

SERVICE INFORMATION

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IMPORTANT INFORMATION

STANDARDIZATION OF BING CARBURETOR TYPE 54 FOR ROTAX 2-STROKE AIRCRAFT ENGINES

6 KUL 94
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(A) INTRODUCTION

THIS INFORMATION IS INTENDED TO ASSIST THE AIRCRAFT DESIGNER, MANUFACTURER AND BUILDER TO ACHIEVE CORRECT OPERATING CONDITIONS AND ASSEMBLY FOR THE ENGINE AND CONSEQUENTLY OPTIMUM PERFORMANCE AND RELIABILITY.

(B) TECHNICAL DATA AND GENERAL INFORMATION

IN ADDITION TO THESE INSTRUCTIONS PLEASE REFER TO:

- OPERATORS MANUAL*
- ENGINE DATA SHEET*
- POWER, TORQUE AND FUEL CONSUMPTION CURVES*
- SPARE PARTS LIST*
- ENGINE INSTALLATION CHECK LIST*

The following information details the standardization of the type 54 Bing carburetor used in ROTAX 2-stroke engines.

1. Jet Needle Suspension

It is planned to attach the jet needle by two O-rings to minimize wear on the grooves, caused by vibration.

This detail will also be available as a retro-fit for early production carbs already installed.

2. Conversion of Carb for Use with the HAC Kit, at a Later Stage

In the future the carb housing will allow a HAC kit conversion without the need to exchange the carb body, as required in the earlier version Bing type 54.

3. Connection of the Air Filter

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The air filter side of the carb body will be furnished with an M 52 x 1 thread to warrant an even better attachment of the air filter.

Additionally, a hole in a rib of the carb body will facilitate wire securing of the air filter.

Simultaneously with the introduction of this new carburetor, a new air filter with a safety wire attachment point will be issued too.

4. Floats

Additional chamfering of the outline of the float 861 180 will further improve free motion of the floats.

WARNING!

IF YOU DO NOT UNDERSTAND A SECTION OF THIS INFORMATION OR IF YOU ARE NOT OTHERWISE ABLE TO CARRY OUT THE REQUESTED CHECKS OR REPAIR, PLEASE CONTACT YOUR NEAREST AUTHORIZED ROTAX AIRCRAFT ENGINE DISTRIBUTOR.

DANGER!

FAILURE TO COMPLY WITH THIS RECOMMENDATION COULD RESULT IN ENGINE DAMAGE AND PERSONAL INJURY!