



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.

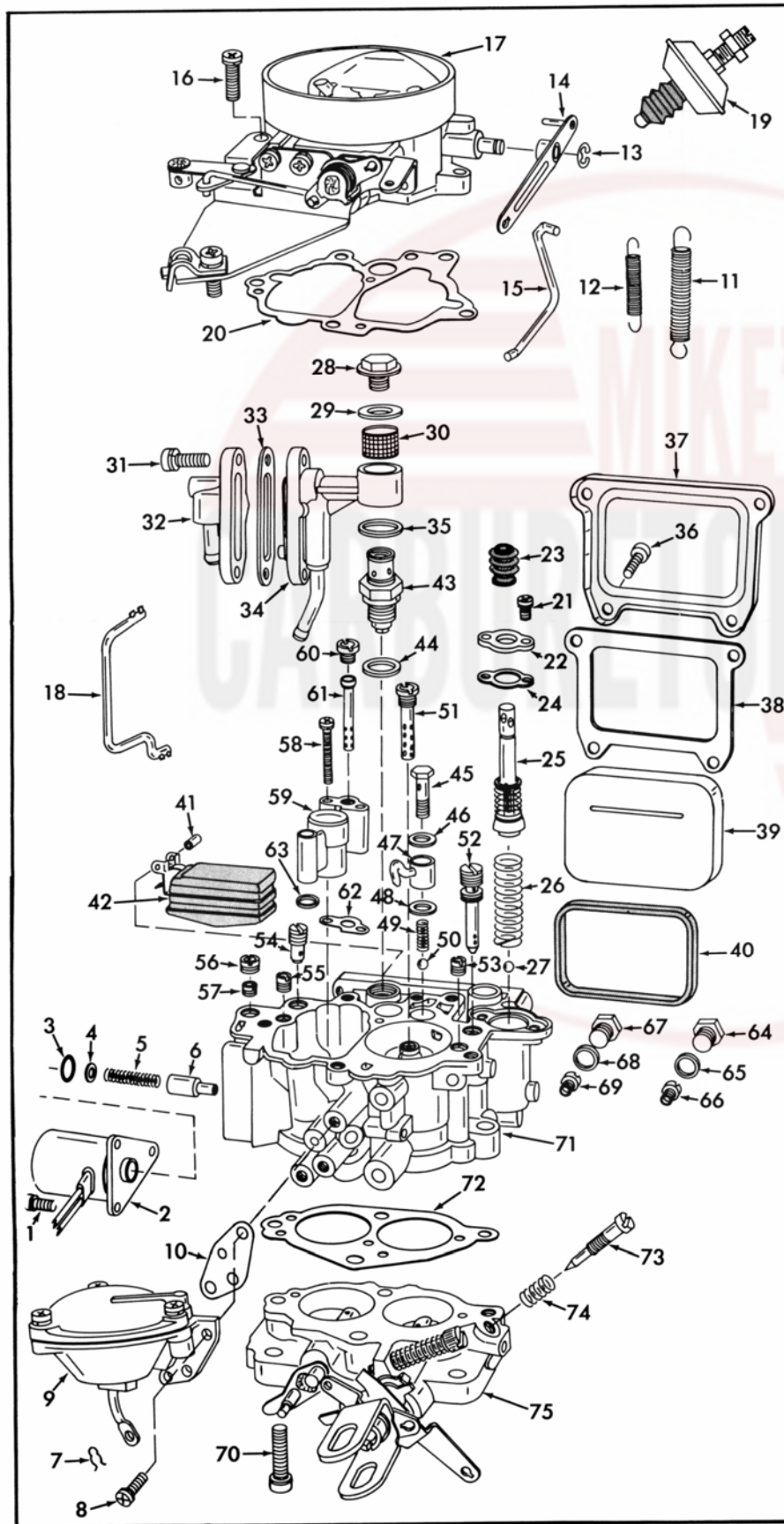
INSTRUCTION SHEET

HITACHI CARBURETOR—MODEL 328

50-429-1

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. **SPECIAL NOTES:** (THE
FOLLOWING UNITS NOT SHOWN ON EXPLODED VIEW.) DIAPHRAGM
TYPE IDLE EMISSION CONTROL UNIT CAN BE REMOVED AS AN
ASSEMBLY BY REMOVING THE 3 LONGEST SCREWS ONLY, (GOLD
COLOR.) VACUUM BREAK CAN BE REMOVED BY REMOVING MOUNTING
SCREWS AND LINK ATTACHED TO DIAPHRAGM SHAFT. REMOVE
STAKING FROM AIR HORN FOR EASY REMOVAL OF POWER PISTON
ASSEMBLY. **BE CAREFUL** TO NOTE SIZES OF JETS AND THEIR
LOCATION FOR PROPER ASSEMBLY. (RECORD SIZES BELOW) ALSO
NOTE LOCATION OF THROTTLE BODY SCREWS (70) THAT ARE
HOLLOW.

NOMENCLATURE

REF. NO.	REF. NO.
1. SCREW & LOCKWASHER (3)- SOLENOID	38. GASKET- WINDOW CLAMP
2. SOLENOID	39. WINDOW- FUEL BOWL
3. O-RING- SOLENOID	40. GASKET- BOWL WINDOW
4. WASHER- SHIM	41. SLEEVE- FLOAT RETAINER
5. SPRING- PLUNGER	42. FLOAT ASSEMBLY
6. PLUNGER- SOLENOID	43. NEEDLE & SEAT ASSEMBLY
7. RETAINER- SECONDARY DIAPHRAGM LINK	44. GASKET (SERVICE)- NEEDLE SEAT
8. SCREW & LOCKWASHER (3)- SEC. DIAPHRAGM ASSY.	45. BOLT- PUMP NOZZLE
9. SEC. DIAPHRAGM ASSY.	46. GASKET (UPPER)- PUMP NOZZLE
10. GASKET- SEC. DIAPHRAGM ASSY.	47. NOZZLE- PUMP DISCHARGE
11. SPRING (LARGE)- PRIMARY THROTTLE RETURN	48. GASKET (LOWER)- PUMP NOZZLE
12. SPRING (SMALL)- SEC. THROTTLE RETURN	49. SPRING- PUMP DISCHARGE BALL
13. RETAINER- PUMP LEVER	50. BALL- PUMP DISCHARGE CHECK
14. LEVER- PUMP	51. TUBE- PRIMARY MAIN AIR BLEED
15. ROD- PUMP	52. JET- PRIMARY SLOW
16. SCREW & LOCKWASHER (4)- AIR HORN ASSEMBLY	53. JET- PRIMARY SLOW AIR BLEED
17. AIR HORN ASSEMBLY	54. JET- SECONDARY SLOW
18. ROD- FAST IDLE	55. JET- SECONDARY SLOW AIR BLEED
19. DASHPOT ASSEMBLY	56. JET- IDLE EMISSION AIR BLEED
20. GASKET- AIR HORN	57. JET- IDLE EMISSION
21. SCREW & LOCKWASHER (2)- PUMP RETAINER	58. SCREW & LOCKWASHER (3)- SECONDARY VENTURI
22. RETAINER- PUMP	59. VENTURI- SECONDARY
23. BOOT- PUMP	60. JET- SECONDARY MAIN AIR BLEED
24. GASKET- PUMP RETAINER	61. TUBE- SECONDARY EMULSION
25. PUMP ASSEMBLY	62. GASKET- SECONDARY VENTURI
26. SPRING- PUMP RETURN	63. GASKET- SECONDARY VENTURI
27. BALL- PUMP INTAKE CHECK	64. PLUG- PRIMARY MAIN JET
28. BOLT- FUEL INLET BANJO	65. GASKET-PRIMARY PLUG
29. WASHER- UPPER BANJO	66. JET- PRIMARY MAIN
30. SCREEN- FUEL INLET	67. PLUG- SECONDARY MAIN JET
31. SCREW & LOCKWASHER (2)- PRESSURE REG.	68. GASKET- SECONDARY PLUG
32. COVER- PRESSURE REG.	69. JET- SECONDARY MAIN
33. GASKET- PRESSURE REG. COVER	70. SCREW & LOCKWASHER (4)- THROTTLE BODY
34. VALVE ASSY.- PRESSURE REG.	71. BOWL ASSEMBLY- FLOAT
35. WASHER- LOWER BANJO	72. GASKET- THROTTLE BODY
36. SCREW (4)- WINDOW CLAMP	73. NEEDLE- IDLE ADJUSTING
37. CLAMP- WINDOW	74. SPRING- IDLE ADJ. NEEDLE
	75. THROTTLE BODY ASSEMBLY

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 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 OR DIAPHRAGM ASSEMBLIES
OR PARTS MADE OF RUBBER OR PLASTIC IN ANY TYPE OF CLEANING
SOLVENT.

REASSEMBLY

REASSEMBLE IN REVERSE ORDER OF DISASSEMBLY. NOTE: SPECIAL
INSTRUCTIONS AND ADJUSTMENTS. (SEE REVERSE SIDE)

SPECIAL INSTRUCTIONS

IDLE ADJUSTING NEEDLE (73)- TURN NEEDLE IN UNTIL LIGHTLY
SEATED THEN BACK OUT 1-3/4 TO 2 TURNS.

PUMP DISCHARGE NOZZLE (47)- ALIGN NOZZLE SO FUEL WILL BE
DISCHARGED BETWEEN VENTURI AND MAIN NOZZLE.

NEEDLE AND SEAT (43)- INSTALL GASKET (44) ON SERVICE
NEEDLE AND SEAT

WINDOW CLAMP SCREWS (36)- TIGHTEN SCREWS DOWN EVENLY DON'T
OVERTIGHTEN.

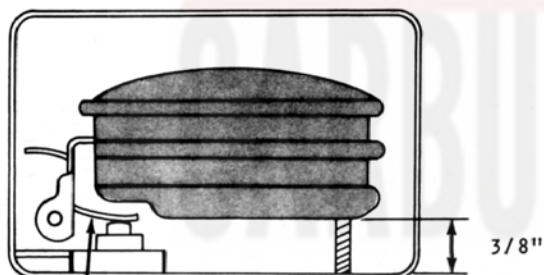
PUMP RETURN SPRING (26)- INSTALL WITH CROSS WIRE IN SLOT
AT BOTTOM OF PUMP CYLINDER.

PUMP PLUNGER (25)- 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.

PUMP BOOT (23)- INSTALL SO TOP OF BOOT ENGAGES IN GROOVE

ADJUSTMENTS

- ① FLOAT BOWL INVERTED, MEASURE DISTANCE BETWEEN FLOAT AT TOE END AND CASTING SURFACE. CAUTION: DO NOT PLACE GAUGE UNDER SEAM IN CENTER OF FLOAT.



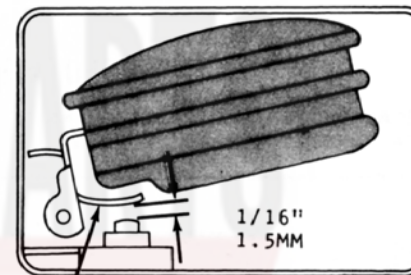
- ② TO ADJUST BEND TANG

CAUTION: DO NOT EXERT PRESSURE ON RESILIENT NEEDLE VALVE.

SOLID NEEDLE
DRY FLOAT LEVEL ADJUSTMENT

FIG. 1.

- ① FLOAT BOWL INVERTED, LIFT FLOAT FULLY UP. MEASURE DISTANCE BETWEEN FLOAT TANG AND NEEDLE VALVE STEM. (DO NOT COMPRESS STEM INTO NEEDLE.)



- ② TO ADJUST BEND TANG

CAUTION: DO NOT EXERT PRESSURE ON RESILIENT NEEDLE VALVE.

SPRING LOADED NEEDLE
DRY FLOAT LEVEL ADJUSTMENT

FIG. 2.

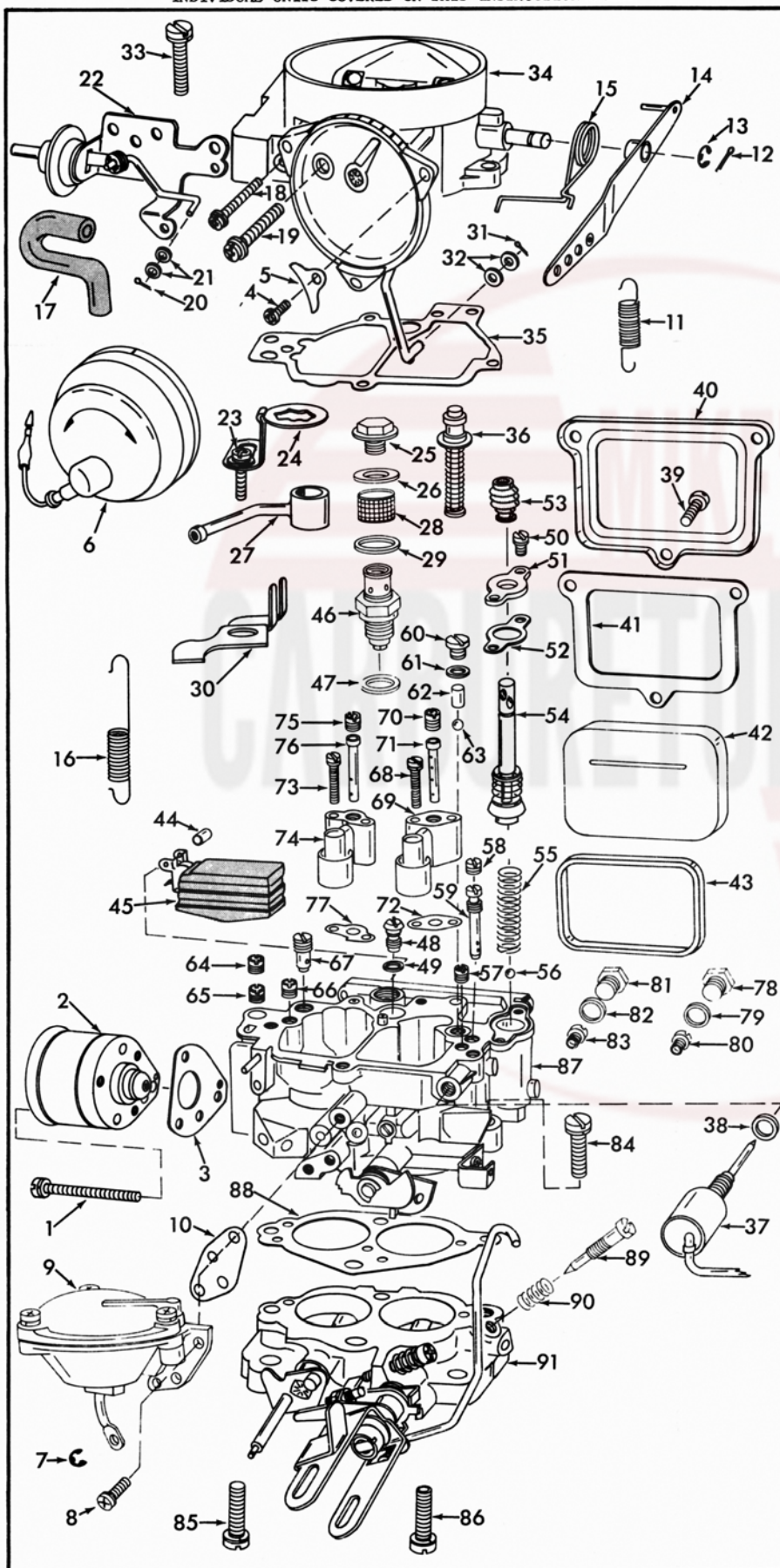
INSTRUCTION SHEET

(DATSUN) HITACHI CARBURETOR — MODEL DCH 340

50-437-1

GENERAL EXPLODED VIEW

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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:** REMOVING VAC. EMISSION
UNIT (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 SCREWS (86).

NOMENCLATURE

REF. NO.	REF. NO.
1. SCREW & LOCKWASHER (3)- COASTING VALVE	48. POWER VALVE ASSY.
2. COASTING VALVE ASSY.	49. GASKET-POWER VALVE
3. GASKET-COASTING VALVE	50. SCREW & LOCKWASHER (2)- PUMP PLATE
4. SCREW (3)-CHOKE COVER RETAINER	51. PLATE-PUMP
5. RETAINER (3)-CHOKE COVER	52. GASKET-PUMP PLATE
6. CHOKE COVER ASSY.	53. BOOT-PUMP
7. E-CLIP-SEC. DIAPH. LINK	54. PUMP ASSY.
8. SCREW & LOCKWASHER (3)- SEC. DIAPH. ASSY.	55. SPRING-PUMP RETURN
9. SECONDARY DIAPH. ASSY.	56. BALL-PUMP INTAKE CHECK
10. GASKET-SEC. DIAPH. ASSY.	57. JET-PRI. SLOW AIR BLEED
11. SPRING-PUMP LEVER RETURN	58. PUMP-PRI. SLOW JET
12. COTTER PIN-PUMP LEVER	59. JET-PRI. SLOW
13. E-CLIP-PUMP LEVER	60. PLUG-PUMP DISC. PASSAGE
14. LEVER-PUMP	61. GASKET-PLUG
15. SPRING-PUMP LEVER	62. WEIGHT-PUMP DISC. BALL
16. SPRING-SEC. LEVER RETURN	63. BALL-PUMP DISC.
17. HOSE-VAC. BREAK	64. JET-COASTING AIR BLEED
18. SCREW & LOCKWASHER- CHOKE HOUSING	55. JET-COASTING
19. SCREW & LOCKWASHER- CHOKE HOUSING	66. JET-SEC. SLOW AIR BLEED
20. COTTER PIN-VAC. BREAK LINK	67. JET-SEC. SLOW
21. WASHER (2)-VAC. BREAK LINK	68. SCREW & WASHERS(2)- PRI. VENTURI
22. VACUUM BREAK & LINK ASSY.	69. PRIMARY VENTURI ASSY.
23. SCREW & WASHERS-BANJO BOLT LOCK	70. JET-PRI. MAIN AIR BLEED
24. LOCK-BANJO BOLT	71. TUBE-PRI. EMULSION
25. BOLT-FUEL INLET BANJO	72. GASKET-PRI. VENTURI ASSY.
26. GASKET-BANJO (UPPER)	73. SCREW & WASHERS (2)- SEC. VENTURI
27. BANJO-FUEL INLET	74. SECONDARY VENTURI ASSY.
28. SCREEN FUEL INLET	75. JET-SEC. MAIN AIR BLEED
29. GASKET-BANJO (LOWER)	76. TUBE-SEC. EMULSION
30. BRACKET-FUEL INLET PIPE	77. GASKET-SEC. VENTURI ASSY.
31. COTTER PIN-FAST IDLE ROD	78. PLUG-PRI. MAIN JET
32. WASHER (2)-FAST IDLE ROD	79. GASKET-PLUG
33. SCREEN & LOCKWASHER(3)- AIR HORN	80. JET-PRI. MAIN
34. AIR HORN ASSY.	81. PLUG-SEC. MAIN JET
35. GASKET-AIR HORN	82. GASKET-PLUG
36. POWER PISTON ASSY.	83. JET-SEC. MAIN
37. SOLENOID-ANTI DIESELING	84. SCREW & LOCKWASHER (1)- THROTTLE BODY
38. GASKET-SOLENOID	85. SCREW & LOCKWASHER (1)- THROTTLE BODY
39. SCREW (3)-WINDOW CLAMP	86. SCREW & LOCKWASHER (2)- THROTTLE BODY (HOLLOW)
40. CLAMP-WINDOW	87. BOWL ASSY.
41. GASKET-WINDOW CLAMP	88. GASKET-THROTTLE BODY
42. WINDOW-FUEL BOWL	89. NEEDLE-IDLE ADJUSTING
43. GASKET-BOWL WINDOW	90. SPRING-IDLE NEEDLE
44. SLEEVE-FLOAT RETAINER	91. THROTTLE BODY ASSY.
45. FLOAT & LEVER ASSY.	
46. NEEDLE & SEAT ASSY.	
47. GASKET (SERVICE)- NEEDLE & SEAT	

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 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)
(9) (22) SOLENOID (37) FLOAT (45) 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 (89)-TURN NEEDLE IN UNTIL LIGHTLY
SEATED THEN BACK OUT 1 3/4 TO 2 TURNS.

PUMP RETURN SPRING (55)-INSTALL WITH CROSS WIRE IN SLOT AT
BOTTOM OF PUMP CYLINDER.

PUMP PLUNGER (54)-REMOVE PROPER SLEEVE FROM LEATHER CUP IF
USED. FLEX LEATHER OUTWARD SLIGHTLY. SOAK CUP IN LIGHT OIL
A FEW MINUTES PRIOR TO PLACING IN CARBURETOR.

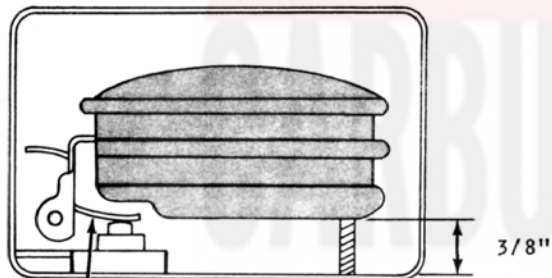
NEEDLE AND SEAT (46)-INSTALL GASKET (47) ON SERVICE NEEDLE
AND SEAT.

WINDOW CLAMP SCREWS (39)-TIGHTEN SCREWS DOWN EVENLY DON'T
OVERTIGHTEN.

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

ADJUSTMENTS

- ① FLOAT BOWL INVERTED, MEASURE DISTANCE BETWEEN FLOAT AT TOE END AND CASTING SURFACE. CAUTION: DO NOT PLACE GAUGE UNDER SEAM IN CENTER OF FLOAT.



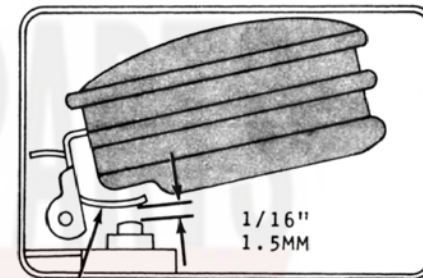
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SOLID NEEDLE
DRY FLOAT LEVEL ADJUSTMENT

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SPRING LOADED NEEDLE
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FIG. 2.