

NOZZLES : CONSTANT FLOW

NOZZLE VENTING

Vents allow air to pre-mix with fuel inside the nozzle for better atomization and eliminates engine vacuum from drawing fuel into the engine.

Externally vented - for normally aspirated engines (unblown) or supercharged engines with nozzles at blower inlet.

Vented to the atmosphere; see AIR FILTRATION on Page #82.

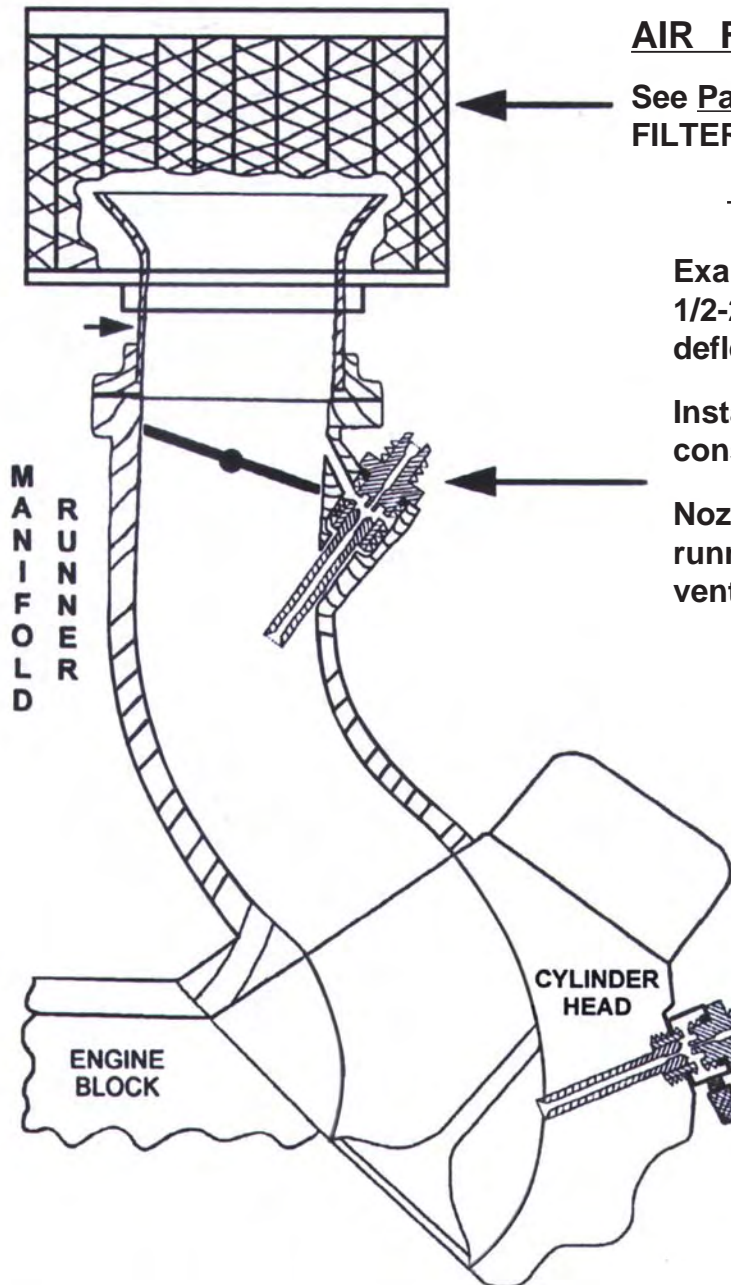
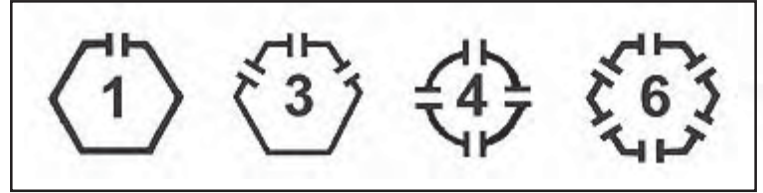
Internally vented - for normally aspirated engines. Vents from inside the runner of the manifold.

Non-Vented and Z-type - for supercharged or turbocharged applications where the nozzle outlet is subject to manifold boost.

VENT LOCATION AND QUANTITY

One and three vent nozzles drip fuel into the engine on shut-down, may make motor hard to restart due to excess fuel in cylinders.

Four and six vent nozzles may drip fuel outside on shut-down, but reduces cylinder wash down.



AIR FILTER

See Pages #190-192 for
FILTER FOAM ; K&N AIR FILTERS ; AIR BOXES

Example of Kinsler #2228 internally vented
1/2-20 thread nozzle with 1" long 'AS' style
deflector.

Installed in Kinsler 3-piece manifold with
constant flow universal nozzle boss adapters.

Nozzle is vented back into the manifold
runner, air filter on the ramtube keeps the
vents clean.

Example of Kinsler internally vented
1/2-20 thread nozzle with
1" long 'AS' style deflector.

'Down nozzle' installed in cylinder head

Nozzle is vented into
#2393 Kinsler
1/2-20 aluminum banjo
with sintered bronze
air filter.

See Page #80 for 1/8" NPT thread
nozzles and holders that accept
screw-in insert nozzles.