
PORSCHE

Product Circular

914 Group
24

February 25, 1976

Subject:

Auxiliary Air Regulator
Part Identifier 24 50

Key Points:

Testing of auxiliary air regulator

Many auxiliary air regulators replaced as "defective" were ok when tested. In addition to instructions in AFC Troubleshooting Guides consider the following:

Auxiliary air regulator, testing

Difference between cold engine idle after start-up and idle at operating temperature used to be higher with earlier models.

Difference between "cold idle" and "warm idle" is much less with AFC equipped engines. Consider this fact when troubleshooting idle problems with AFC equipped cars.

In addition to checking auxiliary air regulator mechanically (blocking and releasing air hose to check for change in idle) also check electrically.

Resistance between contact points of auxiliary air regulator should be 30 ohms.