



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.

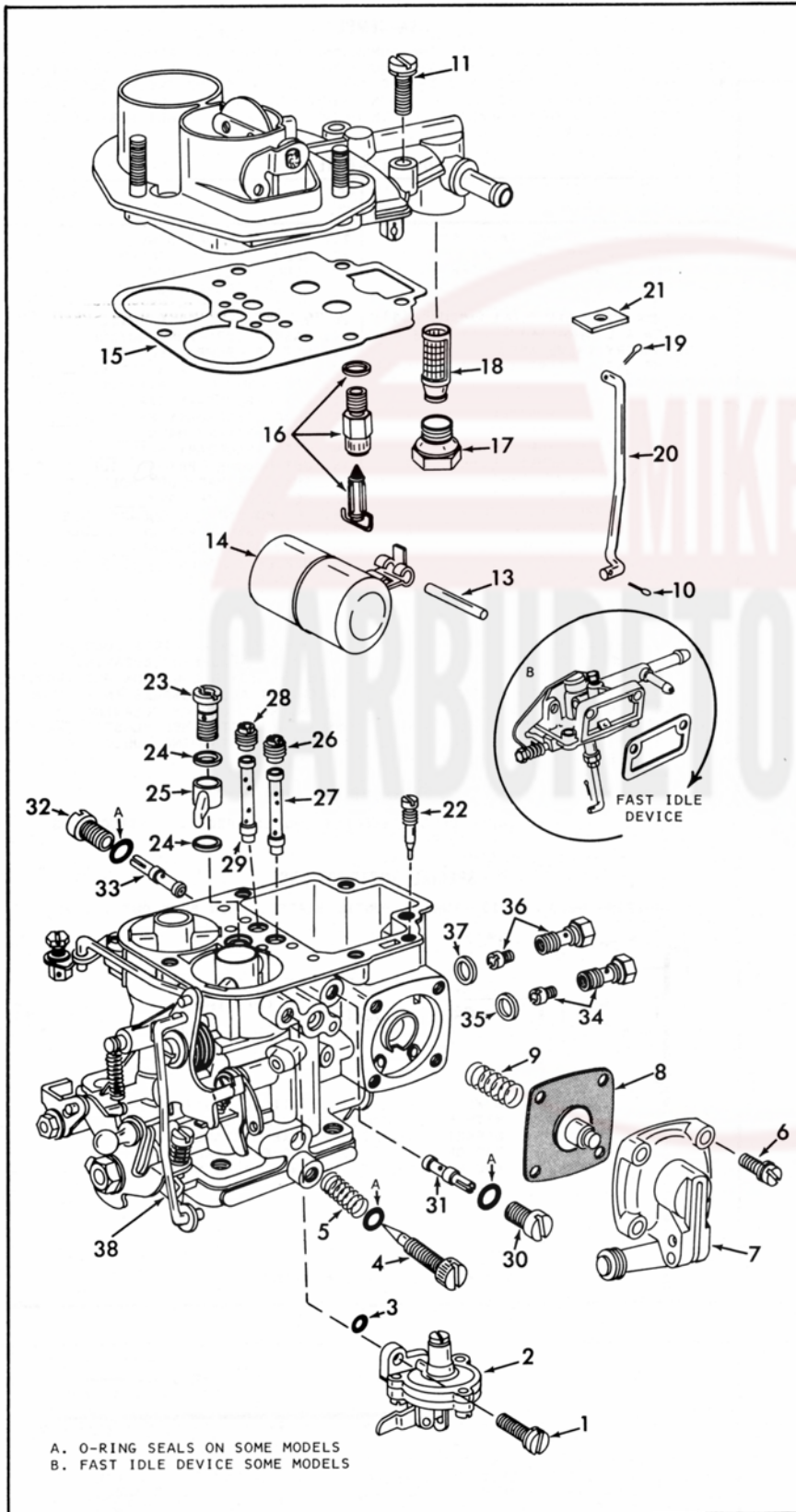
INSTRUCTION SHEET

WEBER CARBURETOR — MODEL 30 DIC, DICA

50-424-1

GENERAL EXPLODED VIEW

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



A. O-RING SEALS ON SOME MODELS
B. FAST IDLE DEVICE SOME MODELS

DISASSEMBLY

USE EXPLODED VIEW AS A GUIDE. THE NUMERICAL SEQUENCE MAY GENERALLY BE FOLLOWED TO DISASSEMBLE UNIT FAR ENOUGH TO PERMIT CLEANING AND INSPECTION. BE CAREFUL TO NOTE SIZES OF JETS AND MAIN WELL TUBES AND THEIR LOCATION FOR PROPER ASSEMBLY. (RECORD SIZES ON INSTRUCTION SHEET). CAUTION: SCREWS AND NUTS USED IN THIS CARBURETOR HAVE METRIC THREADS. DO NOT SUBSTITUTE U.S. THREADED SCREWS OR NUTS.

NOMENCLATURE

REF. NO.	REF. NO.
1. SCREW & LOCKWASHER (1)- VACUUM BREAK	20. ROD-CHOKE
2. VACUUM BREAK ASSEMBLY	21. SEAL-CHOKE ROD
3. O-RING-VACUUM BREAK	22. PLUG-PUMP CHANNEL
4. NEEDLE-IDLE ADJUSTING NEEDLE	23. VALVE ASSEMBLY-PUMP DISCHARGE
5. SPRING-IDLE ADJUSTING NEEDLE	24. GASKET (2)-PUMP NOZZLE
6. SCREW & LOCKWASHER (4)- PUMP COVER	25. NOZZLE-PUMP DISCHARGE
7. PUMP COVER ASSEMBLY	26. JET - PRIMARY HIGH SPEED BLEED
8. DIAPHRAGM ASSY. - PUMP	27. TUBE - PRI. MAIN WELL
9. SPRING-PUMP RETURN	28. JET - SECONDARY HIGH SPEED BLEED
10. COTTER PIN-CHOKE ROD	29. TUBE - SEC. MAIN WELL
11. SCREW & LOCKWASHER (5)- PUMP COVER	30. RETAINER - PRI. IDLE JET
12. BOWL COVER ASSEMBLY	31. JET - PRIMARY IDLE
13. PIN-FLOAT HINGE	32. RETAINER - SEC. IDLE JET
14. FLOAT ASSEMBLY	33. JET - SECONDARY IDLE
15. GASKET-BOWL COVER	34. JET & PLUG - PRI. MAIN
16. NEEDLE, SEAT & GASKET ASSEMBLY	35. GASKET - MAIN JET PLUG (SOME MODELS)
17. PLUG-FILTER SCREEN	36. JET & PLUG - SEC. MAIN
18. SCREEN-FUEL FILTER	37. GASKET-MAIN JET PLUG (SOME MODELS)
19. COTTER PIN-CHOKE ROD	38. MAIN BODY ASSEMBLY

CLEANING

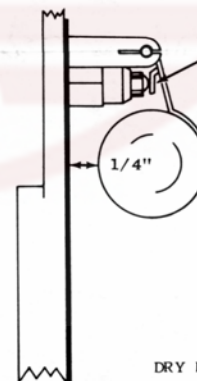
CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. USE (1) A CARBURETOR CLEANING SOLVENT, (2) LACQUER THINNER OR (3) DENATURED ALCOHOL. MAKE CERTAIN THE THROTTLE BORES ARE FREE OF ALL CARBON AND VARNISH DEPOSITS. RINSE OFF IN SUITABLE SOLVENT. BLOW OUT ALL PASSAGES IN CASTING WITH COMPRESSED AIR AND CHECK CAREFULLY TO INSURE THOROUGH CLEANING OF OBSCURE AREAS. CAUTION: DO NOT SOAK VACUUM BREAK ASSY. (2) OR PARTS MADE OF PLASTIC OR RUBBER MATERIAL IN ANY TYPE OF CLEANING SOLVENT.

REASSEMBLY

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

SPECIAL INSTRUCTIONS

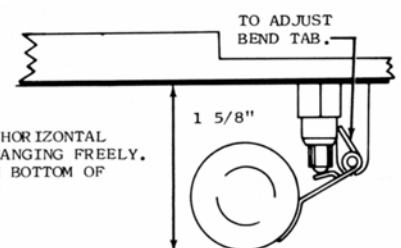
IDLE ADJUSTING NEEDLE (4) - TURN IN UNTIL SEATED, THEN BACK OUT $1\frac{1}{2}$ TURNS.



CAUTION: DO NOT EXERT PRESSURE ON RESILIENT NEEDLE VALVE.

BOWL COVER HELD IN VERTICAL POSITION WITH FLOAT HANGING DOWN AND BOWL COVER GASKET IN PLACE. MEASURE DISTANCE FROM TOP OF FLOAT TO BOWL COVER GASKET. (DO NOT COMPRESS SPRING LOADED NEEDLE)

DRY FLOAT LEVEL ADJUSTMENT



BOWL COVER HELD IN A HORIZONTAL POSITION WITH FLOAT HANGING FREELY. MEASURE DISTANCE FROM BOTTOM OF FLOAT TO COVER GASKET

FLOAT DROP ADJUSTMENT

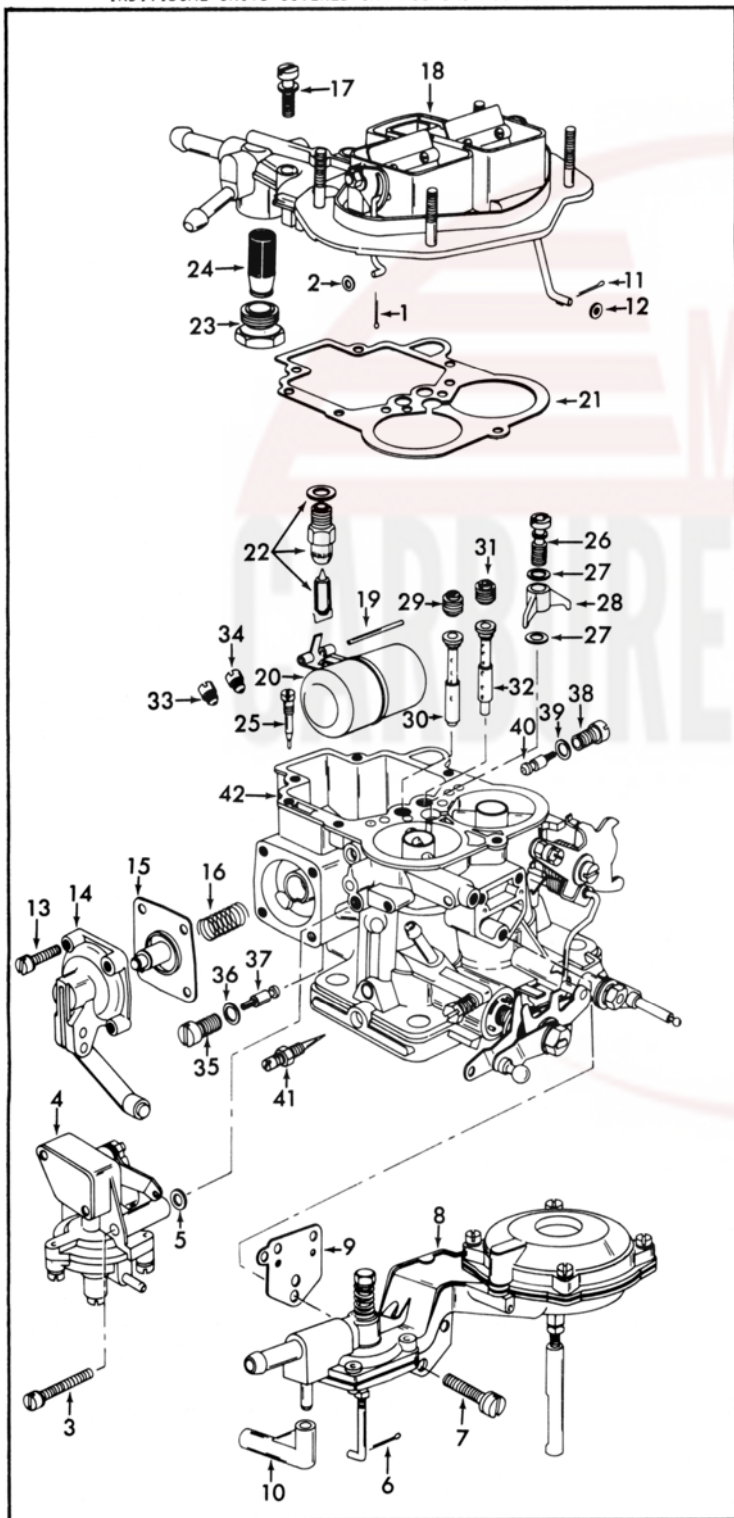
INSTRUCTION SHEET

WEBER CARBURETOR — MODEL DHSA

IS-50-424-1

GENERAL EXPLODED VIEW

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



DISASSEMBLY

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NOMENCLATURE

REF. NO.	REF. NO.
1. COTTER PIN - CHOKE VALVE ROD	21. GASKET - FLOAT BOWL
2. WASHER - CHOKE VALVE ROD	22. NEEDLE, SEAT & GASKET ASSY.
3. SCREW & LOCKWASHER - CHOKE VALVE	23. PLUG - FILTER SCREEN
4. CHOKE PULL OFF VALVE	24. SCREEN - FUEL FILTER
5. SEAL - CHOKE PULL OFF VALVE	25. PLUG - PUMP CHANNEL
6. COTTER PIN - FAST IDLE VALVE ROD	26. VALVE ASSY. - PUMP DISC.
7. SCREW & LOCKWASHER - FAST IDLE & SECONDARY VALVE ASSY.	27. GASKET (2) - PUMP NOZZLE
8. VALVE ASSY. - FAST IDLE & SECONDARY THROTTLE	28. NOZZLE - PUMP DISCHARGE
9. GASKET - VALVE ASSY.	29. JET - PRIMARY AIR CORRECTION
10. TUBE - VALVE CONNECTOR	30. TUBE - PRIMARY EMULSION
11. COTTER PIN - CHOKE ROD	31. JET - SECONDARY AIR CORRECTION
12. WASHER - CHOKE ROD	32. TUBE - SECONDARY EMULSION
13. SCREW & LOCKWASHER - PUMP COVER	33. JET - PRIMARY MAIN
14. PUMP COVER ASSY.	34. JET - SECONDARY MAIN
15. DIAPHRAGM ASSY. - PUMP	35. JET HOLDER - PRIMARY IDLE
16. SPRING - PUMP DIAPHRAGM RETURN	36. SEAL - PRIMARY JET HOLDER
17. SCREW & LOCKWASHER - BOWL COVER	37. JET IDLE - PRIMARY
18. BOWL COVER ASSEMBLY	38. JET HOLDER - SECONDARY IDLE
19. PIN - FLOAT HINGE	39. SEAL - SECONDARY JET HOLDER
20. FLOAT ASSEMBLY	40. IDLE JET - SECONDARY
	41. NEEDLE & LOCKNUT - IDLE ADJUSTING
	42. MAIN BODY ASSEMBLY

CLEANING

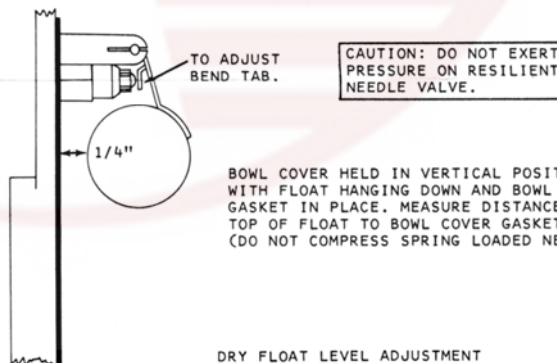
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REASSEMBLY

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

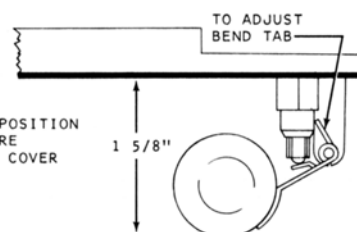
SPECIAL INSTRUCTIONS

IDLE ADJUSTING NEEDLE (41) - TURN IN UNTIL SEATED, THEN BACK OUT 1 1/2 TURNS.



DRY FLOAT LEVEL ADJUSTMENT

BOWL COVER HELD IN A HORIZONTAL POSITION WITH FLOAT HANGING FREELY. MEASURE DISTANCE FROM BOTTOM OF FLOAT TO COVER GASKET.



FLOAT DROP ADJUSTMENT