

INSTRUCTION SHEET

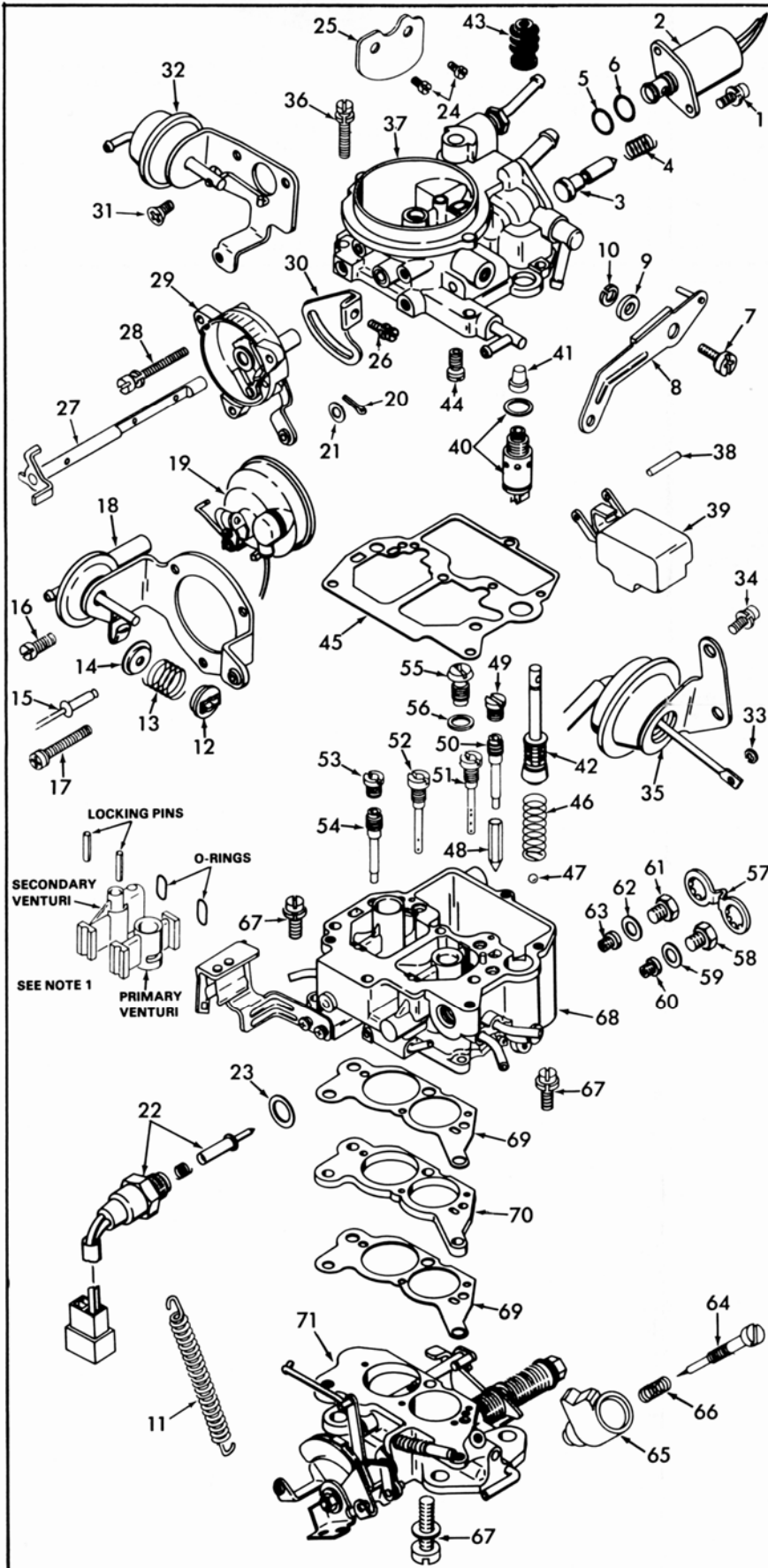
OFF VEHICLE CARBURETOR SERVICE

HITACHI - MODEL DCZ-328

(WITHOUT POWER VALVE)

GENERAL EXPLODED VIEW

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



DISASSEMBLY

USE THE EXPLODED VIEW AS A GUIDE. THE NUMERICAL SEQUENCE MAY GENERALLY BE FOLLOWED TO DISASSEMBLE UNIT FAR ENOUGH TO PERMIT CLEANING AND INSPECTION. DISCONNECT CHOKE AND BOWL VENT LEADS FROM CARBURETOR HARNESS CONNECTOR USING PROPER TOOL AND IDENTIFY WIRE LOCATION FOR PROPER REASSEMBLY. CAUTION: ORIGINAL SCREWS HAVE LOCK TIGHT APPLIED TO THEM, TAKE EXTRA CARE IN REMOVING THEM. TO REMOVE CHOKE COVER RETAINER, DRILL OFF POP RIVET HEAD AND SAW A SLOT IN BREAK AWAY SCREW HEAD, WHICH WILL BE USED OVER. NOTE SIZES OF ALL JETS AND THEIR LOCATION FOR PROPER REASSEMBLY. RECORD SIZES BELOW. TO GAIN ACCESS TO IDLE MIXTURE NEEDLE SAW OFF 7MM OF SHELL CONTAINING TOP SEAL PLUG.

NOTE 1. IF VENTURI'S ARE REMOVED TO REPLACE "O" RING SEALS, CAREFULLY TAP VENTURI FROM THE BOTTOM SIDE UNTIL FREE OF HOUSING. INSTALL NEW "O" RING. HOLDING VENTURI FIRMLY IN PLACE, TAP LOCKING PIN IN FLUSH WITH HOUSING.

NOMENCLATURE

REF. NO.	REF. NO.
1. SCREW & LOCKWASHER (2) - VENT VALVE SOLENOID	35. SECONDARY THROTTLE DIAPHRAGM ASSY.
2. SOLENOID ASSY. - VENT VALVE	36. SCREW & LOCKWASHER (5) - BOWL COVER
3. PLUNGER - VENT VALVE	37. BOWL COVER ASSY.
4. SPRING - PLUNGER	38. PIN - FLOAT
5. O-RING - SOLENOID (OUTER)	39. FLOAT & LEVER ASSY.
6. O-RING - SOLENOID (INNER)	40. NEEDLE, SEAT & GASKET ASSY.
7. SCREW STUD - PUMP LEVER	41. SCREEN - NEEDLE SEAT
8. LEVER - PUMP	42. PUMP ASSY.
9. FLATWASHER - LEVER SCREW	43. BOOT - PUMP ASSY.
10. LOCKWASHER - LEVER SCREW	44. JET - PRIMARY SLOW AIR BLEED
11. SPRING - THROTTLE RETURN	45. GASKET - BOWL COVER
12. HOLDER - SPRING	46. SPRING - PUMP RETURN
13. SPRING - AUX. VAC. UNIT (CHOKE)	47. BALL - PUMP CHECK (NYLON)
14. SPRING SEAT - PLASTIC	48. NEEDLE - PUMP DISC. CHECK
15. POP RIVET - CHOKE RETAINER	49. PLUG - PRI. SLOW JET
16. BREAKAWAY SCREW - CHOKE RETAINER	50. JET - PRI. SLOW
17. SCREW & LOCK WASHER - CHOKE RETAINER	51. JET - PRI. MAIN AIR BLEED
18. RETAINER & VAC. UNIT - CHOKE COVER	52. JET - SEC. MAIN AIR BLEED
19. CHOKE COVER ASSY. - ELECTRIC	53. JET - SEC. SLOW AIR BLEED
20. COTTER PIN - FAST IDLE LINK	54. JET - SEC. SLOW
21. WASHER - FAST IDLE LINK	55. PLUG - BOWL PASSAGE.
22. SOLENOID ASSY. - IDLE SHUT OFF	56. GASKET - PLUG
23. GASKET - IDLE SHUT OFF SOLENOID	57. RETAINER - MAIN JET PLUGS
24. SCREW (2) - CHOKE VALVE	58. PLUG - PRI. MAIN JET
25. VALVE - CHOKE	59. GASKET - PLUG
26. SCREW & LOCKWASHER - LINK LEVER	60. JET - PRI. MAIN
27. SHAFT - CHOKE	61. PLUG - SEC. MAIN JET
28. SCREW & LOCKWASHER (2) - CHOKE HOUSING	62. GASKET - PLUG
29. CHOKE & HOUSING ASSY.	63. JET - SEC. MAIN
30. LEVER - LINK	64. NEEDLE - IDLE ADJUSTING
31. SCREW - VAC. UNIT BRACKET	65. SHELL - IDLE NEEDLE
32. CHOKE PULLOFF DIAPHRAGM ASSY.	66. SPRING - IDLE ADJ. NEEDLE
33. RETAINER - SEC. DIAPHRAGM STEM	67. SCREW & LOCKWASHER (3) - THROTTLE BODY
34. SCREW & LOCKWASHER (2) - SEC. DIAPHRAGM	68. BOWL ASSEMBLY
	69. GASKET (2) - THROTTLE BODY
	70. SPACER - THROTTLE BODY
	71. 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 ASSEMBLIES WITH ATTACHED PLASTIC PARTS FOR A LONG PERIOD OF TIME. DO NOT SOAK PARTS SUCH AS ITEM (2), (3), (18), (19), (22), (32), (35), (39), (40), (41), (42), (43), (47) IN ANY TYPE OF CLEANING SOLVENTS.

REASSEMBLY

REASSEMBLE IN REVERSE ORDER OF DISASSEMBLY. NOTE SPECIAL INSTRUCTIONS AND FOLLOW NUMERICAL OUTLINE IN MAKING ADJUSTMENTS NECESSARY FOR CARBURETOR BEING SERVICED.

SPECIAL INSTRUCTIONS

IDLE ADJUSTING NEEDLE - TURN IN UNTIL LIGHTLY SEATED, THEN BACK OUT 4 TURNS.
PUMP RETURN SPRING - INSTALL WITH CROSS WIRE TO THE BOTTOM OF PUMP CYLINDER.

ADJUSTMENTS

