Subject: Carburettor Stromberg-Zenith 150 CD and 150 CD-3

Affected engine models: All engine models:

SL 1700

Background information: In some cases the rubber-diaphragm of the air valve is torn after approximately 200 hours of running, respectively after the time of operation from 1 year

Priority: At occurrence of engine-trouble (as starting difficulties, bad transitions and uneven running) otherwise at next 100-h-check, respectively after 6 month since last rubber-inspection.

Compliance:

1. Check diaphragm for tears in the surface, especially adjacent to the air valve, every 100 hours of running, respectively after 6 month since last rubber-inspection, which event first occurs.

2. For this purpose the carburettor has to be taken off the engine. After opening the cover of the vacuum-chamber, the spring and the air valve with the diaphragm must be drawn out. If the inspection shows any tear in the diaphragm, it has to be replaced.

Attention!
The Diaphragm is held on the air valve by a ring and 4 screws. During assembly check that the noses of the diaphragm fit into the corresponding notches of the air valve and the main carburettor body.

3. After air-valve, spring and cover are assembled damping-liquid has to be filled inside the hollow guide rod the air valve up to 6 mm below the rim.

Attention!
Use only “Zenith Lube Oil”.

4. Check the air valve for free notion up- and down wards.

Remarks: The check after Instruction 1. has to be included in the Check-list for the 100 h-check of the engine.

This document has been translated to the best of our knowledge. In case of doubt however only the German original shall be considered authoritative.