



# SERVICE INFORMATION

Techn. Cust. Service

Motorcycle R 75/5

Munich, Aug. 1970

VKT-20

Gi/Zr/Go

Group: Engine

No. 5/70(284) e.

RE: Improved constant-velocity carburetor

Dear Sirs:

Beginning with engine No. 2 972 061

the R 75/5 constant velocity carburetors have been improved to assure better performance. The following modifications have been made:

1. The slide guide/pilot, formerly made of steel, is now made of brass and it is hard chrome plated.
2. The thickness of the diaphragm has been increased and is now 0.4mm (.016").
3. The slide needle is now in the third notch from the top (instead of the second notch).
4. Enrichener units (choke) are better sealed.

The modified carburetors can be identified by a "C" stamped on the knock-out plug of the dome cover. You can determine that the new improved enrichener units are installed if there is a gasket between these units and the carburetor.

In order to forestall any complaints, the carburetors of the motorcycles produced prior to serial No. 2 972 061 should be brought to the latest specifications.

The parts necessary to convert one motorcycle are as follows:

<u>Qty.</u>	<u>Description</u>	<u>Part No.</u>
2	Carburetor dome cover with slide	13 11 1 254 769
1	Enrichener right hand complete	13 11 1 254 752
1	Enrichener left hand complete	13 11 1 254 753

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Together with this service information, you have received a sheet showing the motorcycles that were delivered to you which should be modified. Please mark behind each engine number if the motorcycle is still in your area and you feel the carburetors should be modified. We will then send you a sufficient quantity of parts with a temporary billing. Return old parts with a warranty claim, the bill will then be cancelled. If you do not return the old parts, you will receive a regular bill, since the old parts have to be returned to the manufacturer. On the accompanying form there is also a blank space, please fill this in if you have a customer with an R 75/5 that was not purchased from you but on which the carburetors should be brought up to date.

When retrofitting the carburetors please proceed as follows:

1. Remove carburetor.
2. Remove the dome cover and withdraw the slide. To ascertain that the slide needle is in the third notch, measure the exposed portion of the needle below the slide. It should be 39.5mm (1.555"). When installing the new slide make certain that the nose of the diaphragm fits into the recess. Tighten the four dome screws slowly and evenly in an X pattern. After they are tight, make certain that the slide moves freely and falls of its own weight.
3. Remove the enrichener units (choke units). When installing the new units, make certain that you install the one marked L on the left hand and the one marked R on the right hand side. Don't forget the gasket.
4. When installing the carburetor, slot the air intake tubes as shown in the enclosed drawing. Deburr the inside of the intake tubes on both ends. Coat the inside of both ends with Hylomar (available from importer), this will prevent any dirt and moisture from entering the intake.
5. We have also found that the performance is affected adversely if the deviation in the timing between the left and right cylinders is in excess of  $\pm 1^\circ$ . The best way to check this is with a continuity light hooked to the breaker points. Turn the engine clockwise until the light lights up. Note the position of the "S" mark. Turn the crankshaft  $360^\circ$  until the light lights up again. Check the "S" mark. The difference between the position of the "S" mark constitutes the difference between the ignition timing from left to right cylinders. You can correct this by correcting the runout of the advance unit shaft or by slightly reworking the breaker cam with an oil stone.
6. Adjust the carburetors as outlined in service bulletin No. 282. Additional experience showed that a float level of 18-19mm, if adjusted as outlined in bulletin No. 282 assures best performance.

Bayerische Motoren Werk  
Aktien-Gesellschaft



# SERVICE INFORMATION

Tech.Cust.Service  
VKT 20 gi/zr/hn

Motorcycle R 75/5  
group: engine

Munich, Dec. 1970  
No. 5/70 (284)

## Supplement 2

Re.: Advanced constant pression carburetor

Dear Sirs,

The refitting of the constant pression carburetors of model R 75/5 until chassis No. 2 972 061, started by S.I. 5/70 (284), has not yet been effected to all engines, though enough refitting kits are available.

We point out once again that all engines concerned have to be transformed as soon as possible and we order our field engineers to control this action.

All engines have to be transformed immediately.

Yours very truly,

BAYERISCHE MOTOREN WERKE  
Aktiengesellschaft  
ppa. i.V.

  
Delleske

  
Bennewitz

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