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The study of the effect of mixture strength on detonation may be divided into two parts, namely: a) the measurement of the effect in engines; and b) the explanation of the effect. A derivation is presented to show that, if the air-fuel ratio at lean mixtures is plotted against the fuel-air ratio at rich mixtures for identical values of the knock-limited (or preignition-limited) indicated mean effective pressure on each side of the minimum indicated-mean-effective-pressure point, a straight line should result. This linear relation is checked for several cases of knock-limited and preignition-limited CFR engine data. The correlation obtained indicates that the influential variables controlling this knock-limited (or preignition-limited) performance of a fuel in the lean-mixture and rich-mixture branches of the performance curve are related. Please note that the content of this book primarily consists of articles available from Wikipedia or other free sources online. Pages: 42. Chapters: Air flow bench, Air-fuel ratio meter, Dynamometer, Leak-down tester, Timing light.

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