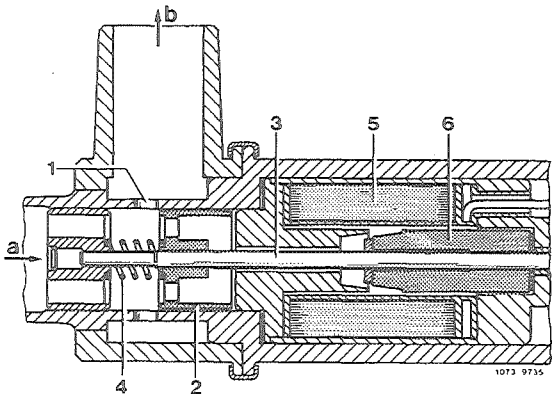
When the ignition is switched on, the magnet is set to a fundamental frequency by way of the electronic control system. The momentary engine speed is taken from the ignition impulses (TCI terminal TD) and a signal is transmitted to the idle speed adjuster. The switchover point for the engine speed 750/min or 500/min is taken from temperature switch (20).

Below approx. 42 °C = 750/min
(temperature switch closed)
Above approx. 42 °C = 500/min
(temperature switch opened)

## Idle speed adjuster

The idle speed adjuster has the following functions:

1. With the ignition switched off, the aperture (1) is opened to max. capacity.



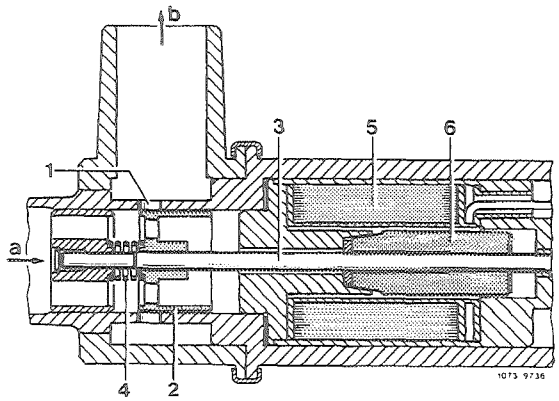

| | |
|---|---|
| 1 Aperture | 5 Solenoid |
| 2 Piston | 6 Core |
| 3 Shaft | a Air inlet |
| 4 Compression spring | b Air outlet |

2. With the ignition switched on (engine stopped) the idle speed adjuster is activated via electronic control system with approx. 1 ±0.5 Volt (measured at idle speed adjustment with clutch plugged on). Aperture (1) is opened to max. capacity.

3. With the engine running, the idle speed adjuster operates continuously between 4 and 5 Volts, or 1050–1200 mA. The orifice is closed approx. 5 Volts.

   A slight leak air rate is permitted.

4. At a speed above 900/min, the idle speed adjuster is activated with approx. 4.5 Volts, so that the aperture is partially opened. This will prevent stopping of engine in the event of a fast rpm drop.




| | |
|---|---|
| 1 Aperture | 5 Solenoid |
| 2 Piston | 6 Core |
| 3 Shaft | a Air inlet |
| 4 Compression spring | b Air outlet |