

JENVEY

HERITAGE THROTTLE BODY

The Heritage Throttle Body, A Global Success!



Here's what the press say...

There are no jerks, flat spots or surges, just a rich, smooth flow of torque from idle speed to high revs. It feels fabulous, as if every hydrocarbon molecule is contributing something useful and the throttle response is instant. It's hard to imagine how a Marek straight-six could run more efficiently than this. Point proven and mission accomplished! – **Review by John Simister of Vantage Magazine, following his drive of the Aston Martin DB5 used for the development of the Jenvey Heritage Throttle Bodies.**

Completely designed and manufactured in-house by Jenvey, the new Heritage Throttle Body has been developed with Aston Martin specialist GTC Engineering and boasts all the plus points associated with Individual Throttle Bodies (ITBs), yet manages to marry these with the subtle, understated looks of a period carburetor – ensuring that it won't look out of place in the engine bays of any classic and retro vehicles. The Heritage Throttle Body is an entirely homogenous replacement for traditional twin-carb setups that will fit any vehicle currently running any DCOE carburetor model.

The advantages of modern, electronic fuel injected intake systems are simply too hard (and too numerous) to ignore, with some of the key facets being a reliable, unbroken flow of air, extremely accurate control via advanced standalone ECUs, easy starting in all seasons, and of course, more power and economy. The sole downside on a classic installation, up until now, has always been the aesthetic – something that the Jenvey Heritage Throttle Body solves with its retrospective exterior design and exquisite engineering.

FAQs...

Will it work on my....? - These units are designed to work on any car running DCOE carburetors, allowing for the system requirements detailed below.

What else is required to complete the conversion? - The main additional item required is an aftermarket ECU and wiring loom. The system has been developed to be used with any standalone ECU. A high pressure (3 bar / 42PSI) fuel feed will be required. See fuel system recommendations on www.Jenvey.co.uk FAQ section - with swirl pot, without swirl pot. Filtration and throttle cable installation will also be necessary.

Where is the fuel rail? - The fuel rail is contained within the lid, which also clamps the injectors in place.

What fuel injectors do I need? - The injectors are specific Bosch units selected to fit this application at 350 cc/min. Larger capacity injectors will be available from December 2017.

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What throttle position sensor do I need? – The Throttle Position Sensor is built into the unit, so is supplied as part of the Throttle Body.

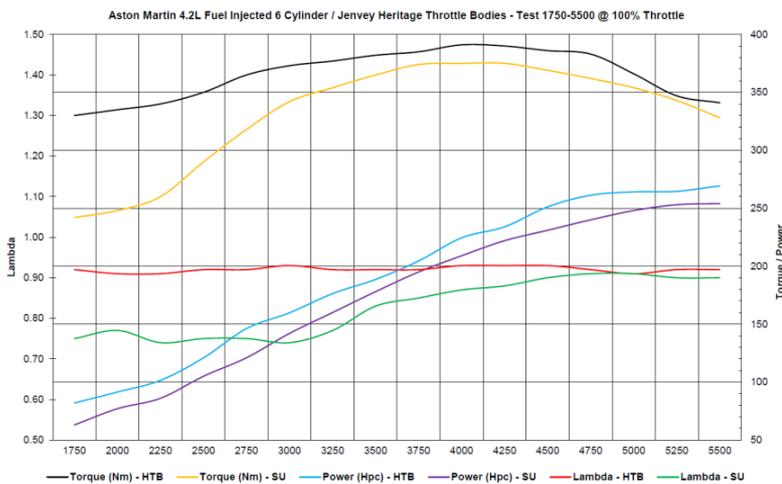
Is it sidedraft or downdraft? - It fits directly to the sidedraft DCOE flange - being fuel injected it can run at any angle including upside down. Please note, we have a variety of other DCOE Throttle Bodies to suit all applications, see www.jenvey.co.uk

Are any engine mods required? - No specific engine mods are required.

What sizes are available? 40, 45 and 48mm are available, soon after 40 will also be added to the range. All the bores are parallel without the requirement for venturis.

Will the throttle bodies work with forced induction? – We don't advise to run the Heritage Throttle Bodies with forced induction. If you are looking to add throttle bodies to your turbocharged engine, we advise to use our standard throttle bodies.

What improvement will I get over Carbs? - Development has shown massive torque gains at the bottom end with significant power gains at the top end. Fuel economy has been approximately 50% improved and emissions have been drastically improved. Alongside very good starting and rock solid idle. (Please note back to back testing was done with a very well setup carbureted car with a system developed over many years - TDS comparison testing was done with an early map, i.e. there is more to come!)



Results from first dyno test.

Extensive testing has shown vast improvements over carburetted configurations as can be seen in the dyno graph when compared with SU's. Most noticeable is the increase in low end torque, near instant throttle response and smoothness which can only be achieved with something that has as precise as modern electronic fuel injection.



Prices

TDS - Single	£620		
TDP - Pair	£1120		
TDT - Triple	£1580		
All include built in fuel rail, injectors and looms.			
Linkage kit	£130	Foam Filter	£71
Fuel Banjo	£26	Mesh Filter	£44
Airhorn	£32		

Prices exclude VAT and are correct at time of print, therefore may be subject to change. Images are for illustrative purposes only.