



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

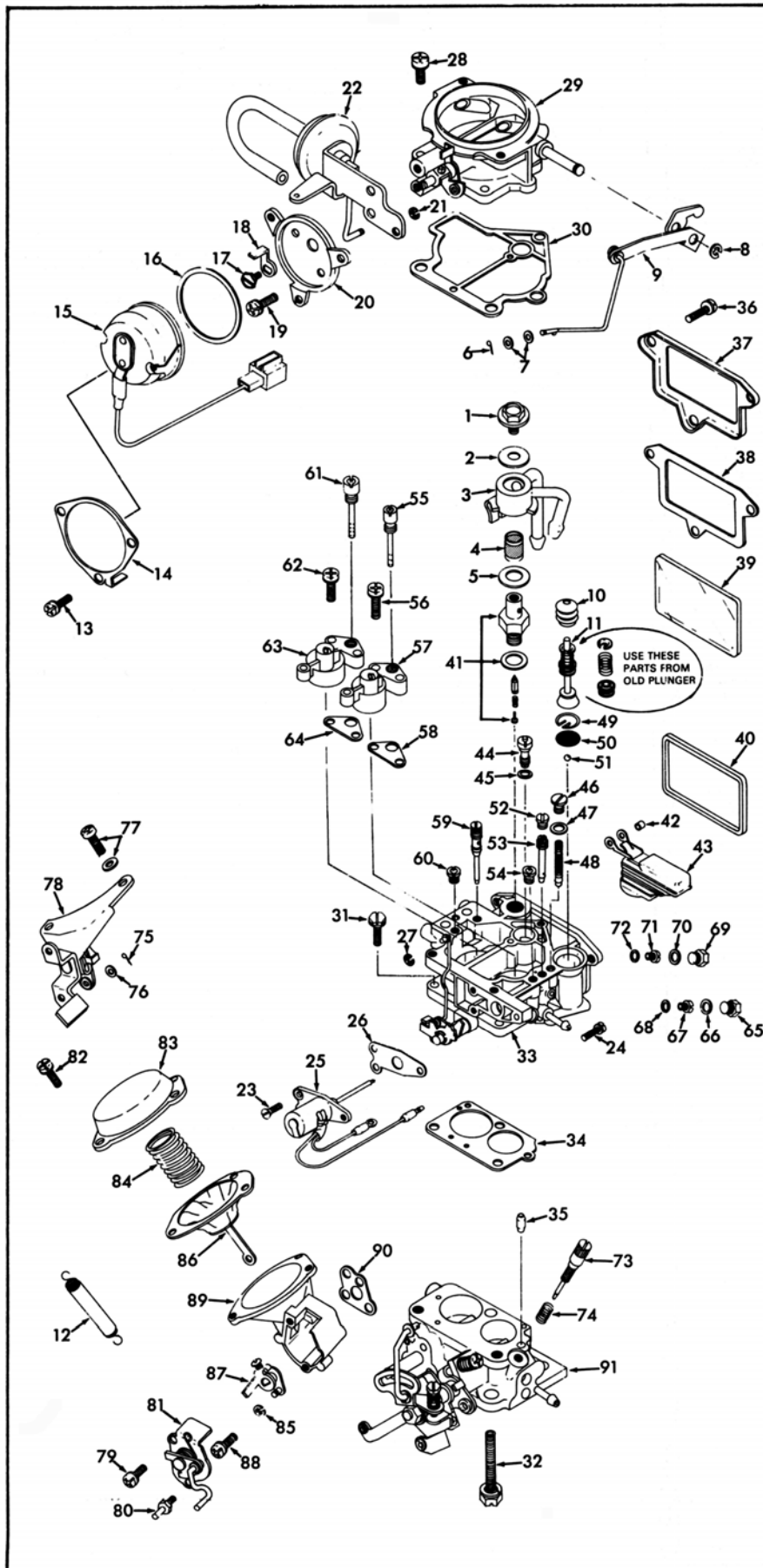
NIKKI-2 BARREL/2 STAGE

(COURIER/MAZDA PICKUP)

50-576-2

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: DO NOT REMOVE POWER PISTON FROM AIR HORN ASSY. (29). FLUSH AND BLOW OUT PASSAGE GOOD AFTER CLEANING. CAREFUL NOT TO BREAK PLASTIC PASSAGE BUSHING (35). RECORD SIZES OF JETS AND VENTURIS BELOW FOR PROPER REASSEMBLY. PRIMARY SIDE JETS ARE BRASS COLOR AND SECONDARY SIDE JETS ARE SILVER COLOR. SECONDARY DIAPHRAGM WILL BE USED OVER UNLESS IT NEED REPLACING. (DEALER ITEM)

NOTE: ON LATE MODELS TO GAIN ACCESS TO IDLE MIXTURE NEEDLE, SAW OFF 12MM (470") OF SHELL CONTAINING TOP SEAL PLUG.

NOMENCLATURE

REF. NO.	REF. NO.
1. BOLT - FUEL CONNECTOR	47. GASKET - PLUG
2. GASKET - BOLT	48. SPRING & CHECK BALL ASSY.
3. CONNECTOR - FUEL	49. RETAINER - INTAKE CHECK SCREEN
4. SCREEN - FUEL INLET	50. SCREEN - INTAKE CHECK
5. GASKET - FUEL CONNECTOR	51. BALL - PUMP INTAKE CHECK
6. COTTER PIN - PUMP ROD (LOWER END)	52. PLUG - PRI. SLOW JET
7. WASHER (2) - PUMP ROD	53. JET - PRI. SLOW
8. E-CLIP - PUMP LEVER	54. JET - PRI. SLOW AIR
9. PUMP LEVER & ROD ASSY.	55. JET - PRI. MAIN AIR BLEED
10. BOOT - PUMP	56. SCREW & WASHERS (2) - PRI. VENTURI
11. PUMP ASSY.	57. PRIMARY VENTURI ASSY.
12. SPRING & BOOT - THROTTLE RETURN	58. GASKET - PRI. VENTURI
13. SCREW & LOCKWASHER (3) - RETAINER	59. JET - SEC. SLOW
14. RETAINER - CHOKE COVER	60. JET - SEC. SLOW AIR
15. CHOKE COVER ASSY. - ELECTRIC	61. JET - SEC. MAIN AIR BLEED
16. GASKET - CHOKE COVER	62. SCREW & WASHERS (2) - SEC. VENTURI
17. SCREW - SPRING LEVER	63. SECONDARY VENTURI ASSY.
18. LEVER - CHOKE SPRING	64. GASKET - SEC. VENTURI
19. SCREW & LOCKWASHER (3) - CHOKE HOUSING	65. PLUG - PRI. MAIN JET
20. CHOKE HOUSING	66. GASKET - PLUG
21. ECLIP - CHOKE PULL OFF ROD	67. JET - PRIMARY MAIN
22. CHOKE PULL OFF ASSY.	68. GASKET - PRI. MAIN JET
23. SCREW (2) - SOLENOID	69. PLUG - SEC. MAIN JET
24. SCREW & LOCKWASHER - SOLENOID GRD. WIRE	70. GASKET - PLUG
25. SOLENOID ASSY. - ANTI DIESELING	71. JET - SECONDARY MAIN
26. GASKET - SOLENOID ASSY.	72. GASKET - SEC. MAIN JET
27. ECLIP - FAST IDLE ROD (TOP END)	73. NEEDLE - IDLE ADJUSTING
28. SCREW & LOCKWASHER (3) - AIR HORN	74. SPRING - IDLE ADJ. NEEDLE
29. AIR HORN ASSY.	75. COTTER PIN - THROTTLE LINK
30. GASKET - AIR HORN	76. WASHER - THROTTLE LINK
31. SCREW & LOCKWASHER (2) - THROTTLE BODY	77. SCREW & LOCKWASHER (2) - BRACKET ASSY.
32. SCREW & LOCKWASHER - THROTTLE BODY (VAC PASSAGE)	78. BRACKET & THROTTLE LEVER ASSY.
33. BOWL ASSY.	79. SCREW & LOCKWASHER - SEC. ARM ASSY.
34. GASKET - THROTTLE BODY	80. STUD - SEC. ARM ASSY.
35. TUBE - PASSAGE (PLASTIC)	81. SECONDARY ARM & SPRING ASSY.
36. SCREW (3) - WIDOW CLAMP	82. SCREW & LOCKWASHER - DIAPHRAGM COVER
37. CLAMP - WINDOW	83. COVER - DIAPHRAGM
38. GASKET - WINDOW CLAMP	84. SPRING - SEC. DIAPHRAGM
39. WINDOW - FUEL BOWL	85. RETAINER - DIAPHRAGM STEM
40. GASKET - WINDOW	86. DIAPHRAGM - SECONDARY
41. NEEDLE & SEAT ASSY.	87. SECONDARY THROTTLE LEVER
42. SLEEVE - FLOAT RETAINER	88. SCREW & LOCKWASHER (3) - DIAPHRAGM HOUSING
43. FLOAT ASSY.	89. HOUSING - DIAPHRAGM
44. POWER VALVE ASSY.	90. GASKET - DIAPHRAGM HOUSING
45. GASKET - POWER VALVE	91. THROTTLE BODY ASSY.
46. PLUG - PUMP DISC. CHECK	

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. (DO NOT PROLONG SOAKING OF ASSY. WITH PLASTIC PARTS THAT ARE NOT REMOVABLE, THEY WILL WITHSTAND NORMAL CLEANING IN CARBURETOR CLEANER.) MAKE CERTAIN THE THROTTLE BODY IS FREE OF ALL CARBON DEPOSITS. WASH OFF IN A 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 ELECTRIC CHOKE COVER (15), CHOKE PULL OFF (22), ANTI DIESELING SOLENOID (25), FLOAT (43), SECONDARY DIAPHRAGM (86), 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) - TURN NEEDLE IN UNTIL LIGHTLY SEATED, THEN BACK OUT 1½ TO 2 TURNS.

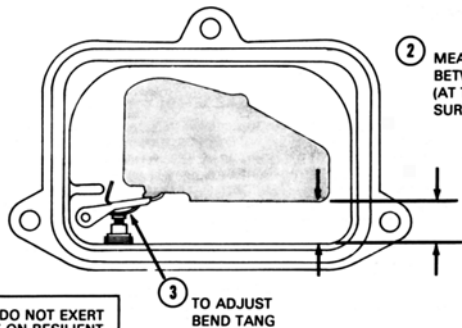
IDLE SPEED AND MIXTURE ADJUSTMENT, REFER TO VEHICLE EMISSION CONTROL INFORMATION LABEL IN ENGINE COMPARTMENT.

PUMP PLUNGER (11) - REMOVE PAPER SLEEVE FROM LEATHER CUP. FLEX LEATHER OUTWARD SLIGHTLY. SOAK CUP IN LIGHT OIL A FEW MINUTES PRIOR TO PLACING IN CARBURETOR.

WINDOW CLAMP SCREWS (36) - TIGHTEN SCREWS DOWN EVENLY. DON'T OVERTIGHTEN.

ADJUSTMENTS

- 1 INVERT CARBURETOR. FLOAT RESTING ON NEEDLE OF ITS OWN WEIGHT (DO NOT COMPRESS SPRING LOADED NEEDLE)



- 2 MEASURE CLEARANCE BETWEEN THE FLOAT (AT TOE END) AND CASTING SURFACE.

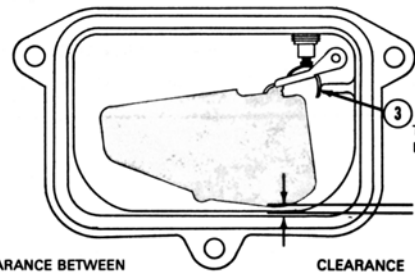
SETTING
ALL M/T 8.5MM 11/32"
1984 A/T 7MM 9/32"

CAUTION: DO NOT EXERT PRESSURE ON RESILIENT NEEDLE VALVE

DRY FLOAT LEVEL ADJUSTMENT

FIG. 1

- 1 FLOAT BOWL HELD IN NORMAL POSITION. FLOAT HANGING DOWN AGAINST STOP



- 3 TO ADJUST BEND STOP TANG

- 2 MEASURE CLEARANCE BETWEEN BOTTOM OF FLOAT AND FLOOR OF FUEL BOWL. (MEASURE AT POINT SHOWN.)

CLEARANCE
1.0MM-3/64"

FLOAT DROP ADJUSTMENT

FIG. 2

- 1 PLACE FAST IDLE SCREW ON HIGH STEP OF FAST IDLE CAM.

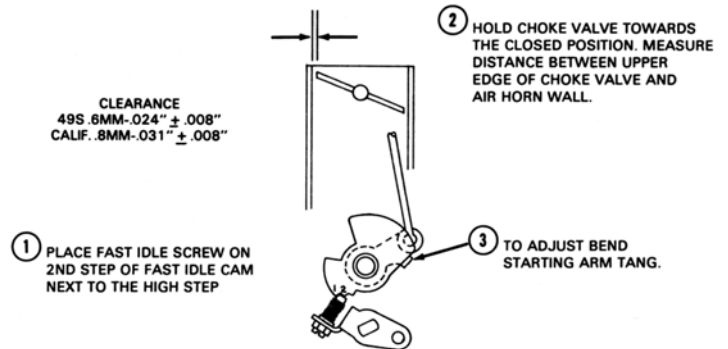
- 3 TO ADJUST TURN FAST IDLE SCREW

CLEARANCE
.051"-.059"
1.3-1.5MM

- 2 MEASURE CLEARANCE BETWEEN LOWER EDGE OF THROTTLE PLATE AND THROTTLE BORE WALL.

THROTTLE VALVE OPENING ANGLE

FIG. 3



CLEARANCE
49S .8MM-.024" $\pm$.008"
CALIF. .8MM-.031" $\pm$.008"

- 1 PLACE FAST IDLE SCREW ON 2ND STEP OF FAST IDLE CAM NEXT TO THE HIGH STEP

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

- 3 TO ADJUST BEND STARTING ARM TANG.

CHOKE VALVE OPENING ANGLE

FIG. 4

- 3 HOLD CHOKE VALVE TOWARDS THE CLOSED POSITION, EXTENDING DIAPHRAGM SHAFT FULLY. MEASURE DISTANCE BETWEEN UPPER EDGE OF CHOKE VALVE AND AIR HORN WALL.

CLEARANCE
49S 1.45MM-.057" $\pm$.010"
CALIF. 1.90MM-.075" $\pm$.010"

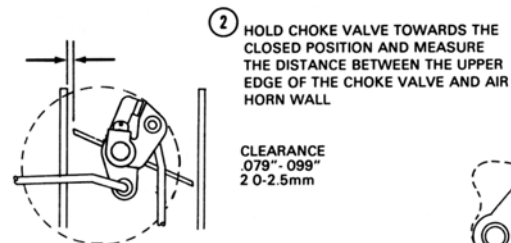
- 2 APPLY OUTSIDE VACUUM TO FULLY SEAT DIAPHRAGM

- 1 PLACE FAST IDLE SCREW ON HIGH STEP OF FAST IDLE CAM.

- 4 TO ADJUST BEND CHOKE LEVER TANG

CHOKE PULL OFF ADJUSTMENT

FIG. 5



CLEARANCE
.079"-.099"
2.0-2.5mm

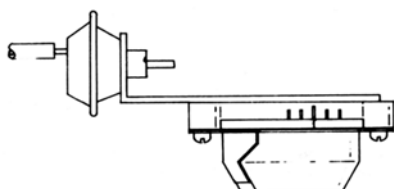
- 1 HOLD PRIMARY THROTTLE VALVE WIDE OPEN

- 2 HOLD CHOKE VALVE TOWARDS THE CLOSED POSITION AND MEASURE THE DISTANCE BETWEEN THE UPPER EDGE OF THE CHOKE VALVE AND AIR HORN WALL

- 3 TO ADJUST BEND UNLOADER TANG

CHOKE UNLOADER ADJUSTMENT

FIG. 6



ALIGN INDEX MARK ON THERMOSTAT COVER WITH CENTER OF CHOKE HOUSING INDEX MARK

AUTOMATIC CHOKE ADJUSTMENT

FIG. 7