Forklift Throttle Body

Throttle Body for Forklift - Where fuel injected engines are concerned, the throttle body is the part of the air intake system which controls the amount of air which flows into the engine. This mechanism works in response to operator accelerator pedal input in the main. Generally, the throttle body is situated between the air filter box and the intake manifold. It is often connected to or positioned close to the mass airflow sensor. The largest component inside the throttle body is a butterfly valve referred to as the throttle plate. The throttle plate's main function is so as to control air flow.

On nearly all automobiles, the accelerator pedal motion is transferred through the throttle cable, therefore activating the throttle linkages works so as to move the throttle plate. In vehicles consisting of electronic throttle control, likewise referred to as "drive-by-wire" an electric motor controls the throttle linkages. The accelerator pedal is attached to a sensor and not to the throttle body. This particular sensor sends the pedal position to the ECU or Engine Control Unit. The ECU is responsible for determining the throttle opening based on accelerator pedal position along with inputs from other engine sensors. The throttle body has a throttle position sensor. The throttle cable connects to the black part on the left hand side that is curved in design. The copper coil placed close to this is what returns the throttle body to its idle position once the pedal is released.

The throttle plate rotates in the throttle body each and every time the operator applies pressure on the accelerator pedal. This opens the throttle passage and enables a lot more air to be able to flow into the intake manifold. Typically, an airflow sensor measures this alteration and communicates with the ECU. In response, the Engine Control Unit then increases the amount of fluid being sent to the fuel injectors to be able to generate the desired air-fuel ratio. Frequently a throttle position sensor or likewise called TPS is connected to the shaft of the throttle plate so as to provide the ECU with information on whether the throttle is in the wide-open throttle or likewise called "WOT" position, the idle position or anywhere in between these two extremes.

Several throttle bodies can include adjustments and valves so as to control the least amount of airflow all through the idle period. Even in units that are not "drive-by-wire" there would often be a small electric motor driven valve, the Idle Air Control Valve or IACV which the ECU utilizes to control the amount of air that can bypass the main throttle opening.

It is common that numerous vehicles have one throttle body, even though, more than one could be used and connected together by linkages so as to improve throttle response. High performance automobiles such as the BMW M1, together with high performance motorcycles like the Suzuki Hayabusa have a separate throttle body for each cylinder. These models are called ITBs or also known as "individual throttle bodies."

The carburator and the throttle body in a non-injected engine are quite the same. The carburator combines the functionality of both the fuel injectors and the throttle body into one. They could control the amount of air flow and blend the fuel and air together. Cars which have throttle body injection, which is called TBI by GM and CFI by Ford, put the fuel injectors in the throttle body. This enables an older engine the possibility to be transformed from carburetor to fuel injection without significantly altering the engine design.