

B. Removal and Installation of Suction Tube and Exhaust Manifold

Repair procedure — see Job No. 14—5

Removal:

Note: The suction tube and the exhaust manifold can only be removed as one unit. It is only necessary to unscrew the carburetor beforehand if the suction tube has to be replaced. In all other cases the suction tube and the exhaust manifold can be removed with the carburetor screwed on. On the other hand the air intake silencer together with the brackets must always be removed beforehand.

1. Unscrew the air vent line cap nuts at the cylinder head cover and the hose clamp for the connecting hose at the air intake silencer. Unscrew the fixing nuts for the air intake silencer brackets and remove the air intake silencer together with brackets.
2. Remove the fuel line and the vacuum line to the distributor, **holding steady the pipe unions** at the carburetor.
If the engine is installed, disconnect the choke cable (see Job No. 30—6) (see Fig. 01—4/1).
If an ATE T 50 power brake is fitted, the vacuum union at the suction tube must be disconnected if the repair is being done with the engine installed.
3. Disconnect the accelerator linkage at the accelerator pedal relay lever.
If the engine is installed, remove the exhaust pipe from the exhaust manifold.
4. After releasing the fixing nuts, remove the suction tube and the exhaust manifold from the cylinder head.
5. If necessary separate the suction tube and the exhaust manifold and remove the insulating flange.

Installation:

6. After inserting the insulating flange, screw together the suction tube and the exhaust

manifold loosely. After aligning the suction tube and the exhaust manifold, either on an alignment device or on the cylinder head, tighten up the stud screw nuts.

7. Using a new gasket, screw the suction tube and the exhaust manifold onto the cylinder head.

If the engine is installed, fit the exhaust pipe to the exhaust manifold. Use a new gasket!

8. Screw on the fuel line and the vacuum line to the distributor **holding steady the pipe unions** at the carburetor. Connect up the accelerator linkage. If the engine is installed, connect the choke cable at the carburetor (see Job No. 30—6) and the vacuum line for the ATE T 50 power brake — if one is fitted — at the suction tube.
9. Screw up the brackets with the air intake silencer at the suction tube. Connect up the vent line from the cylinder head cover to the air intake silencer.
10. If the engine is installed, back out the idle adjustment screw until the throttle valve of Stage 1 is completely closed. Then bring the idle adjustment screw to rest against the idle stop and screw it in exactly one turn (see Fig. 01—4/1).
Then check the accelerator pedal adjustment and if necessary correct (see Job No. 30—3).

Note: When adjusting the idle adjustment screw, the mechanical throttle valve of Stage 2 must be completely closed.

11. Adjust the idle (see Job No. 01—3, Section K).
12. After an initial engine warm-up, tighten up all the unions, screws and nuts on the carburetor.