

V. Carburetor Altitude Adjustment

A. General

At high altitudes the carburetor, with a standard set of jets delivers too rich a mixture, a result of the decrease in atmospheric pressure. Engine performance will drop and fuel consumption will become unnecessarily high; to prevent this it is generally sufficient to provide the carburetor with a smaller main jet to re-establish the correct fuel-to-air mixture in order to attain the highest possible performance at the prevailing atmospheric pressure. On the compound carburetors of models 190 190 b, 220 S and 190 SL only the main jets of the 1st stage need be replaced by smaller ones. Basically the main jet for altitude adjustment should be selected as small as possible, though the drop in performance should not be too high. If the main jets installed for altitude driving is too small, or if a main jet, selected for altitude operations is run at full load in normal altitudes, there is the danger that the engine will overheat because the mixture supplied by the carburetor is too lean

B. Selection of Main Jets

For proper selection of main jets for altitude adjustment with regard to the individual models refer to the table below which provides data on size of main jets.

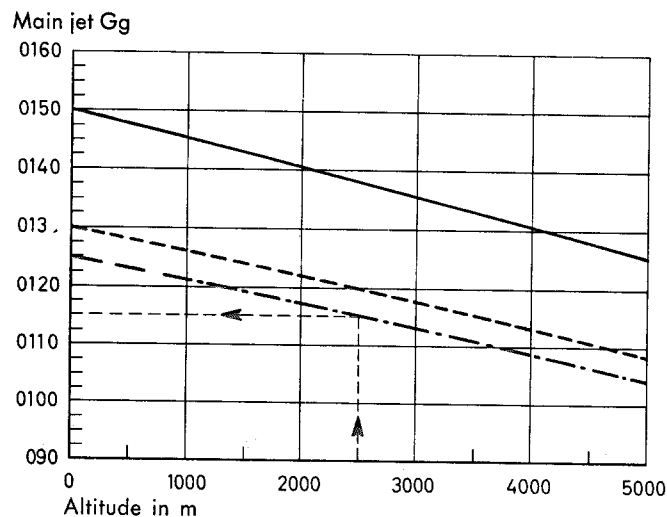


Fig. 07-0/58

- With standard main jet "Gg" 0150: Models 180 a, 180 b
- With standard main jet "Gg" 0130: Models 220a, 219 (up to engine end No. 10-9501618 and 11-9500383). Model 190 SL (with die-cast carburetors)
- . - . With standard main jet "Gg" 0125: Models 180, 190 190 b, 220 S
Model 219 (as from engine end No. 10-9501619 and 11-9500384)
Model 190 SL (with sand-cast carburetors)

Example: Model 180

Standard main jet: "Gg" 0125
Main jet at 2500 m altitude: "Gg" 0115