

Type of engine	Type of vehicle	Dates of production	Type of carburettor	Reference on carburettor	
				Conventional clutch	Centrifugal clutch
A 53 (425 cc)	AZ (series A and AM)	3/1963 → 2/1970	SOLEX 28 IBC * SOLEX 28 CBI or ZENITH 28 IN * ZENITH 28 IN 4	32 ¹	30 ¹
	AZU (series A)	3/1963 → 8/1967		Z 32	Z 30
A 79/0 (425 cc)	AZU (series A)	8/1967 → 8/1972	SOLEX 32 PICS *	38	
	AYA (series A and AM)	8/1967 → 3/1968	SOLEX 32 PCIS	38	39
A 79/1 (435 cc)	AYA 2 (series A and AM)	3/1968 → 2/1970	SOLEX 34 PICS 4 * SOLEX 34 PCIS 4	101	102
	AYA 2 (series A and AM)	2/1970 → 8/1972	SOLEX 34 PICS 5 * SOLEX 34 PCIS 5	101 ¹	102 ¹
	AZ (series A 2)				
	AYA 2 (series A and AM)	8/1972 → 10/1975	SOLEX 34 PICS 6 * SOLEX 34 PCIS 6	121	122
	AZ (series A 2)			121	
	AZU (series B)			173	
	AK (series AP) (AZU)			173	174
	AZ (series KB)	10/1975 → 7/1976			
	AK (series AP) (AZU)	7/1976 → 7/1978	SOLEX 34 PICS 10	191	
	AZ (series KB)	7/1976 → 9/1979	SOLEX 34 PCIS 10	191	192
M 4 (602 cc)	AYA 3 (series A and AM)	1/1968 → 10/1968	SOLEX 40 PICS 3 * SOLEX 40 PCIS 3	44 ³	45 ³
	AK	→ 5/1968	SOLEX 30 PICS		
	AM (AMI 6)	9/1963 → 4/1964	SOLEX 40 PICS * SOLEX 40 PCIS	44	45
		4/1964 → 4/1967	SOLEX 40 PICS 2 * SOLEX 40 PCIS 2	44 ¹	45 ¹
		4/1967 → 5/1968	SOLEX 40 PICS 3 * SOLEX 40 PCIS 3	44 ²	45 ²
M 28/1 (602 cc)	AYB (series A and AM)	10/1968 → 1/1970	SOLEX 34 PICS 4 * SOLEX 34 PCIS 4	103	104
	AY (series CA)			103	104
	AK (series B)	5/1968 → 1/1970		103	
	AYB (series A and AM)	1/1970 → 2/1970	SOLEX 34 PICS 5 * SOLEX 34 PCIS 5	103 ¹	104 ¹
	AY (series CA)	1/1970 → 8/1972		103 ¹	104 ¹
	AK (series B)	1/1970 → 7/1970		103 ¹	
	AK (series AK)	7/1970 → 8/1972	SOLEX 34 PICS 5 * SOLEX 34 PCIS 5	103 ¹	
	AZ (series KA)	2/1970 → 8/1972		103 ¹	104 ¹

**VEHICLE REFERENCE
TABLE**

Type of engine	Type of vehicle	Dates of production	Type of carburettor	Reference on carburettor	
				Conventional clutch	Centrifugal clutch
M 28/1 (602 cc) (continued)	AY (series CA)	8/1972 → 2/1975	SOLEX 36 PICS 6 * SOLEX 34 PCIS 6	123	124
	AK (series AK)			123	
	AZ (series KA)			123	124
	AY (series CA)	2/1975 → 10/1975		164	165
	AK (series AK)			164	
	AZ (series KA)			164	165
	AY (series CA)	10/1975 → 7/1976		175	176
	AK (series AK)			175	
	AZ (series KA)			175	176
	AY (series CA)	7/1976 → 7/1978	SOLEX 34 PICS 10 * SOLEX 34 PCIS 10	193	194
	AK (series AK)		193		
	AZ (series KA)		193	194	
	◆ AZ (series KA)	7/1978 → 7/1980	SOLEX 26/35 CSIC * SOLEX 26/35 SCIC	197	198
	◆ AZ (series KA)	7/1980 →		225	226
	◆ AY (series CA)	7/1978 → 7/1980		197	198
	◆ AY (series CA)	7/1980 →		225	226
M 28 (602 cc)	AY (series CB)	2/1970 → 6/1970	SOLEX 26/35 CSIC *	110 ²	111 ²
	AY (series CB)	6/1970 → 8/1972		113 ¹	114 ¹
	AY (series CB)	8/1972 → 10/1975		127	128
	AY (series CB)	10/1975 → 7/1976		179	180
	AY (series CB)	7/1976 → 7/1977		195	196
	◆ AY (series CB)	7/1977 → 7/1980		197	198
	◆ AY (series CB)	7/1980 →		225	226
	◆ AY (series CD)	2/1978 → 7/1980		197	
	◆ AY (series CD)	7/1980 →		225	
	AM (AMI 6)	5/1968 → 11/1968 11/1968 → 3/1969	SOLEX 26/35 SCIC	110	111
				110 ¹	111 ¹
	AM 3 (AMI 8)	3/1969 → 7/1969		110 ¹	111 ¹
	AM (AMI 8) (Series JA - JB - JC)	7/1969 → 8/1972		110 ¹	111 ¹
		8/1972 → 10/1975		125	126
		10/1975 → 7/1976		177	178
		◆ 7/1976 → 9/1978	197	198	

* Carburettor without throttle closing dashpot (conventional clutch);

CARBURETTORS	28 IBC (32 ¹) SOLEX 28 CBI (30 ¹)	28 IN (Z 32) ZENITH 29 IN 4 (Z 30)	SOLEX CARBURETTORS	30 PICS	32 PICS (38) 32 PCIS (39)	40 PICS (44) 40 PCIS (45)	40 PICS 2 (44 ¹) 40 PCIS 2 (45 ¹) 40 PICS 3 (44 ² -3) 40 PCIS 3 (45 ² -3)
Venturi bore	22	22	Venturi bore	26	28	32	32
Main jet	125	132	Main jet	140	150	165	170
Air correction jet	EI		Air correction jet	AB	215	AB	AC
Choke jet	80		Idling jet	475	55	55	50
Idling jet	42.5	45	Pump injector		40	40	40
Idling speed air jet		160	Needle valve seat	1.3	1.3	1.6	1.3
Needle valve seat	1.2	1.25	Float	5.7 g	5.7 g	5.7 g	5.7 g

SOLEX CARBURETTORS	34 PICS 4 (101) 34 PCIS 4 (102) 34 PICS 5 (101 ¹) 34 PCIS 5 (102 ¹)	34 PICS 4 (103) 34 PCIS 4 (104) 34 PICS 5 (103 ¹) 34 PCIS 5 (104 ¹)	34 PICS 6 (121) 34 PCIS 6 (122)	34 PICS 6 (123) 34 PCIS 6 (124) 34 PICS 6 (164) 34 PCIS 6 (165)	34 PICS 6 (173) 34 PCIS 6 (174) 34 PICS 10 (191) 34 PCIS 10 (192)	34 PICS 6 (175) 34 PCIS 6 (176) 34 PICS 10 (193) 34 PCIS 10 (194)
Venturi bore	28	28	28	28	28	28
Main jet	155	160	155	165	155	165
Air correction jet	AB	AB	AB	AC	AB	AC
Idling jet	40	42.5	40	42.5	35	40
Progression jet	55	55	50	52.5	48	45
Pump injector	35	40	35	40	37.5	40
Needle valve seat	1.3	1.3	1.3	1.3	1.3	1.3
Float	5.7 g	5.7 g	5.7 g	5.7 g	5.7 g	5.7 g

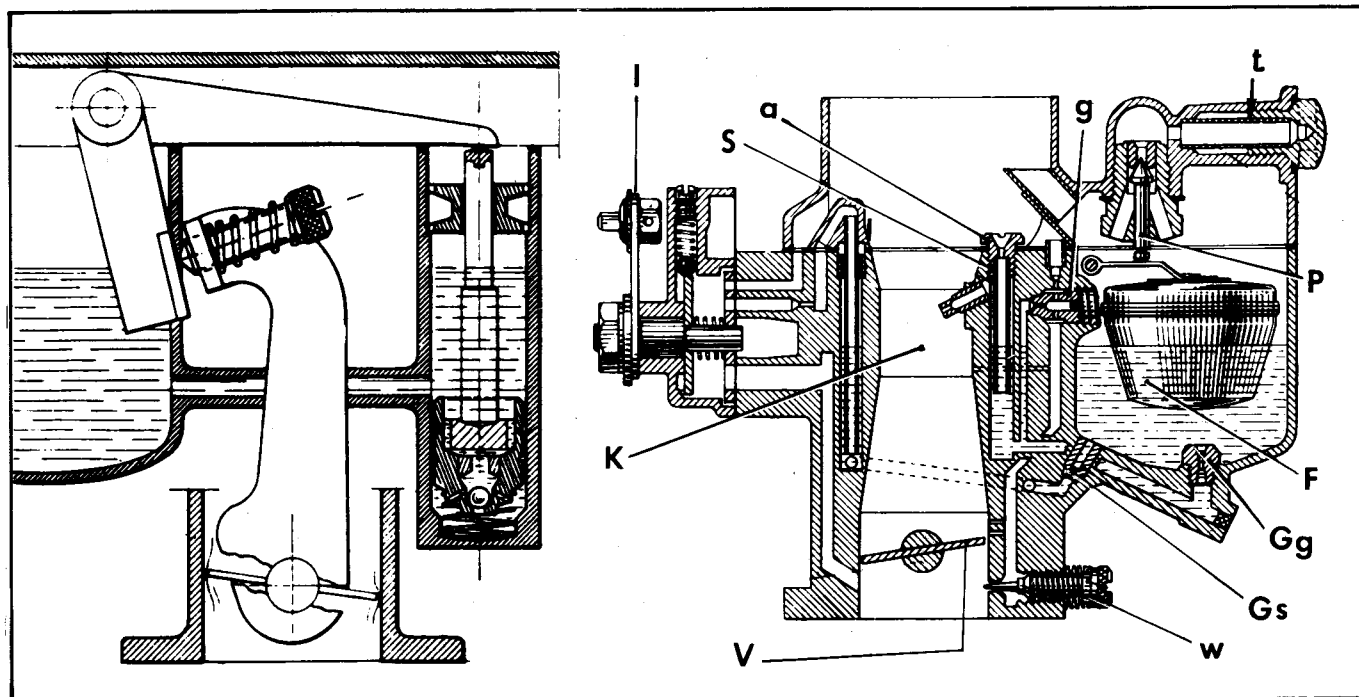
TWIN CHOKE SOLEX CARBURETTORS	Identification 110 *-111	110 ¹ *-111 ¹ Identification 110 ² *-111 ² 113 ¹ *-114 ¹	Identification 125 *-126 127 *-128	Identification 177 *-178 179 *-180 197 *-198 195 *-196	Identification 225 *-226
26/35 CSIC * and SCIC	1st choke 2nd choke	1st choke 2nd choke	1st choke 2nd choke	1st choke 2nd choke	1st choke 2nd choke
Venturi bore	21 120	21 125	21 82.5	21 120	18 102.5
Main jet	24 60	24 75	24 82.5	24 70	26 87.5
Idling jet	50	50	40	40	39
Air correction jet	1 F 1	1 F 1	1 F 1	1 F 2	1 F 2
Pump injector	40	40	40	40	35
Needle valve seat (springs)	1.7	1.7	** 1.7 117.5 1/73	1.7 (ball type)	1.7 (ball type)

* Carburettor without throttle closing dashpot (conventional clutch).

SCHEMATIC DIAGRAMS

1. SOLEX CARBURETTORS 28 IBC (marked 32¹) and 28 CBI (marked 30¹).

A. 14-2



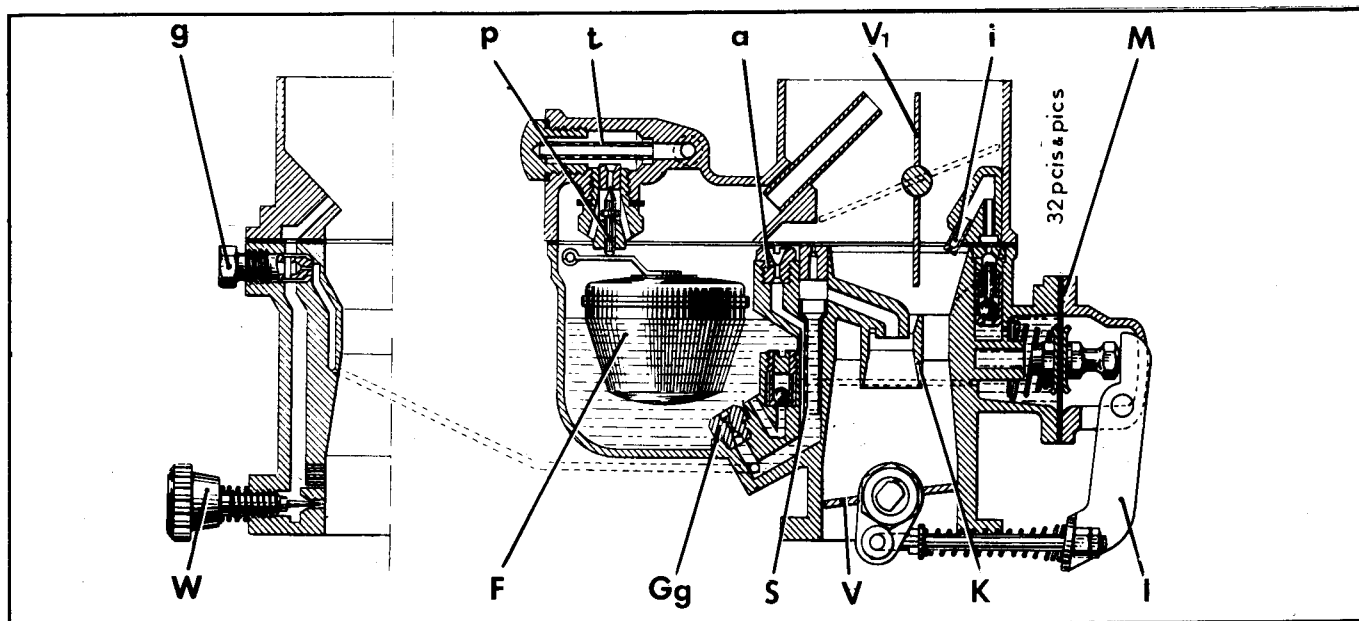
Legend :

α : Air correction jet
 P : Float
 Gg : Main jet
 Gs : Choke jet
 g : Idling jet
 K : Venturi bore

I : Choke lever
 P : Needle valve
 S : Emulsion tube
 t : Filter
 V : Throttle
 W : Idling mixture control screw

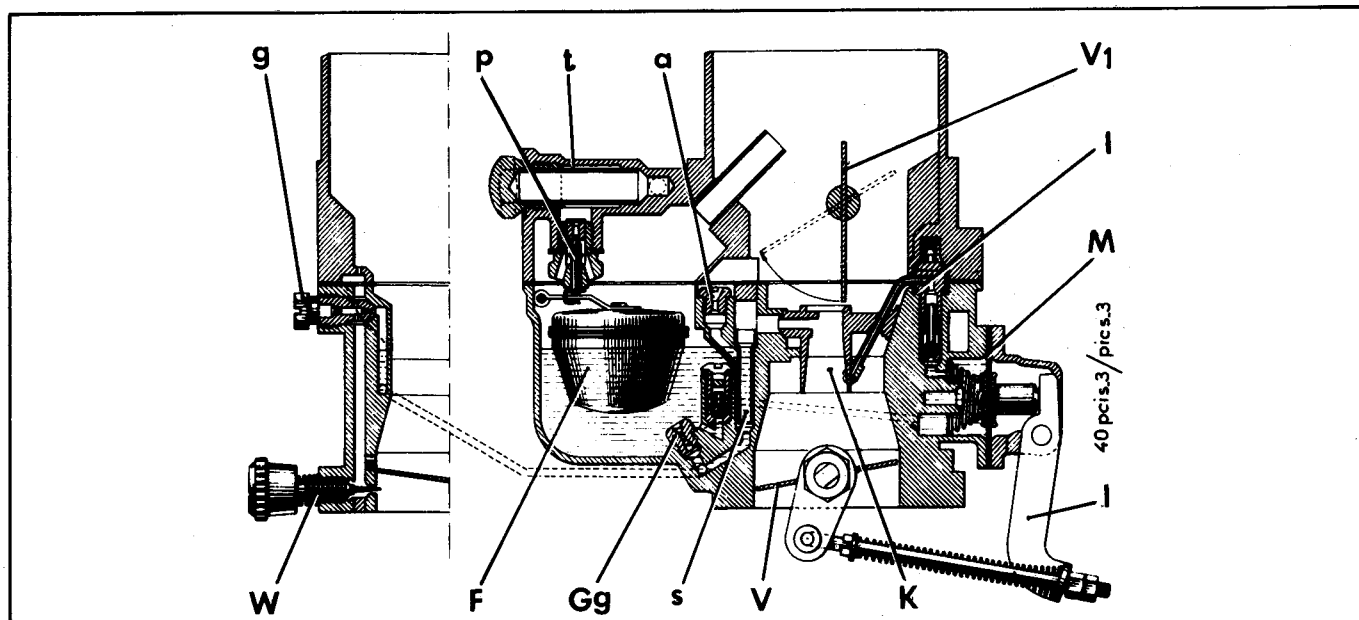
2. SOLEX CARBURETTORS 30 PICS - 32 PICS (marked 38) and 32 PCIS (marked 39)

A. 14-14



3. SOLEX CARBURETTORS 40 PICS - 40 PCIS (all markings)

A. 14-12



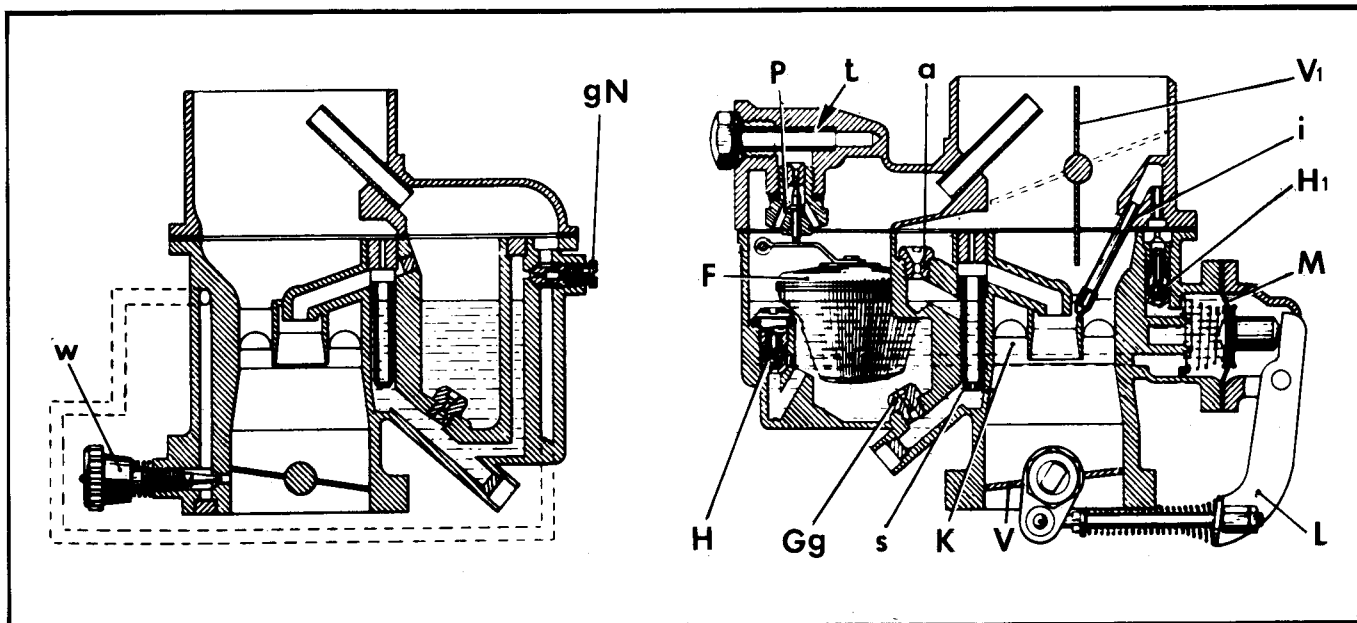
Legend :

α : Air correction jet
 F : Float
 Gg : Main jet
 g : Idling jet
 i : Pump injector
 K : Venturi bore
 I : Pump lever

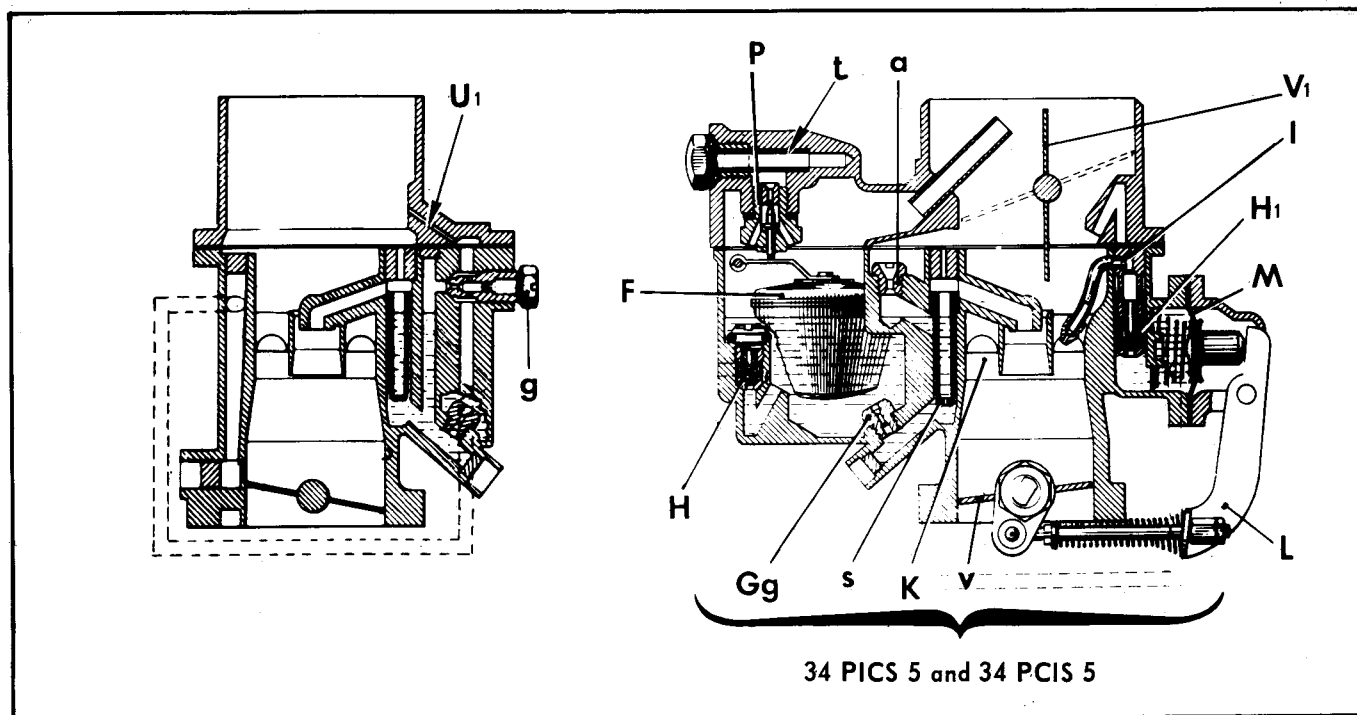
M : Pump diaphragm
 P : Needle valve
 S : Emulsion tube
 t : Filter
 V : Throttle
 V1 : Strangler flap
 W : Idling mixture control screw

4. SOLEX CARBURETTORS 34 PICS⁴ - 34 PCIS⁴ - 34 PICS⁵ and 34 PCIS⁵ (all markings)

A. 14-1



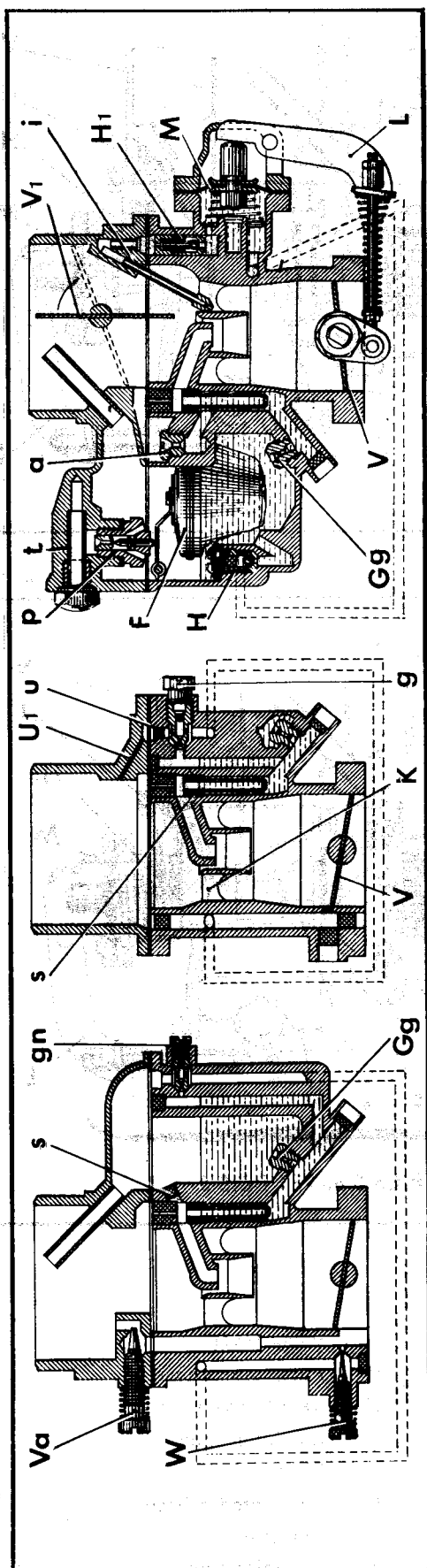
A. 14-4

**Legend :**

α : Air correction jet
 F : Float
 Gg : Main jet
 g : By-pass jet
 gN : Idling jet
 H : Ball seat
 H 1 : Ball seat
 i : Pump injector
 K : Venturi bore

L : Pump lever
 M : Pump diaphragm
 P : Needle valve
 s : Emulsion tube
 t : Filter
 U 1 : Calibrated orifice
 V : Throttle
 V1 : Strangler flap
 W : Idling mixture control screw

5. SOLEX CARBURETTORS 34 PICS 6 and 34 PCIS 6 (all markings)

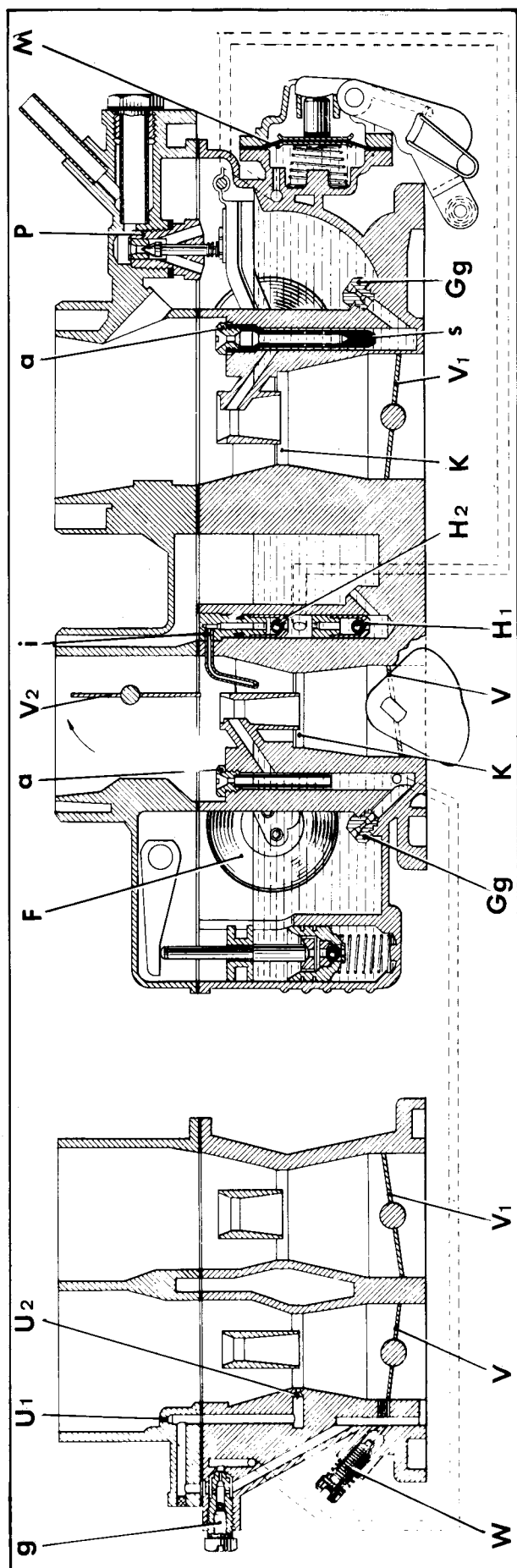


Legend :

α : Air correction jet
 F : Float
 Gg : Main jet
 g : By-pass jet
 gN : Idling jet
 H } Ball seats
 H1 }
 i : Pump injector
 K : Venturi bore
 L : Pump lever

M : Pump diaphragm
 P : Needle valve
 S : Emulsion tube
 t : Filter
 U } Calibrated orifices
 U1 }
 V : Throttle
 V1 : Strangler flap
 W : Idling mixture control screw
 Va : Idling air screw

6. SOLEX CARBURETTORS 26/35 CSIC and 26/35 SCIC (all markings) —→ 9/1972.



Legend :

 α : Air correction jets

F : Float

Gg : Main jets

g : Idling jet

H1-H2: Ball seats

i : Pump injector

K : Venturi bores

M : Pump diaphragm

P : Spring loaded needle valve

s : Emulsion tube

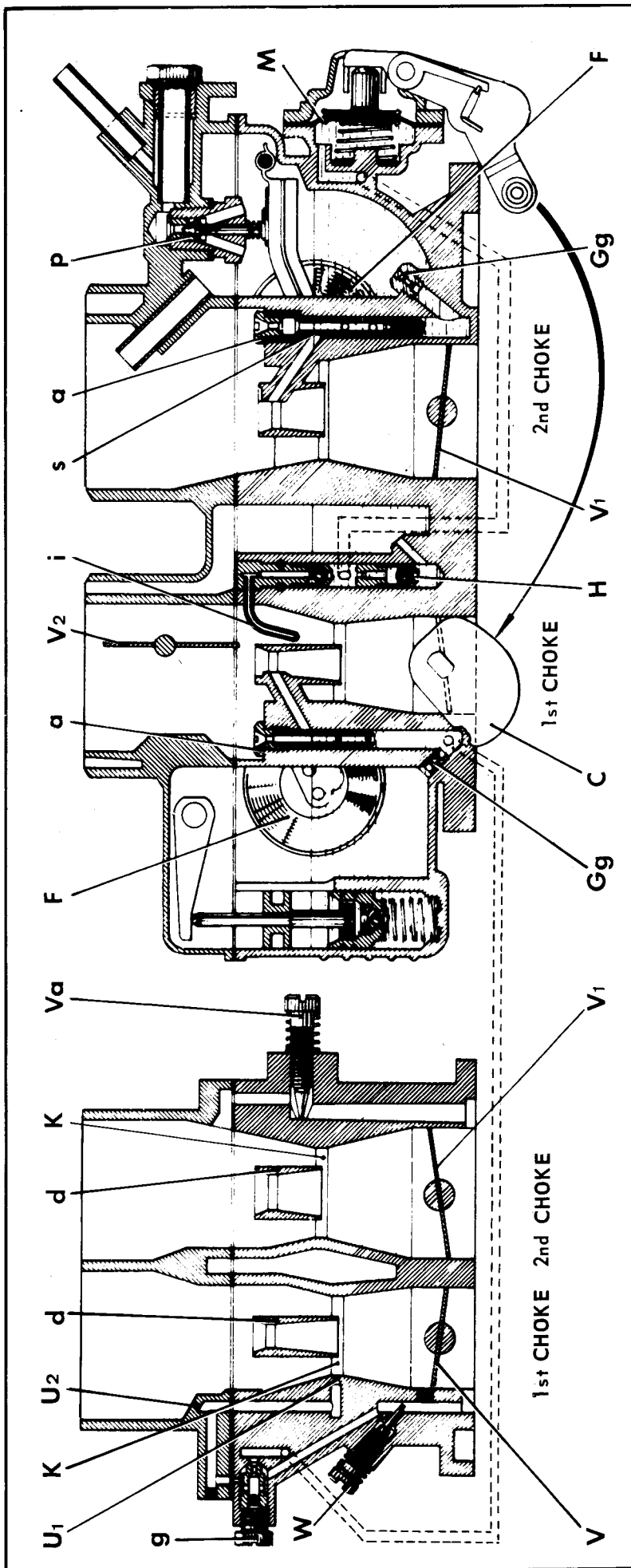
U1 - U2 : Calibrated orifices

V - V1 : Throttles

V2 : Strangler flap

W : Idling mixture control screw

7. SOLEX CARBURETTORS 26/35 CSIC and 26/35 SCIC (all markings) 9/1972 →



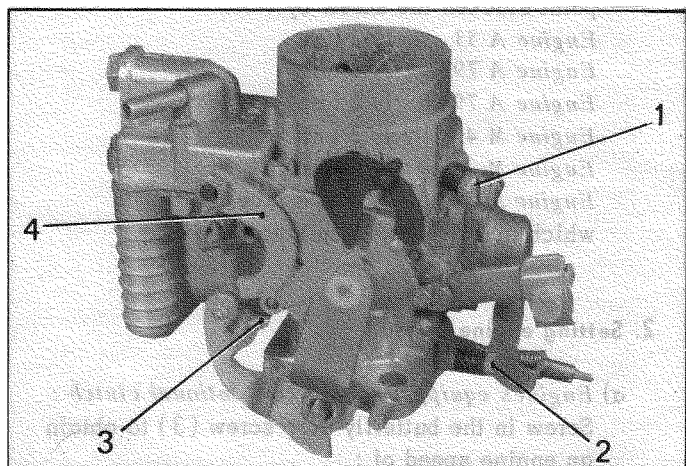
Legend :

α : Air correction jets
 c : Pump cam
 d : Sprayers
 F : Float
 g : Idling jet
 Gg : Main jets
 H : Ball seat
 i : Pump injector
 K : Venturi bores
 M : Pump diaphragm

P : Spring loaded needle valve
 s : Emulsion tube
 U1 } Calibrated orifices
 U2 }
 V } Throttles
 V1 }
 V2 : Strangler flap
 Va : Idling air screw (*deleted 10/1975* →)
 W : Idling mixture control screw

II. ADJUSTING CARBURETTORS.*(Vehicles produced since August 1972)*

10 252

**CARBURETTORS 34 PICS 6 and PCIS 6***(—→ 7/1966)*

Do not tamper with the butterfly stop screw (3) as it is adjusted with a micrometer by the manufacturer.

CARBURETTORS 34 PICS 10 and PCIS 10*(7/1976 —→)*

The air screw has been deleted and the idling speed is adjusted with the butterfly stop screw.

These carburettors are equipped with a (black) fool proof device on the mixture control screw. In case of intervention, fit a (white) obstruction device sold by the Replacement Parts Department.

Conditions for adjusting the idling speed with respect to CO and CO² content :

- Engine cleaned, rocker arms and ignition correctly adjusted.
- Engine oil between 70° and 80° C (158° and 176°F) during adjustment.

Idling speed :

Engines with conventional clutch :

800 ± 50 rpm 34 PICS 6 (—→ 7/1976)

800 $\begin{smallmatrix} +50 \\ 0 \end{smallmatrix}$ rpm 34 PICS 10 (7/1976 —→)

Engines with centrifugal clutch :

50 rpm below minimum rotation speed

CO and CO² contents for the following engines :

CO : - 0.8 % to 1.6 % for 602 cc engines

- 1.8 % to 2.5 % for 435 cc engines

CO² : > 9 % for 602 cc and 435 cc engines

Adjusting the idling speed and the CO and CO² content :

On carburettors 34 PICS 6 and PCIS 6 (—→ 7/76)

- Set the screw (1) in order to obtain the idling speed.

Adjust the mixture using screw (2) to obtain the correct CO and CO² content.

NOTE : *On carburettors equipped with throttle closing damper :* Proceed as above ; then, using screw (1) increase the speed until the clutch drum begins to rotate. Then drop the idling speed by 50 rpm.

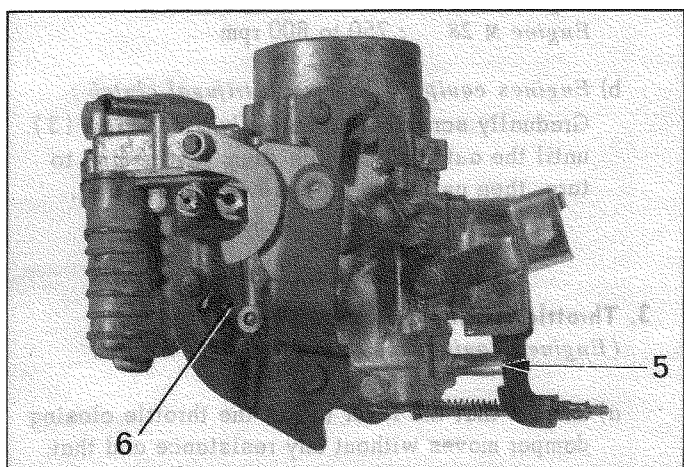
Adjust the CO and CO² content using screw (2).

On carburettors 34 PICS 10 and PCIS 10 (7/76 —→) Same procedure as above, except for the idling speed which is set by using the butterfly stop screw (5) (for CO and CO²).

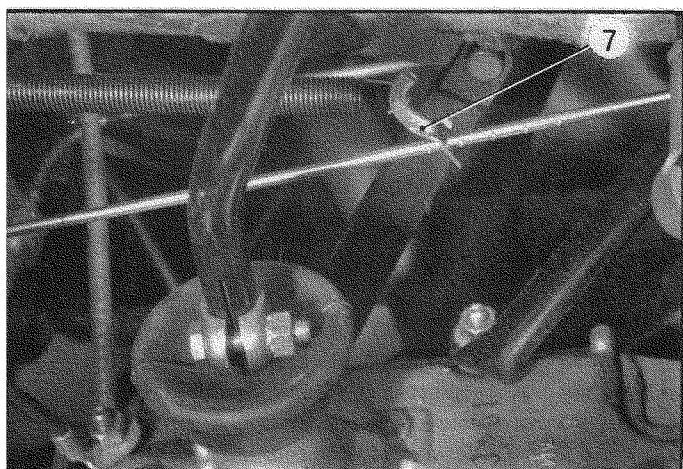
Adjusting the throttle closing damper (centrifugal clutch) :

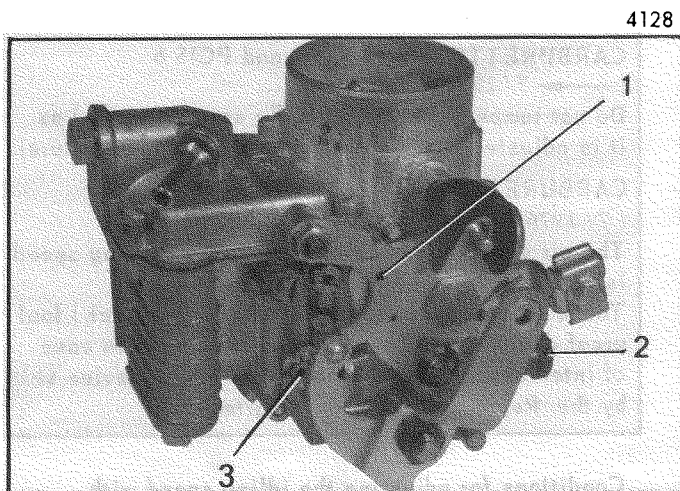
Accelerate briskly, then release the accelerator. Note the time during which the damper lever (4) moves. The period should be between 1 1/2 and 2 seconds. If not, adjust the securing hook lug (7) on the accelerator rod to obtain this condition.

76-768



7829



I. ADJUSTING CARBURETTORS.*(Vehicles produced up to August 1972)*

4128

- b) Slowly screw in the mixture screw (2) until the engine runs irregularly (about to stall). At this point slacken the screw by :

*Engine A 53 : 1/2 turn**Engine A 79/0 : 1/4 turn**Engine A 79/1 : 1/4 turn**Engine M 4 : 1/2 turn**Engine M 28/1 : 1/2 turn**Engine M 28 : 1/3 of a turn*

which gives a correct mixture.

2. Setting engine speed :

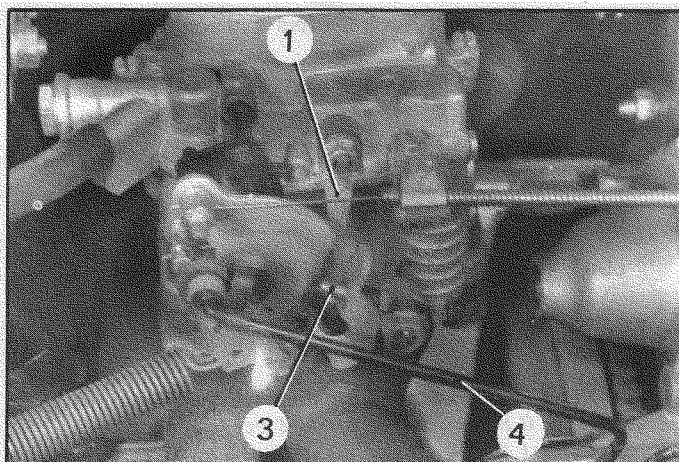
- a) *Engines equipped with a conventional clutch :*

Screw in the butterfly stop screw (3) to obtain an engine speed of :

*Engine A 53 : 600 to 650 rpm**Engine A 79/0 : 800 to 850 rpm**Engine A 79/1 : 800 to 850 rpm**Engine M 4 : 750 ± 50 rpm (AYA 3 and AM)**650 to 700 rpm (AK)**Engine M 28/1 : 750 to 800 rpm**Engine M 28 : 750 to 800 rpm*

- b) *Engines equipped with a centrifugal clutch :*

Gradually screw in the butterfly stop screw (3) until the automatic clutch drum just begins to turn, then untighten the screw 1/8 of a turn.



7812

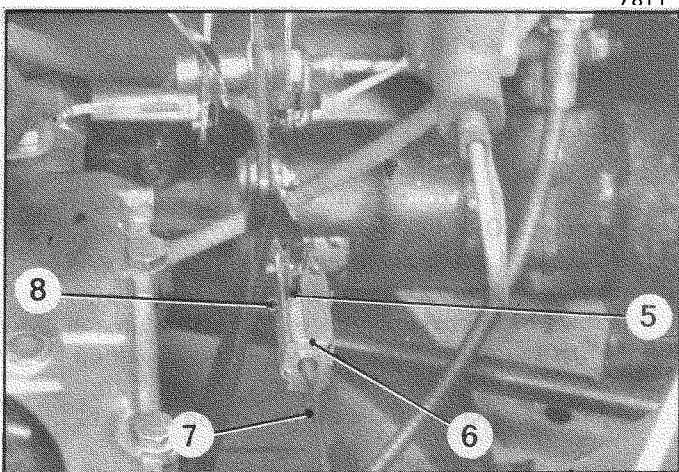
3. Throttle closing damper :*(Engines equipped with a centrifugal clutch)*

- a) Ensure that the lever (1) of the throttle closing damper moves without any resistance and that, during its travel, the rod (4) of the accelerator control does not come into contact with any part of the engine.

- b) Accelerate briskly and release the accelerator. Note the time during which the lever of the damper moves.

This time should be between 1 and 2 seconds.

If not, adjust the accelerator control return spring to obtain this condition.



7811

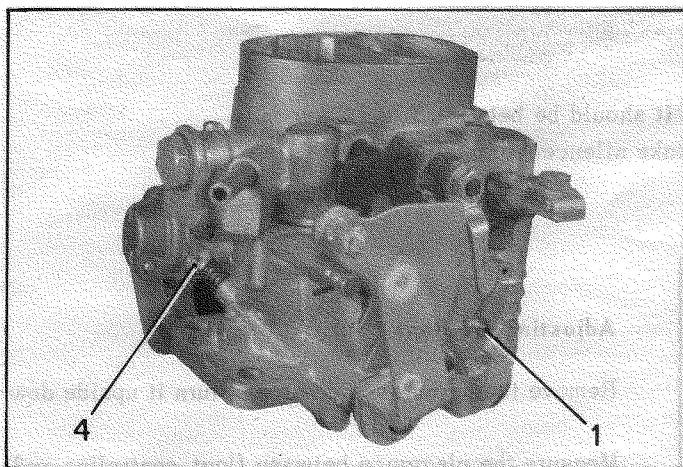
SETTING IDLING SPEED.**1. Adjusting mixture screw :**

- a) When the engine has reached its operating temperature, adjust the butterfly stop screw (3) to obtain an engine speed of :

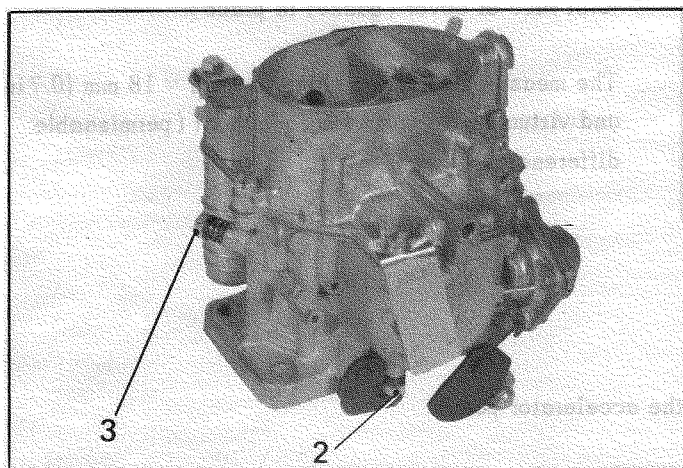
*Engine A 53 : 500 to 550 rpm**Engine A 79/0 : 650 rpm**Engine A 79/1 : 650 rpm**Engine M 4 : 500 to 600 rpm**Engine M 28/1 : 650 rpm**Engine M 28 : 750 rpm***4. Adjusting the accelerator control :***(Engines M 28/1 and M 28 dual choke SOLEX carburettor 26/35).*

Fully depress the accelerator pedal, with a 5 mm (0.19 in) spacer between pedal and floor covering. The throttles should be fully opened with a max. clearance of 1.5 mm (.099 in) between the end (5) of the accelerator rod and the pin (8). Screw or unscrew the rod (7) in the tension limiter (6) to obtain these conditions.

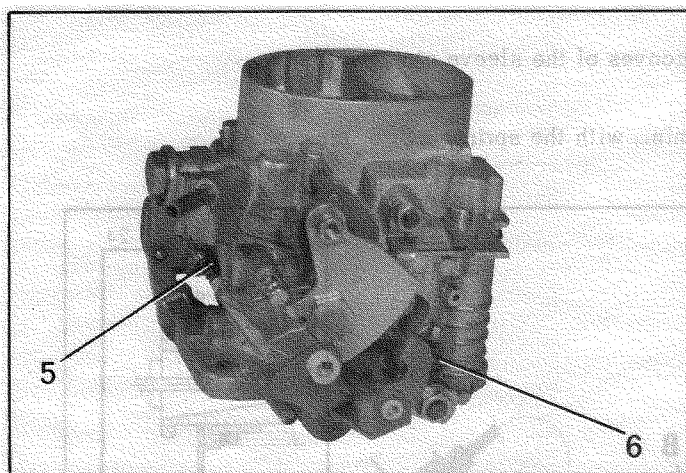
10 253



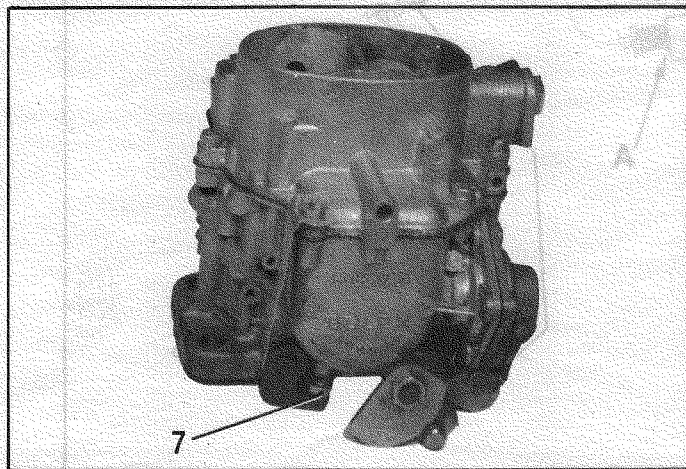
10 231



76-266



76-265



CARBURETTORS 26/35 CSIC and SCI.

1. ON CARBURETTORS OF THE SERIES CIT 110-111-113-114-125-126-127-128 (—→ 10/1975)
Do not tamper with the butterfly stop screws (1) and (2) of the first and second choke.

2. ON CARBURETTORS OF THE SERIES CIT 177-178-179-180 (10/1975 —→) or 195-196-197-198 (7/1976 —→) :
Do not tamper with the butterfly stop screw (7) of the second choke.
The carburetors of the series CIT 195-196-197 and 198 are equipped with a (black) fool proof device on the mixture control screw. In case of intervention, fit a (white) obstruction device sold by the Replacement Parts Department.

Conditions for adjusting the idling speed with respect to CO and CO² content :

- Engine cleaned, rocker arm and ignition correctly adjusted.
- Engine oil between 70° and 80° C (158° and 176° F) during adjustment.

Idling speed :

Engines with conventional clutch :

750 + $\frac{50}{0}$ rpm (carburetors fitted —→ 7/1976)

800 + $\frac{50}{0}$ rpm (carburetors fitted 7/1976 —→)

Engines with centrifugal clutch :

50 rpm below minimum rotation speed.

CO and CO² content for the above idling speeds :

Carbon monoxide content (CO) : 0.8 % to 1.6 %

Carbon dioxide content (CO²) : > 9

The contents are given for an ambient temperature between 15° and 30° C (61° and 86° F).

Adjusting the idling speed and the CO and CO² content :

On carburetors (—→ 10/1975)

Adjust the idling speed using screw (3).

Adjust mixture using screw (4) to obtain the correct CO and CO² content.

These two operations should be carried out simultaneously as many times as necessary.

NOTE : On carburetors equipped with a throttle closing damper, proceed as above ; then using screw (3), increase the speed until the clutch drum begins to rotate. Then drop the idling speed by 50 rpm.

Adjust the CO and CO² content using screw (4).

On carburetors (10/1975 —→) :

Same procedure as above, except for the idling speed adjustment which is carried out by means of the primary butterfly stop screw (6).

Mixture is adjusted by means of screw (5) (CO and CO²).

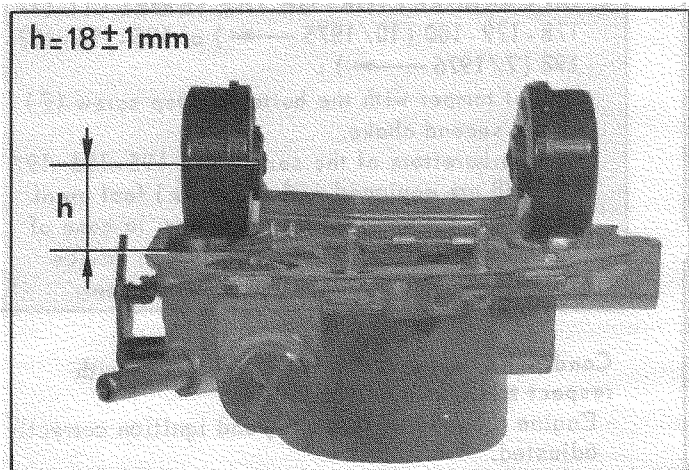
Adjusting the throttle closing damper (centrifugal clutch) :

Accelerate briskly, then release accelerator.

Note the time during which the lever of the damper moves. It should be between 1 and 2 seconds.

Select the appropriate notch on the adjusting rod of the intake silencer to obtain this condition.

4700

**Adjusting the float :**

Remove the carburettor cover and turn it upside down.

Measure the clearance between float centreline and joint face of cover (gasket in place).

The measured distance should be : $h = 18 \text{ mm}$ (0.7 in) and virtually the same for each float (permissible difference = 1 mm).

Adjusting the accelerator control (cable control) :

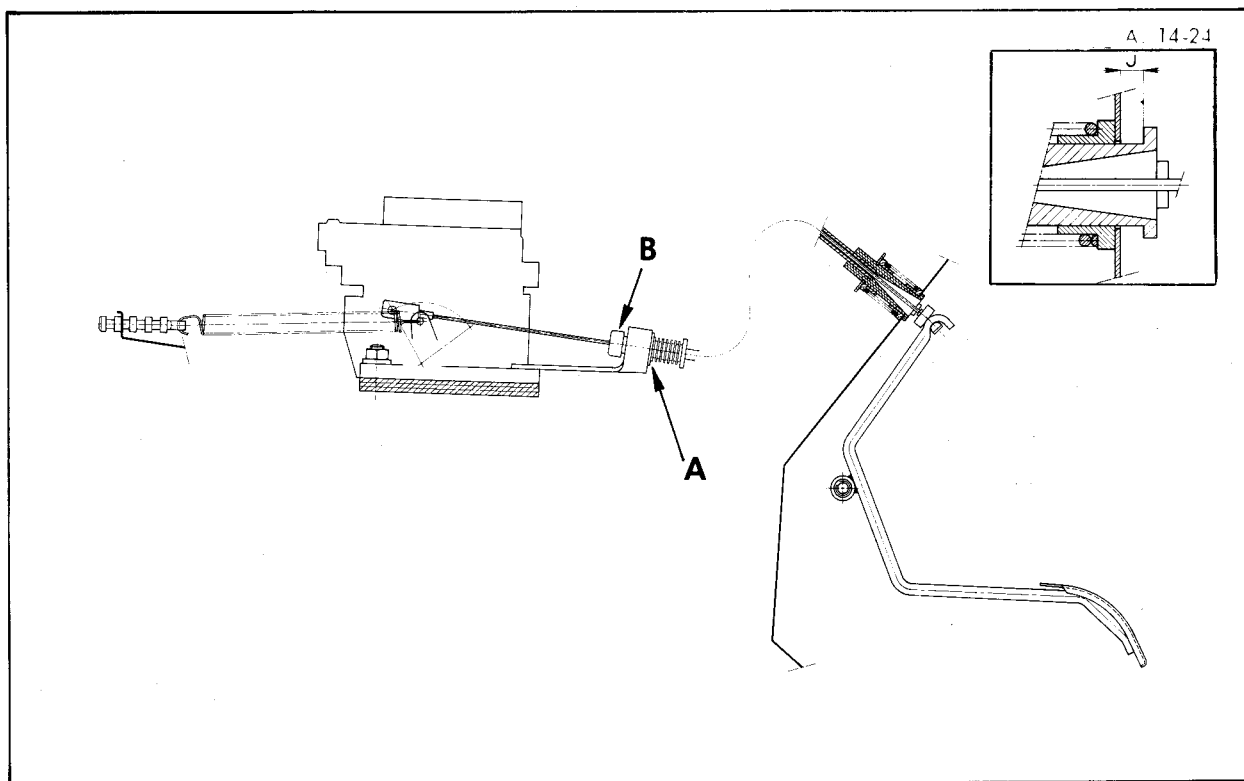
Keep the carburettor throttle (s) fully open by actuating the accelerator pedal.

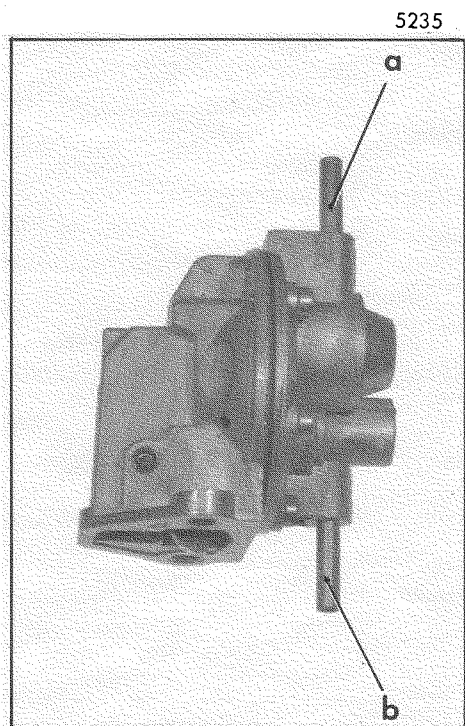
The distance between the pedal and the floor should be 5 mm (0.19 in).

This measurement is obtained by displacing pin A in the grooves of the sleeve stop B.

Then, check that there is a clearance $J = 2 \text{ mm}$ (.078 in) min., with the spring not compressed.

A. 14-23



CHECKING PETROL SUPPLY.**PETROL PUMP.****1. Characteristics :**

Suction and pressure pump of the diaphragm type, actuated by an eccentric.

Suppliers :

- SEV-MARCHAL,
- GUIOT.

2. Checking for leaks (pump removed) :

- a) Block off the return tube « a ».
- b) Blow compressed air at a pressure of 800 millibars (11.6 psi) into the intake tube « b » of the pump.
- c) Submerge the pump into a container with clean petrol.

There should be no leakage.

3. Checking the pressure using test device 4005-T :

Position the device as shown on the figure to the left.

Disconnect the petrol intake tube from the carburettor and connect it in « c » to the test device.

Connect tube A to the carburettor.

Unscrew the knurled knob B by approximately one turn and a half.

Start the engine.

a) Pressure check at zero output :

Screw the knurled knob B completely in.

Read on the pressure gauge the stabilized pressure which should be between 180 to 200 millibars maximum (2.6 to 2.9 psi).

b) Check the fuel tightness of the pump inlet valve :

Stop the engine.

The pressure should not drop abruptly.

c) Check the fuel tightness of the carburettor needle valve :

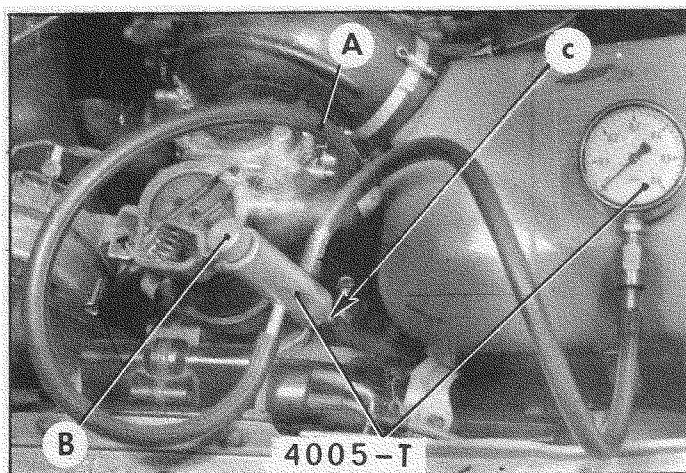
Loosen the knurled knob B

Start the engine and let it run a while.

Stop the engine.

The pressure should not drop abruptly.

Remove testing device 4005-T and connect the petrol feed pipe back to the carburettor.

**4. Checking the travel of the pump push-rod :**

Bring the control rod (1) to its lowest position by rotating the crankshaft.

Using a depth gauge C, measure the extending end of the rod (in relation to the upper face of the pump spacer (2)).

The extending portion should be :

- 1 mm (.039 in) { 425 cc Engines (A 53 and A 79/0)
- 1.2 mm (.047 in) : Engines A 79/1-M28 and M28/1

Measure the length of the rod which should be :

- 144.3 mm (5.68 in) { 425 cc Engines (A 53 and A 79/0)
- 110.6 to 110.7 mm (4.35 to 4.36 in) { Engines A 79/1 - M 28 and M 28/1)

The stroke of the rod should be :

- 1.12 mm (.044 in) (Engines A 53 - A 79/1 and M 4)
- $2.6 \begin{smallmatrix} 0 \\ -0.16 \end{smallmatrix}$ mm ($.102 \begin{smallmatrix} 0 \\ -.006 \end{smallmatrix}$ in) (Engines A 79/1 - M 28 and M 28/1)

