



SOLEX CARBURETTORS

SPECIAL FEATURES

Twin choke carburettor of the "compound" type, with mechanical operation of the 2nd choke.
Strangler flap in primary barrel, and deflooding capsule.
Shut off solenoid.

Fuel return pipe to tank located on cover (shown by arrow).

Fool-proof plugs on mixture control screw and 2nd choke throttle butterfly stop screw, and on the opening adjustment screw of the 1st choke butterfly, under operation of cold start device.

Original part: black - Replacement part: white.

DESCRIPTION Type: Ref.:	*	30-30 Z2 CIT 329		32-34 Z2 CIT 348	
		1st choke	2nd choke	1st choke	2nd choke
Venturi bore	K	24	25	24	25
Main jet	Gg	112.5 under	125 under	115 under	120 under
Air correction jet with emulsion tube	a	165 ZD	180 ZC	155 ZE	160 ZC
Idling jet	g	40		40	
By-pass jet	Cbp		50		50
Depression operated enrichment device	Ca	50		45	
Pump injector	i	35	35	35	35
Enrichment device jet	CE		80		80
Needle valve	P		1.6 mm		1.6 mm
Positive opening of 1st choke butterfly (strangler flap fully closed)		0.90 mm		0.75 mm	
Opening of strangler flap with a pressure of 350 mbar		3.2 ± 0.5 mm		3.7 ± 0.5 mm	

* See page 4

ADJUSTMENT ON "L'POLLU" TEST BENCH

CARBURETTOR	BUTTERFLY OPENING		IDLING PREADJUSTMENT		
	1st choke W closed	2nd choke	1st choke W open	2nd choke	Total
30-30 Z2 CIT 329	N 315	K 195	N 325	K 195	N 355
32-34 Z2 CIT 348	N 305	K 315	N 320	K 315	N 380



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CARBURATION

XB 14
142-00

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Vehicle	BX 14	
Engine	150 A	150 C
Solex carburettor	30-30 Z2 CIT 329	32-34 Z3 CIT 348



**CHECKING AND ADJUSTING THE SOLEX CARBURETTORS :
MARK 130-30 Z2 CIT 329 and 32-34 Z2 CIT 348**

IMPORTANT NOTE : Do not tamper with the setting of the second choke butterfly stop-screw. It has been adjusted by the manufacturer with a micrometer.

(This note does not apply to an adjustment carried out on a carburation test bench).

ADJUSTING THE CARBURETTOR.

Checking the float, Fig. I and II :

Turn the float chamber cover upside-down.

With the float chamber gasket in position, dimension **A** from float chamber upper joint face to the top of the floats should be :

A = 33 ± 1 mm. If otherwise, work on tongue (2).

Measurement between the floats : **1 mm.** if not, work on link (1).

- This check can also be carried out by means of gauge 71 644 82.

Adjusting the opening of the strangler flap, Fig. III and IV :

Pull the choke lever fully and hold it. The anti-flooding capsule is subjected to a vacuum of 350 mbar and it should bring the strangler flap to open by a dimension **B** as follows :

30-30 Z2 CIT 329 **B = 3.2 ± 0.5 mm**

32-34 Z2 CIT 348 **B = 3.7 ± 0.5 mm.**

If not, turn screw (3) in the proper direction so as to meet requirement.

Adjusting the opening of the throttle butterfly with choke on, Fig. V and VI :

Fully close the strangler flap and hold it.

Check the butterfly opening **C**, using a checking rod.

30-30 Z2 CIT 329 **C = 0.90 mm**

32-34 Z2 CIT 348 **C = 0.75 mm.**

If the opening is not correct, turn screw (5) in the proper direction so as to meet requirement.

If an adjustment has been carried out, put a tamper-proof cap over screw (5) (See Op. XB 142-000).

ADJUSTING THE IDLING SPEED, Fig. IV and VII :

ENGINE	Idling speed	CO content	CO ₂ content
150 A	700 to 800 rpm	0.8% to 1.5%	> 10%
150 C	800 to 850 rpm		

Adjustment conditions : Engine cleared from unburnt gases, sparking plugs in conformity to requirement and in good condition, rocker clearances and ignition correctly set, air filter cleaned, choke control rod fully pushed in, butterfly correct return, ambient air temperature from 15° C to 30° C, engine at normal running temperature (wait for the electric fan to cut in and to stop).

Adjusting the idling speed on 30-30 Z2 CIT 329 carburettor (150 A engine).

Adjustments, using an analyzer :

a) Remove the tamper-proof plug of mixture adjustment screw (see XB. 142-000).

b) Bring the speed to 750 ± 50 rpm by turning butterfly stop-screw (4).

c) Adjust the mixture to 0.8 to 1.5% CO by turning mixture adjustment screw (7).

d) Bring the speed back to 750 ± 50 rpm by turning butterfly stop-screw (4).

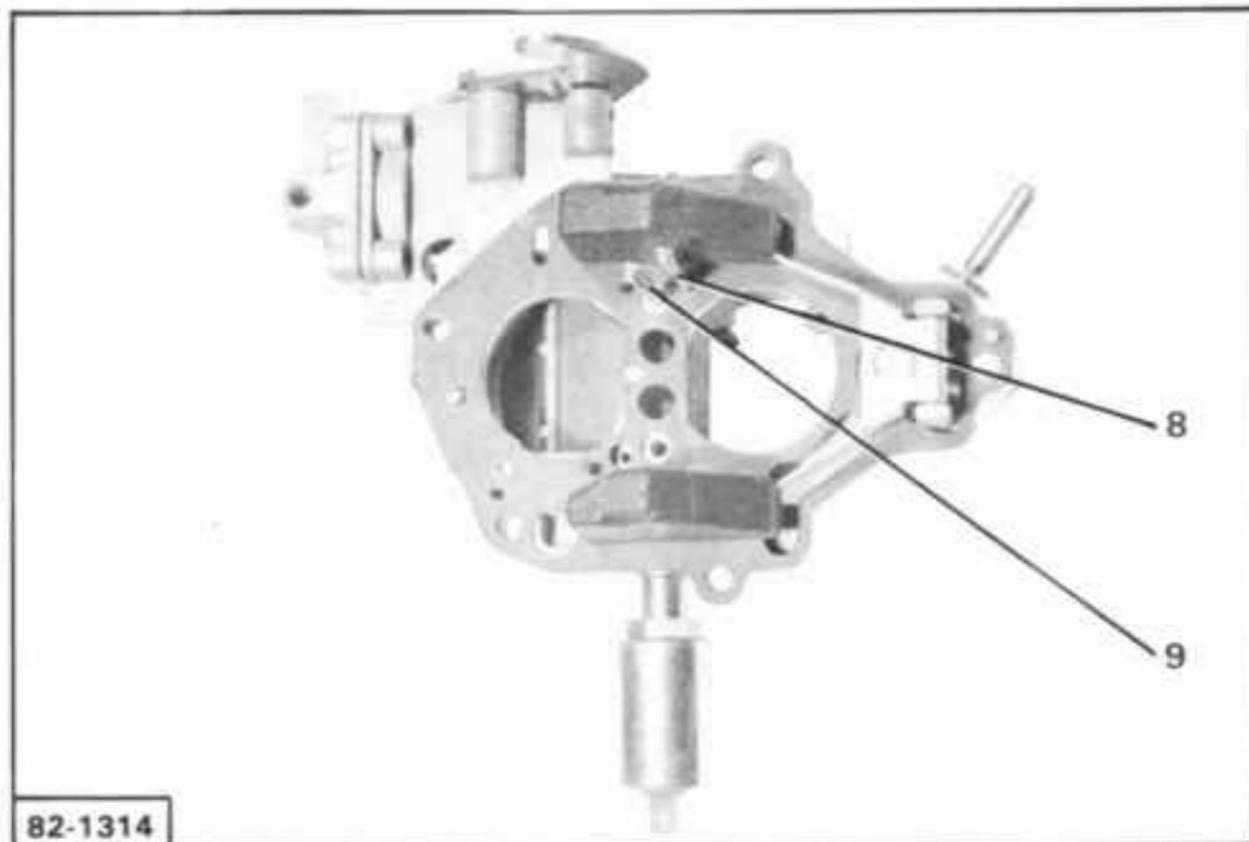
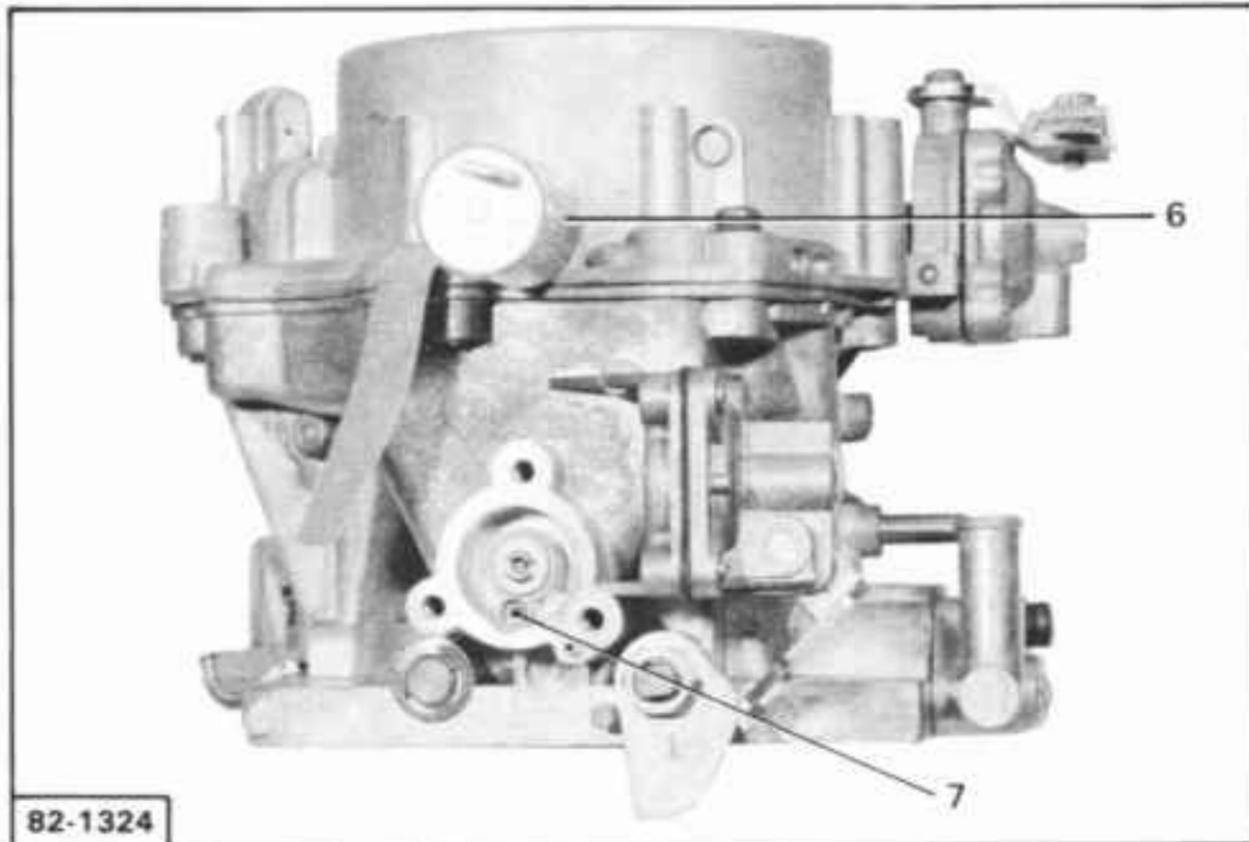
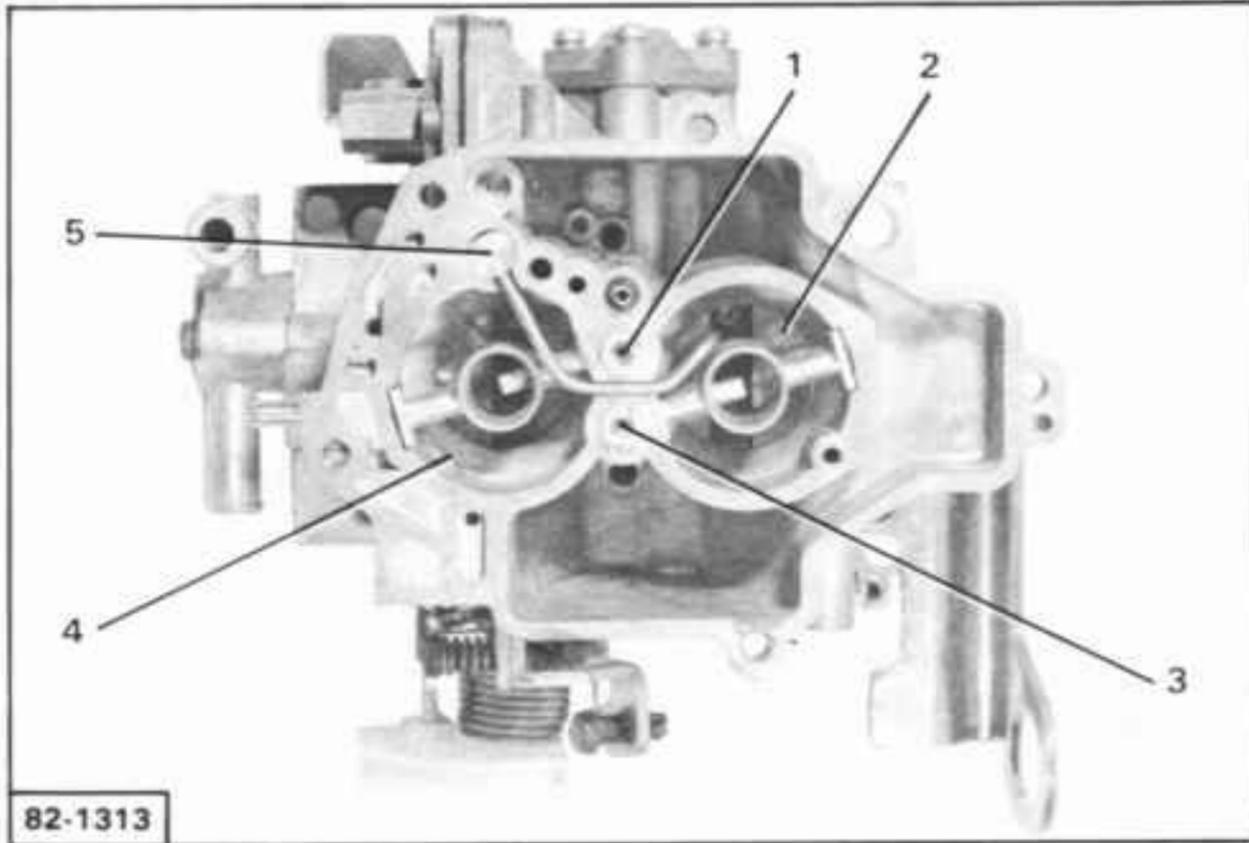
If the CO reading is incorrect, carry out the adjustment again.

REMINDER : Take in the **CO** and **CO₂** readings on the analyzer, then transfer them to a **corrected CO** chart. The result should be **lower than 4.5%** (French regulation).

e) Fit a **white** tamper-proof device on mixture adjustment screw (7) (see XB. 142-000).

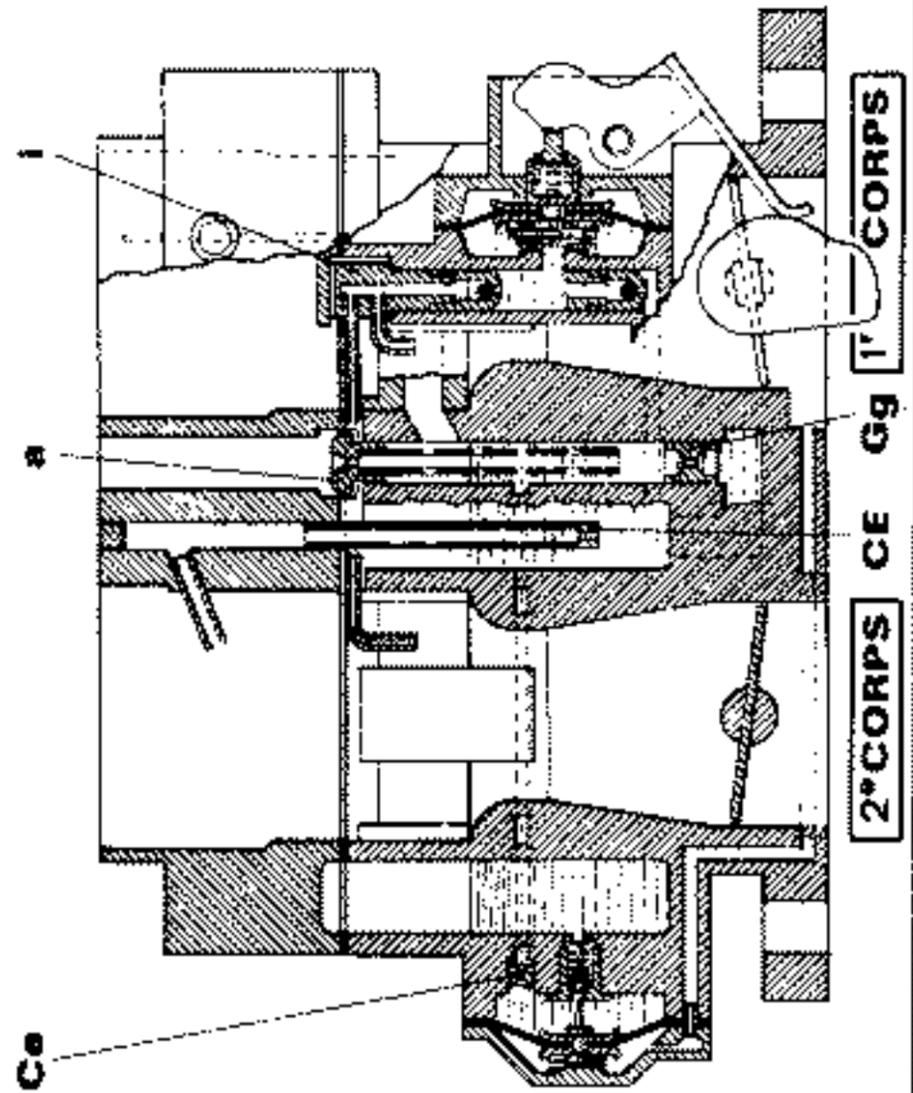
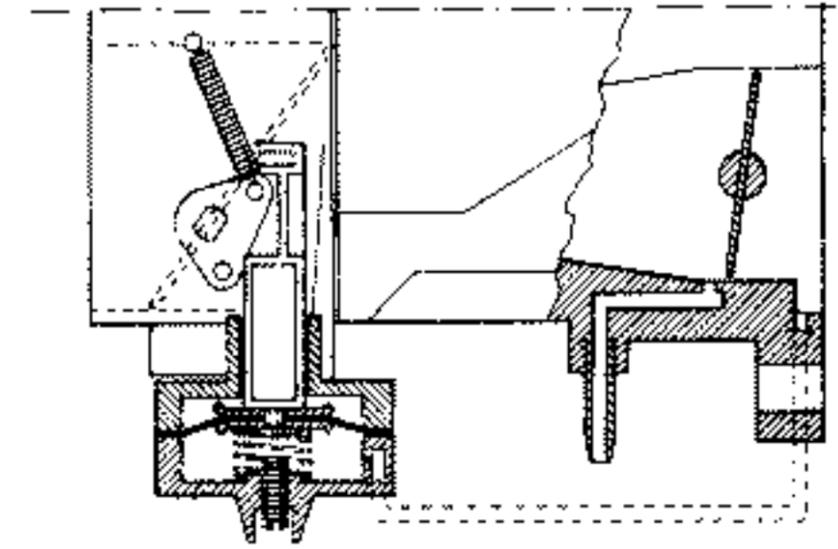
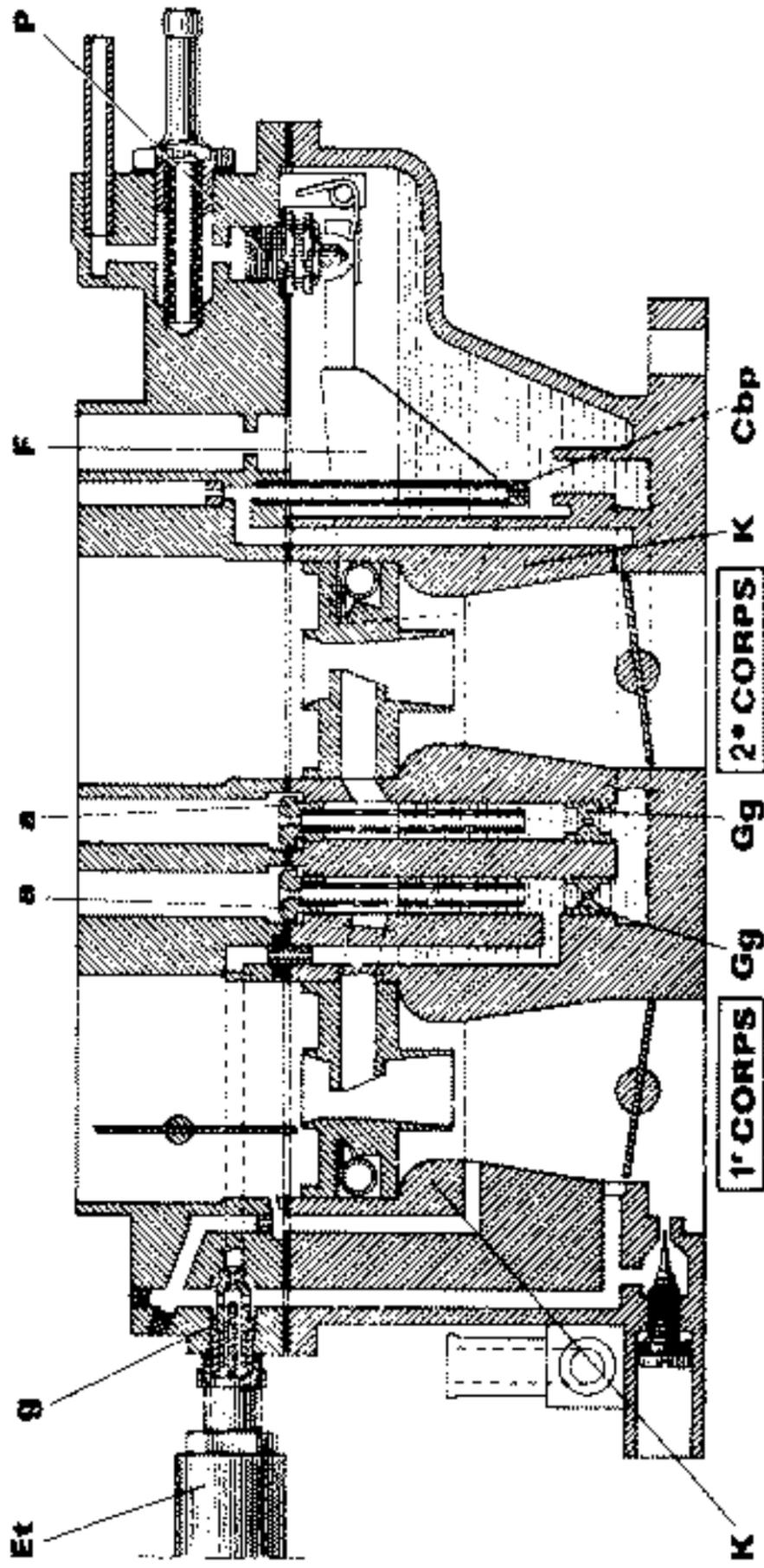
Adjusting the idling speed on 32-34 Z2 CIT 348 carburettor (150 C engine).

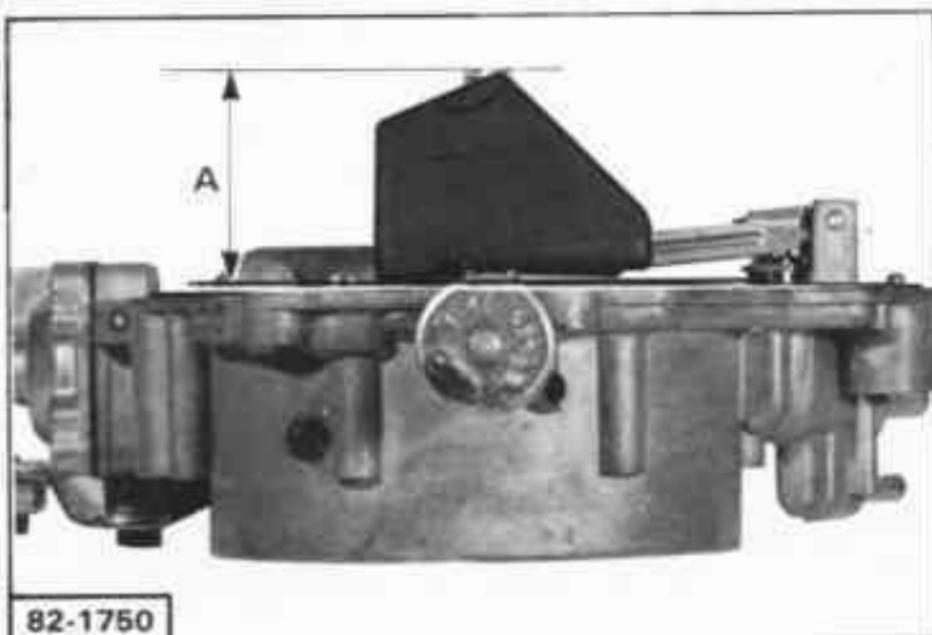
Proceed as per 150 A engine. Except engine speed : **800 ⁺⁸⁰/₀ rpm.**



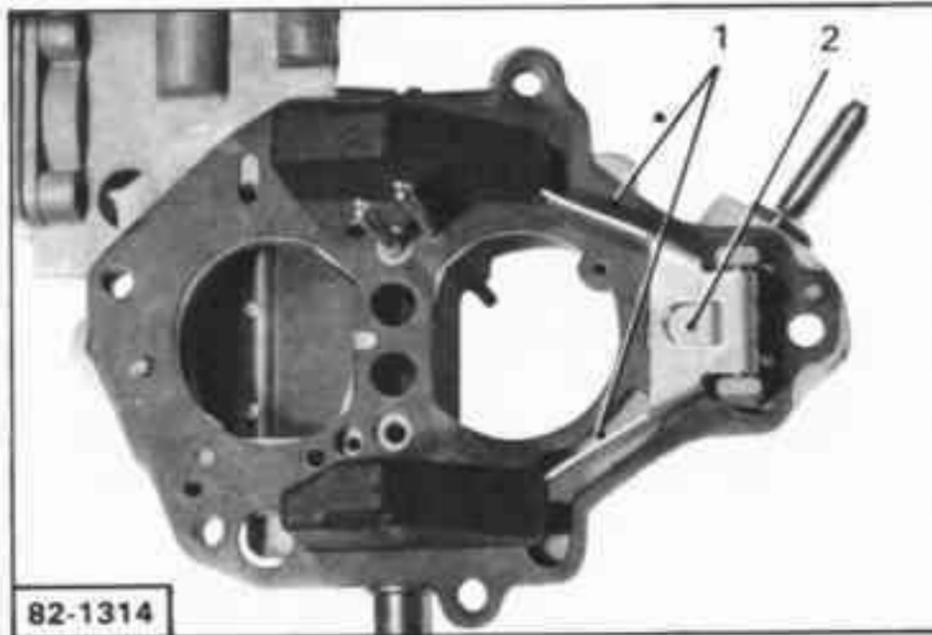


ADJUSTING THE CARBURETTORS

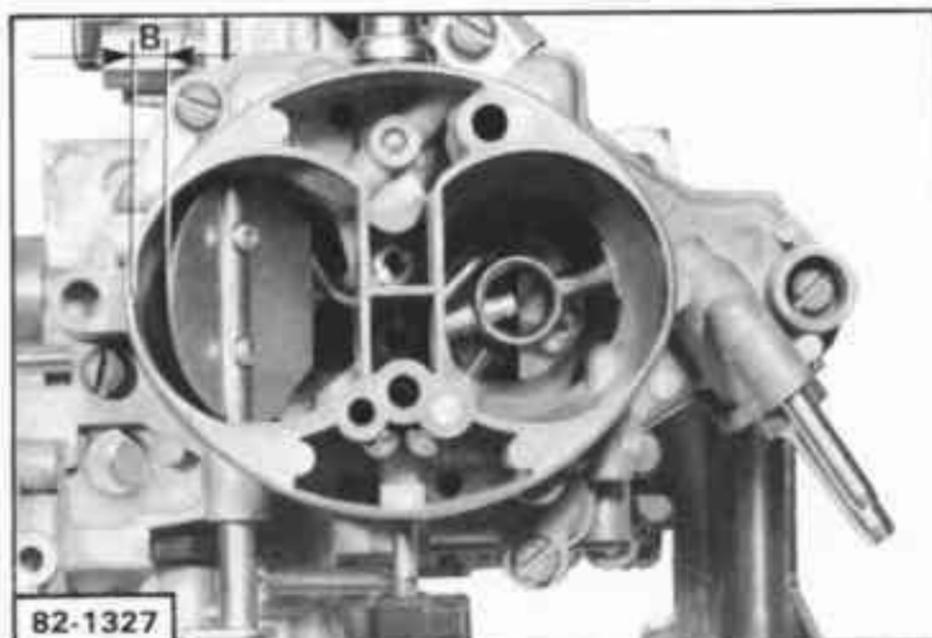




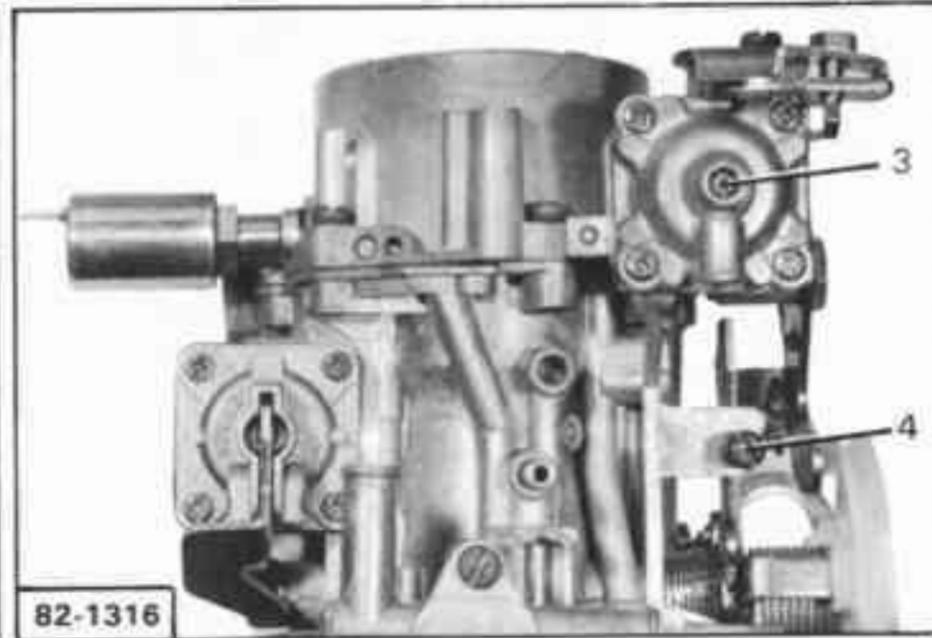
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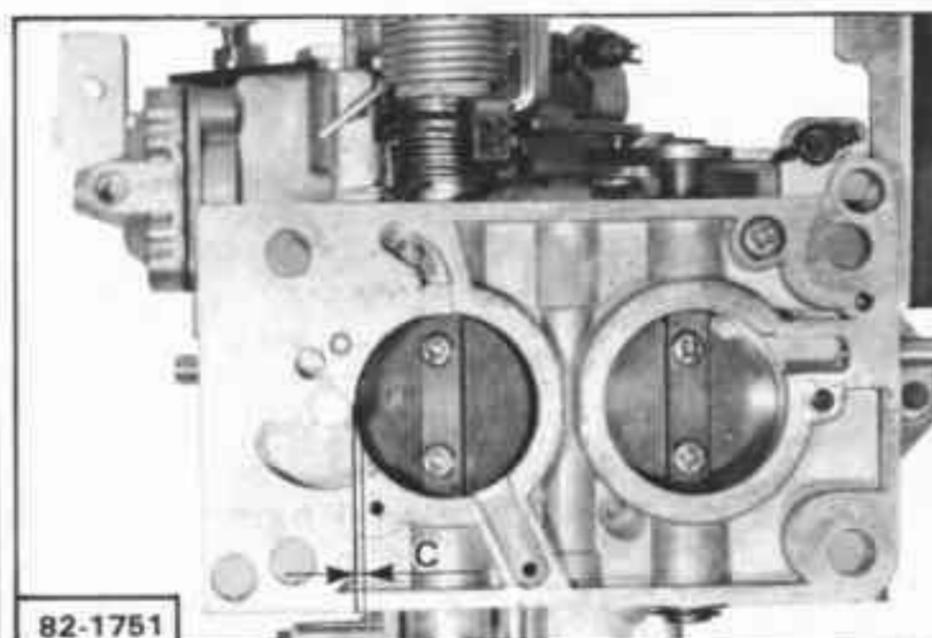
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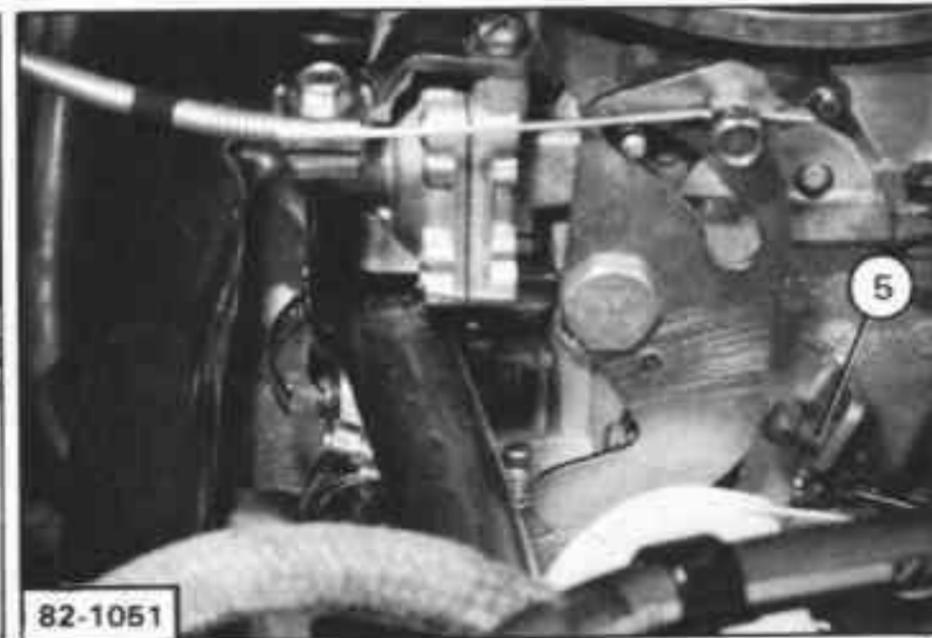
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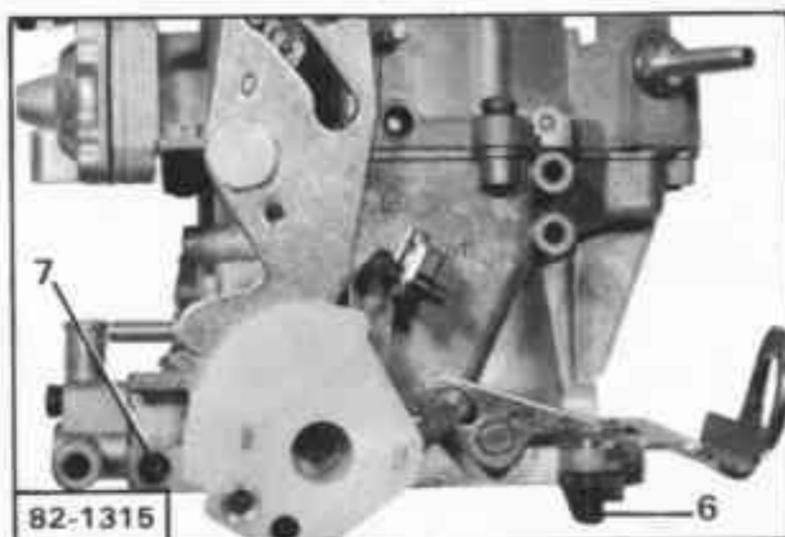
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VII