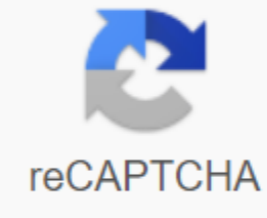




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## Solex pict 34 carburetor manual

Engine warmed up, but turned off. The screw on the accelerated arm, which is facing the back of the car, is called the Fast Idle Adjuster. It works with the choke to give a smooth idle on a cold engine. Screw the Fast Idle Adjuster (put on the staircase cam), until it is clear of the staircase cam. Now it screws in until it just touches the bottom of the staircase cam – NOT on any of the steps themselves. Now screw it into another 1/4 innings - no more. This enables the accelerated butterfly opens the required .004 inches, so you can use the Bypass screw (read on) to correctly set the diaphragm speed. Now leave the Fast Idle Adjuster screw alone. Rotate the Volume Control screw (smaller screw into the side of the carby) until upside down. Gently please – you don't want to open the hole. Now it screws up 2.5 innings. This is the starting setting. Start the engine and use the Bypass screw (bigger screw in the side of the carby) to set the diaphragm at 850rpm (fast diaphragm if you're not a tacho). For a semi-car car, use 900rpm. 4. Go back to the Volume Screw and slowly adjust it for the fastest idle. It should not be much beyond the range of 2-3 turns (turning in/out of the 2.5 basic environment). Then turn it very slowly until the rev declines by about 30rpm. If you don't have a tach, listen until you can just hear the rev starts to decline, maybe as little as 1/8 innings. Now use the Bypass screw again to restore the idle speed to 850 rpm (900 for the semi-cars). That's it - you're done. If it still doesn't go right, something is worn or broken. Check the usual - air leaks, trash in carbohydrates, trash in fuel lines, rinse dying, bad wires, bad etc. This method will also work for the 30PICT/3, 30PICT/4, 31PICT/4, 31PICT/3 and H30/31 gassers with the two customizing screws in the left. ~~~Note: Before we start adjusting the gaser, the valves, marks and timing must be set. This is important, and they should be done in the right order, if you start with a cold engine, and end with it hot. These topics are addressed in this document in the following (see links below; for more details, refer to our Tune-Up Procedures). ~~~ Setting up the

Valve Valve adjustment is always done with the engine stone cold. 0.004 inches (0.1 mm) is the factory environment for pre-71 engines. This includes engines with a number starting B..., D..., E..., F..., H..., L..., or a regular number. Some people find it too tight to warm the engine and use 0.006 inches (0.15 mm). (I have always used the factory setting on my H... engine without any problems.) 0.006 inches (.15 mm) is used at 71 and up engines. These are engines with a number starting AB..., AC..., AD..., AE..., AF..., AH..., AJ..., AK..., AR..., AS..., the purpose of the temperature (valve) institution is to provide virtually NO gap when the engine is at operating temperature. ---- Setting the marks The marks are adjusted to .016 inches (0.4 mm). mm). they if the contacts were pitched or the cam rub block was severely carried. Add a touch of bold to the cam lobes at the same time. Also pull off the rotor arm and look in the middle of the hub somewhere. If your distributor has a sense of way in there, put a few drops of oil (engine oil is good) on it to smear the distributor drive – don't overdo it all – a few drops only. Some distributors do not have this feeling path - in that case hitting this procedure. ---- Setting the timing please note that the SIZE of the engine does not matter much when the timing is set, it is the DISTRIBUTOR design that determines the settings. The compression ratio also plays a role – the early low compression engines need a little more in advance, and the later higher compression engines usually have a little less progress. The usual timing settings are: 1200 engines with single vacuum distributor - 10BTDC. It is static – engine mode (or at idling with a timing light and disconnects the vacuum line). 1300/1500/1600 engines with single vacuum distributor - 7.5BTDC. It is static – engine mode (or at idling with a timing light and disconnects the vacuum line). In the US, 68-70 cars with the H (1500) and B (1600) range of engines and a single vacuum distributor use zero in advance - TDC - as an early attempt to reduction ejection. It also reduced the maximum advance at higher rev. Many people found that the 7.5BTDC setting as used outside the US works well (single vacuum distributor). Engines using the dual vacuum distributor (first introduced in 1971) - 5ATDC, as a further unmasked ejections to reduce at diaper. It should be set using a timing light, with the engine idling and the vacuum lines linked so that the delay line can draw in the 5ADTC (Na TDC). These distributors were not used much outside the US. In other countries, the 1971 engine has a single vacuum dual advance distributor, which is then equipped to US cars from 1974 thereafter. Note: ANY, repeat ANY VW air-conditioned engine using the Bosch 009 (or other centrifugal distributor) must be set at the maximum advance with the engine at 3000+ rpm, and allow the diaper to fall in advance where it may. The reason is that the 009s vary in the total amount of progress they make, and the maximum progress is more important than idle in advance. The normal environment is a maximum advance of 28-32 BTDC. First try the 32-degree setting. If the engine detonates/pings at this environment, reduce it to 30 degrees and try again. If it still uses detonates/pings at 28 degrees, use a higher octane fuel. Do not use less than 28 degrees. The diaper in advance will then usually fall into at approximately 5-10BTDC. Please note that the 009 are designed to use VW industrial engines (generators, compressors and so, ran at almost constant speed). It is never designed for engines used on the road with their constantly loading and rpms. VW has never used the 009 distributor for any of its shepherd models, and so, although it will work, you can get flat spots and poor pick up when you use this distributor. Because it actually has less total advances than most vacuum distributors that can provide up to about 40-42 degrees when the engine needs it, the 009 will usually also have worse fuel economy. ---- Checking the Choke Now start the engine and warm it up. Take the air cleaner off the top of the gaszer (if it filled the oil filled type be careful, you don't want a shoe full of oil) and make sure the choke butterfly stands vertical. If it's not, run the engine some more to make sure it's thoroughly hot, and check the choke butterfly again. If it does not stand vertical or almost vertical, the butterfly should adjust or fix (another topic). It is important to the valves, points, timing and look at the choke (in this order) before setting up the gasser, they all work together for a smooth running engine. -- Setting of the 34PICT/3 Masturb Reminder Reminder – this adjustment procedure also works for the other gassers with two customizing screws in the left - the 30PICT/3, the 31PICT/3 and the H30/31. Before we start, a short note on the Haynes VW Beetle & Karmann Ghia Repair Manual: For those using the previous edition of the manual, there is an error on the exploding view of the 34PICT/3 corgaser. The designations on the adjustment screws on the left side of the carer reversed. The larger screw at the top is the Bypass screw, and the bottom (smaller) one is the Volume Control Screw – no different than the older Haynes Manual indicates. Unlike that, we found the Haynes Manual to be an excellent resource. Note: The correct idle speed is important with the 34PICT/3 gasser, which is more complicated (and more sensitive) than previous types. It has three separate fuel circuits in it (only two in older corgassers), and the 850-900 rpm idle is designed so that the air flow through the carper is balanced for the idle circuit fuel flow. That's why it has both Volume and Bypass screws in the side (the previous only Volume screws), located on the left side of the gasser. In this way, the idle speed can be correctly set using the Bypass screw without putting the screw on the accelerated arm, which needs to be corrected exactly. Make sure all the snakes are in place and the gasket at the base of the gasser is properly sealed (no vacuum leak). Install the air cleaner (the surpor expects it to be there). Turn on the engine and run it until it's hot, then turn it off. The first step is to set the accelerated plate. Back off of the Fast Idle Adjuster (also called the fast screw) located the top of the snow. You will find the push arm on the left side of the gasser, at the bottom at the bottom of the cable, which runs forward to the accelerator pedal. Note: Quick Idle Adjuster is something of a misnomer – this screw is not used to adjust the idle speed. The Fast Idle Adjuster works with choking to give a smooth diaper on a cold engine. If the choking warms (in lock step with the hot engine, hopefully) the choking butterfly valve in the throat of the razor opens and the Fast Idle Adjuster screw moves down the steps of choking fast idle cam, reducing the cold-engine diaper speed down to the hot-engine idle speed. Screw the Fast Idle Adjuster Screw into more will increase the diaper speed, but thereby mess up the Volume Control and Passing Screw adjustments. It destroys the idle geometry, and the car won't run correctly. Slowly rotate the Fast Idle Adjuster screw in until it just touches the bottom of the staircase cam. Now screw it into another 1/4 innings. This enables the push butterfly open the required 0.004, allowing you to pass the right airflow past the diaper and transfer ports in the inside of the gasser throat. You can now use the Bypass screw (read on) to correctly set the diaper speed. From this point on, leave the Fast Idle Adjuster screw alone. Next sets the idle mixture. This is done using the Volume Control Cup. Note: The Volume Control screw is the smaller of the two customizing screws, located on the left side of the gasser just above the Idle Cutoff solenoid (which is a black thread from the positive side of the coil attached to it). The volume control screen is used to set the idle mixture. Note: Before seting the volume control screw per the step below, rotate the Bypass screw (the larger screw in the left) from 2.5 full turns, which is the initial setting. Screw the Volume Control screw in gently until it procrudes – you don't want to open the hole. Now it screws exactly 2.5 full innings. This is the initial setting. Note: Although you want to be careful not to screw the Volume Control screw too far, you also want to make sure it sits firmly before removing it as specified. If you don't start with the Volume Control screw firmly sitting, you can problems adjusting the diaper with the Bypass screw, to the point where you might turn it all the way in and still have the idle too high. This condition will cause stumble upon acceleration if not corrected. With the Volume Control screw from 2-1/2 turns, start the engine and let it warm up. (Make sure the automatic choke is fully open - pull and release the fast arm if necessary, allowing the staircase to rotate cam and the Fast Idle Adjuster sits at the bottom of the staircase cam.) Now to set the idle speed. This is done by using the Bypass Screw. The bypass screw is larger than the volume control screw and is located a little and on the left side of the Volume Screw. Note: Once again, the idle speed is not set with the quick idle adjuster on top of the arm as it is on the older 28 and 30 series corgassers – although its name (Fast Idle Adjuster) would lead you to think that its use is used to set the diaper. As a starting point, turn the larger Bypass Screw whatever way (probably out) to set the diaper at 850 rpm (quick diaper if you don't have a tachometer). For a semi-automatic car, use 900 rpm. (It's much better to have the idle speed a little fast than too slow.) Note: See our Tune-Up Procedure for instructions on how to attach and use a dwelling tachometer. With the engine warmed up, idle at about 850rpm, and the choke fully open, go back to the Volume Screw and adjust it slowly to obtain the fastest (smoothest walking) idle speed (it's usually out - at-clockwise). You should not usually need to rotate the screw very outside the range of 2-3 turns (1/2 turns in/from the basic 2-1/2 turns out setting). Then turn the Volume Control screw back into (clockwise) very slowly until the engine speed drops by approximately 20-30 rpm. If you don't have a tachometer, listen until you can just hear the engine speed begins to drop, maybe as little as 1/8 turns on the Volume Screw. Go back to the larger Bypass screw again to restore the idle speed to 850 – 900rpm. (Again, a little quickly is better than too slow. Too slow from idle speed can cause the engine to overheat when you stop at the lights after a good run, as the cooling fan will not handle enough cooling air with the remaining heat in the engine.) Note: If you find it difficult or impossible to make these settings, it is possible that you could have stripped threads on any of these customer, a damaged hole for the tapered screw, or a damaged needle valve or O-ring. It is also possible that you leak a vacuum (ie, leak of air in the intake manifold). If there are any holes/gaps in the multiple or at any of the compound points, then the air can be sucked into the multiple, causing the fuel-to-air mixture to become lean. This can cause (inter adeed, adaptation of the gasper impossible. See our Booking of Air Inleakage, which includes diagnosis and recovery. That's it - you're done. Your engine must cleanse like a kitten! \* \* \* \* \*

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