



LOM PRAHA

100 38 PRAHA 10 - MALEŠICE, ČERNOKOSTELECKÁ 270
CZECH REPUBLIC

SERVICE BULLETIN

IT IS NECESSARY TO CARRY OUT!

No.: M132A/6a

M132AK/6a
M137A/17a
M137AZ/12a
M332/75a
M332A/9a
M332AK/8a
M337/85a
M337A/11a
M337AK/8a

CONCERNS: Engine equipped with Fuel injection pump with manual control of fuel mixture correction for following designs: LUN 5151, 5152, 5150-8, 5150.01, 5151.02.

CAUSE: Fuel enrichment for accurating by engine start, by engine operating-flying in different height levels and by landing, for elimination of subjective influence of pilot for judging engine running. With increasing flight level is fuel mixture less riched. In flight levels up to 800m, is for engine running not important. In higher flight levels is shown rough engine running, fine irregular vibrations, increasing cylinder head temperature and less climbing possibility because of lower engine power.

MEASURES: To reach soft regular engine running with max. engine power, is necessary to enrich fuel mixture with increasing of flight level. Enriching of mixture is operated with correction fuel pump lever according this table:

flight level	correction lever position
0.m above sea	end-stop position
800 m above sea	+1 graduation segment
1600m above sea	+2 graduation segment
2600m above sea	+3 graduation segment
3700m above sea	+4 graduation segment

This table indicates position of correction fuel pump lever in different flight levels according to the above sea height. Attention! It not means height above terrain! After engine started the correction lever must be in the corresponding position with airport above sea height. After take off it is necessary to regulate the fuel mixture according the table, both by landing.

Example: If the engine is operated /starting at the airport/ up to 800m above sea height starting position is +1 segment of graduation from end stop etc.

Warning: 1/ After engine starting it is possible to enrich the fuel mixture more, but after engine started, correction lever must be moved into the position according the table.
2/ Lowering the temperature of cylinder heads by mixture enriching by manual correctic is prohibited, because of excessive engine wear!

COSTS: No costs

BULLETIN VALIDITY: At the day of receipt.

In Praha: 01/07 1998

Dipl. Ing. Vladimír Zasadil
Producers representative

Dipl. Ing. Josef Pietrik
Custommers representative