

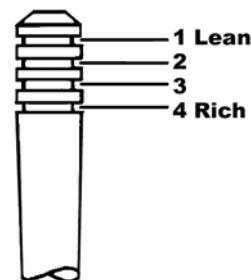
CARBURETOR PARTS



CARBURETOR JETTING CHART FOR ROTAX® UL ENGINES

Use this chart to identify part number you need, then use bottom chart to select correct part number to order.

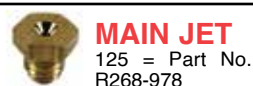
ROTAX® ENGINE	MAIN JET	IDLER JET	NEEDLE JET	JET NEEDLE	CLIP POSITION	AIR SCREW
2771	148	45	2.72	8L2	2	1
2772	140	45	2.72	8L2	2	1
3771	165	45	2.70	8O2	2	.5
3772	155	45	2.70	8O2	2	.5
4471	165	45	2.70	15K2	2	.5
4472	155	45	2.70	15K2	2	.5
447DC1	135	50	2.70	6G1	3	1
447DC3	128	50	2.68	15K2	2	1
503SC1 Up to #3785371	180	45	2.74	8G2	3	.5
503SC2 Up to #3785371	158	45	2.74	6H2	3	.5
503SC1 From #3785372 Up	185	45	2.72	15K2	3	.5
503SC2 From #3785372 Up	165	45	2.70	15K2	3	.5
503DC1	158	45	2.74	8L2	1	.5
503DC3	148	45	2.68	11K2	2	1
532SC1	195	55	2.74	15K2	3	1
532SC3	170	55	2.74	15K2	3	1
532DC1	165	55	2.72	11G2	3	1
532DC3	145	55	2.68	15K2	3	1
5821	165	55	2.72	11G2	3	1
5823	145	55	2.68	15K2	3	1



1 = Without Rotax® intake silencer kit, with K&N RC1200 air filter, with or without Rotax® after muffler kit.

2 = With Rotax® intake silencer kit, with K&N CM0300 air filter, with or without Rotax® after muffler kit.

3 = With Rotax® dual intake silencer kit, with K&N RC1200 air filters, with or without Rotax® after muffler kit.



MAIN JET

125 = Part No. R268-978
128 = Part No. R261-085
130 = Part No. R268-979
135 = Part No. R268-980
138 = Part No. R268-998
140 = Part No. R268-981
145 = Part No. R268-982
148 = Part No. R268-995
150 = Part No. R268-983
155 = Part No. R268-984
158 = Part No. R268-996
160 = Part No. R268-985
162 = Part No. R268-990
165 = Part No. R268-986
170 = Part No. R268-987
175 = Part No. R268-988
180 = Part No. R268-989
185 = Part No. R261-080
190 = Part No. R261-084
195 = Part No. R268-992
200 = Part No. R261-082
205 = Part No. R261-087
220 = Part No. R261-081



IDLER JET

30 = Part No. R963-141
35 = Part No. R963-143
40 = Part No. R963-142
45 = Part No. R963-144
50 = Part No. R963-140
55 = Part No. R963-147
60 = Part No. R963-145
65 = Part No. R963-146



NEEDLE JET

2.62 = Part No. R261-606
2.68 = Part No. R963-691
2.70 = Part No. R963-698
2.72 = Part No. R963-697
2.74 = Part No. R963-699
2.76 = Part No. R963-693
2.78 = Part No. R963-696
2.80 = Part No. R963-695
2.82 = Part No. R963-694
2.94 = Part No. R961-022

JET NEEDLE



2H2 = Part No. R963-717
4E2 = Part No. R963-716
6G1 = Part No. R261-642
6H2 = Part No. R963-719
6P2 = Part No. 15-05029
8G2 = Part No. R963-712
8H1 = Part No. R261-643
8L2 = Part No. R963-714
8O2 = Part No. R963-711
1O = Part No. R961-045
11G2 = Part No. R961-043
11K2 = Part No. R961-044
15K2 = Part No. R963-718

NEEDLE CLIP



P/N 07-00693
Lower numbers indicate smaller jet size or opening.
Low numbers = lean.
High numbers = rich.
First needle number denotes mixture above half-throttle.
Needle letter denotes mixture below half-throttle.



BING DUAL CARB GASKET KIT ROTAX

Quantity: 2 Carbs. "O" Rings: Biggest - Jet Stock, Next Down - Throttle Shaft, Green - Choke Disk, 4 small - Idle Jet & Idle Air Screw, and Smallest - Jet Needle.
For 912.....P/N 15-09421
For 914.....P/N 15-09422



KWIK TUNE FOR ROTAX ENGINES

The handy Kwik Tune, a timesaving tool launched at Sun 'n Fun. Kwik Tune helps remove and reinstall the aircraft throttle cable, cover, spring, and slide in a Bing carburetor.
P/N 08-05206



CARB CLEANING BRUSH

3/16" Tube, .005 Nylon, 2" BP, 6" OAL Can be used in the cleaning of internal bores and cylindrical cavities. Good for light duty jobs applying either wet or dry ingredients or cleansers. Sturdy twisted wire handles feature loop for easy grip.....P/N 15-08286



Fuel Pump

MIKUNI FUEL PUMP

Genuine Mikuni fuel pumps. Replace original parts on Rotax®, Hirth, & many other engines.
Single Pump.....P/N 07-00777
Dual Pump.....P/N 07-00778



Rebuild Kits

MIKUNI REBUILT KIT FOR SINGLE/DUAL FUEL PUMPS

Single Pump.....P/N 07-01011
Dual Pump.....P/N 07-01010



MIKUNI FLOAT CHAMBER PLUG

Mikuni Float Chamber Plug.
P/N 15-05548



NYLON STARTER ROPE

The perfect replacement rope for worn-out manual starters P/N 13-03922 per ft.



ROTAX THROTTLE SPRINGS 6822

A common complaint about the Rotax 912/914 engines is that the throttle return springs are too strong. McFarlane stocks a variety of springs so you can choose the one that best fits your application. All McFarlane throttle controls for Rotax engines include P/N 6822 spring. Less than half the strength of the original stock Rotax springs. Prevents throttle "creep" due to excessive return spring force. Requires 1 per carburetor (2 per engine) **Note:** Installer is responsible for determining whether this spring is an appropriate substitution for their application. For use on non-certified aircraft.
P/N 05-12477 ea.