



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:

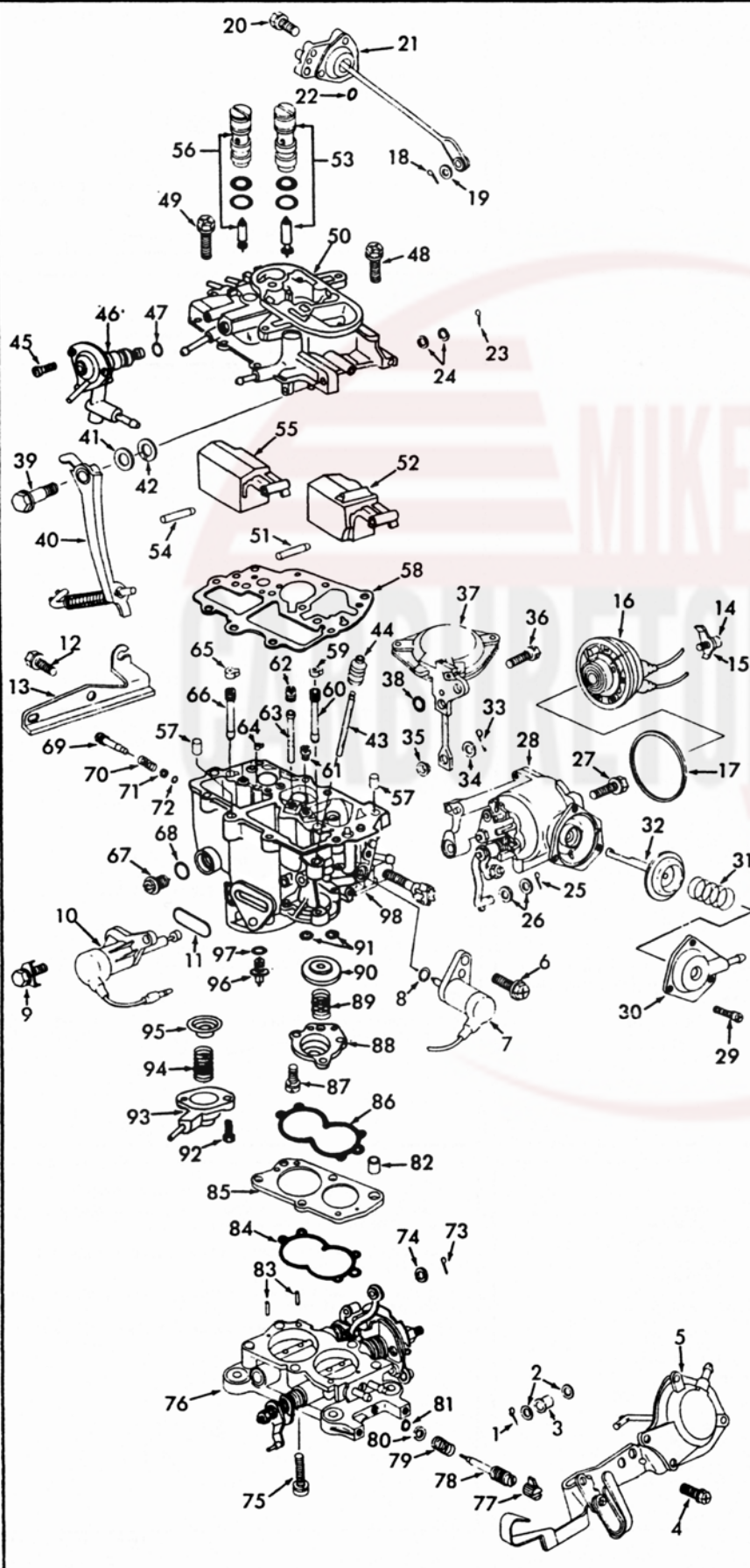
- On leather cups run your finger around the inside of the cup to break any manufacturer sealant.
- Apply 2 drops of oil to cups (leather, or rubber) before inserting into carburetor. Do not soak the cup in oil. The swelling of the cup needs to happen inside the carburetor. Allow the 2 drops of oil and 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 OFF VEHICLE CARBURETOR SERVICE (HONDA) KEIHIN CARBURETOR

50-599-2

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: TO REMOVE FLOAT PINS (51), (54), CAREFULLY SUPPORT SHORT BOSS (FLOAT PIN SUPPORT) USING 1/16" PIN PUNCH & HAMMER, TAP PIN TOWARDS SHORT BOSS. INSIDE END HAS A TAPER WHICH FITS SNUG IN LONG BOSS. RECORD SIZES OF JETS AND TUBES (BELOW) FOR PROPER REASSEMBLY. AUXILIARY IDLE MIXTURE NEEDLE (69) BEFORE REMOVING. TURN IN COUNTING THE NUMBER OF TURNS IT IS FROM THE SEATED POSITION. IDLE LIMITER CAP (77) CAN BE CAREFULLY PULLED OFF IDLE ADJUSTING NEEDLE (WILL BE USED OVER).

NOTE: CHOKE COVER REMOVAL (WITH POP RIVETS). USE A 5/32" DRILL. DRILL OUT RIVETS AND REMOVE THE RETAINER RING. BE SURE TO RETAIN THE GEAR IN THE CHOKE COVER AND THE CASE. LINKAGE COVER REMOVAL USE A 3/16" DRILL TO DRILL OUT RIVETS

NOMENCLATURE

REF. NO.	REF. NO.
1. COTTER PIN-T.C. ROD	48. SCREW, LKWSHR. & FLAT WASHER (2)-BOWL COVER (LOCATOR PIN HOLES)
2. WASHER (2)-T.C. ROD	49. SCREW & LKWSHR. (8)-BOWL COVER
3. BUSHING-T.C. ROD	50. BOWL COVER ASSY.
4. SCREW & LKWSHR. (2)-BRACKET T.C.	51. PIN-MAIN FLOAT
5. THROTTLE CONTROLLER DIAPH. ASSY.	52. FLOAT-MAIN
6. SCREW & LKWSHR.-SOLENOID	53. NEEDLE & SEAT ASSY.-MAIN
7. SOLENOID-IDLE CUT OFF	54. PIN-AUXILIARY FLOAT
8. O-RING-SOLENOID MOUNTING	55. FLOAT-AUXILIARY
9. SCREW & LKWSHR. (2)-SOLENOID	56. NEEDLE & SEAT ASSY. AUXILIARY
10. SOLENOID-PRIMARY MAIN JET CUT OFF	57. PIN (2)-LOCATOR
11. O-RING-SOLENOID MOUNTING	58. GASKET-BOWL COVER
12. SCREW (2)-BRACKET	59. CAP (BLACK)-PRIMARY SLOW JET
13. BRACKET AND WIRE CLAMP ASSY.	60. JET-PRIMARY SLOW
14. SCREW & LKWSHR. (3)-RETAINER	61. JET-PRIMARY MAIN AIR BLEED
15. RETAINER (3)-CHOKE COVER	62. JET-SEC. MAIN AIR BLEED
16. CHOKE COVER ASSY.	63. TUBE-SECONDARY EMULSION
17. GASKET-CHOKE COVER	64. CAP (WHITE)-PASSAGE
18. COTTER PIN-ROD	65. CAP (WHITE)-AUXILIARY SLOW JET
19. WASHER-ROD	66. JET-AUXILIARY SLOW
20. SCREW & LKWSHR. (2)-CHOKE OPENER	67. PLUG-AUXILIARY FUEL BOWL
21. CHOKE OPENER DIAPH. ASSY.	68. O-RING-PLUG
22. O-RING-CHOKE OPENER	69. NEEDLE-AUXILIARY IDLE
23. COTTER PIN-CHOKE ROD	70. SPRING-AUX. IDLE NEEDLE
24. WASHER (2)-CHOKE ROD	71. WASHER-AUX. IDLE NEEDLE
25. COTTER PIN-FAST IDLE ROD (LOWER END)	72. O-RING-AUX. IDLE NEEDLE
26. WASHER (2)-FAST IDLE ROD	73. COTTER PIN-AUX. THROTTLE LINK
27. SCREW & LKWSHR. (2)-CHOKE HSG.	74. WASHER-AUX. THROTTLE LINK
28. CHOKE HOUSING ASSY.	75. SCREW & LKWSHR. (5)-THROTTLE BODY
29. SCREW & LKWSHR. (3)-COVER	76. THROTTLE BODY ASSY.
30. COVER-DIAPHRAGM	77. CAP-IDLE LIMITER
31. SPRING-DIAPHRAGM	78. NEEDLE-PRIMARY IDLE ADJ.
32. DIAPH. ASSY.-FAST IDLE UNLOADER	79. SPRING-IDLE ADJ. NEEDLE
33. COTTER PIN-SEC. DIAPH. ROD	80. WASHER-IDLE NEEDLE
34. WASHER-SEC. DIAPH. ROD	81. O-RING-IDLE NEEDLE
35. BUSHING-SEC. DIAPH. ROD	82. PIN-LOCATOR (LARGE)
36. SCREW & LKWSHR.-SEC. DIAPH. ASSY.	83. PIN (2)-LOCATOR (SMALL)
37. SECONDARY DIAPHRAGM ASSY.	84. O-RING-SPACER
38. O-RING-SEC. DIAPH. PASSAGE	85. SPACER-THROTTLE BODY
39. SCREW-PUMP LEVER	86. O-RING-LKWSHR. (3)-COVER
40. PUMP LEVER & ROD ASSY.	87. SCREW & LKWSHR. (2)-COVER
41. WASHER-LEVER SCREW	88. COVER-PUMP DIAPHRAGM
42. LOCKWASHER-LEVER SCREW	89. SPRING-DIAPHRAGM RETURN
43. ROD-PUMP	90. DIAPHRAGM-PUMP
44. BOOT-PUMP ROD	91. O-RING (2)-PUMP PASSAGE
45. SCREW & LKWSHR.-BOWL VENT SHUT OFF	92. SCREW & LKWSHR. (2)-COVER
46. BOWL VENT SHUT OFF ASSY.	93. COVER-POWER VALVE DIAPHRAGM
47. O-RING-BOWL VENT SHUT OFF ASSY.	94. SPRING-DIAPHRAGM
	95. DIAPHRAGM-POWER VALVE
	96. POWER VALVE ASSY.
	97. O-RING-POWER VALVE
	98. BOWL ASSEMBLY

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. DO NOT SOAK ANY ASSEMBLIES FOR A PROLONGED PERIOD OF TIME WITH PLASTIC PARTS THAT ARE NOT REMOVED. 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 OR SOLENOID ASSEMBLIES (51), (71), (101), (21), (32), (37), (46), CHOKE COVER (16), FLOATS (52), (55), OR PARTS MADE OF RUBBER IN ANY TYPE OF CLEANING SOLVENTS.

NOTE: 1982 BOWL ASSY. BE CAREFUL NOT TO LEAVE FUEL BOWL IN CLEANING SOLVENT BECAUSE OF WINDOW SEALS WHICH OR NOT REPLACEABLE.

REASSEMBLY

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

SPECIAL INSTRUCTIONS

IDLE ADJUSTING NEEDLE (78)-TO INSTALL, FIRST ASSEMBLE SPRING (79), WASHER (80), O-RING (81) ON NEEDLE. TURN NEEDLE IN UNTIL LIGHTLY SEATED THEN BACK OUT 2 TURNS. (DO NOT INSTALL IDLE LIMITER CAP AT THIS TIME). SPECIAL WRENCH FOR CALIF.

THROTTLE BODY ASSEMBLY (76)-WHEN INSTALLING IT TO BOWL ASSEMBLY BE SURE TO HOOK UP AUXILIARY THROTTLE LINK.

AUXILIARY IDLE ADJUSTING NEEDLE (69)-TO INSTALL FIRST ASSEMBLE SPRING (70), WASHER (71), O-RING (72) ON NEEDLE. TURN NEEDLE IN UNTIL LIGHTLY SEATED THEN BACK OUT NUMBER OF TURNS COUNTED ON DISASSEMBLY IF ORIGINAL SCREW POSITION IS NOT KNOWN, TURN THE SCREW 1 3/4 TURNS OUT FROM THE SEATED POSITION.

NEEDLE & SEAT ASSEMBLIES (53), (56)-AFTER FLOAT LEVELS HAVE BEEN ADJUSTED BE SURE TO SEAL SCREW HEADS OF NEEDLE SEAT WITH A SEALER TO PREVENT TURNING.

FLOAT PINS (51), (54)-INSTALL WITH TAPERED ENDS TOWARDS LONG BOSS (CENTER OF BOWL COVER).

BOWL COVER SCREWS (48), (49)-TIGHTEN SCREWS FROM THE CENTER OUT.

CHOKE COVER ASSY. (16)-WHEN INSTALLING BE SURE LOOP END OF SPRING IS PLACED ON PIN OF LEVER.

FOLLOW SERVICE MANUAL INSTRUCTIONS TO MAKE FINAL ADJUSTMENTS ON CAR.

ADJUSTMENTS

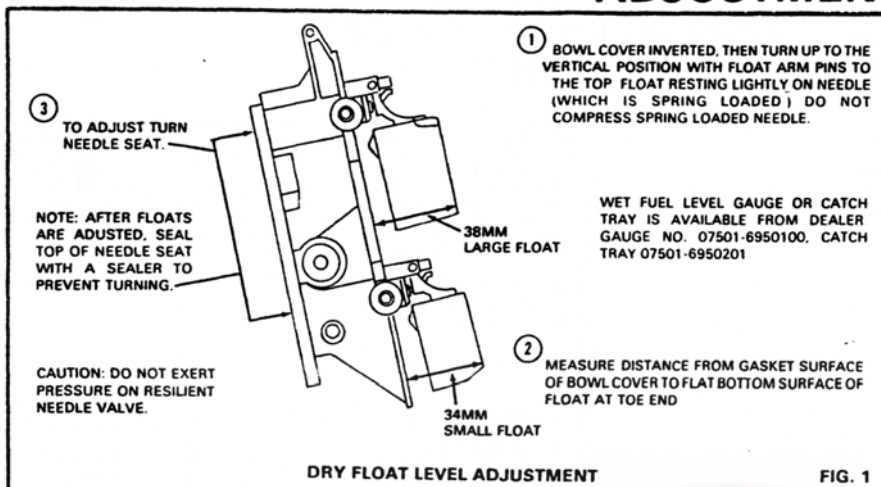


FIG. 1

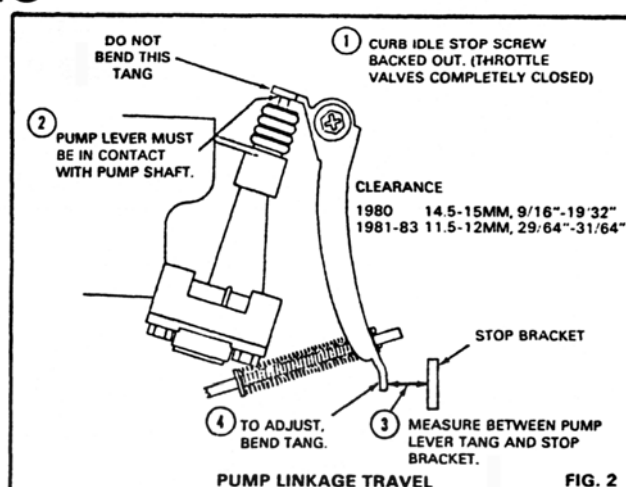


FIG. 2

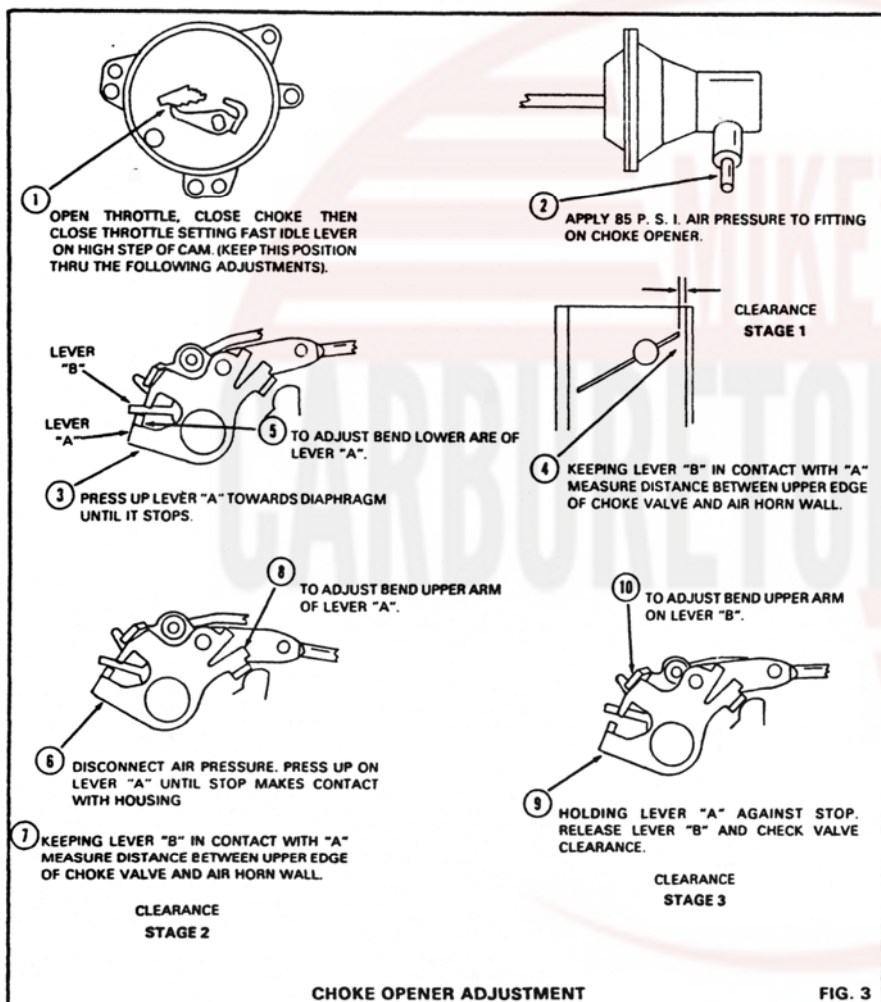


FIG. 3

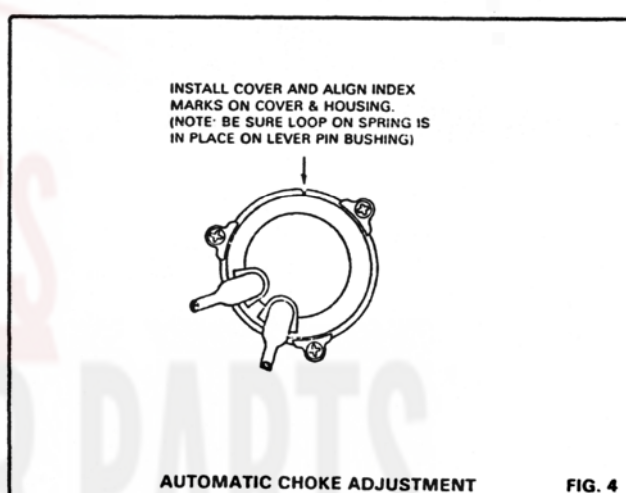


FIG. 4

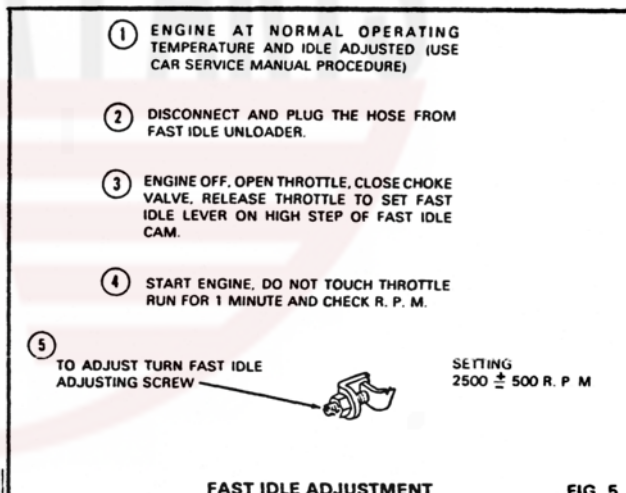


FIG. 5

DATE TABLE

YEAR		STAGE 1	STAGE 2	STAGE 3
1980		.68MM-.026"	1.48MM-.058"	2.05MM-.080"
1981 CIVIC				
1300/1500	50S	.95MM-.037"	1.75MM-.069"	3.83MM-.151"
1500 HI/ALT.	M/T	1.1MM-.043"	1.75MM-.069"	3.83MM-.151"
	A/T	.95MM-.037"	1.75MM-.069"	3.83MM-.151"
1982-83 CIVIC				
	M/T	1.1MM-.043"	2.02MM-.080"	4.07MM-.160"
	A/T	.95MM-.037"	2.02MM-.080"	4.07MM-.160"
1500 HI/ALT	A/T	1.1MM-.043"	2.02MM-.080"	4.06MM-.160"
1981-83 ACCORD, PRELUDE 49S				
	M/T	1.1-.043"	1.93MM-.076"	4.07MM-.160"
	A/T	.95MM-.037"	1.93MM-.076"	4.07MM-.160"
HI/ALT.	M/T	1.25MM-.049"	1.93MM-.076"	4.31MM-.170"
	A/T	1.1MM-.043"	1.93MM-.076"	4.07MM-.160"
CALIF.	ALL/T	1.1MM-.043"	1.93MM-.076"	4.07MM-.160"

CHOKE OPENER ADJUSTMENT

1982-83 WET FLOAT LEVEL ADJUSTMENT

1. CAR ON LEVEL GROUND. ENGINE AT OPERATING TEMPERATURE. SNAP THROTTLE TO 3000 R.P.M. THEN LET IT IDLE.
2. WHEN FUEL LEVEL STABILIZES, CHECK FUEL LEVEL. IT SHOULD TOUCH DOT ON INSPECTION WINDOW.
3. TO CHANGE LEVEL TURN NEEDLE SEAT NOT MORE THAN 1/8 TURN EVERY 15 SECONDS. REPEAT STEP 1.
4. SEAL TOP OF NEEDLE SEAT WITH A SEALER TO PREVENT TURNING

