
Fuel Injectors

Posted by steadily2004 - 2007/02/05 17:34

I saw the injector section under Mitsubishi, and didn't want to intrude since I have a stratus 4cyl. I am going FI, and was thinking that the 440cc injectors would be plenty. It seems other people go much higher than that. I am not planning on going over 10 psi, and probably running 4-6 psi around town. Do you think 440cc would be sufficient, or would you suggest bigger? I thought bigger would be a little much without enough boost to go with it.

=====

Re:Fuel Injectors

Posted by Russ - 2007/02/06 14:09

steadily2004 wrote:

I saw the injector section under Mitsubishi, and didn't want to intrude since I have a stratus 4cyl. I am going FI, and was thinking that the 440cc injectors would be plenty. It seems other people go much higher than that. I am not planning on going over 10 psi, and probably running 4-6 psi around town. Do you think 440cc would be sufficient, or would you suggest bigger? I thought bigger would be a little much without enough boost to go with it.

440cc should be fine if you are using an e-manage or a standalone. If your using like an AFC (which we don't recommend) then you will probably need bigger injectors if your basing load off of the stock ECU maps and altering the karmen signal for tuning.

=====

Re:Fuel Injectors

Posted by steadily2004 - 2007/02/06 16:15

Thanks, I already have the E-manage Ultimate, and I am waiting to buy the plug and play harness from <http://www.boomslang.us/> . I have heard good results from the 3g forums about those harnesses. I guess that it costs less than labor would be at 125/hour. Thank you, do you think that with the e-manage, bigger than 440cc would cause problems?

=====

Re:Fuel Injectors

Posted by Russ - 2007/02/06 18:41

steadily2004 wrote:

Thanks, I already have the E-manage Ultimate, and I am waiting to buy the plug and play harness from <http://www.boomslang.us/> . I have heard good results from the 3g forums about those harnesses. I guess that it costs less than labor would be at 125/hour. Thank you, do you think that with the e-manage, bigger than 440cc would cause problems?

With the e-manage you can address bigger injectors on the 4cyl than 440cc. Think about what you can do with ECUFlash and the e-manage ;)

=====

Re:Fuel Injectors

Posted by steadily2004 - 2007/02/07 11:55

I feel like an infant, I have read around, and never really paid any attention to ECUflash. I was thinking that the E-manage was instead of the ECUflash, but they can work in conjunction? Back to the injectors, is there any advantages to switching to low impendence injectors? I was planning on using high impendence, and changing around as little as possible (i.e. I don't want to use resistors). I don't want to change the clips either, lol. I know that sounds lazy, but I figure I can find the right fit for my application. I talked to these guys at Marren, <http://injector.com/fuelinjectors.php> they say that they have a direct fit, high impendence. So, do you think I should go larger than 440cc?

=====

Re:Fuel Injectors

Posted by Russ - 2007/02/07 16:46

steadily2004 wrote:

I feel like an infant, I have read around, and never really paid any attention to ECUflash. I was thinking that the E-manage was instead of the ECUflash, but they can work in conjunction? Back to the injectors, is there any advantages to switching to low impendence injectors? I was planning on using high impendence, and changing around as little as possible (i.e. I don't want to use resistors). I don't want to change the clips either, lol. I know that sounds lazy, but I figure I can find the right fit for my application. I talked to these guys at Marren, <http://injector.com/fuelinjectors.php> they say that they have a direct fit, high impendence. So, do you think I should go larger than 440cc?

You can use the ECUFlash in conjunction with the e-manage. The e-manage does not do so well at controlling timing so it's best to adjust your timing through the ECU. Also setting the base injector scaling and getting your low cruising A/F dead on is where ECUFlash comes in handy. What ECUFlash (or the limits of our ECUs rather) is that you cannot go over 100% load like you can with the Evo version of the ECU. So the e-manage has more direct control over your injector set as it grounds out the connections longer per your settings.

If Marren has an injector for you, that's great. But if they have the stock replacement, chances are you could probably go find the same Denso injectors they are offering on Ebay for much cheaper. But typically for just about any aftermarket injector you have to change your clip over. It's odd that the 3G is one of the few Mitsubishi's that use that round style type of clip. Also if you want to go to low impedance (maybe for getting bigger injectors than what is available through your high impedance selection) resistor packs are absolutely necessary.

Re:Fuel Injectors

Posted by steadily2004 - 2007/02/07 18:43

I think I am going to go with the flow and not be an individual after all on this one. RC sounds like people don't have problems with em, and they are a name brand. I am going to go with the 550cc's. Thats more than double whats in there now, lol. I don't think I should put them in until I have everything complete for the turbo kit. That would be a little much for a car with just a short ram intake and catback, right? or would it be ok with the fuel pressure regulator and pump? oh, and a tune.

Re:Fuel Injectors

Posted by Russ - 2007/02/08 15:05

steadily2004 wrote:

I think I am going to go with the flow and not be an individual after all on this one. RC sounds like people don't have problems with em, and they are a name brand. I am going to go with the 550cc's. Thats more than double whats in there now, lol. I don't think I should put them in until I have everything complete for the turbo kit. That would be a little much for a car with just a short ram intake and catback, right? or would it be ok with the fuel pressure regulator and pump? oh, and a tune.

If you put bigger injectors in there now, you would undoubtedly have to tune them to keep it normal. There is really no point of putting them in until you put the turbo in to be honest.

Re:Fuel Injectors

Posted by steadily2004 - 2007/02/08 18:01

Cool, then that is the plan.

Re:Fuel Injectors

Posted by steadily2004 - 2007/02/09 12:15

Alright, sorry to bother you again, but I found these
http://cgi.ebay.com/ebaymotors/Subaru-WRX-OEM-Fuel-Injectors-02-03-04-05-also-Eclipse_W0QQcmdZViewItemQQcategoryZ33554QQihZ005QQitemZ150090229070QQrdZ1QQsspagenameZWDVW#ebayphotohosting
and it says here
<http://www.club3g.com/forum/showthread.php?t=59391>
that they should work. They have the oval connector, and are a heck of alot cheaper then brand new one. Do you think they will work? I will probably send them in for cleaning/services before I install them, that is if they are the right one.

Re:Fuel Injectors

Posted by Russ - 2007/02/09 15:00

steadily2004 wrote:

Alright, sorry to bother you again, but I found these
http://cgi.ebay.com/ebaymotors/Subaru-WRX-OEM-Fuel-Injectors-02-03-04-05-also-Eclipse_W0QQcmdZViewItemQQcategoryZ33554QQihZ005QQitemZ150090229070QQrdZ1QQsspagenameZWDVW#ebayphotohosting
and it says here
<http://www.club3g.com/forum/showthread.php?t=59391>
that they should work. They have the oval connector, and are a heck of alot cheaper then brand new one. Do you think they will work? I will probably send them in for cleaning/services before I install them, that is if they are the right one.

WRX injectors are a direct fit for the stock harnesses :)

Re:Fuel Injectors

Posted by steadily2004 - 2007/02/17 17:18

So, I got the RC 550cc. I am feeling now that they are going to be a little big, but I guess with a good tune it won't be a problem. Just gotta finish the kit now.
