

FROM THE
DESIGNER'S
NEST



Fellow Osprey Builders,

Over the past few years there has been several articles regarding fuel systems.

The fuel system layout on page 9 in the plans show the fuel pumps plumbed in series. Fuel pumps can only be plumbed in series when the electric pump is a full flow type where the fuel can be drawn through it by the engine driven pump. It should also have a check valve built in so that the fuel does not run to the tank. This keeps the system primed to some extent for the next start.

Carbureted engines require from 5 to 6 PSI at full power so your pump selection should not have in excess of 7 PSI. It should be 12 volt and be able to lift fuel from your tank since chances are it will be mounted above the tank. The electric rotary type pumps will not prime themselves so have to be mounted below the fuel supply. To check your aux pump if you're not sure of it's type just blow through the inlet side and then reverse and blow through the outlet side. The built in check valve will inhibit any air through the outlet side and you should have air going through when blowing into the inlet side.

If you're using a fuel injected Lyc 0-320 you will need a pump that puts out 20 PSI.

The pump that is used on the prototype is a automotive type A/C EP 12 V, 6 PSI. It has a one way check valve and also has a pressure switch that shuts the pump off when pressure is reached. The only problem is the inlet and outlet holes are threaded for 1/8" pipe. The top can be removed and the threads drilled out using a 7/16 bit and then re-tapped to 1/4" pipe for use with the 3/8" dia. lines used in the system. This pump should be available from any automotive parts store that sells A/C products.

Regards,

George

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