SERVICE MANUAL

MODEL
L20A, L24 SERIES
ENGINE

NISSAN

NISSAN MOTOR CO., LTD.
TOKYO, JAPAN

SECTION EF

FUEL SYSTEM

EF

AIR CLEANER

DESCRIPTION

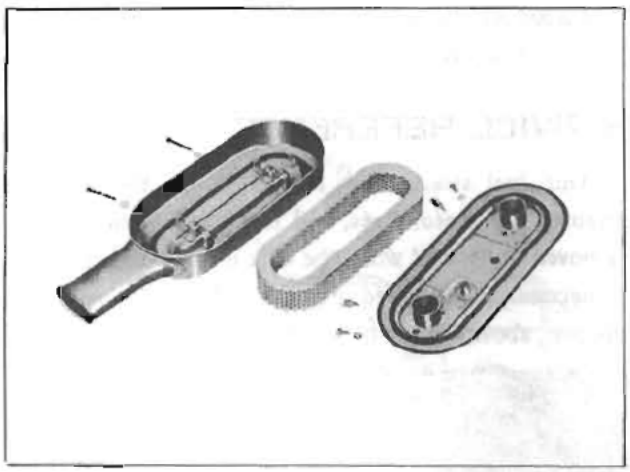


Fig. EF-1 Air cleaner for twin carburetor

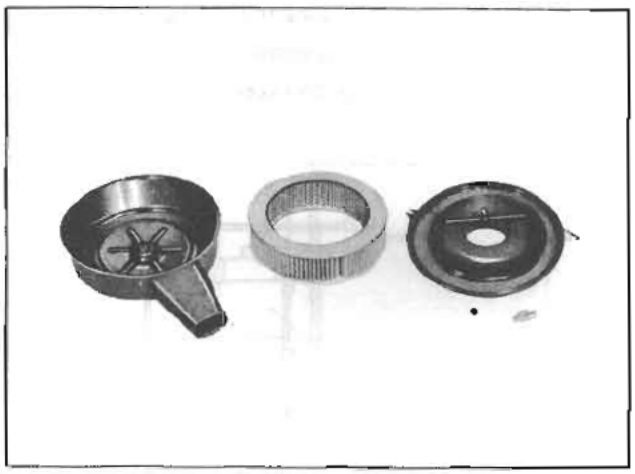


Fig. EF-2 Air cleaner for single carburetor

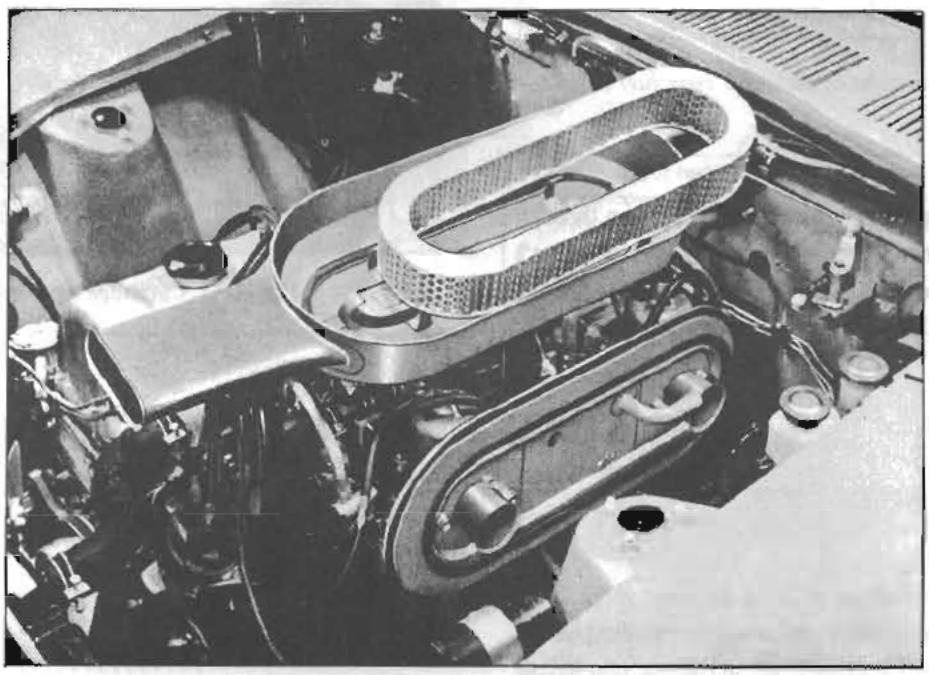


Fig. EF-3 Air cleaner for twin carburetor

The air filter elements used are viscous paper type elements and does not require any cleaning regardless of contamination until it is replaced at every 40,000 km (24,000 miles) of operation.

Note: Never treat the element by brushing or air blasting before the time for replacement!

FUEL STRAINER

DESCRIPTION

The fuel strainer is of the cartridge type strainer, and a fiber mat is used as a strainer element. This strainer should be replaced at intervals not to exceed 40,000 km (24,000 miles).

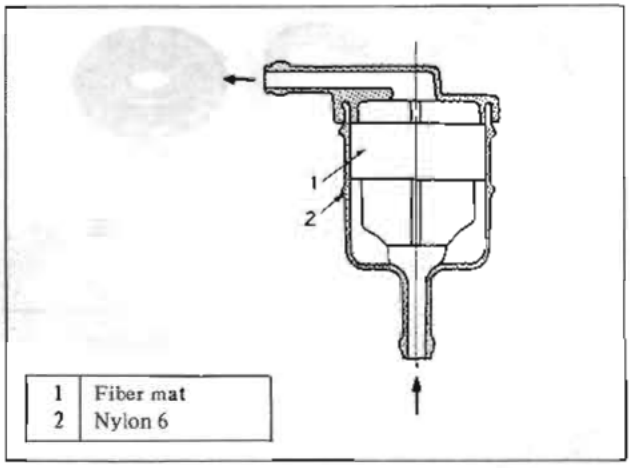


Fig. EF-4 Sectional view of cartridge type fuel strainer

The strainer element in both types can be seen through the bowl for convenience of checking the element's condition without removal.

REMOVAL

Disconnect the inlet and outlet fuel pipes, and the fuel strainer assembly is easily removed.

SERVICE REFERENCE

This fuel strainer has no pet cocks, therefore the strainer, carburetor lines, and fuel pump should not be removed or cleaned when the tank is full, unless absolutely necessary. If required, place the tube, at the rear of the strainer, above the top of the fuel tank.

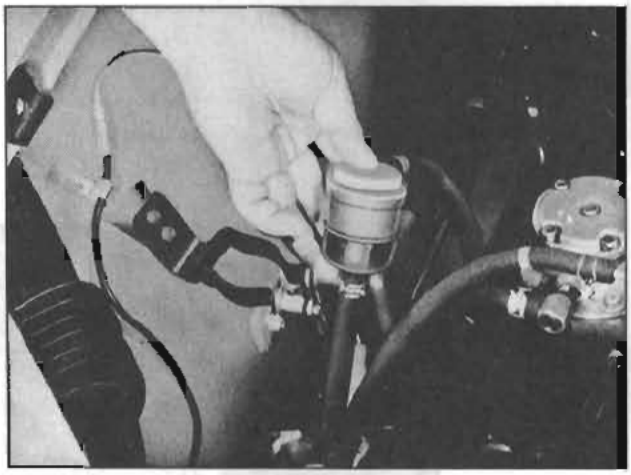


Fig. EF-5 Cartridge type fuel strainer

FUEL PUMP

CONTENTS

DESCRIPTION

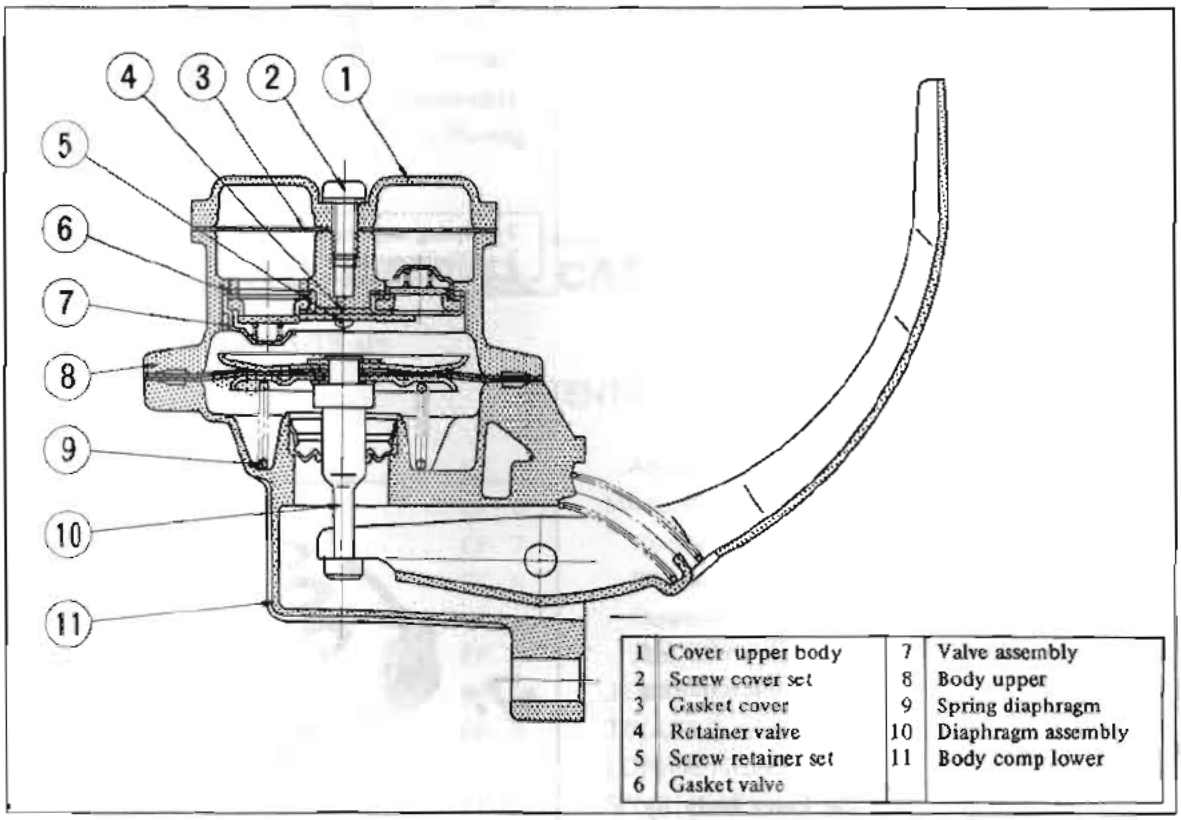
The fuel pump transfers gasoline from the tank to the carburetor in sufficient quantity to meet engine requirements at any speed or load.

The fuel pump consists of a body, rocker arm and link assembly, fuel diaphragm, fuel diaphragm spring, seal, inlet and outlet valves.

The fuel diaphragm consists of specially treated rubber, which is not affected by gasoline, held together by two metal discs and a pull rod.

FUEL PUMP TESTING

A fuel pump is operating properly when its pressure is within specifications and its capacity is equal to the engine's requirements at all speeds. Pressure and capacity must be determined by two tests, while the pump is still mounted on the engine. Be sure there is gasoline in the tank when carrying out the tests.



1	Cover upper body	7	Valve assembly
2	Screw cover set	8	Body upper
3	Gasket cover	9	Spring diaphragm
4	Retainer valve	10	Diaphragm assembly
5	Screw retainer set	11	Body comp lower
6	Gasket valve		

Fig. EF-6 Sectional view of fuel pump

Static pressure test

The static pressure test is made as follows:

1. Disconnect the carburetor fuel line at the carburetor.
2. Install the necessary adapter and "tee" fitting to the fuel line and attach a suitable pressure gauge.
3. Start and run engine at varying speeds.
4. The reading on the gauge is the static fuel pressure and this should remain within the following limits:

0.24 to 0.30 kg/cm^2 (3.41 to 4.27 lb/sq in)

Pressure below the lower limit indicates extreme wear on one part or a small amount of wear on each working part. They also indicate a ruptured diaphragm; worn, warped, dirty or gumming valves and seats, or a weak diaphragm return spring. Pressure above the upper limit indicates an excessively strong diaphragm return spring or a diaphragm that is too tight. Both of these conditions require the removal of the pump assembly for replacement or repair.

Capacity test

The capacity test is used only if the static pressure test is within specifications, and is made as follows:

1. Disconnect the fuel pipe at carburetor.

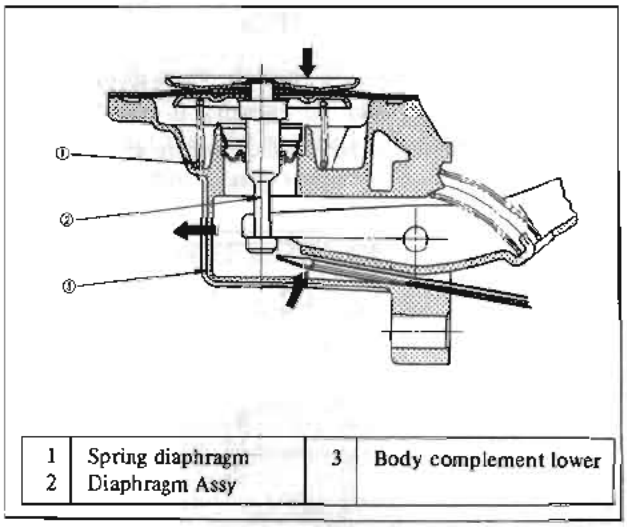
2. Place a suitable container at the end of the pipe.

3. Start the engine and run at 1,000 rpm of the camshaft.

4. The pump should deliver 1600 cc (3.71 US pts) of fuel in one minute or less.

If no gasoline, or only a little flows from open end of pipe then the fuel pipe is clogged or the pump is malfunctioning. Before removing the pump, remove the gas tank cap, disconnect both inlet and outlet pipes and blow through them with an air hose to make sure they are clean.

This will eliminate the possibility of a clogged gas strainer in the fuel tank. Reconnect pipes to pump and retest flow.



1 2	Spring diaphragm Diaphragm Assy	3	Body complement lower

Fig. EF-7 Pull rod removal

REMOVAL AND DISASSEMBLY

Remove the fuel pump assembly by unscrewing the three mounting bolts and disassembly in the following order.

1. Separate the upper body and the lower body by unscrewing the body set screws.

2. Take off the cap and the cap gasket by removing the cap screws.

3. Unscrew the elbow and the connector.

4. Take off the valve retainer by unscrewing the two valve retainer screws and two valves are easily removed.

5. To remove the diaphragm, the diaphragm spring, the lower body seal washer and the lower body seal from the lower body, press down the diaphragm counter to the force of the diaphragm spring and while doing this, cant the diaphragm so that the rectangular part in the lower end of the pull rod is unhooked from the rocker arm link.

6. Drive out the rocker arm pin by using a press or hammer.

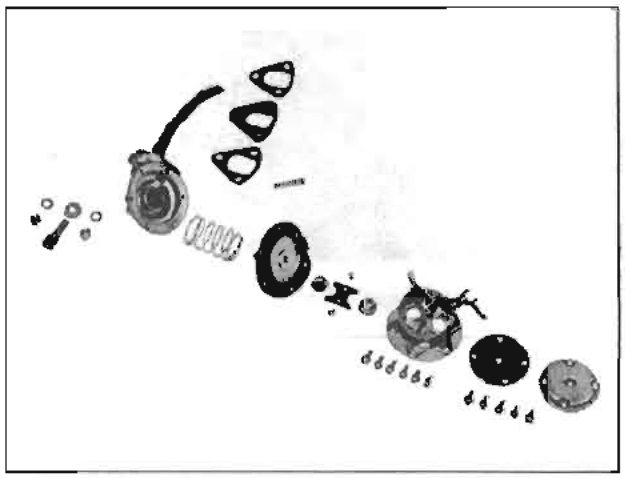


Fig. EF-8 Components of fuel pump

INSPECTION

1. Check the upper body and the lower body for cracks.

2. Check the valve assembly for wear of the valve and valve spring. Blow the valve assembly by breath to examine its function.

3. Check the diaphragm for small holes, cracks and wear.

4. Check the rocker arm for wear at the portion in contact with the camshaft.

5. Check the rocker arm pin for wear since a worn pin may cause oil leakage.

6. Check all other components for any abnormalities and replace with new parts if the condition requires it.

ASSEMBLY

Assembly is done in the reverse order of disassembly. In case of reassembly and reinstallation, the following points should be noted.

1. Use new gaskets.

2. Lubricate the rocker arm, the rocker arm link, the rocker arm pin and the lever pin before installation.

3. To test the function, position the fuel pump assembly about 1 meter (3.3 ft) above fuel level with a pipe connecting the fuel pump and the fuel strainer and operate the rocker arm by hand. If fuel is drawn up soon after the rocker arm is released, the function of the pump is sufficient.

TWO BARREL CARBURETORS

CONTENTS

DESCRIPTION

Carburetor type	Applied engine & model
DAF342-6	L24 on model G130
DAF342-8	L20A on model H130
DAF342-9	L20A on model HA30

As almost all the mechanism of these carburetors are quite similar, the general explanation is made in common except different points.

These are downdraft carburetors which were made aiming at the elevation of power and starting mechanism. These carburetors present several distinct features of importance to the car owner.

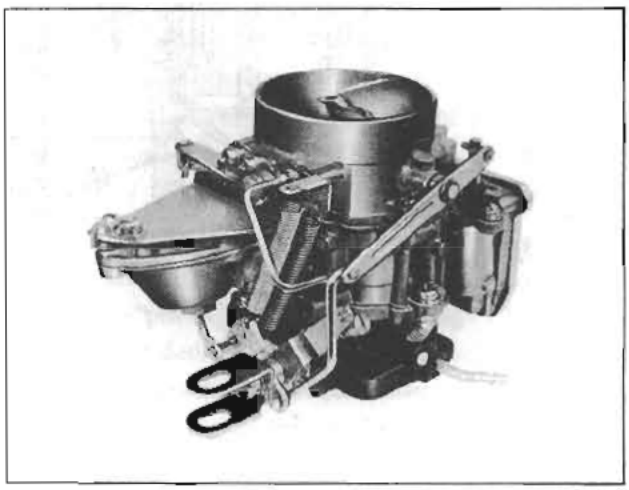


Fig. EF-9 Carburetor for vehicle with manual transmission

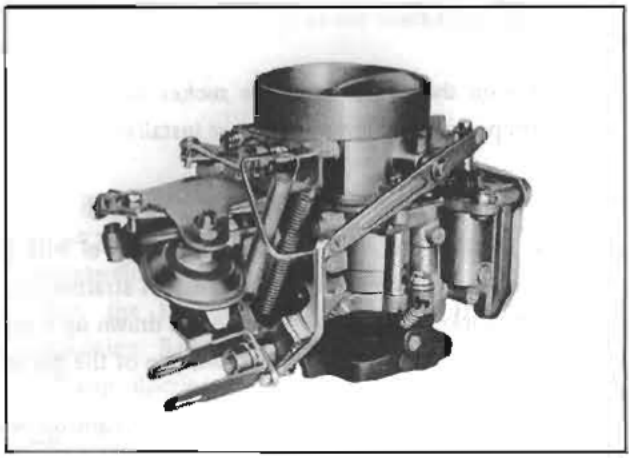


Fig. EF-10 Carburetor for vehicle with automatic transmission

Foremost among these features are:

1. Secondary throttle valve is operated by the diaphragm which is pulled by the venturi vacuum so that the high power and good acceleration are gained in comparison with the auxiliary valve type.

2. Accelerating pump gives excelent acceleration.

3. The power valve mechanism, so-called vacuum actuated boost type, makes the good high speed drive.

4. Slow economizer mechanism makes the smooth connection with acceleration or deceleration during light load running, and stable low speed performance is gained.

STRUCTURE AND OPERATION

These carburetors consist of the primary system for normal running and the secondary system for full load running. The float system which the primary and secondary systems use in common, the secondary switch over mechanism, the starting mechanism, accelerating mechanism, power valve mechanism, slow economizer system, etc. are also attached. The primary main system is of Solex type and the secondary main system is of Zenith Stronburg type.

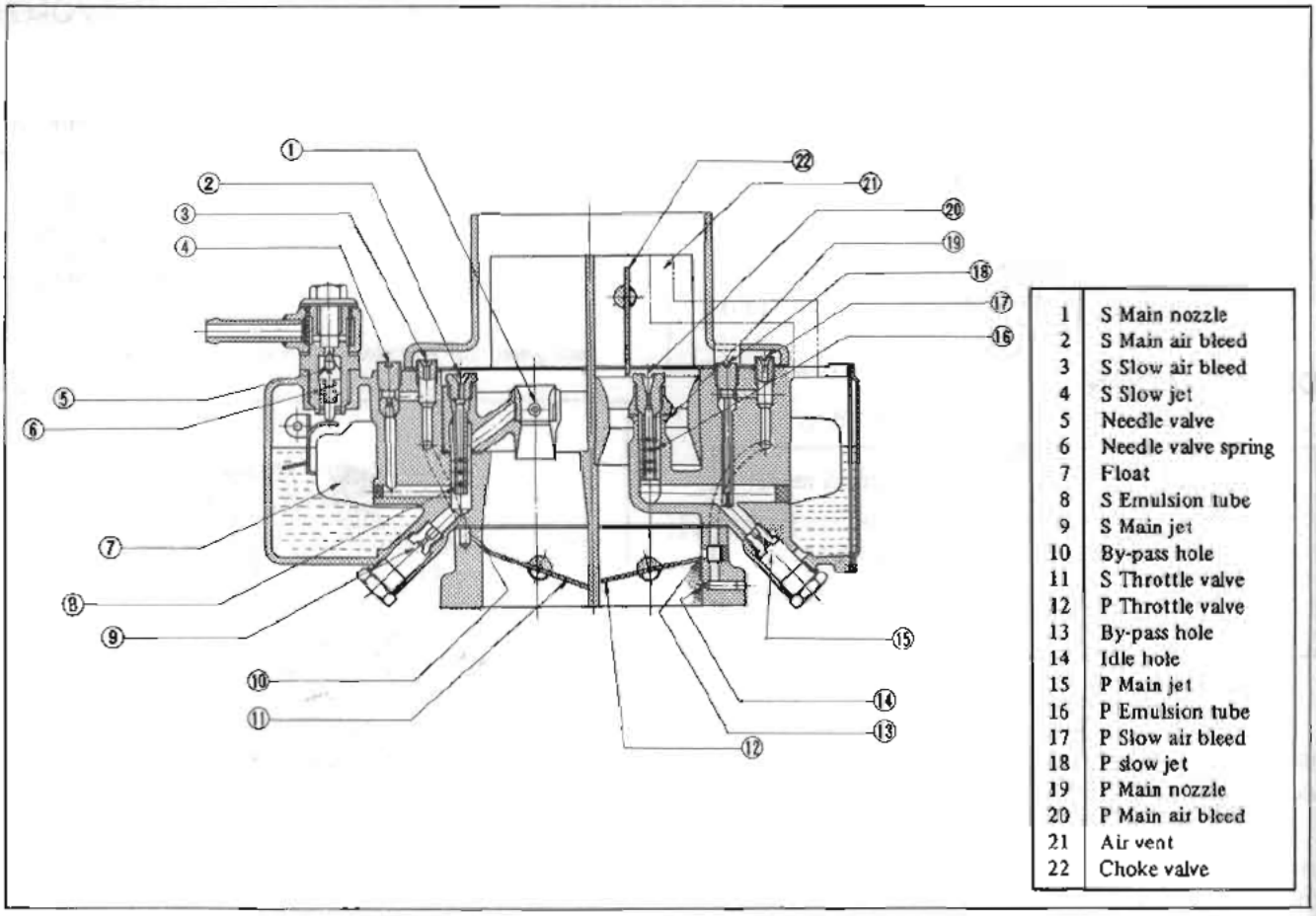


Fig. EF-11 Sectional view

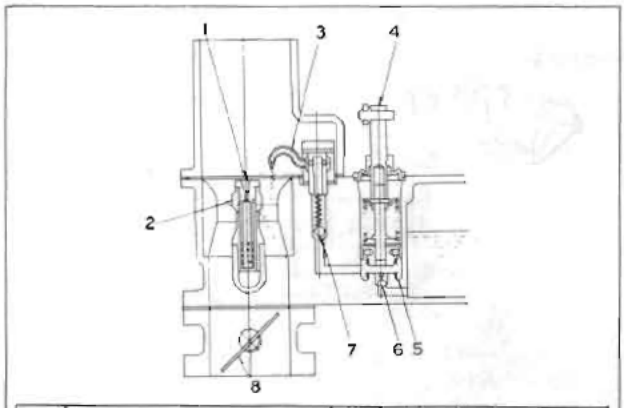
Primary system

Primary main system

Fuel flows, as shown in Figure EF-11 through the main jet, mixing with air which comes in from the main air bleed and passes through the emulsion tube, and is pulled out into the venturi through the main nozzle. The multi-holed main nozzle insures a proper atomization of fuel and a low fuel consumption.

The throttle valve is opened at a small angle when idling and in slow speed running, with a large negative pressure prevailing down-stream of the fuel system. This negative pressure acts on the slow speed system. Through this action, fuel, measured through the jet section of the slow jet located immediately behind the main jet shown in Figure EF-11, and air coming from the slow air bleed are mixed and atomized. The atomized mixture is supplied to the engine from the idle hole and by-pass hole via the slow speed system line. As a result, there is an excellent linkage between the slow speed system and the main system, and the resultant stable slow speed performance is ensured.

Accelerating mechanism



1	Main air bleed	5	Piston return spring
2	Main nozzle	6	Inlet valve
3	Pump injector	7	Outlet valve
4	Piston		

Fig. EF-12 Accelerating system

The carburetor is equipped with the piston type accelerating mechanism linked to the throttle valve. When the primary throttle valve, shown in Figure EF-12, is closed, the piston goes up, and fuel flows from the float chamber through the inlet valve into the space under the piston. When the throttle valve is opened, the piston goes down, opening the outlet valve, and fuel is forced out through the injector. The piston return spring in the cylinder not only assures the smooth movements of the linkage but also serves to place inlet valve in position so that the piston goes down quickly and fuel is forced out through the injector.

Starting mechanism

Pull the choke button to close the choke valve fully, then start the engine. This provides a rich mixture, making it possible to start the engine quickly. When the engine is started, the choke valve is opened at an adequate angle automatically, which prevents overchoking and ensures a smooth engine performance. While the engine is being warmed up, it increases in speed at steps, and by releasing the choke button an optimum engine speed can be obtained. With the choke valve closed fully, the primary throttle valve is caused to open at an angle best suited for starting through a link mechanism.

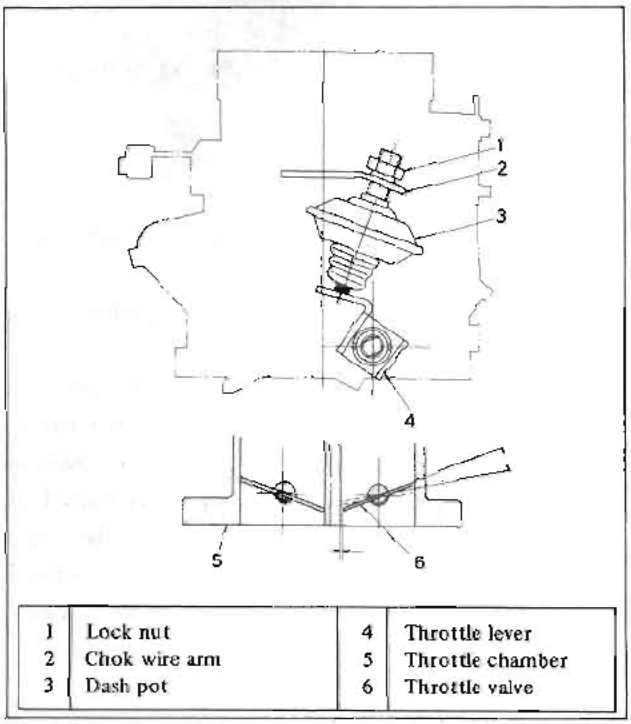
Power valve mechanism

The power valve mechanism, so-called vacuum actuated boost type, makes use of the downward pulling force of the air stream below the throttle valve. When the throttle valve is slightly opened during light load running, a high vacuum is created in the intake manifold. This vacuum pulls the vaccum piston upward against the spring, leaving the power valve closed. When the vacuum below the throttle valve is lowered during full load or accelerating running, the spring pushes the vacuum piston downward, opening the power valve to furnish fuel.

Dash pot device

This carburetor is equipped with a dash pot interlocked with the primary throttle valve through a link mechanism. The dash pot, which is exclusively installed on cars equipped with a torque converter, is intended to prevent engine stall that would otherwise result from quick application of the brake immediately after the car run, or from the quick release of the accelerator pedal after giving only small pressure.

When the primary throttle valve is closed near full angle (1,800 to 2,000 rpm in engine speed), a throttle lever strikes the dash pot stem shown in Figure EF-13, making the primary throttle valve gradually open, and keeping the engine running.



1	Lock nut	4	Throttle lever
2	Chok wire arm	5	Throttle chamber
3	Dash pot	6	Throttle valve

Fig. EF-13 Dash pot mechanism

Secondary system

Secondary main system

The secondary main system is of Zenith Strongburg type.

Fuel-air mixture produced by the functions of the main jet, main air bleed and emulsion tube, in the same manner as in the primary system, is pulled out through the main nozzle into the small venturi.

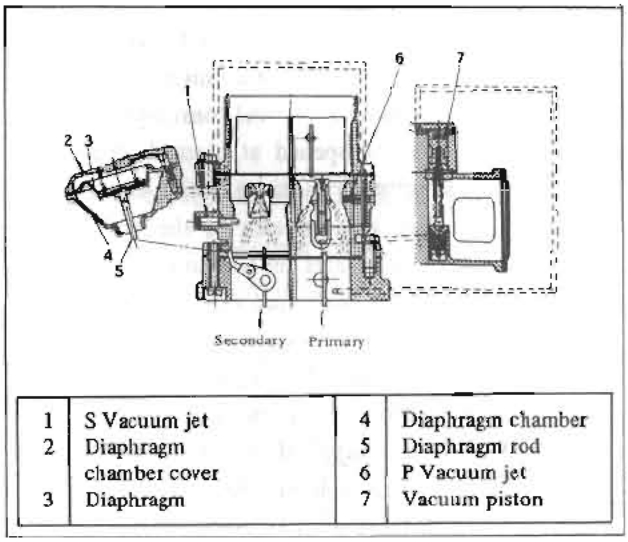
Due to the double venturi of the secondary system, the higher velocity air current passing through the main nozzle promotes the fuel atomization.

Step system

The construction of this system may correspond to the idling and slow system of the primary system.

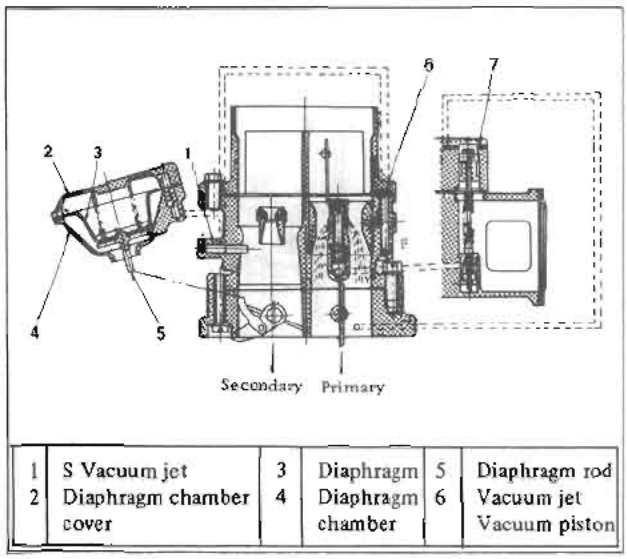
This system aims in the proper filling up of the gap when fuel supply is transferred from the primary system to the secondary one. The step port is located near the secondary throttle valve in its fully closed state.

Secondary switch over mechanism



1	S Vacuum jet	4	Diaphragm chamber
2	Diaphragm chamber cover	5	Diaphragm rod
3	Diaphragm	6	P Vacuum jet
		7	Vacuum piston

Fig. EF-14 Full throttle at high speed



1	S Vacuum jet	3	Diaphragm	5	Diaphragm rod
2	Diaphragm chamber cover	4	Diaphragm chamber	6	Vacuum jet Vacuum piston

Fig. EF-15 Full throttle at low speed

The secondary throttle valve is linked to the diaphragm which is actuated by the vacuum created in the venturi. A vacuum jet is provided at each of the primary and secondary venturies, and the composite vacuum of these jets actuates the diaphragm.

As the linkage, shown in Figure EF-15, causes the secondary throttle valve not to open until the primary

throttle valve opening reaches approximately 50, fuel consumption during normal operation is not excessive. During high speed running, as shown in Figure EF-14, as the vacuum at the venturi is increased, the diaphragm is pulled against the diaphragm spring force, and then secondary throttle valve is opened.

The atmospheric side in the diaphragm chamber is connected to the atmosphere.

Float system

There is only one float chamber while two carburetor systems, primary and secondary, are provided.

Fuel fed from the fuel pump flows through the filter and needle valve into the float chamber. A constant fuel level is maintained by the float and needle valve.

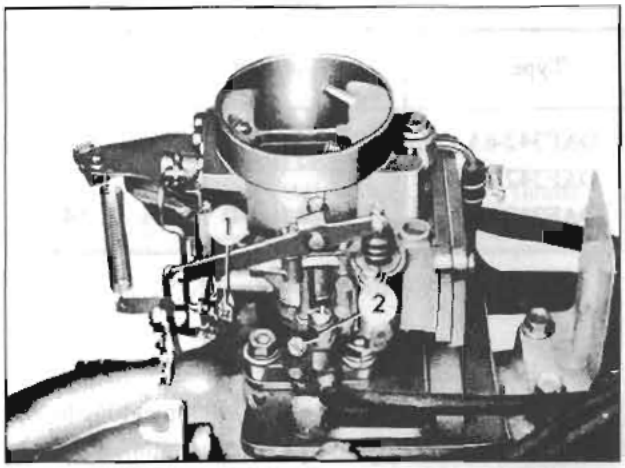
Because of the air vent type of the float chamber ventilation, the fuel consumption will not influenced by some dirt accumulated in the air cleaner.

The needle valve is made of special hard steel and will not wear for all its considerably long use.

ADJUSTMENT

Idling adjustment

Idling adjustment is made by the throttle adjust screw and idle adjust screw as shown in Figure EF-16.



1	Throttle adjust screw	2	Idle adjust screw

Fig. EF-16 Idling adjustment

1. Give the idle adjust screw approximately three turns, starting from the fully closed position. Screw in the throttle adjust screw two or three turns and start the engine.

2. Screw out the throttle adjust screw gently until the engine is about to rotate unevenly after the engine speed gradually drops.

3. Screw in the idle adjust screw until the engine runs smoothly at the highest speed.

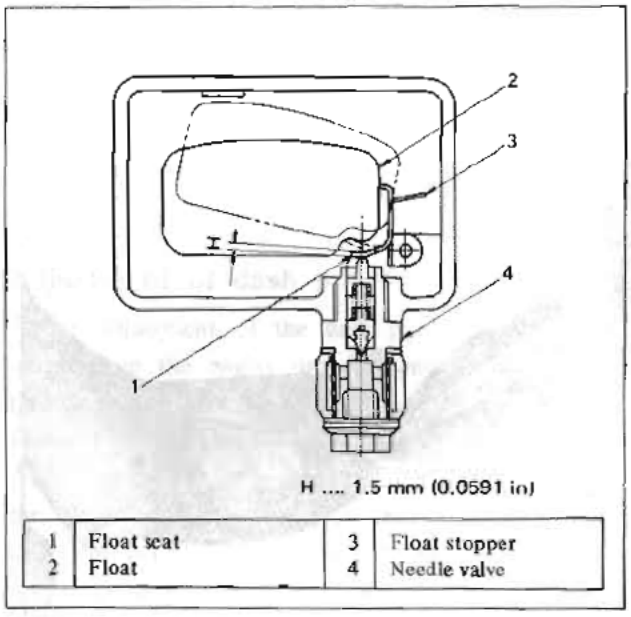
4. Re-adjust the throttle screw to drop the engine speed.

Repeat these operations until a smooth engine speed of approximately 550 rpm has been attained.

Note: Do not attempt to screw down the idle adjust screw completely to avoid damage to the tip, which will tend to cause malfunctions.

Fuel level adjustment

A constant fuel level is maintained by the float and needle valve.



1	Float seat	3	Float stopper
2	Float	4	Needle valve

Fig. EF-17 Fuel level adjustment

If the fuel level is in accord with the level gauge line

the float level is properly set. If the float level is not correct, adjust it by bending the float seat as shown in Figure EF-17. Approximately *H mm is required as the effective stroke of the needle valve. So adjust the gap between the valve stem and the float seat to *H mm with the float fully lifted up by bending the float stopper.

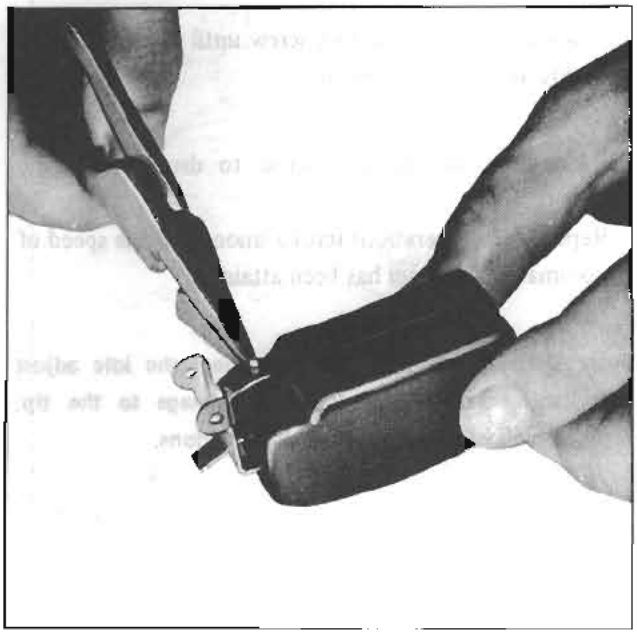


Fig. EF-18 Adjustment of float seat

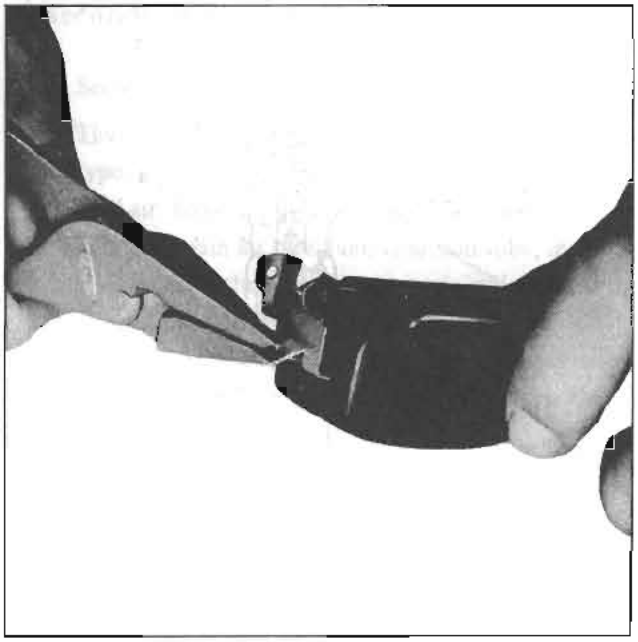
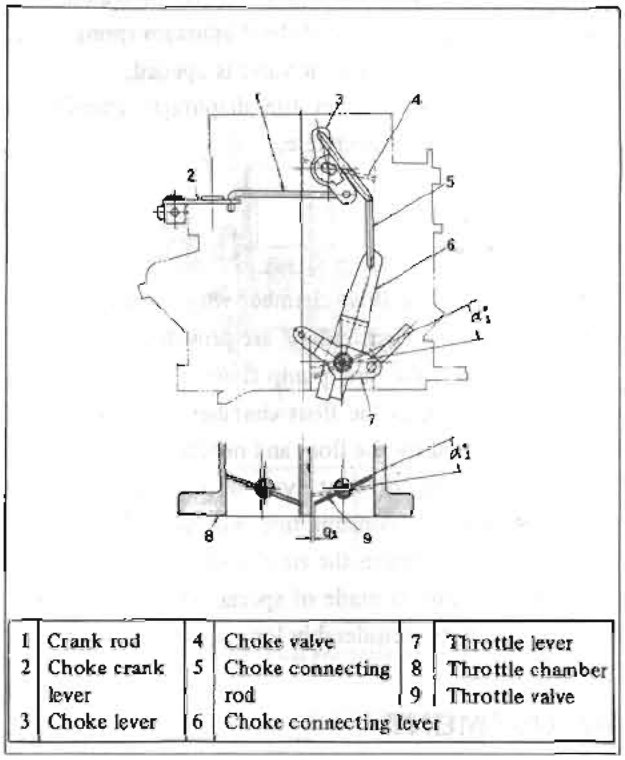


Fig. EF-19 Adjustment of float stopper

Adjustment of starting interlock valve opening



1	Crank rod	4	Choke valve	7	Throttle lever
2	Choke crank lever	5	Choke connecting rod	8	Throttle chamber
3	Choke lever	6	Choke connecting lever	9	Throttle valve

Fig. EF-20 Adjustment of starting interlock valve opening

Type	G_1 mm (in)	α_1°
DAF342-6A DAF342-8A	1.45 (0.06)	17°
DAF342-9A	1.08 (0.04)	14°

The choke valve at a full close position automatically opens the throttle valve at an optimum angle approximately 17°for starting the engine through a link mechanism. After reassembly, or in a check on the interlocked opening angle, bend the choke connecting rod for adjustment so that a fully closed choke valve will bring the clearance G_1 shown in Figure EF-20 to 1.45 mm (0.06 in).

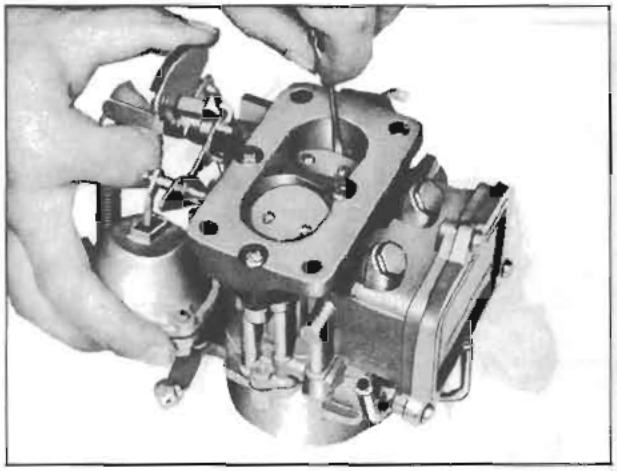
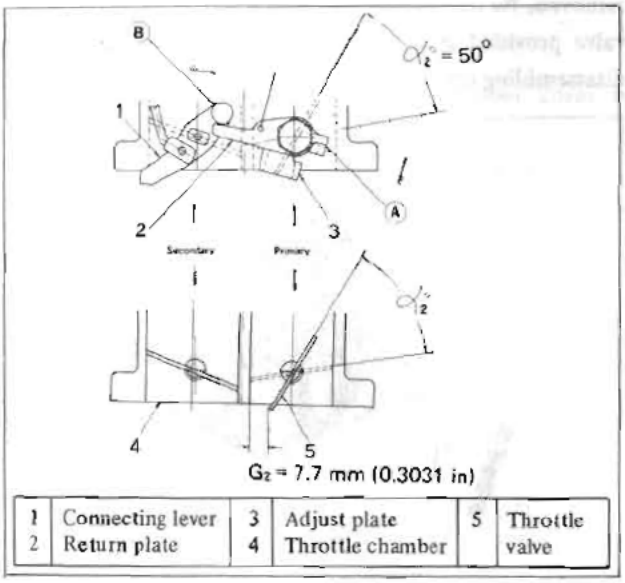


Fig. EF-21 Measurement of clearance of starting interlock valve opening

Adjustment of interlock opening of primary and secondary throttle valves



1	Connecting lever	3	Adjust plate	5	Throttle valve
2	Return plate	4	Throttle chamber		

Fig. EF-22 Adjustment of interlock opening of throttle valve

Figure EF-22 show the primary throttle valve opened $*\alpha_2^\circ$. When the adjust plate fixed to the primary throttle valve is open $*\alpha_2^\circ$, it comes to contact with the connecting lever at Ⓐ. When the throttle valve is further opened, the point Ⓑ where the connecting lever is in contact with the stopper, is detached, permitting the secondary system to start actuating.

The linkage between the primary and secondary throttles operates properly if the distance between the throttle valve and inner wall of the throttle chamber, G_2, amounts to specifications as shown below. The adjustment is made by bending the point Ⓐ of the adjusting plate.

Type	G_2 mm (in)	α_2°
DAF342 6A DAF342-8A DAF342-9A	7.7 (0.3)	50°

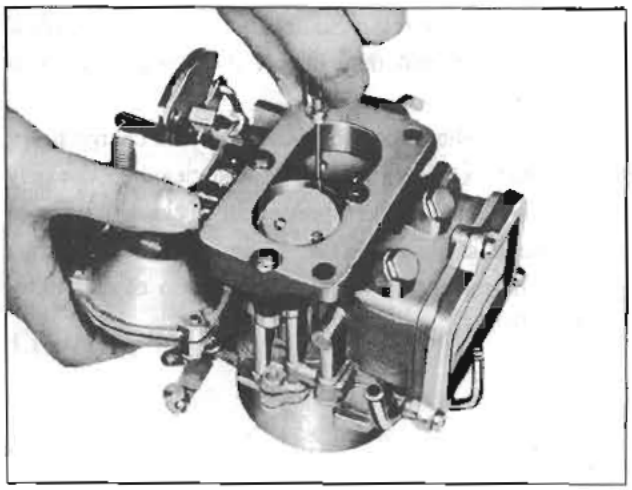


Fig. EF-23 Measurement of clearance

Adjustment of dash pot

The adjustment of the dash pot can be done by warming up the engine properly and checking if the throttle lever will touch the dash pot stem shown in Figure EF-13 as the engine reaches between 1,800 and 2,000 rpm under no load. Proper contact between the throttle lever and the dash pot stem produces a normal dash pot performance. Should no normal increase in engine speed be obtainable, loosen the lock nuts, rotate the dash pot right and left, and adjust it so that the throttle lever will hit the stem at between 1,800 and 2,000 rpm. Then, fasten the loosened lock nuts. Note that the angle when the throttle valve and the throttle chamber wall contact with.

Type	Throttle valve setting angle
DAF342-6A	8°
DAF342-8A	9°
DAF342-9A	9°

MAJOR SERVICE OPERATIONS

The perfect carburetor delivers the proper gasoline and air ratios for all speeds of the particular engine for which it was designed. By completely disassembling at regular intervals, which will allow cleaning of all parts and passages, the carburetor can be returned to its original condition and it will then deliver the proper ratios as it did when new.

Accurate calibration of passages and discharge holes, require that extreme care be taken in cleaning. Use only carburetor solvent and compressed air to clean all passages and passage discharge holes. Never use wire or other pointed instrument to clean as calibration of carburetor will be affected.

Removal

1. Remove air cleaner.

2. Disconnect fuel line, vacuum line and choke wire from carburetor.

3. Remove the throttle lever.

4. Remove four nuts and washers retaining carburetor to manifold.

5. Lift carburetor off manifold.

6. Remove and discard carburetor to manifold gasket.

Disassembly

1. The main jets, slow jets and needle valves on both primary and secondary sides are accessible from outside the carburetor for disassembly.

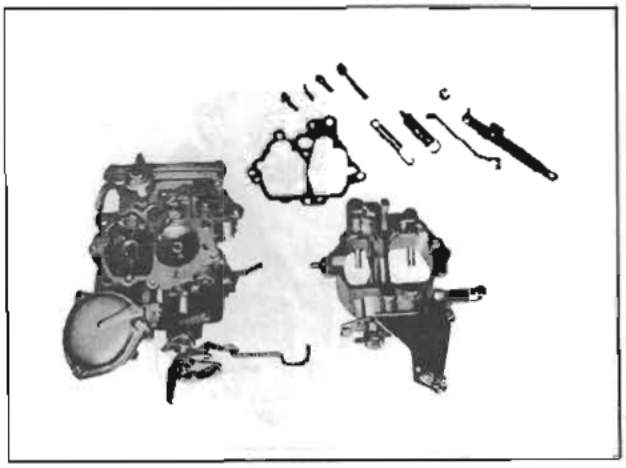


Fig. EF-24 Removing air horn from carburetor body

2. The primary and secondary emulsion tubes can be disassembled for a check by removing the main air bleeds on the respective sides.

3. To check the accelerator pump, the cylinder cover is removed. Be careful not to lose the return spring and inlet valve provided at the lower part of the piston during the disassembling operation.

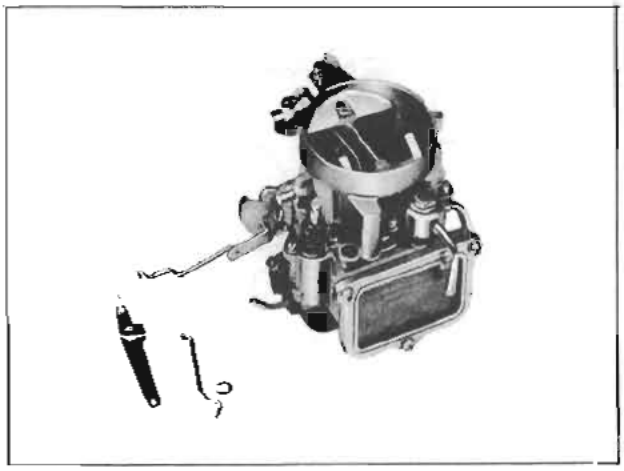


Fig. EF-25 Removing accelerator pump

4. The throttle chamber can be detached from the float chamber by removing the rod linking the diaphragm with the secondary throttle valve, and four set screws that hold it.

It is preferable to leave the throttle valve intact unless otherwise required. If a disassembled valve is required to remedy a defect, it should be installed so that the secondary throttle valve particularly will be gap-free. Otherwise, stable idling and slow speed performance will not be obtained.

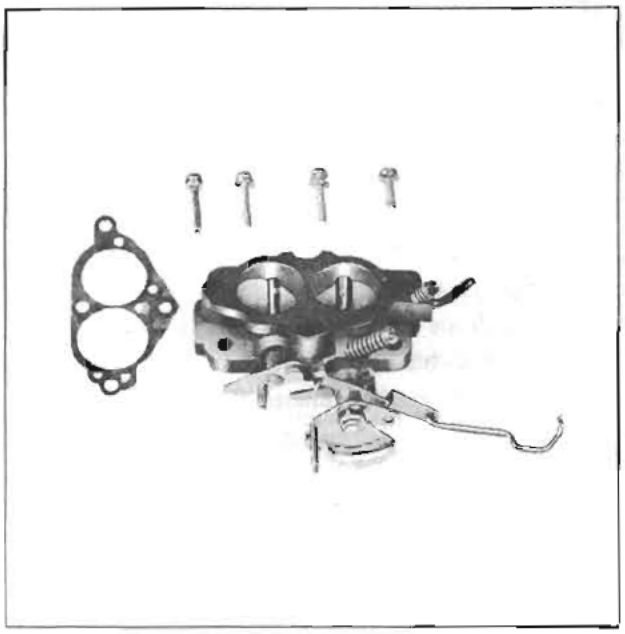


Fig. EF-26 Separating throttle chamber from carburetor body

5. To check the float, the float chamber cover is removed as instructed in a separate paragraph.

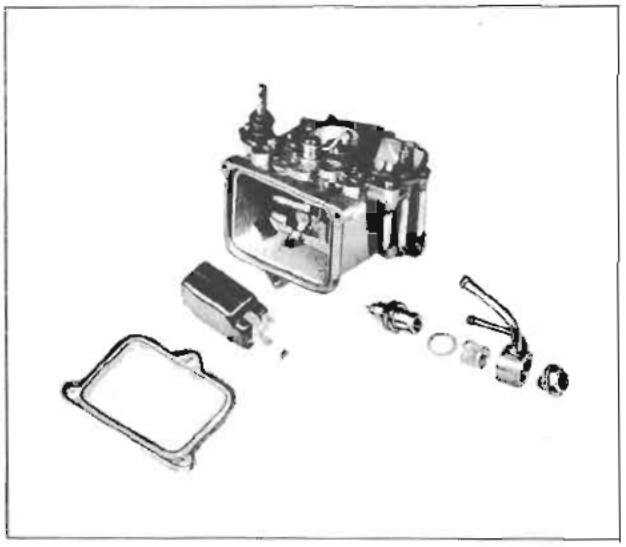


Fig. EF-27 Disassembling float chamber

6. The diaphragm can be disassembled by removing three set screws that hold the diaphragm chamber and another three set screws that hold the diaphragm chamber cover. In reassembling it, take care so that the edge of the diaphragm will not be turned up.

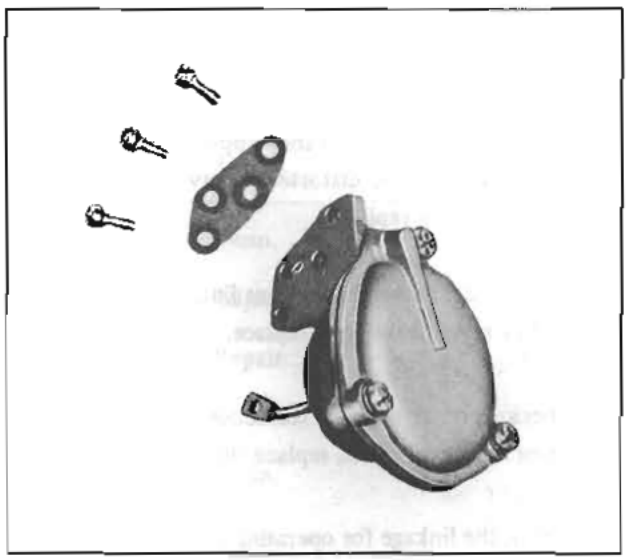


Fig. EF-28 Removing diaphragm

7. In disassembling and reassembling the interlocking links, take care so that each linkage has a smooth action, and that it is not fitted in any forced position.

Cleaning and inspection

Dirt, gum, water or carbon contamination in or on the exterior moving parts of a carburetor are often responsible for unsatisfactory performance. For this reason, efficient carburetion depends upon careful cleaning and inspection while servicing.

1. Blow all passages and castings with compressed air and blow off all parts until dry.

Note: Do not pass drills or wires through calibrated jets or passages as this may enlarge orifice and seriously affect carburetor calibration!

2. Check all parts for wear. If wear is noted defective parts must be replaced. Note especially the following:

(1) Check float needle and seat for wear. If wear is noted the assembly must be replaced.

(2) Check throttle and choke shaft bores in throttle body and cover castings for wear or out of round.

(3) Inspect idle adjusting needles for burrs or ridges. Such a condition requires replacement.

3. Inspect gaskets to see if they appear hard or brittle or if the edges are torn or distorted. If any such condition is noted they must be replaced.

4. Check filter screen for dirt or lint. Clean and if it is distorted or remains plugged, replace.

5. Check venturi clusters for loose or worn parts. If damage or looseness exists, replace cluster assembly.

6. Check the linkage for operating condition.

7. Inspect the operation of accelerating pump. Put in the gasoline in the float chamber and make the throttle lever operate. And check the injection condition of the gasoline from the accelerating nozzle.

8. Push in the connecting rod of diaphragm chamber and block the passage of vacuum by finger. And when free the connecting rod, check the leakage of air and the damage of diaphragm.

Assembly and installation

Follow the disassembly and removal procedure in reverse.

Replace the gaskets, if necessary.

In disassembling and reassembling the interlock link and related components, be careful not to bend or deform any of the components. Reassemble so that all interlock links operate smoothly.

JETS

The carburetor performance depends on jets and air bleeds. That is why these components are fabricated with utmost care. To clean them, use gasoline and blow air on them. larger numbers stamped on the jets indicate larger diameters. Accordingly, main and slow jets with larger numbers provide richer mixture, and the smaller numbers the leaner mixture. Inversely, the main and slow air bleeds, which are for air to pass through, make the fuel leaner if they bear larger numbers, and the smaller numbers, and the smaller numbers the richer fuel.

Replacement of designated jets to meet the service condition of the car must be carried out with the above directions in mind. To cite a practical example, when it becomes necessary to economize fuel at the limited sacrifice of output to meet frequent light-load operation, use smaller main jets or slow jets, or slow jets, or larger main air bleeds or slow air bleeds than regularly specified. This should meet the purpose. Inversely, when increase in output is desired at the limited sacrifice of fuel consumption, use larger main jets or slow jets, or smaller main air bleeds or slow air bleeds, and that should bring a satisfactory result.

TROUBLE DIAGNOSES AND CORRECTIONS

In the following table, the symptoms and causes of carburetor troubles and remedies for them are listed to facilitate quick repairs.

There are various causes of engine troubles. It sometimes happens that the carburetor which has no defect seems apparently to have some troubles: when electric system is defective. Therefore, whenever the engine has troubles, electric system must be checked first before starting carburetor adjustment.

Troubles	Possible causes	Remedies
Overflow	Dirt accumulated on needle valve.	Clean needle valve.
	Fuel pump pressure too high.	Repair pump.
	Needle valve seat improper.	Lap or replace.
Excessive fuel consumption	Fuel overflow	See above item
	Each main jet, slow jet too large.	Replace.

	Each main air bleed clogged.	Clean.
	Choke valve does not fully open.	Adjust.
	Outlet valve seat of accelerator pump improper.	Lap.
	Linked opening of secondary throttle valve too early.	Adjust.
Power shortage	Each main jet clogged.	Clean.
	Each throttle valve does not fully open.	Adjust.
	Fuel pump operated improperly.	Repair.
	Fuel strainer clogged.	Clean.
	Vacuum jet clogged.	Clean.
	Air cleaner clogged.	Clean.
	Diaphragm damaged.	Replace.
	Power valve operated improperly.	Adjust.
Improper idling	Slow jet clogged.	Clean.
	Each throttle valve does not close.	Adjust.
	Secondary throttle valve operated improperly.	Overhaul and clean.
	Each throttle valve shaft worn	Replace.
	Packing between manifold/carburetor defective.	Replace packing.
	Manifold/carburetor tightening improper.	Correct tightening.
Engine hesitation	Each main jet, slow jet clogged.	Clean.
	By-pass hole, idle passage clogged.	Clean tube.
	Emulsion tube clogged.	Clean.
	Idling adjustment incorrect.	Correct adjustment.
	Secondary throttle valve operated improperly.	Overhaul and clean.
Engine does not start.	Fuel overflows.	See the first
	No fuel.	Check pump, fuel pipe and needle valve.
	Gauge plate adjustment incorrect.	Correct adjustment.
	Idling adjustment incorrect.	Correct adjustment.
	Fast idle adjustment incorrect.	Correct adjustment.
	Bimetal rod in contact with bimetal case.	Adjust.

SPECIFICATIONS AND SERVICE DATA

Item \ Carburetor model	DAF342-6A		DAF342-8A		DAF342-9A	
Applied engine	L24		L20A		L20A	
	Primary	Secondary	Primary	Secondary	Primary	Secondary
Outlet diameter mm (in)	32 (1.2598)	34 (1.3386)	32 (1.2598)	34 (1.3386)	32 (1.2598)	34 (1.3386)
Venturi diameter mm (in)	25 (0.9843)	28 (1.1024)	24 (0.9449)	28 (1.1024)	24 (0.9449)	28 (1.1024)
Main jet	# 129	# 160	# 119	# 160	# 119	# 160
Main air bleed	# 240	# 70	# 240	# 70	# 240	# 70
Slow jet	# 48	# 130	# 47	# 90	# 47	# 90
Slow air bleed	# 210	# 50	# 210	# 50	# 210	# 50
Power jet	# 65		# 70		# 65	
Float level mm (in)	23 ± 1 (0.9055 ± 0.0394)		23 ± 1 (0.9055 ± 0.0394)		23 ± 1 (0.9055 ± 0.0394)	
Fuel pressure kg/cm² (lb/in²)	0.22 (3.129)		0.22 (3.129)		0.22 (3.129)	
Weight kg (lb)	2.8 (6.37)		2.8 (6.37)		2.8 (6.37)	

≪ Main jet variation ≫

ALTITUDE / CARBURETOR TYPE		0m		1000 m (3,300 ft)		2,000 m (6,600 ft)		3,000 m (10,000 ft)		4,000 m (13,300 ft)	
		Jet	Parts No.	Jet	Parts No.	Jet	Parts No.	Jet	Parts No.	Jet	Parts No.
DAF342-9A DAF342-8A	P	# 119	16033 E4110	# 115	16033 23015	J# 112	16033 23016	# 108	16033 23017	# 105	16033 23018
	S	# 160	16043 19915	# 155	16054 23015	# 150	16034 21615	# 145	16054 21015	# 140	16043 25715
DAF342-6A	P	# 129	16033 E4310	# 125	16054 18016	# 121	16033 E4313	# 118	16033 E4311	# 114	16033 E4312
	S	# 160	16043 19915	# 155	16054 23015	# 150	16034 21615	# 145	16054 21015	# 140	16043 25715

P ..... primary S ..... secondary

SU TYPE TWIN CARBURETORS

CONTENTS

DESCRIPTION

Note: The photographs in this section show the carburetor with the emission control system for U.S.A. & CANADA.

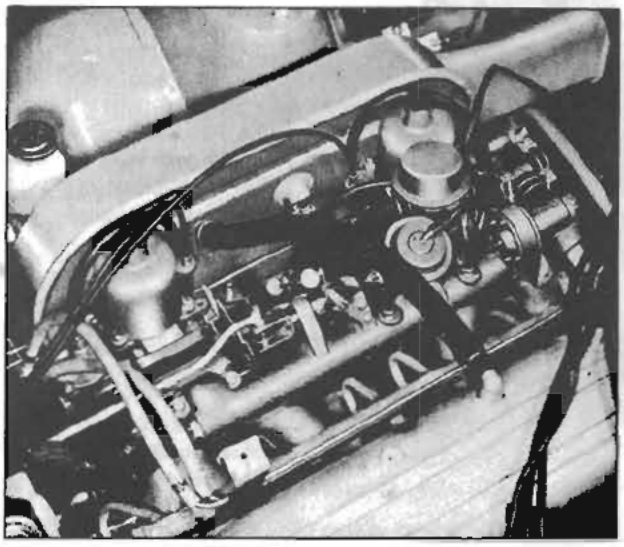


Fig. EF-29 Model HJG 46W carburetor

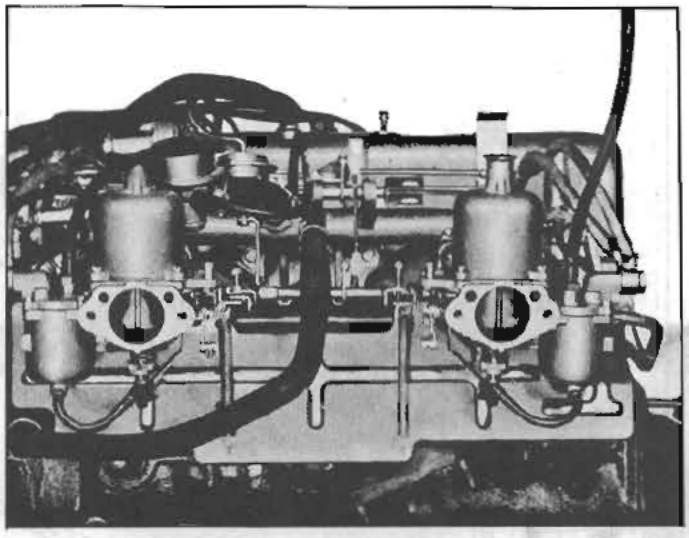


Fig. EF-30 Model HJL 46W carburetor

This carburetor variable Venturi type suitable for 6-cylinder engine. Two parallel synchronized carburetors (dual carburetors) are used as a set.