



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.

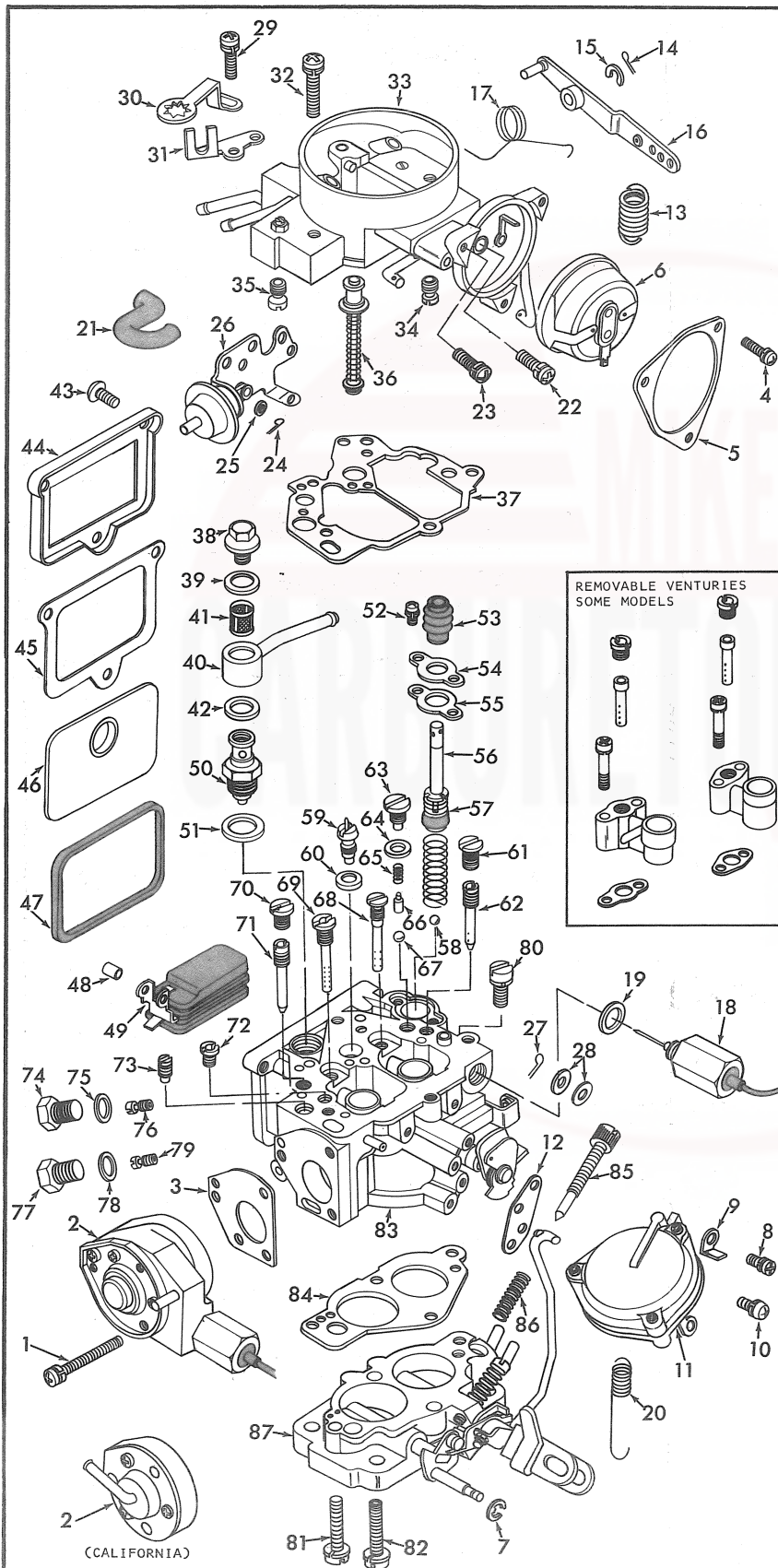
INSTRUCTION SHEET HITACHI CARBURETOR - MODEL DCH 340

(LATE DESIGN)

50-517-2

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: WHEN REMOVING COASTING VALVE ASSY. (2), REMOVE ONLY 3 LONGEST SCREWS (1). REMOVE STAKING FROM BOWL COVER FOR EASY REMOVAL OF POWER PISTON ASSY. (36). NOTE SIZES OF JETS AND THEIR LOCATION FOR PROPER ASSEMBLY (RECORD SIZES BELOW). ALSO NOTE LOCATION OF HOLLOW THROTTLE BODY SCREW (82).

NOMENCLATURE

REF. NO.	REF. NO.
1. SCREW & LOCKWASHER (3) - COASTING VALVE	43. SCREW (3) - WINDOW CLAMP
2. COASTING VALVE ASSY. (B.C.D.D.)	44. CLAMP - WINDOW
3. GASKET - COASTING VALVE	45. GASKET - WINDOW CLAMP
4. SCREW & LOCKWASHER (3) - CHOKE COVER RETAINER	46. WINDOW - FUEL BOWL
5. RETAINER - CHOKE COVER	47. GASKET - BOWL WINDOW
6. CHOKE COVER ASSY.-ELECTRIC	48. SLEEVE - FLOAT RETAINER
7. E CLIP - SEC. DIAPHRAGM LINK	49. FLOAT ASSY.
8. SCREW & LOCKWASHER-CAM STOP	50. NEEDLE & SEAT ASSY.
9. STOP - CAM	51. GASKET (SERVICE) - NEEDLE SEAT
10. SCREW & LOCKWASHER (2) - SEC. DIAPH.	52. SCREW & LOCKWASHER (2) - PUMP PLATE
11. SECONDARY DIAPHRAGM ASSY.	53. BOOT - PUMP
12. GASKET-SECONDARY DIAPHRAGM ASSY.	54. PLATE - PUMP
13. SPRING - THROTTLE RETURN	55. GASKET - PUMP PLATE
14. COTTER PIN - PUMP LEVER	56. PUMP ASSY.
15. E CLIP - PUMP LEVER	57. SPRING - PUMP RETURN
16. LEVER - PUMP	58. BALL - PUMP INTAKE CHECK
17. SPRING - PUMP LEVER	59. POWER VALVE ASSY.
18. SOLENOID VALVE - ANTI-DIESELING	60. GASKET - POWER VALVE
19. GASKET - ANTI-DIESELING SOLENOID VALVE	61. PLUG - PRI. SLOW JET
20. SPRING - SEC. LEVER RETURN	62. JET - PRIMARY SLOW
21. VAC. HOSE - CHOKE VAC. BREAK	63. PLUG - PUMP DISC. CHECK
22. SCREW & LOCKWASHER - CHOKE HOUSING	64. GASKET - PLUG
23. SCREW & LOCKWASHER - CHOKE HOUSING	65. SPRING - PUMP DISC. BALL
24. COTTER PIN - VAC BREAK LINK	66. WEIGHT - PUMP DISC. BALL
25. WASHER - VAC BREAK LINK	67. BALL - PUMP DISC. CHECK
26. VACUUM BREAK ASSY.	68. JET - PRI. MAIN AIR BLEED
27. COTTER PIN - FAST IDLE ROD	69. JET - SEC. MAIN AIR BLEED
28. WASHER (2) - FAST IDLE ROD	70. PLUG - SEC. SLOW JET
29. SCREW & WASHERS-LOCK LEVER	71. JET - SEC. SLOW
30. LEVER - LOCK	72. JET - SEC. SLOW AIR BLEED
31. BRACKET - FUEL NIPPLE	73. JET - COASTING
32. SCREW & LOCKWASHER (3) - AIR HORN	74. PLUG - PRI. MAIN JET
33. AIR HORN ASSY.	75. GASKET - PLUG
34. JET - RICHER	76. JET - PRIMARY MAIN
35. JET - COASTING AIR BLEED	77. PLUG - SEC. MAIN JET
36. POWER PISTON ASSY.	78. GASKET - PLUG
37. GASKET - AIR HORN	79. JET SECONDARY MAIN
38. BOLT - FUEL INLET NIPPLE	80. SCREW & LOCKWASHER - THROTTLE BODY
39. GASKET-FUEL NIPPLE (UPPER)	81. SCREW & LOCKWASHER (2) - THROTTLE BODY
40. NIPPLE - FUEL INLET	82. SCREW & LOCKWASHER (1) - HOLLOW - THROTTLE BODY
41. SCREEN - FUEL INLET	83. BOWL ASSY.
42. GASKET-FUEL NIPPLE (LOWER)	84. GASKET - THROTTLE BODY
	85. NEEDLE - IDLE ADJUSTING
	86. SPRING - IDLE ADJ. NEEDLE
	87. THROTTLE BODY ASSY.

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 BODY IS FREE OF ALL CARBON DEPOSITS. WASH OFF IN A 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 CHOKE COVER (6); DIAPHRAGM ASSEMBLIES (2), (11), (26); SOLENOID (18); FLOAT (49); OR PARTS MADE OF RUBBER IN ANY TYPE OF CLEANING SOLVENT.

REASSEMBLY

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

SPECIAL INSTRUCTIONS

IDLE ADJUSTING NEEDLE (85) - TURN NEEDLE IN UNTIL LIGHTLY SEATED, THEN BACK OUT 2 TO 2 1/2 TURNS.

PUMP RETURN SPRING (57) - INSTALL WITH CROSS WIRE IN SLOT AT BOTTOM OF PUMP CYLINDER.

PUMP PLUNGER (56) - REMOVE PAPER SLEEVE FROM LEATHER CUP IF USED. FLEX LEATHER OUTWARD SLIGHTLY. SOAK CUP IN LIGHT OIL A FEW MINUTES PRIOR TO PLACING IN CARBURETOR.

NEEDLE & SEAT (50) - INSTALL GASKET (51) ON SERVICE NEEDLE & SEAT.

WINDOW CLAMP SCREWS (43) - TIGHTEN SCREWS DOWN EVENLY. DON'T OVERTIGHTEN.

POWER PISTON (36) - AFTER INSTALLATION, LIGHTLY RESTAKE CASTING AROUND WASHER.

SEC. LEVER RETURN SPRING (20) - INSTALL WITH LONG HOOK TO THE BOTTOM AND HOOKS FACING OUT.

ADJUSTMENTS

