In the die-cast carburetors the fuel suction line is firmly connected to the carburetor housing, whereas in the sandcast carburetors the line is connected from the outside (Fig. 07–0/52).

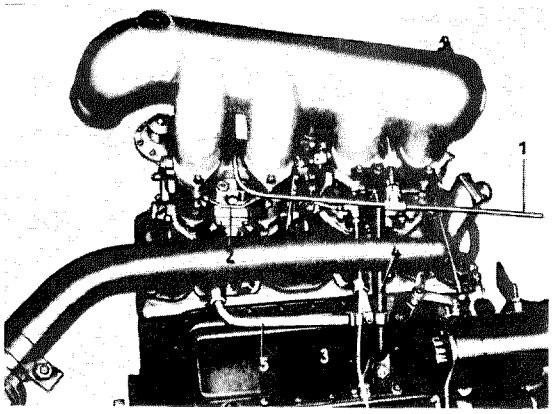

Fig. 07–0/52

1 Fuel overflow line
2 Fuel suction line
3 Fuel outlet line
4 Strut for supporting air suction tube
5 Cooling water return line for pre-heating of intake pipe

H. Hot-Start Mechanism

In order to ensure that the engine also starts at high outside temperatures a hot-start mechanism is incorporated in the carburetor system; it is operated by a pull knob and bowden cable from the instrument panel. When the hot-start control is pulled, the throttle valves of stage 2 are forced open by the angle levers. This enables the evaporated fuel to be drawn off quickly. As soon as the engine has started, the pull knob should be released quickly. The accelerator pedal must be depressed fully before the hot-start control is pulled since otherwise the throttle valves of stage 1 would be opened via the automatic return mechanism levers of stage 2 and this might result in a distortion of the levers (Figs. 07–0/53 and 07–0/54).

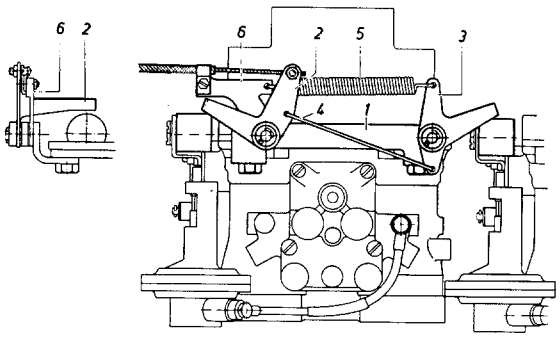

Fig. 07–0/53

1 Bearing bracket
2 Angle lever for rear carburetor
3 Angle lever for front carburetor
4 Connecting strap
5 Return spring
6 Bracket for return spring on bearing bracket

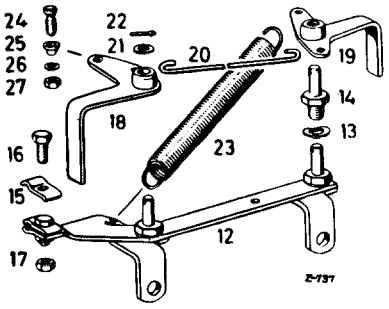

Fig. 07–0/54

12 Bearing bracket for hot-start control
13 Spring washer
14 Pivot pin
15 Fixing clip for hot-start control
16 Hexagon screw
17 Hexagon nut
18 Rear angle lever for hot-start control
19 Front angle lever for hot-start control
20 Connecting strap for angle lever
21 Washer
22 Cotter pin
23 Return spring
24 Fixing screw for bowden cable on angle lever
25 Bushing
26 Washer
27 Hexagon nut

Under normal conditions the hot-start mechanism is not required for starting the engine at normal running temperature; fully depress the accelerator pedal as usual.