

SOLEX (MIKUNI) DIDTA 2-BARREL

Arrow Pickup
Challenger
Champ

Colt
Ram-50 Pickup
Sapporo

DESCRIPTION

The Solex (Mikuni) 28-32 DIDTA Carburetor is used on all 1400 cc and 1600 cc models and the 30-32 DIDTA on all 2000 cc and 2600 cc models. These 2-barrel, 2-stage carburetors utilize primary and secondary circuits. Components include a conventional accelerator pump, a vacuum-actuated secondary throttle diaphragm, a sub-EGR valve system, a fully automatic choke, a vacuum kick (choke breaker), an air switching valve, a jet air control valve, a fuel cut-off solenoid, a dashpot, and an anti-overfill device.

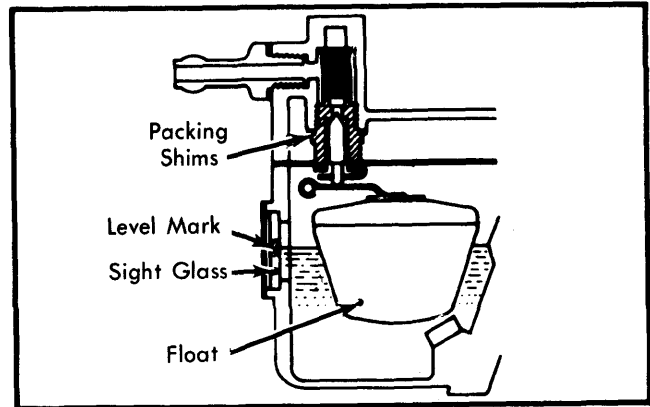


Fig. 1 Adjusting Fuel Level

CARBURETOR IDENTIFICATION

Application	Carburetor No.	
	Man. Trans.	Auto. Trans.
Champ & Colt (28-32DIDTA)		
Federal		
1400 cc	30797	
1600 cc	34082	34083
Calif.		
1400 cc	30796	
1600 cc	34080	34081
All Others (30-32DIDTA)		
2000 cc	⓪	⓪
2600 cc	⓪	⓪

⓪ - Carburetor identified by 30-32DIDTA only.

ADJUSTMENTS

HOT (SLOW) IDLE RPM

See appropriate TUNE-UP SERVICE PROCEDURES article.

IDLE MIXTURE

See appropriate TUNE-UP SERVICE PROCEDURES article.

COLD (FAST) IDLE RPM

See appropriate TUNE-UP SERVICE PROCEDURES article.

FACTORY ADJUSTMENTS ONLY

The automatic choke, choke breaker (vacuum kick), fast idle, secondary throttle opener, accelerator pump and sub-EGR valve have all been factory-calibrated and should not be changed for any reason, according to manufacturer.

FUEL LEVEL ADJUSTMENT

The float chamber is fitted with a sight glass. Check that fuel level is nearly in the middle of dot on sight glass. If fuel level is either .16" (4 mm) above or below dot on sight glass window, fuel level is okay. If float level is not within this specified range, adjust as necessary. Adjustment is accomplished by increasing or decreasing number of needle valve gaskets. See Fig. 1.

ACCELERATOR PEDAL & CABLE ADJUSTMENT

Arrow, Challenger, Ram 50 & Sapporo - With engine at normal operating temperature, slide accelerator cable holder to the position at which the throttle lever will begin to operate. Check that inner cable has no more than .04" (1 mm) of free play. Operate accelerator pedal to make sure that throttle valve operates smoothly from fully closed to fully opened position. See Fig. 2.

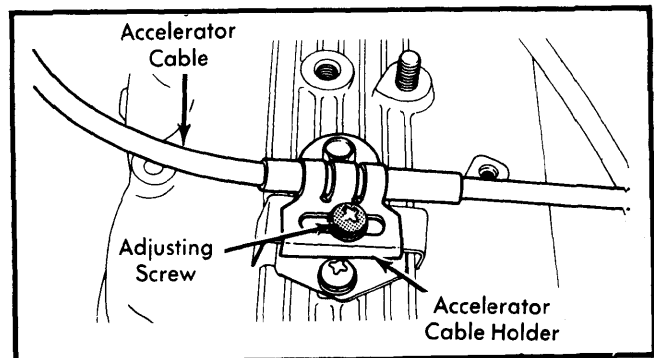


Fig. 2 Adjusting Accelerator Cable (Arrow, Challenger, Ram 50 & Sapporo)

Champ & Colt - With engine at normal operating temperature, adjust accelerator cable so that there is no more than .04" (1 mm) of free play. Adjust cable free play adjusting nut and tighten lock nut after adjustment is made. See Fig. 3. After adjustment is made, check that accelerator pedal operates throttle valve from fully closed to fully opened position smoothly.

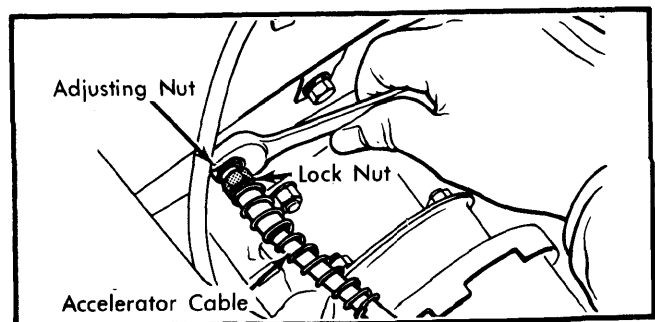


Fig. 3 Adjusting Accelerator Cable Free Play (Champ & Colt)

SOLEX (MIKUNI) DIDTA 2-BARREL (Cont.)

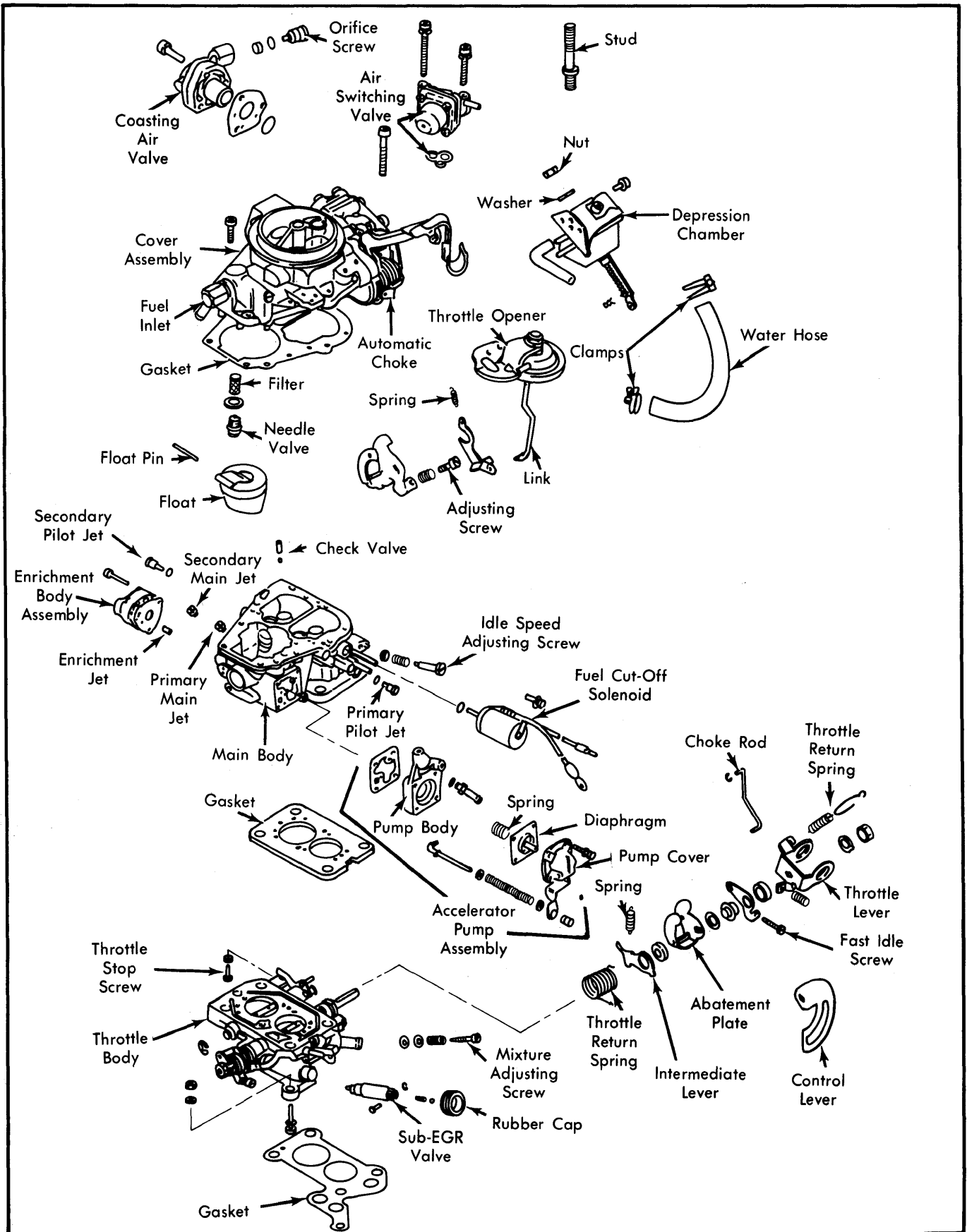


Fig. 4 Exploded View of Solex (Mikuni) DIDTA 2-Barrel Carburetor

SOLEX (MIKUNI) DIDTA 2-BARREL (Cont.)

OVERHAUL

DISASSEMBLY

- 1) Remove carburetor from vehicle and disconnect water hose from throttle body to choke chamber. Grind off heads of choke cover lock screws and remove cover.
 - 2) Disconnect ground wire from fuel cut-off solenoid at float chamber cover. Remove throttle return spring and damper spring.
 - 3) Remove vacuum hose connecting depression chamber to throttle body. Remove accelerator pump rod from throttle lever.
 - 4) Remove dashpot rod (Man. Trans.) or throttle opener rod (Auto. Trans.) from free lever. Remove depression chamber rod from secondary throttle lever.
 - 5) Remove all 6 float chamber cover screws; 4 screws connect float chamber cover to main body and two go to throttle body.
 - 6) Remove only the main body by lifting float chamber cover. Cover cannot be removed because choke unloader rod is connected to throttle shaft.
- NOTE** — Do not turn carburetor upside down during disassembly. Turning carburetor will cause accelerator pump check weight and ball, and steel ball for anti-overfill device to fall out.
- 7) Remove "E" clip where choke unloader rod connects to throttle shaft.
- NOTE** — Do not remove devices connected to float chamber unless absolutely necessary, especially automatic choke system.
- 8) Remove float pin and then remove float. Remove needle valve by removing screw and retainer that hold needle valve in place.
 - 9) Remove accelerator pump and fuel cut-off solenoid.

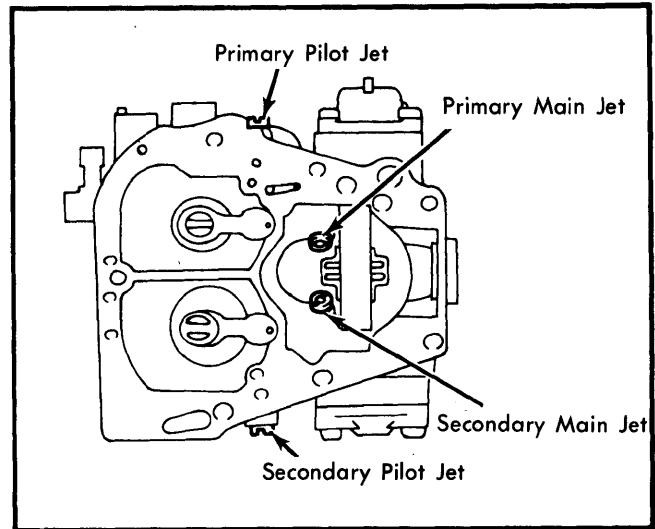


Fig. 5 Location of Primary & Secondary Jets

INSPECTION

Clean all parts removed, using care not to damage diaphragms with solvent. Check throttle valve and choke valve shafts for operation. Check jets for damage or clogging using compressed air, never use wire. Check idle mixture adjusting screw for grooves, ridges or other damage. Check needle valve assembly, strainer screen and vacuum chamber. Check fuel cut-off solenoid operation, using battery. Solenoid needle should move in when attached to battery, out when disconnected. Thoroughly inspect carburetor main body, throttle body and float chamber cover for cracks or other damage.

REASSEMBLY

Reassemble carburetor in reverse order of disassembly, while noting the following items:

- 1) Be sure that all air and fuel passages are clear and clog free.
- 2) Be sure that throttle and choke linkages are operating properly and smoothly. Apply a small amount of lubricant to linkage after cleaning.
- 3) Be sure that sub-EGR valve is operating smoothly.
- 4) If a main or pilot jet needs to be replaced, make sure that replacement jet is of the same size. A number is stamped on each jet.