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Depending upon its position in the barrel with metering slits, the control plunger opens or closes the slits to a greater or lesser extent. The fuel flows through the open section of the slits to the differential pressure valves and then to the fuel injection valves. If sensor-plate travel is only small, then the control plunger is lifted only slightly and, as a result, only a small section of the slit is opened for the passage of fuel. With larger plunger travel, the plunger opens a larger section of the slits and more fuel can flow. There is a linear relationship between sensor-plate travel and the slit section in the barrel which is opened for fuel flow.

A hydraulic force generated by the so-called control pressure is applied to the control plunger. It opposes the movement resulting from sensor-plate deflection. One of its functions is to ensure that the control plunger follows the sensor-plate movement immediately and does not, for instance, stick in the upper end position when the sensor plate moves down again. Further functions of the control pressure are discussed in the sections “Warm-up enrichment” and “Full-load enrichment”.

Barrel with metering slits

The slits are shown enlarged (the actual slit is about 0.2 mm wide).

Fig. 15

Control pressure

The control pressure is tapped from the primary pressure through a restriction bore (Figure 16). This restriction bore serves to decouple the control-pressure circuit and the primary-pressure circuit from one another. A connection line joins the fuel distributor and the warm-up regulator (control-pressure regulator).

When starting the cold engine, the control pressure is about 0.5 bar. As the engine warms up, the warm-up regulator increases the control pressure to about 3.7 bar (Figure 26).

The control pressure acts through a damping restriction on the control plunger and thereby develops the force which opposes the force of the air in the air-flow sensor. In doing so, the restriction dampens a possible oscillation of the sensor plate which could result due to pulsating air-intake flow.

The control pressure influences the fuel distribution. If the control pressure is low, the air drawn in by the engine can deflect the sensor plate further. This results in the control plunger opening the metering slits further and the engine being allocated more fuel. On the other hand, if the control pressure is high, the air drawn in by the engine cannot deflect the sensor plate so far and, as a result, the engine receives less fuel. In order to fully seal off the control-pressure circuit with absolute certainty when the engine has been switched off, and at the same time to maintain the pressure in the fuel circuit, the return line of the warm-up regulator is fitted with a check valve. This (push-up) valve is attached to the primary-pressure regulator and is held open during operation by the pressure-regulator plunger. When the engine is switched off and the plunger of the primary-pressure regulator returns to its zero position, the check valve is closed by a spring (Figure 17).

Differential-pressure valves

The differential-pressure valves in the fuel distributor result in a specific pressure drop at the metering slits.

The air-flow sensor has a linear characteristic. This means that if double the quantity of air is drawn in, the sensor-

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