Hints for Trouble-Shooting

Before starting work on the carburetor, check spark plugs (electrode gap), distributor (breaker point gap), ignition timing, valves (valve play, compression) etc., as rather frequently the carburetor is blamed for trouble where these parts are responsible.

If in the course of time the carburetor develops trouble, this is mostly caused by the accumulation of dirt or gummed particles, dried-out or defective gaskets. In these cases the carburetor can be restored to working condition by carefully cleaning the float chamber, all jets, valves, injection pipes, ports and passages and blowing them out with compressed air and by replacing unserviceable gaskets and jets. If the trouble cannot be remedied by simply cleaning the carburetor, it is recommended to disassemble the carburetor and to clean and check all parts (see Section "disassembly of Carburetor"). Without checking all parts it is often not possible to trace down the cause of the trouble, as one trouble may have quite different causes.

To facilitate trouble-shooting of the carburetor, some possible troubles and their causes are described in the following.

Trouble	Cause	Remedy
High fuel consumption	Leaking float needle valve	Clean valve or replace, if necessary
	Defective gasket of float needle valve	Replace gasket
	Too high fuel level	Correct level
	Too high delivery pressure of fuel pump	Correct pressure
	Loose idle jets or main jet	Tighten jets
	Clogged idle suction pipes or air compensating jets	Clean jets and pipes
	Clogged mixing tubes	Clean mixing tubes (**also bores on side**)
	Starter slide not closing completely	a) Check whether starter slide sticks
		b) Test starter housing for leaks
		c) Check whether linkage moves easily
	Loose carburetor cover	Tighten cover and check gasket

Trouble	Cause	Remedy
Idling is poor **Note:** The idling performance can only be judged when engine is at operating temperature	Clogged idle fuel jet or idle suction pipes	Clean jets or pipes, resp.
	Loose mixing tube carrier	Tin carrier carefully in recess and press in anew
	Clogged idle ports and by-pass slots (by-pass ports)	Clean ports
	Contaminated suction passages	Clean passages
	Incorrect fuel level	Correct level
	Too high delivery pressure of fuel pump	Correct pressure
	Leaking float needle valve	Replace valve or gasket, resp.
	Damaged or broken idle mixture adjusting screw	Replace screw
	Worn-out throttle stem	Replace throttle stem and throttle housing
	Dripping injection pipes	Set fuel level to lowest permissible limit
Idle mixture adjusting screw does not respond	Leaking throttle housing, suction pipe flange or pneumatic ignition control	Test seals with soap and water
Increased idling speed	Starting system not cut out completely	Check starting system as described before
	Sticking throttle stem	Check stem
Carburetor is flooded	Leaking float needle valve	Replace valve
	Leaking float	Replace float
	Defective float needle valve gasket	Replace gasket

Trouble	Cause	Remedy
Transition is poor	Clogged idle jet	Clean jet
	Clogged by-pass slots (ports)	Clean slots (ports)
	Leaking injection pipe gasket	Replace gasket
	Clogged or leaking injection pipes	Replace pipes
	Incorrect injection volume	Correct volume
	Defective pump diaphragm	Replace diaphragm
Engine starts poorly in cold condition	Starter slide not in starting position	Check starting system as described before
Engine runs poorly after cold starts	Clogged starter fuel jet	Clean jet
	Throttle valve not closing	Free throttle valve
Engine starts poorly in hot condition	Starter slide not closing completely	Check starting system as described before, free control cable
	Too high fuel level	Clean or replace float needle valve, replace gasket, check and correct pump pressure, correct fuel level
	Infiltrated air	See under poor idling