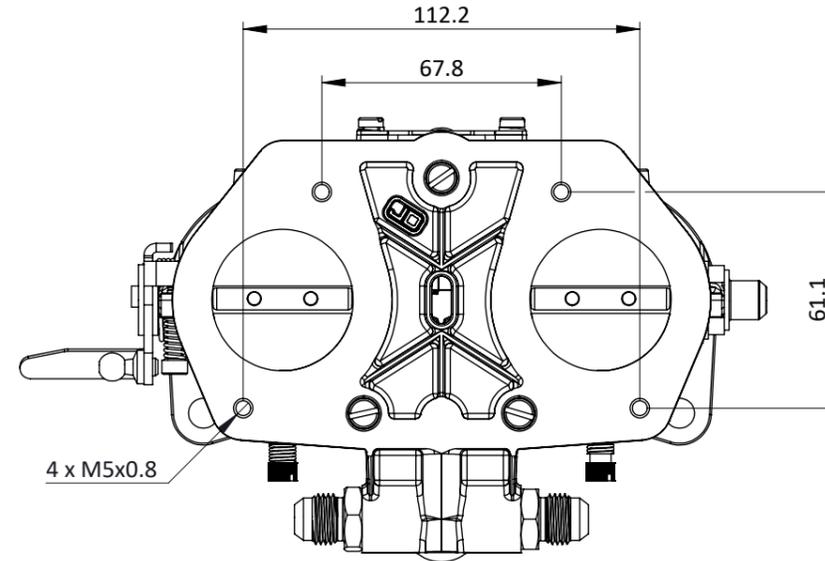
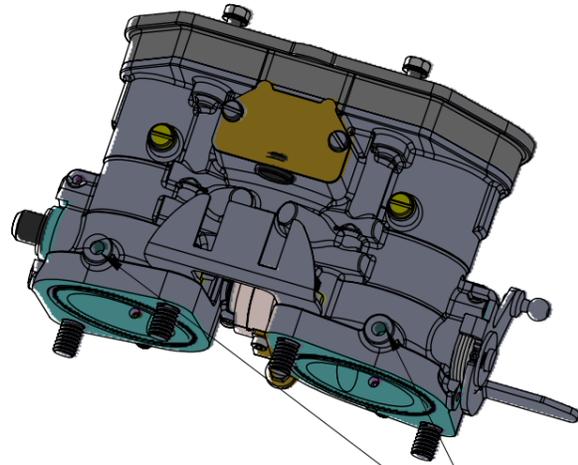


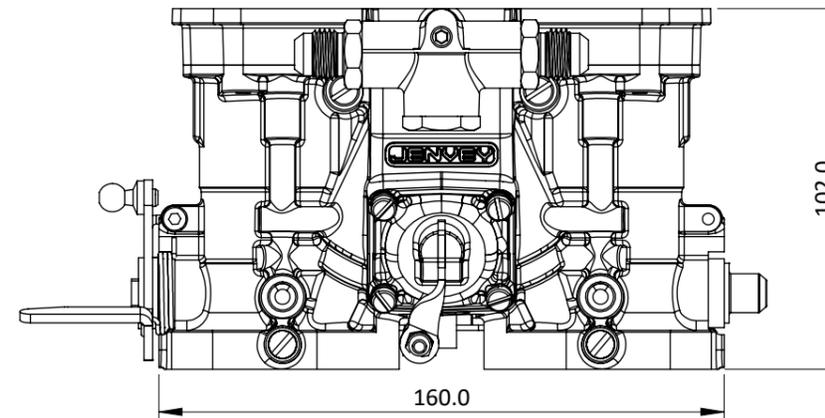
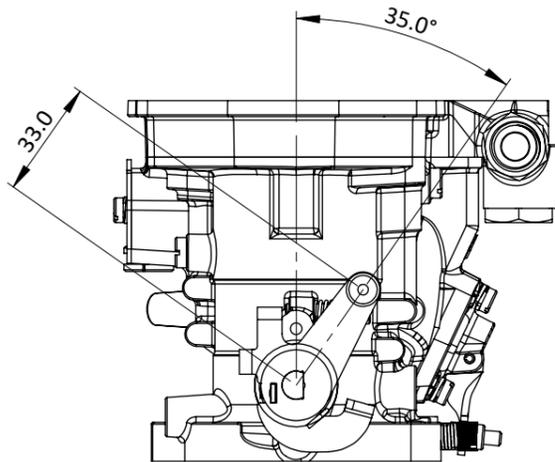
TDF40 - IDF HERITAGE



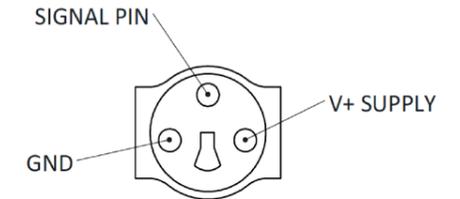
Engineered to win



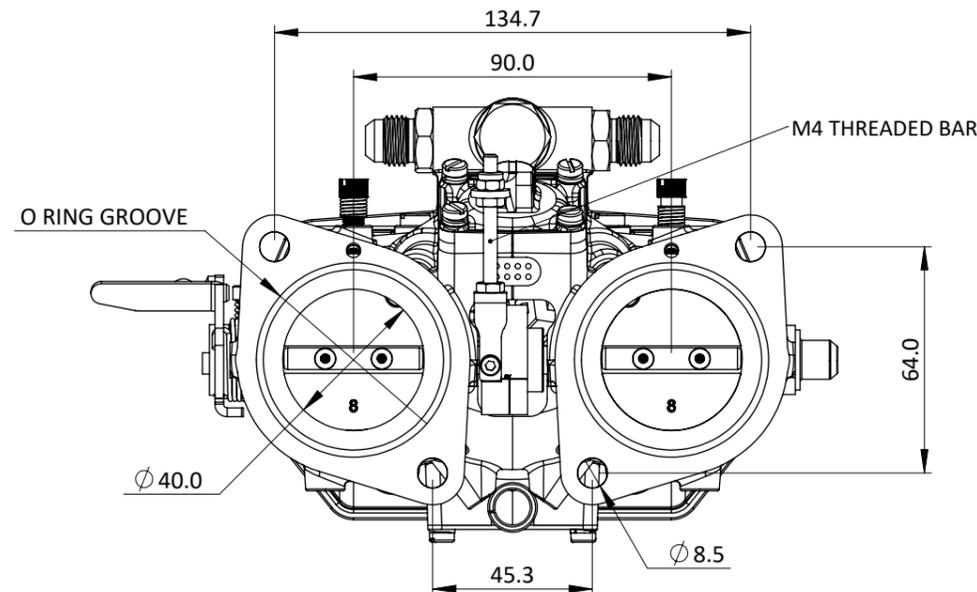
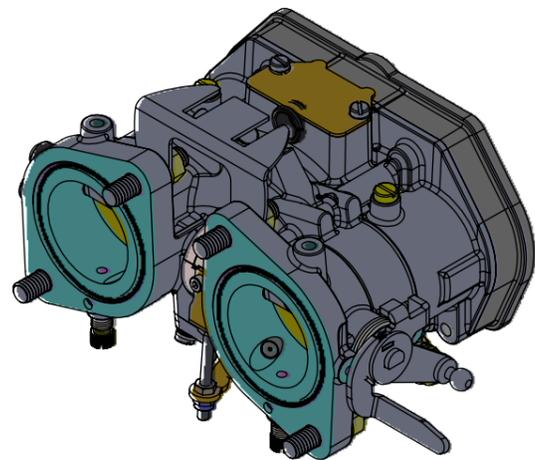
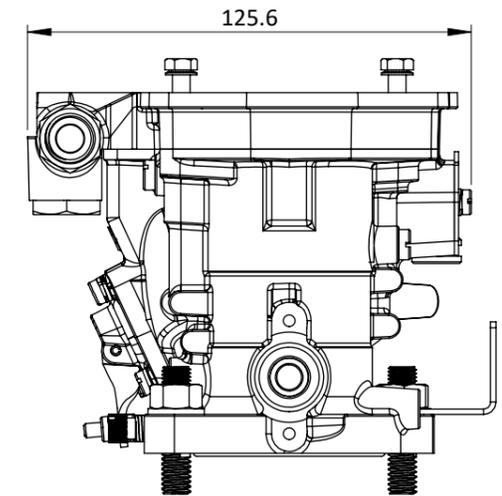
Vacuum bosses have been machined M6 on underside but do not break into bore. These can be drilled through by the customer if needed, to run IB01



HERITAGE THROTTLE POSITION SENSOR (TP12)
ECONOSEAL PLUG DETAILS:



Throttle Position Sensor
Pin Out



- Throttle position sensor has been set to ~3.80 volts. This can be adjusted by moving the M4 threaded bar up and down through the accelerator pump lever using the M4 nyloc nut and locknut
- Spindle rotation: 82 degrees. TP goes from ~3.80 V at idle to ~1.00 V.
- All bodies have been balanced and tested before leaving the factory.
- Fitted with Bosch EV14 250cc/172g injectors - Resistance 12 Ohm

The Heritage body is designed with major dimensions identical to twin vertical carburettors from Weber, Dellorto, Solex etc. The fuel rail is integrated within the body lid, supplied with Bosch injectors. The body comes with 'O' rings on the outlet, idle bypass adjustment, interconnecting link and internal throttle positioning sensor.

Frame: 1 of 1	
Version: 8	
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