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This invention relates to a control system for regulating the quantity of fuel delivered to a liquid cooled internal combustion engine of the type used in vehicle drivelines, and particularly to a system employing a combination of temperature sensitive and pressure responsive transducers for controlling the quantity of fuel delivered. It is known to use a simple mechanical fuel metering valve for controlling the quantity of fuel delivered to an internal combustion engine. The valve is actuated in response to changes in the temperature of the engine. The quantity of fuel delivered by such a mechanical valve is controlled by mechanical means. Although such a system is relatively inexpensive, it has several disadvantages. The mechanical valve is connected to the engine by a fuel line and has relatively long mechanical linkages between the fuel valve and the engine. Consequently, the mechanical valve exhibits inertia and the force required to actuate the valve is relatively high. Further, the valve is subject to wear and to debris buildup in the valve which increases the pressure drop across the valve and tends to decrease the effective flow area of the valve. It has also been suggested that the quantity of fuel delivered to an engine be controlled by measuring the pressure drop across the engine, the pressure drop being measured using a mechanical pressure transducer connected to the fuel line in which the fuel is supplied. The quantity of fuel delivered to the engine can be controlled by changing the fuel pressure to the engine in accordance with the measured pressure drop. Because the pressure drop across the engine is a function of the quantity of fuel delivered to the engine, the delivery of fuel to the engine can be adjusted in response to changes in the measured pressure drop. The mechanical pressure transducer is subject to mechanical wear and to buildup of debris which increases the pressure drop across the engine and decreases the effective flow area of the valve. It is also known to use a pressure transducer to measure the pressure in a fuel line and, in response to a measured pressure change, deliver fuel to the engine. The pressure transducer is typically a piezoelectric device and the sensing element of the transducer is connected to a control circuit to provide an output signal. The output signal is used to control a valve for delivering fuel to the engine. The control system requires 2d92ce491b