solution to loosen the accumulated foreign matter. Lacquer thinner or denatured alcohol may be used if a commercial carburetor cleaning solvent is not available. Place the parts to be cleaned in a wire basket suspended in the solution. After the parts have soaked sufficiently to loosen the foreign deposits, they should be rinsed in hot water to remove all traces of the cleaning solution. All remaining foreign deposits should be scrubbed away with a stiff bristle brush while the parts are being rinsed.

(2) Soak each casting and part briefly in clean gasoline and dry them with compressed air. Direct the compressed air through all passages in the castings and through all openings, jets, and tubes. As the neoprene diaphragm of the dashpot assembly is deteriorated by most cleaning solvents, the exterior of the dashpot assembly should be wiped clean with a rag moistened with gasoline. Do not use compressed air on this assembly as the diaphragm and the synthetic rubber bellows seal may be distorted or ruptured.

CAUTION

Attempts to clean passages with a wire, drill, or similar object may distort those passages and adversely affect carburetor performance. Use of a buffing wheel, wire brush, or other abrasive means to remove surface deposits may damage the part and also remove the protective plating, exposing the part to corrosion.

NOTE

As gaskets, neoprene diaphragms, and felt seals are deteriorated by most solvents, those items should never be exposed to cleaning fluids. Never re-use old gaskets neoprene diaphragms, or felt seals when rebuilding the carburetor.

B. INSPECTION

(1) MAJOR CASTINGS

All major castings are to be examined for cracks, stripped threads, or damaged gasket mating surfaces and discarded if damage is found. Check the venturi bore in the main body casting for signs of nicks, scratches, or other imperfections. Calibration of the carburetor may be affected by even a slight irregularity in the venturi. Examine the main discharge nozzle in the venturi and other passages in the castings for signs of damage or obstruction. The check for obstruction may be made by directing compressed air through the passages. (Refer to the "Operation" section, beginning on page 2, for locations of passages in the castings).

(2) CHOKE SHAFT AND THROTTLE SHAFT

Check the shafts for distortion, stripped threads, or loose levers. If irregularities are found, the shaft should be discarded. Also examine the swivel assembly on the choke lever for stripped threads. If damage is found or the swivel is no longer securely riveted, the choke shaft and lever assembly must be replaced.

(3) FUEL BOWL

The fuel bowl must be replaced if the edges are chipped or if cracks are found anywhere in the bowl. In the plastic fuel bowls containing the adjustable jet, the adjusting needle body must be checked for signs of leaking or for other evidence of damage or distortion.

(4) FLOAT AND LEVER ASSEMBLY

Replace the float and lever assembly if the float leaks, or if the assembly is corroded or damaged. Shake the float to determine if fuel has leaked into it.

(5) THROTTLE AND CHOKE PLATES

Discard the plates if distortion, nicked edges, corrosion, or damage to the protective plating is found. Check to insure that the poppet valve in the choke plate is clean and operates properly.

(6) SPRINGS AND RETAINERS

Distorted or damaged springs and retainers must be replaced.

(7) SCREWS, LOCKWASHERS, AND NUTS

Screws, lockwashers, and nuts must be replaced if stripped threads, distortion or other damage is found.

6. REASSEMBLY

A. REASSEMBLY-THROTTLE BODY

(1) Slide the throttle shaft and lever assembly into position in the throttle body. Referring the marks scribed on the plate during disassembly, set the plate in place on the throttle shaft. and hold the throttle body up to the light. If no excessive amount of light shows between the edge