

Main carburation takes place in the two mixing chambers (fig. 5).

Each mixing chamber is provided with a **venturi** and in front of it is a **diffusor** which is combined with the **mixture tube holder**. The two mixture tube holders are secured by one common fixing screw in the float chamber. In each mixture tube holder there is a **mixture tube** which is clamped by the screwed-on **air correction jet**.

The two **main jets** and the two idling jets are situated under a cover plate at the side of the carburetor. The cover is mounted with the aid of a gasket as the chamber covered by it is in connection with the float chamber and filled with fuel.

For normal operation the fuel air mixture in the main carburetor is determined by:

- the **main jet** which meters the quantity of fuel,
- the **air correction jet** which meters correctional air as the engine speed increases, and
- the **venturi** which controls the air volume.

The fuel flows from the float chamber into the space under the cover. From here it flows through the calibrated orifice of the two main jets into the main jet holders filling them to the general level of the fuel.

As the throttle valves are opened a vacuum is formed in the mixing chambers, which is greatest in the venturi. This vacuum acts on the main jet system and draws fuel from the outlet orifices of the main jet assembly. First the fuel is mixed in the small diffusors with the incoming air and then in the large venturis with the air entering there, and thus the fuel air mixture is formed.

As the vacuum increases, the fuel level in the mixture tube holder decreases and compensating air enters through the air correction jets which mixes via the small orifices in the mixture tubes

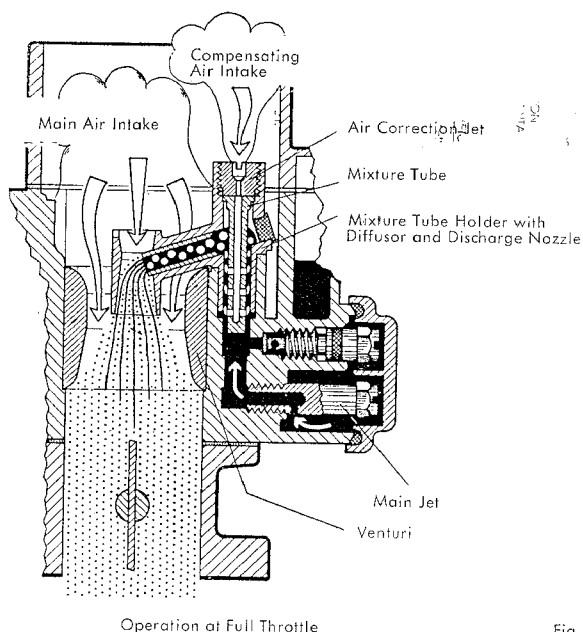


Fig. 5

with the fuel from the main jets. With increasing speed more compensating air is drawn in, preventing the otherwise occurring enriching of the fuel-air mixture and ensuring its approximately equal composition throughout the entire range of engine operation.