

CLIVE ATTHOWE ENGINE TUNING

ASNU Press Release.

CLIVE ATTHOWE ENGINE TUNING, Norwich's premier Fuel Injection Specialist has just upgraded his ASNU Petrol Diagnostic Testing & Servicing System to meet the requirement and demands of the latest Gasoline Direct Injected (GDi) Engine now being used by most manufacturers.

The GDi engines are the future for petrol vehicles; they are a very efficient system, giving tremendous fuel economy and performance, while giving virtually zero emissions. These engines are compact and smaller than the conventional engine giving the same performance and much smaller and far lighter than the diesel equivalent.

This means that there will be less wear and tear on the brakes, steering, suspension and tyres, making a GDi engine vehicle much cheaper to run and maintain.

As most conventional engines usually operate between an Air to Fuel ratio of 14:1, some run at 25:1. The GDi engine in their economy mode can run at a 40:1 Air to Fuel ratio, some can even run at a 60:1 ratio, which means they are very economical indeed.

CLIVE ATTHOWE ENGINE TUNING owner, Clive Atthowe is, and has been recognised, as one of the UK's leading Fuel Injection Specialist for over a decade, but he has not rested on his reputation. To keep his reputation, Clive knows he has to keep up to date with technology and is the first to admit that technology in vehicles is moving quicker than most workshops can educate and equip themselves, so investment is the only option.

The ASNU Classic GDi system is the most up to date system for Testing & Servicing Petrol Injectors. The injectors, which spray a very specific amount of fuel in to the engine, are now the most critical component on the engine, as all vehicles are now controlled by Pollution of Exhaust Emissions. If the injector does not function EXACTLY as it did when it was new, it will not deliver the correct amount of fuel in its correct atomised form. Just changing the size of the fuel droplets, as an example, lets say the droplet is the size of your thumb nail, but should be the size of your little finger nail, just that alone can make an enormous difference to the correct running, performance and fuel economy of the engine.

This can also lead to a number of problems that the vehicle owner and in many cases, the garage workshop, only sees a consequence of the injectors incorrect performance. There are a number of contributing factors that together can cause an injector problem, poor fuel quality, driving conditions and lack of service are the most notable ones, but all together they can cause injectors problems.



So how do we see an injector problem? Its not something the vehicles management system can show, it's down to the technician to recognise the symptom and then diagnose the problems. A regular symptom is failing the Emission Test during an MOT Test, simple answer is fit a new Catalytic Exhaust and an Oxygen Sensor, problem solved, but that is not always the case. In addition to these, if an injector is not performing correctly, it can lead to Starting Problems, Loss of Compression on a Cylinder, Exhaust Valve Carbonizing Exhaust Gas Recirculating Valves sticking or failing. It can, and in Motor Sport, it very often has, blown the engine.

Clive Atthowe has the reputation, he has the knowledge, he has invested in the training and the equipment and now he can service ANY petrol injector to as good as new (ASNU) condition, be they from cars, motorbikes or marine engines, he has the capabilities to Test and Service them all.

For further information, please contact Clive Atthowe on 01603 702400
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