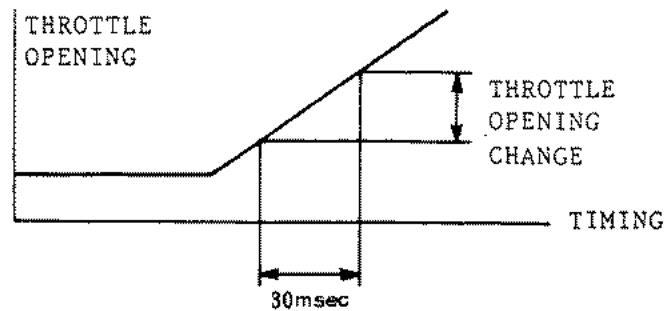


Also regarding the advanced angle of compensating for ignition timing at quick throttle opening, whether it be 100-4500rpm, or even widened to 1000-11500rpm, the following throttle performance at all rev ranges has been increased. When the revolutions are between 1000 and 11500rpm it compensates for the changed throttle opening from the fixed timing (30m sec). With the PGM control, if the throttle opening change is 20% below the 30m sec the 2-8° will be compensated to 5-6°.



PGM-CARBURETTOR 2

Carburettor Air Jet Control System:

The air mixture (ideal air mixture) and air mixture supplied to the eng. are shown respectively on the graph below. In this system the carb supplies the air mixture, and in order to supply close to the air mixture demanded by the engine, sends air into the carb air jet. The PGM carb.2 not only supplements the air jet and solenoid valve, but also makes fine control possible. The PGM control according to the input power from the engine revs (pulse generator), throttle opening (throttle sensor) is produced by separate NO.1 solenoid and NO.2 solenoid valves, and adjusts the input volume of air from the sub air cleaner to the main air bleed.

When the air mixture supplied to the carburettor is too rich, (oblique line on graph), the solenoid is turned ON, and according to the air input increase to the air bleed the air mixture is diluted and the engine nears the ideal air/fuel mixture demanded by the engine. The PGM-Carburettor 2, as for engine revolutions, makes it such that it can control the correct air mixture with the throttle opening from low revolutions to high revolutions, and improves drivability over all rev. ranges

