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## REAL cleaning of the DBW trottle body

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06-27-2005, 11:48 AM

#1

[jyyrii](#)  
Neutral

Join Date: Apr 2005  
Posts: 30

**PIC ADDED** \_ REAL cleaning of the DBW trottle body

Now with a PIC.

**PIC:** <http://www.geocities.com/jyyrii/TB.html>

**Number 2 on the foto is the 4 sensor brushes and the 4 sensor surfaces.**

I'm writing this because I have not seen this problem/cleaning mentioned anywhere on this site. (sorry no pics, I couldn't post any...)

PROBLEM:

My 1.8T was pulling a little unevenly, especially when warm/hot. I have been changing every part that I can think of to get rid of the problem (e.g. vacuum lines, MAF, DV, trottle body clening, etc...) but no improvement. I installed a boost meter to see the boost and it showed a little hesitation/variation in the boost level even on even gas/surface. So, I though it could be because of the oxygen sensor, bad injectors, trottle mecanism malfunction or the gas pedal itself.

SOLUTION:

So, I start with the least expensive thing: the trottle body (which actually happend to cause the problem). I took out the trottle body and cleaned the inside (this had already been done before, so it was already almost clean). The second thing, **THIS IS NEW**: I opened the throtle mecanism housing, which contains the electrionic motor that drives the trottle "flap", some gears and the sensors for the trottle position. The housing was hold together with 5 clamps, which were easy to remove and put back with a knife/ by hand. The sensor surfaces was dirty so I cleaned them and also cleaned all the contacts for the motor and sensor.

RESULT:

I think that the normally done trottle body cleaning does not contain opening and cleaning the mecanism housing inside, but this definitely did help in this case. Here I am: a lucky owner of a silk smooth 1.8t

Last edited by jyyrii : 07-01-2005 at 08:14 AM. Reason: PIC ADDED

06-27-2005, 11:51 AM

#2

[D.Passat00](#)

6th Gear

Join Date: Feb 2004  
Location: LA, CA  
Posts: 7,515

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nice! i'll have to try this sometime!

06-27-2005, 12:39 PM

#3

[John E](#)

3rd Gear

Join Date: Oct 2004  
Location: Encinitas CA  
Posts: 1,792

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I love this forum.

06-27-2005, 01:57 PM

#4

[spd33](#)

1st Gear

Join Date: Apr 2003  
Location: Chandler, AZ  
Posts: 288

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What did you use to clean the sensor surfaces with? Alcohol or electronic parts cleaner?

06-28-2005, 07:57 AM

#5

[jyyrii](#)

Neutral

Join Date: Apr 2005  
Posts: 30

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I used a spray that is meant for the "ignition distributor" (sorry, don't know the correct word). It is supposed to prevent moisture and rust, I guess.

I could see some stains on the sensor surface, so I sprayed and dried a couple of times until it was all clean.

06-30-2005, 11:13 AM

#6

[swett](#)

2nd Gear

Join Date: May 2000  
Location: Pasadena, CA USA  
Posts: 697

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Bump for this, a picture is worth a thousand words

Its pretty quick to do, just don't lose any of those metal clips!

Thanks, Ian

Today, 08:25 AM

#7

[palopalo](#)

Neutral

Join Date: Nov 2005

Posts: 2

**please help !**

Hi im new here so forgive me if this sounds strange or is a stupid set of questions , but would really love some help !

ive taken the throttle body off my passat 1.8t APU and cleaned all that i could get to , it wasnt very dirty at all but still needed cleaning for m peace of mind !

anyway the butterfly plate doesnt close all the way ? should it ?

when you are cleaning the plate you have to push against the force of a spring / motor etc - which seems enough to close the plate completely ?

if i press against the plate (again not using too much force ) the plate will close completely flush but then springs back with a 2mm gap at top and bottom - is this normal

tomorrow im going to take the entire tb apart and see if i can somehow realign it so the plate shuts flush by the force of the spring / motor

but if im being an idiot can someone please say so !

Today, 09:26 AM

#8

[bass lover1](#)

3rd Gear

Join Date: Jun 2004

Location: New Port Richey, FL

Posts: 1,225

Quote:

Originally Posted by **palopalo**

*Hi im new here so forgive me if this sounds strange or is a stupid set of questions , but would really love some help !*

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*but if im being an idiot can someone please say so !*

Yes the plate should remain slightly open at all times (usually around 3 degrees)...think about it, if it takes your foot on the gas pedal to keep the valve slightly open, then you would need to

keep your foot on the gas at all times to keep the car from stalling.

It's left open to allow air to pass while the motor is idling, it's how they are designed and is why the spring pops it back open when you push on it.

Today, 11:45 AM

#9

[palopalo](#)

Neutral

Join Date: Nov 2005  
Posts: 2

ah !! excellent ..thankyou very much !

and thanks for not ridiculing me in public !

glad i dont have to take it all apart , it doesnt look fun

the metal clips look like they'd break fairly easily

thanks again

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