

News, September 2004

News, September 2004

Throttle Body Injection is up and running beautifully!!!!

I can't begin to tell you how pleased I am with the results.

FLASH September 16th!! It is up and running strong. More details in the next few days. Check out these pictures:September 04





Off the Stowe VT tomorrow morning on a five hour drive with only about 20 miles on the converted car! Will keep you posted.

Earlier in September:

It's less than a week to the British Invasion and the TBI car isn't quite ready! Good grief!! All the hardware is installed. Actually I take that back -all that can be installed and still drive the car on carbs is in place. We are waiting on the software to operate the ECU. It is expected to arrive on Tuesday giving us three days at most to work out any bugs

before heading out on a five hour drive. That's three days less the time spent at work on each of those days! it's going to be very very close. I'm on the fence about even trying to make the show as a fuelie. Never give up so I'm planning on putting in the time to make it happen.

Here it is the end of August and the British Invasion show in Stowe Vt coming right up on the weekend of September 18th. As the deadline approaches things are picking up speed. A few days ago a beautiful [harness](#) and ECU from CustomEFIS arrived. It is TR6 specific so all the connectors are correct and in the right place. Nice!

Here it is the end of August and the British Invasion show in Stowe Vt coming right up on the weekend of September 18th. As the deadline approaches things are picking up speed. A few days ago a beautiful harness and ECU from CustomEFIS arrived. It is TR6 specific so all the connectors are correct and in the right place. Nice!



The week of August 20th we started installing the TBI conversion into Aaron's 71 TR6. An electric fuel pump has been added to the frame rail as well as pressure and return lines and a final fuel filter. An original style Lucas distributor has been converted to electronic using a Chrysler reluctor and pick up. The control module used will be a common GM style.

While the hardware conversion is finished up in the next few evenings, CustomEFIS is working on a profile to operate the

ECU. The push is on to get the system up and running AND get some miles on it before heading out on the five hour drive to Stowe. I'll do my best to update the site with a progress report and photos soon.

For the latest see: [August 04](#)

On going Multiport Fuel Injection

May 11, 2004

On the other fuel injection front, the multi port TEC3 system, there has also been some progress with the car now running full sequential injection. Check out the neat little cam sensor allowing the system to be updated to sequential. See: [cam sensor](#)

On a down note, I have to finally admit that the intake manifold design is flawed. There is just no way to balance fuel flow to each cylinder. As it now stands the front cylinders run lean while the rear run rich. My hope was that by running a sequential system, cylinders could be trimmed to balance the flow. Even with the ability to alter injector pulse times by 15% plus or minus (it allows a whopping trim of a 30% between high and low cylinders!) no go. The injectors need to be moved onto the runners, no question about it. The injectors have been moved but the updated version is not quite done yet. The picture below shows test fitting a set of injectors to the reworked manifold.

Update May 30, 2004

As you can see from the photos, the injectors have been moved and the manifold reinstalled. Very pleased to say that the injectors are now flowing much more evenly. Because of the change more tuning is required especially the area of hard acceleration which is now running rich. Evenly, but rich. Anyway this Memorial Day weekend will be spent fine tuning and I expect to have things very well sorted out within the day.



[Back](#)