1974-79 FUEL SYSTEMS
Hitachi DCH, DCP & DRJ 340 2-Barrel Carburetors

Datsun: 200SX, 510, 610, 710, Pickup
General Motors: LUV

CARBURETOR IDENTIFICATION

1974 HITACHI CARBURETOR NUMBERS

Application	Carburetor No.
Datsun	
610	DCH340-14, DCH340-15
710 & Pickup	DCH340-12, DCH340-13
General Motors	
LUV	DRJ340

1975 HITACHI CARBURETOR NUMBERS

Application	Man. Trans.	Auto. Trans.
Datsun		
610 & 710		
Federal	DCH340-43	DCH340-44
Calif.	DCH340-41	DCH340-42
Pickup		
Federal	DCH340-47	DCH340-48
Calif.	DCP340	DCP340
General Motors		
LUV	DCP340	DCP340

1976 HITACHI CARBURETOR NUMBERS

Application	Man. Trans.	Auto. Trans.
Datsun		
610 & 710		
Federal	DCH340-43A	DCH340-44A
Calif.	DCH340-41A	DCH340-42B
Pickup		
Federal	DCH340-47	DCH340-48
Calif.	DCH340-45A	DCH340-46
General Motors		
LUV	DCP340	DCP340

1977 HITACHI CARBURETOR NUMBERS

Application	Man. Trans.	Auto. Trans.
Datsun		
200SX		
Federal	DCH340-53B	DCH340-54B
Calif.	DCH340-49A	DCH340-50A
710		
Federal	DCH340-51A	DCH340-52A
Calif.	DCH340-41B	DCH340-42C
Pickup		
Federal	DCH340-47A	DCH340-48B
Calif.	DCH340-45B	DCH340-46A
General Motors		
LUV	DCP340	DCP340

1978 HITACHI CARBURETOR NUMBERS

Application	Man. Trans.	Auto. Trans.
Datsun		
200SX		
Federal	DCH340-93A	DCH340-94A
Calif.	DCH340-91A	DCH340-92A
510		
Federal	DCH340-93A	DCH340-94A
Calif.	DCH340-99	DCH340-92A
Pickup		
Federal	DCH340-97	DCH340-98
Calif.	DCH340-95	DCH340-96
General Motors		
LUV	DCP340	DCP340

1979 HITACHI CARBURETOR NUMBERS

Application	Man. Trans.	Auto. Trans.
Datsun		
200SX		
Federal	DCH340-69	DCH340-94B
Calif.	DCH340-91C	DCH340-92C
510		
Federal	DCH340-69	DCH340-94B
Calif.	DCH340-99C	DCH340-92C
Pickup		
Federal	DCH340-97C	DCH340-98B
Calif.	DCH340-95C	DCH340-96C
General Motors		
LUV	DCH340-206	DCH340-206

DESCRIPTION

Carburetor is a 2-barrel downdraft type equipped with piston type accelerator pump. Carburetor consists of low speed (primary) barrel and high speed (secondary) barrel integrated into a single unit with common fuel bowl.

Secondary throttle is actuated by vacuum diaphragm when primary throttle is opened a predetermined amount. Additional equipment includes an anti-dieseling solenoid, electric choke, and an altitude compensator on Datsun pickup models only.

ADJUSTMENTS

IDLE SPEED & MIXTURE

See appropriate TUNE-UP PROCEDURES article.

COLD (FAST) IDLE RPM

See appropriate TUNE-UP PROCEDURES article for on vehicle adjustments. For bench adjustment, place fast idle speed screw on 1st step of fast idle cam. Invert carburetor and close choke valve. Measure clearance between throttle plate and throttle bore. If necessary, turn fast idle speed screw. *See Fig. 1.*

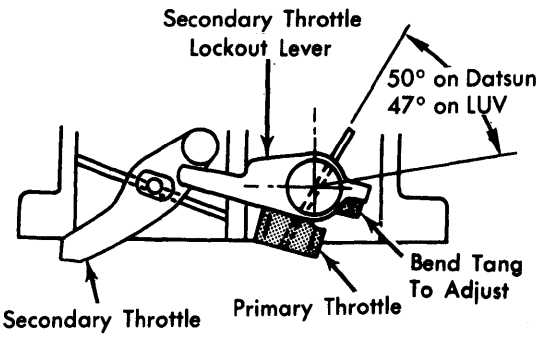

Fig. 1: Fast Idle (Bench) Adjustment

FLOAT LEVEL

NOTE: Fuel bowl is equipped with a sight glass. Line on sight glass indicates proper fuel level.

Datsun - With sight glass removed and carburetor main body inverted, measure distance from top of float to top of float bowl. If distance is not to specifications, bend float tang. *See Fig. 2.*

LUV - With sight glass removed and carburetor main body inverted, bend float tang until float is parallel with top of float bowl.

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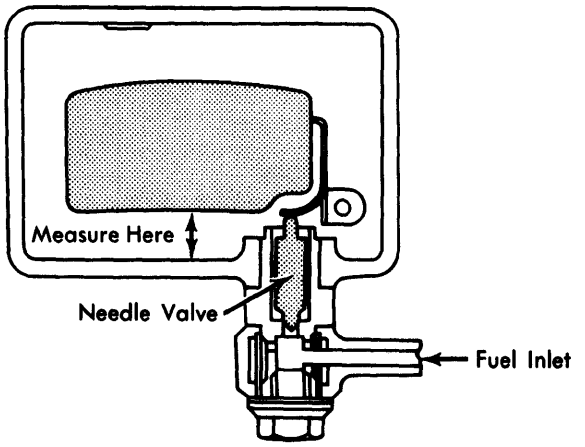

Fig. 2: Float Level Adjustment

FLOAT DROP

With float bowl removed and held upright, measure clearance between needle valve and float tang. If clearance is not .059" (1.5 mm), adjustment will be necessary. Adjust by bending float tang which contacts needle valve. *See Fig. 3.*

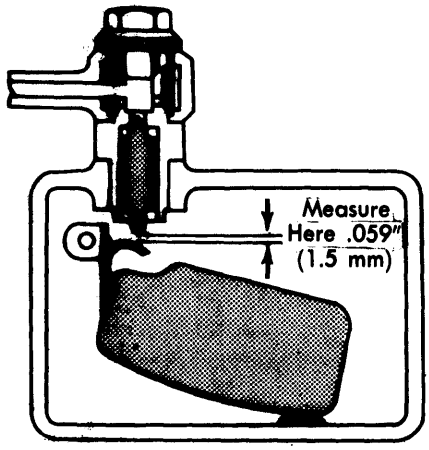

Fig. 3: Float Drop Adjustment

CHOKE VACUUM BREAK

Datsun - Close choke and hold closed with rubber band. Grip stem of vacuum break diaphragm and pull outward (stem extended). Adjust gap between choke plate and air horn wall by bending vacuum break rod. *See Fig. 4.*

LUV - Fully depress vacuum break diaphragm stem and measure distance between bimetallic lever side stopper and stop on choke thermostatic cover. If distance is not as specified, turn adjusting screw. *See Fig. 5.*

CHOKE UNLOADER

Datsun - Close choke plate. Hold in position with a rubber band. Place throttle in wide open position. Measure clearance between choke plate and air horn wall. Clearance should be as specified in table. Bend unloader tang to adjust. *See Fig. 6.*

NOTE: It is important to check that throttle valve opens fully when carburetor is mounted on vehicle. If throttle does fail to open, unloader becomes inoperative.

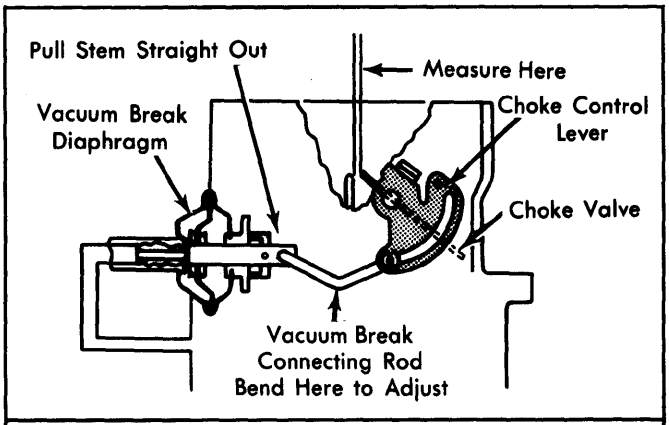

Fig. 4: Datsun Choke Vacuum Break Adjustment

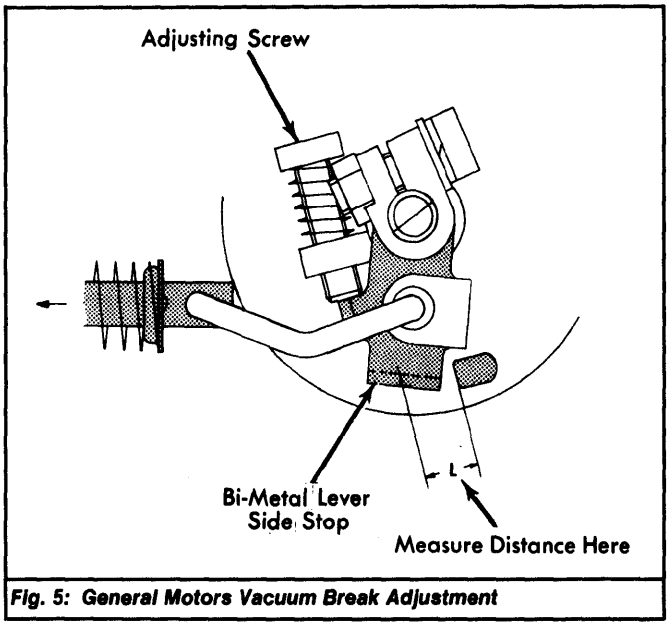

Fig. 5: General Motors Vacuum Break Adjustment

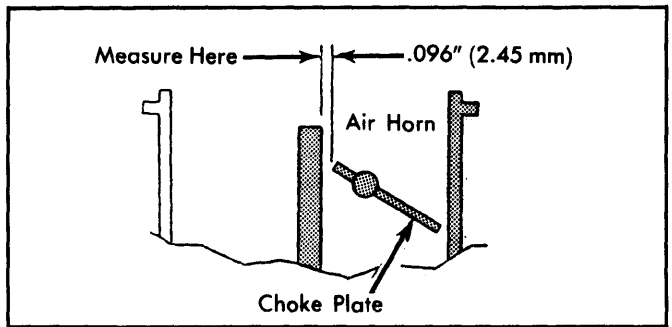

Fig. 6: Datsun Choke Unloader Adjustment

SECONDARY THROTTLE INITIAL OPENING

Open primary throttle valve until it is observed that secondary is just beginning to open. Hold throttle in this position and measure clearance between primary throttle valve and throttle bore. If clearance is incorrect, adjust by bending primary throttle tang. *See Fig. 7.*

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Hitachi DCH, DCP & DRJ 340 2-Barrel Carburetors (Cont.)

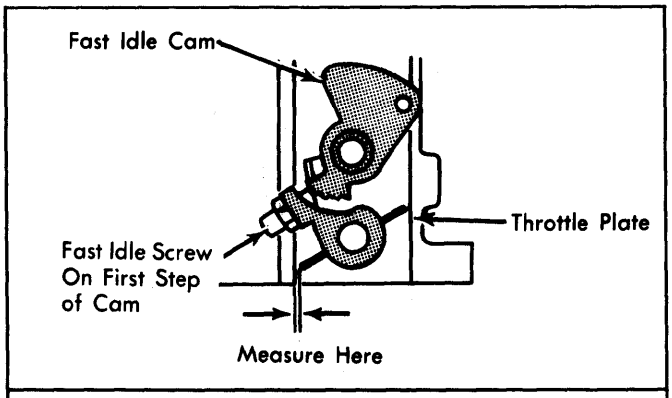

Fig. 7: Secondary Throttle Initial Opening Adjustment

OVERHAUL

DISASSEMBLY

1) Disconnect accelerator pump lever. Remove throttle switch and bracket assembly (if equipped). Remove throttle return spring. Remove choke thermostat housing and wire.
2) Remove fuel pipe nipple and strainer. Remove screw attaching choke lever to choke shaft. Move choke lever toward choke chamber. Remove choke connecting rod from lever.
3) Disconnect vacuum hose from float chamber. Remove bolts attaching choke chamber. Remove choke chamber from float chamber. Remove cotter pin between diaphragm rod and secondary throttle lever.
4) Separate lever and diaphragm. *See Figs. 9 and 10.* Remove solenoid valve harness clips. Remove diaphragm attaching screws. Remove diaphragm assembly.
5) Separate main body from throttle valve body. DO NOT remove throttle valves or choke valve unless components are damaged.

NOTE: One of the 3 lower screws securing throttle valve body is used to remove the negative pressure developed in the venturi. Remove these screws carefully.

6) Remove accelerator pump plunger attaching screws. Invert float chamber and remove plunger assembly. Remove float needle valve assembly. Remove float level gauge cover. DO NOT lose the float collar.
7) Remove screws attaching diaphragm cover. Remove diaphragm cover, spring and diaphragm. DO NOT lose ball and small spring. Remove all jets from upper part of float chamber.
8) Remove small venturi from both primary and secondary venturi (if equipped). Invert float chamber. Remove accelerator air bleed, main air bleeds and emulsion tubes.
9) Remove injector weight plug. Invert float chamber and remove injector weight. Remove power jet, main jet plugs and main jets. Remove primary vacuum jet.

CLEANING & INSPECTION

Wash parts in carburetor cleaner (solvent). DO NOT soak any components containing rubber, leather, or plastic. Soak components long enough to thoroughly clean all surfaces and passages of foreign matter. Remove any residue after cleaning components in solvent. Blow out all fuel passages dry with compressed air. Inspect all parts for wear or damage and replace as necessary.

REASSEMBLY

To reassemble, reverse disassembly procedure. Make sure jets are installed in correct position. *See Fig. 8.* If choke and throttle valves have been removed, install valves making necessary adjustments and seal screws. Check accelerator pump operation by filling cylinder with gasoline and operating plunger by hand.

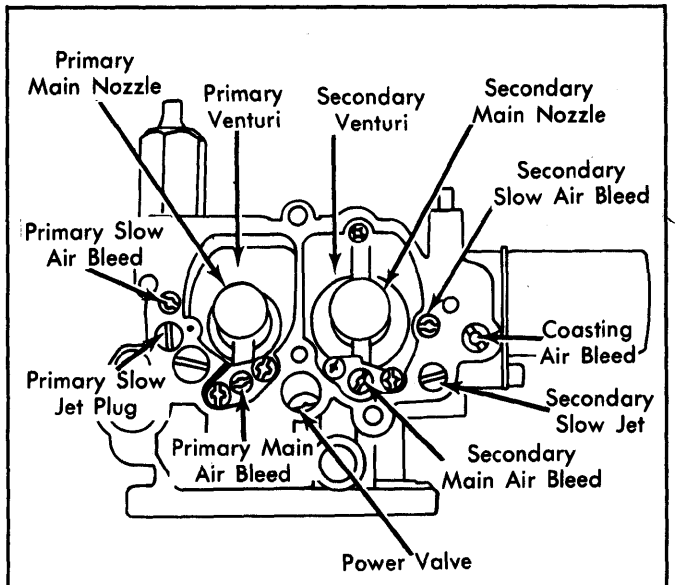

Fig. 8: Jet & Small Venturi Locations

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Hitachi DCH, DCP & DRJ 340 2-Barrel Carburetors (Cont.)

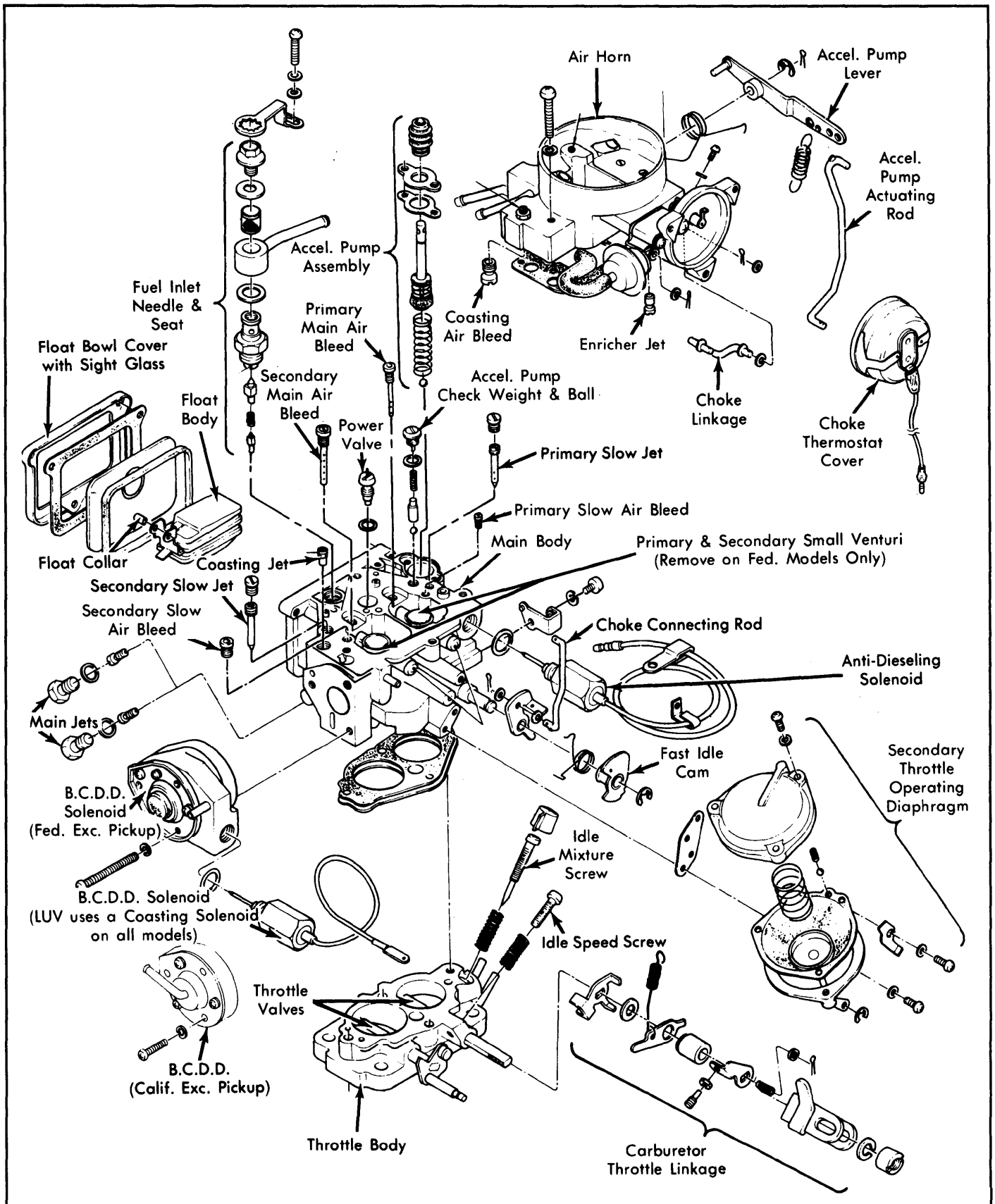

Fig. 9: Exploded View of Hitachi DCH & DCP 340 2-Barrel Carburetor

1974-79 FUEL SYSTEMS
Hitachi DCH, DCP & DRJ 340 2-Barrel Carburetors (Cont.)

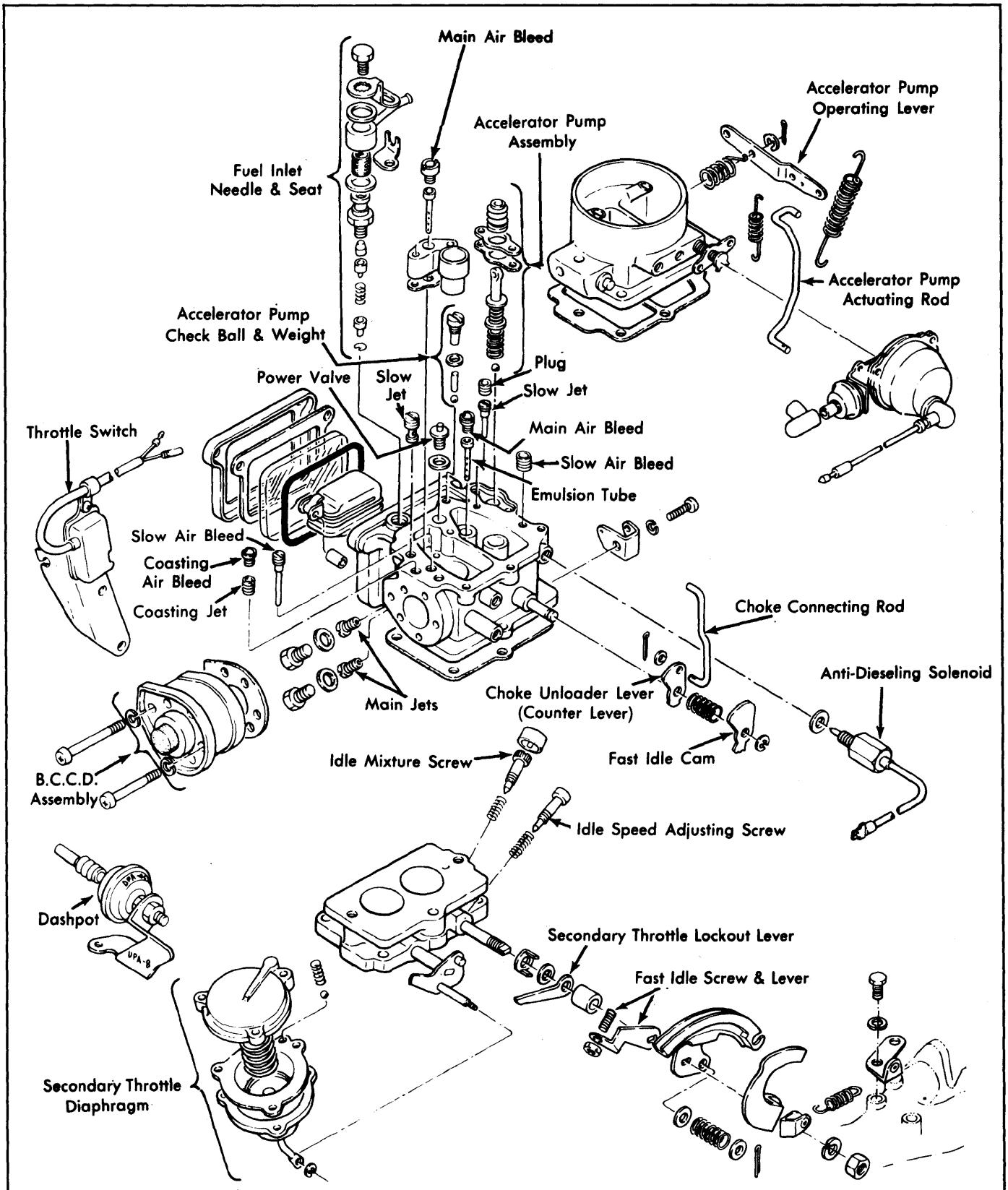

Fig. 10: Exploded View of 1974 Hitachi DCH & DRJ 340 2-Barrel Carburetor

1974-79 FUEL SYSTEMS
Hitachi DCH, DCP & DRJ 340 2-Barrel Carburetors (Cont.)

1974 CARBURETOR ADJUSTMENT SPECIFICATIONS

Carb. No.	Idle Speed (Engine RPM)		Float Level Setting In. (mm)	Float Drop Setting In. (mm)	Choke Linkage In. (mm)	Secondary Throttle In. (mm)	Unloader Setting In. (mm)	Vacuum Break In. (mm)
	Hot	Fast						
Datsun 610								
DCH 340-15	750	2000	①	.067 (1.5)	.038 (.95)	.291 (7.4)	.173 (4.4)	.067 (1.7)
DCH 340-14	650	2400	①	.067 (1.5)	.046 (1.2)	.291 (7.4)	.173 (4.4)	.067 (1.7)
Datsun 620 & 710								
DCH 340-12	800	2000	①	.067 (1.5)	.038 (.95)	.291 (7.4)	.173 (4.4)	.067 (1.7)
DCH 340-13	650	2400	①	.067 (1.5)	.046 (1.2)	.291 (7.4)	.173 (4.4)	.067 (1.7)
Chevrolet LUV								
DRJ 340	700	2200	①	.059 (1.51)	.057-.065 (1.46-1.64)	.280 (7.17)	.....	.....

① — Parallel.

1975-76 CARBURETOR ADJUSTMENT SPECIFICATIONS

Application	Idle Speed (Engine RPM)		Float Level Setting In. (mm)	Float Drop Setting In. (mm)	Choke Linkage In. (mm)	Secondary Throttle In. (mm	Unloader Setting In. (mm)	Vacuum Break In. (mm)
	Hot	Fast						
Datsun 610, 620 & 710								
Man. Trans.	750	1900-2100	.283 (7.2)	.059 (1.5)	.044 (1.1)	.291 (7.4)	.096 (2.5)	.059 (1.5)
Auto. Trans.	650	2300-2500	.283 (7.2)	.059 (1.5)	.051 (1.3)	.291 (7.4)	.096 (2.5)	.059 (1.5)
LUV								
All Models	700	.....	①	.059 (1.5)	.049 (1.3)	.270 (6.9)	.....	.285 (7.3)

① — See adjustment procedure.

1977 CARBURETOR ADJUSTMENT SPECIFICATIONS

Model	Idle Speed (Engine RPM)		Float Level Setting In. (mm)	Float Drop Setting In. (mm)	Choke Linkage In. (mm)	Secondary Throttle In. (mm)	Unloader Setting In. (mm)	Vacuum Break In. (mm)
	Hot	Fast						
Datsun 200SX, 620,								
Man. Trans.	650	1900-2800	.283 (7.2)	.059 (1.5)	.042 (1.1)	.291 (7.4)	.096 (2.5)	.059 (1.5)
Auto. Trans.	650①	2200-3200	.283 (7.2)	.059 (1.5)	.051 (1.3)	.291 (7.4)	.096 (2.5)	.059 (1.5)
LUV								
All Models	700	3400②	③	.059 (1.5)	.051 (1.3)	.270 (6.9)	.....	.285 (7.3)

① — Trans. in DRIVE
② — Man. Trans.; Auto. Trans. is 3200
③ — See adjustment procedure

1974-79 FUEL SYSTEMS
Hitachi DCH, DCP & DRJ 340 2-Barrel Carburetors (Cont.)

1978 CARBURETOR ADJUSTMENT SPECIFICATIONS

Model No.	Idle Speed (Engine RPM)		Float Level Setting	Float Drop Setting	Choke Linkage	Secondary Throttle	Unloader Setting	Vacuum Break
	Hot	Fast	In. (mm)	In. (mm)	In. (mm)	In. (mm)	In. (mm)	In. (mm)
Datsun (All Models)								
Man. Trans.	600	1900-2800	.283 (7.2)	.059 (1.5)	.055 (1.4)	.291 (7.4)	.096 (2.5)	.059④ (1.5)
Auto. Trans.	600①	2200-3200	.283 (7.2)	.059 (1.5)	.065 (1.7)	.291 (7.4)	.096 (2.5)	.059④ (1.5)
LUV								
All Models	900	3400②	③	.059 (1.5)	.051 (1.3)	.270 (6.9)	.....	.285 (7.3)

① — Transmission in DRIVE.
② — Manual transmission. Automatic transmission is 3200.
③ — See adjustment procedure.
④ — Calif. models. Federal models should be .069" (1.75 mm)

1979 CARBURETOR ADJUSTMENT SPECIFICATIONS

Model① No.	Idle Speed (Engine RPM)		Float Level③ Setting	Float Drop Setting	Choke Linkage	Secondary Throttle	Unloader Setting	Vacuum Break
	Hot	Fast	In.(mm)	In. (mm)	In. (mm)	In. (mm)	In. (mm)	In (mm)
Datsun								
200SX	600①	1900-2800②	.283 (7.2)	.059 (1.5)	.055③ (1.4)	.291 (7.4)	.096 (2.5)	.096④ (2.5)
Pickup	600①	1900-2800②	.283 (7.2)	.059 (1.5	.055③ (1.4)	.291 (7.4)	.096 (2.5)	.104④ (2.65)
510	600①	1900-2800②	.283 (7.2)	.059 (1.5)	.055③ (1.4)	.291 (7.4)	.096 (2.5)	.096④⑤ (2.5)
LUV	900	3400⑥	⑦	.059 (1.5)	.....	.270 (6.9)	.....	.122 (3.1)

① — Man. Trans. models in neutral. Auto. Trans. models should be 600 RPM in drive.
② — Man. Trans. models. Auto. Trans. models should be 2200-3200 RPM.
③ — Man. Trans. models. Auto. Trans. models should be .065" (1.7 mm).
④ — Calif. models. Federal models should be .109" (2.76 mm).
⑤ — Calif. Auto. Trans. models. Calif. Man. Trans. models should be .104" (2.65 mm).
⑥ — Man. Trans. models. Auto. Trans. models should be 3200 RPM.
⑦ — Float parallel with top of float bowl. See adjustment procedure.