

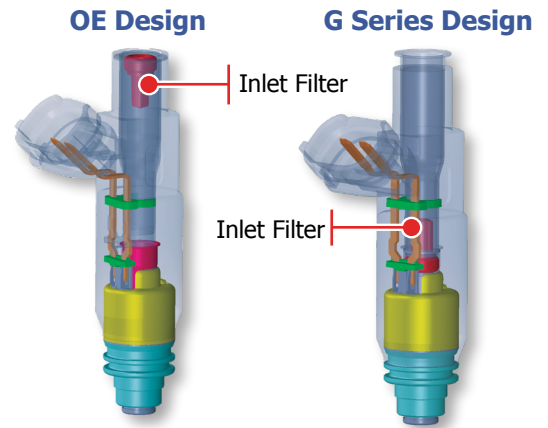
« JUST THE FACTS »

G-Series Fuel Injector

During the OE design process, the inlet filter is installed at the end of the assembly process. You can tell because the filter is located at the top of the fuel tube inlet. The problem with the inlet filter being added at the last step of the assembly process is that it increases the risk of contaminants being introduced.

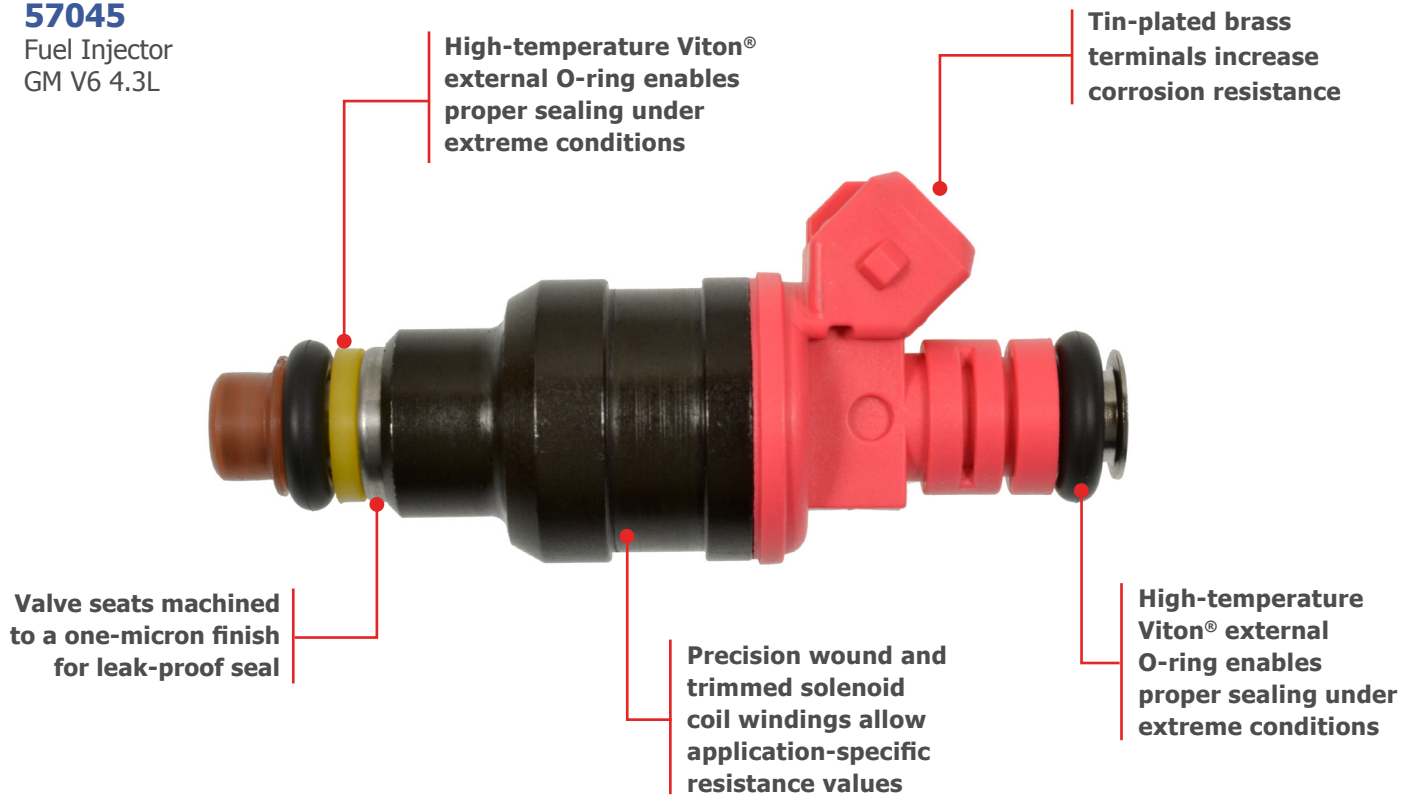
The process for the new G series injector design adds the filter in the inlet tube during the middle of the assembly process to eliminate potential contaminants from being introduced during steps that, in the original design, took place after the filter was added providing unnecessary risk of contamination.

The result of the filter location change does alter the appearance of the inlet tube when seen from above. It does not affect the function of the injector other than to eliminate the risk of contamination.



57045

Fuel Injector
GM V6 4.3L



Valve seats machined to a one-micron finish for leak-proof seal

High-temperature Viton® external O-ring enables proper sealing under extreme conditions

Tin-plated brass terminals increase corrosion resistance

Precision wound and trimmed solenoid coil windings allow application-specific resistance values

High-temperature Viton® external O-ring enables proper sealing under extreme conditions

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What Makes Our Fuel Injectors Different

To differentiate our fuel injectors from the competition, we subject our fuel injectors to the following quality-control steps:

Flow Matching

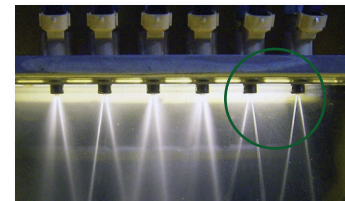
Our fuel injectors are designed to meet stringent requirements for both Dynamic and Static flow rates. Injectors that meet both tolerances prevent rough idle, high fuel consumption, and poor emissions.

Spray Pattern Matching

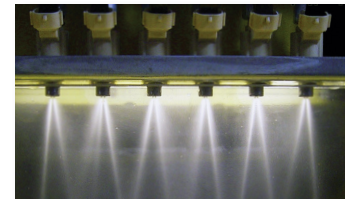
We use multiple tip shapes for pintle design and multiple inserts for disc design to match OE-style spray patterns. As a result, our injectors ensure positive control of fuel delivery for maximum performance and fuel economy.

Do the Job Right: Replace Fuel Injectors in Sets

When one fuel injector fails (especially on a vehicle with higher mileage), you should replace all of the injectors with a full new set. That's because one worn out fuel injector means the other injectors have been subjected to the same extreme wear and tear. Plus, if you only replace the worn out injector, you risk creating fuel imbalance, because high mileage injectors have unmatched spray patterns that increase fuel consumption whereas new injectors have evenly matched spray patterns that increase fuel economy. In the long run, the most cost-effective repair is to replace the full set of injectors.



High Mileage Injectors



New Injectors

Manufacturing and Testing

Designed and Built in the USA

BWD® injectors are designed and built at SMP's vertically integrated TS16949-certified manufacturing plant in Greenville, SC. As a result, we're able to yield fuel injectors that meet our strict quality control standards. In addition to designing and engineering, we subject our injectors to extensive end-of-line and life cycle testing.

Passing the Test

To make sure every fuel injector meets our strict standards for precision quality, enhanced performance, and extra durability, BWD® performs initial life-cycle validation and 100% end-of-line testing. What's more, we subject our fuel injectors to more than 35 different tests and inspections. Here are just a few of the elements and components that we test and inspect:

- Body Color
- Body Style
- Coil Resistance
- Connector Shape
- Dynamic Flow Rate

What Our Manufacturing and Testing Means for You

Precision quality, enhanced performance, extra durability, and 100% consistent product reliability.

