



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

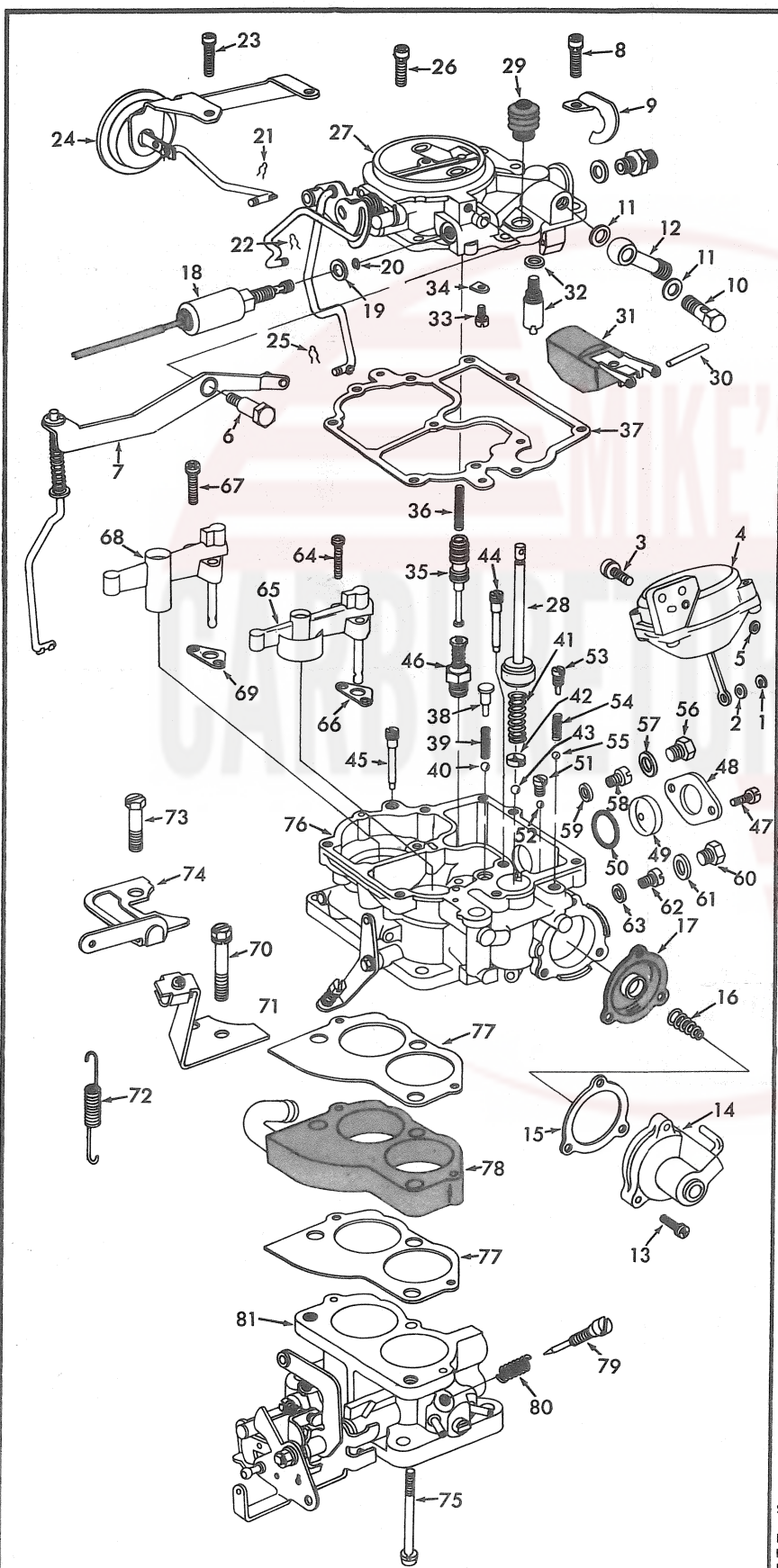
AISAN CARBURETOR

2F ENGINE

IS-50-534

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 FOR ENOUGH TO PERMIT CLEANING AND INSPECTION. NOTE: DISASSEMBLY OF THE SECONDARY VACUUM UNIT (4) IS NOT NECESSARY UNLESS DIAPHRAGM IS BEING REPLACED. INSULATOR BLOCK (78) HAS A BONDED GASKET ON EACH SURFACE, IT WILL BE NECESSARY TO CAREFULLY REMOVE OLD GASKETS FROM BLOCK BEFORE REASSEMBLY. RECORD JET SIZES FOR PROPER REASSEMBLY.

NOMENCLATURE

REF. NO.	REF. NO.
1. E-CLIP- SEC. DIAPHRAGM LINK	40. BALL- PUMP DISC. CHECK (LARGE)
2. WASHER- SEC. DIAPHRAGM LINK	41. SPRING- PUMP RETURN
3. SCREW & WASHERS (2)- SEC. DIAPHRAGM ASSY.	42. RETAINER- PUMP INTAKE BALL
4. SECONDARY DIAPHRAGM ASSY.	43. BALL- PUMP INTAKE CHECK (SMALL)
5. GASKET- SEC. DIAPHRAGM ASSY.	44. JET- PRIMARY SLOW
6. BOLT- PUMP LEVER	45. JET- SECONDARY SLOW
7. PUMP LEVER & ROD ASSY.	46. POWER VALVE ASSY.
8. SCREW & LOCKWASHER- BANJO FITTING LOCK	47. SCREW (2)- WINDOW RETAINER
9. LOCK- BANJO FITTING	48. RETAINER- WINDOW
10. BOLT- BANJO FITTING	49. WINDOW- FUEL BOWL
11. GASKET (2)- BANJO FITTING	50. GASKET- WINDOW
12. BANJO FITTING- (FUEL RETURN)	51. PLUG- AUX. INTAKE CHECK
13. SCREW & LOCKWASHER (3)- AUX. PUMP COVER	52. BALL- AUX. INTAKE CHECK
14. COVER- AUX. PUMP	53. PLUG- AUX. DISC. CHECK
15. GASKET- COVER	54. SPRING- AUX. DISC. CHECK BALL
16. SPRING- AUX. PUMP DIAPHRAGM	55. BALL- AUX. DISC. CHECK
17. DIAPHRAGM- AUX. PUMP	56. PLUG- SEC. MAIN JET
18. SOLENOID- IDLE CUT OFF	57. GASKET- PLUG
19. GASKET- SOLENOID	58. JET- SEC. MAIN (CROME)
20. O RING- SOLENOID	59. GASKET- JET
21. RETAINER- THROTTLE POSITIONER	60. PLUG- PRI. MAIN JET
22. RETAINER- CHOKE PULL OFF LINK	61. GASKET- PLUG
23. SCREW & LOCKWASHER (2)- CHOKE PULL OFF ASSY.	62. JET- PRI MAIN (BRASS)
24. CHOKE PULL OFF ASSY.	63. GASKET- JET
25. RETAINER- FAST IDLE ROD	64. SCREW & LOCKWASHER (2)- PRI. VENTURI
26. SCREW & LOCKWASHER (4)- BOWL COVER	65. PRI. VENTURI ASSY.
27. BOWL COVER ASSY.	66. GASKET- PRI. VENTURI
28. PUMP PLUNGER ASSY.	67. SCREW & LOCKWASHER (2)- SEC. VENTURI
29. BOOT- PUMP.	68. SEC. VENTURI ASSY.
30. PIN- FLOAT LEVER	69. GASKET- SEC. VENTURI
31. FLOAT & LEVER ASSY.	70. SCREW & LOCKWASHER- CHOKE BRACKET
32. NEEDLE, SEAT & GASKET ASSY.	71. BRACKET- CHOKE CABLE
33. SCREW & LOCKWASHER- PISTON RETAINER	72. SPRING- THROTTLE RETURN
34. RETAINER- PISTON	73. SCREW & LOCKWASHER- SPRING BRACKET
35. PISTON- POWER VALVE	74. BRACKET- THROTTLE RETURN SPRING
36. SPRING- POWER VALVE PISTON	75. SCREW & LOCKWASHER- THROTTLE BODY
37. GASKET- BOWL COVER.	76. FLOAT BOWL ASSY.
38. STOPPER- PUMP SPRING	77. GASKET (2)- THROTTLE BODY
39. SPRING- PUMP DISC. BALL	78. INSULATOR- THROTTLE BODY
	79. NEEDLE- IDLE ADJUSTING
	80. SPRING- IDLE ADJ. NEEDLE
	81. 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

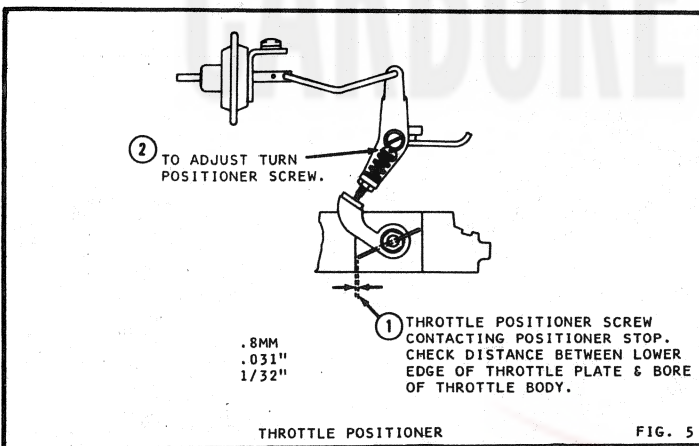
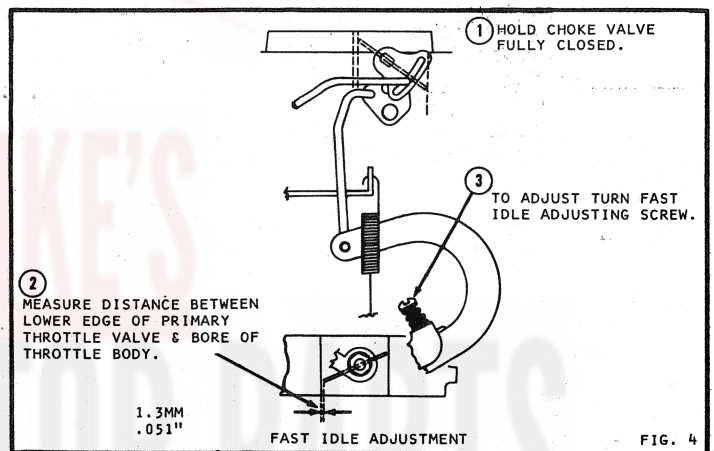
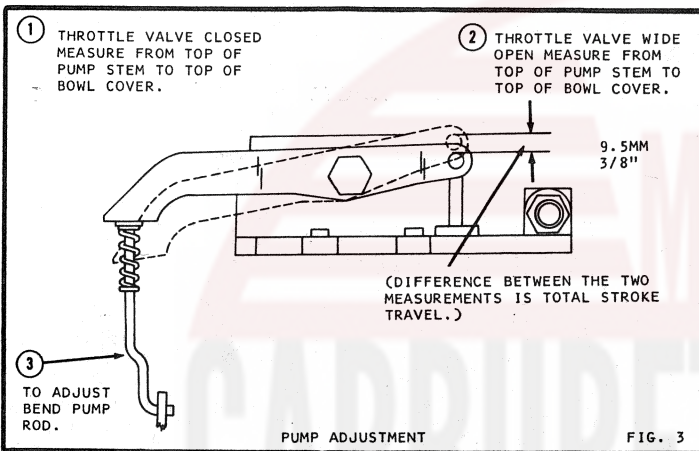
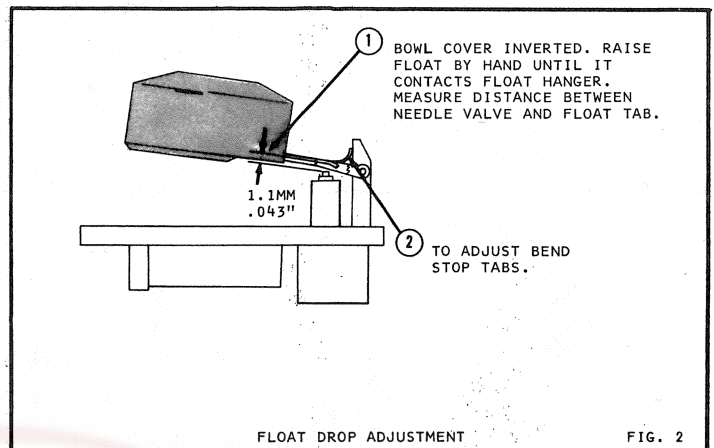
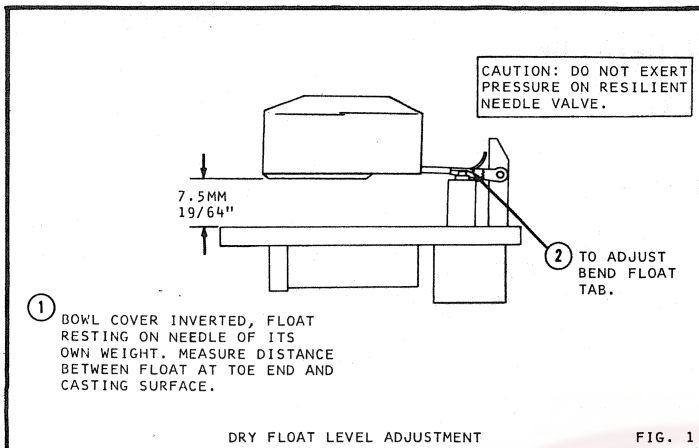
REASSEMBLE IN REVERSE ORDER OF DISASSEMBLY. NOTE SPECIAL INSTRUCTIONS AND ADJUSTMENTS.

SPECIAL INSTRUCTIONS

IDLE ADJUSTING NEEDLE (79)- TURN NEEDLE IN UNTIL LIGHTLY SEATED, THEN BACK OUT 1 1/2 TURNS.

PUMP PLUNGER (28)- REMOVE PAPER SLEEVE FROM LEATHER CUP, FLEX LEATHER OUTWARD SLIGHTLY. SOAK CUP IN LIGHT OIL A FEW MINUTES PRIOR TO PLACING IN CARBURETOR.

ADJUSTMENTS



INSTRUCTION SHEET

OFF VEHICLE CARBURETOR SERVICE

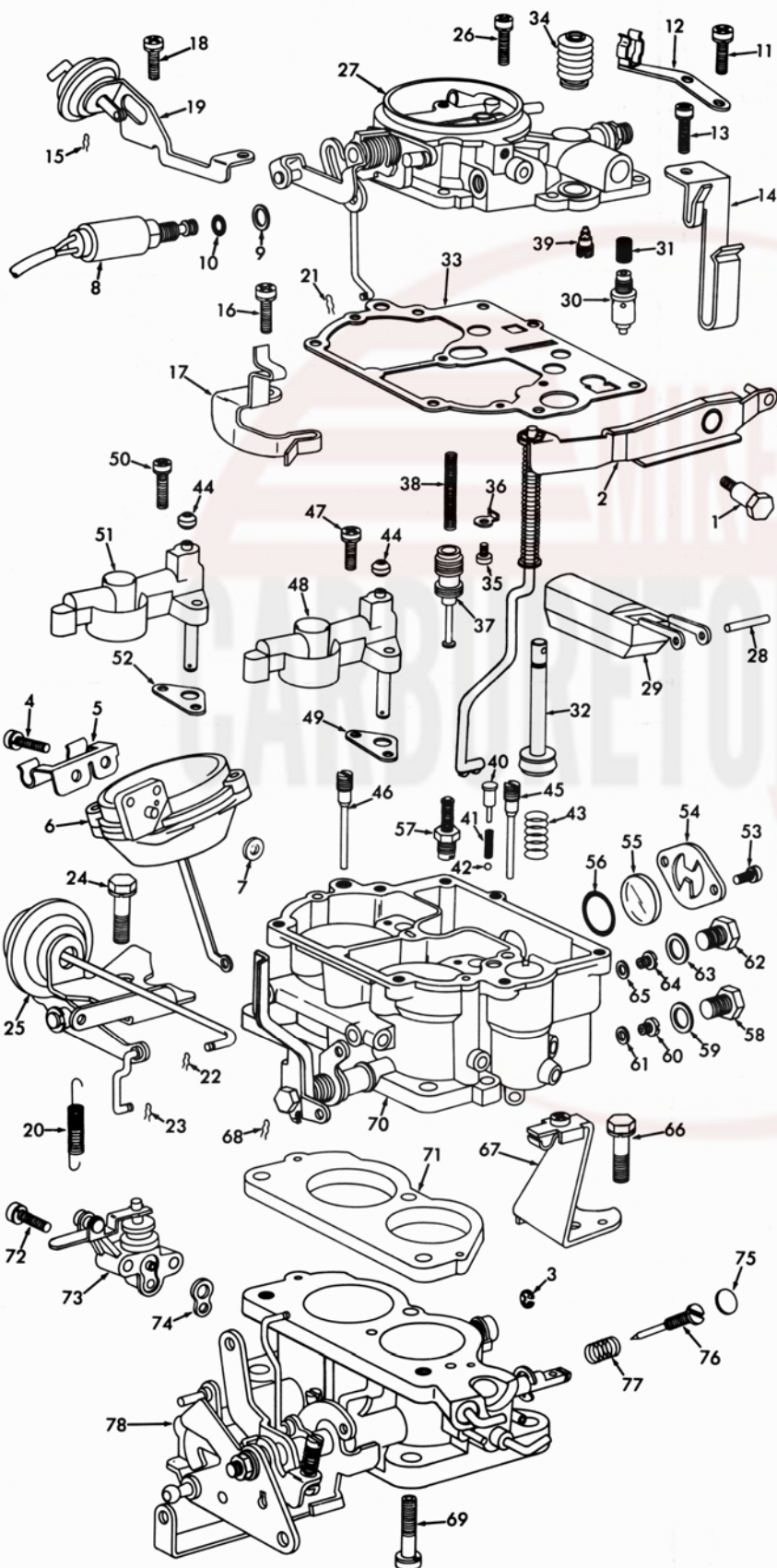
AISAN 2-BARREL

50-615

TOYOTA 2F ENGINE MODEL FJ60

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 THE SECONDARY VACUUM UNIT (6) IS NOT NECESSARY UNLESS DIAPHRAGM IS BEING REPLACED. INSULATOR BLOCK (68) HAS A BONDED GASKET ON EACH SURFACE, IT WILL BE NECESSARY TO CAREFULLY REMOVE OLD GASKETS FROM BLOCK. RECORD SIZES OF JETS AND THEIR LOCATION FOR PROPER ASSEMBLY. TO REMOVE IDLE MIXTURE NEEDLE PLUG, CENTER PUNCH CENTER OF PLUG. CAREFULLY DRILL A HOLE IN PLUG. (NOTE THERE IS ONLY .040" CLEARANCE BETWEEN PLUG AND MIXTURE NEEDLE.) USE A PULLER OR PRY PLUG FROM HOLE.

NOMENCLATURE

REF. NO.	REF. NO.
1. SCREW - PUMP LEVER	38. SPRING - POWER PISTON
2. PUMP LEVER & ROD ASSY.	39. JET - PRI. SLOW AIR --
3. E-CLIP - SEC. DIAPHRAGM LINK	40. STOPPER - PUMP CHECK SPRING
4. SCREW & LOCKWASHER (2) - SEC. DIAPHRAGM ASSY. & HOSE BRACKET	41. SPRING - PUMP CHECK BALL
5. BRACKET - HOSE	42. BALL - PUMP DISC. CHECK
6. SECONDARY DIAPHRAGM ASSY.	43. SPRING - PUMP RETURN
7. GASKET - SEC. DIAPHRAGM ASSY.	44. SEAL (2) - VENTURI CLUSTER
8. SOLENOID ASSY. - IDLE SHUT OFF	45. JET - PRI. SLOW --
9. GASKET - SOLENOID	46. JET - SEC. SLOW --
10. O-RING - SOLENOID	47. SCREW & LOCKWASHER (2) - PRI. VENTURI
11. SCREW & LOCKWASHER (2) - WIRE SOCKET BRACKET	48. PRI. VENTURI ASSY.
12. BRACKET - WIRE SOCKET	49. GASKET - VENTURI
13. SCREW & LOCKWASHER - HOSE & WIRE BRACKET	50. SCREW & LOCKWASHER (2) - SEC. VENTURI
14. BRACKET - HOSE & WIRE	51. SEC. VENTURI ASSY.
15. RETAINER - CHOKE PULL OFF ROD	52. GASKET - VENTURI
16. SCREW & LOCKWASHER - WIRE BRACKET & CHOKE PULL OFF ASSY.	53. SCREW (2) - WINDOW RETAINER
17. BRACKET - WIRE	54. RETAINER - WINDOW
18. SCREW & LOCKWASHER - CHOKE PULL OFF BRACKET	55. WINDOW - FUEL BOWL
19. CHOKE PULL OFF DIAPHRAGM ASSY.	56. O-RING - FUEL BOWL WINDOW
20. SPRING - SEC. THROTTLE RETURN	57. POWER VALVE ASSY.
21. RETAINER - FAST IDLE ROD	58. PLUG - PRI. MAIN JET
22. RETAINER - THROTTLE POSITIONER ROD	59. GASKET - PLUG
23. RETAINER - LINK	60. JET - PRI. MAIN (BRASS) --
24. SCREW & LOCKWASHER - THROTTLE POSITIONERS ASSY.	61. GASKET - PRI. MAIN JET
25. THROTTLE POSITIONER, BRACKET & LEVER ASSY.	62. PLUG - SEC. MAIN JET
26. SCREW & LOCKWASHER (2) - BOWL COVER	63. GASKET - PLUG
27. BOWL COVER ASSY.	64. JET - SEC. MAIN (CROME) --
28. PIN - FLOAT	65. GASKET - SEC. MAIN JET
29. FLOAT & LEVER ASSY.	66. SCREW & LOCKWASHER - BRACKET & THROTTLE BODY
30. NEEDLE & SEAT ASSY.	67. BRACKET - CHOKE CABLE
31. SCREEN - NEEDLE SEAT	68. RETAINER - UNLOADER LINK
32. PUMP PLUNGER ASSY.	69. SCREW & LOCKWASHER - THROTTLE BODY
33. GASKET - BOWL COVER	70. FLOAT BOWL ASSY.
34. BOOT - PUMP	71. INSULATOR BLOCK & GASKETS - THROTTLE BODY
35. SCREW & LOCKWASHER - LOCK	72. SCREW & LOCKWASHER (2) - SEC. IDLE SHUT OFF
36. LOCK - POWER PISTON	73. SEC. IDLE SHUT OFF VALVE ASSY.
37. POWER PISTON	74. GASKET - SEC. IDLE VALVE ASSY.
	75. PLUG - IDLE NEEDLE
	76. NEEDLE - IDLE ADJUSTING
	77. SPRING - IDLE NEEDLE
	78. 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, SOLENOID (8), DIAPHRAGM ASSY'S. (6) (19) (25), OR FLOAT (29) IN CLEANING SOLVENTS.

REASSEMBLY

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

SPECIAL INSTRUCTIONS

IDLE ADJUSTING NEEDLE (76) - TURN NEEDLE IN UNTIL LIGHTLY SEATED, THEN BACK OUT 3 TURNS.

PUMP PLUNGER (32) - REMOVE PAPER SLEEVE FROM LEATHER CUP, FLEX LEATHER OUTWARD SLIGHTLY. SOAK CUP IN LIGHT OIL A FEW MINUTES PRIOR TO PLACING IN CARBURETOR.

ADJUSTMENTS

