



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

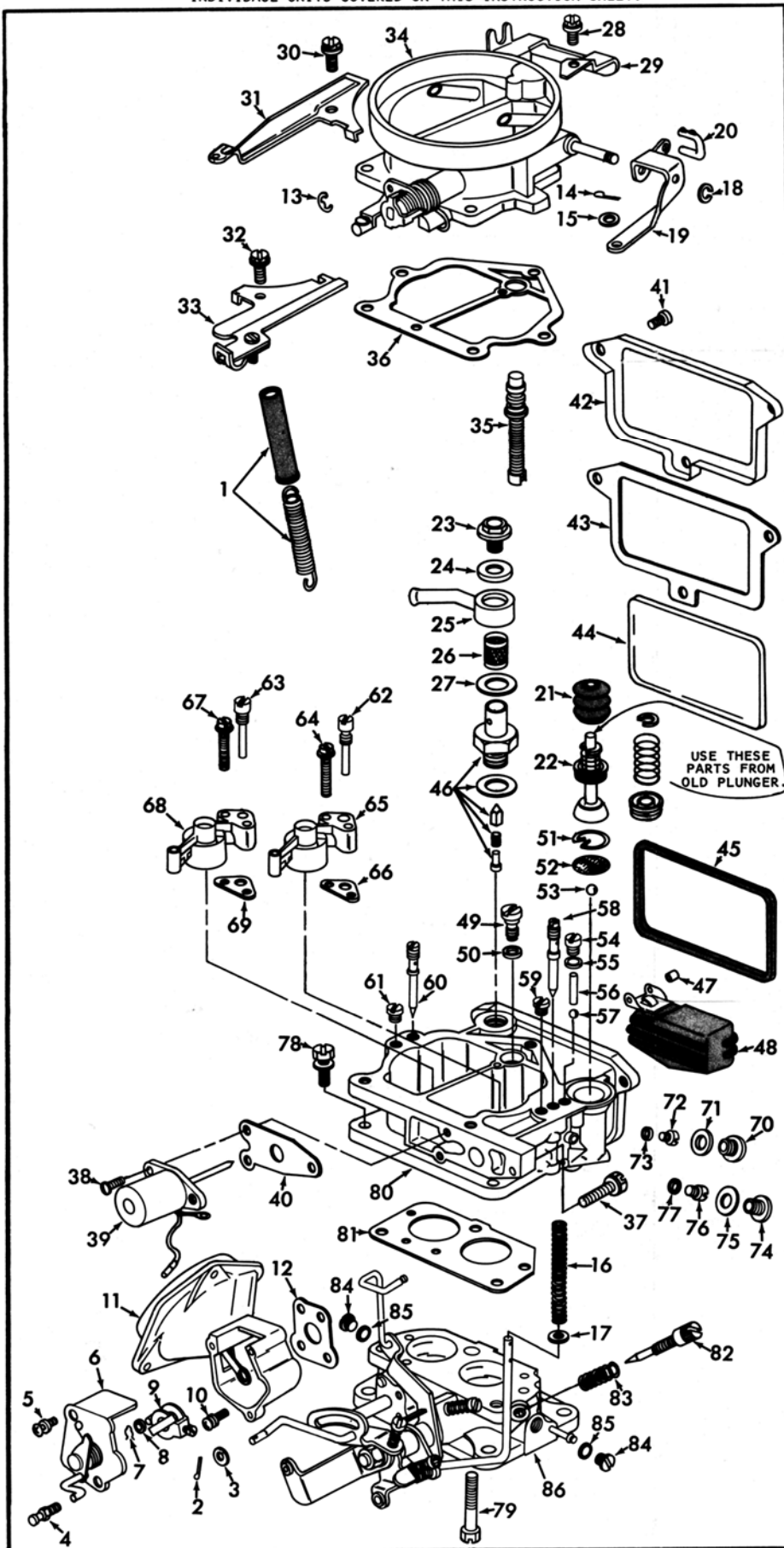
NIKKI (STROMBERG) CARBURETOR

MAZDA

IS-50-512

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: JETS AND VENTURIS ARE COLOR-CODED. PRIMARY JETS ARE BRASS COLOR AND SECONDARY JETS ARE SILVER COLOR (BE SAFE - MARK VENTURIS AND RECORD SIZES OF JETS BELOW). DISASSEMBLY OF SECONDARY DIAPHRAGM ASSY. (11) IS NOT NECESSARY UNLESS DIAPHRAGM IS BEING REPLACED. VACUUM POWER PISTON (35) CAN BE REMOVED BY BOUNCING STEM.

NOMENCLATURE

REF. NO.	REF. NO.
1. SPRING - THROTTLE RETURN	43. GASKET - COVER
2. COTTER PIN-THROTTLE LEVER LINK	44. LEVEL - GAUGE
3. WASHER-THROTTLE LEVER LINK	45. SEAL - LEVEL GAUGE
4. STUD - SPRING POST	46. NEEDLE, SEAT & GASKET ASSY.
5. SCREW & LOCKWASHER - SEC. RETURN COVER	47. COLLAR - FLOAT PIN
6. COVER ASSY. - SEC. LINK RETURN	48. FLOAT ASSY.
7. RETAINER-SEC. DIAPHRAGM STEM	49. VALVE - POWER
8. WASHER - SEC. DIAPHRAGM STEM	50. GASKET - POWER VALVE
9. LEVER ASSY.-SEC. DIAPHRAGM STEM	51. RETAINER - SCREEN
10. SCREW & LOCKWASHER (3) - SEC. DIAPH. ASSY.	52. SCREEN - PUMP CHECK
11. SECONDARY DIAPHRAGM ASSY.	53. BALL - PUMP INTAKE CHECK
12. GASKET - SEC. DIAPHRAGM ASSY.	54. PLUG - PUMP CHECK
13. RETAINER - FAST IDLE LINK	55. GASKET - PLUG
14. COTTER PIN - PUMP ROD	56. WEIGHT - DISC. BALL
15. WASHER - PUMP ROD	57. BALL - PUMP DISC. CHECK
16. SPRING - PUMP ROD	58. JET - SLOW
17. WASHER - PUMP ROD	59. JET - SLOW AIR BLEED
18. RETAINER - PUMP LEVER	60. JET - STEP
19. LEVER - PUMP	61. JET - STEP AIR BLEED
20. LINK - PUMP	62. JET - PRI. MAIN AIR BLEED
21. BOOT - PUMP STEM	33. JET - SEC. MAIN AIR BLEED
22. PUMP - ASSY.	64. SCREW & LOCKWASHER (2) - PRI. VENTURI
23. BOLT - BANJO	65. VENTURI ASSY. - PRIMARY
24. WASHER - BOLT	66. GASKET - VENTURI
25. BANJO - FUEL INLET	67. SCREW & LOCKWASHER (2) - SEC. VENTURI
26. SCREEN - FUEL INLET	68. VENTURI ASSY. - SECONDARY
27. WASHER - BANJO (LOWER)	69. GASKET - VENTURI
28. SCREW & LOCKWASHER-BANJO BRACKET	70. PLUG - SEC. MAIN JET
29. BRACKET - BANJO LOCK	71. GASKET - PLUG
30. SCREW & LOCKWASHER-BRACKET	72. JET - SEC. MAIN
31. BRACKET - SPRING	73. GASKET - JET
32. SCREW & LOCKWASHER-CABLE BRACKET	74. PLUG - PRI. MAIN JET
33. BRACKET - CABLE	75. GASKET - PLUG
34. AIR HORN ASSY.	76. JET - PRI. MAIN
35. PISTON ASSY. - VAC. POWER	77. GASKET - JET
36. GASKET - AIR HORN	78. SCREW & LOCKWASHER (2) - THROTTLE BODY
37. SCREW & LOCKWASHER-SOLENOID GRD. WIRE	79. SCREW & LOCKWASHER - THROTTLE BODY (HOLLOW)
38. SCREW (2) - SOLENOID	80. BOWL ASSY.
39. SOLENOID ASSY.-IDLE SHUT OFF	81. GASKET - THROTTLE BODY
40. GASKET - SOLENOID ASSY.	82. NEEDLE - IDLE ADJUSTING
41. SCREW (3) - COVER	83. SPRING - IDLE ADJ. NEEDLE
42. COVER - LEVEL GAUGE	84. PLUG-IDLE PORT (PRI. & SEC.)
	85. GASKET - PLUG (PRI. & SEC.)
	86. 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 UNITS SUCH AS FLOAT (48), SECONDARY DIAPHRAGM ASSY. (11), SOLENOID (39) OR PARTS WITH RUBBER IN CLEANING SOLVENTS.

REASSEMBLY

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

SPECIAL INSTRUCTIONS

IDLE ADJUSTING NEEDLE (82) - TURN IN UNTIL LIGHTLY SEATED, THEN BACK OUT 2 TURNS.

NEEDLE & SEAT ASSY. (46) - SERVICE NEEDLE & SEAT USES ONE GASKET (NOT SHIM TYPE).

PUMP PLUNGER (22) - REMOVE PAPER SLEEVE FROM LEATHER CUP IF USED. FLEX LEATHER OUTWARD SLIGHTLY. SOAK CUP IN LIGHT OIL FOR A FEW MINUTES PRIOR TO PLACING IN CARBURETOR.

ADJUST CURB IDLE AS PER ENGINE DECAL OR CAR SERVICE MANUAL.

ADJUSTMENTS

