



World's leader in Billet Carburetors

News for 03/03/10

Engine Builder Magazine!

More exciting news,

We would like to thank Engine Builder Magazine for making The E-Jet headlines in February 2010 ! When you are looking to the future for the Ultimate in fuel system needs, you will find **dAMBEST!**

This the link to the on line version of the article,,

http://www.enginebuildermag.com/Article/71165/caburetors_and_electronic_fuel_injection_systems.aspx

Thanks everyone for making us a part of your projects,
John



allowing it to mix and stay suspended in the air column inside the manifold. This reduces the chance of the fuel droplet falling out of suspension and makes for a better burn in the combustion chamber. EFI on the other hand sprays the fuel under pressure, which is not easily picked up by the moving air stream. Coupled with all of the reversion pulses inside the standard common plenum intake, this promotes fuel separation, reducing combustion chamber efficiency. The only time we really see a marked increase in power with EFI over carburetion is with the use of our individual runner manifold, which offers greater air speed over our common plenum along with the lack of reversion. This also allows combinations with cams that would be considered too large for normal street driving to have excellent low speed torque and excellent part throttle drivability. It is not uncommon for one of our injected engines to make 60+ rear wheel horsepower over a carburetor.

One manufacturer with a little different view of the debate, John Satterfield of

DAMbest Carburetors, has just introduced a new line of electronic jets for its line of billet, CNC-machined carbs. Satterfield says that the electronic jet is not electronic fuel injection, it essentially converts your Holley-type carb into one with electronic controls including the accelerator pump to control tip-in.



Dambest replaced the float bowl and main jet, and put in an electronic jet. The E-jets are then controlled by the ECU. Satterfield says nothing controls airflow better than a carb and nothing controls fuel better than electronic jets. And there's no float and needle to be affected by acceleration forces.

Carburetors

A lot of racers will make the mistake of putting too big of a carburetor on an application just because the original size sounds small or their buddies are running something larger. This can have negative effects and create performance and tuning issues that may not easily be resolved. Others get caught up in using outdated formulas to try and determine the cfm needed but these charts do not take into account how good or bad the combination of components works as well along with car weight and other important factors including application.

"The key to making a carburetor work properly for an engine combination first comes down to determining the right amount of signal and the ability of the carburetor to pull and atomize fuel correctly, then cfm," says Barry Grant's Cambell. "Too big of a carburetor and it will be rich at idle yet lean at wide-open throttle, as it is not breaking the fuel up at idle and does not have enough signal at WOT to pull fuel through the boosters.

Other News

- Read this [article](#) from the Feb `83 issue of Super Stock & Drag Illustrated.
- 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.
- Check out our handy field guide to the [carburetor options](#). It is new section on our web site.
- **Carb class update:** Due to many inquiries, we will hold carb class any time throughout the year when ten people have signed up. Carb class at next year's PRI show is possible too - minus the wet bench. Subject matter can include the new **dAMBEST** E-jet and its software.



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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