

Summarized/Corrected Base Idle Reset version

Adapted from posts by Joel5.0 on SBFTech.com

1. Clean TB with carb cleaner and nylon brush (toothbrush size). Engine off, fully open TB blade and spray/brush TB until all gunk and oil residue is cleaned.
2. Allow to dry, or close TB blade and start engine until it clears all carb cleaner fumes/liquid.
3. Let engine idle...if it doesn't, increase idle speed via TB stop screw until engine stays idling on its own.
4. Disconnect IAC valve, if engine dies repeat 3 with IAC disconnected.
5. Set idle speed **to the lowest setting possible** between 600-800 rpms with IAC disconnected. It is key to use the lowest possible to prevent idle surge, rolling, etc once the IAC is connected as follows.
6. Turn engine off, and reconnect IAC
7. With Ign On Eng Off, check TPS voltage output....if it's between .7vdc - 1.0vdc, it's OK. This voltage check should be done between the **Green** and Black wires at the TPS side connector as shown in the pic below....(-) terminal of the DVOM on the Black wire and (+) terminal on the **Green** wire.
8. Disconnect battery (-) for 3-5 minutes.
9. Reconnect battery, start engine, allow it to idle for 2-4 minutes to confirm setup,
10. If idle speed falls too low or stalls, increase idle speed via the TB set screw a little at a time.
11. Turn engine off for 20 seconds, re-start engine and repeat 9 - 11 if required.
12. Reconfirm TPS output is within the .7vdc - 1.0vdc range.....you're done!...



...no need to reset ECM KAM (reset computer) b/c the TPS minimum value used for idle control, is automatically reset by the EEC-IV every time the ign is cycled on-off for 20 seconds-on, and as explained in the next post

13. Allow a 10-20 minute "relearning" period under normal driving conditions (drive cycle).....now you're done.