

Removal and Installation of Choke Control

Jcb-No.

30 — 6

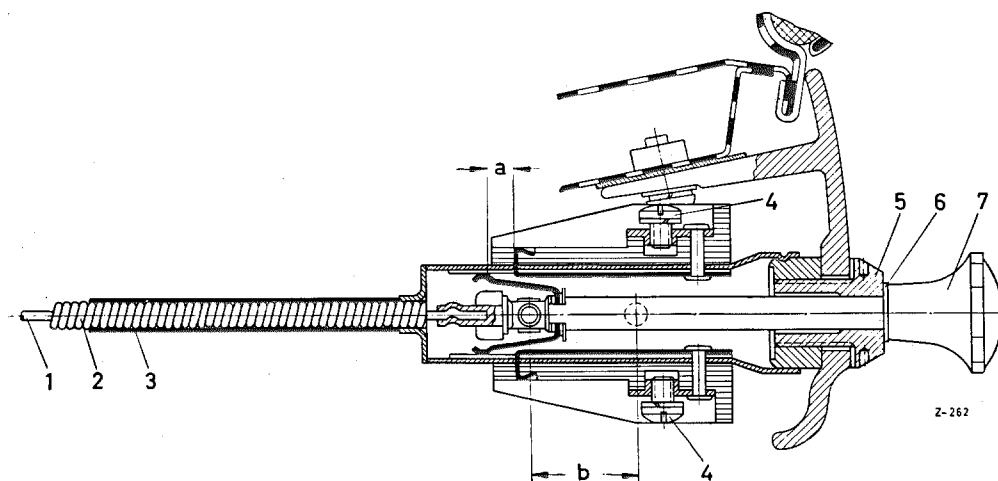


Fig. 30 — 6/1

- 1 Spring steel wire, 1.5 mm ϕ , 990 mm long
- 2 Coil spring, 900 mm long
- 3 Insulating conduit, B 5 \times 6.2 DIN 40621, 880 mm long
- 4 Connections for electric cables
- 5 Guide screw
- 6 Felt ring
- 7 Choke control (starter) knob

a = 6 mm free travel to the contact point of the pilot light
b = 20 + 0.5 mm travel to notch position = warm-up position

Removal:

1. Unscrew the choke control (starter) knob (7) and remove the felt ring (6) (Fig. 30 — 6/1).
2. Remove the cable cover (cardboard) from the left glove compartment (under the mounting plate for the control knobs).
3. Use Hook Wrench 136 589 02 05 to unscrew the guide screw (5) of the choke control. Then push the choke control out of the mounting plate toward the front and remove it downward (see Fig. 30 — 6/1).
4. Disconnect the two electric cables at the choke control connections (4) (see Fig. 30 — 6/1).
5. Loosen the hexagon nut (10) of the clamping screw (9) for the spring steel wire of the choke control at the relay lever of the Bowden cable bracket (see Fig. 30 — 6/2).
6. Unscrew the nut of the hexagon bolt (3) of the clamp (2) for the coil spring and remove the hexagon bolt and the clamp (2) (see Fig. 30 — 6/2).
7. Unscrew the adjusting nut (6) and the two rubber bushings, (5) and (7), from the coil spring (1) (Fig. 30 — 6/2).
8. Remove the clip at the cowl after unscrewing the cross-recess head screw.
9. Pull out the control cable inward through the cowl.

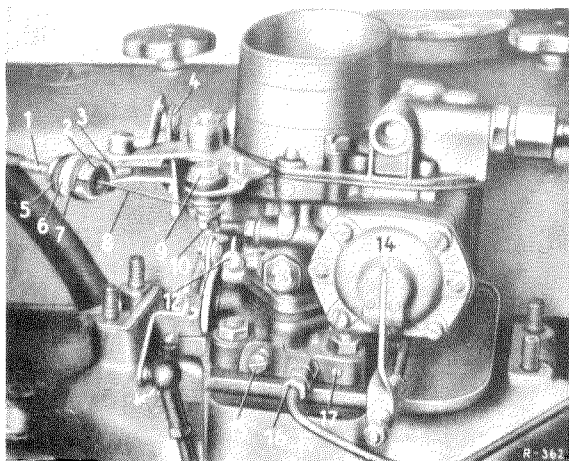


Fig. 30 — 6/2

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|--|---|
| 1 Coil spring | 10 Hexagon nut |
| 2 Clamp | 11 Relay lever |
| 3 Hexagon bolt | 12 Idle adjustment screw |
| 4 Lever for starter rotary slide valve | 13 Main jet plug with main jet of Stage 1 |
| 5 Rubber bushing | 14 Diaphragm pump |
| 6 Adjusting nut | 15 Idle mixture adjusting screw |
| 7 Rubber bushing | 16 Connection for vacuum line |
| 8 Spring steel wire | 17 Connection for tester |
| 9 Clamping screw | |

Installation:

10. Push the control cable through the rubber grommet in the cowl into the engine compartment (1.5 mm \varnothing spring steel wire, 990 mm long, coil spring 900 mm long).
11. Connect the black cable (Lead No. 16) and the black/red cable (Lead No. 17) of the cable sheaf **6** of the main wiring harness to the connections (4) at the choke control and push the choke control from the front through the mounting plate (see Fig. 30 — 6/1 and Job No. 54—1, Section A, Diagram of the Main Wiring Harness).
12. Screw the guide screw (5) into the choke control by hand and tighten by means of Hook Wrench 136 589 02 05.
Install the felt ring (6) and screw in the choke control knob (7) (see Fig. 30 — 6/1).
13. Install the cable cover (cardboard) in the left glove compartment (under the mounting plate for the control knobs).

14. Slide the rubber bushing (5) onto the coil spring (1). Then screw the adjusting nut (6) onto the coil spring (1) and slide on the rubber bushing (7) (see Fig. 30 — 6/2).
15. Insert the spring steel wire through the bore of the clamping screw (9) at the relay lever (see Fig. 30 — 6/2).
16. Fix the coil spring (1) and the two rubber bushings (5) and (7) to the Bowden cable bracket by means of the clamp (2) (see Fig. 30 — 6/2).
17. Then press the choke control toward the inside by means of the control knob (7) until there is a distance of approx. 2 mm between the control knob (7) and the guide screw (5) (see Fig. 30 — 6/1).
18. Tighten the hexagon nut (10) of the clamping screw (9) at the relay lever **making sure that the starter rotary slide valve at the carburetor is completely closed, i. e. that the starter lever (4) rests against its stop** (see Fig. 30 — 6/2).

19. Fix the coil spring to the cowl by means of the clip.
20. By pulling out and pushing in the choke control knob, check the wire cable and the starter rotary slide valve for correct adjustment and ease of movement.

Note: When the choke control is pulled right out, the pilot light must light up; if the choke control is pressed in as far as it will go, the light must not light up.

When the choke control is pulled half-way out, it clicks into the notch position (see Fig. 30 — 6/1).

When the choke control is in this notch position, the starter rotary slide valve is fixed in its warm-up position. The start mixture is so lean that proper idling conditions are ensured under all circumstances.

This position should also be used when at extremely low outside temperatures the engine must idle for some time after starting to ensure adequate oil supply to all bearings.