



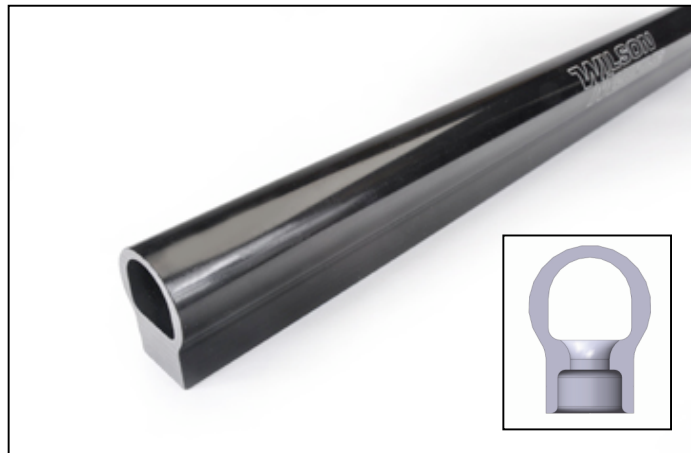
Wilson's D-rails—providing fuel injected engines with fine fuel-metering to all cylinders, more flow, and more capacity

Fine fuel metering- Often, injectors and cylinders are robbed of fuel as it rushes past the injector ports in the fuel rails, and in some instances fuel is actually siphoned out of the injector ports. Obviously Pro Mod cars and Bonneville cars and vehicles with twin turbos and twin injectors benefit amply from the D-rail's fine fuel metering but so, too, do all fuel injected race engines.

More flow- The fuel requirements of Pro Mod cars making 3,500 horsepower with two injectors per cylinder (16 injectors) can be adequately supported by just two D-rails (one per side), each rail supporting 1700-1800 horsepower.

More capacity- compared with OEM and other aftermarket fuel rails, Wilson's D-rails have 50 percent greater capacity.

Unequal Distribution- is overcome largely by employing radiused inlet ports (see cross-sectional view). Wilson carefully positions the injectors below the radiused inlets. This technique



reduces the harmful effects of siphoning, especially at injector ports placed at the beginning of the fuel paths. By increasing the capacity of the fuel rails, radiusing the injector inlet ports, and setting the injectors in their submerged locations, they reduce the adverse effects of pulsations and siphoning. In addition fuel distribution is improved and engine power is increased.

Most recently, Wilson induction systems, including D-rails and throttle bodies, won the 2010 Rolex 24 hours of Daytona, scoring an outright victory in Daytona Prototypes and in the GT class. Whether installed on GM, Pontiac, or Porsche motors, they all picked-up power with Wilson's D-rails.

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