

NOTE: Letters in parentheses correspond to the same letters in the applicable Figures. Note band clamp screw position prior to removal.

Step 1: Disconnect the damping spring (A) from the clamp bracket (B). See Figure 1. Loosen the band clamp (C). Remove the carburetor with a slight turning and swivel action. Remove the band clamp (C). Disconnect the fuel line clamp (D) from the intake manifold by removing the retaining nut.

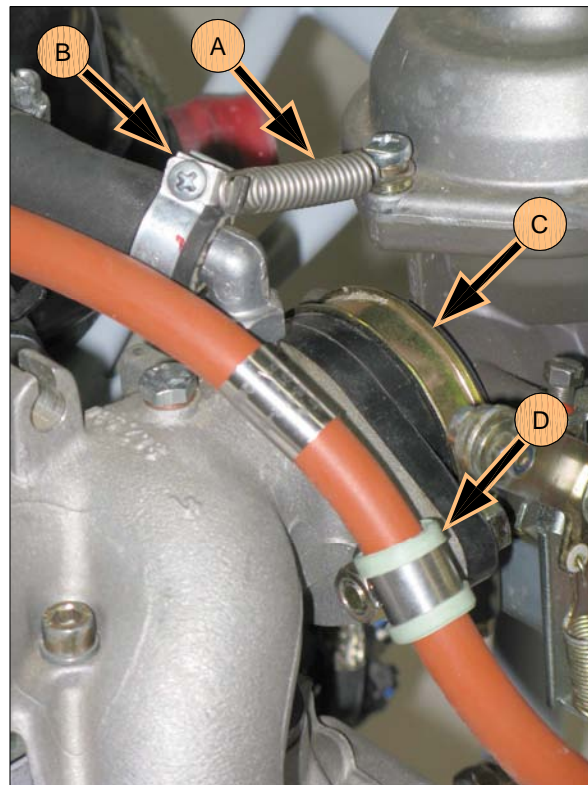


FIGURE 1:
LEFT CARBURETOR REMOVAL
(LEFT CARB. SHOWN)

Step 2: Remove the two bolts securing the carburetor flange assembly to the intake manifold. See arrows in Figure 2.



FIGURE 2:
REMOVE CARBURETOR FLANGE ASSEMBLY

Step 3: Install the VA-205 Drip Pan (E) between the intake manifold and the carburetor flange assembly. See Figure 3. Verify that the O-rings are still in place on the flange and manifold. Install the longer bolt (F) to the outboard side. Use Loctite 221 and torque to 125 in-lbs.

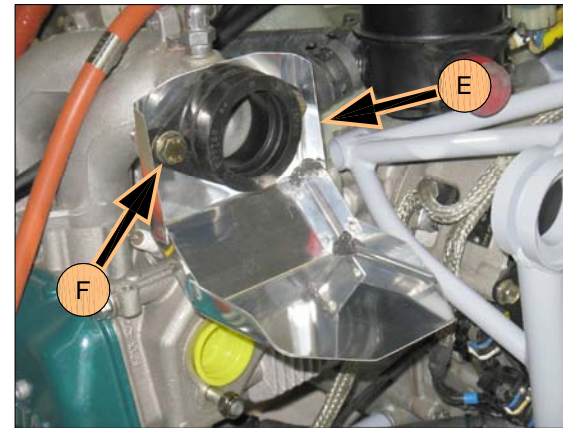


FIGURE 3: INSTALL DRIP PANS

Step 4: Install the band clamp (C) onto the carburetor flange assembly. See Figure 4. The clamp lugs and screw must be placed at the bottom or 6 o'clock position. Install the carburetor free of oil or grease. Tighten the band clamp against the spacer provided by Rotax which automatically sets the proper gap (.276 in. or 7mm) between the clamp lugs to prevent over tightening.

Connect the damping spring (A). Install the fuel line clamp (D).

Repeat steps 1 through 4 for the right carburetor.

NOTE: If the screws to which the damping spring attaches were loosened see Rotax Maintenance Manual II, Section 13.1.7 for more information.

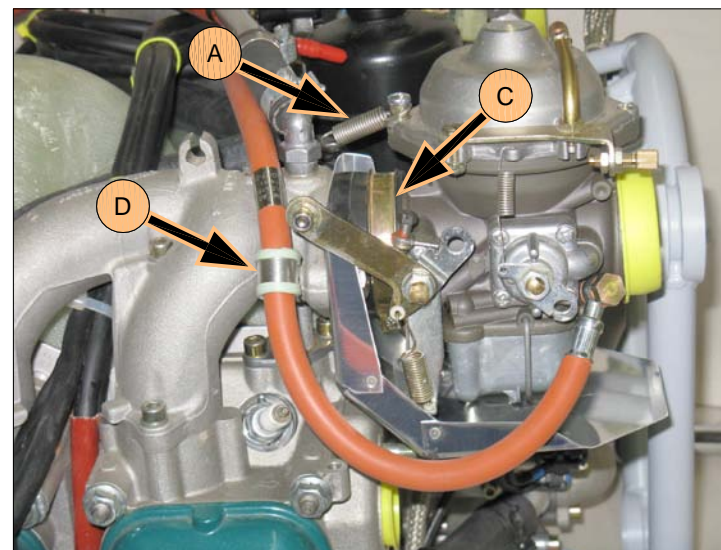


FIGURE 4: RE-INSTALL CARBURETORS

NOTE: When loosening or tightening the banjo bolts support the clamp block (fuel manifold) appropriately.

Step 5: Remove the two banjo bolts, copper rings and fuel hoses from the clamp block as shown in Figure 5. Remove the Hose Nipple 3/4 as shown in Figure 5. It will not be replaced but keep it in a safe place. Be prepared to catch falling copper gasket rings.

Step 6: Loosen the allen screw and rotate the clamp block 180 degrees on the compensating tube. Doing so will place the main port on the forward side of the compensating tube. If the main port shifted to one side slide the clamp block back along the axis of the compensating tube to even out slack in the Clamp Block To Carb Fuel Hose Assembly.

Step 7: Tighten the allen screw M5X16 to 55 in-lbs.

Step 8: Remove the pilot jet from the banjo bolt M8X1X17 as shown in Figure 5. It will not be replaced but keep it in a safe place.

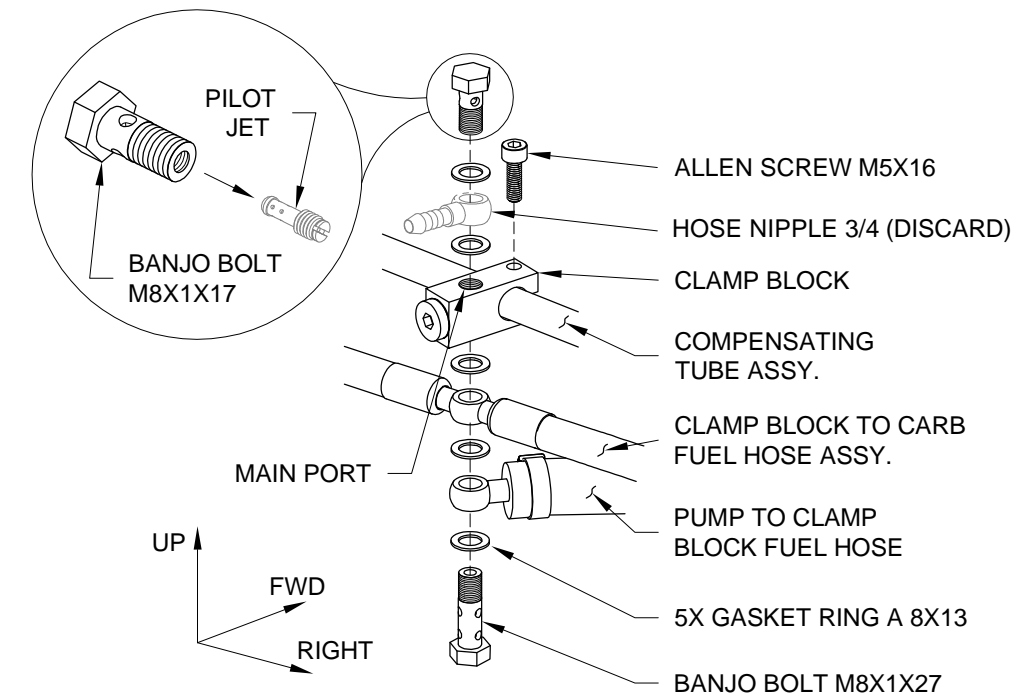


FIGURE 5: DISASSEMBLE CLAMP BLOCK

Step 9: Attach the Clamp Block To Carb Fuel Hose Assembly and the Pump To Clamp Block Fuel Hose. Torque the banjo bolt M8X1X27 to 90 in-lbs. Install the banjo bolt M8x1x17 finger tight for now to keep out debris.

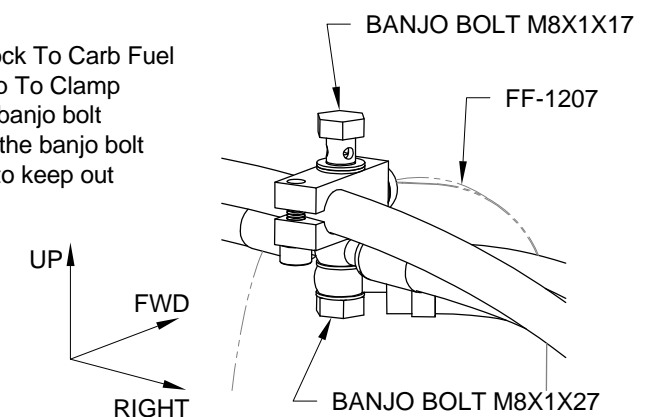


FIGURE 6: REASSEMBLE CLAMP BLOCK