

CHAPTER 13



F.A.S.T

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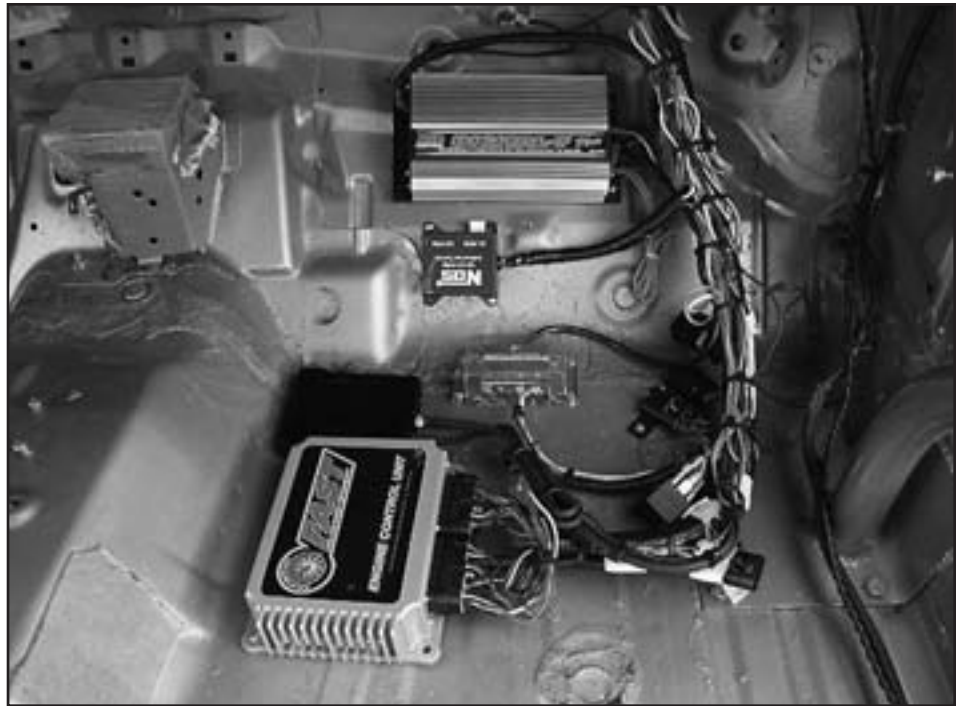
COST: Approximately \$1,800 to \$3,200

FEATURES: F.A.S.T. systems have plenty of flexible outputs for extras like nitrous or boost control.

EASE OF INSTALLATION AND TUNING: This system comes with an easy-to-install premade harness, and straightforward software interface.

Fuel Air and Spark Technology (F.A.S.T.) is a fuel-injection manufacturer that has been around the aftermarket scene for quite a while, mostly associated with companies like Speed-Pro and Competition Cams. The company is now owned by Competition Cams in Memphis, Tennessee, which has served in allowing them to increase their market share by combining forces with the aftermarket parts giant.

F.A.S.T. sells two basic kits of their fuel-injection system: the Bank-to-Bank System, which fires the injectors every 180 degrees of crankshaft rotation, and the Sequential System, which fires each injector individually in the correct firing order.



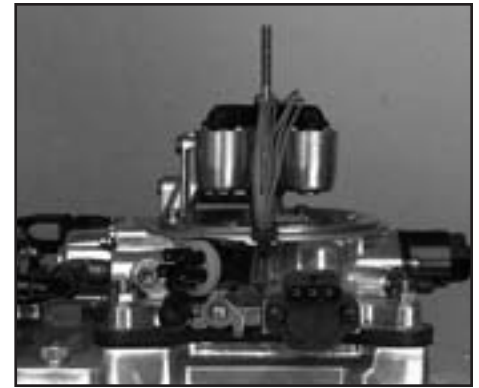
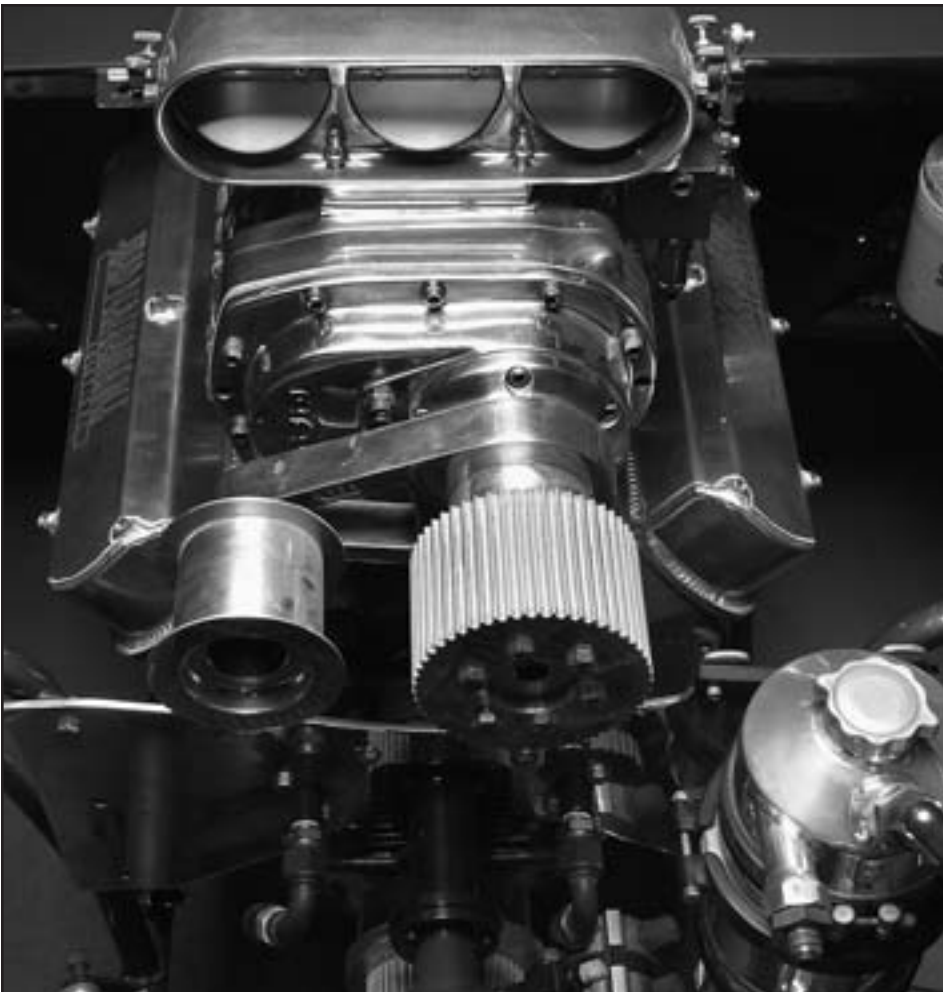
The F.A.S.T. fuel-injection system can be found on many drag cars because of its popularity with import and domestic racers alike. The system is known for its user friendliness.

F.A.S.T.'s Bank-To-Bank System is the enthusiast's choice for an easy and affordable EFI installation. It is perfect for those who want to upgrade their fuel delivery from carburetion to throttle-body or port-fuel injection. The kit comes with everything you need to install the system, including a premade

wire loom with the correct connectors already installed. This type of kit is great for a beginner because most of the problems found later on can usually be traced back to an error made while wiring something incorrectly. With a premade harness, most of those problems can be eliminated.



F.A.S.T. makes ECUs to handle nearly every type of engine available. A very popular application would be something like this big-block Chevrolet engine. F.A.S.T. can fire the eight injectors in bank-to-bank or sequential mode.



F.A.S.T.'s Bank-To-Bank system is also ideal for improving an existing TBI setup or converting to EFI. This system is the right choice for street rods and late-model street machines, both domestic and import, looking for improved reliability and drivability.

The Bank-To-Bank System is also ideal for improving an existing TBI, MPI, or TPI system to sequential operation, or for converting a carbureted engine to EFI. This system is the right choice for street rods and late-model street machines, both domestic and import, looking for improved reliability and driveability. Engines making a lot of power and using several large injectors will benefit the most from this type of system.

The Sequential system is great for all-out racing engines, or for applications where the ultimate flexibility in tuning is necessary. A tuner can fine-tune the engine using very large injectors or radical camshaft profiles much easier with the individual injection strategy of this setup. Using the Sequential System also helps reduce fluctuations in the fuel supply at the fuel rail when using large injectors and firing them at the same time, as you would with the Bank-to-Bank System.

Both systems come complete with the ECU, wire harness, software, communication data cable, and relays to operate the fuel pump. The systems can

The Sequential System is designed for those projects using a radical configuration like this blown alcohol Ford engine. The engine uses eight very large sequentially fired injectors.