

Chapter 5

GOVERNOR DATUM RE-SET VALVE, TYPE SV2/2B

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Description and operation

1. The governor datum re-set valve automatically bleeds off fuel at pump governor pressure to allow the maximum engine speed to be exceeded when water injection is being

used. Basically the unit comprises a block containing a fixed orifice in series with a solenoid operated valve, the solenoid being of pull-action type which opens the valve when energized.

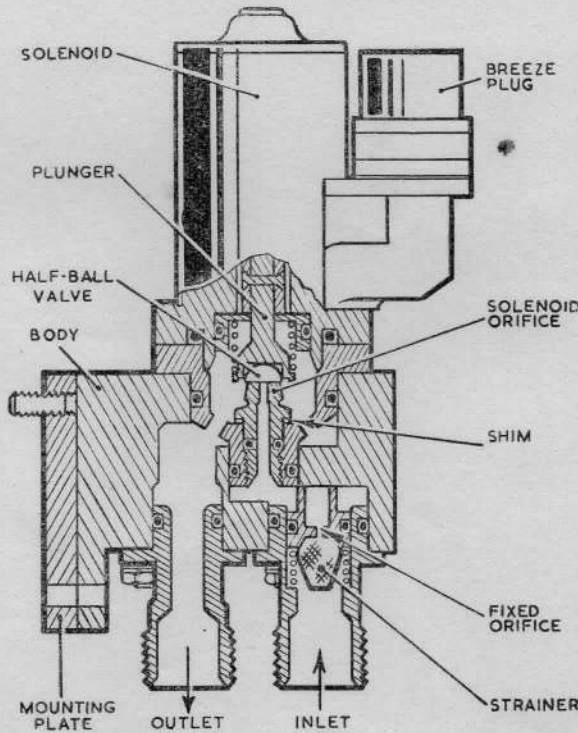


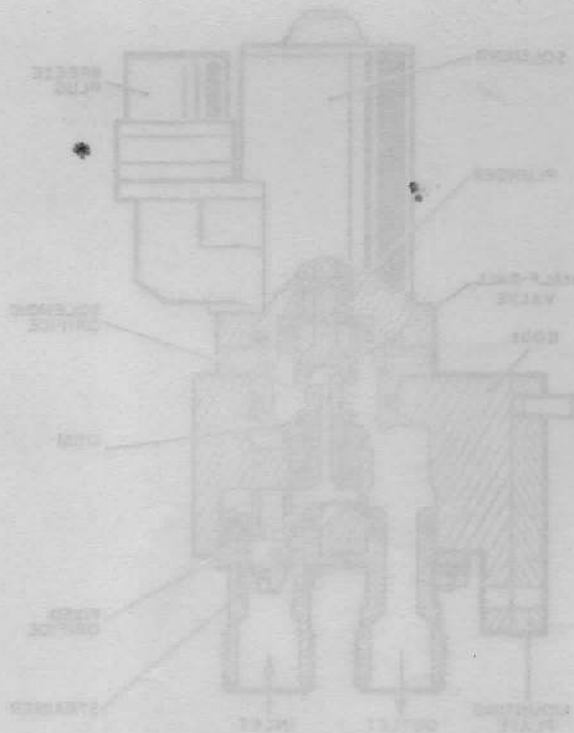
Fig. 1. Functional diagram

2. The rectangular block contains two fuel connections, and the inlet union houses a conical strainer and a fixed orifice. The solenoid with its orifice, is secured to the block by four studs and nuts. A half-ball valve seats on the orifice, the valve being carried in a spring-loaded plunger which is enclosed by a coil winding located in a solenoid case. Two cables are led from the coil to connect with a two pin breeze plug socket situated on the side of the casing. The space below the plug is filled with a special silicone paste to prevent vibrational damage to the electric cables. An air gap is provided between the top of the plunger and the anvil, this gap being set by shims beneath the orifice head.

3. During normal engine running the valve remains closed. When water injection is selected, the solenoid is energized to open the valve and permit fuel at governor pressure to bleed back to the inlet side of the pump. The resultant change in pressure acts on the pump servo system and allows the engine speed to be increased. When de-energized, the solenoid valve closes to restore the fuel pump stroke to the desired flow.

Installing and servicing

4. Details of installation are contained in the relevant engine Air Publication. No servicing is required apart from checks on the security of fuel and electrical connections.



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