

## SERVICE BULLETIN

EOS engine

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date of release	.May. 2020	issue 1, #0520_1_o
for engine type / applicability	engines EOS 150, all versions (except RV3)	
status	mandatory	<b>optional</b>

### Introduction

As a result of continuous development we have discovered an improvement by tuning the existing carburetor Walbro WB37, being originally delivered with / mounted on the EOS 150 engines. The below described change will improve the engine operation as follows;

- smoother run in medium RPM operations
- smoother accelerations from certain medium RPM stages to higher and/or full throttle
- more rich combustion in medium RPM operations resulting in less engine temperatures
- higher max. RPM and more power and thrust in consequence

Due to better fuel mix situation and lower engine temperatures, especially in certain RPM stages which are used in continuous engine operations at level / cruise flights, a higher durability and longer life span of the engine can be expected.

This change is optional and not mandatory, but recommended.

### Applicability

All engines - EOS 150, EOS 150 ICI mod. 2019 - since release.

Remark: - all EOS 150 ICI RV3 models (market release 04.2020 onward) already come with this change!

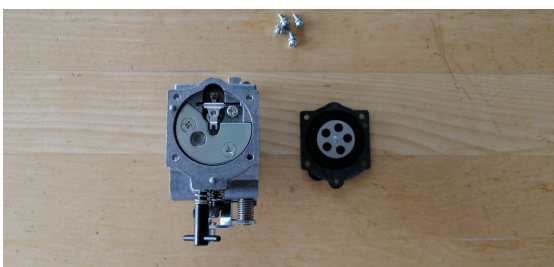
### Action

Dismount the air box from the carburetor, dismount all connections (throttle cable, fuel line, vacuum hose ..), dismount the carburetor from the engine.

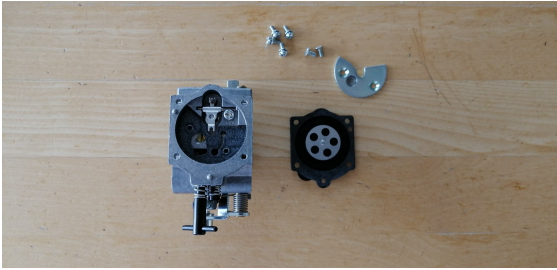
Open carburetor as shown;



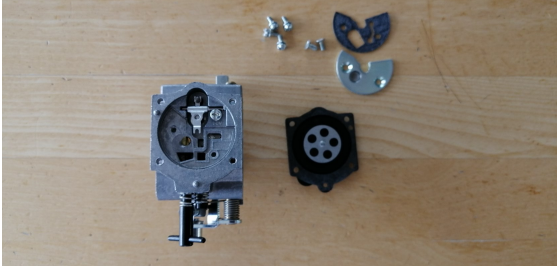
place carburetor on the table as shown



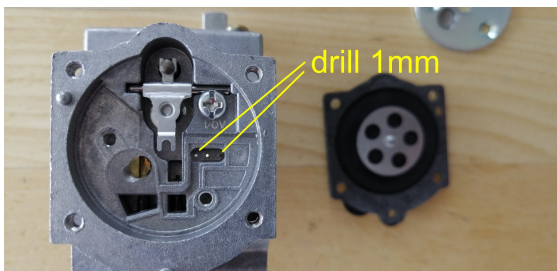
open cover by removing the 4 screws, put cover and gasket incl. lever plate aside. You need to slide out the nipple from the fork of the lever to be able to remove the plate. Use precaution here not to bend the lever or damage / misshape the lever plate!



remove the semi-circular plate, opening the 2 screws



remove the paper gasket also. Use a small sharp screw driver to get it out as it may stick, but use precaution not to damage it!



you can find 3 small holes in the shown oval window. The middle one should remain unchanged, the 2 other ones each enlarge by drilling with a 1mm (metric) drill (use regular metallic drill with portable drilling machine)

Drill the holes all the way through to the venturi nozzle. After drilling, well remove all drilling chips, here best with air jet using air compressor tool.  
Well re-assemble the carburetor in the correct way and re-install to the engine.

**IMPORTANT:** - the following change for the jet setting on the carburetor becomes necessary;

- L jet adjuster screw: 1 turn out (anti clockwise)

(Just for information, previous standard setting was; 1 1/4 turns out (anti clockwise) - 1 turn and 15 minutes)

- H jet adjuster screw - no change to the standard setting (or the setting appropriate for your region / altitude you may have altered / found out being best)

Standard setting as per engine manual; 1 1/4 turns out (anti clockwise) - 1 turn and 15 minutes

Procedure and parts availability

No extra or new parts necessary. Contact with your agent or EOS engine directly for any further support needed in case.