

Welcome to V6John.com - Home of *The Mistress*



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A Hot Body!

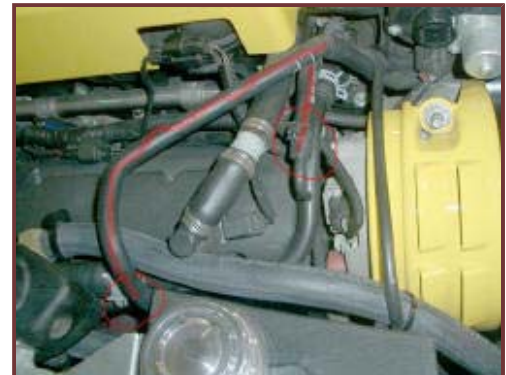


A hot throttle body that is! As it turns out, the 2005 S197 V6's have a HEATED throttle body. The idea is to run the engine coolant through the throttle body to prevent the throttle body from icing up. The S197s feature a "drive by wire" throttle, which means the throttle body is opened/closed via a computer controlled motor, not a cable and spring. Well, in search to squeeze every bit of performance out of The Mistress, I decided to try the "coolant bypass" trick!

Now, as most of you know, I'm not very mechanically inclined... Now I could have done this bypass myself, but I decided to let the "pros" at MRT (www.mrt-direct.com) handle this one! Besides, someone needed to work the camera!



The red highlights show the engine coolant hoses that run into the TB.



First step was to take the hoses off. The clamps are in the red circles.

Now we could have simply cut the hoses but to keep things as clean looking as possible Paul decided to remove the hoses from the TB. The easiest way to get to the clamps holding the hoses on is to actually remove the throttle body from the



manifold. To do this the two wiring harness attached to the TB are removed and the 4 bolts holding the TB on are removed.



With the TB removed the clamps holding the hoses are easily accessed. We removed both hoses. There is a short hose and a long hose. For the bypass we just reused the short hose.



These pictures show the short hose installed. The TB is now bypassed!



Now the big question... will this help performance? In theory it should help. I took some temperature readings before the bypass was installed. With the engine coolant running through the TB the top of the TB was approximately 165 degrees. The bottom side of the TB was close to 180 degrees. The coolant lines themselves were about 190 degrees. Now with the bypass in place the top of the TB was only 93 degrees while the bottom was 130 degrees. So the throttle body is MUCH cooler! So in theory there should be a performance gain... Hopefully I be able to get to the race track and see if it really does make a noticeable improvement!

Once again, I have to thank Scott and Paul from MRT (www.mrt-direct.com). They took time out of their incredibly busy day to do this bypass trick! Thanks guys!