

C I T R O E N

C A R S C O R P O R A T I O N

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July 14, 1971

TECHNICAL INFORMATION #A-347

MODELS: DV ("D" Special) (1971 Models)

SUBJECT: Motor: Adjusting the Idling on the 35 EISA, Ref. 116
Solex Carburetor

This carburetor, designed in accordance with anti-pollution standards in the U. S. as well as in Europe, is adjusted in a manner different in concept from standard carburetors.

- The throttle stop screw (Z - Fig. 1) is no longer used to increase the speed of the motor. This function is accomplished by the screw (Va - Fig. 2) which controls the opening and closing of an air passage.
- The two adjustment screws (Z and Z₁ - Fig. 1) are covered with rubber caps. These should never be touched because they risk increasing the percentage of carbon monoxide (CO) in the exhaust gas. Additionally, the throttle stop screw (Z) is fitted with a lock-nut and the threads coated with glue so as to prevent disturbance of its original setting, determined on assembly at the factory.
- The air screw (Va) is located on the upper part of the float chamber facing the left front fender. The mixture screw (W - Fig. 2) is at the base of the carburetor obliquely facing the valve cover.

Procedure

- Bring the idling speed to 800 to 850 r.p.m. working on the air screw (Va) only. (The more this screw is turned out - the greater the volume of air admitted - the more the motor speed is increased. The more this screw is turned in - the less the volume of air admitted - the lower the motor speed).
- Seek the maximum speed by working solely on the mixture screw (W).

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- Then turn in the screw (W) until the speed of the motor just starts to decrease (approximately 10 to 20 rpm) with no adverse effect on the regularity of the idling.
- The final speed thus obtained should be 775 ± 25 rpm. If not, work the screw (Va) only to reach this setting, then repeat the operations mentioned above.

NOTE: To obtain a correct idling, it is indispensable that the motor, the ignition circuit and the carburetor itself be in good condition. Before proceeding with the idling adjustment, it is essential to verify:

- the air-tightness of the motor (valve clearances, manifolds, etc.).
- the condition of the points and the spark plugs, as well as the uniformity of the spark plug gaps.
- the adjustment of the point of initial advance (timing mark).
- the idling jet (see that it is not deformed or plugged and is of the original specification).

SOLEX ANTI-POLLUTION CARBURETOR

35 EISA - REF. 116

Adjustment of the idling:

- Va Idling air screw
- W Idling mixture screw
- Z Throttle stop screw
- Z₁ Screw for adjusting the positive opening

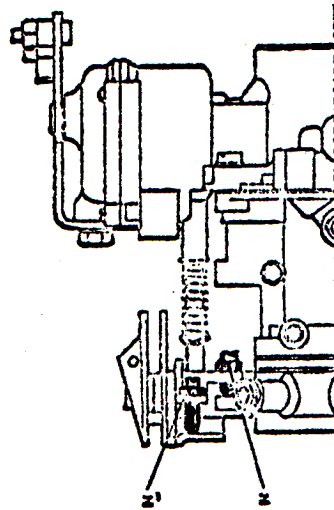


Fig. 1

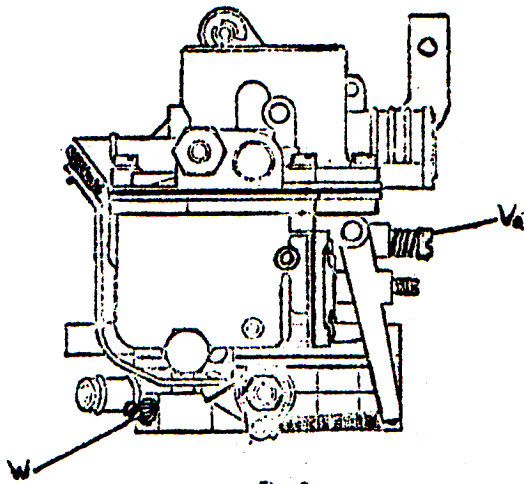
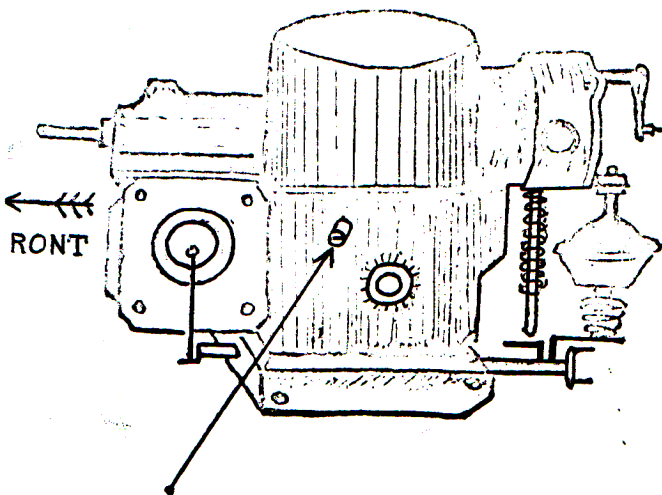


Fig. 2

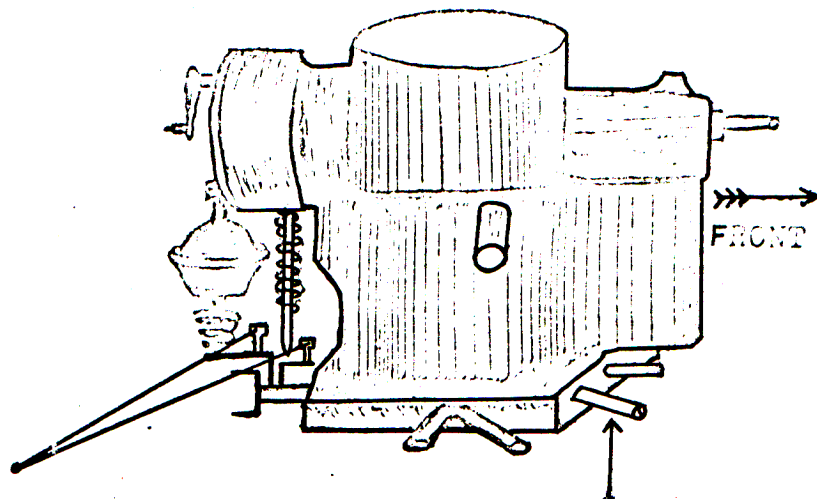
1971 DV CARBUATOR: 35 EISA

LEFT SIDE



AIR
ADJUSTMENT

RIGHT SIDE



TROTLE SCREW

MIXTURE
ADJUSTMENT

The DV 1971 Model are equipped with a new model carburetor 35 EISA: contrary to the older type at idle speed the butterfly is closed completely and has a calibrated hole. The two screws on the throttle shaft have a black plastic cap, they are preset and should not be altered.

To adjust the carburetor properly 2 screws only are involved.

1. The supplementary air screw (left side)
2. The mixture screw (right side pointing toward water pump)

Before starting the engine turn completely in the supplementary air screw and open 2 turn, then turn completely in the mixture screw and open 2 turns (both screws should be turned by hand and without force not to damage the point and seat) Start the engine and complete the adjustment: open the air screw a quarter of a turn at a time and correct the mixture to the best idle speed for each quarter of a turn of the air screw until you reach the correct RPM.

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