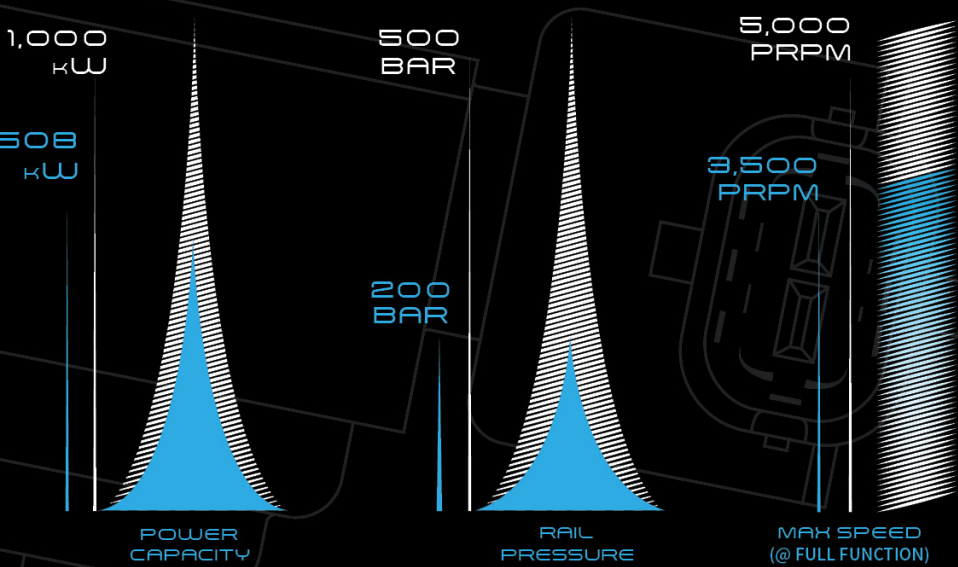


Technical SPECS



FEATURE

SPECIFICATION

| | |
|-----------------------------|---|
| Pump Description | Single plunger GDI pump, electronic demand controlled |
| Discharge pressure | 200 bar max |
| Inlet pressure | 3 - 6 bar |
| Max Flow at 200 bar | 1550 mm ³ /rev @ 2,500 prpm and 200 bar |
| Pressure relief valve | In pump |
| Flow control | Electronic Flow Control, normally open |
| Driver | 12 A peak, 3 A hold PWN |
| Cam | 2 - 4 lobes |
| Tappet | Special |
| Cam lift | 6.0 mm max depending on number of lobes |
| Max speed | 14,000 strokes/minute full function |
| Inlet connector options | Quick connect, Threaded with 60° Cone, custom |
| Discharge connector options | Threaded with 60° cone, custom |
| Fuel compatibility | Gasoline, E-10 to E-85, M15 |
| Pump mass | 1250 g |
| Environmental Temps. | -40 to 125 °C (-40 to 257 °F) |

SP1550-200
GDI Pump

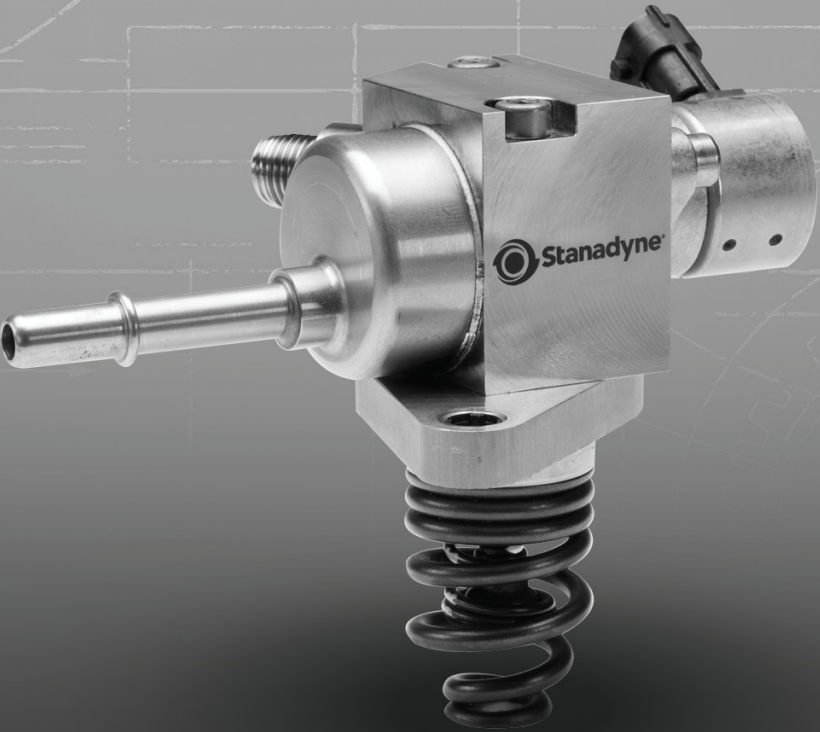
“We are successful when our customers are successful. Delivering an amazing, high-quality product to the end consumer, whether it is an on-road passenger vehicle or a high-performance race car, is always our ultimate goal.”

- Dr. Pinson, Stanadyne President and Chief Technology Officer

PRECISION

PERFORMANCE

FLEXIBILITY



DATASHEET



+1.860.525.0821
GDI@stanadyne.com
www.stanadyne.com



SP1550-200

Up to 508 kW (680 HP)

UNIQUE FEATURES



BENEFITS

- Up to 508 kW (680 HP) applications
- Highly customizable
- Excellent low-speed efficiency
- Class-leading start times
- Low-mass design
- Flex fuel compatibility



**Numerous
Engine Applications**

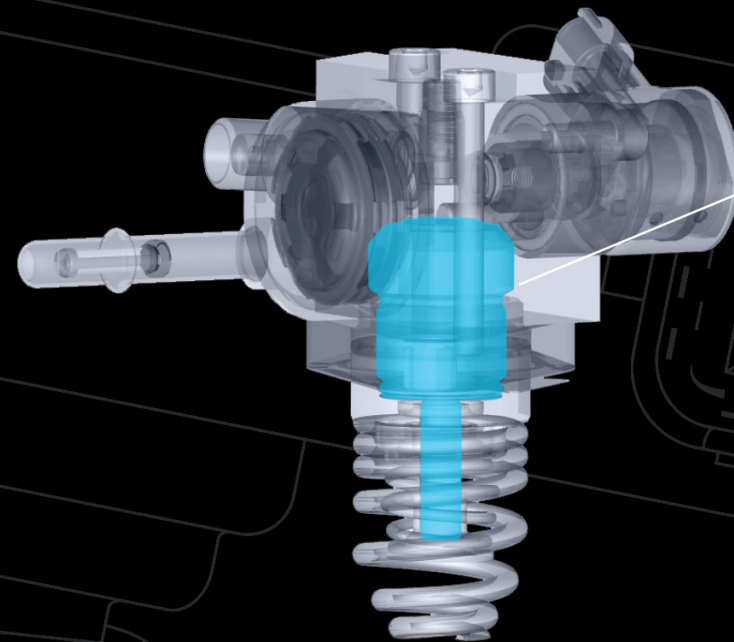


**Flexible
Design**



**Efficient
Performance**

Designed for unmatched reliability on high displacement engine applications, the SP1550-200 offers the greatest flow output at 200 bar and outperforms the dual-pump strategies of the competition, saving on space, weight and installation time.

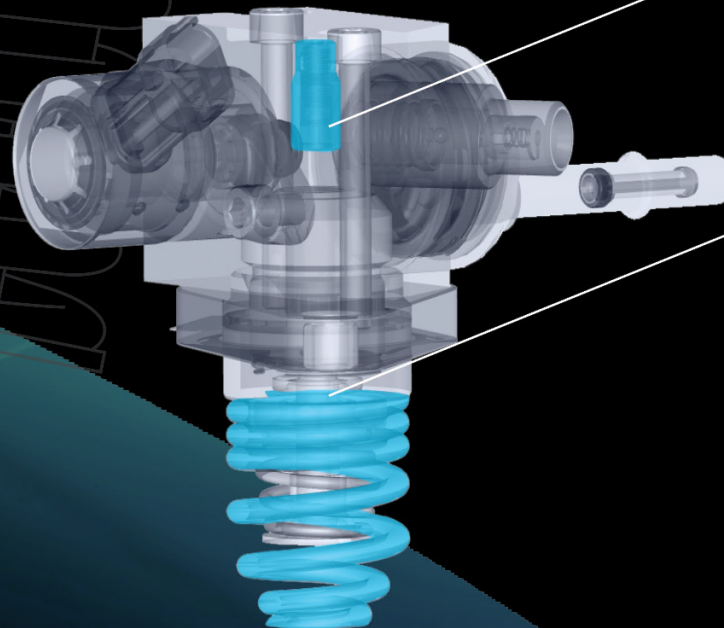


PATENTED FLOATING PLUNGER SLEEVE MOUNT AND PLUNGER

- Minimizes plunger to bore clearance for better engine start times and class-leading low-speed efficiency.
- Eliminates plunger bore distortion due to mounting loads.
- Minimizes debris generation.
- Excellent seizure resistance.

PATENT PENDING AUXILIARY PRESSURE RELIEF VALVE

- Prevents over-pressurization of the fuel system.
- Fail safe feature for high volume, high-pressure applications.
- Low-mass metallic ball.



PATENTED DUAL-SPRING DESIGN

- Separates tappet and plunger spring loads to reduce spring induced plunger side loading.
- Promotes fluid film replenishment at plunger to bore interface.
- Increases robustness to poor quality fuels.