

BRP-Rotax
MAINTENANCE MANUAL HEAVY

Chapter: 73-00-10
CARBURETOR - SINGLE PARTS

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SPECIAL TOOLS

Description	Part number
Float level gauge assy.	877730



Figure 13.1

SERVICE PRODUCTS

Description	Part number
LOCTITE 243	897651
LOCTITE 603	899789
LITHIUM-BASE GREASE	897330

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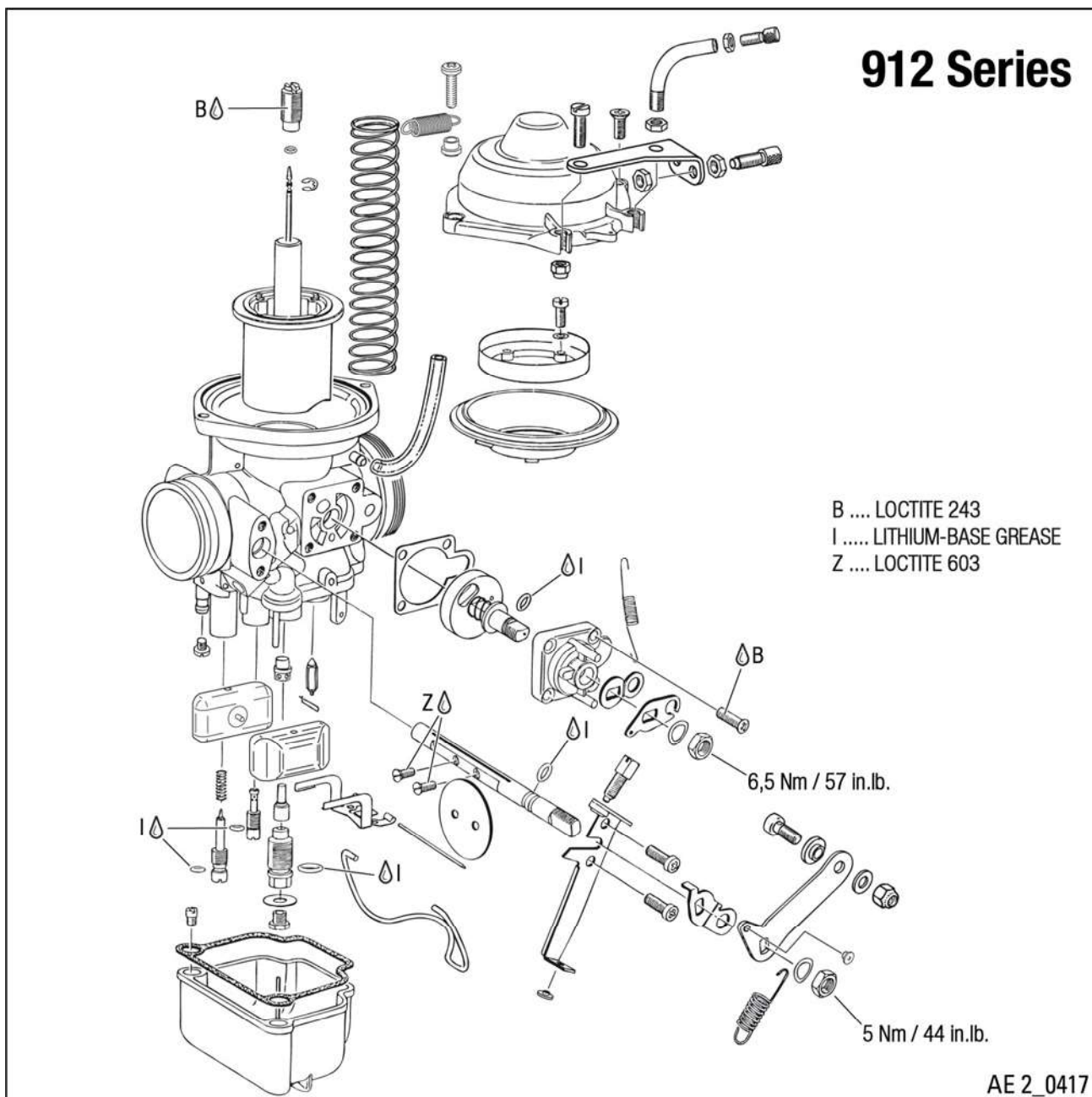
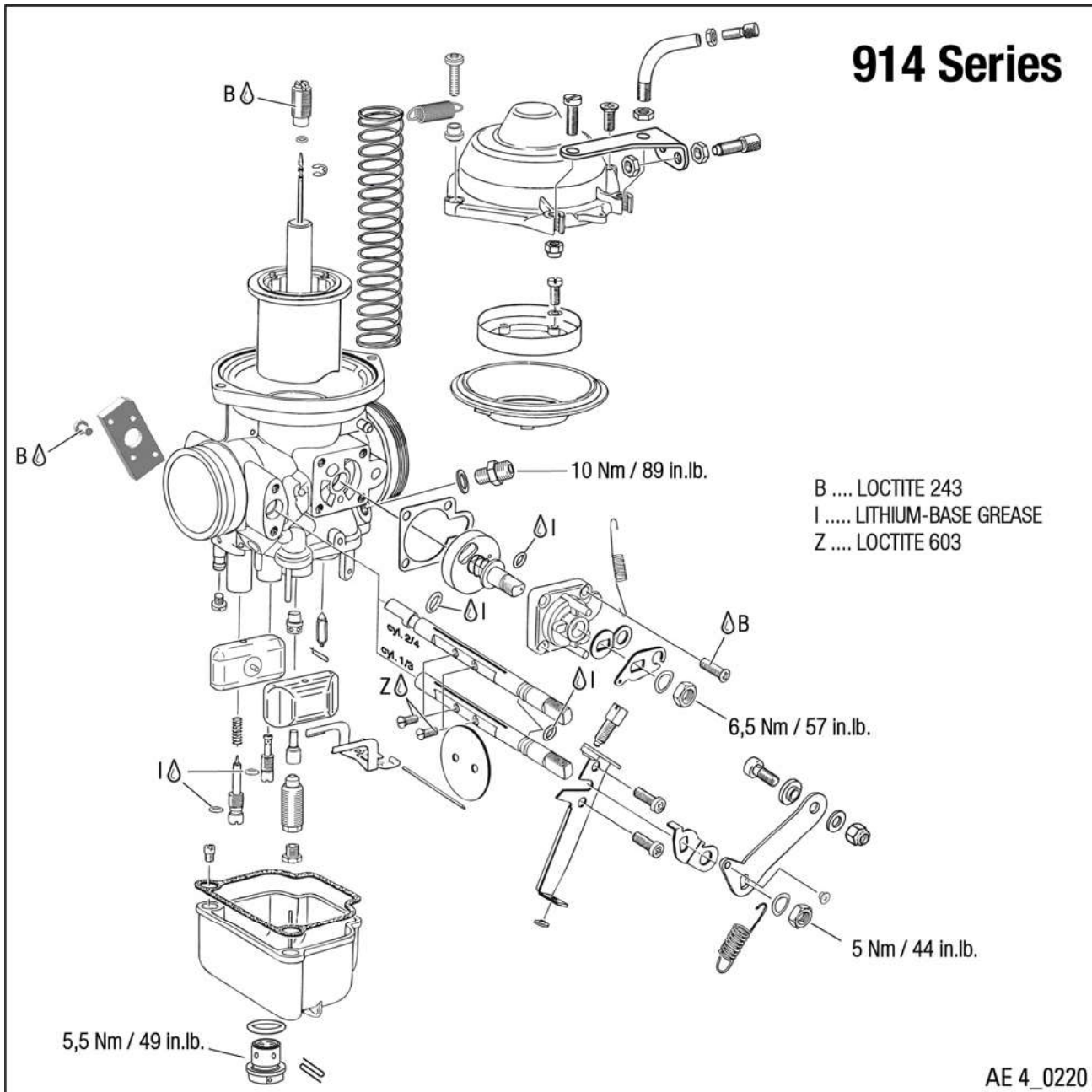


Figure 13.2

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914 Series



AE 4_0220

Figure 13.3

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CARBURETOR - SYSTEM DESCRIPTION

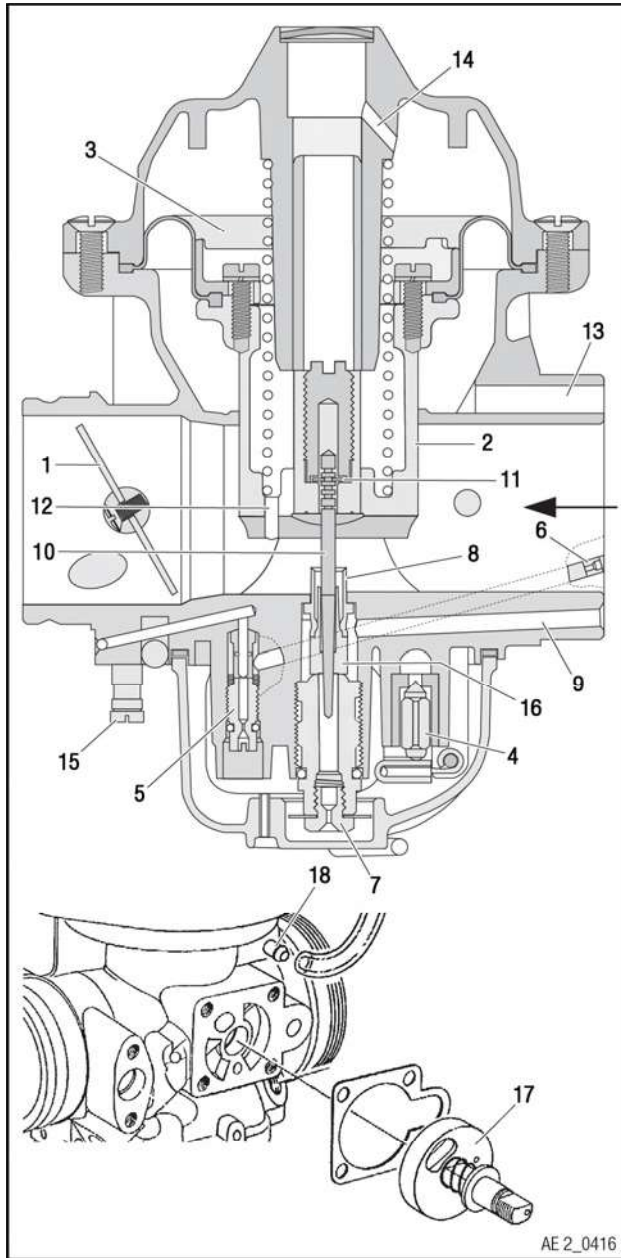


Figure 13.4: Carburetor overview

- | | |
|--------------------|---------------------|
| 1 Throttle valve | 2 Carburetor piston |
| 3 Rubber diaphragm | 4 Needle valve |
| 5 Idle jet | 6 Idling air jet |

- | | |
|---|-----------------------------|
| 7 Main jet | 8 Diffuser tube |
| 9 Air duct | 10 Jet needle |
| 11 Retaining clip | 12 Bore (top side) |
| 13 Channel | 14 Bore (bottom side) |
| 15 Slotted head screw | 16 Outlet of the needle jet |
| 17 Rotary disc valve
starting carburetor | 18 Venting nipple |

Structure and function

The BING constant depression carburetor type 64-3 is a cross-draft butterfly valve carburetor with variable venturi, double float system arranged centrally below the venturi, and a rotary disc valve type starting carburetor. Its particular feature is the carburetor piston, which is suspended on a rubber diaphragm and protrudes into the venturi. It adjusts the smallest cross-section ("air funnel") of the venturi depending on the vacuum is influenced by actuation of the throttle valve and the carburetor piston moves accordingly. The throttle valve diameter is 36 mm (1.42 in). When the fuel has reached the specified level in the float chamber, the floats close the needle valve via the float bracket, thus preventing any further supply of fuel.

NOTE

The atmospheric pressure in the float chamber is decisive for the function of the carburetor and must correspond with the air pressure at entry into the carburetor. Too high pressure enriches the mixture, too low pressure leans down the mixture, possibly leading to engine stop.

The float chamber airspace is connected by a channel with the venting nipple. The channel must be clear. With a hose connected on the venting nipple, the correct pressure in the float chamber is established.

The amount of mixture drawn in by the engine and thus its performance are determined by the cross-sectional area in the venturi, which is opened by the throttle valve. If the throttle valve is opened while the engine is running, the increased airflow in the venturi results in a vacuum building up at the outlet of the needle jet, which draws fuel from the float chamber through the jet system.

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The vacuum in the venturi acts on the top side of the diaphragm via the bore in the carburetor piston and attempts to lift the piston against its own weight and the spring. The reference pressure prevailing between air filter and carburetor (e.g. ambient air pressure) is applied to the bottom side of the diaphragm via bore. The bore diameter determines the piston damping.

On its way from the chamber to the venturi, the fuel passes through the main jet, the mixing tube and the needle jet and in the diffuser tube is pre-mixed with air which is brought in from the air filter via the air duct and the atomizer in an annular flow around the needle jet. This air flow assists the atomizing process and favors fuel distribution in the manifold.

The jet needle, which is responsible for part load, is kept in the defined position by the retaining clip.

During idling and low-load operation of the engine, the throttle valve is closed to such an extent that the airflow underneath the carburetor piston no longer forms a sufficient vacuum. The supply of fuel to the intake air is then effected via the idling system, which consists of the idle jet and the idling air jet.

As an aid for starting a cold engine, the BING constant depression carburetor is provided with a rotary disc valve starting carburetor using a Bowden cable.

NOTE

An airbox with a carburetor preheating flap is available for engines of the 912 Series.

Engines of the 914 Series normally do not require any preheating device as the intake air is preheated by the turbocharger.

A further measure to reduce the risk of carburetor icing is to keep the water content of the fuel low by proper handling. Also, install a generously dimensioned water trap in the fuel system of the aircraft to prevent the formation of ice in the fuel lines, filters etc.

WARNING

With the throttle lever not connected, the carburetor will remain in full throttle position. For this reason, never start the engine without first connecting the throttle lever.

Carb heat system and winter operation

The risk of carburetor icing are commonly known.

The icing of air humidity in the carburetor may be avoided by preheating the air.

WARNING

Carburetor icing is a common cause of engine faults. Because of the heating up of intake air due to the boost process (914 Series only), preheating of the intake air might not be necessary. But the option of an alternate air intake from the engine compartment is recommended as, for instance, the filter could be blocked by icing. Preheating of the intake air will result in loss of engine performance because of the reduction in air density.

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CARBURETOR - DISASSEMBLY

NOTE

Before the carburetor can be dismantled, carry out the float needle valve leakage test.

See [Chapter 73-00-10 Section Carburetor inspection](#)

Preparation

For removal of the carburetor see [Chapter 73-10-00](#).

- The fuel supply must be closed off before the carburetors are removed for closer inspection.

ENVIRONMENTAL NOTE

Observe the safety instructions of the manufacturer of hazardous substances (coolant, oil or fuel) and the applicable regional waste disposal regulations.

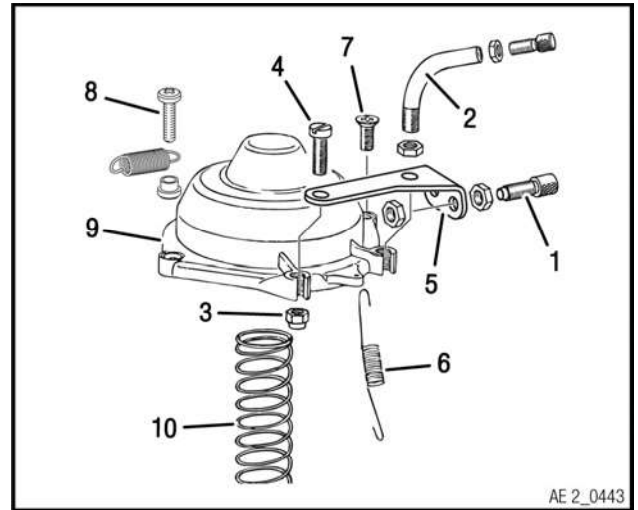


Figure 13.5

- | | |
|---------------------|--------------------------|
| 1 Adjustment screw | 2 Bent tube |
| 3 Lock nut | 4 Slotted head screw |
| 5 Support | 6 Return spring |
| 7 Countersunk screw | 8 Oval head screw |
| 9 Chamber top | 10 Throttle valve spring |

REMOVE CARBURETOR SUPPORT

Step	Procedure
1	Remove adjustment screw with two hex. nuts.
2	Loosen hex. nut and remove with bent tube.
3	Loosen lock nut and slotted head screw, then remove the support.

REMOVE DIAPHRAGM

Step	Procedure
1	Remove return spring (choke).
2	Remove the counter sunk screw, oval head screw with spring and distance sleeve.
3	Take off the chamber top.
4	Remove the throttle valve spring.
5	Pull carburetor piston with diaphragm out of the carburetor housing.
6	Remove the 4 combined screws.
7	Remove the retaining ring with the diaphragm.

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REMOVE JET NEEDLE

Step	Procedure
1	Unscrew the fixation screw.
2	Remove jet needle with circlip and O-ring.

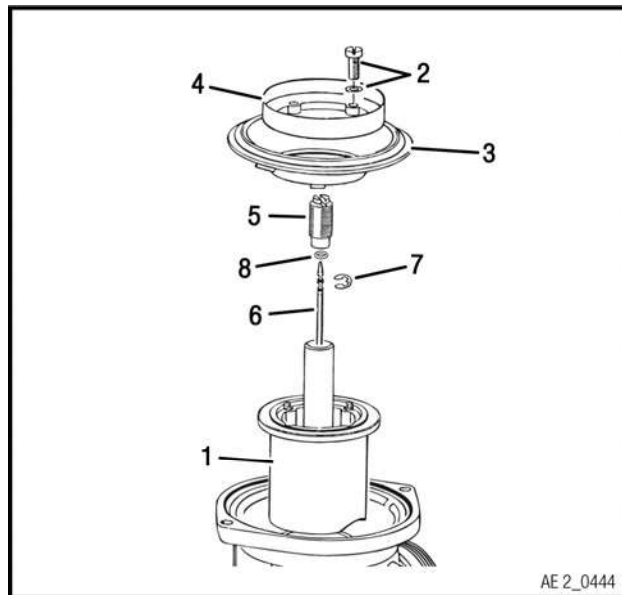


Figure 13.6

- | | |
|---------------------|------------------|
| 1 Carburetor piston | 2 Combined screw |
| 3 Diaphragm | 4 Retaining ring |
| 5 Fixation screw | 6 Jet needle |
| 7 Circlip | 8 O-ring |

REMOVE FLOAT CHAMBER AND FLOATS

Step	Procedure
1	On 912 Series: Release the spring clip. On 914 Series: Remove the safety wiring and the attachment screw with the O-ring.
2	Remove the float chamber with gasket and floats.
3	If necessary, remove start jet.

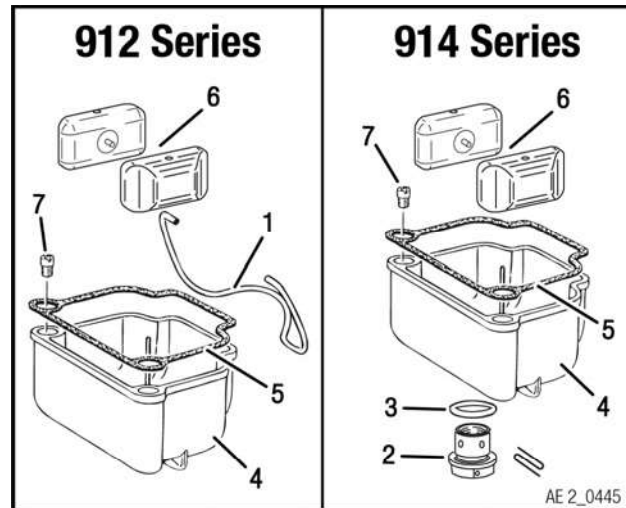


Figure 13.7

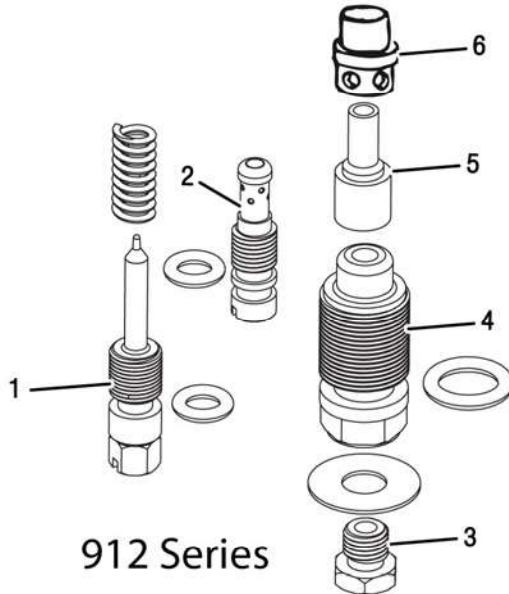
- | | |
|---------------|--------------------|
| 1 Spring clip | 2 Attachment screw |
| 3 O-ring | 4 Float chamber |
| 5 Gasket | 6 Floats |
| 7 Jet | |

REMOVE CARBURETOR JETS AND VALVES

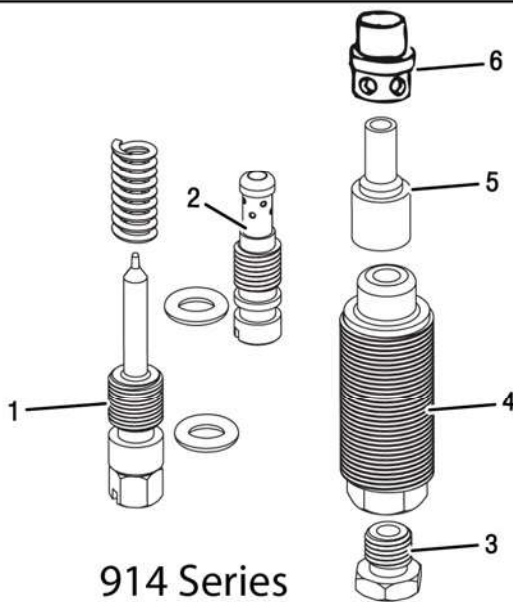
Step	Procedure
1	Remove the idle mixture screw with O-ring and spring. NOTE <i>Before removing the idle mixture screw, screw it in as far as it will go and write down the number of turns. This is required for correct installation.</i>
2	Remove the idle jet with O-ring.
3	Remove the main jet with shim. (Shim on 912 Series only)
4	Remove mixing tube with O-ring, needle jet and diffuser. (O-ring on 912 Series only)

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On carburetor at 912 S and 912 ULS
the diffuser cannot be removed.
(For part no. see current IPC, Chap. 73-00-00)



912 Series



914 Series

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Figure 13.8

- | | |
|----------------------|---------------|
| 1 Idle mixture screw | 2 Idle jet |
| 3 Main jet | 4 Mixing tube |

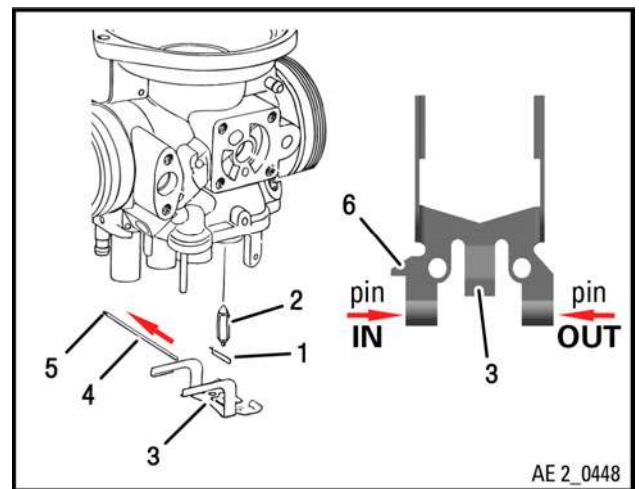
5 Needle jet

6 Diffuser

NOTICE

Possible damage of carburetor housing.
Pin must be removed in direction of the serrated end.

Step	Procedure
5	Remove the pin of the float bracket.
6	Pull out the float needle valve with clip.



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Figure 13.9

- | | |
|---------------------|----------------------|
| 1 Float needle clip | 2 Float needle valve |
| 3 Float bracket | 4 Pin |
| 5 Serrated end | 6 Tab |

REMOVE STARTING CARBURETOR (CHOKE)

Preparation

- remove return spring

Step	Procedure
1	Remove 4 counter sunk screws.
2	Remove the complete choke housing with gasket.

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3	Loosen hex nut, than remove spring washer, choke lever (outside and inside).
4	Pull the complete choke valve assy. from the choke housing.

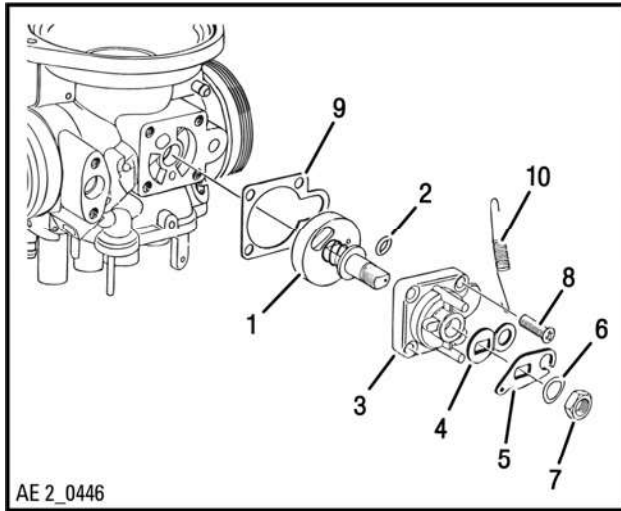


Figure 13.10

- | | |
|-----------------------|----------------------|
| 1 Choke valve assy. | 2 O-ring |
| 3 Choke housing | 4 Choke lever inside |
| 5 Choke lever outside | 6 Spring washer |
| 7 Hex. nut | 8 Slotted head screw |
| 9 Gasket | 10 Return spring |

REMOVE TPS ADAPTOR (914 SERIES ONLY)

Preparation

- Remove throttle position sensor see [Chapter 76-70-00 Sensors and actuators](#)

Step	Procedure
1	Remove slotted head screw with adaptor.

REMOVE THROTTLE SHAFT

Step	Procedure
1	Remove return spring with both sleeves.

2	If necessary, loosen lock nut and remove with washer, graduated sleeve and Allen screw from throttle lever.
3	Loosen hex. nut and remove with spring washer, throttle lever and stop lever.
4	Loosen both oval head screws with cable support and throttle lever stop screw.
5	Loosen both slotted head screws and remove with throttle valve.
NOTE <i>Mark throttle valve position to make sure that it will be reinstalled in the same position.</i>	
6	(914 Series only) On carburetor cyl.2/4 remove O-ring on throttle shaft on the side of the throttle position sensor (TPS).
7	Push out valve shaft with O-ring.

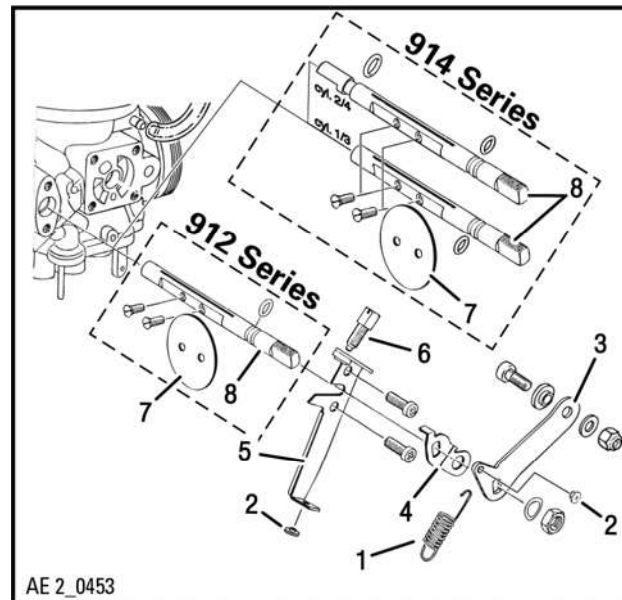


Figure 13.11

- | | |
|------------------|--------------|
| 1 Return spring | 2 Sleeve |
| 3 Throttle lever | 4 Stop lever |

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-
- | | | | |
|---|-----------------------|---|----------------------------------|
| 5 | <i>Cable support</i> | 6 | <i>Throttle valve stop screw</i> |
| 7 | <i>Throttle valve</i> | 8 | <i>Throttle shaft</i> |

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CARBURETOR - INSPECTION

General note

NOTICE

The determination of the main jet is carried out by the manufacturer on a test bed at 300 m (1000 ft.) above mean sea level. Only aeronautical personnel or authorized testers acting on our instructions may carry out modifications to BRP-Rotax® specifications. Values must be recorded in the engine logbook.

CHECK NEEDLE VALVE

Needle valve leakage test

NOTE

This check is carried out to ensure that the float valve seat is not leaking.

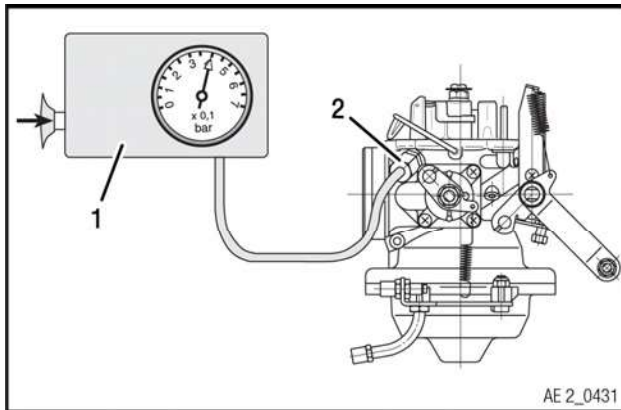


Figure 13.12: Test arrangement

1 Connection pump 2 Fuel supply line

Step	Procedure
1	Turn the carburetor upside down, as the float needle valve is only closed in this position.
2	Connect air pump to the fuel supply line and apply approx. 0.4 bar (5.8 psi) of pressure.
3	The pressure must be maintained for about 5 seconds.

NOTE

Pressure drop can be caused by debris inside the valve seat. Clean with pressurized air and repeat the test.

NOTE

If pressure drops, this indicates leakage which may cause fuel overflow and in consequence engine damage due to hydraulic shock. Replacement of the float valve seat is not permissible.

FLOAT NEEDLE VALVE - VISUAL CHECK

Step	Procedure
1	Check fuel inlet for free passage.
2	Inspect the viton tip. Inspect clip end for visible wear to the beaded edge of the sprung pin, the valve must be replaced.
3	If the distance becomes less than 0.5 mm (0.02 in), the float level will be affected, leading even to interruption of the fuel flow.

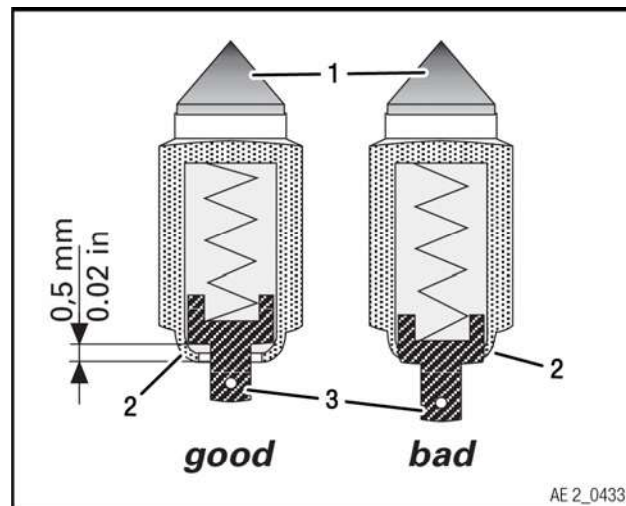


Figure 13.13: Viton tip

1 Viton tip 2 Beaded edge
3 Sprung pin

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CHECK DIAPHRAGM OF CARBURETOR

Step	Procedure
1	Check that the cover plate on the chamber top is tightly seated.
2	Wash chamber top with cleaning agent and blowclean the inside venting bore with compressed air. Then carry out a visual inspection.
3	Check diaphragm for cracks or brittleness, replace if necessary.
4	Carry out a visual inspection of the outer diameter of the carburetor piston and the two inside compensation bores.

CHECK NEEDLE OF CARBURETOR

Step	Procedure
1	Check needle with shaft securing and O-ring for signs of wear.
2	Pay attention to the grooves and the taper of the needle. If there is visible wear, the needle must be replaced in the same position. The needle jet must be replaced along with the needle.

CHECK FLOAT CHAMBER AND FLOATS OF CARBURETOR

NOTICE	
A stuck float causes the carburetor to flood.	

Step	Procedure
1	Check both floats for free movement on the guide pin. When the float is at its lowest position, it still must have radial clearance and must not stick on the float chamber wall.
2	Check the wear on the guide sleeves inserted in the float.

3	Check the pins for the float support for wear caused by excessive vibration.
4	If there is noticeable wear, replace both floats and if necessary also the float brackets.

CHECK FLOAT BRACKETS OF CARBURETOR

Step	Procedure
1	Remove main jet.
2	Attach the float level gauge assy. part no. 877730 to the mixing tube with a hex. screw.
3	Check that the float suspension brackets are parallel.
4	When the needle valve is closed, the two arms of the float brackets must be evenly spaced. Spacing on the 912 Series: 0.4 to 0.5 mm (0.016 to 0.020 in) Spacing on the 914 Series: 5.4 to 5.5 mm (0.21 to 0.22 in)
5	If there is noticeable fault, the float bracket can be bent for correction or be replaced.

NOTE

Always replace float brackets together with the float needle valve.

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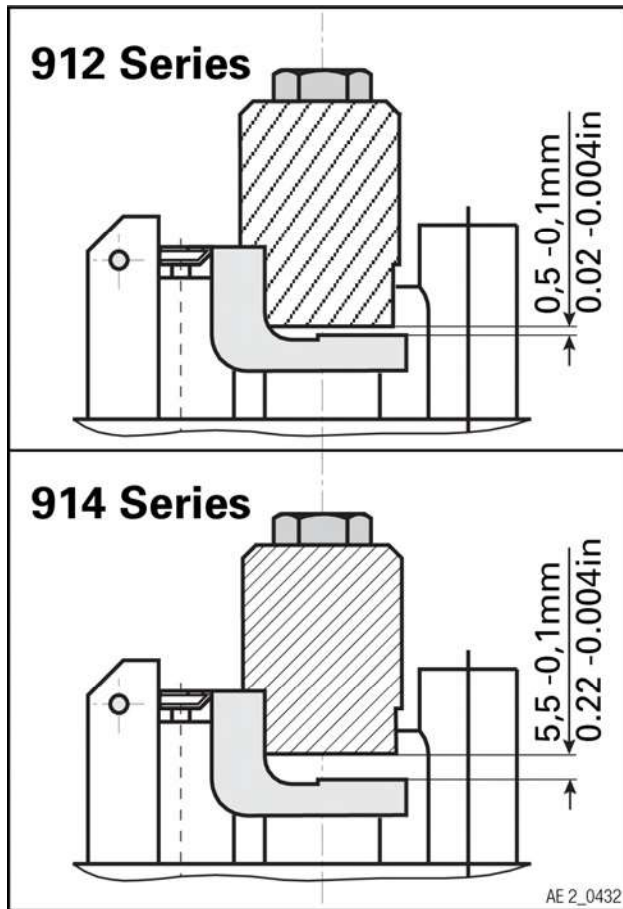


Figure 13.14: Spacing

Step	Procedure
6	Remove the float level gauge assy. part no. 877730
7	Refit the main jet.

CHECK CARBURETOR JETS

Step	Procedure
1	Clean carburetor and jets with gasoline.
2	Carefully blow through all jet channels in the carburetor housing with compressed air and check for free passage.

3	Check oval form of inner diameter of needle jet, replace if necessary.
4	Check for correct jetting, see current Illustrated Parts Catalog (IPC).

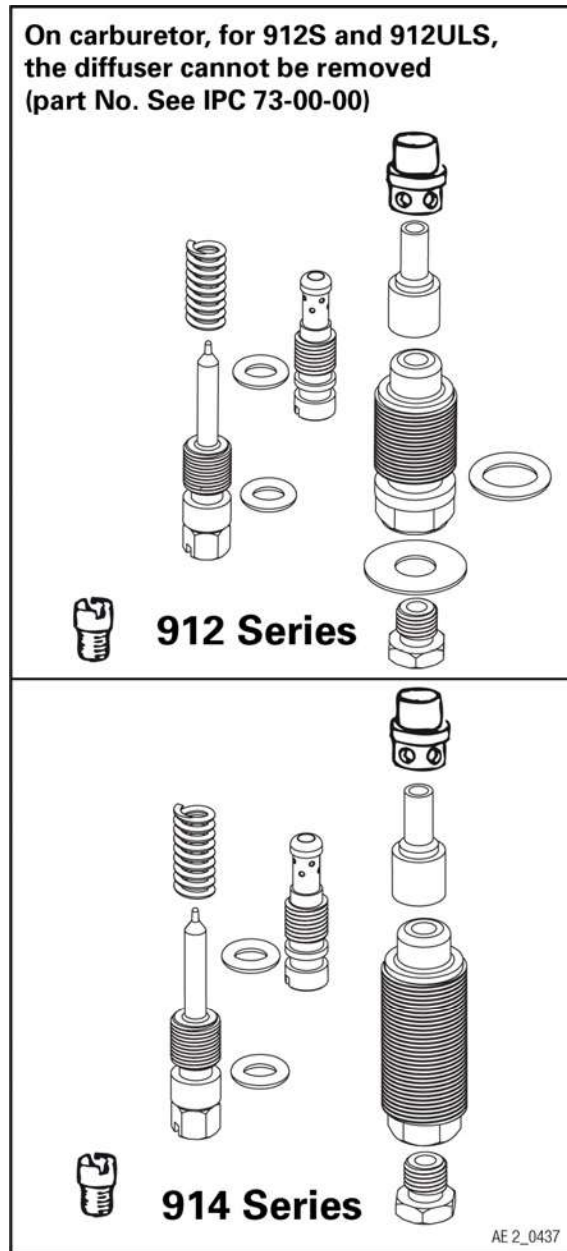
⚠ WARNING

Any adjustments to the main and idle jets may only be performed in accordance with ROTAX® instructions, by an aviation facility or an authorized tester.

NOTE

If rough engine running at idle speed occurs and the spark plug is sooted, change the idle jet from LD35 to LD30. All changes must be recorded in the engine logbook.

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NOTE

The choke shaft is marked with a dot. This mark must point towards the cable engagement or to hole.

Step	Procedure
2	Clean all parts and blow out all bores and ducts with compressed air.
3	Check all parts and replace any defective ones.



SI-03—1998 “Engine start at low temperatures”, latest issue can be carried out to improve cold starting performance.

Figure 13.15

CHECK STARTING CARBURETOR (CHOKE)

Step	Procedure
1	Clean all parts and check.

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CARBURETOR - ASSEMBLY

Carburetor calibration

Factory-setting of carburetor jetting and jet needle position. The jet needle position depends on the emission and specific fuel consumption. All other settings must be recorded in the engine logbook.

CARBURETOR CALIBRATION		
912 A/F/UL	Target	
	Carburetor 1/3	Carburetor 2/4
Needle jet	2.72	2.72
Idle jet	35	35
Main jet ⁴⁾	155 or 158	155 or 158
Start jet ¹⁾	85	85
Needle position ³⁾	3	3
912 S/ULS/ ULSFR	Target	
	Carburetor 1/3	Carburetor 2/4
Needle jet	2.70	2.70
Idle jet	35	35
Main jet	155	155
Start jet ¹⁾	85	85
Needle position ³⁾	3	3
914 F/UL	Target	
	Carburetor 1/3	Carburetor 2/4
Needle jet	2.72	2.72
Idle jet	35	35
Main jet ²⁾	156 or 160	158 or 164
Start jet ¹⁾	85	85
Needle position ³⁾	1 or 2	2

- ¹⁾ See current SI-03-1998
- ²⁾ Depending on the airbox version, see current SI-914-013 and SI-914-015

- ³⁾ Depending on CO measurement value and specific fuel consumption, see current SI-914-013 and SI-914-015

- ⁴⁾ On configuration with air filter, see current SB-912-044

NOTE

The carburetor is assembled with new O-rings and gaskets.

INSERT THROTTLE SHAFT

NOTE

Lubricate all O-rings with lithium-base grease.

NOTE

(914 Series only) There are two different lengths of throttle valve shafts. The longer shaft has to be installed on carburetor cyl. 2/4 and has two O-rings. If this shaft gets mixed up the throttle position sensor (TPS) will not function.

Step	Procedure
1	Push in new throttle shaft with new O-ring 6x1.9.
2	(914 Series only) On carburetor cyl. 2/4 install second new O-ring 6x1.9 on throttle shaft on the side of the throttle position sensor (TPS)

NOTE

Do not mix up cable support, stop lever and throttle lever from each carburetor.

NOTE

If a new throttle valve must be installed, the marking (dot or number) must point upwards.

Step	Procedure
3	Install cable support with throttle valve stop screw and fix with two oval head screws M4x10.
4	Install throttle valve with 2 new slotted head screws M3x6 secured with

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	LOCTITE 603, ensure that it is reinstalled in the same position as marked at removal.
5	Install stop lever and throttle lever with hex. nut M8x1 and spring washer 8.3/13.6/0.4. Tightening torque 5 Nm (44 in. lb.).
6	If necessary, install graduated sleeve with Allen screw M5x12, washer A 5.5 and lock nut M5.
7	Install sleeve with inner diameter 2 mm into throttle lever and sleeve with inner diameter 3 mm into cable support.
8	Install return spring.

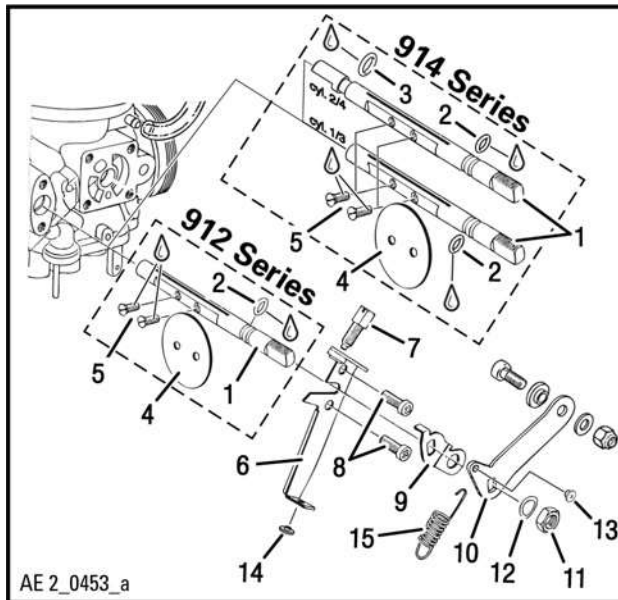


Figure 13.16

1 Throttle shaft	2 O-ring 6x1.9
3 O-ring 6x1.9 (914 Series only)	4 Throttle valve
5 Slotted head screw M3x6	6 Cable support
7 Throttle valve stop screw	8 Oval head screw M4x10
9 Stop lever	10 Throttle valve lever

11 Hex. nut M8x1	12 Spring washer 8.3/13.6/0.4
13 Sleeve inner dia. 2 mm	14 Sleeve inner dia. 3 mm
15 Return spring	

INSERT STARTING CARBURETOR (CHOKE)

NOTE

The shafts for the choke valve assy. have two markings, L and R. The shaft marked R is for the carburetor of cylinder 2/4 and the shaft marked L for the carburetor of cylinder 1/3.

NOTE

The choke shaft is marked with a dot. This mark must point towards the cable engagement hole.

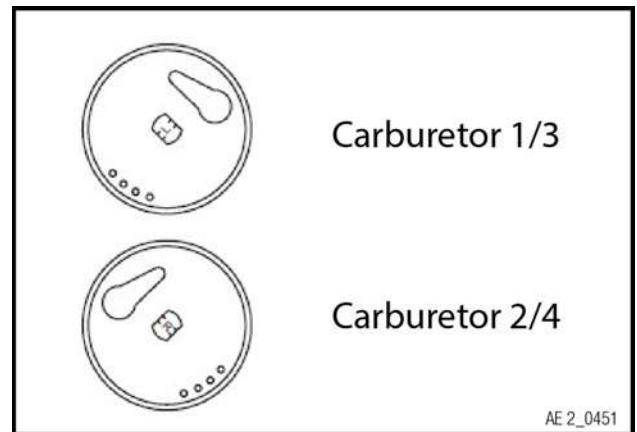


Figure 13.17

Step	Procedure
1	Insert the complete choke valve assy. into the housing with new O-ring 5x1.5, lubricated with lithium-base grease.
2	Install choke lever inside with choke lever outside and spring washer 8.3/13.6/0.4. Now tighten hex. nut M8x1 with 5 Nm (44 in. lb.).

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3	Install choke housing assy. using a new gasket and 4 slotted head screws M4x14 with LOCTITE 243.
4	Install return spring, if possible.

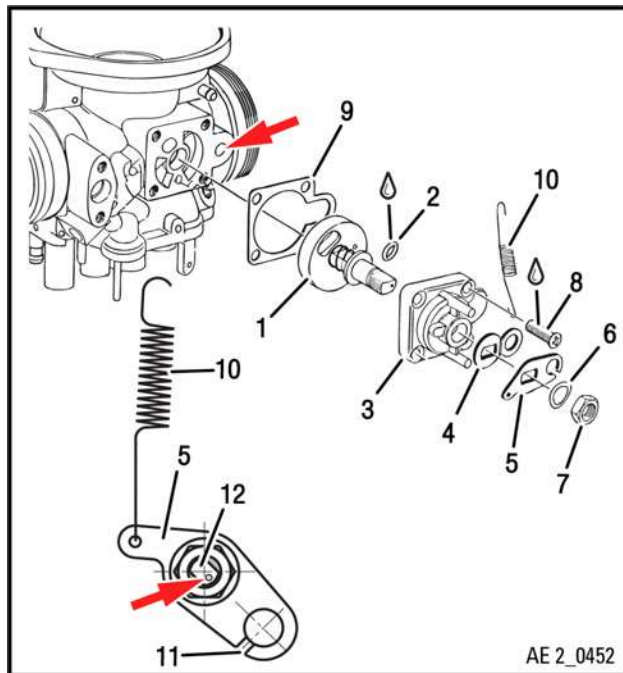


Figure 13.18

- | | |
|-----------------------|------------------------------|
| 1 Choke valve assy. | 2 O-ring 5x1.5 |
| 3 Choke housing | 4 Choke lever inside |
| 5 Choke lever outside | 6 Spring washer 8.3/13.6/0.4 |
| 7 Hex. nut M8x1 | 8 Slotted head screw M4x14 |
| 9 Gasket | 10 Return spring |
| 11 Cable engagement | 12 Choke shaft |

INSERT FLOAT NEEDLE VALVE



In addition to this information, also observe the Service Bulletins SB-912-048 and SB-914-033, "Replacement of pin in carburetor", latest issue.

Step	Procedure
1	Install float needle clip into bore of float needle valve.
2	Engage float needle clip with float needle valve onto the float bracket.
3	Insert the float needle valve into the valve seat and place the float bracket into position. Now fix float bracket with the pin.

NOTICE

Possible damage of carburetor housing.
The pin must be installed in correct direction: First install the side without serrated end.

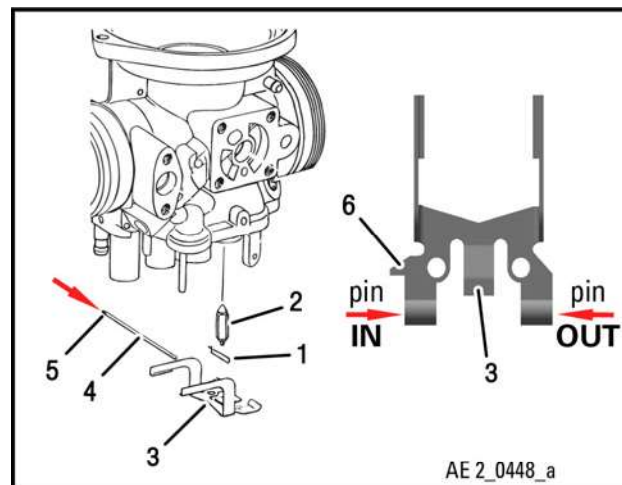


Figure 13.19

- | | |
|---------------------|----------------------|
| 1 Float needle clip | 2 Float needle valve |
| 3 Float bracket | 4 Pin |
| 5 Serrated end | 6 Tab |

INSERT CARBURETOR JETS

NOTE

Jet settings and calibration, see section [carburetor calibration](#).

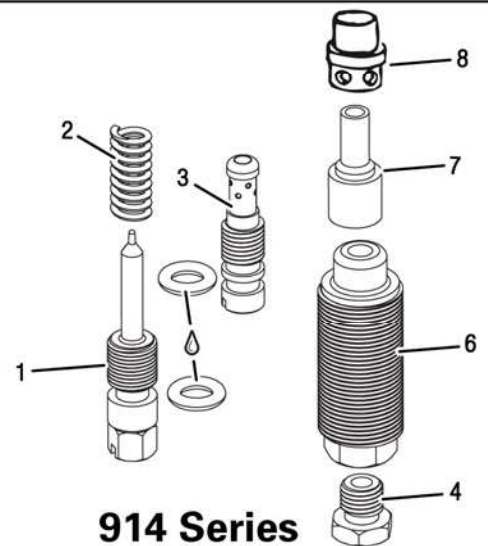
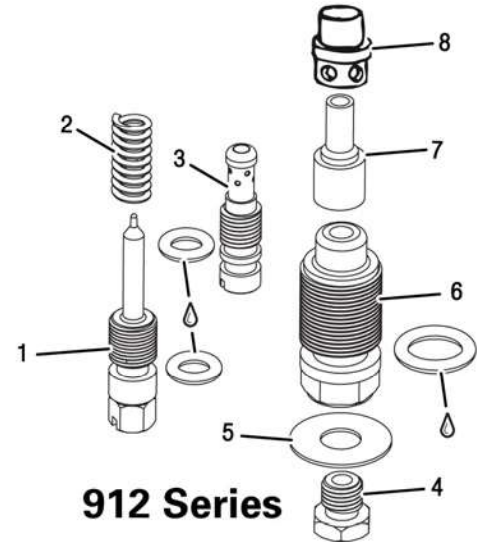
NOTE

Lubricate all O-rings with lithium-base grease.

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Step	Procedure
1	Install a new O-ring 3.2x1.8 onto idle mixture screw and idle jet with a suitable tool.
2	Turn the idle mixture with O-ring and compression spring as far as it will go then turn it back out to the exact value noted by disassembly.
3	Install the idle jet with O-ring.
4	Install the diffuser.
5	(912 Series only) Install a new O-ring 8x2 onto mixing tube with a suitable tool.
6	Install mixing tube with O-ring and needle jet. (O-ring on 912 Series only).
7	Install the main jet with shim. (Shim on 912 Series only)

On carburetor, for 912S and 912ULS, the diffuser cannot be removed (part No. See IPC 73-00-00)



AE 2_0437_b

Figure 13.20: Carburetor jets

- | | |
|----------------------|----------------------|
| 1 Idle mixture screw | 2 Compression spring |
| 3 Idle jet | 4 Main jet |
| 5 Shim | 6 Mixing tube |
| 7 Needle jet | 8 Diffuser |

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INSERT JET NEEDLE

NOTE

For jet needle setting, see section [carburetor calibration](#).

Step	Procedure
1	Insert jet needle with circlip and new O-ring 2.5x1.5 into the carburetor piston.
2	Install fixation screw with LOCTITE 243.

NOTE

The installed needle must move freely.

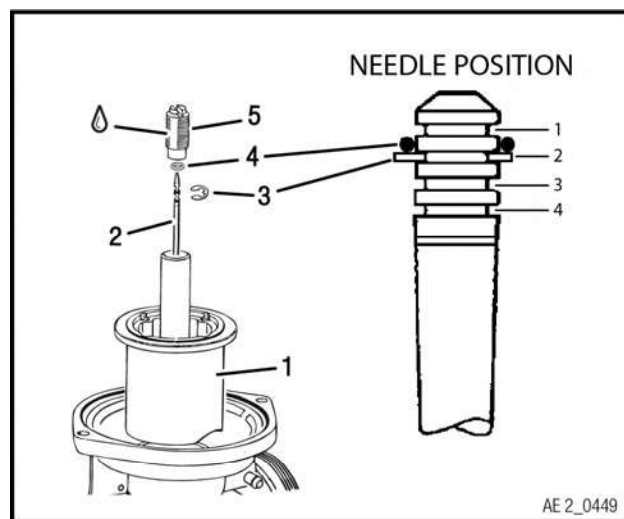


Figure 13.21

- 1 Carburetor piston
- 2 Jet needle
- 3 Circlip
- 4 O-ring 2.5x1.5
- 5 Fixation screw

INSERT DIAPHRAGM

Step	Procedure
1	Install diaphragm with retaining ring onto the carburetor piston with four combined screws M4x12. NOTE <i>The index tabs on the diaphragm must fit into the indentation of the carburetor piston.</i>
2	Install the carburetor piston assy. into the carburetor housing. NOTE <i>The position is determined via the index tabs of the diaphragm.</i>

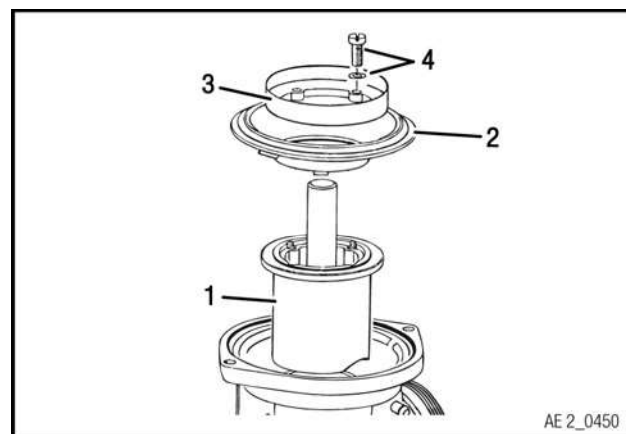


Figure 13.22

- 1 Carburetor piston
- 2 Diaphragm
- 3 Retaining ring
- 4 Combined screw M4x12

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NOTICE

While installing the chamber top be careful not to turn the carburetor piston assy. out of position.

Step	Procedure
3	Install the throttle valve spring into the carburetor piston.
4	Fix the chamber top with counter sunk screw M5x12 and oval head screw M5x20 with distance sleeve and spring. NOTE <i>The oval head screw M5x20 with distance sleeve and spring has to be installed on the throttle valve side.</i> NOTE <i>Visually verify that the carburetor piston is oriented correctly in the throat of the venturi.</i>
5	Install the return spring.

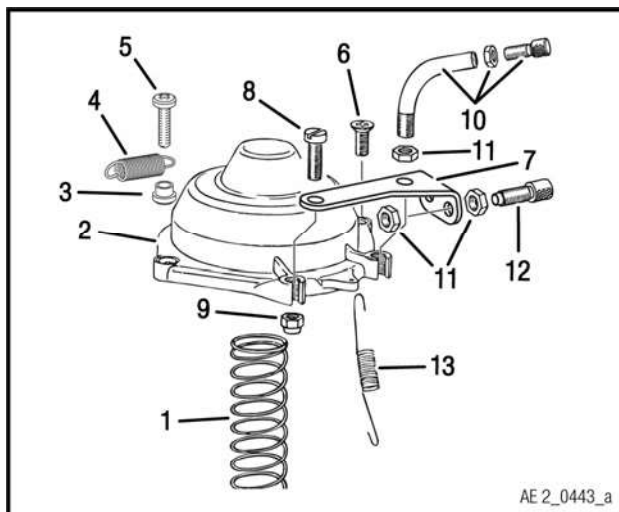


Figure 13.23

- | | |
|-------------------------|---------------|
| 1 Throttle valve spring | 2 Chamber top |
| 3 Distance sleeve | 4 Spring |

- | | |
|-------------------------|-----------------------------|
| 5 Oval head screw M5x20 | 6 Countersunk screw M5x12 |
| 7 Support | 8 Slotted head screw M5x16 |
| 9 Lock nut M5 | 10 Bent tube assy. |
| 11 Hex. nut M6x0.75 | 12 Adjustment screw M6x0.75 |
| 13 Return spring | |

INSTALL SUPPORT PLATE

Step	Procedure
1	Install the support plate with slotted head screw M5x16.
2	Install hex nut M6x0.75 on bent tube assy.
3	Install bent tube assy. with support plate on carburetor housing and fix with hex nut M6x0.75.
4	Fix slotted head screw M5x16 with new lock nut M5.
5	Install adjustment screw M6x0.75 with 2 hex. nuts M6x0.75.

INSTALL TPS ADAPTOR (914 SERIES ONLY)

NOTE

When assembling the adapter flange, ensure that it is the appropriate model for the respective throttle potentiometer and that it is installed in the correct position (with the cut off edge upwards).

Step	Procedure
1	Install TPS-adaptor using slotted head screws M4x7 with LOCTITE 243 (on carburetor 2/4 only).
2	Install throttle position sensor (TPS) see Chapter 76-70-00 Sensors and actuators .

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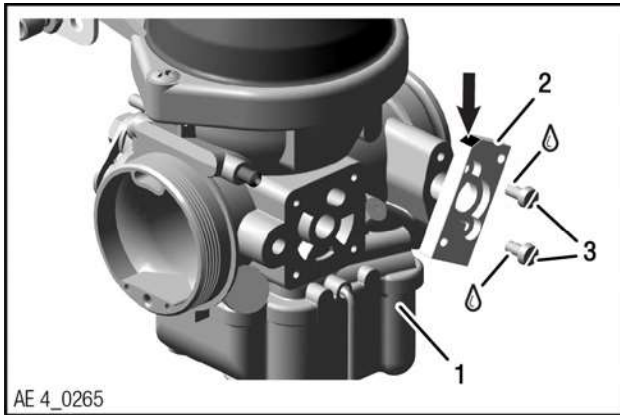


Figure 13.24

- 1 Carburetor 2/4 2 TPS-adaptor
3 Slotted head screws
M4x7

INSERT FLOAT CHAMBER AND FLOATS

NOTE

Before installing the carburetor onto the engine, carry out the float needle valve leakage test.

NOTE

For start jet setting see section [carburetor calibration](#).

⚠ WARNING

Possible engine stoppage or failure.
A stuck float causes the carburetor to flood.

Step	Procedure
1	If necessary, install start jet.
2	Install floats into float chamber and check if they can move freely.

3	Install float chamber with new gasket on-to carburetor housing. NOTE <i>Ensure that the gasket is seated in the groove and not pinched between the float chamber and carburetor housing</i>
4	On 912 Series: Fix the float chamber with the spring clip. On 914 Series: Fix float chamber with the attachment screw and O-ring 15.6x1.78. Tightening torque 5.5 Nm (49 in. lb). Secure with safety wiring.

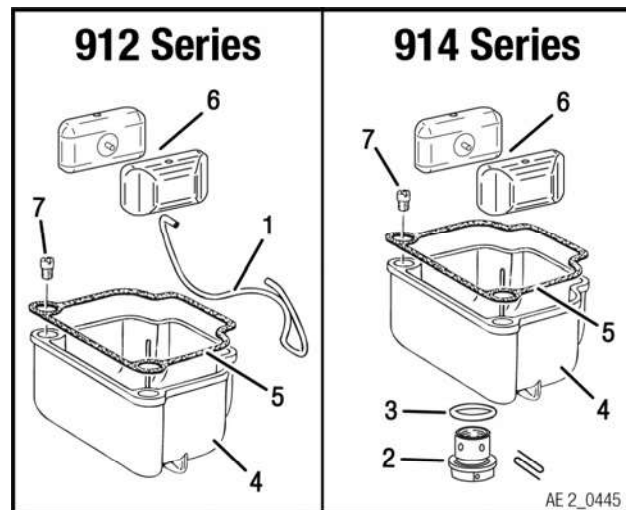


Figure 13.25

- 1 Spring clip 2 Attachment screw
3 O-ring 4 Float chamber
5 Gasket 6 Floats
7 Jet