Tech Guide

Harrop 110mm Integrated Throttle Body

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Suits LS FDFI2650 and FDFI2300

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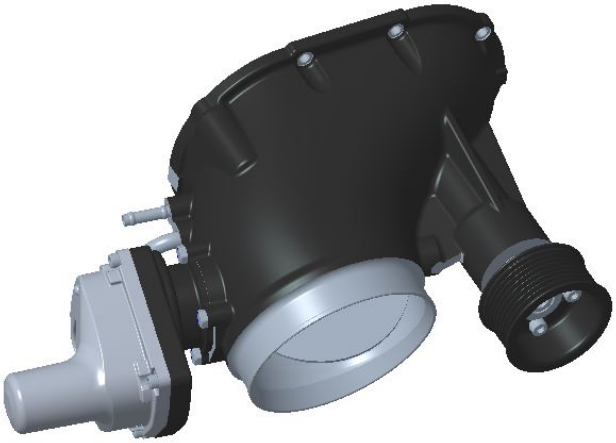
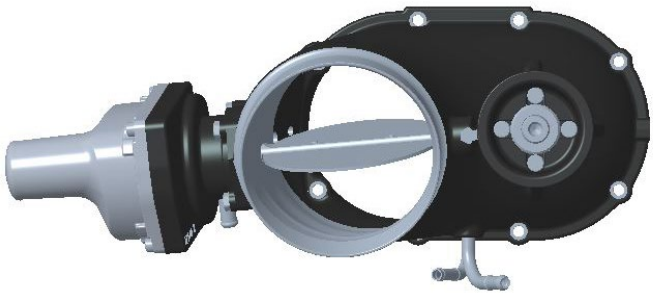
Harrop Engineering develops and manufactures premium Supercharger kits in Melbourne, Australia. Through 60 years of automotive performance engineering, Harrop Engineering have successfully manufactured and supplied Superchargers to Automotive OEM programmes including TRD, Lotus Cars and Ford Australia.

Harrop Engineering is certified to meet ISO 9001 standards of quality. OEM quality, performance and vehicle integration are the foundation of Harrop Supercharger kits.

Overview:

- Harrop LS FDFI Supercharger 110mm Integrated Throttle Body is an upgrade intended for high power, built engines running either a Harrop FDFI2300 or FDFI2650 supercharger. Power gains will depend on engine and previous intake arrangements.
- This 110mm Throttle Body Cover is an integrated throttle, ETC motor and supercharger cover which replaces the standard inlet cover and GM Ø90, or aftermarket throttle commonly used on Harrop FDFI Superchargers.
- Varying trajectory throttle bore helps achieve small throttle opening/airflow progression while also opening up to Ø110mm
- Fits directly onto the inlet of any Harrop FDFI 2300 or 2650 supercharger housing – part number dependant.
- Throttle plug is GM LS3
- Boot diameter is 118mm, (OTR boot 98-RBT12617, MAFless)
- Maximum recommended pulley is 75mm
- Will fit LS3 8PK upgrade but as mentioned below reservoir requires relocation.
- Current version uses LS3 integrated motor to drive the 110 TB.
- LSA Drive setups without SC spacer plate will require idler pulley Nuline EP046.





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Variants:

TVS2300 99-ACVR12568	(*TVS2300 CABLE: IN DEVELOPMENT*)
TVS2650 99-ACVR13169	(*TVS2650 CABLE: IN DEVELOPMENT*)

All variants Include a complete Supercharger cover assembly including supercharger drive shaft, pulley flange, ETC motor (or cable bracket and TPS) and vacuum ports.

This is not a plug and play upgrade for all applications. This is recommended for high output engines which generally use an LSA 8PK drive arrangement. The fitment of this integrated throttle body will require relocation of the standard intercooler reservoir (in most applications owners have already upgraded their systems to larger reservoirs). Depending on the combination of existing components, some modification may be required to adapt to intake systems, supercharger drives, bonnet (hood) clearance. ECU recalibration is required after installation.