

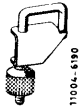
07.2–150 Adjusting accelerating pump

Testing and adjusting values

| | |
|--------------------|-------------|
| Begin of injection | immediately |
|--------------------|-------------|

Special tool

| | | |
|-------|-----------------------------------------------------------------------------------|------------------|
| Clamp |  | 000 589 40 37 00 |
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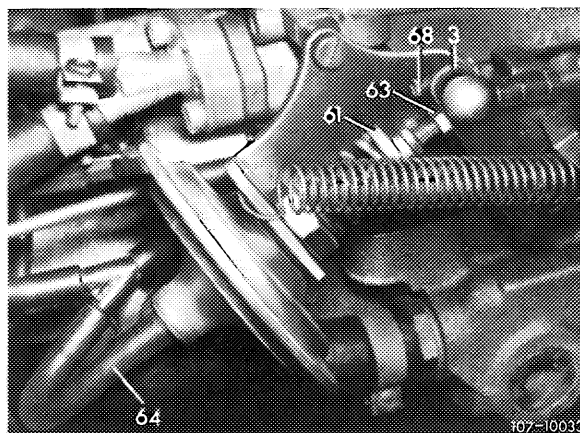
Note

Perfect functioning of accelerating pump as well as accurate adjustment of pump are absolutely necessary for perfect starting or bypass characteristics. Starting and bypass faults may be caused by a wrong direction of injection jet, the jet should not touch neither the pre-atomizer nor the edge of the Venturi. Unless otherwise specified, injection should begin immediately. If the injected quantity is too low, bypass faults may occur in stage I and from stage I – II (stage jump).

Testing, adjusting

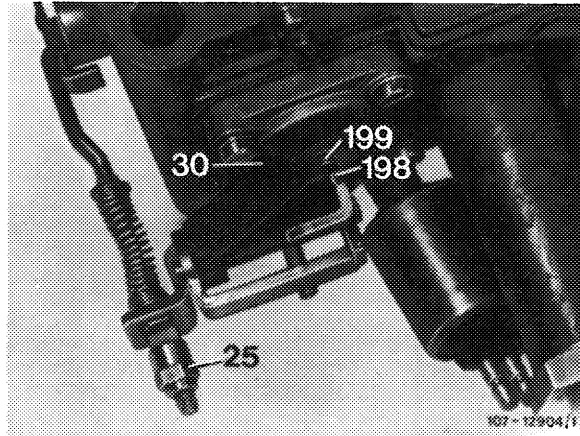
a) Begin of injection

- 1 Keep engine running. Pinch vacuum hose (64), shut off engine.
- 2 Check whether throttle valve lever (3) is resting against idle speed adjusting screw (68) and adjust vacuum governor, if required.



3 Set adjusting nut (25) in such a manner that the actuating lever (198) depresses the diaphragm pressure pin (199) by 1.0 mm.

Note: If no self-locking polystop adjusting nut (25) is installed, secure adjusting nut following adjustment by compressing (pinching) nut.



b) Operation and direction of injection

4 For this purpose, slowly actuate throttle valve lever, so that a **uniform** fuel jet will come out of both injection bores (arrows) **immediately and on both sides**.

Attention!

The fuel jet should not touch edge of Venturi and pre-atomizer, since this may result in starting and bypass faults. If required, remove carburetor cover and clean injection bores.

