

WHY IS PRO-FLO 4 EFI BETTER THAN A THROTTLE BODY STYLE EFI SYSTEM?

Throttle Body style EFI systems feature fuel rails and injectors mounted directly to a throttle body. This design delivers the fuel into the air flow stream in the plenum similar to a carburetor. This is the most universal type of **Electronic Fuel Injection** system, but it's not ideal for high performance engines. Mixing fuel this way allows for it to puddle and condense in the plenum of the intake manifold, a recipe for hard cold starts. Another drawback is the delayed throttle response since the fuel must travel through the intake manifold to the combustion chamber. This can also cause the air/fuel mixture to separate as it flows to the cylinders, resulting in an uneven mixture between cylinders. Typically, the center cylinders run slightly richer than the outer cylinders, hindering tuning for peak fuel economy and peak performance. The OEM's only utilized throttle body style injection for 9 years before transitioning to sequential port fuel injection for improved drivability and efficiency.

Pro-Flo 4 EFI systems feature a high performance Edelbrock intake manifold with a 1,000 cfm throttle body, fuel rails and individual injectors for each cylinder. Key to the improved performance of a system like this is the fuel injector location, which is at the end of the runner on the intake manifold right before the air flow stream enters the combustion chamber. This location provides a more efficient mixture control that's unaffected by varying intake manifold runner temperatures and length. The fuel injector is also timed with the intake valve opening, giving the ultimate control and is the most efficient way to deliver fuel into your engine. This design produces the best fuel atomization and precise distribution to each cylinder for the ultimate performance.

