

Many Porsche, Ferrari, Mercedes and other classics have an injection system from Bosch. This is often the **Bosch K- or KE-Jetronic system**.

Modern E10 fuels, old age, standing still for a long time or due to dirty petrol, the system can often no longer function properly. As a result, the engine runs irregularly, poorly warm or cold running and it can no longer be adjusted.

The most common is that the warm-up regulator or fuel distributor no longer functions according to factory value due to an outdated membrane or leakage.

The overhaul does not work with an exchange system, you always get your original overhauled part back, including the old parts, so you can see exactly what has been replaced. Repair can only take place based on availability of parts (some are simply no longer available). If your part cannot be repaired, the examination and shipping will be charged.

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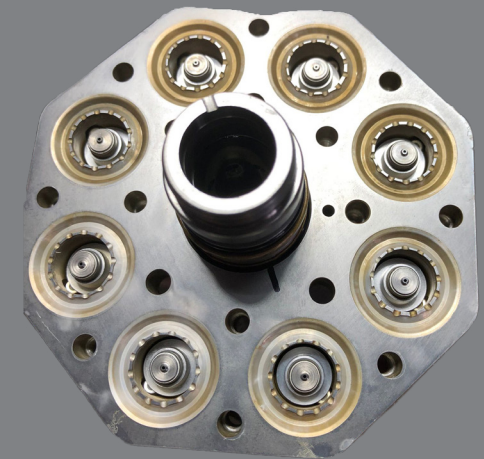
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**K JETRONIC  
REFURBISHMENT**





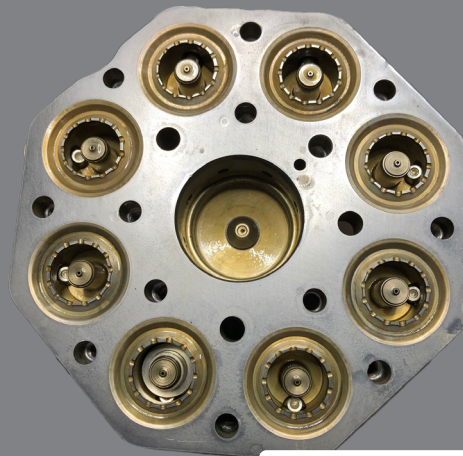
## FUEL DISTRIBUTOR

### THE REVISION CONSISTS OF:

- Dismantling the fuel distributor and removing the internal rubbers and the old diaphragm.

- Ultrasonic cleaning of the distributor, if everything is perfectly clean, a new membrane is fitted and the internal rubbers are renewed (these are all resistant to Ethanol in E10 fuel). Then the distributor is reassembled.

- Adjusted to factory values, then it is tested for leakage and yield per cylinder.



Fuel distributor

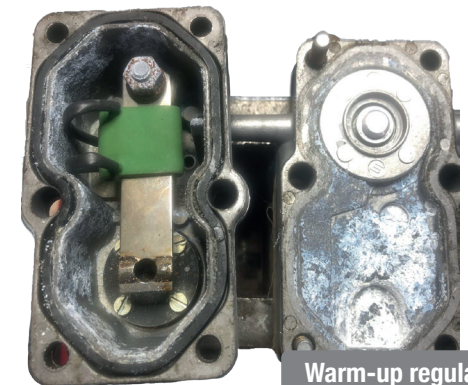
## WARM-UP REGULATOR

### THE REVISION CONSISTS OF:

- Disassembly of the warm-up regulator and ultrasonic cleaning. The fuel cell is provided with a new membrane and a new sealing rubber (this can now withstand Ethanol E10 fuel)

- The enrichment diaphragm is checked and replaced if necessary (this diaphragm does not come into contact with fuel, but may have hardened over the years and no longer function properly). The bimetal and ceramic resistance is checked for the correct value and replaced if necessary.

- The warm-up controller is then reassembled and adjusted to factory values. Then there is another test, both cold and hot, this test is performed several times.



Warm-up regulator