



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.

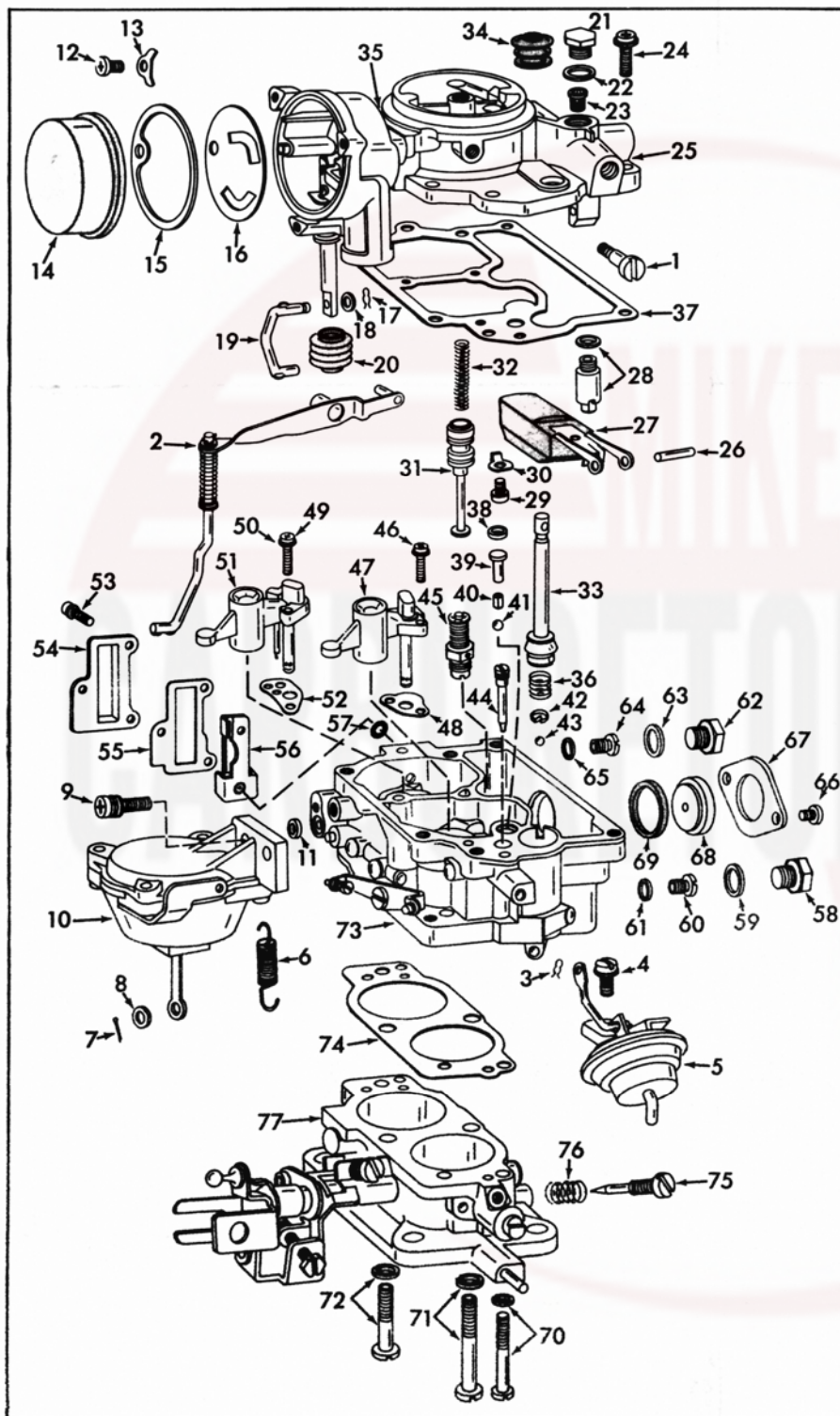
INSTRUCTION SHEET

AISAN CARBURETOR

50-428

GENERAL EXPLODED VIEW

THE GENERAL DESIGN AND PARTS SHOWN WILL VARY TO INDIVIDUAL UNITS COVERED ON THIS INSTRUCTION SHEET.



SPECIAL INSTRUCTIONS

IDLE ADJUSTING NEEDLE (75) - TURN NEEDLE IN UNTIL LIGHTLY SEATED, THEN BACK OUT 1 1/2 TURNS.

PUMP PLUNGER (33) - 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 (68) - INSTALL CENTER BUBBLE OF WINDOW TO THE INSIDE.

CHOKE COVER (14) - ROTATE CHOKE COVER AGAINST SPRING TENSION, ALIGN MARK ON COVER WITH INDEX MARK ON HOUSING.

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 (35), BE SURE TO FILE OFF PEENED END OF CHOKE VALVE SCREWS BEFORE REMOVING. DISASSEMBLY OF SECONDARY VACUUM UNIT NOT NECESSARY UNLESS DIAPHRAGM NEEDS TO BE REPLACED.

NOMENCLATURE

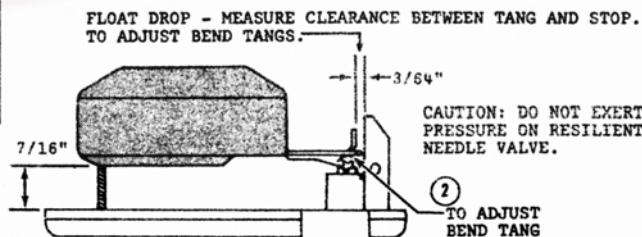
REF. NO.	REF. NO.
1. SCREW-PUMP LEVER	39. STOPPER-PUMP PASSAGE
2. LEVER & CONNECTING ROD ASSY.-PUMP	40. WEIGHT-DISC. BALL
3. RETAINER-CONNECTOR LINK	41. BALL-PUMP DISC.(LARGE)
4. SCREW & LOCKWASHER-THROTTLE POSITIONER	42. RETAINER-INTAKE BALL
5. THROTTLE POSITIONER ASSY.	43. BALL-INTAKE CHECK (SMALL)
6. SPRING-SEC. RETURN	44. JET-IDLE
7. COTTER PIN-SEC. DIAPH. LINK	45. POWER VALVE ASSY.
8. WASHER-SEC. DIAPH. LINK PIN.	46. SCREW & LOCKWASHER (2) PRI.VENTURI
9. SCREW, LOCK & FLAT WASHER(2)-SEC. VAC.UNIT	47. VENTURI-PRIMARY
10. SECONDARY VACUUM UNIT	48. GASKET-PRI.VENTURI
11. GASKET-SEC.VAC.UNIT	49. SCREW & LOCKWASHER-SEC.VENTURI(LONG)
12. SCREW(3)-CHOKE COVER RETAINER	50. SCREW & LOCKWASHER-SEC.VENTURI(SHORT)
13. RETAINER(3)-CHOKE COVER	51. VENTURI-SECONDARY
14. CHOKE COVER & COIL ASSY.	52. GASKET-SEC.VENTURI
15. GASKET-CHOKE COVER	53. SCREW & LOCKWASHER (3)-COVER IDLE COMP.
16. PLATE-CHOKE BAFFLE	54. COVER-IDLE COMP. VALVE
17. RETAINER-FAST IDLE LINK	55. GASKET-COVER IDLE COMP.
18. WASHER-FAST IDLE LINK	56. VALVE ASSY.-IDLE COMP.
19. LINK-FAST IDLE	57. O-RING-IDLE COMP.VALVE
20. BOOT-FAST IDLE ROD	58. PLUG-PRI.JET
21. PLUG-STRAINER	59. GASKET-PRI.JET PLUG
22. GASKET-PLUG	60. JET-PRI.MAIN(BRASS)
23. STRAINER	61. GASKET-PRI.JET
24. SCREW & LOCKWASHER(6)-BOWL COVER	62. PLUG-SEC.JET
25. BOWL COVER ASSY.	63. GASKET-SEC.JET PLUG
26. PIN-FLOAT LEVER	64. JET-SEC.MAIN(CROME)
27. FLOAT & LEVER ASSY.	65. GASKET-SEC.JET
28. NEEDLE, SEAT & GASKET ASSY.	66. SCREW(2)-WINDOW RETAINER
29. SCREW & LOCKWASHER-PISTON RETAINER	67. RETAINER-WINDOW
30. RETAINER-PISTON	68. WINDOW-FUEL BOWL
31. PISTON-POWER	69. GASKET-WINDOW
32. SPRING-POWER PISTON	70. SCREW & LOCKWASHER(2)-THROTTLE BODY TO BOWL
33. PUMP PLUNGER ASSY.	71. SCREW & LOCKWASHER(1)-THROTTLE BODY(LONG HOLLOW)
34. BOOT-PUMP	72. SCREW & LOCKWASHER(1)-THROTTLE BODY(SHORT HOLLOW)
35. GASKET-CHOKE HOUSING (NOT SHOWN)	73. BOWL ASSY.
36. SPRING-PUMP RETURN	74. GASKET-THROTTLE BODY
37. GASKET-BOWL COVER	75. NEEDLE-IDLE ADJ.
38. GASKET-STOPPER	76. SPRING-IDLE NEEDLE
	77. THROTTLE BODY ASSY.

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) DENATURED 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 ASSY'S. (5), (10), FLOAT (27) AND IDLE COMPENSATOR VALVE (56) WHICH HAVE RUBBER COMPONENTS

REASSEMBLY

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



BOWL COVER INVERTED, MEASURE DISTANCE BETWEEN FLOAT AT TOE END AND CASTING SURFACE.

DRY FLOAT LEVEL ADJUSTMENT