

SERVICE TECHNICIANS INSTRUCTION |

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from

Optimization of carburetors for type 2 and 3 engines

At several type 2 and 3 engines in the field the M10 thread of the carburetor shaft experienced an increased stress – mainly engines with 1,800 rpm affected. Therefore new carburetor shafts and valve cones for type 2 and 3 have been designed and brought into series production. The shoulder between shaft and valve cone was broadened, in order to prevent the cone from coming loose and therefore straining the M10 thread.

Note:

New parts must not be mixed up with old ones. This means, in case of a replacement on site, **both parts (new carburetor shafts and valve cones) have to be requested and replaced!!**

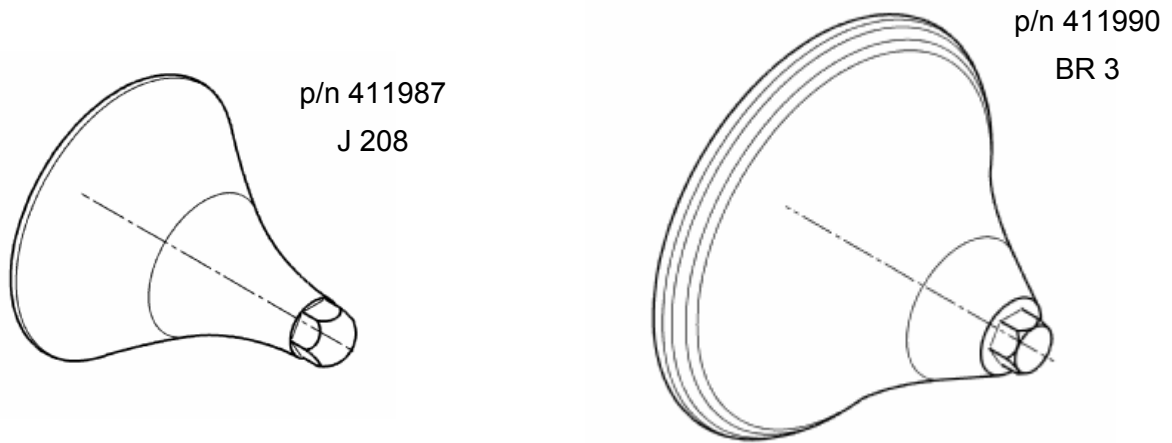
Part numbers:

J208	OLD	NEW
Valve cone	236979	411987
Shaft	236978	411985

Type 3	OLD	NEW
Valve cone	221624	411990
Shaft	221880	411989

Always replace both
parts!

In addition a hexagon A/F 22 was designed to the top of the cone. This allows a defined tightening of the valve cone with a **torque of 40 Nm together with Loctite 242.**



Tip: A/F 22 ties up with 7/8" of the spark plugs -> can be tightened with the spark plug's socket spanner!