

Oupa-G and friends

I must inform everybody I am running the engine without a load at the moment. The reality is that there is a definite fuel pressure difference at the injector. I have tested the fuel pressure regulator with compressed air. I have applied an inlet pressure close to 3.5bar. If one then sucks on the vacuum line side the regulator starts to open. I think this is a good thing because almost all fuel injection cars that I know of use this setup. I have no problem with idling because I am not fluiding the engine. The fuel pressure drops with the higher vacuum level at idle. Throttle response is instant because I am still using the TPS. I understand your concern with the one way valve. I am actually using a vacuum delay valve. They are colour coded for the different vacuum delay times (I am still learning about them). All I know is it works. One can actually suck through them from both sides. It has an instant release from one side and a slight restriction from the other side. A last comment - this is an excellent engine and I love experimenting, the only problem now is that it is too light. My C of G is way out and I need to manufacture a new engine mount to move the engine forward. I used Tony Bingiles calculation method and it looks like I need to move the BMW at least 100mm forward. Oh yes, Oupa-G, I checked the mixture with the BMW Lambda sensor and it never went onto the lean side. That can of course change when I load the engine.

I wish you a safe test flight period and thereafter. I will only be working on the Zodiac CH650 next year again.

Regards
Charles