

1974-79 FUEL SYSTEMS

Keihin 2-Barrel Carburetors

2-59

Honda: 1977-79 Civic 1200

DESCRIPTION

Honda Civic 1200 cc engines are equipped with a Keihin 2-barrel downdraft carburetor with a primary and secondary throttle system. Unit is equipped with an internal choke valve which is manually operated by a knob and cable assembly. Both primary and secondary bores have main jets which draw fuel from a common float bowl. Accelerator is a lever and diaphragm type. Manual transmission equipped vehicles utilize a vacuum operated throttle opener system which acts similar to a dashpot.

ADJUSTMENTS

IDLE SPEED & MIXTURE

See appropriate TUNE-UP PROCEDURES article.

COLD (FAST) IDLE RPM

See appropriate TUNE-UP PROCEDURES article.

FLOAT LEVEL

- 1) Remove carburetor air horn and hold it upside down. Float needle valve should touch arm gently or have less than .004" (.1 mm) clearance.
- 2) Measure distance from air horn gasket to center to float. See Fig. 1. Measurement should be 1.39-1.47" (35.4-37.4 mm).
- 3) Adjust by turning needle valve seat. DO NOT allow valve seat to stick out above its threaded housing. Prevent needle valve from falling out. After adjustment, be sure needle valve seat is clean and that float moves freely.

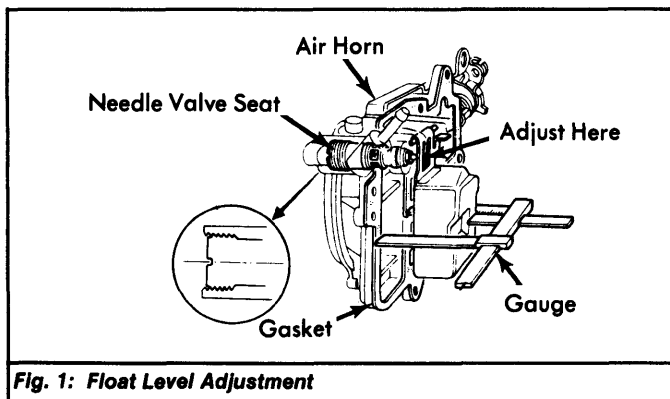


Fig. 1: Float Level Adjustment

ACCELERATOR PUMP

Measure total travel of accelerator pump arm. Adjust to .445" (11.3 mm) by bending accelerator pump arm. See Fig. 2.

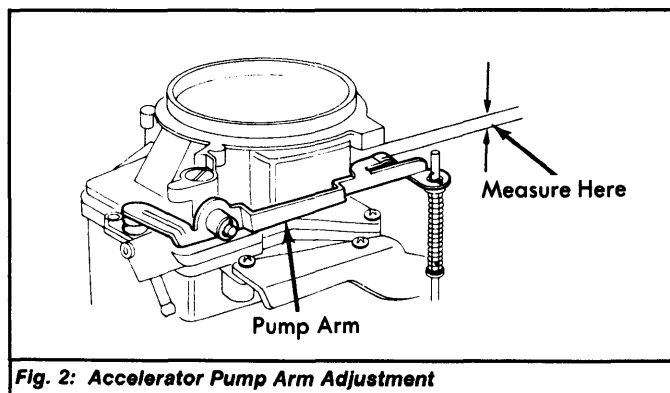


Fig. 2: Accelerator Pump Arm Adjustment

IDLE ADJUSTING SCREW

If idle adjusting screw has been removed or is out of adjustment, install screw and turn it until it bottoms gently. Back out screw 2-3 turns. Install limiter cap so tab on cap is facing 180 degrees away from stop on carburetor.

THROTTLE CABLE TENSION

- 1) Turn adjusting nut on carburetor bracket until inner cable play is zero with throttle valve fully closed.
- 2) Back out adjusting nut .079" (2 mm). Inner cable play should be about .157-.397" (4-10 mm) between throttle link and bracket. See Fig. 3.
- 3) Be sure carburetor throttle valve opens fully when accelerator pedal is pushed all the way down. Check to see linkage returns freely and smoothly to idle position.

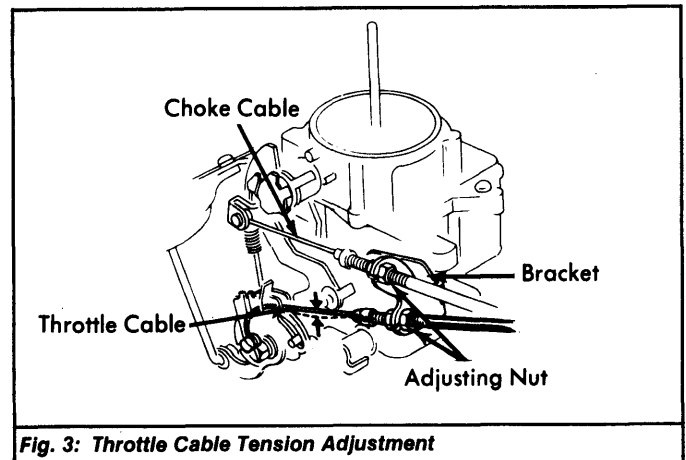


Fig. 3: Throttle Cable Tension Adjustment

CHOKE CABLE TENSION

Turn adjusting nut until there is no clearance between choke lever and bracket. See Fig. 3. Pull choke knob all the way out. Choke valve should close completely. Push choke knob all the way in. Choke valve should be fully open.

THROTTLE OPENER

- Models With Manual Transmission**
- 1) Engine should be warmed up to operating temperature. Ignition timing, idle speed, and distributor point gap should be correct.
 - 2) Connect hand-held vacuum pump to throttle opener and apply at least 16 in. Hg. See Fig. 4. Engine speed should increase to 1600-1700 RPM. Depress accelerator a few times to stabilize engine speed.
 - 3) If RPM is incorrect, bend throttle link lever forks apart to increase RPM or bend forks together to decrease RPM. See Fig. 5. Also check for loose vacuum tube connection or faulty vacuum tube. Check for broken diaphragm in throttle opener and replace as necessary.
 - 4) Increase engine speed to 3500 RPM. Release throttle suddenly. Throttle should close in 2-8 seconds. If adjustment is required, loosen control valve lock nut. Turn adjusting nut clockwise to decrease time; counterclockwise to increase time. See Fig. 6.
 - 5) Tighten lock nut and repeat step 4). If correct time cannot be obtained within full range of adjustment, replace control valve and repeat adjustment procedure.

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Keihin 2-Barrel Carburetors (Cont.)

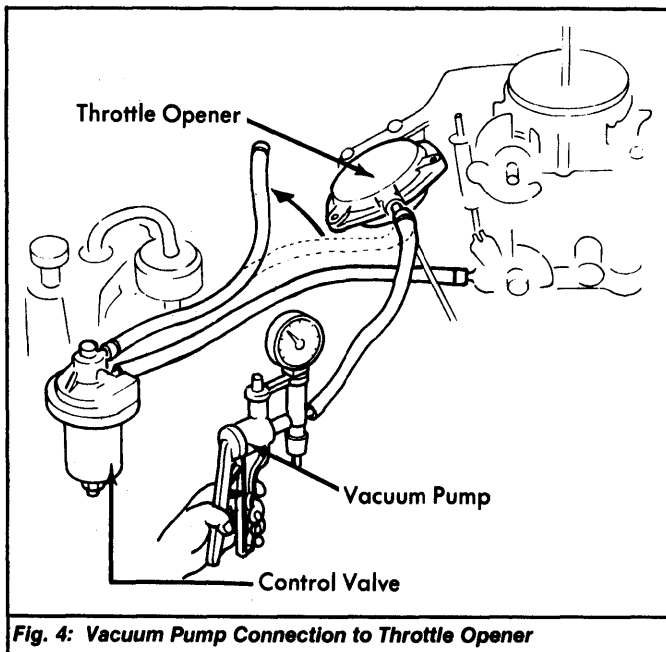


Fig. 4: Vacuum Pump Connection to Throttle Opener

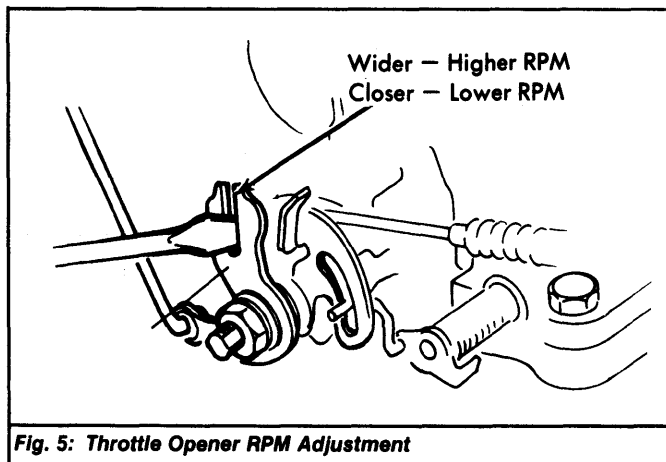


Fig. 5: Throttle Opener RPM Adjustment

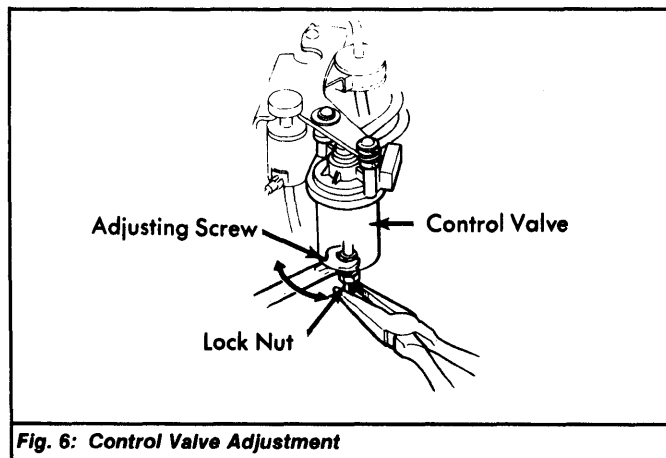


Fig. 6: Control Valve Adjustment

DISASSEMBLY

1) Remove accelerator pump rod clip. Remove (5) air horn-to-throttle body screws. Lift off air horn carefully. Pull out cotter pin retaining rocker arm and remove rocker arm. Remove accelerator pump rod and rubber cap.

NOTE: Do not remove choke valve out of air horn unless it is to be replaced.

2) Gently remove float arm pin with pin punch. Tap pin out from long leg side. Remove needle valve seat assembly. Use care not to damage "O" ring. Remove primary and secondary air jets.

3) Disconnect emulsion tubes. Remove primary and secondary slow air jets. See Fig. 7. Take off clip plate. Remove main jets and valve seat. Remove throttle opener by pulling out link plate cotter pin.

4) Remove screw and bracket assembly. Remove fast idle ring. Remove throttle cable bracket, throttle lever and spring. DO NOT disassemble auxiliary and throttle valves. If necessary, disassemble accelerator pump and throttle opener. See Fig. 8.

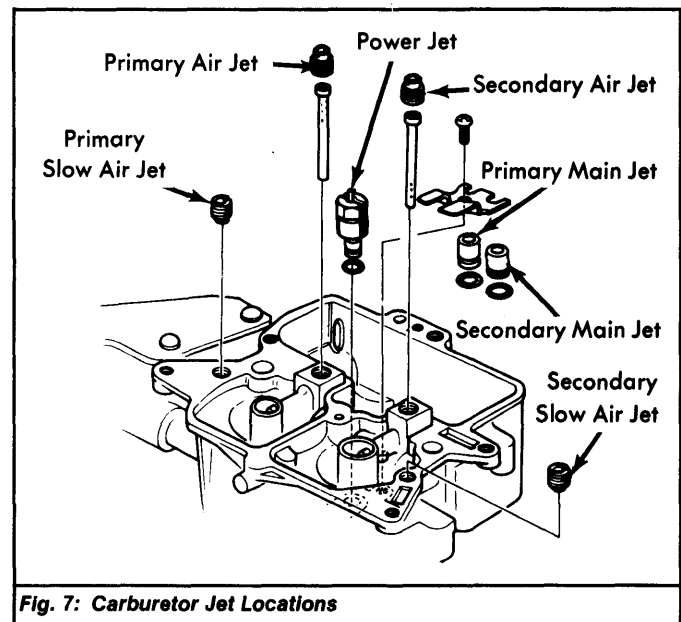


Fig. 7: Carburetor Jet Locations

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

1) To reassemble, reverse disassembly procedure. DO NOT get primary and secondary emulsion tubes and jets mixed up. Replace all gaskets, seals, "O" rings, and cotter pins.

2) When installing piston dust cover, place it on choke chamber first. Securely engage cover lip in chamber. Tighten air horn-to-throttle body screws evenly. Do not over-tighten attaching screws, as this could cause warping or breakage of carburetor parts.

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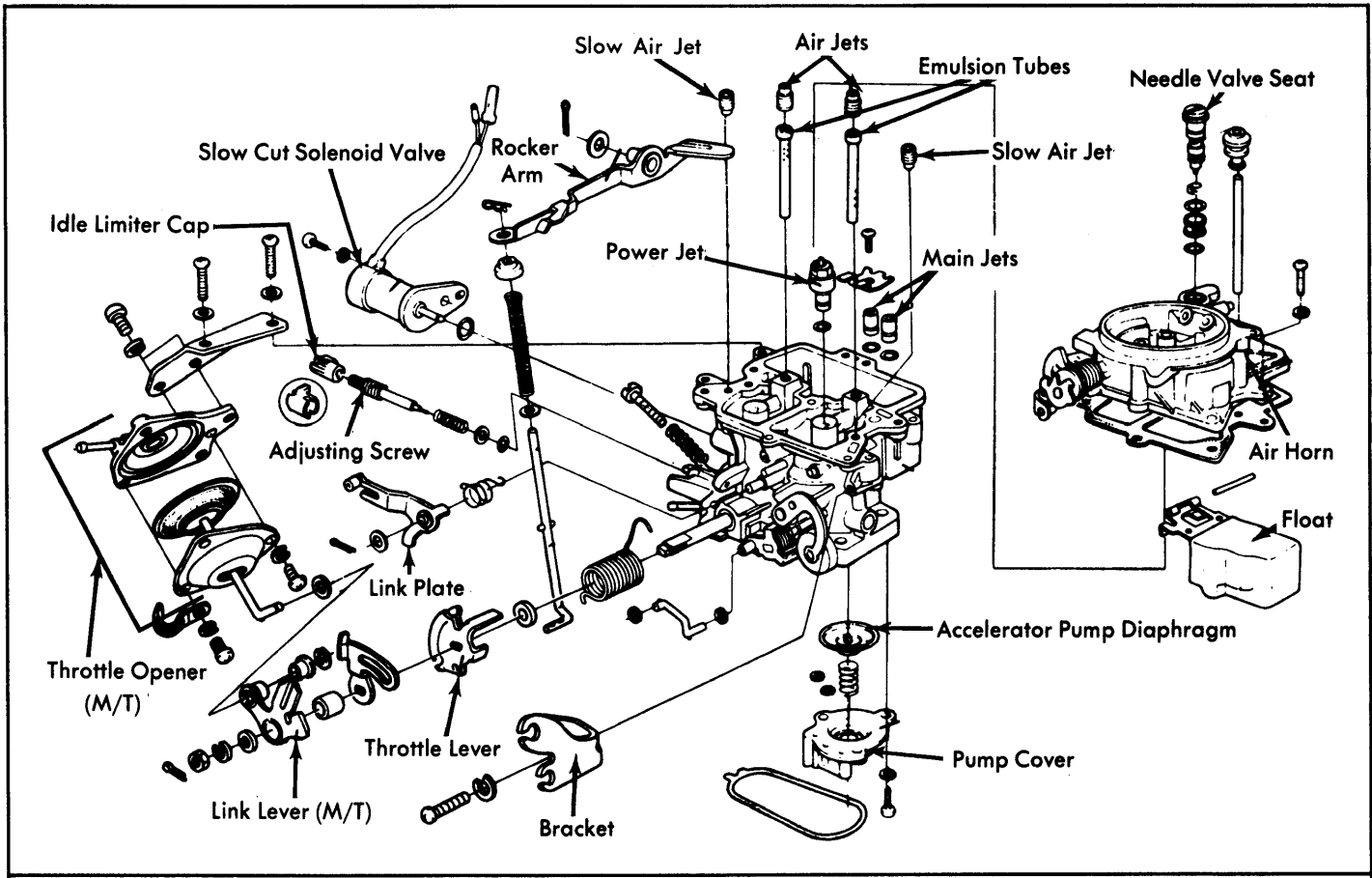


Fig. 8: Exploded View of Keihin 2-Barrel Carburetor