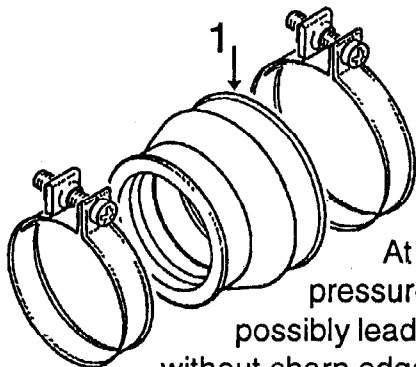




ROTAX 582 UL Carb Adapter

1) General note:

Affected by the changes stated here are only Rotax engines 582 UL with oil injection lubrication. Engines with mixture lubrication are due to their design equipped with screwed-on carb adapters.



The carb adapter has to meet high demands due to exposure to fuel, oil, different temperatures and solar radiation. Therefore, check adapter prior to every start thoroughly, for tightness, cracks, cuts or other physical damage. Squeezing the rubber helps to detect beginnings of cracks.

At the slightest signs of damage exchange carb adapter. Otherwise pressure conditions in carb will be changed, additional air will be taken in, possibly leading to engine damage. To attach carb use genuine Rotax clamps without sharp edges only.

The carburetor has to be checked and adjusted after every 25^h of operation. Badly adjustable idling of carb, could be caused by a damaged carb adapter.

2) Revisions

As in isolated cases the supplier encountered problems to meet requested quality standards, carb adapter has been optimized several times.

Up to engine no. 4,016.083 a carb adapter **with sharp edges** was supplied: After investigating into details a modified adapter (Rotax part no. 867 695) with rounded outlines was fitted, beginning with engine no. 4,016.084. Owing to the roundings, the risk of cracking was reduced essentially. To attach these two types of adapters two clamps of different sizes are needed:

ROTAX part no. 851 060 clamp 60
951 510 clamp 52

Because of the occasional reclamation from customers a carb adapter with 1 mm bigger wall thickness was fitted, starting with engine no. 4,171.840.
New ROTAX part no. 867 696.

This change, made for safety's sake, makes two new clamps necessary:
ROTAX part no. 851 065 clamp 62
951 400 clamp 53

◆ NOTE: Find ROTAX part no. ❶ on backface of carb adapter.