

Subject: Carburettor Stromberg-Zenith 150 CD and 150 CD-3

Affected engine models: All engine models:

SL 1700

Background information: In some cases the rubber-diaphragm of the air valve is torn after approximately 200 hours of running, respectively after the time of operation from 1 year

Priority: At occurrence of engine-trouble (as starting difficulties, bad transitions and uneven running) otherwise at next 100-h-check, respectively after 6 month since last rubber-inspection.

Compliance: 1. Check diaphragm for tears in the surface, especially adjacent to the air valve, every 100 hours of running, respectively after 6 month since last rubber-inspection, which event first occurs.

2. For this purpose the carburettor has to be taken off the engine. After opening the cover of the vacuum-chamber, the spring and the air valve with the diaphragm must be drawn out. If the inspection shows any tear in the diaphragm, it has to be replaced.

A t t e n t i o n !

The Diaphragm is held on the air valve by a ring and 4 screws. During assembly check that the noses of the diaphragm fit into the corresponding notches of the air valve and the main carburettor body.

3. After air-valve, spring and cover are assembled damping-liquid has to be filled inside the hollow guide rod the air valve up to 6 mm below the rim.

A t t e n t i o n !

Use only "Zenith Lube Oil".

4. Check the air valve for free motion up- and down wards.

Remarks: The check after Instruction 1. has to be included in the Check-list for the 100 h-check of the engine.

This document has been translated to the best of our knowledge. In case of doubt however only the German original shall be considered authoritative.