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Dispositivi di alimentazione carburante - Numerosi manuali con la descrizione dei principi di funzionamento, la manutenzione e le riparazioni

BOSCH

REPAIR INSTRUCTIONS
INSTRUCTIONS DE REPARATION
INSTRUCCIONES DE REPARACION

EP
VDT-WUP 7111 B
Fig. 2
B.3964 - Sup. 2/67

Bosch Mechanical Fuel Injection

ADJUSTMENTS TO THE MFI PUMP FOR TIMING AND MIXTURE

Leads 2. Size

Adjustments to the MFI Pump

I never saw a perfectly-maintained early '61 that just didn't have the crisp acceleration. It did keep and hang a bit, though. The position manual says to the MFI screw back. This led to supposed to have caps on the inside, but in this case it was completely empty. Both meter pulleys were just fine, but there wasn't a trace of the rubber caps to be seen anywhere. The bolt was totally smooth. As a result, the MFI pump was having somewhere close to zero speed, but was big come out of open. A new bolt and nut were ordered. The problem, I'd say, was exactly the opposite - great crisp on the take, slow and out on the pulley?

The moral of this story is that this is where you must begin when you adjust the MFI pump. If all the Ins. Dimensions, Injection Timing.

TIMING THE MFI PUMP TO THE ENGINE: You will need a 3mm Allen

The first mark is "Z1" which shows TDC for cylinder #1. The second mark is "FE". This is found exactly 40° to the 10 o'clock (counter-clockwise) of the Z1 mark.

Don't have a gasket. Start with the crank set at TDC, or the compression stroke for #1 cylinder. In other words, the Z1 mark exactly lines up with the timing mark, or the fan housing, and the distributor rotor is pointing toward the spark plug wire that leads to #1 cylinder. Now, rotate the crankshaft 400° clockwise (normal direction of rotation). That's right, one full turn (360°) plus an extra 40° to get to the FE mark. Stop with the FE mark exactly in line with the timing mark on the fan housing.

Once you've got the crank in the position, be sure it doesn't move again 'til you're finished. Take the car out of gear and remove the wrench from the fan or crank pulley so nothing will bump it and change the setting. Also check periodically to be sure it hasn't mysteriously moved by itself (it happens!).

Now, to time the pump, all you have to do is align the mark on the pump pulley with the mark on the pump housing. Unfortunately, since the pump pulley is on the back of the pump, this is easier said than done.

Remove the air cleaner and use your mirror to look at the back of the pump. The mark on the pulley is on the side of the pulley that's closer to the pump. Even after you set the tag to wipe the area clean, the marks are usually very difficult to see. It will be easier if you set

**CARBURATORI
SERIE DCOE**

**DCOE SERIE
CARBURETORS**

manuale di servizio
service manual

DELIORTO CARBURETORS

GUIDA 1
alla scelta,
alla messa a punto,
all'impiego dei carburatori
del tipo a spillo
per motociccoli

Gasoline Fuel-Injection
System K-Jetronic

Technical Instruction

WEBER WEBER CARBURETORS
40, 46 IDA 3C/3C1 31300.001/002 31360.001/002

ORIGINAL SPECIFICATIONS			
Model	Idle Jet	Idle Jet - 45° DA	Idle Jet - 90° DA
40	0.15 mm	0.15 mm	0.15 mm
46	0.15 mm	0.15 mm	0.15 mm
46 DA	0.15 mm	0.15 mm	0.15 mm
46 DA	0.15 mm	0.15 mm	0.15 mm
46 DA	0.15 mm	0.15 mm	0.15 mm
46 DA	0.15 mm	0.15 mm	0.15 mm
46 DA	0.15 mm	0.15 mm	0.15 mm
46 DA	0.15 mm	0.15 mm	0.15 mm

INDICE

- IL CARBURATORE - PRINCIPI FONDAMENTALI
- IL DIFFUSORE ED IL CONTROLLO DELLA PORTATA D'ARIA
- IL CIRCUITO DEL MINIMO E LA PROGRESSIONE
- IL CIRCUITO DEL MASSIMO
- IL CARBURATORE: I SISTEMI SUPPLEMENTARI
- IL CARBURATORE A DEPRESSIONE

DELIORTO

IL MANUALE È STATO REDATTO CON LA COLLABORAZIONE DEL MOTO...

CATALOGO 2
(Motociccoli)

DELIORTO

DELIORTO CARBURETORS