



86-93 Mustang IAC Adjustable Control Plate

Part # 5010-04

The Idle Air Control Adjustable Plate kit as originally used to correct sludge contamination concerns of the throttle bore and plate only. It's also been used to help control idle when switching to a more aggressive cam or if you have a highly modified engine.

Verify that the idle speed concern is not being caused by the fuel system, IABP solenoid, throttle linkage, ignition system, PCV system, EGR system, cooling system, or vacuum leaks before proceeding with the installation of this idle air adjust spacer. If the engine being serviced already has an Adjust Spacer installed, verify for proper adjustments in Steps 3 and 10 only (replacing spacer kit is not required). If the throttle body being serviced is identified as a sludge tolerant design (yellow/black attention label), this procedure is not required.

1. Turn engine off, put transmission in park, engage parking brake, and block wheels. Disconnect all cables from the throttle control arm and disconnect the IAC solenoid connector.
2. Do not clean the throttle bore/plate area. Removing the sludge accumulation in the throttle bore will reduce the effectiveness of the idle air adjust spacer.
3. Adjust the throttle plate position in the throttle bore to minimize closed plate air flow by turning the throttle plate stop screw on the throttle body counterclockwise until it is no longer in contact with the throttle control arm stop. Gently cycle the throttle plate open and closed a few times to ensure the throttle plate is at the full closed position. Place a 0.002" feeler gauge between the stop screw and throttle control arm and adjust the screw clockwise until it just contacts the feeler gauge. Remove the feeler gauge and turn the screw clockwise an additional 1/2 turn.
4. Snap the throttle from open to closed several times to make sure the throttle plate does not stick, bind or grab in the bore. (If necessary, continue clockwise adjustment of the throttle stop screw for the minimum amount required to eliminate the stick/bind/grab condition.) Run KOEO (Key On Engine Off) self-test to verify that no TPS fault codes exist once throttle plate adjustment is completed.
5. Remove the IAC solenoid and discard old gasket. Note the position of the solenoid connector before removing so that it can be replaced with the same orientation. (IABP solenoid mounting location varies depending on model year and engine application. Reference appropriate engine shop manual for location.)
6. The Idle Air Control Spacer comes preset at maximum air flow for engine applications of 5.0L displacement and smaller. The 5.8L and 7.5L truck engine applications require additional air flow. It is necessary to remove the spacer center cup plug prior to installation on engine. Remove the center cup plug for 5.8L and 7.5L applications, by using a center punch, and tap lightly from the bottom side of the cup plug to pop it out. Discard the cup plug.

Be sure to shop our online store for the best deals: www.uprproducts.com



7. Install Idle Air Adjust Spacer between IAC solenoid and engine mounting location.

IMPORTANT

INSTALL THE SPACER SO THAT THE SPACER PORT WITH THE TRIM SCREW KEYWAYS ALIGNS

WITH THE CLEAN AIR PORT OF THE MOUNT.

NOTE: Replace the two (2) short existing IAC solenoid bolts with the longer bolts provided in the kit. On applications that use a stud, reuse the stud and use only one (1) new bolt.

NOTE: On engine applications that use IAC solenoids with three (3) mounting holes, use one (1) of the two (2) longer bolts provided with the kit. short existing bolts to plug the third tapped hole and mount the solenoid/spacer assembly using the

8. Torque bolts to 8-11.5 N-m (6-8.5 lbs-ft).

9. Reconnect the cables to the throttle control arm.

10. Refer to the appropriate engine/emissions diagnosis shop manual (or see TSB article) for the proper EFI engine idle speed adjust procedure. Follow the procedure specified for the vehicle/engine combination being serviced except: do not turn the throttle plate stop screw. Adjust idle speed by turning one or both spacer trim screws using a 2.5mm allen wrench (turn clockwise to decrease RPM and counterclockwise to increase RPM). additional problems. Set the engine speed to the high end of the specified range to prevent any future sludge build up from causing

NOTE: On applications that do not specify a RPM setting in the shop manual, adjust spacer trim screw to obtain 550 RPM in drive with the A/C off and IAC solenoid connector disconnected.

11. Reconnect the connector to the IAC solenoid and verify the engine is idling properly.

12. With the engine running, cycle the throttle several times to verify that the plate does not stick, bind or grab. (Repeat Steps 4 and 10 if there is a stick, bind or grab.)

Product Liability Statement: The purchase of the product, manufactured by UPR Products Inc. completes an agreement between UPR Products Inc. and the customer. UPR Products Inc. assumes no liability for damages or injury incurred by the buyer of this product. The buyer has complete responsibility for the installation, use and upkeep of this product