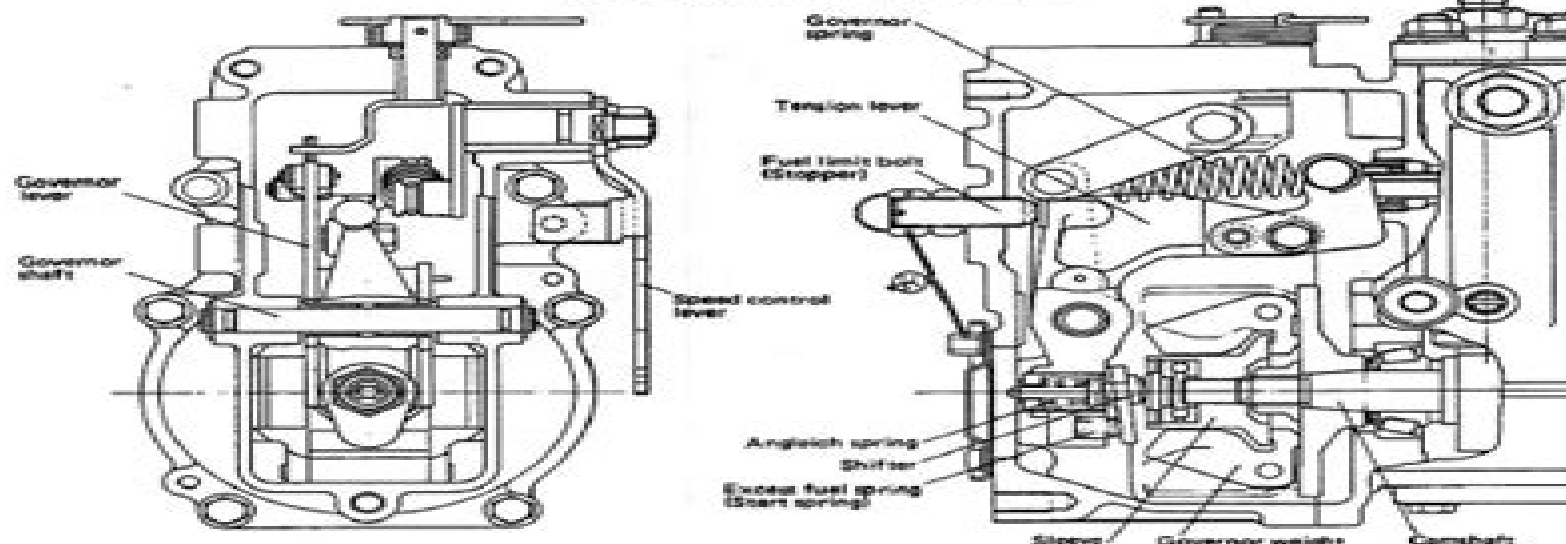


1-5 Governor construction

Diesel engines are used in extremely varied conditions, with a wide range of loads and rpms. The governor has the important function of controlling the fuel injection quantity. It quickly responds to changes in rpm by adjusting the position of the control rack.

YPES-AL fuel injection pump is equipped with the all speed type governor. The governor is available in 2 types: one has the torque rise spring (angleich spring) (Fig. 1), and the other has the smoke cut spring (angleich spring) (Fig. 2).

Fig. 1 Governor with torque rise spring



The governor weight is mounted on the end of the fuel injection pump cam shaft. It rotates around the governor support pin, driven by the cam shaft, and is forced outwards by the centrifugal force acting on the weight.

The thrust force on the cam shaft due to this centrifugal force acts on the lower part of the tension lever via the sleeve. An excess fuel spring for starting is mounted on the bottom of the tension lever.

One end of the governor spring is hooked to the right upper end of the tension lever, and the other end to the spring lever on the control lever shaft.

The spring lever and control lever are mounted on the same shaft, so by turning the control lever towards full, the governor spring is pulled and the load gradually rises.

The tension lever can move freely around the governor shaft on the player bearing. As the speed increases and the shifter is pushed to the left, the tension lever rotates clockwise. And when the speed falls, the tension lever rotates counterclockwise.

The governor lever rotates smoothly on the same governor shaft. The bottom part of this lever is in contact with the sleeve through the shifter, which is itself in contact with the bottom of the tension lever through the excess fuel spring. It therefore moves with the tension lever according to the rise or fall of the engine speed.

The top of the governor lever is connected to the fuel pump control rack through the governor link. The movement of the lever controls the volume of fuel injected by the pump. As the speed increases, the lever rotates clockwise and moves the control rack to reduce fuel, and when the speed falls the lever rotates counterclockwise to cause the control rack to pass more fuel. Thus, the engine speed is controlled.

The top of the tension lever comes in contact with the stopper built into the top of the governor case to limit the maximum fuel injection volume.

Three Cylinder Yanmar Diesel Manuals

CH Cherryholmes



Three Cylinder Yanmar Diesel Manuals:

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120 240 AND 120 208 V DOD MODEL MEP 003A UTILITY CLASS 60 HZ NSN 6115 00 465 1030 AND MODEL MEP 112A
UTILITY CLASS 400 HZ 6115 00 465 1027 NAVFAC P 8 623 12 TO 35C2 3 455 1 TM 05684C 05685B 12 032781 TM 5 6115
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HZ 6115 00 940 7862 AND DOD MODEL MEP 024 UTILITY CLASS 28 VDC 6115 00 940 7867 TO 35C2 3 440 1 033374 TM 5
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8240 AND MODEL MEP 022A UTILITY 400 HZ 6115 00 017 8241 NAVFAC P 8 614 14 TO 35C2 3 424 1 033750 TM 5 6115
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PHASE 4 WIRE 120 120 240 AND 120 208 VOLTS DOD MODEL MEP 003A UT CLASS 60 HZ NSN 6115 00 465 1030
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PRECISE CLASS 50 60 HZ 6115 00 935 8729 040843 TM 5 6115 593 34 GENERATOR SET DIESEL ENGINE DRIVEN TAC
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6115 01 030 DOD MODEL MEP 029B CLASS UTILITY 50 60 HZ 6115 01 318 6302 INCLUDING OPTIONAL KITS DOD
MODEL MEP 029AHK HOUSING KIT 6115 01 070 7550 DOD MODEL MEP 029ACM AUTOMATIC CONTROL MO 6115 01
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SET AVIATION GAS TURBINE ENGINE DRIVEN INTEGRA TRAILER MOUNTED 10KW 28 VOLTS MODEL MEP 362A
PRECISE DC NSN 6115 01 161 3992 TM 6115 24P 1 AG 320B0 IPE 000 TO 35C2 3 471 4 060188 TM 5 6115 612 34 4
GENERATOR SET AVIATION GAS TURBINE ENG DRIVEN INTEGRAL TRAILER MOUNTED 10KW 28 VOLTS DOD MODEL
MEP 36 PRECISE DC NSN 6115 01 161 3992 AG 320B0 MME 000 TM 6115 TO 35C2 3 471 2 060645 LO 5 6115 612 12
AVIATION GENERATOR SET GAS TURBINE ENGINE DRIVEN INTEGRAL TR MOUNTED 10KW 28 VOLTS DC DOD MODEL
MEP 362A CLASS PRECISE NSN 6115 01 161 3992 060921 TM 55 1730 229 34 5 POWER UNIT AVIATION MULTI OUTPUT
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MODEL MEP 360A CLASS PRECISE 400 HERTZ NSN 1730 01 144 AG 320A0 MME 000 TO 35C2 3 473 2 TM 1730 34 1
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DOD MODEL MEP 021B CLASS UTILITY MODE 400 HZ 6115 01 151 812 DOD MODEL MEP 026B CLASS UTILITY MODE
28 VDC 6115 01 150 036 LI 05926B 06509B 12 5 P 8 646 LO 064310 TM 5 6115 626 14 TM 1730 24P AG 320A0 IPB 000
065603 TB 5 6115 593 24 WARRANTY PROGRAM FOR GENERATOR SET DOD MODEL MEP 029A HOUSING K DOD
MODEL MEP 029AHK 066727 TM 5 6115 640 14 2 MEP 005A 30 KW 60 HZ GEN SETS 2 M200A1 2 WHEEL 4 TIRE
MODIFIED TRAILERS 066809 TM 5 6115 630 14 MEP 104A PRECISE 50 60 HERTZ 6115 00 118 1247 MEP 114A PRECISE
400 HERTZ 6115 00 118 INCLUDING AUXILIARY EQUIPMENT MEP 005AWF WINTERIZATION KIT FUE BURNING 6115 00
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INCLUDING OPTIONAL KITS DOD MODELS MEP 00 WINTERIZATION KIT FUEL BURNING 6115 00 463 9083 MEP 005
AW WINTERIZATION KIT ELECTRIC 6115 00 463 9085 MEP 002 ALM L BANK KIT 6115 00 463 9088 MEP 005 AWM

WHEEL MOUNTING KIT 6115 00 463 9094 TO 35C2 3 070096 TM 9 6115 464 24P 1 GENERATOR S DIESEL ENGINE
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SKID MOUNTED TACTICAL QUIET 5 KW 60 AND 400 HZ MEP 802A 60 HZ NSN 6115 01 274 7387 MEP 812A 400 HZ 6115
01 274 7391 TO 35C2 3 456 11 071026 TM 9 6115 642 10 2 GENERATOR SET SKID MOUNTED TACTICAL QUIE 10 KW 60
AND 400 HZ MEP 803A 60 HZ NSN 6115 01 275 5061 MEP 813A 400 HZ 6115 01 274 7392 TO 35C2 3 455 11 TM 09247A
09248A 10 1 071028 TM 9 6115 643 10 3 GENERATOR SET SKID MOUNTED TACTICAL QUI 15 KW 50 60 AND 400 HZ
MEP 804A 50 60 HZ NSN 6115 01 274 73 MEP 814A 400 HZ 6115 01 274 7393 TO 35C2 3 445 21 071029 TM 9 6115 644 10
2 GENERATOR SET SKID MOUNTED TACTICAL QUIET 30 KW 50 60 AND 400 HZ MEP 805A 50 60 HZ NSN 6115 01 274
7389 MEP 815A 400 HZ 6115 01 274 7394 TO 35C2 3 446 11 TM 09249A 09246A 10 1 071030 TM 9 6115 645 10 2
GENERATOR SET SKID MOUNTED TACTICAL QUIET 60 KW 50 60 AND 400 HZ MEP 806A 50 60 HZ NSN 6115 01 274
7390 MEP 816A 400 HZ 6115 01 274 7395 TO 35C2 3 444 11 TM 09244A 09245A 10 1 071031 LO 9 6115 641 12
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MOUNTED TACTICAL QUIET 10 KW 60 AND 400 HZ MEP 803A TACTICAL QUIET 60 HZ NSN 6115 01 275 5061 MEP 813A
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