

INSTRUCTION SHEET

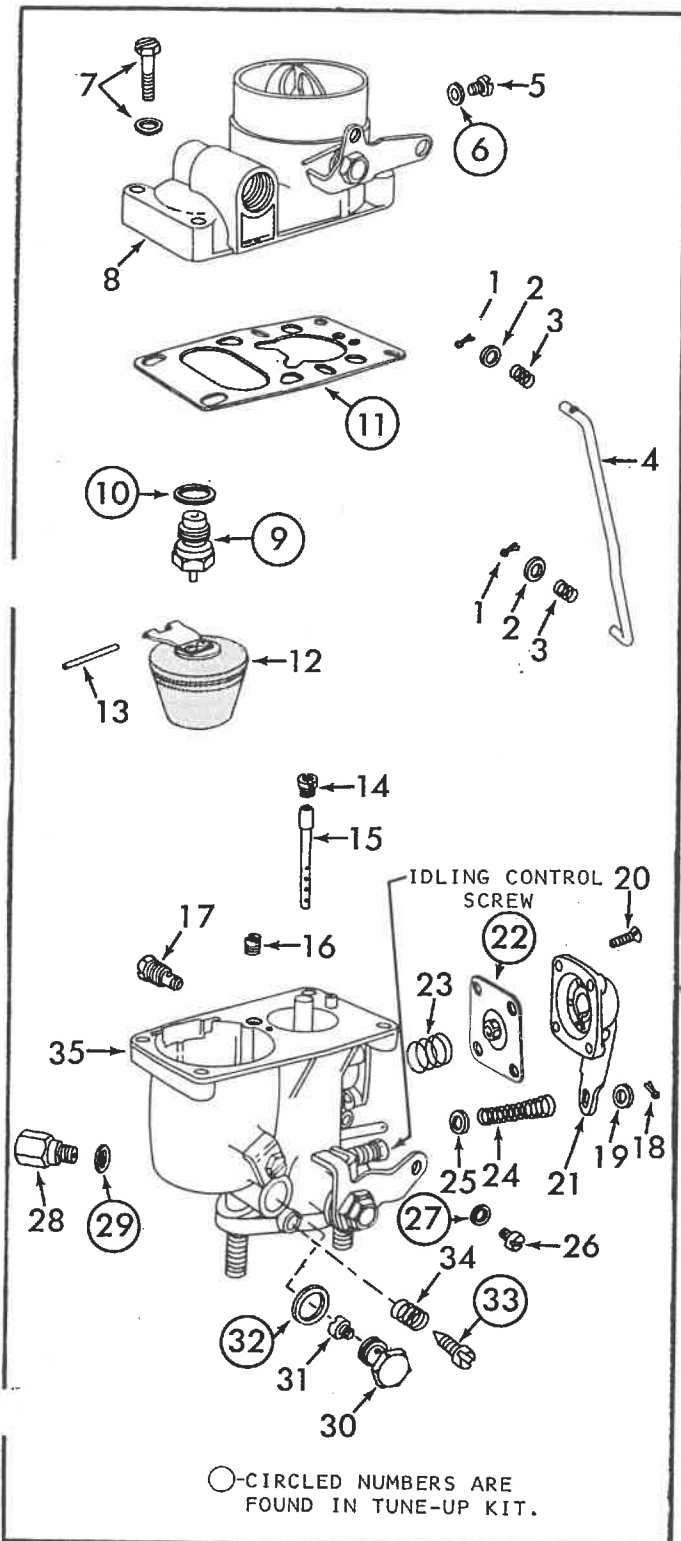
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SOLEX CARBURETOR—MODEL 28 PCI 1954 TO 1960—TYPE 1

GENERAL EXPLODED VIEW

THE GENERAL DESIGN AND PARTS SHOWN WILL VARY TO INDIVIDUAL UNITS COVERED ON THIS INSTRUCTION SHEET.



○-CIRCLED NUMBERS ARE FOUND IN TUNE-UP KIT.

REMOVING

REMOVE AIR CLEANER. DISCONNECT FUEL LINE FROM CARBURETOR. DISCONNECT ACCELERATOR CABLE, CHOKE CONTROL CABLE SLEEVE. REMOVE ACCELERATOR CABLE SWIVEL PIN. UNSCREW NUTS OF CARBURETOR MOUNTING STUDS, USING 14 MM WRENCH, THEN REMOVE CARBURETOR.

DISASSEMBLY

USE EXPLODED VIEW AS A GUIDE. THE NUMERICAL SEQUENCE MAY GENERALLY BE FOLLOWED TO DISASSEMBLE UNIT FAR ENOUGH TO PERMIT CLEANING AND INSPECTION.

NOMENCLATURE

REF. NO.	REF. NO.
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CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. USE A CARBURETOR CLEANING SOLVENT. MAKE CERTAIN THE THROTTLE BODY IS FREE OF ALL HARD CARBON DEPOSITS. WASH OFF IN SUITABLE SOLVENT. BLOW OUT ALL PASSAGES IN CASTINGS WITH COMPRESSED AIR AND CHECK CAREFULLY TO INSURE THOROUGH CLEANING OF OBSCURE AREAS. CAUTION: DO NOT SOAK RUBBER OR PLASTIC PARTS IN SOLVENTS.

REASSEMBLY

REASSEMBLE IN REVERSE ORDER OF DISASSEMBLY. NOTE SPECIAL INSTRUCTIONS.

SPECIAL INSTRUCTIONS

MAKE SURE ALL JET ORIFICES ARE CLEAN AND OPEN. CLEAN WITH COMPRESSED AIR. DO NOT USE WIRES TO CHECK FOR CLOGGED ORIFICES.

WHEN INSTALLING VOLUME CONTROL SCREW (33), TURN IN UNTIL LIGHTLY SEATED, THEN BACK OUT 1 1/2 TURNS.

WHEN INSTALLING PUMP DIAPHRAGM SPRING (23) MAKE SURE SPRING IS PROPERLY SEATED IN METAL CAP ATTACHED TO DIAPHRAGM (22) AND THE PLUNGER IS TOWARDS THE PUMP COVER (21).

CHECK FOR A WORN SPOT (DEPRESSION) ON THE FLOAT LEVER WHERE IT MAKES CONTACT WITH THE FUEL INLET NEEDLE VALVE. REPLACE FLOAT ASSEMBLY, IF NECESSARY. FLOAT ASSEMBLY MAY BE PURCHASED AT LOCAL VW DEALER P/N 111-129-391A ROUND SHAPED FLOAT (12).

INSTALLING

INSTALL CARBURETOR IN REVERSE ORDER OF REMOVING. CONNECT ACCELERATOR CABLE AND CHOKE CONTROL CABLE, TAKING CARE THAT THE CHOKE VALVE IS FULLY OPEN WITH THE OPERATING KNOB PUSHED IN. DO NOT OVERTIGHTEN AIR CLEANER CLAMP SCREW AS THIS WOULD CAUSE DISTORTION OF THE AIR HORN AND MAY CAUSE THE CHOKE TO BIND.

IDLING ADJUSTMENT

ENGINE AT OPERATING TEMPERATURE, CHOKE VALVE FULLY OPEN. TURN IDLING ADJUSTING SCREW TO OBTAIN AN IDLE SPEED OF 550 R.P.M., THEN ADJUST VOLUME CONTROL SCREW (33) TO OBTAIN THE HIGHEST R.P.M. AND SMOOTHEST IDLE. READJUST IDLING ADJUSTMENT SCREW IF NECESSARY TO 550 R.P.M.