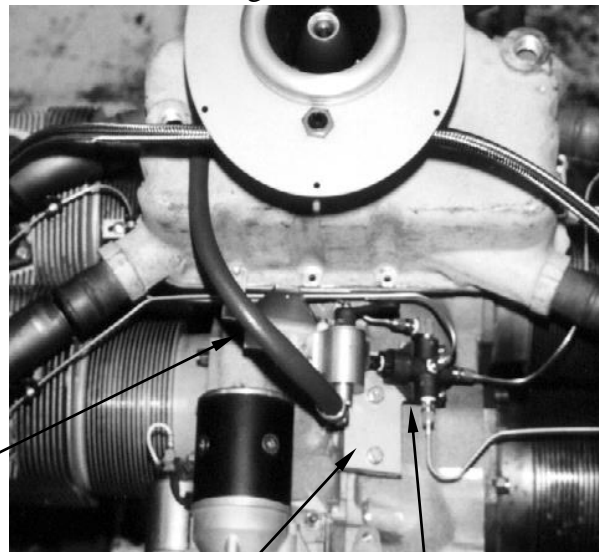


## DISTRIBUTION BLOCK INSTALLATION

Distribution blocks can be used as an alternative to the flow divider under the following circumstances. It must be mounted below the injector nozzles. The nozzles must be close to the same level (like in a tricycle gear installation). The distribution block must be on the cool side of the engine. The distribution block has a pressurizing valve built into the assembly. This keeps fuel from draining back out of the nozzle lines at shut down, and also keeps fuel from draining into the system. There are two pressure ratings for the valve. 1 PSI. This can be used on aircraft where the wing tanks are at or below the level of the engine. 5 PSI. This is used on installations that use electric fuel pumps only for fuel delivery, or where the wing tanks are above the level of the engine.

Here's an installation for an up draft cooled Lycoming in a Long EZ. The distribution block is mounted to bottom of the crankcase with two 5/16-18 bolts using bracket P/N 2090136. This installation is using the purge valve option, which is attached to the distribution block inlet. The bracket also provides for mounting this component.

Metered fuel  
hose.

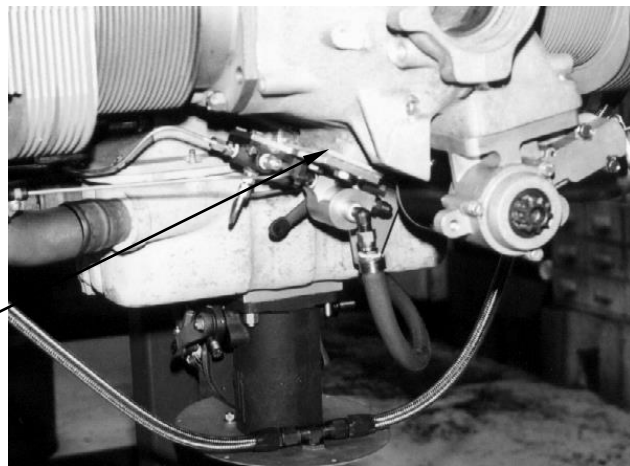


Distribution  
block bracket

Distribution  
block assembly.

A phenolic insulator block is mounted between the distribution block bracket and the engine crankcase to provide heat insulation.

Insulator block installed  
between bracket and  
crankcase.



## APPENDIX E (Continued)



Distribution Block and Purge Valve mounted to plate. This assembly is mounted to the oil sump on an up draft cooled Long EZ installation.

This installation will surely give problems. The distribution block is mounted just above the cross over exhaust (see the arrow). Heat from the exhaust will boil the fuel in the block at low power settings. Also notice the use of non-fire sleeved hose and hard plumbing to the inlet of the fuel controller. Both create unscheduled landings.



Distribution block installation on Subaru engine installation. A sturdy aluminum bracket bolted to the head provides the mount while an insulator block keeps heat transfer from the engine from heating up the block. Blast air is also provided to the distribution block assembly to keep the fuel cool in flight.

