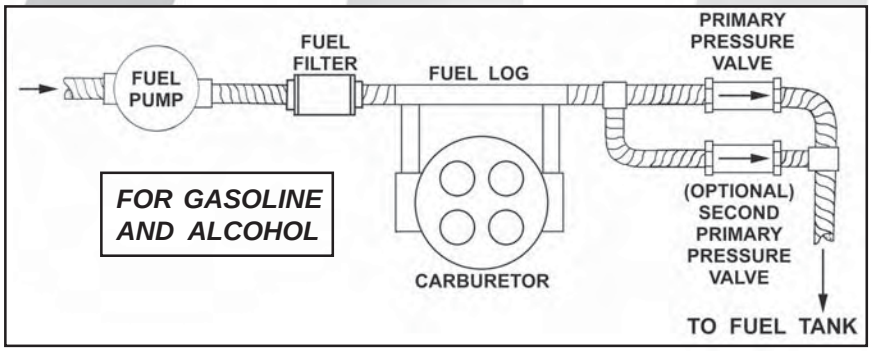
CARBURETOR FUEL SUPPLY - CONTINUED -

Call us to discuss your application; we will recommend the best setup for you.



SELECTING THE CORRECT PUMP

The chart shows pump sizes versus maximum horsepower output for carb supply systems, for pumps in good condition. The Chart uses 0.5 Brake Specific Fuel Consumption (BSFC) for gasoline and 1.1 BSFC for methanol. The pumps are driven at 1/2 crank speed, operate at a maximum of 50 PSI, and have 20% of the volume bypassed back to the fuel tank.

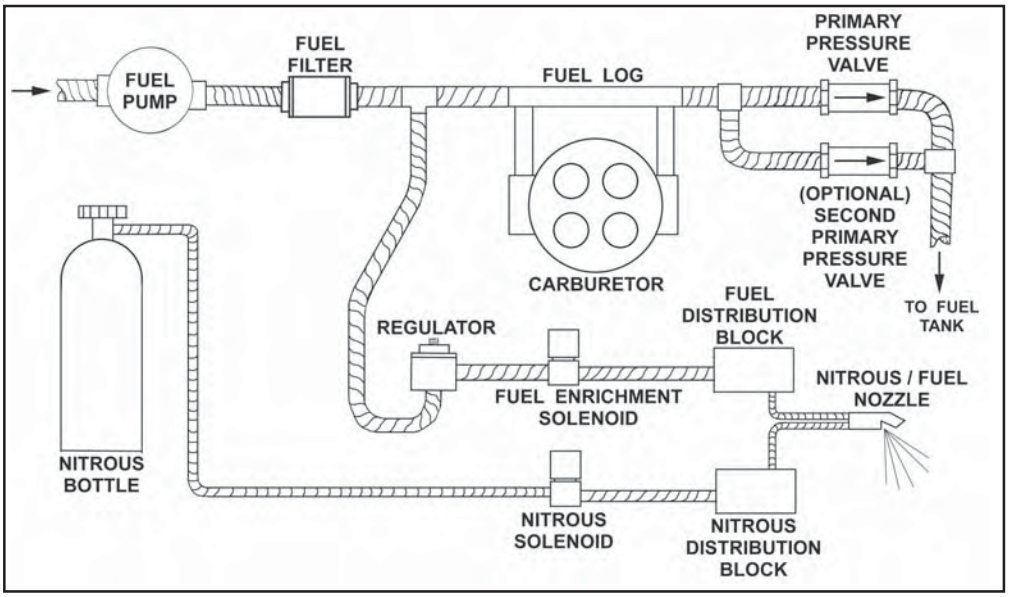
PUMP SIZE		MAXIMUM H.P. ON GASOLINE Engine RPM		MAXIMUM H.P. ON ALCOHOL Engine RPM	
KW	HILBORN	3500	7000	3500	7000
200	-00	420	840	190	380
400	-0	840	1680	380	760
500	-1/2	1120	2240	509	1018
700	-1	1760	3520	800	1600
1300	-2	3360	6720	1529	3054

We offer fittings and hose to properly plumb these systems.

See Pages #182-186 for "FITTINGS" ; Page #187 for "HOSE AND HOSE ENDS"

MECHANICAL PUMP SUPPLYING CARBURETOR SYSTEM, WITH NITROUS OXIDE

The mechanical pump MUST be capable of supplying the required volume at the RPM the nitrous is engaged. Just because the pump is large enough to feed the engine at 7000 RPM with nitrous, DOES NOT mean it is big enough to supply the volume of fuel at 3500-4000 RPM with nitrous. When engaging the nitrous at low RPM, a larger pump will be required to get the volume needed. DO NOT CONFUSE VOLUME WITH PRESSURE. There may be plenty of pressure before the nitrous is engaged, but when the enrichment solenoid opens and starts to flow volume the pressure will immediately drop. Call us!



#5785

#5786

#5787

CARBURETOR VALVES

5785	Primary pressure relief valve, hard anodized aluminum 6 AN jet can
5786	Primary pressure relief valve, brass high-flow 6 AN jet can
5787	Primary pressure relief valve, brass 8 AN jet can
5788	Labor to flow test and set above #5785, #5786, and #5787 valve for specific application