CARBURETOR ADJUSTMENT DATA

Engine Type	1600 (616/1)	1600 S (616/2)	Notes
Carburetor Zenith	32 NDIX	32 NDIX	2 per engine
Characteristics	dependent idling	dependent idling	——
Venturi K	24	28	2 per carburetor
Main Jet Gg	0115	0130	2 per carburetor
Air correction jet a	230	220	2 per carburetor
Idling jet g	50	50	2 per carburetor
Idling air jet u	120	140	2 per carburetor
Pump jet Gp	50	40	2 per carburetor
Injection tube	No. 8 short	No. 8 short	2 per carburetor
Float needle valve (sprung)	125	125	1 per carburetor
Float weight	per float 5.2 g	per float 5.2 g	2 per carburetor
Mixture tube	No. 1 S	No. 1 S	2 per carburetor
By-pass bore	1,4/1,4	1,4/1,4	——
Injection quantity	0,2 – 0,3 c. c. at 2 strokes per tube	0,2 – 0,3 c. c. at 2 strokes per tube	2 tubes per carb.
Float level	18,5 ± 1,0 mm .728" ± .04"	18,5 ± 1,0 mm .728" ± .04"	measured with cover closed and a test pressure of 1,8 m WC

The main jet is of particular importance with regard to differences in altitude. A good rule to go by is: for every 3300 ft (1000 metres) of difference in altitude, change the cross section of the main jet by approx. 6%. (Example: Normal adjustment at 1310 ft (400 metres) above sea level is 0110; adjustment at 4590 ft (1400 metres) above sea level is 0105).