



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

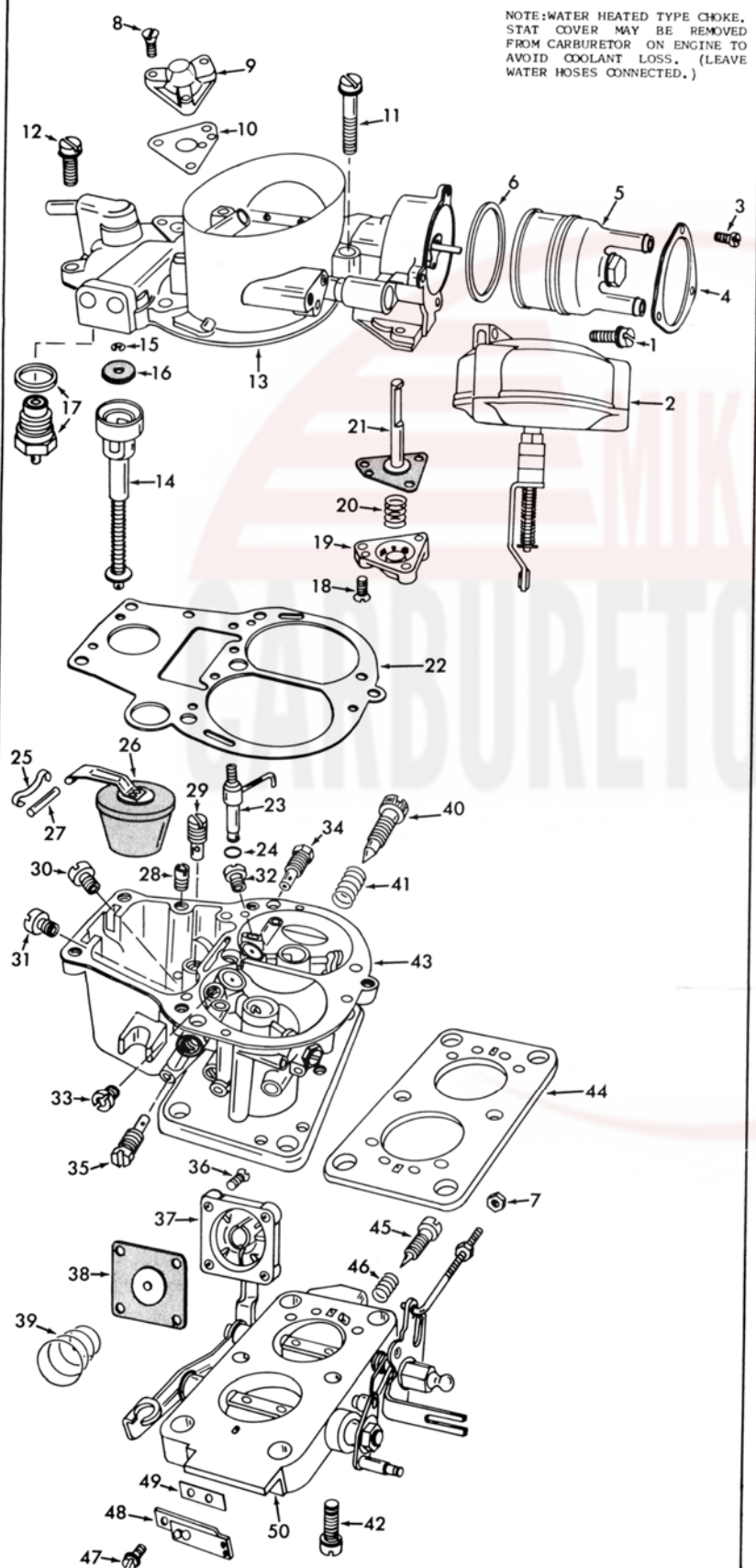
SOLEX CARBURETOR-MODEL 32DIDTA-4

50-419

GENERAL EXPLODED VIEW

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

NOTE: WATER HEATED TYPE CHOKE.
STAT COVER MAY BE REMOVED
FROM CARBURETOR ON ENGINE TO
AVOID COOLANT LOSS. (LEAVE
WATER HOSES CONNECTED.)



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: TO DISCONNECT VACUUM
DIAPHRAGM CASE CONNECTING LEVER, PRY OFF PLASTIC RETAINER
AND LEVER FROM PIN. VACUUM DIAPHRAGM CASE ASSEMBLY (2)
SHOULD NOT BE IMMERSSED IN CARB. CLEANER OR SOLVENT. STAT
COVER & WATER JACKET ASSEMBLY (5) SHOULD NOT BE SEPARATED
OR IMMERSSED IN CARB. CLEANER OR SOLVENT. ON EARLIER CARB-
BURETORS VENT VALVE ROD LEVER IS NOT SLOTTED; IT WILL BE
NECESSARY TO REMOVE COTTER PIN AND CLAMP RING TO DIS-
CONNECT VENT ROD. REMOVE STAKING FROM BOWL COVER FOR
EASIER REMOVAL OF VENT VALVE ASSEMBLY (14). REMOVE PUMP
DIAPHRAGM COVER SCREWS (36) ONLY, NOT NECESSARY TO DIS-
CONNECT LINKAGE.

NOMENCLATURE

REF. NO.	REF. NO.
1. SCREW (2)-VACUUM DIAPH. CASE	26. FLOAT & HINGE ASSY.
2. VACUUM DIAPH. CASE ASSY.	27. PIN-FLOAT HINGE
3. SCREW (3)-STAT COVER RETAIN- ER RING	28. JET-POWER
4. RING-STAT COVER RETAINER	29. CHECK ASSY.-PUMP INLET
5. STAT COVER & WATER JACKET ASSY.	30. JET-PRI, MAIN METERING
6. GASKET-STAT COVER	31. JET-SEC, MAIN METERING
7. NUT-CHOKE LINK ADJ.	32. JET-PRI, HIGH SPEED AIR
8. SCREW (3)-POWER SYSTEM COVER	33. JET-SEC, HIGH SPEED AIR
9. COVER-POWER SYSTEM	34. JET-PRI, IDLE
10. GASKET-POWER COVER	35. JET-SEC, IDLE
11. SCREW (1)-BOWL COVER (LONG)	36. SCREW (4)-PUMP COVER
12. SCREW (4)-BOWL COVER (SHORT)	37. COVER-PUMP DIAPH.
13. BOWL COVER	38. DIAPH. ASSY.-PUMP
14. BOWL VENT ASSY.	39. SPRING-PUMP DIAPH. RETURN
15. RETAINER-BOWL VENT VALVE	40. NEEDLE-IDLE AIR SPEED ADJ.
16. VALVE-BOWL VENT	41. SPRING-AIR SPEED ADJ. NEEDLE
17. NEEDLE-SEAT & GASKET ASSY.	42. SCREW & LOCKWASHER (2)- THROTTLE BODY TO BOWL
18. SCREW (3)-DIAPH. COVER	43. BOWL ASSY.-FLOAT
19. COVER-DIAPH.	44. GASKET-THROTTLE BODY
20. SPRING-DIAPH. RETURN	45. NEEDLE-IDLE ADJ.
21. DIAPH. ASSY.-VACUUM BREAK	46. SPRING-IDLE ADJ. NEEDLE
22. GASKET-BOWL COVER	47. SCREW & LOCKWASHER-IDLE COMPENSATOR ASSY.
23. JET ASSY.-PUMP DISCHARGE CHECK AND	48. IDLE COMPENSATOR ASSY.
24. O-RING-PUMP CHECK ASSY.	49. GASKET-IDLE COMPENSATOR ASSY.
25. SPRING-FLOAT PIN RETAINER LEAF	50. 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 SOL-
VENT. BLOW OUT ALL PASSAGES IN CASTING WITH COMPRESSED AIR
AND CHECK CAREFULLY TO INSURE THOROUGH CLEANING OF OBSCURE
AREAS. CAUTION: DO NOT SOAK RUBBER OR PLASTIC PARTS IN SOL-
VENT, SUCH AS (2), (5), (16), (21), (26), & (38).

REASSEMBLY

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

SPECIAL INSTRUCTIONS

IDLE ADJUSTING NEEDLE (45). TURN IN UNTIL LIGHTLY BOTTOMED
THEN BACK OUT 2 1/2 TURNS.

IDLE AIR SPEED NEEDLE (40). TURN IN UNTIL LIGHTLY BOTTOMED
THEN BACK OUT 3/4 TURN.

PUMP SPRING (39). INSTALL WITH SMALL END TOWARD DIAPHRAGM.

JET INSTALLATION. FOLLOW CHART FOR SIZE AND LOCATION.

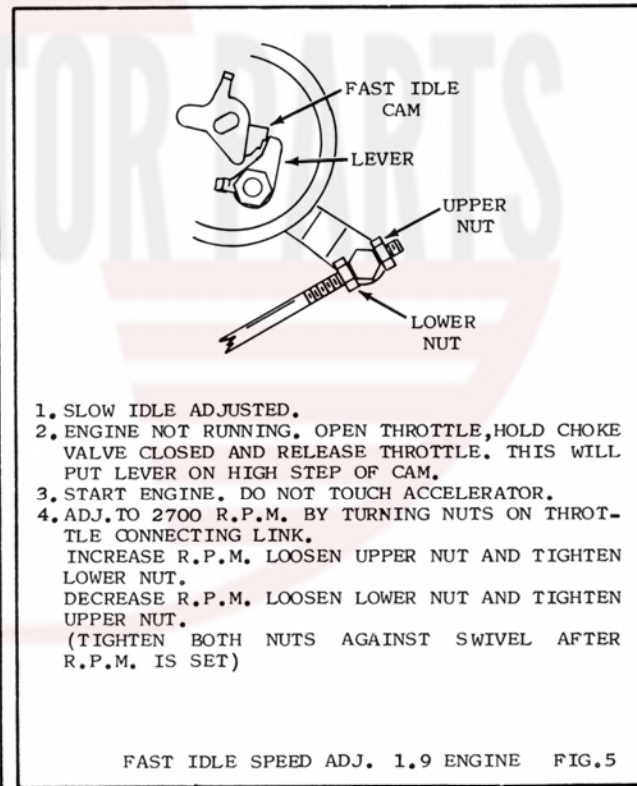
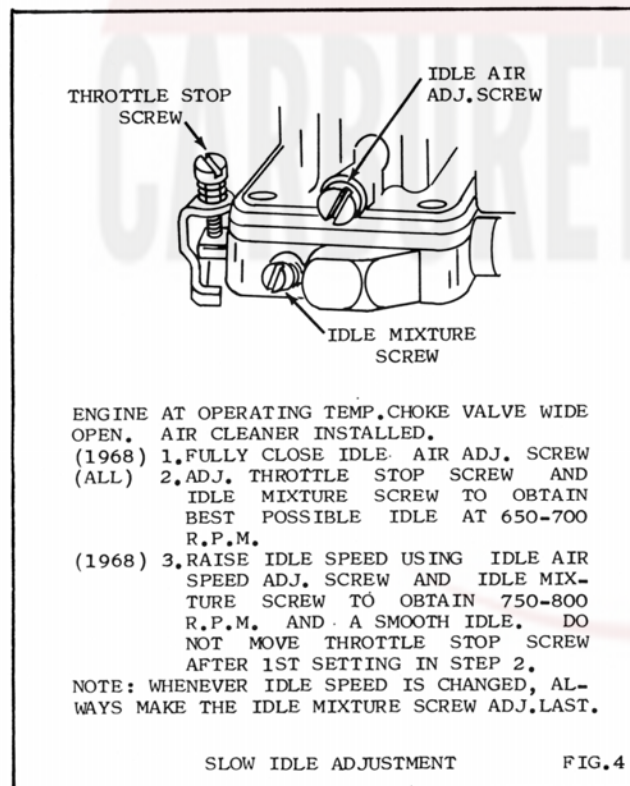
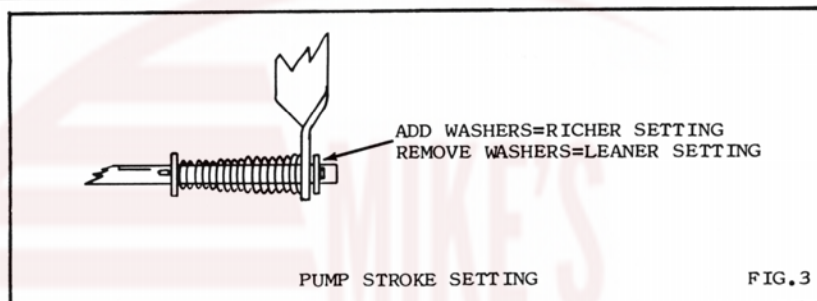
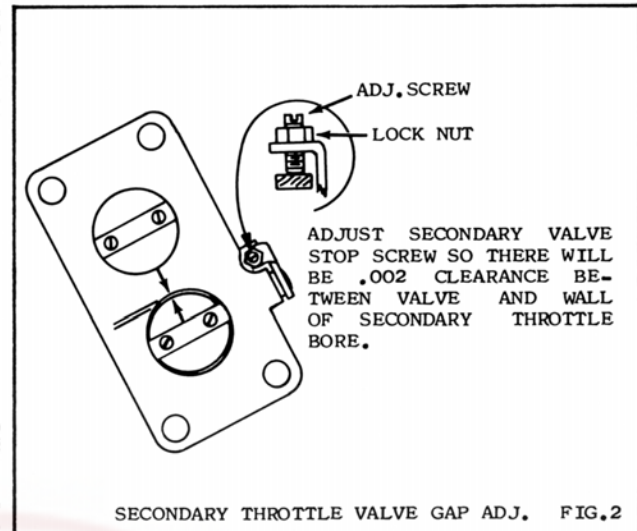
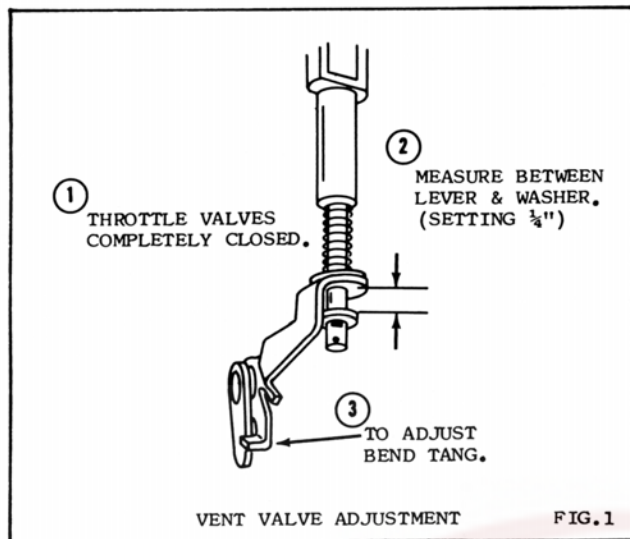
PUMP JET ASSY. (23) - INSTALL TUBE POINTING INTO PRIMARY
VENTURI.

BOWL VENT ASSY. (14) - ASSEMBLE VENT HOUSING DOWN FLUSH
IN BOWL COVER AND STAKE.

STAT COVER ASSY. (5) - INSTALL STAT COVER SO THAT LOOP ON
STAT SPRING IS OVER BENT END OF INTERMEDIATE LEVER. ALIGN
MARK ON COVER WITH CENTER POINT ON HOUSING (INDEX SETTING).

VACUUM CASE ASSY. (2) - CHECK HOLES IN BRASS BUSHING ON
DIAPHRAGM SHAFT. BE SURE THEY ARE OPEN AND SEATING
SURFACES ARE CLEAN.

ADJUSTMENTS



JET INSTALLATION - FOLLOW CHART FOR SIZE AND LOCATION.

	1968 1.5 LITER ENGINE	1968-70 1.9 LITER ENGINE	1971 1.9 LITER ENGINE MODEL 1900 S/T A/T	1971 1.9 LITER ENGINE MODEL G.T. S/T A/T
CARB. NO. (ON TAG)	2891-513A	2891-514A-B 2891-749A	3441547 3441548	3441549 3441550
MAIN METERING JETS				
PRIMARY	X110	X117.5	X122.5	X115
SECONDARY	X975	X155	X150	X155
HIGH SPEED AIR JETS				
PRIMARY	120	120	120	120
SECONDARY	100	80	100	100
IDLE JETS				
PRIMARY	g52.5	g50	g52.5	g47.5
SECONDARY	g75	g75	---	---

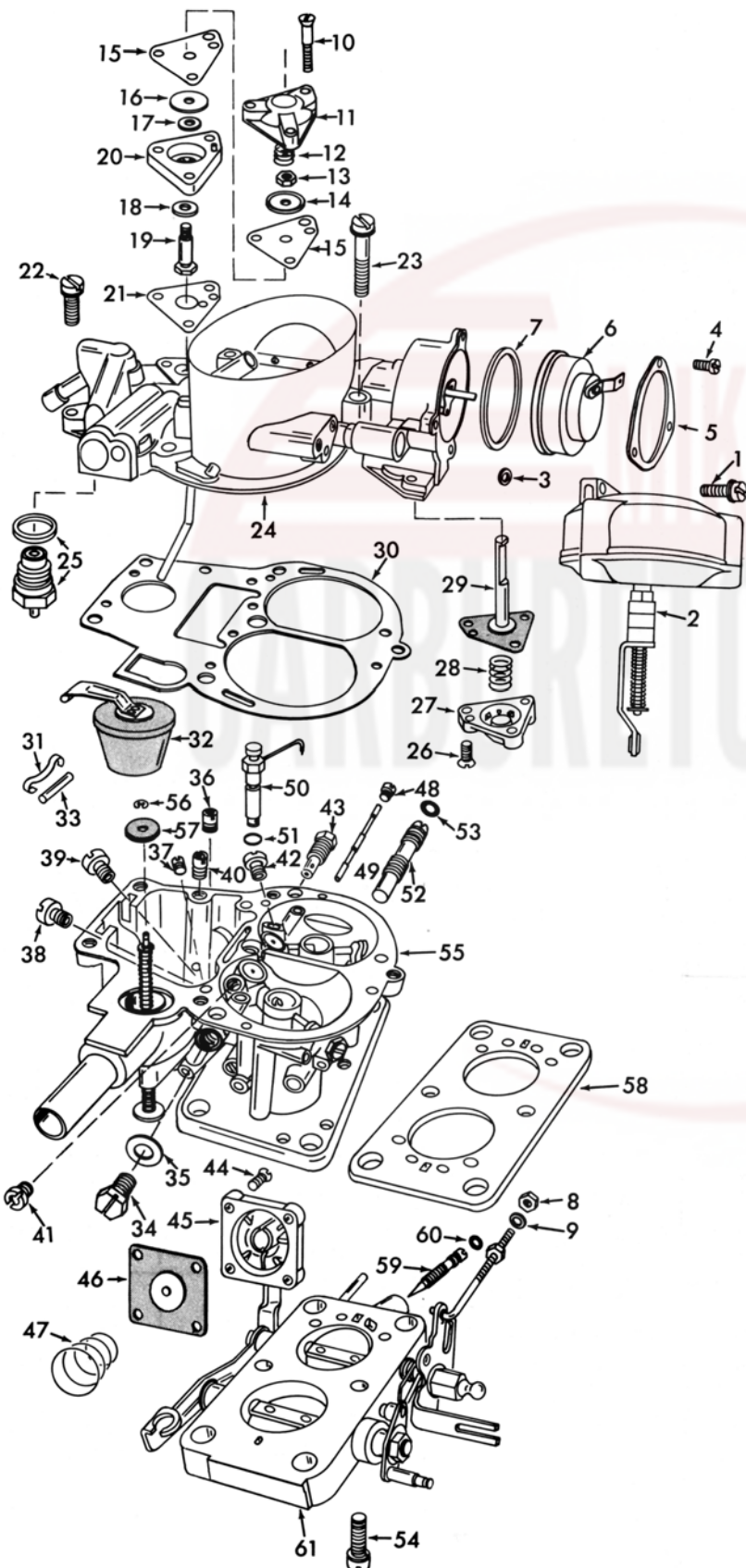
INSTRUCTION SHEET

(OPEL) SOLEX CARBURETOR — MODEL 32TDID-2

50-439-1

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: TO DISCONNECT VACUUM DIAPHRAGM CASE CONNECTING LINK, PRY OFF PLASTIC RETAINER AND LINK FROM PIN. TO REMOVE INJECTOR TUBE ASSY. (50) CAREFULLY PRY UP WITH SCREWDRIVER.

NOMENCLATURE

REF. NO.	REF. NO.
1. SCREW & LOCKWASHER (2)- SEC. DIAPHRAGM ASSY.	31. RETAINER-FLOAT PIN
2. DIAPHRAGM ASSY.-SECONDARY VACUUM	32. FLOAT ASSY.
3. GASKET-SEC. DIAPHRAGM ASSY.	33. PIN-FLOAT HINGE
4. SCREW (3)-CHOKE COVER RETAINER	34. PLUG-SEC. TRANSFER PASSAGE
5. RETAINER-CHOKE COVER	35. GASKET-PLUG
6. CHOKE COVER ASSY.	36. JET-SEC. TRANSFER AIR BLEED
7. GASKET-CHOKE COVER	37. JET-SEC. TRANSFER
8. NUT-CHOKE LINK	38. JET-SEC. MAIN
9. WASHER-CHOKE LINK NUT	39. JET-PRI. MAIN
10. SCREW (3)-POWER SYSTEM COVER	40. JET-POWER SYSTEM
11. COVER-POWER SYSTEM	41. JET-SEC. AIR CORRECTION
12. SPRING-DIAPHRAGM RETURN	42. JET-PRI. AIR CORRECTION
13. NUT-DIAPHRAGM RETAINER	43. JET-PRI. IDLE
14. WASHER-DIAPHRAGM CUP	44. SCREW & LOCKWASHER (4)- PUMP COVER
15. DIAPHRAGM (2)-POWER SYSTEM	45. COVER-PUMP DIAPHRAGM
16. WASHER-DIAPHRAGM CUP	46. DIAPHRAGM ASSY.-PUMP
17. WASHER-STEM	47. SPRING-DIAPHRAGM RETURN
18. VALVE-POWER SYSTEM	48. PLUG-PUMP PASSAGE
19. STEM-POWER VALVE	49. PIN-PUMP PASSAGE
20. HOUSING-POWER VALVE	50. INJECTOR TUBE ASSY.
21. GASKET-HOUSING	51. O-RING-INJECTOR TUBE
22. SCREW & LOCKWASHER (1)- BOWL COVER	52. SCREW-IDLE AIR SPEED ADJ.
23. SCREW & LOCKWASHER (4)- BOWL COVER	53. O-RING-IDLE SPEED SCREW
24. BOWL COVER ASSY.	54. SCREW & LOCKWASHER (2)- THROTTLE BODY TO BOWL
25. NEEDLE SEAT & GASKET ASSY.	55. BOWL ASSY.
26. SCREW (3)-DIAPHRAGM COVER	56. E-CLIP-VENT VALVE
27. COVER-DIAPHRAGM	57. VALVE-BOWL VENT
28. SPRING-DIAPHRAGM RETURN	58. GASKET-THROTTLE BODY
29. DIAPHRAGM ASSY.-VACUUM BREAK	59. NEEDLE-IDLE ADJ.
30. GASKET-BOWL COVER	60. O-RING-IDLE NEEDLE
	61. 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 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 DIAPHRAGM ASSY. (2) ELECTRIC CHOKE COVER (6) FLOAT (32) OR PARTS MADE OF RUBBER MATERIAL IN CLEANING SOLVENTS.

REASSEMBLY

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

SPECIAL INSTRUCTIONS

IDLE ADJUSTING NEEDLE (59)-TURN IN UNTIL LIGHTLY BOTTOMED THEN BACK OUT 5 TURNS.

IDLE AIR SPEED SCREW (52)-TURN IN UNTIL LIGHTLY BOTTOMED THEN BACK OUT 3 1/2 TURNS.

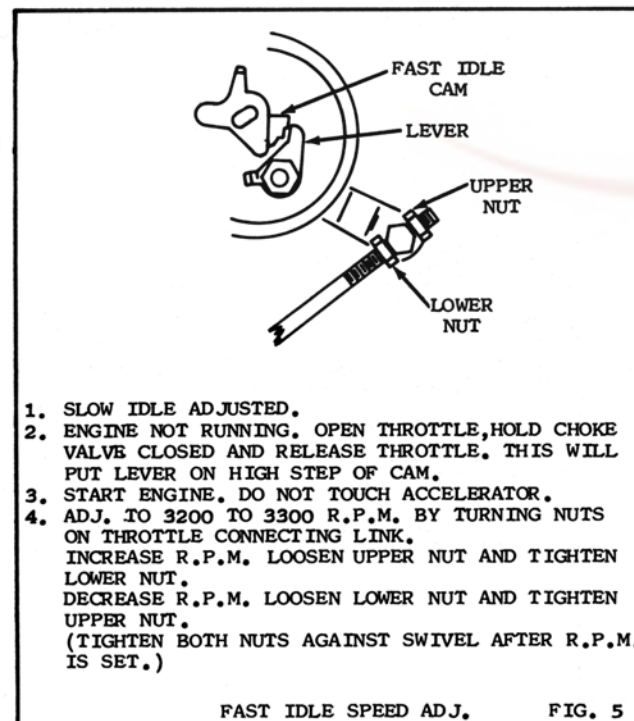
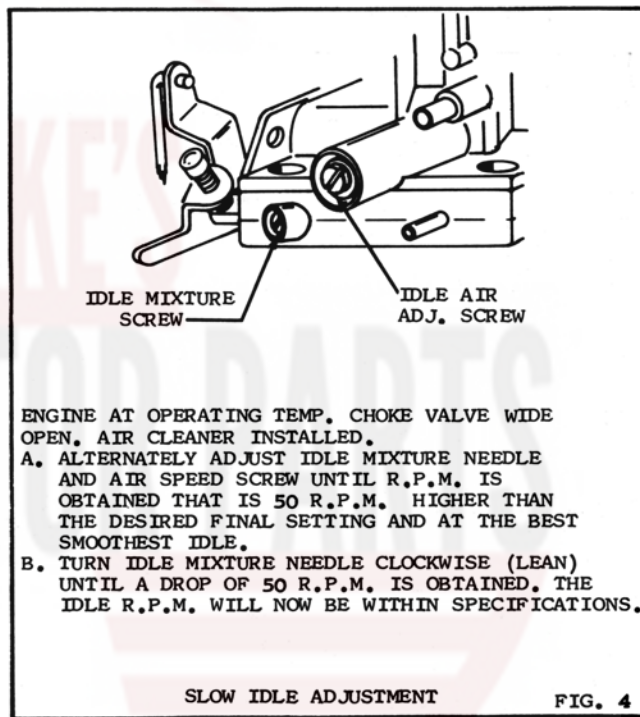
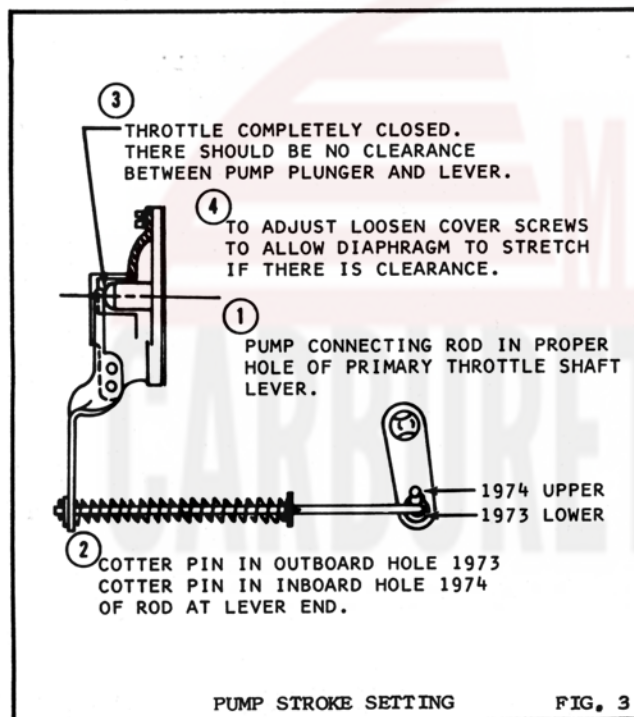
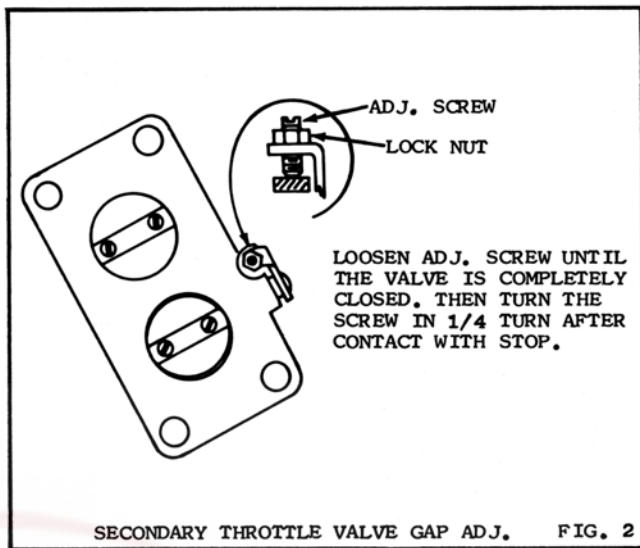
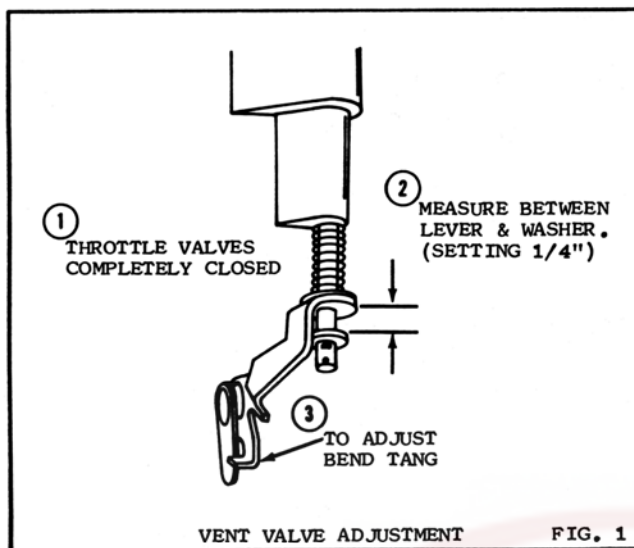
INJECTOR TUBE ASSY (50)-INSTALL ASSY. WITH NOZZLE POINTING INTO PRIMARY VENTURI.

PUMP SPRING (47)-INSTALL WITH SMALL END TOWARD DIAPHRAGM.

VACUUM BREAK DIAPHRAGM SPRING (28)-IS SHORTER THAN POWER SYSTEM DIAPHRAGM SPRING (12).

CHOKE COVER ASSY. (6)-INSTALL SO THAT THE CATCH OF THE BI-METAL SPRING IS POSITIONED ONTO BENT END OF THE INTERMEDIATE LEVER. ALIGN MARK ON COVER WITH CENTER POINT ON HOUSING (INDEX SETTING).

ADJUSTMENTS



JET INSTALLATION

	1973 OPEL 1900 & MANTA	1973 GT	1974 MANTA
MAIN JETS			
PRIMARY	X122.5	X120	X125
SECONDARY	X155	X137.5	X160
AIR CORRECTION JETS			
PRIMARY	120	110	130
SECONDARY	80	120	80