



General Instructions

- Take lots of pictures as you take your carburetor apart. This will give you a reference of where things go.
- Using a cookie sheet with folded up sides will help keep parts from falling on the floor.
- We suggest not removing the throttle shaft, valves, or choke shaft unless they are corroded, or very dirty. These parts can be easily damaged and are difficult to re-assemble.
- Instruction sheets that come with our carburetor kits are somewhat generic. It may not match your parts exactly.
- Do NOT use WD-40 around your carburetor. It reacts with ethanol.
- Using Silicon Spray Lubricant on the gaskets will help with sticking in case you need to take the carburetor apart again.
- Be careful after taking the top of the carburetor off. Turning the carburetor upside down may cause parts to fall out and you won't know where they were.
- Screws and jets that are frozen can often be removed after heating outside the screw or jet.
- Stuck check balls can be removed by heating the outside of where the check ball resides and tapping the carburetor on the work bench.
- Do not discard any parts until complete done. You may have to refer for size, or matching.

Cleaning:

- Clean with carburetor dis-assembled.
- Soak all parts except rubber & electrical in Simple Green for 2 hours. Aluminum parts will get discolored if left longer.
- Wash parts with hot water if available to remove all chemicals.
- Blow out each passage way taking special notice of the smaller ones. Test each passage that air goes through the entire passage.
- Blow out the idle mixture hole.

- Check any hole above the idle mixture hole (inside the bore). This is the idle discharge and often becomes plugged.
- A tooth brush can facilitate cleaning parts.
- Soda blasting, then washing again will make the carburetor look good any will clean any minor deposits.
- Any corrosion, or deposits that are hard to remove may indicate the passages are also corroded and the carburetor should be replaced.
- If your engine has been sitting for 6 months or more, the gas has probably turned, and the gas tank will need to be cleaned as well as the fuel lines. Flushing new gas through the tank will not be enough.

Assembly:

- Do NOT apply any gasket sealant on any of the gaskets. Gas will break sealant part and the particles will clog the small passages.
- Test your float.
 - Brass floats should be immersed into hot water. As the air inside expands any leak will be noticeable with air bubbles.
 - Plastic, or Nitrophyl floats should be weighed. The weight is in grams. Check our technical pages for any weight specification that we may have.
- Most gaskets will fit as expected, but you may have to trim some, especially under the venturis.
- Your kit may include multiple gaskets in order to get better coverage out of the kit. Use the one that fits the best. Look for any opening the gasket may leave allowing air into the carburetor. Some holes may be casting holes that don't lead to anything and do not have to be covered.
- Mounting gaskets for multiple bore carburetors do not have to have matching holes. Example a four-barrel gasket can be open in the middle instead of 4 holes as long as the carburetor has some kind of passage between bores. The passage is between primary, or secondary, not both.
- When adjusting the float be careful not to put any pressure on the needle. The viton tip is easily damaged.
- Most idle mixture screws can be cleaned using a soft wire wheel. Inspect for any scoring, which would indicate over tightening. Screw with scoring should be replaced.

Accelerator Pumps:

- On leather cups run your finger around the inside of the cup to break any manufacturer sealant.
- Apply 2 drops of oil to cups (leather, or rubber) before inserting into carburetor. Do not soak the cup in oil. The swelling of the cup needs to happen inside the carburetor. Allow the 2 drops of oil and the gas to do its job naturally.
- Twist the pump as you are inserting to help keep the cup from curling or folding over.
- Test your accelerator pump circuit before putting the top of the carburetor back on. Our technical pages have instructions on how to do this for most carburetor types.
- Pump wells are usually slight tapered, and the pump will not seal until it gets towards the bottom.

INSTRUCTION SHEET

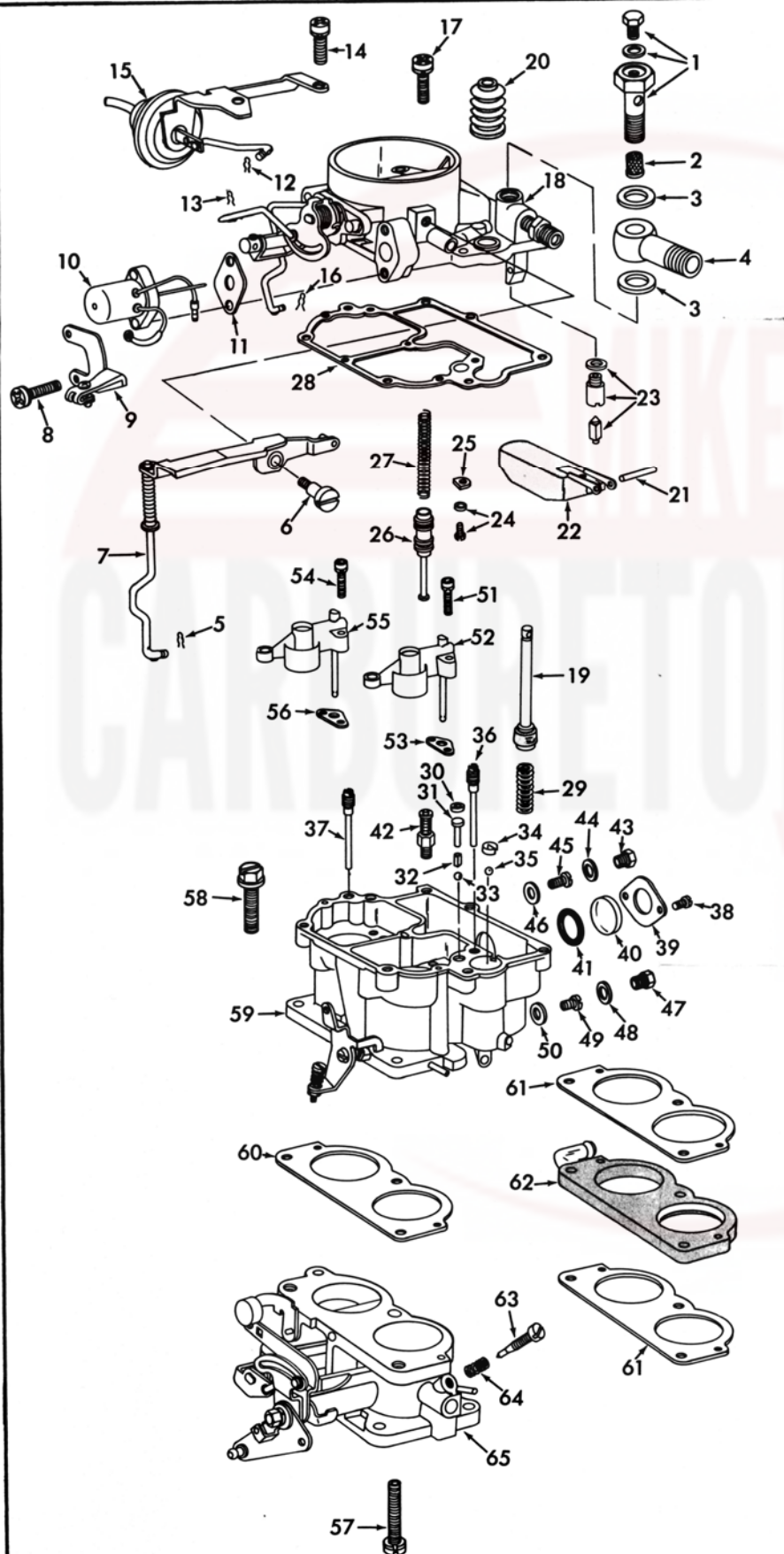
AISAN CARBURETOR

F. ENGINE

IS-50-533

GENERAL EXPLODED VIEW

THE GENERAL DESIGN AND PARTS SHOWN WILL VARY TO
INDIVIDUAL UNITS COVERED ON THIS INSTRUCTION SHEET.



DISASSEMBLY

USE EXPLODED VIEW AS A GUIDE. THE NUMERICAL SEQUENCE
MAY GENERALLY BE FOLLOWED TO DISASSEMBLE UNIT FAR
ENOUGH TO PERMIT CLEANING AND INSPECTION. MODELS
USING INSULATOR BLOCK (62) IT WILL BE NECESSARY TO
CAREFULLY SCRAPE OFF OLD GASKETS FROM BLOCK BEFORE
REASSEMBLING WITH NEW GASKETS. RECORD JET SIZES
FOR PROPER REASSEMBLY.

NOMENCLATURE

REF. NO.	REF. NO.
1. BOLT ASSY.- BANJO FITTING	33. BALL (LARGE)- PUMP DISC.
2. SCREEN- FUEL FILTER	34. RETAINER- INTAKE BALL
3. GASKET (2)- BANJO FITTING	35. BALL (SMALL)- PUMP INTAKE
4. BANJO FITTING	36. JET- PRIMARY BLEED
5. RETAINER- PUMP ROD	37. JET- SECONDARY BLEED
6. BOLT- PUMP LEVER	38. SCREW (2)- WINDOW RETAINER
7. PUMP LEVER & ROD ASSY.	39. RETAINER- WINDOW
8. SCREW & LOCKWASHER (2)-	40. WINDOW- FUEL BOWL
SOLENOID	41. GASKET- WINDOW
9. BRACKET-CHOKE CABLE	42. POWER VALVE ASSY.
10. SOLENOID ASSY.- FUEL SHUT	43. PLUG- SEC. JET
OFF	44. GASKET- PLUG
11. GASKET- SOLENOID	45. JET- SEC. MAIN (CROME)
12. RETAINER- THROTTLE	46. GASKET- SEC. JET
POSITIONER LINK	47. PLUG- PRI. JET
13. RETAINER- CHOKE PULL OFF	48. GASKET- PLUG
LINK	49. JET- PRI. MAIN (BRASS)
14. SCREW & LOCKWASHER (2)-	50. GASKET- PRI. JET
CHOKE PULL OFF ASSY.	51. SCREW & LOCKWASHER (2)-
15. CHOKE PULL OFF ASSY.	PRI. VENTURI
16. RETAINER (LOWER)- FAST	52. VENTURI- PRIMARY
IDLE ROD	53. GASKET- PRI. VENTURI
17. SCREW & LOCKWASHER (5)-	54. SCREW & LOCKWASHER (2)-
BOWL COVER	SEC. VENTURI
18. BOWL COVER ASSY.	55. VENTURI- SECONDARY
19. PUMP PLUNGER ASSY.	56. GASKET- SEC. VENTURI
20. BOOT- PUMP	57. SCREW & LOCKWASHER-
21. PIN- FLOAT LEVER	THROTTLE BODY TO BOWL
22. FLOAT & LEVER ASSY.	58. SCREW & LOCKWASHER (2)-
23. NEEDLE, SEAT & GASKET	BOWL TO THROTTLE BODY
ASSY.	59. BOWL ASSY.
24. SCREW & LOCKWASHER-	60. GASKET (1)- THROTTLE
PISTON RETAINER	BODY (MODELS WITHOUT
25. RETAINER- PISTON	BLOCK)
26. PISTON- POWER VALVE	61. GASKET (2)- INSULATOR
27. SPRING- POWER PISTON	BLOCK (SOME MODELS)
28. GASKET- BOWL COVER	62. INSULATOR BLOCK (SOME
29. SPRING- PUMP RETURN	MODELS)
30. GASKET- STOPPER	63. NEEDLE- IDLE ADJUSTING
31. STOPPER- PUMP PASSAGE	64. SPRING- IDLE ADJ. NEEDLE
32. WEIGHT- DISC. BALL	65. THROTTLE BODY ASSY.

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED.
USE A CARBURETOR CLEANING SOLVENT. SOAK PARTS LONG ENOUGH
TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. MAKE CERTAIN
THE THROTTLE BORES ARE FREE OF ALL CARBON DEPOSITS. WASH
OFF IN SUITABLE SOLVENT. BLOW OUT ALL PASSAGES IN
CASTINGS WITH COMPRESSED AIR AND CHECK CAREFULLY
TO INSURE THOROUGH CLEANING OF OBSCURE AREAS. CAUTION:
DO NOT SOAK RUBBER PARTS, SOLENOIDS, DIAPHRAGM ASSY'S OR
FLOAT IN CLEANING SOLVENTS

REASSEMBLY

REASSEMBLE IN REVERSE ORDER OF DISASSEMBLY. NOTE SPECIAL
INSTRUCTIONS AND ADJUSTMENTS.

SPECIAL INSTRUCTIONS

IDLE ADJUSTING NEEDLE (63)- TURN NEEDLE IN UNTIL LIGHTLY
SEATED, THEN BACK OUT 2 TURNS.

PUMP PLUNGER (19)- REMOVE PAPER SLEEVE FROM LEATHER CUP,
FLEX LEATHER OUTWARD SLIGHTLY. SOAK CUP IN LIGHT
OIL A FEW MINUTES PRIOR TO PLACING IN CARBURETOR.

WINDOW (40)- INSTALL WITH DOT TO THE INSIDE OF FUEL BOWL.

THROTTLE BODY GASKET (60)- WHERE INSULATOR BLOCK IS NOT
USED ONLY ONE GASKET IS NEEDED.

ADJUSTMENTS

- ① BOWL COVER INVERTED, FLOAT RESTING ON NEEDLE OF ITS OWN WEIGHT. MEASURE DISTANCE BETWEEN FLOAT AT TOE END AND CASTING SURFACE.
- ② TO ADJUST BEND FLOAT TAB.

4.1 MM
5/32"

CAUTION: DO NOT EXERT PRESSURE ON RESILIENT NEEDLE VALVE.

DRY FLOAT LEVEL ADJUSTMENT.

FIG. 1.

- ① BOWL COVER INVERTED. RAISE FLOAT BY HAND UNTIL IT CONTACTS FLOAT HANGER. MEASURE DISTANCE BETWEEN NEEDLE VALVE AND FLOAT TAB.
- ② TO ADJUST BEND STOP TABS.

1.0MM
.040"

FLOAT DROP ADJUSTMENT.

FIG. 2.

- ① THROTTLE VALVE CLOSED MEASURE FROM TOP OF PUMP STEM TO TOP OF BOWL COVER.
- ② THROTTLE VALVE WIDE OPEN MEASURE FROM TOP OF PUMP STEM TO TOP OF BOWL COVER.

8 MM
5/16"

(DIFFERENCE BETWEEN THE TWO MEASUREMENTS IS TOTAL STROKE TRAVEL.)

- ③ TO ADJUST BEND PUMP ROD.

PUMP ADJUSTMENT

FIG. 3.