



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

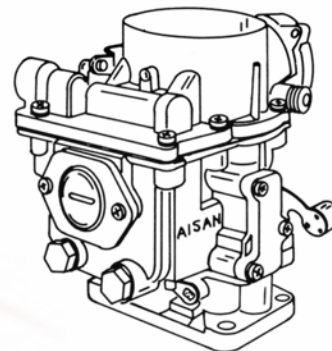
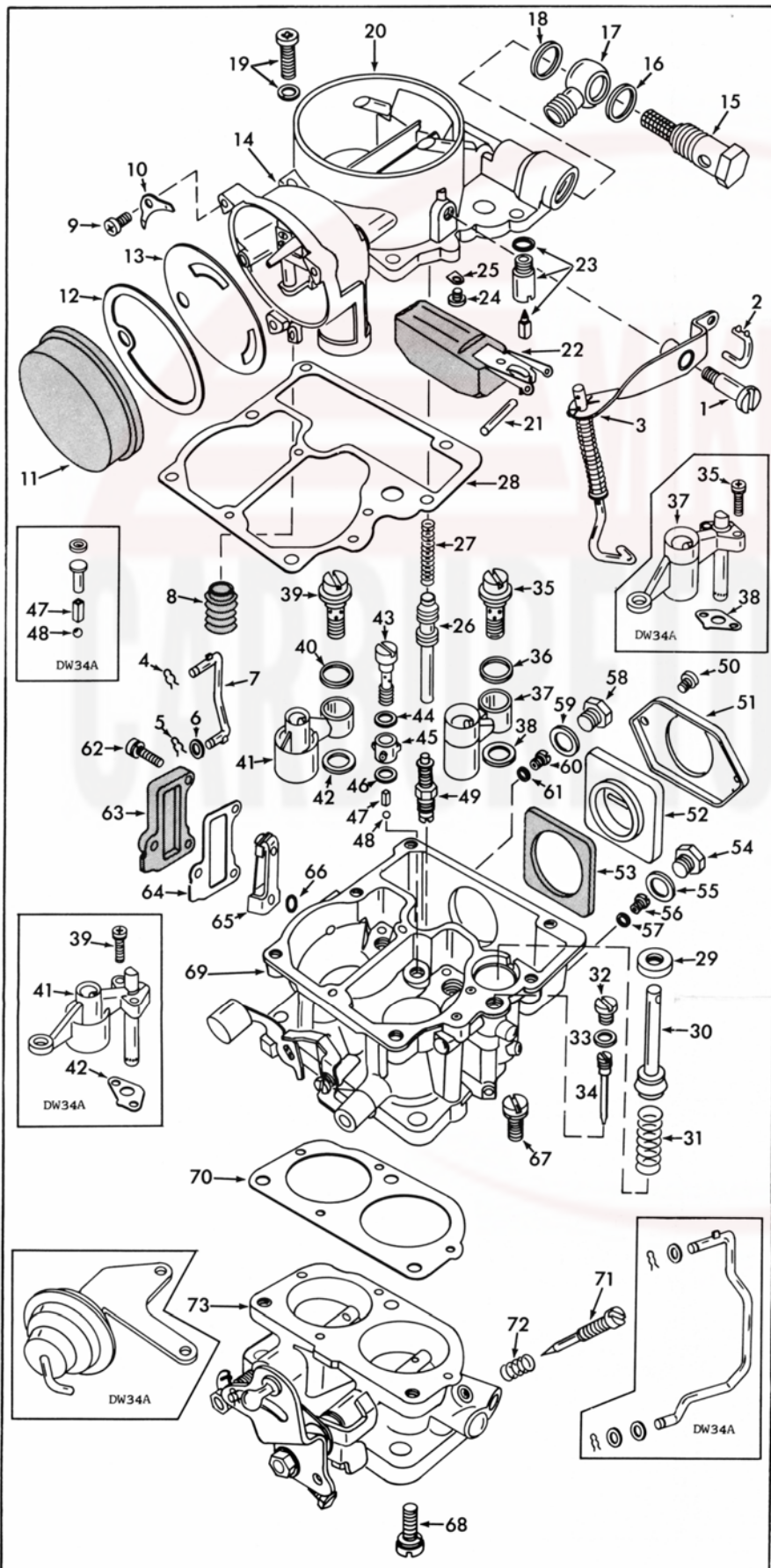
OFF VEHICLE CARBURETOR SERVICE

AISAN - 2 BORE

50-418

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: IF FOUND NECESSARY TO REPLACE CHOKE HOUSING GASKET, (14) BE SURE TO FILE OFF PEENED END OF CHOKE VALVE SCREWS BEFORE REMOVING.

NOMENCLATURE

REF. NO.	REF. NO.
1. SCREW-PUMP ARM	38. GASKET LOWER-PRIMARY VENTURI
2. LINK-PUMP	39. SCREW-SECONDARY VENTURI
3. LEVER & CONNECTING ROD-PUMP	40. GASKET UPPER-SECONDARY VENTURI
4. RETAINER-UPPER FAST IDLE LINK	41. VENTURI-SECONDARY
5. RETAINER-LOWER FAST IDLE LINK	42. GASKET LOWER-SECONDARY VENTURI
6. WASHER-FAST IDLE LINK	43. SCREW-PUMP JET
7. LINK-FAST IDLE	44. GASKET UPPER-PUMP JET
8. BOOT-FAST IDLE ROD	45. JET-PUMP
9. SCREW (3)-STAT COVER RETAINER	46. GASKET LOWER-PUMP JET
10. RETAINER (3)-STAT COVER	47. WEIGHT-PUMP DISCHARGE CHECK BALL
11. STAT COVER	48. BALL-PUMP DISCHARGE CHECK
12. GASKET-STAT COVER	49. POWER VALVE ASSY.
13. PLATE-CHOKE BAFFLE	50. SCREW (2)-FUEL BOWL WINDOW RETAINER
14. GASKET-CHOKE HOUSING (NOT SHOWN)	51. RETAINER-FUEL BOWL WINDOW
15. BOLT-UNION NIPPLE	52. WINDOW-FUEL BOWL
16. WASHER-UNION NIPPLE	53. GASKET-FUEL BOWL WINDOW
17. NIPPLE-UNION	54. PLUG-PRIMARY JET
18. WASHER-UNION NIPPLE	55. GASKET-PRIMARY JET PLUG
19. SCREW & LOCKWASHER (6)-BOWL COVER	56. JET-PRIMARY MAIN
20. BOWL COVER	57. GASKET-PRIMARY MAIN JET
21. PIN-FLOAT LEVER	58. PLUG-SECONDARY JET
22. FLOAT & LEVER ASSY.	59. GASKET-SECONDARY JET PLUG
23. NEEDLE, SEAT & GASKET ASSY.	60. JET-SECONDARY MAIN
24. SCREW & LOCKWASHER-POWER PISTON RETAINER	61. GASKET-SECONDARY MAIN JET
25. RETAINER-POWER PISTON	62. SCREW & LOCKWASHER (3)-IDLE COMP. VALVE COVER
26. PISTON-POWER	63. COVER-IDLE COMP. VALVE
27. SPRING-POWER PISTON	64. GASKET-IDLE COMP. VALVE COVER
28. GASKET-BOWL COVER	65. VALVE-IDLE COMPENSATOR
29. SEAL-PUMP SHAFT	66. O-RING-IDLE COMP. VALVE
30. PUMP ASSY.	67. SCREW & LOCKWASHER (2)-THROTTLE BODY TO BOWL
31. SPRING-PUMP RETURN	68. SCREW & LOCKWASHER (1)-THROTTLE BODY TO BOWL
32. SCREW PLUG-IDLE JET PASSAGE	69. BOWL ASSY.-FLOAT
33. GASKET-SCREW PLUG	70. GASKET-THROTTLE BODY
34. JET-IDLE	71. NEEDLE-IDLE ADJUSTING
35. SCREW-PRIMARY VENTURI	72. SPRING-IDLE ADJ. NEEDLE
36. GASKET UPPER-PRIMARY VENTURI	73. THROTTLE BODY ASSY.
37. VENTURI-PRIMARY	

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) LAQUER THINNER OR (3) DENATURATED ALCOHOL. MAKE CERTAIN THE THROTTLE BODY IS 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 OR PLASTIC PARTS IN SOLVENT, BEING CAREFUL OF PUMP SHAFT SEAL (29) AND IDLE COMPENSATOR VALVE (65) WHICH HAVE RUBBER COMPONENTS.

REASSEMBLY

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

SPECIAL INSTRUCTIONS

SEE OTHER SIDE FOR SPECIAL INSTRUCTIONS AND ADJUSTMENTS.

ADJUSTMENTS

IDLE ADJUSTING NEEDLE (71) - TURN NEEDLE IN UNTIL LIGHTLY SEATED, THEN BACK OUT 2 1/2 TURNS.

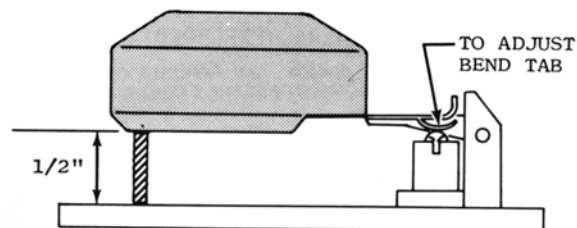
PRIMARY MAIN JET (56) - BRASS SMALL HOLE
SECONDARY MAIN JET (60) - ALUMINUM LARGE HOLE

PUMP JET (45) - INSTALL WITH LONGEST LOCATING STOP FACING FUEL BOWL.

PUMP PLUNGER (30) - REMOVE PAPER SLEEVE FROM LEATHER CUP IF USED. FLEX LEATHER OUTWARD SLIGHTLY. SOAK CUP IN GASOLINE, KEROSENE OR OIL FOR A FEW MINUTES PRIOR TO PLACING IN CARBURETOR.

SECONDARY THROTTLE VALVE ADJUSTMENT - HOLD PRIMARY THROTTLE VALVE IN WIDE OPEN POSITION. SECONDARY VALVE SHOULD ALSO BE IN WIDE OPEN POSITION. IF NECESSARY ADJUST SECONDARY OPENING LINK.

CAUTION: DO NOT EXERT PRESSURE ON RESILIENT NEEDLE VALVE.

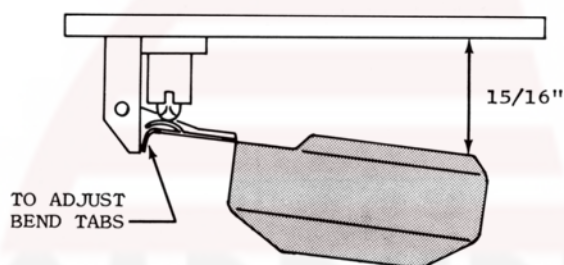


BOWL COVER INVERTED, MEASURE DISTANCE BETWEEN END OF FLOAT AND BOWL COVER.

FLOAT LEVEL ADJUSTMENT

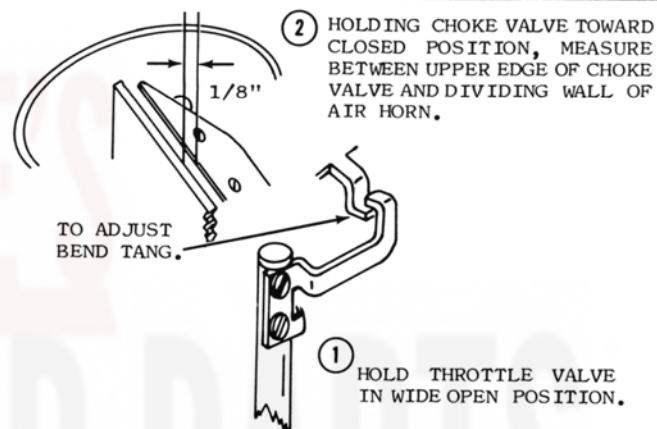
Fig. 1

FLOAT HANGING FREE, MEASURE DISTANCE BETWEEN BOWL COVER AND END OF FLOAT.



FLOAT DROP ADJUSTMENT

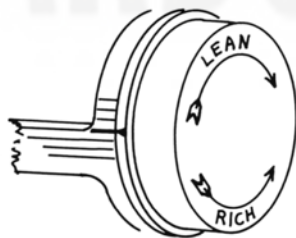
Fig. 2



UNLOADER ADJUSTMENT

Fig. 3

ALLOWABLE VARIATIONS
2 NOTCHES EITHER WAY
FROM INITIAL SETTING.

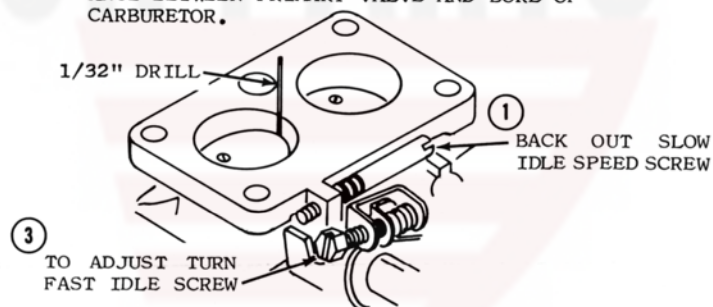


ROTATE STAT COVER AGAINST SPRING TENSION, ALIGN MARK ON COVER WITH INDEX MARK ON HOUSING.

AUTOMATIC CHOKE ADJUSTMENT

Fig. 4

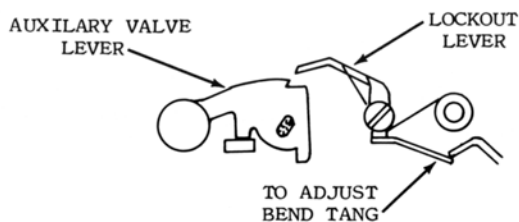
② OPEN PRIMARY THROTTLE VALVE, THEN CLOSE CHOKE VALVE TO POSITION FAST IDLE CAM. CLOSE THROTTLE VALVE AND CHECK CLEARANCE BETWEEN PRIMARY VALVE AND BORE OF CARBURETOR.



FAST IDLE ADJUSTMENT

Fig. 5

OPEN PRIMARY THROTTLE VALVE UNTIL LEVER CONTACTS SECONDARY OPENING LINK. AT THIS POINT LOCKOUT LEVER SHOULD BE FREE FROM NOTCH IN AUXILIARY VALVE LEVER.



AUXILIARY THROTTLE VALVE LOCKOUT ADJUSTMENT Fig. 6

ENGINE AT OPERATING TEMPERATURE, CHOKE VALVE FULLY OPEN, AIR CLEANER INSTALLED. ADJUST IDLE MIXTURE SCREW (71) IN OR OUT FOR A SMOOTH IDLE, AND ADJUST IDLE STOP SCREW FOR PROPER R.P.M.

500-550 R.P.M. S/T
500-550 R.P.M. A/T IN DRIVE

NOTE: BE SURE IDLE COMPENSATOR VALVE (65) IS NOT OPEN WHEN ADJUSTING IDLE. VALVE WILL START TO OPEN WHEN TEMPERATURE AROUND CARBURETOR REACHES 140° F.

SLOW IDLE ADJUSTMENT

Fig. 7