

Mr Injector  
6280 N Government Way Unit 4  
Dalton Gardens, Idaho 83815



# Flow Report

Robert Hill - 1997 Porsche  
914 1.8L White top hose  
feed injectors

8/22

cc/min

*Core	Leak		Pattern		Flow		Increase %	CC/MIN
	Before	After	Before	After	Before	After	After	After
1 Pass	No	No	None	Good	0	50	100+	200
2 Pass	No	No	Thin	Good	41	50	22.0	200
3 Pass	No	No	Good	Good	49	50	2.0	200
4 Pass	No	No	Thin	Good	40	50	25.0	200
5 Pass	No	No	Good	Good	47	50	6.4	200
6								
7								
8								
9								
10								
11								
12								

Report Number

7487

CC/Min Average

200.0

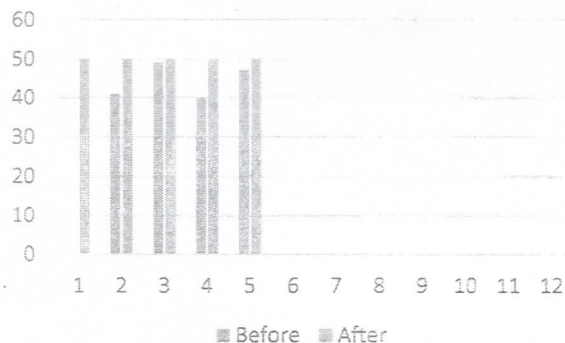
LBS HR Average

19.0

spec 190.2

2 spec 18.1

Flow Chart



**\*Core: The first thing we do when your injectors arrive is inspect the injector cores for internal corrosion, case leaks, electrical and mechanical problems. If they fail these tests the injectors are not serviceable.** All tests on this report, unless otherwise noted are performed at 3 BAR pressure at 50% duty cycle. We also perform dynamic and static flow tests to ensure the balance throughout operating loads. If your injectors fail these tests it will be noted on the report.

**Be sure to test fit your injectors into the intake manifold and fuel rail before completing the installation. Some manufactures have proprietary seals that may not seal properly with the standard seals.** When you install your injectors in the fuel rail and intake manifold use plenty of lubricant. Motor oil works well. Install the injectors in the fuel rail first using a turning motion. It's easy to tear an o ring so be careful. For more information on injector service and repair go to [mrinjector.us](http://mrinjector.us) or [mrinjectorparts.com](http://mrinjectorparts.com). If you have questions you can call 208-762-3450 between 8am and 3pm Pacific time Monday through Friday or email us at [bjcda2000@mrinjector.us](mailto:bjcda2000@mrinjector.us). Thanks for the business!