



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

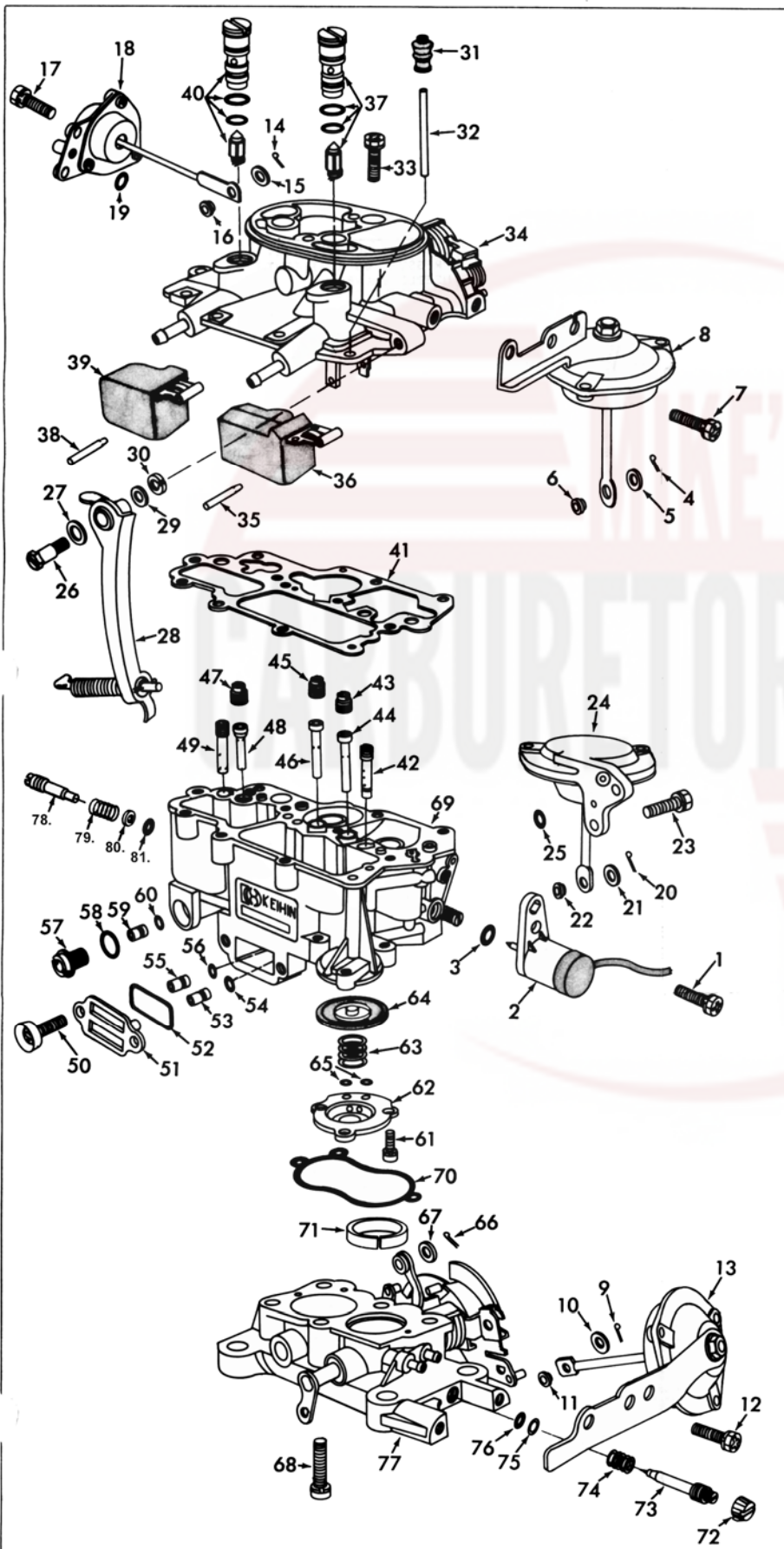
KEIHIN CARBURETOR

HONDA CIVIC (CVCC ENGINE)

50-523

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 BOWL COVER, REMOVE EPOXY SEALER FROM TOP OF NEEDLE SEAT SCREW HEADS. TO REMOVE FLOAT PINS (35) (38) WHICH HAVE A PRESSED IN FIT. USE A PIN PUNCH & SMALL HAMMER. CAREFULLY DRIVE PINS OUT FROM THE INSIDE END WHICH HAS THE TAPERED PRESSED FIT. RECORD SIZES OF JETS & TUBES (BELOW) FOR PROPER ASSEMBLY. IDLE LIMITER CAP (72) CAN BE CAREFULLY PULLED OFF OF IDLE ADJ. NEEDLE. (WILL BE USED OVER).

NOMENCLATURE

REF. NO.	REF. NO.
1. SCREW & LOCKWASHER- SOLENOID	36. FLOAT- MAIN
2. SOLENOID- FUEL CUT OFF	37. NEEDLE & SEAT ASSY- MAIN
3. O-RING- SOLENOID	38. PIN- AUX. FLOAT
4. COTTER PIN- DASHPOT ROD	39. FLOAT- AUXILIARY
5. WASHER- DASHPOT ROD	40. NEEDLE & SEAT ASSY.- AUXILIARY
6. BUSHING- DASHPOT ROD	41. GASKET- BOWL COVER
7. SCREW & LOCKWASHER (2)- DASHPOT BRACKET	42. JET- PRIMARY SLOW
8. DASHPOT & BRACKET ASSY.	43. JET- PRI. MAIN AIR BLEED
9. COTTER PIN- THROTTLE OPENER ROD	44. TUBE- PRI. EMULSION
10. WASHER- THROTTLE OPENER ROD	45. JET- SEC. MAIN AIR BLEED
11. BUSHING- THROTTLE OPENER ROD	46. TUBE- SEC. EMULSION
12. SCREW & LOCKWASHER (2)- THROTTLE OPENER BRACKET	47. JET- AUX. MAIN AIR BLEED
13. THROTTLE OPENER & BRACKET ASSY.	48. TUBE- AUX. EMULSION
14. COTTER PIN- CHOKE OPENER ROD	49. JET- AUX. SLOW
15. WASHER- CHOKE OPENER ROD	50. SCREW & LOCKWASHER (2)- MAIN JET COVER
16. BUSHING- CHOKE OPENER ROD	51. COVER- MAIN JET
17. SCREW & LOCKWASHER (2)- CHOKE OPENER ASSY.	52. O-RING- MAIN JET COVER
18. CHOKE OPENER ASSY.	53. JET- PRIMARY MAIN
19. O-RING- CHOKE OPENER ASSY.	54. O-RING- PRI. MAIN JET
20. COTTER PIN- SECONDARY DIAPHRAGM ROD	55. JET- SECONDARY MAIN
21. WASHER- SECONDARY DIAPHRAGM ROD	56. O-RING- SEC. MAIN JET
22. BUSHING- SEC. DIAPH. ROD	57. PLUG- AUX. MAIN JET
23. SCREW & LOCKWASHER (2)- SEC. DIAPH. ASSY.	58. O-RING- PLUG
24. SECONDARY DIAPHRAGM ASSY.	59. JET- AUX. MAIN
25. O-RING- SECONDARY DIAPHRAGM ASSY.	60. O-RING- AUX. MAIN JET
26. SCREW- PUMP LEVER	61. SCREW & LOCKWASHER (3)- COVER
27. WASHER- LEVER SCREW	62. COVER- PUMP DIAPHRAGM
28. PUMP LEVER & ROD ASSY.	63. SPRING- PUMP DIAPHRAGM
29. WASHER- LEVER SCREW	64. DIAPHRAGM- PUMP
30. LOCKWASHER- LEVER SCREW	65. O-RING- (2)- PUMP COVER SEAL
31. BOOT- PUMP PIN	66. COTTER PIN- AUX. THROTTLE LINK
32. PIN- PUMP DIAPHRAGM	67. WASHER- AUX. THROTTLE LINK
33. SCREW & LOCKWASHER (10)- BOWL COVER	68. SCREW & LOCKWASHER (5)- THROTTLE BODY
34. BOWL COVER ASSY.	69. BOWL ASSY.
35. PIN- MAIN FLOAT	70. O-RING- THROTTLE BODY
	71. SLEEVE- PRIMARY BORE
	72. CAP- IDLE LIMITER
	73. NEEDLE- IDLE ADJUSTING
	74. SPRING- IDLE ADJ. NEEDLE
	75. WASHER- IDLE NEEDLE
	76. O-RING- IDLE NEEDLE
	77. THROTTLE BODY ASSY.
	78. SCREW, AUX. IDLE MIXTURE # TURNS
	79. SPRING, AUX. IDLE MIX. SCREW
	80. WASHER, AUX. IDLE MIX. SCREW
	81. ORIG. AUX. IDLE MIX SCREW

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 AND JETS IN CASTINGS WITH COMPRESSED AIR AND CHECK CAREFULLY TO INSURE THOROUGH CLEANING OF OBSCURE AREAS. CAUTION: DO NOT SOAK DIAPHRAGM ASSEMBLIES (8) (13) (18) (24), SOLENOID (2) FLOATS (36) (39) 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. (73)- TO INSTALL FIRST ASSEMBLE SPRING (74), WASHER (75), O-RING (76) ONTO NEEDLE. TURN NEEDLE IN UNTIL LIGHTLY SEATED THEN BACK OUT 2 TURNS. (DO NOT INSTALL IDLE LIMITER CAP AT THIS TIME.)

THROTTLE BODY ASSY. (77) WHEN INSTALLING IT TO BOWL ASSY. BE SURE TO HOOK UP AUX. THROTTLE LINK.

SEC. MAIN JET (55)- BE SURE TO INSTALL IN CENTER HOLE. END HOLE ON SECONDARY SIDE IS BLANK.

NEEDLE & SEAT ASSYS (37) (40)- AFTER FLOAT LEVELS HAVE BEEN ADJUSTED BE SURE TO SEAL SCREW HEADS WITH AN EPOXY SEALER TO PREVENT TURNING OF NEEDLE SEATS.

FLOAT PINS (35)(38)- BE SURE TO INSTALL WITH TAPERED END TOWARDS CENTER OF BOWL COVER.

ADJUSTMENTS

NOTE: AFTER FLOATS OR ADJUSTED, SEAL TOP OF NEEDLE SEAT WITH A SEALER TO PREVENT TURNING.

TO ADJUST TURN NEEDLE SEAT.

NOTE: AFTER FLOATS OR ADJUSTED SEAL TOP OF NEEDLE SEAT WITH A SEALER TO PREVENT TURNING

TO ADJUST BEND TAB.

FLOAT DROP ADJUSTMENT.

4 BOWL COVER IN THE SAME POSITION AS STEP 1. MEASURE DISTANCE BETWEEN STOP AND TAB ON FLOAT ARM.

1 MM CLEARANCE

33.5 MM LARGE FLOAT

1 MM CLEARANCE

2 MEASURE DISTANCE FROM GASKET SURFACE OF BOWL COVER TO FLAT BOTTOM SURFACE OF FLOAT AT TOE END.

CAUTION: DO NOT EXERT PRESSURE ON RESILIENT NEEDLE VALVE.

31 MM SMALL FLOAT

1

BOWL COVER INVERTED, THEN TURN UP TO THE VERTICAL POSITION WITH FLOAT ARM PINS TO THE TOP. FLOAT RESTING LIGHTLY ON NEEDLE (WHICH IS SPRING LOADED.) DO NOT COMPRESS SPRING LOADED NEEDLE.

DRY FLOAT LEVEL ADJUSTMENT.