



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.

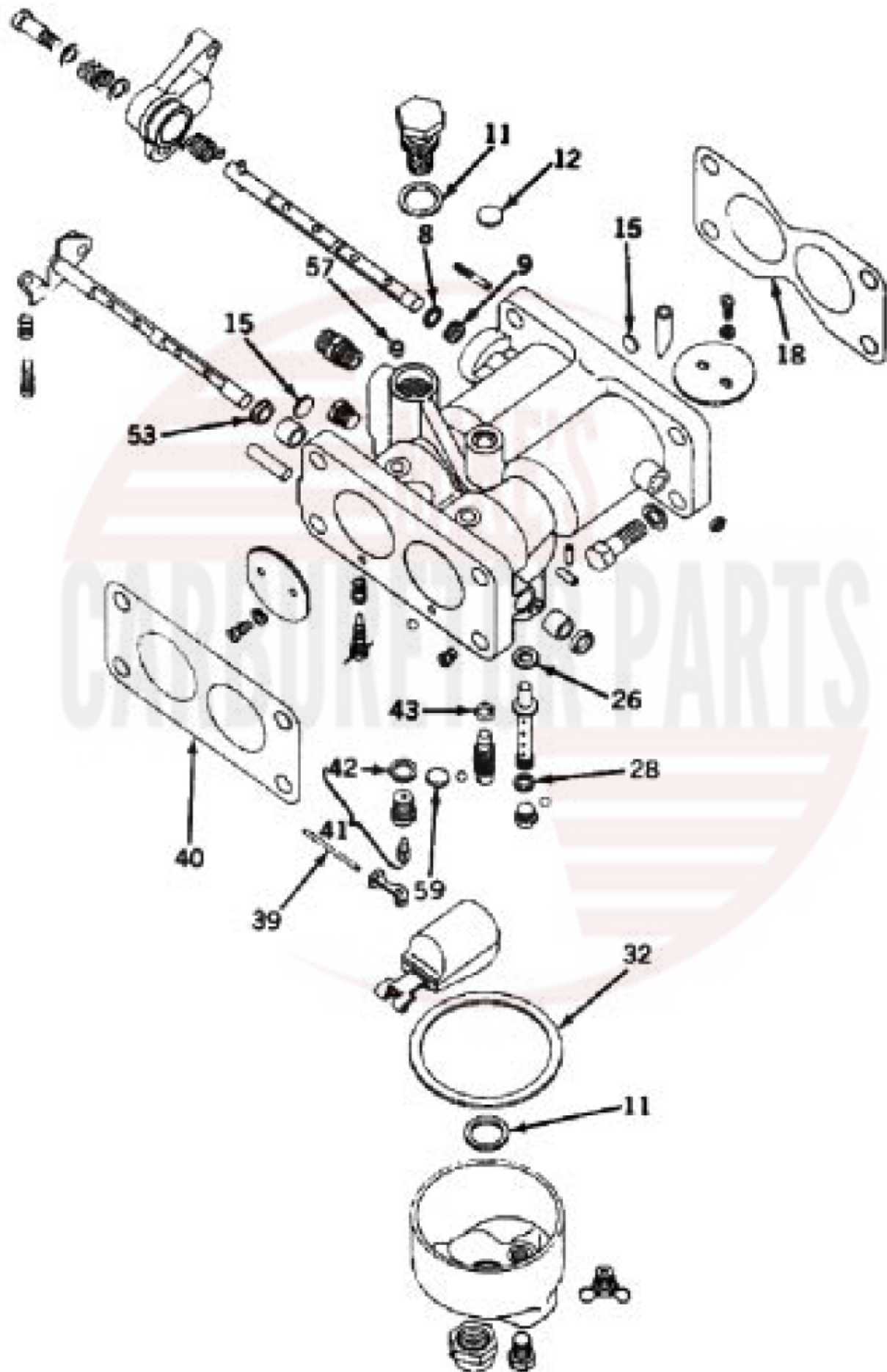
- Check any hole above the idle mixture hole (inside the bore). This is the idle discharge and often becomes plugged.
- A tooth brush can facilitate cleaning parts.
- Soda blasting, then washing again will make the carburetor look good any will clean any minor deposits.
- Any corrosion, or deposits that 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.

Typical View

Instructions

Marvel-Schebler Model DLTX Series

Disassembly: 1) Separate upper body from the lower body careful to avoid damage to float. Remove all components from both bodies. 2) Clean components and castings thoroughly using standard stoddard solvent or carburetor cleaner. 3) Using compressed air thoroughly blow all channels and passages allowing to dry before reassembly.

Reassembly: 1) Install lower throttle shaft open end bushing and hole plug or blind end bushing depending upon which is supplied. 2) Install upper shaft bushing. 3) If required ream throttle shaft bushing with standard machine reamer. 4) Install economizer and channel plugs. 5) Install throttle shaft and lever assembly valve and screws, insuring proper centering before tightening. 6) Install choke shaft and lever, choke valve and screws insuring proper centering before tightening. 7) Install idle adjusting needle. 8) Install load adjusting needle. 9) Install nozzle, tap lightly on bottom to set in place. 10) Install needle valve and float assembly. 11) Install lever pin and float lever bearing screws. 12) Float settings for DLTX-3 thru DLTX-63 are 1/2" from top of fuel bowl to top of float. Float settings for DLTX-67 thru DLTX-85 are 3/8" from top of fuel bowl to top of float. Adjustments are made by bending float tang next to float. 13) Install fuel strainer assembly and gasket. 14) Assemble casting bodies by tightening bowl retaining nut securely.

Primary Adjustments: 1) Set idle adjusting needle 1 1/2 turns. 2) Set load adjusting needle 1 turn.

REF #	NOMEMCLATURE
8	THROTTLE SHAFT RETAINER
9	FELT CHOKE LEVER SHAFT SEAL
11	FILTER PLUG WASHER
11	DRAIN PLUG GASKET
18	GASKET INTAKE
26	NOZZLE GASKET
32	BOWL COVER GASKET
39	FLOAT PIN
40	GASKET MANIFOLD
41	NEEDLE & SEAT ASSEMBLY
42	FUEL INLET GASKET
43	O-RING
57	THROTTLE SHAFT CUP
12,15,59	ALUMINUM EXPANSION PLUG 7/16