

K. Technical Specifications of Solex Compound Crossdraft Carburetor Type 44 PHH

Details of the Carburetor	Model 190 SL			
	Sand-Cast Carburetor (Installed up to Engine End No. 55 00708)		Die-Cast Carburetor (Installed as from Engine End No. 55 00709)	
	Stage 1	Stage 2	Stage 1	Stage 2
Suction canal diameter	40		40	
Air horn "K"	26	—	26	—
Main jet "G"	125	180	130	160
Air correction jet "a"	170	120	180	160
Mixing tube "s"	1	19	43	42
Mixing tube holder (reserve) (cast into carburetor housing)	7	7	7	7
Idle fuel jet "g"	50	50	55	55
Idle air jet "u"	1.7	—	—	—
Idle air bore	—	1.7	1.7	1.7
Accelerating pump	No. 82 (neutral)		No. 82 (neutral)	
Injection amount cc/stroke	0.4–0.6		0.4–0.6	
Pump jet "Gp"	40		50	
Injection tube	Special version (0.4 graded)		Special version (0.8 graded)	
Float needle valve	2.0		2.0	
Float weight (brass float) g	10		10	
Float adjustment mm	39–40		37–38	
Angle of inclination of throttle valves	13°	13°	13°	17°
Angle of inclination of choke valve	13	—	13°	—
By-pass bores mm ϕ	1.3/1.7	1.3/1.7	1.3/1.7	1.7

- Note:**
- a) Mixing tube "s" has been installed as a standard part, together with the calibrated fuel line to the accelerating pump as from Engine End No. 55 01823. From Engine End No. 55 00709 (when the die-cast carburetors were first installed) to Engine End No. 55 01822, mixing tube "s" 42 was installed and the fuel line to the accelerating pump was not calibrated.
 - b) Idle fuel jets "g" 55 have been installed as standard parts as from Engine End No. 65 01365. Up to Engine End No. 65 01364 idle fuel jets "g" 50 were used.
 - c) The dimension given for the float adjustment refers to the distance from the separating surface of the carburetor cover (with gasket) to the upper edge of the vertical float wall.
 - d) On the die-cast carburetors the throttle valve of stage 2 has been installed at an angle of 17° as from Engine End No. 65 01133. Up to Engine End No. 65 01132 the throttle valve angle of inclination was 13° .
 - e) The by-pass bore in the suction canal of stage 2 in the die-cast carburetor has a diameter of 1.7 mm as from Engine End No. 65 01133. Up to Engine End No. 65 01132 the suction canal of stage 2 had two by-pass bores with a 1.3 and 1.7 mm diameter.