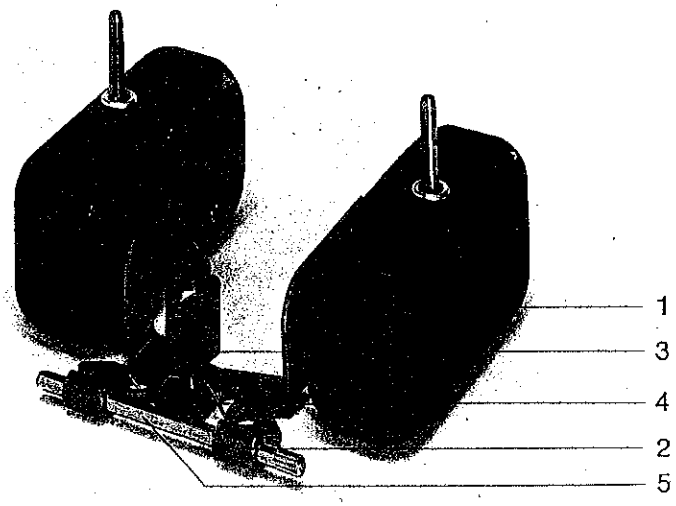
TECHNICAL BULLETIN

New Float System for BING Carburettors 53 - 54 - 55 - 64 - 84 - 94

Fig. 1



For incorporation in BING Slide Carburettors 53 (24—27 mm dia.), 84 (28—32 mm dia.), 54 (34—40 mm dia.), and 55 (40—44 mm dia.) as well as in BING Equal Pressure Carburettors 64 and 94, a new float system (Fig. 1), is now available, appreciably extending the application range of these carburettors.

Two floats (1) guided on vertical pins in the float cap act separately from each other by their own buoyancy on a common hinge (2). Float needle (3), retaining spring (4), and bearing pin (5) have been adopted from the previously series-produced float system.

Under heavy lateral inclination of the carburettor, only the float located below lifts the hinge. The opposite float falls off, thus not loading the hinge with its own weight, which, in the previous float system, had to be carried by the float located below. Even in a heavy carburettor lateral position, the new float system therefore still reliably regulates the fuel level in the float chamber.

The new system is especially recommended for motorcycles with carburettor installed transversely to the direction of motion, for industrial engines with special inclination performance requirements, for ultra-light aircraft, and the like.

During installation of the new float system in a carburettor, the hinge must be brought to dimension H (Fig. 2) by bending of the bearing flap for the float needle, in contrast to the previous arrangement whereby alignment was according to the float surfaces. H comes to 10.5 mm for BING Carburettors 53, 54, 84, 64, and 94 and to 8.5 mm for BING Carburettor 55.

Special hints:

On space grounds, float caps for the new float system contain no over-flow tube.
At actuation of any available wad, only the left-hand float is lifted by the hinge, whereas the right-hand float lifts the hinge, and the valve closes. The wad is therefore ineffective as starting aid!

Fig. 2