

**ACCEL Performance Fuel Injectors provide precise control of fuel delivery and atomization for increased power, improved throttle response and better fuel economy.**



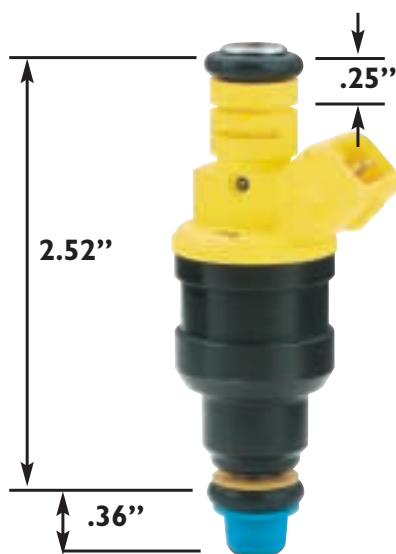
Featuring a high-impedance design to function properly with the specified vehicle's ECUs, ACCEL's Performance Fuel Injectors are all-new units, not remanufacture from used cores. They utilize a precision-ground Bosch-style pintle design, which produces a wide-angle conical spray pattern of 150 micron diameter droplets, providing an ultra-fine fuel atomization and maximum emulsification for improved burn efficiency. This pintle design also produces a more accurate and consistently more repeatable fuel flow control than either the ball valve seat/deflector plate or disk injector designs. ACCEL Performance Fuel Injectors are 100% flow tested, balanced and matched to within +/- 1.5% of their nominal pound/flow rating.

ACCEL Performance fuel injectors also feature an anti-plugging vapor cap that virtually eliminates carbon build-up. ACCEL's low-mass internal needle valve and high-pressure spring assembly ensure faster response time and greater dramatic response range. These Injectors also feature their noted flow rating permanently laser etched into the ACCEL-yellow molded top for the unmatched combination of great looks and instant recognition. They come complete and ready for installation with precision-molded O-rings and fine mesh fuel strainers.

ACCEL Performance Fuel Injectors are available in the 14 different pound flow ratings from 14 lbs./hr to 48 lbs./hr. They come packaged in sets of 4, 6 and 8 packs to cover the most popular car, truck and SUV applications.



## ACCEL Performance Fuel Injector Program Technical data and specifications.



ACCEL Individual Injector Catalog p/n	Catalog lbs/hr Flow Rating	Static lbs/hr Flow Rating @ 2.7 BAR or 39.2 PSI	Static lbs/hr Flow Rating @ 3.0 BAR or 43.5 PSI	Static cc/min Flow Rating @ 3.0 BAR or 43.5 PSI	High Impedance Resistance Ohms
150114	14	13.4	14.1	137	14.4
150115	15	14.6	15.4	149	14.4
150117	17	16.4	17.3	168	14.4
150119	19	18.2	19.2	186	14.4
150121	21	20.0	21.1	205	14.4
150123	23	21.8	23.0	224	14.4
150124	24	23.1	24.3	236	14.4
150126	26	24.3	25.6	249	14.4
150130	30	27.9	29.4	286	14.4
150132	32	30.3	32.0	312	14.4
150136	36	35.2	37.1	360	14.4
150140	40	37.6	39.7	385	12.0
150144	44	41.6	43.9	426	12.0
150148	48	45.3	47.8	464	12.0

## Applications

Cyl	Years	Application	Stock Replacement 4, 6 or 8 Pack	Plus Level 1	Plus Level 2	Plus Level 3	Plus Level 4	Plus Level 5	Plus Level 6	Plus Level 7	Plus Level 8	Plus Level 9
<b>Ford Cars</b>												
4	1988-94	Tempo, Topaz 2.3L	150414	150415	150417							
	1991	Escort, Tracer 1.9L	150414	150415	150417							
	1987-90	Mustang 2.3L	150414	150415	150417							
6	1986-98	Taurus, Sable 3.0L exc. SHO & FFV	150614	150615	150617							
	1988-90	Taurus, Sable 3.8L	150614	150615	150617							
	1990-92	Probe 3.0L	150614	150615	150617							
	1992-94	Tempo, Topaz 3.0L	150614	150615	150617							
	1988-90	Thunderbird, Cougar 3.8L	150614	150615	150617							
8	1986-89	Thunderbird, Cougar 5.0L	150814	150815	150817	150819						
	1986-91	Crown Vic, Grand Marquis 5.0L	150814	150815	150817	150819						
4	1991-93	Mustang 2.3L	150415	150417								
	1992-96	Escort, Tracer 1.9L	150415	150417								
6	1994-98	Mustang 3.8L	150615	150617	150619	150621						
	1989-95	Taurus, Sable 3.8L	150615	150617	150619	150621						
	1991-95	Thunderbird 3.8L	150615	150617	150619	150621						
	1991	Cougar 3.8L	150615	150617	150619	150621						
	1996-97	Thunderbird 3.8L	150615	150617	150619	150621						
8	1986-95	Mustang 5.0L	150819	150821	150823	150824	150826	150830	150832	150836	150840	150844
	1991-93	Thunderbird 5.0L	150819	150821	150823	150824	150826	150830	150832	150836	150840	150844
	1991	Cougar 5.0L	150819	150821	150823	150824	150826	150830	150832	150836	150840	150844
6	1994-95	Taurus 3.8L Police	150621	150623	150624							



# FUEL INJECTORS

Cyl	Years	Application	Stock	Plus	Plus	Plus	Plus	Plus	Plus	Plus	Plus	Plus
			Replacement 4, 6 or 8 Pack									
<b>Ford Cars (continued)</b>												
8	1996-98	Mustang 4.6L SOHC	150821	150823	150824	150826	150830	150832	150836	150840	150844	150848
	1992-97	Crown Vic 4.6L SOHC	150821	150823	150824	150826	150830	150832	150836	150840	150844	150848
	1992-97	Grand Marquis 4.6L SOHC	150821	150823	150824	150826	150830	150832	150836	150840	150844	150848
	1991-94	Lincoln Town Car 4.6L SOHC	150821	150823	150824	150826	150830	150832	150836	150840	150844	150848
8	1993-95	Mustang Cobra 5.0L, Cobra R 5.8L	150826	150830	150832	150836	150840	150844	150848			
	1993-98	Lincoln Mark VIII 4.6L DOHC	150826	150830	150832	150836	150840	150844	150848			
	1993-98	Lincoln Continental 4.6L DOHC	150826	150830	150832	150836	150840	150844	150848			
	1996-98	Mustang 4.6L DOHC Cobra	150826	150830	150832	150836	150840	150844	150848			
6	1989-90	Thunderbird 3.8L SuperCoupe	150630	150632	150636	150640	150644	150648				
	1989-90	Cougar 3.8L XR-7 Supercharged	150630	150632	150636	150640	150644	150648				
6	1991-93	Thunderbird 3.8L SuperCoupe	150632	150636	150640	150644	150648					
	1991	Cougar 3.8L XR-7 Supercharged	150632	150636	150640	150644	150648					
6	1994-95	Thunderbird 3.8L SuperCoupe	150636	150640	150644	150648						
<b>Ford / Mazda Trucks</b>												
4	1998	Ranger 2.5L	150414	150415	150417							
	1998	B2500	150414	150415	150417							
	1985-94	Ranger 2.3L	150414	150415	150417							
	1994	B2300	150414	150415	150417							
	1986-87	Aerostar 2.3L	150414	150415	150417							
6	1986	Bronco II 2.3L	150614	150615	150617	150619	150621					
	1986-92	Ford Ranger / Bronco II 2.9L exc. 1990 Calib. 58F,T,H,S	150614	150615	150617	150619	150621					
	1991-97	Ranger 3.0L	150614	150615	150617	150619	150621					
	1994-97	B3000	150614	150615	150617	150619	150621					
	1986-97	Aerostar 3.0L exc. 1990 Calib. 9-56J-R11	150614	150615	150617	150619	150621					
	1987-89	Ford E-250 Truck 4.9L	150614	150615	150617	150619	150621					
	1987-91	Ford E-, F- Series Trucks 4.9L	150614	150615	150617	150619	150621					
	1995-98	Windstar 3.0L	150614	150615	150617	150619	150621					
4	1995-97	Ranger 2.3L	150415	150417								
	1995-97	B2300	150415	150417								
6	1990-96	Ford E-, F- Series Trucks 4.9L	150615	150617	150619	150621						
	1995	Windstar 3.8L	150615	150617	150619	150621						
6	1990-92	Ranger 4.0L	150621	150623	150624	150626						
	1991-92	Explorer 4.0L	150621	150623	150624	150626						
	1991-92	Navajo	150621	150623	150624	150626						
	1990-95	Aerostar 4.0L	150621	150623	150624	150626						
	1996-98	Windstar 3.8L	150621	150623	150624	150626						
8	1985-96	Ford E-, F- Series Trucks 5.0L	150821	150823	150824	150836						
	1988-96	Ford E-, F- Series Trucks 5.8L	150821	150823	150824	150836						
	1996-99	Ford E-, F- Series Trucks 4.6L	150821	150823	150824	150836						
	1996-99	Expedition 4.6L	150821	150823	150824	150836						
	1996-99	Ford E-, F- Series Trucks 5.4L	150821	150823	150824	150836						
	1998	Expedition, Navigator 5.4L SOHC	150821	150823	150824	150836						
8	1988-91	Ford E-, F- Series Trucks 7.5L	150824	150826	150830	150832						
8	1992-97	Ford E-, F- Series Trucks 7.5L	150826	150830	150832	150836						
<b>GM Cars</b>												
6	1985-90	Celebrity 2.8L	150615	150617	150619	150621						
	1985-92	Camaro / Firebird 2.8L / 3.1L	150615	150617	150619	150621						
	1985-86	Cavalier, Citation 2.8L	150615	150617	150619	150621						
	1990-94	Lumina 3.1L	150615	150617	150619	150621						
	1990-93	Corsica / Beretta 3.1L	150615	150617	150619	150621						
	1991-94	Cavalier 3.1L	150615	150617	150619	150621						
	1985	Skylark 2.8L	150615	150617	150619	150621						
	1989-93	Century, Skylark 3.3L	150615	150617	150619	150621						
	1987-89	Century, Regal 2.8L	150615	150617	150619	150621						
	1989-93	Regal 3.1L	150615	150617	150619	150621						
	1985-86	Cimarron 2.8L	150615	150617	150619	150621						
	1989-93	Achiva, Calais, Ciera 3.3L	150615	150617	150619	150621						
	1985-87	Firenza 2.8L	150615	150617	150619	150621						
	1988-93	Cutlass Supreme 2.8L / 3.1L	150615	150617	150619	150621						
	1986-89	Ciera 2.8L	150615	150617	150619	150621						
	1991-94	Sunbird 3.1L	150615	150617	150619	150621						
	1992-93	Grand Am 3.3L	150615	150617	150619	150621						
	1987-93	Grand Prix 2.8L / 3.1L	150615	150617	150619	150621						
	1986-91	6000 2.8L / 3.1L	150615	150617	150619	150621						
	1985-86	Fiero 2.8L	150615	150617	150619	150621						
6	1993-95	Camaro / Firebird 3.4L	150617	150619	150621	150623						
	1994-96	Corsica / Beretta 3.1L	150617	150619	150621	150623						
	1995-99	Lumina / Monte Carlo 3.1L	150617	150619	150621	150623						
	1997-99	Malibu 3.1L	150617	150619	150621	150623						
	1994-98	Century, Regal, Skylark 3.1L	150617	150619	150621	150623						
	1994-98	Achiva, Ciera 3.1L	150617	150619	150621	150623						
	1993-97	Cutlass Supreme 3.1L	150617	150619	150621	150623						
	1997-98	Cutlass 3.1L	150617	150619	150621	150623						
	1994-99	Grand Prix, Grand Am 3.1L	150617	150619	150621	150623						
6	1995-99	Camaro / Firebird 3.8L	150619	150621	150623	150624	150626					
8	1985-92	Camaro / Firebird 5.0L TPI	150819	150821	150823	150824	150826					
6	1991-95	GM 3.8L Series I Supercharged (1991-93 205hp, 94-95 225hp)	150621	150623	150624	150626	150630					
	1991-93	GM 3.4L DOHC (X) 215hp	150621	150623	150624	150626	150630					
8	1986	Corvette 5.7L iron head	150821	150823	150824	150826	150830					
	1989-91	Corvette 5.7L exc. ZR-1	150821	150823	150824	150826	150830					
	1989-92	Camaro / Firebird 5.7L TPI	150821	150823	150824	150826	150830					
8	1985	Corvette 5.7L TPI	150824	150826	150830	150832	150836					
	1986	Corvette 5.7L Aluminum head TPI	150824	150826	150830	150832	150836					
	1987-88	Corvette 5.7L TPI	150824	150826	150830	150832	150836					
	1987-88	Camaro / Firebird 5.7L TPI	150824	150826	150830	150832	150836					
	1992-93	Corvette 5.7L LT-I	150824	150826	150830	150832	150836					
	1993	Camaro / Firebird 5.7L LT-I	150824	150826	150830	150832	150836					
8	1994-96	Corvette 5.7L LT-I	150826	150830	150832	150836	150840	150844				
	1994-97	Camaro / Firebird 5.7L LT-I	150826	150830	150832	150836	150840	150844				
	1995-96	Impala SS & Full size 5.7L LT-I	150826	150830	150832	150836	150840	150844				
	1996	Corvette 5.7L LT-4	150826	150830	150832	150836	150840	150844				
	1996-97	Camaro / Firebird 5.7L LT-4	150826	150830	150832	150836	150840	150844				
6	1984-85	Buick 3.8L Turbo (9)	150630	150632	150636	150640	150644	150648				
	1986-87	Regal, GN 3.8L Turbo (7)	150630	150632	150636	150640	150644	150648				
	1989	Trans Am Turbo (7)	150630	150632	150636	150640	150644	150648				
<b>GM Trucks</b>												
6	1991-93	GMC Syclone/Typhoon 4.3L Turbo	150630	150632	150636	150640	150648					
<b>European Cars</b>												
6	1992-94	VW Corrado 2.8L VR-6	150621	150623	150624	150626						
	1993-96	VW Jetta 2.8L VR-6	150621	150623	150624	150626						
	1993-97	VW Passat 2.8L VR-6	150621	150623	150624	150626						
	1994-96	VW Golf 2.8L VR-6	150621	150623	150624	150626						
6	1994-97	Porsche 993 Carrera 3.6L (1994-95 270 hp, 1996-97 282 hp)	150624	150626	150630	150632						
6	1995-97	Porsche 993 Carrera 3.6L Twin-Turbo	150640	150644	150648							

Note: The last two digits of the injector p/n's denote the flow rate.

# PERFORMANCE FUEL INJECTORS



**NEW**



## ACCEL PERFORMANCE PLUS FUEL INJECTORS FOR HONDA & ACURA

ACCEL Performance Plus Fuel Injectors provide precise control of fuel delivery and atomization for increased power, improved throttle response. They have flow ratings from 8% to 14% higher than stock factory injectors to match the fuel flow requirements to the horse power gains produced from typical bolt-on performance items. Manufactured in both Low and High-impedance designs to function properly with the specified vehicles ECU's. Injectors are all new units, not remanufactured from used cores. Utilize a precision ground pintle, which produces a factory style spray pattern. These injectors are 100% flow tested, balanced and matched to within +/- 1.5% of their nominal pound / flow rating. Low-mass internal needle valve and high-pressure spring assembly ensures faster response time and greater dramatic response range.

The noted part number with inclusive cc/min flow rating is permanently laser etched into the molded top for instant recognition. They come complete, ready for bolt-in installation requiring no modifications to the fuel rail or intake manifold. Packaged individually.

### Acura/Honda ACCEL Fuel Injector Applications

Make	Years	Cyl	Model	Engine Notes & Comments	Engine Size	Stock Flow Type	Stock Flow Rating	ACCEL Injector p/n	ACCEL Flow Rating	
								cc/min	cc/min	
ACURA	1995-96	5	2.5TL		2451cc	G25A4	235	152255	255	
	1997	6	3.0L CL	SOHC 24V	2997cc	J30A1	240	154260	260	
	1996-97	6	3.2 TL		3210cc		240	153260	260	
	1996-97	4	Integra GS-R	DOHC 16V VTEC (170 HP)	1797cc	B18C1	235	153255	255	
	1994-95	4	Integra GS-R	DOHC 16V VTEC (170 HP)	1797cc	B18C1	235	152255	255	
	1994-95	4	Integra LS, RS	DOHC 16V (142 HP)	1834cc	B18B1	235	152255	255	
	1992-93	4	Integra	DOHC 16V (130 HP)	1834cc	B18A1	235	152255	255	
	1992-93	4	Integra	DOHC 16V VTEC (160 HP)	1678cc	B17A1	235	152255	255	
	1997	6	NSX	DOHC 24V	3179cc	C32A1	275	153310	310	
	1995-98	6	NSX	DOHC 24V	2977cc	C30A1	325	151370	370	
	HONDA	1995-97	6	Accord		2675cc	C27A4	235	151255	255
1997		4	Accord	SOHC 24V	2997cc	J30A1	240	154260	260	
1994-96		4	Accord DX, LX, SE	SOHC 16V (130 HP)	2156cc	F22B2	235	151255	255	
1994-97		4	Accord EX	SOHC 16V VTEC (145 HP)	2156cc	F22B1	235	151255	255	
except Honda p/n 06164-POA-AOO										
1991-93		4	Accord EX, SE	SOHC 16V (130 HP)	2156cc	F22A6	235	151255	255	
1990-93		4	Accord DX, LX	SOHC 16V (125 HP)	2156cc	F22A1, 4	235	151255	255	
1987-89		4	Accord		1955cc	A20A3	235	151255	255	
1986		4	Accord		1955cc	BS	235	151255	255	
1985		4	Accord		1829cc	E53	180	151195	195	
1996-97		4	Civic CX, DX, LX	SOHC 16V (106 HP)	1590cc	D16Y7	180	153195	195	
1996-97		4	Civic EX	SOHC 16V VTEC (127 HP)	1590cc	D16Y8	240	153260	260	
1992-95		4	Civic	SOHC 16V VTEC (125 HP)	1590cc	D16Z6	235	152255	255	
1992-93		4	Civic	SOHC 16V (102 HP)	1493cc	D15B7	235	152255	255	
1992		4	CRX Si	SOHC 16V VTEC (125 HP)	1590cc	D16Z6	235	152255	255	
1988-91		4	Civic, CRX Si		1590cc	D16A6	235	151255	255	
1988-91		4	CRX		1493cc	D15B6	180	151195	195	
1988		4	CRX		1493cc	D15B6	235	151255	255	
1987		4	Civic, CRX		1488cc	D15A3	180	151195	195	
1986		4	Civic, CRX		1488cc	EW4	180	151195	195	
1985		4	CRX		1488cc	EW3	180	151195	195	
1997		4	CR-V		1973cc	B20B4	240	154260	260	
1996-97		4	Del Sol Si	SOHC 16V VTEC (125 HP)	1590cc	D16Y8	240	153260	260	
1996-97		4	Del Sol Si	DOHC 16V VTEC (160 HP)	1590cc	B16A3	240	153260	260	
1996-97		4	Del Sol S	SOHC 16V (115 HP)	1590cc	D16Y7	180	153195	195	
1994-95		4	Del Sol Si	DOHC 16V VTEC (160 HP)	1590cc	B16A3	235	152255	255	
1993-95		4	Del Sol S	SOHC 16V (102 HP)	1493cc	D15B7	235	152255	255	
1993-95		4	Del Sol Si	SOHC 16V VTEC (125 HP)	1590cc	D16Z6	235	152255	255	
1995-97		4	Odyssey		2156cc	F22B6	235	151255	255	
1997		4	Prelude	DOHC 16V VTEC (195 HP)	2157cc	H22A4	275	153310	310	
1993-96		4	Prelude	DOHC 16V VTEC (190 HP)	2157cc	H22A1	325	151370	370	
1992-96		4	Prelude S	SOHC 16V (135 HP)	2156cc	F22A1	235	151255	255	
1992-96		4	Prelude SE, Si, SR	DOHC 16V (160 HP)	2259cc	H23A1	235	151255	255	
1990-91	4	Prelude Si		2056cc	B21A1	235	151255	255		
1988-91	4	Prelude Si		1958cc	B20A5	235	151255	255		
1987	4	Prelude		1955cc	A20A3	235	151255	255		
1985-86	4	Prelude Si		1955cc	BT	235	151255	255		

Note: the last three digits of the injector p/n's denoted the flow rate in cc/min.



## Choosing The Correct Fuel Injector For Your Application

Fuel requirement in lbs./hr = (Max HP x BSFC) / (number of injectors x duty cycle)

Note: to convert from lbs./hr to the Metric measurement of cc/min, use this equation: [(lbs./hr) x 60] / 6.177 = cc/min

Max HP is a realistic horsepower estimate at the crankshaft or known value from engine dyno testing. Chassis dyno horsepower figures can only be used once you factor in the drive train losses, which can vary from vehicle to vehicle. Ask your chassis dyno operator to calculate the drive train horse power loss for your vehicle. Add the drive train horse power loss to the drive wheel horsepower to closely estimate crankshaft horsepower.

BSFC or brake-specific fuel consumption is the amount of fuel consumed per unit of power produced. It is an indication of the efficiency of the engine configuration and calibration. Actual BSFC is a function of compression, camshaft timing, cylinder head design, tune, ambient conditions, etc. The lower the BSFC number, the more efficiently the engine is making power. Engine dyno testing can provide exact BSFC data. To estimate the fuel requirements of your engine, use the examples below that best match your engine type. The reason we use a higher BSFC value to calculate fueling requirements for a supercharged engine is because of the parasitic losses or the power required to driving the supercharger that is never seen at the crank. In other words, a supercharged engine that dyno tests 450 hp at the crank, may actually be making 490 hp, but the supercharger and drive assembly is absorbing 40 hp, so you net out 450 hp. Also, the heating effect of pressurizing the intake charge in a non-intercooled system also increases the fueling requirement of a super/turbocharged engine. Always remember that too lean of a mixture can result in spark knock, high combustion temperatures and engine damage. It's smart to be slightly on the rich or safe side.

Engine type	Gasoline	Alcohol
High compression	0.45 to 0.55	0.90 to 1.10
Low compression	0.50 to 0.60	1.00 to 1.20
Super/Turbocharged	0.55 to 0.65	1.10 to 1.30

There is one other parameter involved in properly sizing fuel injectors: duty cycle. This is the percent of time that the injector is actually open (which is also referred to as pulse width) vs. total time between firing events. When an injector is open 100% of that time, the injector is in what is called a static condition. For road-racing engines that are at maximum power for extended periods of time, the desired maximum safe duty cycle is 0.85. This ensures that the injector is closed a sufficient time to keep it from overheating. For a typical street engine that spends less than 1% of its time at maximum power, you could argue that a higher duty cycle could be used to calculate fueling needs. Typically we would not do this because again we want to error on the safe side. Some may ask why not just install the biggest injector you can find. Well it's the same analogy of putting an 850cfm carburetor on a Chevette motor, overkill at best, more like a controlled leak. One other thing to remember is that an injector can only open and close so fast, this is called minimum dynamic flow range. If the ECU, in an attempt to lean out a rich mixture, selects a pulse width that is shorter than the injector's minimum dynamic flow range, the injector becomes inconsistent in its ability to supply the required fuel. This results in poor engine performance, surging and stumbling. In other words bigger isn't always better.

Let's calculate the fueling requirements of a few engines to illustrate what we have been talking about.

For the first example let's take a stock Ford 5.0L Mustang motor that makes an advertised 215 hp and look at the very conservative approach Ford used to calculate the injector size for the factory engine by using the O.E. typically safe 0.80 duty cycle limit.

$$\text{Fuel injector size} = (215 \text{ hp} \times 0.55) / (8 \times 0.80) = 18.5 \text{ lbs./hr or the ACCEL p/n 150119 injector}$$

Now let's upgrade the engine with more efficient GT-40 type components that will lower the BSFC and use a more realistic 0.85 duty cycle limit. Ford says this combination of GT-40 parts will produce about 275 hp. What injector size is required to support this?

$$\text{Fuel injector size} = (275 \text{ hp} \times 0.50) / (8 \times 0.85) = 20.1 \text{ lbs./hr or the ACCEL p/n 150121 injector}$$

Until now your only choice would have been to go with a 24 lbs./hr unit, which would be fine if the engine was making about 325 hp, but not ideal for 275 hp. Remember the comment about realistic horsepower; don't kid yourself! Now let's factor in an adjustable fuel pressure regulator as a tuning tool for this setup. By adjusting fuel pressure you can change the flow rating of a given injector. The calculation is simple, as long as you know the static flow rating of an injector at a specific pressure. For example ACCEL p/n 150121 flows 20.0 lbs./hr at 2.7 BAR or 39.6 PSI, which just happens to be where the stock Ford non-adjustable fuel pressure regulators are preset. As a point of reference, most GM factory fuel pressure regulators are preset at 3.0 BAR or 44.1 PSI. If we were to increase the fuel pressure from 39.6 PSI to 45 PSI, what will be the new flow rating of the ACCEL p/n 150121 injector?

$$\text{New flow rating} = [\text{square root of (new pressure / old pressure)}] \times \text{old flow rating}$$

$$\text{New flow rating} = [\text{square root of (45 PSI / 39.6 PSI)}] \times 20.0 \text{ lbs./hr} = 21.3 \text{ lbs./hr}$$

This increase in flow rating would support about 15 additional horsepower on our GT-40 engine. An adjustable fuel pressure regulator is an excellent tuning tool as long as the fuel pressure does not exceed 55 PSI, which is the limit that the stock fuel line fittings are designed to handle. So let's say we increase the fuel pressure up to 55 PSI, then the ACCEL p/n 150121 injector would be flowing 23.6 lbs./hr. But because ACCEL offers p/n 150123 that flows 23.1 lbs./hr at 39.6 PSI and 150124 that flows 24.3 lbs./hr at 39.6 PSI, radical increases in fuel pressure are not required to find the perfect match for your engine. The key is to make power efficiently, choosing the correct injector for your intended needs and using the adjustable pressure regulator as a fine tuning tool.

For the third example let's use Ford's new 392 crate motor p/n M-6007-A392. Out of the crate, using a 750cfm carburetor, this engine dyno tested at 453 hp with a .454 BSFC. Let's calculate the injector size you would need if the 392 were to be fuel injected.

$$\text{Fuel injector size} = (453 \text{ hp} \times 0.454) / (8 \times 0.85) = 30.2 \text{ lbs./hr units or the ACCEL p/n 150130 injector.}$$

As a point of reference, this same 392 crate engine has made over 530 hp on a dyno with Air Flow Research 185cc heads vs. stock GT-40X heads. To support this new-found power, using the same equation, larger 35.2 lbs./hr units or the ACCEL p/n 150136 would be needed. So when calculating injector size, if you are planning on large power adders in the future, keep in mind that you may have to upgrade your injector size. Just like if you might have had to put a bigger carburetor on a modified motor in the past.

# PERFORMANCE FUEL INJECTORS



## UNIVERSAL LOW IMPEDANCE INJECTORS

These are ACCEL's highest flowing, low impedance injectors. They also provide cone spray angle which results in excellent atomization of the fuel, improved fuel economy and throttle response. The Performance Injectors are also the new anti-plugging type which will forever eliminate problems that were once associated with carbon build up. Individually packaged.



Static Flow Rating lbs/hr	Static Flow Rating cc/min	ACCEL Part #
55	535	74612
72	700	74616
83	805	74607

# FUEL PRESSURE REGULATORS

## FUEL PRESSURE REGULATORS

These premium quality pressure regulators provide stable fuel pressure under the most demanding conditions. Adjustable Fuel Pressure Regulators allow adjustments for increased fuel volume and superior fuel atomization. Stock Ford 5.0L systems operate at 39 psi, while 305 and 350 TPI systems are factory set at 45 psi (except 1985 350 TPI; 39 psi).



74560

**Adj. Pressure Regulator - GM TPI . . . . .74750**

**Non-Adj. Pressure Regulator  
Fuel Rail Mounted (set at 45psi) . . . . .74751**



74561

**Adj. Pressure Regulator - Ford Multiport . . . . .74753**

**Rail Mount Adjustable Regulator  
(Fits all complete systems except  
Small Block SuperRam or StreetRam) . . . . .74560**



74562

**Adj. Pressure Regulator - Ford 1993-86 5.0L . . . . .74561**

**Adj. Pressure Regulator  
Ford 1998-94 5.0L & 4.6L . . . . .74562**

Will not work on some 1998-1/2 4.6L 2 valve engines.

**Adj. Pressure Regulator  
Chevrolet 1996-92 Corvette LT1/LT4 . . . . .74565**



74565

**Adj. Pressure Regulator  
Chevrolet 1997-94 F-Body LT1/LT4,  
1996-94 Impala SS, Caprice LT1 . . . . .74566**



74566

\*Products on this page are not legal for sale or use on California pollution-controlled motor vehicles.

## DUAL SYNC DISTRIBUTOR

- One distributor generates two signals, RPM and cylinder sequentially for fuel injected motors
- Six different styles in stock for most popular applications
- LED readout allows you to sink up without expensive equipment
- Billet distributor housings
- HEI type male tower cap designs with screw on wire retainer

- Dual Sync Distributor, Chevy small cap .....77100
- Dual Sync Distributor, Chevy big cap .....77190
- Dual Sync Distributor, small Ford small cap .....77201
- Dual Sync Distributor, small Ford big cap .....77291
- Dual Sync Distributor, big Ford small cap .....77204
- Dual Sync Distributor, big Ford small cap .....77294



## FORD FUEL RAILS 5.0 & 5.8 LITER ENGINES

Kit comes complete with rails, cross over liners and adjustable boost proportional (35-100 psi) fuel pressure regulator.

- Designed to work with all popular intake manifolds
- Adjustable brackets for easy mounting
- CNC-machined for exact fit
- Designed to flow enough fuel to support up to 2000 hp

Ford Fuel Rails 5.0 & 5.8 liter engines .....77306



## A-N FITTINGS

- Most popular sizes
- High flow
- Tapered inlets
- Consistent high quality finish on every piece
- CNC-machined for exact fit every time

Ford Fuel Rails 5.0 & 5.8 liter engines .....77306





## ENGINE MANAGEMENT SYSTEMS

## THE NEW STANDARD

# Gen VII by ACCEL/DFI

*The Next Generation In Programmable Engine Management Systems Is Here Today!*



Full adaptability to *all* systems with an easy to use interface supported by a nationwide team of ACCEL/DFI trained Engine Management Installation Centers.



All-new CALMAP 2002 PC windows-driven calibration software provides fast, user-friendly access to all fuel and ignition related tables



"Real Time" Data Display



Engine Configuration Screen

Software Selectable Ignition Compatibility eliminates the need to have your ECU modified by the factory because of ignition upgrades. The Gen VII ECU can understand and process signals from GM HEI and Opti-Spark Ignitions, Ford Thick Film Ignitions, Fixed Advance Magnetic Pick-up ignitions, (both Flying Lug and Flying Magnet), and Fixed Advance Hall-Effect ignitions.

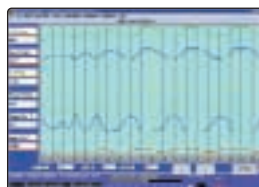


Volumetric Efficiency Table

New Volumetric Efficiency-based fuel tables can be adjusted a single point at a time, a portion at a time, or completely increased or decreased by a percentage with a few strokes of CALMAP 2002 software.



Data Logging Configuration



Data Logging Analysis

New graphical "on-line" high-speed data recording for up to 30 minutes of data recovery that can be replayed in real time or adjusted in the configuration screen.



Nitrous Oxide Configuration Table

Every Gen VII ECU has the capability of operating up to 3 stages of Nitrous Oxide to calculate the amount of fuel enrichment for each stage.



## PERFORMANCE ENGINE MANAGEMENT SYSTEM AND CALMAP 2002 SOFTWARE

### THREE CUSTOM PROGRAMS FOR YOUR PERSONAL APPLICATION: STANDARD, SPORTSMAN, PRO

Welcome to the next generation of Programmable Engine Management Technology. Over four years of Research and Development have resulted in one of the most advanced Engine Management Systems available. The Gen VII System not only provides precise control of all aspects of Fuel Delivery and Ignition Timing, but also offers features and benefits that have never been available from a programmable engine management control system.

Until now!

New ECU output accessories control include:

- Shift light output
- Enhanced torque converter lockup controls
- Improved cooling fan operational controls
- Air conditioning compressor clutch bypass controls



### SMALL BLOCK FORD ENGINE MANAGEMENT SYSTEM

- GEN VII Spark Fuel Kit
- High flow intake manifold
- Billet throttle body
- High flow fuel rails assemblies
- Adjustable boost proportional fuel pressure regulators and much more

Small Block Ford Engine Management System . . . .77302



### PLUG -N- PLAY PRE-PROGRAMMED FUEL INJECTION

- ZZ4, GT40, 502/502
- Direct hook-up for crate engines
- No fuel calibration needed
- Great for street rods
- No lap-top needed
- Flexibility to change with your engine conditions

