Injector Dynamics ID725 Instructions

Thanks for purchasing the new Injector Dynamics 725cc 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 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 you figure out what's best for your application. 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	1910	1320	1030	775	660	690
43.5	1975	1355	1040	795	670	715
45.0	2005	1365	1045	800	680	730
50.0	2095	1420	1065	830	700	770
55.0	2185	1465	1090	860	720	810
60.0	2270	1520	1115	895	745	850
65.0	2350	1575	1140	930	765	890
70.0	2440	1630	1175	970	790	925
75.0	2545	1685	1215	1010	815	960
80.0	2675	1740	1265	1045	850	990
85.0	2840	1790	1320	1075	885	1020
90.0	3035	1845	1375	1100	925	1050
95.0	3250	1900	1435	1125	960	1080
100.0		1965	1490	1155	995	1110
105.0		2040	1540	1185	1020	1140
110.0		2120	1580	1220	1040	1170
115.0		2219	1615	1260	1055	1200
120.0		2300	1650	1300	1070	1235

Note: Injectors Require Minimum 10V to run 100psi and Above!!!