

Congratulations on buying your Maserati 3200 throttle body.

Your throttle body is easy to fit and requires no adjustments.

Follow the procedure outlined here and you should be up and running Quite quickly.

About Dave Shanks and Throttle bodies.

I am a Maserati 3200 enthusiast and product design engineer to trade. I have owned my 3200 for 14 years now and there are not many repairs and problems I have not encountered. I have often found that the drive by wire system is the most fragile and often not reliable and this has bothered me over most of my time with the car. So I now make replacement pedal sensors which should remove any unreliability from the pedal position sensor and also build Throttle bodies.

I have spent some time during the 2020 Covid lockdown really studying the Throttle bodies and trying to work out what makes them work well. I have developed a fully computerised air flow testing facility which allows me to map the Throttle body performance very precisely, and this also has allowed me to match converted Volvo units to the original Maserati specification. The summary of the last test of your unit is attached here, showing the air flow compared to an original Maserati unit. The testing also measures response time and stability as well as rotary sensor matching, and angular position of the adjustments.

Your throttle body is ready for installation and has been fully tested including test driven in my car.

Installation

Remove the Throttle body cover by removing the two bolts





Remove the two large rubber hoses from the intercoolers by removing the securing clips and pulling them off.

Remove the electrical connector from the air temperature sensor and then the large retaining clip holding the metal air junction on the front of the throttle body.

Disconnect the electrical connector from the Throttle body and remove the metal air junction piece.



Remove the 4 screws holding the Throttle body onto the intake plenum.



You should now be able to remove the Throttle body. Depending on how long it has been there and whether gasket sealant has been used it may take a little pressure to remove it.

When you are fitting the replacement, make sure the face of the plenum is smooth and there is no trace of old gaskets or sealant.



Fitting your new Throttle body is a reverse of this procedure. Do not overtighten the mounting screws as the plenum body is aluminium and so you can damage the plenum.



It is normal for the car to generate an error when first started with a new ETM, and so this should be cleared and the errors will not re-appear. I think the ECU learns the ETM settings in some way, so when it first starts with a different ETM it assumes its an error.

You will need to have the ability to clear the error caused by the changeover.

Any issues with this please feel free to contact me on davidshanks83@yahoo.co.uk

Or if its really important +44 (0) 7729 185377