

Note 52



Fuel Injection

Fuel injection substituted mechanical power drawn from the crank for pneumatic power drawn from the inlet flow by some of the pressure drop across the carburettor choke. Generally it meant that an unobstructed inlet manifold* could be used for maximum power while still retaining adequate fuel/air mixing at lower engine speeds for good acceleration.

In the Bosch system the power was abstracted directly. In the later (1956) Lucas system the pump drew electrical power from a battery which was in turn charged by an alternator driven from the crank. In so far as the battery could be allowed to run down the car had additional energy on board.

*Depending on the type of throttle used.

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