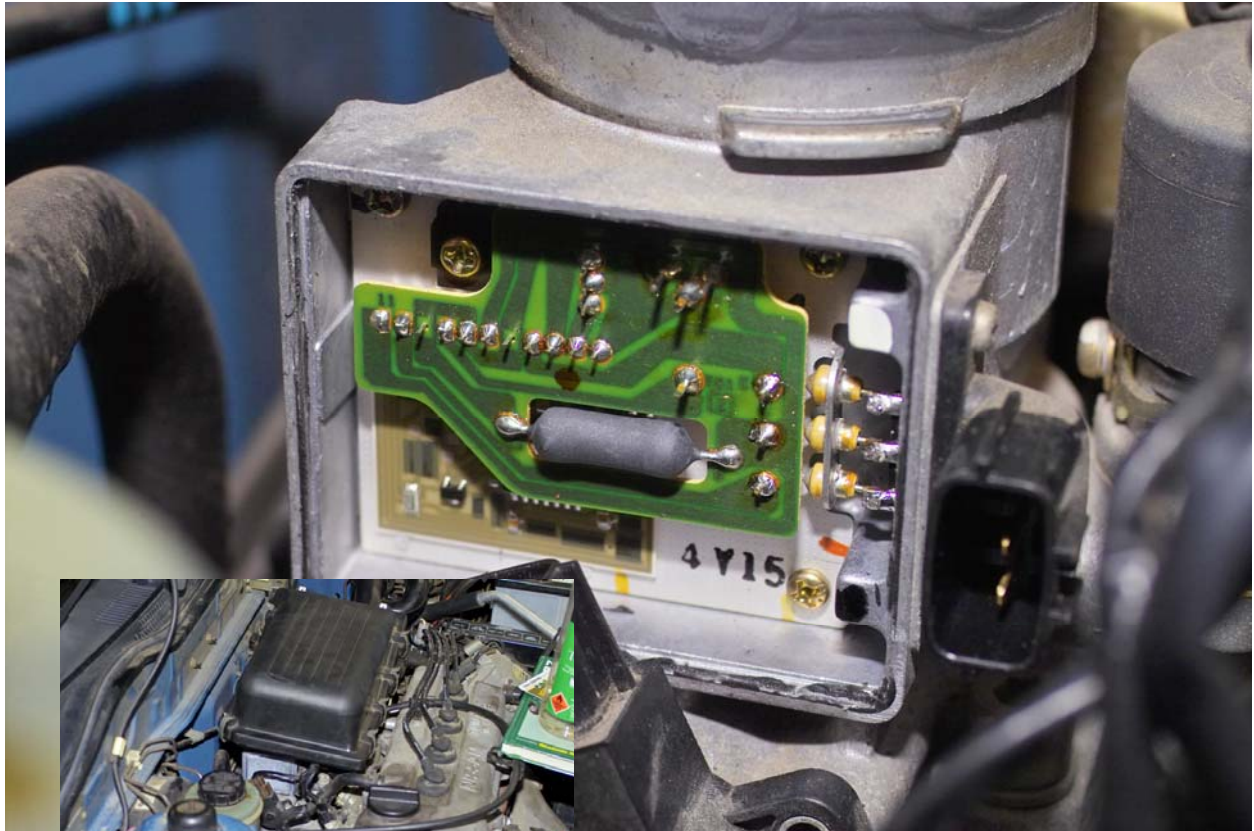


Nissan Micra K11

Throttle Body Re-Soldering



MAY IMPROVE

- Idle issues
- Hesitation issues
- Pedal response
- Fuel economy

How to guide to re-solder your Nissan Micra K11 Throttle Body. In hope of fixing the Dry-Joint problem which some owners have reported.

Images used in this Article are of a 1995 Nissan Micra Super S (Australian Model)

Thanks to CMF Member [mighty cg13de](#) for providing a guide on how to do this on Cisco's Micra Files Community Forums. You can visit Cisco's Micra Files @

www.micra.com.au

NISSAN MICRA K11- THROTTLE BODY RE-SOLDERING

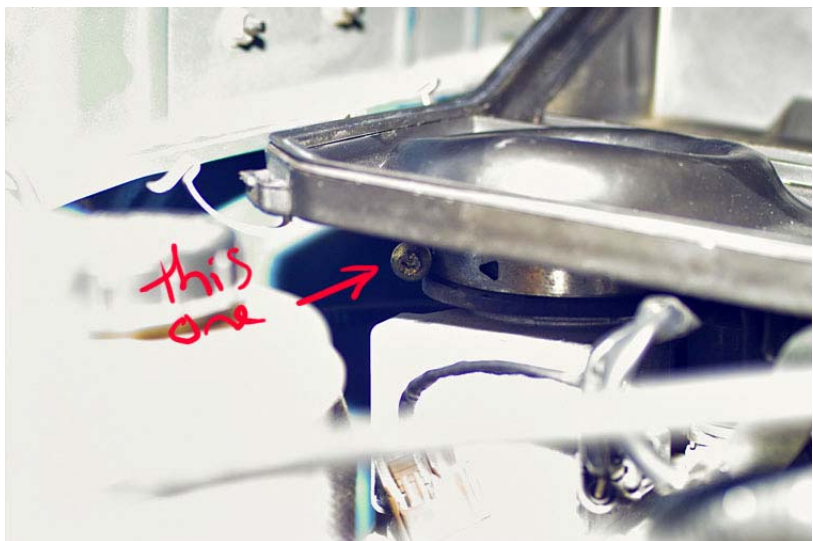
- Firstup, be sure you've got some Silastic Automotive Silicone and something to clean the surface where the old rubber once was (I used turps) if you have not, go to the shop so you don't look like a goose when you remember you need some when the car is disassembled => and there is no other car to go to the shops in.
- Allow car to cool.
- Read the drying time for the Silicone to be sure it will be dry before you want to drive the car next.



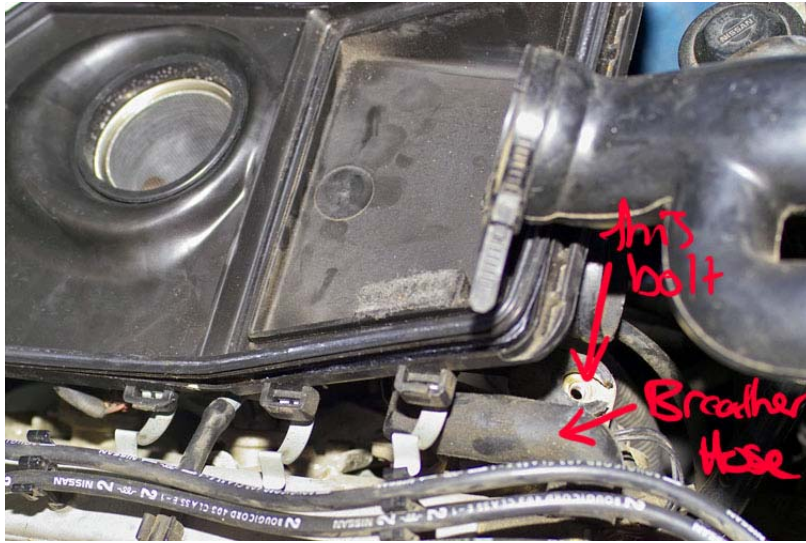
- Pop the hood and begin by removing the intake duct from the airbox, it's a push fit, so just lever it out. (you may need to loosen the zip tie) See Image on the right.



- You will find the airbox is firmly seated to the Throttle body. Pop your head down near the front of the motor (nearby the accessory belts) and look under the airbox there is a large hose clamp like device holding the air box firmly onto to the inlet of the Throttle Body, loosen this clamp. (See Image on the right).



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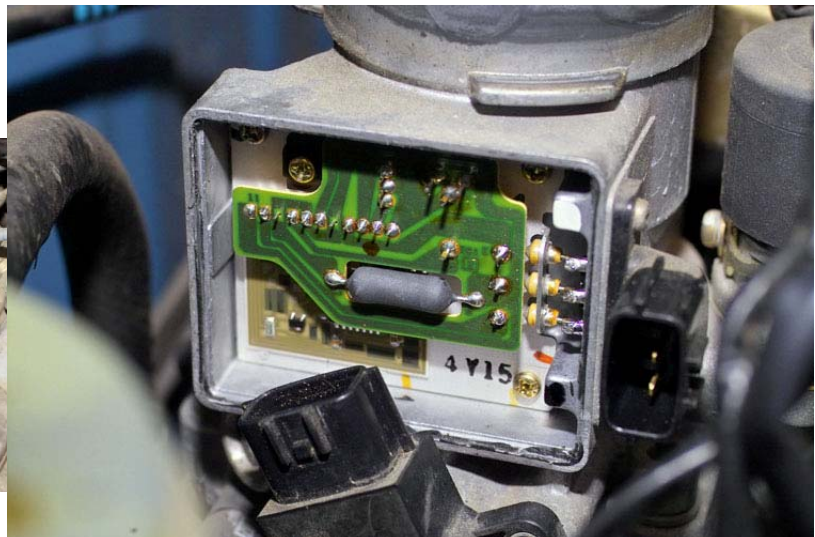
- Next remove this bolt (See image to the left). Also remove the cover and air cleaner to make the job a little easier.
- Now we pull like bug-gery, rotating the airbox side to side to pull it vertically off the Throttle Body – it's a tight fit to prevent dust getting in. When it comes off be sure to not knock yourself in the head. If

the breather hose has not come off remove it (See Image above) and also remove the PCV breather hose from the airbox (see Image below) and put the airbox in a safe place.

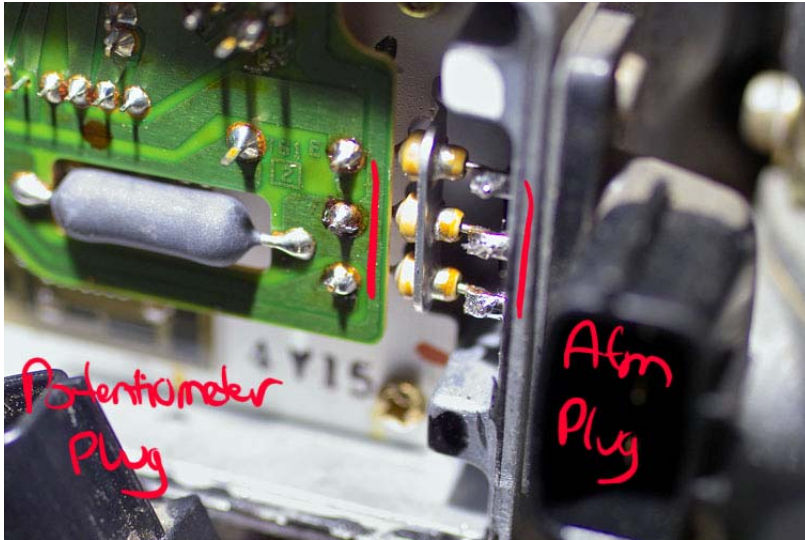
- Remove the potentiometer and airflow meter electrical plugs to allow better access to the plate that is sealed with silicone (mine was black).
- I'm not familiar with potentiometers so I didn't remove mine, looks like the two bolts allow the potentiometer some adjustment, so I left it alone.



- I currently don't know a better way to get off the old silicone other than hacking it to bits with a nice sharp new razor blade once a majority is removed I pried off the plate (need something very pointy, I just used the razor blade, first attempt I broke the blade then used the wider area caused by the break to pry it off. This revealed the circuit inside and three soldering points. (See Images below and left).



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- I reheated the two rows of three joints carefully (See Image on Left), wasn't sure which three need re-heating.

- Clean up the rubber off the Throttle Body and plate (See image on Right).
- Now wipe the edge of the Throttle Body and the plate down with degreaser.



- Run some silicone around the inside edge of the Throttle Body, place in the plate and run another lot of silicone around the outside to be sure it seals. Try not to use more than 4mm width if you can otherwise it will take far longer to set and dry. (See Image on Right)
- Assemble in reverse of removal.

