

**VOLVO**

15.3.57.

**Group 280 No. A100**

# Service Bulletin.

**Only for Volvo Dealers Service Bulletin file.**

Carburettors

B 14 A and B 16 B

engines

## Adjusting the carburettors.

In our Service Manual for the B 14 A engine, Part 1 B, page 1 - 15, point 6 concerning idling settings and coupling of the carburettors, it reads as follows: "If the engine stalls when one of the carburetter pistons is **lifted** but not when the other carburetter piston is lifted then the first-mentioned carburetter has been set for too lean mixture and must be adjusted by carefully screwing down the adjuster nut (richer mixture)".

The carburettors on the B 16 B engine are, as far as function is concerned, similar to those on the B 14 A engine on a large scale. When carrying out a similar adjustment on these carburettors, if the engine stalls when one of the carburetter pistons is lifted then it is usually due to the fact that the mixture on the other carburetter is too lean. The jet adjuster screw should be screwed carefully downwards to remedy this.

Later tests carried out on the B 14 A carburettors have shown that adjustments carried out in the same way as on the B 16 B give better results.

In the future the procedure detailed for the B 16 B engine should be used on both engines. We request you to make the necessary alteration in the B 14A Service Manual.