



Throttle body – General instructions

Cross connection linkage

If necessary shorten the primary or driver lever blade to suit the throttle body mounting centres. Fit the spring clip over both primary and secondary levers and capture with the M4 balance adjusting screw and locking nut.



Balancing throttle bodies

Idle bleed screws (if fitted) should be closed at the start of this operation. Before starting the engine adjust throttle balance by setting the single idle adjuster screw so that the nearest butterfly is just visibly open, then adjust the cross-link screws so that the remaining butterflies are at a similar angle. Start the engine and use a flow meter (SYNC10) to check airflow through each throttle body bore, adjusting as necessary. It may be necessary to re-adjust the idle during this process. Always re-check the balance on all bores after each adjustment and with the cross-link adjuster locking nuts tightened. Idle bleed screws (if fitted) may now be used to balance ports on twin bodies. Initial set-up can be done with a feeler gauge matching the gap under the butterflies. If a flow meter is not available reasonable results can be achieved by using a length of small bore tube to listen to the flow through each bore.

Full throttle stop

The full throttle stop is usually set slightly below 90 degrees and may require adjustment. Many engines give best results at slightly less than the fully open position.

Return springs

The throttle return springs may not be sufficient to compensate for the friction and weight of the pedal and the associated linkage. All systems should be fitted with an additional return spring or CLS1 linkage kit.

Fitting the throttle position sensor

TP1 and TP2 throttle pots may be fitted either end of the throttle body, with due reference to the direction of rotation. TP8LH or RH throttle pots must be fitted to the correct end. Using the fixings supplied tighten in a central setting. After fitting, eliminate any residual side load on the spindle by holding the butterflies slightly open (e.g. a 1mm gap under the butterfly) and lightly tap the opposite end of the spindle, a plastic screwdriver handle is the ideal weight and hardness for this. Ensure that the butterflies close positively with no signs of extra friction.

Servicing

Maintenance is not normally required beyond normal adjustment and cleaning. However, if the throttle bodies are dismantled, note the following points;

Be careful not to turn the outside edge of the seal back when refitting.

Only replace bearings and seals with original Jenvey parts. Do not use industrial alternatives.

New spindle covers must be pressed in and flattened using a 28mm diameter tool, supporting the body directly underneath.

Use Loctite 243 on the butterfly screws when refitting and torque to 3NM. The projecting screw threads may be deformed for added security but spindle damage may result when the screws are next removed.

When refitting spindle levers, **ensure a gap of 0.3 to 0.5mm** between the closest part of the lever and the body side when the butterfly is firmly closed.

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Design, develop and manufacture motorsport fuel injection throttle bodies and induction systems.