

7. Mount carburetor synchronizing unit on second carburetor (varying venturi) without making any alteration at the adjusting screw, until the plunger in the inspection glass is in the same position as described in point 7.

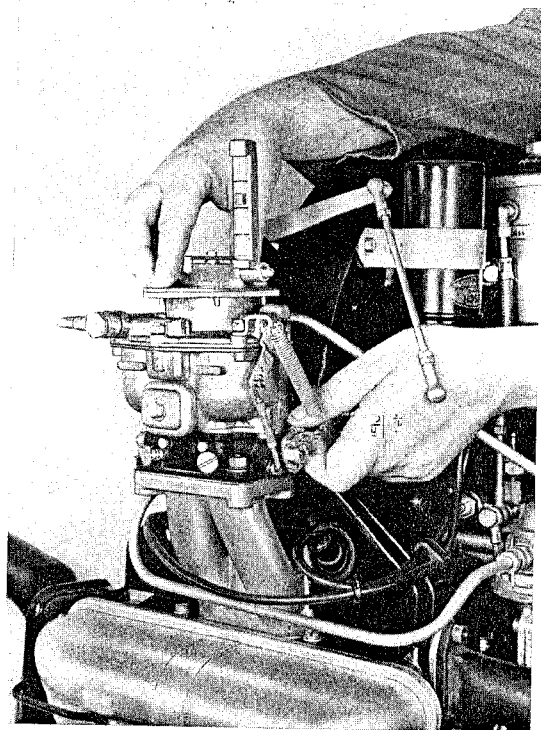


Fig. 19

8. Adjust idling mixture regulating screws of both carburetors, so that the plunger in the inspection glass shows hardly any discrepancies.

9. Attach pressure rods to bell cranks.

Note: Adjust pressure rods so that at idling position the pressure rods may be attached without tension.

10. Adjust engine speed to 1200—1300 r.p.m. by means of the hand gas knob and check uniform throttle butterfly valve position using synchronizing unit P 75 (see point 7 and 8). If the carburetor synchronizing unit does not give the same value for both carburetors, the throttle valve position must be adjusted by adjusting the pressure rods.

11. Re-check idling speed.

12. Check injection quantity (0.2—0.3 c.c with 2 strokes at one tube)

13. Check and, if necessary, adjust stop screw at accelerator pedal. When the accelerator pedal is fully depressed, there must be a clearance of approx. .04" (1 mm) between stop point of throttle valve shaft and stop point at carburetor housing.

14. Mount air filter or intake silencer resp.

Note: If a correct idling cannot be obtained, the throttle valve part must be checked as described in section 8 Fu. For checking, the carburetors must be removed.

Adjusting Injection Ratio

Special Tools

P 76 Carburetor wrench 5.5 mm
P 25 a Gauge glass

5 Fu

1. Adjust idling speed.
2. Fill float housing with fuel (while the engine is running)
3. Stop engine and remove air filter from carburetor.
4. Actuate throttle lever, until bubbles on the injection tube disappear.
5. Hold gauge glass (P 25 a) toward injection tube opening and press throttle lever twice from stop to stop.
6. Check fuel quantity, fully empty gauge glass and repeat measuring process.