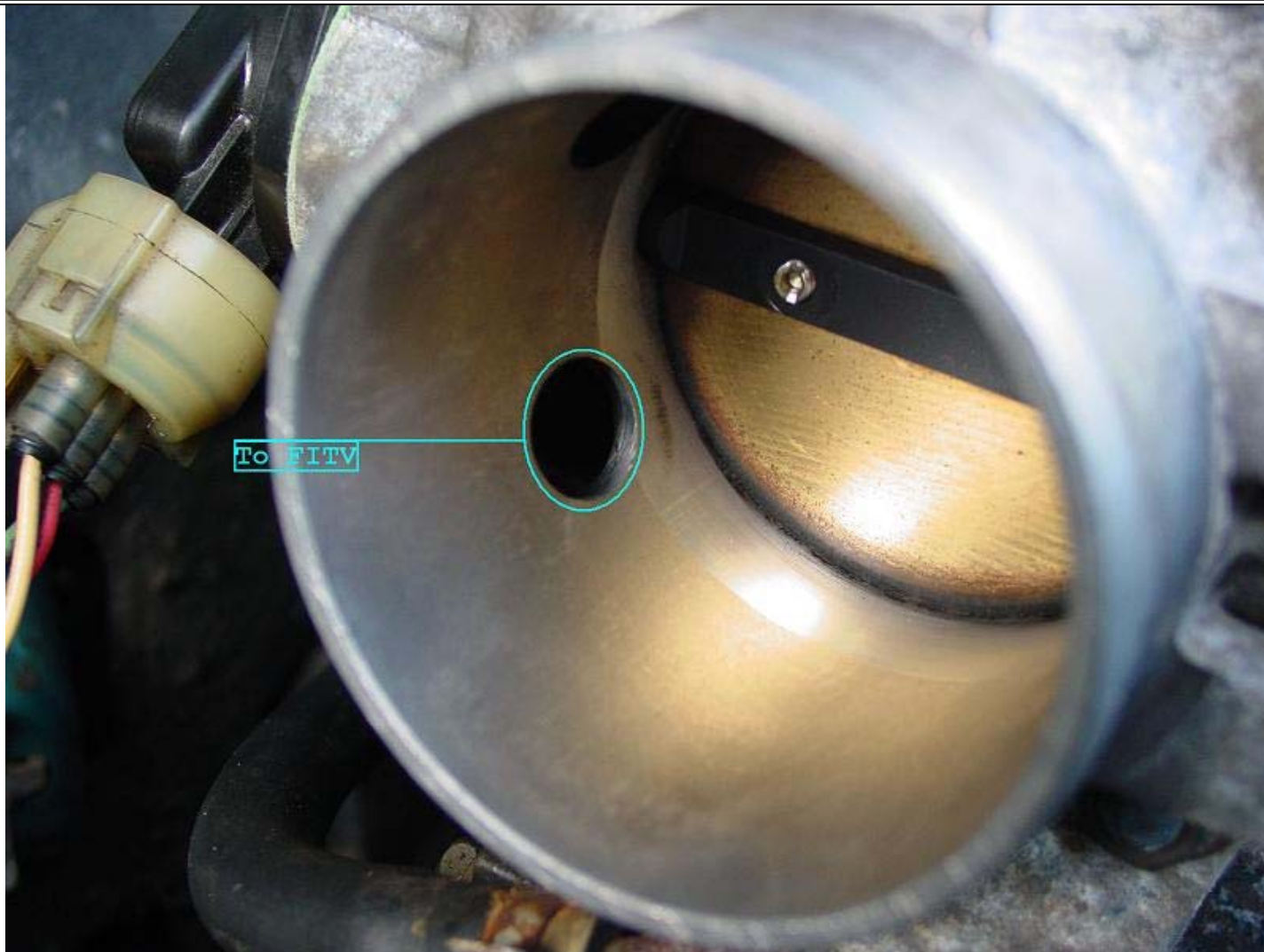
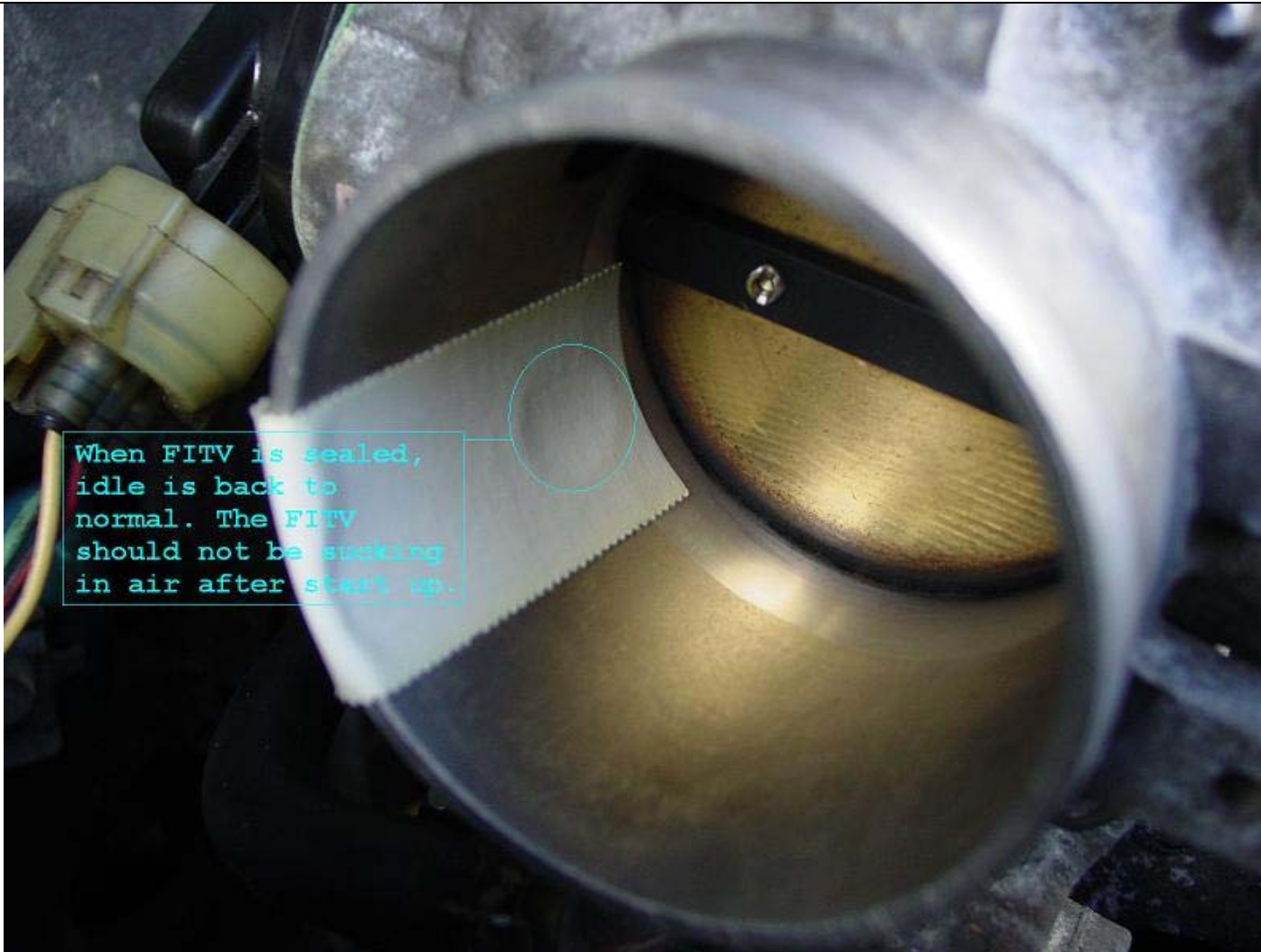


FITV (*Fast Idle Thermo Valve*)
Check and Adjustment
Source – Honda-tech.com
PDF Created By: Tonyguns

1. Separate your intake tube from the TB and look inside, you will see 2 holes. The top goes to the IACV and the bottom goes to the FITV.



2. Start your car and let it warm up to normal operating temperature (fan comes on), then plug the FITV hole, there should be ZERO to VERY MINIMAL suction. If there is suction after warm up then there is something wrong with the FIT valve, turn the car off and let it cool down.



3. This is where the manuals tell you to change the FIT valve with a new one, but there are actually a couple of things you can do to restore your old one. First things first, this is what the FITV looks like, it's attached to the underside of the TB or in some models it will be attached on the manifold right under the TB and it may have 2 coolant hoses, mine had one on the FITV and one going to the IACV from the TB (channeled through the FITV):



4. Disconnect any coolant hoses, vacuum lines, and electrical connectors that may be in the way of the back of the FITV (make sure you mark them so you know where to reconnect them). Now look at the back of the FIT valve, there is a flat plate held down by 2 screws, you'll be removing this plate. Due to the limited space/visibility I used a mirror and an elbowed screwdriver to take it off, you can also use an 8mm socket:



5. Inside is the end portion of the spring loaded valve, held down by a white plastic piece with 2 slots on either side: This piece is threaded like a screw and sometimes it will unscrew over time, creating too much slack on the spring of the valve and therefore causing a vacuum leak. Screw it back in with any tool that fits the slots. Screw it in tight but don't overdo it.



6. Replace the plate and reconnect everything you had taken off.

7. Repeat the procedure for checking suction at the FITV hole on the TB [STEP 2]