



# LOM PRAHA

100 38 PRAHA 10 - MALEŠICE, ČERNOKOSTELECKÁ 270  
CZECH REPUBLIC

## INFORMATION BULLETIN IT IS RECOMMENDED

No.: **M132A/2b**  
M132AK/2b  
M137A/21b  
M137AZ/14b  
M332A/5b  
M332AK/4b  
~~M337A/16b~~  
M337AK/11b  
M337AK1/4b

**CONCERNS:** Introduction of modernised pump assy - fuel injection LUN 5150.03 /for six cylinder/ and LUN 5151.03 /for four cylinder/ with automatic correction of fuel composition for all mentioned designs and versions of engines.

**CAUSE:** Simplification of control of aircraft piston engines by different flight levels.

**MEASURES:** Since 1997 it is introduced for new produced engines automatic correction of fuel composition - instead of manual correction and that is why are new engines equipped with modernised pumps LUN5150.03 and LUN5151.3, according the engine design, instead of LUN5150.01 and LUN5151.02.

Modernisation is the matter of internal pump arrangement, there is no lever for correction of fuel composition. New parameters of modernised designs of pumps have different system of controlling part - "Lever console", which is reconstructed for the user of new pumps and have no manual control of fuel composition from pilots cockpit to the engine and on it./Up to exhaustion of parts can be used original console without pump operating rod, but arresting operation must be unconditionally fixed against motion in the position, which will be not limiting activity of the main fuel lever in any position/.

Such modernised engines must be equiped with correction valve No.:705-1000A, for alternative enriching of fuel by engine heating /more than automatic pump injection/. There is a needle installed in the correction valve /add. picture/ and by its pull out, we enrich the fuel /add. picture/. After engine heating, the needle must be putted on the original position - position closed. For its operating from pilots cockpit is possible to use the part of equipment in the airframe, which was originally determined for manual correction of fuel composition and complete with corresponding connection or adapt.

During incidental engine regulation and during operation it is permitted just regulate fuel consumption, with regulation disk /position 16/, on the aneroid box to comply pump characteristic with engine and technical

conditions. Turn to the right we increase fuel consumption, to the left reduce.

Before rotation of disk it is necessary to loose the holding down nut /pos.15/ of about 2,5mm and slip out disk of this distance from secure pegs of regulation box. Rotation of regulation disk of about 1/12 /one twelfth/ turn means charge in fuel delivery by pump, by max. constant regime of about 2%.

Regulation will be noted in atest certificate of pump and after finish will be regulation disk nut fixed against spontaneous loosening with binding wire and seal.

During adjusting the engine and during operation is prohibited to disassembly parts of pump with seal, without representative of the producer.

#### MAINTENANCE DIRECTION:

- during operation - check fuel pressure
- it is necessary to take a care every 50 hours of pump operation
  - a/by heated engine release the screw - /M6 pos. 6/ at the bottom of regulation box and let out accumulated oil.
  - b/control fixing of all pumps pitches, nuts of flange, fixture of all pump connection and fixture of rubber tubes on the regulation box and on flap valve at engine suction pipe.
- after tank change or fuel pipe change check cleaner sieve in entering pump pitch.
- fill up oil with one of the lateral plugs M18x1,5 pos.5 up to their height and let out by plug at the pump bottom - pos. 7.

**WARNING:** All above mentioned engine designs repaired in LOM Praha, both repairs and overhauls, will be equipped in the future with corresponding pumps like from the producer.  
With modernised pumps will be fitted just engines according to the custommers wish, and on his costs.

#### TECHNICAL DETAILS:

Weight:LUN5151.03 - max.3,05kg /dry/

LUN5150.03 - max. 3,40kg/dry/

Rotation:to the right, on the view to the pump flange

Speed:1/2 engine rotation

**BULLETIN VALIDITY:** since day of approbation

In Prague 21/7 1997

Dipl. Ing. Vladimír Zasadil  
producers representative

Dipl. Ing. Miroslav Bartík  
custommers representative