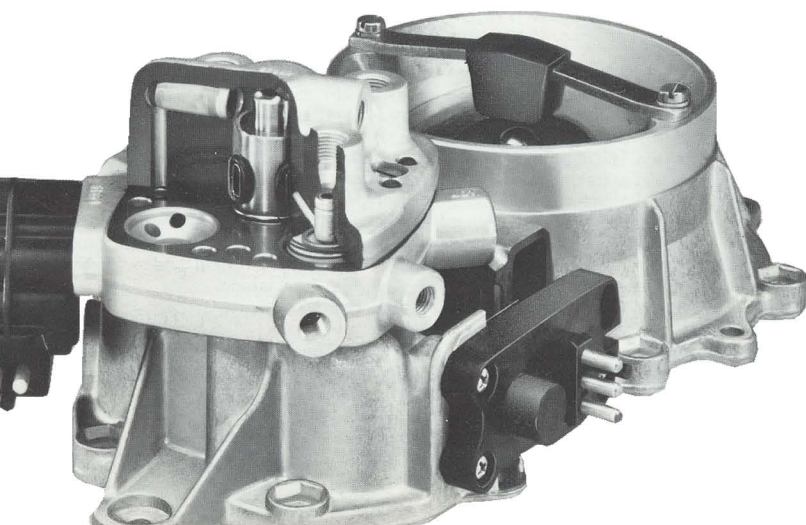
1. Worn springs, electromagnetic failure, and debris clogged orifices will cause result in poor performance, hard/no start, idle, acceleration, problems etc.

## CONTAMINATED FUEL SYSTEM

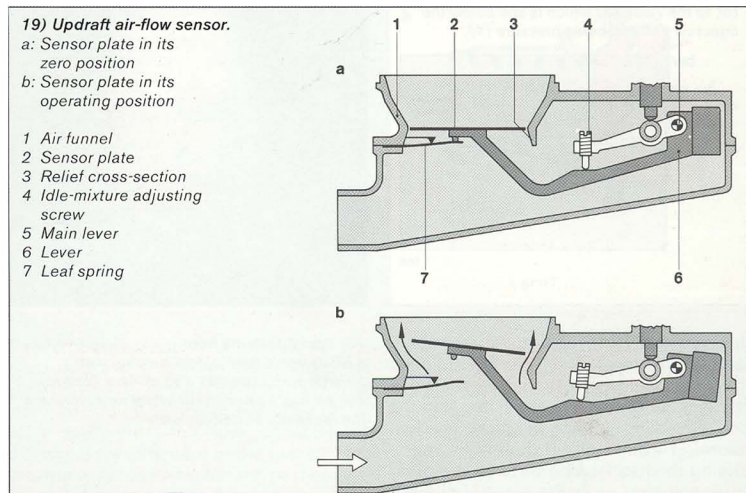
1. Rust, water, debris from fuel line, gasoline, etc. can clog the precision orifices of the fuel distributor, fuel injector valves, fuel filters, etc.
2. Many times the original fuel distributor failed due to contaminants and when the Python fuel distributor is installed, our unit is then contaminated causing the Python fuel distributor to prematurely fail.

## AIR FLOW SENSOR

1. Almost never wears out. Usually any performance or idle issues are caused by a maladjusted sensor plate lever.
2. When the Python fuel distributor is replaced the air flow sensor metering lever must be checked to make sure that the fuel distributor piston is not resting against the lever plate.
3. With the engine turned off and the fuel distributor in the rest position there should be a clearance of .04 - .08" (1-2 mm) between the fuel distributor control piston and the air flow sensor lever. Any tension that exists between the fuel distributor control piston and the air flow sensor will result in fuel leakage between the control piston and the barrel within the fuel distributor. Fuel will leak down into the intake. A hard or no start condition will result.
4. Once the engine temperature is reached the idle mixture screw can be adjusted for optimal idle as needed. If this is performed then the clearance between the fuel distributor control piston and the air flow sensor plate must be measured to insure there is clearance when the engine is in the off position.
5. Note: the older updraft Air flow sensor versions will need to be adjusted according to any manuals which may still be available.



Air Flow Sensor with a section through the fuel distributor



Air Flow Sensor Cutaway