Engine type	1600 C	Notes
Carburetor Zenith	32 NDIX	2 per engine
Characteristics	dependent idling	
Venturi K	28	2 per carburetor
Main jet Gg	0130	2 per carburetor
Air correction jet a	210	2 per carburetor
Idling jet g	55	2 per carburetor
Idling air jet u	140	2 per carburetor
Pump jet Gp	40	2 per carburetor
Accelerating pump nozzle	No. 8 short	2 per carburetor
Float needle valve (spring loaded)	125	1 per carburetor
Float weight	per float 5,2 g	2 per carburetor
Emulsion tube	No. 1 S	2 per carburetor
By-pass ports	1,4/1,4	
Injection quantity (warm season)	0,25 cc from 2 strokes, each nozzle	2 nozzles per carburetor
Injection quantity (cold season)	0,35 cc from 2 strokes, each nozzle	2 nozzles per carburetor
Float level	18,5 $\pm$ 1,0 mm .728" $\pm$ .04"	mesured with cover closed and a test pressure of 1,8 m WC

Main jet metering is of great importance when operating at considerably varying altitudes for which the following rule-of-thumb may be applied: Change main jet calibration by 6% for each 1,000 m (3,280') altitude variation. For example: normal main jet calibration at an altitude of 400 m (1,312') is 0115; proper jet size for an altitude of 1,400 m (4,592') is 0110.

Engine type	1600 SC	Notes
Carburetor type	Solex 40 PII-4	2 per engine
Venturi K	32	2 per carburetor
Main jet Gg	0115	2 per carburetor
Air correction jet a	180	2 per carburetor
Idling jet g	57,5	2 per carburetor
Idling air jet u	1,8	2 per carburetor
Injection tube No.	72	1 per carburetor
Pump jet Gp	50	2 per carburetor
Accelerating pump nozzle	high-type with 0.4 restrictor	2 per carburetor
Float needle valve (spring-loaded)	175	1 per carburetor
Float	7.4g	1 per carburetor
Emulsion tube	No. 25	2 per carburetor
Main jet carrier	6.0	2 per carburetor
By-pass ports	1.7/1.4/1.0	
Injection quantity (warm season)	0.45 cc (.122 fl. dram) from 2 strokes, each nozzle	2 nozzles per carburetor
Injection quantity (cold season)	0.65 cc (.176 fl. dram) from 2 strokes, each nozzle	2 nozzles per carburetor

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