

# INSTRUCTION SHEET

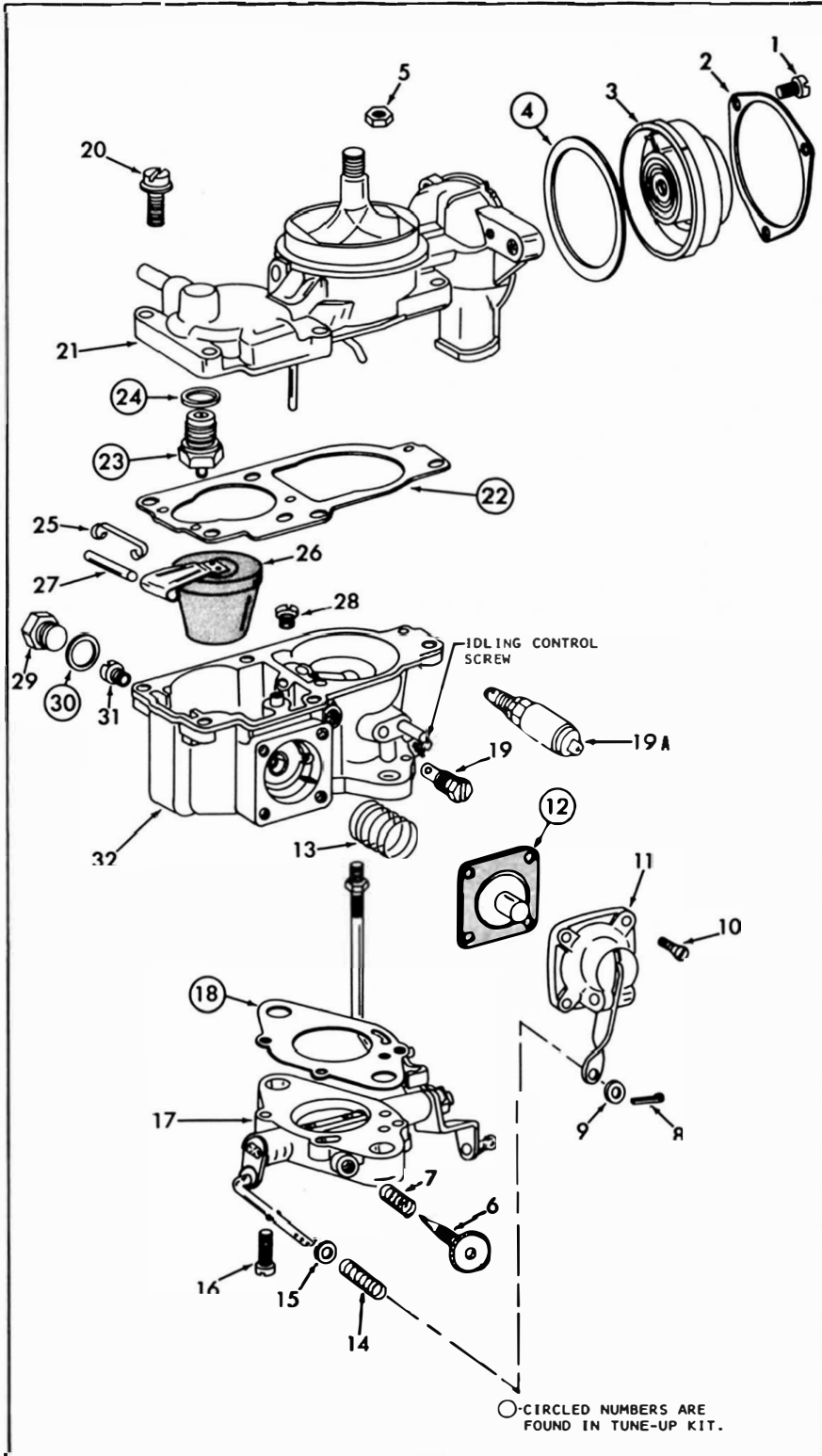
## SOLEX 32PDSIT-2,-3 CARBURETORS

### 1964 TO 1967—TYPE 3

50-472-2

#### GENERAL EXPLODED VIEW

THE GENERAL DESIGN AND PARTS SHOWN WILL VARY TO INDIVIDUAL UNITS COVERED ON THIS INSTRUCTION SHEET.



#### REMOVING

REMOVE AIR CLEANER. DISCONNECT FUEL HOSE, CABLE FOR AUTOMATIC CHOKE, AND IDLE CUT-OFF VALVE, AND IF REBUILDING LEFT CARBURETOR, REMOVE VACUUM HOSE FOR DISTRIBUTOR. REMOVE CARBURETOR LINKAGE RETURN SPRING AND CONNECTING ROD. REMOVE TWO NUTS FROM STUDS ON CARBURETOR FLANGE AND TAKE OFF CARBURETOR.

#### DISASSEMBLY

USE EXPLODED VIEW AS A GUIDE. THE NUMERICAL SEQUENCE MAY GENERALLY BE FOLLOWED TO DISASSEMBLE UNIT FAR ENOUGH TO PERMIT CLEANING AND INSPECTION. CAUTION: BRASS TUBE-TYPE JETS ARE NOT REMOVABLE. NOTE POSITION OF LOCKNUT (5) BEFORE REMOVING.

#### NOMENCLATURE

REF. NO.	REF. NO.
1. SCREW (3) RETAINING RING	17. THROTTLE HOUSING ASSY.
2. RETAINING RING - COVER	18. GASKET - MAIN BODY TO THROTTLE HOUSING
3. COVER - WITH SPRING AND HEATER ELEMENT	19. JET - PILOT (EARLY MODELS)
4. GASKET - COVER	19A. VALVE - IDLE CUT-OFF (LATE MODELS)
5. LOCKNUT - THROTTLE CONNECTOR ROD	20. SCREW & WASHER (5) - UPPER BODY
6. SCREW - VOLUME CONTROL	21. UPPER BODY ASSY.
7. SPRING - VOLUME CONTROL SCREW	22. GASKET - UPPER BODY
8. COTTER PIN - PUMP ROD	23. NEEDLE & SEAT ASSY.
9. WASHER - PUMP ROD	24. GASKET - NEEDLE SEAT
10. SCREW (4) - PUMP COVER	25. SEAT SPRING - FLOAT PIN
11. COVER - WITH LEVER & PIN	26. FLOAT
12. DIAPHRAGM - PUMP	27. PIN - FLOAT LEVER
13. SPRING - PUMP DIAPHRAGM	28. JET - AIR CORRECTION
14. SPRING - PUMP ROD	29. PLUG - MAIN JET
15. WASHER - PUMP ROD	30. GASKET - PLUG
16. SCREW (2) - THROTTLE HOUSING	31. JET - MAIN
	32. MAIN 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 HARD 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 SOLENOIDS, RUBBER OR PLASTIC PARTS IN SOLVENTS.

#### REASSEMBLY

REASSEMBLE IN REVERSE ORDER OF DISASSEMBLY. NOTE SPECIAL INSTRUCTIONS.

#### SPECIAL INSTRUCTIONS

MAKE SURE ALL JET ORIFICES ARE CLEAN AND OPEN. CLEAN WITH COMPRESSED AIR. DO NOT USE WIRES TO CHECK FOR CLOGGED ORIFICES.

WHEN INSTALLING PUMP DIAPHRAGM SPRING (13) MAKE SURE SPRING IS PROPERLY SEATED IN METAL CAP ATTACHED TO DIAPHRAGM (12) AND THE PLUNGER IS TOWARDS THE PUMP COVER (11).

PUMP STROKE ADJUSTMENT. PLACE COTTER PIN IN CENTER HOLE OF PUMP ROD (ADJUST AS NEEDED) INSIDE HOLE RICHER, OUTER HOLE LEANER.

CHECK FOR A WORN SPOT (DEPRESSION) ON THE FLOAT LEVER WHERE IT MAKES CONTACT WITH THE FUEL INLET NEEDLE VALVE. REPLACE FLOAT ASSEMBLY, IF NECESSARY. FLOAT ASSEMBLY MAY BE PURCHASED AT LOCAL VW DEALER P/N 311-129-391A ROUND SHAPED FLOAT (26).

CHECK THE THERMOSTATIC SPRING IN HOUSING (ITEM 13) FOR DAMAGE. IF IT IS DISTORTED OR "KINKED", REPLACE THE ASSEMBLY. ALSO, MAKE SURE THE ELECTRICAL HEATING ELEMENT IS NOT BROKEN. THIS CAN BE CHECKED WITH AN OHMMETER OR CONNECTED TO A CORRECT VOLTAGE BATTERY FOR A FEW MINUTES TO SEE IF IT WARMS UP. (BE SURE TO GROUND THE INSIDE METAL PART OF THE HOUSING IN ORDER TO COMPLETE THE CIRCUIT.) WHEN INSTALLING ASSEMBLY WITH SPRING AND HEATER ELEMENT, CAREFULLY ROTATE ASSEMBLY COUNTERCLOCKWISE, BEING SURE THE HOOK ON COIL END ENGAGES WITH THE LEVER ON CHOKE SHAFT. CONTINUE ROTATING APPROXIMATELY 1/8 TURN MORE UNTIL INDEX MARKS ALIGN. THEN TIGHTEN SCREWS SECURELY.

#### INSTALLING

INSTALL IN REVERSE ORDER OF REMOVING, EXCEPT DO NOT INSTALL AIR CLEANER AT THIS TIME.

#### ADJUSTING TWIN CARBURETORS

RUN ENGINE UNTIL IT IS WARM. MAKE SURE THAT THE AUTOMATIC CHOKES ARE FULLY OPEN ON BOTH CARBURETORS AND THE THROTTLE VALVES ARE IN IDLE POSITION (IDLING CONTROL SCREWS OPEN BY ABOUT ONE TURN). THE VOLUME CONTROL SCREWS (6) OPEN 1/2 TURNS. CONNECT A TACHOMETER. DISCONNECT RIGHT HAND CONNECTION ROD AND WITH ENGINE RUNNING, MOVE IDLING CONTROL SCREW OF EACH CARBURETOR BY THE SAME AMOUNT UNTIL A SPEED OF 800-900 R.P.M. IS ATTAINED. SCREW IN VOLUME CONTROL SCREW (6) OF EACH CARBURETOR UNTIL THE ENGINE STARTS TO RUN IRREGULARLY. THEN BACK OFF SCREWS TO LEFT (1/4 TO 1/2 TURN) UNTIL ENGINE RUNS SMOOTHLY. INSTALL AIR CLEANER. DO NOT OVERTIGHTEN WING NUT. RECONNECT RIGHT HAND CONNECTING ROD.