



World's leader in Billet Carburetors

News for 07/06/10

The Hot News this weekend was all about the E-jet!



Hi Everyone!

From **dAMBEST** and BigStuff3. (The suppliers of the ECU)

This is a new and exciting system, everyone who has seen it has just done back flips over its simple approach to the electronic world.

I have also attached a series of pictures to show its compact size and simplicity.

Some of the understated features are:

- 1) It is multi fuel capable, including E-85
- 2) Run current fuel pressure, therefore eliminating the need to change over fuel systems to EFI pressure levels (40lbs and above).
- 3) All fuel hydraulic components can remain the same (i.e. pressure regulator and fuel pump). Also eliminates the return fuel line to the gas tank that a conventional EFI system requires promoting further safety (i.e. less likelihood of fuel leaks).
- 4) Can (If NASCAR approved) be a closed loop - O2 sensor - A/F controlled
- 5) Programmable Baro correction compensation.
- 6) Separate injector for accelerator pump shot further retaining carburetor basics....

7) Allows use of conventional 2X4 barrel manifolds that have been optimized for wet flow.

8) E-Jet can be bolted to any carburetor doesn't need to be a *dAMBEST*...

I am going to share some quick YouTube videos I made for my partners. I can do a complete presentation for NHRA tech using a carburetor of the proper size. You will also be able to forward the videos to whom ever you think may have questions.

We would also make a system available to compete head to head with what ever NHRA tech decides as a second system to be checked for:

- 1) Ease of installation, cost and labor.
- 2) On-dyno and on-track performance
- 3) Emissions
- 4) Fuel economy
- 5) Endurance - lower pressure less troubles
- 6) And the best thing of all,,,, IT's a Carburetor keeping the carburetor look...

Here are the videos:

http://www.youtube.com/watch?v=Eao_rhaft8o

<http://www.youtube.com/watch?v=ZzHwG6eUrOg>

<http://www.youtube.com/watch?v=gpkS7RLQxqY>

Our patent pending E-jet will be the choice for many as it has an easy conversion from float technology to electronic and will allow you to keep all your cylinder head and manifold development in place. There is a world leading team diving head long into the E-jet with Splits. The best thing since sliced bread!

Dyno first with float bowls then convert to E-jet, one carb at a time. Use a flow rater at the float bowl first, then match the flow rate with the E-jet. One middle step can be to use a MSD tester to trigger the ECU, then flow rate the fuel to be sure it is the same as the dyno sheet. This way you can base line the E-jet with the engine not even running.

Another import bit of information is that the E-jet does not need EFI type fuel pressure. You can run standard type race pump with pressure between 25 - 30 PSI.

Top Sportsman we haven't forgot you: there are single and dual four barrel combo's too. The E-Jet can supply enough fuel for a dry system 4000HP Pro Mod too!!!

[A quick look at the installation procedure.](#)

John



Splits with E-jet have all you need for success.



You can dyno first with float bowls, then convert to E-jet, for an easy conversion.

P.S.

- When running VP fuels, you will need to WD-40 your linkage and shafts after each day's use. This is very important to keep linkage free on *dAMBEST* carbs.
- If you would like us to post your car, please forward a photo.

Other News

- The best news you can find on the web, [dAMBEST NEWS](#). You can now look at all of the news letters we have ever done on the web.
- Great news! **dAMBEST** is now an officially accepted carburetor brand in the Australian National Drag Racing Association, [ANDRA](#)! We are legal in Pro Stock events. Our [4500 Series](#) and [Split 4500 Series](#) carb would be recommended.
- When running VP fuels, you will need to WD-40 your linkage after each days use. This is very important to keep linkage free.



PS: \$500 REWARD for a copy of my 1992 Superflow Presentation on VHS!

Titled "R&D of Timing Events in Performance Engines"

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