



LOWE Fuel Injection

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Can I drive my constant flow fuel injection on the street?

I get this question at least once every two weeks.

In plain and simple terms, yes you can but you had better have a lot of patience. Forty four years ago when I was nineteen years old I did drive my 55 Chevy around the block a few times with a set of Hilborns on gasoline. I was pretty happy sneaking a quick ride on the street with my racecar. The fact is I did not have to negotiate traffic, drive up and down hills all day and spend any time sitting at traffic lights. Some years later a friend of mine sold his racecar and built a street rod after successfully racing his car for many years. He had a very good understanding of how constant flow fuel injection works and felt using the Hilborn on the street would be no problem as he had often driven his race car around the pits with no problems. What happened was that after a couple of weeks he took the fuel injection off (I bought it from him) and put a carburetor on. When I asked him why he did this he said using the constant flow fuel injection on the street was just too much trouble. The problems are compounded by the use of gasoline since spark plug fouling will occur if the fuel mixture is too rich. Once the plugs become fouled they must be removed and cleaned or replaced. If methanol is used you don't have that problem but you will find the additional fuel volume (2.2 times more) for methanol can cause fuel dilution of the oil at idle.

Most of the time when we drive constant flow injection on the street it is for the visual effect of race hardware on street driven vehicles. Today, we are lucky as you can use the manifolding for the visual aspect but use electronic fuel injection for the fuel management environment. LOWE Fuel Injection can supply EFI hardware to match your application but the costs are higher than normal CFI and in high horsepower supercharged applications the cost increases again to meet

the flow demands of the application. With the EFI hardware package and adapting it to the race hardware for the race look and have an engine that starts easily, runs clean, gets great fuel mileage and even runs good.

In closing, yes you can use the constant flow fuel injection on the street, but I have a phrase I like "Just because you can doesn't mean you should".

Now the next step is to qualify what you mean by "drive it on the street". Again if "driving this on the street" means taking it to work and getting stuck in rush hour traffic on a very cold day, or a very hot day then CFI (Constant Flow Injection) is NOT recommended.

We have constructed many "street driven" CFI systems and every successful one has been on methanol not gasoline. Gasoline makes lots of heat, and easily fouls plugs both of which will create a nightmare for you. Methanol does neither of these but does consume 2.2 times the fuel volume of gasoline and this coupled with having to have the fuel tank in the front near the fuel pump does make a small challenge. In these cases we have built or recommended the client builds a small 10-14 liter fuel tank in the front of the car near the CFI pump. On space limitation clients sometimes even build one that goes behind the headlight. On this tank put a fill cap on it and vent it properly and connect the CFI return lines to the front tank, just like a normal tank. On this tank you have to mount a little device you must construct. To construct this device take a fuel float bowl from a Holley carb and a small slab of aluminum that you can mount the float bowl to (I prefer about ½" thick) and after mounting the float bowl to the aluminum plate drill two ½" holes in the plate inside the float bowl cavity to allow the fuel to run into the tank and the air to vent back to the float bowl. Weld this device to the upper side of the front tank and connect to the fuel line that runs back to the rear electric pump and the rear tank. This will allow a small volume of fuel in the front for the CFI and keep the large volume in the rear tank. The volume of the front tank is adequate even for a full power run over the ¼ mile as the engine fuel consumption will not exceed the tank volume and the electric pump is working away to keep refilling the front tank. The float bowl kit shuts the fuel off once the tank is completely full. This is simple easy and reliable. We have done several blown street cars on methanol with CFI with good results. But they don't drive in heavy traffic.

Tuning the CFI for the street is a little different than for a drag race or a sprint race application as both of these applications are at WOT a lot (wide open throttle). A street application is much like we do for clients that want CFI on a burnout car where the client operates mostly at part throttle application. For these applications we offer a slightly different package to meet the needs of the

part throttle application. To give us the details for flowing your system use a Drag Race form and under type of racing write "STREET" and we can ramp your barrel valve spool for the application.

Let us know if we can be of assistance to you.

All of our prices are in AUD, if you don't know the exchange rate you can locate this from Google.

Good luck, Ken Lowe

LOWE Fuel Systems

Box 180 Rosewood, Qld 4340

Do you have a Fuel System instruction book? Our 31 Chapter, 200 page guide to tuning and maintaining your fuel system can be previewed on our web site at http://www.kenlowe.com.au/LFS_book_intro.htm or you may enter through the front page at <http://www.kenlowe.com.au> and click on the *LOWE* Fuel Injection logo on the top left of the front page. We have had dozens of customer who have said that the introduction to the book we have on the web site has more information than they have been able to get from any other source. Naturally, they ordered the book too.

For only \$99.95 AUD you will have a fuel injection instruction book that has been hailed by racers ***around the world*** as the best FI book in print at this time.

You can call us at 0411-699535 or email us at ken@kenlowe.com.au with your credit card details. We **do** ship COD Australia Post inside Australia. Australia Post will add the COD charges.

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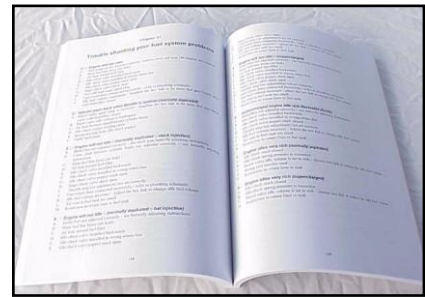
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Bar Stool - for this I refer to Ken Says Rule Number 10,11,12 and 21

<http://www.barstoolracing.net/>

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