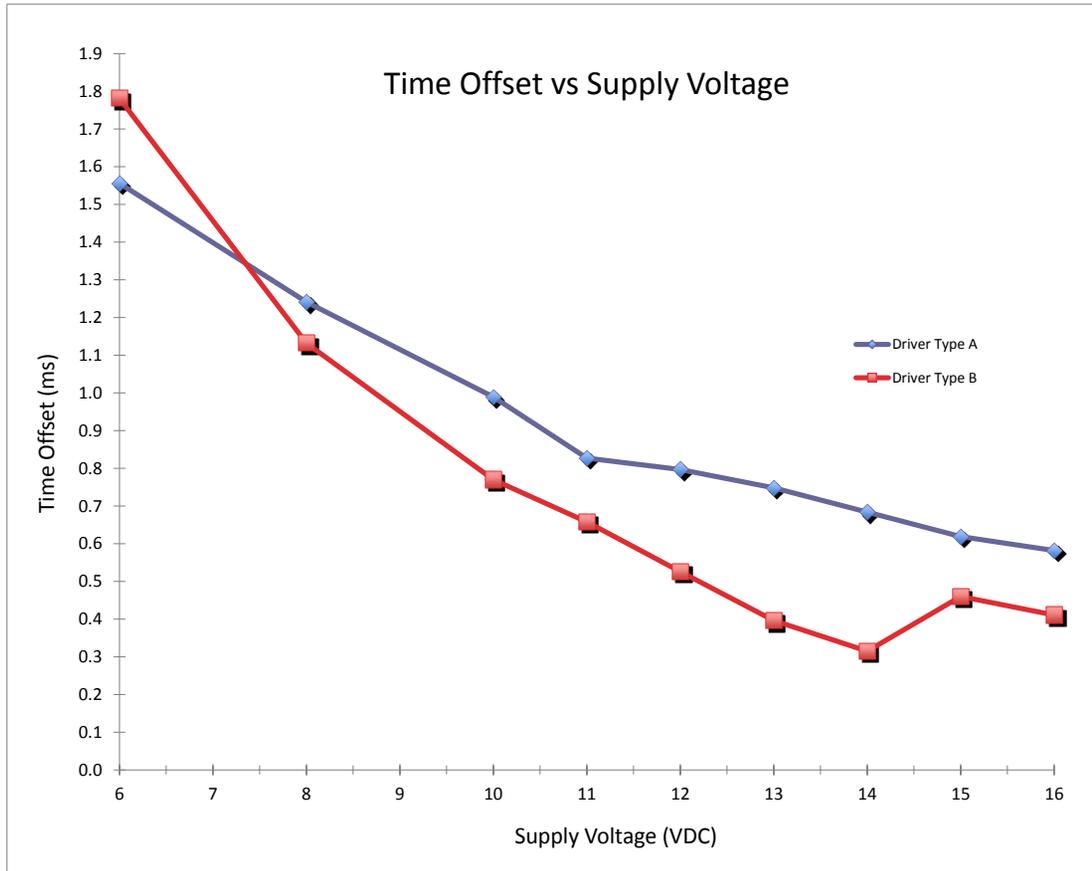




# Fuel Injector Technical Data

PN: 42M-XX-1000-X



Voltage	Driver Type A	Driver Type B
6	1.556	1.781
8	1.241	1.132
10	0.989	0.770
11	0.827	0.658
12	0.797	0.526
13	0.748	0.396
14	0.684	0.315
15	0.619	0.460
16	0.582	0.411

	Driver Type A	Driver Type B
Coil Resistance	2.2 ohms	
Fuel Compatibility	Gasoline and Ethanol Blended Fuels	
Test Pressure	3 bar (43.5psi)	
Test Voltage	14.0 VDC	
Test Fluid	n-heptane	
Static Flow Rate	711 gm/min	
Slope	11.85 mg/ms	
Minimum Static Voltage	1.20 volts	
Minimum Linear PW	1.96 ms	0.98 ms
Opening Time	0.92 ms	0.96 ms
Closing Time	0.75 ms	0.91 ms

Driver Type	Description	USE
Type A	2 amp Peak, 0.5 amp Hold, 43V Zener Voltage Suppression, 14.0 VDC	Motec, Autronic A2
Type B	4 amp Peak, 1 amp Hold, 4 ms timer, 33V Zener Voltage Suppression, 14.0 VDC	AEM, Haltech, Motec, Autronic A4

**IMPORTANT NOTE:** Offset data above is for use with TRUE peak and hold injector drivers. Most OE's ECU's that drive OE low impedance injectors do not use true peak and hold injector drivers. Instead, they install resistors in-line with the injectors and drive the injectors with saturated (high impedance) injector drivers.

The shift in the curve (driver type B) between 14 and 15 volts is the result of using a 2.2 ohm injector with a 4 amp/1 amp peak and hold drive circuit and 4 ms forced hold timer. There is approximately 1 ohm extra circuit and coil self heating resistance at 4 amps causing the injector drive circuit to go into hold mode above 14 volts. A 2 amp peak and hold drive circuit (ie type A driver) will always go into hold mode.