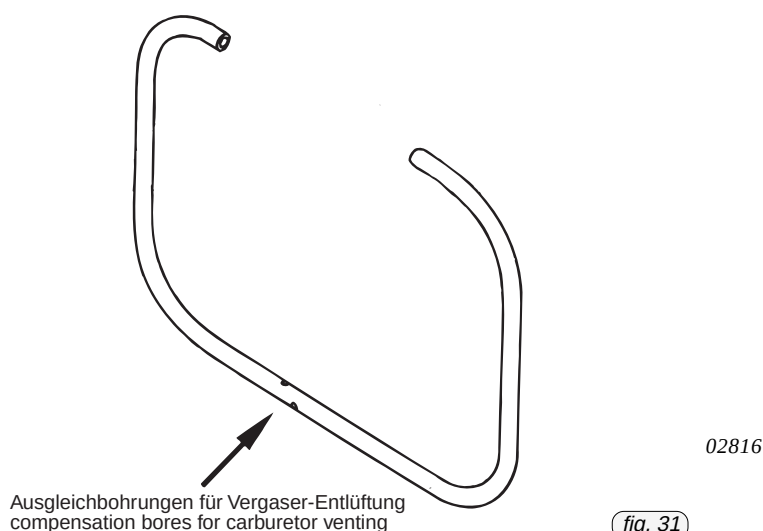


16.1) Carburetor air intake

The carburetor air intake must be protected against the ingestion of water, dirt and foreign material. Use a Rotax approved air filter. Avoid paper, foam and synthetic material types that absorb water.

Equal air pressure conditions must prevail in the vicinity of the carburetor air intake and the carburetor float chamber vent pipes (i.e. the pressure must not be influenced by the propeller air stream).



If necessary, the carburetor intake should be shielded against effects of the slipstream by a sheetmetal shield or air intake box, and the carburetor vent pipes should be routed to a calm air zone or connected to a vent chamber (see sketch below).

Engines supplied with an intake silencer must not be operated without it unless the carburetor calibration has been altered. Consult the engine supplier or manufacturer (in writing) for details. The correct carburetor calibration is also described in the parts list.

If the aircraft is to be operated in climatic conditions where carburetor icing is likely to occur, a heating system must be fitted.

No modifications should be made to the carburetor and air intake system without consulting the engine manufacturer (in writing).