

RULES FOR CARBURATION, REGULATION AND ADJUSTMENT

Connect the PC to the diagnosis socket and the vacuumeter

- Detach the throttle body rod, 1/2 turn by-pass;
- Using a throttle adjusting dowel, regulate the throttle potentiometer on the RH throttle body to a value of $3,6^{\circ} \pm 0,5$;
- Equal the vacuum in the two cylinders by regulating it if necessary, through the throttle adjustment dowel on the LH throttle body;
- Connect the throttle body rod;
- Check the vacuum at different r.p.m, if necessary synchronize it using the adjustment handwheel;
- Detach the vacuumeter.

The idling speed must be 1050 ± 50 RPM.



N.B.

If, after this procedure, the idling speed is not within the indicated range, check the potentiometer by fitting the special cable connected to the digital tester and positioning the completely closed throttle on the attached rod. The correct value must be $150 \text{ mV} \pm 15 \text{ mV}$.

CO% CHECK

Should the engine warming-up procedure be carried out on the bench, the maximum speed shall range between 2000 and 3000 r.p.m.

- Connect the PC to the diagnosis socket and the CO to the two special sockets on the exhaust manifolds
- The CO% test must be carried out when the engine is idling, at least 2 minutes after engine ignition (due to the automatic enrichment) and with an engine oil temperature of $70^{\circ} \div 80^{\circ}$, indicated by the engine oil sensor. This can be viewed on the Dashboard page of the MDST programme.
- Check that a CO% value ranging between 3,5 and 4,5. is detected for both cylinders.
An unbalance of $\pm 0,5\%$ between the two cylinders is acceptable.
- If the CO% value does not correspond to the prescribed one, adjust the trimmer using the Active Test page and following the diagnostic adjustment procedure on the PC.