

#### d) Checking and adjusting injection volume

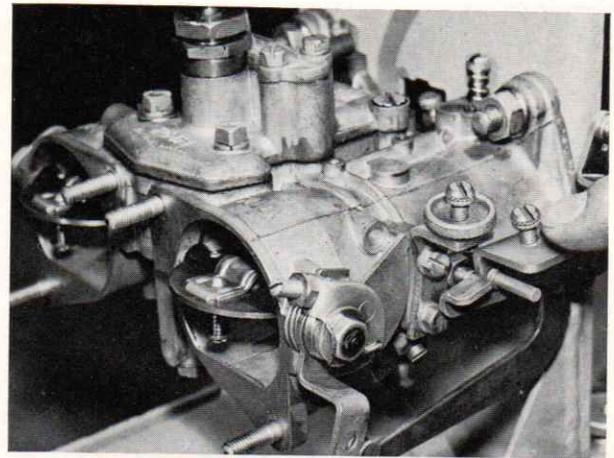
1. Screw ball valve and main jet carrier into the carburettor.
2. Operate the throttle flap shaft ten times to its maximum limit.

**Warning:** The pressure stroke must take place quickly and smoothly, but with a sufficient pause between the individual strokes to allow fuel to be drawn in.

3. From the measuring glass read off the injected volume which has been consumed and divide by ten.

**Attention:** Injection volume has been correctly regulated when 0.7–0.9 cc of premium grade fuel (BMW 1600 TI: 0.6–0.8 cc) are injected per stroke.

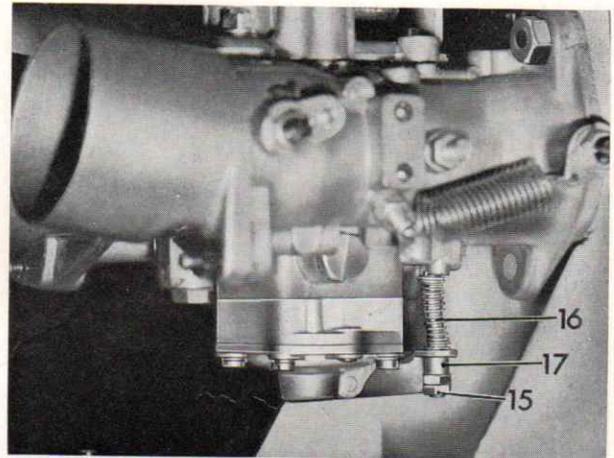
Fig. 148



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4. The injection volume can be corrected by loosening locknut (15) on connecting linkage (16).
5. If the injection quantity is too small, screw in nut (17). If the injection quantity is too great, unscrew nut (17).

Fig. 149



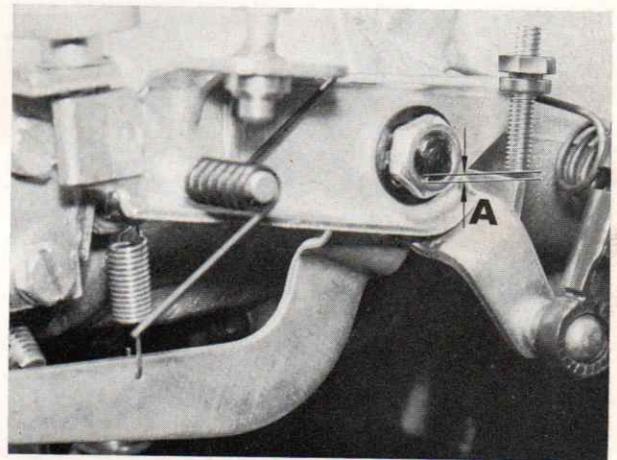
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6. Refit carburetors, synchronise and adjust fuel-air mixture.

#### e) Adjusting choke butterflies

A gap A = 0.20 mm (0.0079") must be present between the threaded rod and the choke operating lever.

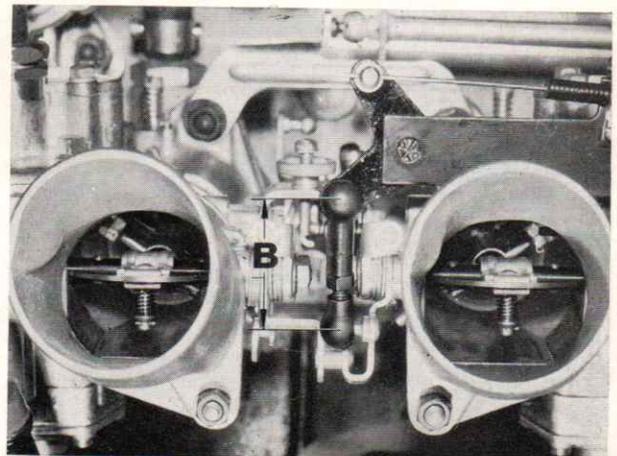
Fig. 150



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Adjust pull-rod B to 41 mm (1.614")

Fig. 151



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