

15) Carburetor

See Fig. 58.

The carburetors on the standard engine are already attached by a flexible flange (and connecting hoses on the airbox). Only connections of the Bowden cable for pre-heating, choke and throttle have to be established.

It is recommended, to make the adjustment of the Bowden cable after engine installation has been completed, to ensure exact final adjustment.

▲ **WARNING:** The carburetor flange assembly has to carry the weight of the carburetor and intake system. Ensure that the screw of the clamp is positioned on the underside as supplied and the gap between the clamp plates is 8 mm (.31 in.).

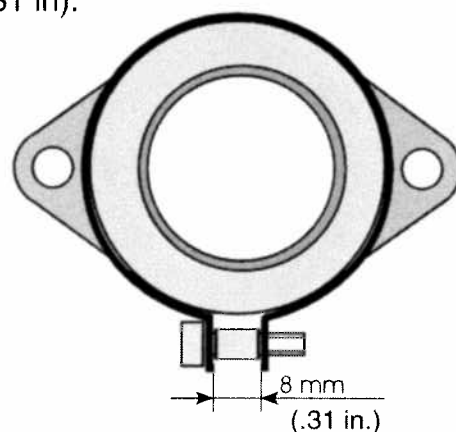


Fig. 58

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15.1) Requirements on the carburetor

See Fig. 59.

The carburetors are positioned above the exhaust sockets. Below the carburetors one each drip tray (1) with a draining connection (2) is fitted which serves as a heat shield as well.

■ **CAUTION:** The float chamber venting lines (3) lines have to be routed into a ram-air and vacuum free zone or into the airbox, according to the requirements and release of BRP-Powertrain. See section 16. These lines must not be routed into the slipstream or down the firewall.

Pressure differences between intake pressure and pressure in the carburetor chambers may lead to engine malfunction due to incorrect fuel supply.

▲ **WARNING:** In the area of the float chamber the temperature limit of the fuel must not be exceeded.

If necessary install additional insulation or heat shields. Certification to the latest requirements such as FAR or EASA has to be conducted by the aircraft manufacturer.

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BRP-Powertrain
INSTALLATION MANUAL

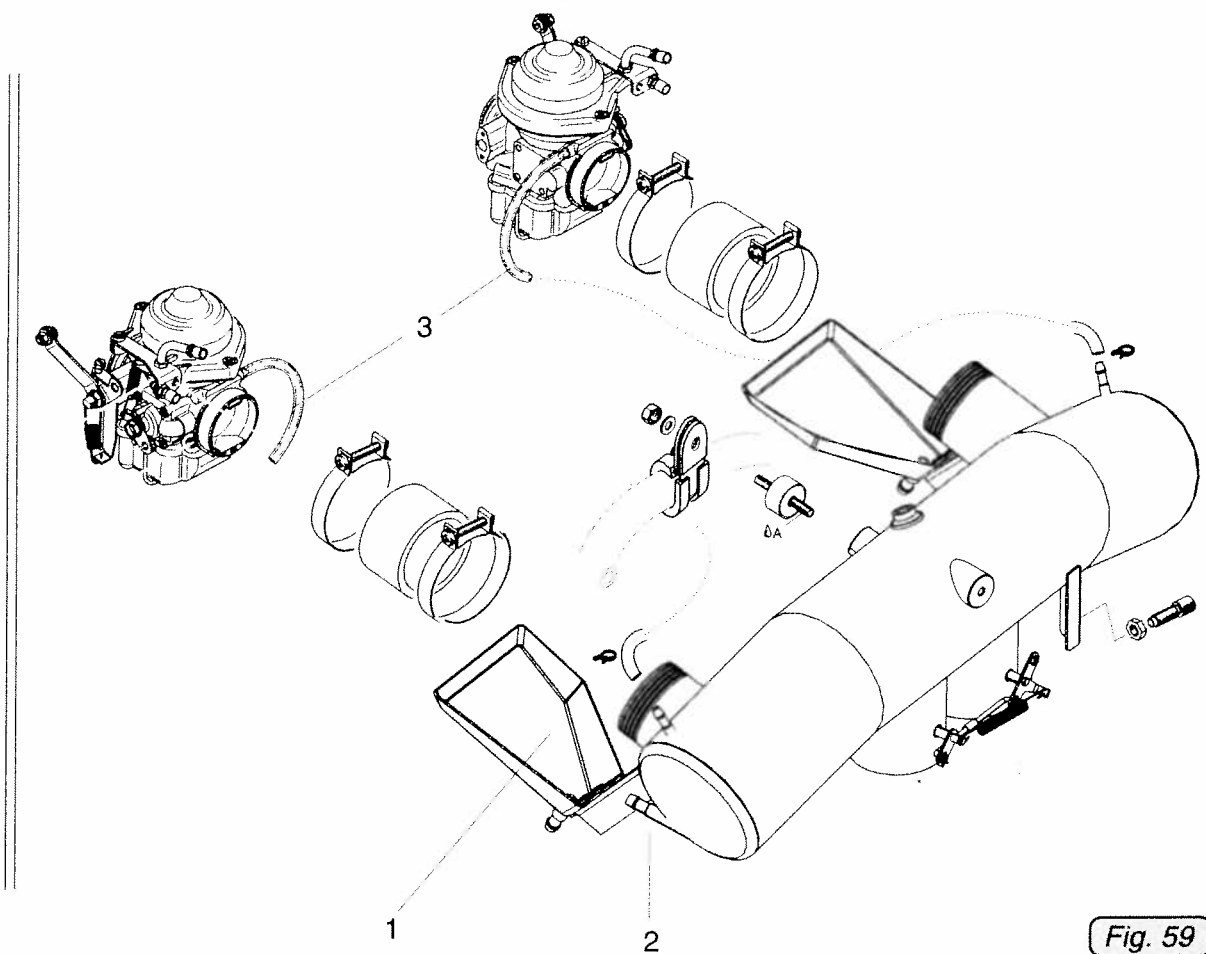


Fig. 59

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