

Two types of 8-stack injection designs p2285

By Robert Sackett, GT40 Mrk I p2285

© 2015

Are you attempting to select a choice between two 8-stack set-ups from the Eight-Stack company. During my build, I was constantly overwhelmed having to make choices, so I do understand such circumstances and anxiety they cause.

Two Types of EFI by Eight-Stack Company:

The Eight-Stack Weber look-alike design does have the eight separate injectors installed to spray on the top side of the throttle plate, AKA butterfly valve.

The other Eight-Stack Model offered is a non-Weber look alike model that features the injectors mounted below the throttle plate/butterfly valve.

My Thoughts:

I did purchase the Weber Look-alike Eight-Stack EFI system three years ago. It has been trouble free, has never required repairs, and does support H.P. ratings way above 750. If it does "Pool", which is highly doubtful, the so called "pooling" has not resulted in any *perceivable* problems and has not compromised the operation of the engine either at idle, WOT, or anywhere in-between.

While at low RPMs, more of the injector spray is deflected off from the throttle plate/butterfly valve, the angle of deflection changes greatly as the RPMs increase. At WOT, the deflection is at or near 90-degrees, which would result in more even disbursement of fuel.

If you plan to race the vehicle and every micro second of increased H.P. and speed is a key desire, maybe then, there is a very slight difference between the two designs. While that set of circumstances may be a factor - still, there are no noticeable perceivable problems with the injectors above the throttle plate.

I also believe that if it were possible, and it is with direct injection, to spray a mist of tiny fuel droplets into the combustion chamber, it would increase H.P. due to a hotter more even burn. However, neither of the two above systems are direct injection. That being said, it remains a fact that in both of the above systems, when the injectors spray, much of the fine atomized fuel finds it way to the inside surfaces of the intake manifolds chambers before reaching the combustion chamber. Therefore, the fuel that comes into contact with and slides off from those surfaces are no longer atomized. That circumstance applies to both of the above systems, even the system that sprays below the throttle plate. That tends to lessen the differences and relating impact, if there is any, between the two types of fuel delivery.

Decision Tree:

The Weber look-alike system captures and presents the engine and vehicle as more ERA correct, and thus is more appealing to many. It does cost slightly more than the non-Weber look-alike system thought.

I suspect the Weber look-alike system would ultimately result in more curb appeal and related higher value when you decide to sell your vehicle.

Good luck with your build. 🤔

Robert Sackett, P2285