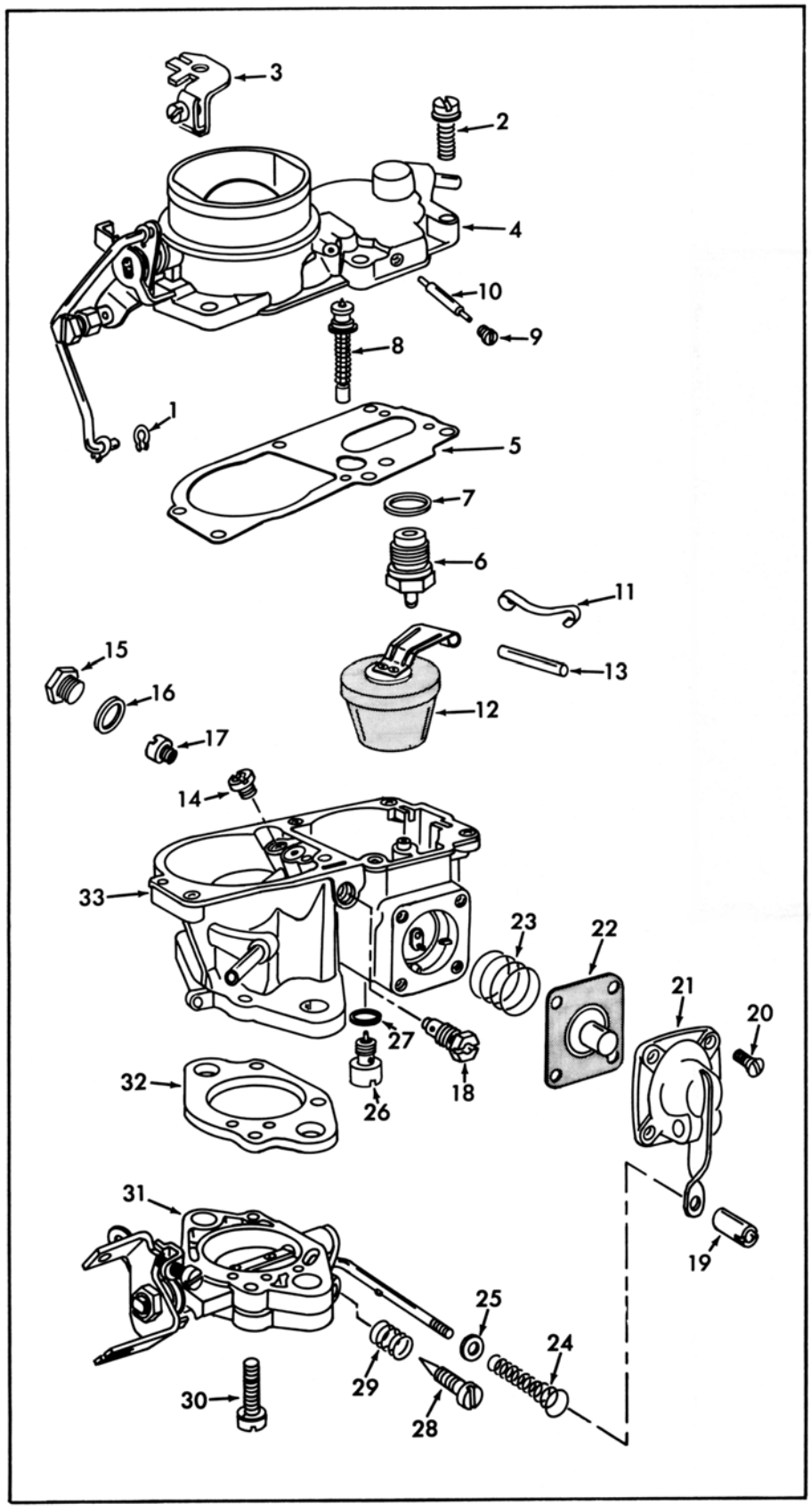
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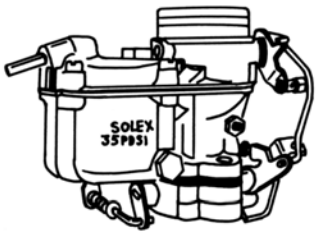
INSTRUCTION SHEET
SOLEX CARBURETOR - MODELS 35PDSI, - 2

50-6034

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. CAUTION: BRASS TUBE TYPE JETS ARE NOT REMOVABLE. NOTE POSITION OF PUMP ROD ADJUSTMENT NUT (19) BEFORE REMOVING.

NOMENCLATURE

REF. NO.		REF. NO.	
1.	RETAINER-FAST IDLE ROD	17.	JET-MAIN
2.	SCREW(5)-BOWL COVER	18.	JET-PILOT
3.	CLAMP-CHOKE CABLE	19.	NUT-PUMP ROD ADJUSTMENT
4.	BOWL COVER	20.	SCREW(4)-PUMP COVER
5.	GASKET-BOWL COVER	21.	COVER-PUMP DIAPHRAGM
6.	NEEDLE & SEAT ASSY.	22.	PUMP DIAPHRAGM ASSY.
7.	GASKET-NEEDLE & SEAT ASSEMBLY	23.	SPRING-PUMP DIAPHRAGM RETURN
8.	VACUUM POWER PISTON ASSEMBLY	24.	SPRING-PUMP ROD
9.	PLUG-PUMP DISCHARGE PASSAGE	25.	WASHER-PUMP ROD SPRING
10.	SPACER-PUMP DISCHARGE PASSAGE	26.	VALVE ASSY.-POWER
11.	RETAINER-FLOAT PIN	27.	GASKET-POWER VALVE
12.	FLOAT	28.	NEEDLE-IDLE ADJUSTING
13.	FLOAT PIN	29.	SPRING-IDLE ADJ. NEEDLE
14.	JET-AIR CORRECTION	30.	SCREW(2)-THROTTLE BODY TO BOWL
15.	PLUG-MAIN JET	31.	THROTTLE BODY ASSY.
16.	GASKET-MAIN JET PLUG	32.	GASKET-THROTTLE BODY TO BOWL
		33.	FLOAT BOWL ASSEMBLY

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.

REASSEMBLY

REASSEMBLE IN REVERSE ORDER OF DISASSEMBLY. NOTE SPECIAL INSTRUCTIONS.

SPECIAL INSTRUCTIONS

WHEN INSTALLING IDLE MIXTURE ADJUSTING NEEDLE(28), LIGHTLY BOTTOM THEN BACK OUT 1 1/2 TURNS.

SLOW IDLE ADJUSTMENT. INSTALL CARBURETOR AND WARM UP ENGINE TO OPERATING TEMPERATURE. ADJUST IDLE R.P.M. WITH THE THROTTLE STOP SCREW AND IDLE MIXTURE NEEDLE UNTIL ENGINE RUNS SMOOTHLY AT PROPER IDLE R.P.M.