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inductive reasoning tune port injection upgrades street muscle Apr~20~2023

the tpi system represented the ultra long runner efi approach while the dual plane intake presented the more conventional carbureted system given the dramatic change in intake design this was less about carburetion and fuel injection than it was about the runner length and its effect on the power and torque curves

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the system is currently available for chevy 305 and 350 tpi motors and the lt1 ford 5 0l mod motor chevy ls1 and mopar 5 7l hemi applications come later this year should an efi system s

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the capacitor is basically used to allow the system to start following start up its business as usual if you want to leave the cap connected full time prob best to use a higher voltage spec the tokyo racing one is a 50v rather than the 25v in the link bit more expensive if you get a decent branded 105c one but much cheaper than buying a

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