

Injector Dynamics ID1000 Instructions

Thanks for purchasing the new Injector Dynamics 1000cc saturated fuel injectors. Supplied below is the data that you will need to use these injectors properly. If your computer system has the capability to program injector dead times you will want to input all this data (to convert microseconds to milliseconds, move the decimal place 3 places to the left, 1000us = 1ms). Use the information in the data sheet that is equal to the fuel pressure you're running with the vacuum line disconnected from your fuel pressure regulator. Higher fuel pressure gives you both more fuel flow and better fuel atomization. We recommend running the most fuel pressure your system is capable of. If it's a naturally aspirated car, you will get the best results around 90psi if your fuel pump is capable. If it's a forced induction application, we recommend finding out the pressure capability of the fuel system first. Take that number and subtract the max boost you plan to run and that will give you a good base pressure to start with. For example, most fuel systems won't do much above 80-90psi. If you want to hit a max of 80psi, and you are running 30psi boost, then run a base pressure of 50psi.



These injectors are high impedance, "saturated" injectors. No resistor or injector driver is needed! If your car has an injector resistor fitted, simply remove the resistor and tie the 12v wire going in to the injector power wires that were coming out.

Honda B,D, F and H series installations require the use of the factory Honda lower injector cushion. Honda had 3 different ones over the years, a thick soft one, a thin soft one and a thin hard one. The one that works best is the thick soft one, which came on most OBD1 cars. The Honda part number is 16472-P10-A01. If you had aftermarket injectors in the past and crammed them into the lower cushion, they may be stretched and no longer fit tight on these injectors, they should be replaced.

The S2000 injectors come assembled with the necessary modifications. The supplied lower cushion will press against the factory cushion for a tight seal. Install supplied 8mm washers under the mounting studs for the fuel rail (between the studs and the intake manifold).

The K series engines require no adaptor or bushings, these fit in just as the stock injectors do.

The WRX injectors fit in just as the stock injectors do. The new lower cushion is provided on the injectors.

The crimp on pins for the connectors require the use of a "W" type crimper. Part #408 from www.waytekwire.com is ideal.

If you have any questions feel free to give us a call. We'll be more than happy to help with any problems or questions you may have. Enjoy not being 25 years behind on fuel injector technology anymore!

Fuel Pressure (psi)	Dead Time (usec) 1000usec = 1ms					Flow (cc/min)
	8 Volts	10 Volts	12 Volts	14 Volts	16 Volts	
40.0	2485	1630	1210	970	800	980
43.5	2600	1675	1240	990	805	1015
45.0	2720	1705	1295	1000	810	1035
50.0	2855	1750	1355	1025	815	1085
55.0	3015	1815	1400	1055	820	1135
60.0	3195	1880	1440	1080	845	1180
65.0	3370	1960	1485	1100	880	1225
70.0	3550	2050	1530	1125	925	1265
75.0		2155	1580	1155	975	1305
80.0		2280	1625	1195	1020	1345
85.0		2435	1675	1245	1060	1390
90.0		2610	1725	1305	1095	1435
95.0		2800	1775	1370	1125	1485
100.0		2995	1855	1440	1155	1530

Note: Injectors Require Minimum 10V to run 75psi and Above!!!