LOWE Industries

PO Box 180 Rosewood, Qld 4340
www.*KenLowe*.com.au
Phone 0411-699 535

Nozzles and Nozzle Holders

Enderle Nozzles

Sizes Range from Blank, .015,.020 then in .001 increments up to .070 are all in stock $ 12.50ea
Top thread is Dash 3 and bottom thread is 5/16-24 with an O-ring seal.
Nozzle PN 34450-300xx (xx is nozzle size)
O-ring Kit pack of 6ea PN 96450-10100 $ L$ 8.25+ RDD $ 6.50+

Nozzle Holders – we use and recommend brass for nozzle holders even if they are a little more expensive they are significantly more robust as we find the aluminium nozzle holders tend to split where the nozzle screws in. If you want aluminium nozzle holders we can provide them as well. Aspriated nozzle holders are used in normally aspirated and non boosted applications above the blower. Non aspirated are used below the blower and after the turbocharger.
External thread is 1/8”-27 NPT the internal thread is 5/16”-24 UNF (Dash 2 thread)

35307-21111 Brass Aspirated **35307-21112 Brass Blank (non aspirated)**  **|<- .5"->|<—— 1.0"—>|**		Brass Aspirated 35307-21111 $ 24.50
		Brass Non Aspirated 35307-21112 $ 23.50
35307-24111 Brass Aspirated **35307-24112 Brass Blank (non aspirated)**  **|<- .75"->|<—— 1.15"—>|**		Brass Aspirated 35307-24111 $ 25.50
		Brass Non Aspirated 35307-24112 $ 24.50
35307-27111 Brass Aspirated **35307-27112 Brass Blank (non aspirated)**  **|<—— 1.0" —>|<——1.0"—>|**		Brass Aspirated 35307-27111 $ 27.50 Standard Hat Nozzle Holder
		Brass Non Aspirated 35307-27112 $ 26.50
35307-24411 Brass Aspirated **35307-24412 Brass Blank (non aspirated)**  **|<- .75" ->|<———— 1.95" ————>|**		Brass Aspirated 35307-24411 $ 29.50
		Brass Non Aspirated 35307-24412 $ 28.50 Standard Port Nozzle Holder for Supercharged Applications

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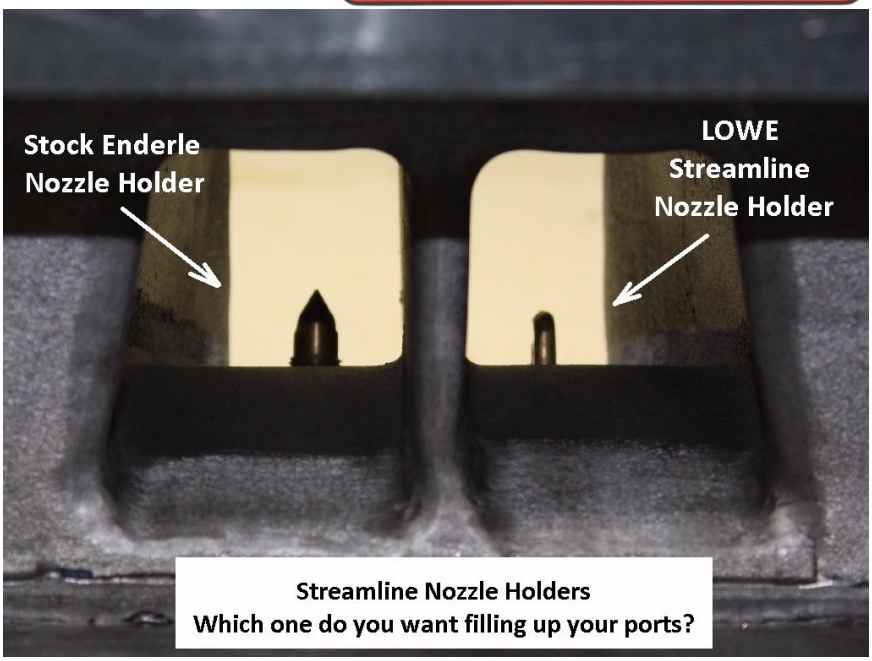
Streamline Nozzle / Nozzle Holders



It seems so simple, but why has on one considered it before. Fuel injection people, like me are concerned with putting the correct amount of fuel in at the right time. Air flow people are concerned about getting the maximum amount of air in the cylinder. With a carburetor you have a nice clean port for the air and fuel to arrive at the valve because the fuel is mixed in above the port. The down side of a carburetor is that the fuel mixed above the port displaces air that could be in the port. With fuel injection the upside is that the air already has a lot of velocity when the fuel is mixed with the air. The problem in the past is you have to screw that big knob of a nozzle into the port which disturbs the air flow. Usually the nozzle is installed in the short turn of the port runner which will affect the air flow less, but it does still affect the air flow to a degree. Now with the new LOWE streamline nozzles as you can see in the photo above our new nozzles DRAMATICLY reduce the air flow disturbance. We only just started making these a few months ago and have installed them on several clients engines with absolutely stunning results. It has been said that a photo is worth a thousand words Have a look at the photo above... which one do you want in your port runners.

They have a benefit in supercharged and normally aspirated application but by far the biggest improvemt is in the normally asteriated engines. Call Ken at 0411-699 535 to order your set today.