

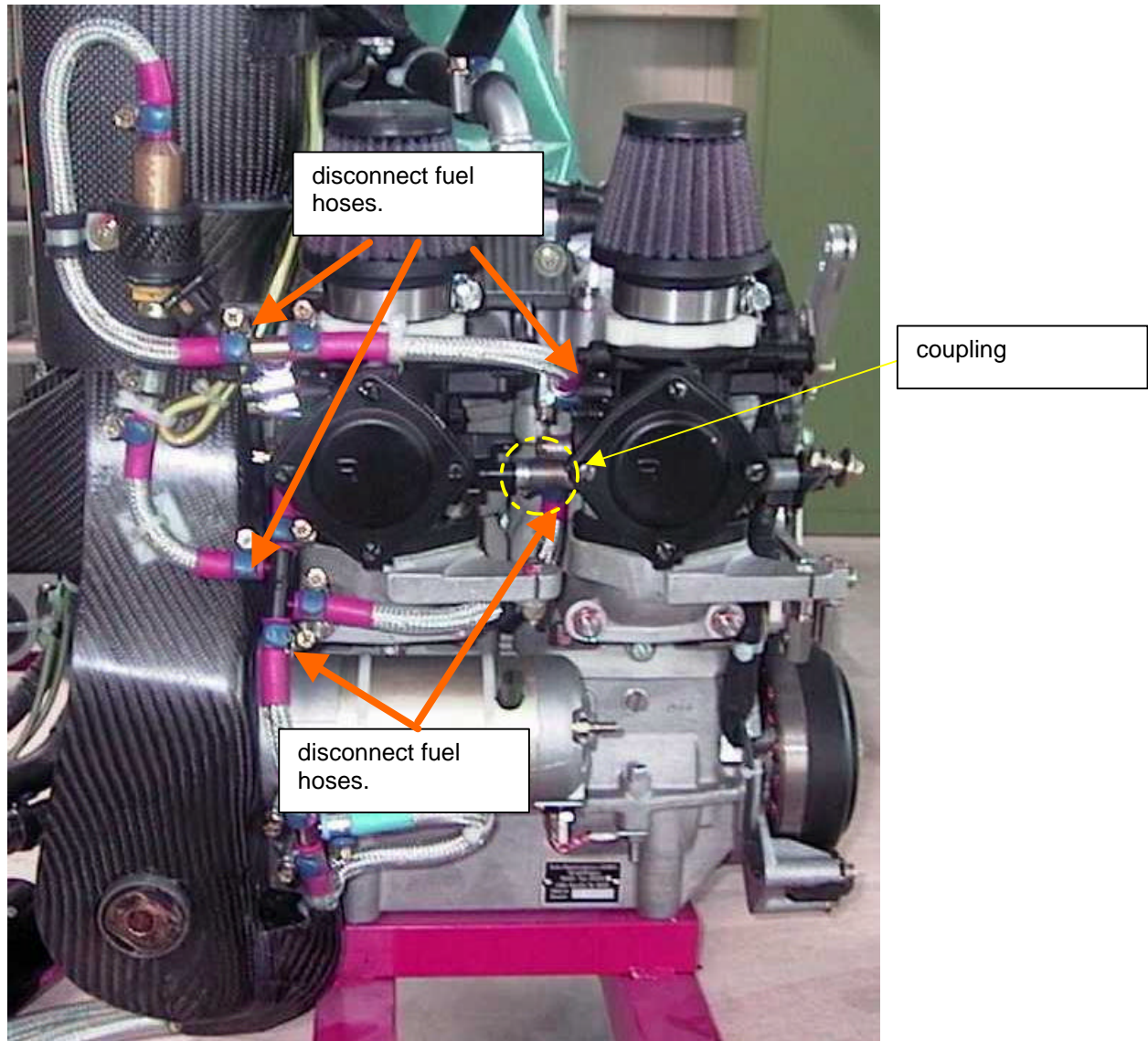
Exchange of the metal coupling between both butterfly valve axles of the carburetors by an elastomeric coupling

Installation see drawing 5M144, issue „c“ dated 21.06.02.

Exchanging the coupling is a difficult task and very time consuming without the use of jigs. We therefore recommend sending the carburetors to DG for modification.

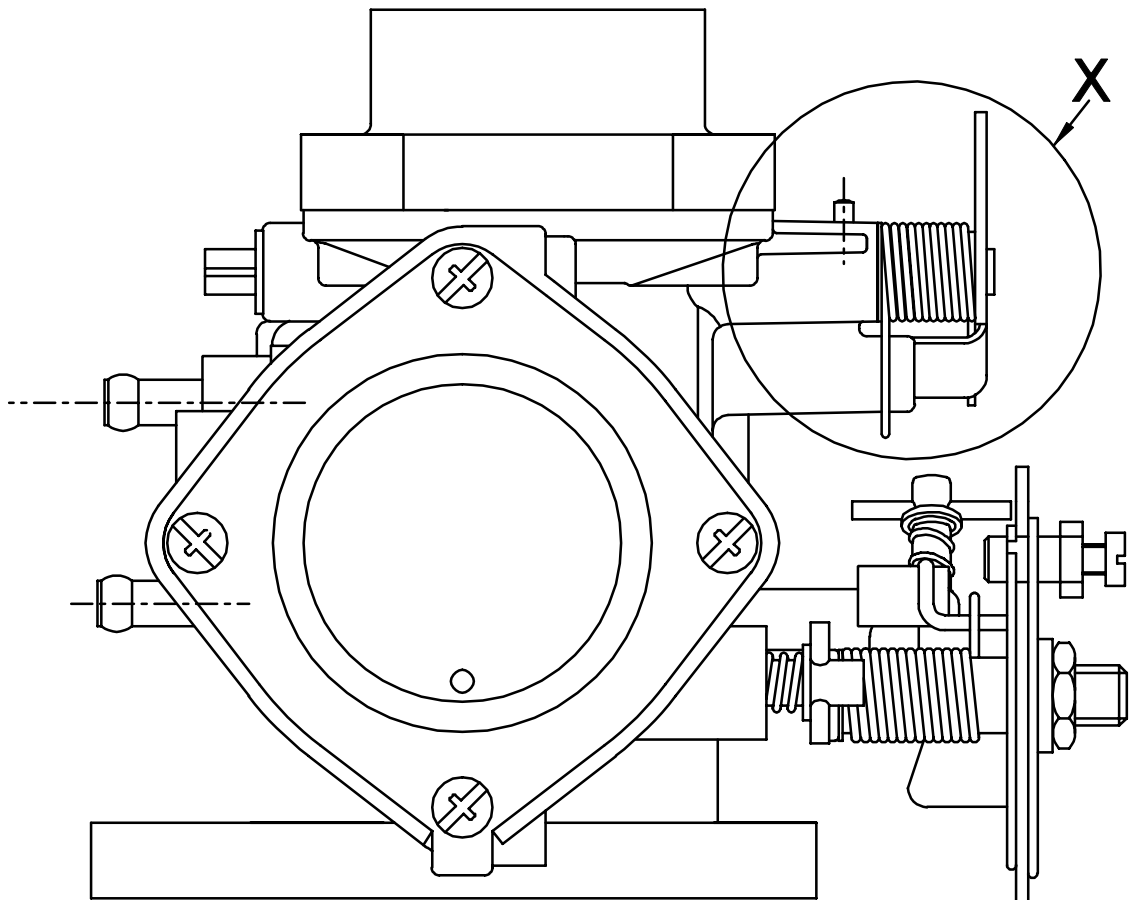
Remove both carburetors according to instructions 1-7 and ship them well packed including the metal coupling to DG. DG will execute items 8-9. You have to execute items 10-16.

1. Extend the powerplant completely via the manual switch.
2. Switch off main switch.
3. Remove the left engine bay door.
4. Remove both air intake filters and seal the intakes with tape.
5. Disconnect the fuel hoses from the carburetors at the marked positions (see picture 1).
6. Disconnect the throttle cable from the rear carburetor.
7. Remove the nuts which fix the carburetors to the intake manifolds (flat end spanner 13mm). Lift off the carburetors. Loosen the set screw at the rear flange of the metal coupling and pull both carburetors apart.
8. Loosen the set screw at the front flange of the metal coupling and remove the coupling from the axle, don't loose the bush 5M142/2 (see drawing 5M144)!. Saw off the front throttle axle according to drawing 5M144 detail Z to dimension 8mm. To prevent from bending the throttle axle it must be clamped in a vice and the carburetor must be supported.
9. Install the new elastomeric coupling according to drawing 5M144. It might be necessary to shorten bush 5M142/2 by 1mm to accomplish this. For final assembly secure the set screws with Loctite 243. Place the carburetor flanges on a flat surface and make sure that the butterfly valves are parallel. This requires removal of the tape from the intake openings and check in open and idle positions. Minor differences are tolerable and can be adjusted via the idle Tommy screws.
10. Use new gaskets between carburetor flanges and intake manifolds and reassemble the carburetors. When tightening the nuts be careful not to tilt the carburetors and to locate them concentric with the intake openings. Check the throttle butterfly axles for light movement when tightening the nuts.
11. Check the throttle butterfly axles for light movement over the full range (stops are at the rear carburetor) prior to connecting the throttle cable.
12. Connect the throttle cable to the rear carburetor and check if the travel is sufficient, otherwise adjust at the adjustment screw.
13. Reassemble the fuel hoses.
14. Remove the tape from the carburetor intakes and install the intake air filters.
15. Reassemble the left engine bay door.
16. Execute an engine test run (don't run the engine without the wings assembled to your glider!). Adjust the carburetors according to MM section 1.13.7 if necessary.

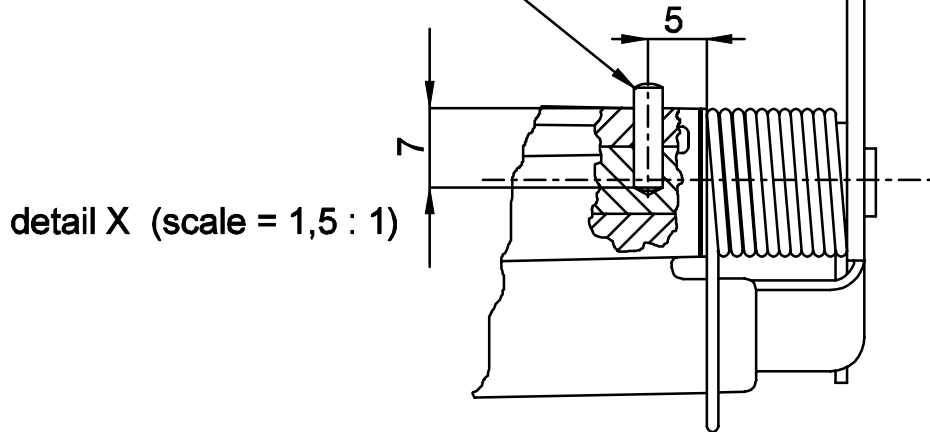


picture 1: fuel hoses to be disconnected


← direction of flight

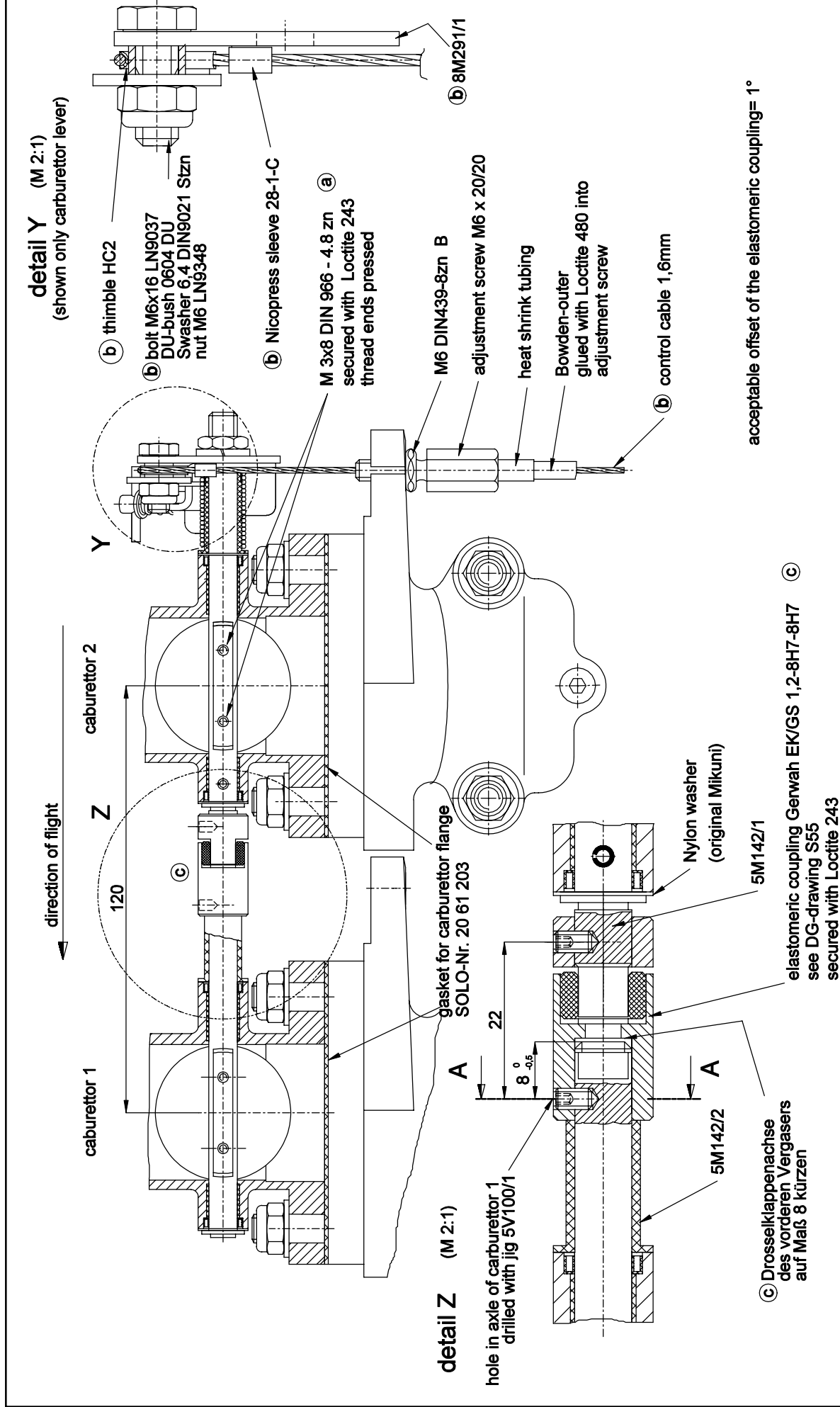


drill-hole dia. 2,5 mm
notched taper pin 2,5 X 10 DIN 1471
secured with Loctite 243



detail X (scale = 1,5 : 1)

Toleranzen nach Arbeitsanweisung BA 1					Tag	Name	DG Flugzeugbau GmbH 76646 Bruchsal Otto-Lilienthal-Weg 2
Schweißen nach Arbeitsanweisung SA 1					Gez.	28.09.01 Nico Polzin	
					Gepr.		
					Norm.		
					Maßstab	Carburettor BN 38 new version blocking the choke axis	 8M303
					1:1		
					1,5:1		
					Maße ohne Toleranzang. nach:		
Ausg.	Änderung	ÄM	Tag	Name			



Toleranzen nach Arbeitsanweisung BA 1		Tag	Name
Schweißen nach Arbeitsanweisung SA 1		Gez.	19.01.98 S. Lehner
		Gepr.	
		Norm.	
		Maßstab	1:1
		Maß ohne Ang. nach:	2:1
c	Neue Vergaser- kopfe ab S55 Nachbau lenkung 8M291/1	B16	21.06.02 Lehner
b	DIN7891-8.8 →	B12	23.11.00 Lehner
a	DIN966-4.8	B3	25.07.00 Lehner
Ausg.	Änderung	AM	Tag Name

from ser. no. B3 on

Carburettor coupling assembly
(Mikuni Vergaser BN38 new version)

DG Flugzeugbau GmbH
78646 Bruchsal 4
im Schollengarten 20

BG

5M144

Caution : make sure that coupling does not touch any hose clamp