SOLEX 26-32 DIDSA & SDIDA 2-BARREL

Renault 16 (1972)

DESCRIPTION

Carburetor is of 2-barrel downdraft design and incorporates a manually operated butterfly type choke valve on the primary barrel only. The carburetor is equipped with a diaphragm type accelerator pump to provide additional enrichment during periods of acceleration. A fuel cut-off solenoid is attached to the idle jet to provide fuel cut-off when ignition is switched off. The secondary throttle of the carburetor is controlled by the vacuum operated progressive linkage to allow secondary barrel to operate during periods of increased load or at high speed.

NOTE: A "Fast Idling Device" is used in conjunction with the carburetor to control the emission of hydrocarbons during vehicle deceleration. For information, see "Renault 16 Fast Idling Device" in EXHAUST EMISSION section.

ADJUSTMENT

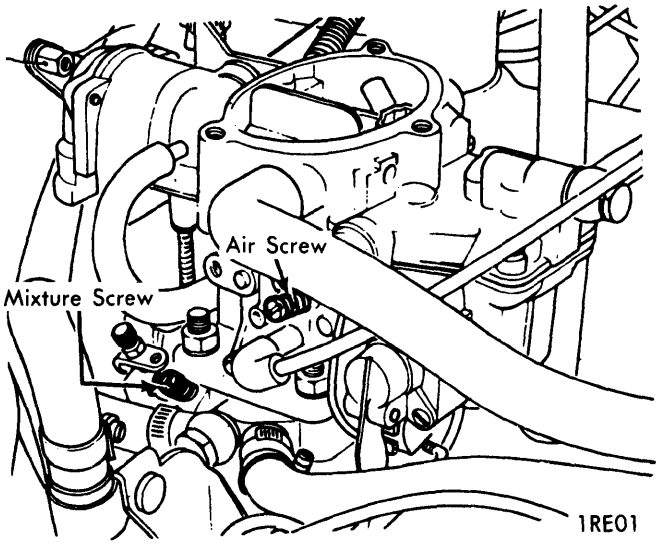
CHOKE

1) Remove air filter cover and open throttle slightly. Pull choke control knob all the way out, choke valve should close completely.

2) Push choke control knob in and turn on ignition switch. Choke indicator light should go off before choke knob is all the way in. Choke valve should now be in vertical position. Adjust cable housing as required.

IDLE SPEED

The carburetor uses an air screw and a fuel screw to adjust fuel mixture. The air screw works on the flow of air passing through the internal passages of the carburetor. *NOTE: This air screw is not a throttle screw and the throttle screw should not be tampered with.*



IDLE ADJUSTMENT SCREWS

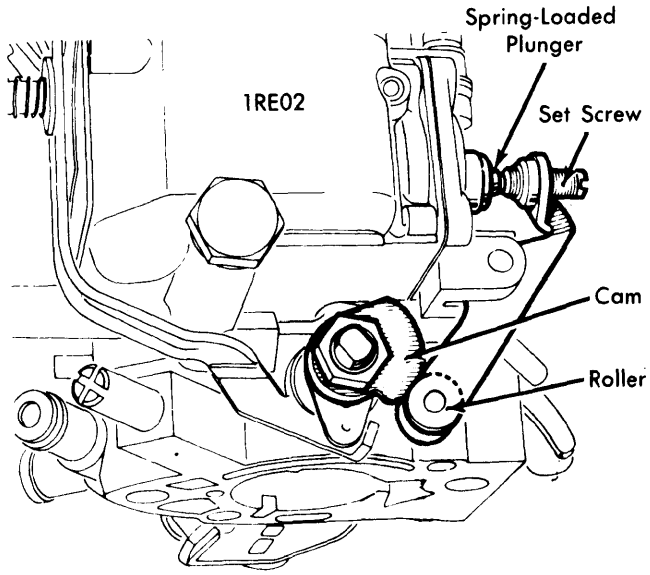
1) With engine at normal operating temperature and tachometer attached, adjust idle to 725 RPM (manual transmission) or 825 RPM (automatic transmission in "N"). Adjust with idle air screw only and not the throttle stop screw.

2) Turn idle mixture screw in or out to obtain maximum idle speed. Lean out idle mixture by turning mixture screw clockwise to lower idle speed by 25 RPM.

3) Accelerate engine several times to ensure that idle RPM is stable. With automatic transmission, final idle speed should be 625-675 RPM with transmission in "D".

ACCELERATOR PUMP LEVER

Adjustable Type (If Equipped) – With choke valve fully open, hold roller against cam and turn set screw in or out until screw point makes contact with spring-loaded plunger of pump diaphragm. Complete adjustment by turning set screw in an additional 1/2 turn.



ACCELERATOR PUMP SET SCREW ADJUSTMENT

ACCELERATOR PUMP DISCHARGE NOZZLE

1) Operate throttle linkage and check fuel spray from accelerator pump discharge nozzle. Spray should shoot straight down in a continuous stream into the primary barrel venturi when throttle starts to open.

2) If fuel spray is not aimed properly, bend discharge nozzle slightly with a screwdriver. Nozzle is properly aimed when fuel squirts approximately 1/8" from side of venturi.

FAST IDLE SPEED CHECK

Manual Transmission – 1) Disconnect green wire from solenoid valve and connect a jumper wire between ground and terminal on solenoid from which green wire was removed.

2) If fast idle speed is not 1400±50 RPM, adjust vacuum diaphragm. *See Fast Idle Speed Adjustment in this article.*

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Automatic Transmission – 1) Disconnect the yellow wire from solenoid valve. *CAUTION – Do not ground end of yellow wire as damage to automatic transmission computer unit may result.* Connect a jumper wire between ground and solenoid terminal from which yellow wire was removed.

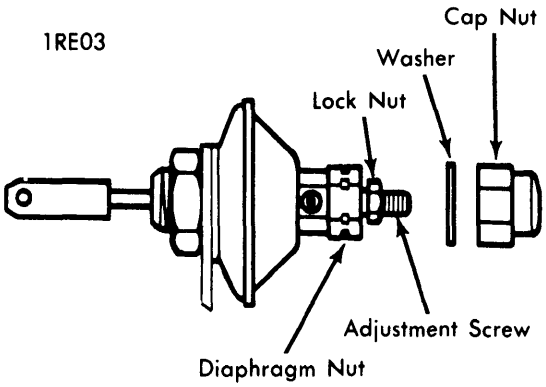
2) If fast idle speed is not 1350±50 RPM, adjust vacuum diaphragm. *See Fast Idle Speed Adjustment in this article.*

FAST IDLE SPEED ADJUSTMENT

NOTE – Slow idle speed must be properly set before fast idle adjustment is attempted.

1) Remove cap nut and washer (see illustration). Hold diaphragm nut and loosen lock nut. Use an Allen wrench to turn set screw to obtain the correct fast idle RPM.

2) With RPM correctly set, hold set screw in position and tighten lock nut finger tight. Hold diaphragm nut and tighten lock nut. Replace washer and cap nut and disconnect jumper wire from solenoid terminal. Reconnect solenoid wire. Recheck both idle adjustments.



FAST IDLE ADJUSTMENT SCREW & VACUUM DIAPHRAGM UNIT

REMOVAL & INSTALLATION

CARBURETOR

Manual Transmission Vehicle – 1) Disconnect battery and remove air filter. Disconnect fuel line, vacuum line, choke cable, throttle linkage, vacuum capsule line, breather line and idle speed damper wire.

2) Remove nut securing breather valve and lift it off with its hoses. Use a suitable clamp (Mot.453) to clamp water hoses and disconnect from carburetor base. Remove carburetor securing nuts and remove carburetor with vacuum capsule support plate. To install carburetor, reverse removal procedure.

Automatic Transmission Vehicle – 1) Disconnect battery and remove air cleaner. Disconnect fuel line, vacuum line, choke cable, and throttle linkage. Use a suitable clamp (Mot.453) and clamp water hoses, remove hoses from base of carburetor.

2) Remove carburetor securing nuts and clip holding the electronic computer unit wire. Remove carburetor from base. To install carburetor, reverse removal procedure.

CARBURETOR SPECIFICATIONS

Application	Specification
Manual Transmission Vehicle	
Idle RPM	①700±25
CO Percent	2±.5
Fast Idle RPM	1400±50
Automatic Transmission Vehicle	
Idle RPM (In "D")	①650±25
CO Percent	2.5±.5
Fast Idle RPM (In "N")	1350±50

① – Increase idle 100 RPM for vehicles with Air Conditioning. Make idle adjustments with air conditioner turned off.