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(52) UK CL (Edition S):
F1B B2A9A B2AA B2AD B2AL B2JBZ B2JK BB130
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(56) Documents Cited:
GB 2329677 A **GB 0745714 A**
GB 0577698 A **EP 0805266 A1**

(58) Field of Search:
 UK CL (Edition S) **F1B B2AA, F1B B2AL, F1B BB130**
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 Other: **online: EPODOC, JAPIO, WPI, OPTICS**

(54) Title of the Invention: **Imporvements in and relating to internal combustion engines**
 Abstract Title: **I.c. engine with pressure relief valve for combustion chamber**

(57) An internal combustion engine, eg fuelled with LPG or LNG, has an inlet air manifold 24, at least one cylinder 16 having a combustion chamber, spark ignitor 26 and a fuel injector 21. The cylinder head 14 includes an inlet valve 26 connecting the inlet air manifold to the or each combustion chamber, and a pressure relief valve 42 connecting the combustion chamber to the manifold 24 and operable to pass to the manifold part of the air/fuel mixture in the combustion chamber if the pressure in the combustion chamber during compression exceeds a maximum desired pressure. The pressure relief valves 42 may be operated electrically to open at a predetermined pressure corresponding to the maximum compression ratio for the type of fuel being used. The spark plugs and the injectors 18 may be mounted in an injector plate 12 located between the cylinder block 10 and the cylinder head 14.; A diesel engine may be modified to use gaseous fuel by having the cylinder head 14 and the injector plate 12 mounted on the original cylinder block.

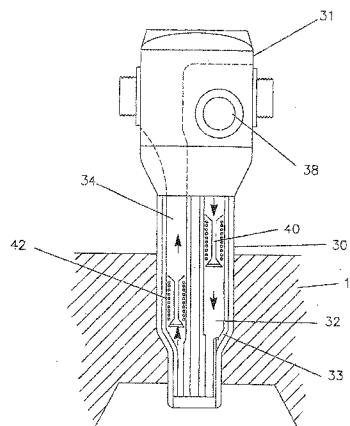
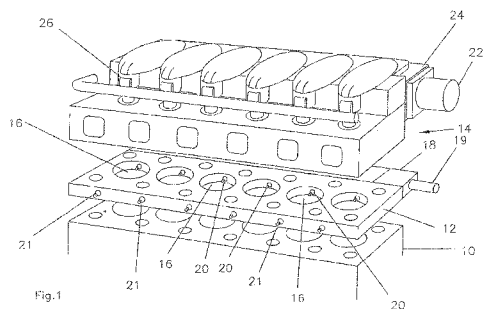


Fig.2

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At least one drawing originally filed was informal and the print reproduced here is taken from a later filed formal copy.

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