



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.

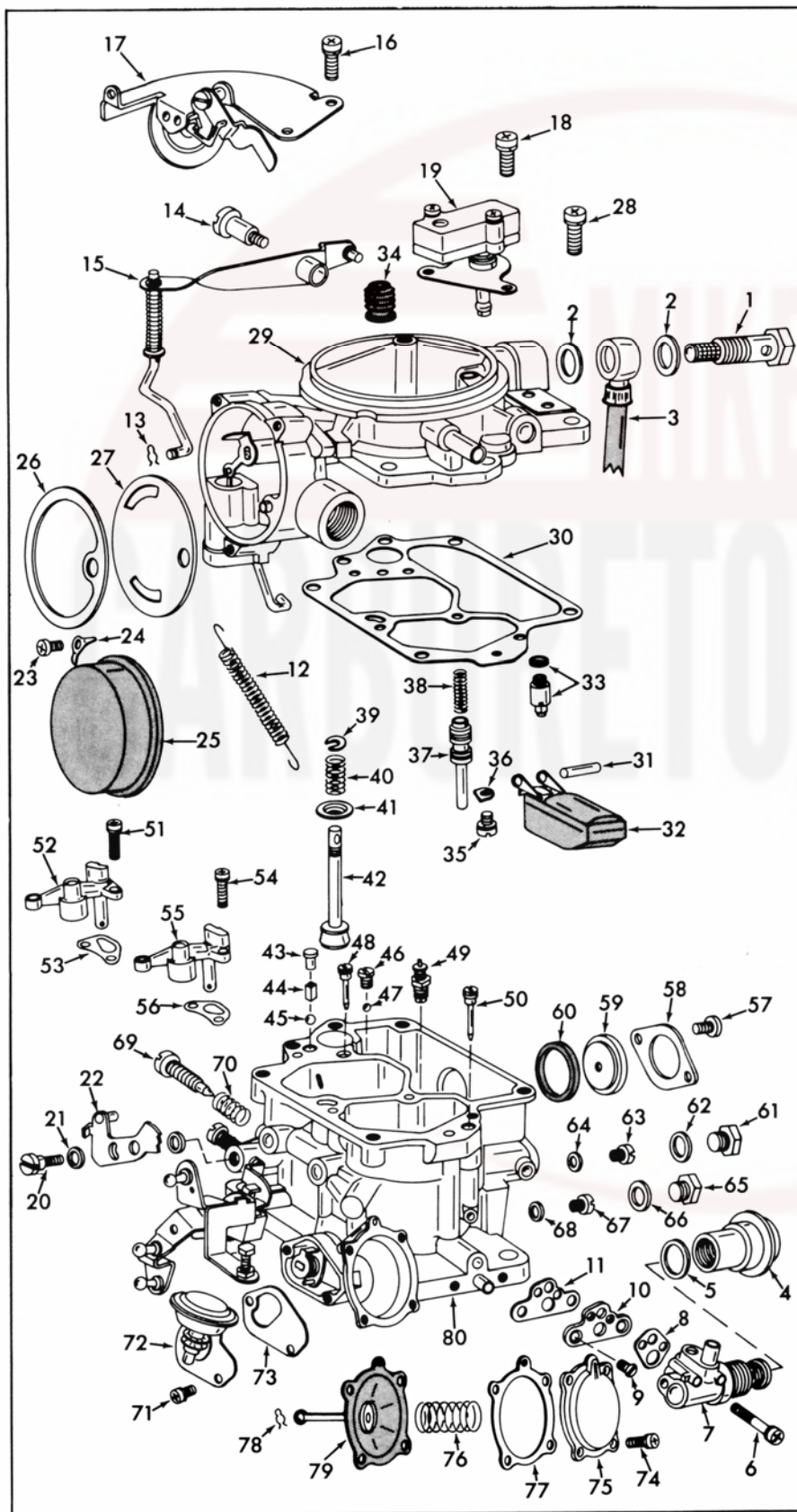
INSTRUCTION SHEET

AISAN CARBURETOR

50-425-1

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 THE FOLLOWING GASKETS, NOT SHOWN ON EXPLODED VIEW. (SUPPLIED IN KIT). (1) CHOKE HOUSING TO BOWL COVER GASKET. IF CHOKE HOUSING IS REMOVABLE BE SURE TO FILE OFF PEENED END OF CHOKE VALVE SCREWS BEFORE REMOVING. (2) SECONDARY DIAPHRAGM HOUSING TO CARBURETOR BODY GASKET CAN BE REMOVED BY REMOVING MOUNTING SCREWS SLITTING GASKET THRU TO THROTTLE SHAFT HOLE & PULL OUT. SLIT NEW GASKET TO REINSTALL.

NOMENCLATURE

REF. NO.	REF. NO.
1. STRAINER ASSY.	41. WASHER - PUMP SPRING
2. GASKET (2)-STRAINER	42. PUMP PLUNGER ASSY.
3. FUEL HOSE	43. STOPPER - DISC. BALL
4. COVER-A.S.S. VALVE	44. WEIGHT - DISC. BALL
5. GASKET-COVER	45. BALL - PUMP DISC. (LARGE)
6. SCREW & LOCKWASHER (2)-A.S.S. VALVE	46. PLUG - INTAKE BALL
7. A.S.S. VALVE ASSY.	47. BALL - PUMP INTAKE (SMALL)
8. GASKET-A.S.S. VALVE	48. JET - PRIMARY IDLE (SOME MODELS)
9. SCREW (2) - ADAPTOR	49. POWER VALVE ASSY.
10. ADAPTOR-A.S.S. VALVE	50. JET - SECONDARY IDLE
11. GASKET - ADAPTOR	51. SCREW & LOCKWASHER (2-3)-PRIMARY VENTURI
12. SPRING - THROTTLE RETURN	52. VENTURI - PRIMARY
13. RETAINER - PUMP ROD	53. GASKET - PRIMARY VENTURI
14. SCREW - PUMP LEVER	54. SCREW & LOCKWASHER (2-3)-SECONDARY VENTURI
15. LEVER & ROD ASSY.-PUMP	55. VENTURI - SECONDARY
16. SCREW & LOCKWASHER (2)-VAC. BREAK ASSY.	56. GASKET - SECONDARY VENTURI
17. VAC. BREAK ASSY.	57. SCREW (2)-WINDOW RETAINER
18. SCREW & LOCKWASHER (2)-IDLE COMP. VALVE	58. RETAINER - WINDOW
19. IDLE COMP. VALVE ASSY.	59. WINDOW - FUEL BOWL
20. SCREW - FAST IDLE CAM	60. GASKET - WINDOW
21. SPACER - FAST IDLE CAM	61. PLUG - PRIMARY MAIN JET
22. CAM - FAST IDLE	62. GASKET - PLUG
23. SCREW (3)-CHOKE COVER	63. JET - PRIMARY MAIN (BRASS)
24. RETAINER (3)-CHOKE COVER	64. GASKET - PRIMARY JET
25. CHOKE COVER ASSY.	65. PLUG - SECONDARY MAIN JET
26. GASKET - CHOKE COVER	66. GASKET - PLUG
27. PLATE - CHOKE BAFFLE	67. JET - SECONDARY MAIN (CROME)
28. SCREW & LOCKWASHER (3)-BOWL COVER	68. GASKET - SECONDARY JET
29. BOWL COVER ASSY.	69. NEEDLE - IDLE ADJUSTING
30. GASKET - BOWL COVER	70. SPRING - IDLE ADJUSTING NEEDLE
31. PIN - FLOAT LEVER	71. SCREW & LOCKWASHER (2)-DASHPOT
32. FLOAT & LEVER ASSY.	72. DASHPOT ASSY.
33. NEEDLE, SEAT & GASKET ASSY.	73. GASKET - DASHPOT
34. BOOT - PUMP	74. SCREW & LOCKWASHER (4)-DIAPHRAGM COVER
35. SCREW & LOCKWASHER - PISTON RETAINER	75. COVER - SECONDARY DIAPHRAGM
36. RETAINER - PISTON	76. SPRING - SECONDARY DIAPHRAGM
37. PISTON - POWER	77. GASKET - DIAPHRAGM
38. SPRING - POWER PISTON	78. RETAINER - DIAPHRAGM ROD
39. E CLIP - PUMP STEM	79. DIAPHRAGM ASSEMBLY
40. SPRING - PUMP	80. THROTTLE BODY & BOWL 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) 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 CLEANING SOLVENTS. BEING CAREFUL OF DIAPHRAGM ASSEMBLIES. (4) (17) (72) (79), FLOAT (32) AND IDLE COMPENSATOR VALVE (19) WHICH HAVE RUBBER COMPONENTS.

REASSEMBLY

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

SPECIAL INSTRUCTIONS

IDLE ADJUSTING NEEDLE (69)-TURN NEEDLE IN UNTIL LIGHTLY SEATED THEN BACK OUT 1 1/2 TURNS.

PUMP PLUNGER (42) - INSTALL E CLIP IN LOWER SLOT OF STEM. 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.

WINDOW (59) - INSTALL CENTER BUBBLE OF WINDOW TO THE INSIDE CHOKE COVER (25) - ROTATE CHOKE COVER AGAINST SPRING TENSION, ALIGN MARK ON COVER WITH INDEX MARK ON HOUSING.

A.S.S. VALVE (7) - BEFORE INSTALLING COVER (4) APPLY A SEALER ON THREADS NEAR GASKET SEAT.

ADJUSTMENTS

