

Heritage DCOE Twin body 45mm Triple



Rating: Not Rated Yet

Price

ex VAT: £1,420.00

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Description

Price includes built in fuel rail, 350CC injectors, extension looms to bring the injector connector to the underside of the throttle body and hidden internal throttle pot.

Jenvey Dynamics, the world's leading developer and manufacturer of fuel injection throttle body and induction systems, has just announced a brand-new product that promises to revolutionise the aftermarket classic and retro automotive markets.

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 carburettor – ensuring that it won't look out of place in the engine bays of any classic and retro vehicles.

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.

FAQ

Will it work on my....? - These units are designed to work on any car running DCOE carburettors, 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 with Emerald and DTA but they can be used with any standalone ECU. A high pressure (3 bar / 42PSI) fuel feed will be required. See fuel system recommendations. [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.

What throttle position sensor do I need? - The optional throttle pot that can be hidden inside the unit (Jenvey standard throttle pots also fit to the outside of the unit).

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.

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

What sizes are available? Initially 45mm will be available, soon after 40, 42 and 48 will also be added to the range. All the bores are parallel without the requirement for venturis.

When will the first units be available? - The first units are scheduled for delivery late March. Pre orders can be taken now by email.

What improvement will I get over Carbs? - Development has shown large torque gains at the bottom end with significant power gains at the top end. Fuel economy has been approximately 15% improved and emissions have been drastically improved. (please note back to back testing was done with a very well set-up carburetted car with a system developed over many years - TDS comparison testing was done with an early map, i.e. there is more to come)

Will the throttle bodies work with forced induction? - Yes, please advise this when you purchase.

