



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

OFF VEHICLE CARBURETOR SERVICE

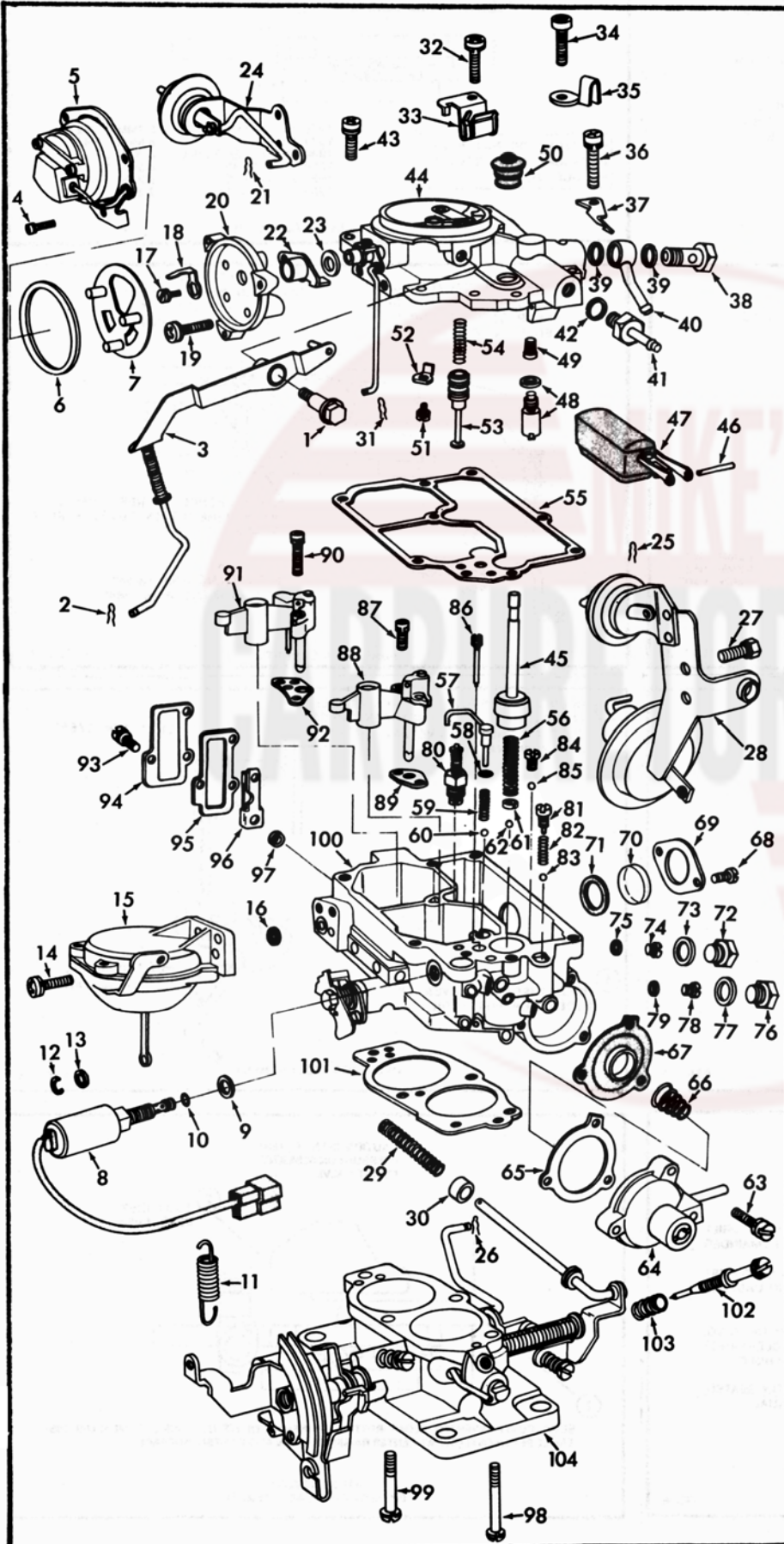
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AISAN 2 BARREL

TOYOTA 2TC,3TC,1A-C,2A,3A,ENGINES

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. NOTE: DISASSEMBLY OF SECONDARY VACUUM UNIT (15) IS NOT NECESSARY UNLESS DIAPHRAGM IS BEING REPLACED. (1981 SEE FIG.6)

NOMENCLATURE

REF. NO.	REF. NO.
1. SCREW- PUMP LEVER.	52. RETAINER- PISTON.
2. RETAINER- PUMP ROD.	53. PISTON- POWER VALVE.
3. LEVER & CONNECTING ROD ASSY.-PUMP.	54. SPRING- POWER PISTON.
4. SCREW & LOCKWASHER (3)- RETAINER CHOKE COVER.	55. GASKET- BOWL COVER.
5. CHOKE COVER & RETAINER ASSY.	56. SPRING PUMP RETURN.
6. GASKET- CHOKE COVER.	57. JET- PUMP.
7. PLATE- CHOKE BAFFLE.	58. O-RING- PUMP JET.
8. SOLENOID- IDLE CUT OFF.	59. SPRING- PUMP DISC. BALL
9. GASKET- SOLENOID.	60. BALL- PUMP DISC. CHECK (LARGE).
10. O-RING- SOLENOID.	61. RETAINER- INTAKE CHECK BALL.
11. SPRING- SEC. RETURN.	62. BALL- INTAKE CHECK (SMALL).
12. RETAINER- SEC. DIAPHRAGM LINK.	63. SCREW & LOCKWASHER (3)- AUX. PUMP COVER.
13. WASHER- SEC. DIAPHRAGM LINK.	64. COVER- AUX. PUMP DIAPHRAGM.
14. SCREW & WASHERS (2)- SEC. DIAPHRAGM.	65. GASKET- AUX. PUMP COVER.
15. SECONDARY DIAPHRAGM ASSY.	66. SPRING- AUX. PUMP DIAPHRAGM.
16. GASKET- SEC. DIAPHRAGM ASSY.	67. DIAPHRAGM- AUX. PUMP.
17. SCREW & WASHER- CHOKE SHAFT ARM.	68. SCREW (2)- RETAINER SIGHT GLASS.
18. ARM- CHOKE SHAFT.	69. RETAINER- SIGHT GLASS.
19. SCREW & LOCKWASHER (3)- CHOKE HOUSING.	70. SIGHT GLASS.
20. HOUSING- CHOKE.	71. O-RING- SIGHT GLASS SEAL.
21. RETAINER- CHOKE PULL OFF LINK.	72. PLUG- SEC. MAIN JET.
22. LEVER- CHOKE PULL OFF LINK.	73. GASKET- PLUG.
23. WASHER- LEVER SPACER.	74. JET- SEC. MAIN (CHROME).
24. CHOKE PULL OFF ASSY.	75. GASKET- SEC. MAIN JET.
25. RETAINER- AUX. PULL OFF LINK.	76. PLUG- PRI. MAIN JET.
26. RETAINER- THROTTLE POSITIONER LINK.	77. GASKET- PLUG.
27. SCREW & LOCKWASHER (2)- BRACKET.	78. JET- PRI. MAIN (BRASS).
28. AUX. PULL OFF & THROTTLE POSITIONER ASSY.	79. GASKET- PRI. MAIN JET.
29. SPRING- THROTTLE RETURN.	80. POWER VALVE ASSY.
30. CUP RETAINER- SPRING.	81. PLUG- AUX. PUMP CHECK BALL SPRING.
31. RETAINER- FAST IDLE ROD	82. SPRING- AUX. PUMP CHECK BALL.
32. SCREW & LOCKWASHER- WIRE CLAMP.	83. BALL- AUX. PUMP DISC. CHECK.
33. WIRE CLAMP.	84. PLUG- AUX. PUMP CHECK BALL.
34. SCREW & LOCKWASHER- ROD GUIDE.	85. BALL- AUX. PUMP INTAKE CHECK.
35. GUIDE- AUX. PULL OFF LINK.	86. JET- IDLE.
36. SCREW & LOCKWASHER- FUEL INLET FITTING LOCK.	87. SCREW & LOCKWASHER (2)- PRI. VENTURI.
37. LOCK- FUEL INLET FITTING.	88. PRIMARY VENTURI ASSY.
38. BOLT- FUEL INLET FITTING.	89. GASKET- PRIMARY VENTURI.
39. GASKET (2)- FUEL INLET FITTING.	90. SCREW & LOCKWASHER (2)- SEC. VENTURI.
40. FITTING- FUEL INLET.	91. SECONDARY VENTURI ASSY.
41. FITTING- FUEL BY PASS.	92. GASKET- SECONDARY VENTURI.
42. GASKET- BY PASS FITTING.	93. SCREW & LOCKWASHER (3)- COVER.
43. SCREW & LOCKWASHER (4)- BOWL COVER.	94. COVER- IDLE COMPENSATOR.
44. BOWL COVER ASSY.	95. GASKET COVER.
45. PUMP PLUNGER ASSY.	96. VALVE- IDLE COMPENSATOR.
46. PIN- FLOAT.	97. GASKET- IDLE COMPENSATOR VALVE.
47. FLOAT ASSY.	98. SCREW & LOCKWASHER (2)- THROTTLE BODY.
48. NEEDLE, SEAT & GASKET ASSY.	99. SCREW & LOCKWASHER (2)- THROTTLE BODY (HOLLOW).
49. SCREEN- FUEL FILTER.	100. FLOAT BOWL ASSY.
50. BOOT- PUMP.	101. GASKET- THROTTLE BODY.
51. SCREW & LOCKWASHER- PISTON RETAINER.	102. NEEDLE- IDLE ADJ.
	103. SPRING- IDLE ADJ. NEEDLE.
	104. 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 IN CLEANING SOLVENT, BEING VERY CAREFUL OF DIAPHRAGM ASSY'S, (15), (24), (28), ELECTRIC CHOKE COVER (5), SOLENOID (8), FLOAT (47), AND IDLE COMPENSATOR VALVE (96) WHICH HAVE RUBBER COMPONENTS.

REASSEMBLY

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

ADJUSTMENTS

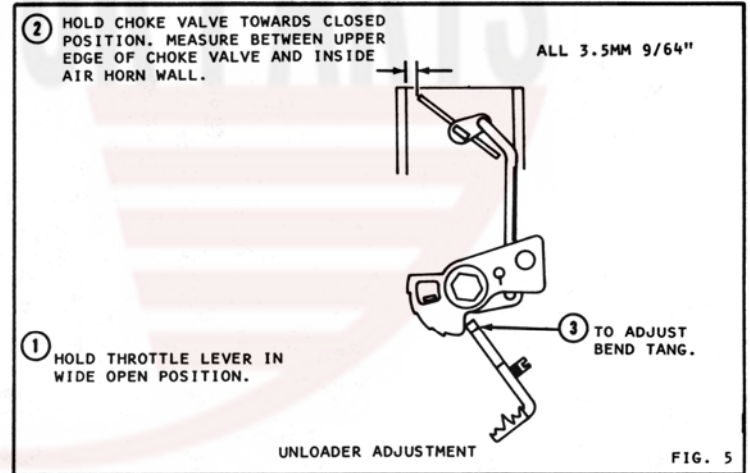
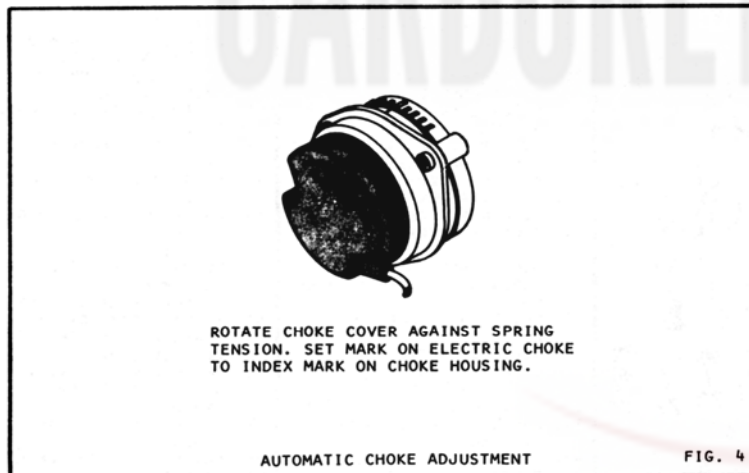
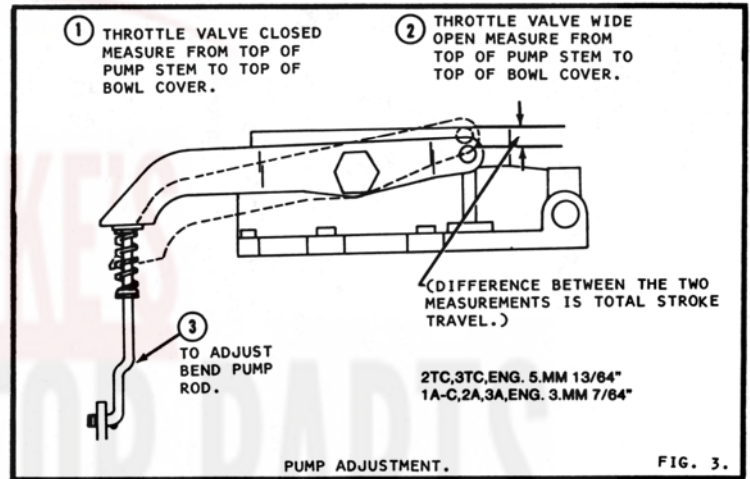
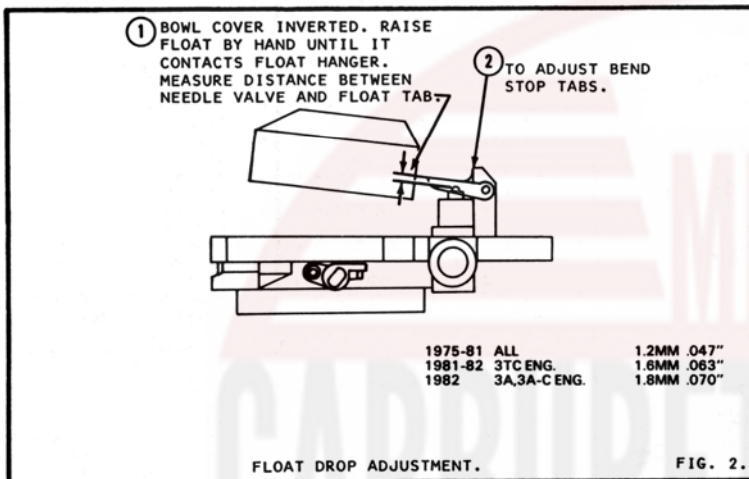
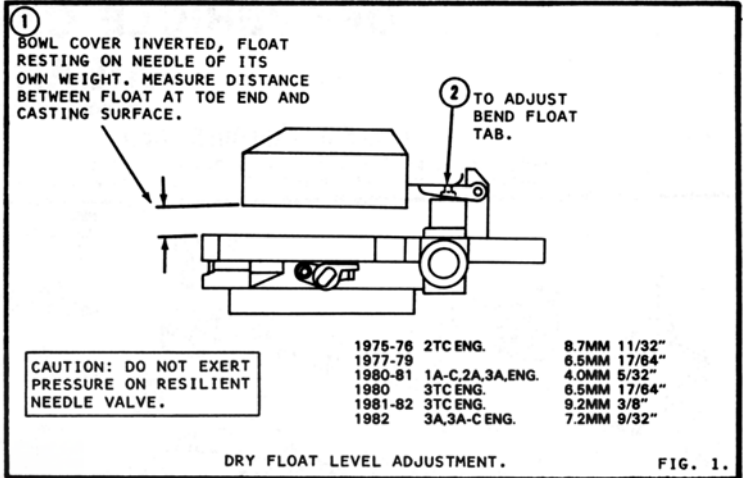
SPECIAL INSTRUCTIONS

IDLE ADJUSTING NEEDLE (102)- TURN NEEDLE IN UNTIL LIGHTLY SEATED, THEN BACK OUT 2 1/4-2 3/4 TURNS.

PUMP PLUNGER (45)- REMOVE PAPER SLEEVE FROM LEATHER CUP. FLEX LEATHER OUTWARD SLIGHTLY, SOAK CUP IN LIGHT OIL A FEW MINUTES PRIOR TO PLACING IN CARBURETOR.

SIGHT GLASS (70)- INSTALL WITH DOT TO THE INSIDE OF FUEL BOWL.

CHOKE COIL COVER (5)- WHEN INSTALLING BE SURE HOOK ON COIL SPRING IS AGAINST ARM OF CHOKE SHAFT. ROTATE CHOKE COVER AGAINST SPRING TENSION. ALIGN MARK ON COVER WITH INDEX MARK ON HOUSING.



1981-82 INFORMATION

TO REMOVE TAMPER RESISTANT SHIELD FROM CHOKE COVER, CAREFULLY DRILL RIVET HEADS OFF. REMOVE CHOKE COMPONENTS THEN KNOCK OUT REMAINDER OF RIVETS.

WHEN INSTALLING CHOKE COVER BE SURE HOOK ON COIL SPRING IS AGAINST ARM OF CHOKE SHAFT. ALIGN NOTCH IN COVER WITH RAISED BOSS IN CASTING. (CHOKE COVER IS NON ADJUSTABLE) INSTALL NEW POP RIVETS.

TO REMOVE IDLE MIXTURE SCREW PLUG. CENTER PUNCH CENTER OF PLUG. CAREFULLY DRILL A .255" HOLE IN PLUG. (NOTE THERE IS ONLY .040" CLEARANCE BETWEEN PLUG AND MIXTURE SCREW.) PRY REMAINDER OF PLUG FROM HOLE.

IDLE ADJUSTING NEEDLE INSTALLATION. TURN NEEDLE IN UNTIL LIGHTLY SEATED, THEN BACK OUT 3 TURNS. FINAL ADJUSTMENT SEE CAR SERVICE MANUAL.

