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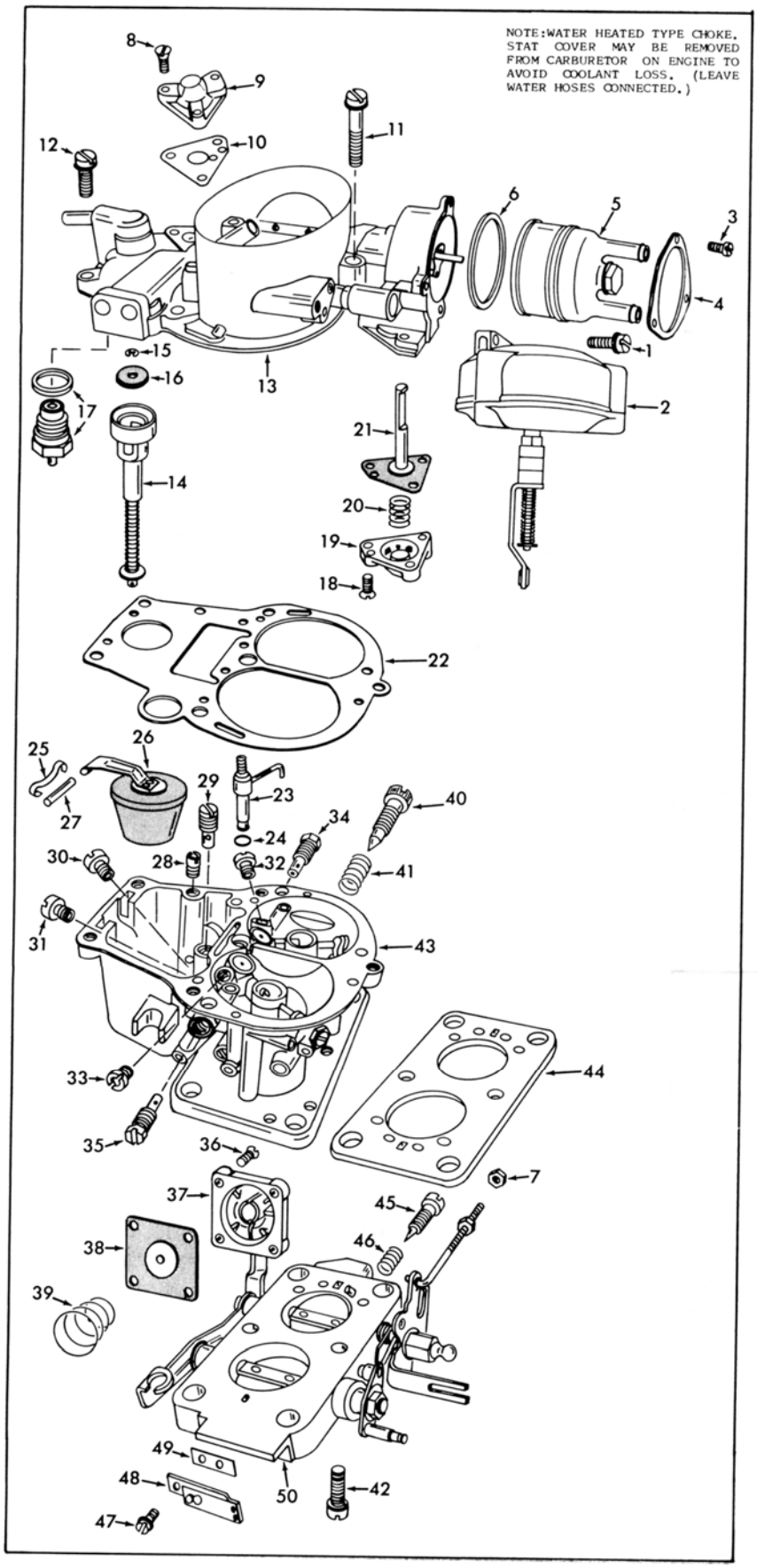
INSTRUCTION SHEET

50-419

SOLEX CARBURETOR-MODEL 32DIDTA-4

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 DISCONNECT VACUUM DIAPHRAGM CASE CONNECTING LEVER,PRY OFF PLASTIC RETAINER AND LEVER FROM PIN. VACUUM DIAPHRAGM CASE ASSEMBLY (2) SHOULD NOT BE IMMERSED IN CARB. CLEANER OR SOLVENT. STAT COVER & WATER JACKET ASSEMBLY(5) SHOULD NOT BE SEPARATED OR IMMERSED IN CARB. CLEANER OR SOLVENT.ON EARLIER CARBURETORS VENT VALVE ROD LEVER IS NOT SLOTED; IT WILL BE NECESSARY TO REMOVE COTTER PIN AND CLAMP RING TO DISCONNECT VENT ROD. REMOVE STAKING FROM BOWL COVER FOR EASIER REMOVAL OF VENT VALVE ASSEMBLY (14). REMOVE PUMP DIAPHRAGM COVER SCREWS (36) ONLY, NOT NECESSARY TO DISCONNECT LINKAGE.

NOMENCLATURE

REF. NO.	
1.	SCREW (2)-VACUUM DIAPH.CASE
2.	VACUUM DIAPH.CASE ASSY.
3.	SCREW (3)-STAT COVER RETAINER RING
4.	RING-STAT COVER RETAINER
5.	STAT COVER & WATER JACKET ASSY.
6.	GASKET-STAT COVER
7.	NUT-CHOKE LINK ADJ.
8.	SCREW (3)-POWER SYSTEM COVER
9.	COVER-POWER SYSTEM
10.	GASKET-POWER COVER
11.	SCREW (1)-BOWL COVER (LONG)
12.	SCREW (4)-BOWL COVER (SHORT)
13.	BOWL COVER
14.	BOWL VENT ASSY.
15.	RETAINER-BOWL VENT VALVE
16.	VALVE-BOWL VENT
17.	NEEDLE-SEAT & GASKET ASSY.
18.	SCREW (3)-DIAPH.COVER
19.	COVER-DIAPH.
20.	SPRING-DIAPH.RETURN
21.	DIAPH.ASSY.-VACUUM BREAK
22.	GASKET-BOWL COVER
23.	JET ASSY.-PUMP DISCHARGE CHECK AND
24.	O-RING-PUMP CHECK ASSY.
25.	SPRING-FLOAT PIN RETAINER LEAF
26.	FLOAT & HINGE ASSY.
27.	PIN-FLOAT HINGE
28.	JET-POWER
29.	CHECK ASSY.-PUMP INLET
30.	JET-PRI.MAIN METERING
31.	JET-SEC.MAIN METERING
32.	JET-PRI.HIGH SPEED AIR
33.	JET-SEC.HIGH SPEED AIR
34.	JET-PRI.IDLE
35.	JET-SEC.IDLE
36.	SCREW (4)-PUMP COVER
37.	COVER-PUMP DIAPH.
38.	DIAPH.ASSY.-PUMP
39.	SPRING-PUMP DIAPH.RETURN
40.	NEEDLE-IDLE AIR SPEED ADJ.
41.	SPRING-AIR SPEED ADJ. NEEDLE
42.	SCREW & LOCKWASHER (2)-THROTTLE BODY TO BOWL
43.	BOWL ASSY.-FLOAT
44.	GASKET-THROTTLE BODY
45.	NEEDLE-IDLE ADJ.
46.	SPRING-IDLE ADJ.NEEDLE
47.	SCREW & LOCKWASHER-IDLE COMPENSATOR ASSY.
48.	IDLE COMPENSATOR ASSY.
49.	GASKET-IDLE COMPENSATOR ASSY.
50.	THROTTLE BODY ASSY.

CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. USE (1) A CARBURETOR CLEANING SOLVENT, (2) LACQUER THINNER OR (3) DENATURED ALCOHOL. MAKE CERTAIN THE THROTTLE BODY IS FREE OF ALL CARBON DEPOSITS. WASH OFF IN SUITABLE SOLVENT. BLOW OUT ALL PASSAGES IN CASTING WITH COMPRESSED AIR AND CHECK CAREFULLY TO INSURE THOROUGH CLEANING OF OBSCURE AREAS. CAUTION: DO NOT SOAK RUBBER OR PLASTIC PARTS IN SOLVENT, SUCH AS (2), (5), (16), (21), (26), & (38).

REASSEMBLY

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

SPECIAL INSTRUCTIONS

IDLE ADJUSTING NEEDLE(45).TURN IN UNTIL LIGHTLY BOTTOMED THEN BACK OUT 2 1/2 TURNS.

IDLE AIR SPEED NEEDLE(40).TURN IN UNTIL LIGHTLY BOTTOMED THEN BACK OUT 3/4 TURN.

PUMP SPRING(39).INSTALL WITH SMALL END TOWARD DIAPHRAGM.

JET INSTALLATION. FOLLOW CHART FOR SIZE AND LOCATION.

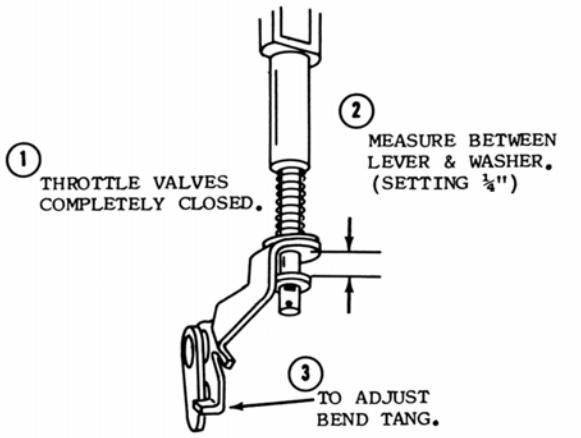
PUMP JET ASSY. (23) - INSTALL TUBE POINTING INTO PRIMARY VENTURI.

BOWL VENT ASSY. (14) - ASSEMBLE VENT HOUSING DOWN FLUSH IN BOWL COVER AND STAKE.

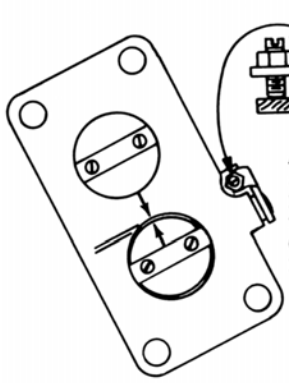
STAT COVER ASSY. (5) - INSTALL STAT COVER SO THAT LOOP ON STAT SPRING IS OVER BENT END OF INTERMEDIATE LEVER. ALIGN MARK ON COVER WITH CENTER POINT ON HOUSING (INDEX SETTING).

VACUUM CASE ASSY. (2) - CHECK HOLES IN BRASS BUSHING ON DIAPHRAGM SHAFT. BE SURE THEY ARE OPEN AND SEATING SURFACES ARE CLEAN.

ADJUSTMENTS

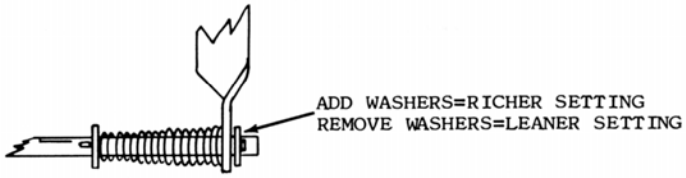


VENT VALVE ADJUSTMENT FIG.1

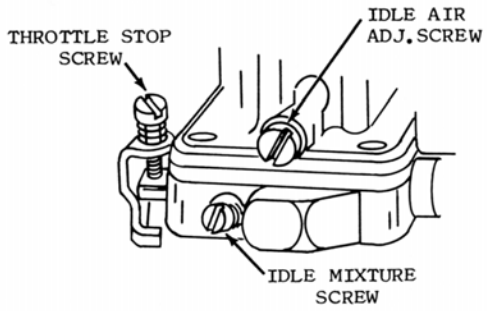


ADJUST SECONDARY VALVE STOP SCREW SO THERE WILL BE .002 CLEARANCE BETWEEN VALVE AND WALL OF SECONDARY THROTTLE BORE.

SECONDARY THROTTLE VALVE GAP ADJ. FIG.2



PUMP STROKE SETTING FIG.3



ENGINE AT OPERATING TEMP. CHOKE VALVE WIDE OPEN. AIR CLEANER INSTALLED.

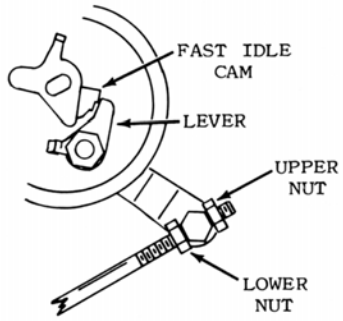
(1968) 1. FULLY CLOSE IDLE AIR ADJ. SCREW

(ALL) 2. ADJ. THROTTLE STOP SCREW AND IDLE MIXTURE SCREW TO OBTAIN BEST POSSIBLE IDLE AT 650-700 R.P.M.

(1968) 3. RAISE IDLE SPEED USING IDLE AIR SPEED ADJ. SCREW AND IDLE MIXTURE SCREW TO OBTAIN 750-800 R.P.M. AND A SMOOTH IDLE. DO NOT MOVE THROTTLE STOP SCREW AFTER 1ST SETTING IN STEP 2.

NOTE: WHENEVER IDLE SPEED IS CHANGED, ALWAYS MAKE THE IDLE MIXTURE SCREW ADJ. LAST.

SLOW IDLE ADJUSTMENT FIG.4



1. SLOW IDLE ADJUSTED.
2. ENGINE NOT RUNNING. OPEN THROTTLE, HOLD CHOKE VALVE CLOSED AND RELEASE THROTTLE. THIS WILL PUT LEVER ON HIGH STEP OF CAM.
3. START ENGINE. DO NOT TOUCH ACCELERATOR.
4. ADJ. TO 2700 R.P.M. BY TURNING NUTS ON THROTTLE CONNECTING LINK.
   INCREASE R.P.M. LOOSEN UPPER NUT AND TIGHTEN LOWER NUT.
   DECREASE R.P.M. LOOSEN LOWER NUT AND TIGHTEN UPPER NUT.
   (TIGHTEN BOTH NUTS AGAINST SWIVEL AFTER R.P.M. IS SET)

FAST IDLE SPEED ADJ. 1.9 ENGINE FIG.5

JET INSTALLATION - FOLLOW CHART FOR SIZE AND LOCATION.

	1968 1.5 LITER ENGINE	1968-70 1.9 LITER ENGINE	1971 1.9 LITER ENGINE MODEL 1900 S/T	1971 1.9 LITER ENGINE MODEL 1900 A/T	1971 1.9 LITER ENGINE MODEL G.T. S/T	1971 1.9 LITER ENGINE MODEL G.T. A/T
CARB. NO. (ON TAG)	2891-513A	2891-514A-B 2891-749A	3441547	3441548	3441549	3441550
MAIN METERING JETS						
PRIMARY	X110	X117.5	X122.5	X115	X115	X112.5
SECONDARY	X975	X155	X150	X155	X155	X130
HIGH SPEED AIR JETS						
PRIMARY	120	120	120	120	120	120
SECONDARY	100	80	100	100	100	150
IDLE JETS						
PRIMARY	g52.5	g50	g52.5	g52.5	g47.5	g47.5
SECONDARY	g75	g75	---	---	---	---