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INFORMATION BULLETIN

No. M 137 A/3

COVERS: Fuel supply control to M 137 A engines.

REASON: Economic engine operation at cruising speed of engine.

MEASURE: The fuel control system of M 137 A engines from ser. No. 722 198 is altered. The air control pressure is tapped at the air throttling flap in the intake manifold, fed into the fuel supply corrector installed in the intake manifold centre section and from the corrector to the aneroid space in the fuel injection pump. The fuel supply corrector guarantees economic fuel supply during each suction stroke of the engine within the range of filling pressures from 0.95 to 0.80 atmospheres absolute.

The basic fuel injection pump alignment is carried out with the correction lever -2d- set to position "N", i.e. a fully lean mixture. The fuel supply rate at engine idling speed can be adjusted by replacing the air nozzle in the fuel supply corrector. A larger nozzle makes the supply richer, a smaller nozzle makes it leaner. The alignment of the fuel injection pump for supplying leaner or richer mixtures within its entire operating range is carried out by the existing procedure, i.e., by replacing the spacing pad between aneroids by another one with a different thickness.

Letňany, November, 3, 1972.

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