



Introducing ASNU's New 040P Injector



Do you currently use the Bosch 0280 158 040

Do you need the same fitment but more flow?

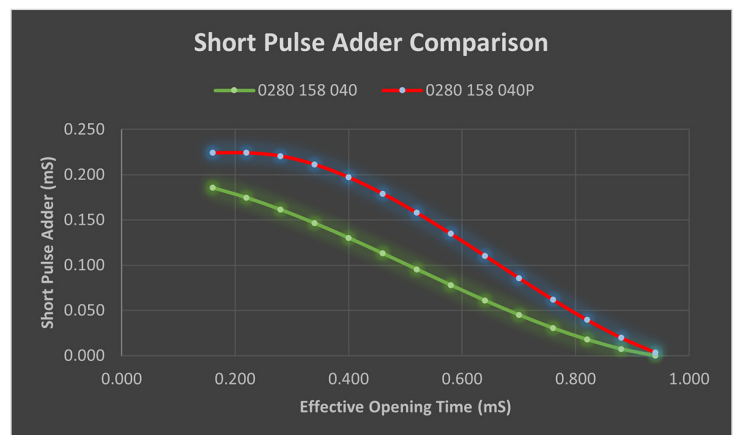
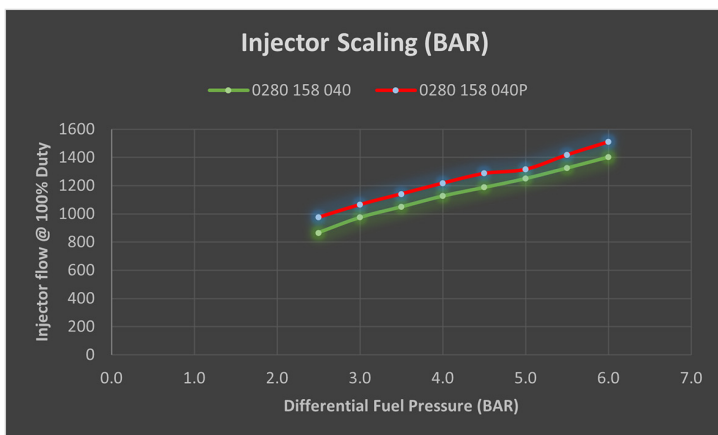
Look no further - the ASNU 40P injector is the same fitment o-ring to o-ring but with a higher flow and US Car connector plug (ideal direct drop-in fitment for some GM and FORD vehicles)

Bosch 0280 158 040 Vs ASNU 0280 158 040P

Injector Scaling @ 100 % injector duty (E10 Gasoline & n-heptane)			
Differential Fuel Pressure	bar	Scale	cc/min at 25°C
	2.5	868	
	3.0	975	
	3.5	1051	
	4.0	1127	
	4.5	1189	
	5.0	1251	
	6.0	1404	

Injector Scaling @ 100 % injector duty (E10 Gasoline & n-heptane)			
Differential Fuel Pressure	bar	Scale	cc/min at 25°C
	2.5	977	
	3.0	1067	
	3.5	1143	
	4.0	1219	
	4.5	1288	
	5.0	1317	
	6.0	1512	

Not only does the 40P flow more, it also has excellent linear operation, meaning very stable and controllable fuelling at extremely short pulse widths, during cranking, idle and low RPMs, whilst still meeting the engine's fuelling requirements at the top end.



The ASNU 40P is a result of a partnership between Robert Bosch GmbH designing and producing the 40P core injector exclusively to meet ASNU's requirement.

The difference between the 40P injector and any current IO50cc injectors with a US Car connector, is that the 40P has a 7 hole spray plate to create better atomisation - giving better performance, efficiency and combustion response.