

Vauxhall CDTI SAAB TID Alfa Romeo MultiJet Inlet Manifold Swirl Flap Rod Repair 1.9 150BHP Diesel Fix Install Fitment Instructions

by [x8rftd](#) on July 11, 2014

Intro: Vauxhall CDTI SAAB TID Alfa Romeo MultiJet Inlet Manifold Swirl Flap Rod Repair 1.9 150BHP Diesel Fix Install Fitment Instructions

Engine management light (EML) lit, high fuel consumption, rough idling, rough running, poor power and torque, smoking from exhaust, error P2279-11 Intake system air leak, P2075 fault code?

All these symptoms can be caused by the swirl flap operating rod bushes wearing making the operating rod pop off stopping the swirl flaps from operating, you will often see the rod lying on top of the intake manifold.

Rather than replacing the intake manifold at great cost and the problem reoccurring in the future our repair kit solves this issue, replace the unreliable bush bearings with our improved design bearings which will not fail again.

Our bushes are made from billet Brass, fitted with a Viton O-ring and Stainless steel fasteners, designed to never fail again.

Opel / Vauxhall - Z19DTH (1.9 CDTI 16V 110 kW / 150 PS)

SAAB - Z19DTH (1.9 CDTI 16V 110 kW / 150 PS)

Cadillac - Z19DTH (1.9 CDTI 16V 110 kW / 150 PS)

Opel/ Vauxhall - Z19DTJ (1.9 CDTI 16V 88 kW / 120 PS)

FIAT - 939A200 (1.9 MultiJet JTDM 16V 110 kW / 150 PS)

Alfa Romeo - 939A200 (1.9 MultiJet JTDM 16V 110 kW / 150 PS)

147 - 1.9 JTDM 8v 2005+ [HP 120]

147 - 1.9 JTDM 16v 2005+ [HP 150]

147 - 1.9 JTD 16v 2004+ [HP 136]

156 - 1.9 JTD 2003-2005 [HP 126]

156 - 1.9 JTD 2004-2005 [HP 150]

156 Sportwagon - 1.9 JTD 16v Q4 2004-2006 [HP 150]

156 Sportwagon - 1.9 JTD 2005-2006 [HP 150]

156 Sportwagon - 1.9 JTD 2003-2006 [HP 126]

159 Saloon - 1.9 JTDM 8v 2005+ [HP 120]

159 Saloon - 1.9 JTDM 8v 2005+ [HP 115]

159 Saloon - 1.9 JTDM 16v 2005+ [HP 136]

159 Sportwagon - 1.9 JTDM 8v 2006+ [HP 120]

159 Sportwagon - 1.9 JTDM 8v 2006+ [HP 115]

GT - 1.9 JTD 2003+ [HP 150]

Fiat - Engines M91 & M92

Croma - 1.9 D Multijet 2005+ [HP 150]

Stilo - 1.9 D Multijet 2005+ [HP 150]

Stilo Multi Wagon - 1.9 D Multijet 2005+ [HP 150]

Vauxhall - Engines Z19DTH & Z19DTJ

Astra Mk V (H) - 1.9 CDTi 2004-2009 [HP 150]

Astra Mk V (H) - 1.9 CDTi 2004-2009 [HP 120]

Astra Mk V (H) Estate - 1.9 CDTi 2004-2009 [HP 150]

Astra Mk V (H) Sports Hatch - 1.9 CDTi 2004-2010 [HP 150]

Astra TwinTop Mk V (H) - 1.9 CDTi 2006+ [HP 150]

Astravan (H) - 1.9 CDTi 2005+ [HP 150]

Signum - 1.9 CDTi 16v 2004-2008 [HP 150]

Vectra MK II (C) - 1.9 CDTi 16v 2004-2005 [HP 150]

<http://www.instructables.com/id/Vauxhall-CDTI-SAAB-TID-Alfa-Romeo-MultiJet-Inlet-M/>

Vectra MK II (C) GTS - 1.9 CDTi 16v 2004-2005 [HP 150]

Vectra MK II (C) Estate - 1.9 CDTi 16v 2004-2005 [HP 150]

Zafira MK II (B) - 1.9 CDTi 2005-2011 [HP 150]

Saab - Engines Z19DTH & Z19DTJ

9-3 Saloon - 1.9 TiD 2004+ [HP 150]

9-3 Convertible - 1.9 TiD 2006+ [HP 150]

9-5 Saloon - 1.9 TiD 2006+ [HP 150]

9-5 Estate - 1.9 TiD 2006+ [HP 150]



Step 1: Remove old bushes.

Cut away old plastic bushes. This can be done with hand cutters as illustrated or with a power tool such as a Dremel. Take care when removing plastic parts that you do not bend the operating rod. We also recommend eye protection for this step.

Some remnants of the plastic may remain in the holes in the rod, remove these using a drill so that there is a hole where each bush once was.





Step 2: Add countersink

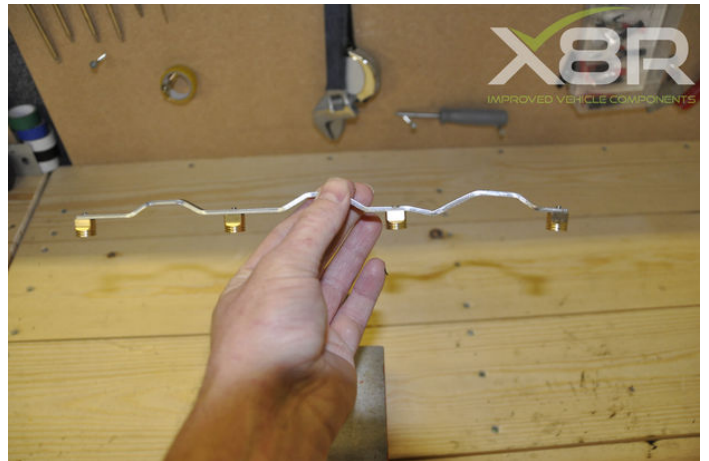
Orientate the rod as shown, using a countersink drill bit add a countersink to the second hole from the right as shown. Do this slowly and in increments and keep checking if the countersunk head of the bolt from the bush fits flush with the rod.



Step 3: Attach bushes to rod.

Add thread-lock to the countersunk screw and attach the bush to the rod as shown.

Add thread-lock to the bolts and set screws and fit the rest of the bushes. Make sure the locking washer is installed under the bolt on top of the rod, not under the rod.



Step 4: Refit operating rod.

The rod should now look as illustrated, refit the rod to the manifold.



