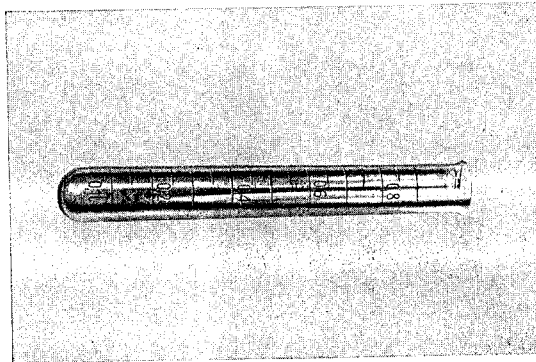


Example of use

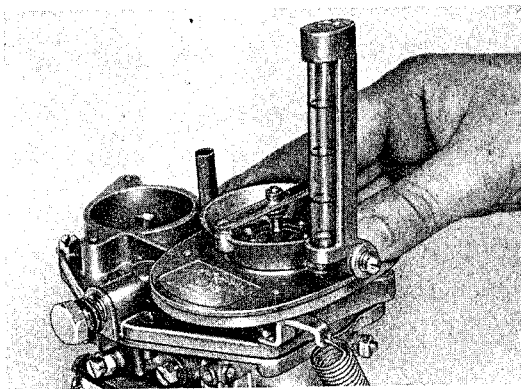


Tool

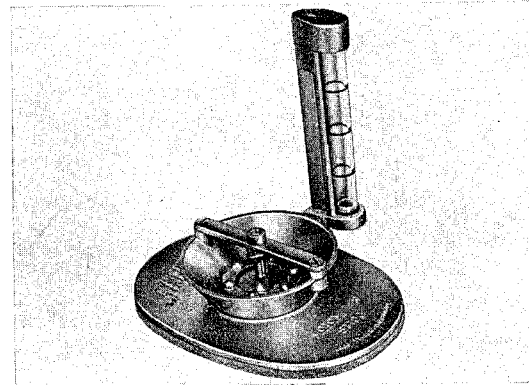
**Use:** To check injection quantity

See operation page SF15

Subject to change



Example of use



Tool

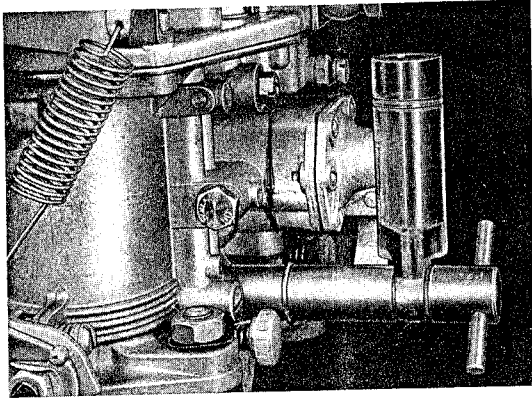
**Use:** To synchronize both carbureters

See operation page SF13

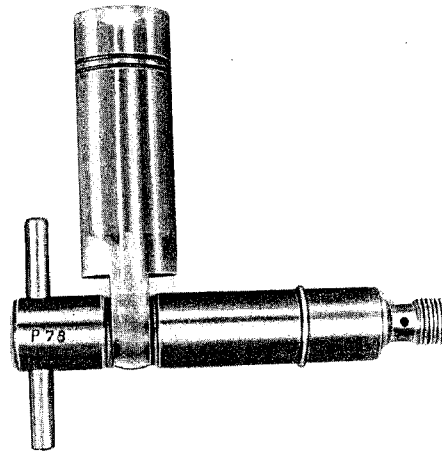
Subject to change

## Float Level Gauge

P 78



Example of use



Tool

**Use:** To check float level! Carbureter Solex 40 PII-4

See operation page SF 16

Subject to change

Engine type	1600 SC	Notes
Carburetor type	Solex 40 PII-4	2 per engine
Venturi K	32	2 per carburetor
Main jet Gg	0115	2 per carburetor
Air correction jet a	180	2 per carburetor
Idling jet g	57, 5	2 per carburetor
Idling air jet u	1, 8	2 per carburetor
Injection tube No.	72	1 per carburetor
Pump jet Gp	50	2 per carburetor
Accelerating pump nozzle	high-type with 0.4 restrictor	2 per carburetor
Float needle valve (spring-loaded)	175	1 per carburetor
Float	7.4g	1 per carburetor
Emulsion tube	No. 25	2 per carburetor
Main jet carrier	6.0	2 per carburetor
By-pass ports	1.7/1.4/1.0	
Injection quantity (warm season)	0.45 cc (.122 fl. dram) from 2 strokes, each nozzle	2 nozzles per carburetor
Injection quantity (cold season)	0.65 cc (.176 fl. dram) from 2 strokes, each nozzle	2 nozzles per carburetor

Main jet metering is of great importance when operating at considerably varying altitudes for which the following rule-of-thumb may be applied: Change main jet calibration by 6% for each 1,000 m (3,280') altitude variation. For example: normal main jet calibration at an altitude of 400 m (1,312') is 0115; proper jet size for an altitude of 1,400 m (4,592') is 0110.