

## General description of the fuel injection

The applied fuel injection system is a sequential multipoint fuel injection. The throttle body injection is installed instead of the carburetor. Both throttle body injection (TBI) units are connected at the bell crank and are synchronized with each other through the throttle body shaft.

The fuel pressure is 42 Lbs. PSI. This is produced through an electric fuel pump and stays consistent with the help of a pressure regulator. Min voltage is 10v.

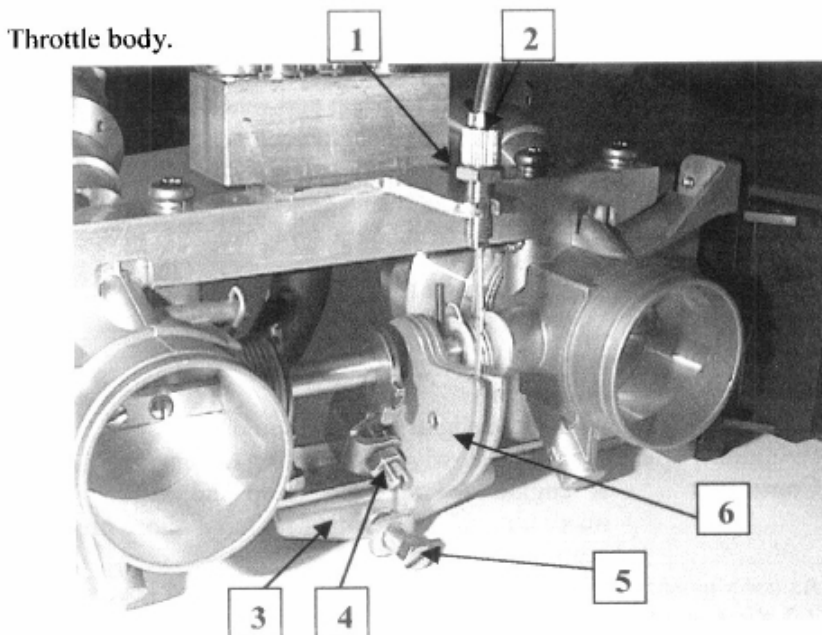
To avoid interruption from contaminated fuel, a series of fuel filters are installed fore and aft of the fuel pump.

The amount of fuel is controlled through the injector nozzle (governed by the throttle position/RPM).

The dosage is refined through different adjustment parameters.

The following parameters are used for the calculation of fuel ratio-amount of injection:

- Throttle position
- RPM
- Ambient air temperature
- Barometric pressure
- Engine crankcase temperature
- Acceleration rate
- Manual manipulation (optional)



### Position # Description

- |   |  |
|---|--|
| 1 | Throttle cable tension adjustment stop nut       |
| 2 | Throttle cable tension adjustment                |
| 3 | Throttle stop plate                              |
| 4 | Synchronization adjustment screw (do not change) |
| 5 | Idle stop adjustment screw                       |
| 6 | Throttle bell crank                              |

# ELECTRICIAL CIRCUIT DIAGRAM

