

Performance Plus

*Western Canada's
Classified & Event Guide*

Classic Cougar



**Sheldon Potts' incredible
1968 Mercury Cougar XR7**



SHOP TOUR - DAVENPORT MOTORSPORTS

**INSIDE:
CLASSIFIEDS
BIG BURNOUTS
COLOUR POSTER**

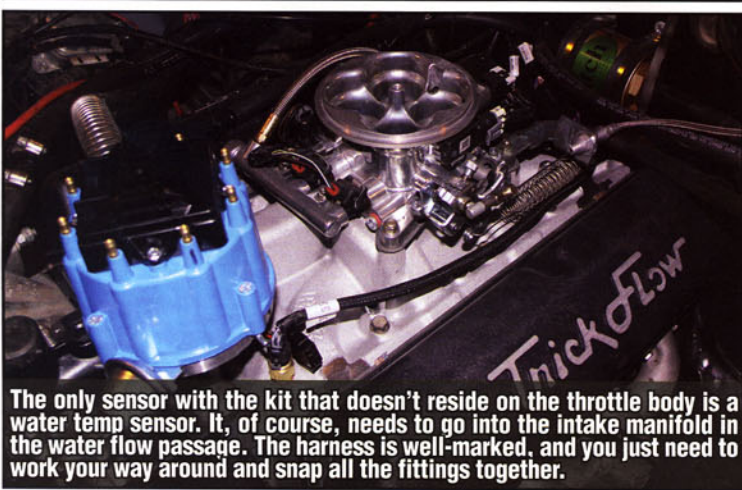


FUEL INJECTION INSTALL

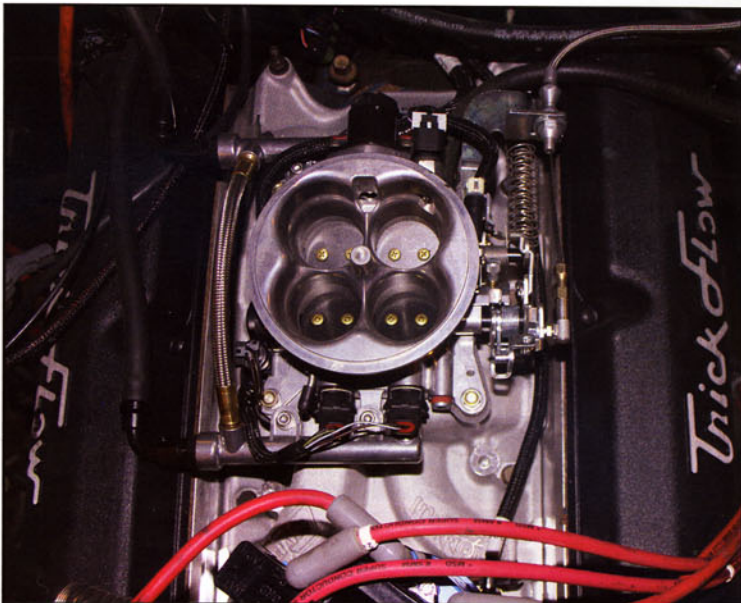
You might not be familiar with this small canister but it's a Fitch Fuel Catalyst System. I have used one in the past with great results on a stroker 4.6L six-cylinder I built a few years ago. The engine produced lower emissions and increased fuel economy (go ahead, call voodoo, but I have the Air Care results to prove it). As it works by enriching the fuel in the fuel flow, I wanted it installed before the self-programming stage took place with the new injection.



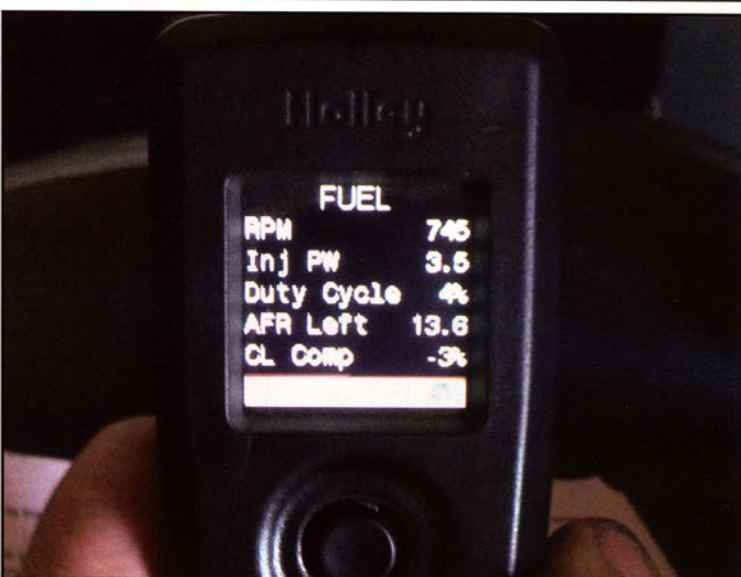
With the engine at Top Dead Centre and the vacuum advance in the position that would allow best adjustment, the distributor was dropped in and the terminal that lined up with the rotor was marked with a 1.



The only sensor with the kit that doesn't reside on the throttle body is a water temp sensor. It, of course, needs to go into the intake manifold in the water flow passage. The harness is well-marked, and you just need to work your way around and snap all the fittings together.



A Lokar gas pedal was used to best fit in the engine bay. MSD 8.5mm ignition wires provide spark and all that was needed was to set the initial parameters, turn the key and let the engine warm up. After that you need to drive in as many conditions you will expect to find during the way you plan to drive the vehicle and the computer will fine tune the fuel system via the wide band O2 sensor in the exhaust, and of course, air density and engine temps.



Not easy to take pictures of the handheld, but during the setup wizard, you're asked a few simple questions, above or below 400 cubic inches, cam type, ignition type, etc, and you need to press the gas pedal twice and hit OK. After that, the fuel pump primes and you can turn the key. Once up to 160 degrees, the computer goes into a learning process. You can monitor the engine's progress, fuel ratio, set RPM at idle targets, set the rev limiter, then get out and drive it in as many types of scenarios as you can and the system will learn as you drive.

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