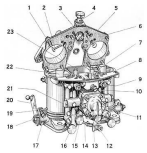
912 Resto Strip™

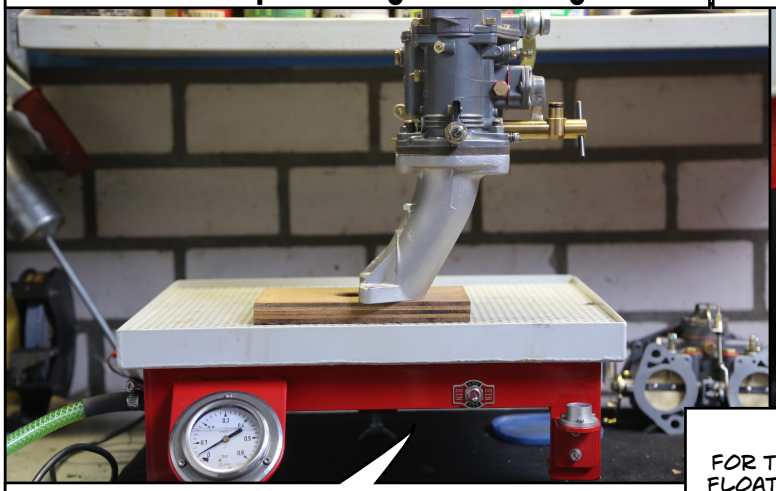


Schwimmergehäusekraftstoffniveauprüfung und Einspritzmengeeinstellung

JORIS SCHWEITZER

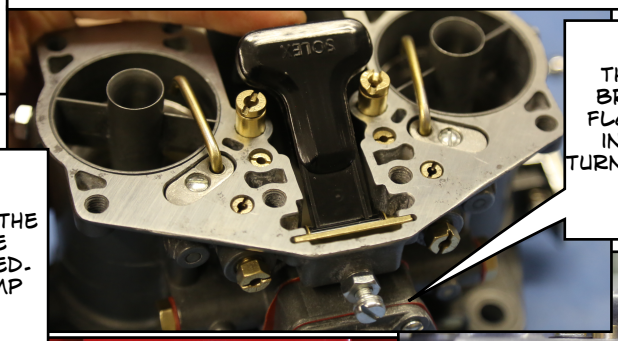
THESE SOLEXES HAVE BEEN FULLY RESTORED. IN ORDER TO ENSURE THAT THE ENGINE WILL IDLE AND ACCELERATE AS IT SHOULD A NUMBER OF ADJUSTMENTS WILL HAVE TO BE MADE....

ADJUSTING THE FLOAT LEVEL AND INJECTION QUANTITY ARE ESSIENTIAL. ADJUSTMENTS CAN BE MADE WITH THE CARBS ON THE ENGINE BUT IN ORDER TO PREVENT THINGS FROM GETTING MESSY I HAVE PERFORMED THESE ADJUSTMENTS ON THE WORKBENCH. AS A FINAL STEP THE AIR SYNCHRONICITY CAN BE ADJUSTED BEFORE INSTALLATTION SO THAT THE ENGINE WILL RUN SMOOTHLY ON THE FIRST STARTUP.

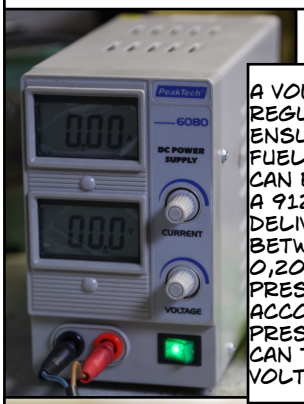


DAS WERKZEUG ZUR SCHWIMMERGEHÄUSE-KRAFTSTOFFNIVEAUPRÜFUNG UND EINSPRITZMENGE-EINSTELLUNG. IN SHORT A LEVEL TABLE WITH AN ELECTRICAL FUEL PUMP AND A RESERVOIR TO CATCH THE SPILLED FUEL.

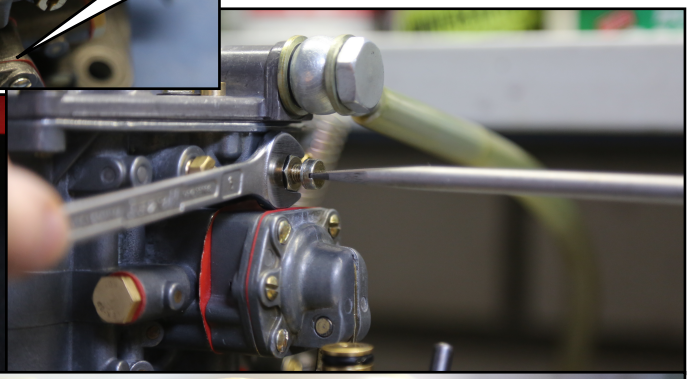
FOR THE ADJUSTMENT OF THE FLOAT LEVEL IT IS IMPORTANT FOR THE CARBURETTOR TO BE LEVEL. THIS WILL PREVENT A WRONG READING OF THE FUEL LEVEL IN THE FLOAT BOWL.

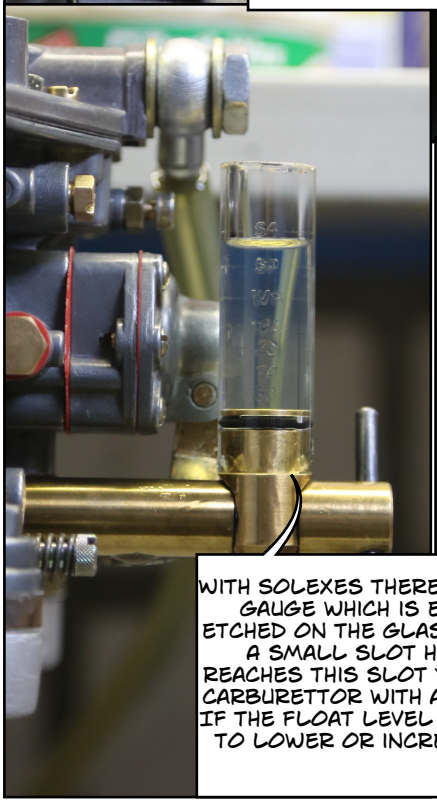


THE FLOAT LEVEL IS CONTROLLED BY A BRACKET WHICH RAISES OR LOWERS THE FLOAT. TURNING THE ADJUSTMENT SCREW INWARDS RAISES THE FLOAT LEVEL AND TURNING THE SCREW OUTWARDS LOWERS THE FLOAT LEVEL.



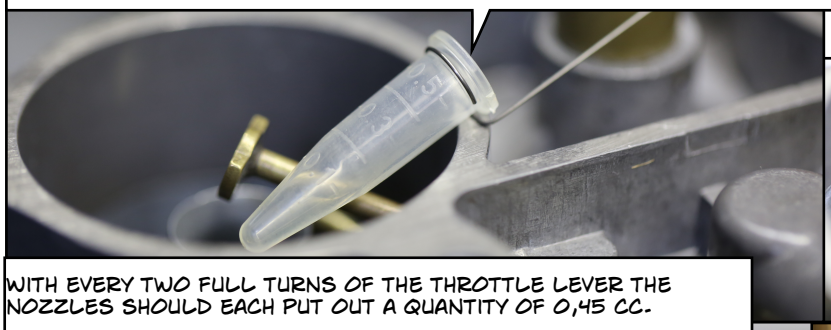
A VOLTAGE REGULATOR ENSURES THAT THE FUEL PRESSURE CAN BE MIMICKED. A 912 FUEL PUMP DELIVERS BETWEEN 0,20-0,24 BAR OF PRESSURE. ACCORDING TO THE PRESSURE GAUGE I CAN TURN UP THE VOLTAGE A BIT :).

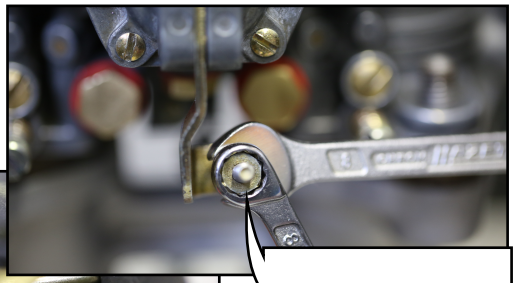




WITH SOLEXES THERE ARE TWO WAYS OF MEASURING THE FLOAT LEVEL. THE EASIEST WAY IS TO USE A FLOAT LEVEL GAUGE WHICH IS EXTERNALLY SCREWED INTO ONE OF THE MAIN JET OPENINGS. THE PRESCRIBED VALUES ARE ETCHED ON THE GLASS GAUGE. THE SECOND METHOD IS TO USE THE FLOAT LEVEL PLUG ON THE SIDE OF THE CARB. A SMALL SLOT HIDES BEHIND THIS PLUG WHICH INDICATES THE CORRECT FLOAT LEVEL SETTING. WHEN FUEL REACHES THIS SLOT YOU ARE GOOD TO GO. SETTING THE FLOAT LEVEL IS PROCESS OF TRIAL AND ERROR. FILL THE CARBURETTOR WITH A FUEL PRESSURE OF 0,20-0,24 BAR UNTIL THE FLOAT NEEDLE CUTS OF THE SUPPLY OF FUEL. IF THE FLOAT LEVEL IS WRONG IT WILL NEED TO BE ADJUSTED. TURN THE ADJUSTMENT SCREW IN OR OUT IN ORDER TO LOWER OR INCREASE THE FLOAT LEVEL. EMPTY THE FLOAT BOWL AND FILL THE CARBURETTOR AGAIN. REPEAT THIS PROCESS UNTIL THE FLOAT LEVEL IS SPOT ON :).

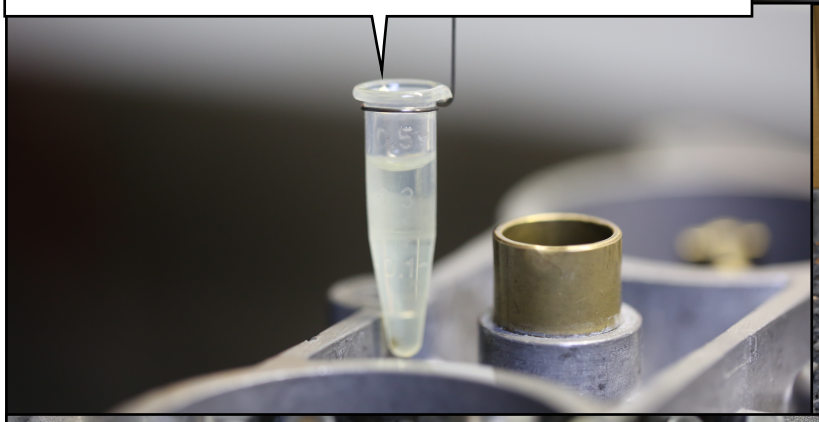
THE INJECTION QUANTITY OF THE ACCELERATION PUMP IS MEASURED WITH A SMALL VIAL WHICH FITS UNDER THE INJECTION NOZZLE. WHEN A VIAL IS NOT AVAILABLE YOU CAN ALSO USE A BIT OF DRINKING STRAW AND FOLD IT. JUST MAKE SURE TO CALIBRATE THIS STRAW TO BE ABLE TO MEASURE 0,45 CC'S.



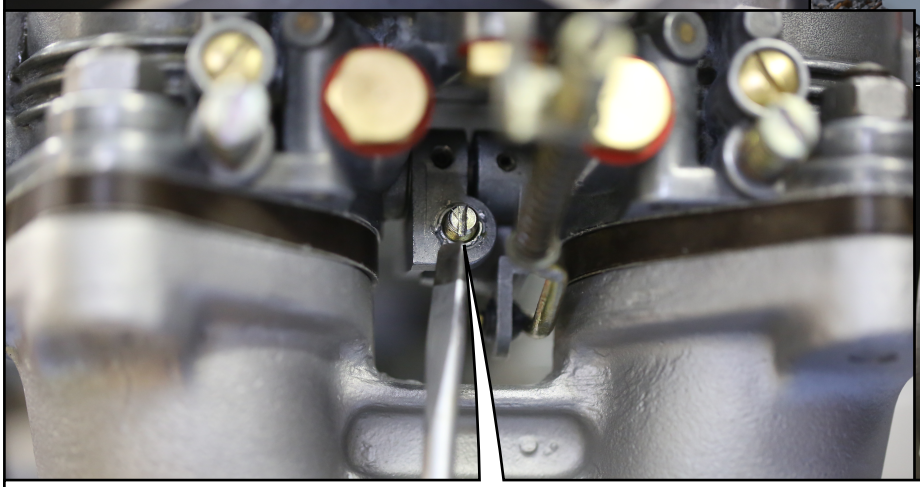


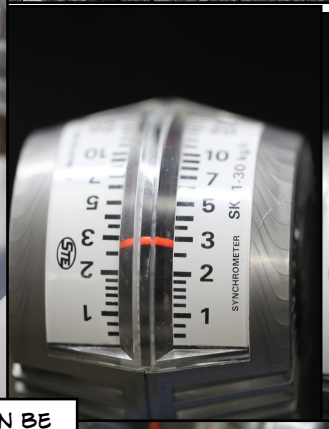
IF TOO LITTLE OR TOO MUCH FUEL COMES OUT OF THE INJECTION NOZZLES THE QUANTITY CAN BE ADJUSTED BY SCREWING THE ADJUSTMENT NUT ON THE ACCELERATOR PUMP INWARDS FOR MORE FUEL OR OUTWARDS FOR LESS FUEL.

WITH EVERY TWO FULL TURNS OF THE THROTTLE LEVER THE NOZZLES SHOULD EACH PUT OUT A QUANTITY OF 0,45 CC.



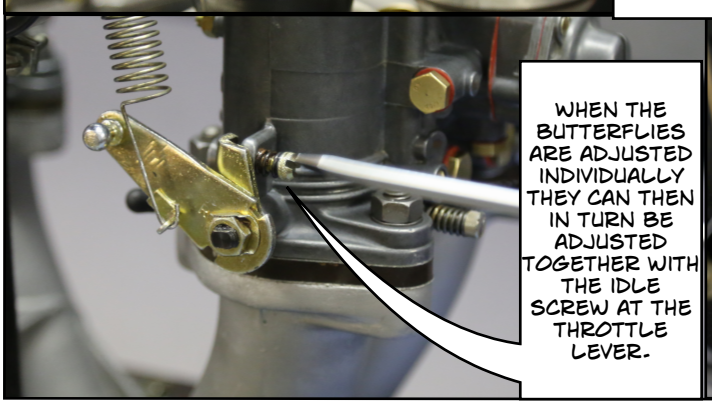
THE LAST ADJUSTMENT STEP IS TO MAKE SURE THAT THE AIR FLOW THROUGH ALL FOUR BORES OF THE CARB IS THE SAME. A VACUUM BOX IS USED WITH A 1500 WATT MIELE VACUUM CLEANER TO PROVIDE THE VACUUM NEEDED.





THESE SOLEXES HAVE 'SPLIT SHAFTS'. THIS MEANS THAT THE BUTTERFLIES CAN BE INDIVIDUALLY ADJUSTED BY MEANS OF AN ADJUSTMENT BLOCK IN BETWEEN THE SHAFTS.

WITH AIR FLOW METERS THE AMOUNT OF AIR FLOWING THROUGH THE BORES CAN BE MEASURED IN KG/H. THE AIR FLOW ON ALL FOUR BORES IS ADJUSTED TO READ 3,5-4 KG/H. THIS WILL ALLOW FOR THE ENGINE TO RUN IDLE AT 850-900 RPM.



WHEN THE BUTTERFLIES ARE ADJUSTED INDIVIDUALLY THEY CAN THEN IN TURN BE ADJUSTED TOGETHER WITH THE IDLE SCREW AT THE THROTTLE LEVER.