Carburetor

.... or what the most sensitive and high-maintenance parts on the 912 and 914 are all about

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First some data that is not documented:

The free spring length of the slider spring is 120 mm\

The guide tube in the slide piston has a diameter of 12.67 mm
The dimension of the guide in the chamber top is slightly larger
If excessive play is detected here, the chamber top must be replaced, as this leads to considerable wear of the slide piston and the carburettor housing.

The height of the float chamber on the 914 is 35 mm.
If you suspect that the float chamber on a 914 is warped due to the float chamber nut being overtightened, you can measure the height of the float chamber in the hole for the nut. With the new float chambers with the long guide pins, you have to shim something in the middle.

The carburetors originally came from a BMW of the model series R 75/6
The designation of the 3 different carburetor types is basically **64/32/**

Motortyp	**Zyl.1/3**	**Zyl.2/4**
912 (80 HP)	**64/32/**416A	**64/32/**417A
914 Turbo	**64/32/**418A	**64/32/**419A
912S (100 HP)	**64/32/**421A	**64/32/**422A

... darker spark plugs on one side
or what strange causes there are.

Adjust idle mixture
.... without exhaust gas tester by feel and experience

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synchronization of the carburettors on the 912 and 914
.... how I do it ...

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centering the throttle valves of the Bings
.... an often unnoticed error during a carburetor repair

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the needle jet
.... or why their life is more finite than expected ...

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special parts for the Bings
.... not from Rotax....

Replace float needle valve seat bushing
.... carry out an unauthorized repair

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what are the transition holes in the bings for ?
.... or how to optimize the carburettors illegally.

Bing's height compensation
.... does it really exist ????

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differences between the carburetors for the 912 and 914
... are the carburetors not the same ?

The interaction of the components on the carburetor
.... or which components influence the mixture preparation and how

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CARBURETOR CALIBRATION		
912 A/F/UL	**Target**	
	Carburetor 1/3	Carburetor 2/4
Needle jet	2.72	2.72
Idle jet	35	35
Main jet[4)]	155 or 158	155 or 158
Start jet[1)]	85	85
Needle position[3)]	3	3
912 S/ULS/ ULSFR	**Target**	
	Carburetor 1/3	Carburetor 2/4
Needle jet	2.70	2.70
Idle jet	35	35
Main jet	155	155
Start jet [1)]	85	85
Needle position [3)]	3	3
914 F/UL	**Target**	
	Carburetor 1/3	Carburetor 2/4
Needle jet	2.72	2.72
Idle jet	35	35
Main jet [2)]	156 or 160	158 or 164
Start jet [1)]	85	85
Needle position [3)]	1 or 2	2

1. See SI-03-1998 latest edition.
2. Dependent on the airbox version. See SI-914-013 and SI-914-015 latest edition.
3. Dependent on CO measured value and specific fuel consumption. See SI-914-013 and SI-914-015 latest edition.
4. For version with air filter. See SB-912-044 latest edition.