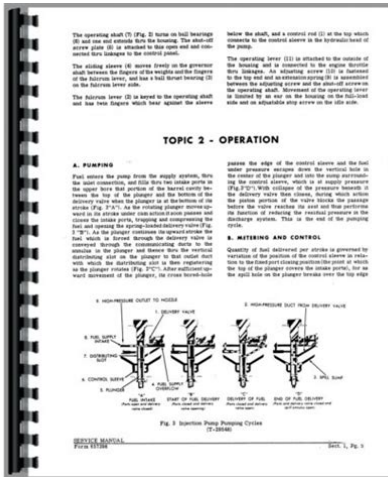


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This was basically a specially lubricated high pressure diesel direct injection pump of the type that is governed by the vacuum behind an intake throttle valve. Modern diesels only change the amount of fuel injected to vary output; there is no throttle. This system used a normal gasoline fuel pump, to provide fuel to a mechanically driven injection pump, which had separate plungers per injector to deliver a very high injection pressure directly into the combustion chamber. The 1954 Mercedes-Benz W196 Formula 1 racing car engine used Bosch direct injection derived from wartime

aircraft engines. Following this racetrack success, the 1955 MercedesBenz 300SL, the first production sports car to use fuel injection, used direct injection. The 1955 MercedesBenz 300SLR, in which Stirling Moss drove to victory in the 1955 Mille Miglia and Pierre Levegh crashed and died in the 1955 Le Mans disaster, had an engine developed from the W196 engine. The Bosch fuel injectors were placed into the bores on the cylinder wall used by the spark plugs in other MercedesBenz sixcylinder engines the spark plugs were relocated to the cylinder head. Later, more mainstream applications of fuel injection favored the lessexpensive indirect injection methods. The plunger connected to the fuel metering system that mechanically dispensed fuel to the cylinders via distribution tubes. The fuel meter adjusted the amount of flow according to engine speed and load, and included a fuel reservoir, which was similar to a carburetors float chamber. With its own highpressure fuel pump driven by a cable from the distributor to the fuel meter, the system supplied the necessary pressure for injection. However, they were a favorite in the aforementioned competition trials in which essentially wideopen throttle operation was prevalent. The early Bosch Jetronic systems were also used by Audi, Volvo, BMW, Volkswagen, and many others. This was designed to meet the U.S.

emission requirements with no loss in performance and it also reduced fuel consumption. Most of the 35 vehicles originally equipped with Electrojector were retrofitted with 4barrel carburetors. The Electrojector patents were subsequently sold to Bosch. This system was adopted by VW, MercedesBenz, Porsche, Citroen, Saab, and Volvo. Lucas licensed the system for production in Jaguar cars, initially in DJetronic form before switching to LJetronic in 1978 on the XK6 engine. In 1970, the Isuzu 117 Coupe was introduced with a Bosch-supplied DJetronic fuel injected engine sold only in Japan. In 1984 Rover fitted Lucas electronic fuel injection, which was based on some LJetronic patents, to the S Series engine as used in the 200 model. Nissan also installed multipoint fuel injection in the Nissan Y44 V8 engine in the Nissan President. Toyota soon followed with the same technology in 1978 on the 4ME engine installed in the Toyota Crown, the Toyota Supra, and the Toyota Mark II. In the 1980s, the Isuzu Piazza and the Mitsubishi Starion added fuel injection as standard equipment, developed separately with both companies history of diesel powered engines. 1981 saw Mazda offer fuel injection in the Mazda Luce with the Mazda FE engine and, in 1983, Subaru offered fuel injection in the Subaru EA81 engine installed in the Subaru Leone. Honda followed in 1984 with their own system, called PGMFI in the Honda Accord, and the Honda Vigor using the Honda ES3 engine. This approach required additional sensors to measure the atmospheric pressure and temperature, to calculate mass flow rate. LJetronic was widely adopted on European cars of that period, and a few Japanese models a short time later. During that time period, the vast majority of gasoline-fueled automobile and light truck engines did not use fuel injection. To comply with the new regulations, automobile manufacturers often made extensive and complex modifications to the engine carburetors.

While a simple carburetor system is cheaper to manufacture than a fuel injection system, the more complex carburetor systems installed on many engines in the 1970s were much more costly than the earlier simple carburetors. To more easily comply with emissions regulations, automobile manufacturers began installing fuel injection systems in more gasoline engines during the late 1970s. Although not part of the injection control, a catalytic converter further reduces exhaust emissions. Since the early 1990s, almost all gasoline passenger cars sold in first world markets are equipped with electronic fuel injection EFI. Fuel injection is gradually replacing carburetors in these nations too as they adopt emission regulations conceptually similar to those in force in Europe, Japan, Australia, and North America. Early injection systems used mechanical methods to meter fuel, while nearly all modern systems use electronic metering. Modern systems use a mass airflow sensor to send this information to the engine control unit. A throttle position sensor TPS provides this information. Other engine sensors used in EFI systems include a coolant temperature sensor, a camshaft or crankshaft position sensor some EFI systems get the position information from the

distributor, and an oxygen sensor which is installed in the exhaust system so that it can be used to determine how well the fuel has been combusted, therefore allowing closed loop operation. Maintaining the correct fuel pressure is done by a fuel pressure regulator. Often a fuel rail is used to divide the fuel supply into the required number of cylinders. The fuel injector injects liquid fuel into the intake air the location of the fuel injector varies between systems. To avoid fuel starvation when subject to lateral Gforces, vehicles are often provided with an antisurge vessel, usually integrated in the fuel tank, but sometimes as a separate, small antisurge tank. Click to see animation.

The ECU interprets data from input sensors to, among other tasks, calculate the appropriate amount of fuel to inject. The duration that the injector is open called the pulse width is proportional to the amount of fuel delivered. Depending on the system design, the timing of when injector opens is either relative each individual cylinder for a sequential fuel injection SFI system, or injectors for multiple cylinders may be signalled to open at the same time in a batch fire system. Please help improve this section by adding citations to reliable sources. Unsourced material may be challenged and removed. August 2020 Learn how and when to remove this template message In the 1980s, this kind of fuel injection began to supplant the carburetor on automotive engines. In these automotive systems, the amount of fuel injected is controlled by an electronic control unit acting in response to inputs from sensors monitoring factors such as manifold vacuum, engine temperature, engine speed, and barometric pressure. The system was called Throttlebody Injection or Digital Fuel Injection by General Motors, Central Fuel Injection by Ford, PGM-CARB by Honda, and EGI by Mazda . Many of the carburetors supporting components such as the air cleaner, intake manifold, and fuel line routing could be used with few or no changes. This postponed the redesign and tooling costs of these components. Please help improve this section by adding citations to reliable sources. Unsourced material may be challenged and removed. August 2020 Learn how and when to remove this template message This is in contrast to most fuel injection systems, which provide fuel during short pulses of varying duration, with a constant rate of flow during each pulse. Continuous injection systems can be multipoint or singlepoint, but not direct. KJetronic was used for many years between 1974 and the mid-1990s by BMW, Lamborghini, Ferrari, Mercedes-Benz, Volkswagen, Ford, Porsche, Audi, Saab, DeLorean, and Volvo.

Chrysler used a continuous fuel injection system on the 1981-1983 Imperial. In contrast to automotive fuel injection systems, aircraft continuous flow fuel injection is all mechanical, requiring no electricity to operate. Two common types exist the Bendix RSA system, and the TCM system. The Bendix system is a direct descendant of the pressure carburetor. However, instead of having a discharge valve in the barrel, it uses a flow divider mounted on top of the engine, which controls the discharge rate and evenly distributes the fuel to stainless steel injection lines to the intake ports of each cylinder. The TCM system is even more simple. It has no venturi, no pressure chambers, no diaphragms, and no discharge valve. The control unit is fed by a constant pressure fuel pump. The control unit simply uses a butterfly valve for the air, which is linked by a mechanical linkage to a rotary valve for the fuel. Inside the control unit is another restriction, which controls the fuel mixture. The pressure drop across the restrictions in the control unit controls the amount of fuel flow, so that fuel flow is directly proportional to the pressure at the flow divider. In fact, most aircraft that use the TCM fuel injection system feature a fuel flow gauge that is actually a pressure gauge calibrated in gallons per hour or pounds per hour of fuel. Fuel pressure is similar to a singlepoint injection system. Please help improve this section by adding citations to reliable sources. Unsourced material may be challenged and removed. August 2020 Learn how and when to remove this template message MPI systems can be sequential, in which injection is timed to coincide with each cylinder's intake stroke; batched, in which fuel is injected to the cylinders in groups, without precise synchronization to any particular cylinder's intake stroke; or simultaneous, in which fuel is injected at the same time to all the cylinders.

The intake is only slightly wet, and typical fuel pressure runs between 4060 psi. Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed. May 2010 Learn how and when to remove this template message This fuel is then sent through tubing to the injectors, which inject it into the combustion chamber. The header has a high pressure relief valve to maintain the pressure in the header and return the excess fuel to the fuel tank. The fuel is sprayed with the help of a nozzle that is opened and closed with a needle valve, operated with a solenoid. When the solenoid is not activated, the spring forces the needle valve into the nozzle passage and prevents the injection of fuel into the cylinder. The solenoid lifts the needle valve from the valve seat, and fuel under pressure is sent in the engine cylinder. Third generation common rail diesels use piezoelectric injectors for increased precision, with fuel pressures up to 1,800 bar or 26,000 psi. However, this was less efficient than the now common direct injection in which initiation of combustion takes place in a depression often toroidal in the crown of the piston. Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed. August 2020 Learn how and when to remove this template message By virtue of better dispersion and homogeneity of the directly injected fuel, the cylinder and piston are cooled, thereby permitting higher compression ratios and earlier ignition timing, with resultant enhanced power output. More precise management of the fuel injection event also enables better control of emissions. Along with this, the engine can operate with stratified leanburn mixtures, and hence avoid throttling losses at low and part engine load. Some direct injection systems incorporate piezoelectronic fuel injectors.

With their extremely fast response time, multiple injection events can occur during each cycle of each cylinder of the engine. Some manufacturers combine direct injection with port injection, such as in the Toyota 2GR-FSE V6 and Volkswagen EA888 I4, which helps to prevent carbon buildup. A gas-filled hollow core is then formed along the centerline inside the injector due to centrifugal force of the liquid sheet. Because of the presence of the gas core, the discharge coefficient is generally low. Residual pressure can remain in the fuel lines long after an injection-equipped engine has been shut down. This residual pressure must be relieved, and if it is done so by external bleed-off, the fuel must be safely contained. Retrieved 28 June 2016. Retrieved 1 May 2015. Retrieved 26 August 2017. Krause Publications. p. 16. ISBN 9780896892781. Retrieved 1 May 2015. Archived from the original on 27 October 2011. Retrieved 8 November 2018. Retrieved 11 June 2019. Retrieved 20 January 2014. Retrieved 1 May 2014. By using this site, you agree to the Terms of Use and Privacy Policy. Add to Cart Content How To information for your American Bosch Injection Pump. How to take it apart, how 14 Jun 2018 Sat, 02 Jun 2018 073300. GMT diesel injector pump repair pdf Yanmar 2qm15. Manual Fuel Pump Yanmar. 2qm15 parts marine engine. DIESEL INJECTION PUMP REPAIR MANUAL test the stanadyne de electronic diesel fuel injection pump injection pump adjustments are limited to. 10 Jan 2013 This service manual shows you how to repair and overhaul components. International Engine Robert Bosch. Covers Many Models See Index Picture. Service This service manual contains detailed information relating to the overhaul of the 90A. SERVICE MANUAL Common Rail System And Supply Pump Transitions.. Common Rail Type Fuel Injection System Development History And The Worlds 9 Oct 2013 Please find attached a Technical Instruction manual on Bosch diesel distributor fuel injection pumps. Enjoy!

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