Flow - the is the cc that flowed at the stated ms and RPM. Total time 30 sec

	inj		
m/s	36 lb/hr	48 lb/hr	47.7 lb/hr
3 @ 2500 RPM (42 PSI)	16	12	21
6 @ 2500 RPM (42 PSI)	28	27	37
12 @ 2500 RPM (42 PSI)	50	55	66
"Full" (40 PSI) (22.8 @ 2500 RPM inferred)	91	107	125

lb/hr - this is the flow rate of the injector at various pulsewidths.   0.7427   g/cc density

	inj		
m/s	36 lb/hr	48 lb/hr	47.7 lb/hr
3	50.2	37.6	65.9
6	43.9	42.4	58.0
12	39.2	43.1	51.8
22.8	37.6	44.2	51.6

cc/min to lb/hr $\frac{0.7427 \quad 60 \quad 2.2}{1000} = \frac{1}{10.2}$

cc/min to lb/hr $0.7427 \quad \frac{132}{1000} = 0.7427 \quad \frac{1}{7.58}$

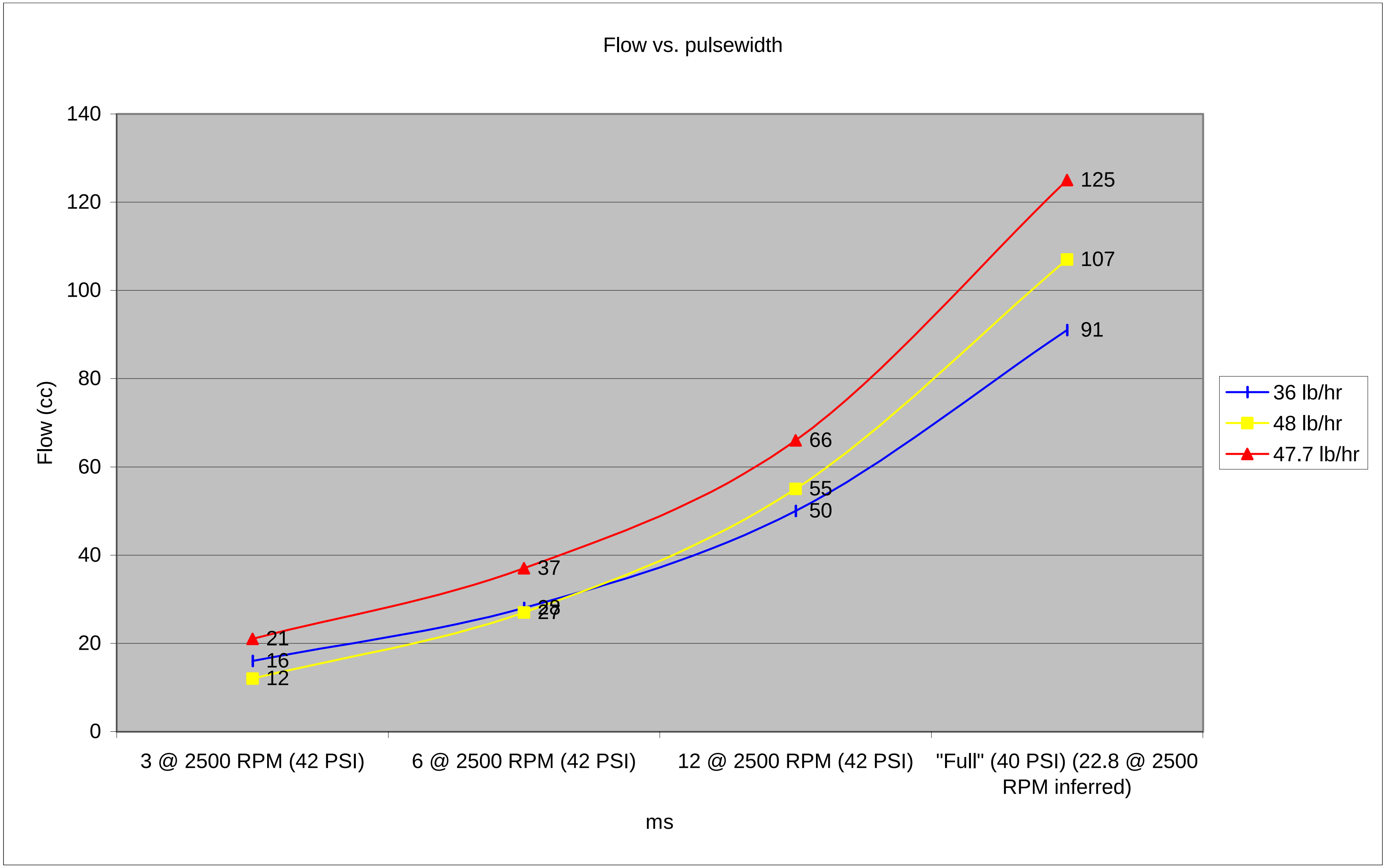
2500	RPM
1250	cycles/M
20.83	cycles/s
48	ms/cycle

(max pulsewidth at 2500 RPM)

8000	RPM
4000	cycles/M
66.67	cycles/s
15	ms/cycle

(max pulsewidth at 8000 RPM)

This graph is only useful to show how much fuel was delivered during the time of the test.
Note that the 36 lb/hr units flow more than the 48's at idle.
See the next graph for inferences on flow rate



This graph shows the flow rate of the injector at various pulsewidths. An ideal injector would have a constant rate at different pulsewidths. The only one that is remotely close to constant is the 48 lb/hr ACCEL unit, which is constant through the normal range, and actually flows slightly less at idle. This could probably be compensated for by setting a LOWER low injector slope scalar. The other injectors, on the other hand, flow less and less (per unit time) as the pulse width increases, making it hard to program an injector flow rate for them. If the relative fuel pressure can be increased so that the 48's flow enough fuel to support 600+ HP, then they would be the perfect injector. This, of course, assumes that the flow rate of the 48's is not enough.