

**The injector** is able to handle low speeds and high loads without the need to replace/ream out the nozzles. In many cases, **especially in direct gasoline** injection engines, such an injector is the only option to properly fuel the car. We also gain with larger capacities, because after increasing the pressure on the reducer, the injector's efficiency increases, without compromising the idle running stability.

Super B injector perfectly supports overworked engines. In this case, the injector delivers a very small dose of gas when the engine is running at no load (idle and cut-off), while still providing sufficient performance at maximum load. The construction of the Super B injector uses modern fluoropolymer sliding coatings with non-stick and anti-freeze functions, as well as seals made of fluorinated rubber compounds. Thanks to this, the injector elements are resistant to the harmful effects of physical and chemical factors, and the risk of sticking impurities from the gas fuel is minimized.

- ✓ The injector working with the SHARK BFE ADAPT reducer minimizes the use of reducing nozzles, and in most cases allows their complete removal
- Manufactured and tested in accordance with the American SAE J1832:2016 standard, created to standardize the production and measurement of petrol injectors
- Available in a version for single assembly with or without an adapter and combined into 2, 3 and 4 – cylinder rails.
- Resolves the issue of unstable performance at low RPMs
- Small dimensions and quick assembly

		Super B 115	Super B 130	Super B 145
LFR @ T=20 ms at 1.0 bar		>55	>50	>34
static flow at 1.0 bar	[NI/min]	115 ± 2	130 ± 2	145 ± 2
Opening time at 1.0 bar	[ms]	1,45	1,50	1,55
Closing time at 1.0 bar	[ms]	0,95	1,15	1,45
Operating temperature	[°C]	-40 ÷ 120		
Nozzle diameter	[mm]	max. 3,0		
Warranty	[km]	100 000		
Life span	[cycles]	> 500 mln		
Connector		AMP SuperSeal		

