

Mk2 TR6 Electronic Fuel Injection Conversion

History:

After a number of problems with the Lucas mechanical injection system whilst touring in the TR6, the Mk1 conversion was developed to overcome these shortcomings. The conversion was installed, setup at the Emerald rolling road and featured in the July 2006 Practical Performance Magazine. The development kit (Mk1) has run faultlessly since. Due to outside interest, during 2009 the Mk1 conversion was revised to allow the conversion to be productionised and home installed.

Benefits:

Power and Economy – The system can be calibrated such that the fuel and ignition match the engine state of tune, maintaining the correct air fuel ratio throughout the whole engine load/ speed range. (easily re-mapped to suit future modifications)

Improved Reliability – The most unreliable components of the Lucas Mechanical Injection system are removed resulting in a significant improvement.

Low Maintenance – Once fitted and calibrated the only maintenance required is periodic fuel filter replacement (No more dodgy mechanical injectors / PRV / Metering units)

Throttle Response – Revised throttle linkage combined with modern electronic fuel injection results in an unrivalled control and feedback.

Conversion Parts List:

Modified Original Components (exchange basis):

- Reconditioned and Modified throttle bodies (machined /cleaned / lacquered /new revised spindles / arms)
- Modified manifold tube (additional sensors and mounting brackets)
- Modified Crank pulley incorporating timing trigger wheel
- Modified oil pump drive and cover plate (allows removal of distributor and metering unit from PI cars)
- Exhaust manifold (add lambda boss)

New Components:

- Fitting guide
- Emerald ECU (loaded with base map)
- Wiring Harness (inc fuse and relay mounting panel)
- 6 x Bosch fuel injectors
- Fuel supply rail with pressure regulator
- EFI Sensors (Crank & throttle position / air & coolant temp)
- Idle air control valve
- New throttle linkage
- Engine driven fan removal kit
- Crank trigger mount
- Coil pack, silicon leads and mounting bracket
- Bosch fuel pump, pre & post filter on mounting bracket
- Fuel supply and return lines

Fitting:

The kit is easily fitted by a competent home mechanic capable of normal servicing activities, no special tools required.

The ECU comes with a map installed, however we recommend that the system is tailored to your engine specification at a rolling road to maximise performance and economy.

Applicable to:

- Early 150hp TR6
- Later 120hp TR6
- US Import Carburettor TR6 (Need to source 2nd hand throttle bodies and manifold)

Further information:

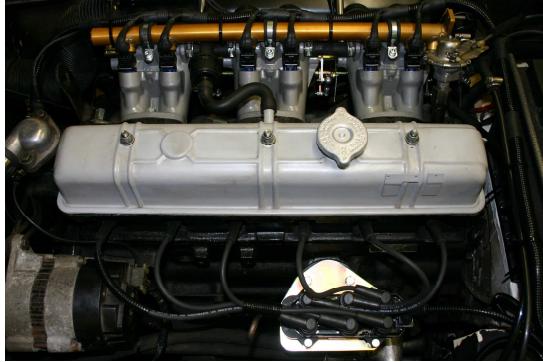
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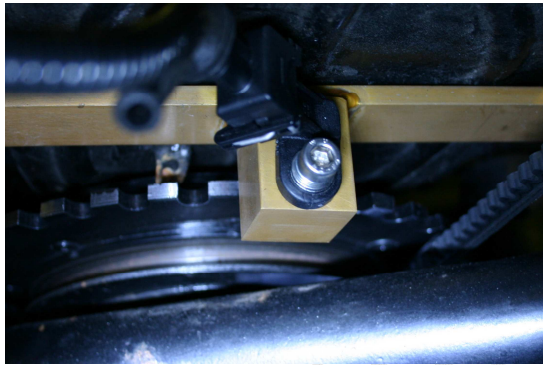
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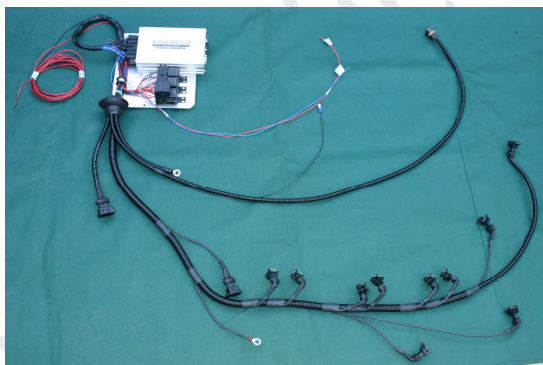
Drivers Side Engine Bay View



Passenger Side Engine Bay View



Crank Trigger wheel and sensor



Wiring Harness (inc ECU and Fuse/Relay panel)



Fuel pump and filters