

## BILLET THROTTLE BODIES

### 4150 series flange

DFI's Billet aluminum throttle body is CNC machined to precise tolerances. The throttle blades are hand lapped to provide minimum air leakage while providing excellent idle control. Stainless throttle shafts provide excellent corrosion resistance for marine use. Staged progressive linkage guarantees unparalleled drivability. The throttle body comes with integral TPS and IAC.

|                           |           |
|---------------------------|-----------|
| 800 CFM 4Bbl. ....        | .74202S6  |
| 1000 CFM 4Bbl. ....       | .74202S5  |
| 1200cfm w/IAC & TPS ..... | .74202S4  |
| 1350cfm w/IAC & TPS ..... | .74202S3  |
| 1550cfm w/IAC & TPS ..... | .74202S2* |

\*Requires template to check for throttle blade clearance

|   |        |
|---|--------|
| Cast Throttle body only (4 barrel)...750 cfm .....  | .74137 |
| Cast Throttle body only (4 barrel)...1000 cfm ..... | .74138 |



74202S4



74202S2

### DOMINATOR 4500 SERIES FLANGE **NEW!**

DFI's dominator series throttle bodies are a super sized design similar to the 74202S2 that allows maximum airflow for extreme high RPM and large displacement applications. Dyno proven to enhance torque and horsepower output from your race motor over the entire RPM range. This is the ultimate in air-flow metering for your engine....period.

|                                      |         |
|--------------------------------------|---------|
| 2100 CFM Dominator w/IAC & TPS ..... | .74208* |
| 2600 CFM Dominator w/IAC & TPS ..... | .74209* |

\*Requires template to check for throttle blade clearance



74202S3

## THROTTLE BODIES FOR GM LS SERIES

Bolt on more inlet airflow than any ported, honed, or modified OEM throttle body! This 58mm unit is CNC machined from aluminum billet to precise, leak proof throttle operation. Stock GM throttle blades screw onto a flat surface machined onto the throttle shaft. High airflow entering the throttle body can exert such force as to produce bending and misalignment of the throttle blades. ACCEL/DFI solves this problem by using a slotted throttle shaft. As the throttle blades fit into the shaft's slots, clamping force is significantly increased and bending is eliminated. ACCEL/DFI also spins the end of the throttle shaft over the throttle linkage for increased durability. ACCEL/DFI High Flow Billet Throttle Bodies fit OEM General Motors Tuned Port Manifolds as well as all ACCEL/DFI Super-Ram Manifolds.

|                            |        |
|----------------------------|--------|
| LS-2/ LS-7 Throttle Bodies |        |
| 1000CFM .....              | .74206 |
| 1250 CFM .....             | .74207 |