

# INSTRUCTION SHEET

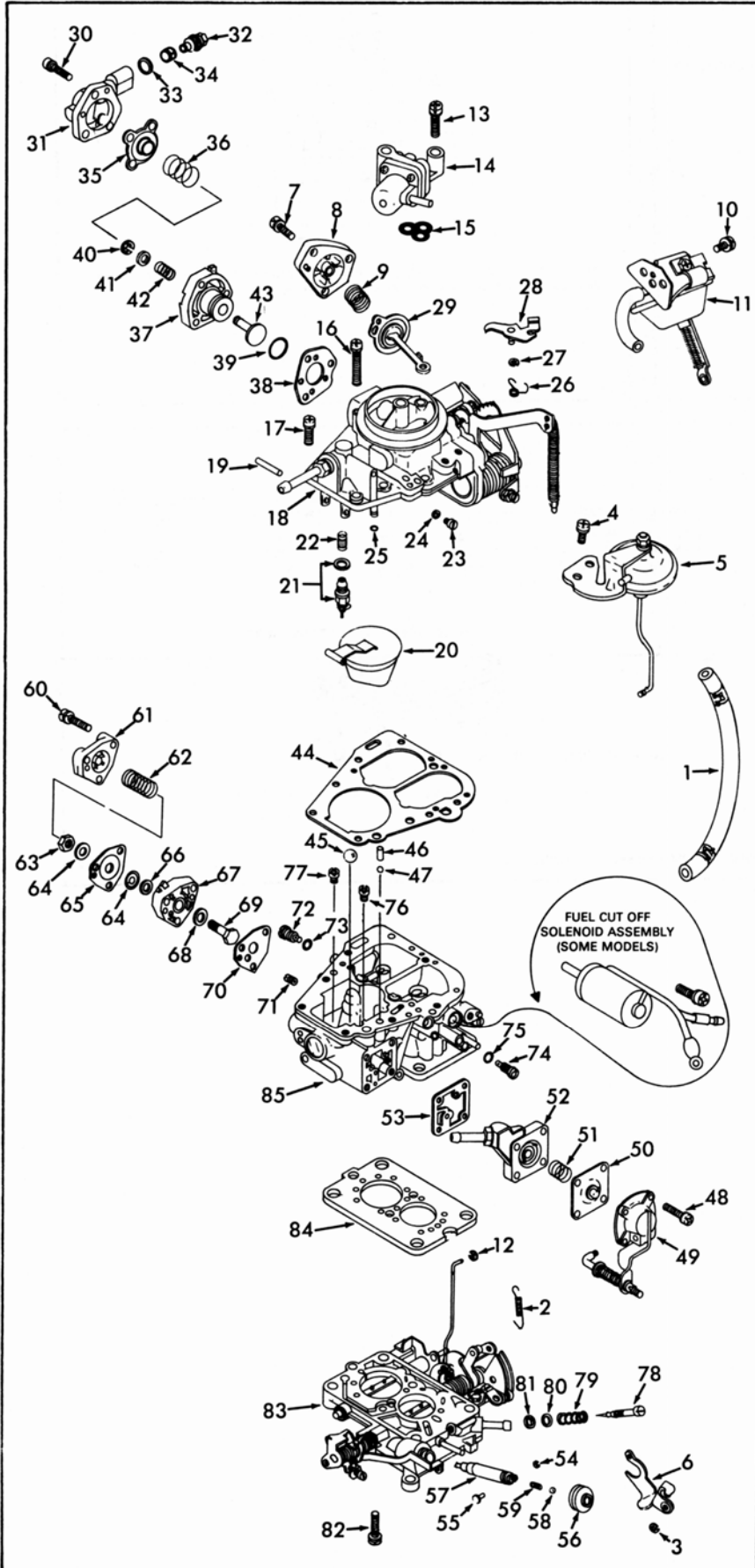
## (MIKUNI) SOLEX CARBURETOR

### MODELS 28-32 DIDTA, 30-32 DIDTA

## 1979

#### 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. SNAP LINKS OUT OF PLASTIC RETAINERS. UNHOOK THROTTLE RETURN SPRING AT LOWER END AND SECONDARY LEVER RETURN SPRING AT UPPER END. WHEN REMOVING CHOKE PULL OFF DIAPHRAGM NOTE POSITION OF CAM LEVER & SPRING FOR PROPER REASSEMBLY. IF DIAPHRAGM SHAFT WILL NOT CLEAR GUIDE PIN, TAP PIN IN A LITTLE UNTIL SHAFT CAN BE TURNED SLIGHTLY AND REMOVED. NOTE SIZES AND LOCATION OF PRIMARY & SECONDARY JETS FOR PROPER REASSEMBLY. (RECORD SIZES BELOW).

BY PASS SCREW AND ADJUSTING SCREW LOCATED ON PRIMARY SIDE OF FLOAT BOWL ARE SEALED BY WHITE PAINT AT THE FACTORY. IT IS RECOMMENDED THAT THEY NOT BE REMOVED OR TAMPED WITH. NO SERVICE INSTRUCTIONS ARE AVAILABLE FOR SERVICE. TAMPING WITH ANY FACTORY SEALED ADJUSTMENT WILL BE AT THE RISK OF THE INDIVIDUAL SERVICING THE CARBURETOR.

BEFORE REMOVING IDLE ADJUSTING NEEDLE (78), TURN IN COUNTING THE NUMBER OF TURNS IT TAKES TO LIGHTLY SEAT NEEDLE AND RECORD FOR REASSEMBLY.

#### NOMENCLATURE

REF. NO.	REF. NO.
1. HOSE - WATER	40. E-CLIP - VALVE
2. SPRING - THROTTLE OPENER LEVER (SMALL SPRING)	41. WASHER - VALVE SPRING
3. THROTTLE OPENER LINK	42. SPRING - VALVE
4. SCREW & LOCKWASHER (2) - THROTTLE OPENER	43. VALVE - MIXTURE CONTROL
5. THROTTLE OPENER & BRACKET ASSY. (A/C MODELS)	44. GASKET - BOWL COVER
6. LEVER - THROTTLE OPENER	45. BALL - ROLL OVER
7. SCREW & LOCKWASHER (3) - VAC. BREAK DIAPHRAGM COVER	46. WEIGHT - PUMP DISC. BALL
8. COVER - VAC. BREAK DIAPHRAGM	47. BALL - PUMP DISC.
9. SPRING - VAC. BREAK DIAPHRAGM	48. SCREW & LOCKWASHER (4) - PUMP DIAPHRAGM COVER
10. SCREW & LOCKWASHER (2) - SECONDARY VAC. UNIT	49. COVER & LINK ASSY. - PUMP DIAPHRAGM
11. SECONDARY VACUUM UNIT	50. DIAPHRAGM ASSY. - PUMP
12. RETAINER UPPER - CHOKE UNLOADER LINK	51. SPRING - PUMP DIAPHRAGM
13. SCREW & LOCKWASHER (2) - AIR SWITCHING VALVE	52. HOUSING - DIAPHRAGM
14. AIR SWITCHING VALVE ASSY.	53. GASKET - HOUSING
15. SEAL - AIR SWITCHING VALVE ASSY.	54. E-CLIP - PIN
16. SCREW & LOCKWASHER (1) - BOWL COVER	55. PIN - SUB. EGR VALVE
17. SCREW & LOCKWASHER (4) - BOWL COVER	56. BOOT - SUB. EGR VALVE
18. BOWL COVER ASSY.	57. VALVE ASSY. - SUB. EGR
19. PIN - FLOAT	58. BALL - SUB. EGR VALVE
20. FLOAT ASSY.	59. SPRING - BALL
21. NEEDLE & SEAT ASSY.	60. SCREW & LOCKWASHER (3) - VALVE COVER
22. SCREEN - FUEL INLET	61. COVER - ENRICHMENT VALVE
23. PLUG - FUEL PASSAGE	62. SPRING - DIAPHRAGM RETURN
24. GASKET - PLUG	63. NUT - VALVE STEM
25. O-RING - FUEL PASSAGE	64. WASHER (2) - DIAPHRAGM
26. SPRING - CHOKE PULL OFF CAM LEVER	65. DIAPHRAGM - ENRICHMENT VALVE
27. RETAINER - CHOKE PULL OFF CAM LEVER	66. WASHER - STEM (FIBER)
28. CAM LEVER - CHOKE PULL OFF	67. HOUSING - ENRICHMENT VALVE
29. DIAPHRAGM ASSY. - CHOKE PULL OFF	68. VALVE (RUBBER) - STEM
30. SCREW & LOCKWASHER (3) - MIXTURE CONTROL VALVE	69. STEM - ENRICHMENT VALVE
31. COVER - MCU	70. GASKET - VALVE MOUNTING
32. JET PLUG - MCU COVER	71. JET - ENRICHMENT
33. O-RING - JET PLUG	72. JET - SECONDARY PILOT
34. FILTER - JET PLUG	73. O-RING - SEC. PILOT JET
35. DIAPHRAGM ASSY. - MCV	74. JET - PRIMARY PILOT
36. SPRING - MCV DIAPHRAGM	75. O-RING - SEC. PILOT JET
37. MCV HOUSING ASSY.	76. JET - PRIMARY MAIN
38. GASKET - HOUSING ASSY.	77. JET - SECONDARY MAIN
39. O-RING - HOUSING ASSY.	78. NEEDLE - IDLE ADJ.
	79. SPRING - IDLE ADJ. NEEDLE
	80. WASHER - NEEDLE SEAL
	81. SEAL - IDLE NEEDLE
	82. SCREW & LOCKWASHER (2) - THROTTLE BODY
	83. THROTTLE BODY ASSY.
	84. GASKET - THROTTLE BODY
	85. BOWL ASSY. - FLOAT

#### CLEANING

CLEANING MUST BE DONE WITH CARBURETOR DISASSEMBLED. SOAK PARTS LONG ENOUGH TO SOFTEN AND REMOVE ALL FOREIGN MATERIAL. USE A CARBURETOR CLEANING. 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 BOWL COVER (18) FLOAT BOWL (85) OR THROTTLE BODY (83) FOR A PROLONG PERIOD OF TIME BECAUSE OF PLASTIC AND RUBBER COMPONENTS THAT ARE NOT REMOVABLE. DO NOT SOAK OR WASH DIAPHRAGM ASSEMBLIES, FLOAT, SOLENOIDS OR RUBBER PARTS SUCH AS (11) (5) (11) (14) (15) (20) (29) (35) (43) (56) IN CLEANING SOLVENTS. THESE PARTS WILL BE USED OVER.

#### REASSEMBLY

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

#### SPECIAL INSTRUCTIONS

IDLE ADJUSTING NEEDLE (78) - TURN IN UNTIL LIGHTLY SEATED, THEN BACK OUT NUMBER OF TURNS RECORDED ON DISASSEMBLY (BASIC SET 2½ TURNS OUT)

LINK INSTALLATION - INSTALL LINK END INTO LARGE OPENING OF PLASTIC BUSHING. SNAP INTO PLACE

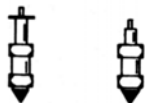
# ADJUSTMENTS

## SPECIAL INSTRUCTIONS

ROLL OVER BALL (45) - INSTALL STEEL BALL IN CHAMBER OF FLOAT BOWL AND UNDER BRASS BLADE WHICH MUST BE FACING DOWNWARD.



NEEDLE & SEAT INSTALLATION (21) - SELECT PROPER NEEDLE, MATCHING ONE REMOVED FROM CARBURETOR. PLACE IN SEAT AND INSTALL RETAINING CLIP.



NEEDLES

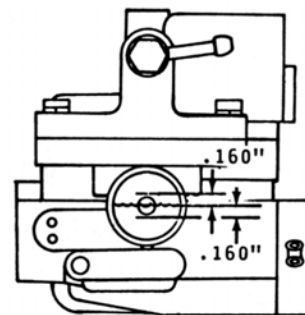


CLIP

### SMALL SPRING GUIDE

ITEM NO. 9	-	5/16" x 3/4"
36	-	7/16" x 11/16"
51	-	7/16" x 9/16"
62	-	5/16" x 1 1/16"

ENGINE AT NORMAL OPERATING TEMPERATURE OPERATING AT IDLE SPEED, IN NEUTRAL AND WITH ALL ACCESSORIES OFF. NORMAL FUEL LEVEL IS WITHIN LEVEL MARK ON THE SIGHT GLASS. FUEL LEVEL CAN BE .160" (4MM) ABOVE OR BELOW THE NORMAL LEVEL, IF IT STAYS WITHIN THIS RANGE IT NEED NOT BE ADJUSTED.



NOTE: TO CHANGE FLOAT LEVEL REQUIRES CHANGING THE THICKNESS OF THE NEEDLE SEAT GASKET. (DO NOT BEND FLOAT HANGER).

FLOAT LEVEL CHECK

FIG. 1

① TRANSMISSION IN NEUTRAL, PARKING BRAKE ON. A/C, LIGHTS, ALL ACCESSORIES OFF.

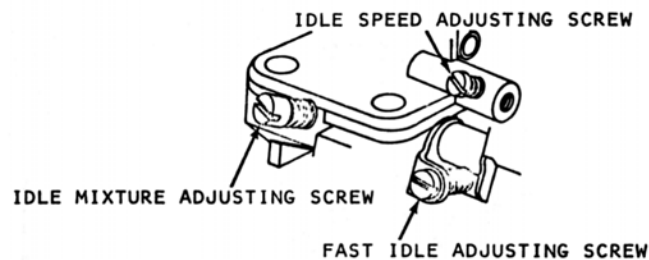
② RUN ENGINE TO OPERATING TEMPERATURE 80 to 90°C (170 TO 190°F).

③ SET ENGINE SPEED AND IDLE CO CONCENTRATION TO THE ENRICHED IDLE SPEED AND ENRICHED IDLE CO AS SPECIFIED IN CHART MAKE ADJUSTMENT USING IDLE SPEED ADJUSTING SCREW AND THE IDLE MIXTURE ADJUSTING SCREW.

④ RESET THE ENGINE SPEED TO THE NOMINAL SPECIFICATIONS OF THE CURB IDLE SPEED AS SHOWN IN CHART. BY ADJUSTING THE IDLE MIXTURE ADJUSTING SCREW.

⑤ PROPERLY ADJUSTED WHEN CURB IDLE SPEED AND CO ARE WITHIN RESPECTIVE SPECIFICATIONS WITHOUT ANY MISFIRING. IF NOT REPEAT ADJUSTMENTS.

SETTINGS FOR U.S.A. CARS ONLY					
ENGINE	TRANS.	CURB. IDLE SPEED (R.P.M.)	CURB. IDLE CO %	ENRICHED IDLE SPEED (R.P.M.)	ENRICHED IDLE CO %
K-ENGINE	MANUAL	650 ± 50	BELOW 0.1	730 ± 10	1.0 ± 0.1
K-ENGINE	AUTOMATIC	700 ± 50	BELOW 0.1	780 ± 10	1.0 ± 0.1
F-ENGINE	MAN./AUTO	850 ± 50	BELOW 0.1	930 ± 10	1.0 ± 0.1



IDLE SPEED AND MIXTURE SETTING PROCEDURE

FIG. 2