



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

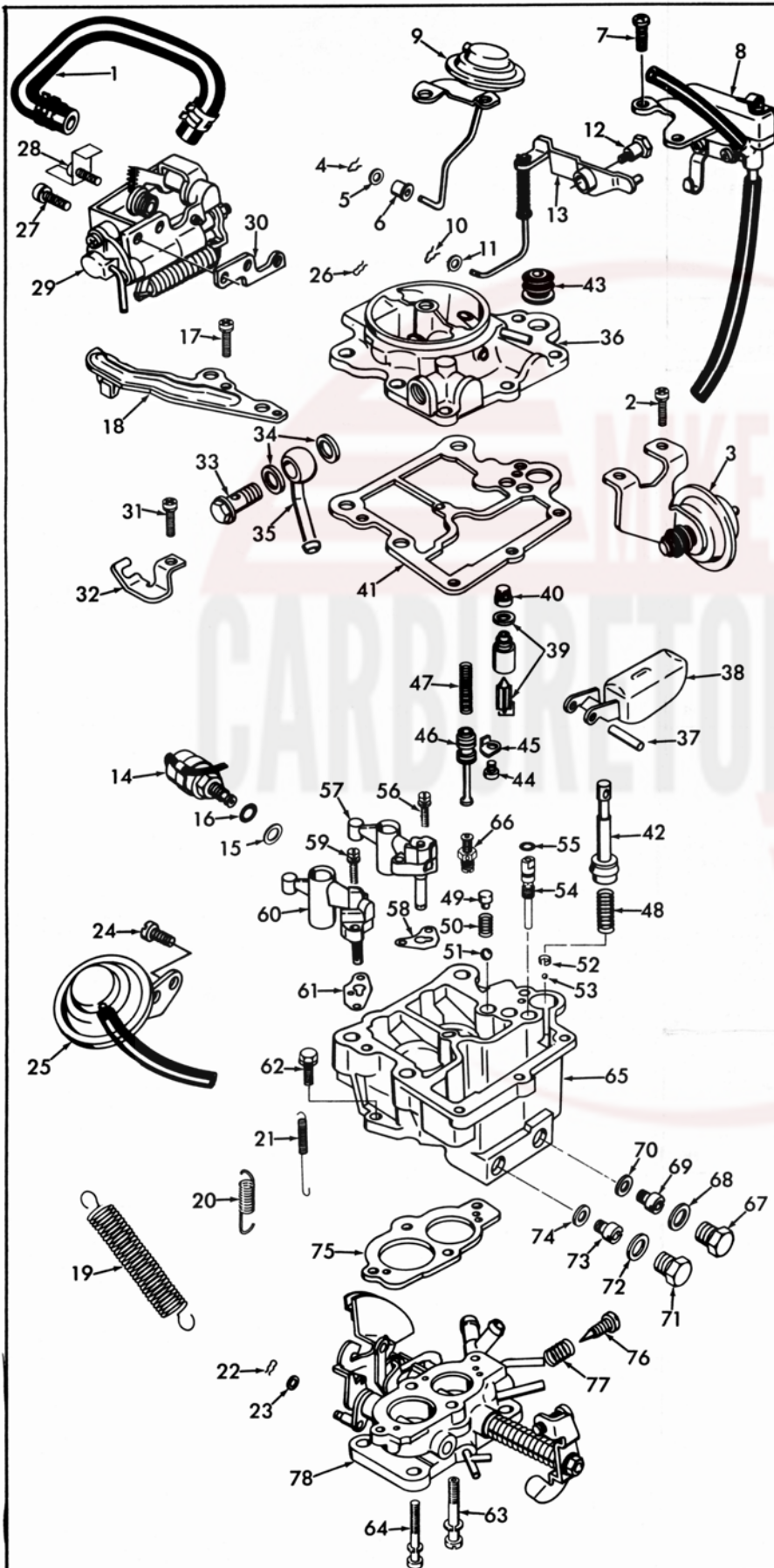
OFF VEHICLE CARBURETOR SERVICE

AISAN 2 BARREL

(SPRINT 3 CYL. CANADA)

IS-50-697

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: AFTER REMOVING SCREW & LOCKWASHER (27), RAISE BRACKET JUST FAR ENOUGH TO GET TO SCREW & LOCKWASHER (28). DO NOT DISENGAGE PINION GEAR ASSY.

NOMENCLATURE

REF. NO.	REF. NO.
1. WATER HOSE & CLAMPS - CHOKE	39. NEEDLE & SEAT ASSEMBLY
2. SCREW & LOCKWASHER (2) - DASHPOT BRACKET	40. SCREEN - FUEL FILTER
3. DASHPOT & BRACKET ASSY.	41. GASKET - BOWL COVER
4. RETAINER - ROD	42. PUMP PLUNGER ASSY.
5. WASHER - ROD	43. BOOT - PUMP PLUNGER
6. BUSHING - ROD	44. SCREW & LOCKWASHER - PISTON RETAINER
7. SCREW & LOCKWASHER - BRACKET	45. RETAINER - PISTON
8. VALVE & HOSE ASSY. - IDLE BY PASS	46. PISTON - POWER VALVE
9. DIAPHRAGM & BRACKET ASSY. - THROTTLE CONTROL	47. SPRING - POWER PISTON
10. RETAINER - PUMP ROD	48. SPRING - PUMP RETURN
11. WASHER - PUMP ROD	49. WEIGHT - PUMP DISCHARGE SPRING
12. SCREW - PUMP LEVER	50. SPRING - PUMP DISCHARGE BALL
13. PUMP LEVER & ROD ASSY.	51. BALL - PUMP DISCHARGE CHECK (LARGE)
14. SOLENOID ASSY. - PRI. IDLE CUT OFF	52. RETAINER - INTAKE CHECK BALL
15. GASKET - SOLENOID	53. BALL - INTAKE CHECK (SMALL)
16. O-RING - SOLENOID	54. JET - IDLE
17. SCREW & LOCKWASHER - BRACKET	55. O-RING - IDLE JET
18. BRACKET - CABLE	56. SCREW & LOCKWASHER (2) - PRI. VENTURI
19. SPRING - THROTTLE RETURN	57. PRIMARY VENTURI ASSY.
20. SPRING - SECONDARY RETURN	58. GASKET - PRI. VENTURI
21. SPRING - FAST IDLE LEVER	59. SCREW & LOCKWASHER (2) - SEC. VENTURI
22. RETAINER - SEC. DIAPHRAGM ROD	60. SECONDARY VENTURI ASSY.
23. WASHER - SEC. DIAPHRAGM ROD	61. GASKET - SEC. VENTURI
24. SCREW & LOCKWASHER (2) - SEC. DIAPHRAGM	62. SCREW & LOCKWASHER (2) - THROTTLE BODY
25. SECONDARY DIAPHRAGM & HOSE ASSY.	63. SCREW & LOCKWASHER (HOLLOW) - THROTTLE BODY
26. RETAINER - CHOKE ROD (UPPER)	64. SCREW & LOCKWASHER (1) - THROTTLE BODY
27. SCREW & LOCKWASHER - CHOKE UNIT	65. FLOAT BOWL ASSY.
28. SCREW & LOCKWASHER W/STOP - CHOKE UNIT	66. POWER VALVE ASSY.
29. CHOKE & PINION ASSY. W/CHOKE PULLOFF	67. PLUG - PRI. MAIN JET
30. INSULATOR - CHOKE UNIT	68. GASKET - PLUG
31. SCREW & LOCKWASHER - BRACKET	69. JET - PRI. MAIN (BRASS)
32. BRACKET - FUEL INLET	70. GASKET - PRI. MAIN JET
33. BOLT - FUEL INLET FITTING	71. PLUG - SEC. MAIN JET
34. GASKET (2) FUEL INLET FITTING	72. GASKET - PLUG
35. FITTING - FUEL INLET	73. JET - SEC. MAIN (CHROME)
36. BOWL COVER ASSY.	74. GASKET - SEC. MAIN JET
37. PIN - FLOAT	75. GASKET - THROTTLE BODY
38. FLOAT ASSEMBLY	76. NEEDLE - IDLE ADJUSTING
	77. SPRING - IDLE ADJ. NEEDLE
	78. THROTTLE BODY ASSEMBLY

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. USE A CARBURETOR CLEANING SOLVENT. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. MAKE CERTAIN THE THROTTLE BORES ARE 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. DO NOT SOAK DIAPHRAGM ASSEMBLIES, FLOAT, SOLENOIDS, CHOKE UNIT (29) VALVE ASSY. (8) OR PARTS CONTAINING RUBBER MATERIALS IN ANY TYPE OF CLEANING SOLVENT.

REASSEMBLY

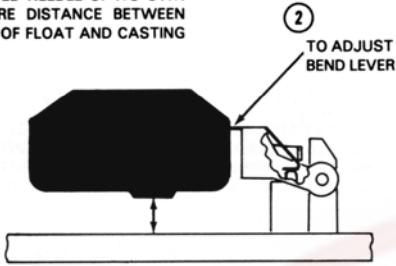
REASSEMBLE IN REVERSE ORDER OF DISASSEMBLY. NOTE SPECIAL INSTRUCTIONS AND ADJUSTMENTS.

SPECIAL INSTRUCTIONS

THROTTLE BODY SCREW & LOCKWASHER (HOLLOW) (63) - BE SURE TO INSTALL IN PROPER HOLE. (VACUUM PASSAGE FOR POWER VALVE PISTON.)

ADJUSTMENTS

- ① BOWL COVER INVERTED, FLOAT RESTING ON SPRING LOADED NEEDLE OF ITS OWN WEIGHT. MEASURE DISTANCE BETWEEN RAISED PORTION OF FLOAT AND CASTING SURFACE.



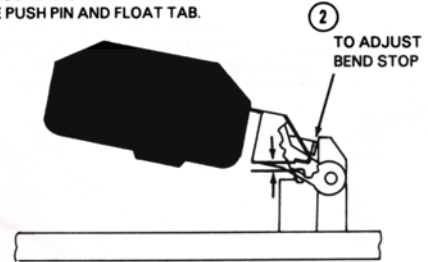
SETTING
7MM - .275"

CAUTION: DO NOT EXERT
PRESSURE ON RESILIENT
NEEDLE VALVE.

DRY FLOAT LEVEL ADJUSTMENT

FIG. 1

- ① BOWL COVER INVERTED. RAISE FLOAT BY HAND UNTIL IT CONTACTS FLOAT HANGER. MEASURE DISTANCE BETWEEN NEEDLE VALVE PUSH PIN AND FLOAT TAB.



SETTING
.9MM - .035"

FLOAT DROP ADJUSTMENT

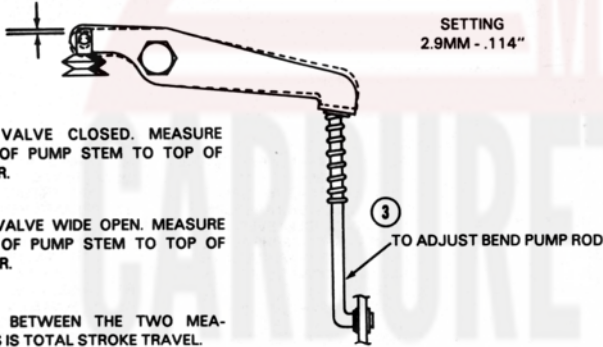
FIG. 2

SETTING
2.9MM - .114"

- ① THROTTLE VALVE CLOSED. MEASURE FROM TOP OF PUMP STEM TO TOP OF BOWL COVER.

- ② THROTTLE VALVE WIDE OPEN. MEASURE FROM TOP OF PUMP STEM TO TOP OF BOWL COVER.

DIFFERENCE BETWEEN THE TWO MEASUREMENTS IS TOTAL STROKE TRAVEL.

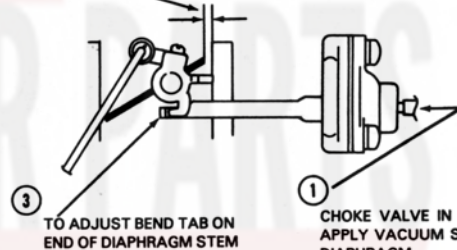


PUMP ADJUSTMENT

FIG. 3

- ② MEASURE THE DISTANCE BETWEEN UPPER EDGE OF CHOKE VALVE AND AIR HORN WALL.

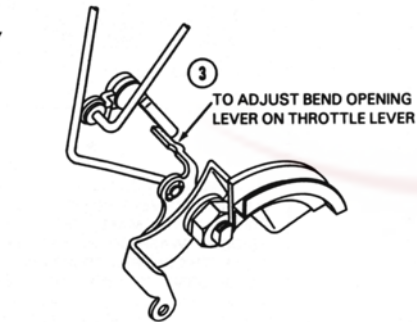
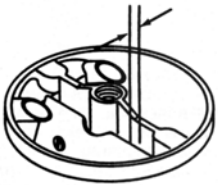
SETTING
1.3 - 1.7MM
.051" - .067"



CHOKE PULLOFF ADJUSTMENT

FIG. 4

- ② CHOKE VALVE SHOULD OPEN HALF WAY FROM CLOSED POSITION.



- ① CHOKE VALVE IN THE CLOSED POSITION. OPEN THROTTLE VALVE TO WIDE OPEN POSITION.

UNLOADER ADJUSTMENT

FIG. 5