

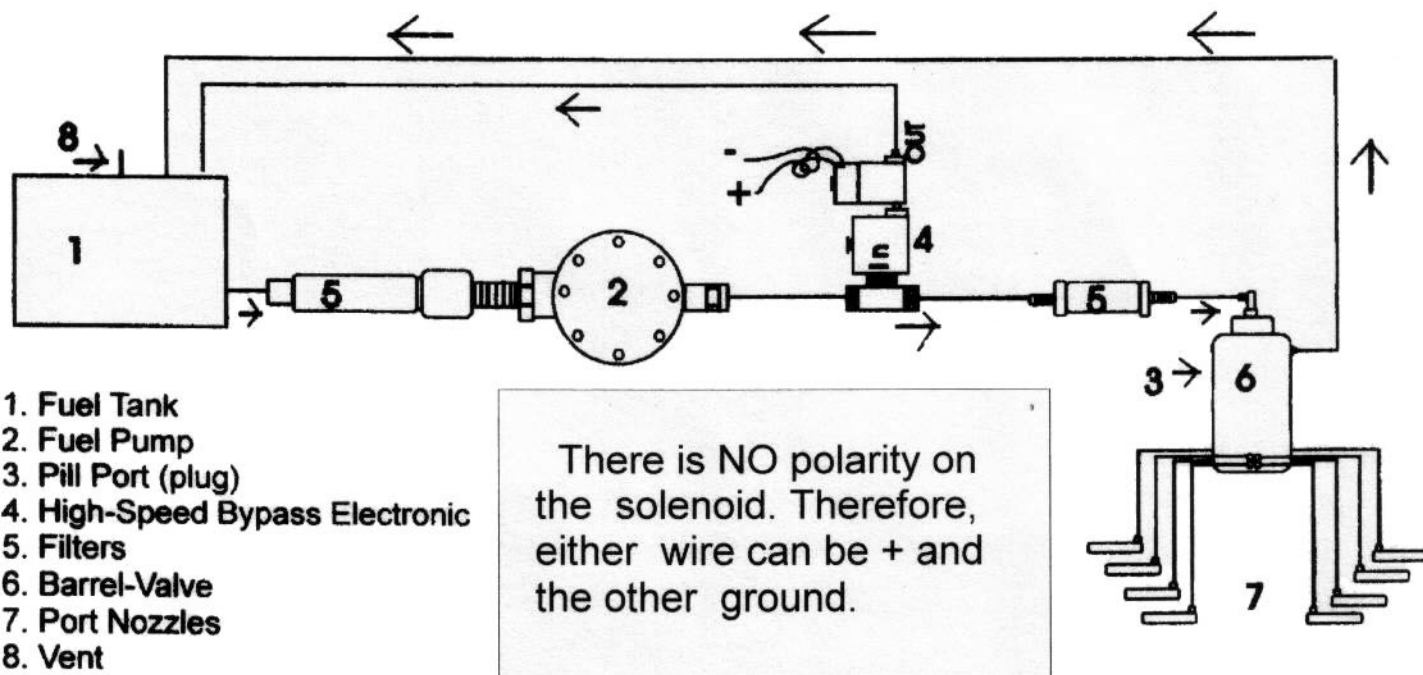


RONS FUEL INJECTION SYSTEMS
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THE ELECTRONIC HIGH-SPEED BYPASS

- 1) Without having the high-speed bypass in the system, find the main jet that gives you the best 60 foot and 1/8 mile time. This is usually achieved by making the system richer. You will usually find that the engine will lay down on top end and mph will be off.
- 2) Install high-speed bypass into the system. The high-speed should be placed on the pressure side of the pump with a return line to the tank. You may also tee into the feed line to the barrel valve and return to tank.
- 3) The purpose of the high-speed bypass is to allow richer low speed fuel rates combined with the ability to lean the engine back on the top end. Once the high-speed has been properly adjusted, it will lean down the top end to reduce fuel flow, increasing high RPM output.

Plumb according to diagram for both applications.



CONVERTER HELPER

1. Wire the solenoid in parallel with the wiring to your trans brake so they will operate simultaneously.
2. In a situation where we have a "tight" converter or a motor running fat at idle, i.e. Blower motors, the converter helper will lean out the motor when we engage the trans brake. This will allow the engine to come up on the converter clean and crisp. When we let go of the button, the motor then receives all the fuel for good and consistent launches.