2. Check float for perfect condition, replace if leaking. For float weight see „Carburetor Adjustment Data" table, page F 9.

3. Check all jets for correct size given in the „Carburetor Adjustment Data" table.

When replacing jets or valves, only genuine ZENITH parts should be used, which are available as spare parts. These parts are accurately calibrated and thus ensure proper adjustment and low fuel consumption.

4. Install venturi. Be sure that the restriction (rated diameter of venturi) faces upwards, i. e. that designations can be read from above. Do not overtighten clamping screw (fig. 17) (hold venturi).

5. Check clearance of throttle valve shaft. Excessive radial clearance allows secondary air to enter which has a detrimental effect on the starting and idling conditions.

6. Check tip of idling mixture regulating screw for perfect condition. Replace screw, if tip is bent or broken off

**4 Fu**

## Idling Adjustment

**Special Tool:**
**P 75 Carburetor Synchronizing Unit**

1. Remove air filter while engine is at operating temperature.

2. Loosen pressure rods for actuating carburetor levers from bell cranks.

3. Tighten idling adjustment screw uniformly on both carburetors, until engine reaches approx. 1000 r.p.m.

4. Fully close idling mixture regulating screws on both carburetors (do not tighten too firmly, in order to avoid damaging the cone), then re-open by approx. 1½ turns. Now adjust by screwing in or out and leave it in the position which gives the highest r.p.m. and at which the engine runs smoothly. The regulating screws must never remain in fully closed position.

5. Loosen idling adjustment screws until an idling speed of 650 – 750 r. p. m. is reached.

6. Mount carburetor synchronizing unit P 75 on one carburetor and adjust by turning adjusting screw (varying venturi) so that the plunger in the inspection glass rises to about half-way position between two marks.

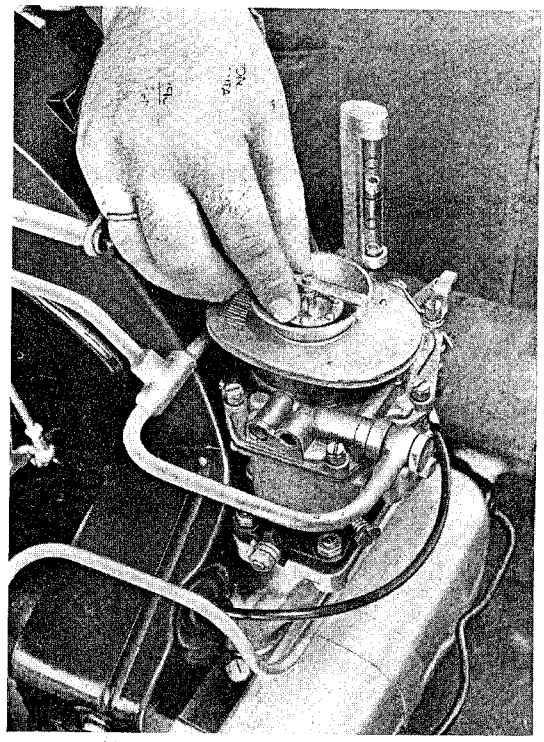

Fig. 18