



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:

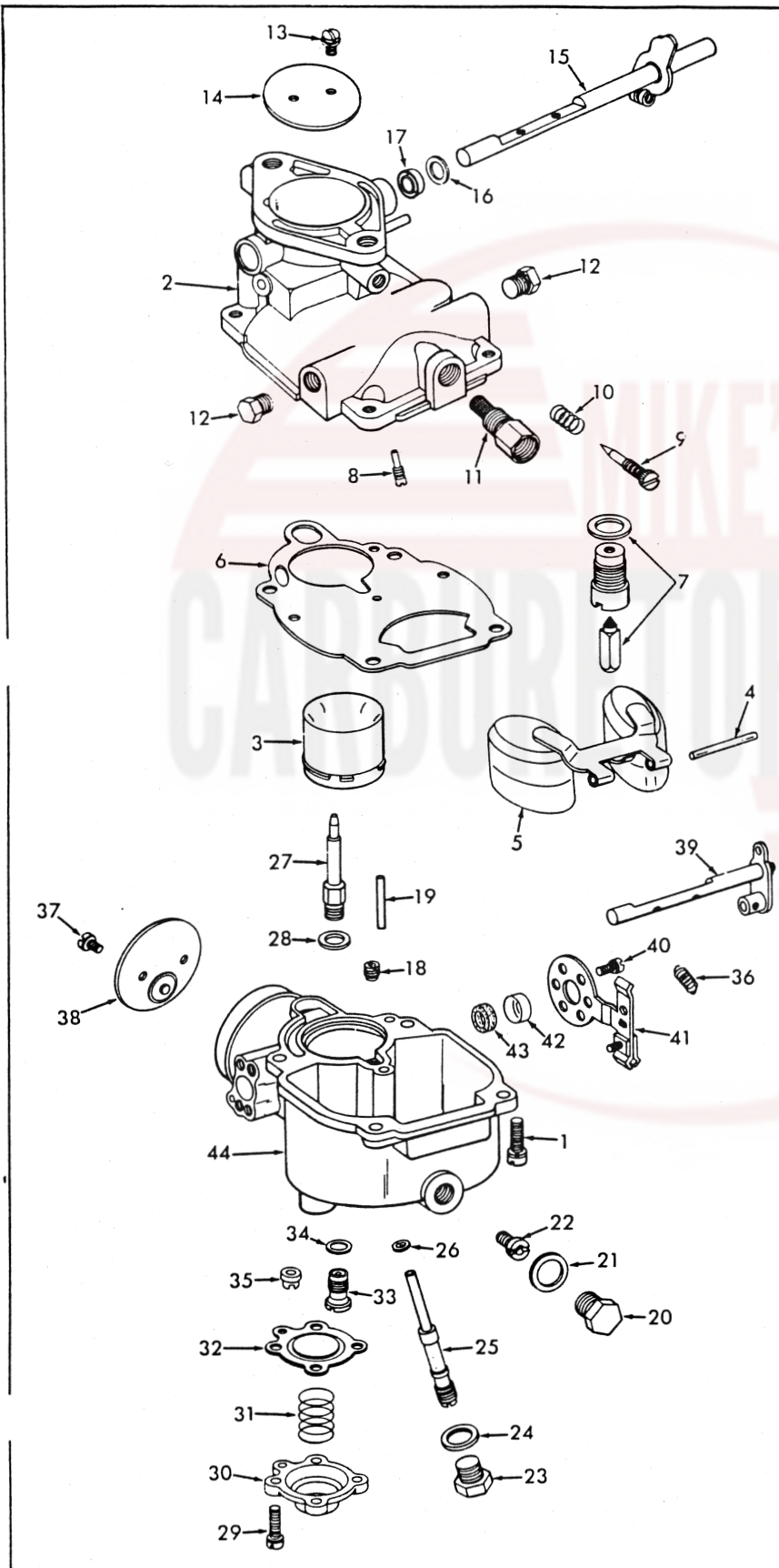
- On leather cups run your finger around the inside of the cup to break any manufacturer sealant.
- Apply 2 drops of oil to cups (leather, or rubber) before inserting into carburetor. Do not soak the cup in oil. The swelling of the cup needs to happen inside the carburetor. Allow the 2 drops of oil and 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 ZENITH MODEL-Z267L

50-606

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: BEFORE REMOVING THROTTLE VALVE (14) MAKE A SCRIBE MARK ON VALVE AND SURFACE OF FLANGE FOR PROPER REASSEMBLY. SPECIAL TOOL IS USED TO REMOVE AND INSTALL PUMP CHECK VALVE (35).

NOMENCLATURE

REF. NO.	REF. NO.
1 SCREW & LOCKWASHER (4)-BOWL COVER	24 GASKET-PLUG
2 BOWL COVER ASSEMBLY	25 NOZZLE-MAIN
3 VENTURI	26 GASKET-MAIN NOZZLE
4 PIN-FLOAT LEVER	27 NOZZLE-PUMP
5 FLOAT & LEVER ASSEMBLY	28 GASKET-PUMP NOZZLE
6 GASKET-BOWL COVER	29 SCREW & LOCKWASHER (4)-PUMP COVER
7 NEEDLE & SEAT ASSEMBLY	30 COVER-PUMP DIAPHRAGM
8 JET-IDLE	31 SPRING-PUMP DIAPHRAGM
9 NEEDLE-IDLE ADJUSTING	32 DIAPHRAGM-PUMP
10 SPRING-IDLE ADJUSTING NEEDLE	33 VALVE ASSY-POWER
11 FITTING & SCREEN-INLET	34 GASKET-POWER VALVE
12 PLUG (2)-FUEL PASSAGE	35 CHECK VALVE-PUMP INLET
13 SCREW & LOCKWASHER (2)-THROTTLE VALVE	36 SPRING-CHOKE RETURN
14 VALVE-THROTTLE	37 SCREW & LOCKWASHER (2)-CHOKE VALVE
15 THROTTLE SHAFT & LEVER ASSY	38 VALVE-CHOKE
16 RETAINER-THROTTLE SHAFT SEAL	39 SHAFT & LEVER-CHOKE
17 SEAL-THROTTLE SHAFT	40 SCREW & LOCKWASHER (2)-CHOKE BRACKET
18 JET-WELL VENT	41 BRACKET ASSY-CHOKE
19 TUBE-IDLE PASSAGE	42 RETAINER-FELT SEAL
20 PLUG-MAIN JET	43 SEAL (FELT)-CHOKE SHAFT
21 GASKET-MAIN JET PLUG	44 FLOAT BOWL ASSEMBLY
22 JET-MAIN	
23 PLUG-MAIN NOZZLE	

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. USE A CARBURETOR CLEANING SOLVENT. MAKE CERTAIN THE THROTTLE BORES ARE FREE OF ALL CARBON AND VARNISH DEPOSITS. RINSE 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 NON METAL PARTS IN CLEANING SOLVENTS.

REASSEMBLY

REASSEMBLE IN REVERSE ORDER OF DISASSEMBLY. NOTE SPECIAL INSTRUCTIONS.

SPECIAL INSTRUCTIONS

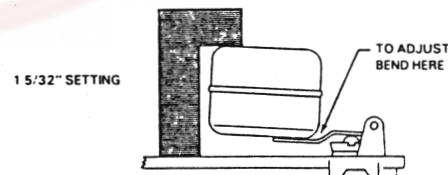
THROTTLE SHAFT SEAL INSTALLATION-INSTALL NEOPRENE SEAL (17) WITH SEALING EDGES TO THE OUTSIDE. COVER WITH FLAT WASHER (16) AND STAKE IN PLACE.

THROTTLE VALVE INSTALLATION-IDLE STOP SCREW BACKED OUT. INSTALL VALVE (14) WITH SCRIBE MARKS ALIGNED. TAP LIGHTLY TO CENTER IN THROTTLE BORE. TIGHTEN SCREWS SECURELY. THROTTLE HELD CLOSED. TURN THROTTLE STOP SCREW IN UNTIL IT JUST CONTACTS STOP PIN, THEN TURN SCREW IN 1 1/2 ADDITIONAL TURNS.

IDLE NEEDLE INSTALLATION-TURN NEEDLE IN LIGHTLY UNTIL SEATED, THEN BACK OUT 1 1/4 TURNS.

FLOAT LEVEL ADJUSTMENT

WITH BOWL COVER INVERTED, MEASURE FROM THE MACHINE SURFACE OF BOWL COVER (NO BASKET) TO TOP OF EACH FLOAT PONTON. TO ADJUST, BEND FLOAT LEVER CLOSE TO FLOAT BODY. NOTE: WHEN VIEWED FROM FREE END, THE FLOAT PONTONS MUST BE CENTERED AND AT RIGHT ANGLES TO THE MACHINED SURFACE OF BOWL COVER AND MOVE FREELY ON THE FLOAT PIN.



CAUTION: DO NOT EXERT
PRESSURE ON RESILIENT
NEEDLE VALVE